

# AUTOSPORT

FEBRUARY 26, 1954

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EVERY FRIDAY  
Vol. 8 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY

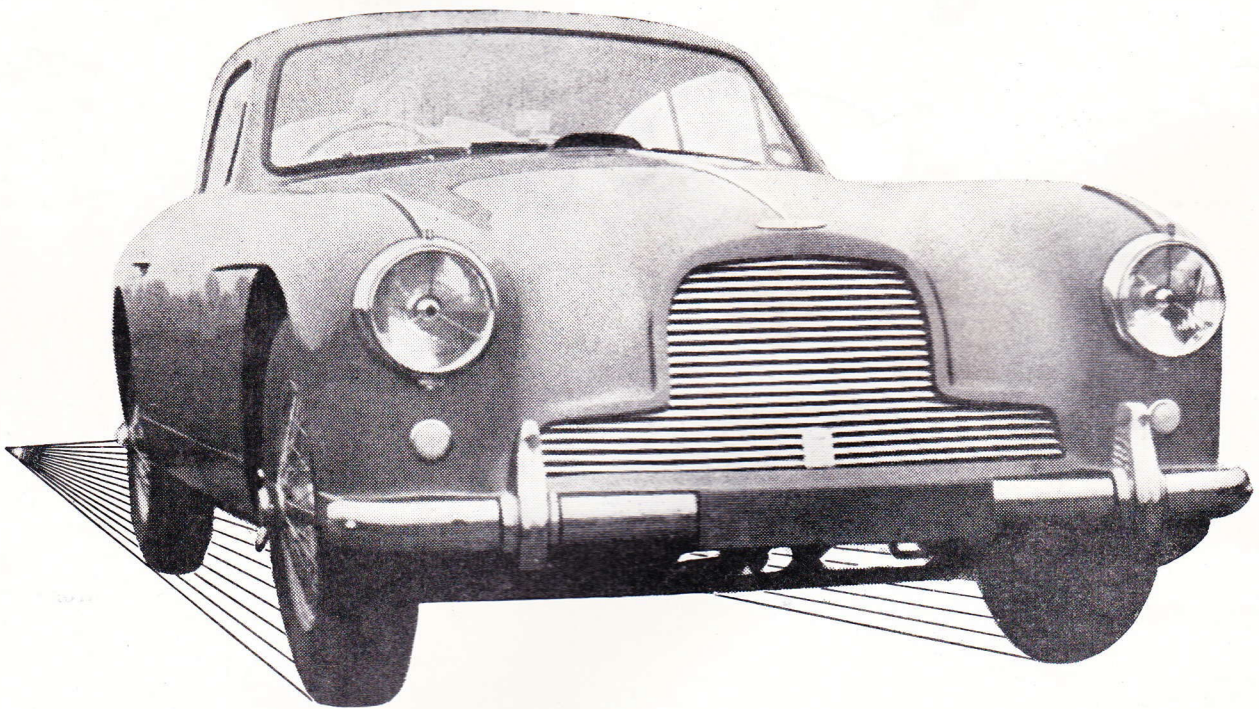


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THE 2½-LITRE FORMULA 1 MERCEDES-BENZ : THEO PAGE DRAWING OF 1954 G.P. CONNAUGHT : FROM GRAND NATIONAL TO GRAND PRIX  
KITCHING TROPHY TRIAL : SEASONAL SURVEY, PART VI, CLUB RACING : R.A.C. RALLY AND SEBRING ENTRIES : RILEY WINTER RALLY



for the **Aston-Martin**



**DAVID BROWN**  
recommend



the  
masterpiece  
in oils



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 9

February 26, 1954

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## NOTICES

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## EDITORIAL

THE new Grand Prix Mercedes-Benz will puzzle technicians all over the world. Every successful post-war formula racing car has had exposed wheels, and the minimum possible bodywork. Daimler-Benz's first essay into Grand Prix racing since 1939 has resulted in a machine having all the characteristics of sports-racing cars. In fact, the 2½-litre Mercedes-Benz bears a considerable resemblance to the concern's own aerodynamic vehicles, formerly developed for Avus and special record attempts, and stated to be most unsuitable under road racing conditions. It is generally admitted that on average road circuits, where there is constant braking, enclosed wheels play havoc with both braking systems and tyres; also, the driver is unable to judge the state of his covers—because he cannot see them. Perhaps the Germans have perfected disc-type brakes which work efficiently although out of the main air-stream—but the problem of letting the driver see his tyres is one that has faced designers ever since aerodynamics were applied to bodywork on very fast racing cars. It will be highly interesting to see whether or not the streamlined Mercedes-Benz can complete a 500 kilometres Grand Prix without having to stop for wheels to be changed. No one can possibly under-rate the Germans; the new car will be fast—very fast—but will it be capable of defeating the Italians who have nearly a decade of motor racing behind them since hostilities ended? AUTOSPORT is convinced that this car has been designed specifically for the very fast Rheims circuit, and that more conventional single-seater bodywork has been developed for other venues. One cannot envisage Mercedes-Benz appearing at Nürburg-ring for the German Grand Prix with their aerodynamic machines, which would almost certainly be completely unsuitable for that tortuous course in the Eifel Mountains—not forgetting the fact that they will be all out for victory in the presence of their own countrymen!

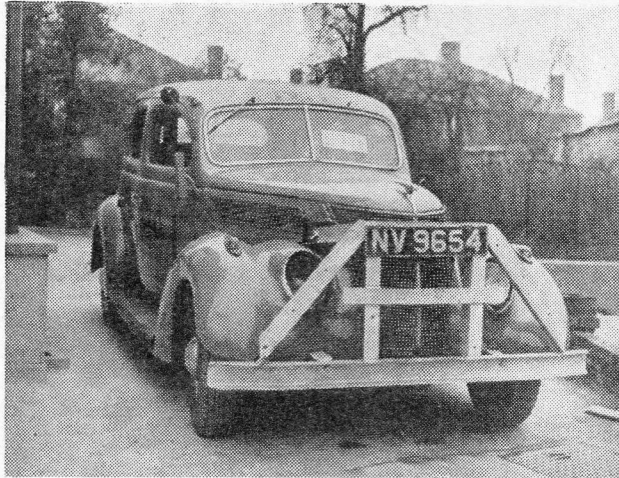
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AUTOSPORT is led to understand that nitromethane fuels will not be supplied by the leading petrol companies for racing during 1954. However, if any driver wishes to use this fuel, at least one company is willing to give all possible assistance in obtaining the correct mixture—provided the user finds, and pays for, his own ingredients. In other words, the petrol companies have come to the conclusion that nitromethane is too expensive to be dished out to racing men in the normal way. It still seems fairly certain that many drivers will think it worth while to consult chemical experts—unless, of course, the fuel is banned by organizers, which is unlikely in the case of G.P. machinery! In any case, a little bird whispers that the 2½-litre Mercedes-Benz has been designed to utilize oxygen-content fuels, and that the Italians are also fairly “nitro-minded”.

## OUR COVER PICTURE

WINTER SPORT—but in spring sunshine. Jack Williamson, the eventual winner of the Riley M.C. (London Centre) Rally last week-end, in the triangle test with his 1948 1½-litre.



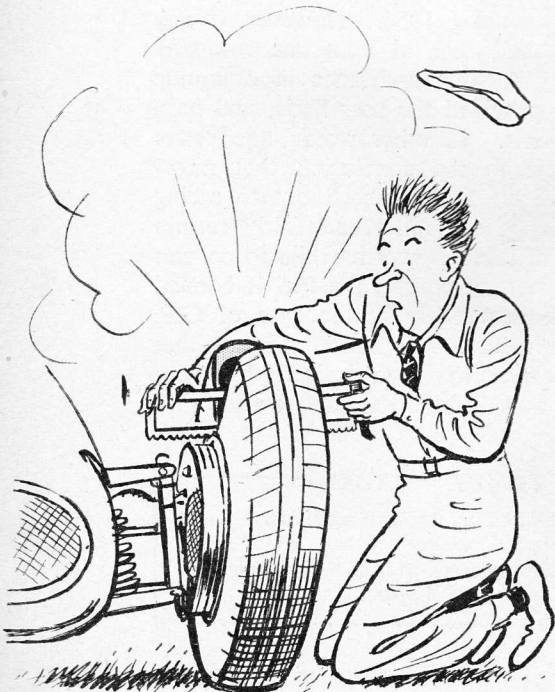


THE "Autosport" 500 c.c. Championship trophies and cash awards will be presented at tonight's (26th February) annual dinner-dance of the Half-Litre Club, in the Park Lane Hotel, London.

AURELIO LAMPREDI's next article will be "Carburettors or Fuel Injection", in which the famous designer brings out some interesting points relating to the last-named.

COL. O'HARA MOORE and John Gott plan to do the Soleil, Tulip and Alpine rallies in the former's Frazer-Nash.

ME. BOUSQUET will drive the new four-cylinder, 82 b.h.p., 1,100 c.c. Gordini at Agadir on Sunday. Her entry at Sebring with Mlle. Thirion was turned down by the organizers, who frown on lady drivers in big events.



## PIT & PADDOCK

HAVE A BASH! All ready for stock car racing, a Ford V8 with anti-crash equipment. This is typical of the machines which will take part in the meeting at New Cross speedway, London, on Good Friday.

ATTENDANCE at the International Motor Sports Show in New York for the nine days was over 200,000 and there was an estimated \$2 million worth of cars sold from the floor of the Show.

WALTER GRANT-NORTON has acquired Peter Kenneth's T.T. Replica Frazer-Nash, and intends to do one or two Continental rallies with it, after the R.A.C. event.



DOWN-UNDER PUBLICITY: An Australian-assembled Vauxhall tourer was lent to H. H. Gould in Sydney as personal transport. Lettering reads: "This car is on loan to Horace Gould (Cooper-Bristol Champion), by courtesy of Tony Withers.

JACQUES JONNERET of Geneva has purchased Col. Johnny Simone's C-type Jaguar. Simone is driving a works-loaned Maserati at Agadir.

MIKE (Aston Martin) SPARKEN will tow his Vignale-bodied, S-type engined DB3 behind a Phantom II Rolls-Royce, late property of Mme. Chanel of perfume fame.

FIRST English meeting for prospective members of the Ecurie Bull-Frog takes place on Saturday, 6th March, at the Old Vicarage Country Club, Handford, Trentham, Stoke-on-Trent.

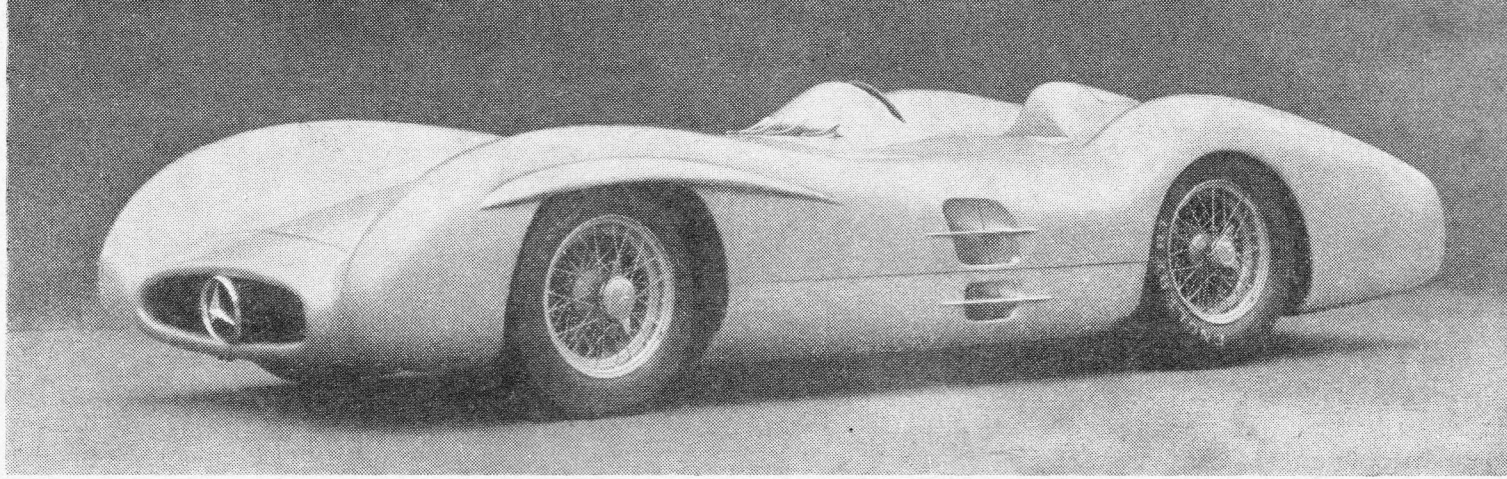
THE 13th Rome G.P. on 16th May will be run over the new Circuit of Castelfusano, a 4-mile course embodying fast and slow corners and two long straights, permitting very high speeds.

JOYCE LEAVENS is co-driving with Nancy Mitchell in the "Lyon-Charbonnières", the entry for which looks like a Grand Prix line-up.

BUGATTI O.C., formed in 1929, celebrate their silver jubilee this year with the purchase of Prescott Hill estate.

"OBJECTIVE Monte Carlo" is the title of a film trade-shown last Monday at the Classic Cinema, London. Produced by Danny Carter, the theme is around the trip of A.C.V.'s luxury coach "Gay Consort", but contains many interesting aspects of the Rally, with the focus on the Gap-Monaco Speed-Regularity Test. MacDonald Hobley gives a first-rate commentary, and the film is booked for general showing, but 16 mm. copies will shortly be available for clubs.

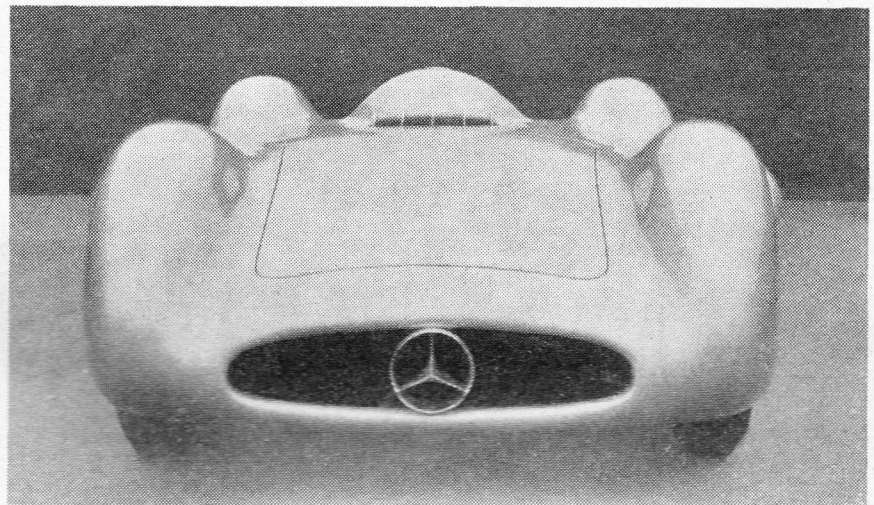




## The Grand Prix Mercedes-Benz

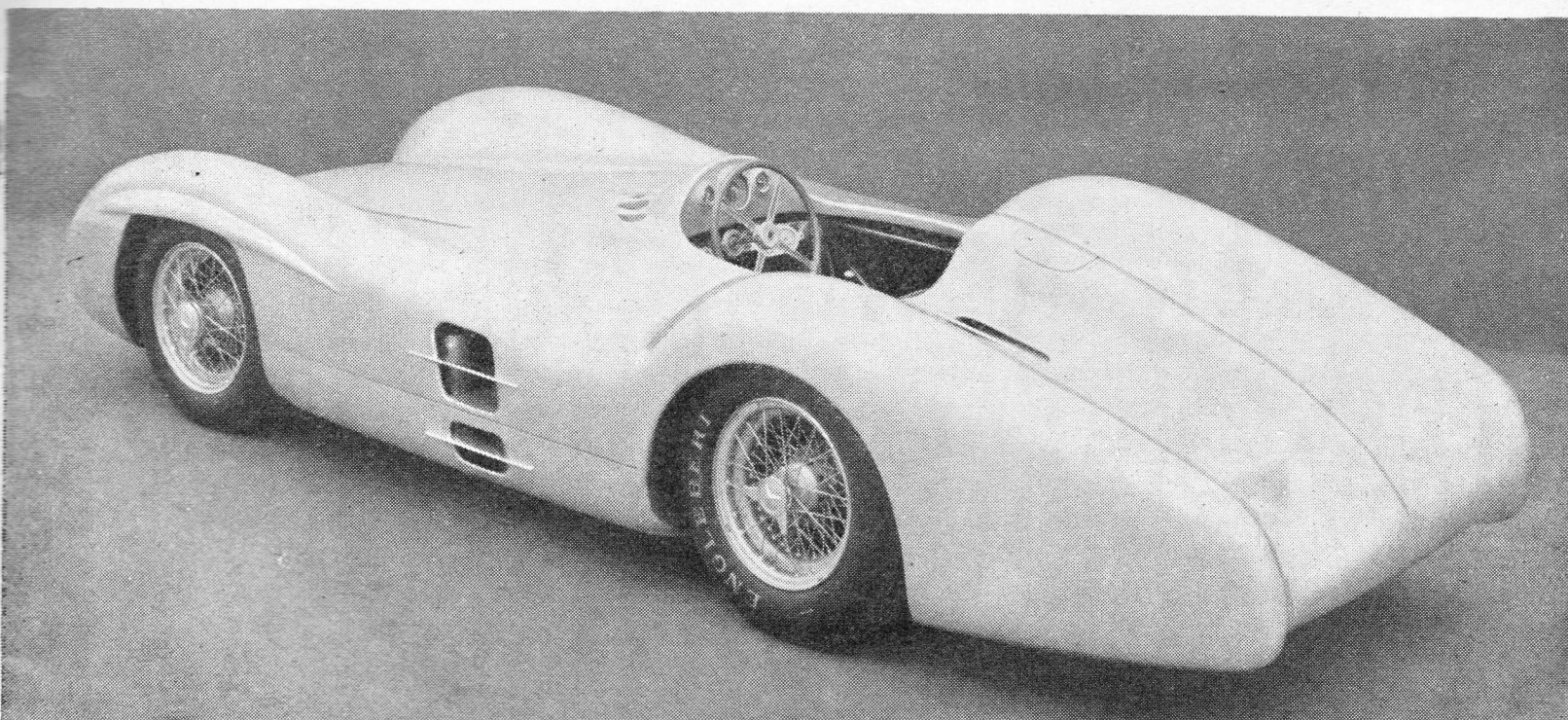
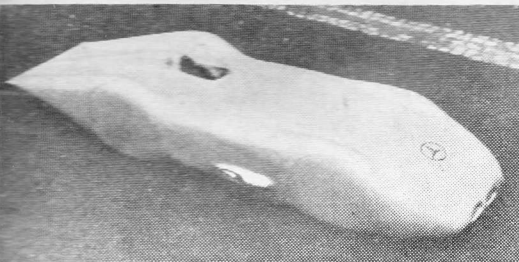
New Formula I Car Has Sports-Racing Type of Body and 2½-litre Power-unit—Reminiscent of Pre-war “Record” and “Avus” Machines

Most exciting news of recent weeks is the announcement of the new 2½-litre, Grand Prix Mercedes-Benz, the prototype of which is illustrated on this page. No technical data has so far been issued, but it is generally believed that the power-unit is an eight cylinder, mounted on its side, with twin o.h.c. and fuel injection equipment. Disc brakes are rumoured to be used, as is swing-axle rear suspension. It is possible that this wind-tunnel-developed body is interchangeable with an orthodox single-seater, for use on “slow” circuits.



(Top) Low, and ultra-streamlined, the 1954, 2½-litre Grand Prix Mercedes-Benz. (Above) The small frontal area suggests that the engine is mounted on its side. (Left) Flashback to 1938—the 5.6-litre “Rekordrennwagen”.

(Below) This three-quarter rear view shows the startling resemblance of the new G.P. Mercedes-Benz to modern sports-racing cars.





# SPORTS-NEWS

## SEBRING—7th MARCH

A VERY large entry has been received for the Florida International 12-Hour G.P. of Endurance, at Sebring on 7th March. From Great Britain go the Aston Martin DB3S team, and Lance Macklin in the new Austin-Healey "hard-top". Two of the DB3S cars will be driven by Reg Parnell/Roy Salvadori, and Peter Collins/Pat Griffith; a third machine will be handled by American drivers.

Lancias have three works entries of 3.3-litre machines headed by Ascari/Villoresi. Fangio will partner Castellotti. France sends one D.B.-Panhard in search of Index of Performance honours.

Briggs Cunningham has three entries comprising last year's 5½-litre Cunningham, a 4.5-litre Ferrari and a 1½-litre Osca. The last-named is interesting in that Stirling Moss is named as a possible co-driver.

Whilst there are no factory entered Jaguars, the 3,001-4,500 c.c. class contains no less than a dozen of the Coventry-built machines, including four C-types.

Interesting entries are Ecurie Yankee's Cadillac-powered Kurtis, Tilp's Offenhauser-engined Aston Martin, a couple of 3-litre, 4-cylinder Ferraris, Young's Chevrolet Corvette, a couple of 2,716 c.c. Austin-Healeys, and Brook Stevens's three Excaliburs.

Making its race debut is an Arnolt-Bristol in a class which contains Kieft, Maserati and Frazer-Nash entries. Six Osca's dominate the 1½-litre class together with four Porsches.

### Provisional Entry List

#### Over 4,500 c.c.

**Cunningham:** 5,454 c.c., Cunningham/Johnston. **Cadillac-Allard:** 5,441 c.c., Goldschmidt/Du Ponte. **Cadillac-Kurtis:** 5,441 c.c., Bob Said/X. **Olds-Allard:** 5,062, Gray/Hall.



S.C.C.A. CHAMPION for 1953 is Bill Spear of Connecticut, who is to drive a 4.1-litre Ferrari in the Sebring 12 Hours race.



GRAND PRIX LANCIA: You can't see much for the pushers, but this is the first picture we have seen of the new Grand Prix monoposto Lancia, making preliminary tests on a runway at Caselle airport, Italy.

#### 3,001-4,500 c.c.

**Ferrari:** 4,500 c.c., Walters/Fitch, R. Yung/P. Yung; 4,101 c.c., Kimberley/Lunker, Spear/Hill, Guiberson/X. **Chevrolet Corvette:** 3,840 c.c., A. F. Young/X. **Jaguar "C":** Hansgen/Timmins, Hirsch/X, Miller/McKenna, Huntoon/Marshall. **Jaguar XK 120:** Young/Morton, Kaplan/Boss, Schott/Michaels, Janis/Daly, Wallace/Wing, Thompson/Kinchloe, Dagarvar/X, Lesko/Garz. **Lancia:** 3,300 c.c., Ascari/Villoresi, Fangio/Castellotti, Taruffi/Manzon; Reserve, Valenzano.

#### 2,001-3,000 c.c.

**Ferrari:** 2,953 c.c., Publiker/Wessels, Schell/de Portago. **Offy-Aston Martin:** 2,980 c.c., Pearsall/Hansgen. **Aston Martin:** 2,922 c.c., Parnell/Salvadori, Collins/Griffith, X/X. **Austin-Healey:** 2,719 c.c., Wellenberg/Wonder, Giubardo/Smyth; 2,660 c.c., Macklin/X, Jenkins/Orr. **Healey:** 2,448 c.c., Rothschild/Hunt. **Excalibur:** 2,704 c.c., Krasberg/Golditch; 2,635 c.c. Ulbrich/Reidy, Feld/Gary.

#### 1,501-2,000 c.c.

**Kieft:** 1,996 c.c., Carpenter/Van-Driel; 1,971 c.c., Ceresole/X. **Arnolt-Bristol:** 1,971 c.c., Robinson/X. **Frazer-Nash:** 1,971 c.c., Grey/Kulok, Grier/Dreyfus. **Maserati:** 1,988 c.c., McKnought/Eager, de Portago/Schell.

