

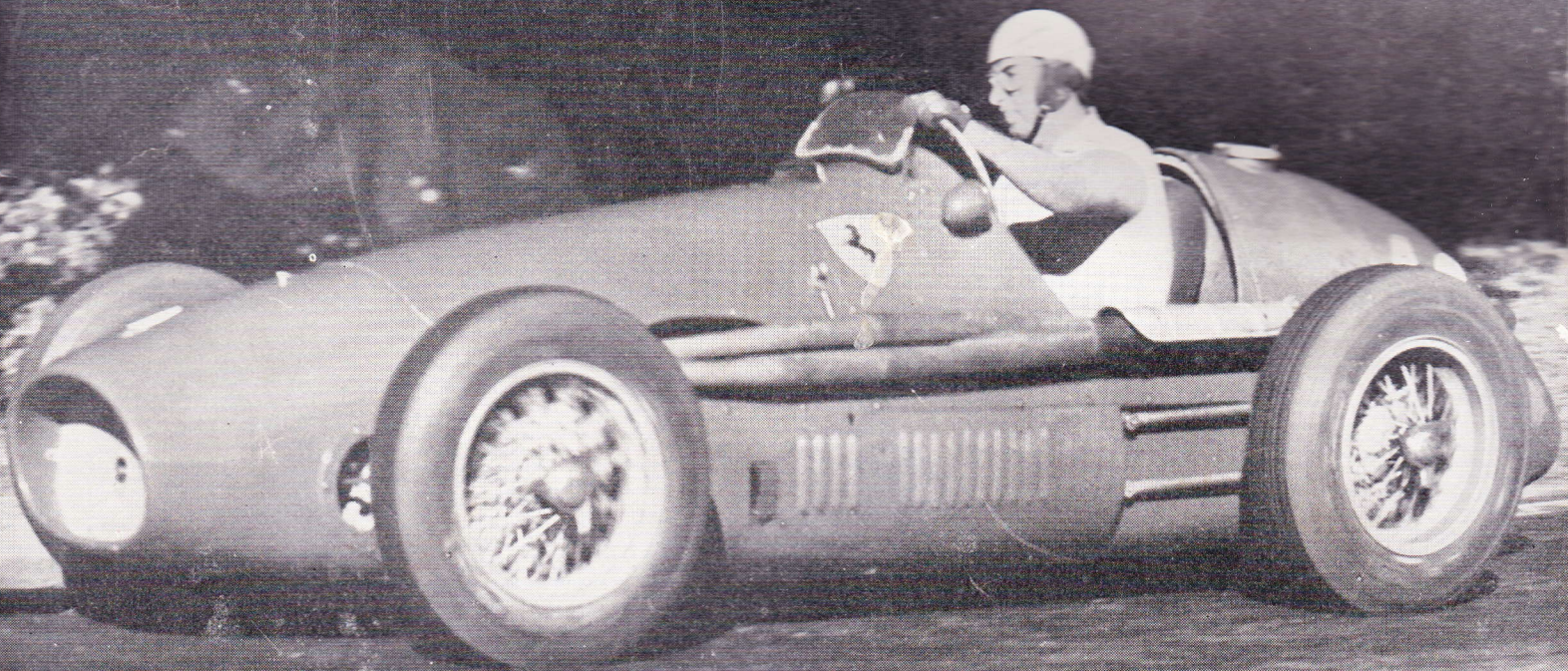
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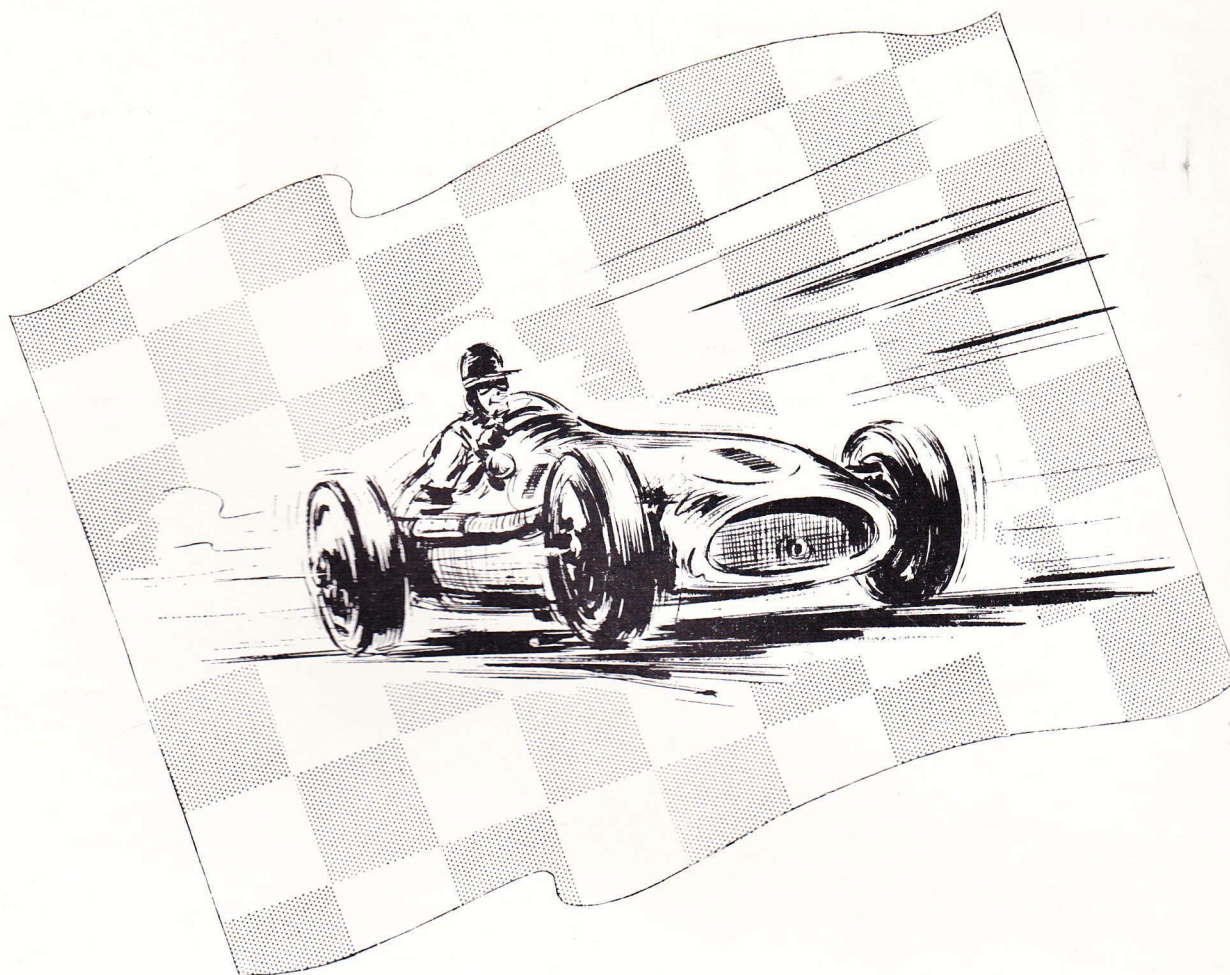
BRITAIN'S MOTOR SPORTING WEEKLY



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JOHN BOLSTER : MAURICE CATONIDES : JOHN DUDLEY : IAN ADRIE

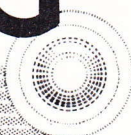


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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 2 January 8, 1954

Managing Editor : GREGOR GRANT

Assistant Editors C. POSTHUMUS

F. WILSON McCOMB

Art Editor THEO PAGE

Continental Correspondents GERARD CROMBAC

MAURICE GATSONIDES

HANS TANNER

North of England WILSON ROGERS

Northern Ireland Eire

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Road Tests and Technical JOHN V. BOLSTER

Photographic Section

Chief Photographer GEORGE PHILLIPS

North of England FRANCIS N. PENN

Scotland W. K. HENDERSON

Continental MAURICE LOUIS ROSENTHAL

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NOTICES

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EDITORIAL

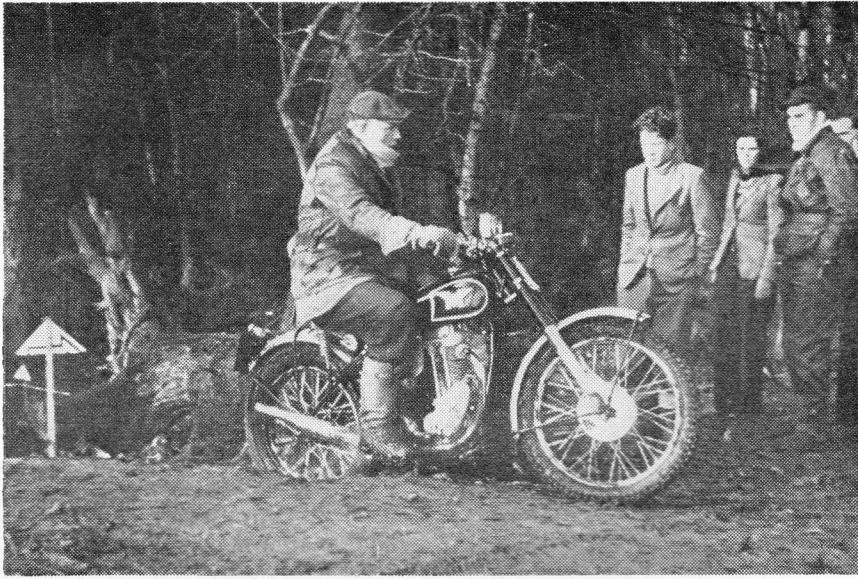
IN motoring sport, as in many other sporting activities, it is extremely difficult to define professionalism and amateurism. Merely because a person drives a "works" car in an event doesn't necessarily mean that he (or she) is a professional driver. As things are at the moment, there is no such thing as a true amateur status in International events. With the exception of the Royal Dutch A.C.'s Tulip Rally, and the Royal Scottish A.C.'s Scottish event, practically every rally in the International Calendar carries cash awards; even in the two mentioned there is the incentive of bonus payments for successes, by interested concerns. If one regards amateurism as a state wherein no gain whatsoever results to the individual, then anyone who has accepted a monetary award, no matter how small, automatically ceases to be an amateur. Nevertheless, many rally competitors strongly object to the presence of works-supported entries. What the objectors must realize is that *International* events have become such an important part of national propaganda for automobile engineering, that manufacturers' entries are not only inevitable, but are very definitely courted by organizers. The private owner, who enters many of these events, is roughly in the same position as an obscure amateur football club which enters for the Football Association Cup. The odds against a non-league club winning the Cup are tremendous, yet every member of the eleven hopes that some miracle may cause the team to win through to Wembley!

Quite candidly, there are few, very few, drivers who make participation in competitive motoring events a full-time job. The vast majority of competitors who are fortunate enough to be offered the wheel of a "works" car, are those who have previously proved that they are sufficiently skilful to warrant their selection. In practically every case, drivers of factory-entered cars have already been outstandingly successful with their privately-owned machines. The exceptions usually are employees of manufacturing concerns whose technical reports on the performance of machines in events is of value to the development side of the factories in question—or, sometimes, employees who have shown a marked flair for competitive driving.

However, AUTOSPORT does deprecate the practice of entering "works" cars in certain non-International events, labelling them as purely private entries. The majority of these events are supported by true amateur competitors, and who can blame them for objecting to factory-supported entries? The blame for this state of affairs rests not with the drivers themselves entirely, but with the organizers who, seeking publicity for their events, are glad to announce entries of "works" cars—often in the hope that this may lead to support from other rally-supporting manufacturers.

OUR COVER PICTURE

EX-FERRARI: Alberto Ascari, twice World Champion driving Scuderia Ferrari cars, has quit the "Prancing Horse", in company with veteran Luigi Villorosi. Ascari's name has been linked with Lancia, Maserati and Alfa Romeo!



MIKE ON A BIKE: Yes, it's Ferrari works driver and French G.P. winner Mike Hawthorn, taking the Berkshire air last Sunday on his newly acquired 350 c.c. Matchless during a trial near Finchampstead.

PIT AND Paddock

NEXT week's issue will contain a double-page sectioned drawing, by Theo Page, illustrating an article by John Bolster on the 1954 Cooper.

ALBERTO ASCARI'S withdrawal from Ferrari was effective from 1st January. Neither he nor Villorosi will drive for Ferrari in Argentina.

DESPITE rumours in the daily press, the Ferguson car is not yet ready for production, and will not be announced for several months.

SIGHINOLFI, on his first trial lap at Modena, crashed with a new 2½-litre G.P. Maserati and collided with another new car, wrecking both cars completely and partially destroying the pits. However, Maserati managed to construct one new car, and had another one ready—both in 24 hours—to go to Argentina.

MASERATI drivers, from whom a selection will be made, include Marimon, Mières, Schell, Gilletti, Musso and Casella. Fangio is, of course, number one.

AVERY special high-speed Maserati, with enclosed cockpit on pre-war Auto Union French G.P. car lines, is being constructed for Spa and Rheims.

THE Formula 1 Mercedes-Benz will, it is said, be a straight-eight, with centrally disposed drive to the overhead camshafts and auxiliaries, as on pre-war Alfa Romeos. The unit will probably be inclined, as per the 300SL sports car.

MERCEDES are said to have booked accommodation already at the Lion d'Or, Rheims, for the French G.P., when the new car is due to make its first appearance.

AMONGST the list of new Knights Bachelor in the New Year Honours List is Col., now Sir, William C. Fenton, Managing Director of British Belting and Asbestos, Ltd., makers of Mintex brake linings.



NICHOLAS MONSARRAT, author of the best-seller "The Cruel Sea", is running a Mark VI Continental Bentley for personal transport.

GERARD CROMBAC hopes to make his competition début with the Ford-Lotus in the Lapize hill-climb in March, and plans to run it in the Bol d'Or 24 hours race.

STIRLING MOSS is reported to have turned down an offer to drive for Scuderia Ferrari this season—electing to compete with his privately owned 250F Maserati.

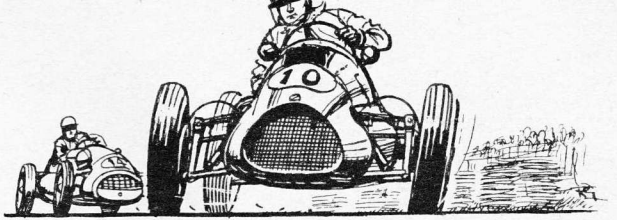
WORK has commenced on the new circuit at Aintree, and plans include a B.A.R.C. members' meeting in the spring.

PPETER MURDOCH, Staride competitions manager, and Ann Merri-man become Mr. and Mrs. at St. Margaret's Church, East Welton, on 6th February.

FERODO panel met at Grosvenor House, London, last Tuesday, under the chairmanship of His Grace the Duke of Richmond and Gordon, to award the Gold Trophy for 1953. Result will be announced shortly.

BROOKS STEVENS, designer of the American Kaiser-based Excalibur "J", hopes to enter one for Le Mans this year.

SPORTS-NEWS



SWEDISH ICE RACE

ON 7th March the Swedish Hälsinglands Motor Club will stage an International race meeting on a frozen lake near Bollnäs, over a 1¼-mile circuit, weather conditions permitting. Spiked tyres will be used, and there will be races for sports cars, modified sports cars and Formula 3 racing cars; each class being contested in two eight-lap heats. Entry list is open until 27th February, and details are available from the organizing Club secretary, Mr. Rune Sköld, Hälsinglands Motor Klubb, Bollnäs, Sweden.

NEW YEAR CHANGES IN ROAD REGULATIONS

INCLUDED in the Motor Vehicles (Construction and Use) (Amendment) Regulations, 1953, which came into operation from 1st January, 1954, are the following items, of interest to private motorists:

Flashing direction indicators on cars (clignoteurs) are legalized.

Cars parked on the highway at night must be on their nearside of the road.

Lavatory and braking regulations on caravans are modified.

New type of trailer plate to be introduced.

Modifications of requirements affecting the brakes of broken-down vehicles being towed.

The Regulation limiting to 60 ft. the total length of a car, or car drawing a trailer, is revoked.

CONTINENTAL RALLIES

ALTHOUGH January's Monte Carlo Rally is the main preoccupation with British and Continental rally drivers and crews currently, the 1954 season promises to be a busy one, and regulations for other Continental rallies are already being circulated. One event, indeed, takes place prior to "the Monte", and that is the A.D.A.C.'s Winter Rally of Germany, which began yesterday, 7th January, and ends on Sunday, the 10th at Oberstdorf, Allgäu.

Entrants include J. P. Marchand and F. le Blanc (Renaults), and J. L. Lucas (Citroën) from France, P. de Coninck (Dyna-Panhard) from Belgium, S. Schild from Switzerland with a Porsche, and many well-known German rally exponents, amongst them P. Gierke/W. Scheube (Vedette), the motor-cyclist Heiner Fleischmann in a Volkswägen, and the Kramer brothers with a Taunus.

From 21st-25th February, Italy's qualifying event in the European Touring Championship, the Sestriere Rally, takes place over a 1,700-mile route. Converging on Turin from starting points in various European countries, competitors commence a strenuous "round tour" of central Italy, passing through Bologna, Rieti, Naples, La Spezia and Imperia to Sestriere, speed/regularity tests at Monza circuit, and four timed hill-climbs being included in this itinerary. The Rally concludes with the Coupe Giovanni

Agnelli Auto-ski concours on the 26th February.

Four days later, on 3rd March, the unique Paris-St. Raphaël Ladies' Rally commences. Information on the changes introduced for 1954 by the organizers, the A.C. du Var, have already been published (20th November issue), and regulations for the 1954 event have now been issued. Entry closing date at single fees is 10th February, the organizer's address being 17 Rue Mirabeau, Toulon.

A week-end rally close to these shores which should attract British competitors is the Rallye International de Dieppe, on 22nd/23rd May. There are classes for standard and special series touring cars and sports cars of up to 1,000 c.c.,

1,300 c.c., 2,000 c.c. and over 2,000 c.c., and the first day's motoring involves a 160 km. regularity section, speed tests over a flying kilometre, and hill-climb and acceleration-braking tests.

A 200 km. regularity section follows, together with a special test and speed trials over a 1.9 km. beach circuit. Prize money includes 200,000 francs for first place, 150,000 for second, 120,000 for third; with cash awards down to tenth place, also for class successes and best times in the various tests. All inquiries concerning this event to the Comité du Rallye de Dieppe, Syndicat d'Initiatives, 1 Boulevard de la Liberation, Dieppe. Entries from Britain will be restricted to 15.

FERRARI LOSES ASCARI

World Champion and Villoresi both quit "Prancing Horse"—Enzo signs on José Froilan Gonzalez—Lancia and Formula Racing

THE news that the 1953 World Champion has severed his connection with Scuderia Ferrari has not come as a surprise, and does confirm the belief held by AUTOSPORT, that few concerns directly participating in Grand Prix racing will be able to afford a full team of top-line drivers. Ascari is acknowledged by all experts to be one of the world's leading racing drivers, and, as the reigning Champion, naturally expects the highest possible reward for his services. Enzo Ferrari has already made it perfectly clear that Grand Prix racing is anything but a profitable enterprise for manufacturers, unless they have large business interests able to support it.

With Ascari goes Villoresi, but to Ferrari has gone José Froilan Gonzalez—eager to compete *against* Fangio instead of *with* him. To achieve this, Gonzalez will probably not quibble too much as regards remuneration.

Ascari's future is still uncertain; obviously many concerns will bid for his services, including Maserati who are keen to include at least one Italian-born driver in their team. This firm, with its large electrical components interests, is well able to afford to pay for star drivers—witness the association with such men as Juan Manuel Fangio and José Froilan Gonzalez. Lancia of Turin could also afford the services of Ascari, and, indeed, are already reported to have made him a definite offer. However, so far there is no true indication that Lancia will enter Grand Prix racing, and Alberto could scarcely hope to maintain himself and family on sports car events alone—unless Lancia made it really worth while.

In my opinion, if Daimler-Benz could find the money, they would readily climb down from their announced decision to have an all-German G.P. team for 1954, and sign on Ascari like a shot. However, it is not outside the bounds of possibility that some big oil concern will guarantee the sum demanded by Ascari, allowing him freedom of choice.

It must not be overlooked that this decision of Ascari's is a long-term policy, and does not necessarily mean that he is looking for the opportunity to amass as much money as possible whilst his form lasts. I am inclined to believe that Alberto would be more inclined to accept a permanent position with a leading car-manufacturing concern which, in years to come, would spell security for himself and his family. He realizes, as does every professional racing driver, that motor racing is anything but a secure form of livelihood.

