

**SPECIAL INTERNATIONAL RALLY NUMBER**

# AUTOSPORT

DECEMBER 31, 1954

1/6

EVERY FRIDAY  
Vol. 9 No. 27

BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

BRANDS HATCH BOXING DAY MEETING : PREPARING A PRIVATE ENTRY FOR THE MONTE CARLO RALLY  
SEBRING SEND-OFF : ROAD TEST OF THE BENTLEY B7 WITH AUTOMATIC GEARBOX

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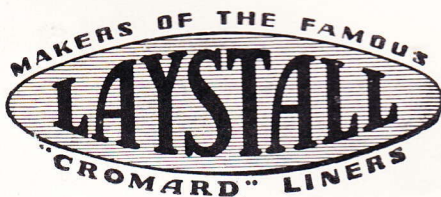
in exchange for standard head, etc.



**EXTRACTS FROM “AUTOSPORT” ROAD TESTS**

Consul (22.1.1954)			Zephyr (10.9.1954)		
Standard	Laystall-Modified		Standard	Laystall-Modified	
	<b>Acceleration</b>			<b>Acceleration</b>	
27.2 sec.	0-60 m.p.h.	16.8 sec.	19.6 sec.	0-60 m.p.h.	13 sec.
41.8 sec.	0-70 m.p.h.	23.6 sec.	29.6 sec.	0-70 m.p.h.	18.4 sec.
			—	0-80 m.p.h.	25.2 sec.
	<b>Mean Speed</b>			<b>Mean Speed</b>	
72.6	m.p.h.	84	80	m.p.h.	98

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 27

December 31, 1954

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**CONTENTS**

	Page
Pit and Paddock . . . . .	858
Sports-News . . . . .	859
International Rally Review, 1954, by John Gott . . . . .	860
Championship Rally Results Digest . . . . .	866
John Bolster Tests the Bentley B7 with Automatic Gearbox . . . . .	868
Boxing Day Brands Hatch . . . . .	870
Preparing a Private Entry for the Monte Carlo Rally . . . . .	872
Sebring Send-off, by Ruth Sands Bentley . . . . .	880
News from the Clubs . . . . .	882

**NOTICES**

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## EDITORIAL

### AN UNSATISFACTORY CHAMPIONSHIP

IN this issue, John Gott reviews the 1954 season of International rallies. As these events are used by many manufacturers for both development and publicity purposes, they are regarded as important to prestige, as well as having a considerable sporting appeal. In consequence AUTOSPORT feels that the European Grand Touring Championship requires considerable revision as it bears little relation to the actual results obtained in these rallies. Being confined to entrants of series-production touring cars, the term "grand touring" is a complete misnomer, as cars of this category are automatically excluded. As practically every rally of importance has a general classification, the marking of the championship should follow it, irrespective of the category of vehicle. Competitions within competitions are pointless, and in several 1954 events there arose the ridiculous situation of entrants gaining points for what should be the "Blue Riband" of the rally world, and not even appearing in the list of results. This reflects no discredit on Walter Schlüter (DKW), who thoroughly deserved to win the title; but Schlüter would be the first to admit that it was a most unsatisfactory affair altogether, starting with the Monte Carlo event when the organizers could not agree as to which machines could be defined as "touring". We would suggest that a touring championship should be retained, but that it should take second place to a genuine championship, open to drivers of all types of cars permitted to compete under the regulations. In this way there would be a clear indication of the best rally driver (or drivers) of the year, and this would tend to make the title well worth striving for, instead of being largely ignored by many drivers.

\* \* \*

### THE BOXING DAY "BRANDS"

ENTERPRISE on the part of the British Racing and Sports Car Club, in staging a motor race meeting at Brands Hatch on Boxing Day, was rewarded by a record crowd who watched an excellent day's sport. The weather could hardly have been better, and Stuart Lewis-Evans (Cooper) managed to set up a new Formula 3 lap record. Amongst the day's highlights were the appearance of a fuel-injected "500", Jopp's Emeryson, the speed of the Lotus of Coombs and Naylor, Crook's "farewell" victory with the Cooper-Bristol, the fine début of Blakely's Emperor-H.R.G., the magnificent driving of Beauman and Marsh, the snatching of the AUTOSPORT National Trophy from Parker by Leston, the popular victory of Creamer, and the polished driving of Bueb. Altogether a very happy occasion, which will certainly become a regular date on the calendar.

**OUR COVER PICTURE**

*ROCKY ROAD TO SUCCESS: An Alpine Rally picture of Miss Sheila Van Damm and her Sunbeam Alpine, showing the abominable road conditions on the Passe Vivione, near Edolo. Miss Van Damm has won the Women's Touring Car Championship of Europe.*

# PIT & Paddock

AUTOSPORT would like to express thanks to all those, in every part of the world, who deluged this office with Christmas cards and greetings of every description.

HERR ALFRED NEUBAUER gave a talk on German TV recently, Alan Bruce informs us, in which he gave more than a hint that Mercedes-Benz would make every effort to wipe out all competition in 1955 Grands Prix. The commentary was accompanied by a film showing highlights of past racing achievements by Mercedes and Auto Union.

JEAN BEHRA will probably team up with the young Italian Cesare Perdisa in driving a 3-litre Maserati in the Mille Miglia.

IVOR BUEB is named as a possible driver for a famous British sports car racing team. "The Cheltenham Flyer" is reckoned as one of the West Country's "best ever".

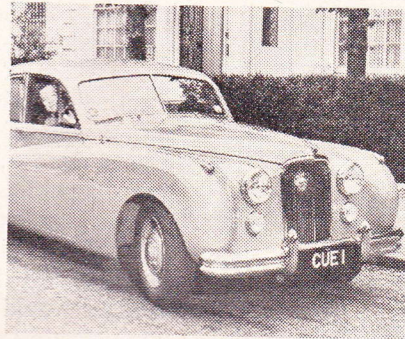
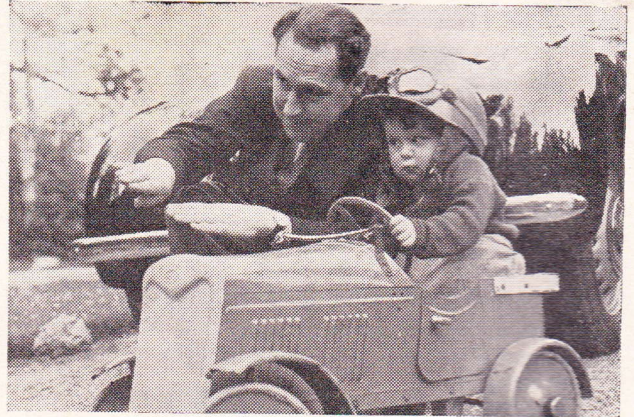
"THE gearbox is as smooth as an eel in a bucket of castor oil. . . ." Tom McCahill, renowned car tester for *Mechanix Illustrated*, on the M.G. Magnette.

ERWIN GOLDSCHMIDT'S ex-works 4.9-litre Ferrari will be entered for the Sebring 12 Hours race.

FIRST permanent antique automobile show in New York has been opened in Times Square. The museum, entitled Carnival of Cars, occupies over 15,000 sq. ft. of floor space, accommodating over 40 historic cars. Chief instigators are American veteran fans Henry Austin Clark, jun., and Robert W. Dowling, with manager Frank C. Farley, jun.

★

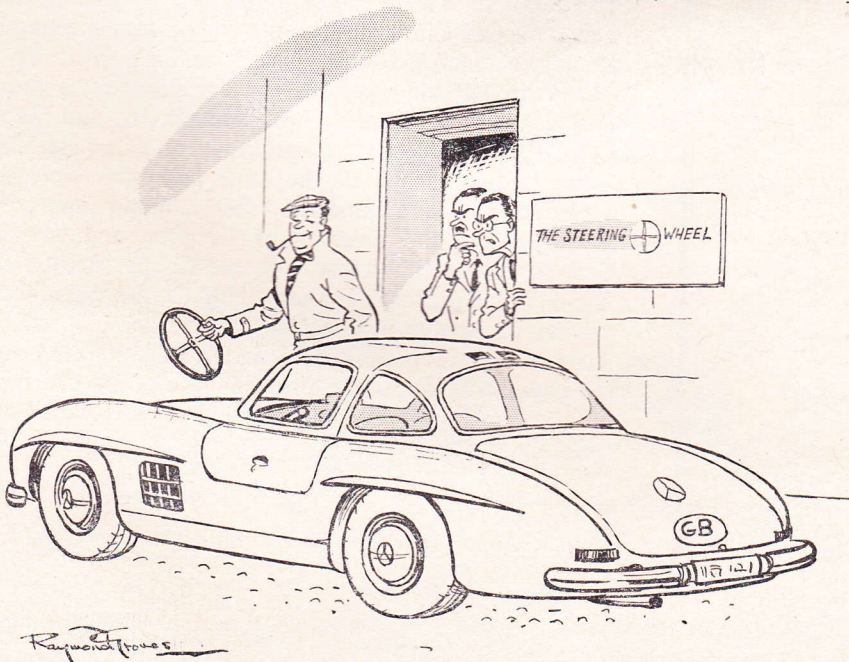
GETTING THE DRIFT OF IT: Miss Sarah Louise, aged two, receives instruction in the art of cornering from her father, Jack Fairman.



WHOSE CAR? With such a registration number, it is easy to guess that this Mark VII Jaguar belongs to Joe Davis, who retired in 1946 as undefeated World Snooker Champion.

THE Spanish driver Juan Fabregas, who has competed in races and rallies at the wheel of Pegaso and Ferrari cars, died from injuries received in a rally crash near Saragossa. His co-driver, Arderius, was also fatally injured.

AMERICAN in Britain Leonard Janke, prominent in British events with a Morris Minor, is returning to Nebraska after spending three years in this country.



BONNE fête de Noël et meilleurs vœux pour la Nouvelle Année: Felices Pascuas y próspero Año Nuevo: Boas Festas e próspero Ano Novo: Ein frohes Fest und ein glückliches neues Jahr wünscht Ihnen—so wishes AUTOSPORT to readers all over the world!

STIRLING MOSS left for Italy immediately after Brands Hatch, to pay a visit to Maserati.

DURING practice for the acceleration and braking test for the "Monte", laid out at Zandvoort, Gatsonides (Aston Martin) was fastest with 38.2 secs.

SUBJECT to confirmation, Les Leston becomes the third driver to hold the AUTOSPORT National 500 c.c. Championship Trophy. The others were Eric Brandon and Don Parker (twice).

DAVID BROWN has acquired Tickford, Ltd., Newport Pagnell, Bucks, and Ian Boswell will remain as managing director. Existing contracts for other manufacturers will continue to be honoured, but the take-over safeguards the building of bodies for Aston Martin and Lagonda machines. The London business of Tickford is not affected by the transfer.

EARLY applications for Le Mans include Lagonda (two 4.5-litre cars), Aston Martin (two 3-litres), Constantin (1.4 Constantin) and Heldé (3.0 Ferrari) and Daimler-Benz A.G. (three 3.0 300SLR).

SCUDERIA FERRARI announce G.P. team for 1955 as Farina, Gonzalez, Hawthorn and Trintignant. The Indianapolis car will be a 4.5-litre "six".

THREE Gordinis are on their way to Argentina, to be driven by Bayol and two Argentinians. However, Manzon is also mentioned.

COMPETITORS in the forthcoming Monte Carlo Rally can obtain, free of charge, a useful "Rally Kit" from Messrs. Douglas Holt, Ltd., Eagle Street, Holborn. The contents form an impressive list: One pint tin of "Wondarweld"; one "Loy" kit (tin of Loy metal, tin of solvent, and roll of sheeting); one "Loy" fabric patch kit with fixer; one tin of graphited penetrating oil; one tin of "Radweld"; one plastic container of "Holt spray" glass cleaner and bottle of concentrate (sufficient for 12 refills); one tin of "Gun-gum"; one bottle of "Britect" and bottle of remover; one jar of "Aqua-tect"; one tube of "No-crode"; one "Glaremaster" sun shield; one "Fogoff" cloth and tin of "Fogoff" solution.

# SPORTS-NEWS

## ARGENTINE G.P.

CARS and drivers so far nominated for the first round in the 1955 World Championship, the Argentine G.P. at Buenos Aires on 16th January, show full teams for Ferrari, Lancia and Maserati of Italy, and from Mercedes-Benz of Germany; plus three Gordini. The list is as follows:—

**Ferrari:** J. F. Gonzalez, G. Farina, M. Trintignant, C. Bucci. **Maserati:** J. Behra, R. Mieres, L. Musso, S. Mantovani, H. Schell. **Lancia:** A. Ascari, L. Villorresi, E. Castellotti. **Mercedes-Benz:** J. M. Fangio, K. Kling, S. Moss, H. Herrmann. **Gordini:** E. Bayol, —, —.

## S.C.C.A. 1955 NATIONAL CALENDAR

EIGHTEEN race meetings, four hill-climbs and three rallies make up the provisional calendar for next year of the Sports Car Club of America. The full list is as follows:—

**February 13th:** Race meeting, University of Miami, Miami, Florida.

**March 13th:** Race meeting, Palm Springs, California. **March 20th:** Race meeting, University of Florida, Gainesville, Florida.

**April 2nd-3rd:** Rally, The Ohio 24, Akron, Ohio. **April 24th:** Race meeting, Pebble Beach, or Carmel, California.

**May 8th:** Race meeting, Bakersfield, California. **May 15th:** Race meeting, Cumberland, Maryland.

**June —:** Race meeting, Westchester County Airport, New York. **June 5th:** Race meeting, San Francisco, California. **June 17th-18th-19th:** Race meeting, Springfield, Illinois. **June 19th:** Hill-Climb, Mt. Equinox, Vermont. **June 24th-25th-26th:** Hill-Climb, Buffalo Bill Mt. Climb, Golden, Colo.

**July 4th:** Race meeting, Beverly, Massachusetts. **July 22nd:** Hill-Climb, Giants' Despair, Wilkes Barre, Penn. **July 23rd:** Race meeting, Brynfan Tyddyn, Wilkes Barre, Penn. **July 31st:** Race meeting, Seattle Seafair, Seattle, Washington. **July —:** Race meeting, Wisconsin State Fair Grounds, Milwaukee, Wisconsin.

**August 14th:** Race meeting, Akron, Ohio; Hill-Climb, Mt. Washington, New Hampshire.

**September 4th:** Race meeting, Thompson Raceway, Thompson, Conn. **September 5th:** Race meeting, Kansas City, Kansas. **September 17th:** Race meeting, Watkins Glen, New York.

**October 1st-2nd:** Rally, Continental Divide Rally, Durango, Colo.

**November 5th-6th:** Rally, Appalachian National Rally, Penn. **November 6th:** Race meeting, Pasadena, California.

## E.R.A. ANNIVERSARY TROPHY

A DETAILED analysis of the events that contributed points to the E.R.A. Anniversary Trophy has been issued by the Aston Martin O.C., who administer the competition. Points at each meeting were awarded as follows:

**24th April, A.M.O.C. Snetterton:** D. Wilkinson/J. Williamson, 7 points; A. W. Birrell, 8; J. D. Lewis, 9.

**5th June, W.E.C.C. Snetterton:** Wilkinson/Williamson, 2; A. W. Birrell, 9; J. D. Lewis, 2.

**12th June, M.A.C. Shelsley Walsh:** A. W. Birrell, 7; P. Bell (driver, M. Christie), 8; K. Wharton, 9.

**19th June, A.M.O.C. Snetterton:** J. D. Lewis, 2. **4th July, A.M.O.C. Wethersfield:** Wilkinson/Williamson, 9.

**28th August, B.M.C.L.C.C. Castle Combe:** Wilkinson/Williamson, 8.

**29th August, M.A.C. Shelsley Walsh:** P. Bell (driver, M. Christie), 8; K. Wharton, 9.

**19th September, B.O.C. Prescott:** Wilkinson/Williamson, 6; P. Bell (M. Christie), 9; J. D. Lewis, 7.

**9th October, E.C.M.C. Snetterton:** Wilkinson/Williamson, 9; A. W. Birrell, 8; J. D. Lewis, 4.

### Aggregates

**E.R.A. Anniversary Trophy:** 1, D. Wilkinson and J. Williamson, 41 points; 2, A. W. Birrell, 32; 3, P. Bell (driver, M. Christie), 25; J. D. Lewis, 24; K. Wharton, 18.



Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 5—DONALD BEAUMAN

A TALENTED member of Britain's post-war school of drivers, Donald B. Beuman began his racing career, as did so many others, at the wheel of a Cooper-J.A.P. 500. He drove in this class from 1950 to 1952, crossing to Northern Ireland in the latter year to run second to Charles Headland in the 500 M.R.C.I.'s first Irish 500 c.c. Championship at Newtownards airfield.

In 1953 he acquired that much coveted pre-war 1½-litre T.T. Riley driven so successfully by Mike Hawthorn two years earlier. With John Risely-Prichard, Don formed the Cornhill Racing Team, and commenced a successful season by winning a race at the first Club Goodwood meeting, heading Peter Gammon, Dick Shattock and Cliff Davis. He followed up with successes at Ibsley and elsewhere, then shared a Frazer-Nash with the late Michael Currie to win the 2-litre class of the 1,000 kms. race at Nürburgring, Germany.

This past season has seen him in a Connaught F2 single-seater, entered by Sir Jeremy Boles, and more successes came his way, notably at Oulton Park in July, when he took the Chester Trophy, winning both heats, and at Zandvoort, Holland, in the International sports car races, where he won the 2-3-litre class in Sir Jeremy's DB3 Aston Martin. At the Boxing Day Brands Hatch meeting last Monday he won the Silver City Airways Trophy *Formula Libre* race. He holds the lap record for the 1¼ mile Kentish circuit at 73.42 m.p.h. with the Connaught. 1955 promises well for this 27-year-old London hotelier, for Sir Jeremy Boles plans to acquire one or more Ferraris, and once again Don Beuman is to be his No. 1 driver.

# INTERNATIONAL RALLY

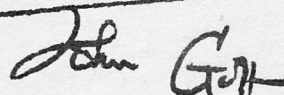


*THE ALPS—Happy hunting ground of rally drivers—produced some very difficult conditions during 1954. This view in the Cortina area was taken in July, during the "Alpine", when the weather caused roads to be as slippery and dangerous as in winter.*

# REVIEW

## 1954

BY



THE two factors which most affected the 1954 Rally season were the abnormal weather conditions and the new Appendix "J" of the F.I.A. Regulations, which classified cars as Production Touring models, Gran Turismo models, Modified Production Touring models, Production Sports models, and models which need only conform to Appendix "C" and could therefore include prototype sports cars.

In my opinion, the F.I.A. by restricting the promising new Touring Championship to the drivers of Production Touring cars, lost a golden opportunity of founding a really worthwhile Rally Championship. Incidentally, they also achieved the somewhat unfortunate result foreseen by AUTOSPORT readers early in the season as the eventual winner, Walter Schlüter of Germany, who drove a "works" DKW throughout the year, did not generally occupy so prominent a place in General Classification—unless the event was restricted to Production Touring cars—as he and Helmut Polensky had invariably done when winning the "Free For All" Championship of 1953.

The abnormal weather conditions—unpleasantly exemplified by snow, rain and floods in July and August—made the summer rallies even more arduous, but the unusual switching of winter and summer weather, with a consequent absence of snow in January, did much to spoil the XXIVme Rallye Monte Carlo (Monaco, 18th to 27th January).

### A Rather Unsatisfactory "Monte"

Due to this, the "Monte" turned out to be possibly the easiest rally in the series, although restricted to Production and Modified Production cars. Only the Athens starters encountered anything like real winter conditions, and from a starting list of 363 cars no less than 329 arrived at Monte Carlo, of which only 46 were penalized for lateness on the road.

The Road Section had, therefore, no real effect in finding the winners, who were decided firstly by their performances in the Regularity Section from Gap to Monte Carlo and secondly by the performances of the best 100 crews (judged upon their results in the Regularity Section), over five laps on the Monaco G.P. circuit.

In effect, therefore, everything depended upon timing—which is always rather a matter of guesswork, unless the crews are allowed a sight of the timing watches, and this they are not permitted—over a very small section of the 2,000-mile route.

The Regularity Section was split up into four stages of unequal length for which the competitors had to nominate speeds between 45 and 65 k.p.h. and then to maintain that speed exactly over the four stages. The winners, Louis Chiron/C. Basadonna (Lancia 2500 Aurelia), were the only crew to lose no marks for

Walter Schlüter (DKW) European Grand Touring Champion—Sheila Van Damm (Sunbeam) European Lady Champion—Abnormal Weather Made Summer Events Arduous, but Mild Conditions Contributed to Easiest-ever "Monte"—Successful Début of Triumph TR2

irregularity, but by setting their target speed at a modest 60 k.p.h. (which made for easy timing), they only lay second after the Road Section by 0.2 point to the Irish men, Ronnie Adams/Desmond Titterington (Jaguar Mk. VII), and were hotly pursued by the Daimler of Gordon Shanley and Dalkin.

The combination of Chiron and a Lancia over the Monaco G.P. circuit, even without the assistance of a handicap based upon cubic capacity, made the result, however, a foregone conclusion unless the Lancia suffered from mechanical trouble.

It did not, and the Monegasque turned in the fastest lap of the day in 2 mins. 20.9 secs., the next best time being that of Georges Houel (1,900 Alfa Romeo) in 2 mins. 22.7 secs.

Having so decisively exhibited his superiority both in regularity and in speed, and having a lead of no less than 1.2 points over the next crew, David/Barbier (Peugeot), it is a matter of regret that Chiron's winning car was immediately the subject of a protest that insufficient examples had been built to qualify it. Although after some weeks the protest was finally resolved in his favour, it had the unfortunate effect of tarnishing a very popular victory.

In fairness to the protestor, Georges Houel, it should be recorded that he was convinced that his protest was justified.

This year British crews did not figure so prominently in the results, highest placing, 13th, being scored by Cuth Harrison/Reg Phillips (Ford Zephyr). The position was redeemed by the Irish crews, Adams/Titterington and Cecil

Vard/Arthur Jolley, who finished 6th and 8th respectively on Jaguars.

After considerable protesting, Sunbeam-Talbots won the Team Prize and Stirling Moss, without protest, carried off the Athens control prize and the award for the fastest climb of the Col de Lecques on one of the team cars.

