

AUTOSPORT

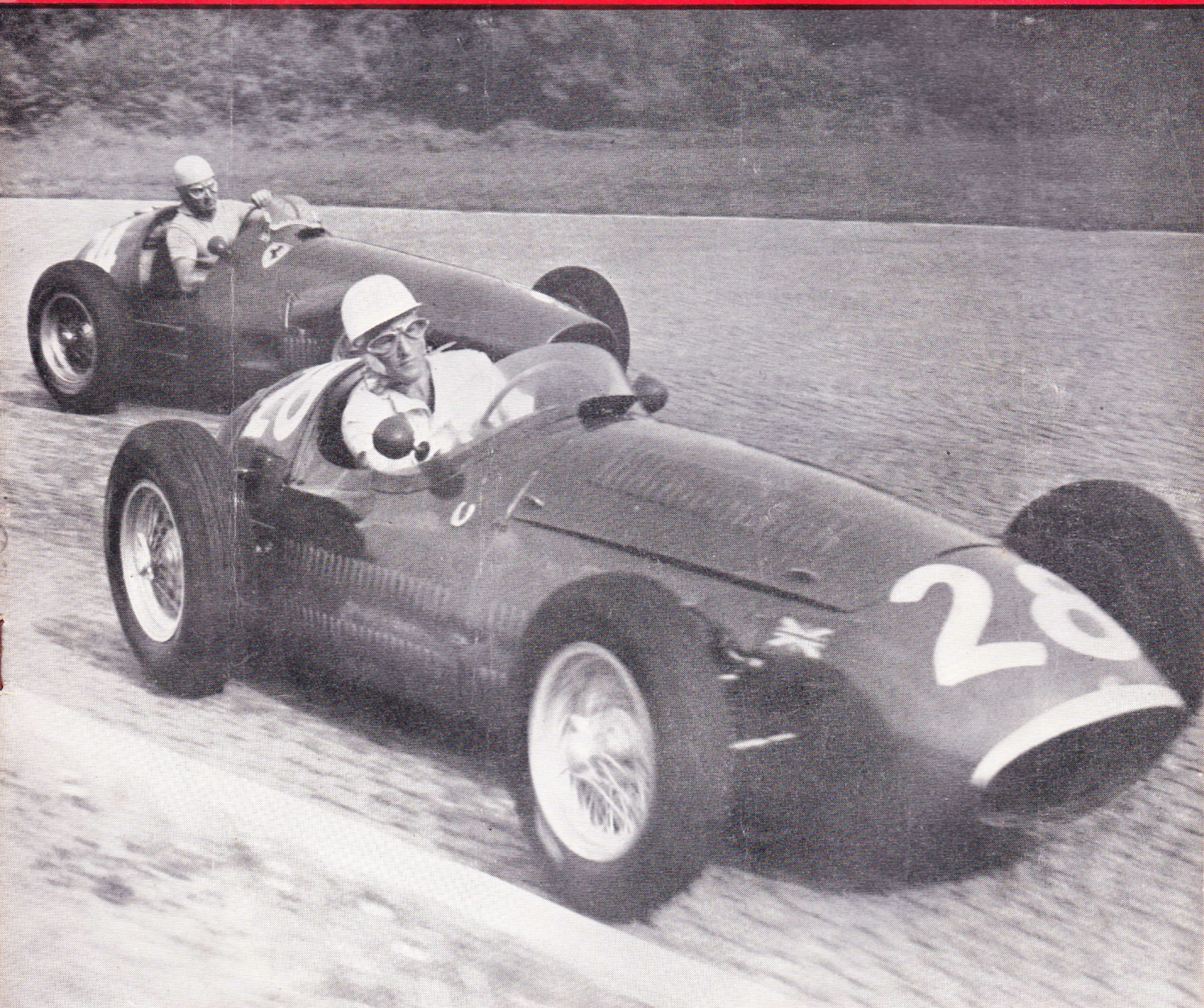
SEPTEMBER 10, 1954

1/6

EVERY FRIDAY

Vol. 9 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

25TH GRAN PREMIO D'ITALIA : BRIGHTON RECORD BROKEN : TOMORROW—THE T.T.

THE 1954 LONDON RALLY : JOHN BOLSTER TESTS A SPECIAL ASTON MARTIN

MEETINGS AT CHARTERHAM, BRANDS Hatch, FIDLE, DRINTON AND CRANFIELD

**The car you judge
behind the wheel . . .**



EVEN before you press the button you sense the solid craftsmanship of a very fine car . . . On the road, the Sunbeam Alpine quickly reveals outstanding merit. It's an exciting sports car with the comfort of a luxury limousine. When you want performance, it's there . . . with vast margins to spare! Vivid power. A lithe mastery of the road. Effortless cruising. The longest journey seems too short as you relax and enjoy the best that motoring has to offer. If you haven't yet driven a Sunbeam Alpine, ask your dealer to arrange a trial run.