#### 1,101-1,500 c.c.

**Porsche:** 1,488 c.c., H. Brundage/I. Brundage, Hanna/X, Hunt/Carson, Graham/Stimpson. **Kieft:** 1,476 c.c., Derujinsky/Underwood, Herzog/X. **M.G.:** 1,465 c.c., Allen/X; 1,381 c.c. Keeley/Underwood; 1,250 c.c., Yates/Black. **Osca:** 1,453 c.c., Lloyd/Stirling Moss, Moffett/X, Makins/Bott, Brewster/Rudkin, Simpson/Colby; 1,342 c.c., Linton/Beck. **W. D.-Denzel:** 1,284 c.c., Toland/Devaney.

#### 751-1,100 c.c.

**Siata:** 1,089 c.c., Conley/Christianson, Bentley/Cuomo; 863 c.c., Boswell/X.

#### Up to 750 c.c.

**D.B. Panhard:** 745 c.c. Crouzet/Morehouse. **P.B.C.:** 748 c.c., Schafft/Stiles. **Lancia:** 749 c.c., Gogleman/Goldrich.

#### Reserves

**Rex:** 325 c.c., Moncur/Wood. **M.G.:** 1,444 c.c., Franklin/Curtis; 1,250 c.c., Wilson/Lindenmeier. **Porsche:** 1,488 c.c., Schmidt/Hansberry. **Volkswagen:** 1,183 c.c., Hagy/Huggett. **Austin-Healey:** 2,660 c.c., Bailey/X. **Bandini:** 749 c.c., Cicurel/X.

## FERRARIS FOR AFRICA INSTEAD

THE reason for the withdrawal of the Scuderia Ferrari 4½-litre cars from Sebring is that Enzo Ferrari considers the financial inducements insufficient. He feels that it would not be in the best interests, as a business concern, to commit the racing section to the great expense of competing in U.S.A. in an international race, for which the prizes are silver cups and trophies.

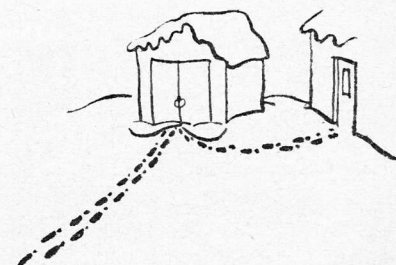
It is felt in racing circles that the Ferrari decision has been taken because Enzo Ferrari fully intends to race only as a business proposition. In any case, the marque Ferrari will be fairly well represented by those entered by private owners in U.S.A. Lancia, with its comparatively large production of private vehicles, is in a different position and can well afford to write off the Sebring expedition to general publicity expenses.

Instead, the Scuderia have been entered for the sports car races at Agadir on 28th February and Dakar on 7th March. Farina will probably drive a new prototype sports Ferrari—a 5-litre! Power output of this formidable new machine is over 400 h.p. and speed is said to be around 190 m.p.h. Should the car prove successful it will probably appear at Le Mans.

## OTHER PEOPLE'S HUMOUR



Rurrurr. . . . rurrurr. . . . spt-spt-spt. . .  
 rrrr. . . . rurrurr. . . . pok-pok-pok. . .  
 rrrr. . . . rrrr. . . . !%±?!!—\$¾?!!\*\*\*\*!!!



From the Dutch journal Auto Revue



## THE GOVERNMENT AND MOTOR RACING

Subsidies for Grand Prix Cars—A Member of Parliament's Viewpoint

RECENTLY, a London reader, Mr. M. C. Stevens, wrote to his M.P. concerning the urgency of ensuring adequate British representation in Grand Prix racing. Mr. Stevens also pointed out the effect on exports of continued success in this sphere, citing the Italian Government's attitude, and how a partial subsidy has been granted to interested Italian manufacturers.

The writer also stresses the re-entry of Mercedes-Benz into full-scale Grand Prix racing, with its attendant implications. Turning to Great Britain, Mr. Stevens draws attention to the fact that only one or two small concerns manufacture G.P. machines, and are constantly handicapped by lack of finance. Mr. Stevens makes a plea on behalf of a great many people, that the British Government should consider giving real assistance, and suggests that a Commission of Inquiry should look into the scheme.

In his reply, the M.P.—a most influential politician—raises many points of a highly controversial nature. For example, he declares "An artificial subsidy for export advertising purposes has never been a method adopted by this country. . . ." One immediately recalls the millions of pounds squandered on the South Bank Exhibition, a very definite attempt to draw attention to British-made goods.

AUTOSPORT is inclined to the view that the entire tone of the letter has been dictated by some person (or persons) in the industry whose whole approach to the matter is typical of a certain type of executive.

It is stressed that the winning of Grand Prix races should be of concern to all who are interested in upholding the prestige of the British automobile engineering industry. The reply to Mr. Stevens's letter is reproduced herewith; it will be interesting to discover how this "semi-official" approach to a serious problem will be received by the sections of the industry which already do make major contributions to organized international motor racing.

10th February, 1954

Dear Mr. Stevens,

Please forgive the delay in answering your letter of February 2nd but I have

been very occupied during the last week. I am sending it to the President of the Board of Trade to see what the official reaction is to your suggestion, but I am doubtful whether the reply will be favourable.

An artificial subsidy for export advertising purposes has never been a method adopted by this country and I do not think that fundamentally it is of great help in foreign markets. What sells British cars (to take them as an example) is their suitability in the foreign market, their quality and their price. If those conditions are fulfilled, experience has shown that we have no difficulty in selling them abroad. If those conditions are not fulfilled, then the fact that a specially designed British car happened to win one of the international trophies will not go far to remedy marketing weaknesses. Furthermore, the British motor car industry is sufficiently large to be able to provide the necessary finance without a Government subsidy if the industry considered that it was worth while their doing so. As you know, the B.R.M. was an attempt which failed and it is apparently the view of the British firms who promoted it that the game is not worth the candle.

If that is the view of the manufacturers the Government may well share their opinion. Is it not also true that the commercial value of winning these international events is much less than may appear, for it is now generally realized that they have become so artificial as to provide a very limited indication of the performance of ordinary commercial models.

Yours sincerely,

(name supplied)

House of Commons.

### SILVERSTONE INTERNATIONAL TROPHY

BRITAIN'S first big race to the new Formula 1, the Daily Express International Trophy, takes place at Silverstone on 15th May. Early entrants are Stirling Moss with a works-supported 2.5-litre Maserati, Roy Salvadori in a similar car entered by Sid Greene, three new Connaughts, drivers Tony Rolt, Kenneth McAlpine and Leslie Marr, and a team of 2½-litre H.W.M.s. Italian and French entries are expected, also possibly German.

The race will be run in two 15-lap, 45-mile heats, and a 35-lap, 105-mile Final. Events for Formula 3, sports and production cars will complete the day's programme. Bookings for grandstand and all-in car and passenger tickets can now be made; details from the Trophy Office, Daily Express, Fleet Street, London, E.C.4.

## AUTOSPORT INTERNATIONAL CAMERA CONTEST

Full Results to be Published Next Week—A Swedish Entrant Wins £20 First Prize

AFTER careful deliberation, the judges in the AUTOSPORT International Camera Contest have finally arrived at a decision. This was no easy task; some 1,600 prints had to be considered, submitted by readers all over the world. These had to be sorted out until a representative selection was made for final judging.

Mr. G. E. Cook, picture editor of the Daily Express, was given the difficult task of recommending the main awards. His choice for first prize agreed with the views of the remaining judges; consequently a

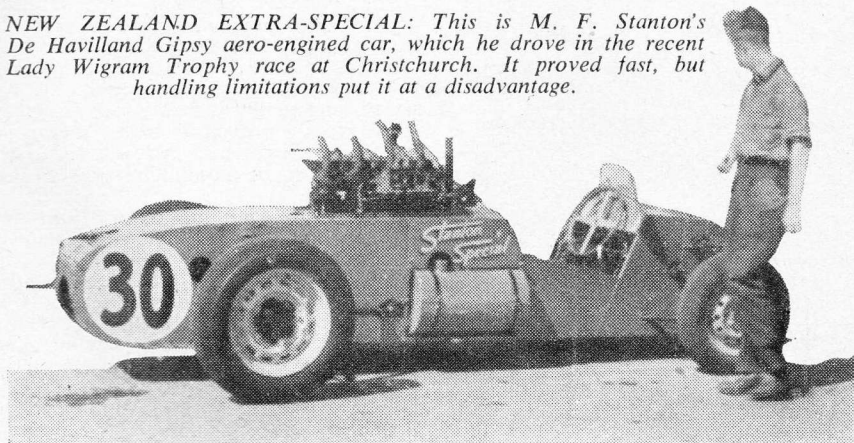
prize of £20 has been awarded to a Swedish entrant who submitted a most remarkable incident photograph.

Incident photographs feature in the runner-up and third prize winners. These were submitted by Hertfordshire and London readers respectively and depict highlights of important events. Best overseas entry (other than a prize winner) came from Holland. Consolation prizes have been awarded to Croydon, Luton and New York entrants, and a number of prints have been retained for use at normal reproduction rates.

The standard of photography was very high indeed, many of the prints submitted being well up to professional standard. However, the results do show that incidents generally stand a better chance of figuring in the awards list of a contest of this sort, than do photographs of static subjects, or shots of racing cars, merely motoring along.

The interest in this contest has been so great that AUTOSPORT has decided to make it an annual competition—quite apart from others which may be organized during the racing season.

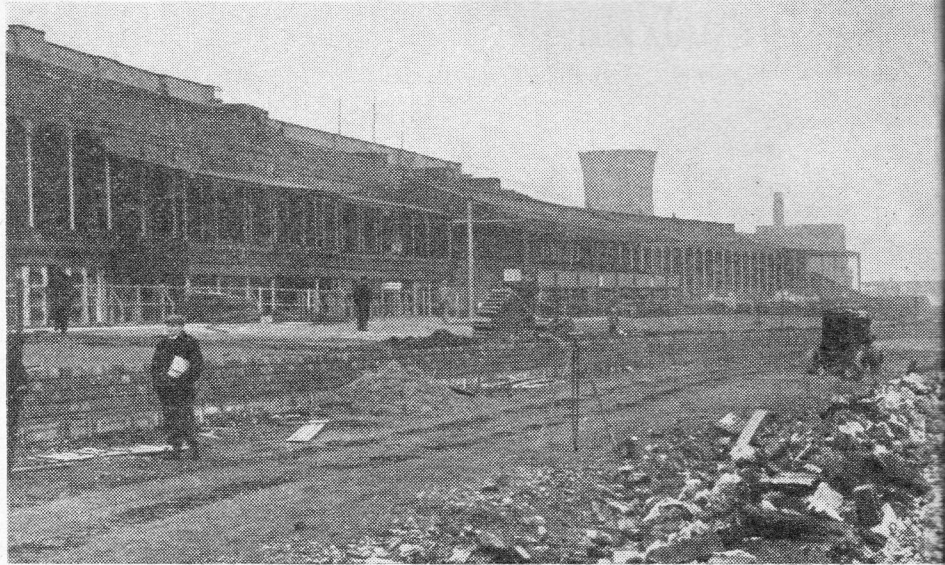
NEW ZEALAND EXTRA-SPECIAL: This is M. F. Stanton's De Havilland Gipsy aero-engined car, which he drove in the recent Lady Wigram Trophy race at Christchurch. It proved fast, but handling limitations put it at a disadvantage.







*SURVEY: Mrs. Mirabel Topham and motor cycle star Geoff Duke view the course from the paddock area.*



*PITS VIEW, showing the huge permanent stands, and the Monza-style 3 ft. concrete retaining wall for safety of spectators.*

## FROM GRAND NATIONAL TO GRAND PRIX

### Aintree Circuit Construction Well Under Way

ON Tuesday, 16th February, at Aintree, Liverpool, Mrs. M. Topham released details of the newly formed Aintree Automobile Racing Co., Ltd., and of the new circuit now under construction at a cost of around £100,000. One hundred and fifty men are working non-stop, with some of the most up-to-date road-making machines seen in the country, to have the course ready for the first International meeting on 29th May.

The project had first been mooted in January, 1952, said Mrs. Topham, but problems connected with licences, roads, footpaths and parish councils, all now happily solved, retarded progress until late 1953. Two circuits will be available, the larger, or "Grand Prix" layout being used twice per year only for full-scale international events, the smaller, "Club" circuit, being available all the year round by arrangement with the B.A.R.C. John Morgan, of that body, together with the Duke of Richmond

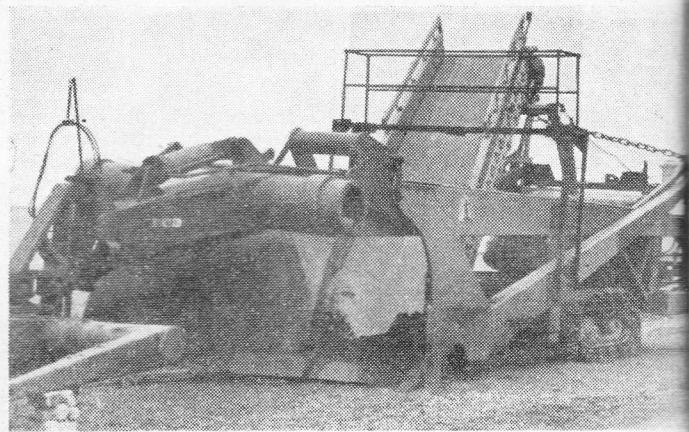
and Gordon, and the R.A.C., have all helped considerably with the project.

Unlike other British circuits which are derived from war-time airfields, Aintree is specifically designed and constructed for motor racing. In length it will be

three miles, with the longest straight 900 yards; there are a number of fast curves and three sharp bends. Width is 35 ft., and variation in gradient is small.

The fact that the new circuit is being constructed adjacent to the Grand

*(Right) Photographer Frankie Penn couldn't resist taking this picture of the largest earth mover in captivity!*



★  
*(Below) A view of Tatts Corner, as it will be seen from the Press Box and the south end of the grandstands.*

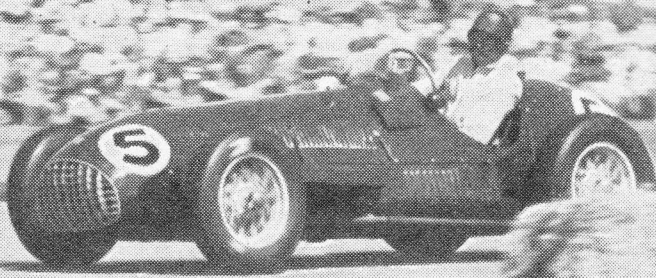


National racecourse means that all the facilities which Tophams, Ltd., have to offer for the horse-racing public are also available for motor racing. The permanent grandstands, restaurants, bars and car parks give the project a flying start, and will obviously be of great assistance in presenting motor racing in the best conditions. Crowds of over 200,000 can be accommodated on the course.

The start and finish area will be directly opposite the huge main stands, from which the circuit can be followed visually in almost its entire length. Viewed last week, the area presented a remarkable sight, with bulldozers, steam rollers, land scrapers and other implements. "A mile a month" was the contractors' aim, we were told, and enthusiasm was such that they were well in hand.

FRANCIS PENN.



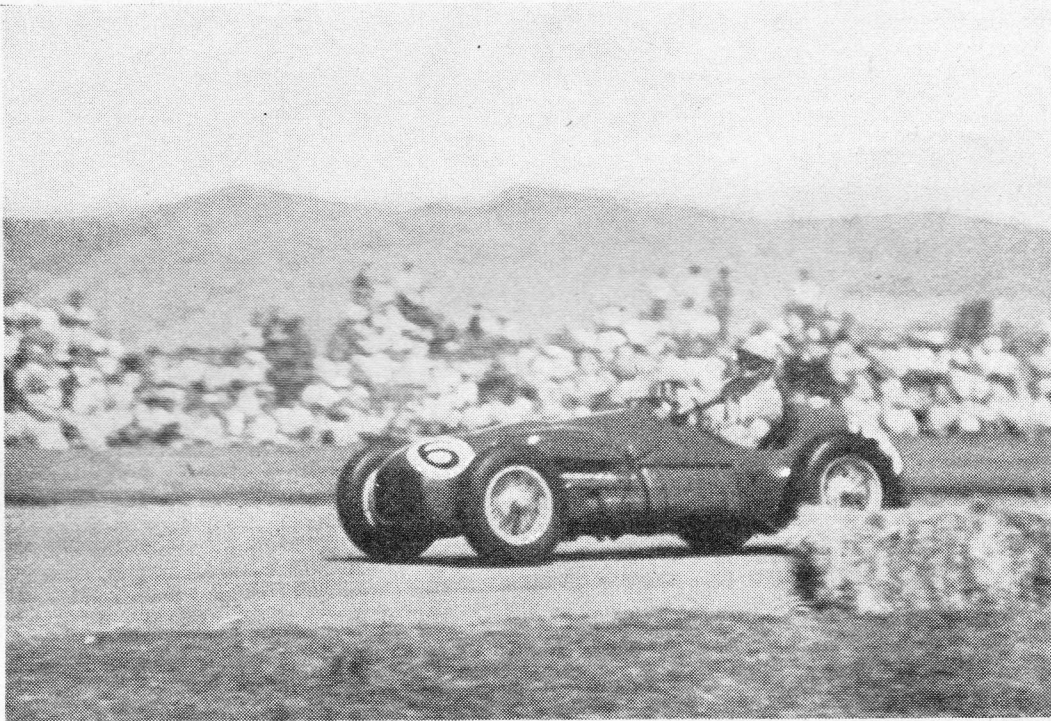


★

**WHITEHEAD THE WINNER:** Winner of the Lady Wigram Trophy race at Christchurch, New Zealand, on 6th February, Peter Whitehead drove calmly to average 85.8 m.p.h. in his supercharged 2-litre Ferrari.

★

## WIGRAM—ONE-TWO-THREE



★

**RUNNER-UP:** (Above) Also driving a 2-litre car, his Roots-blown H.W.M., Tony Gaze finished over half a minute behind the Ferrari after leading at one stage of the race.

**THIRD,** after leading 42 of the 48 laps, was the unfortunate Ken Wharton (right) who finished his race a pedestrian, having to push a very sick B.R.M. across the line.

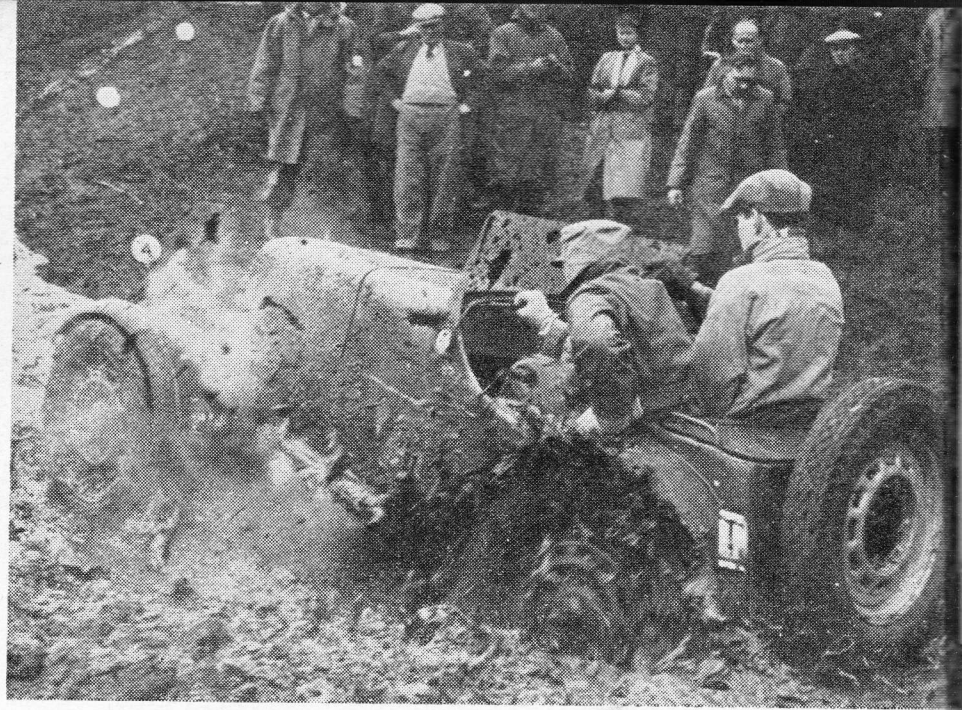




(Right) Edward Harrison (Harford IV), winner of the Kitching Trophy, deals with a sticky patch on Rowlees Pastures.

ON a testing course, against opposition as strong as any likely to be met in this branch of the sport today, Edward Harrison achieved a notable victory in the Kitching Trophy Trial last weekend, when he returned a two-point margin over the experienced Maurice Wilde, Rex Chappell and Dr. A. W. Lilley.

The Maynard Arms at Grindleford was surrounded by great activity at 10.30 a.m., 21st February, and the 42 starting cars were undergoing rigorous tests by officials of the North Midland M.C. to ensure they were "within the meaning of the act". Pat Atkinson and Jack Clegg were the only two non-starters, but of those present two unusual names were Mrs. Nancy Mitchell, driving the Harford III, and Raymond



## YOUTH TRIUMPHS IN "THE KITCHING"

Ex-Trials Champion's Son Wins North Midland Classic from Wilde, Chappell and Lilley

Baxter in Reg Phillips's championship-winning car, Le Tout. Raymond was accompanied by the irrepressible owner while Tony Rumfitt, a welcome visitor to the north, was doing the honours for Nancy Mitchell.

It was only a few miles through Hathersage to Shatton village, beyond which Old Lees and Green Hope were situated. Both lay in fields just off the track and were alike in slimy surface. The start on Old Lees was, perhaps, somewhat high for the existing conditions, but, coming early at No. 4, Edward Harrison (Harford IV) showed great astuteness in his gentle take-off at low revs. and proved that it was possible. In this he was followed by Alec Richardson (Ford), who finished only one sub-section lower, while other good climbs were made by Raymond Baxter (Le Tout) and P. A. Barden (Cotton IV). Rex Chappell (Cotton III) and Jim Appleton (Appleton) never left the line.

Green Hope was approached with a flying start out of the lane; here again

Edward Harrison went very high and, in fact, achieved highest up when he reached Section 1. Southern competition appeared now, for six of the 14 competing London Motor Club members climbed into Section 2, headed by Rex Chappell, Mike Cannon (Cannon) and E. J. Chandler (Chandler). Tony Alldred found his new, side-valve, twin-J.A.P. Bassinet less tractable than his Ford 10-based job, for a sharp rise just through the gate failed him. Tony Marsh's blown Dellow was something of a handful here.

The field then moved to the Snake Pass Area, where seven hills (six of them now familiar, but still tough) were located. Rowlees Pastures was the deepest mud encountered for some time, culminating in a steep gradient which few negotiated. Amongst these few were Alec Richardson (Ford), who had power in hand, and Raymond Baxter, who, in this, as indeed all the day, showed great determination. The beatific grin which Reg Phillips carried through the

mud was worth the journey! The other newcomer, Nancy Mitchell, also gave a brilliant display as she bow-waved through the mud to success.

Carnelley was a muddy down-and-up-hill loop which can prove difficult, but there were many who handled it with ease; notably Cyril Corbishley in his businesslike C.C.S.4.

The start at Haybridge was made in a stream and the water taken therefrom produced plenty of slime. However, there was some grip, and the hill caused little trouble. Norman Coates, who already had blown a tube out and broken his gear lever in bottom, took his heavier-than-most N.H.C. through very well to record no loss of marks.

While the odd numbers performed on the last three hills the evens were a few hundred yards away doing battle with another four, starting with a mud/grass left-hand rise called Nameless. Although it caught out one or two, there were many who lost no marks here, and Johnny Broadhead (Cotton), Bernard Noble (B.N. Special) and Stan Jenkins in his recently completed Austin were of this number.

Coombe Rock, which, like all the sections used, started with 12 and was sub-divided down to 1, was again of mud going into grass set between grass banks, and including a sharp hump.

Rex Chappell took his car to Section 2, as did B. H. Dees (Deeford), Ron Faulkner (Paul Special) and a very few others. It was left to Nancy Mitchell to venture into Section 1, the highest to be reached before lunch. Nancy admitted to being "directed" by Tony Rumfitt, but the Harford was very well handled.

The prevailing surface was again found on Clough Swint, a climb made over a sharp rise with a gradient all the way and set under a stone wall. Amongst the "cleans" were noted Edward Harrison, Mike Cannon, Cyril Corbishley and Norman Coates, the latter



(Left) "Scarred" with mud, Rex Chappell (Cotton III) looks positively piratical at Carnelley. He finished third.



after a very fine airborne display on the lower part of the hill.