Schlüter and Ahrens made a poor start to the season by finishing in 222nd place and 37th in their class.

It must, unfortunately, yet again be admitted that in difficulty and in organization the "Monte" once more failed to live up to its great traditions. For 1955, however, the organizing committee have abandoned timing-clocks not visible to the crews and are keeping secret both the final route and the final set average speed. These wise modifications should do much to avoid the multiplicity of complaints about timekeeping and about "organized assistance" carried beyond the true spirit of rallying.

### The Sestriere

Unlike the "Monte", competitors in the Ve. Rallye Automobilistica Internazionale del Sestriere (Italy, 21st to 25th February), encountered almost too much snow and ice; chains were indeed compulsory for the final test at Sestriere! A regrettable factor common to both rallies was, however, the seemingly inevitable protest.

The event was open to drivers of Production Touring and Gran Turismo cars, who followed a common 1,700-mile route from Turin to Sestriere with an acceleration and braking test, a speed test (at Monza), and four timed hill-



CHAMPIONS: Most outstanding rally personality of the year was Sheila Van Damm, who, with Anne Hall, won the European Ladies' Championship for the marque Sunbeam.

the Coupe des Dames, (Mary Walker/Joyce Dodds).

#### A Tough Tulip

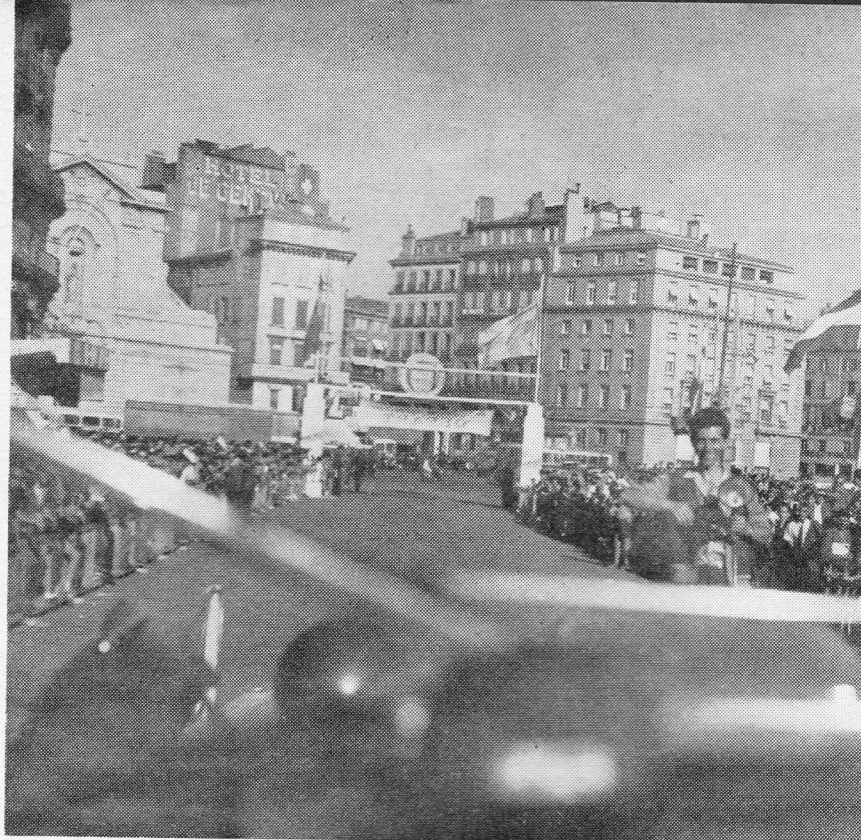
The 6th Internationale Tulpen-Rallye (Holland, 25th April to 1st May), worthily maintained the high standard previously set by the RAC-West. Although open to all categories of car, except prototype sports cars, only 44 crews from a starting list of 201 completed the 2,100-mile route without penalty. This excellent result was primarily achieved by the well-trying formula of setting high average speeds over no less than 14 "Special Stages" on roads not in general public use (Nürburgring was one such stage), but the weather with rain, fog and mist, proved an invaluable ally to the Club.

The General Classification and Class placings were decided by giving bonus points for class performances in five tests *en route* (three timed hill-climbs, one downhill timed descent and a braking and acceleration test, on closed roads), and in the final 10-lap races over the Zandvoort G.P. Circuit.

This worked out so fairly that the first 10 placings included cars from all categories except the least standard of all, the Modified Production Touring cars.

To Pierre Stasse and Oliver Gendebien of Belgium, driving a 1900 Alfa Romeo in the Touring Car class, went the honour of being the first crew to break the British car monopoly of outright wins. Their victory over Engel and Ambrecht (Porsche), was, none the less, in doubt until the final race at Zandvoort—which is just as it should be.

British crews, however, scored three class wins, J. Boardman/J. Duckworth/J. Whitworth (Jaguar Mk. VII), Jackie and Peter Reece (Ford Consul), Reg Phillips/Denis Scott (Ford Zephyr); the Coupe des Dames, Sheila Van Damm/Anne Hall/Françoise Clark (Sunbeam); best performance by a journalist, the Editor of AUTOSPORT/Stan Asbury (Triumph TR2); best performance by a mixed crew, Frank and Lola Grounds (XK 120 Jaguar), and B.T.D. in the Zandvoort races, Hal O'Hara Moore (Frazer-Nash), so that G.B. was well represented at the prize-giving. One of the warmest receptions was given to Bill Banks, who finished sixth in General Classification, proof of the appreciation of his sportsmanship in returning once more after his hard lines in losing the



THE CONTINENTAL ATMOSPHERE: The eager, knowledgeable crowds, the cleared roads, the helpful police, the inevitable photographer. . .

climbs on roads closed to other traffic *en route*. Results were finally decided by a Speed/Regularity test of three laps over the Sestriere circuit. Lancia Aurelias once again took major honours with P. Valenzano/Sposetti and Brignone/Meregalli in first and second places. Chiron/Basadonna in their Monte-winning car came 17th, but the only British entries, Mrs. Joy Cooke/John Dorsett, (Ford Zephyr), did well to finish second in the over 2,000 c.c. Touring Class.

#### No Protests in the Best R.A.C. Rally Yet

Although "International" in name only—the entry list of 240 included only seven Continental crews—the Fourth Rally of Great Britain (9th-13th March), was the best yet—and no protests were lodged!

Wisely appreciating that the Road Traffic Laws of this country would not allow a carbon copy of a Continental rally, the R.A.C. nailed their colours to the mast and labelled their event "The Rally of the Tests". As the rally was open to both Production Touring and Sports cars, a General Classification was arrived at by averaging the best 10 per cent. performances in the tests returned by crews in each category. This showed the Sports car drivers to have an advantage of 26.37 marks, which was promptly added to the marks obtained by all Sports car crews.

This scheme worked so fairly that five saloons and five sports cars shared the first ten places. An even better result would have been obtained if the R.A.C. had not so framed the Regulations that good test performances could, and did, wipe out penalty marks for lateness

on the road. Thanks to the vagaries of the weather, in this case thick fog on the difficult navigation sections in Wales and the Peak District, only eight crews did not lose marks for delay on the road or in the Speed Tests at Silverstone and Prescott. The only sports car driver was Johnnie Wallwork (Triumph TR2), the eventual winner.

This regrettable oversight in the Regulations was the more unfortunate in that Walter Schlüter was one of the seven saloon car drivers, and had brilliantly coped not only with a Route Card (in English), which many British crews had found very ambiguous, but with an event which was completely strange in character to him. Nevertheless, he finished 13th in General Classification and won his class by a margin of no less than 70 marks.

The R.A.C. also marked the imposing début of the Triumph TR2 into large scale international competitions. TR2s took the first two places in General Classification, (J. Wallwork and P. G. Cooper), both starting control prizes, and



MIDNIGHT SUN: One of the only two British-entered cars in Sweden's premier rally was the Zephyr driven by G. A. A. Johansson and his son, seen here at the start of a special stage.



rally last year through the sins of other people.

Team prizes always carry much kudos, and it was gratifying to see the British R.A.C. awarded the Challenge Trophy for the aggregate performance of the best 10 crews from each of the competing nations.

Remarkably enough only one of these crews was in the team officially selected to represent Great Britain: in fact, three of the selected team of six cars failed to finish. This is a legitimate hazard, but although the selected British crews were all technically able, no less than three of them were in the same class so that each was depriving its team-mates of possible bonus points.

The German selectors chose the best crews in different classes and were rewarded by an easy win in the important Inter-Nation Trophy. One of this winning team was Walter Schlüter, who finished 15th in General Classification and second in his class.

#### A German Event

Germany's Rallye Wiesbaden (12th-16th May), attracted the smallest entry of any International rally, possibly because it was restricted to Production Touring cars only. Most of the 51 starters were Germans on German cars, but this did not prevent the normal protests. The rally followed the usual Continental pattern with a stiffish road section broken up by a speed test (Hockenheimring), hill-climb (Nürburg-ring), and manoeuvring test at the finish. Schlüter/Menz emerged the winners by .74 point over Kraus/Schwind (BMW type 501).

Gatsonides/Riedt (Ford Zephyr) were easily leading their class when they were unlucky enough to be eliminated by an accident with a drunken lorry driver within 200 miles of the finish.

Concurrent with the rally was the Internationaler Bäder Rallye for Gran Turismo and Production Sports cars, both



*DISPUTED WINNER of the Monte Carlo Rally was Louis Chiron, seen on the Grand Prix circuit with his 2.5 Gran Turismo Lancia. The protest was later dropped in his favour.*

categories being won by Porsches. P. Lee/P. Easton (XK Jaguar) ran in this, but were delayed with lighting troubles.

#### The Midnight Sun

The 5th Rally till Midnattsolen (Sweden, 16th-20th June), was open to Production Touring and Sports cars and to Gran Turismo cars, and attracted an entry of 176 crews, of which the only British cars were the Johannson's Zephyr and Lee/Easton (Jaguar). After an assembly drive to Rättvik, there was a common circular route of about 1,700 miles through the Arctic circle terminating near Stockholm. On this route were six Special Stages, with loose gravel surfaces, over which competitors had to average as high as 82 k.p.h. (51 m.p.h.): fortunately the roads were closed to the

public and controlled by wireless and flag marshals!

Driving on gravel is a native art and for the past few years Porsches in the hands of Swedes have proved unbeatable. Nineteen fifty-four was no exception as Hammarlun/Petterson (Porsche 1300) carried off premier honours. A Ford Anglia, however, beat all the Fiats. Lee and Easton crashed the Jaguar and ended up in hospital, but the Johannson Zephyr was brought triumphantly to the finish.

#### A Real "Winter" Alpine

The XVII<sup>me</sup> Criterium International des Alpes (France, 8th-13th July) was the first scoring event to admit all five categories of car. Consequently the Automobile-Club de Marseille et Provence planned a tough 2,500-mile course including at least one climb of all the most notorious passes in the Alps and the Dolomites. Some of these, such as the Gavia and the Gerlos, they were forced to cut out, but the appalling weather conditions more than compensated for the difficulties so lost.

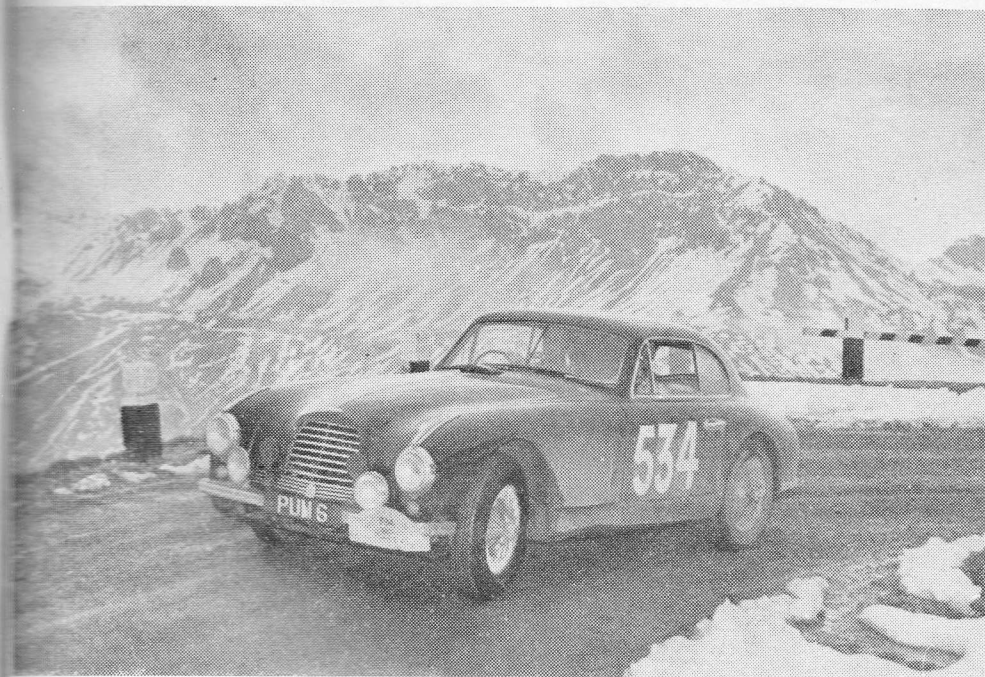
In an event where prevention of boiling is a very serious problem under normal conditions, crews had less than 12 hours of sunshine and had to cope with fog, mist, snow, rain and floods.

Only 37 crews out of 84 starters arrived at Cannes, and only 11 of these could claim Coupes des Alpes for unpenalized runs.

Whilst the retirements were mainly caused by the continual strain of maintaining high speeds over an unending succession of passes with indifferent surfaces, coupled with the need for sprint technique and sprint revs. on the three timed climbs, the havoc amongst the "clean sheets" was principally due to the timed speed test of 1½ kilometres on the Munich-Salzburg Autobahn, run under conditions of heavy rain and wind.

The required speeds, ranging from 69 m.p.h. to 93.7 m.p.h., were modest enough with a 2 kilometre run-in, but only 19 cars attained them, chiefly because too few crews took the elementary precautions of reducing rolling and head resistance.

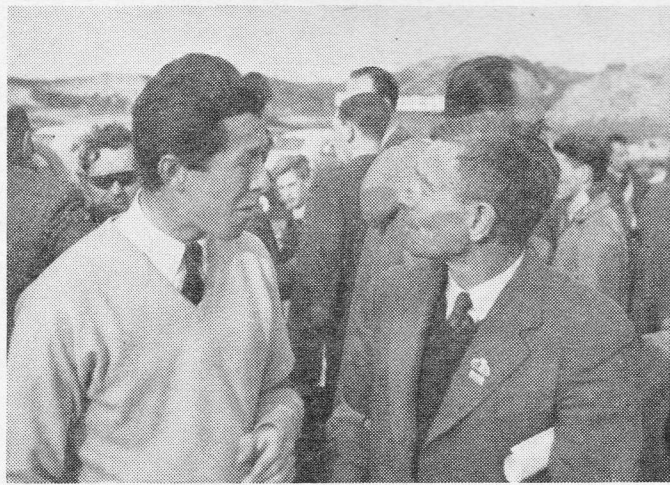
Whilst the best performance was returned by Denzel, pre-war winner of a



*COUPE DES ALPES winners in the "Alpine" were R. Burton and R. Burke, with their privately entered DB2 Aston Martin. They also won the 2,001-2,600 c.c. class.*



Snapped at the "Evian" were (l. to r.), famous Belgian driver Mlle. Thirion, an official, Marcel Becquart and Mme. Sigrand.



Colonel Hal O'Hara Moore (on right) who drove a Frazer-Nash with the writer, chats with Belgium's Oliver Gendebien.

Coupe des Alpes, driving a car of his own make, British crews and cars, after their comparative eclipse in 1953, scored some impressive results.

Stirling Moss/John Cutts (Sunbeam Alpine), although finishing only third in their class, won the second "Coupe des Alpes en Or" ever awarded for three consecutive unpenalized runs.

Coupe des Alpes and class wins were won by Hal O'Hara Moore/J. Gott (Frazer-Nash) and R. Burton/R. Burke (Aston Martin DB2), whilst E. Haddon/C. Vivian (XK Jaguar), although penalized, also won their class. Sheila Van Damm/Anne Hall (Sunbeam Alpine) won the Coupe des Dames for the second year running, and Triumph TR2s won all three Team Prizes, with Gatsonides/Slotemaker in one of the team cars winning a Coupe des Alpes.

#### The Legendary Liège-Rome-Liège

The 1954 Liège-Rome-Liège (Belgium, 18th-23rd August) is likely to rank as a classic year for difficulty. Only 33 crews from an entry of 99 starters completed the 3,500-mile round trip: none was unpenalized. As all five categories of car were admitted, the technical and mechanical quality of the entry, which was largely factory sponsored, was probably higher than in any other 1954 rally.

From start to finish, however, it was dominated by Helmut Polensky/Linge (Type 550 Porsche), and Oliver Gendebien/Fraiken (2,500 G.T. Lancia Aurelia), with Polensky, making his first 1954 competition appearance in a rally, always holding a slight lead over the Belgian crew.

The appalling weather conditions again wrought havoc amongst the competitors.

Within the first 250 miles four crews had given up and many others, including the red-hot favourites, Johnnie Claes/Jacques Ickx (Lancia), had been penal-

ized for lateness due to the difficulties of route-finding in an electrical storm and blinding rain.

On the return leg competitors had to cope with floods, road-breaches caused thereby and snowstorms; these turned even the easier passes into something not unlike a Championship trials course. On one short section alone eight crews were eliminated with troubles which ranged from broken brake pipelines due to jolting over road-breaches to drowned-out ignition circuits.

Consequently every finishing crew deserves the highest praise and the performance of the placed cars was magnificent, particularly that of the 748 c.c. Renault of Redèle/Pons which finished in sixth position in an event where no allowance is made for cubic capacity.

Of the five starting British crews only L. Stross/K. Pointing (XK Jaguar) and Nancy Mitchell/Joyce Leavens (Ford Zephyr) reached Liège, the latter crew being worthy runners-up to Coupe des Dames winners Mmes. Terray/Gordine (Peugeot).

The "works" DKW team did not attempt the Marathon de la Route.

#### Sheila Van Damm in All-conquering Form

Sheila Van Damm's Coupe des Dames victory in the Alpine did not count towards the Ladies' Touring Championship because it was scored in a sports car, and she was now closely pressed by Mesdames Pochon, Terray and Greta Molander, each of whom had Coupe des Dames victories to set off



*Georges Houel, ex-champion French motor-cyclist, who started his rally career stormily by protesting against Chiron in the "Monte", rectifies some trouble on his Alfa in the "Alpine". He concluded an excellent season by taking fourth place in Liège-Rome-Liège.*

against Miss Van Damm's Tulip win.

In the last scoring rallies of the season, however, the British girl pulled out some really fine driving, to finish comfortably ahead.

After the highlights of struggle against the Alps and the weather, the Fifth Norwegian Rally-Viking (10th-13th September), confined to Touring cars only, did not have quite the intensity of the summer classics. Local knowledge and local driving technique again paid off, however, for the 1953 winners, Johannson/Jenson (Ford Zephyr) again emerged the victors. Walter Schlüter, driving with "local boy" W. Nyborg, won the 751-1,000 c.c. class. Sheila Van Damm/Anne Hall (Sunbeam) not only won the Coupe des Dames but took third place in their class.

Switzerland's Rallye de Genève (3rd to 6th November), included in the Championship for the first time, was worthy of a better entry than the 62 cars of all types, except prototype sports cars, which it attracted. The routes from the seven starting points joined at Rheims for a common journey of 550 miles to Geneva. *En route* were speed tests (Rheims-Gueux and Montlhéry), a Speed/Regularity section, a hill-climb (Vue des Alpes), and a "slalom" over 1,800 metres.

The winners were Galtier/Condrillier on one of the astonishing little 748 c.c. "works" Renaults, but Walter Schlüter came second, whilst Sheila Van Damm/Anne Hall (Sunbeam) won their third consecutive Coupe des Dames as well as second place in their class.

The Lisbon Rally, only kept going in 1953 because the result of the Championship hung on it, lacked this stimulant in 1954 and was cancelled.

So ended the Touring Championship with Walter Schlüter a good winner for the second successive year. This does not necessarily mean that he is the best all-round rally driver of 1954. With the scoring events limited to one rally per country, the Championship could not take into account the results of the other 50-odd rallies in the International Calendar, although some of these were better events than those which counted.

Nor were the successes of British crews limited to those listed.

In the Rallye Féminin Paris-St. Raphael (France, 3rd-7th March), Betty Haig (Austin-Healey) won the over 2,000 c.c. class. In the Lyons-Charbonnières (France, 18th-21st March), Gregor Grant/Peter Reece (Triumph TR2) finished sixth overall and second in the Unlimited (or G.P.) Sports Class. In the Rallye Soleil-Cannes (France, 12th-16th April), Hal O'Hara Moore/J. Gott (Frazer-Nash) won the Sports category and the 2,600 c.c. Sports class whilst Ken and Kitty Hutchison/Holland Birkett (Bentley) won the Unlimited Touring Class. Venturing into Jugoslavia, Joe Lowrey/B. D. S. Ginn (Sunbeam) won the Unlimited Touring Class in the Adriatic Rally (5th-8th June). Sheila Van Damm/Anne Hall won not only the Coupe des Dames but also their class in the Austrian Alpine Rally (12th-13th June). Finally, Stirling Moss and Sheila Van Damm helped the Sunbeam team to carry off the Team Prize in the American Mountain Rally (24th to 28th November), although the event was won by an Oldsmobile.

Possibly the most outstanding male rally driver of 1954 was Belgium's



**TOURING CHAMPION:** German driver Walter Schlüter, who was declared European Grand Touring Champion with his DKW.

Oliver Gendebien. In the only two scoring events in which he competed, the Tulip and Liège-Rome-Liège, he scored a first and a second place, but he gained excellent results also in the Lyons-Charbonnières (tenth in General Classification and second in class on a 1,100 c.c. Fiat), in the Tour de France (seventh in General Classification and second in category on a 1900 Alfa Romeo), and in the Giro d'Italia (class winner in a Plymouth saloon). In view of the varying types of car used, this consistency is proof of really first class rally driving.

The position as far as the ladies are concerned is, however, comparatively clear-cut.