THE 2 $\frac{1}{4}$ LITRE

Sunbeam
TALBOT AND ALPINE

SPORTS SALOON • SPORTS CONVERTIBLE • SPORTS 2-SEATER



SUNBEAM WINS

SUPREME AWARD

Alpine Gold Cup

The Premier Trophy for 3 consecutive awards

Drivers :

Stirling Moss, John Cutts

Coupes des Dames

2nd Year Running

Drivers :

Miss Sheila Van Damm,
Mrs. Anne Hall

**1ST ACCELERATION AND
BRAKING TEST**

(2,000-2,600 cc class)

Driver :

Miss Sheila Van Damm

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 11

September 10, 1954

Managing Editor GREGOR GRANT

Associate Editor C. POSTHUMUS
 Assistant Editor F. WILSON McCOMB
 Art Editor THEO PAGE
 Road Tests and Technical JOHN V. BOLSTER
 North of England Northern Ireland
 WILSON ROGERS W. A. McMASTER
 Eire JACK O'DONOGHUE

Continental Correspondents GERARD CROMBAC
 MAURICE GATSONIDES HANS TANNER
 Western Germany ALAN BRUCE

Canada Scandinavia
 R. J. THURGOOD HANS FRIES
 U.S.A. South America
 RUTH SANDS BENTLEY DR. VICENTE ALVAREZ

Photographic Section

Chief Photographer GEORGE PHILLIPS
 North of England FRANCIS N. PENN
 Scotland W. K. HENDERSON
 Continental MAURICE LOUIS ROSENTHAL
 RODOLFO MAILANDER
 U.S.A. OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	331
Tomorrow—the "T.T."	333
Brighton Record Broken	334
Ploughing Back the Profits	336
The 1954 London Rally	338
Fair-weather Firlie	339
John Bolster tests a DB2 Aston Martin with DB3S Engine	340
25th Gran Premio d'Italia	342
A Laystall-modified Ford Zephyr	346
Bob Gerard Wins Again	347
B.A.R.C. at Brunton	348
Rally of the Dams	350
Outing for Ancients	350
News from the Clubs	352
Cranfield Christening	354

NOTICES

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

Editorial and General Office PADdington 7673
 Advertisement Department PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.
 (U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

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

EDITORIAL

MONZA—WE'VE GOT THE MEN

LAST Sunday's Italian Grand Prix proved conclusively that Great Britain has the drivers. Stirling Moss (Maserati) was leading by a comfortable margin from Fangio (Mercedes-Benz) when a split oil tank robbed him of almost certain victory, about 10 laps from the end. Mike Hawthorn (Ferrari) finished second, whilst Peter Collins in the 2.3-litre Vanwall Special brought his all-British machine into seventh place, after being delayed by a broken oil pipe. The prestige these three young men have brought to this country is considerable, and the performance of Mr. G. A. Vandervell's car encourages one to the belief that green machines may shortly be in a position to compete on level terms with the race-proved Continental marques. The British motor industry *must* have a successful Grand Prix racing car; it is not coincidence that the roads of Continental Europe are crowded with the products of Germany and Italy, with British-built machines very much in the minority. It would be a wonderful fillip to this country's automobile engineering industry in general if our manufacturers could produce a G.P. racing car worthy of the skill of Moss, Hawthorn, Collins, Wharton and Co., to stamp out once and for all the feeling that Great Britain cannot build a raceworthy machine for the *grandes épreuves!*

THE T.T.—A RACE "NOT ALWAYS TO THE SWIFT" . . .

TOMORROW all eyes will be on Dundrod—and many pairs of ears at the radio, to hear how the T.T. progresses. And, while we're being anatomical, countless fingers over in Northern Ireland will be crossed for good weather. Much will depend on the happenings in this race, and not only the placings in the World Sports Car Championship.

The organizers have been fortunate in gaining a truly first class international entry, despite their limited resources. Not all cars can expect to win, but from prestige and financial considerations the major works teams will certainly desire high placings in the race. Yet with the T.T.'s long established handicap system in mind, certain qualms may justifiably be felt on this point.