Woodbine was the last of this group of hills, set on a track between banks. Stan Jenkins and Raymond Baxter were amongst the victorious, but P. G. Cooper, who throughout the day was dogged by a permanently opening passenger's door, failed on the lower slopes.

Lunch was taken at, or near, what AUTOSPORT'S Frankie Penn described as a corned-beef wagon. It was very welcome, for in spite of being fairly clear the weather was chilly.

Slight modifications were made for the afternoon session. Rowlee Pastures and its mud was omitted, and some of the other hills altered. Haybridge was deviated through a right-hand bend on a quick rise, and cut down the number

(Right) A rope breaks at Rowlee Pastures, F. R. Heydon's car comes to rest, and a marshal sits down hard.



(Below) Raymond Baxter (Le Tout), accompanied by Reg Phillips, looks most unhappy at Haybridge—but he finished fifth.



of successful climbers to eight. Amongst these the Harford (now owned by Eric Dibble) was noted, as was Dr. Lilley's climb in the Ford. The start to Nameless was taken into the field, but even this did not stop a batch of clear runs. By much effort J. Deeley took his unblown Cranford up, while P. G. Cooper worked hard for success. Nancy Mitchell gave Tony Rumpfitt a thoughtful moment when she took the Harford (and Tony's head and shoulder) very close to the dry-stone wall. "Good land," said Tony afterwards, "but dicey."

Another start line to be altered was at Coombe Rock, where a second track to the right of the first meant the inclusion of a right-hand bend before going on to the original section higher up.

Raymond Baxter achieved fame in a second sphere with the only clean climb of the day, and was heartily applauded, but several others just failed at the top. For sheer speed Maurice Wilde (Ford Special) probably had them all beaten, and it was bad luck that he did not clear the last few feet; especially as Mrs. Bunty Wilde had expressed such determination on the start line!

Clough Swint was unaltered (except for the tracks made in the morning) and still claimed a number of defeated, but this did not apply to Johnny Broadhead, who, with Ken Bailey as passenger, received the "thumbs up" sign from the marshal for his endeavours.

Woodbine was left untouched and was still not easy, but Rex Chappell showed some of his real form when he made a very successful effort. Bert Cryer met with some bad luck here but, thanks to quick-thinking spectators, was none the worse for his journey off the course.

Leaving the hills, a stop was made at the car park opposite the Marquis of Granby Hotel, where a special test was run by Ken Scales. This was to prove valuable, for when results were calculated it was discovered that no less than three drivers had tied for second place!

When the finish was reached at the Maynard Arms it was found that Jim Appleton had retired, while John Lilley had also dropped out with a broken hub. P. G. Cooper, although not posted as an official retirement, had trouble on the last hill and did not appear at the special test.

WILSON ROGERS.

**Results**

**Kitching Trophy:** E. Harrison (Harford IV), 20 marks lost.

**Parker Trophy:** M. Wilde (Ford), 22. **Noble Trophy:** R. F. Chappell (Cotton III), 22. **Senior Trophy:** A. W. Lilley (Ford), 22.

**Souvenir Awards:** R. F. Baxter (Le Tout), 23; E. S. Chandler (Chandler), 26; C. Corbisley (C.C.S.4), 28; M. R. B. Cannon (Cannon), 28; A. Richardson (Ford), 30; B. H. Dees (Deeford), 30.

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**NORTHERN NOTES** by Wilson Rogers

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RON LOWE is motoring a four-seater Consul-engined Dellow. He says it is "experimental", and built largely for his own amusement—which, from its performance, he certainly has.

\* \* \*

THE Hagley and District Light Car Club claim to have held the first Autocross, although not given that name. It was at Rushmere, the venue of probably two Autocross meetings this year, in view of the impossibility of this club having the use of Westwood Park.

\* \* \*

TONY MARSH, who had some success with a Cooper 1,000 (ex-Peter Collins) last season, was motoring Peter Bell's E.R.A. around Oulton Park recently. He may be doing more with it.

Tony is also having something different in Dellow built for racing and hill-climb. It will be quite different. . . .

\* \* \*

PETER REECE is hoping to drive Johnny Broadhead's Frazer-Nash in the British Empire Trophy Race at Oulton Park.

Which reminds us: the R.A.C. tests at this venue will be held on the morning of 10th March and in the afternoon of 11th March. These should prove interesting to local enthusiasts. Refreshments laid on!

\* \* \*

AT the risk of adding fuel to the fire that raged in the correspondence columns recently, it can be announced that three new trials cars have appeared in the North! One of these, incidentally, is the Tony Alldred car, based on motor-cycle pieces. This two-lunger is definitely on the light side!



*OUTSTANDING* in 1½-litre racing, and prominent at almost every 1953 club meeting, was Peter Gammon, who with his 1,497 c.c. M.G. Special won the Performance Cars "1,500" Trophy and tied with H. A. Mitchell (Frazer-Nash) as runner-up for the Brooklands Memorial Trophy.

depend on Charterhall, having lost the use of Crimond and Turnberry. In Northern Ireland, deprived of Newtownards aerodrome, clubmen turned to Kirkistown, while in the South the usual races were held in Phoenix Park, Dublin, and on the shorter of the two Curragh courses.

Naturally enough, no enormous crowds were attracted to these meetings, the supporters of the clubs being mostly occupied either with organization or par-

## SEASONAL SURVEY, 1953

## PART VI

# CLUB RACING

Unprecedented Number of Race Meetings—Season Lasts from March to October—Gammon and Davis Score Many Successes

WHATEVER the popularity of other branches of motor sport, there is one which makes a particular appeal to the imagination—racing. Almost every man keen enough to join a motoring club is anxious to race, despite the difficulty, danger and expense, and whatever motor-car he owns.

Fortunately, British enthusiasts are in the happy position of having several excellent airfield or similar circuits available. These may be maintained by a small club, or kept in good condition by a larger organization and rented for a day's racing at very reasonable cost. Some clubs settle for a one-day outing at Silverstone, say; others, financially stronger, "adopt" a circuit and make it the scene of several meetings, not only for sports cars, but for machines to each of the International Formulae. Consequently, the past few years have seen an amazing surge of enthusiasm for that delightful form of racing, the club meeting.

In 1953 this activity reached a pitch which it scarcely seems possible to surpass. The "club racing" season (of closed and closed-invitation events) opened on 21st March with the first of the popular B.A.R.C. Members' Meetings at Goodwood. It ended seven intensive months later, on 17th October, with the West Essex C.C.'s final meeting at Snetterton. During that seven-month period, something like 40 club race meetings had been held in the British Isles, quite apart from International, National and Formula 3 meetings, speed hill-climbs,

sprints, speed trials and the like. For two events to be held at different courses on the same day was commonplace; indeed, on one particular week-end in August there were five club meetings held in the British Isles, with an International fixture at Brands Hatch thrown in for good measure.

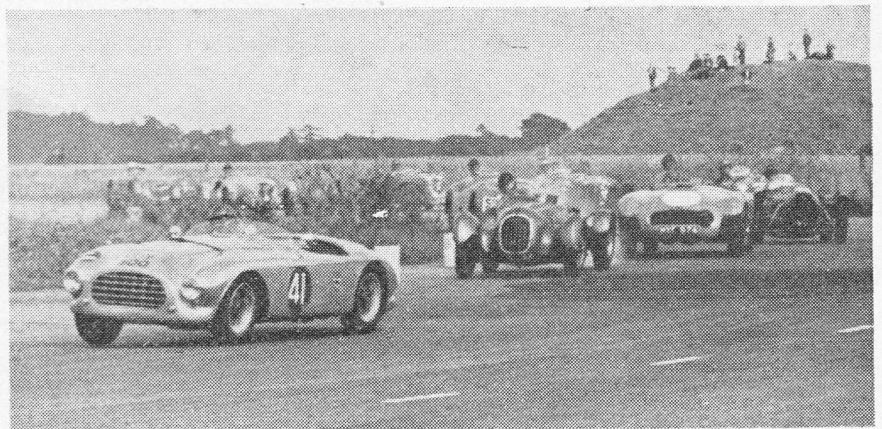
Nor were these "tuppenny-ha'penny" meetings, however blasé we may tend to become when faced with such profusion. Many attracted the very best of British drivers to compete in Formula or sports car races, whilst others made up in length what they lacked in quality, packing in a programme of anything up to 16 events and lasting sometimes for eight hours or more. The circuits themselves were scarcely allowed to cool down between week-ends; Silverstone, naturally, topped the list with a total of 14 club meetings, while Snetterton had seven and Goodwood four. There were meetings at Castle Combe, Ibsley, Thruxton and the new Davidstow and Oulton Park circuits, as well as sand racing at St. Ouen and Redcar. Scottish enthusiasts had to

participation in the events. So costs had to be kept down—but not at the expense of good organization. On the whole, clubs tackled the formidable task of race-planning in a thoroughly commonsense manner, and the number of serious accidents was infinitesimal in relation to the number of races. Of the hundreds who took part in the racing—driving expensive sports cars, disreputable specials, obsolete single-seaters or family saloons—a few earned the right to a "works" car. The majority merely enjoyed their racing—and who could ask for more?

### March

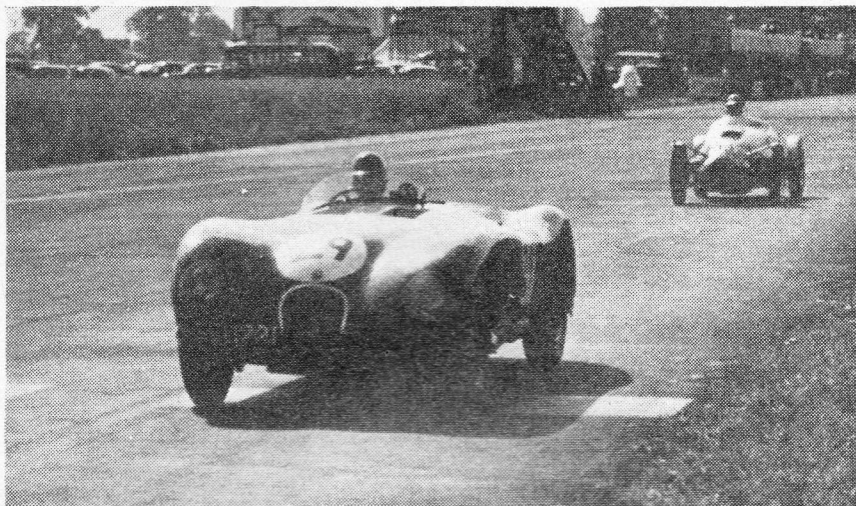
This year, the honour of holding the first race in these isles did not fall to the 500 Motor Racing Club of Ireland, who were still seeking a circuit to replace Newtownards, and had to abandon their usual St. Patrick's Day fixture. It was at Goodwood, on a perfect spring day in March, that we first saw the cars which had lain dormant all winter. The ex-Hawthorn 1½-litre Riley took a deep

*TWO STRINGS TO HIS BOW:* With his Bristol-engined Tojeiro, Cliff Davis won the Brooklands Memorial Trophy on the strength of successes throughout the country. Driving his Cooper-M.G., he took second place to Gammon for the Performance Cars "1,500" Trophy.





**JUSTIFIABLE SURNAME:** J. B. Swift won several races in 1953 with his XK 120C Jaguar, and could always be relied upon to enliven the "unlimited" class. He is seen here leading Jack Walton (Cooper-Bristol) at Silverstone.



breath of 1953 air through its carburetors, and showed up well in the hands of Don Beaman. Another name that we were to read many times in the race reports, that of H. A. Mitchell, was bracketed with a Replica Frazer-Nash, and honoured by two race wins and the fastest lap of the day.

#### April

Two weeks later, at the Bristol M.C. and L.C.C.'s Castle Combe meeting, Mitchell found himself up against a certain Tojeiro for the first time. The "Toj" was fitted with the Bristol engine from Syd Greene's Frazer-Nash, and handled in capable fashion by Cliff Davis. Davis could manage only second place to Mitchell, although he won another event easily with his Cooper-M.G., but the wiseacres prophesied a good time ahead for the Bristol Tojeiro. Also prominent was David Blakely, with a Spa H.R.G.

Small entries were received for the Jersey M.C. and L.C.C.'s le Gallais-dominated sand races at St. Ouen's Bay on Easter Monday, and for the Winfield Joint Committee's Charterhall meeting on 12th April. But there were cars a-plenty, of every sort, at both Ibsley (West Hants and Dorset C.C.) and Snetterton (Aston Martin O.C.) on 18th April. Mitchell attended one, Davis the other, so both saw the chequered flag. At Ibsley, Beaman scored another win in the Riley, ahead of a certain Mr. Gammon who was driving a yellow M.G. TC special, of 1½-litres capacity. This meeting also catered for the admirable formulæ devised by the 750 M.C., and many of the little Austin 7 and Ford 10 specials were present. "Steady" Barker, well-known vintage enthusiast, drove successfully a car built by John French entitled "Simplicity Itself", later abbreviated (for the sake of simplicity?) to "Simplicity". Much heavier metal was seen at Snetterton, including F2 cars handled by Wharton, Eric Thompson, Gerard and Salvadori. Salvadori also drove a sports Frazer-Nash, and was beaten twice by the Davis Tojeiro.

Peter Gammon's name cropped up again at Castle Combe on 25th April, when he came second to Davis's Cooper-M.G. The meeting was run jointly by

the Bristol M.C. and L.C.C. and the 750 M.C., so the "poor men" had another outing, in which L. L. West (Austin) and P. A. Desoutter (Lotus) showed their paces in 750 and 1,172 classes respectively—and, for that matter, respectably. Sir James Scott-Douglas, Bart., President of the Bristol Club, paid one of his few visits to a club meeting and won one event with his C-type Jaguar. John Goldschmidt collected a couple of places in his Lea-Francis-powered "Performance".

On the same day, Snetterton was occupied by the Eastern Counties M.C. for a programme of scratch and handicap races. Another Tojeiro appeared, this time Brian Lister's twin-cylinder J.A.P.-powered car, driven by Archie Scott-Brown. He won two races, as did W. T. Smith with an XK 120 Jaguar.

#### May

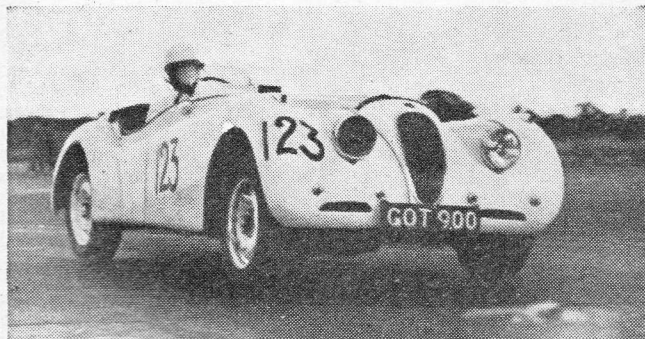
For the third week-end in succession there were two, simultaneous club meetings, on 2nd May. At the B.A.R.C.'s second Goodwood Members' Meeting, Davis again showed Mitchell the Tojeiro's rear, also beating Peter Gammon, with his Cooper-M.G. Gammon, indeed, had an unlucky day, the TC special suffering from falling oil pressure and eventually running a bearing. As usual, the "unlimited" sports classes were dominated by XK 120s and Jaguar-engined devices. Michael Head scored one win, and Graham Whitehead, C-type-mounted, achieved another. Earlier machinery was taking the air at Silverstone, on the

occasion of the Vintage Sports Car Club's meeting. W. F. Moss won two events with his blown 1½-litre Alfa Romeo, and the names of G. G. McDonald and J. A. Williamson were prominent amongst the drivers of Bentleys.

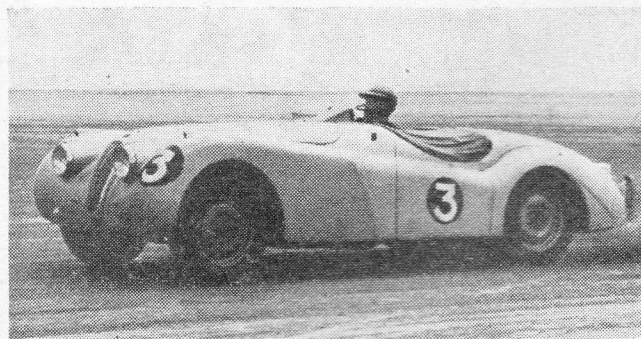
Peter Gammon won two more races at Silverstone two weeks later, showing once again that he could beat the Davis Cooper-M.G. Cliff, however, retaliated with another successful bout of 'Nash-killing, only to retire in a *Formule Libre* event. A first and a third fell to Scott-Brown's Tojeiro-J.A.P., and another first a couple of weeks later, at the Whit-Monday Thruxton meeting of the Bristol and Sporting Owner Drivers' Clubs. Gammon, too, was successful at Thruxton, while Jimmy Stewart won two races with an *Ecurie Ecosse* C-type. Meanwhile the unfortunate Cornwall Motor Racing Association had fog, of all things, to contend with for their first Davidstow meeting, the start of which was delayed until 6 p.m.

#### June

Back at Silverstone on 6th June with the Eight Clubs, an enormous crowd saw 16 events, including one-hour speed trials, scratch and handicap races. Desoutter won two races in the Ford-powered Lotus, while prominent 750 class contestants included Austin Mallock with "Simplicity", and F. C. Hill in his Empire Special. Major J. H. Bailey showed winning form with his Bentley, two victories were the lot of P. R. W. Jackson (J2 Allard), and another win



**XK AT SILVERSTONE:** Michael Head's white Jaguar was a familiar sight at Silverstone, Goodwood and other circuits, and always among the leaders.



**XK ON SAND:** The Middlesbrough and D.M.C. was one of the few clubs to organize sand racing in 1953. T. Sunter (Jaguar) won three races at Redcar in one day.



*CHEAP RACING was no pipe dream for the 750 Formula adherents, whose little Austin-based cars were given an opportunity to race by many clubs as well as their parent body, the 750 M.C.*

fell to R. Steed's fast, Consul-engined J.A.G.

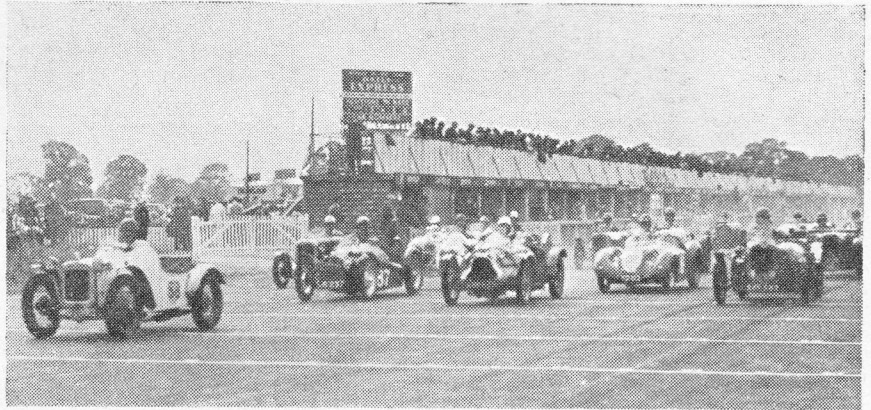
Two Irish meetings, at Kirkistown and Phoenix Park, saw Southerner Dick Lovell-Butt (Frazer-Nash and Griffin) predominate at the Ulster event and Northerner Desmond Titterton (J2 Allard) in the ascendant at the Eire race. Then, on 20th June, the Motor Cycling Club went to Silverstone for a very full day of speed trials and races. W. F. Moss and Peter Gammon added to their laurels there, another race was won by W. H. Arklay's attractive and business-like Ford special, and P. A. Everard drove well, as usual, in his DB2 Aston Martin.

Another lengthy Silverstone session, that of the Midland Motoring Enthusiasts' C.C., was held the following weekend. Gammon won yet another race, and also had the nerve to take third place in an "unlimited" sports event, won by J. B. Swift's six-carburettor C-type. A newcomer appeared at this meeting, in the functional shape of C. M. Clairmonte's Lea-Francis-powered car, which gained a second place. At Snetterton the same day, under the banner of the West Essex C.C., Ian Stewart had a good day with his C-type Jaguar, and the works Connaughts were present to enliven the F2 and *libre* races. Beauman's Riley made fastest lap in a handicap race, won by S. A. Mitchell's P-type M.G. special.

### July

Handicap races were the order of the day for the M.G. Car Club at Silverstone on 4th July, and Peter Gammon was tucked so well out of harm's way that he gave up the struggle—but not before he had held off two Jaguars, XK 120 and C-type, in one of his most meteoric drives. S. A. Mitchell drove well again, as did Ken Sloman (M.G. TC), while the J.A.G. made another—and successful—appearance in the hands of Pat Stark. As usual, Constable, Pigott, Llewellyn and Greig made their presence felt with more standard M.G.s.

Mid-season, and still the pace was maintained, with the Eastern Counties M.C.'s meeting at Snetterton and the Vintage Sports Car Club's Silverstone outing on 11th July. Naturally, older and bigger vehicles were in the majority



at Silverstone, including Bentleys, Alfas, Bugattis and the like, but French and his little Austin took the flag first in one of the handicaps. G. H. G. Burton, Major Bailey, J. A. Walker, S. J. Lawrence and G. G. McDonald handled Bentleys in their customary capable style. Of the "regulars" who had gone to Snetterton, Gammon again beat Davis's Cooper-M.G., but later dropped out with clutch trouble. Davis collected a first and a second with his Tojeiro, Wyatt trying hard to catch him in his Frazer-Nash, but winning another event in which Cliff drove the Cooper-M.G. Oscar Moore did well with his H.W.M.-Jaguar, but was unable to catch Abecassis's similarly-powered sports H.W.M. in a scratch race.

Whilst others were concentrating on the British G.P. on 18th July, T. Sunter (Jaguar) was winning three races at the Middlesbrough on D.M.C.'s sand meeting at Redcar, with noises off from Gil Tyrer's "Supermotor". Then it was Goodwood again, for what was to be the last of the 1953 B.A.R.C. Members' Meetings, although another was held later. But it was the final round for the Brooklands Memorial Trophy, which Cliff Davis won by only two points from Mitchell and Gammon, who tied for second place. Colin Chapman's Lotus stayed ahead of Desoutter's similar machine, Oscar Moore won another event, R. Watling-Greenwood's R.W.G. proved itself a fast as well as a shapely special, and Lusty, Greig, Mitchell, Potter, Head and Everard were amongst those who scored wins or places.

### August

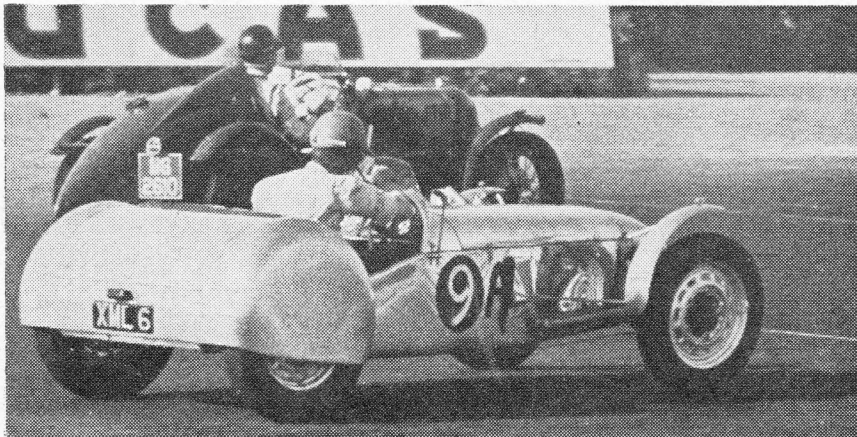
Racing exhausts were audible in several places on 1st August, with meetings at

Silverstone, Snetterton, Davidstow and Kirkistown. As the Bentley D.C. were running the Silverstone meeting, it was only natural that the names of McDonald, Walker, Williamson and Mackenzie should appear frequently in the awards list. Always a keen participant, C. le Strange Metcalfe had some success with his Balilla Fiat, winning a handicap event for Post-Vintage Thoroughbreds. But the meeting will always be remembered as Bailey's Day, for the unfortunate Major had his Bentley blow up in the most monumental manner.