Sheila Van Damm, with Coupe des Dames victories in the Tulip, Viking and Geneva Rallies and runner-up in the R.A.C. Rally, is a decisive Lady Touring Champion. In addition she scored Coupe des Dames victories in the Austrian Alpine Rally and in the Alpine (which could not count towards the Championship as she used a Sunbeam Alpine sports car).

But the acid test of a real Lady Champion lies not in her ability to beat other ladies, but in her ability to beat male drivers on level terms. By taking first, second (twice) and third class places in various rallies, Miss Van Damm did just that.

By chance, however, she apparently never drove against probably the finest lady rally driver of 1954, Mlle Gilberte Thirion of Belgium, who set the seal on a wonderful season on road and track by finishing in fifth place in the strenuous Tour de France.

A meeting between these two fine drivers in 1955 should prove an epic struggle.

Although, thanks to their amazing DKWs, by far the most successful true Touring cars, Meier and Menz, of the "works" team, were runners-up for the Touring Championship to their team leader, probably the most fantastic results during the season were obtained by the diminutive Renaults. Despite a cubic capacity of just under 750 c.c. these cars took three out of the first five places in the "Monte", two Coupes des Alpes in the "Alpine", first place in the Rallye de Genève and sixth place in Liège-Rome-Liège.

A glance at the Digest shows, however, that the most consistently successful combination was France's Guiraud and Beau on a Peugeot, who seemed to appear in the honours list of almost every rally in which they competed.

Amongst British cars Fords, Sunbeams and Triumph TR2s were the most successful, with the TR2s possibly just getting the palm for consistency. Excellent individual performances were, however, returned by Frazer-Nash, Aston Martin and Jaguar.

It should, none the less, be a sobering thought to Competition Managers and to those pessimistic AUTOSPORT readers who, earlier in the year, thought that the driving of a "works" car was the sole key to success to reflect that although British manufacturers either entered "works" teams or sponsored individual cars in most of the classic rallies, the best British results were usually obtained by private owners driving private cars.

★

**MEN BEHIND THE SCENES:** M. Etienne Viano (centre) and M. J. Catalan, leading lights in the organizing Committee of the "Alpine", explain a technical point to Walter Grant-Norton and Mike Carson (Frazer-Nash). Behind is Gerry Burgess who also drove a 'Nash.

★



## Digest of the International Rallies Counting Towards the Second European Touring Championship, 1954

Event	Groups	Miles	Starters	Finishers and Unpenalized Per cent. of "clean sheets" to starters	General Classification	Class Results
1. XXIVme. Rallye Monte-Carlo. 18th/27th January MONACO	I, II	2,000	363	329 282 77.6%	1. L. Chiron/C. Basadonna, MC/I (Lancia). 2. P. David/P. Barbier, F (Peugeot). 3. A. Blanchard/M. Lecoq, F (Renault). 4. C. Johansson/C. Jensen, N (Renault). 5. J. Vial/G. Panuel, F (Renault) Best Make: Renault. Best nominated team: SUNBEAM-TALBOT. Coupe des Dames: Mme. Pochon/Mlle. Renaud (Renault). Best British Performance: T. C. Harrison/R. Phillips (Zephyr), 13th. W. Schlüter—222nd.	Over 1,500 c.c. class: Chiron/Basadonna, MC/I (Lancia). 1,500 c.c. class: David/Barbier, F (Peugeot). 1,100 c.c. class: Graf Metternich/J. Greger, D (Porsche). 750 c.c. class: Blanchard/Lecoq, F (Renault).
2. Ve. Rallye Automobilistico Internazionale del Sestriere 21st/25th February ITALY	I, III	1,700	72	59 Nil	1. P. Valenzano/Sposetti, I (Lancia 2,500). 2. Brignone/Meregalli, I (Lancia 2,000). 3. Maranzana/Carlotti, I (Dyna Panhard). 4. Guiraud/Beau, F (Peugeot). 5. Finucci/Munaron, I (Lancia B.22). Best Team: Lancia. No Coupe des Dames. Best British Performance: Mrs. J. Cooke/J. Dorsett (Ford Zephyr). W. Schlüter—did not compete.	GRAN TURISMO. Over 2,000 c.c.: Valenzano/Sposetti, I (Lancia). 1,301-2,000 c.c.: Brignone/Meregalli, I (Lancia). Up to 1,300 c.c.: Theden/Elmenhorst, D (Porsche). TOURING. Over 2,000 c.c.: Occhetti/Forgia, I (Alfa Romeo). 1,301-2,000 c.c.: Finucci/Munaron, I (Lancia B.22). 751-1,300 c.c.: Guiraud/Beau, F (Peugeot). Up to 750 c.c.: Maranzana/Carlotti, I (Dyna Panhard).
3. Fourth R.A.C. Rally of Great Britain. 9th/13th March GREAT BRITAIN	I, IV	2,000	229	164 8 3.4%	1. J. Wallwork/J. Brooks, G.B. (Triumph TR2) 2. P. Cooper/O. Leighton, G.B. (Triumph TR2) 3. T. Harrison/E. Harrison, G.B. (Zephyr). 4. P. Harper/D. Humphrey, G.B. (Sunbeam). 5. W. Bleakley/P. Glaister, G.B. (Triumph). Best Team: Ford Anglia. Ladies' Prize: Misses M. Walker/J. Dodds, (Triumph TR2). Best British Performance: Wallwork/Brooks (Triumph)—1st. Best Foreign Performance: W. Schlüter, DKW—13th.	SPORTS. Up to 1,600 c.c.: A. Williams/G. Knowles, G.B. (M.G. TC). 1,601 to 2,600 c.c.: J. Wallwork/J. Brooks (Triumph TR2). Over 2,600 c.c.: Mr. and Mrs. Davis, G.B. (Austin-Healey). TOURING. Up to 1,000 c.c.: W. Schlüter, D (DKW). 1,001 to 1,300 c.c.: R. Richards/M. Bethell, G.B. (Ford Anglia). 1,301 to 1,600 c.c.: F. Dundas/F. Bogie, G.B. (Javelin). 1,601 to 2,600 c.c.: T. Harrison/E. Harrison, G.B. (Zephyr). Over 2,600 c.c.: R. Adams/L. Rawlinson, G.B. (Alvis).
4. 6de. Internationale Tulpen-Rallye. 25th April/1st May HOLLAND	I, II, III, IV	2,100	201	128 44 21.8%	1. P. Stasse/O. Gendebien, B (Alfa Romeo). 2. W. Engel/G. Ambrecht, D (Porsche). 3. G. Menz/H. Brand, D (DKW). 4. J. BOARDMAN/J. DUCKWORTH/J. WHITWORTH, G.B. (JAGUAR Mk. VII). 5. J. Maartens/B. Erleigh, NL (Fiat TV). Best Team: B.M.W. Coupe des Dames: SHEILA VAN DAMM/ANNE HALL/Francoise Clark, G.B. (SUNBEAM). Best British Performance: Boardman/Duckworth/Whitworth (Jaguar). W. Schlüter—15th.	TOURING. Unlimited: J. BOARDMAN/J. DUCKWORTH G.B. (JAGUAR). 2,001 to 2,600 c.c.: R. PHILLIPS/D. SCOTT, G.B. (ZEPHYR). 1,601 to 2,000 c.c.: P. Stasse/O. Gendebien, B (Alfa Romeo). 1,301 to 1,600 c.c.: J. REECE/P. REECE, G.B. (CONSUL). 1,001 to 1,300 c.c.: J. Maartens/B. Erleigh, NL (Fiat TV). Up to 1,000 c.c.: G. Menz/H. Brand, D (DKW). MODIFIED TOURING. Up to 1,300 c.c.: Gatsonides/ST. JOHN FOSTER (FORD ANGLIA). GRAN TURISMO AND SPORTS. Unlimited: P. Rauch/P. Delbarre, F (Salmson). Up to 2,000 c.c.: K. Zeller/A. Willberger, A (Ferrari).
5. XVI. Rallye Wiesbaden. 12th/16th May GERMANY	I.	1,000	51	27	1. W. Schlüter/G. Menz, D (DKW). 2. L. Kraus/H. Schwind, D (B.M.W. 501). 3. H. Wencher/E. Behringer, D (B.M.W. 501). 4. H. Meier/H. Schellhaas, D (DKW). 5. H. Brand/H. Luba, D (DKW). Best Team: DKW. Coupe des Dames: Fr. Lautmann/Frl. Gallo, D (Ford Taunus). No British competitors.	Unlimited: H. Gerdum/J. Kühling, D (Mercedes-Benz). 1,301 to 2,000 c.c.: L. Kraus/H. Schwind, D (B.M.W. 501). 1,001 to 1,300 c.c.: K. Zeller/A. Willberger, A (Fiat TV). Up to 1,000 c.c.: W. Schlüter/G. Menz, D (DKW).
6. Vde. Rallyt till Midnattsolen. 16th/20th June SWEDEN	I, III, IV.	1,700 common route.	176	—	1. G. Hammarlund/E. Pettersson, S (Porsche). 2. G. Källström/S. Höök, S (Porsche). 3. I. Andersson/B. Hansson, S (Alfa Romeo). 4. J. Bonnier/B. Boëson, S (Alfa Romeo). 5. A. Borgefors/A. Gustavsson, S (Porsche). Best Team: Porsche. Coupe des Dames: Greta Molander/Helga Lundberg, S (DKW). Best British Performance: Johansson/Johansson (Zephyr), 9th in unlimited touring class.	GRAN TURISMO AND SPORTS. Up to 1,300 c.c.: Hammarlund/Pettersson, S (Porsche). Unlimited: Dahlström/Dahlström, S (JAGUAR XK 120). TOURING. Unlimited: Kvarnström/Bergkvist, S (Ford Custom). 1,301 to 2,000 c.c.: Andersson/Hansson, S (Alfa Romeo). 1,001 to 1,300 c.c.: Bengtsson/Kruse, S (FORD ANGLIA). Up to 1,000 c.c.: Meier/Friman, D (DKW).

(Continued on next page)

## Digest of the International Rallies Counting Towards the Second European Touring Championship, 1954—continued.

Event	Groups	Miles	Starters	Finishers and Unpenalized Per cent. of "clean sheets" to starters	General Classification	Class Results
7. XVII <sup>me</sup> . Critérium International des Alpes. 8th/13th July. FRANCE	All	2,500	84	37 11-13.1%	No official General Classification. Coupe des Alpes for Unpenalized runs won by (placed in order of points obtained): Denzel/Stroenigg, A (Denzel); Redèle/Pons, F (Renault); Lesur/Foulgoc, F (Renault); HAL O'HARA MOORE/J. GOTT, G.B. (FRAZER-NASH); Guiraud/Beau, F (Peugeot); Gatsonides/Slotemaker, NL (TRIUMPH TR2); R. BURTON/R. BURKE, G.B. (ASTON MARTIN D.B.2); Meier/Luba, D (DKW); Rauch/Bousson, F (Salmson); STIRLING MOSS/J. CUTTS, G.B. (SUNBEAM "ALPINE"); Barbier/Rastit, F (Peugeot 203). Best Team: TRIUMPH TR2. Coupe des Dames: SHEILA VAN DAMM/ANNE HALL, G.B. (SUNBEAM "ALPINE"). Best British Performance: H. O'HARA MOORE/J. GOTT (FRAZER-NASH).	Unlimited: E. HADDON/C. VIVIAN, G.B. (XK 120 JAGUAR). 2,001 to 2,600 c.c.: R. BURTON/R. BURKE, G.B. (ASTON MARTIN). 1,601 to 2,000 c.c.: H. O'HARA MOORE/J. GOTT, G.B. (FRAZER-NASH). 1,301 to 1,600 c.c.: Barre/Mme. Galland, F (Porsche). 1,001 to 1,300 c.c.: Denzel/Stroenigg, A (Denzel). 751 to 1,000 c.c.: Meier/Luba, D (DKW). Up to 750 c.c.: Redèle/Pons, F (Renault). Best Touring Car: Meier/Luba, D (DKW). W. Schlüter—20th.
8 XXIV <sup>me</sup> . Liège-Rome-Liège. 18th/23rd August BELGIUM	All	3,500	99	33 Nil	1. H. Polensky/H. Linge, D (Porsche 550). 2. O. Gendebien/P. Fraiken, B (Lancia). 3. Storz/Chanal, F (Porsche 1,500 Super) 4. Houel/Blaise, F (Alfa Romeo). 5. Cotton/Lemerle, F (Salmson). Team Prize. No nominated team finished. Coupe des Dames. Mmes. Terray/Gordine, F (Peugeot). Best British Performance: L. Stross/K. Pointing (Jaguar Coupé), 23rd. W. Schlüter—did not compete.	Unlimited: Gendebien/Fraiken, B (Lancia 2,500). 1,301 to 2,000 c.c.: Polensky/Linge, D (Porsche 550). 1,001 to 1,300 c.c.: Sabine/Leroux, F (Porsche). 751 to 1,000 c.c.: Piroit/Fery, F (Dyna Panhard). Up to 750 c.c.: Redèle/Pons, F (Renault).
9 Vde. Rally-Viking. 10th/13th September. NORWAY.	1	900	89	62	1. G. Johansson/C. Jenson, N (ZEPHYR). 2. Strand/Stavseth, N (Ford). 3. Backlund/Broberg, N (Renault). Team Prize: Ford. Coupe des Dames and Best British Performance: SHEILA VAN DAMM/ANNE HALL (SUNBEAM).	Unlimited: Johansson/Jenson, N (Ford). 1,601 to 2,000 c.c.: Soberg/Telle, N (Fiat). 1,301 to 1,600 c.c.: Backlund/Broberg, S (Volvo). 1,001 to 1,300 c.c.: Ingier/Scholberg, N (FORD ANGLIA). 751 to 1,000 c.c.: Schlüter/Nyborg, D/N (DKW). 501 to 750 c.c.: Paulsen/Indseth, N (Renault). Up to 500 c.c.: Lorentsen/Falsen, N (2 cv Citroen). 501 to 750 c.c.: Paulsen/Indseth, N (Renault).
10 Rallye de Genève. 3rd/6th November. SWITZERLAND	I, II, III, IV.	1,400	53	45 Nil	1. Galtier/Condriller, F (Renault). 2. Schlüter/Eikelmann, D/D (DKW). 3. Guiraud/Beau, F (Peugeot). 4. Deroux/Gouteyron, F (Alfa Romeo). 5. Martin/Quinlin, F (Salmson). Team Prize: DKW. Coupe des Dames and Best British Performance: SHEILA VAN DAMM/ANNE HALL (SUNBEAM).	TOURING. Unlimited: Meroz/Hunsperger, CH (Mercedes Benz). 1,601 to 2,000 c.c.: Deroux/Gouteyron, F. (Alfa Romeo). 1,301 to 1,600 c.c.: Theden/Rathjen, D (Borgward). 1,001 to 1,300 c.c.: Rochat/Kessler, CH (Simca). Up to 1,000 c.c.: Schlüter/Eikelmann, D (DKW).  SPORTS. Unlimited: De Mencia/Swaters, CH (Ferrari). 1,601 to 2,000 c.c.: Margairaz/Markowski, CH (TRIUMPH TR2). 1,001 to 1,300 c.c.: Briffaud/Cottin, CH (MG). Up to 1,000 c.c.: Faidherbe/Guilhaudin, F (Panhard).  GRAN TURISMO. Unlimited: Martin/Quinlin, F (Salmson). 1,601 to 2,000 c.c.: Canonica/Brandt, CH (Alfa Romeo). 1,301 to 1,600 c.c.: Brun/Wuhtrich, F (Porsche). Up to 1,300 c.c.: Chanal/Borne, F (Porsche).  MODIFIED TOURING. 1,001 to 1,300 c.c.: Guiraud/Beau, F (Peugeot). Up to 1,000 c.c.: Galtier/Condrillier, F (Renault).

NOTES.—I. Standard Production Touring Cars. II. Gran Turismo cars. III. Modified Production Touring Cars. IV. Production Sports Cars. V. Cars of any type conforming to Appendix "C" of the International Code.  
GB=Great Britain. D=Germany. F=France. NL=Holland. S=Sweden. N=Norway. B=Belgium. CH=Switzerland. A=Austria. MC=Monaco. I=Italy.

### CHAMPIONSHIP FOR SHEILA VAN DAMM

THE 1954 Women's Touring Car Championship of Europe has finally been awarded to Miss Sheila Van Damm, according to an announcement recently made by the F.I.A. Driving the same Sunbeam saloon she was a member of the winning team in the Monte

Carlo Rally, runner-up in the R.A.C. Rally Ladies' Cup, winner of the Ladies' Cup in the Tulip Rally, the Geneva Rally and in the Viking Rally. These were all qualifying events in the Championship. She also won the Ladies' Cup in the Austrian Alpine Rally and the "Alpine", though the former was not a qualifying event, and in the latter Sheila was driving

a Sunbeam Alpine, which does not come in the Touring Car category. On top of this impressive list, she was a member of the winning team in the recent American Mountain Rally, again in an Alpine.

Her co-driver-navigators in this fine achievement have been Mrs. Anne Hall, of Huddersfield, and Mrs. Francoise V. Clarke, of Rugby.

JOHN BOLSTER TESTS

# THE BENTLEY B7

## —with Automatic Gearbox

As regular readers are aware, I have already tested a Bentley this year. The superb "Continental" provided me with one of my more memorable experiences, and it might at first sight seem an anticlimax to drive a mere 100 m.p.h. model after that. However, this was a Bentley with a difference, for it had the new fully automatic gearbox.

I am old enough to remember when synchromesh was first invented. Most enthusiasts said that it would take all the interest out of driving, and yet nobody would consider buying a car with a "crash box" now. The same applies to automatic advance and retard of the ignition, and in Edwardian times there were die-hards who wrote to the papers deploring these new automatic carburetters: "I'll adjust my own mixture, damme sir!"

All of which brings me to my point, which is that a really good automatic gearbox is one of the greatest improvements of modern times, and I have no hesitation in allowing this feature to usurp a fair proportion of my space. It adds greatly to the pleasure of driving and takes all the fatigue out of motoring in London.

Briefly, the Bentley which I collected from Conduit Street was the B7, successor to the well-known Mark VI. It has an all-steel four-door body and can be immediately identified from its predecessor by the much larger luggage boot. The roomy four-door saloon has every imaginable amenity, and, of course, the general comfort and finish is superb. The chassis design is on conventional lines, with independent front suspension and a normal rear axle on semi-elliptic springs.

The engine is of the inlet-over-exhaust-valve type, and is now of just over 4½-litres capacity. The overhead inlet valves are operated by push-rods and rockers, and there are two large SU carburetters with an air silencer of heroic proportions. The automatic gear-



*ELEGANCE: The superb lines of the Bentley are apparent from this photograph. The car has the dignity and space of a town carriage, yet, in open country, it has all the attributes of a sporting vehicle.*

box is mounted on the bell housing in the usual manner.

Driven by the flywheel, a fluid coupling replaces the normal clutch. This component allows the engine to idle freely, but begins to transmit power as soon as the revolutions rise. It is connected to a four-speed gearbox of epicyclic type. The box contains a "brain" which may be influenced by speed, load or throttle position, and which is responsible for making the changes of gear. As in all Rolls-Royce and Bentley cars, the gearbox also carries the mechanical servo for the brakes and the hydraulic servo for the ride control.

Aft of the gearbox the transmission excites no remark. There is a two-piece propeller shaft with a specially insulated steady bearing and a hypoid rear axle. The rear brake hook-up is mechanical, but the servo operation of the front brakes is hydraulic.

On taking one's seat in the Bentley, one first places the lever in the "N" position on the quadrant, for the starter cannot be used if the drive is not in neutral. With the engine ticking over, the position "4" is selected, but the car does not move. If the accelerator is depressed a fraction of an inch, the Bentley glides forward, and each successive gear is gently engaged until top is found at about 20 m.p.h.

Should the driver stamp the pedal to the floor and hold it there the big machine makes a getaway that would not disgrace a racing car. The gears are changed at full bore around peak revs., and top speed is not put in until something like 60 m.p.h. is on the clock. An "automatic" Bentley can leave a

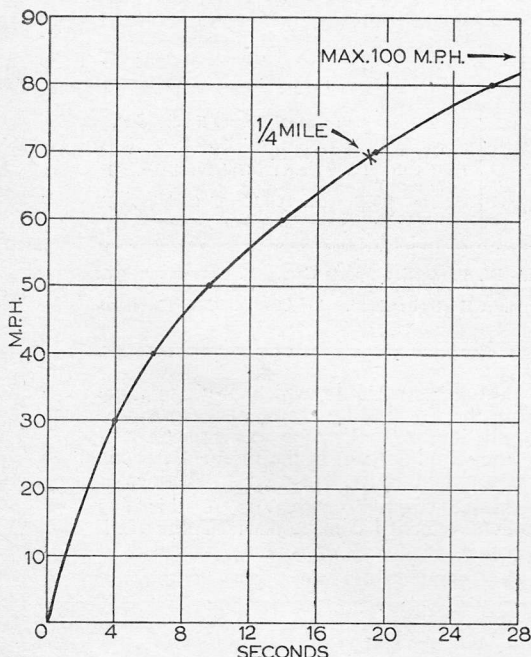
similar car with manual gear, however expert the driver.

If one is driving behind another car at, say, 40 m.p.h. in top gear, a full depression of the accelerator instantly engages third gear for passing. Having accomplished the manoeuvre, a partial release of the pedal restores top gear. However hard one is driving, it is impossible to over-rev. the engine, for the next higher gear always selects itself before this can happen. In traffic, the lower gears engage almost imperceptibly, and first speed is always in when the traffic lights go green.

Position "4" on the quadrant can be used all day and every day, plus the occasional use of "N" and "R", which, of course, is for going backwards. There are, however, positions "3" and "2", which call for some explanation. By moving the lever to "3", a change down can be secured manually, provided that the speed is 60 m.p.h. or less. Also, third gear will be held without an up change occurring if the throttle is eased. This may sometimes be convenient for exceptionally fast cornering or taking a hill with many curves, for instance. If one tires of automatic operation, the use of the overriding lever may add some pleasure to driving. It is a nice thing to have, even if it is employed but rarely.