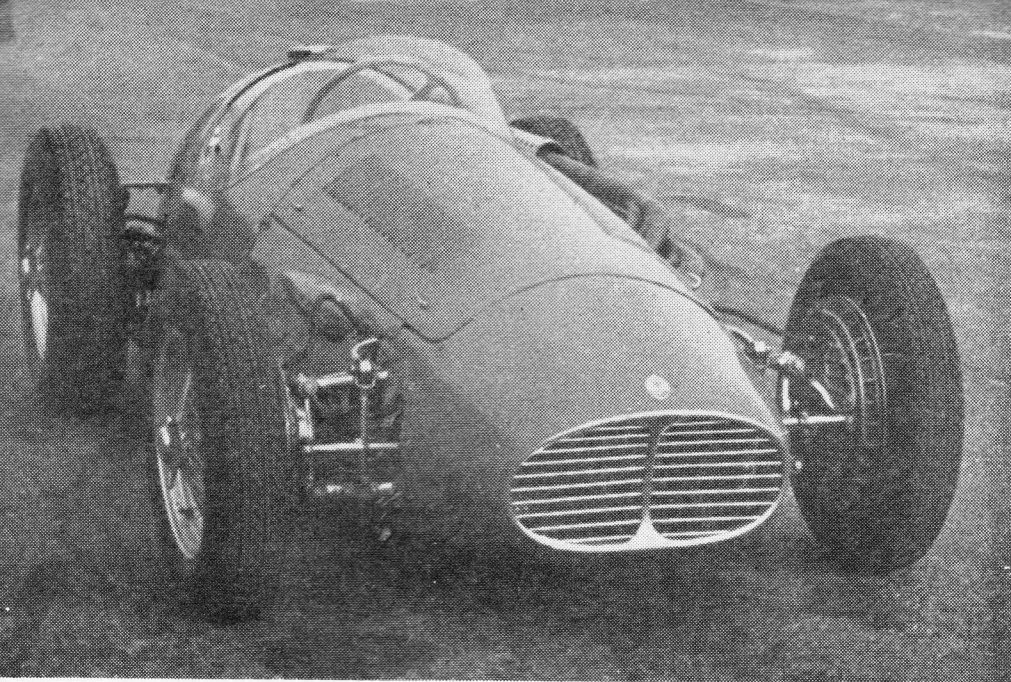
In any case, Enzo Ferrari has experienced many times in the past the same sort of situation, when he was running Alfa Romeos under the banner of Scuderia Ferrari. The loss of one World Champion will not affect him overmuch, and he still has Farina, Hawthorn and Maglioli in addition to several very promising "colts". One hears that there was not an altogether happy fellowship between Ascari and Farina; inter-team rivalry began last year at Berne, culminating in that fierce Monza struggle when Ascari crashed. However, I am reluctant to believe that Ascari would quit Ferrari—admittedly the finest G.P. cars in the world to-day—merely because he and Farina did not see eye to eye.

If Gianni Lancia decides to go ahead with the F1 car now being developed, then assuredly both Ascari and Villoresi will be more than welcome to form the backbone of the team. Lancia is far too shrewd a man to attempt to enter Grand Prix racing without the services of really first-rate drivers—a policy which he also pursues with his sports-racing machines.

I should not be in the least surprised to learn that Ascari will drive for Maserati in formula races, and for Lancia in sports car events, until such time as Alfa Romeo are ready to re-enter full-scale racing.

GREGOR GRANT.

BUSINESSLIKE: The 1954 2½-litre Grand Prix Maserati which will be seen in all major races this season.



of the bonnet. Power-output is said to be 230-240 b.h.p. at 7,500 r.p.m.

The chassis frame is built up from surprisingly small-diameter steel tubes, rigidity being obtained by scientific triangulation of the support stays welded between the two main side-members. The frame is also cross-braced at a point below the fascia panel.

Front suspension is the familiar Maserati system utilizing double-wish-bones and helical springs. However, the rear is a complete departure for the "Trident". A single, transverse leaf spring is used for a de Dion-type axle, with twin tubular radius arms pivoting on a vertical section of the frame. The

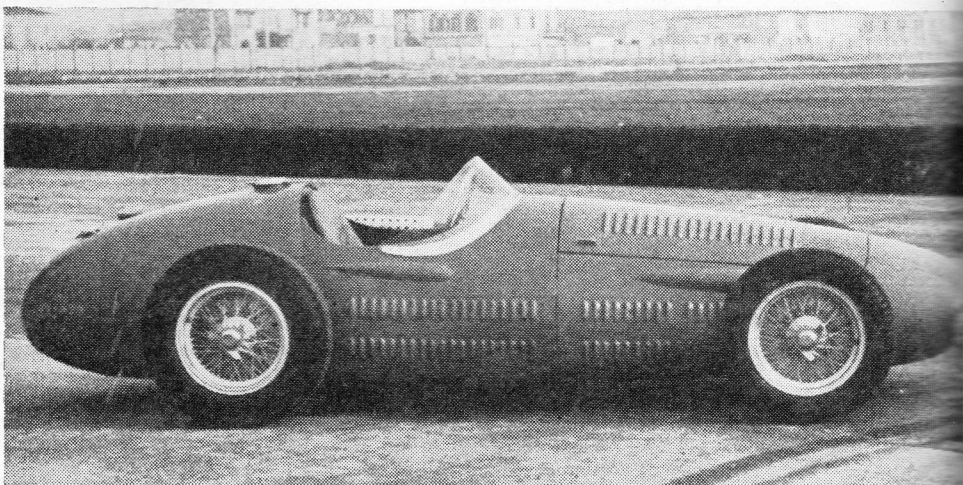
The Grand Prix Maserati

New 2½-litre Formula 1 Car Has de Dion Rear Axle and Multi-tube Chassis

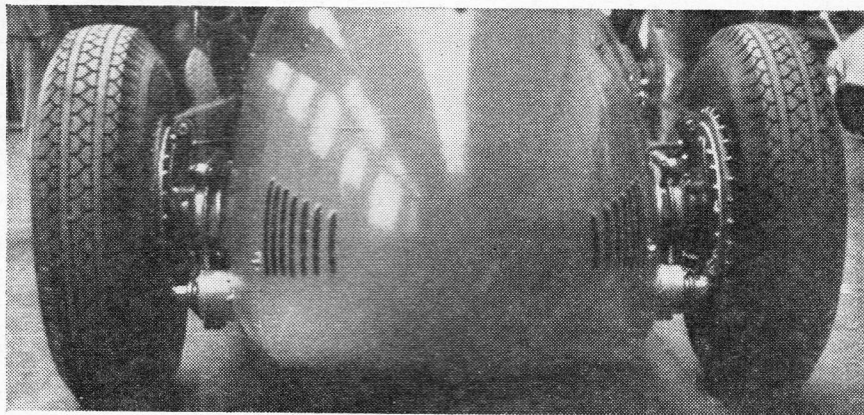
Photographed by Aurelio Bertocchi

THE 1954 Grand Prix Maserati has completed its trials, and a full team will take part in the forthcoming Buenos Aires races. This is not a re-hashed version of the F2 car, but an entirely new machine with Colombo-designed rear suspension.

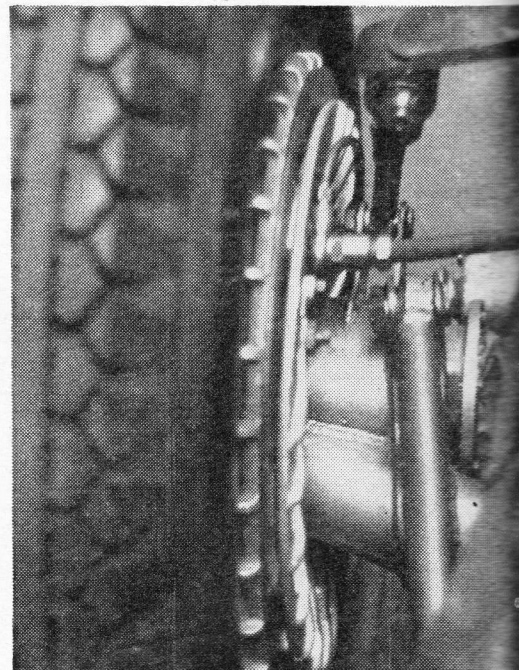
Based on the very successful 2-litre engine, the 250F power-unit is a "six", with gear-driven, twin overhead camshafts. Twin magnetos are driven from the timing case, and carburation is by three double-choke Weber instruments, the extended air-intakes of which protrude into a vented bulge on the offside

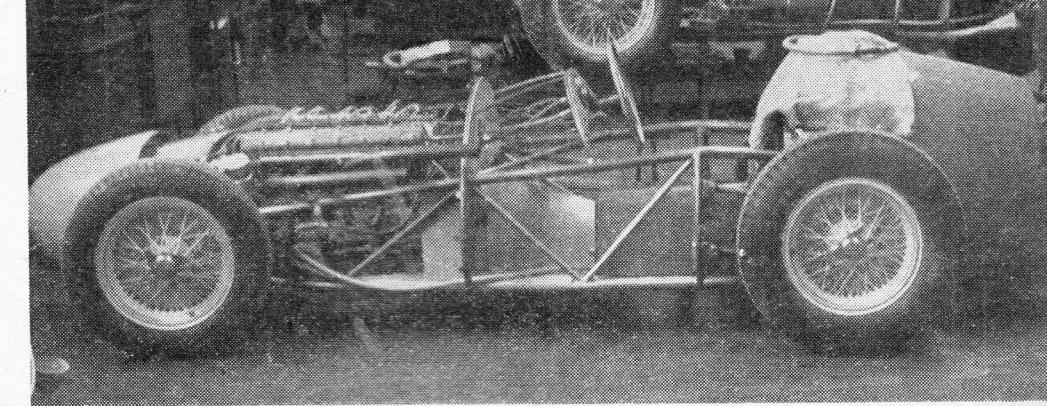
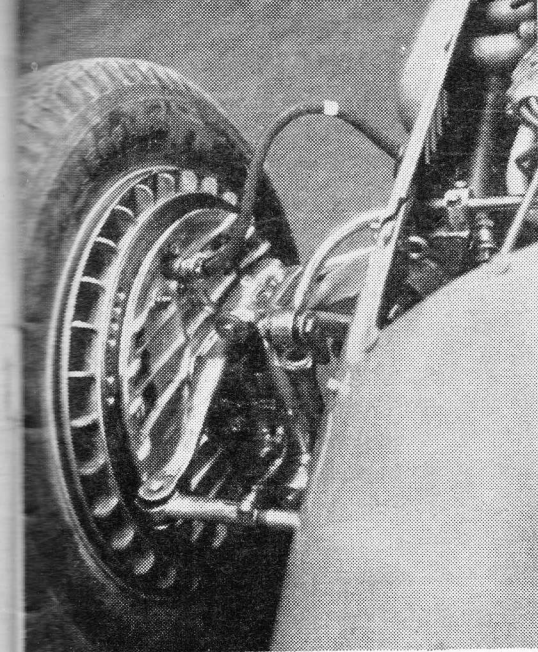


(Right) Profile of the new Maserati shows it to be vastly different in appearance to the 1953 machine.



(Above) A transverse leaf spring is used for the de Dion rear axle; the gearbox is mounted behind the final drive unit. (Right) Close-up of the rear axle arrangement showing method of locating the spring, and one of the dual radius arms. A massive cross-tube is used in conjunction with the de Dion layout.

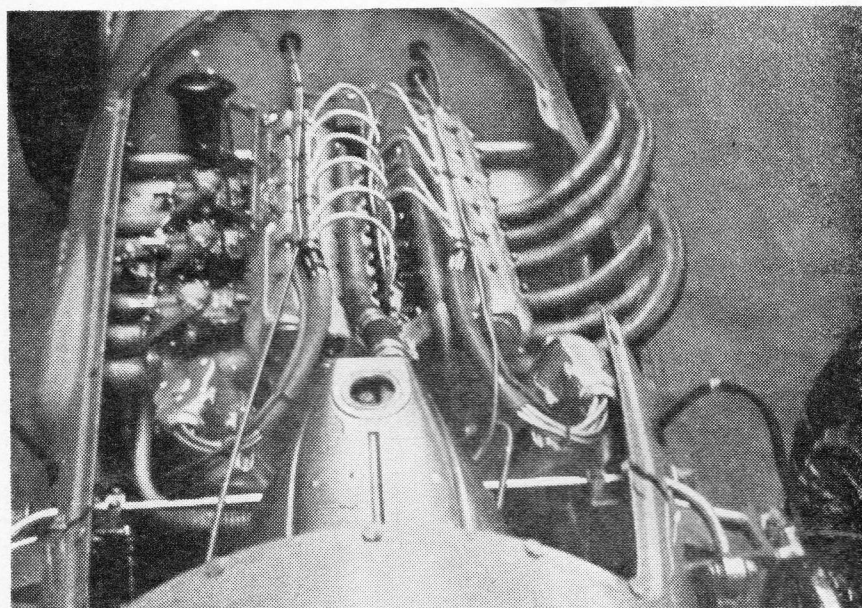




(Above) Chassis frame consists of scientifically triangulated steel tubes.

(Left) Massive, heavily finned drums are used for the hydraulic brake system.

(Below) The 6-cylinder, 2½-litre engine has twin overhead camshafts.



gearbox is mounted transversely behind the final drive unit, and a massive cross-tube is used in conjunction with the de Dion layout.

The hydraulically operated brakes work in enormous light-alloy drums, the peripheries of which have fins reminiscent of a gas-turbine rotor. Borrani light-alloy wire wheels have the fashionable, triple-eared, knock-on hubs. Cooling is by means of a pressurized system, with a header tank streamlined into the shape of the body nose-piece; a squat combined water and oil radiator is carried low down in the nose.

Experiments in aerodynamics have caused the adoption of a curved, full-width windscreen. As well as assisting to defeat wind-cheating, it is said to give the driver the maximum amount of protection at the very high speeds anticipated.

No details of weight have yet been released, but the 250F is said to be not much heavier than the F2 car (dry). Sufficient fuel is carried in the large-capacity tanks to make it almost certain that the machine will be able to complete a full 500 kilometre G.P. distance without refuelling.

Undoubtedly this latest product of Maserati will be a power with which to reckon in the forthcoming *grandes épreuves*. No full details have been issued as to the formation of the works team beyond an announcement that Juan Manuel Fangio has been signed. This is the type of car that Roy Salvadori and Stirling Moss will drive.

BRAZILIAN WIN FOR DE GRAFFENRIED

Maserati Beats Ferrari in 200-mile Rio Sports Car Race

HEAVY rain rendered the notoriously gruelling Gavea circuit even more difficult when the Rio de Janeiro sports car Grand Prix was run last Sunday over a distance of 200.9 miles. The course, part of the long and mountainous affair known as the "Devil's Springboard", was streaming wet when the 23 competitors were released, and many accidents occurred during the 4½ hours' racing.

Baron de Graffenried and a 6-cylinder Maserati proved too fast a combination for the local drivers, mostly Ferrari-mounted, to cope with, but the Italian Musitelli (Ferrari) tried very hard to hold the Swiss. He dropped back considerably in the later stages of the race, and finally took second place, some eight minutes in arrears of the flying de Graffenried.

Amongst European competitors were the Portuguese Mascarenhas (Ferrari) who took fourth position, Hans Stuck of Germany (Porsche), Jacques Herzet of

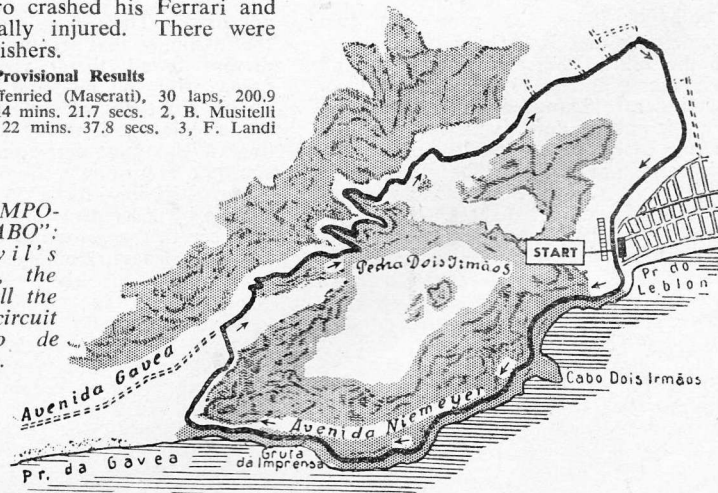
Belgium (Ferrari), and the French Jaguar exponents Peignaux and Mme. Fontonis, all of whom retired. The Portuguese Vasco Sameiro crashed his Ferrari and was superficially injured. There were only seven finishers.

Provisional Results

1, E. de Graffenried (Maserati), 30 laps, 200.9 miles, in 4 hrs. 14 mins. 21.7 secs. 2, B. Musitelli (Ferrari), 4 hrs. 22 mins. 37.8 secs. 3, F. Landi

(Ferrari), 29 laps in 4 hrs. 16 mins. 13 secs. 4, F. Mascarenhas (Ferrari), 29 laps in 4 hrs. 17 mins. 9 secs. 5, Goes (Ferrari). 6, G. Vianna (Ferrari). 7, M. Vianna (Allard).

"EL TRAMPO-LIM DO DIABO": "The Devil's Springboard", the Brazilians call the full Gavea circuit outside Rio de Janeiro.



READY AND WAITING: The Maserati team at Zandvoort prior to the Dutch G.P., second round in the 1953 World Drivers' Championship. McAlpine's Connaught is just coming in after a practice run.

To Gordini went two lesser wins, to H.W.M. a second and two thirds, to Osca two seconds, to Connaught a second and a third, plus several home wins and many lessons learned, and to Coopers—Bristol or Alta-engined—fell a second and two thirds in international fixtures and numerous British successes.

* * *

The F2 season opened very early in the year, in far-off Argentina, where on 18th January, Alberto Ascari (Ferrari) won the Argentine G.P. from team-mate Villoresi and formidable rival Gonzalez (Maserati). Interest in the race, which constituted Round 1 in the 1953 World Championship, lay in Fangio's reappearance at the wheel after seven months convalescing from his Monza accident, and Mike Hawthorn's debut as a Ferrari team driver, when he finished fourth. Gordini and Cooper-Bristol took part, but made no impression on the leaders, although Manzon was well up until he lost a wheel. The crowd was completely beyond control, encroaching on the course at many points, and 10 were killed when Farina's Ferrari skidded off the road.

Syracuse followed two months later, and with it the almost unbelievable retirement of the entire Ferrari team; Villoresi was the first to go, then Ascari, who promptly took over Mike Hawthorn's car until *that* one failed, and finally Farina's car, leading with 20 laps to do, also dropped out. So it was Baron de Graffenried (Maserati) who won the race, followed home by Chiron (Osca), the Cooper-Bristols of Rodney Nuckey and Eric Brandon, and P. N. Whitehead's Cooper-Alta. The Ferrari *débâcle* was attributed to the use of faulty valve steels, which Maranello



SEASONAL SURVEY

PART II

FORMULA 2 RACING

Ferrari Maintain Supremacy in Grands Prix—Maserati Supply Chief Opposition—Italian Cars Win Every Grande Epreuve

FOURTEEN tries, 12 wins and two defeats; that is the remarkable score of the official Ferrari team in Grand Prix racing during 1953 with the 2-litre, 4-cylinder, Lampredi-designed cars. Were it not for defective valve materials in one case, and the wildest of last-lap mischances in another, the score sheet might well record Ferrari victories in all 14 works-supported races.