At Snetterton, Clairmonte won two events, and other victories fell to Desoutter, Everard and Oscar Moore, while Leslie Marr had another good day with his Connaught. Eric Brandon had fun with Leonard-M.G. and Tojeiro at Davidstow, and J. H. Walton (Cooper-Bristol) also won two events. Over in Northern Ireland, Torrie Large won two races in the ex-Baird Alta, and Sidney Pentland collected a couple more with his Ford special.

Two days later, at Thruxton on August Bank Holiday Monday, the Bristol boys saw Tony Rolt (Connaught) carry all before him, with laurels, too, for Chapman, Beauman, and Jimmy Stewart. Cliff Davis, after a second place to Beauman with his Cooper-M.G., popped up at the wheel of a 2.9-litre Maserati, and drove well until the exhaust dropped off. Another Tojeiro, this time Chris Sears's Lea-Francis version, maintained the marque's reputation for speedy motoring.

It was the following Saturday that Oulton Park made its bow, thanks to hard work by the Mid-Cheshire M.C., and although R.A.C. regulations demanded a "closed" permit for the meeting, it scarcely qualifies for inclusion in club racing. The organizers held a programme of excellent F2 and F3 races, attended by some of the best British drivers. In the South, the Nottingham S.C.C. went to Silverstone the same day, to indulge in an orgy of 15 races. Desoutter again led the 1,172 Formula cars home, P. T. M. Knott won the 750 c.c. race and Colin Chapman a sports car event. Davis, for once, did not win a single race, finding himself behind Gammon with the Cooper-M.G., and



*LOTUS—a name to be reckoned with in 1,172 c.c. racing during 1953, when handled by people like P. A. Desoutter or Colin Chapman. Later in the season, Ford Consul-engined models made their appearance in the 1½-litre class.*

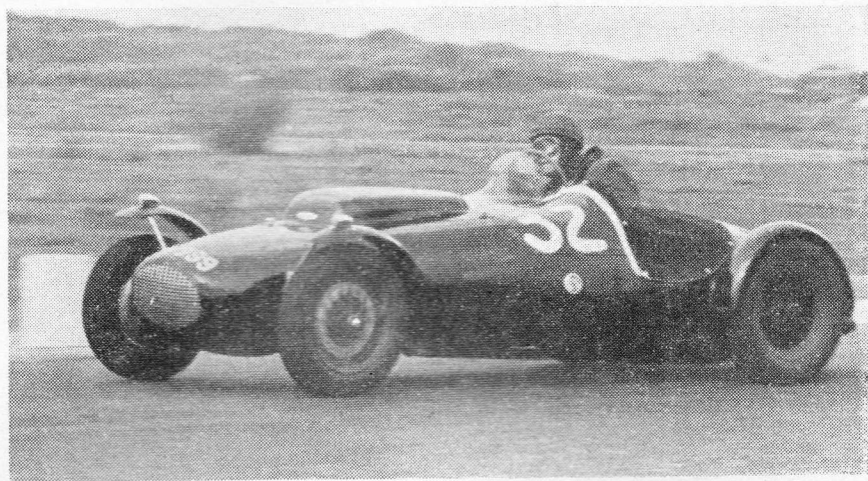


headed by Swift's C-type and Jack Walton's Cooper-Bristol in the Tojeiro. G. P. Shea-Simmonds did well with Allard and blown Rapier, Hill's M.G.-powered Empire gained several places, and Horace Gould (Cooper-Bristol) established the fastest lap of the day. On 15th August, with the A.M.O.C. at Silverstone, Gammon and Swift were again successful, while P. L. D. Attwood won the St. John Horsfall Memorial Trophy in the 30-year-old Aston Martin, "Razor Blade". The 1,172 Formula race was won by Nigel Allen's Lotus, followed home by those of Chapman and Desoutter, and John French won a couple of races with "Simplicity". Rain commenced to fall towards the end of the day, and provided much excitement on the rubber-coated track; even Gammon found himself on the grass in the last race.

A brief respite for the Goodwood "Nine Hours", and club racing continued with the 750 M.C.'s Relay Race at Silverstone. The popularity of this event proved almost embarrassing for Holland Birkett, who was besieged by would-be entrants, all anxious to form themselves into teams. With such a large entry, and a new, longer club circuit (sampled by the A.M.O.C. the previous week), everything seemed set for a perfect day of happy, informal racing. But there came a shattering downpour just before the start which continued for most of the afternoon. Cars spun and slid gaily in all directions at almost every corner, and pit control staff worked frantically to keep their lap scores dry, while 32 teams—or their survivors—battled on through the rain for six hours. The "King M.G.s" won, but the talk of the day was Arthur Baker's inspired driving of a Land Rover for the "Surrey Sporting Motley".

### September

The sun shone again at Silverstone on 5th September, for the Sunbac meeting, made up of 11 events, with more successes for Swift, Gammon, French and Chapman. A week later it was Davis's turn to notch up another success, in the A.M.O.C. autumn meeting at Snetterton. Eric Thompson (Connaught) circulated to good purpose, and Ron Flockhart also made a good show-



*PURPOSEFUL: No all-enveloping body styling for C. M. Clairmonte, whose sleek and businesslike Lea-Francis special appeared in mid-season, and soon became one of the most successful home-built cars.*

ing with DB3S and E.R.A. The same day, the B.A.R.C. held their last meeting for members at Goodwood, giving Chapman and Gammon the opportunity of putting still more trophies on the sideboard. For the second time, Len Potter (Dyna-Panhard) foxed the handicapper, and Everard, too, produced sufficient knots from his DB2 to win a handicap event.

It seemed that Gammon's TC special would never tire, for on 19th September he won three of the Peterborough M.C.'s races at Silverstone. Nigel Allen, W. F. Moss, Mallock—all figured in the awards list, and Len Gibbs continued the good work which he had been doing all season with H.R.G. and Riley. The following day, the Winfield J.C. held their last meeting at Charterhall, and proved that good handicapping could produce excellent racing with the oddest mixture of vehicles.

### October

The final Silverstone meeting of the year was staged by the North Staffordshire M.C., who by dint of capable organizing squeezed 11 races into what daylight remained on 10th October. Gammon wound up his Silverstone season nicely by lapping the circuit in

2 secs. less than ever before, winning two races and gaining several places. Clairmonte and Chapman were also prominent, Haynes's fast Healey Silverstone was there, and more success came the way of Marr's Connaught and Head's Jaguar. Rodney Nuckey appeared in, of all things, a Lotus, and won the first race comfortably.

So to the last club meeting, the West Essex C.C.'s final Snetterton outing. It was held on 17th October, and the report appeared in the same AUTOSPORT as the Earls Court Show preview, so extended had the racing season become! Alas, wintry conditions prevailed at the Norfolk circuit, so that the last handicap race had to be abandoned and the rest were run under miserable conditions. Rodney Nuckey overturned his Cooper-Bristol during practice, so Chapman drove the Lotus, winning one handicap event. Gammon concluded his season with a win and a third place, and it was announced the following week that he had won the Performance Cars "1,500" Trophy by 37 points from Cliff Davis (Cooper-M.G.). Third and fourth places were occupied by the Lotuses of Chapman and Desoutter—a remarkably fine achievement for 1,100 c.c. cars.

## TABLE OF RESULTS

### Excluding F.3 and National Races

Date	Organisers	Circuit	Principal Award Winners
21st March	B.A.R.C.	Goodwood	R. L. Woods (Aston Martin), D. B. Beaman (Riley), H. A. Mitchell (Frazer-Nash), O. Moore (H.W.M.), R. Riseley-Pritchard (Riley), N. Powell (Mercedes-Benz), R. A. Page (Allard), P. H. Scarf (Buckler)
4th April	Bristol M.C. and L.C.C.	Castle Combe	I. D. L. Lewis (Cooper-Riley), F. C. Davis (Cooper-M.G.), H. A. Mitchell (Frazer-Nash), O. Moore (H.W.M.), D. M. Blakely (H.R.G.)
6th April	Jersey M.C. and L.C.C.	St. Ouen's Bay	F. le Gallais (L.G.S.), W. J. Reynolds (Taylor Spl.), D. J. Vardon (V.M. Spl.)
12th April	Winfield Joint Committee	Charterhall	W. A. Brearley (Jowett), P. J. Kenneth (Frazer-Nash), Ian Stewart (Jaguar), E. B. Wadsworth (Healey), R. Flockhart (E.R.A.)
18th April	W. Hants and Dorset C.C.	Ibsley	L. L. West (Austin), D. H. Small (D.H.S.), D. B. Beaman (Riley), R. Barker ("Simplicity"), H. A. Mitchell (Frazer-Nash), Ian Stewart (Jaguar and Connaught), D. Richmond (Rapier)
18th April	Aston Martin O.C.	Snetterton	R. F. Fyson (Aston Martin), F. C. Davis (Tojeiro), H. J. Goldschmidt (Performance), E. Thompson (Connaught), K. Wharton (Cooper-Bristol)

(Continued overleaf)



## Club Racing Results — Continued

Date	Organizers	Circuit	Principal Award Winners
25th April	Bristol M.C. and L.C.C. and 750 M.C.	Castle Combe	P. A. Desoutter (Lotus), J. A. Williamson (Bentley), F. C. Davis (Cooper-M.G.), Sir J. Scott-Douglas (Jaguar), L. L. West (Austin)
25th April	Eastern Counties M.C.	Snetterton	A. Scott-Brown (Tojeiro), R. R. Rayner (Rayner), A. C. Baxter (Healey), W. T. Smith (Jaguar), P. Rayner Green (Ford), D. Moore (M.G.)
2nd May	B.A.R.C.	Goodwood	A. T. Foster (Morris Minor), F. C. Davis (Cooper-M.G. and Tojeiro), A. G. Whitehead (Jaguar), E. C. C. Harewood (M.G.), C. A. S. Brooks (Frazer-Nash), M. W. Head (Jaguar), A. H. Greig (M.G.), C. J. Hamilton (Invicta)
2nd May	Vintage S.C.C.	Silverstone	W. F. Moss (Alfa-Romeo), J. Isherwood (Mathis), J. C. Byrom (Bugatti), R. M. Blomfield (Bugatti), G. G. McDonald (Bentley), L. Gibbs (Riley), J. V. Bolster (Rolls-Royce), J. H. Pratt (Bugatti), J. A. Williamson (Bentley), F. S. Lockhart (Peugeot), C. Campbell (Invicta)
16th May	Maidstone and Mid-Kent Motor Club	Silverstone	A. Scott-Brown (Tojeiro), P. D. Gammon (M.G.), F. C. Davis (Tojeiro), T. A. D. Crook (Cooper-Altta), T. W. Dargue (M.G.), W. B. Black (Frazer-Nash)
25th May	Bristol M.C. and L.C.C. and Sporting Owner Drivers' Club	Thruxton	A. Scott-Brown (Tojeiro), P. D. Gammon (M.G.), Jimmy Stewart (Jaguar), R. D. Poore (Aston Martin)
25th May	Cornwall M.R.A.	Davidstow	W. A. Cleave (Morris), K. Watkins (Allard)
6th June	Eight Clubs	Silverstone	A. Mallock ("Simplicity"), P. A. Desoutter (Lotus), F. C. Hill (Empire Spl.), L. Inwood (A.C.), P. R. W. Jackson (Allard), G. B. Hewitt (M.G.), H. Howarth (Jaguar), R. W. Evans (Ford), D. F. R. Pratt (Riley), R. Steed (J.A.G.), P. G. Rawcliffe (H.R.G.), J. H. Bailey (Bentley)
13th June	500 M.R.C.I.	Kirkistown	R. G. Lovell-Butt (Frazer-Nash and Griffin), A. N. Johnston (Healey), B. W. Tughan (Ford)
20th June	Motor Cycling Club	Silverstone	D. O'M. Taylor (Jaguar), P. A. Everard (Aston Martin), W. F. Moss (Alfa Romeo), W. H. Arklay (Arklay), P. D. Gammon (M.G.)
27th June	Midland M.E.C.	Silverstone	W. F. Morris (Cooper-Riley), P. D. Gammon (M.G.), J. B. Swift (Jaguar), T. A. D. Crook (Cooper-Altta), K. H. Downing (Aston Martin), W. A. McMillan (BMW), M. R. Bendall (Ford), R. C. Green (H.R.G.)
27th June	West Essex C.C.	Snetterton	J. R. Stoop (Frazer-Nash), S. A. Mitchell (M.G.), Ian Stewart (Jaguar), K. McAlpine (Connaught), R. Salvadori (Connaught)
4th July	M.G. Car Club	Silverstone	R. P. N. Stark (J.A.G.), G. S. Claybourn (M.G.), G. B. Hewitt (M.G.), S. A. Mitchell (M.G.), K. T. Sloman (M.G.), T. A. M. Pigott (M.G.)
11th July	Vintage S.C.C.	Silverstone	G. H. G. Burton (Bentley), J. S. French ("Simplicity"), Miss B. Haig (M.G.), D. L. Barratt (Frazer-Nash), W. J. Frost (Alfa Romeo), J. H. Bailey (Bentley), R. D. Poore (Alfa Romeo), J. C. Byrom (Bugatti), E. Lewis (Riley), S. J. Lawrence (Bentley)
11th July	Eastern Counties M.C.	Snetterton	D. Moore (M.G.), P. D. Gammon (M.G.), F. C. Davis (Tojeiro), G. Abecassis (H.W.M.), B. Wyatt (Frazer-Nash), O. Moore (H.W.M.), L. Marr (Connaught)
18th July	Middlesbrough and D.M.C.	Redcar	T. Sunter (Jaguar), G. Tyrer (Supermotor)
25th July	B.A.R.C.	Goodwood	L. Potter (Dyna-Panhard), A. C. B. Chapman (Lotus), P. D. Gammon (M.G.), H. A. Mitchell (Frazer-Nash), O. Moore (H.W.M.), R. Watling-Greenwood (R.W.G.), A. S. Lusty (M.G.), A. H. Greig (M.G.), R. C. Symondson (Bugatti), P. J. Morgan (Bentley)
1st August	Cornwall M.R., Ltd.	Davidstow	E. Brandon (Leonard-M.G. and Tojeiro), K. Watkins (Allard), C. D. F. Buckler (Buckler), J. H. Walton (Cooper-Bristol)
1st August	Bentley D.C.	Silverstone	D. McKenzie (Bentley), G. G. McDonald (Bentley), G. J. Walker (Bentley), J. A. Williamson (Bentley), R. H. B. Mason (Bentley), J. A. Walker (Bentley), M. D. Hollis (Bentley), C. le S. Metcalfe (Fiat), H. R. Heap (Riley)
1st August	West Essex C.C.	Snetterton	P. A. Everard (Aston Martin), C. M. Clairmonte (Clairmonte), P. A. Desoutter (Lotus), O. Moore (H.W.M.), C. A. Brooks (Healey), L. Marr (Connaught)
1st August	500 M.R.C.I. and Ards M.C.C.	Kirkistown	T. N. Large (Alta), S. Pentland (Ford Spl.)
3rd August	Bristol M.C. and L.C.C.	Thruxton	A. C. B. Chapman (Lotus), D. B. Beauman (Riley), Jimmy Stewart (Jaguar), A. P. R. Rolt (Connaught)
8th August	Nottingham S.C.C.	Silverstone	P. T. M. Nott (Austin), P. A. Desoutter (Lotus), A. C. B. Chapman (Lotus), P. D. Gammon (M.G.), J. B. Swift (Jaguar), L. Gibbs (Riley), H. H. Gould (Cooper-Bristol), B. J. Thorne (Ford), J. H. Walton (Cooper-Bristol), G. P. Shea-Simmonds (Allard and Rapier), F. C. Hill (Empire Spl.)
15th August	Aston Martin O.C.	Silverstone	N. Allen (Lotus), J. S. French ("Simplicity"), P. D. Gammon (M.G.), G. G. McDonald (Bentley), P. L. D. Attwood (Aston Martin), J. B. Swift (Jaguar)
29th August	750 M.C.	Silverstone	M. D. King (M.G.), W. B. Thomas (M.G.), C. Shove (M.G.), J. Shove (M.G.), E. F. A. Woodward (M.G.), J. H. King (H.R.G.), F. Butterworth (Rochdale), C. F. Lawton (Austin), M. L. Finlow (Austin), H. Hill (Austin), R. Salthouse (Austin), D. Rees (Austin)
5th Sept.	Sunbac	Silverstone	J. B. Swift (Jaguar), P. D. Gammon (M.G.), J. S. French ("Simplicity"), A. C. B. Chapman (Lotus), L. J. Tracey (Jaguar), N. Jarrett (H.R.G.), A. A. D. Underwood (Riley)
12th Sept.	Aston Martin O.C.	Snetterton	D. Moore (M.G.), F. C. Davis (Tojeiro), W. R. Flockhart (DB3S and E.R.A.), J. Robertson (Aston Martin), E. Thompson (Connaught), E. B. Wadsworth (Healey)
12th Sept.	B.A.R.C.	Goodwood	L. Potter (Dyna-Panhard), A. C. B. Chapman (Lotus), P. D. Gammon (M.G.), C. A. S. Brooks (Frazer-Nash), R. A. Page (Allard), R. H. B. Mason (Bentley), T. W. Dargue (M.G.), P. A. Everard (Aston Martin), T. Haig (M.G.), H. Orr-Ewing (Bentley)
19th Sept.	Peterborough M.C.	Silverstone	W. F. Moss (Alfa Romeo), A. Mallock (Austin), L. Gibbs (Riley), J. G. Sears (Jaguar), G. H. G. Burton (Bentley), P. D. Gammon (M.G.), N. Allen (Lotus)
20th Sept.	Winfield Joint Committee	Charterhall	W. Scott-Watson (M.G.), H. D. Brown-Kelly (Bentley), J. G. Lockhart (Bentley), J. H. Walton (Cooper-Bristol), W. R. Flockhart (E.R.A.)
10th Oct.	North Staffs M.C.	Silverstone	R. Nuckey (Lotus), P. D. Gammon (M.G.), L. Marr (Connaught), M. W. Head (Jaguar), C. A. Mitchell (Bentley), L. Leston (Cooper-J.A.P.), D. Rees (Austin), W. A. McMillan (BMW)
17th Oct.	West Essex C.C.	Snetterton	P. D. Gammon (M.G.), G. Abecassis (H.W.M.), A. C. B. Chapman (Lotus), F. R. Gerard (Cooper-Bristol)



# CORRESPONDENCE

*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 Monte Carlo Rally Broadcasts

It was with interest I read the letters of Messrs. Tavener and White in your issue of 12th February, and I am glad to see that Mr. White agrees with me.

Mr. Tavener is, of course, using a very old politician's trick, namely, to pick a particular point from my letter and attempt to build up a story around it.

My point still remains that, while we are all very sorry for Mr. Leslie Johnson's serious illness—and in fact were delighted to hear he is doing so well—it is only fair to say that the listening public at large were much more interested to hear the position of British competitors in the Rally as a whole. I refer, of course, to the Friday night broadcast, to which Ronnie Adams was not invited.

I would like to make it clear that I have no interest in the Rootes Group, or Jaguar products, but must confess to a sneaking admiration for the people responsible in promoting such a plug campaign to such a vast audience.

C. E. ROBB.

DUNDONALD, BELFAST.

## Amateurs and Professionals

RE the European Grand Touring Championship, may I express the belief that Mr. Ian Appleyard (Vol. 7, No. 23), has voiced the only two possible solutions, and that the "free for all" is the answer?

The championship Rallies have attained too much publicity value; this cannot be helped.

Any works entered car, even a "series production", is bound to be in better condition than a 100 per cent. amateur entry.

Works prepared and works entered cars are there for one purpose: publicity. You do not sell a product by behaving like a Christian waiting for the lion to have a bite.

Besides, I doubt whether any amateur has the time and sufficient money to compete in all of the major events. It is therefore best to leave it to those who have the facilities.

Much of this controversy seems to be centred round Mrs. Nancy Mitchell. This is unfair, and might savour slightly of jealousy.

I have seen her at the wheel, and am positive she is a far better driver than many men. It is quite in order that factories should give her all possible support.

She, for her part, has the responsibility of putting up a worth while performance.

J. D. FUHRMANN.

ANTWERP.

## 250 c.c. Racing

ONCE again the problem of "cheap" racing is cropping up, but for various reasons I do not think that the 250 c.c. formula as suggested is the required solution. Items such as wheels, tyres and axles cannot be reduced in weight much more than on our Formula 3 cars and thus, bearing in mind that this racing is for the impecunious, the type of engine he is able to afford will surely offer such a low power/weight ratio that the car's performance will be extremely poor. For example, the comparatively small weight difference in the prototype Cooper 500 and the 1954 model is the result of five years of experimenting and developing, and I am sure that the cost of alloy castings alone on a Formula 3 car is very high.

Furthermore, without some limitation on engine or chassis design, the 250 c.c. class would quickly become a "rich man's" sport, as has Formula 3.

Surely it is not too late to revive the "poor man's" Formula III, as it was originally introduced so successfully by Mr. R. Caesar and the South-Western enthusiasts in 1947. To reintroduce such a formula it will be useless to fix price limits on construction, as Builder A may have to pay £1 for

a machining job, but Builder B may be "in the know" and the job is produced for "a packet of 20". Would it be possible to impose a rule prohibiting the use of engines manufactured after 1936, with a view to keeping a reasonable limit on the power available and also on the cash expenditure? Such an amateur formula (Formula 3A?) could develop 500 c.c. sports cars, which would then be the answer to the "Cheap British Small Car". (Apologies to the Editor for referring to a closed subject!)

S.A.C. MATTHEWS, M. F.

R.A.F., WAHN, B.A.O.R. 19.

WITH reference to the "Formula Flea" correspondence, may I make a couple of suggestions for the class. Firstly, so far as cost, assuming that it can be limited by the rules to be similar to the 750 Formula class, I should like to suggest that the "Fleas" would achieve a certain amount of popularity, because people would just "fancy" the class, as they do in all capacity groups. This, I think, is a factor ignored by too many people, and one which would probably be the deciding factor, even though facts and figures give a slight lead to some other class. If and when the Formula Flea class comes into being, I should undoubtedly build one and for the above reason.

My second suggestion may seem almost sacrilege to motor-racing purists, but would probably help the F.F. class. It is to include Bond Minicars and the like in "sports" events. I imagine that it would prove most entertaining, especially on a suitable course, and would swell the number of F.F. enthusiasts; these vehicles being nearer to cars than to motor-cycles, which would be their normal group for such events. F.F. for F'er.

BRIAN J. JAPPAY.

EDGWARE, MIDDX.

## The "Monoplace" Bugatti

I VERY much appreciated the feature "In Days Gone By" in the 12th February issue of AUTOSPORT, and hope that similar series of photographs will appear from time to time.

With regard to the picture of the start of the 1934 Penya Rhin Grand Prix, it was interesting to see a "Monza" Alfa leading the three Ferrari monopostos.

I was interested in the 1938 picture, because it showed the type 308 Alfa Romeo of that year. This car, apparently identical in appearance with the V12 cylinder car which appeared at Pescara and Lehigh in 1937, was not often



BY REQUEST:  
A photograph of  
Jean Pierre  
Wimille in the 3-  
litre G.P. Bugatti  
during the 1938  
French G.P. at  
Rheims.

photographed, and details of it are rare. I believe that straight 8, V12, and V16 engines were available.

A very much more rarely illustrated car is the 3-litre Bugatti of 1938, which appeared at Cork. Could you possibly find and publish a photograph of that car? I cannot recollect that I have ever seen one. Incidentally, was this car ever allotted a type number? Probably not, if it never progressed beyond the prototype stage.

A. T. RAWLINSON.

SUTTON COLDFIELD, WARWICKS.

## B.R.M. and B.R.M.A.

I FEEL I must apologize to Mr. R. E. A. Day if he feels that I have been in any way rude to him. If Mr. Day considers that there was a lapse on my part then I can assure him that it was purely involuntary and I do not for one moment doubt that Mr. Day is sincerely interested in British prestige. I would also like him to know that I did my best to make my letter self-explanatory.

The B.R.M., claims your correspondent, is "utterly unreliable" and "definitely dangerous". I cannot see how he can substantiate the latter claim; as to the former, I think that the cars have shown themselves to be reasonably reliable by virtue of the fact that, out of the twelve races for which they were entered last season, they gained six first places, five second places, and three third places.