Position "2" finds second gear in the same way, and is so placed that it can be snapped in from reverse position. It might come in handy for "rocking" the car out of sand or snow, and no harm results from engaging reverse while the vehicle is still rolling forwards. In other words, the "little man" in the gearbox copes admirably with 99 per

### ACCELERATION GRAPH



cent. of motoring conditions, but the driver may at any time resort to manual operation if he wishes.

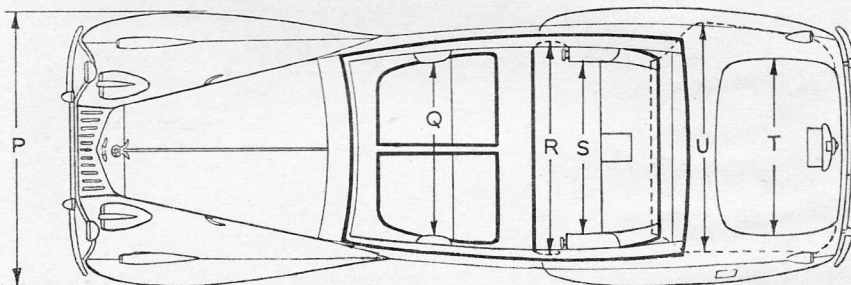
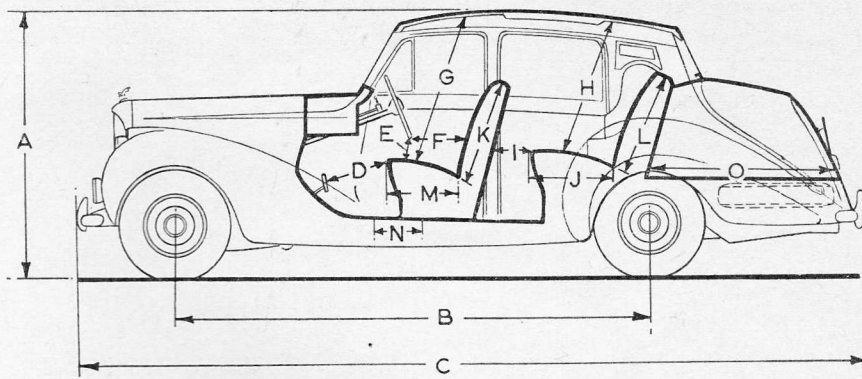
The gearbox is virtually inaudible, and many of the changes are almost imperceptible. Under certain conditions a very slight jerk may be felt, but by experience this may be eliminated by suitable manipulation of the throttle. This means that the expert may still put up a fractionally more polished performance than the ordinary driver, even if the difference is so slight that only he is aware of it!

Curiously enough, the automatic gearbox is particularly enjoyable on the Bentley because one can just "feel" the engine. I have driven American "automatics", but I have not been very impressed, because their "woolly" engines made such an indeterminate murmur that I seemed to lose touch with them, never knowing for certain what gear was in use. The Bentley is exceptionally smooth and quiet, but one can "follow" the big engine at all times.

The car itself is an immense improvement over the Mark VI, especially as regards roadholding on wet roads. The earlier model could give the driver anxious moments, tending to go straight on if a slippery corner were entered too fast inadvertently. Although it weighs more than a ton and three-quarters, the B7 may be thrown around in the most lighthearted manner. Even the owner who has no intention of cornering on the limit, may one day be grateful for this increased safety factor in an emergency.

The driving position, angle of the seats, in fact all the things that minister to the comfort of the occupants, are beyond criticism. The actual riding comfort is very good, and it is only an unusually severe bump which may momentarily cause the occupants of the rear seats to be airborne. Bentley brakes are famous, and once again the servo proved capable of playing with the fast and heavy vehicle. On my particular car it was perhaps a little too easy to lock the front wheels, but that is a matter of simple adjustment.

Even the equipment that ordinary cars have is just a little better on this superb machine. The radio has an exceptionally pure tone, thanks to the cleverly built-in speaker. The heater is powerful and silent, and the rear window demister is a valuable feature. Miraculously, the speedometer is dead



**Dimensions of the Bentley B7**

- A Overall height, 5 ft. 4½ ins.
- B Wheelbase, 10 ft. 0 in.
- C Overall length, 16 ft. 8 ins.
- D Clutch pedal to seat cushion, 14 ins.
- E Steering wheel to seat cushion, 4½ ins.
- F Squab to steering wheel, 13 ins.
- G Front seat to roof, 3 ft. 0 in.
- H Rear seat to roof, 2 ft. 9 ins.
- I Back of front seat to rear seat cushion, 11 ins.
- J Length of rear seat cushion, 1 ft. 7 ins.
- K Length of back of front seat, 1 ft. 9 ins.
- L Length of back of rear seat, 1 ft. 11 ins.
- M Length of front seat cushion, 1 ft. 7 ins.
- N Front seat adjustment, 7 ins.
- O Length of boot, 3 ft. 4 ins.
- P Overall width, 5 ft. 9 ins.
- Q Width at elbows, front seat, 3 ft. 11 ins.
- R Width of rear seat, 4 ft. 8 ins.
- S Width at elbows, rear seat, 3 ft. 8½ ins.
- T Width of boot opening, 3 ft. 7 ins.
- U Width of boot, 4 ft. 9 ins.

accurate, which is something almost unheard of these days. Everything about this machine is in keeping with its high price, and it would be difficult to name any accessory that has been omitted.

The Bentley B7 is above all a car *de*

*grand luxe et de grand tourisme*. It has the dignity and space of a town carriage, yet, in open country, it has all the attributes of a sporting vehicle. The excellent torque curve of the engine ideally suits the characteristics of the  
(Continued on page 883)



The finely formed vee-radiator and clean treatment of lights and wings immediately distinguish the Bentley.



There is adequate luggage room in the rear boot, while the spare wheel is housed in its own compartment.

# BOXING DA

Large Crowds Attend Novel B.R.S.C.C. Syd Creamer, John Coombs, Tony Crook Record by Stuart Lewis-Evans—Le Champion

BY WILSON McCOMB

Photography by George Phillips

**H**ISTORY was made in Kent last Monday, when the first Christmas-time motor race ever to be held in Britain was staged at Brands Hatch by the British Racing and Sports Car Club (hereinafter referred to as the Brrrrrrr. S.C.C.). Admittedly, it was cold, but it didn't snow, it didn't freeze, and it didn't rain. In fact the meeting was held in bright sunshine, and a holiday atmosphere prevailed.

"There may be quite a crowd there", we said, "so we'd better make an early start". Of course, we didn't and there was, Half-past twelve—10 minutes before starting time—found us leaving the main road to drive up the narrow lane to the paddock. At a quarter past one we abandoned our steaming car and walked the rest of the way, for between 35,000 and 40,000 people had decided that Boxing Day motor-racing was a good idea, and the traffic jams would not have looked out of place at Silverstone. It was the largest crowd ever seen at Brands Hatch, and even in the press box the rule was "standing room only".

The meeting opened with two 10-lap heats for the Yuletide Trophy Race, actually the usual Brands Hatch event for "Juniors"; that is to say, drivers who have not been placed first or second in a 500 c.c. race. C. M. Lund's Cooper headed that of A. E. Elliott by two secs. in the first heat, S. W. Creamer taking third place in his special. In the second, D. F. Iszatt's J.A.P.-powered Cooper won comfortably from C. W. A. Heyward's Norton-engined C.H.S. and Gerry Meharey's Cooper-J.A.P.

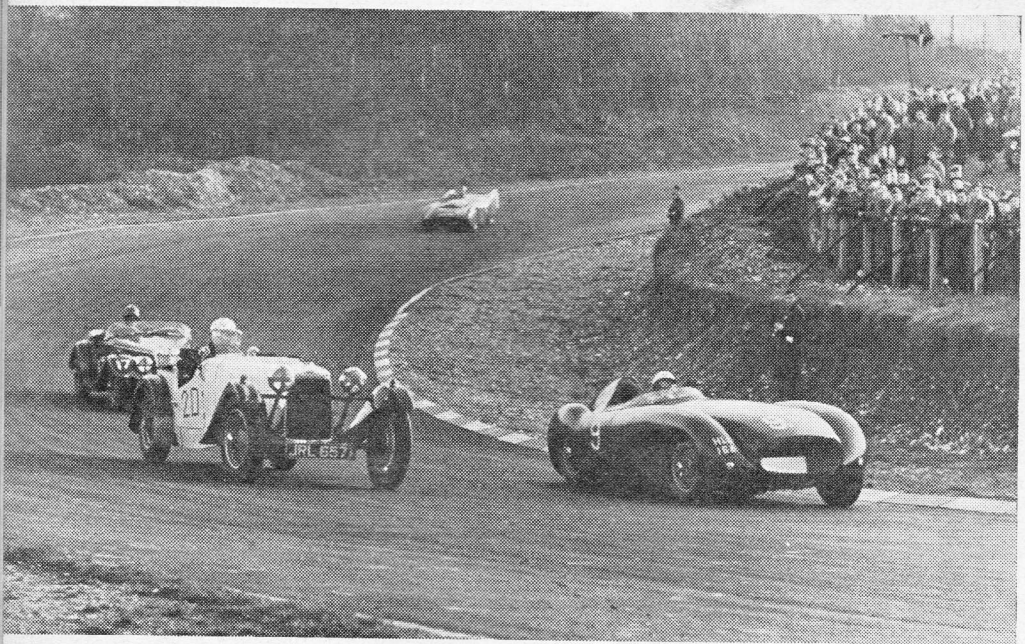
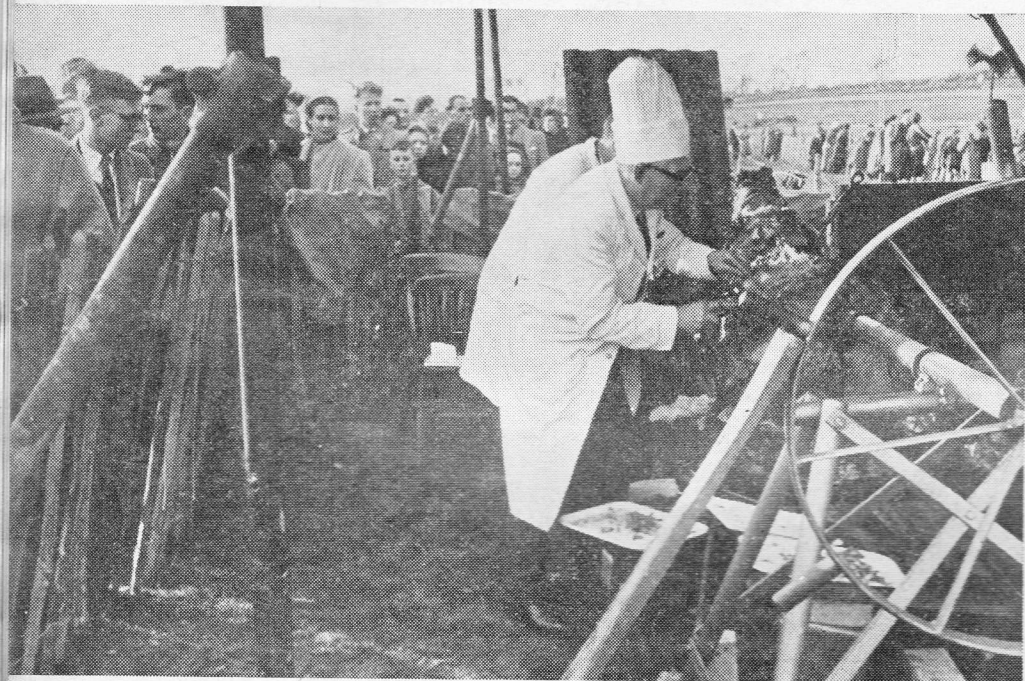
Then came the first sports car event, the 15-lap Kent Cup Race for 1½-litre cars. Paul Emery's Coventry Climax Kieft and the two Leonard-M.G.s were non-starters, but a strong Lotus entry included the Connaught-powered Mark 8 of John Coombs, and an M.G.-engined Mark 8 driven by J. B. Naylor. C. M. Lund, winner of the first Junior heat, had the well-known, ex-Watling Greenwood R.W.G. with its lined-down o.h.v. Ford engine, obviously the fastest of the 1,100 c.c. cars. Perhaps the most interesting entry was the new Emperor, David Blakely's novel Singer-engined machine with twin o.h.c. H.R.G. head, de Dion rear and Volkswagen front suspension.

John Coombs leapt away from the start, pursued by Naylor and Alan

(Top, left) Start of the Junior Yuletide Trophy, seen from the grandstand.

(Centre, left) Chefs at work roasting a whole ox for the benefit of spectators.

(Left) David Blakely (Emperor-H.R.G.) lapping J. Aley (H.R.G.) and C. Shove (M.G.) at Bottom Bend during the 1½-litre sports car race.





# Y "BRANDS"

Meeting at Kent Circuit—Victories for Don Beauman and Ivor Bueb—New Lap Leston Wins "Autosport" National Hip Trophy

Brown, Nigel Allen's earlier Lotus-M.G. and the Emperor. After two laps Brown fell back, leaving Coombs and Naylor scrapping furiously, with a similar duel being waged between Allen and Blakely. They were followed by Lund, his little R.W.G. far ahead of the rest of the field. The two Mark 8 Lotuses continued their argument in rousing style until, on the seventh lap, a puff of white steam appeared from under Naylor's aero screen. Blown gasket? So it seemed, but he continued at almost the same pace until he spun at Druid's Hill on the ninth lap. Blakely, who had passed Allen, seized this opportunity and swept past into second place, but Naylor refused to own himself beaten and fought back for another two laps. Then he slowed, allowing Allen and Lund to pass him also, while he was lapped by the flying Coombs on the penultimate round. Three-quarters of a minute separated Coombs and Blakely when the flag fell, but it was a splendid début for the promising new Emperor.

Next on the list was the 15-lap event for the Silver City Airways Trophy, and a mad and lively *formule libre* affair it proved to be. All of the entrants seemed imbued with the Christmas spirit in large doses, and their cars, mostly Formula 2, went to war like 500s. At the start it was Les Leston who led in his Cooper "twin", followed by Horace Gould (Cooper-Bristol), making his first appearance at Brands Hatch; H. C. Spero went out to grass at Druids in the famous ex-Whitney Straight Maserati. Then Tony Marsh seemed to go crazy in his "big" Cooper, shooting past Gould and gunning for Leston in the most delightful fashion, while Don Beauman (Connaught), his throttle jammed wide open, passed Gould, spun at Paddock Bend, and continued quite unperturbed. On the sixth lap the 18 year old Marsh caught Leston, on the seventh lap Beauman also passed him, and on the eighth, Leston went on the grass at the bottom straight, after which he was taken by Gould, Emery (Emeryson-Alta) and Geoff Richardson (R.R.A.). Jim Russell also passed him in "Taso" Mathieson's 4CL Maserati, but retired two laps later.

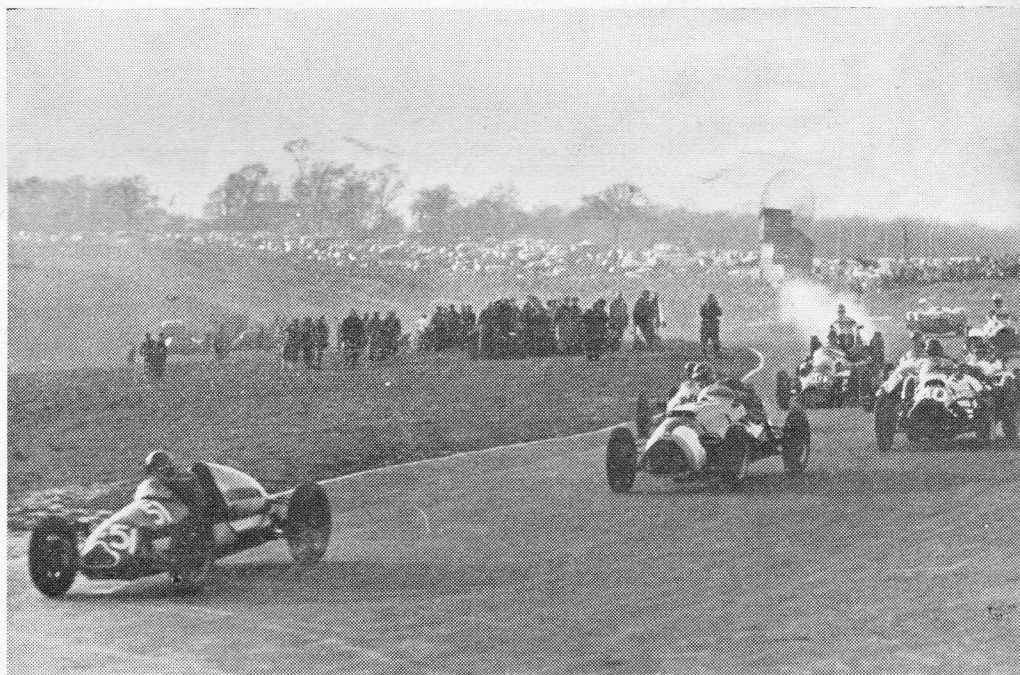
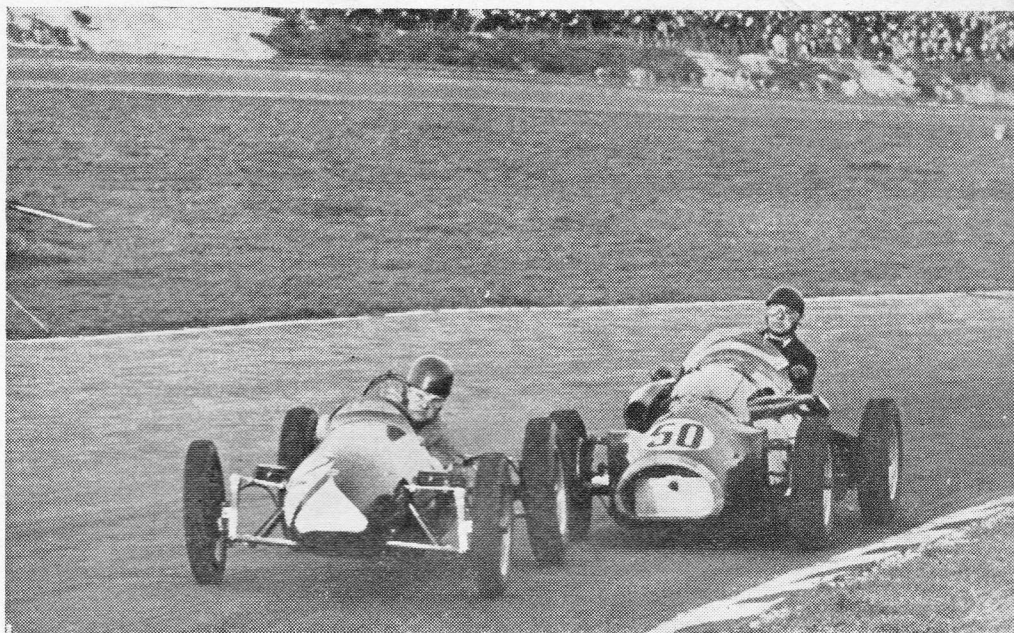
Meanwhile, the tussle between Marsh and Beauman continued, Beauman's car looking like that famous "two-ton Connaught" by comparison with Marsh's

(Continued on page 876)

(Top, right) Tony Marsh (Cooper-J.A.P.) holding off the winner, Don Beauman (Connaught), at Clearways during the *formule libre* event.

(Centre, right) Les Leston (Cooper-J.A.P.) shoots away from Horace Gould (Cooper-Bristol) at the start of the same race.

(Right) "Santa" Stirling Moss, with (l. to r.) Stuart Lewis-Evans, Ivor Bueb, Syd Creamer and John Coombs, after the prize-giving.



EVERY rally requires careful preparation, but none more so than the Monte Carlo event which has the added hazards of winter motoring thrown in. No sporting rally has such chances of having the most varied conditions of weather than the "Monte", and there is little doubt that the annual winter classic has been the means of developing many a useful accessory.

It is the team manager's job to supervise the preparation of factory-entered cars, and to see that the individual requirements of drivers are dealt with if possible. In the main, factory-prepared cars are sent out with almost identical equipment, but as every competitor will agree, no two minds think alike in the matter of accessories, interior comfort and so on.

The first job is, of course, to ensure that the machine will be at the highest possible pitch of efficiency for the event. With factory cars this goes without saying, but it is a different story for the private entrant. Few people have the time to prepare their own cars, and a great deal of the work will have to be done by specialized concerns. However, the actual planning must be carried out by the entrant and his (or her) crew many weeks before the start of the rally.

Let us suppose that the car will be in the touring category, and thus will have to conform strictly to the catalogue specifications. No modifications whatsoever are permitted to the engine, consequently the work to be done on it will have to be confined to ensuring that it is as near 100 per cent. mechanically perfect as is possible. Naturally, the services of specialists will need to be sought, and the average entrant is for-

tunate that the majority of this country's components and accessories concerns will go out of their way to assist. Many of them run a special rally service and charges are surprisingly low—in fact a few concerns make no charge at all for labour, being content to bill for extra equipment fitted.

The Lucas people, for example, have an unsurpassed rally service, which ties up with their main depots. Entrants' cars are examined by experts, and the entire electrical equipment is gone over with scrupulous care. Wiring is checked and rechecked, part-worn components replaced, lamps focused by accurate beam-setting equipment, batteries completely overhauled and exchanged as necessary, and a hundred and one tests completed. Marchal's also have a similar service for the users of their equipment, and service vans can be found along many parts of the route abroad. The electrical experts are available at many different controls, and the writer recalls the superb work done by the Lucas boys at Dover in the 1954 event, when something went wrong with the windscreen wiper operating rack on his 1½-litre M.G. which was most inaccessible.

As regards brakes and clutches, Lockheed, Borg and Beck, Ferodo, Girling and Mintex all have specialized rally

OUTSIDE TEMPERATURE GAUGE

PERSPEX SNOW DEFLECTOR

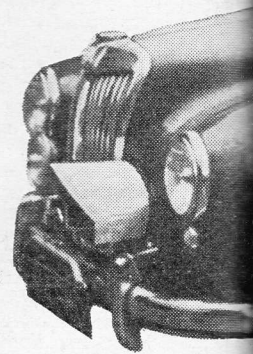
MORY RAD-BLIND BEHIND GRILLE

ROAD AND FOG LAMP

FLAT-TOP BEAM HEADLIGHT UNITS

ADDITIONAL ELECTRIC HORNS

LUCAS FLAME-THROWER WITH TINTED GLASS AND ANTI-GLARE HOOD



## PREPARING A PRIVATE

Getting a Car Ready for the Monte Carlo Rally Requires a Great Deal of Careful Thought

By GREGOR GRANT

service. Again, their representatives may also be found on many parts of the route to lend a hand if anything untoward should occur. Naturally, with the largest percentage of British entrants starting from Glasgow, pre-rally and rally services are concentrated at Glasgow and Dover.