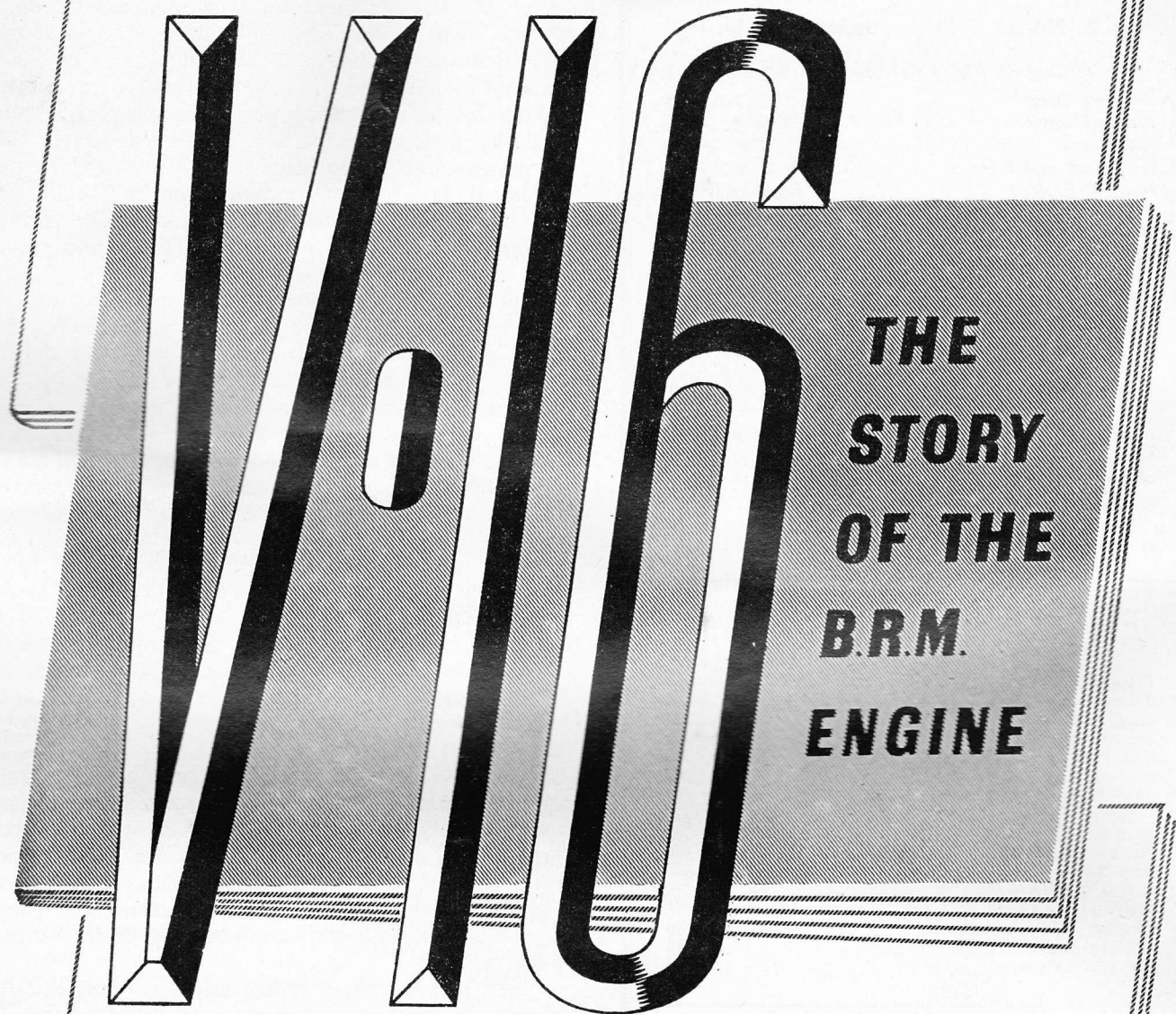
Years ago, a certain Italian star drove meteorically around the old Ards course in an attempt to overcome his handicap. The result of his efforts was second place—to an M.G. Midget. Fair enough, since the race was a handicap, and the M.G. performed nobly, but the heated Italians hurled abuse at the unfortunate little car—and never sent another team.

Now the Continentals are here again; and to them the race goes always to the swift, the handicap system is incomprehensible. A poor performance "on paper" could cause their indignant abstention from Northern Ireland's great road race for years.

OUR COVER PICTURE

MOSS TAKES THE LEAD—and from 1953 World Champion Alberto Ascari, too! The British No. 1 Maserati driver led last Sunday's Italian Grand Prix from the 48th to the 68th laps, then halted with a split oil tank. Fangio won for Mercedes, but declared that Moss was the moral winner.