Continued on page 283



**D**URING the 1953 racing season it was obvious, even to the casual spectator, that the Formula 2 Connaught had superb road holding. Those of us who took the thing a stage further, by stopwatch timing of the more sinuous sections of various circuits, discovered that this machine was at least the equal of any car then racing. To the uninitiated it might seem that, by simply "dropping in" a 2½-litre engine in place of last year's 2-litre unit, one would have a Grand Prix car to the new formula, "ready-made" so to speak.

There are two objections to this proposal. In the first place, the earlier chassis was built round an exceptionally compact engine, of Lea Francis birth and Connaught upbringing. To install a larger unit would entail repositioning many components. Secondly, nothing is so good that it cannot be better. In racing the 1953 cars many lessons were learned, and it seemed a pity not to apply all this knowledge to the Grand Prix contender. Thus, the B-type Connaught embodies all the best features of the Formula 2 version, and represents the next logical step forward in design.

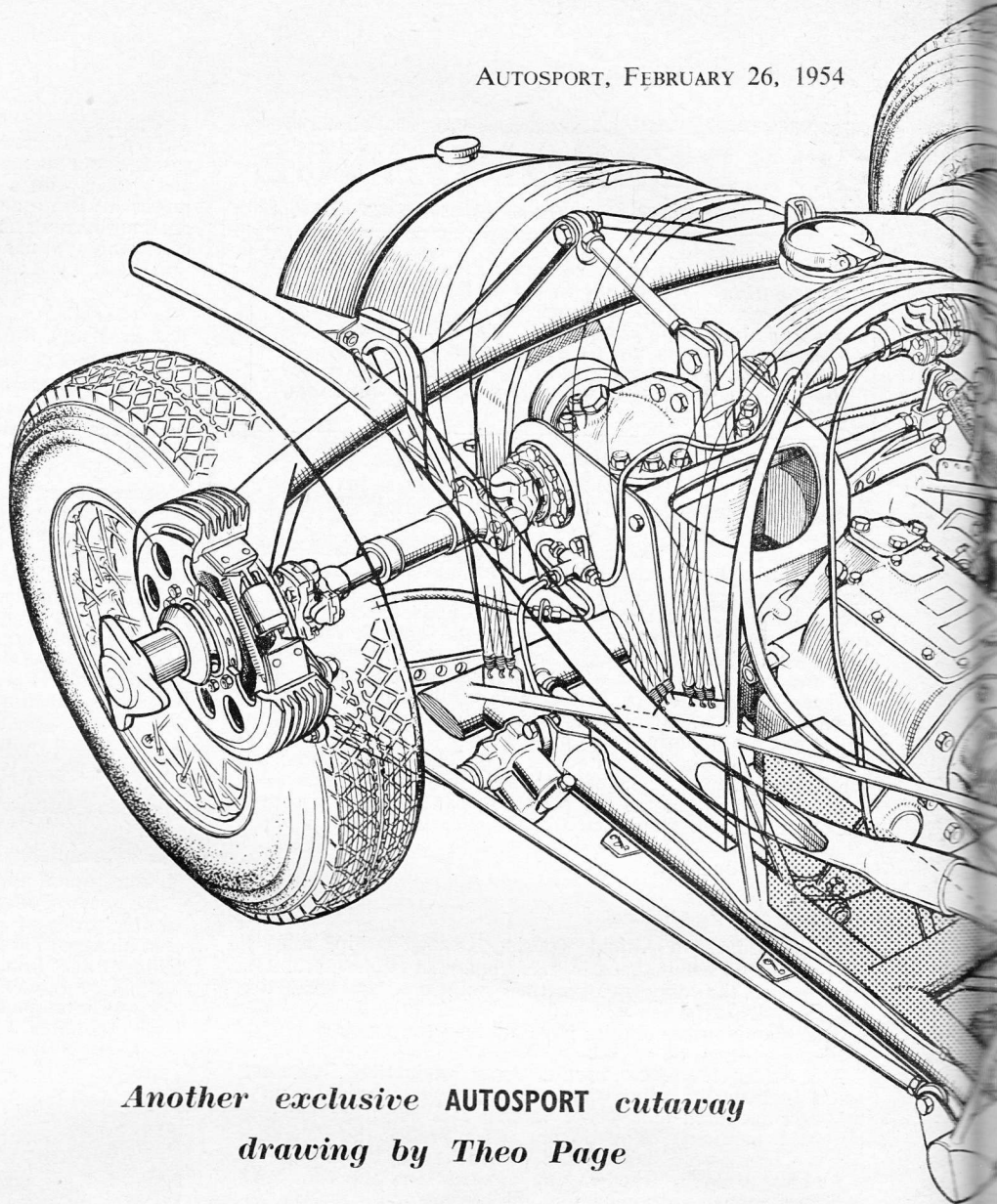
#### Wider Track, Same Wheelbase

As before, the basis of the frame is two 16-gauge steel tubes, of 3½ ins. diameter. The track, at 4 ft. 2 ins., is 2 ins. wider than before, but the wheelbase, at 7 ft. 6 ins., is identical. The main masses have been redistributed to obtain a greater polar moment of inertia, and, in spite of the increase in size, a small weight-saving has been possible.

The front suspension is by unequal length wishbones, and the torsion bars have been replaced by coil springs which embrace the telescopic dampers. This has been done to "clear the decks" for a bigger engine, and the anti-roll torsion bar has been moved forward for the same reason. It now occupies the tubular front cross member, and is connected by arms and short links to the lower wishbones. The rack and pinion steering gear is also mounted ahead of the suspension assembly, and the steering arms on the stub axles face forward.

At the rear a de Dion axle is employed. It is located in the following manner. First of all there are two long radius arms which pivot at the rear hub carriers and at points near the middle of the chassis. These points are at the centre of pitch, a position which has been determined by experiment, to avoid rear-end steering when the car changes its attitude during fierce braking. The actual braking torque is taken by a short arm, in compression, at the centre of the de Dion tube, which is located above the differential housing at its forward end.

There remains the problem of lateral location, and the usual sliding trunnion arrangement has been deleted in favour of a neater and lighter arrangement. At each side of the axle short shackles connect to the arms which are attached to the ends of the fore-and-aft torsion bars. The offside assembly has no lateral stiffness, but on the nearside an extra arm, parallel to the torsion bar arm, converts the shackle into a locating member. It will be understood that these arms are of unequal length, and by choosing the correct dimensions a vertical movement of the axle may be secured. This is superior to the usual Panhard rod, which must cause the axle to follow an accurate



*Another exclusive AUTOSPORT cutaway drawing by Theo Page*

path; furthermore, it is rigid and compact.

The engine is an Alta, though the chassis is designed to accommodate other power units if desired. This 2½-litre four-cylinder, which is Geoffrey Taylor's latest production, resembles the 2-litre with which we are familiar. The cylinder block is visibly wider, however. The bore and stroke are 93.5 mm. and 90 mm., and the power output is very encouraging indeed, to put it mildly. Instead of the American Hillborn Travers injection system the new S.U. design is used. The injection pump is driven from the rear of the nearside camshaft, and the timing gears are also at the back of the block. This is of light alloy, as before, but instead of there being four separate ferrous cylinder liners, these are now combined in one casting.

Behind the engine a shaft transmits the drive to the Armstrong Siddeley close-ratio preselective gearbox. This shaft incorporates a Layrub coupling to insulate the transmission from shock. The gearbox has been moved back, right up against the final drive housing. The whole transmission line is lowered by a pair of "quick-change" spur gears at the extreme back of the assembly, the crown wheel and pinion being of straight bevel tooth form. The differential is "plain", with no self-locking action.

The fuel tankage is somewhat complex. There is a 36-gallon light alloy tank above the gearbox and differential and two small side tanks. These are all connected up to a ½-gallon collector tank under the floor, via hoses incorporating Avery self-sealing couplings. The fuel pump is driven by a pulley at the rear end of the propeller shaft.

#### Pedals Flank Block

As Theo Page's excellent drawing shows, the driver sits much farther forward than in the A-type Connaught. In fact, the rear part of the engine block is between his feet. The steering column is universally jointed to pass on the left of the engine, and the gear preselector lever is under the wheel on the right.

It will be noticed that wire wheels have replaced the bolt-on magnesium pattern, in the interest of quick pitwork, but it is possible that Halibrand-type light alloy wheels, with pin drive, will eventually be available. Similarly, the 2 L.S. brakes, 12 ins. x 2 ins. in front and 9 ins. x 1½ ins. behind, are to be replaced by discs when these are ready, and the design has been schemed for their installation.

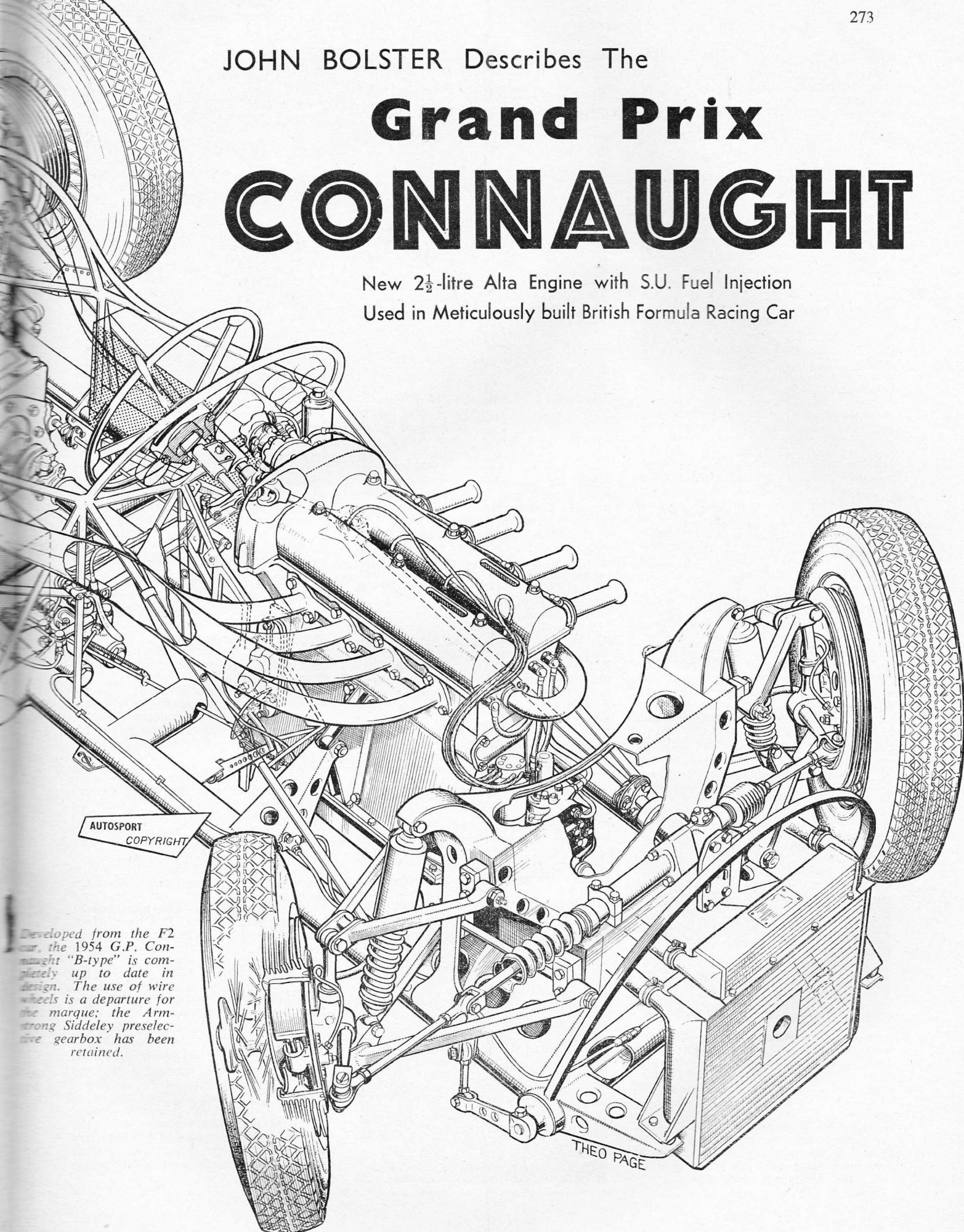
The new Connaught is a credit to its builders, and the good wishes of all of us will go with it this coming season.



JOHN BOLSTER Describes The

# Grand Prix CONNAUGHT

New 2½-litre Alta Engine with S.U. Fuel Injection  
Used in Meticulously built British Formula Racing Car



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*Developed from the F2 car, the 1954 G.P. Connaught "B-type" is completely up to date in design. The use of wire wheels is a departure for the marque; the Armstrong Siddeley preselective gearbox has been retained.*

THEO PAGE



## QUARTER-CENTURY RALLYE FEMININ

By BETTY HAIG

It is just 25 years since the Rallye Paris-St. Raphaël Féminin first took the road. The moving spirit and principal organizer, Comte Édme de Rohan Chabot, was in those days the very young Secretary General of the St. Raphaël branch of the Automobile Club du Var. As he says, he and a few faithful friends conceived the crazy idea of launching a rally with none but feminine competitors. This impractical scheme has now grown into the big International Rally which it is today. Now President of the very active Automobile Club du Var, our "Papa du Rallye" (not exactly in the grey-beard class today!) is still the guiding hand. The unique spirit which this Rally never loses, owes almost everything to his original and charming personality. The principal aim of the organizers has always been that the participants should enjoy themselves and that everyone concerned should be happy. A small point for reflection is provided by the fact that, in this, the one big rally which consists entirely of women drivers of all grades of experience, major protests are unknown!

This Jubilee Rally is to be a really de luxe edition. The final regulations contain a rather charming range of photographs showing competitors' driving fashions from 1929 till 1954. The Committee has excelled itself in its arrangements not only to provide a first-class driving competition and good social entertainments, but the vital matter of cost has not been overlooked. Free petrol is provided for all competitors by Mobilgas, which is the compulsory fuel for the Rally. Free oil is also provided, if required. Every day throughout the Rally, driver and navigator (or two drivers), are invited to at least one free meal. So the cost of the event should be surprisingly modest.

The entry list totals 40, and includes



(Above) Peter Gammon receiving the Performance Cars "1,500" Trophy from Mrs. H. J. Goldschmidt, whilst Harold Massey looks on.

(Right) Cliff Davis says a few words into the microphone after obtaining his "bag of lolly" from John Goldschmidt who presented the trophy and cash awards for this annual competition.



RARE MARQUE: A Georges Irat in the 1939 edition of the popular Rallye-Féminin Paris-St. Raphaël.

Mme. Simon, Mlle. Thirion, Mme. Angelvin, the Countess Della Chiesa, Mme. de Roquefort, Mme. Itier and other well-known Continental women drivers. From this country go three of the latest sports-touring cars. An M.G. TF is entered by Mrs. P. Moy, with Mrs. M. Whincop as co-driver; Mrs. Moy was a pre-war competitor who has not entered since 1939. Monica Whincop (of Bugatti circles) is taking part in her first rally.

A Triumph Sports TR2 is entered by Mrs. Jan Branford, for Category B, with her husband as navigator. This will be the third year that she has driven in the Rally, and she has recently changed her faithful Hillman Minx for the more rapid Triumph. My own Austin-Healey is also making its début in an international rally.

Since the original regulations went to press, an extra (third) speed trial has

been added. This takes place on the first day at Gueux, before the Reims control. It consists of a standing start acceleration test over 1,100 metres. In this rally there are no stopwatch-type average tests, the results being determined always by a series of tests which demand speed and skilful driving.

The departure of the Rally is from Paris at about 1 p.m. on 3rd March. The road section ends on the afternoon of the 7th, while the *Concours d'Élégance* and prizegiving is on the 9th. The final closing of the 1954 Rally is at Ste. Maxime on the morning of the 10th, with a cocktail party and awarding of certain prizes which are presented by the Club of Ste. Maxime.

I have reason to believe that the competitors are much envied by certain non-feminine drivers—in fact one well-known personality has threatened to put on his kilt and join the Rallye Féminin!

### PERFORMANCE CARS TROPHY AWARDED

ON 18th February, a large crowd attended a buffet-dance at the Boat House, Kew, organized by Performance Cars Ltd. The Performance Cars "1,500" Trophy was presented to Peter Gammon (M.G.) by Mrs. John Goldschmidt, wife of "Mr. Performance". Gammon



staggered away with the huge cup and a canvas bag marked "Lolly", containing £100 in cash—all in silver.

Other prize-winners, who also obtained their "Lolly" in bags of silver, were Cliff Davis (Cooper-M.G.), Colin Chapman (Lotus), Len Gibbs (Riley), P. A. Desoutter (Lotus) and Donald Beauman (Riley).

A snappy cabaret was presented at midnight with TV star MacDonald Hobley as compère. Incidentally Mac's impressions of racing cars are quite something!

Many well-known personalities in the world of motoring sport were present, including Roy Salvadori, John Bolster, John Coombs, Dick Jacobs, the Editor of AUTOSPORT, R.A.C. Competitions Manager, Dean Delamont, Douglas Armstrong, Len Potter—to name a few.

### BRIGHTON RALLY

W. T. ROBINS/P. DUFRAN won the Brighton and Hove M.C.'s February Rally on 14th February. M. H. de Silva was first in Class "A", and J. F. Thomas in Class "B".



# THE R.A.C. RALLY

240 Entrants for Britain's Championship Event—Seven Only from Abroad

THE entry list for the R.A.C. International Rally of Great Britain, which starts from Hastings and Blackpool on 8th March, has been fully subscribed with a total of 240 competitors. A few foreign entries have been received, including three two-stroke DKW's and a couple of Porsches. Amongst the better-known British International rally drivers in the provisional list are Peter Harper (Sunbeam-Talbot), John Cunningham (Jaguar), Bob Dickson (Triumph), Cuth Harrison, the Reeces and Nancy Mitchell (Ford Anglias), Joy Cooke (Ford), George Hartwell (Sunbeam-Talbot), Godfrey Imhof (Allard), Col. O'Hara Moore (Frazer-Nash), Lyndon Sims (Riley), Harry Sutcliffe (Porsche), Edgar Wadsworth (Volkswagen), and Sheila Van Damm (Sunbeam-Talbot). Maurice Gatsonides drives a Ford, and Ronnie Adams an Alvis.

## Blackpool

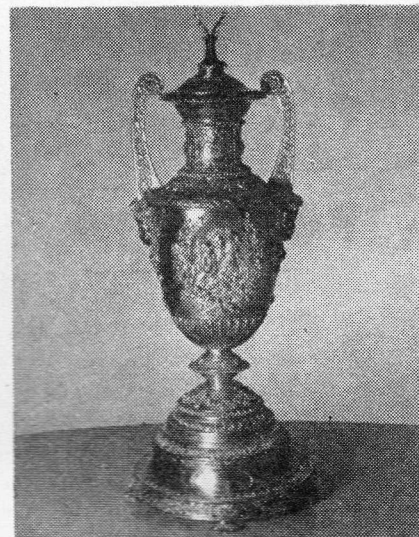
D. C. Absalom (Ford), R. J. Adams (Alvis), J. Ashworth (Jaguar), X (DKW)\*, G. Baines (S.-Talbot), E. Bate (Triumph), V. Bell (S.-Talbot), G. W. Best (Ford), R. E. Blackhurst (Jaguar), W. F. Bleakley (Triumph), C. D. Boulton (Jaguar), Miss B. M. Bratt (M.G.), K. Brauer (Jaguar), B. J. Brittle (Jaguar), J. C. Broadhead (F.-Nash), K. Brunton (Standard), W. Buschmann (Porsche)\*, T. B. D. Christie (S.-Talbot), J. R. Clegg (Jaguar), R. H. Cook (Volkswagen), V. Cooper (Triumph), Miss J. Crossley (Rover), R. M. W. Croxford (Volkswagen), J. Cunningham (Jaguar), F. G. Davis (Austin-Healey), B. Dickson (Triumph), D. Done (Triumph), F. D. Dundas (Gowett), P. L. Edwards (Standard), E. Elliott (Triumph), W. Engel (Porsche)\*, J. W. Fleetwood (Ford), Mrs. D. J. de S. Foreman (S.-Talbot), C. H. Foulkes (M.G.), H. J. Fozzard (Ford), M. Gatsonides (Ford)\*, H. Galt (Morris), J. D. Gibson (Armstrong Siddeley), G. Greaves (Jaguar), F. Grey (Jaguar), E. J. Haddon (Jaguar), P. N. Harrison (M.G.), T. C. Harrison (Ford), Dr. R. V. Havard (Jaguar), W. L. Hogg (S.-Talbot), L. J. Hostler (Gowett), G. R. Holt (Morris), R. E. Holt (Morris), G. Hoyle (X), C. S. M. Hutson (Jaguar), N. B. Jarrett (Triumph), N. J. Jukes (S.-Talbot), J. C. Keay (Jaguar), M. Kozubski (S.-Talbot), R. A. Laird (M.G.)†, R. P. Lane (Austin-Healey), K. N. Lee (Simca), P. Lees (M.G.), A. Lincker (Vauxhall), T. Lund (M.G.), R. McIver (S.-Talbot), A. H. McGrady (Morris), Meier (DKW)\*, Menz (DKW)\*, G. E. Middleton (Morris), Mrs. N. Mitchell (Ford), Miss A. Neil (Morgan), A. Newsham (Morgan), Miss A. Newton (Jaguar), J. P. H. Orr (S.-Talbot), Miss P. A. Ozanne (S.-Talbot), G. M. R. Pearson (Gowett), J. Pellowe (Dellow), E. T. Pritchard (Austin), L. C. Procter (Volkswagen), Miss J. E. Quarmbly (S.-Talbot), —, Quick (Ford), J. H. Ray (Morgan), A. Rayner (Austin), J. Reece (Ford), G. Read (Ford), J. M. Richmond (Austin-Healey), H. Ripley (Ford), H. C. Roberts (Ford), L. T. Rogers (Jaguar), G. S. Rollings (Austin-Healey), P. D. Sapsed (Vauxhall), A. H. Senior (Austin), J. M. C. Shand (Jaguar), J. L. Shaw (Morris), G. M. Sharp (Austin-Healey), T. W. Smedley (Ford), J. F. Somervail (Austin-Healey), W. D.

Steel (Morgan), W. Stoddart (Standard), L. S. Stross (Jaguar), H. Sutcliffe (Porsche), J. M. Sutherland (Armstrong Siddeley), T. A. P. Tanner (Wolsley), P. H. Thompson (Austin-Healey), G. H. Turnbull (Vauxhall), F. Tyldesley (Austin), H. W. Underhill (Bentley), E. B. Wadsworth (Volkswagen), Miss M. Walker (Triumph), N. Walmsley (Standard), J. C. Wallwork (Triumph), R. L. Ward (Triumph), I. L. Watkins (S.-Talbot), H. G. Webster (S.-Talbot), A. C. Whatmough (S.-Talbot), W. G. Whyte (Morris), A. Williams (M.G.), D. Wilson (Ford), J. M. Winn (Dellow), B. G. Wolfson (Simca), G. Wood (Ford), R. J. Wood-Martin (M.G.)†.