Such monopoly could seem, on paper, to indicate a dull Formula 2 season, whereas in fact 1953 has been remarkable for the tense and exciting struggle between Ferrari and Maserati for supremacy. The Maserati threat, already evident in Gonzalez's brilliant drive at Monza the previous September, strengthened by May, 1953, when the very handsome, redesigned 6-cylinder machines

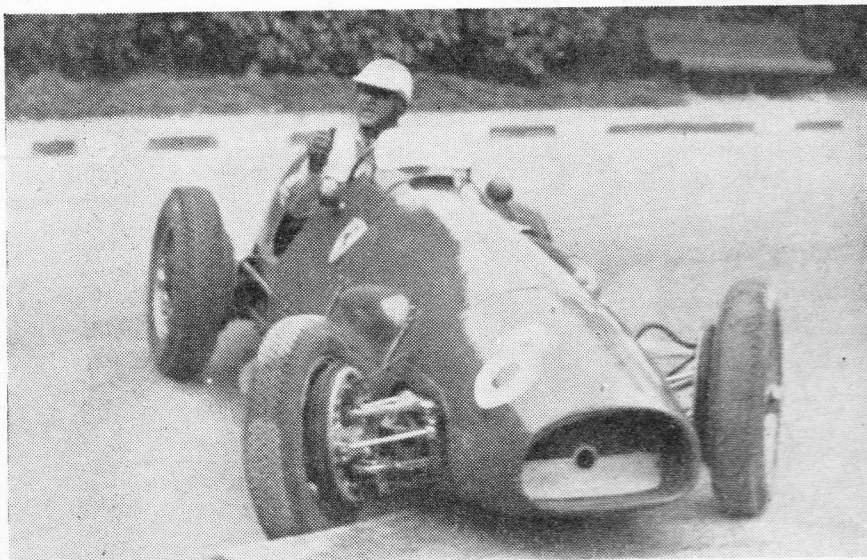
appeared. Their pace progressed with the season, so that presently the Maserati drivers found themselves virtually at parity with the all-conquering Ferraris on certain types of course. The result was needle-match racing all round, and two of the most ferocious Grand Prix struggles ever known, the first at Rheims, where Britain's Mike Hawthorn beat Fangio by 1 sec. to win the French G.P. for Ferrari, the second at Monza, where Fangio (Maserati) emerged victor from a dramatic last-lap mêlée involving Ascari, Farina and Marimon.

Other contestants in the G.P. field such as Gordini, Osca, and the British Connaughts, H.W.M.s and Coopers spent an energetic season keeping the warring Maseratis and Ferraris in sight, shining their brightest when both were absent.

speedily rectified in time for the next race.

This was the Pau G.P. on Easter Monday, and it proved one more Ascari occasion despite all that the Gordinis and two Oscas could do. Hawthorn was second, Schell's Gordini third and Bayol's Osca fourth. Behra crashed badly in his Gordini, Trintignant's rear axle failed, and Farina blotted his copybook by a bale-bashing episode which damaged his Ferrari's suspension.

A month later came the Bordeaux G.P., over a rather tiresome little circuit near the banks of the Garonne. Ferraris went, so Ferraris won, with Ascari the recipient of the laurels, Villoresi runner-up and Farina a disgruntled retirement with gearbox failure. Fangio, racing in Europe again, was third at the wheel of



a Gordini, the new Maseratis under construction at Modena not being ready yet.

To England next, for Silverstone and the *Daily Express* International Trophy meeting: the F2 race was run in two heats and a final, and drew a single works Ferrari, driver Mike Hawthorn, de Graffenried in his very successful Maserati, the Gordini team, Rosier (Ferrari) and Chiron (Osca) from France, Hans Stuck's AFM from Germany, and a strong home defence, including the Connaught fuel-injection team, Rolt and Scott-Douglas with carburettor Connaughts, three H.W.M.s, Wharton's and Gerard's fast Cooper-Bristols, Moss (Cooper-Alta) and others.

Heat 1 went to de Graffenried, from Moss and Bira (Maserati); Heat 2 went to Hawthorn, pursued by Wharton's Cooper and Salvadori's Connaught. Anticipations of an exciting Hawthorn-de Graffenried struggle on behalf of the rival houses of Ferrari and Maserati regrettably came to nought in the final when the Swiss beheld the starter's flag twitch, and shot off the line, then realized his mistake and slowed up, to be passed by the leaders of the field proper. Recovering to such effect that he led on round 1, the one-minute penalization inflicted upon him for jumping the start was too harsh a penalty to tolerate, and the Baron disgustedly retired after 16 laps. Hawthorn thereafter had the race nicely in his pocket, followed by Salvadori and Rolt with their Connaughts, Bira's Maserati and Wharton with the Cooper-Bristol which initially lay second.

Enter the New Maserati

Meanwhile the remainder of the Ferrari team were over in Naples, preparing for the Naples G.P. the following day. Ascari, Farina and Villoresi were the drivers, opposed by Fangio and Gonzalez (Maseratis) and three "local boys" with oldish, slowish machines; an absurdly small field for a Grand Prix,

MASERATI LEADS: Fangio heads Ascari, Hawthorn and the rest of the field round the South Turn at Nürburging on the opening round of the German G.P.—but it was a Ferrari—Farina's—which won the race.

yet a significant one, for the Maseratis were the very latest models, lower, sleeker, faster and better road-holders than previous types. This was the car which was to challenge Ferrari supremacy, but it wasn't quite *au point* as yet, whereas the 20 corners-per-lap, 2½-mile Posillipo circuit was perfect Ferrari country. Trouble cost leader Ascari four whole laps, whereupon Farina stepped into the breach, to win from Fangio and Gonzalez by a margin which would have been considerably less had Juan Manuel not kissed a kerb and lost 22 secs. in changing a rear wheel.

The following week saw Hawthorn's works Ferrari transported to Northern Ireland, there to score an unchallenged victory in the Ulster Trophy race. The unequalled qualities of Dundrod as a real road circuit proved a little too effective, playing havoc with the entry; the Gordinis, traditionally weak in the transmission department, were frightened off before the start, while by the time the final was reached, five retirements and sundry other non-starters made it a cakewalk for Hawthorn in the Ferrari. de Graffenried and Bira, in Maseratis, both retired with the same trouble—split rear axle casings. Best entertain-

FAUX PAS: Giuseppe Farina registers his annoyance at spinning round at a turn during the Pau G.P. on Easter Monday.

ment of the day came from Ken Wharton (Cooper-Bristol) and the late Bobbie Baird (Ferrari), who duelled vigorously for second and third places. The only foreign driver amongst the 14 finishers was Louis Chiron, fifth with his Osca.

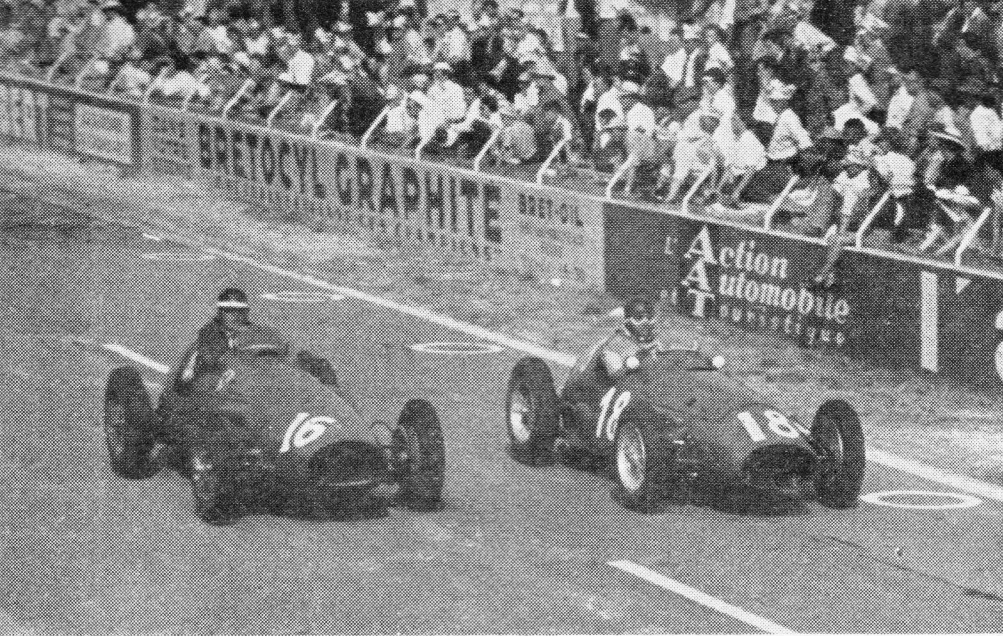
A week later the Gordinis, unabashed by their Dundrod default, tried their luck under the less transmission-tearing conditions on the Belgian Frontières circuit. That very good French driver, Maurice Trintignant, won as he liked, followed home by Roger Laurent's independent Ferrari and Fred Wacker, Jr., over from the U.S.A., and driving one of the 2-litre Gordinis.

Germany's Eifelrennen meeting came a week later—and a very cold, damp meeting it was, with the famous Nürburging shrouded in mist and rain clouds. Ferrari and Maserati gave the race a miss, but de Graffenried had one of the latest cars, with which he proceeded to establish an unassailable lead over the opposition, while Peter Collins and Paul Frère provided the excitement by waging a prodigious struggle for second place in their H.W.M.s. The Belgian got there first, for the fire extinguisher in Collins's cockpit detached itself and got amongst the pedals, with an off-course excursion as the result.

On 7th June came the second round of the World Championship, the Dutch G.P. at Zandvoort. But for Froilan Gonzalez and his Maserati, this would have been a dull walkover for the Ferrari team. Ascari led from start to finish, followed home by Farina; Gonzalez's Maserati chewed its axle up, so he took over Bonetto's car; Fangio's axle went, too, but Gonzalez made a sensational effort, to climb from the eighth position he inherited from Bonetto, to third by the end, splitting the Ferrari leading formation by displacing Hawthorn from third, and evoking the most unwonted enthusiasm from normally stolid Dutchmen for his determined drive.

Spa, and the Belgian G.P., was the next round, and on that ultra-fast circuit Maserati were expected to do great





RHEIMS EPIC: (Above) The breathtaking last lap of the French Grand Prix, with Mike Hawthorn (Ferrari) and Juan Fangio (Maserati) running virtually neck and neck for the lead.

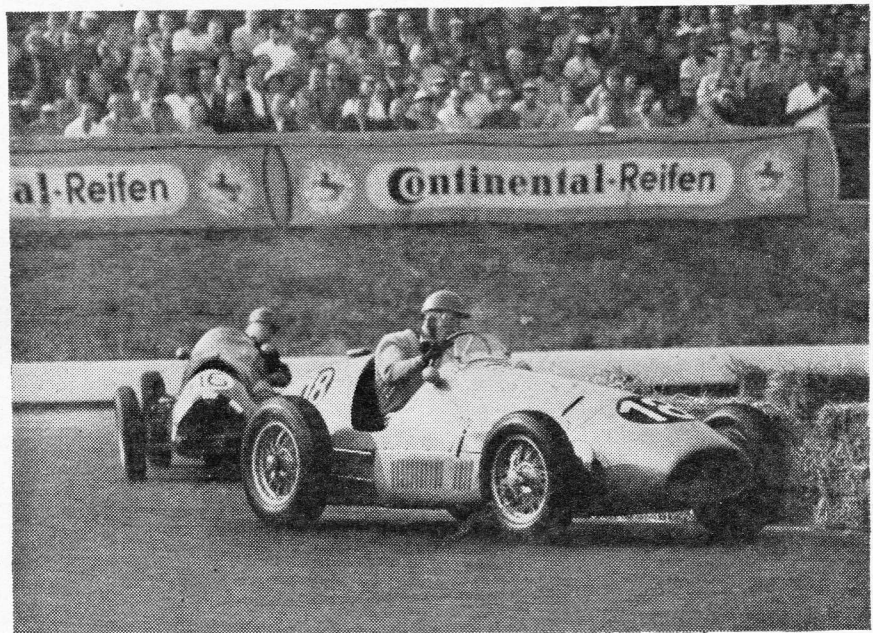
ONCE A CLASSIC: (Right) Contested pre-war by the major teams, the Avus G.P. nowadays is of minor status. Here are Jacques Swaters (Ferrari), the eventual winner, and Rodney Nuckey (Cooper-Bristol) duelling for the lead in the 1953 race.

things. They certainly started off well, with Fangio and Gonzalez in the front row with Ascari, and Gonzalez pulled out a 48 sec. lead over the field by the 10th lap. Alas, his accelerator pedal then broke, putting him out, and only three rounds later Fangio retired, too, letting Ferraris through into the three leading places. Fangio took over Johnny Claes's Maserati; then Farina blew up, letting the young Argentinian Onofre Marimon (Maserati) up a place. Hawthorn lost time with a broken fuel line, and then, on the final round, Fangio, looking a sure third behind Ascari and Villorosi, slid on some oil at Stevelot and ended his race in the first aid department, while his protégé Marimon took over his placing in the final result.

Drama at Rheims

On the 5th of July came that epic French G.P. at Rheims, a truly incredible event in which Mike Hawthorn revealed his true prowess by waging a race-long duel with the great Juan Manuel Fangio, and beating him to the line by one second, to record the first British driver's victory in France's *grande épreuve* for many a long year. Fangio got the lap record, but very nearly lost his second place to Gonzalez, who spurred sensationally to within $\frac{2}{3}$ sec. of his compatriot on that exhaustingly exciting last lap. And Ascari, Farina and Villorosi? Fourth, fifth and sixth was the best these masters could do that memorable day.

After that, the Avus G.P. the following Sunday was a mere mouse of a Formula 2 race. On such a course the organizers might have done better by making it Formula 1 or *Formule Libre*, and trying to get the B.R.M.s and a Ferrari "4½" or two to run; as it was, no big teams made the journey to Berlin, and the race proved a win for the Belgian Jacques Swaters in his yellow Ferrari. Alan Brown and Rod Nuckey



did their best to prevent this with their Cooper-Bristols, but were foiled, Brown by a crash and Nuckey by a fractured suspension wishbone.

Back to the classics, and to Silverstone this time, for the British G.P. But what Maserati could almost do at Spa and Rheims, they clearly could not do on the vari-cornered Northants airfield circuit. Ascari got out ahead, and stayed there despite all efforts of Fangio and Gonzalez. Forceful Froilan, thoroughly wound up, created a sensation by omitting to obey the black flag, calling him in to rectify oil spraying, and created a fine old scene when at last he did come in. Hawthorn spun his chances away in a lap 3 excursion at Woodcote, Ascari went on and on, Fangio holding second from Farina, while fourth place went to Gonzalez after his troubles. Some fine driving exhibitions were given by British drivers in slower cars, Tony Rolt going grandly in sixth position until a half shaft key went; Jimmy Stewart of the Ecurie Ecosse taking his place, and—almost—the prize for best British finisher, with a Cooper-Bristol. Then he ran out of corner at Copse with 10 laps to go, giving the prize to Wharton (Cooper-Bristol).

Aix-les-Bains brought welcome novelty in an Osca win over the independent

Ferraris, two Maseratis and the Gordini team. Elie Bayol was the man who did it, although his task would have been far harder had not Marimon (Maserati) hit a wall, Trintignant's Gordini caught fire, Behra's suffered the usual transmission trouble and Schell's developed an insatiable appetite for plugs.

Championship, Round 6

The German G.P., another Championship race, came next on the list, and although it proved another Ferrari victory, it was *not* Ascari's this time, but Giuseppe Farina's. The great Alberto, three times winner already in the Nürburg classic, was well on his way to a fourth triumph when a wheel came off, damaging the brake drum; taking Villorosi's car over, Ascari merely succeeded in blowing it up. Fangio (Maserati) gained his fourth "second"

of 1953, Hawthorn finished third, and Stirling Moss in a very new Cooper-Alta was a creditable sixth.

Moss went down to Les Sables d'Olonne in France the following weekend with his Cooper, to run third despite a troublesome gearbox to "old man" Rosier's Ferrari and Chiron's Osca in the race over the rather narrow, twisty little circuit there. H.W.M.s ran well, taking fourth, sixth and seventh places.

A week later came the "Swiss", a race which ensured Ascari's tenure of the World Drivers' Championship for another year, and marked his seventh G.P. victory of 1953. The gallant Fangio again strove with might and main to break the Ferrari hold, but the Maserati team were missing Gonzalez, injured in a crash in Portugal, while their gearing was not quite right for the difficult Bremgarten circuit. As a result, Fangio lost third speed, so took over Bonetto's machine; driving at such pace thereafter that the car blew up in a monumental cloud of smoke, the rev. counter, stuck at 9,700 r.p.m., suggesting why! Marimon (Maserati) fought, and temporarily won, a spirited duel with Mike Hawthorn for third spot, to be repassed and then to make his exit with a transmission breakage. Ascari's winning drive was interrupted by an unan-

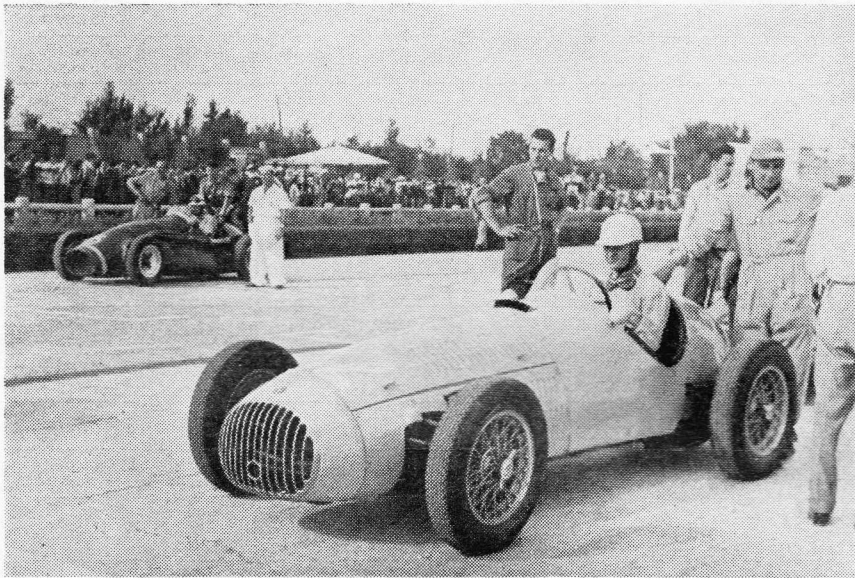
anticipated halt with a choked jet, and Farina took over, only to be caught again later, much to his annoyance. Ascari, who did have the World Championship to consider, said he couldn't see his pit signals in the bright sunlight! Bonetto in Fangio's rejected Maserati was fourth, and the German Hermann Lang, also Maserati-mounted, fifth.

Cadours brought some consolation to the Gordini *équipe*, so frequently plagued by mechanical ailments when hard pressed. In the race there on 30th August, they won both heats and enjoyed a 1-2-3 victory in the final, in the order Trintignant, Schell, Behra, getting the better of their old rival Rosier (fourth). Ken Wharton's Cooper finished sixth.

So to the truly terrific Italian G.P. at Monza, when the Maserati-Ferrari struggle attained its zenith, and four cars, two of each marque, ran in the first four places for most of the race with barely a second between each, and sometimes running dead level. This was real racing between master drivers, the Maseratis losing to the Ferraris in roadholding and braking what they



ONE MORE FOR THE SHOWCASE: Alberto Ascari, World Champion of 1953, receiving his trophy after winning the British G.P.



VETERAN: (Above) Champion of Europe as far back as 1928, Louis Chiron of Monaco is still going strong in Grands Prix. Last year he raced a 2-litre Osca, seen here before the Modena G.P. In the background is Roy Salvadori's Connaught.

NEW CAR: (Right) Ferrari gave their advance 1954 models a tryout in 2-litre form in the Italian G.P. Amongst on-lookers here is Karl Kling, member of the 1954 Mercedes-Benz Formula 1 team.

gained in speed. Throughout the 313-mile race the lead oscillated between Ascari, Fangio, Farina and Marimon, the latter's skill a revelation and a tribute to Fangio's tuition. Braking and suspension troubles subsequently pulled back the newest star from the Argentine, but he joined issue again with the leading trio, and to the very end the outcome of the race was in doubt.

There was less than one second between Ascari, Farina and Fangio as they shot past the stands on that dramatic

final round; then Ascari, going very fast on the last bend, with Farina at his tail and essaying to pass, spun round twice; Farina dodged, Fangio darted through and won the race for Maserati, while Marimon collided with Ascari's Ferrari, neither finishing. Farina was second, Villoresi third and Hawthorn fourth; while to add to the drama Bonetto ran out of fuel and came to a dead halt barely a mile from the finish. Running experimentally in the race, with Maglioli and Carini driving, were two new Ferraris, advance 1954 models, lower, wider, and fitted with side tanks. They proved difficult to handle, but Maglioli took eighth position, well behind the leaders.

In view of the new Ferraris appearance at Monza, the shock at Enzo Ferrari's announcement of his withdrawal from racing was a major one, which reverberated throughout the world.

Naturally the Scuderia gave the Modena G.P. on the Sunday after Monza a miss, leaving the race to the Maseratis. It was, in truth, a silly and unnatural course for a Grand Prix, but it afforded Marimon the opportunity for some more high speed practice in the wake of Fangio, and brought to Maserati an easy 1-2-3 win, with fourth place as well had not Bonetto's gearbox broken up. Salvadori, McAlpine, Claes and Coombs ran with Connaughts but had a troublesome day, with only seventh and eighth places to show for it.