The tyre people are always ready to oblige, and, in this country, the rally services of Dunlop and Tyresoles are extremely efficient. This year, the entry of a team of Aston Martins means that Avon will be represented, whilst Michelin, Englebert, Kleber-Colombs, Continental, Vredestein, Pirelli and others all have service laid on. Newton, Girling, Armstrong, André and the rest of the shock-absorber concerns have expert advice on tap, whilst SU, Solex and other carburetter people are always ready to assist.

The fuel and oil companies will have representatives on every important stage of the course, with refuelling points worked out carefully weeks ahead. For example if (say) you are a Shell, B.P. or Esso user, the competitions manager will forward you a location map of the route, depicting filling-up points. Such is the service now available from the petrol people that, in the case of less-frequented parts of the route, they are quite ready to station tankers at suitable points. The rally service is not, of course, confined to the above-mentioned. In fact, Mobiloil and Castrol go so far as to supply officials to the British Monte Carlo Rally Competitors' Club.



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*IMPEDIMENTA: Part of the equipment which goes with most Monte Carlo Rally entrants. Items seen are spare petrol cans, oil tins, thermos flasks, spare light units, Smith chronometer, Smith and Huer stop watches, Eolopress tyre-inflator, Lucas bulb case with spares and fuses, torches, maps, Duckham's first-aid kit, nylon tow-rope, racing-type plug spanner, quick-lift jack, Parsons anti-skid chains, Blackwood calculator, Dunlop "super" Wintergrip tyres, maps and map-board, squeegee, plastic sponge, chamois leather, compass, inspection lamp and night-driving glasses.*

★



## ATE ENTRY

Two of the best services are those of the A.V.C. and Dutch Vredestein tyre companies. A.V.C., represented by Bruce Ells, lay on a coach and baggage service from England. Competitors' luggage is taken to Monte Carlo, leaving the crews free to take with them the minimum of personal baggage. Near the finish, Hans van Santen and his merry men man the huge Vredestein service truck, and will take care of any surplus baggage and spares that have been accumulated. Both these services are run under the auspices of the B.M.C.R.C.C., and this organization gives invaluable assistance to competitors, whether or not members. At the pre-rally discussion many problems are ironed out, and Raymond Gough, Jack Kemsley and their aides can also count on full co-operation from the police, and in particular from the mobile section of the Metropolitan Police.

These are but a few of the services available to entrants, and we can now discuss the actual equipping of the machine. When it is at one of Mr. Lucas's service depots, it might be a good idea to consider the provision of extra de-icing and de-misting equipment. No matter how efficient the modern heater is, additional safeguards are always a good plot. A pair of electric de-misters on the windscreen is considered a must by many competitors, as is also the provision of one on the rear window. Attempting to reverse out of a snowdrift with a fugged-up rear window can be most trying; in any case, it is a great help in detecting overtaking cars some distance back. A wander-plug is essential, both for map reading and the inevitable electric razor. One should also invest in a decent spare bulb carrier which can be purchased extremely

cheaply indeed. Plenty of spare fuses are useful, for one never knows!

Most modern cars have excellent pass and fog lamps, but the special Lucas and Marchal long-range components are mighty useful. I have found that the Lucas "flame-thrower", fitted with a 12 ins. light alloy hood and a yellow glass, is a first-rate fog lamp. In fact, quickly detachable, anti-glare hoods for all lamps are quite a good plan, and may make all the difference in a real pea-souper. Some folk have fog eyes, but in my opinion efficient fog-lamp equipment is more than half the battle. Both Marchal and Helphos make those invaluable screen-fitting swivelling lamps, which are unsurpassed as signpost spotters. They can, at a pinch, be used on the Continent as supplementary road lamps, and can be worth their weight in gold on twisty routes. Under-bonnet and interior boot lamps are also good value, although inspection lamps can readily be adapted for similar use, as well as having a long enough flex for exterior work. For daylight use, plastic lamp glass-protectors are well worth while. In addition to being a protection against broken glasses, they do keep muck off. They can be cheaply made with plastic cloth and elastic, or adapted from Christmas pudding-bowl covers. It is imperative to fit yellow bulbs, as French camion drivers delight in replying to British standard equipment with a proper battery of searchlights! The Lucas Le Mans-type "flat-top" light units are also a useful investment.

Good, loud horns are an absolute necessity (except in Paris!), and should be made as weatherproof as possible. Some cars have the wind-horns mounted below the front of the chassis, and in this position they become snowed up with astonishing rapidity. If they cannot be moved, light alloy baffles are a partial solution, fitted to protect them from snow and mud being thrown up

from underneath. If one can afford it, a separate "camion-blastor" or "deaf man's friend" could be installed to advantage. In any case, a spare horn is a most useful stand-by to pass the scrutineers at the finish!

Partial waterproofing of the ignition system is necessary, but when protecting the distributor do not overlook the minute breather hole which, if blocked up, will almost certainly lead to condensation troubles. A small copper pipe can be fitted, as is done in the Army, which projects above the waterproofing "goo". The use of Bostik at strategic points is well worth the trouble, and suspect plug leads should be replaced by those having natural rubber casings. Waterproofing should also be carried out on the wheel-hubs; the majority of modern cars have access holes for brake adjustment, and these should be covered temporarily to prevent the ingress of water into the drums.

A windscreen washer is an absolute necessity. There are several types available, such as the simple "Trafalgar" and "Tudor" arrangements; however, the induction-operated Trico is very efficient, and is a standard fitment on many cars. It is necessary to treat the water with an anti-freeze solution, and one should be careful to choose a liquid which will not damage the paintwork. It is a good idea to ensure that the rubber tube will not come adrift from the induction end by securing it with the smallest size of Jubilee clip. If this came loose during the acceleration and braking test, it could quite easily lead to stalling of the engine owing to the ultra-weak slow-running mixture.

Controlling engine temperature by means of a manually operated radiator blind is useful, and important. The Mory "Rad-Blind" can be installed in any make of car, and has a multi-position locking device for the blind. This must, of course, be used in conjunction with a

## Full Monte Carlo Entry List

### From Athens

1. Manassis/Robson (M.G. Magnette); 2. Chronides/Tergakis (Ford Consul); 3. Noix/X (Peugeot); 4. Katapodis/Yamnikostas (Peugeot); 5. Papadopoulos/Dimitrakos (Opel); 6. Michos/Rousos (DKW); 7. Hulsker/Duyzings (Fiat); 8. Morris-Goodall/Moore (Austin A90); 9. Spiliotakis/Mme. Spiliotakis (DKW); 10. Cancellopoulos/Heliopoulos (Ford Zephyr); 11. Mourtzopoulos/Antonopoulos (Fiat); 14. Lycouris/Termentzis (Volkswagen); 15. Papamichael/Nicolopoulos (Fiat); 16. Lefas-Tetenes/Hatsourian (Fiat); 18. Van Voorden/Van Lammeren (Porsche); 19. Psemazoglu/Galanis (Opel); 20. Canaroglou/Milidonis (Sunbeam).

### From Palermo

21. Valerio/Bonini (Alfa Romeo); 24. Corbeletta/Massay (Ford Comète); 25. Cestelli-Guidi/Cestelli (Alfa Romeo); 26. Laroche/Radix (Alfa Romeo); 28. Marcellet/Boucan (Simca); 29. Chevrotton/Chevrotton (Renault).

### From Glasgow

31. J. Risk/D. Morley (Ford Zephyr); 32. W. C. Johnson/W. T. Henn (Austin); 33. H. W. Burke/J. Gilley (M.G. Magnette); 34. A. H. Wilcox/X (M.G. Magnette); 35. T. C. Harrison/E. Harrison (Ford Zephyr); 36. Len Shaw/Ben Brown (M.G. Magnette); 37. J. A. Lucas/L. H. Handley (Jaguar); 38. A. Lineker/G. Neville (Vauxhall); 39. Hugh Galt/Francis Dundas (Daimler); 40. R. Frolich/T. W. S. Wild (Porsche); 41. Bill Fleetwood/C. Plumtree (Ford Consul); 42. Jim Glasgow/X (Jaguar); 43. Earl of Kimberley/W. Cuff Miller (M.G. Magnette); 44. E. Lambert/N. Milligan (Morris); 45. Paul Lee/R. Dando (Jaguar); 46. Charles Hardman/H. T. Dennison (Ford Zodiac); 47. Cyril Corbishley/X (Daimler); 48. Miss E. Cullen/C. Granes (Austin); 49. Geoff Holt/Stan Ashbury (M.G. Magnette); 50. Eric Haddon/Charles Vivian (Jaguar); 51. D. J. Farquharson/Peters (Standard); 52. R. F. D. Seabrook/Mrs. Seabrook (Sunbeam); 53. R. W. Holmes/MacCartney (Ford Zodiac); 54. H. J. Harper/K. Marchant (Standard); 55. A. Meredith-

Owens/Alex Pitts (Bristol); 56. J. C. Nairn/X (M.G. Magnette); 57. D. O'M. Taylor/Lew Tracey (Standard); 58. Reg Holt/Alan Collinson (M.G. Magnette); 59. Mrs. Ashfield/Mrs. Clark (Ford Zephyr); 60. M. R. Davies/R. J. Bint (Ford Zodiac); 61. K. S. Richardson/Mrs. Richardson (Ford Zephyr); 62. J. S. Bewley/I. Webb (Ford Zodiac); 64. J. W. Bowdage/J. Wright (Daimler); 65. D. C. Boyd/H. Wise (Jaguar); 66. W. Sutherland/R. Sutherland (Riley); 67. A. E. E. Teer/J. R. Skeggs (Humber); 68. L. D. G. Collen/A. J. M. Linton (Fiat); 69. R. Horton/F. Laurie (Austin); 70. George Lewis/R. Ayres (Sunbeam); 71. H. Pilmore-Bedford/A. Wates (Hillman); 72. M. Warbreck-Howell/C. Williams (Standard); 73. J. Meikle/W. Buchan (Ford Consul); 74. John Sleeman/R. C. Holmes (Austin); 75. Eric Brinkman/Frank Grounds (Ford Zodiac); 76. Mrs. Newbrook/Miss Beilby (Ford Pilot); 77. Arthur Warren/Frank Cooper (Jaguar); 78. Gordon Stratton/W. Allerton (Austin); 79. Wilbert Todd/Brian McCaldin (Ford Prefect); 80. H. C. Terry/S. Perkins (Ford Zephyr); 81. P. Lalisie/A. Deterne (Bristol); 82. R. Davis/Miss Ozanne (Sunbeam); 83. Ken Rawlings/X (Daimler); 84. George Hartwell/I. D. Lewis (Sunbeam); 85. Gregor Grant/Cliff Davis (M.G. Magnette); 86. Bert Rogers/Mario Tozzi-Condivi (Mercedes-Benz); 87. John Young/R. Lambert (Ford Prefect); 88. H. C. Hobson/J. Crossley (Austin); 89. Leslie Brooke/Geoff Howard-Sorrell (Standard); 90. Ian Appleyard/Pat Appleyard (Jaguar); 91. Denis Scott/Derek Strange (Ford Zodiac); 92. Cecil Bartlett/R. Holmes (Ford Zephyr); 93. K. S. Hurrey/J. Law (Vauxhall); 94. Annie Neil/Chris Neil (Standard Vanguard); 95. Peter Bolton/Tom Sopwith (Daimler); 96. Bill Banks/Mike Porter (Bristol); 97. Dr. Mitchell/Dr. Roberts (Wolseley); 98. Jack Kensley/Philip Fotheringham-Parker (Ford Zephyr); 99. Leslie Griffiths/Barry Leavens (Riley); 100. Andrew McCracken/Jessie McCracken (Ford Anglia); 101. John McLaughlin/Ian McLaughlin (Riley); 102. Reg Phillips/Raymond Baxter (Ford Zephyr); 103. L. Parkin/A. Milton (Ford Zephyr); 104. Dr. Taylor/A. Hartnell (Jowett); 105. E. Evans/X

(Sunbeam); 106. E. B. Ross/D. Hewitt (Standard); 108. C. Pilgrim/G. Walker (Jaguar); 109. R. K. Hooper/P. Nelson (Sunbeam); 110. C. F. Key/R. Reid (Daimler); 111. Jack Reece/Barry Davis (Ford Zephyr); 112. Cecil Vard/Arthur Jolley (Jaguar); 113. John Lawrence/A. Thompson (Standard); 114. J. de S. Mosley/R. Ground (Humber); 115. Lord Carnegie/S. Croft-Pearson (Ford Zephyr); 116. Lyndon Sims/R. E. Stokes (Riley); 117. F. Merrill/M. Matthews (Jaguar); 118. Ron Faulkner/S. Silverthorne (Aston Martin); 119. W. Humphries/S. Charity (Sunbeam); 120. A. Gray/D. Roberts (Alvis); 122. Miss M. Ireland/J. Mulkearn (Riley); 123. Ronnie Adams/Ernest J. McMillen (Jaguar); 124. J. Cuff/C. Tyrer (Ford Zodiac); 125. K. Brierley/J. Bekaert (Jowett); 126. J. Trigg/Ken Best (Sunbeam); 127. J. Campbell/X (M.G. Magnette); 128. S. Gregory/E. Hodson (Vauxhall); 129. J. Stoddart/W. Stoddart (Standard); 130. Ken Fraser/C. Jeffrey (Riley); 131. R. H. Harrop/F. Handforth (Sunbeam); 132. A. McGrady/J. Mather (M.G. Magnette); 133. P. G. Walton/S. Taylor (Vauxhall); 134. Ray Merrick/Alan Grant (Sunbeam); 135. John Boardman/John Duckworth (Jaguar).

### From Stockholm

142. Mrs. Bergman/T. Melin (Peugeot); 143. Nordenskiöld/Gyllenhaal (Volkswagen); 145. Yliherne/Rosberg (Peugeot); 147. Lindquist/Flink (Citroën); 148. Glad/Naested (Ford Zephyr); 149. Bergh/Goetze (Peugeot); 150. Sandstrom/Holstrom (Ford Anglia); 151. Johansson/X (Porsche); 152. Krohn/Wincenz (Goliath); 153. Johansen/Johansen (Volkswagen); 154. Fallai/Mrs. Fallai (Fiat); 155. Wempe/Matthes (Volkswagen); 156. Sidpih/Rodin (Peugeot); 158. Lundgren/X (Dodge); 159. Rodin (Peugeot); 160. Siostrom/Olsson (Jaguar); 161. Grimm/Krim (Lloyd); 162. Sandberg/Rovainen (Fiat); 163. Clausen/Gorensen (Citroën); 164. Askne/Larsson (Mercedes-Benz); 165. Carstedt/X (Ford Mercury); 166. Kesavaara/Schroder (Simca); 167. Mrs. Greta Molander/X (DKW); 168. Pauri/Strom (BMW); 169. Korppoo/Finnila (Peugeot); 170. Hartley/Karlsson (Ford V8); 171. Christensen/Heick (Fiat); 173. Poulsson/Knudson (Chevrolet); 175. Patthey/Renaud (Porsche); 176. Tuorinen/Kokko (I.F.A.); 177. Wollert/Lohmander (Alfa

Continued on page 888.

### Preparing a Private Entry—continued

water temperature gauge. Talking of gauges reminds me that one can now obtain very handy little instruments which give readings of outside air temperature—invaluable when leaving lower altitude routes.

This year, many competitors prefer to take chains, and this is where the vast experience of the Parsons people comes in. Anti-skid chains are obtainable for all sizes of tyre, but it should be remembered that special snow treads normally require a larger size of chain than the standard road cover. Chains must, of course, be fitted to the spares before setting out on the rally, and the wheels so equipped must be readily accessible for quick changing. Do not forget to take along two wheel-stud braces, so that wheels can be changed simultaneously—that is if you have managed to obtain a decent centre-lift jack, or have permanent jacks fitted. As we can all expect a good deal of snow in the Alps, there is now a good use for old rugs and carpets, as well as a plank of wood, to assist de-ditching and to counter wheelspin from standstill. The old stand-by, the snow shovel, is an essential part of the wise "Monte" competitor's equipment, and a pair of them can be carried quite easily on the roof rack.

A roof rack, by the way, is one of the most useful of all pieces of equipment. It should be of a well-known make, otherwise it may not be man enough for the job. I have preference for Parr's Portarack which, in addition to fitting any shape of roof, and being comparatively light in weight, does not interfere with the proper closing of doors—the bane of many drivers whose cars have almost flush-fitting doors for dust proofing. The same makers can supply the invaluable "octopus" which does away with ropes

and chains for securing rack-mounted impedimenta. The beauty of carrying de-ditching items on the roof will be appreciated if the car's position in a snowdrift prevents the rear luggage boot being opened!

A considerable amount of extra equipment in the way of instruments is necessary. First of all, the speedometer must be as accurate as is humanly possible, and should be taken to Smith's for checking and resetting. A kilometre reading instrument is essential, unless one is going to be dependent on an average speed computer which will doubtless read in k.p.h. These instruments are very important aids to accuracy, provided that they are used with the exact size of tyre for which they have been geared. They range in price from about £20 to around £40, plus cost of fitting. The British-made "Rally", marketed by Brooks and Brierley of Mosley, Manchester, is electrically controlled and extremely accurate. A dead accurate chronometer is a must, and I use one of Smith's aero-type which has a stop-watch fitment combined with a time of trip indicator. These clocks are beautifully made and have an eight-day Swiss multi-jewelled movement. They also have a self-illuminated dial. Also part of my equipment is a pair of Smith's stop-watches and a Huer instrument which has a 10 second rotating hand for use when approaching controls which requires split-second timing.

A map board fitted with a dry-battery reading lamp as ancillary to the facia-fitting light is also carried. On certain types of car, map boards combined with instruments can be permanently mounted as a sort of separate facia panel. That old W.D. faithful, mica, with its attendant china coloured pencil, complete the route reading gear. However, there are several efficient roller-type map reading gadgets obtainable, for example the

Hamilton. For rapid calculations involving speeds and distances a Blackwood calculator is a godsend.

Interior comfort must be studied. A barber's chair type of head-rest for the passenger's seat is a good investment, and if one can arrange for a fully reclining seat, so much the better. Even if it has ratchet operation, safety straps are a good idea. It is not unknown for an occupant to be pitched backwards head-over-heels when the back of the seat decided to recline unaided! Dunlopillo and inflatable cushions are a help.

A fire-extinguisher should be carried, of which there are several types of the well-known Pyrene shape. The CO<sub>2</sub>-dispensing Eolopress can also be used to inflate tyres. A couple of Thermos flasks are useful, and ought to have fitted carriers to avoid breakage. A first-aid set should also be taken, and the Duckham's kit could almost have been designed for rally work. Anyway, one could go on indefinitely describing items of equipment. Night driving glasses, "wakey-wakey" pills (don't use 'em), eye lotions, various torches, "polythene" bottles, glucose tablets, map carriers and so on are carried according to the desires of the crew.

Clothing is, of course, a problem. No matter how comfortable and warm one is in a modern, interior-heated car, there may come a time when one has to get out. The wise crews will, therefore, take along a rig-out closely resembling that used for winter sports.

Anyway, by the time the day of the start comes up, I'm willing to wager that few, very few, private owners will be completely ready. There is always something which crops up at the last moment. As a last reminder, don't forget  *carnet du passage*, competition and driving licences, road book and all the paper work which is part and parcel of modern rallying.