## Hastings

P. J. Anton (M.G.), A. H. Baker (Land Rover), F. M. Baker (Austin-Healey), W. H. Baker (Ford), N. E. Barker (Riley), C. F. Bartlett (Ford), A. E. Belshaw (Austin), A. E. Belton (Minx), K. L. H. Best (Minx), F. E. Bigger (Jaguar)†, Mrs. C. M. R. Birney (S.-Talbot), E. N. Brinkman (Ford), R. C. Broughton (Alfa Romeo), F. C. Bull (Volkswagen), G. Burgess (Frazer-Nash), E. Burke (Jaguar), Miss P. M. Burt (Jaguar), W. B. Caldwell (Riley), W. G. Cawley (Renault), P. H. Channon (Riley), A. F. Coakley (Austin-Healey), X (Volkswagen), Mrs. J. M. M. Cooke (Ford), R. W. Cookson (Triumph), P. G. Cooper (Triumph), S. E. Croft-Pearson (Ford), E. W. Cuff-Miller (Ford), M. R. Davies (Ford), S. A. Dare (S.-Talbot), G. E. Day (Ford), G. N. Dear (M.G.), F. Defty (Aston Martin), H. M. Denton (Morgan), E. W. Durrant (Jaguar), D. T. S. Edwards (Ford), P. L. Edwards (Standard), W. M. L. Edwards (Ford), H. A. R. Fox (Allard), B. W. Fussdon (Renault), W. G. V. Gallie (X)\*, N. Garrad (S.-Talbot), G. J. Gilbey (Jaguar), B. D. S. Ginn (Gowett), J. T. W. Goddard (Ford), W. A. G. Goodall (Morgan), W. Grant-Norton (Frazer-Nash), L. Griffiths (Morgan), J. Halley (Jaguar), P. Harper (S.-Talbot), R. A. Harris (Morris), G. R. Hartwell (S.-Talbot), A. H. Hesp (M.G.), F. H. Holmes (S.-Talbot), R. K. Hooper (S.-Talbot), M. J. Hughes (Minx), A. G. Imhof (Allard), J. B. L. Jacobs (Allard), C. W. James (Ford), S. R. G. Jeffery (Standard), D. C. E. Johns (Austin), J. H. King (Triumph), R. H. Lambert (Ford), C. B. Lander (S.-Talbot), B. Leavens (Triumph), J. D. Leavesley (Austin), J. R. Lee (Vauxhall), P. Lee (Jaguar), N. T. Lithgow (Austin), I. A. Maiden (Ford), R. L. Manwaring (S.-Talbot), R. Michalkiewicz (Aston Martin), G. W. Milson (S.-Talbot), J. Moore (Morgan), P. H. G. Morgan (Morgan), D. H. Murray (F.-Nash), A. B. Napper (Vauxhall), R. Neate (Riley), H. C. O'Hara Moore (F.-Nash), Mrs. D. M. Osborn (H.R.G.), L. F. Parham (Jaguar), J. Pelosi (Jaguar), D. H. Perring (Austin-Healey), B. E. Phipps (Morgan), C. B. Pilgrim (Jaguar), Dr. J. R. Platt (Vauxhall), J. Pocock (Vauxhall), D. Potter (S.-Talbot), H. Propp (Humber), R. N. Richards (Ford), K. S. Richardson (Jaguar), D. V. Robertshaw (Jaguar), F. G. Rugles (M.G.), R. Sawdor (Ford), R. F. Sear (M.G.), J. G. S. Sears (Jaguar), L. O. Sims (Riley), Dr. J. T. Spare (Morgan), A. L. Spencer (M.G.), F. E. Still (Austin-Healey), Wing-Comm. J. W. Stokes (Gowett), Dr. L. Taylor (Gowett), C. A. Tracey (Gowett), I. C. Trafford (Allard), J. Trigg (Minx), C. Tyrer (Ford), Miss S. Van Damm (S.-Talbot), Sir Derek Verner (F.-Nash), F. J. A. Vvian (Ford), W. H. Wadham (Triumph), A. M. Warwick (M.G.), W. H. Waring (Aston Martin), C. E. T. Watkins (Riley), D. B. Watkinson (Standard), A. C. Westwood (Volkswagen), P. W. S. White (Standard), F. H. Whittle (Vauxhall), M. Wick (Allard), W. J. Williams (M.G.), E. D. Woolley (Porsche).

Reserve: A. V.-M. D. C. T. Bennett (Jaguar).  
\* Foreign entries. † Eire entries.



PEALL TROPHY which will be awarded by the R.A.C. to the winner of the International Rally. It was presented to the Club by the sons of the late W. J. Peall, one of the earliest members of the R.A.C.

Stelvio, Izoard, first part of the Dolomite Cup circuit and flying kilometre, must be covered at above a certain fixed speed, not necessarily the set average speed. Judging from earlier Alpines, this set speed may well be that returned by the fastest car in the class, plus a margin of 3 per cent. If this system had been used in 1953, the record number of Coupes des Alpes awarded for an unpenalized run would have been materially reduced. With at least one crossing of all the worst passes in the Alps and the Dolomites included in the route, the 1954 Alpine bids fair to rival Liège-Rome-Liège as the toughest Rally of the season.

## RALLYE SOLEIL-CANNES

THE VIIème Rallye Soleil will be run from 11th/17th April, 1954. Cars of the First, Second and Fourth categories in the new F.I.A. Regulations, *i.e.*, Production Touring Cars, Gran Turismo Cars and Production Sports Cars, will be eligible. Classes in these categories will be:—

**Touring Cars (4):** Up to 1,000 c.c., 1,600 c.c., 2,600 c.c. and unlimited.

**Gran Turismo (2):** Up to 2,600 c.c. and unlimited.

**Sports Cars (3):** Up to 1,600 c.c., 2,600 c.c. and unlimited.

The rally commences from Monthéry Autodrome, where all crews will have to cover two laps (standing start, flying finish).

Then follows a common road section of about 1,180 kms. (735 miles), with controls at Le Puy, Lamastre, Valence, Castellane, Aiguines, Comps, Gourdon to Cannes.

This will have to be covered at average speeds varying from 54 k.p.h. (33.6 m.p.h.) for the smallest touring cars to 60 k.p.h. (37.4 m.p.h.) for the sports category.

Provision is made for an alternative route if the passes on the main route are not open.

On arrival at Cannes the surviving  
*Continued on page 278*

## “The ALPINE”

RECENTLY disappointed by the comparative easiness of the 1953 event, the Automobile Club of Marseilles and Provence have taken great pains to stiffen up the XVIIème Criterium International des Alpes (9th-16th July, 1954).

Open to Production Touring Cars, Modified Production Touring Cars and Production Sports Cars, divided into classes of 750 c.c., 1,000 c.c., 1,300 c.c., 1,600 c.c., 2,000 c.c., 2,600 c.c. and Unlimited, the route has been lengthened to 3,717 kilometres/2,325 miles, divided into six stages, with overnight stops at Cortina d'Ampezzo, St. Moritz, and Evian, finishing as usual at Cannes.

The average speeds have been generally raised and now vary from 55 k.p.h./34.2 m.p.h. to 60 k.p.h./37.5 m.p.h. for the smallest and largest cars respectively over the greater part of the route to 95 k.p.h./59.5 m.p.h. and 115 k.p.h./71.8 m.p.h. respectively over the Autostrada sections.

There will be the usual timed runs on the Stelvio, the Izoard, the first 48 kilometres/30 miles of the Dolomite Cup Circuit, a standing kilometre at Monza and a flying kilometre on the Munich Autobahn. An interesting innovation is that the timed tests in the course of the daily stages, *i.e.*, the climbs on the



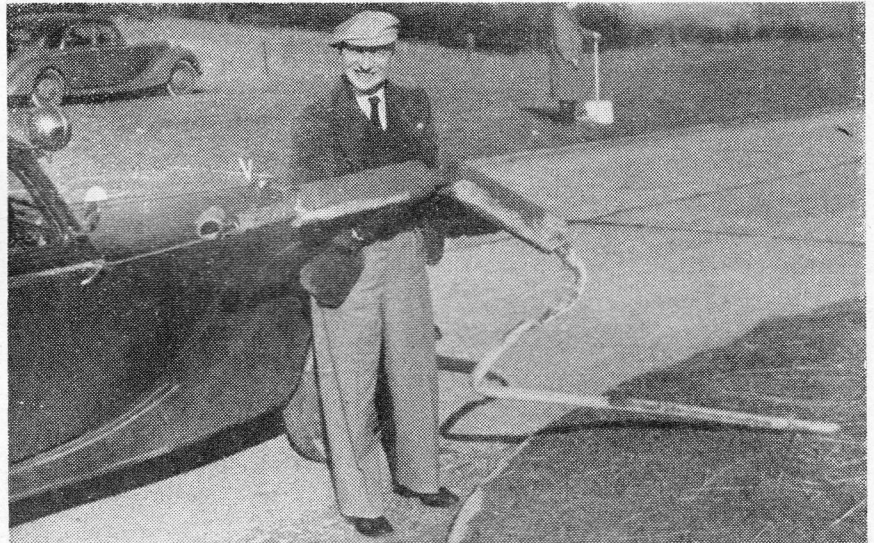
*HOLD YOUR HORSES! W. B. Patton waits on the line at Test 3, whilst members of a local hunt canter past.*

best, and in the fifth manoeuvre, Cussen's open machine was again top of the list. It was bad luck that the sixth test, easily the best of the series, had to be washed out as already mentioned. This was an excellent hill-climb with a tricky right-handed hairpin to catch out the unwary—which it did when several of the earlier numbers attempted it. The local police sergeant was most co-operative, but when Rileys began to stretch out at the bottom of the hill as far as the eye could see, the marshal himself decided to scrub the section. In Test 7, Jack Williamson and his 1948 "2½" outshone the rest; Williamson had steadily been returning impressive

## RILEY RALLY

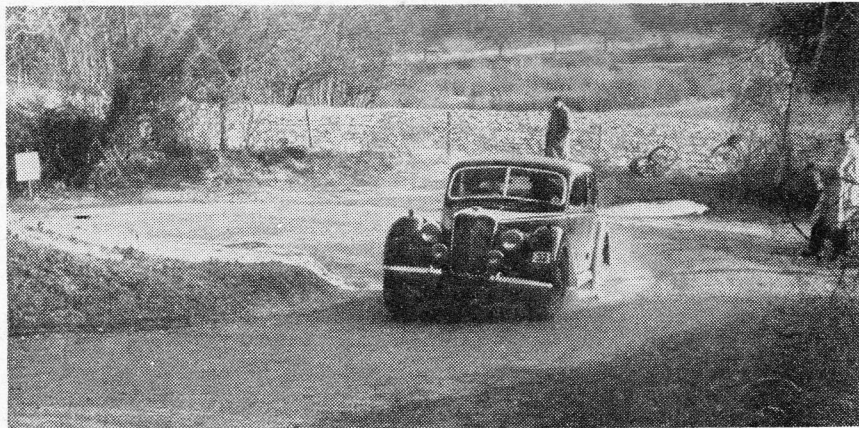
**J. Williamson Makes Best Performance in Pleasant London Centre Event**

SURELY no other club official can approach Bob Porter in the matter of arranging the weather. For last Saturday's Winter Rally of the Riley M.C., Bob chose, for the umpteenth time, a perfect spring day. This event followed a fairly simple formula; a series of driving tests were linked by a circular route of about 45 miles through part of Surrey's most beautiful countryside. By arrangement with the local police, the tests were staged on normal roads, although one had to be scrubbed because the line of waiting Rileys seriously interfered with traffic—increased on those little-used roads by the "Porter weather".



*(Above) J. Kelshaw wiped off his entire exhaust system on Test 2—which was subsequently scrubbed.*

*(Left) V. H. Tuson during Test 6.*



Of the 65 entries, seven failed to report at Norman Roundhill's garage, Ashted, near Leatherhead, where Rileys of all ages, from D. F. H. Wood's 1923 10.8 h.p. model, to A. S. Gegg's brand-new 1½-litre, assembled to be dispatched at one minute intervals. Test 1 was a simple affair, a pair of cunningly placed markers being the main hazard. Best time went to Desmond Cussen in his blue, open two-seater "2½".

The second test was washed out after an unfortunate driver, J. Kelshaw (2½-litre), wiped off his complete exhaust system from the manifold onwards. Test

3 was a forwards and reverse manoeuvre involving a triangle. Some folk held on to bottom gear till the valves came off; others had their cars jump out of gear with too-hasty reversing resulting in the production of appalling crashes and grinding noises as gears were forced in again. Harold Grace had a gear jump out but made a quick recovery, reversing so rapidly that marshals had to jump for it. Best time here was put up by Lyndon Sims of Monte Carlo Rally fame with his "2½".

In Test 4, mostly a downhill affair, H. F. Trundle and his 1937 "15" were

times in all tests, and was being freely tipped as the ultimate winner. Near Woodcote Park was staged the final test. This time, Grace came into his own and returned best time; Williamson was fast enough to seem certain to figure amongst the awards winners. Other good performances were by K. M. Banks and his 19-year-old tourer, Olga Johnson and her 1½-litre and Vic Tuson in his "2½".

The event concluded with an excellent dinner in the R.A.C. Country Club, Woodcote Park, after which the results were announced and Mrs. Bob Porter presented the various trophies.

### Results

**R. C. Porter Trophy** (best performance, closed cars): J. Williamson (1½-litre), 293.3 marks lost.

**R. James Trophy** (best, open cars): K. M. Banks (1935 "12"), 369.2.

**Ripley Trophy** (best lady entrant): Mrs. Olga Johnson (1½-litre), 345.1.

**Novice Award:** Flight-Lieut. W. A. James (1½-litre), 333.9.

**"Illustrated London News" Trophy** (age formula): D. F. W. Wood (1923, 10.8 h.p.), 380.3—250 (130.3).

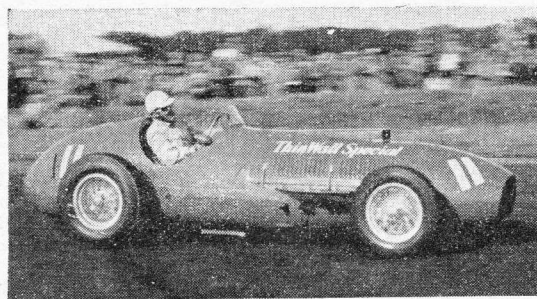
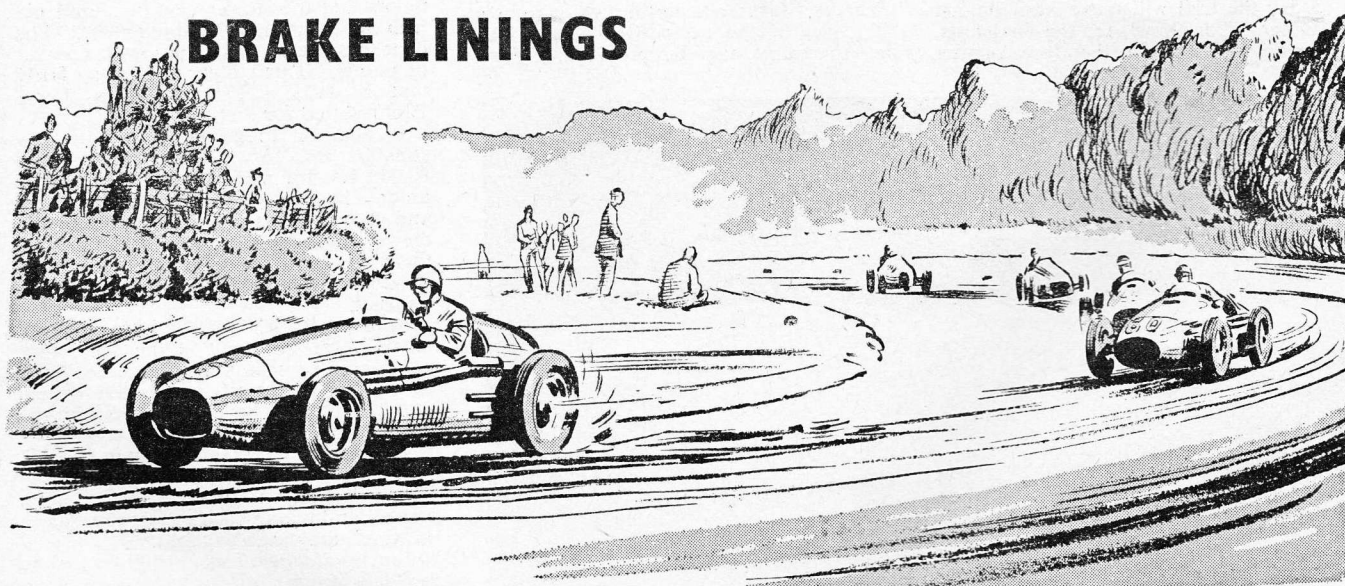
**First-class Awards:** D. E. Cussen, V. H. Tuson, J. G. Hadley, F. Winkworth, A. Farrar, W. H. Grace, R. S. Pook, T. W. Dargue, C. A. Pike, T. W. Gillard and J. W. Bowdage. **Second-class,** 11. **Retirements,** 1.



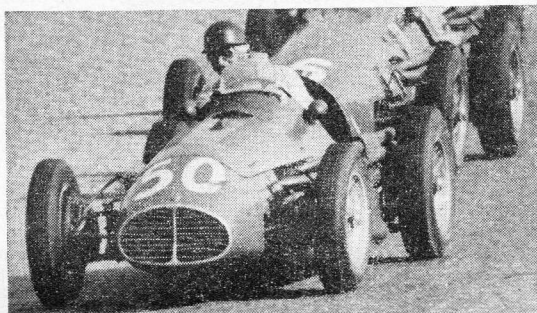
# They braked their way to lap records!

Consider these two facts. The longer that braking for a corner can be delayed, the faster will be the lap. And shortening the time left for braking generates higher temperatures. That's how you get 'brake fade'. It is interesting, therefore, to see that Farina, Fangio and Hawthorn have each set up new lap records this season on cars fitted with Ferodo Anti-Fade Brake Linings. These three remarkable successes, taken from the crowded list of thrilling Ferodo winners, proves that for safe, reliable, smooth braking you should fit Ferodo Anti-Fade Brake Linings—the majority of private motor car manufacturers do!

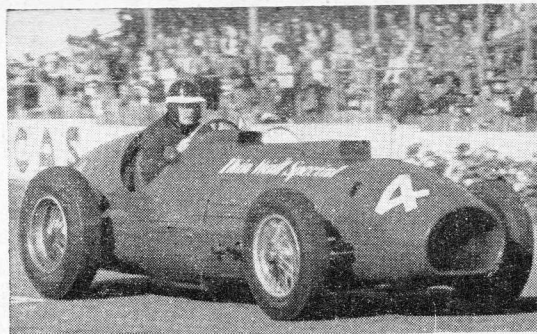
## FERODO ANTI-FADE BRAKE LININGS



**SILVERSTONE** *Photo: "Motor Racing"*  
G. Farina—Ferrari Thin Wall  
New lap record 100.16 m.p.h.



**ITALIAN GRAND PRIX** *Photo: Autosport*  
J. M. Fangio—Maserati  
New lap record 113.20 m.p.h.



**GOODWOOD** *Photo: Autosport*  
J. M. Hawthorn—Ferrari Thin Wall  
New lap record 94.53 m.p.h.



# The 16th Circuit of Ireland

Entire Route to be Altered—Classification

Revised — Regularity Test Abandoned

REGULATIONS are now available for the Ulster A.C.'s 1,000 miles Circuit of Ireland Trial, to be held over the Easter holidays.

The regulations show wholesale alterations over those of previous "Circuits". The only categories now permitted are: (a) normal series production touring cars, of which at least 500 must have been built in any 12 months since 1st January, 1946, and (b) series production sports cars, of which 25 must have been built in any 12 months since January, 1946. Class (a) cars will compete in three classes as follows: up to 1,000 c.c.; 1,001 c.c. to 1,600 c.c.; over 1,600 c.c. There will be three prizes in each category. Sports cars will compete as one class, with three awards. The U.A.C. Challenge Trophy will be awarded for the best performance in the general classification. Other awards will be for the best team of three cars and the next best team, best novice, best woman crew and best non-Ulster driver.

The big surprise of the road section is that the trial will actually start at a late hour on Friday, 16th April and the first night of the trial will be spent in the cars. There will be starting-points at both Belfast and Dublin, a common course being joined at Dundalk. From Dundalk the cars will travel to Athlone, in the heart of Ireland, then strike north-west for Sligo. From Sligo the route lies to Westport on the coast, then south past Galway to Killarney, a total distance of about 480 miles. The first night stop will be at Killarney.

On Easter Sunday the route will be from Killarney back to Killarney and will be kept secret until an hour or so before the trial actually starts. Another night will be spent in Killarney. On Easter Monday the route from Killarney to Belfast is via Carlow, Naas, Trim and Castleblayney. An overnight stop will be made in Belfast. Then on Easter Tuesday the trial will move from Belfast to Bangor, Co. Down, for the final tests.

Visiting drivers will, therefore, require

to find hotel accommodation for their party at Killarney on the nights of 17th and 18th April and in Belfast on the night of 19th April.

The speed schedule for the road sections will be as follows: Belfast or Dublin to Sligo, 24/36 m.p.h.; Sligo to Killarney 30/40 m.p.h.; (Sunday) Killarney to Killarney 24/30 m.p.h.; Killarney to Belfast 30/40 m.p.h.; Belfast to Bangor 26.67/40 m.p.h. Secret checks will be established on each section to ensure that the permitted maximum is not exceeded.

The trial will be decided on the performance on the road and on the results of eight driving tests. The composition of two of these is revealed in the regulations, and they are the "curved channel" and braking test similar to those used during the past few years. Because of the clamour raised at the U.A.C.'s recent annual meeting, the regularity test is out. In its place has been substituted a "navigation test", details of which will not be revealed until they actually start on the stage including the test. Map references will indicate the start and finish of the test and there will be three or more check controls which must be visited in the correct order.

Other tests will include a timed hill and three laps of a short circuit (a speed test). Of the remaining three tests nothing will be revealed until an hour or so before the start of the trial.

The Circuit of Ireland Trial is, as already announced, one of the B.T.D.A. Gold Star and Silver Garter rally competitions. Entries will close on 20th March and will cost £3 13s. 6d. for U.A.C. members and £5 15s. 6d. for non-members. Any three entrants may form a team, the fee for which is an additional 30s. Two drivers must be nominated and all drivers must hold a 1954 International Competition Licence and current British and Eire driving licences. Insurance certificates in respect of cover of the car while being driven in Eire must also be provided. These

documents will be inspected before the start of the event.

Intending competitors from Great Britain should note that if they intend starting from Belfast the U.A.C. will arrange for the preparation of the necessary Customs documents. Those who intend starting from Dublin, or whose cars are registered in Eire, must attend to these details themselves.

Copies of the regulations and other details may be obtained from the Ulster Automobile Club, Donegall Chambers, Donegall Place, Belfast.

W. A. McM.

## A.C.O.C. NIGHT TRIAL

MEMBERS of the Hants and Berks M.C., North London E.C.C., Singer O.C., Herts County A. and A.C., Cranleigh and D.M.C., Lagonda Club and Tunbridge Wells M.C. are invited to take part in the A.C. Owners' Club's Fifth Night Trial on 20th/21st March. There will be three separate starting points, and three sections totalling 130 miles in length, with two special tests. Entries close at normal fee on Saturday, 13th March, and should be sent to B. H. Martin, 43 Camlet Way, Hadley Wood, Herts.

## MIDLANDS DATE CHANGED

THE Midlands M.E.C.'s Sporting Half-Day will be held on 14th March, and not 7th March as previously arranged. The event will start from Lawsonford at 2 p.m., and further details may be had from E. Thompson, 1018 Chester Road, Erdington, Birmingham.

## Rallye Soleil-Cannes—continued

crews complete a manoeuvring test, which is basically a straightforward quarter-mile sprint with a figure-of-eight turn around a pylon, and a hill-climb at Cannes Le Cannet.

The rally is run on the class selective basis, i.e., the fastest car in each class in the three tests is credited with zero points and the slower cars penalized per fifth of second that they are slower. The winner is the car with the lowest number of points. This system worked so fairly that in 1953 a Ferrari and a Dyna-Panhard tied for first place.

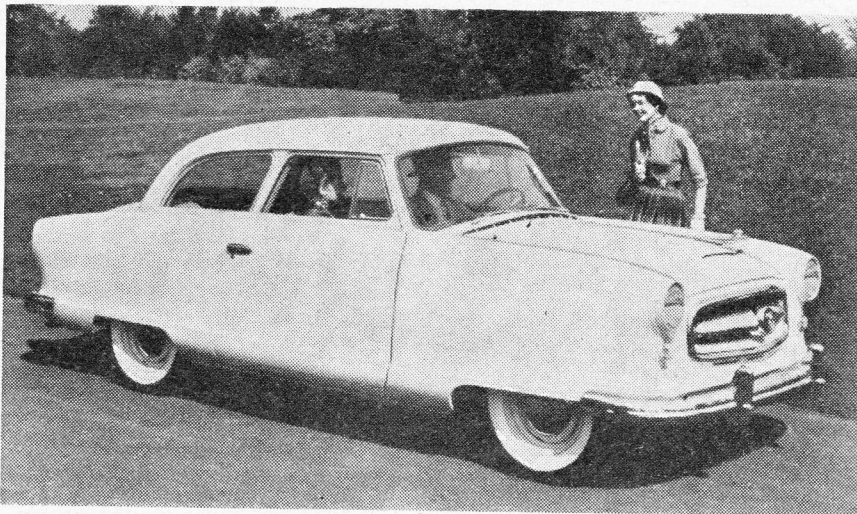
In addition to generous prize money (100,000 frs. for a category win and 80,000 frs. for a class win), this rally is unique in that prizes of 40,000, 25,000 and 10,000 frs. are also awarded to the crews returning the three best times in their classes in each of the three tests. Prizes are cumulative, which is also unusual.