Although Ferrari subsequently has retracted his decision not to race, it undoubtedly put paid to chances of running the G.P. of Europe at Barcelona, last race for the 1953 World Championship. As Ascari had the Championship secure in his pocket, this probably did not worry him, nor Ferrari, whilst in any case the organizers, the Penya Rhin Club, were in some doubt of their financial ability to stage their *Gran Premio*. Be that as it may, the Ferrari announcement certainly contributed to the drama of an intensely dramatic season of Formula 2 racing.

C. POSTHUMUS.



1953 Formula 2 Race Results

World Championship Events in Bold Type

Date	Race	Circuit, Number of Laps and Distance	First	Second	Third	Winner's Speed	Fastest Lap
18th January	ARGENTINE G.P.	"October 17," Buenos Aires. 97 laps, 245.8 miles	Ascari (Ferrari)	Villoresi (Ferrari)	Gonzalez (Maserati)	78.14 m.p.h.	Ascari. 80.35 m.p.h.
22nd March	Syracuse G.P., Sicily	Syracuse. 80 laps, 273.4 miles	de Graffenried (Maserati)	Chiron (Osca)	Nuckey (Cooper-Bristol)	92.4 m.p.h.	Ascari (Ferrari). 98.36 m.p.h.
6th April	Pau G.P., France	Pau. 3 hours' duration	Ascari (Ferrari). 106 laps, 181.82 miles	Hawthorn (Ferrari)	Schell (Gordini)	61.10 m.p.h.	Ascari. 62.63 m.p.h.
3rd May	Bordeaux G.P., France	Bordeaux. 123 laps, 187.8 miles	Ascari (Ferrari)	Villoresi (Ferrari)	Fangio (Gordini)	62.97 m.p.h.	Farina (Ferrari). 64.99 m.p.h.
9th May	"Daily Express" Trophy	Silverstone. Two 15 lap heats; 35 lap, 102.4 mile final	Hawthorn (Ferrari)	Salvadori (Connaught)	Rolt (Connaught)	92.29 m.p.h.	Hawthorn (Ferrari) and de Graffenried (Maserati). 94.93 m.p.h.
10th May	Naples G.P., Italy	Posillipo. 60 laps, 153 miles	Farina (Ferrari)	Fangio (Maserati)	Gonzalez (Maserati)	69.33 m.p.h.	Ascari (Ferrari). 71.77 m.p.h.
16th May	Ulster Trophy Northern Ireland	Dundrod. Two 10 lap heats; 14 lap, 102.2 mile final	Hawthorn (Ferrari)	Wharton (Cooper-Bristol)	Baird (Ferrari)	86.49 m.p.h.	Hawthorn. 88.99 m.p.h.
24th May	Frontières G.P. Belgium	Chimay. 20 laps, 135 miles	Trintignant (Gordini)	Laurent (Ferrari)	Wacker (Gordini)	94.26 m.p.h.	Trintignant. 96.87 m.p.h.
31st May	Eifelrennen, Germany	Nürburgring. 7 laps, 99.21 miles	de Graffenried (Maserati)	Frère (H.W.M.)	Collins (H.W.M.)	70.40 m.p.h.	de Graffenried. 72.08 m.p.h.
7th June	DUTCH G.P.	Zandvoort. 90 laps, 234.5 miles	Ascari (Ferrari)	Farina (Ferrari)	Gonzalez (Maserati)	81.04 m.p.h.	Villoresi (Ferrari). 83.15 m.p.h.
21st June	BELGIAN G.P.	Spa. 36 laps, 315.9 miles	Ascari (Ferrari)	Villoresi (Ferrari)	Marimon (Maserati)	112.47 m.p.h.	Gonzalez (Maserati). 115.27 m.p.h.
5th July	FRENCH G.P.	Rheims-Gueux. 60 laps, 311.22 miles	Hawthorn (Ferrari)	Fangio (Maserati)	Gonzalez (Maserati)	113.65 m.p.h.	Fangio. 115.91 m.p.h.
12th July	Avusrennen, Germany	Avus. 25 laps, 128.9 miles	Swaters (Ferrari)	Klenk (Veritas)	Helfrich (Veritas)	117.6 m.p.h.	—
18th July	BRITISH G.P.	Silverstone. 90 laps, 263.4 miles	Ascari (Ferrari)	Fangio (Maserati)	Farina (Ferrari)	92.97 m.p.h.	Ascari (Ferrari) and Gonzalez (Maserati). 95.79 m.p.h.
26th July	Aix-les-Bains G.P. France	Aix-les-Bains. Two 50 lap, 55.9 mile heats	Bayol (Osca)	Rosier (Ferrari)	Macklin (H.W.M.)	62.94 m.p.h.	Schell (Gordini). 67.13 m.p.h.
2nd August	GERMAN G.P.	Nürburgring. 18 laps, 254.8 miles	Farina (Ferrari)	Fangio (Maserati)	Hawthorn (Ferrari)	83.89 m.p.h.	Ascari (Ferrari). 85.62 m.p.h.
9th August	Sables d'Olonne G.P. France	Sables d'Olonne. Two 45 lap, 82.6 mile heats	Rosier (Ferrari)	Chiron (Osca)	Moss (Cooper-Alta)	74.45 m.p.h.	—
23rd August	SWISS G.P.	Bremgarten, Berne. 65 laps, 294.04 miles	Ascari (Ferrari)	Farina (Ferrari)	Hawthorn (Ferrari)	97.17 m.p.h.	Ascari. 100.96 m.p.h.
30th August	Circuit of Cadours. France	Cadours. Two 15 lap heats and 30 lap, 75.18 mile final	Trintignant (Gordini)	Schell (Gordini)	Behra (Gordini)	73.76 m.p.h.	Trintignant. 77.11 m.p.h.
13th September	ITALIAN G.P.	Monza. 80 laps, 313 miles	Fangio (Maserati)	Farina (Ferrari)	Villoresi (Ferrari)	110.69 m.p.h.	Fangio. 113.2 m.p.h.
20th September	Modena G.P. Italy	Modena. 100 laps, 143.29 miles	Fangio (Maserati)	Marimon (Maserati)	de Graffenried (Maserati)	76.7 m.p.h.	Fangio. 78.9 m.p.h.

Major British F2 Events

6th April	Lavant Cup	Goodwood. 7 laps, 16.4 miles	de Graffenried (Maserati)	Salvadori (Connaught)	Rolt (Connaught)	87.63 m.p.h.	Salvadori. 89.44 m.p.h.
25th May	Coronation Trophy	Crystal Palace. Two 10 lap, 13.9 mile, heats and 10 lap final	Rolt (Connaught)	Wharton (Cooper-Bristol)	P. N. Whitehead (Cooper-Alta)	71.28 m.p.h.	Rolt. 72.73 m.p.h.
11th July	Crystal Trophy	Crystal Palace. 15 laps, 20.8 miles	Rolt (Connaught)	Salvadori (Connaught)	Leston (Cooper-J.A.P.)	71.94 m.p.h.	Salvadori. 73.59 m.p.h.
25th July	U.S.A.F. Trophy	Snetterton. 15 laps, 40.65 miles	Rolt (Connaught)	Gerard (Cooper-Bristol)	Marr (Connaught)	85.70 m.p.h.	Gerard. 87.27 m.p.h.
8th August	Mid-Cheshire C.C. Race	Oulton Park. 33 laps, 49.5 miles	Rolt (Connaught)	P. N. Whitehead (Cooper-Alta)	Hon. E. G. Greenall (Cooper-J.A.P.)	77.26 m.p.h.	Rolt. 79.41 m.p.h.
15th August	Newcastle Journal Trophy	Charterhall, Scotland. 50 laps, 100 miles	Wharton (Cooper-Bristol)	Salvadori (Connaught)	Flockhart (Connaught)	79.45 m.p.h.	Wharton, Salvadori and Flockhart. 83.7 m.p.h.
19th Sept.	London Trophy	Crystal Palace. Two 10 lap, 13.9 mile, heats	Moss (Cooper-Alta)	Rolt (Connaught)	Flockhart (Connaught)	71.27 m.p.h.	Flockhart. 73.59 m.p.h.
26 Sept.	Madgwick Cup	Goodwood. 7 laps, 16.4 miles	Salvadori (Connaught)	Moss (Cooper-Alta)	Rolt (Connaught)	89.63 m.p.h.	Salvadori. 90.95 m.p.h.
3rd October	Fry Memorial Trophy	Castle Combe. 20 laps, 36.8 miles	Gerard (Cooper-Bristol)	Gould (Cooper-Bristol)	Wharton (Cooper-Bristol)	85.14 m.p.h.	Gerard. 86.92 m.p.h.

THE 30th "EXETER"

Scenes from the M.C.C.'s New Year Classic Trial



FINGLE BRIDGE: (Above) T. D. H. Rutter's M.G. TD on the final stretches, with passenger working hard to ensure that they reach the summit.

(Left) The Ford Prefect, driven by E. J. W. Snusher, comes to a halt, and needs manual aid to get going again.

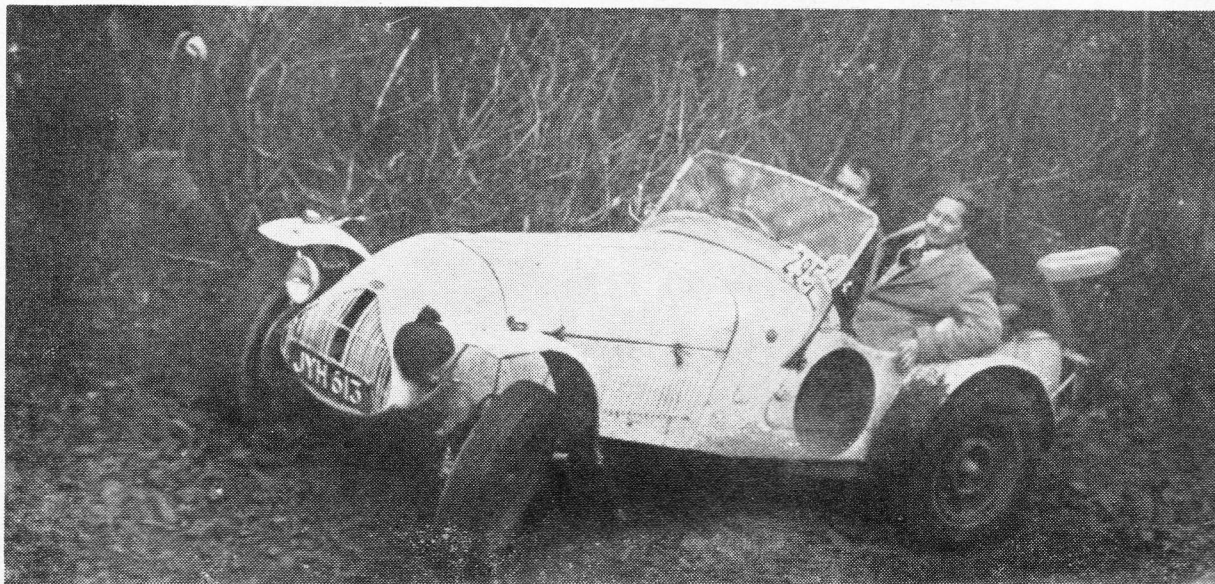


SIMMS HILL: (Above) Morgans are regular and successful competitors in the Exeter Trial; here is J. (Farmer) Moore's Plus Four on Simms, watched attentively by the spectators.

WAITING FOR IT: (Above) H. G. Ackland's Ford Special at the start of Fingle Bridge, with Deputy Clerk of the Course R. A. Hannam on the right.

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PNEUMATIC *SUSPENSION? (Right)—Or cure for a broken rear spring? R. J. Harris's Allard, trailing a balloon, on its way up Fingle.



PRESS ON TRIAL

"THE Waygoose", they call it, this annual jamboree wherein the gentlemen of the motor-cycle press disport themselves upon motorbikes over a six-section trials course in a muddy Kentish wood. "Waygoose", it seems, was the choicest poultry dish at the annual feasts of the printing fraternity in years long gone by, and the Press Trial, run by *Motor Cycling* for the "Uncle Rowe" Cup, is the modern day-out for the lads who spend the rest of the year penning the deeds and misdeeds of those who trials-ride more earnestly. For the latter, also, it is a day-out—a revengeful one, too!—affording them the inexpressible joy of watching the scribes who normally castigate them in print trying *their* luck on saddle and footrests—or, more often, well beyond both and in intimate contact with Mother Earth.

There is nothing approaching this unique affair in the four-wheeler world, but the organizers are generous folk and invite anyone professionally associated with the motoring press to join in the carnage. Local resident John Bolster, who is ready to try anything on wheels, regularly competes, and in 1952 he and the writer did the course with 350 c.c. A.J.S.s. The word "did" fails entirely to describe our day's activities, when we became as brothers to the sticky mud and clay, and acquired, from sheer monotonous repetition, some knowledge of the science of falling off a motor-cycle, if nothing else.

Trials mean plenty of mud and trees, and hills to climb; that much I knew from the pictures in the book, but never did I anticipate trees and bushes which defied all horticultural laws by jumping in the way as one innocently approached, nor shall I easily forget the horror of the very first section, a hill which went steeply downhill—a thing never anticipated—with glutinous mud and ruts and ridges waiting to bring one down to earth.



(Photo by courtesy of *Motor Cycling*)

John Bolster (Matchless) hangs on grimly to his wayward mount whilst tackling one of the toughest sections of the Press Trial.



(Photo by courtesy of *Motor Cycling*)

Winner of the "Uncle Rowe" Cup for Best Performance; Harry Louis of "The Motor Cycle" in action.



"A lightweight next year—or nothing", was our firm resolve as we parted, massaging our bruised persons, but like many a vow, time weakened this one, the call to the saddle and the mud—and the party following the trial—was strong, and December, 1953, saw us once again 350-mounted. Mild weather ensured easier conditions this time, but the antics that 20-odd (in both senses) pressmen contrived within two hours on that tree-girt, bush-infested course in Whitley Wood brought a positive bounty of entertainment to the usual cheerful gathering of spectators, hovering vulture-like at those points where the clueless most readily betrayed their cluelessness.

Editors, photographers, artists, composers, sports columnists, advertising men, and the like made up the entry, with only Bolster, John Rowe of *The Light Car* and myself representing the car world, we three appropriately sharing the same Matchless on the first of the two laps to be covered. As third man in this trio, it became my lot at first to assume a passive watching role—passive, that is, until keen pedestrian exercise became necessary when pursued into the undergrowth by two wild pressmen on an even wilder Ariel combination.

Printing terminology supplied the titles for the sections, and No. 1, Sub's Folly, a rocky road indeed, requiring a discreet combination of charging and tiptoeing tactics, was fine to watch. . . . (Thinks—"Yes, my lad, a bit of speed to get going, then gently over the rocks, mind that tree stump, round the turn, then plonk along to the rise; open up and you've done it.") Fine theory, which, of course, came to nought in practice, for like many another I stopped amidst the rocks, marks falling thick and fast as feet flailed wildly to prevent total collapse of bike upon self.

(Continued on page 46)

Cyril Posthumus tries his luck with the Matchless on "Stop Press".

(Photo by courtesy of *Motor Cycling*)

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The low build of the 1½-litre Porsche is emphasized by Bolster standing directly behind it. In standard form this little machine will exceed 90 m.p.h.

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JOHN BOLSTER TESTS

THE PORSCHE "1500"

As regular readers are well aware, AUTOSPORT has already presented a road test of the Porsche, written by no less an expert than "Gatso". Nevertheless, I have had quite a few letters asking for my own personal views on the car, probably because I have carried out most of the tests that this journal has undertaken. The numerous and continuing successes of the marque in competition have focused attention upon it as a high performance machine, and consequently I accepted an invitation from the French concessionaires to have a run in the car.

The Porsche that was placed at my disposal was not the "Super", which is generally used for speed events. This model differs from the normal machine which I tried in having a special engine, tuned to give 70 b.h.p. at 5,000 r.p.m. on a com-

pression ratio of 8.2 to 1. The standard power unit develops 55 b.h.p. at 4,400 r.p.m. on its 6.5 to 1 compression ratio. I am told that both engines are equally long-wearing and robust, but that the "Super" is neither so flexible nor so quiet as the less highly-developed version. This one would expect, though I cannot speak from experience.

The design of the car is well-known, with its independent suspension, by torsion bars all round, and its stressed body-cum-chassis, which gains most of its rigidity from a central backbone. The air-cooled, flat-four engine is mounted right at the back of the vehicle, and the drive goes forward to a four-speed, all-synchronized gearbox, and back again to the final drive. The engine is thus behind the swing axles, and

the all-indirect gearbox in front of them.

To go into a few details, the four cylinders have a bore of 80 mm., and the stroke is 74 mm. (1,488 c.c.). The operation of the inclined valves is by pushrods, and the cooling of the finned heads and barrels is by forced draught from a centrifugal blower. The gear ratios are very pleasantly spaced, at 3.5, 4.9, 7.9 and 13.9 to 1. This is a compact machine, with a wheelbase of 6 ft. 11 ins., a front track of 4 ft. 2½ ins., and a rear track of 4 ft. 1¼ ins. The fixed-head coupé weighs 15¼ cwt.

On the road, the good torque of the engine in the lower and middle ranges, allied with the well-chosen gear ratios, gives lively acceleration. With its small size, and the good visibility conferred by the short, sloping "bonnet", this is an ideal car for the rapid negotiation of traffic. The steering is very quick, the brakes are powerful, and it would be difficult to imagine an easier gearchange. In spite of the relatively moderate power output of the standard engine, the small frontal area and well-streamlined form of the body allow the maximum speed to build up to 95 m.p.h. on a fairly long straight. Third speed is good for 71 m.p.h., and on second the ultimate velocity is 50 m.p.h.

The two questions I am most often asked about the Porsche concern the noise level inside the body, and the effect of the rear engine on road-holding. As regards noise, let



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"Luggage" space is almost entirely occupied in the front by the spare wheel and the fuel tank.

★

me say, straight away, that the car is considerably quieter than the Volkswagen from which it was derived. There is very little of the mechanical clatter which one used to expect from any air-cooled engine, and conversation is easy, even at the higher speeds. There is a "throbbing" sound during acceleration, which one has met with in other "flat-four" engines, but one could most certainly not call this a noisy car by any normal standards.

To anybody who is even slightly conversant with chassis design problems, it must be obvious that, in choosing to use a plain swing-axle rear suspension with a tail-heavy car, the designer has accepted an over-steering characteristic. The question that the tester has to settle is not whether the machine oversteers, because from first principles it obviously does, but whether that over-steering is, in fact, a serious disadvantage.

In practice, the Porsche does oversteer in quite a big way, but the experienced driver, having entered a corner at speed, allows the steering to unwind as the turn is negotiated, which can be a smooth and effortless

operation. Many of us have owned the old chain-gang Frazer-Nashes, and there is a startling similarity between the handling characteristics of both these cars. The illusion is heightened by the power-weight ratio, which is of the same order. The resemblance ends, however, when one considers the comfort side of the equation, for the Porsche is a well-sprung coupé, and the Nash was an almost springless open one-and-a-half seater. Let me sum up by saying that the Porsche is very controllable and can be cornered fast, but that a driver who attempted advanced techniques on slippery roads, without first becoming fully conversant with the car, would probably finish up facing the way he had come.

On its high top gear, this little flyer covers the miles with effortless ease. At anything up to about 80 m.p.h., the comfort is remarkable for so small and light a vehicle. Above that speed, on certain types of surface, one can feel the swing-axles working. The sensation is due to track variation, and one soon ignores it; it might be better to have a slightly harder damper

setting for sustained high speeds.

The body has very pleasing lines, and one cannot but admire the neat appearance, which is delightfully free of flashy ornamentation. This is a most comfortable car, regarded strictly as a two-seater, for the occasional seats are very much of the emergency variety, and are best used as additional luggage space. Point is lent to this remark by the "official" luggage compartment which, as is common among rear-engined cars, is almost filled by the spare wheel. The interior furnishing of the vehicle supplied for test was somewhat plain, having regard to the fairly high price.

Well, there you have the Porsche. With its short-stroke engine and high gearing, allied with an efficient aerodynamic body, it can easily maintain cruising speeds that are more in keeping with cars of at least double its cubic capacity. When one comes to fill the petrol tank, though, that efficient little engine pays dividends, and its thirst is moderate even for a 1½-litre. These are only brief impressions, after a short test, but I hope that they answer the queries which readers have been raising.