# CASTROL WINS RALLY CHAMPIONSHIP for 2nd year running

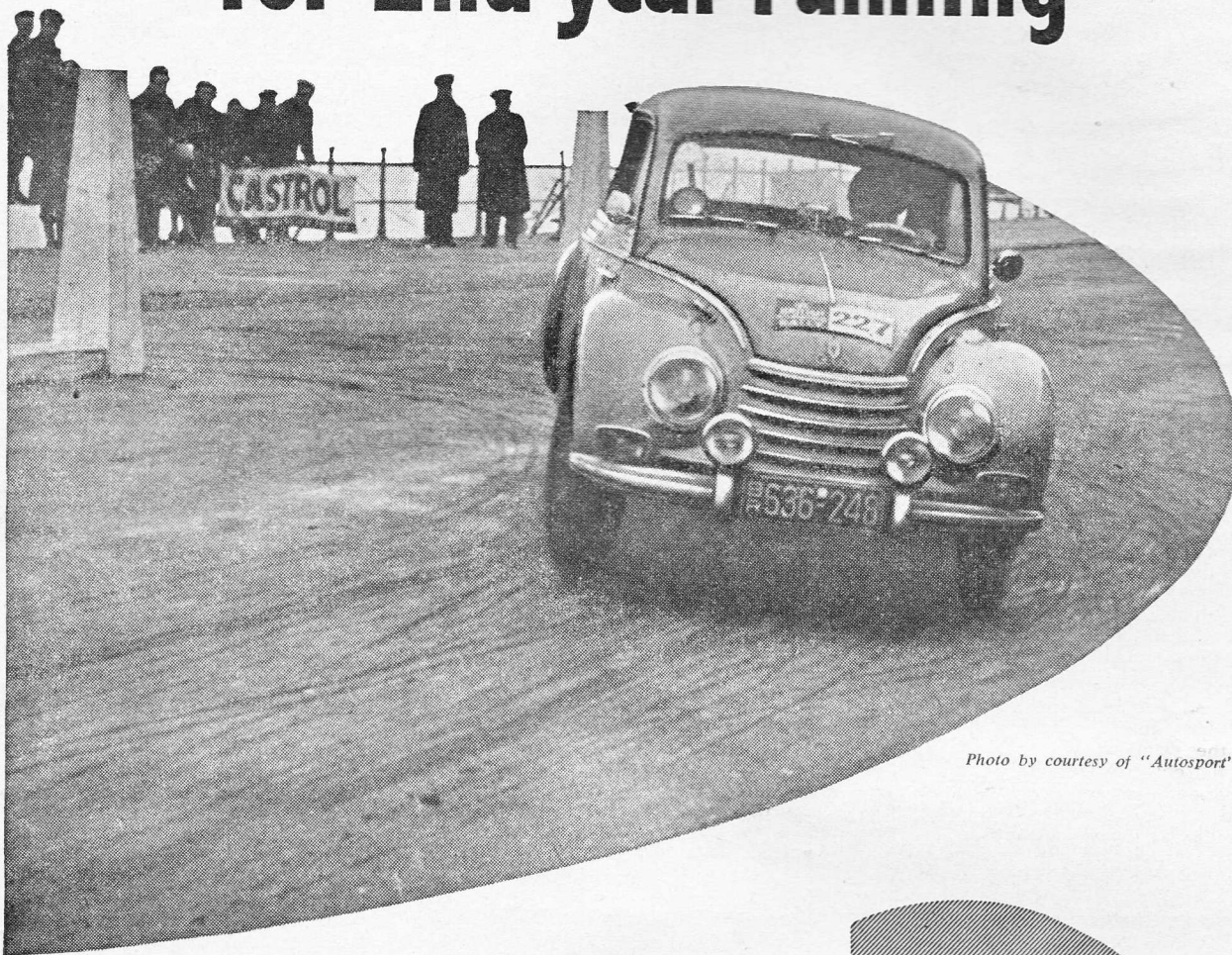


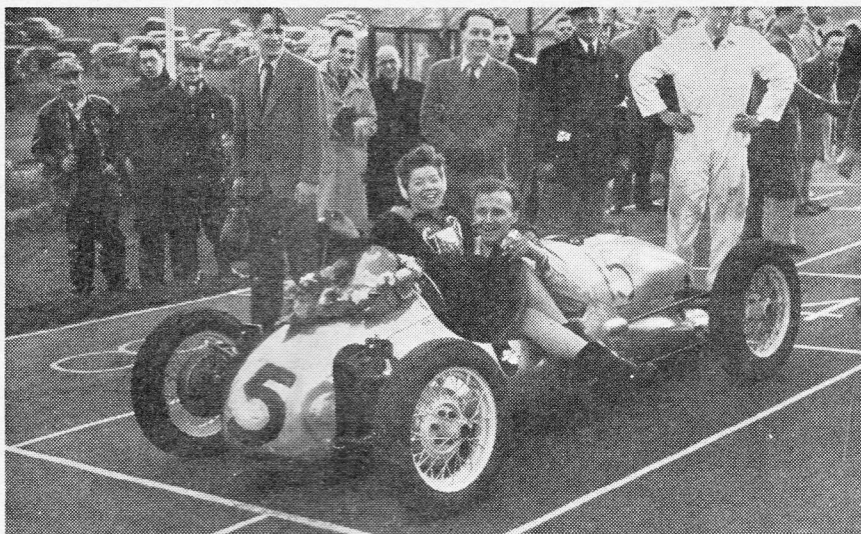
Photo by courtesy of "Autosport"

- 1<sup>ST</sup>** W. Schlüter
- 2<sup>ND</sup>** H. Meier
- 3<sup>RD</sup>** G. Menz

**all driving  
D.K.W.  
cars**



The rally championship is awarded on a points system gained in the premier European rallies. Walter Schlüter, a co-winner in 1953, again used Castrol to achieve a second successive victory.



(Left) Mr. and Mrs. Syd Creamer taking part in a victory parade after the Creamer Spl. won the Yuletide Trophy.

#### Boxing Day "Brands"—continued

tiny Cooper. It was a wonderful scrap while it lasted, and young Marsh didn't stop trying when Beauman got past on the ninth lap. The Connaught led at the finish by only two secs., and third man Gould was far behind.

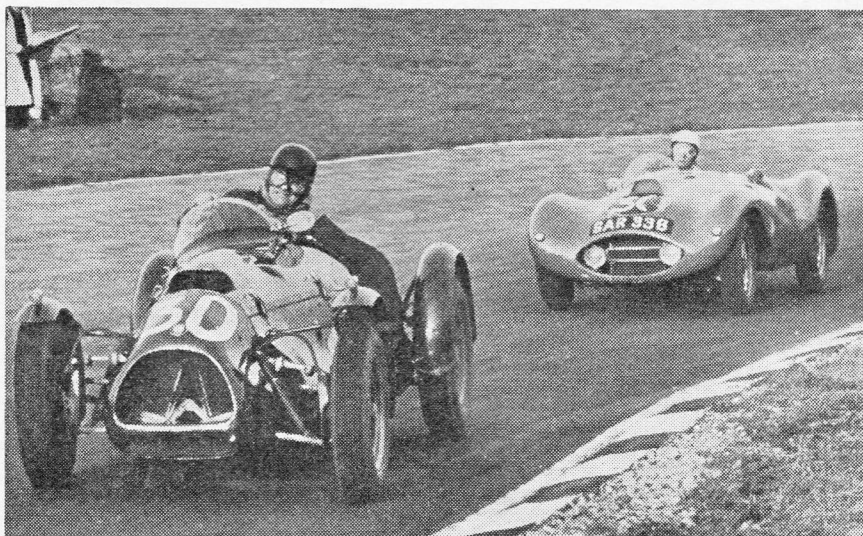
After a demonstration of the fuel-injection 300SL Mercedes by Stirling Moss, the field lined up for the final of the Yuletide Trophy Race. Lund had pole position on the front row, with Elliott, Creamer, Iszatt and Heyward beside him. When the flag fell Iszatt stalled, as did W. A. Jones (C.R.M.) in the back row. Both got going again, and set off in pursuit of the remainder, who had gone into Druids in a tight bunch. There they tangled, Learnan, Smith and three others landing on the outside in a well-mixed Christmas pudding of 500 c.c. machinery, out of which everybody emerged miraculously unhurt.

But the Creamer Special had taken a lead which it was destined to retain, for pressure from Lund came to an end on the sixth lap when his Cooper went sick. Elliott was in a safe second place, R. H. L. Thornton (Cooper) was following him at a discreet distance, and Heyward's C.H.S. was misfiring constantly. All the interest of the race lay in Iszatt's progress, for despite his bad start he lay



(Above) John Bolster, testing the 300SL Mercedes-Benz for AUTOSPORT, tells Stirling Moss to "take it easy" during a special demonstration run, while Ken Gregory looks on.

(Below) Tony Crook (Cooper-Bristol) duels with Roger Biss (Warrior) in the formule libre race for the Silver City Airways Trophy.



Hatch. The remainder were mostly production cars of the quieter kind.

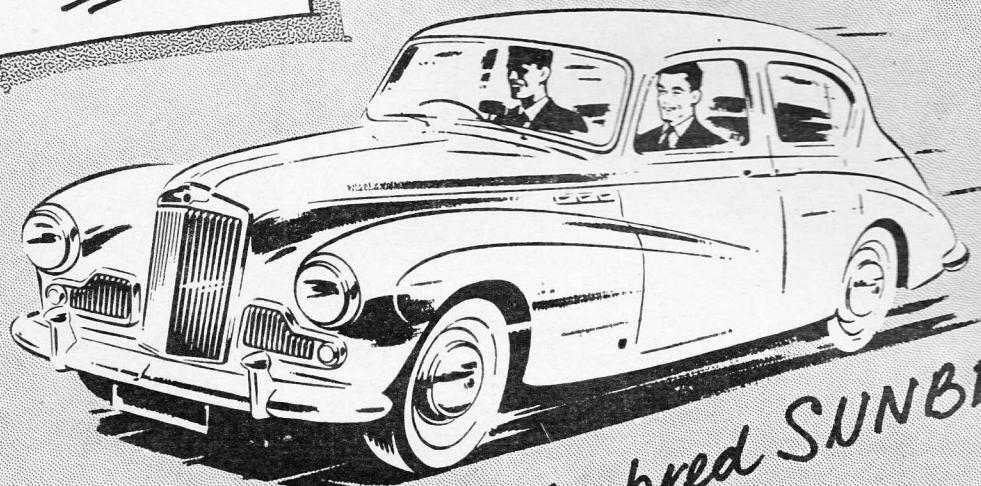
After one lap, Crook had established the sort of lead which he usually establishes after one lap. He was followed by Margulies and Coombs, but close behind came none other than Ken Rudd, providing the first Brands appearance of an A.C. "Ace". And what an appearance! After two laps, when Coombs had passed the C-type, Mr. Rudd decided that he, too, should try his hand at Jaguar-baiting, and continued to annoy Margulies until Rogers slipped between them on the fifth lap. Then he started to annoy Rogers. . . .

Up in front, Crook was losing a second each lap to Coombs, but still managed to get round the bends faster than the Lotus. On the 11th lap several things happened at once: S. F. Wilder's Porsche, which had been demonstrating its oversteer on every corner, got mixed up with H. W. Walker's Austin-Healey and a photographer (they'll be asking for danger money any day now); Ken Rudd's Ace also disappeared from the picture, having run out of petrol; Crook and Coombs lapped everyone except Margulies and Rogers, and several folk twice, just for good measure. As the race drew to its close, it became obvious that the Lotus was not going to catch

(Continued on page 878)

*New Year Resolution 1955*

... drive the car that's won 14 rally awards in 12 months



*-the impressive rally-bred SUNBEAM*

now with improved 80 b.h.p. engine

Take a turn at the wheel of the Sunbeam... revel in the exhilarating spirit of its now improved 80 b.h.p. engine, bred on rally routes all over the world. The Sunbeam's the car that's gained award after award throughout 1954 for its sparkling performance under every conceivable motoring condition. And it's won a Gold Medal, too, for its superb looks, its impressive style! Ask your dealer to arrange a trial run.

**1954**

<b>JANUARY</b>	<b>MARCH</b>	<b>APRIL</b>	<b>JUNE</b>
<p><b>MONTE CARLO RALLY</b> SUNBEAM SALOON</p> <p>Charles Faroux Trophy for 2nd year running. Driving a Sunbeam, Stirling Moss was also awarded the Coupe de la Ville de Castellane for the fastest time of any car over the Col des Lecques; speed 63.436 k.p.h.</p>	<p><b>R.A.C. RALLY</b> SUNBEAM SALOON</p> <p>Driven by Sheila Van Damm, runner-up in Ladies Cup.</p>	<p><b>TULIP RALLY</b> SUNBEAM SALOON</p> <p>Driven by Sheila Van Damm, Ladies Cup and Coupe Carven.</p>	<p><b>AUSTRIAN INTERNATIONAL ALPINE RALLY</b> SUNBEAM SALOON</p> <p>1st Touring Car Class over 1600 c.c. unlimited. Also Ladies Cup; driven by Sheila Van Damm.</p>
<b>JULY</b>	<b>SEPTEMBER</b>	<b>NOVEMBER</b>	<b>DECEMBER</b>
<p><b>INTERNATIONAL ALPINE RALLY</b> SUNBEAM ALPINE</p> <p>Alpine Gold Cup; driven by Stirling Moss. Coupe des Dames 2nd year running. Also 1st Acceleration and Braking Test (2,000-2,600 c.c. class); driven by Sheila Van Damm.</p>	<p><b>VIKING RALLY</b> SUNBEAM SALOON</p> <p>Ladies Cup; driven by Sheila Van Damm.</p>	<p><b>GENEVA RALLY</b> SUNBEAM SALOON</p> <p>Ladies Cup; driven by Sheila Van Damm.</p> <p><b>2nd Great American MOUNTAIN RALLY</b> SUNBEAM ALPINE</p> <p>Manufacturers' Team Prize</p>	<p><b>LADIES' EUROPEAN TOURING CAR CHAMPIONSHIP</b></p> <p>Driving a Sunbeam Saloon in the nominated rallies, Sheila Van Damm won the Ladies' European Championship.</p>

**Boxing Day "Brands"—continued**

the Cooper-Bristol, despite the efforts of Coombs, and so it finished—with just over half a second between them.

One race remained to be run; the Christmas Trophy event over 20 laps, for Senior 500 c.c. drivers. Obviously, it was going to be an interesting race, for all the "names" were there—including Don Parker and Les Leston, separated by only half a mark in the running for the 1954 AUTOSPORT Trophy. Parker had won the award twice before and led now, but the odds seemed very slightly in favour of Leston. He had the new Mark 9 Cooper as his machine, whereas Parker had only his familiar Kieft, and was moreover badly shaken by a practice crash.

As the crowd watched, a tottering, red-robed figure was assisted to the starting line, his white beard waving in the December air. Grasping the Union Jack in his gnarled fingers, Father Christmas mounted the starter's rostrum and waited for the grid to form up; little wonder that Stuart Lewis-Evans stalled his Cooper, for "Father Christmas" was none other than Stirling Moss!

As usual, Les Leston made a good start, Don Parker a slow one, and at the end of the first lap the order was Leston, Bueb (Cooper), Bicknell (Revis), Tyrrell (Cooper), Cowley (Cooper) and Parker. The pace was terrific as Ivor Bueb, perhaps the most improved 500 c.c. driver of 1954, forced past Leston on Pilgrim's Rise on the second lap. Cowley, also going as hard as he knew, took Tyrrell and then Bicknell, actually starting to challenge Leston for second place. Clearly, no one was paying much attention to the activities of their tachometers, and after another three laps both Cowley and Bicknell were misfiring. Parker unobtrusively made his way up to third place behind Leston and pressed him hard, while Bueb went happily on his way, comfortably ahead of everyone.

Lap eight saw Parker ahead of Leston—just—and behind him came Stuart Lewis-Evans, going wonderfully well after his late start. Then came Tyrrell, and a long gap before the remainder,

(Right) The fuel-injected "double-knocker" Norton engine of Peter Jopp's Emeryson. He was sixth in the Junior race.

led by Bicknell and a furiously scrapping Barrett and Brown, both Cooper-mounted. For six laps the order remained constant, Bueb leading by the full length of the straight now, and Parker and Leston going at it hammer and tongs, until on the 14th lap the "little man" spun without warning. That allowed Leston and Lewis-Evans through, and the latter made full use of his advantage. With a record lap in exactly 61 secs., he chased and caught Leston, passing on the outside, no less, at Paddock Bend on the 18th lap. Bueb, of course, was too far ahead to be captured at this stage in the race, but one couldn't help wondering how things might have ended if Lewis-Evans had not stalled on the grid. However, Bueb's victory was well deserved, and Leston, by taking third place to Parker's fourth, reversed the position for the AUTOSPORT Trophy.

**Results****Yuletide Trophy (Junior 500 c.c. Race)**

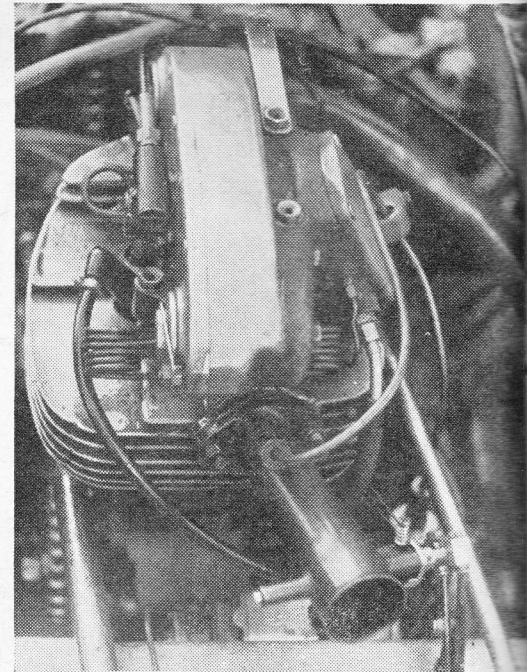
**Heat 1 (10 laps):** 1, C. M. Lund (Cooper), 11 mins. 7.0 secs. (66.93 m.p.h.); 2, A. E. Elliott (Cooper), 11 mins. 9.0 secs.; 3, S. W. Creamer (Creamer Spl.), 11 mins. 11.2 secs.; 4, P. Jopp (Emeryson), 11 mins. 22.2 secs.; 5, P. A. Luke (Cooper), 11 mins. 29.8 secs.; 6, R. H. Thornton (Cooper), 11 mins. 30.6 secs.

**Heat 2 (10 laps):** 1, D. F. Iszatt (Cooper), 11 mins. 12.8 secs. (66.35 m.p.h.); 2, C. W. A. Heyward (C.H.S.), 11 mins. 18.4 secs.; 3, G. F. Meharey (Cooper), 11 mins. 32.0 secs.; 4, Dr. S. Marks (Kieft), 11 mins. 47.0 secs.; 5, R. T. Learnan (R.G.R.), 11 mins. 52.2 secs.; 6, E. Hall (Cooper), 11 mins. 52.8 secs.

**Final (10 laps):** 1, S. W. Creamer (Creamer Spl.), 11 mins. 3.8 secs. (67.25 m.p.h.); 2, A. E. Elliott (Cooper), 11 mins. 11.0 secs.; 3, D. F. Iszatt (Cooper), 11 mins. 12.6 secs.; 4, R. H. Thornton (Cooper), 11 mins. 12.8 secs.; 5, C. W. A. Heyward (C.H.S.), 11 mins. 18.0 secs.; 6, P. Jopp (Emeryson), 11 mins. 29.2 secs.

**Kent Cup (Sports Cars up to 1,500 c.c.)**

**(15 laps):** 1, J. Coombs (Lotus-Connaught), 16 mins. 45.2 secs. (66.62 m.p.h.); 2, D. Blakely (Emperor-H.R.G.), 17 mins. 32.4 secs.; 3, N. Allen (Lotus-M.G.), 17 mins. 35.4 secs.; 4, C. M. Lund (R.W.G.), 17 mins. 46.2 secs.; 5, J. B. Naylor (Lotus-M.G.), 14 laps; 6, D. J. Hayles (Lotus-Ford).

**Silver City Airways Trophy (Formule Libre)**

**(15 laps):** 1, D. B. Beauman (Connaught), 15 mins. 40.8 secs. (71.18 m.p.h.); 2, A. E. Marsh (Cooper-J.A.P.), 15 mins. 42.8 secs.; 3, H. H. Gould (Cooper-Bristol), 16 mins. 4.2 secs.; 4, P. R. Emery (Emeryson-Alta), 16 mins. 14.4 secs.; 5, G. N. Richardson (R.R.A.), 16 mins. 32.6 secs.; 6, L. Leston (Cooper-J.A.P.), 16 mins. 48.8 secs.

**Albatross Trophy (Sports Cars over 1,500 c.c.)**

**(15 laps):** 1, T. A. D. Crook (Cooper-Bristol), 16 mins. 25.6 secs. (67.94 m.p.h.); 2, J. Coombs (Lotus-M.G.), 16 mins. 26.2 secs.; 3, D. Margulies (Jaguar C-type), 17 mins. 31.0 secs.; 4, A. P. O. Rogers (Cooper-Bristol), 17 mins. 32.2 secs.; 5, R. H. Longton (Healey), 14 laps; 6, D. R. Piper (M.G.).

**Christmas Trophy (Senior 500 c.c. Race)**

**(20 laps):** 1, I. L. Bueb (Cooper), 20 mins. 52.8 secs. (71.27 m.p.h.); 2, S. Lewis-Evans (Cooper), 21 mins. 1.2 secs.; 3, L. Leston (Cooper), 21 mins. 6.8 secs.; 4, D. Parker (Kieft), 21 mins. 11.6 secs.; 5, R. K. Tyrrell (Cooper), 21 mins. 25.0 secs.; 6, R. G. Bicknell (Revis), 21 mins. 36.0 secs.

**Bond Minciar Trophy (fastest 500 c.c. lap of day):** S. Lewis-Evans (Cooper), 61.0 secs. (73.18 m.p.h.). **New F3 lap record.**

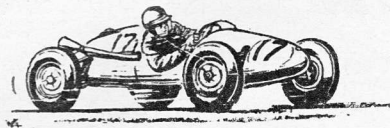
**BEATING BRANDS TO IT!**

Pre-Christmas Speed Event Staged by B.R.S.C.C.'s Northern Centre

ALTHOUGH the Brands Hatch National Boxing Day race meeting might have been the most important speed event this Christmas, it was not the first, as the Northern Centre, British Racing and Sports Car Club "jumped the gun" by holding their "Yuletide Sprint" on Sunday, 19th December, at Sherburn aerodrome, near Leeds.

The entry of 30 was composed of saloon, sports and Formula 3 racing cars and the course was over six-tenths of a mile on the main runway and perimeter, with a right- and left-hand "S" bend following about 400 yards of straight from the start, and finishing with a 200-yard straight run-in.

The weather was fine, but the surface remained wet throughout the event and the slimy conditions gave many drivers anxious moments. G. H. Brooks, in his Volkswagen, did a most spectacular spin on his second run but continued, finishing only 7.2 seconds slower than his first.



Best time of day was put up by the Centre secretary, Johnnie Higham, who was giving his new Mk. VIII Cooper its first airing. After early trouble with the fuel feed, he managed to get the car really motoring to clock 40.4 seconds.

Fastest of the open cars was the stark Cooper-M.G. driven by G. H. Brooks, sounding very racy. Second was the very neat C.L.M. Special of G. Clarke, only a tenth of a second behind. This car has a Cooper-type chassis and wheels, Morris Minor steering and a Jowett Jupiter engine. It has an appearance to match its performance, with a sleek fibreglass all-enveloping body.

Barry Clements, in his modified Mk. VII Jaguar, was the fastest of the

big saloon drivers. Sliding the big car vigorously round the bends, he put up a time which shamed many of the sports car drivers and thrilled the few spectators present.

The Ford New Anglia of E. J. B. Mitchell was the fastest of the smaller saloons and looked steadier than most through the bends. Its tyre-squealing starts were, thanks to its modifications and tuning, quite unlike the 10 h.p. family saloon it appeared to be at a casual glance.

PETER CRAVEN.

**Results**

**Formula 3:** 1, and best time of day, J. W. Higham (Cooper-Norton), 40.4 secs.; 2, P. Robinson (Cooper), 41.0; 3, W. A. Jones (C.R.M./JAP), 46.5.

**Up to 1,500 c.c. open cars:** 1, G. H. Brooks (Cooper-M.G.), 41.6; 2, G. Clarke (C.R.M. Sports), 41.7; 3, J. B. Brierley (Cooper-M.G.), 42.5.