Get your copy now - price 7/6



V.16 tells the technical story of the development of the B.R.M. engine. It includes a superb 8 page TRANSART supplement which enables the reader to dissect the engine and examine the technical detail. The book is packed with information and as yet unpublished photographs which will delight every keen supporter of British Motor Racing and the B.R.M. in particular. *From your usual bookseller price 7/6d or post free from the publishers at 8/-*

MOTOR RACING PUBLICATIONS LIMITED

13, Conway Street, Fitzroy Square, London, W.1

PIT and PADDOCK

JOHN RISELEY-PRICHARD, who has raced **Rob Walker's** 2-litre single-seater Connaught on occasions this season, purchased this car after the Oulton Park meeting on 7th August. Both old and new owners drove the car at Brighton on Saturday last.

SWITZERLAND'S "Mountain King" **Willy Daetwyler** did it again last week in the International La Faucille hill-climb, setting B.T.D. with a "Super-Sprint" Alfa Romeo at 7 mins. 48 secs. This time was well below his record climb of 1953 with the blown 4½-litre Alfa.

ITALIAN Gordini driver **Franco Bordoni** won the recent G.P. of Pergusa, in Sicily, with his red-painted 3-litre sports machine. Second was **Bellucci** in a 2-litre Maserati.

MODENA G.P., listed in the Calendar for 12th September, has been moved to 19th September to avoid clashing with the T.T. Now, however, it clashes with the Avusrennen!

NEW YORK novelty, running from 9th August to 17th September, is the summer exhibition and sale of the **D. Cameron Peck** collection of early automobile posters at the **Kennedy Galleries** in 785 Fifth Avenue. Early transportation and mechanical prints are also on view.

ADDITIONAL Watkins Glen fixture on 18th September is the **Collier Brothers Memorial Race**, for production-type M.G.s. Organizers have received over 200 entries for the meeting.

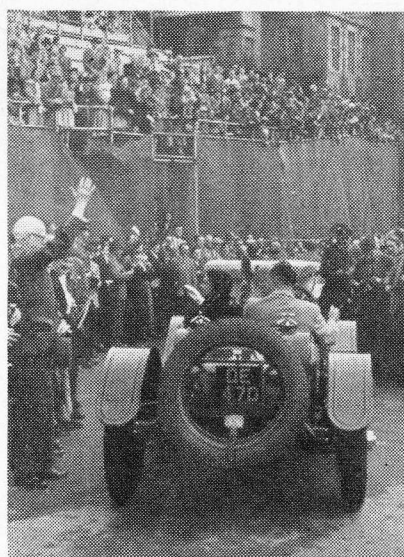
OUR report on the **Castle Combe National Meeting** was unjust to those worthy mechanics who prepare **Bob Gerard's** cars so meticulously. The steering trouble which put his **Cooper-Bristol** out of the **Formula 1** race was not due to loss of a nut on the steering arm, but to fatigue breakage of a ball joint.

MERCEDES-BENZ drivers in the **Berlin G.P.** at Avus on 19th September, will be **Fangio, Lang** and **Kling**.



"He wants to know if there's a class for Volkswagens."

A MORRIS MINOR, driven by **John Manussis** and **Jim Heather**, recently broke the **Nairobi-Capetown-Nairobi** record, covering the distance in 164 hrs. 40 mins., beating the previous best by a Volkswagen, and averaging 46.75 m.p.h.



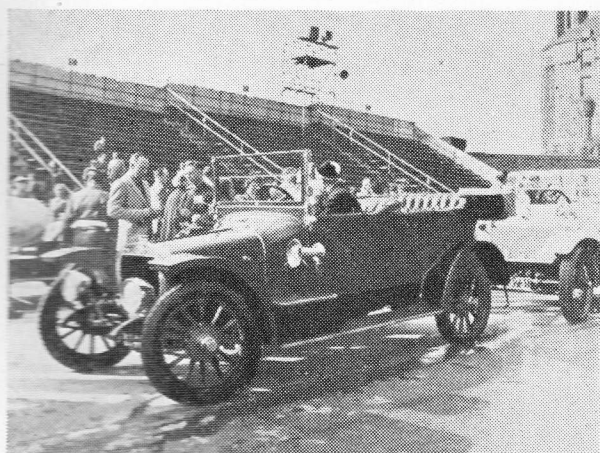
REG HUNT, who scored a number of successes in F3 racing early this season, driving a **Mk. 8 Cooper**, is now back in Australia.

AUSTRALIAN **Bill Stillwell**, new owner of **Peter Whitehead's** 1952 electron-wheeled 2-litre Alta, is installing a modified Holden engine, giving 135 b.h.p.

STILL talking about Australia, the **British Motor Corporation** will be producing 1,000 engines per week when new extensions at their **Victoria Park, Sydney**, factory are complete. A new plant at **Fishermen's Bend** is also to be erected, for assembly of car parts.