Press on Trial—continued

Small Pica and Stet-or-Bust followed, and elation at scaling these without a foot to the ground died rapidly on learning that every other solo did likewise. Over-run was similar to last year's nasty, slippery downhill section, but with an awkward turn on a hump, and all resolutions to do it properly this time, using the exhaust valve lifter, were panicked away, primal instinct brought left foot and right hand to brakes . . . and down in the mud we went. Oh well.

Six Ems Lane was a very woody, winding affair, reconnaissance of which suggested a deep, clayey ridge as the major hazard, but offered no solution to the problem of traversing it. A crude handful of throttle unaccountably achieved this, but speedily brought its Waterloo, as the Matchless, under the impetus, ignored the next turn and went wood-cutting instead. Joy at achieving Stop Press, a horse-shoe climb and descent, with just one or two dabs, dissolved on lap 2, when to keep the trial to schedule I was waved to a works-loaned 500 c.c. Matchless recently vacated by *Motor Cycling's* Bernal Osborne, while Rowe did his second round on the 350, and Bolster set off joyfully on a James lightweight.

Manna from heaven, that 500 would have been to one who could trials-ride, but upon me its virtues were regrettably wasted, and the gentle two-wheeler art of "dropping the model" was once more indulged in. In Six Ems a stout sapling, pinned at an acute angle by the Matchless, registered its annoyance by resuming the vertical with a vicious ear-slicing swish. The sidecarists were having a rough time on the narrow course, one or two machines capsizing to shouts of

joy from occupants and onlookers, whilst a solo Norman ran amok with its rider, meeting an obdurate tree stump and emerging with considerably abbreviated wheelbase.

Fun being the primary object of the Trial, rather than winning anything, clearly the 1953 Wayzgoose was a roaring success, but even so some very neat and expert riding was to be seen. When back at Bligh's Hotel, Sevenoaks, Harry Louis, the Editor of *The Motor Cycle*, was announced by chief organizer Angus Herbert to be the winner, joyful shouts of "Hurray" and "It's a fiddle!" went up from rival journals, then all settled to the pleasures of solid and liquid lunch and the party and film show which followed.

Altogether a great "do"—may the 1954 event be as enjoyable. And while on that subject, although it is early to get a "cadge" in, if any kind reader has a nice lightweight Dot, James, Francis-Barnett or similar machine to lend next December, please remember John Bolster and . . .

C. POSTHUMUS.

* * *

CHRISTIAN LAUTENSCHLAGER

THE death took place at Stuttgart on Monday, 4th January, of Christian Lautenschlager, famous Mercedes driver who won the French Grand Prix in 1908 and 1914. Renowned for his cool and calculated methods at the wheel, Lautenschlager drove in comparatively few events. His last race was the Indianapolis 500 miles in 1923, when he crashed his 2-litre supercharged Mercedes, and retired. He spent his last years quietly, living in the shadow of the Daimler-Benz factory at Stuttgart. He was 77.

A DOZEN DATES FOR ASTON MARTIN

A BUSY season is planned for the Aston Martin sports car racing team in 1954. Following the Buenos Aires 1,000 km. race on 24th January, the cars go to Florida for the Sebring 12 Hours on 7th March; after which the planned programme of events is: Mille Miglia (2nd May), Silverstone *Daily Express* sports car race (15th May), Le Mans (12th-13th June), the Portuguese G.P. and/or Monza 1,000 km. race (27th June), Belgian 24 Hours (10th-11th July), Silverstone (British G.P. meeting, 17th July), Berne sports car event (Swiss G.P. meeting, 22nd August), the Nürburgring 1,000 km. on 29th August, and the T.T. (11th September).

NOTWEN TO NEWTON

WE are advised that from 1st January Ernest Newton and Co., Ltd., who have been established for 74 years, and selling motor oils and greases for over 50 years, have reverted to their original trade-mark NEWTON. This replaces the present name of Notwen.

The managing director is E. J. (Jack) Newton, well known for his exploits with H.R.G.s and other cars in hill-climbs, rallies and other competitions.

B.R.M. ON EXHIBITION

A 1½-LITRE 16-cylinder supercharged B.R.M. will be on exhibition in London from 22nd to 29th January, at the premises of Poland Street Garage, Poland Street, W.1. A Perspex bonnet will be fitted to afford a clear view of the engine, which will be partly dismantled.

Maurice Gatsonides with a Ford Zephyr, during a recent reconnaissance of the Gap-Monte Carlo Speed-Regularity test section.

It now appears certain that wintry weather conditions will prevail in the Massif central regions of France from mid-January onwards. Long-range weather forecasts indicate that a severe cold spell is imminent—a fact that is being received with great joy at winter sport resorts.

Many crews have completed their preliminary reconce of the Gap-Monaco regularity section, the majority finding the roads dry and free from snow and ice. However, they were able to identify the positions of the 500 metres areas before the controls, which will be invaluable, even if the landscape completely changes under a mantle of snow.

More than ever it is evident that the



AUTOSPORT INFORMATION SERVICE

The Monte Carlo Rally

comparative accuracy of officials' and competitors' watches alike is one of the major factors in the speed-regularity test. For example, if the watches give results to the same number of seconds, i.e., 752.2 secs. and 752.6 secs., then it would not matter. On the other hand, if the official watch gives, e.g., 751.8 secs., and that of the competitor, 752.2 secs., then this will certainly make a difference in the points for classification—even although there is still only $\frac{2}{3}$ sec. difference. This will be made clear when the regulations are studied; times are taken to hours, minutes and seconds, ignoring fractions of a second!

Whilst concentrating on this speed-regularity test, one must not forget that, in the past, rallies have been won on the often difficult Le Puy-Valence section which competitors from Athens are fortunate to miss. This can be a real nightmare; seasoned competitors advise, if there is a genuine prospect of snow, to take the longer route which meets N6, rather than attempt what looks like the most direct route on the map.

* * *

THE question of refuelling during the speed-regularity test is one that must be studied. Admittedly many cars will be able to complete the 165 miles from Gap to Monaco without refuelling, but the organizers advise that sufficient petrol for a further 80 kilometres should be in the tank. This means that practically every entrant will attempt to fill up near Nice.

What most crews will do will be to carry fuel in cans, and top-up near the end of the first, and longest, section (Gap-Barreme, 126 kilometres). As pump fuel is permissible, there is nothing to prevent British competitors taking along with them a quantity of high-grade petrol as sold in the U.K.—unless, of course, the shipping people object!

Many French competitors have arranged for cans of petrol to be available at certain points along the route,

which, to some competitors' ideas, does come under the category of "organized assistance"—as undoubtedly is the provision of "spotters" to indicate positions of the 500 metres areas before controls. However, as everyone who is able to call on people to help will do so, it looks as if "organized assistance" will be the rule, rather than the exception!

On the following pages, "Gatso" and artist Jan Apetz have prepared a pictorial plan of the Gap-Monaco section. The photographs clearly identify the 500 metres approach areas and the actual controls, which will prove useful to crews who were not in the fortunate position of being able to do a preliminary reconnaissance.

As we go to press, it is learned that snow has fallen heavily on the high ground above Digne, and that "black-ice" has appeared on the roads leading to, and out of Clermont-Ferrand. Next week, AUTOSPORT will publish the latest possible weather forecast from the Meteorological Department of the French Air Ministry.

* * * COLOMBIAN COAST-TO-COAST RACE

COLOMBIA'S "Mar-a-Mar" road race is scheduled to start on 25th January and will end on 2nd February in the city of Cartagena, on the Caribbean coast. It runs from Buenaventura on the Pacific Ocean to Cartagena on the Atlantic, embracing every variety of terrain, including mountain and jungle, over a total distance of 2,000 kms. It is open to all comers driving touring or sports cars with no restrictions on modifications.

Amongst the many drivers entered are the American William Griebing, former winner of the Circuito Central Colombiano, and Luis "El Ganso" Garzón, just returned from Mexico where he participated in the Carrera Pan Americana. The race is being organized by the Motor Club de Colombia. Entry fee is 500 pesos, or about 200 U.S. dollars.

Eve of Battle Report by Maurice Gatsonides

THE all-important, 12 kilometres stage of the Gap-Monte Carlo Speed-Regularity Test is the same section in which competitors in the 1938 and 1939 Monte Carlo Rallies had to average a minimum speed of 50 k.p.h. The numbers of the N85 milestones have, however, changed since then from 85 and 97, to 82 and 94. Improvements have been made to the road surface.

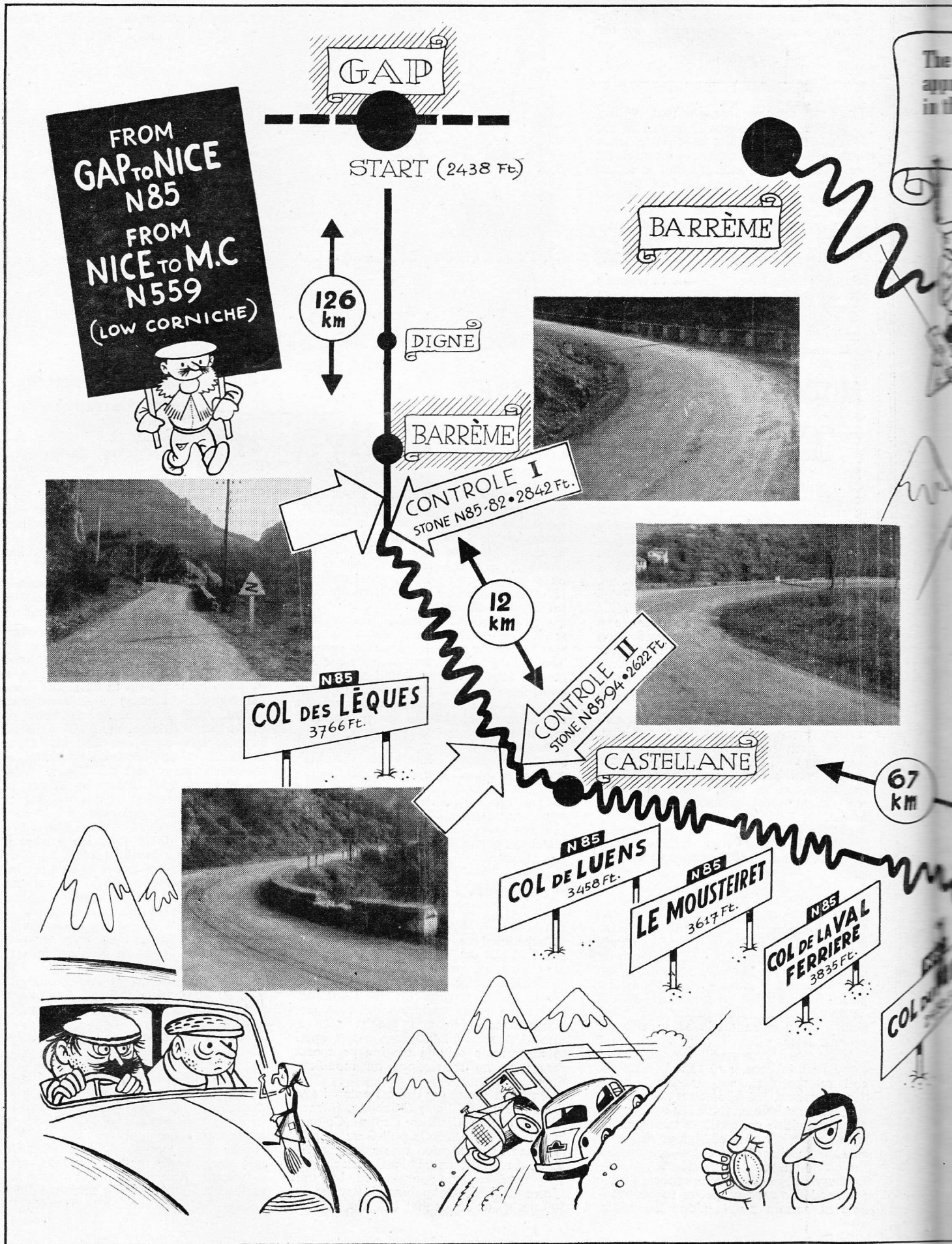
In the two pre-war events, about 50 per cent of the competitors (totalling 130-140), managed to do the Col des Lèques in the 14 mins. 24 secs., to arrive at the finish unpenalized.

Many 1954 entrants have already driven over this 12 kilometres, and some of them averaged up to 62 k.p.h. Louis Chiron (2.5 Lancia) and Grosogeat (1,900 Alfa Romeo Sport) both did 62 k.p.h.; the last-named did 61 k.p.h. in his rally entry, an 850 c.c. Dyna-Panhard. I am not so sure that these 2½-litre Lancias and the "Sport" Alfas are eligible, and, like many others, am surprised to see half a dozen 2,451 c.c. Lancias in the provisional entry list.

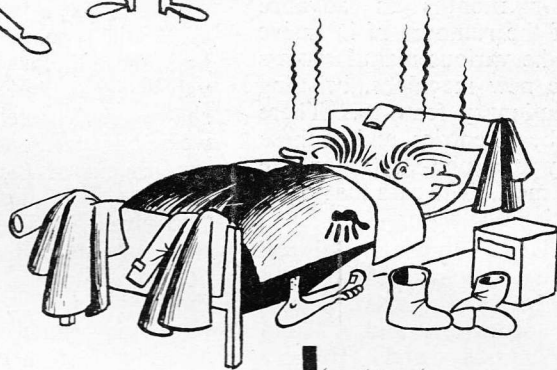
Returning to the Col des Lèques; even on a dry day there were ice patches on the Northern hills at about 10 a.m., disappearing around noon. Nevertheless, it will be normal to find this Col covered with snow, and it may be impossible to average even 50 k.p.h. if it is more than a foot deep.

M. Taffe, who has taken over organizational duties from M. Noghès, tells me that the timekeepers at both ends of the Col will have constant tele-communication by both cable and radio. If necessary, watches will be synchronized at fixed intervals.

Stage 1 is comparatively simple, 80 per cent of the route being over dead-straight roads. Even with snow, it should be possible to average over 80 k.p.h. Generally speaking, stages 3 and 4 are seldom as tough as stage 2 under normal wintry conditions. The 1950 event was rather an exception, as the road to Grasse is seldom so difficult as during that very severe spell of weather, when extremely heavy snowfalls were experienced, almost causing complete blockage on the roads leading to Monaco!



The photographs depict the 500 metres approach areas, and the actual controls in the all-important Gap-Monaco speed-regularity test.



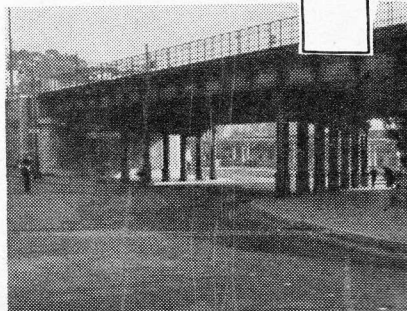
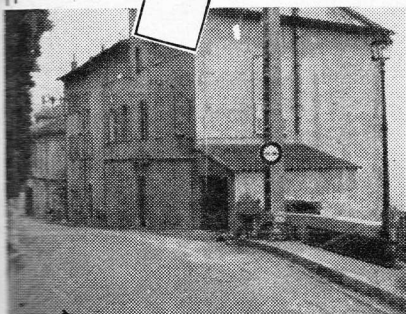
MONTE CARLO

59 km

FINISH (10 Ft)

PELLON

CONTROLE III
1092 Ft.



DAN APERZ

JOHN DUDLEY RECALLS**WHEN BRITAIN WON THE GRAND PRIX**

FIVE years after the end of the first World War the motoring world was electrified by the news that a British Sunbeam car, driven by the then little-known Major H. O. D. Segrave, had won the Grand Prix of France against the strongest of Continental opposition. It was the first occasion on which a British car had finished higher than fifth in that historic event; it has never since been won by a British car. In the 1923 race at Tours—the ninth of the series—the fastest foreign team was eliminated by mechanical defects, aggravated by the brilliant driving of K. Lee Guinness and the amazing reliability of the British-built cars. The fact that all the cars of the Sunbeam team finished, in first, second and fourth places, proclaimed to the world the completeness of the victory.

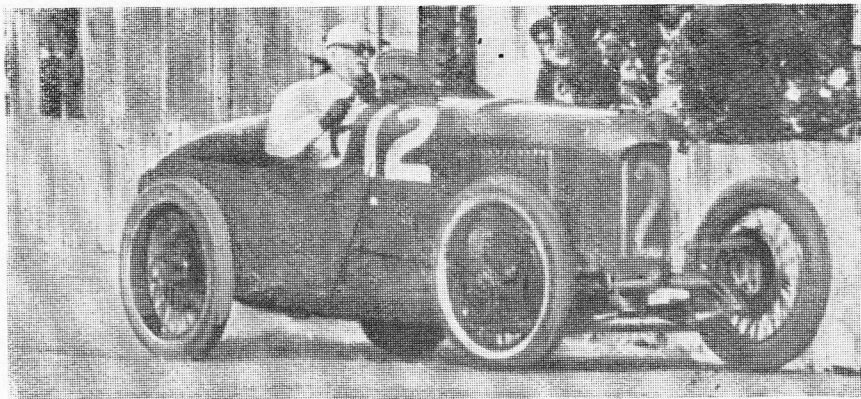
The event aroused the liveliest interest for months in advance because of the rumours of intensive efforts by the various manufacturers to produce new machines, bristling with revolutionary features. There proved to be 18 entries, and of these only one was a non-starter on the day of the race. The cars that came to the starting line were:—

FRANCE: Thomas (Delage); Friderich, de Vizcaya, Marco and Prince de Cystria (Bugattis); Duray, Lefebvre, Rougier and Morel (Voisins); Guyot and Hémerly (Rolland Pilains).

ITALY: Bordino, Giaccone and Salamano (Fiats).

GREAT BRITAIN: Guinness, Divo and Segrave (Sunbeams).

The Delage engine was a vee-12;



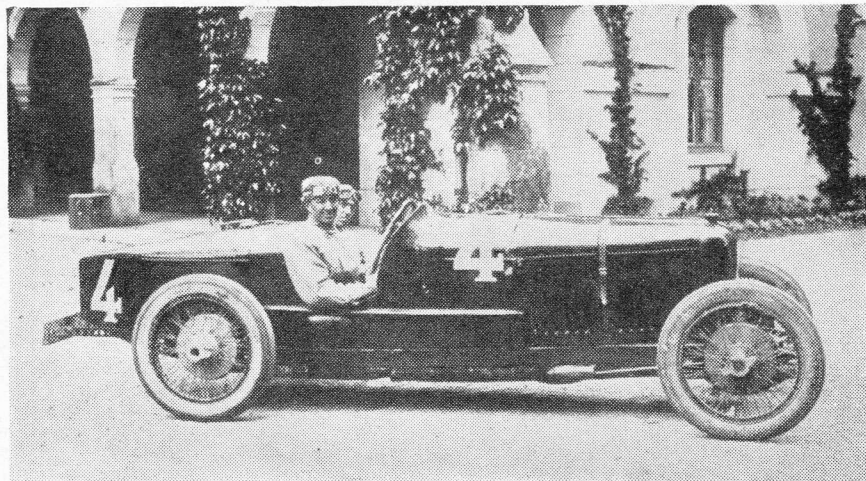
ON THE WAY: Henry Segrave in the 2-litre, six-cylinder, unsupercharged Sunbeam with which he won the 1923 French Grand Prix at Tours.

the Fiats were straight-eights with overhead camshafts and their output had been considerably increased by the then unusual addition of a supercharger, a vane-type instrument of Wittig type, while the Sunbeams had six-cylinder engines with two valves per cylinder, overhead camshafts and steel cylinders with welded jackets, the units being very reminiscent of the 1922 Fiat, from which the design had been "borrowed." The Rolland Pilains were straight-eights with twin overhead camshafts. The Voisins and the Bugattis were the talk of Tours, both being quite unusual in appearance, with rather crudely streamlined bodies. The Voisin could only be described as hideously ugly with its sloping tail and narrow bonnet which housed a six-cylinder sleeve-valve engine. The Bugattis, with straight-eight engines and a single

overhead camshaft, had a wheelbase of only 6 ft. and tank-like all-enveloping bodies. The French crowd soon applied a variety of epithets to the Bugatti—among them "the roller skate", "the dish cover" and "the tortoise"—but like most of M. Ettore Bugatti's experiments it went with some velocity. Driver and mechanic sat far apart at a time when, in most Grand Prix cars, they were huddled together in an inescapable tête-à-tête.