**Over 1,500 c.c. open:** 1, M. Roberts (Jaguar XK 120), 42.5; 2, D. Cooper (Austin-Healey 100), 43.4; 3, D. Stead (Jaguar XK 120), 44.1.

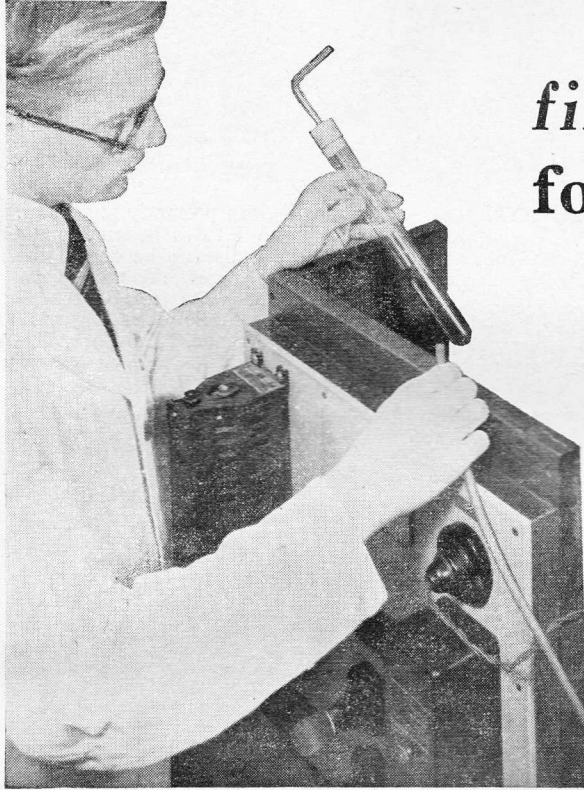
**Up to 1,500 c.c. closed:** E. J. B. Mitchell (Ford Anglia), 50.0; 2, F. Bentley (Prefect), 51.0; 3, G. H. Brown (Volkswagen), 53.8.

**Over 1,500 c.c. closed:** 1, B. Clements (Jaguar Mk. VII), 46.8; 2, M. Gresham (Austin A90), 48.5; 3, W. L. T. Winder (Ford Zephyr), 51.0.



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# SEBRING SEND-OFF

**1955 Florida 12-Hours Race Plans Announced at New York Press Reception—Ferrari and Austin-Healey Entries Expected—Briggs Cunningham to Drive 3-Litre Maserati or D-Type Jaguar**

**C**RASH! went the tray of *hors-d'œuvres*, some of them rolling down the stairs all the way to the garden level. But Bob Grier, who backed into the large plate perched on the newel post, was so imbued with Amoco's excellent film of the last Sebring race that neither he, nor any of the other 40 guests, could bother to worry about the spilled appetizers. Peter Collins, in the Aston Martin, had just moved in between two of the Lancias on the screen, and the thrilling colour movie was momentarily transplanting the guests to Florida. Then Stirling Moss flashed by in his white Osca, cornering to perfection; and later we saw his co-driver, Bill Lloyd. There was applause for the Anglo-American winners. Donald Healey next appeared, in the Austin-Healey pits. Ruddy in Technicolor, Healey had only the night before caught a plane back to England and was sorely missed by his many friends of the Press.

The Sebring Press party was being held in the charming East Side home of Alec Ulmann, Chief Steward of the Sebring 12-hour race, on Wednesday night, 15th December, and sports car racing was the subject of the evening. Numbered among the guests were all of New York's leading motor sports editors, race and A.A.A. officials for next year's Sebring race, and a few Europeans—including genial Louis Chiron. Posters for the 1955 race, designed by Mrs. Steve Lansing (her husband a DB winner at Sebring when they were honeymooning in Florida three years ago), were on display, as were Ozzie Lyons's photographs of last year's race.

Entry blanks were mailed out only the day before the Press gathering, but four teams have already planned to enter. These include Ferrari, Austin-Healey, DB, and Arnolt-Bristol. Louis Chiron said he hopes to be driving the Prince of Monaco's Osca again, which he handled so splendidly in the Pan-American Road Race; Briggs Cunn-

*Ken Purdy, Editor of Argosy, Bob Fendall, motor sporting Editor of the New York World Telegram and Sun, and Art Peck of Columbia Broadcasting System and also Editor of Lisca News,, admire the Sebring poster.*



ham will be at the wheel of either a 3-litre Maserati or a D-type Jaguar; Bill Spear will pilot a 3-litre Maserati; and Phil Walters will be in the new 3-litre Offy Cunningham, giving it a workout before Le Mans. The answer to whether last year's co-winner Stirling Moss will again drive will have to come from Mercedes-Benz.

The date for the 1955 race is Sunday, 13th March, and the flag for the Le Mans

start will drop promptly at 10 a.m. The event is on F.I.A.'s International Calendar and promises to be one of the great sports car races of the year. For information, write to Walter K. von Schonfeld, Public Relations Manager, 527 Fifth Avenue, New York, U.S.A.

RUTH SANDS BENTLEY.



*Ruth Sands Bentley, U.S.A. Correspondent for AUTOSPORT, toasts Alfred Momo's success with the cars being prepared at Momo Corporation in Long Island. These include the sports cars of Briggs Cunningham and Bill Spear.*



*Bill Callahan, Editor of Motorsport, and Henry Austin Clark, who drove a 1916 Pierce Arrow in the Anglo-American rally in Great Britain, discuss plans for going to Sebring.*



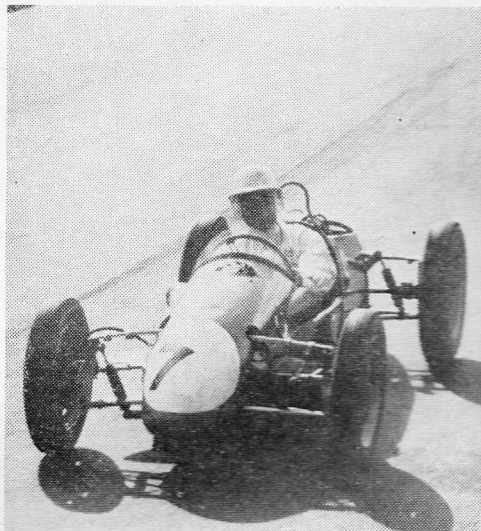
*(Left) John Bentley, of Sports Illustrated, tries to explain sports car racing to a kidding George Koether, Automotive Editor of Look Magazine. (Above) Alec Ulmann, Chief Steward for Sebring and host for the Press party, with Louis Chiron, French racing veteran, Ozzie Lyons, U.S.A. Photographer for AUTOSPORT, and Marcel Palmaro, General Consul of Monaco.*

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1st Silverstone - - - July 17th

*(fastest official practice 1 min. 59 secs.)*

2nd Brands Hatch - - August 2nd

1st Oulton Park - - August 7th

2nd Goodwood - - \*September 25th

*(lap record 1 min. 43 secs.)*

1st Aintree - - \*October 2nd

*(fastest official lap 2 mins. 16.2 secs.)*

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## NEWS from the CLUBS

By Wilson McComb

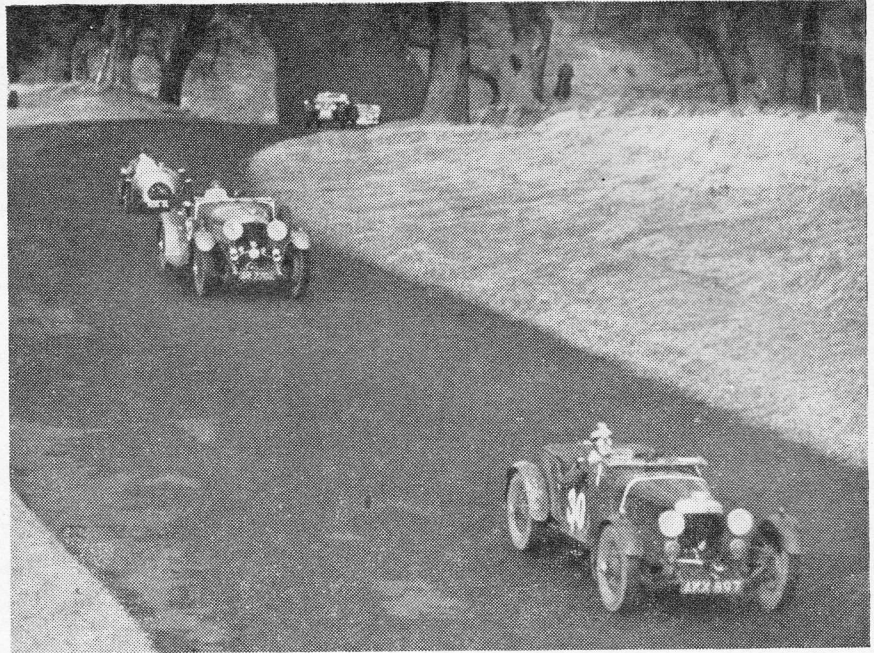
It is hardly necessary to express the wish that all you club folk have enjoyed the festive season. This is obvious from the way regulations for coming events, and reports of past ones, have gradually disappeared from AUTOSPORT'S postbag over the past few weeks, their place being taken by an avalanche of Christmas cards and friendly greetings. Clearly, all the many club officials have turned their attention to other, brighter matters, for all our thoughts are gay on this, the last day of the old year.

What's that? Gosh, you're right! Oh well, there are still 14 days to go. . . .

### NATIONAL "CAT'S EYES"

IN 1953 and 1954, the Thames Estuary A.C. ran two very successful night navigation events under the name of Cat's Eyes Rallies, this year's attracting more than 200 entries. On the strength of these previous successes, a National Permit has been granted for 1955.

The mileage has been increased to about 420 and some other modifications have been made to the regs, which will shortly be available. The date for this next one is 5th/6th February and the organizers intend to restrict the entry list to 250, in any case closing it on 24th January. The secretary of the rally is S. L. Offord, 68 Exford Avenue, West-cliff-on-Sea, Essex.



HIGHLIGHT of the Bugatti Owners' Club's Winter Rally on 4th/5th December was a high-speed test at Oulton Park. Green (Aston Martin) is seen leading Edmondson (Bentley) and Howarth (A.C.H. Spl.).

### NO PUDDING FOR MALDEN

OWING to an excess of mud, the "Pudding Plug" which the Malden and District M.C. were to have held on 19th December was cancelled. Instead, a time-and-distance run was held, in which each competitor had to cover 35 miles in 90 minutes. The only time check was in Richmond Park. The Letzer Cup was won by Denis England

(M.G.), with Sam Actman (Morris) as runner-up; both completed the run without loss of marks. Third place, with one mark lost, was Capt. T. Faulkner (Citroën), and the visitor's award was won by Mr. Forward of the Mid-Thames C.C., driving an M.G. There were 15 starters.

After the run, the club's Christmas Party was held at the Foley Arms, Claygate, and it was attended by 55 members and friends. The next big social function for the club, the annual dinner, will take place on Wednesday, 12th January, at the Casino Hotel, Hampton Court.

## SCOTTISH "CAT'S EYE" RALLY

### Ninian Paterson (TD) Wins in Difficult Conditions

THE growing popularity of the Scottish Sporting Car Club's short evening rallies was indicated by the fact that there was an entry of over 70 for their "Cat's Eye" event on 11th December. And the evening was far from being an attractive one. At some periods the moor roads were streaming with rain-water, and at others driving was made chancy by unexpected stretches of ice. Two competitors—A. R. G. Fingland (Triumph TR2) and Morris Smellie (Ford Anglia)—went skidding into ditches. Fortunately neither cars nor crews were injured. Fingland was towed out by G. S. Mead's Bentley, and grunting man-power put Smellie back on the road again, so that both competitors were able to finish the event.

The four road sections had every turning clearly indicated, but this still didn't stop competitors going astray, and only on the short final section did the entry get through clean. Most miserable man of the evening was Gordon Noble's navigator, for, with one of those inexplicable miscalculations, he brought their Vauxhall into the control early and lost 20 valuable marks. His only comfort lay in the fact that, even had he not lost them, they would not have been among the award winners.

There were two driving tests and Ninian Paterson, in his M.G. TD, showed that he is coming back to his

old form by clocking the best time in one of them and doing very well in the other. The usefulness of the marque was also shown by the tidy driving of Miss Agnes Balfour in an M.G. saloon.

A notable feature of the evening was the keenness of the competition among saloon drivers, for only 0.2 marks separated the Morris Minors of J. T. Hodgart and J. S. Martin, and the same fraction lay between the Zephyrs of Nigel Kennedy and Freddie Stang. Among the open car drivers, Ronnie Dalglish is obviously finding the compactness of his Triumph TR2 very much to his liking after an Austin A90. Thanks to a new style of score sheet issued to each navigator, results were on the board before midnight, so that competitors could compare notes before pushing off home.

A. N. FORD.

#### Results

**Premier Awards:** N. L. Paterson (M.G. TD), 44.2 mks. lost; Miss A. Balfour (M.G. saloon), 49.4.

**Class Awards: Closed Cars, up to 950 c.c.:** J. T. Hodgart (Morris Minor), 55.2; J. S. Martin (Morris Minor), 55.4. **Closed Cars, 951 to 1,600 c.c.:** A. McCracken (Ford), 47.4; Miss A. Balfour (M.G.), 49.4; R. D. Lang (Singer), 49.4; J. McN. Brown (Austin), 50.2. **Closed Cars, 1,600 c.c. and over:** N. A. Kennedy (Ford), 45.8; F. S. Stang (Ford), 46.0.

**Open Cars, any capacity:** R. W. Dalglish (Triumph TR2), 45.4; R. E. Evans (Austin-Healey), 47.2; H. H. Taylor (M.G.), 47.6; I. B. Skelly (M.G.), 47.8.

### LEEDS UNIVERSITY EVENT

A FULL-SCALE night navigation rally is on the new year menu for the Leeds University Union M.C. To be held on 5th/6th February, it is also open to members of the B.A.R.C. (Yorkshire Centre), M.G.C.C. (N.E. Centre), B.R.S.C.C., Yorkshire S.C.C., Combined Universities MC., Ilkley D.M.C. and Huddersfield D.M.C. There will be three capacity classes and the route is to cover some 300 miles starting and finishing near Leeds.

The entry fee is £1; the entry list closes on 1st February and the secretary of the meeting is M. Woodley, c/o The Union, Leeds University, Leeds 2.

### BUGATTI O.C. WINTER RALLY

4th-5th December

#### General Classification

**Invicta Trophy and 1st in Class 2B:** Mills (TR2), 82.8 marks lost; **Welsh Trial Cup and 2nd in Class 2B:** Done (TR2), 93.52; 3, and 1st in Class 1B: Martin (TR2), 97.43; 4, Banks (Bristol 401), 103.29; 5, and 1st in Class 1A: Bryant (M.G. TF), 107.44; 6, and 1st in Class 2C: Tyrer (Jaguar XK coupé), 112.48; 7, and 2nd in Class 1B: Tew (TR2), 115.67; 8, and 2nd in Class 2C: Twentyman (Aston Martin DB2), 125.33; 9, and 1st in Class 1C: Williams (Austin-Healey), 129.18; 10, Wright (Austin-Healey), 130.59; 11, Guion (Bristol 401), 141.84; 12, and 1st in Class 2A: McKechnie (Morris Minor), 143.48; 13, King-Smith (TR2), 149.85; 14, and 2nd in Class 2A: Porter (Morris Minor), 164.68; 15, Heath (Morris Minor), 175.79; 16, and 2nd in Class 1A: Holdsworth (Aston Martin 2C MK. II), 183.03; 17, and Subberfield Trophy: Virr (Bugatti), 191.58; 21, and 2nd in Class 1C: Corden (Austin-Healey), 275.84.

**The Bentley B7—continued**

gearbox, and the acceleration gives one a punch in the back that seems entirely foreign to such a lordly conveyance. At about 80 m.p.h. all sound of mechanical propulsion is lost, and only the rush of the wind betrays the speed of travel. It takes a pretty long run to achieve a full 100 m.p.h., but "90" comes up frequently on any ordinary road.

For those who can afford it, this car represents good value for money. No gentleman's collection is complete without one, and if motoring journalists were paid what they are worth, a B7 would certainly occupy my garage!

**SPECIFICATION AND PERFORMANCE DATA**

Car Tested: Bentley B7 sports saloon, price £3,170 (£4,481 19s. 2d. with P.T.).

**Engine:** Six cylinders, 92 mm. x 114.3 mm. (4,566 c.c.). Pushrod-operated overhead inlet valves and side exhaust valves. Compression ratio: 6.75 to 1. Twin SU carburettors. Coil ignition.

**Transmission:** Hydraulic coupling and four-speed automatic gearbox, ratios 3.73, 5.40, 9.82, and 14.23 to 1. Divided open propeller shaft. Hypoid rear axle.

**Chassis:** Channel and box section frame. Independent front suspension by wishbones and helical springs with anti-roll torsion bar. Semi-elliptic springs at rear. Piston-type dampers all round with side control to rear pair. Bolt-on disc wheels, fitted India 6.50-16 ins. tyres. Hydraulic front and mechanical rear brakes, operated by gearbox-driven servo in 12½ ins. drums.

**Equipment:** 12-volt lighting and starting. Speedometer, ammeter, water temperature, oil pressure, oil level, and fuel gauges. Petrol and oil warning lights. Heater and demister. Rear window demister. Screen washer. Cigar-lighter, two-speed wiper. Radio. Foglamp. Flashing direction indicators.

**Dimensions:** Wheelbase, 10 ft.; track, front 4 ft. 8½ ins, rear 4 ft. 10½ ins.; overall length, 16 ft.

8 ins.; width, 5 ft. 9 ins.; height, 5 ft. 4½ ins.; weight, 37½ cwt.; turning circle, 42 ft.


**Performance:** Maximum speed, 100 m.p.h. Speeds in gears, 3rd 60 m.p.h., 2nd 37 m.p.h., 1st 20 m.p.h., Standing quarter-mile 19 secs. Acceleration: 0-30 m.p.h., 4 secs.; 0-40 m.p.h., 6.4 secs.; 0-50 m.p.h., 9.6 secs.; 0-60 m.p.h., 13.6 secs.; 0-70 m.p.h., 19.4 secs.; 0-80 m.p.h. 26.6 secs.

**Fuel Consumption:** 14 m.p.g.

**SWANSEA RALLY**

ENTRIES close on 15th January for the Swansea M.C.'s rally for the J. Owen Smith Trophy, a 120-mile, closed-to-club event which will be held on 23rd January. Regs. are available from A. E. Dryden, "Rochester", 6 Wimmerfield Avenue, Killay, Swansea.

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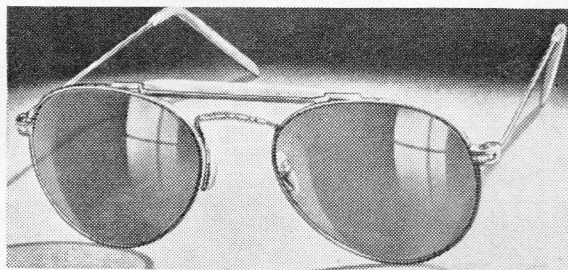
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"As you know, I have tried your glasses in the 24-hour Race at Le Mans in the most adverse weather conditions and also during the 12-hour Race at Rheims, and I can really assure you that I consider the Roadmaster safety glasses to be one of the finest assets in the interests of safety in use on the road today, and they definitely quicken one's sight, and therefore, one's instantaneous reaction.

"I would like you to thank your co-Directors on my behalf for producing such a good safety device for night driving."



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### FALKIRK'S FESTIVE RALLY

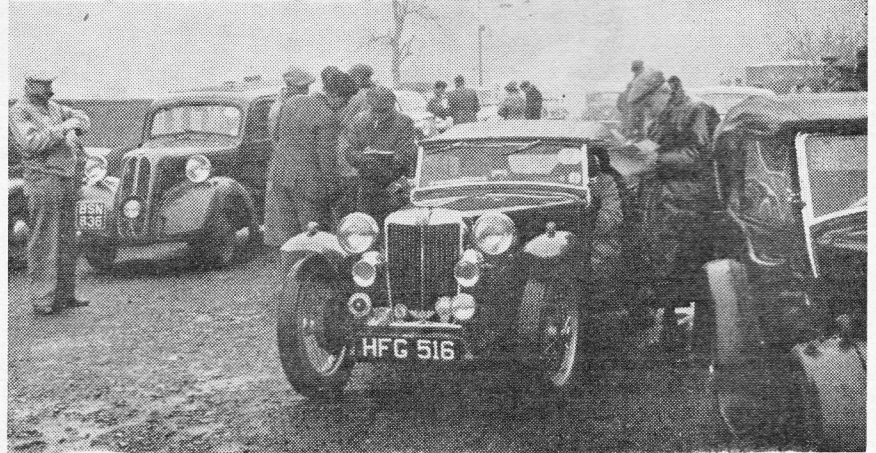
ON 12th December, the Falkirk and District M.C. staged a half-day rally. What with the approach of the festive season and the fact that Jimmy Yuill was largely responsible for the planning of the event, there was some discussion as to whether the name was to be "Yuill-tide Rally" or "Yuletide Rally", but to spare Jimmy's blushes the latter title was appended to the occasion.

The road sections were interesting, for in one of them a series of straightforward navigational directions was interspersed with map references, while in another, competitors had to make sure that the turnings they had taken were in accordance with given compass points. Only grumble might be that even the most patient of navigators is not prepared to solve an anagram indicating where a control will be located and, at that, the letters constituting "Top Sleeper" are shy of one in the place called Poppletrees.

However, despite the fact that a fair number of competitors did sort out the clue, no one was clean on the road sections and out of a good entry four of them—Peter Hughes (Ford Zephyr), Ian Cowan (M.G.), Howard Sturrock (Morgan) and Robin Traill (Austin Sports)—lost an even 10 marks, so that the test had to be taken into account in computing the results. Even such sound types as Tom Leggat (Ford Pilot) and Sandy Morrison (Singer) lost marks on the road, and we have some recollection of the Morrison Singer skidding on an ice patch and doing a short speed hill-climb up a road bank, while the Leggat Ford had to be navigated out of a railway siding that patently had no bearing on the compass directions given.

In a good forward-and-reverse test around an extremely mucky road triangle, we admired Mrs. D. Hunter's reversing of a Volkswagen in what was her first competition. Bob Hamilton performed remarkably well in a venerable Vauxhall, but the best time was made by Alistair Ross in a Sunbeam-Talbot, with Howard Sturrock (Morgan) as runner-up.