THEY now say the **Formula 1, 2½-litre, Colombo-designed Bugatti** should be ready for tests before the year is out. There is also talk of new Bugatti sports models, one a 1½-litre, the other a "2.8".

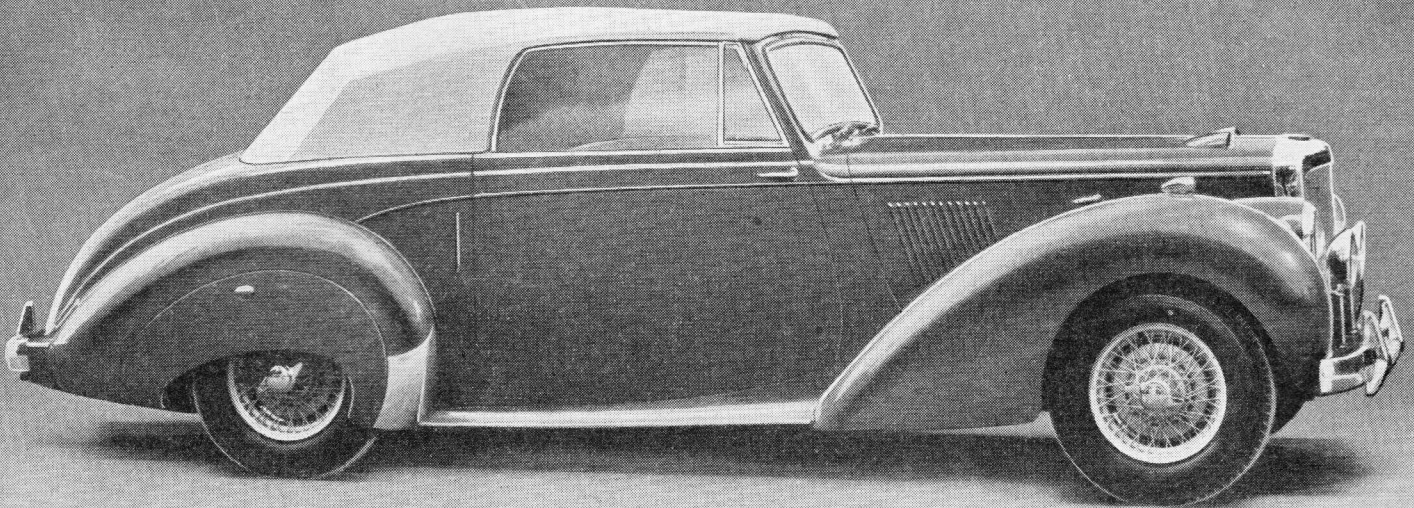
A. K. STEVENSON, Secretary of the **Royal Scottish A.C.**, celebrated his 50th year in the service of that organization on 1st September.



U.S.-VERSUS-G.B.: The vintage car contest between 10 British and 10 American entrants began on 4th September at Edinburgh and ends at Goodwood on 11th September. (Above) The **Lord Provost of Edinburgh** waves goodbye to **Ralph Buckley**, American competitor with a 1914 Mercer Raceabout. (Left) **Denne's** 1913 Sunbeam, one of the British entries, seen in Scotland.

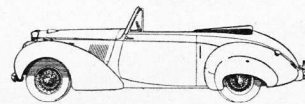
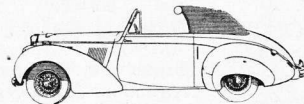
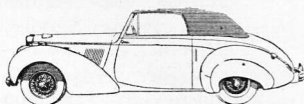
THE T.T. ON THE AIR	
Friday, 10th September	
N. Ireland Home Service.	10.15-10.30 p.m. Race Preview.
Saturday, 11th September	
N. Ireland Home Service.	10.30-10.50 a.m. The Start.
B.B.C. Light Programme (commentaries by Raymond Baxter , Eric Tobitt and John Bolster).	
11-11.15 a.m. Opening Stages.	} Further commentaries
1.30-1.45 p.m.	
2.30-2.50 p.m.	
4.45-5 p.m.	
Approx. 5.45 p.m. (incorporated in "Sports Report")	
5.30-6 p.m.)	
6.15-6.35 p.m.	The Finish.

P E R F E C T I O N



THE Alvis T.C. 21/100 Drophead Coupe is a masterly example of British car-making at its individual best—built by the practice and skill of craftsmen working as a team; built for the man who asks not only for stylish individuality but for the power of performance and the challenge of speed under perfect control. Here then is yet another great-hearted car to be proudly owned and driven mile after mile, year after year. As the "Motor" says of the T.C. 21/100 "This is the way

to go motoring! The new Alvis T.C. 21/100 offers delightful motoring with a maximum speed of 100 miles per hour, 85 miles per hour in third, and a petrol consumption of 22 miles per gallon at a constant 60 miles per hour. In traffic, it will amble quietly in top, or will leap away in its indirect gears in a manner which at first almost disconcerts by the ease with which it does it. Like all really good enthusiasts' cars, the T.C. 21/100 flatters the man who handles it."