But to the story of the race, which is well worth the telling: the day was glaringly hot—one of those summer days which seem to have disappeared for ever with the mid-peace years. The dust, which had been aroused by the early morning pilgrimage to the circuit from Tours, settled as the *Marseillaise* saluted the arrival of the president of the A.C.F. at the grandstand. There was an impressive rolling start, the cars moving forward behind a single motor-cyclist until he pulled on to the grass, and the battle commenced.

Réné Thomas in the Delage led Guinness past the stands, with Bordino's Fiat coming out of the swirl of dust to challenge them. Thomas dropped back and, down the straight to the difficult La Membrolle corner, Bordino led Guinness, both already well ahead of the rest of the field. At La Membrolle on that first lap there was some wild cornering and Vizcaya's Bugatti charged the barricades, ploughed an ugly

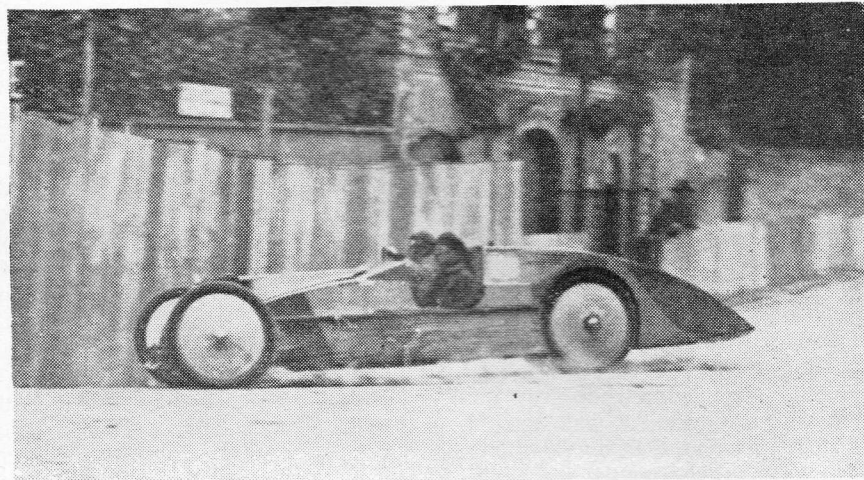


FORMIDABLE: Pietro Bordino in the fine-looking 2-litre straight-eight Fiat which had the startling novelty, in those days, of a supercharger—a Wittig vane type which proved the marque's undoing in the Grand Prix.

TALK OF TOURS: The highly unusual and not very handsome streamlined Voisins proved slow at Tours, but one finished fifth.

path through the spectators, and snapped a telegraph pole in half. There were several fatal injuries, but so excited were the crowd that they hurled abuse at the officials for not clearing away the debris quickly enough for them to get back to the edge of the road.

The leaders sped on through a wood, along the twisting road to Semblançay to rejoin the main leg of the course at Guerinay corner. As they came down to the tribunes again Bordino led, with Guinness holding on grimly, followed by Thomas, the other two Fiats, Segrave, Divo and the French cars bringing up the rear. The Fiat plan of campaign was now apparent. Bordino was out to set a cracking pace which, it was hoped, would wreck the opposition, while the other two cars reserved their strength. What was more, Guinness was playing the same game for the Sunbeam team, and playing it with

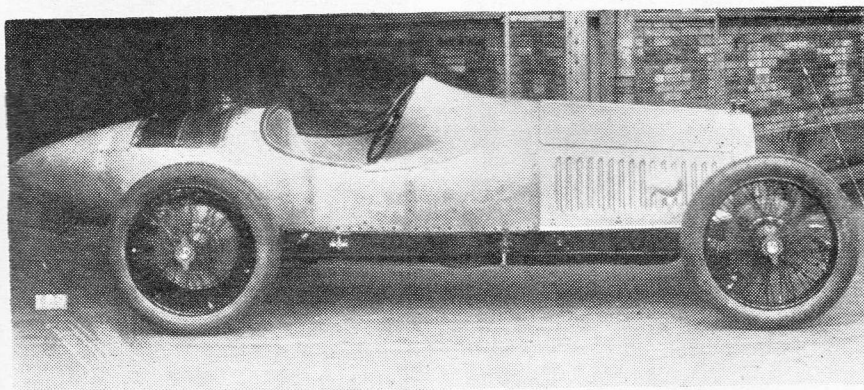


a novelty in those days which, if not always audible, certainly added to the general excitement), announced in atmospheric tones that Bordino's Fiat had stopped; then that he had restarted; at last it reported that Bordino had stopped again and Guinness was in the lead.

The biter was bit; the Fiat's engine had given out, the dust of the circuit pumped into the engine having wrought havoc, and Guinness

was leading the Grand Prix. He came in at 11 laps to refuel in 3 mins. 13 secs. Divo had to change his mechanic, but his Sunbeam was going well, while Segrave was troubled by a slipping clutch and had fallen back to sixth position. One of the Voisins came in for a tyre change, and the sages shook their heads about the new-fangled streamlining when they saw the difficulty the pit staff had in jacking up the weird machine.

Giaccone, lying second, was now ordered to catch Guinness at any cost. He pushed up his lap speed to 82 m.p.h.—not as fast as Bordino who, on his second circuit, had already made the fastest lap of the race at 87 m.p.h. The crowd seethed with excitement, but the real drama was being played out in the narrow cockpit of the leading Sunbeam, for Guinness, too, had found that his clutch was slipping badly. He had tied a rope round the pedal, and his mechanic, Perkins, was hold-

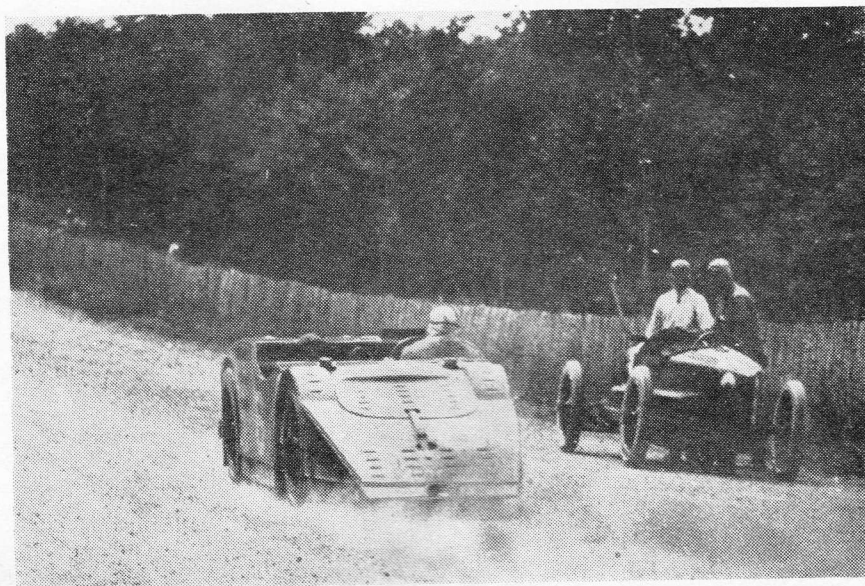


FRENCH VEE-12: (Above) The 2-litre Delage driven by René Thomas was of daring design. Tours was its first race, in which it retired, but the car found its form in the following two seasons.

"TANK" TYPE BUGATTI: (Right) Third finisher Friderich in the short wheelbase, streamlined Bugatti passing Giaccone's abandoned Fiat.

considerable gusto. Lap after lap he kept the flying dust cloud that was Bordino in sight, giving the Italian no respite, and cornering with a brilliance that delighted the crowd. A little way back Giaccone and Salamano were awaiting developments, but always with the green Sunbeams of Divo and Segrave at their elbows.

Then, at six laps (84 miles), the grandstand buzzed with excitement, for the loud-speaker system (quite



ing on to this with all his strength to increase the pressure. In the execution of this unpleasant duty Perkins had to crouch under the scuttle and was thrown about in a frightful fashion on the bumpy road. In addition, the reverse catch of the gear lever had broken and the spare magneto had come away from its moorings on the floorboards and was lurching around the car, adding a considerable quota of bruises to those already sustained by Guinness and Perkins.

Under these somewhat grim circumstances Guinness was passed, first by Giaccone, then by Salamano. Divo took up the chase, and Guinness, by half distance, was in sixth place behind Guyot's Rolland Pilain and Segrave. The field was thinning out. Two Voisins had disappeared and only Friderich's Bugatti was left. Segrave and his mechanic, Dutoit, had been so worried by the slipping clutch that they had seriously considered retiring, but for some reason the clutch suddenly went in with a bang, and Segrave found himself with a car in perfect order once more. It was probably the only car in such a condition at that stage of the race.

Guinness came in to change mechanics and the gallant Perkins staggered from the car, his overalls soaked with blood and oil. At 20 laps Giaccone's Fiat suffered, it was announced, a broken exhaust valve and retired. Only Salamano remained of the Fiat team, well out in front and driving on to apparently certain victory.

With eight laps to go Divo, in second place, came in to refuel, but in his excitement he attempted to

unscrew the filler in the wrong direction, with the result that it jammed. He and his mechanic worked frantically with wrenches and hammers, even trying to cut through the solid brass with a cold chisel, but without success. Segrave went by in second place and then Divo remembered the emergency tank which held only enough petrol for one lap. He filled it and was away, with the prospect of having to stop each lap to refuel.

The race was now almost over, but fate had one more trick to play. The exact cause of the incident is in doubt. The Fiat pit, worried by the speed of Segrave's Sunbeam, rather unnecessarily ordered Salamano to increase speed. It was claimed later that a stone had pierced the Fiat's petrol tank. Whatever the cause, the fact remains that the Fiat ran dry on the circuit and the timekeepers, the crowd and the pit staffs suddenly became aware that the car was overdue.

Eyes were strained up the road, but it did not come. Instead there appeared the panting figure of Feretti, Salamano's mechanic, who had run over a mile to fetch petrol for the stranded car. He was cheered to the echo, and the Fiat pit sent off a fresh mechanic with the tin. The officials pounced—the tin was thrust into Feretti's shaking hands—he must take it back himself, or the car would be disqualified. The crowd booed the officials. Feretti was given a bicycle and, mounted perilously with his enormous tin, he began to wobble back towards his goal. The officials pounced again—mechanic and bicycle were parted amid a cascade of boos and catcalls, and the un-



THE VICTOR: H. O. D. Segrave, one of Britain's finest drivers of all time.

fortunate man set off at last on foot.

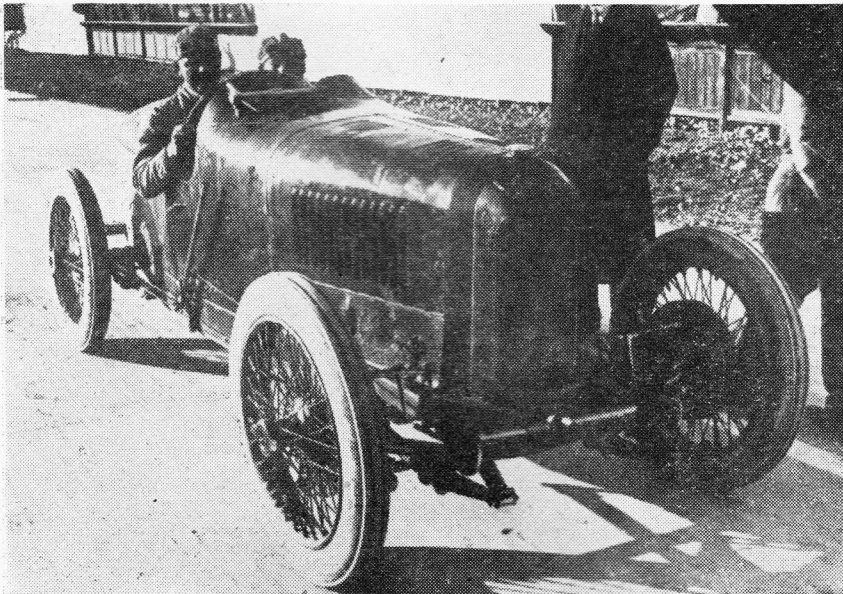
Meanwhile Segrave came over the brow of a hill and saw, out of the corner of his eye, a red car stopped by the roadside. He did not dare to hope, but Dutoit, who spotted the number, shouted in his ear that they were leading. Even then Dutoit looked back anxiously all the way, fully expecting some faster car to appear. But nobody was within striking distance, and the race was won.

Divo struggled on to second place and Guinness was all set for third position when he spun at La Membrolle and stopped his engine, being passed by the sole surviving Bugatti, driven by Friderich. The only other finisher was Lefebvre's Voisin, miles behind and quite outclassed.

Thus, 31 years ago, did Britain win the Grand Prix. When will she win again?

HARD-WON SECOND: Albert Divo (Sunbeam) suffered a jammed fuel tank filler cap, and had to resort to a small capacity reserve tank for the last eight laps of the race.

(Photo by courtesy of A. S. Hea)





DUNLOP - first tyre in 1953 car racing

FORMULA II & LIBRE

Goodwood—
2nd Easter Handicap 1st 2nd 3rd
3rd Easter Handicap 1st 2nd 3rd
Lavant Cup 2nd 3rd
Chichester Cup 2nd 3rd
Glover Trophy 1st
Daily Express International Trophy 2nd 3rd
Elaintarhanajo Djurgardsloppet 1st
Ulster Trophy Race 2nd 3rd
Handicap Race 1st
Tampere International Race 1st

Crystal Palace—
Coronation Trophy Race 1st 2nd 3rd
Grand Prix d'Albi 1st 2nd
Eifel Meeting 2nd 3rd
Leinster Trophy 1st 2nd 3rd
Silverstone—Formula Libre 2nd 3rd
Portuguese Grand Prix (over 2,000 c.c.) 2nd
Grand Prix de Caen 1st 2nd
Grand Prix d'Aix les Bains 2nd 3rd
Grand Prix des Sables 1st 3rd

Charterhall—
Formula II Race 1st 2nd 3rd
Formula Libre Race 1st 2nd 3rd
Johore Grand Prix 1st 3rd
Wakefield Trophy Scratch Race 1st 2nd 3rd
Crystal Palace—
London Trophy Race 1st 2nd 3rd
Goodwood—
Madgwick Cup 1st 2nd 3rd
Woodcote Cup 2nd 3rd
Goodwood Trophy 2nd 3rd
2nd September Handicap 1st 2nd 3rd

FORMULA III

Goodwood—Earl of March Trophy 1st 2nd 3rd
Silverstone—Daily Express Race 1st 2nd 3rd
Crystal Palace—
International 500 c.c. Race 1st 2nd 3rd
Grand Prix des Frontieres 1st 2nd
Eifel Meeting 1st 2nd
Finnish Grand Prix 1st 2nd 3rd

Picardi Grand Prix 1st 2nd 3rd
Circuit d'Orleans 1st 2nd 3rd
British Grand Prix 1st 2nd 3rd
Avus Race 1st 2nd
Daily Telegraph International Trophy 1st 2nd 3rd

Brands Hatch—August Sprint Race 1st 2nd 3rd
Charterhall—Scratch Race 1st 2nd 3rd
Crystal Palace—
Redex Challenge Trophy 1st 2nd 3rd
Goodwood—500 c.c. Race 1st 2nd 3rd
Circuit d'Agen 1st 2nd 3rd

SPORTS CARS

Sebring 12 hour Race—
Index of Performance 1st
Goodwood—
1st Easter Handicap 1st 3rd
4th Easter Handicap 1st 2nd 3rd
Silverstone—
Production Touring Race 1st 2nd 3rd
Algiers—International 3 hour Race 1st 2nd
Index of Performance 1st 2nd
Crystal Palace—Sports Car Race 1st 2nd 3rd
Coup de Paris 1st 2nd 3rd
Le Mans 24 hour Race 1st 2nd
Index of Performance 1st 2nd 3rd
Hyeres—12 Hour Race
General Classification 1st 2nd 3rd
12 Hour Race Index of Performance 1st

Dutch One Hour Sports Car Race 1st
British Empire Trophy Race 2nd
Rheims—12 Hour Race 1st 2nd
Leinster Trophy Race 1st 2nd 3rd
Nurburgring—
Production Sports Cars 1100 c.c. to 1500 c.c. 1st 2nd 3rd
Sports Cars 1100 c.c. to 1500 c.c. 1st
Charterhall—
Up to 1500 c.c. 1st 2nd 3rd
Sports Cars up to 2,500 1st 2nd 3rd
Goodwood—Up to 2000 c.c. 1st 2nd 3rd
Nurburgring—
1000 k.m. Race
General Classification 2nd
Over 2000 c.c. Production Cars 1st
Up to 2000 c.c. Production Cars 1st

Nurburgring—
Up to 1300 c.c. Production Cars 1st
Up to 750 c.c. Production Cars 1st
R.A.C. Tourist Trophy Race
General Classification 3rd
3000 c.c. to 5000 c.c. 1st
1500 c.c. to 2000 c.c. 1st
1100 c.c. to 1500 c.c. 1st
Up to 750 c.c. 1st
O'Boyle Trophy Handicap 1st 2nd
Crystal Palace—Norbury Trophy 1st 2nd 3rd
The Anerley Trophy 1st 2nd 3rd
Goodwood—Sports Car Race 1st 2nd 3rd
1st September Handicap 1st 2nd 3rd

RALLIES

Monte Carlo Rally General Classification 2nd
R.A.C. International Rally of Great Britain General Classification 1st 2nd
Soleil—Cannes Rally 1st

Tulip Rally—Touring Car Class 2400/3500 c.c. 1st
Lorraine Rally—General Classification 1st
International Alpine Rally

General Classification 1st 2nd 3rd
Tour de France—Sports Production Class 1st
Lisbon Rally 2nd 3rd

HILL CLIMBS

B'Ness Fastest time for the day and record for the hill
Bouley Bay Fastest time for the day and record for the hill
Shelsley Walsh Fastest time for the day
Prescott Fastest time for the day

SUCCESSFUL RECORD ATTEMPTS

D. B. Panhard 750 c.c. at MONTLHERY
Rene Bonnet, Pierre Levegh, Michel Aunaud
Austin Healey '100' at Salt Flats,
UTAH, U.S.A.
D. Healey, G. Eyston, J. G. Bennett
R. Jackson-Moore, Jackie Cooper,
Bill Spear

11 Class H International records
8 Class D International records

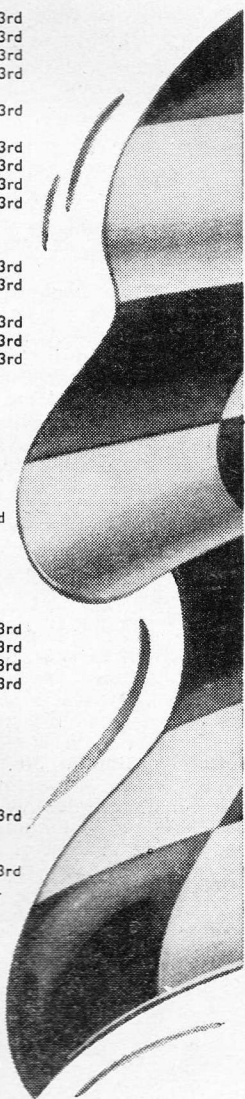
All American Stock Car Records from 5 to 3,000 miles
1 to 24 hours
United States National Records
1000 kilo. to 3000 miles.

Simca-Aronde at MONTLHERY
Equipe Gautier

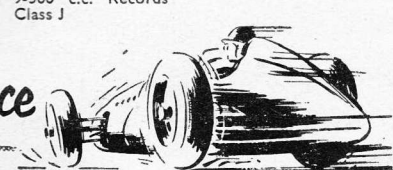
Bristol 2 litre at MONTLHERY
J. Fairman, L. Macklin
Cooper Car at MONTLHERY
John Cooper

Arnott Car 500 c.c. at MONTLHERY
J. K. B. Brise

38 International Class F Records
19 to 46 days inclusive (70,000 miles)
6 International Class E Records
7 Class I Records (350 c.c.) Class H
750 c.c. World Record 200 Kilo.
114.08 m.p.h.
9-500 c.c. Records Class J



DUNLOP - for reliability & proved performance





EASY DOES IT: (Left) The victorious C. O. Gregory (Gregory) drops down into the "Bowl", the toughest part of the Earls Colne course.

Proceedings started quietly in the morning with practice. Most competitors were taking things easily, but Jeff Bradford had the misfortune to break his Dellow's rear gearbox mountings and lunch time found Henry Taylor's strange device stuck firmly in the water of the Dip, facing the wrong way of the course. However, it was removed in time for the afternoon's runs.