Several British crews have already entered, for not only is the hospitality considered by many experienced rallyists to be one of the very best, but British crews and cars have done well in the past in this event.

In addition to an outright win in 1952 (O'Hara Moore, Frazer-Nash), the British contingent in 1953 took a first, second and two third places in the classes in which they were engaged.

Entries at single fees (30,000 frs.), close on 20th March.

Regulations are obtainable from M. E. Bret, M.B.E., Automobile-Club de Cannes, 21, quai Saint-Pierre, Cannes.



FARINA RAMBLER: A new light, two-door Nash Rambler, with bodywork designed by Pinin Farina, is priced ex-works at \$1,550 (£555) in U.S.A.



# NEWS FROM THE CLUBS

By Wilson McComb

Iain CAMPBELL-BLAIR, former secretary of the Caernarvonshire and Anglesey M.C., is at present in Africa selling corsets. Not long ago his car was stranded in Mau Mau country some 45 miles out of Nairobi, thanks to a broken fan belt. It was a dangerous spot, and the car was overheating badly, but fortunately Iain remembered his samples. He stripped the rubber suspenders off the corsets, linked them together to form a belt, and finished his journey (another 45 miles) with this "lingerie transmission".

## ABERDEEN RACE MEETINGS

OWING to opposition from local farmers, the Aberdeen D.M.C.'s race meeting at Longside on 29th May will not be held. The second meeting on 24th July may take place, but this, too, is doubtful.

A. D. J. Westland, of 81 Abergeldie Road, Aberdeen, is hon. secretary of the club.

## FIRST CASTLE COMBE MEETING

THE Bristol M.C. and L.C.C.'s first 1954 race meeting at Castle Combe will be held on Saturday, 3rd April. Regulations, now available from Mrs. K. R. Maurice, Castle Combe, Chippenham, Wilts, show that there will be four races for sports cars, one for 500 c.c. machines, and another to *formule libre*. Entries close on 15th March, and the invited clubs are the B.R.D.C., B.A.R.C., Half-Litre C.C., Vintage S.C.C., West Hants and Dorset C.C., Sunbac and the Plymouth M.C.

## HUDDERSFIELD SPRING RALLY

ENTRIES for the Huddersfield M.C.'s Spring Rally, which will start from the Three Nuns Inn, Mirfield, at 12 noon on 7th March, should be sent to Laurence Earnshaw, 2 Western Place, Spring Street, Huddersfield. The list closes on Friday, 5th March.

## WEST ESSEX EVENTS

A LARGE entry has been received for the West Essex C.C.'s Starlight Rally on 27th/28th February, including teams from the Essex Police Driving School, who will be taking part in their first night rally.

On 17th March, members are invited to show films at club headquarters, the "Three Jolly Wheelers", Woodford Bridge, Essex. John Gott will give a talk on rallying at 8 p.m. on 7th April, and members have been invited to the Police Driving School on Sunday, 25th April.

Regulations for the club's National Speed Trials on 4th April may now be had from G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge (BUC 7090).

## NORTH LONDON M.C. ACTIVITIES

ON Sunday, 14th March, the North London M.C. will hold a Navigation Competition, starting at 2 p.m. from the Queen's Arms, Underhill, Gt. North Road, Barnet. Entry is open to motorists and motor-cyclists, whether or not they are members of the club, and further information may be had from G. J. Waple, 62 Longmore Avenue, New Barnet, Herts (BARNET 2919).

Officers elected, at the club's recent Annual General Meeting are as follows: *President:* Professor A. M. Low; *Vice-Presidents:* W. H. Wells and A. J. M. Ivison; *Chairman:* A. W. Day; *Vice-Chairman:* G. S. Wright; *Secretary:* G. J. Waple; *Treasurer:* W. L. Hume; *Press Secretary:* G. J. Waple; *Club Captain:* S. Lightfoot; *Vice-Captain:* F. H. Arthur; *Committee:* J. A. Ballard, J. W. Holmes, W. Mathews, G. S. Graves.

## S.T.O.C. EVENTS

NEXT Sunday, 7th March, the Sunbeam-Talbot O.C.'s Cotswold Trial will start from London Road, Gloucester, at 2.15 p.m., and cover a 40-mile course. The club's Annual General Meeting at 5.30 p.m. on Friday, 5th March, will be followed by a cocktail party and film show at the Hungarian Restaurant, 16 Lower Regent Street, S.W.1.

## MID-SURREY PLANS

FUTURE plans of the Mid-Surrey A.C. include a Photo-Navigation Trial next Sunday, 28th February, starting from the Sugar Bowl, Burgh Heath; Eric Thompson will give a talk to members at the Queen Adelaide Hotel, Kingston Road, Ewell, on 5th March; at 8 p.m. on 2nd April a film show will be held in Woodmansterne Village Hall; another talk will be given by H. Kensington-Moir on 23rd April, also at the "Queen Adelaide".

## RILEY M.C. MEETINGS

E. B. WILLIAMS, 55/6 Pall Mall, London, S.W.1, can supply tickets for the Riley M.C.'s Annual General Meeting on Tuesday, 16th March. It will be held in the Clarendon Hotel, Hammersmith, and will be followed by dinner and film show.

The North-Western Centre's A.G.M. will take place on 31st March at the Swan Hotel, Bucklow Hill, Altrincham, starting at 7.45 p.m.

## PROPOSED SEVENOAKS CLUB

SOME motoring enthusiasts in the Sevenoaks area have decided to form a club, and it is hoped that an inaugural meeting will be held in the near future. Anyone interested in the proposal should contact Rodney Crouch, 16 Holyoake Terrace, Sevenoaks, Kent.

## BROUGH RACE MEETING

AS usual, the Blackburn Welfare M.C.'s race meeting at Brough on 17th April will include events for 500 c.c. cars. The Half-Litre Club have been invited to stage scratch and handicap races, and all entries should be sent to the Blackburn Welfare M.C., Brough, East Yorkshire. Entry closing date is Saturday, 13th March.

## HANTS AND BERKS RALLY

THE Hants and Berks M.C.'s Riverside Rally on 24th/25th April, briefly referred to in an earlier issue, will not include a regularity test, and all controls will be accessible by car. Competitors may, if they wish, choose their own starting point within 150 miles of Henley-on-Thames, which forms the central control for the five sections. Members of the B.A.R.C., London M.C., Cemian M.C., 750 M.C., Combined Universities M.C., Maidstone and Mid-Kent M.C. and Thames Estuary A.C. are invited to take part, and regs. are obtainable from Douglas Johns, 48 Reading Road, Woodley, Berks (Sonning 2106).

## EAST ANGLIAN AUTOSCRAMBLE

THE next Autoscramble organized by the East Anglian M.C. takes place on 7th March, commencing at 10.30 a.m. Invited clubs are the Thames Estuary, Eastern Counties, London, Chiltern, Falcon, 750 Car Club; full details from C. U. M. Walther, Chalkney Mill, Earls Colne, Essex. The course is off A604 at White Colne.

## ALLARD O.C. PLANS

A NEW type of rally on Sunday, 2nd May, and events at Goodwood, Horsley and Weathersfield are planned by the Allard Owners' Club for the coming season. Details will be released at the club's Annual General Meeting, which will be held at 7 p.m. in the Red Cow Hotel, 157 Hammersmith Road, W.6, on Tuesday, 9th March.

## HARRISON TROPHY TRIAL

REG PHILLIPS and Cyril Corbishley tied, with 21 marks lost, as winners of the Sheffield and Hallamshire M.C.'s Harrison Trophy Trial on 14th February. Third and fourth were N. H. Coates (26) and J. S. Jenkins (30). Corbishley, Edward Harrison and J. C. Broadhead won the team award.

## CEMIAN M.C. CHILTERN RALLY

THE Cemian Motor Club's 1954 Chiltern Rally, on 14th February, was this year entrusted to two experienced competitors who, having suffered under various organizers in the past, seized this opportunity of getting their own back. They set out to find the winner on the road without resorting to special or regularity tests, and they succeeded. Of the 35 starters only nine finished the first section of approximately 100 miles without losing marks. On this section competitors were given 14 map references and other clues to locate controls, and then had to declare before leaving the start when they would check in at the three time controls. Marks were lost for lateness only, and there was also an overall time limit.

The second section was run in the dark, and here competitors were given a reversed route card. This really sorted out the entire entry and nobody managed it on time; the nearest was N. W. Norman, the winner, who lost only 20 marks.

### Provisional Results

Chiltern Cup: N. W. Norman (Austin A40).  
Kent Cup: Mary Arnold (Jowett Javelin).  
Awards of Merit: R. L. Sadler (Hillman Minx); F. L. Rourke (Austin A40); A. Mosselmanns (Jaguar XK120).



## HEREFORDSHIRE ROAD TRIAL

THE Herefordshire M.C.'s Road Trial on Sunday, 14th February, was specially planned as a standard car event, and 10 saloons, a van and a pick-up were included in the 19 vehicles which assembled at the start. From Dinmore Hill the field went to Oldfields, Leominster, for a "round-the-houses" test through gateways on a grass surface. J. R. W. Thomas, the club's Secretary, made the best time of 35 secs. with his M.G. TD, while "Monty" Mayall scored 36 secs. in a similar car.

Passing through Luston and Orleton Common, the route led to the Goggin for a stop-and-restart test on a steep hill, in which Mayall registered the best time of 39 secs. to 41 secs. from M. W. Hands (Morgan). The next test involved a restart in reverse on a clay track, and was undoubtedly the most difficult, failing all but J. P. Taylor (Ford Prefect), 40 secs., D. J. Parsons (Frazer-Nash), 42, and A. E. Bengry (Bradford van), 46. By way of narrow lanes near Leinthall and Yatton, entrants came to two optional sections—which, however, everyone attempted. Only two failed on the first, a muddy lane to be covered non-stop, but an acceleration test on the same surface proved a more difficult proposition. M. Hands clocked 2.8 secs., Bengry, 4.2, and three other competitors achieved 5 secs.

After skirting a quarry, an easy main road stretch brought the field to the final section at Green Lane, Leominster. It was known as "Gluepot", and aptly named, for no one was able to climb it clean. E. Kent Phillips (Terraplane) made the best showing, while R. M. Jones (M.G.), Parsons and Bengry reached the next section below. Then the convoy of competing and official cars made their way to the Red Lion at Pembridge, where provisional results were announced as follows: 1, D. Parsons/K. Higgins (Frazer-Nash), 136 marks lost; 2, A. E. Bengry/P. M. Appleton (Bradford van), 139; 3, J. P. Taylor/E. W. Lindsay-Jones (Ford Prefect), 141.

To avoid a clash with the R.A.C. Rally, the Herefordshire club's Welsh Rally has been put forward to 27th/28th March. Details will shortly be available from J. R. W. Thomas, 12 West Street, Hereford, Dr. C. W. F. McKean, "Green Acre", Barons Cross Road, Leominster, or G. C. Warburton, Etnam Street, Leominster.

## SOUTHSEA'S "TWENTY-FIRST"

WHILE the Royal Beach Hotel's orchestra played "Happy Birthday to You", a birthday cake in the shape of the Southsea M.C.'s emblem, and lit by 21 candles, was brought in to the guests at the club's first 21st Anniversary Dinner/Dance on 12th February. Speeches were made by the President, Arthur West (Chief Constable of Portsmouth), the Lord Mayor of Portsmouth, Councillor Frank Miles, Raymond Baxter and Dean Delamont. Dr. Richard Havard, Chairman of the B.A.R.C. (S.W. Centre), was also present.

After the presentation of awards by Mrs. West there was dancing, interrupted by a "special test" for remote-controlled model cars, with fine performances by Mrs. West, Geoff Coles and Raymond Baxter. Wally Latter and Jack Witham were largely responsible for organizing the function.

## "COVENTRY EVENING TELEGRAPH" RALLY

NEARLY all of the 44 starters in the Coventry and Warwicks M.C.'s Coventry Evening Telegraph Valentine Rally lost marks at the first control, near Meriden, located by six-figure map reference. Further confusion was later caused by having to alternate between Maps 131 and 132, while within 400 yards of one control near Long Itchington was a two-foot watersplash. No one attempted to cross the ford to reach the control, and it was at this point that the winner, A. Baillie (Ford Zodiac), lost his only mark.

Saloon drivers came off best in the event, only two open cars appearing in the first 15 places. Nine competitors retired before reaching the final control and tie-deciding tests at Stoneleigh Deer Park.

## Results

"Coventry Evening Telegraph" Cup: A. Baillie (Ford Zodiac), 1 mark lost. Ladies' Award: Mrs. D. M. Osborn (H.R.G.), 7. First Class Awards: R. Bakewell (Vauxhall), 2; A. F. Rollason (Allard), 4; I. E. G. Lole (M.G.), 5; J. Edwards (Standard), 6; R. Hunter (Standard Vanguard), 6. Team Award: "Tri-Vans" (R. E. Watson, M. J. Kirby and G. O. Davies, Standard Vanguard).

## BRISTOL'S ALLEN TROPHY

ALTHOUGH it was far from easy, many drivers of standard cars attempted an optional section for specials in the Bristol M.C. and L.C.C.'s Allen Trophy Trial, which started from the Ridgeway Garage, Whitechurch, on 13th February. 29 members took part in the event, which concluded with a four-point navigational test.

## Results

Allen Trophy: G. W. Best (Ford Anglia), 142 pts. Class 1: R. V. Base (Austin 8), 86. Class 2: D. H. Wilson-Spratt (Hillman Minx), 82. Class 3: W. G. Cawsey (Renault), 103. Class 4: C. L. Read (Triumph Renown), 117. Class 5: A. W. Morrish (M.G. PB), 112.

## BACON TROPHY TRIAL

PREVIOUSLY a sporting affair, the Leicestershire C.C.'s Bacon Trophy Trial was run this year on Sunday, 21st February, as a main road event, and whilst some of the "main" roads included in the route were obstructed by cattle grids and gates, they were at least metalled.

The route was over some 65 miles in the Hinckley, Rugby, area and from the competitors' point of view appeared at times to be in ever decreasing circles! However, most of the 20 starters arrived in due course at the Hinckley Knight for tea in reasonably good order, although several were somewhat aged by their exertions in trying to make up time lost through misreading the route card.

Owen Williams received the company's congratulations for a very satisfactory event when he announced the provisional results as follows:

## Results

Bacon Trophy and Replica: D. H. Herbert (Humber), 1 mark lost.

Navigator's Award: H. G. Ofield.

First Class Awards: W. R. Yates (Standard Vanguard) 2; A. Payne (Ford Anglia), 2. Second Class Awards: P. D. Wing (Ford Consul), 4; R. H. Pole (M.G. TD), 4. Novice Award: Miss Gaynor Hercock (M.G. TF), 7.

## RECENT RESULTS

DUBLIN U.M.C. NIGHT TRIAL  
12th February

Premier Award and Specials Class: K. P. Murray (M.M.ID), 24 marks.

Standard Sports Cars: N. Gleeson (M.G. TD), 4. Saloon Class: K. Colley (Wolseley 8) and P. Hopkirk (Volkswagen), minus 10.

SCOTTISH S.C.C. "MOONBEAM" RALLY  
19th February

Premier Award: H. C. Ballantine (Riley), 63.5 marks lost.

Open Cars, unlimited: 1, J. L. Murray (M.G.), 63.5; 2, H. Sturrock (Morgan), 70.5; 3, H. J. McIntyre (M.G.), 71.3. Closed Cars, up to 950 c.c.: 1, D. C. Martin (Morris), 73.8; 2, C. J. F. Hope (Morris), 77.2. 951 to 1,600 c.c.: 1, H. Wilson (Ford), 72.3; 2, J. A. W. Robson (Ford), 73.0; 3, J. McB. Neill (Austin), 76.5; 4, F. D. Lang (Jowett), 78.3. Over 1,600 c.c.: 1, J. I. Ferns (Healey), 73.5; 2, R. A. Cowan (Sunbeam-Talbot), 76.5; 3, R. S. Gray (Citroën), 77.5; 4, H. A. G. Meikle (Alvis), 80.7.

Ladies' Award: Miss M. Armour (Sunbeam-Talbot), 82.0.

M.G.C.C. (EIRE) EXPERTS' TRIAL  
20th February

O'Clery Cup: A. L. Young (Dellow), 198½ marks.

First Class Awards: R. J. Nash (Dellow), 196½; J. Gibney (Ford Spl.), 191; R. B. S. Le Fanu (Ford Spl.), 183. Second Class Awards: T. D. Lord (Dellow), 177½; J. C. Millard (Ford Spl.), and C. Vard (Ford Spl.), 165.

Members' Cup (Best M.G.): V. Hartigan, 96.

ULSTER A.C. TRIAL  
20th February

Best Performance: 1, D. G. McNally (Dellow), 173.4 marks lost; 2, S. Moore (Dellow), 178; 3, J. D. Latham (Dellow), 183.6. Best Closed Car: C. E. Robb (Ford Popular), 193.2. Novice Award: S. Pollock (M.G. TC), 198.2.

U.H.U.L.M.C. "ROSETTE" RALLY  
20th/21st February

Premier Award: M. Burn (Rover), 114 marks lost; 2, "Three Owls" (Austin A40), 116; 3, T. Clark (Wolseley), 122.

S.C.C. OF NORFOLK "PANCAKE" RALLY  
21st February

Pancake Trophy: A. E. H. Parsons (Dellow). Team Prize: Parsons, D. S. Price (Dellow S) and Mrs. Price (H.R.G.). Open, up to 1,200 c.c.: A. E. H. Parsons, 1,201-1,900 c.c.; K. Iroughton (M.G.). Over 1,900 c.c.: J. Clarke (Jaguar XK 120). Closed, up to 1,200 c.c.: R. Stanforth (Morris 8), 1,201-1,900 c.c.; G. H. Woodcock (Morris Oxford). Over 1,900 c.c.: G. Terry (Citroën). Specials: D. S. Price. Ladies' Prize: Mrs. Price.

CHELTENHAM M.C. FOREST RALLY  
21st February

Premier Award: R. Hough (M.G. TC), 43.5 secs. in special test; 2, R. B. Waiker (Citroën), 51.0; 3, P. D. Dodwell (Vauxhall), 56.8.

BEDFORD A.E.C. SPRING RALLY  
21st February

Premier Award: J. R. H. West/J. R. Aley (Ford Zephyr), 0 marks lost; 2, T. A. Bevor/Miss E. A. Neal (M.G. TC S), 2½; 3, P. G. Witheron/J. Armstrong (Morris 8), 5.

LOTHIAN C.C. DRIVING TESTS  
21st February

Premier Award: J. S. Mitchell (H.R.G.), 315.6; 2, T. H. Leggett (Crocus Spl.), 324.8; 3, C. M. M. Gimson (Jowett Jupiter), 324.8. Up to 1,200 c.c.: G. S. Hendry (Ford Spl.), 343.8. 1,201-1,800 c.c.: J. S. Mitchell; 2, T. H. Leggett. Saloons, unlimited: E. R. Herrald (M.G.), 339.0.

N.L.E.C.C. JACOBAN TROPHY TRIAL  
21st February

Jacoban Trophy: R. N. Richards (Ford Anglia), 122.5 marks lost. Yew Tree Cup: M. J. Lawrence (M.G. TC), 136.7. First Class Awards: S. de Casembroot (M.G.), 139.2; R. Randall (M.G.), 141.6; F. H. Arthur (Ford), 141.8; E. J. Rainbird (Ford), 145.3; H. Polakoff (Renault), 146.7.

(Reports will be published when space permits.)

More News from the Clubs on page 282



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R. R. Tanner, Esq.,  
 Competitions Department,  
 Esso Petroleum Co. Ltd.,  
 36 Queen Anne's Gate,  
 London S.W.1.

Dear Mr. Tanner,

At the conclusion of a very successful racing season during which my Ecurie Ecosse cars were in first place 11 times at 16 events I should like to congratulate your Company on the excellent quality of its Esso Extra petrol and its Essolube 40 oil.

These products were used exclusively during this season and again I can claim that Ecurie Ecosse is Britain's most successful sports car team.

"Wilkie" Wilkinson informs me that the cars have been run for a complete season's racing and during this time not one single bearing was changed in any of the four cars! On inspection now, it is found that all the bearings are still in excellent condition.

As you know, this testimonial is completely unsolicited by you or by your Company and you have my permission to use it for whatever advertising medium you may desire.

I am,  
 Yours faithfully,

*A. Murray*



DAVID MURRAY



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## TIPPERARY TRADERS' CUP TRIAL

### Val Baker Wins for Second Time

THE fourth Traders' Cup Trial run by the Co. Tipperary L.C. and M.C. Club ("Stonethrowers" for short) started in good weather from The Mall, Clonmel, to cover a 35-mile course laid out in the Golf Links/Kilsheelan/Slievenamon area. "The Traders" had a reputation for rough and exciting courses heretofore, but the organizers decided to make matters pleasanter for saloon drivers this year. Whether this was a wise move is a debatable point, because the open car entry was lower without any significant increase in the saloon entry. However, one happy feature was the number of Dublin drivers who made the long journey to Clonmel.

Cars travelled in convoy to the only observed section, set out overlooking the Golf Links. Saloons were asked to tackle a gentle slope of sticky mud with a firm gravel underlay; the majority got to section 7, but J. Cullen went one better with his Volkswagen. The section for open cars was longer, steeper and stickier. Bill Young motored up in a hurry in his blown Dellow, while Val Baker adopted a "softly, softly, catchee monkey" technique and quietly scored full marks. The standard open cars, however, were unable to leave the line.

Next came the timed hill-climb on the lonely, loose-surfaced Nire Road. Frank Aldritt demonstrated the fantastic performance of his new and perfectly standard Ford Anglia by clocking 34.1 secs., a figure bettered only by Bill Young, 32 secs., and Mike Kineen (XK 120), 31.2 secs. Test 3 was the downhill wiggle-wobble and braking test—short, tight and tricky. J. Cullen surprised everyone by flinging his Volkswagen through in a mere 5 secs., two seconds better than anyone else.

A coasting and reverse test followed at the Slate Quarries, where the surface

was loose, and nearly everyone found reverse-finding tricky at the crucial point. Bill Young had that part of the test nicely taped, but then tried to remove part of the hairpin wall. Colm Hogan (Vauxhall Velox) and Vincent Hartigan (M.G.) made no mistakes, and tied for B.T.D.

We pass quickly through Kilsheelan and Kilcash, and just as quickly by Tests 5 and 6, a "judgment" and "rolling" test respectively, at these places. Suffice to say that Kineen knew more about the width of his car than the others did about theirs, and also knew how to make his Jaguar roll farther uphill.

Test 7, at Tour, was an exciting "figure-of-eight" laid out on an S bend, involving much motoring on and off both gravel and grass. Aldritt loved this, flinging the little Anglia round in 27.2 secs., and going on to do an unofficial wiggle-wobble round two marshal's cars parked away from the scene of operations. Young was fastest with 25.1 secs. and Baker was third in 27.5.

Thence to the Tinlock cross-roads test, in the heart of Slievenamon (why *must* we have cross-roads tests in every Irish trial?). Baker was quickest, Kineen was next and Hartigan third.

The population of Cloneen village turned out to watch the dicing in another "figure-of-eight" on the village square. This was good fun. Cars were thrown around with verve and drivers enjoyed themselves hugely. The villagers had never seen anything like this before—nor, apparently, had a brown hen, which strutted unconcernedly across the bows of Tommy Connolly's tyre-howling Velox and took up a vantage point beside a bucket, quite near the line most drivers were taking to the finish. Here she stayed, and watched with aplomb these foolish humans doing their darnedest to ruin perfectly good tyres. Baker did the

**YES OR NO?:** Paddy Tynan is about to find out if he has judged the width of his Austin A30 correctly, in the Tipperary Traders' Cup Trial.

right thing with his hand-brake, rounding A, rounding B, and straddling C faster than anyone else. Aldritt gave the villagers (and the hen) a polished demonstration of his new Anglia's performance to take second place.