The three position Melloroid hood and Smiths air conditioning unit makes for motoring comfort from January to December. Let it shine, and the hood can be neatly folded away as an open tourer. Let it pour, and you drive in all the warmth and deep-sprung comfort of a saloon.

A L V I S

ALVIS LIMITED . HOLYHEAD ROAD . COVENTRY

TOMORROW — THE "T.T."

Superb Race in Prospect, with Lancia, Ferrari and Maserati, to challenge Jaguar. Aston Martin and other British machines —French DBs Formidable on Handicap

THE Dundrod Circuit, over in Northern Ireland, is the setting for tomorrow's R.A.C. International Tourist Trophy Race, 21st of the series and likely to prove one of the best sports car races ever to be run in the British Isles.

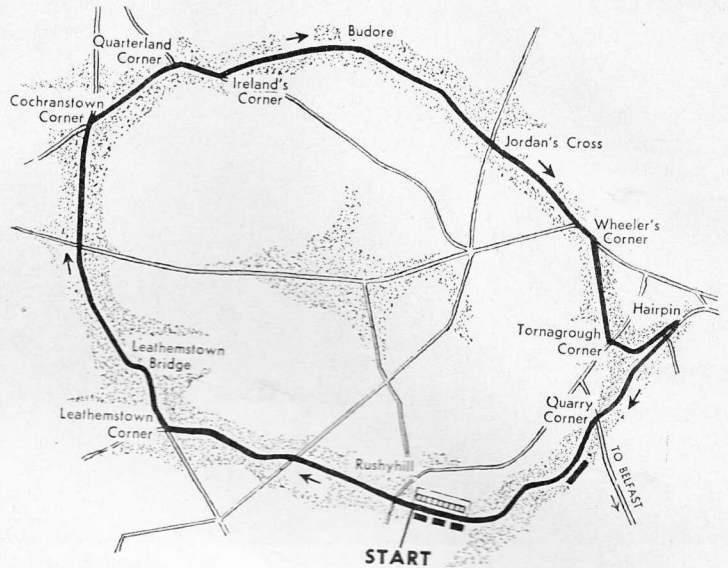
A glance through the entry list is sufficient to arouse exciting anticipation—Fangio, Ascari, Gonzalez, Hawthorn, Taruffi, Moss, Villoresi, Collins, Trintignant, Rolt, Hamilton, Parnell, Wharton, Graham and Peter Whitehead, Salvadori... the list of famous names is lengthy. Equally exciting is a glance at the cars taking part.

The D-type Jaguars, racing for the first time in Great Britain, the DB3S Aston Martins, the new 2½-litre Jaguars, reported by the knowledgeable to be motoring really quickly, the 3-litre Ferraris and Said's "Mondial" from the same stable, the Maseratis, Osca's, the D.B.s, the 1½-litre Connaught, the H.W.M.s, the Kiefts and, perhaps most exciting of all, the Lancias.

Once upon a time in my journalistic career, I found myself perforce in command of the horse-racing section of a daily paper, and saddled with the task of tipping winners. How easy that job was in comparison with any attempt to assess prospects for tomorrow's great battle. In the old days it sufficed to attend strictly to the previous form displayed by the unfortunate animals, plank for the horse with the best record, then, if one had some sneaking doubt, nominate one or two more as "dangers".

Alas, so far as tomorrow's T.T. is concerned, such simple subterfuges are out, sheer guesswork being overshadowed by the undoubted question mark raised by the handicapping system. Virtual scratch cars will be the Lancias (at the time of writing it is reported that three of the four cars will be "3.8s") together with the 3,442 c.c. D-type Jaguars, both of which have been set the task of lapping at 86.62 m.p.h. Because of the "box handicap", the larger Jaguars miss by a mere 39 c.c. the gift of an extra credit lap, so both the Coventry cars and the Lancias must cover 90 laps of the 7 miles, 732 yards circuit—but the 2½-litre Jaguars, cleverly scaled down to

DUNDROD, (right) Britain's finest and most testing road circuit, measures 7 miles 732 yards, and embodies a full variety of bends and gradients.