To H. R. Smart's B.S.T. Special fell the honour of making the first run, but the car failed to complete one lap after its engine had started playing tricks. Next Bradford recorded 5 mins. 21.4 secs. for the three timed laps, in spite of a gearbox that would not remain in the desired position. Duffle-coated C. O. Gregory showed just how it should be done; driving his very well turned out special with a complete absence of

"fireworks" and appearing to have full control all the time, he completed his three laps in 3 mins. 43 secs., without damaging either car or scenery. Cliff Smith had the misfortune to drown his motor, so did not record a time, and then Taylor frightened everyone for two laps before finally hitting a tree on the third. He got going again, but his steering arm broke, causing him to run into another tree. He spent the rest of the afternoon looking for a welding plant to effect repairs, so that he could complete his run; perhaps it was just as well he couldn't find it.

Ted Cleghorn's run was neat and deceptively fast in 4 mins. 18 secs., but for spectator value Norman Overton certainly excelled. Driving his latest contrivance (Mk. VII?) and carrying a passenger—brave soul—he was very fast round the back stretch, slid slowly down into the dip, bounced his way out and rocketed through the Bowl to record 4 mins. 18 secs.

Most competitors managed to improve

EAST ANGLIAN "MOTOCOURSE"

Small but Enthusiastic Entry for Autocross-Type Event, Successful Despite Bad Conditions

COLD, rain, wind and even snow, was the order of the day at the "Motocourse" (rough Autocross to you!) jointly promoted by the East Anglian and London Motor Clubs at Chalkney Wood, near Earls Colne, on Sunday, 3rd January. Despite these unpromising conditions the small but enthusiastic band of competitors appeared to enjoy themselves no end, but to see the state of most of them and their cars at the completion of their runs one could not but wonder why, and indeed it was easy to see why locals who always turn up to watch a motoring event, leave convinced that all sporting motorists are mad!

Since the last meeting and AUTOSPORT'S visit to this course it has been slightly "detuned" by having the camber eased in a few places and, more important, having a considerable quantity of rubble placed in the bottom of the notorious "Bowl". So effective was this treatment that, although conditions were the worst recorded at this track, the Bowl stopped few competitors and nobody failed to leave it under their own steam—literally, in several cases.



slightly on their times on the second run, and this time both Smith and Smart completed the desired number of laps, both, incidentally, recording good times. Smart in particular was very fast through the Dip, but lost this advantage by twice misjudging the corner after the Bowl and having to reverse. Overton tried hard, but despite knocking 22 secs. off his first time couldn't get near Gregory's excellent time. The latter, just to show that his first time wasn't a slip on the timekeeper's part, was even faster at his second attempt.

So the meeting ended, having produced a very muddy selection of cars and drivers, most of whom would seemingly have been quite happy to have continued all night. But by that time, they had reached the stage where they could not have become any muddier.

J. RICHARD ALEY.

Results

Premier Award: 1, C. O. Gregory (Gregory), 3 mins. 39.2 secs. 2, N. Overton (Overton), 3 mins. 56.8 secs. 3, J. C. Smith (J.C.S.), 4 mins. 10 secs. 4, H. R. Smart (B.S.T.), 4 mins. 18.2 secs.
(All above in Class 1. No starters in Classes 2 and 3).



FACIAL: (Left) Norman Overton and passenger (on left) after a few laps of the course. (Above—very much above!) Commentator Brian Sugden perches in the trees. (Right) Willing helpers heave one of the less fortunate out of the "Bowl".



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Mr. C. Harrington—An Assistant Sales Manager



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N.B.I.Q



GIBNEY GETS THE "GRAFTON"

Dublin U.M.C. Trial Won by Jack Gibney (Ford)

THE Dublin University Club's Grafton Cup Trial is always what the regulations politely call "of a sporting nature", but which is generally far more vividly described as a mud-plug. This year's event, however, held last Saturday as the first motoring event of 1954, was not quite so sporting as to make the observed sections unclimbable.

As usual, the trial was held in the Deerpark of the Powerscourt Demesne, near Enniskerry, a particularly attractive location, and one which allows the spectator to walk round the entire course, providing he doesn't mind risking a pair of damp feet. The competitors drove three times around a lap consisting of four observed sections, two tests and a timed hill-climb, and perhaps the most notable feature of the event was that Kevin Murray, who has won all four previous Grafton Cups, failed to finish this time. After completing the hill-climb on his first lap, the fan of M.M.II came adrift, and ploughed its way through the radiator, leaving what the trials champion rather understated afterwards as "a nasty mess"!

Ford final-drives always seem to suffer in this particular trial, and this year was no exception, both Arthur Knowles and Paddy Culhane losing the crown-wheel of their respective specials, while Tom Lord, who was giving a first airing to his new, red-painted Dellow, had trouble, too, and failed to finish.

Of the observed sections, each one was climbed completely at least once, although there were considerably more failures on the second and third laps, after the top surface had been removed. One fault, though, was that two of the sections had dead-ends, which meant that cars had to reverse down again after making their climbs, thus holding up progress to a certain extent.

The timed climb was held over the same uphill zig-zag section as before, but, presumably bearing in mind the two cars which overturned on the first bend last year, the start was placed nearer that very acute turn, and no casualties

were reported; a wise precaution on the Club's part, and one that should be adhered to in future years.

At the time of writing no details of best performances in the tests or sections were available, but the writer saw Messrs. Laird, Gibney, Young and O'Connell among others, scaling various heights to score 10-mark maximums, and Young, in particular, doing the tests very neatly.

In the final count, Jack Gibney won the premier award in his Ford Special, only half a mark ahead of Bill Young's blown Dellow, the immaculate turnout of which always deserves special mention. Over the observed sections Gibney was well ahead of Young, the marks being 158 against 149, but the Dellow driver scored well in the tests, making their final totals 177 and 176½ marks respectively.

MAXWELL BOYD.

RESULTS

Premier Award (Grafton Cup): J. Gibney (Ford Spl.), 177 marks.

First-Class Awards: A. L. Young (Dellow), 176½; R. B. S. LeFanu (Ford Spl.), 138; R. Laird (Dellow), 127.

Second-Class Awards: T. P. O'Connell (Ford Spl.), 125; E. Connell (Ford Spl.), 123; C. Vard (Ford Spl.), 107.

Also finished: C. H. Beckett, H. C. Johnson, J. C. Millard, J. G. Garvie, J. Hartigan.

★

PADDOCK POW-WOW: At the start of the Grafton Cup Trial, Norman Young chats with Paddy Culhane and passenger Digby Robinson (in Jimmy Grew's special). Facing camera are Arlette Grew and Jack Pollard.

★



WINNER by half a mark—Jack Gibney, who took the premier award in the Dublin University M.C.'s Grafton Cup Trial, rounds the second hairpin on the usual timed hill-climb. He finished half a mark ahead of Bill Young (Dellow).

MID-SURREY A.C. TALK

ON Friday, 18th December, Kensington Moir, the former Bentley team manager, gave a talk on motor racing at the Mid-Surrey A.C. Clubroom. Those who braved foggy conditions to attend were well rewarded by what must have been the most interesting and entertaining talk yet given to the Club. Mr. Kensington Moir delighted everybody with his reminiscences of his early flying days, and all were thrilled by his description of Le Mans. In the early 'thirties, this was a man's race indeed, with winning cars scaling 2½ tons, and lapping at over 80 m.p.h.

Time was too short for the full story, and following his presentation of the awards for the recent Club Point-to-Point, Mr. Kensington Moir agreed to come again to continue the saga. Mr. Wood (Vanguard) gained the premier award in the Point-to-Point, with Mr. Jenner (Daimler) and Mr. Wilkes (Austin) the runners-up.

The main club event of the future is the annual Prize Distribution and Dinner-Dance at the Bull Hotel, Sheen, on Friday, 15th January, 1954, with the A.G.M. at the "Queen Adelaide", Ewell, tonight, 8th January.

LIVERPOOL M.C. RALLY

THE 150-mile, closed-to-club New Year Rally of the Liverpool M.C. will start at midnight on Saturday, 23rd January, from Messrs. George Boyle (Sports Cars), Ltd., Mollington, Cheshire. Regulations may be obtained from R. E. Radforth, 46 Kingsmead Drive, Hunts Cross, Liverpool, to whom entries should be sent before Wednesday, 20th January.

LEICESTERSHIRE C.C. MEETINGS

THIS Sunday, 10th January, the Leicestershire C.C. will hold a Social Run, starting at 2.30 p.m. from Lee Street Car Park, Leicester.

The club's A.G.M. will take place at 8 p.m. on Wednesday, 20th January, in the Balmoral Room of the Bell Hotel, Humberstone Gate, Leicester. The following Sunday, 24th January, the sporting trial for the "Silver Starting Handle" Trophy will be held over a course in or near Leicestershire.

CORRESPONDENCE

Government Support for British Racing—No!

IN answer to your correspondent, Mr. P. Dendy—no!—I have not written to my M.P., nor do I intend to do so! Why? Because there are good reasons for not wanting the help of Her Majesty's Government in the constructing of Britain's answer to the Grand Prix challenge.

Such phrases as "the imperative need for PRESTIGE" and "the forthcoming battle of the export markets" sound very fine, but I, for one, have no wish to see Government assistance, and its concomitant interference and supervision, brought into the sphere of motor racing. The manufacturer must be left to judge whether or not the prestige gained by successes achieved in the highly specialized business of Grand Prix racing are worth the great cost involved. We must try to persuade him that they are but, if by refraining he should lose sales to other more far-sighted competitors, that is his concern. The "export or die" dogma has gained credence through its constant repetition by successive Chancellors of the Exchequer but it is only a political maxim and can be disproved. The manufacturer naturally wants to sell the maximum number of cars but it is political economy, not the threat of a sinister end, that begs us to consider whether they be sold in Texas, Tonypany or Timbuctoo.

When, and if, a winning British Grand Prix car is built, let its success be the well-deserved reward of the diligence and enthusiasm of a Ken McAlpine. Let it be the outcome of the intelligent and far-sighted policy of a Bill Lyons but not, please not, the consequence of the enforced contributions by taxation of those who wouldn't know a Connaught from a Cadillac.

So, Mr. Editor, bring all your considerable influence to bear on the big manufacturers, but let's keep the bureaucrats and the red tape away from the circuits.

SALTDEAN, SUSSEX.

JOHN E. HALL.

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

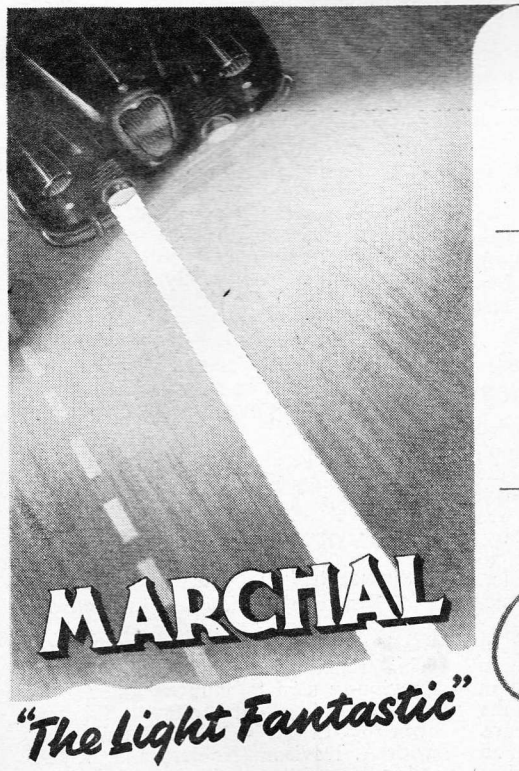
I MUST apologise to your correspondent, Mr. R. E. A. Day (AUTOSPORT, 1st January), for having given him the impression that I was questioning his enthusiasm for racing. My remarks in my previous letter were not a reflection on Mr. Day's genuineness. I would, however, like to question his support of the B.R.M. He states in his letter that he has "... never turned his back on the B.R.M. ..." and yet a little further on we read "... that the Connaughts are more likely to produce the desired results. ..." Surely these two statements are not in agreement, Mr. Day?

But to return to the matter of B.R.M.A. funds. I fail to see how the B.R.M.A. could possibly help Connaught financially (no matter how much we would like to) without any interference with the plans of Mr. Alfred Owen. The Association was formed primarily to support the B.R.M., financially and otherwise, and at the last Annual General Meeting 95 per cent. of the members present voted for the continuance of this support. If Mr. Day feels that his brainwave is worth serious consideration, then he should attend the coming A.G.M. on 20th January and find what his fellow members think of his suggestion. If, as I think would be the case, the suggestion was rejected, then Mr. Day could consider the founding of an organisation whose sole purpose would be the support of Connaught, Ltd.

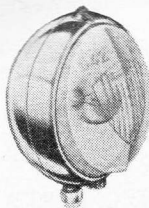
Finally, I can assure Mr. Day of the truth of my statement concerning the sale of the B.R.M. Company. Contrary to general belief there was still a fairly large B.R.M.A. membership when Mr. Owen was giving consideration to the purchase of B.R.M. I do not say that this was the deciding factor, but it is perfectly true that it influenced Mr. Owen in making the decision he did. I do not ask that Mr. Day should withdraw his suggestion; I only ask him to believe what I have said to be true. But please remember that the B.R.M.A. belongs to the B.R.M. and nobody else.

PAUL T. BANNISTER.

CHESTERFIELD, DERBYSHIRE.



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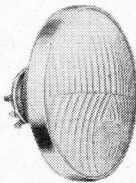
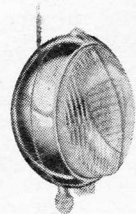


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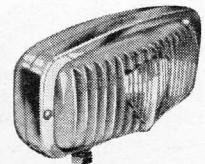


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NEWS FROM THE CLUBS

By Wilson McComb

THIS is the time of annual general meetings, with their attendant changes in club officials. Those who have succeeded in escaping from the miseries of officialdom are congratulating themselves on their release; others, coming slowly out of the anaesthetic, are finding themselves dealing with a host of unfamiliar correspondence, wading through strange files in strange handwriting, and wondering how on earth they allowed themselves to be talked into such a task.

During this period the AUTOSPORT files on which "Coming Attractions" and "Club Fixtures" are based grow rather emaciated. Believing that the information contained in them must be completely reliable, in order to be of any value, it is our practice not to include events or meetings whose dates have not been confirmed by the organizers; when possible, we like to quote the venue or time and place of starting. Again, some clubs may have changed their regular meeting-place, and neglected to advise us of the change. It seems heartless to add another burden to those of the harassed new official, but we think you will find it well worth doing.

BENTLEY D.C. OFFER

FOR seven years, certain members of the Bentley Drivers' Club have been engaged in amassing a vast amount of technical data on Bentley cars, and they are now in a position to publish a book entitled *The Technical Facts of the Vintage Bentley*. Subject to sufficient orders being received, printing of this book will be commenced, and publication should be possible approximately four months after receipt of the required number of orders. The price of the book will be 30s., but members who order before 31st March will obtain it at 25s. Application should be made to Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Bucks.

LAGONDA CLUB NORTHERN PLANS

THE third annual Northern Party of the Lagonda Club will be held at Cotton's Hotel, Knutsford, Cheshire, on Friday, 26th February, and will take the form of a buffet dance with competitions and sideshows. Further details may be had from D. H. Coates, Hill Farm, Swine, near Hull.

Meetings of the Northern Section are held on the second Tuesday of each month at Roe Cross Hotel, Mottram, and on the last Tuesday at the Red Lion, Holme-on-Spalding-Moor. A gathering in or near Edinburgh is contemplated for mid-February, and D. H. Coates would be glad to hear from Lagonda owners who may be interested.



TRIALS PICTURE: A fine "Penn portrait" depicting Mike Beardshaw on Millclose Mine II, during the North Midland M.C.'s Autumn Sporting Trial on 6th December.

"CAT'S EYES" NIGHT RALLY

A STEADY flow of entries for the "Cat's Eyes" Night Rally on 6/7th February is being received by the Thames Estuary A.C., some coming from as far away as Barnsley, Liverpool and Glamorgan. Intending competitors are reminded that entries close on Monday, 25th January, and should be sent to S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex.

The organizers wish to make it clear that secret checks in this event will be operated only as required by the R.A.C., and not for the purpose of setting speeds for the regularity section.

SOUTHSEA M.C. PARTY

SATURDAY, 16th January, is the date chosen for the Southsea M.C.'s Children's Party at the Aero Club, Portsmouth. This, by the way, is the 21st year of the Southsea M.C.'s existence.

HEREFORDSHIRE DINNER/DANCE

OVER 100 members and friends attended the annual Dinner/Dance of the Herefordshire M.C., which was held at the Talbot Hotel, Leominster, on Friday, 18th December. The Loyal Toast was proposed by the Competitions Secretary, Eric Lindsey-Jones, and the toast to The Club by the Mayor of Leominster, Alderman N. Davis, J.P.; P. M. Appleton replied.

Dr. C. W. F. McKean, Chairman of the club, proposed "Our Guests", to which the Mayor of Hereford, Alderman A. E. Farr, J.P., replied. Afterwards, the awards were presented by Mrs. Farr, there was a spell of dancing, and an entertaining "indoor rally" was staged.

The Leominster Trophy was presented to Dr. McKean, the Peter Walker Trophy to E. J. Read, and the Ladies' Award to Mrs. P. Goodwin, E. J. Read's sister.

BEDFORD AUTOCROSS PLANS

WITH Autocross on everybody's lips, the young but enthusiastic Bedford Auto Enthusiasts' Club went one stage further recently by holding a trial meeting on their proposed course. Situated in a smooth, undulating field, borrowed from the local motor-cycle club (who use it for grass track meetings), it features fast and slow corners and a useful straight. Good roadholding will therefore be of importance, and the several sharp ascents call for delicate throttle control, although none of them should cause sufficient trouble to hold up a meeting. All round the course, there is ample room for two cars at a time, without danger of baulking.

Judging by the turnout of club members for the trial meeting, there should be no lack of entries at this year's meetings. Unfortunately, only one run could be allowed to each driver, in order that the grass should not be cut up too badly, but this was sufficient to convince most of them that, no matter what car they drive, Autocross on a well-chosen course like this is the event for which they have been waiting.

J. R. A.

L.C.C. OF TASMANIA ACTIVITIES

METAL badges, with the L.C.C. of Tasmania's design in vitreous enamel, are now available from A. L. Harley, 14 Tasma Street, Launceston. This replaces the windscreen sticker previously used by club members.

The club's recent Mountain Trial was won by E. H. O'Neill (Austin A40), with A. Davison (Holden) and A. Hale (Simca) second and third. G. Hart won the Navigator's Award, W. Williams, A. Davison and G. Farmer the Team Award, and the Ladies' Prize was taken by Miss M. Mack (Austin A40).

BOLTON-LE-MOORS DRIVING TESTS

THE Bolton-le-Moors Car Club is justly acquiring a reputation for the organization of driving tests, as instanced by the status granted to their big event in March. So it was interesting to watch their activities on 20th December, when 20 club members took part in 10 driving tests—all different—varying between a "potted" regularity test and a straight-forward (albeit wee) sprint.

Starting from the Jolly Crofters Hotel at Horwich, near Bolton, Chief Test Pilot Whalley led his string to Belmont where, in and around that district, the tests were laid. A forward-reverse-forward-reverse-forward dash gave Peter Reece a chance of demonstrating his Morgan, in a one-second advantage over George Roberts and Alec Newsome. The same white flash occurred on Test 2, which was forward into a garage—reverse—forward into a second garage—reverse—flying finish forward. This time Freddie Marsh brought his Healey into second place.

The acceleration test which followed tied Peter Reece, Alec Newsome and L. S. Cordingley in 17 secs. over a ¼-mile straight.

So the competition progressed with a quarry test, T-test, stop-and-restart, Y-test, brake test, and the aforementioned regularity test, where a 24 m.p.h. average was required (the non-stated distance being 1.2 miles). The tenth test, which finished the event, involved chasing round barrels to a flying finish.

It should be mentioned that on this outing for members there was no stated number of tests prior to the show. In fact, the plotters ran in front of the competitors, laying out cunning little manoeuvres until it became too dark to perform. On this short winter day the weather won, but there seem to be untapped sources of driving dodges in the Bolton-le-Moors 3-year-old archives.

An excellent dinner awaited everyone at the Royal Oak, Chorley, and results were there sorted out.

Meanwhile Norman Shaw, who had competed in his 14-litre Riley, then put on a film show of both local and International interest, which was greatly enjoyed and not without its barrackers!