The second test was a questionnaire concerning the introduction of rear reflectors and the various factors relating to their positioning which, although not actually a driving test, did involve producing information which competitors should have. Only two of the entry—Ian Cowan (M.G.) and Tom Leggat (Ford Pilot)—actually managed to pro-



*YUILL MAKE A PUN OUT OF THIS: Mr. and Mrs. John Muir (M.G.), competitors in the Scottish Sporting Car Club's Yuletide Rally, are dispatched on their way by the Clerk of the Course, Jimmy Yuill. Naturally, he had to listen to a great many wisecracks from all concerned in the event.*

### COMING ATTRACTIONS

**January 2nd, 1955. Hants and Berks M.C. "Pairs" Point-to-Point. Start, Woolmer Hotel, Greatham, Hants, 10 a.m. to 12 noon. Jersey M.C. and L.C.C. New Year Trial.**

duce all the correct answers. The novel touches introduced kept everyone interested and most competitors enjoyed the day's sport; to add to their gratification, Jimmy Henderson and his allied officials produced the results with the minimum of delay.

A. N. FORD.

#### Results

**Premier Award:** P. S. Hughes (Ford Zephyr), 732 marks.

**Runners-up:** H. F. Sturrock (Morgan), 725; I. Cowan (M.G.), 716. **Best Performance Among Club Members Competing for the First Time:** Mrs. D. Hunter (Volkswagen), 597. **Team Award:** P. S. Hughes and H. F. Sturrock.

#### HAGLEY & D.L.C.C.

#### SHROPSHIRE TRIAL AND RALLY

5th December  
Trial

**Whittington Cup:** J. Deeley (Cranford). **First Class Award:** G. Baird (Ford Spl.). **Second Class Award:** B. R. Potts (Cotton IV).

#### Rally

**Marsh Trophy:** P. J. Anton (Ford Anglia), tied with H. Foster (A40). **Siddaway Cup:** D. J. Sidebotham (M.G. TC).

### CLUB FIXTURES

**North London M.C.**—Meeting, 31st December, Cat Inn, Cat Hill, East Barnet.  
**Bristol M.C. and L.C.C.**—New Year's Eve Party, 31st December, Ship Hotel, Alveston.  
**West Essex C.C.**—New Year's Eve dance, 31st December, Ye Olde King's Head, Chigwell, Essex, 8 p.m.  
**Epping Forest M.A.**—New Year Film Fiesta, 31st December, St. Mary's Hall, 201 High Road, Loughton, Essex, 8 p.m.  
**Cambridge '50 C.C.**—Meeting, 31st December, Ancient Shepherds, Fenditton, nr. Cambridge.  
**750 M.C.**—Meeting, 3rd January, Abbey Hotel, Stonebridge Park, Neasden, N.W.10.  
**Wolsley Hornet S.C.**—Meetings 3rd January, Derby Arms, Upper Richmond Road, Sheen, S.W.15; 5th January, Corner House Hotel, High Heaton, Newcastle-upon-Tyne; 6th January, Red Lion, Church Street, Birmingham.  
**Coventry and Warwickshire M.C.**—Open meeting, 3rd January, City Arms Hotel, Earlsdon.  
**Vintage S.C.C.**—Meetings: 4th January, Woolpack, Coggeshall, Essex; 6th January, Phoenix Hotel, Harley Wintney, Hants; King's Head, Telby, nr. Market Rasen, Lincs; Scott's, Rose Street, Edinburgh.  
**Brighton and Hove M.C.**—New Year Party, 5th January, Madeira Drive Arches, Brighton.  
**Hants and Berks M.C.**—Talk by Rodney Clarke, 5th January, R.A.E. Technical Society, Farnborough, Hants, 7.30 p.m.  
**Liverpool M.C.**—Meeting, 5th January, Childwall Abbey Hotel, Liverpool.  
**Surrey S.M.C.**—Film show, 6th January, Warwick Hotel, Redhill.  
**Singer O.C.**—Meeting, 6th January, Prince of Wales, Ecclesall Road South, Sheffield.  
**Leicestershire C.C.**—New Year Party, 6th January, Stoughton Aerodrome Clubhouse.  
**Harrow C.C.**—Grand New Year's Party: 5th January, Red Lion, Harrow Weald, 8 p.m.  
**Sunbac.**—New Year Party, 6th January.  
**Nottingham S.C.C.**—Meeting, 6th January, Traveller's Rest, Plains Road, Mapperley.

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#### AUSTIN

AUSTIN Seven, rebuilt low chassis 2-seater sports, £50 or near offer.—Box 1656 (Sussex).

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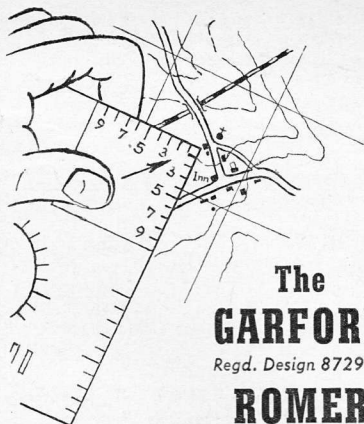
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186, Olsen/Reidl (Peugeot); 187, Hjelmland/Henden (Volvo); 188, Wang/Cristensen (Ford); 190, Strand/Pahl (Fiat); 192, Mourier/Ramsing (Volkswagen); 195, Colas/Canello (Salmson); 196, Kruse/Henningsen (Porsche); 197, Samsin/Torgensen (DKW); 198, Ingier/Schjølberg (Sunbeam); 199, Halvorsen/Solberg (DKW); 200, Vold/Johansen/Karlan (DKW); 201, Malling/Fadum (Sunbeam); 203, Busch/Mikkelsen (Sunbeam); 204, Jensen/Tandrup (Studebaker); 205, Skarring/D. H. Murray (DKW).

**From Munich**

206, Tak/X (Alfa Romeo); 208, Hocquard/Dehore (Panhard); 209, Norman Garrad/X (Sunbeam); 210, Herz/Chwat (BMW); 211, Major Pryer/Major Parry (Opel); 212, Dellling/X (Jaguar); 213, Andersen/Rasmussen (Porsche); 214, A. B. Fraser/W. Chipperton (Sunbeam); 215, Dobler/Tietsch (Porsche); 216, Lautenschlager/Scholl (Porsche); 217, Walter Schluter/S. Eickelmann (DKW); 218, Gustav Menz/von Schroeter (DKW); 219, Sevenstern/Polis (Jaguar); 220, Wittek/Eckmann (DKW); 221, Krauthahn/Gomoll (Borgward); 222, Sheila Van Damm/Anne Hall (Sunbeam); 223, Jack Fairman/X (Sunbeam); 224, Van Zijll/Blecker (Opel); 225, Schoek/Moll (Mercedes-Benz); 226, D. J. Uren/D. G. Bain (Armstrong Siddeley); 227, Lt.-Col. Crosby/Lt.-Col. McGill (Opel); 228, Dassen/Hertzhdahl (Volkswagen); 229, Van Verkamonan/Keulen (Vauxhall); 230, D. C. Bennett/X (Armstrong Siddeley); 231, Meier/Luba (DKW); 232, Capt. Herbert/Capt. Bailey (Opel); 233, Heidendahl/de Rooy (Peugeot); 234, van den Bergh/Schieck (Opel); 235, Rottbol/Schnackenburg (Porsche); 236, Mettermich/Kickebusch (Porsche); 237, Flinterman/X (DKW); 238, Slotemaker/X (DKW); 239, L. M. Leader/B. H. Leader (Sunbeam); 240, Blansjaar/Zorab (DKW); 241, Neidermeyer/Bruyner (Porsche); 242, W. Engel/Prien (Porsche); 243, Krull/Rathjen (Taunus); 244, Reg Parnell/Louis Klementaski (Aston Martin); 245, Barthelemy/Derr (Simca); 246, Wittmann/Bockler (Porsche); 247, Arndt/Ton (Panhard); 248, Nathan/Schellhaas (Porsche); 249, Beckman/X (Simca); 250, Volgt-Nielsen/Lohmann (Porsche); 251, Peter Harper/X (Sunbeam); 252,

Becker/Egon (Mercedes-Benz); 253, Langestraat/X (Panhard); 254, J. A. Strang/B. J. Harold (Mercedes-Benz); 255, Gerdum/Kuhling (Mercedes-Benz).

**From Monte Carlo**

256, Dejoie/Ferrandon (Renault); 257, Marion/Peyrot (Citroën); 258, Harlaar/Pyper (Panhard); 259, Charles Cooper/John Fischel (Porsche); 260, Bonnet/Limusin (Dyna-Panhard); 261, Vilrean/Lamarche (Porsche); 262, Legourd/Martin (Panhard); 263, Roque/Vila (Lancia Aurelia); 265, Forestier/X (Simca); 266, Cotton/Lemerte (Salmson); 267, de Bouteville/di Vozzo (DKW); 268, Ken Wharton/Jan Langelaan (Daimler); 269, Bourgerie/Bourgerie (Renault 4cv); 270, Ken Richardson/Heathcote (Standard); 271, Meignen/Consten (Panhard); 272, Gordon Shanley/Colin Batchelor (Daimler); 274, Bagarry/Roustan (Peugeot); 275, Gillard/Dugat (Panhard); 276, Davagnier/Moulet (Peugeot); 277, Mrs. Nancy Mitchell/Mrs. Van Strien (Daimler); 278, Colucci/Leoni (Renault); 279, Ralph Sleigh/M. Martin R.-Smith (Ford Consul); 280, Clifford Pain/Dudley Barker (Vauxhall Velox); 281, Trollet/Nicol (Salmson); 282, Lier/Ziegler (Lancia Aurelia); 283, Cuchet/Taccone (Porsche); 284, Jauson/Bolla (Alfa Romeo); 285, Loset/Cottet (Peugeot); 286, Spjuht/X (Alfa Romeo); 287, Gambini/Biagioli (Renault); 288, Louis Chiron/X (Lancia Aurelia); 290, Mirang/X (Citroën); 291, Berger/Jaminon (Simca); 292, Nersessian/Monneret (Salmson); 293, Pierre Levegh/Georges Fraichard (Ford Comète); 294, Vial/Panuel (Renault); 295, Miss Mary Walker/Miss Betty Haig (Standard); 296, Dik/Moggre (Fiat); 297, Vincent/Clement (Peugeot); 298, Willy P. Daetwyler/Klaus Quax (Daimler); 299, Paavolainen/Lehtinen (Peugeot); 301, Viuzzi/Roux (Renault); 302, Metin/Bougerolle (Peugeot); 303, Prochaska/Canis (Peugeot); 304, Peter Collins/John Claes (Aston Martin); 305, Jean Pelletier/Charles Baumert (Panhard-Dyna); 306, Ronald Myhill/E. J. R. Lestrage (Jaguar); 307, Lesur/Roque (Renault); 308, Langlois/Mme. Langlois (Renault); 309, Cymbalista/Crivelli (Oldsmobile 88); 310, Cauchy/de Valroger (Simca); 311, John C. Wallwork/James H. Ray (Standard); 312, Delliere/Robin (Salmson); 313, Brun/Bied (Citroën 15); 314, Mascere/Taittinger (Dyna-Panhard); 315, Bouchara/Sulzer (Simca); 316, Richard D. Mattock/R. D. Page (Jaguar); 317, Poidevare/X (Peugeot); 318, Jacques Savoye/Claude Savoye (Alvis); 319, Nicolet/Morel (Simca); 320, Auriach/Graill (Jaguar); 321, Donald A. Kirk/Philip W. Kirk (Jaguar); 322, Gerikis-Gravier/X (Citroën); 323, Canonica/Brandt (Alfa Romeo); 324, Beau/X

(Peugeot); 325, de Noailles/de Grangeneuve (Simca); 326, Sokopp/Trojanowski (DKW); 329, Gerald Burgess/P. Easton (Ford Zephyr); 330, Richard/Parpailon (Panhard); 331, José Behra/Boulan (DKW); 332, John A. H. Gott/R. E. C. Brooker (Standard); 333, Parucci/Martin (Panhard); 334, Ubezzi/X (Alfa Romeo); 335, Worms/Mouche (Alfa Romeo); 336, Scholleman/X (Renault); 338, Mme. Renaud/Annie Bousquet (Panhard); 339, Jullien/Farge (DKW); 340, Madeleine/Cotelloni (Citroën); 341, Baboin/Masoero (Alfa Romeo); 342, Kissler/Molino (Citroën); 344, Hopfen/Dollin (DKW); 345, Conchello/Bahr-Emden (Jaguar); 346, Monraisse/Feret (Renault); 347, Quatresous/Dr. Barthe (Salmson); 348, Leonard Potter/Palmer-Morewood (Peugeot); 349, Dunod/de Sampigny (Fiat); 350, Gacon/Arcau (DKW).

**From Lisbon**

356, R. Faure/X (Panhard); 357, de Mello/Filipe (DKW); 358, Paul Guiraud/Henri Beau (Peugeot); 359, Danville/Delbet (Peugeot); 360, Ner/Gayola (Salmson); 361, Morillon/Thominet (Salmson); 362, Blanchard/Metz (Salmson); 363, Mike Couper/Fillingham (Armstrong Siddeley); 364, Martin/Quinlin (Salmson); 365, Mariace/Boris (Aston Martin); 366, Petit/Soleillant (Peugeot); 367, Nunes/Nogueira (Alfa Romeo); 368, Andres/X (Lancia Aurelia); 369, Mrs. A. M. Wisdom/Mrs. J. Johns (Austin); 370, Combettes/X (Peugeot); 371, Giesmier/Queffelecant (Renault); 372, Thomas H. Wisdom/Peter Wilson (Armstrong Siddeley); 373, Graca/de Seixas (Porsche); 374, Mme. Pochon/Mme. Honore (Alfa Romeo); 375, Aury/X (Panhard); 376, Berteaux/X (Peugeot); 377, Sydney H. Allard/Tom L. Allard (Ford Zodiac); 378, Bertoglio/X (Fiat); 379, Marchand/Raimondi (Renault); 380, Lacerda/Rugeroni (DKW); 381, Chaskelmann/Chaskelmann (Alfa Romeo); 382, de Solages/Vannereau (Ford Comète); 383, da Silva Ramos/X (Aston Martin); 384, Rumolo/Gautron (Panhard); 385, Fabregas/Basadonna (Lancia Aurelia); 386, Watrpoint/Dugue (Peugeot); 387, Condillier/X (Renault); 388, Basti/X (Ford Crest); 389, Maurice Gatsonides/M. Becquart (Aston Martin); 390, Mendes/Graca (Mercedes-Benz); 391, Mme. G. Sigrand/Mme. M. T. Ordioni (Simca); 392, Robin N. Richards/M. C. Brettell (Ford Consul); 393, Mme. G. Rouault/Mme. M. Rossetti (Alfa Romeo); 394, Lespiat/Florentin (Salmson); 395, Dore/Triou (Panhard); 396, Saiz/Le Conde (Simca); 397, Santos Pinto/Soares (Simca); 398, Grosgeat/Blagini (Panhard); 399, Peha/Flury (Porsche); 400, Garcia-Fernandez/Bos (Alfa Romeo); 401, Grasset/Bourreterre (Ford Versailles).

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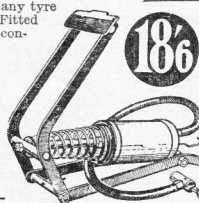
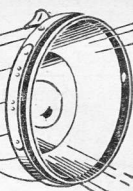
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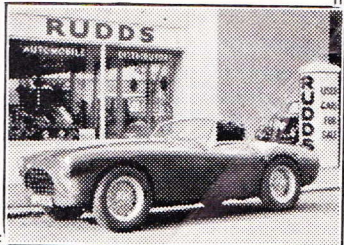
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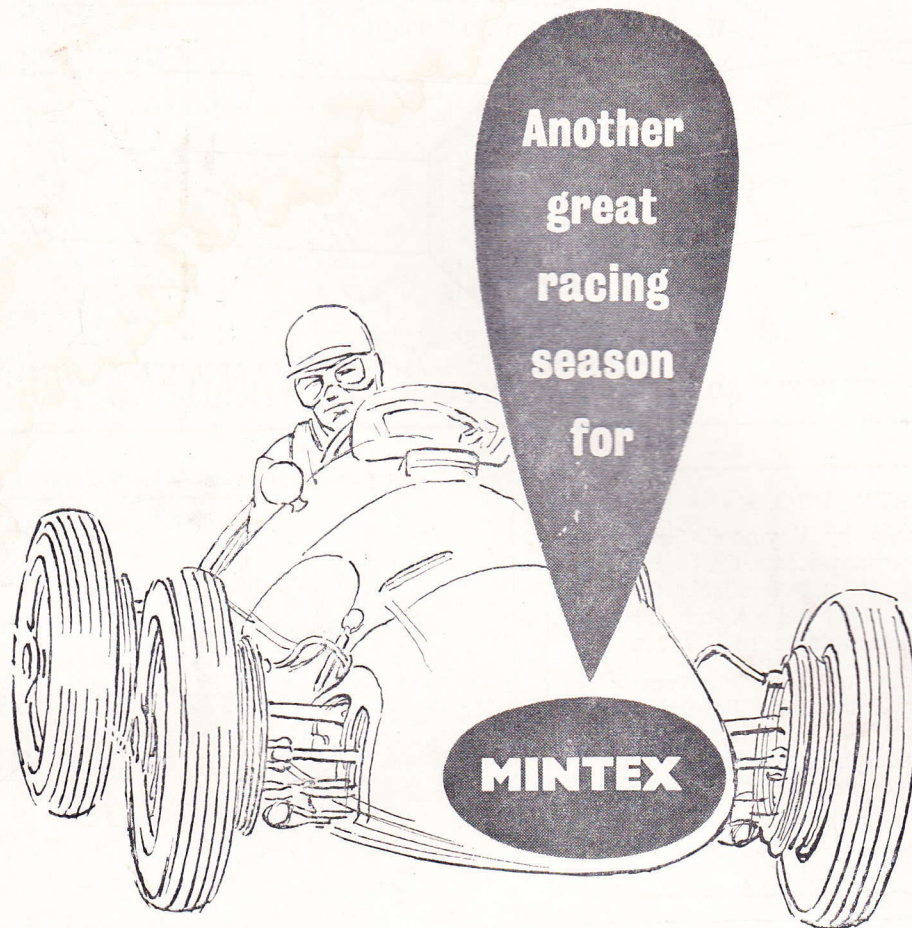
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**SBERING 12 HOUR RACE, 7-8 March.**

1st (Class E) Carpenter and Van Driel—  
KEIFT-BRISTOL.  
1st (Class D) Macklin & Huntoon—  
AUSTIN-HEALEY.

**GOODWOOD, 19 April.**

Lavant Cup. 1st. R. Parnell—FERRARI.  
1st Easter Handicap. 1st J. Stewart—JAGUAR.  
3rd Easter Handicap. 1st A. P. R. Rolt—  
CONNAUGHT.

**TULIP RALLY, 25 April-2 May.**

Special series Production Cars.  
1st M. Gatsonides & T. St. John Foster—FORD  
ANGLIA.

**SILVERSTONE, 15 May.**

Production Touring Car Race.  
1st I. Appleyard—JAGUAR MK. VII.  
1st (Class D) R. Parnell—DAIMLER.  
1st (Class E) B. G. De Mattos—FORD.  
Team Prize won by Jaguar Cars Ltd.  
International Sports Car Race.  
1st (Class D) R. Salvadori—ASTON MARTIN.  
1st (Class E) A. Brown—COOPER-BRISTOL.  
1st (Class F) C. Chapman—LOTUS.  
Team Prize won by Ecurie Ecosse Jaguars.

**AINTREE, 29 May.**

200 Mile Race.  
1st (Heat 1), 2nd (Final) R. Parnell—FERRARI.  
Sports Car Race.  
1st D. Hamilton—JAGUAR.

**LE MANS, 12-13 June.**

2nd A. P. R. Rolt and D. Hamilton—JAGUAR.

**RHEIMS 12 HOUR RACE, 3-4 July.**

1st P. Whitehead & K. Wharton—JAGUAR.

**ALPINE RALLY, 9-16 July.**

Gold Cup.  
Stirling Moss and John Cutts—SUNBEAM ALPINE.  
Ladies Cup.—Sheila Van Damm and Anne Hall  
—SUNBEAM ALPINE.  
Alpine Cup.—E. J. Haddon—JAGUAR.

**SILVERSTONE, 17 July.**

International Sports Car Races.  
1st (up to 1100 c.c.) H. Von Hanstein—PORSCHÉ.  
1st (1100-1500 c.c.) C. Chapman—LOTUS.  
1st (1500-2000 c.c.) W. A. Scott-Brown—  
LISTER-BRISTOL.  
1st (2000-3000 c.c.) P. Collins—ASTON MARTIN.  
1st (over 3000 c.c.) R. Parnell—LAGONDA.  
Team Prizes won by Aston Martin and Lotus

**SNETTERTON, 14 August.**

Formula 1—1st R. Parnell—FERRARI.  
Sports Car Race.  
1st (up to 2000 c.c.) A. Scott-Brown—  
LISTER-BRISTOL.  
1st (2000-3000 c.c.) P. A. Everard—  
ASTON MARTIN.  
1st (over 3000 c.c.) P. Whitehead—  
COOPER-JAGUAR.

**ZANDVOORT, 15 August.**

Sports Car Race.  
1st (Class B) A. Brown—COOPER-BRISTOL.  
1st (Class C) D. Beauman—ASTON MARTIN.  
1st (Class D) N. Sanderson—JAGUAR.

**CURRAGH RACES, 28 August.**

Wakefield Trophy.  
1st.—P. N. Whitehead—COOPER-JAGUAR.

**R.A.C. T.T. DUNDROD, 11 September.**

1st (Class G) Ferguson and Rippon—KEIFT.

**GOODWOOD, 25 September.**

Madgewick Cup.  
1st—R. Gerard—COOPER-BRISTOL.  
Over 2000 c.c. Sports Car Race.  
1st—R. Salvadori—JAGUAR.

**AINTREE, 2nd October.**

Sports Car Race.  
1st (3 litre Class)—ASTON MARTIN.

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