THE HANDICAPS

Engine Capacity (U/s)	Credit Laps	Set Average Speed
Up to 757 c.c.	27	64.69 m.p.h.
757—794 c.c.	26	65.45
794—833 c.c.	25	66.41
833—875 c.c.	24	67.37
875—920 c.c.	23	68.34
920—968 c.c.	22	69.30
968—1020 c.c.	21	70.26
1020—1077 c.c.	20	71.22
1077—1139 c.c.	19	72.19
1139—1206 c.c.	18	73.15
1206—1279 c.c.	17	74.11
1279—1360 c.c.	16	75.07
1360—1449 c.c.	15	76.04
1449—1548 c.c.	14	77.00
1548—1658 c.c.	13	77.96
1658—1781 c.c.	12	78.92
1781—1922 c.c.	11	79.88
1922—2082 c.c.	10	80.85
2082—2266 c.c.	9	81.81
2266—2483 c.c.	8	82.77
2483—2734 c.c.	7	83.74
2734—3036 c.c.	6	84.70
3036—3403 c.c.	5	85.66
3403—3862 c.c.	4	86.62
3862—4448 c.c.	3	87.59
4448—5220 c.c.	2	88.55
5220—6283 c.c.	1	89.51
Over 6283 c.c.	nil	90.47

Supercharged cars as above, save that cars will be deemed to have an engine capacity 25 per cent. greater than actual for the purpose of assessing the number of credit laps to be allotted to them.

2,482 c.c. (one cubic centimetre inside the upper limit), have a set speed of only 82.77 m.p.h., and need complete only 86 laps. The Aston Martins, with their capacity of 2,992 c.c., cover two laps less than the D-types, but two more than the 2½-litre Jaguars, at 84.70 m.p.h.—and last year Collins and Griffith won the T.T. with an average of 81.71 m.p.h. So the handicap runs right down the list until we find as limit cars those extremely swift little D.B.s, given 67 laps to complete and a target speed of 64.69 to achieve.

There is every sign that Dundrod tomorrow will draw a record attendance

—and that is written by one who well remembers the fabulous 1928 and 1929 Ards T.T. races. But the Ulster A.C. now feel that the time has come to put the future of the T.T. beyond peradventure. To this end they have revived the Ulster T.T. Race Fund which was a feature of the Ards series.

Starting time for the race has been fixed for 10.35 a.m., the odd five minutes being worked in to meet a request from the B.B.C.

W. A. McMASTER.

FINAL ENTRY LIST

Works Nominations

Jaguar (3,442 c.c.): A. P. R. Rolt/J. D. Hamilton; (2,482 c.c.): S. Moss/P. D. Walker, P. N. Whitehead/K. Wharton. Aston Martin (2,992 c.c.): P. Collins/P. Griffith, R. Parnell/R. Salvadori, A. G. Whitehead/R. D. Poore. Ferrari (3- or 4.9-litre): Gonzalez/Trintignant, Hawthorn/Maglioli. Lancia (3.8-litre): P. Taruffi/R. Piodi, A. Ascari/L. Villoresi, J. M. Fangio/E. Castellotti; (3.3-litre): Manzon/Valenzano. Osca (2-litre): R. Sgorbati/X. Frazer-Nash (1,971 c.c.): C. A. S. Brooks/P. Wilson, R. E. Odium/C. Vard. D.B. (750 c.c.): R. Bonnet/E. Bayol, J. Lucas/Armagnac, G. Trouis/Feuz. H.W.M. (3,442 c.c.): G. E. Abecassis/J. C. C. Mayers, A. F. O. Gaze/J. Riseley-Prichard. Maserati (2,000 c.c.): X/X, X/X (on reserve list). Kieft (1,500 c.c.): J. Higham/T. Bridger; (1,100 c.c.): A. Rippon/W. Ferguson, D. Parker/D. Boshier-Jones. Lotus (1,467 c.c.): A. C. Chapman/X, N. Allen/X; (1,100 c.c.): R. D. Steed/X.

Independent Entries

Jaguar (3,442 c.c.): J. Flynn/T. Large, J. Swaters/R. Laurent, Ferrari (3-litre): J. Kelly/J. D. Titterton; (2-litre): B. Said/M. Gregory. D.B.-Panhard (745 c.c.): Berinstein/X, Allegre/Barbey. Frazer-Nash: Entrant, O'Hara Moore (J. R. Stoop). Osca (1,342 c.c.): I. Burgess/A. Palmer Morewood; (1,100 c.c.): P. B. Reece/J. G. Reece. Porsche (1,500 c.c.): R. Flower/E. McMillen (1,100 c.c.); Merkel/Buchberger. Cooper-Bristol (1,971 c.c.): A. Brown/M. J. Keen. Cooper-M.G. (1,467 c.c.): P. Jackson/P. Lane, J. B. Naylor/G. Pitt. Connaught (1,484 c.c.): K. McAlpin/J. G. Fairman, A. E. Marsh/D. Done. Gordini (1,490 c.c.): R. Gallagher/T. Lord. Kieft (1,971 c.c.): L. Byrnes/R. J. Adams. Triumph (1,991 c.c.): H. L. Brooke/G. Houel, J. B. Johnstone/X, R. Dickson/K. Richardson, E. W. Lund/T. Blackburn, R. W. Merrick/M. Tew, B. McCaldin/C. W. E. Maunsell. Maserati: Entrant, Gilby Eng. Co. (X/X).