It was a pleasant change to hear the results read and all the Trophies awarded! Yes, there and then! So for once in a while the word "Provisional" may well be omitted.

WILSON ROGERS.

Results

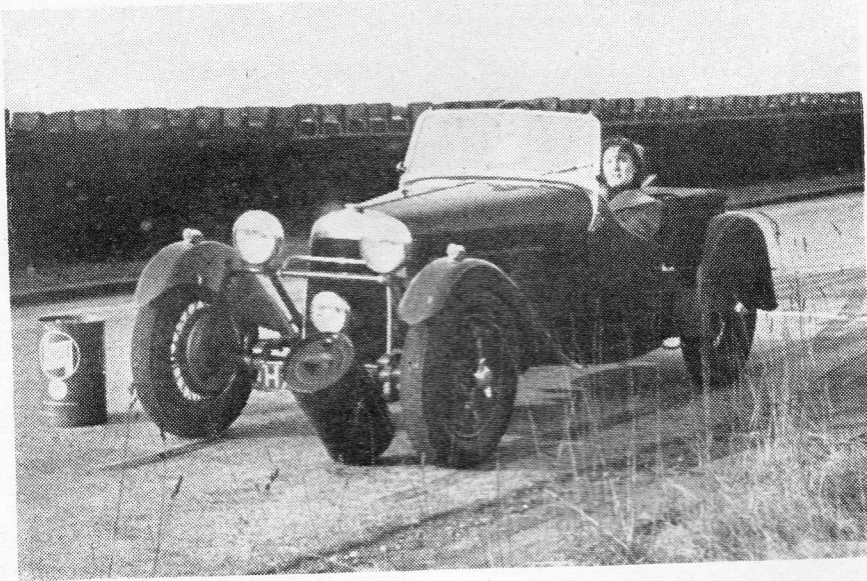
Over 1,500 c.c., open: Peter Reece (Morgan). **Over 1,500 c.c., closed:** Fred Marsh (Healey).

Under 1,500 c.c., open: George Roberts (Dellow). **Under 1,500 c.c., closed:** Charles Kinns (Ford).

ALVIS REGISTER MEETINGS

MIDLAND Area members of the Alvis Register will be meeting on Saturday, 16th January, at 7.30 p.m. in the "Nag's Head", Henley-in-Arden (on the main Birmingham/Stratford road). Members of the Alvis O.C. will also be welcomed.

The next social meeting for Southern Area members will be at 7.30 p.m. on Wednesday, 20th January, in the "Hare and Hounds", Wyke Green, Osterley, Middlesex.



A DRUM FOR DOBSON: In the first of the Bolton-le-Moors C.C.'s driving tests at Belmont, on 20th December, R. Dobson (H.R.G.) collects a marker. The best time in this test was made by Peter Reece (Morgan), who won his class.

NORTH MIDLAND ACTIVITIES

THIS year's annual Dinner and Prize-giving of the North Midland M.C. will be held on Saturday, 20th February, at the Maynard Arms Hotel, Grindleford. This venue will also form the starting point for the club's Kitching Trophy Trial, at 10.30 a.m. the following day. An R.A.C. Championship event, it will cover a 25-mile course with 12 or more sections and a final test.

Invited clubs include the Yorkshire S.C.C., London M.C., Sunbac, Lancs and Cheshire M.C., B.A.R.C. (Yorks), and the Bristol M.C. and L.C.C. Regs. will shortly be available from T. C. Harrison, 53/61 London Road, Sheffield, 2.

* * *

BERKO POINT-TO-POINT

A SIMPLE road event, similar to that held in November, will be staged by the Berkhamsted M.C. and C.C. this Sunday, 10th January. It will start from the King's Arms Hotel, Berkhamsted, at 2.30 p.m., and non-members of the club are invited to take part.

* * *

750 M.C. "ALL-COMERS" TRIAL

THE 750 Motor Club, in co-operation with the West Hants and Dorset M.C., are again running their "All-Comers" trial on Sunday, 17th January, starting at 11 a.m. from the Four Seasons Restaurant, Iford Bridge, on the main Bournemouth/Christchurch road. There will be some twenty observed sections, all within a radius of 300 yards, in the St. Catherine's Hill area, where a mobile canteen will be in attendance, and the finish will be at Hurn Airport.

The object of the event is to provide a sporting trial suitable for any type of vehicle from the humblest family saloon to the full-blooded trials special. To achieve this, the entry is divided into classes according to estimated individual performance, rather than the lines of the Eight Clubs' Silverstone meeting, thus giving everyone a near-equal chance of success. To avoid damage to "bread-

and-butter" cars, these will not attempt the tougher hills, and the rest of the course has been carefully selected. Nevertheless, special-owners can be assured of a good day's sport, for there will be at least six real "stoppers", and some of the easier hills will have variations to make them difficult for the experts.

The multi-routeing system used last year will be curtailed; this should make spectating easier, and allow more time for competitors to reconnoitre the sections. An innovation will be a radio-controlled results bureau, with whose aid final results should be available as soon as the last car has climbed the last hill; class positions during the progress of the event will be announced periodically.

Jeeps and Land Rovers may use competition tyres. Regulations may be had from A. J. Buxton, "Wroxeter", Somerford Avenue, Christchurch, Hants, and entries close next Tuesday, 12th January.

* * *

TELEVISION GYMKHANA

ON Friday, 15th January, television viewers will see the Lothian C.C.'s evening gymkhana event, which is to be staged in Waverley Market, Edinburgh.

* * *

ILKLEY DINNER

THE annual Dinner and Presentation of Awards of the Ilkley and D.M.C. will be held at the Crescent Hotel, Ilkley, at 7.30 p.m. on Friday, 15th January. Tickets may be obtained from W. L. T. Winder, Windermere Lodge, Leadhall Crescent, Harrogate.

* * *

SHELL-MEX FILMS

IN their new theatre at Shell-Mex House, Strand, London, the Shell-Mex company will hold film shows on 20th January, at 6.30 p.m., for Bentley D.C. members, and at 6 p.m. on 22nd January for Aston Martin O.C. members. Accommodation is limited to 100 for each show.

ROVER REGISTER RALLY

THE December issue of *The Freewheel*, the bi-monthly newsletter of the newly formed Rover Sports Register, announces that membership has already reached 50. On Sunday, 17th January, a rally will be held in the Guildford/Dorking area, from Newlands Corner at 11 a.m. This will involve simple driving tests and a navigation run of about 30 miles, with halts for lunch at the Percy Arms, Chilworth, and tea at the Windmill Inn, near Shere.

The hon. registrar is T. L. J. Bentley, "Manvarre", 11 Woodhall Drive, Pinner, Middlesex.

HERTS COUNTY WINTER CUP TRIAL

ON Sunday, 24th January, the Herts County Automobile and Aero Club will hold their annual Winter Cup Trial over a short course in the Chilterns. The start will be at Platt's Garage, West Street, Marlow, at 11 a.m., and with the exception of one hill will take place in a square mile of wooded valley nearby. Spectators are asked to come to the start, where they will be given a route-card to take them to the scene of operations.

Clubs invited are the Berkhamsted M.C. & C.C., Hants & Berks M.C., London M.C., 750 M.C., Harrow C.C., Chiltern C.C. and Falcon M.C. Full details may be had from D. A. Wilcocks, The Cottage, Faircross Way, St. Albans. There will be special awards for the best performance by a Herts County member, by a 1953 Trials Formula car, and a team award, in addition to the usual first and second class awards.

COMING ATTRACTIONS

January 9th. *Knock M.C.C. Trial, Northern Ireland.*

January 9th/10th. *Vintage S.C.C. Measham Rally. Start, Longmynd Hotel, Church Stretton, Salop, 9 p.m.*

January 10th. *Hants and Berks M.C. Point-to-point Run. Start, The Links Hotel, Liphook, Hants, 12 noon.*

Maidstone and Mid-Kent M.C. Brian Lewis Trophy Trial.

Berkhamsted M.C. and C.C. Point-to-point. Start, King's Arms Hotel, Berkhamsted, 2.30 p.m.

CITROËN C.C. EVENT

THIRTY-THREE cars left the Marquis of Granby, Esher, on Sunday, 13th December, to take part in the Citroën Car Club's December Hunt. Competitors were allowed two and three-quarter hours for the 50-mile route, and had to answer 16 questions. More than 100 members and friends gathered together for tea at the Toby Jug, Tolworth, where the awards were distributed by Richard Twelvetrees, editor of *The Citroënian*.

Results

Premier Award: D. W. Watkin (Dellow). 2, L. R. Crawley (Citroën). 3, A. J. Cressey (Austin).

Ladies' Prize: Mrs. Crawley.

CLUB FIXTURES

Bentley D.C.—Meetings: 8th January, The Halfway Inn, Aylesbeare, Devon, 7 p.m.; White Horse Hotel, Romsey, Hants, 7 p.m.; 11th January, Sun Hotel, Dedham, Essex, 8 p.m.; 12th January, Angel Hotel, Cardiff, Glam., 7 p.m.; Hagley Court Club, Hagley, Worcs.; 13th January, King's Head Hotel, Old Bexley, Kent; 14th January, White Lion, Edgware, Middx., 6.30 p.m.; The George Hotel, Amesbury, Wilts., 7 p.m. (jointly with Vintage S.C.C.).

North London E.C.C.—Dinner/dance, 8th January, Hendon Hall Hotel, N.W.4, 6.30 for 7 p.m.

Pembrokeshire M.C.—Annual dinner, 8th January, Royal Lion Hotel, Tenby.

Hants and Berks M.C.—Technical discussion, 8th January, New Inn, Eversley, 8.30 p.m.

Windsor C.C.—Annual dinner/dance, 8th January, Old House Hotel, Windsor.

Cheltenham M.C.—New Year party, 9th January, Priory Lawn, Cheltenham.

Hagley and D.L.C.C.—Social run, 10th January. Start, Lyttelton Arms Hotel, West Hagley, 2.15 p.m.

Leics C.C.—Social run, 10th January. Start, Lee Street Car Park, Leicester, 2.30 p.m.

750 M.C.—Meetings: **Oxon**, 11th January, Maybush Inn, Standlake. **Western**, 12th January, Queen's Arms, Bleadon.

Thames Estuary A.C.—Talk, 11th January, Queen's Hotel, Westcliff-on-Sea, 8 p.m. Navigation lecture, 13th January, Smack Inn, Old Leigh, 7.45 p.m.

Citroën C.C.—Meeting, 12th January, Marquis of Granby Hotel, Esher, 7.30 p.m.

Allard O.C.—Annual dinner/dance, 12th January, Frascati's Restaurant, Oxford Street, London.

Northampton and D.C.C.—Meeting and Film Show, 12th January, Queen Eleanor Hotel, Northampton, 9 p.m.

Lagonda Club (Northern).—Meeting, 12th January, Roe Cross Hotel, Mottam.

Southsea M.C.—Meeting, 14th January, Portsmouth Aero Club, 8 p.m.

Blakes

the Northern Sports and Racing Car Specialists offer for sale the following Sports Cars

1929 BENTLEY 4½-litre V.D.P. metal tourer. Green with new hood, sidescreens and overall tonneau. Over £180 recently spent on mechanical work (bills shown). Original except for P.100 lights. Fitted rev. counter. **£325**

FORD 10 Special, built and used by Lloyd Edwards. Dellow Mk. I chassis with miniature Allard style body in duo blue. Twin S.U. carbs., high compression head lined to 1089 c.c., 4 speed gearbox, etc. Complete with all road equipment except hood. Tyres, paint, etc. good. **£240**

1951 JAGUAR XK 120. Racing green with brown upholstery and interior. Fawn Vynide hood, sidescreens and tonneau. Genuine 17,500 miles only with one owner. Fitted Motorola radio, heater, spotlight, mirrors and chrome luggage rack. This is a real beauty. **£950**

1948 M.G. TC 2-seater. Green with fawn hood. Recent engine overhaul including rebore. Fitted with luggage rack, trafficators, spotlights, etc. **£375**

1938 model RILEY KESTREL 16 h.p. 3 speed and overdrive gearbox. Black. For quick sale at. **£290**

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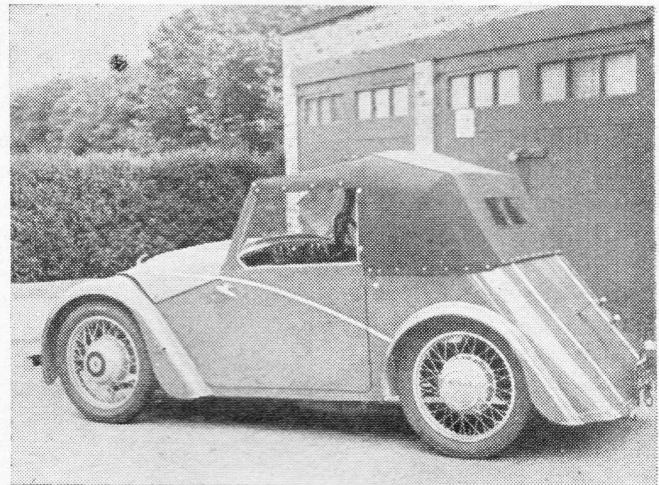
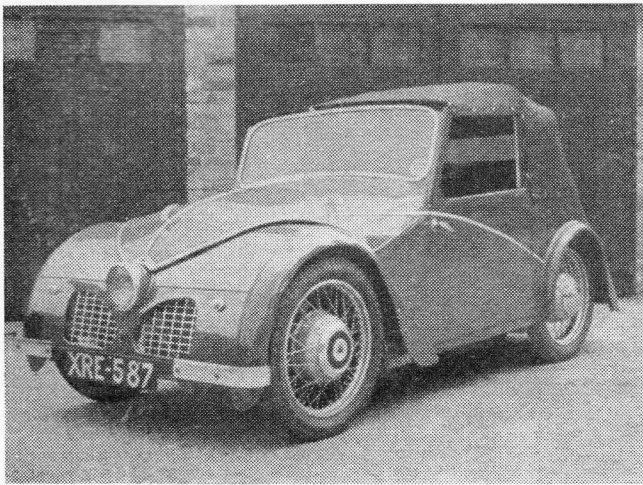
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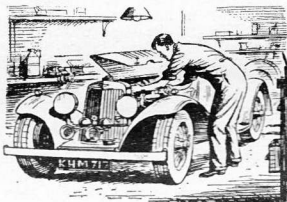
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An air-cooled flat twin aircraft auxiliary power unit, tubular frame, Morgan i.f.s., and Austin 7 transmission and rear axle form the basis of the light car built by C. W. Gaskin at a cost of under £100.

WORKSHOP

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A Home-constructed Air-cooled Economy Car

PRODUCED at a cost of under £100, in a garage without the amenities of machine tools, the compact little vehicle depicted on this page was built within a period of two years by Mr. C. W. Gaskin, of Stone, Staffs, as his answer to the "really cheap small car" problem, controversy over which raged in our correspondence columns some time ago.

Instead of using a motor-cycle engine to propel his car, the builder procured an American Lawrance air-cooled flat twin power unit of 480 c.c., a type used as an auxiliary engine in the famous war-time Consolidated Catalina flying boats. This unit offered many desirable advantages, such as the use of magnesium alloy for crankcase, cylinder heads, and all castings; and 60 lb. p.s.i. dry sump lubrication. Pushrod operated o.h.v., a thorough and effective lubrication system, and a willingness to attain 5,000 r.p.m. without excessive thirst for fuel are other attractions.

To the Lawrance engine, mounted at the conventional end of the car, an Austin Seven type clutch and gearbox were mated up. The rear axle and quarter elliptic rear springing are Austin too, but at the front end Mr. Gaskin has incorporated Morgan independent front suspension of the well-known tube-located vertical spring type.

Readers are invited to submit details of practical modifications, workshop hints and the like, for possible inclusion in this feature. Descriptions should be concisely written, and any accompanying diagrams clearly drawn on a separate sheet of paper.

The chassis frame itself is built of 2 ins. diameter tubular main members, butt-welded, with tubular cross members.

Front-end of the home-built aluminium body incorporates the ducting for directing cooling air to the cylinders. Light steel tube forms the framing of the body which, despite its compactness and that of the chassis, can accommodate two adults and three small

children. Mechanical brakes and a simple but effective electric lighting system are fitted.

Total weight of the car is 9 cwt. unladen, and performance is all that can be desired from this simple type of vehicle; acceleration is exceptionally brisk, maximum speed is over 55 m.p.h., and petrol consumption around 45 m.p.g. Prevailing factor in the design is simplicity, with no radiators and water piping to add weight and cost, simple i.f.s., and readily replaceable transmission components. Other spares can without difficulty be fabricated in the local garage, or even at home. Mr. Gaskin's car has no pretensions to elegance, but a clean, functional line has nevertheless been achieved. More important is the fact, however, that reliable and draught-free transport has been effected at very modest cost.

SHEFFIELD AND HALLAMSHIRE TRIAL

LAST year, the Sheffield and Hallamshire M.C.'s Christmas Trial was for standard cars, although the definition was rather loosely applied. Competitors started from the Devonshire Arms, Baslow, at noon on Sunday, 20th December, and found the course ideally non-damaging. It had been chosen by sprint exponent Phil Chapman, and included suitably modified versions of such well-known sporting hills as Taddington Moor, Conksbury and The Quarry. E. S. Sneath (Morgan) made the best performance, and the "opposite class" award was taken by R. E. Maltby (Volkswagen). The team award was won by Sneath and K. A. Scales (Ford).

"OPERATION ICICLE"

BRIGHT lights and plentiful food and drink quickly dispersed any post-event blues, after the Caernarvonshire and Anglesey Motor Club's annual "Operation Icicle" for the President's Trophy on Boxing Night. A 6 p.m. start at Bangor brought all finishers in by eleven, leaving plenty of time for a party at the home of co-organizer W. H. Blunt at Llanllechid.

The route lay along minor roads and farm tracks in the territory between Caernarvon and the Cambrian Coast, and was approached rather symbolically by a little used toll-bridge in the shadow of Caernarvon Castle—probably the first motoring event ever to use it. Required averages varied between 18½ m.p.h. and 26 m.p.h. and, while there were no icicles, a dampish surface and intermittent rain caused more than one minor "bending". Dr. D. N. Kiff retired with a broken radius arm on his special, but dug out his Mayflower and came to the finish; I. Campbell-Blair (H.R.G.) retired after doing well in the first special test at Llandwrog, D. I. Lloyd (Vauxhall) lost time wrenching off a useless silencer, and G. Jones (Hillman) also met with trouble. The second special test was near the Cwm Dyli power station; a wiggle-woggle, it gave best to R. D. McNair (Morris Minor), the cup-winner, who dropped only two marks on the road section. Best aggregate in the two special tests was made by I. L. Watkins (Sunbeam-Talbot).

Results

Premier Award: R. D. McNair/R. Williams (Morris Minor), 26 marks lost; 2, R. Edwards/Miss J. Anderson (Morris 8), 31; 3, W. Matthews/D. Mills (Sunbeam-Talbot), 40.6.

CAMBRIDGE "MINIATURE MONTE"

ENTRIES are coming in steadily for the Cambridge University A.C.'s "Miniature Monte" on 30th/31st January. Intending competitors are reminded that entries close on Saturday, 23rd January; they should be sent to G. Bradley, Trinity College, Cambridge.

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AUBURN roadster, channelled 6 in., Cut-away wings,
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2-str. or 500. (Wanted, body 2-str. for 1½ leaf,
also dual carb. head for 4ED Meadows).—A. J.
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£15.—42 Welford Road, Shirley,
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DELLOW Mk. II 1951, numerous spares extra.
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H.R.G. 1½-litre sports tourer, finished in red.
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OSCAR MOORE offers what surely must be the
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1927 10 h.p., boat-back body, hood and tyres
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1950 LLOYD sports, good condition, 50 m.p.g.
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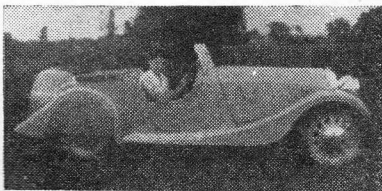
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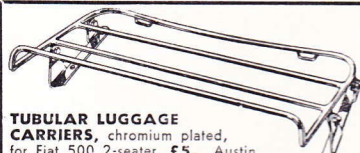
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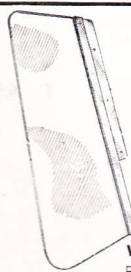
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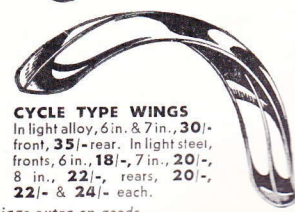


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