Upon leaving Cloneen, competitors headed *en masse* for several miles into the Slievenamon mountains before someone noticed a lack of route dye, and the resultant high-speed dice back to Thorney Bridge for a triangle test elated everyone. Then they drove to Thomas' Bridge, for a tricky reversing affair over a hump-backed bridge in the failing light. Hartigan had the bad luck to touch a marker, and Young was first, followed by Baker and Aldritt.

Back, then, to the Ormond Hotel for results and silverware. Val Baker and "The Thing" repeated their 1953 feat to take home the Traders' Cup, and all were pleased to see Miss Nuala Burke taking an active part in the running of things, thereby carrying on the good work of the late Mick Burke, her father, and the founder of "The Stonethrowers".

J. O'D.

### Results

Traders' Cup: V. Baker (Ford Special), 51 marks.

First Class Awards: 1, W. Young (Dellow), 43; F. Aldritt (Ford Anglia), 29½; 3, M. Kineen (Jaguar XK 120), 20. Second Class Awards: 1, J. Cullen (Volkswagen), 7; 2, M. C. Hogan (Vauxhall Velox), 7; 3, V. Hartigan (M.G.), 5½.

\* \* \*

### PETERBOROUGH DINNER/DANCE

A CROWD of approximately 250 gathered at the Angel Hotel, Peterborough, for the recent annual Dinner/Dance and Prize Presentation of the Peterborough Motor Club. Guests from clubs near and far attended, together with a good sprinkling from the Peterborough Motor Cycle Club, and they were greeted by the President, Mr. J. W. E. Banks and Mrs. Banks.

Having dined and wine in a right royal manner, the Mayor of Peterborough proposed the toast of the club, and in doing so he defended motorists in general from the criticism "All motorists are road-hogs". Responding, the Chairman, C. B. Beckett, said that the past year had been one of great achievement for the club. Members had won awards up and down the country, three members had arrived safely at Monte Carlo and to have six new cups for presentation, with a promise of a further two, was most gratifying. Stan Cooke proposed the health of the guests, and the reply on their behalf was by John Bolster.

The number of prizewinners prohibits an exhaustive list, but prominent among those who received their awards from Mrs. J. W. E. Banks were: W. G. Tinsley (Northants & D.C.C.), the Warco Cup; P. A. Thornton (P.M.C.), Howarth Trophy; F. A. York (N.D.C.C.), Barrett Trophy; P. C. Brand (P.M.C.), Beckett Trophy; Mrs. C. Sears (P.M.C.), Vigzol Rose Bowl; R. A. Johnson (P.M.C.), Silver Spanner (Club Championship) and Lovell-Bonnett Trophy. B. B. H. Matthews won the club photographic competition.

More News from the Clubs on page 284



**Correspondence, continued from page 271**

While sympathizing with Mr. Day's plea for a British Motor Racing Association, I would like to point out that when the late Bobbie Baird tried to start a similar scheme he received little or no support from the motoring public.

JOHN M. BURGESS.

HELENSBURGH, DUMBARTONSHIRE.

**How Many Carbs?**

MY recent letters which you published regarding the controversy over single-versus-twin and triple carburetters, leave me to ask just one question.

If Messrs. J. V. Bolster and "Crown Wheel and Pinion" are still of the same mind over this matter, then why, oh why, is it that in three recent issues of AUTOSPORT you have published such glowing accounts of the performances of the Ford Consul and Zephyr when fitted with twin and triple carburetters respectively?

Although I am not very conversant with the technical aspects of these fine motors, it does appear to me that they both have siamezed inlet ports. (Correct me if I'm wrong.)

These performances are so obviously superior to those of the standard jobs that any further comments seem unnecessary, unless, of course, there happens to be a "Number Eight Hat" who has a single carb job tucked away somewhere that "could do the lot of you", so to speak (with apologies to the late Mrs. Mopp).

"1,172 ENTHUSIAST."

READING.

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## BOOK REVIEW

**Title:** "Auto 1954"

**Editor:** Carlo Biscaretti di Ruffia

**Size:** 7 ins. x 8½ ins., 321 pp. Numerous photographs and drawings

**Price:** 42s. in Great Britain, from Motor Racing Publications, Ltd., 13 Conway Street, Fitzroy Square, London, W.1

**Publishers:** Alfieri Editore, San Marco 746a, Venezia, Italy

PRINTED in Italian, German, French and English, this is the successor to *Auto 1953*, a new work which met wide success as a sort of *Jane's* book of cars: a veritable World Show Number, in fact. *Auto 1954* sells in this country at a formidable 2 guineas, but offers a considerable amount of information, not all of it up-to-date, on the marques of every nation, including such rare ones as Isetta, Daihatsu Bee, Ohta, Toyopet and Zim. Yes, all these are cars currently being manufactured.

Very absorbing is the four-language *introduzione*, occupying a mere 96 pages, entitled "A History of the Motor Races". This traces the development of racing design since Peugeot and Panhard shared Paris-Rouen honours in 1894, and although it is erratic and sketchy, it contains one or two interesting facts on Italian racing. It seems strange that a nation so overwhelmingly successful in modern motoring events should have been backward in the early days, but Italy's first real race, the Verona-Brescia-Verona, took place in 1899, five years after the Paris-Rouen. It was won, incidentally, by an 18-year-old Milanese named Ettore Bugatti, driving a self-designed tricycle built by Prinetti and Stucchi of Milan.

Fiat—or F.I.A.T. as the great Turin concern were originally—came to the fore by 1902, along with Itala and others, but Italy did not succeed internationally until 1907, the "great year of Nazzaro", who won the Targa Florio, the Kaiserpreis and the Grand Prix in devastating succession. Many sketches of cars of all eras and interesting photos, one or two with captions mixed up, enliven the pleasingly "foreign" text. C.P.

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## News from the Clubs—continued

## LAGONDA CLUB ACTIVITIES

**M.** H. WILBY, 4 Lancaster Garages, Hampstead, N.W.3, has taken over from A. K. Audsley as hon. secretary of the Lagonda Club. There will be a social meeting at the Shakespeare Head, Great Marlborough Street, Oxford Circus, at 6.30 p.m. on Tuesday, 2nd March.

## FURNESS D.M.C. EVENTS

**S**TARTING from The Gill, Ulverston, at 11 a.m. on Sunday, 7th March, the Furness D.M.C.'s Charles Kendall Trophy Trial will be a navigational event with an 85-mile course on main and secondary roads. Entries should be sent to G. Thomas, Gaywood, Springfield, Ulverston.

## EIRE MEETING

**T**ONIGHT at 8 p.m. a meeting will be held in the R.I.A.C. Headquarters, Dublin, to discuss further the formation of a "specials-only" club in Eire.

## CAMBRIDGE SPEED TRIALS

**T**HE Cambridge U.A.C.'s Speed Trials, traditionally the first speed event of the season, will this year be run jointly with the Combined Universities' M.C. as an Inter-Varsity Speed Trial on Sunday, 7th March. Classes will be for open and closed cars of up to 1,200 c.c., 1,201-1,500 c.c., 1,501-2,500 c.c. and over 2,500 c.c., and racing cars to *Formule Libre*; there will also be a team award.

This event is open to resident and non-resident members of any University motoring club affiliated to the Combined Universities M.C., and regulations are obtainable from I. C. Brander, St. John's College, Cambridge. Entries close on Friday, 5th March, and practising will take place the following day, 6th March. The latter is also the date of the Cambridge U.A.C.'s Annual Dinner at the Red Lion, Petit Curie, Cambridge.

## HARTWELL CUP TRIAL

**S**TANDARD cars are catered for by a handicap formula in the West Hants and Dorset C.C.'s annual Hartwell Cup Trial, a closed-to-club event to be held on Sunday, 21st March. The 40-mile course in the Purbeck Hills, South Dorset, will start from Doddings Farm, Bere Regis, with about nine observed sections included. Further details may be had from the hon. secretary at 22 High East Street, Dorchester.

Monthly "noggin and natter" meetings are held at the Westbourne Hotel, Bournemouth, on the second Thursday in the month.

## M.C.C. OPENING RUN

**T**HE Mylett Arms, Western Avenue, Greenford, will form the starting-point for the M.C.C.'s Opening Run at 2 p.m. on Sunday, 7th March. Competitors will journey by simple route card to the Bell House, Beaconsfield, where tea will be served at 4 p.m., followed by a film show. Tickets for the Run should be obtained from Major R. I. Marians, O.B.E., 26 St. John's Wood Terrace, London, N.W.8. It will be suitable for all types of car or motor cycle.

## COMING ATTRACTIONS

**February 27th.** *Bristol M.C. and L.C.C. Poole Trophy Trial.* Start, Full Moon Hotel, Bristol, 7.30 p.m.

*North of Ireland M.C. Trial.*

**February 27th/28th.** *Peterborough M.C. Night Rally.* Start, Coleby's Café, Sawtry, Hunts.

*Liverpool M.C. Jeans Gold Cup Rally.* Start, Gateacre Hall, Country Club, Liverpool, 8 p.m.

*West Essex C.C. Starlight Rally.* Start, Three Jolly Wheelers, Woodford Bridge, Essex, 10 p.m.

**February 28th.** *Circuit of Agadir (S), Morocco.*

*Chiltern C.C. Committee Cup Competition.* Start, Swan Hotel, Ley Hill Common, nr. Chesham, Bucks, 11 a.m.

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

*A.C.O.C. Novices' Point-to-point.* Start, Five Bells, Bignell's Corner, Barnet By-pass, 10.45 a.m.

*Vintage Sports Car Club Southern Rally.*

*Jersey M.C. and L.C.C. February Trial.*

## OXFORD "TARGA RUSTICANA"

**A**LMOST embarrassed by the entry pouring in for their "Targa Rusticana" rally on 13th/14th March, the Oxford University M.D.C. have increased the maximum number allowed to 120, so that a few entries can still be accepted by P. T. Adams, Worcester College, Oxford.

After making timed runs of the 250-mile course, which starts and finishes at Moreton-in-Marsh, Glos, the organizers have decided that no special tests will be needed. Features of the rally include a telegraphic start, Eight Clubs' route marking and "London" sections on marked maps provided by the organizers. The length of 250 miles includes a bonus section for leading cars, but not the telegraphic start.

## COVENTRY CUP TRIAL

**E**NTRIES close on Monday, 1st March, for the London M.C.'s Coventry Cup Trial. It will start at 10.30 a.m. on Sunday, 7th March, from the Rootes Car Park, Maidstone, and team entries will be accepted. The Secretary of the Meeting is D. W. Price, Braemar Works, Neasden Lane, N.W.10.

## OLD MERCHANT TAYLORS' FUNCTIONS

**O**N Friday next, 5th March, motoring enthusiasts will be welcome at "Durrants", Croxley Green, for a showing of Shell films by the Old Merchant Taylors' M.C., starting at 8 p.m. On 7th March, members of the Windsor C.C., King's College M.C. and A.C. Owners' Club are invited to join in their "Snakes and Ladders Rally", which will start from the same venue at 2 p.m. The last meeting in March will be a quiz match with the A.C.O.C. at the Marlborough Head, North Row, W.1, starting at 8 p.m. on 31st March.

## HARROW MOSS TROPHY EVENT

**M**EMBERS of the Harrow C.C. will not be able to accept the Herts County A. and A.C.'s invitation to their Map Run on 7th March, as it clashes with their own Moss Trophy navigational event on the same date. It will start at 10.30 a.m. from Beaconsfield.

## LANCIA RALLY AND TESTS

**T**HE Lancia M.C.'s second annual Spring Rally and Driving Tests on Sunday, 7th March, will start from the Bear Hotel, Woodstock, Oxon. The event is open to members of the B.A.R.C., Lloyd's M.C., U.H.U.L.M.C., West Essex C.C., London M.C., Sunbac and the Hagley and D.L.C.C., and will consist of a 90-mile road section followed by four driving tests on a concrete surface at Shipston-on-Stour. Entries close on 1st March, and should be sent to L. Murray Austin, Oldbury Road, Greet Green, West Bromwich.

## CLUB FIXTURES

**750 M.C.**—Meetings: 26th February, Royal Thorn Hotel, Wythenshawe, Manchester; 1st March, Abbey Hotel, Stonebridge Park, N.W.10.

**Mid-Cheshire M.C.**—Talk by R. E. Tongue, 26th February, White Barn Hotel, Cuddington.

**North Cornwall M.C.**—Annual dance, 26th February, White Hart Hotel, Launceston, 8 p.m.

**Aston Martin O.C.**—Meeting, 26th February, White Lion, Cobham, 7.30 p.m.

**Lagonda Club (Northern).**—Party, 26th February, Cotton's Hotel, Knutsford, Cheshire.

**Half-Litre C.C.**—Annual dinner/dance, 26th February, Park Lane Hotel, London, 7.30 for 8 p.m.

**Cambridge "50" C.C.**—Annual dinner/dance, 27th February, University Arms Hotel, Cambridge.

**Sunbeam Register.**—Dinner, 27th February, Waverley Hotel, Southampton Row, W.C.1, 7 for 7.30 p.m.

**Haslemere M.C.**—Film show, 27th February, Haslemere Council School, 7.30 p.m.

**M.G.C.C. (S.W.).**—Social evening, 27th February, Ship Hotel, Alveston, near Bristol, 7.30 p.m.

**Alvis Register.**—Night navigation run, 27th February.

**Bentley D.C.**—Meeting, 27th February, King's Arms Inn, Salisbury, Wilts, 7 p.m.

**Berkhamsted M.C. and C.C.**—Annual general meeting, 28th February, King's Arms, Berkhamsted, 3 p.m.

**Cheltenham M.C.**—Film show, 28th February, Priory Lawn, Cheltenham, 7.45 p.m.

**Mid-Surrey A.C.**—Photo-navigation trial, 28th February. Start, The Sugar Bowl, Burgh Heath, Surrey.

**Coventry and Warwicks M.C.**—Open meeting, 1st March, City Arms Hotel, Earlsdon.

**Wolseley Hornet S.C.**—Meetings: 1st March, Derby Arms, Upper Richmond Road, Sheen, S.W.15, 7.30 p.m.; 3rd March, Corner House Hotel, High Heaton, Newcastle-upon-Tyne; 4th March, Red Lion, Church Street, Birmingham.

**Jersey M.C. and L.C.C.**—Annual dinner, 2nd March, Merton Hotel, Jersey.

**Lagonda Club.**—Meeting, 2nd March, Shakespeare Head, Gt. Marlborough Street, Oxford Circus, London, 6.30 p.m.

**Vintage S.C.C.**—Meetings: 2nd March, Woolpack, Coggeshall, Essex; 4th March, Phoenix Hotel, Hartley Wintney, Hants and King's Head, Telby, nr. Market Rasen, Lincs.

**Alvis O.C. (Southern).**—Meeting, 3rd March, Osterley Park Hotel, Great West Road, London, 7.30 p.m.

**Guildford M.C.**—Meeting, 3rd March, Wooden Bridge Hotel, Guildford.

**West Essex C.C.**—Quiz versus Essex Police Driving School, 3rd March, Three Jolly Wheelers, Woodford Bridge, Essex, 8 for 8.30 p.m.

**Nottingham S.C.C.**—Meeting, 4th March, Falsted Club, Plains Road, Mapperley, Nottingham, 7 p.m.

**Singer O.C.**—Meeting, 4th March, Prince of Wales, Carterknowle Road, Sheffield.

**B.A.R.C. (Yorks).**—Film show, 4th March, Bramley Liberal Club, Leeds, 7.30 p.m.



**WEST CORNWALL ACTIVITIES**

ARRANGEMENTS are well in hand for the annual Trengwainton hill-climb of the West Cornwall M.C., which will be held on Easter Monday.

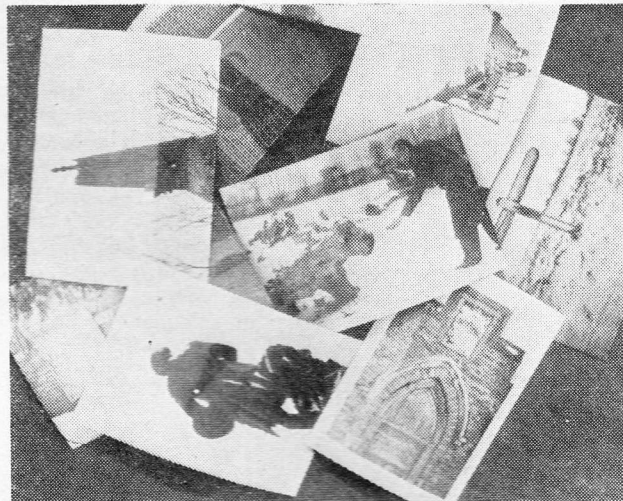
Last Friday, 19th February, members enjoyed a film show at the Mounts Bay Hotel, Penzance. A dinner and social evening will be held on 28th March.

**NEWRY'S SPRING TRIAL**

ON the eve of their trial scheduled for Saturday, 13th February, the Newry and District club committee decided that, owing to weather conditions, the whole event should be reconstituted and amended.

The emergency was met by preparing an alternative set of route cards and instructions, and when the 24 starters reported to Bridge Street, Newry, on Saturday afternoon it was the "wet" set they were handed, while the indefatigable Eileen Atkinson set out ahead of the first starter to dye the new route.

During the run the trial crossed the Ulster-Eire border after passing through Cloghoge, Fathom and Ballymacdermott, and finished at Ballymascanlon. In all, despite weather conditions which ruined some of the planned tests, 14 tests were held, and performances in these produced the following results: 1, Sammy Moore (Dellow), 355.4 marks lost; 2, Des Titterington (Dellow), 366.6; 3, Mervyn Glover (Dellow), 367; 4, Gordon McNally (Dellow), 379.1; 5, Bob Nesbitt (Dellow), 383.3; 6, Robin McKinney (Dellow), 386.1; 7 and best closed car, Ernie Robb (Ford Popular), 406.7; 8, Jim Dowling (Ford Utility), 417.7.



★  
NOT a piece of surrealist wallpaper, but some of the photographic clues used by the East Anglian M.C. for their Scavenge Hunt on Sunday, 14th February.  
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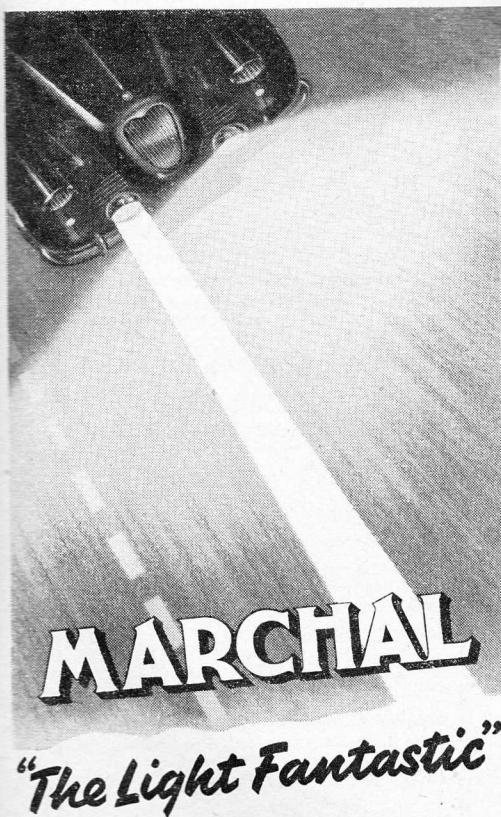
**EAST ANGLIAN SCAVENGE HUNT**

SOME 50 members and friends of the East Anglian M.C. enjoyed a photographic Scavenge Hunt on Sunday, 14th February, starting from "The Bull", Halstead. Clues were in the form of 10 photographs, taken on the 30-mile route, which had to be identified inside two hours and a half. There was also some "treasure" to be located, after which tea was served, followed by a film show. The outright winner of the Scavenge Hunt was D. Brook (Austin A.40), who succeeded in identifying all the photographs and finding all the "treasure". Messrs. Short, Flower and Keeble tied for second place, producing all the required articles except a four-leaf clover.

**BERKO POINT-TO-POINT**

ALL but one of the 32 starters completed the course of the Berkhamsted M.C. and C.C.'s Point-to-point on 14th February, which was held in spring-like weather. The Visitor's Award was won by K. Wolstenholme (Jowett), and the Member's Award by A. P. O. Rogers (Riley), who will be giving a talk on his "Monte" experiences after the club's Annual General Meeting. The A.G.M. will be held at 3 p.m. next Sunday, 28th February, at the King's Arms, Berkhamsted.

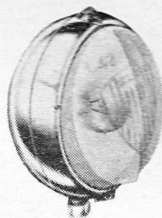
Another point-to-point will be staged in March. Details may be had from P. Verdier, "Greenfinches", Canons Field, Welwyn, Herts.



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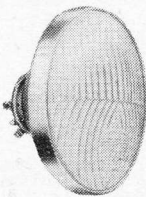
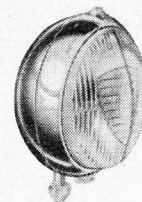


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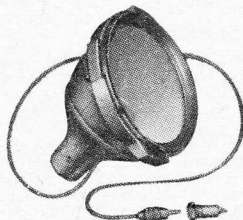
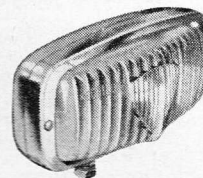


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1937 SPEED 25 Coupé in blue, two careful owners, and in good mechanical condition, £200 or offers, to Hunt's (Birmingham), Ltd., 197-9 Hagley Road, Edgbaston, Birmingham, 16. Tel.: EDGbaston 2921-2-3.

#### AUSTIN

1929 AUSTIN heavy 12/4 de luxe saloon. Whole car in very good condition, £60 o.n.o.—Riley, Manchester House, Messingham, Lincs. Tel.: Bottesford 284.

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1953 (NOV.) AUSTIN-HEALEY. 2,950 miles, as new, £1,025.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

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OPPORTUNITY FOR ENTHUSIAST.—'39 D.K.W. saloon, very good order. Also complete spares. Could be rebuilt. £200 for quick sale.—9 St. Lawrence's Avenue, Luton, Beds.

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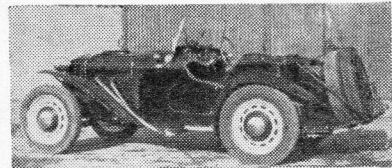
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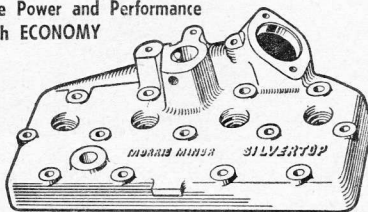
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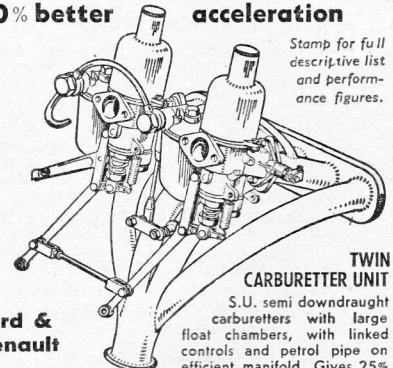
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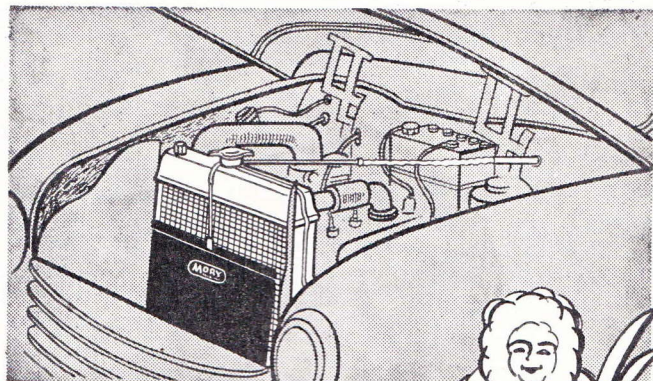
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