T.T. Broadcast details on page 331

EXPERTS TO RACING...

NEW TO DUNDROD...



ASCARI, twice World Champion, drives a Lancia.



GONZALEZ, on top form this year with Ferraris.



VILLORESI, most experienced member of the Lancia team.



TRINTIGNANT of France shares a Ferrari with Gonzalez.

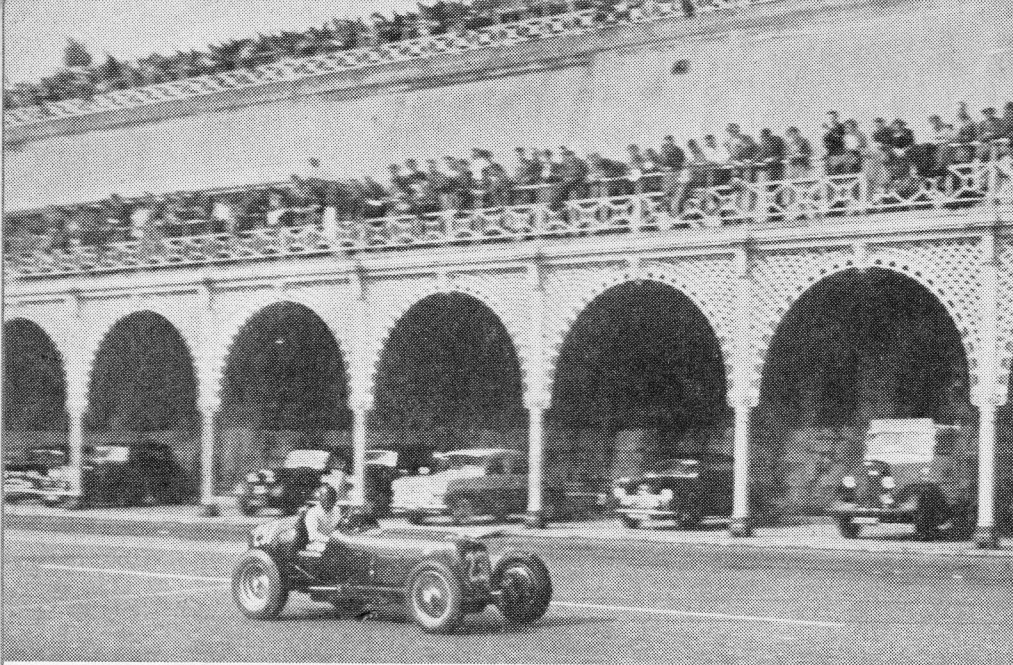


MANZON, French member of the Lancia team.



MAGLIOLI, Italian long-distance expert with Ferraris.

23.63 SECS.: The crowd on Marine Parade watches tensely as Ken Wharton shoots down Madeira Drive, Brighton, on his record-breaking run with the E.R.A.



BRIGHTON RECORD BROKEN

Ken Wharton Batters Mays's 1948 Figures in E.R.A. R4D—Five Class Records Fall

SOME people are never satisfied. Not content with setting new Shelsley Walsh and Craigtlet hill records, nor with B.T.D. at Bouley Bay and Bo'ness, Ken Wharton has now re-entered the sprint game with that famous 2-litre E.R.A., R4D, and promptly breaks the Brighton course record, held by Raymond Mays in the same car since 1948! The new figure for the standing start kilometre stretch along Madeira Drive is 23.63 secs., as against 23.91—and Wharton achieved it despite the shearing of the supercharger drive, 100 yards before the finishing line.

Other class records also fell during the day, R. K. Tyrrell in his Cooper lowering the 500 c.c. racing record from 30.43 to 29.62 secs., while runner-up Don Parker also bettered the old figure. Rupert Instone in his very rapid Djinn-J.A.P. knocked over 2 secs. from the 1,100 c.c. racing record; and next dealt the 1,500 c.c. racing class a shrewd blow, while Wharton's 2-litre class run was also a record. One other, and very significant, record fell last Saturday; that for motor-cycles, when R. Charlton on a 1,000 c.c. Vincent beat George Brown's 24.27 secs. with a run in 23.57 secs—actually .06 sec. better than Wharton's best, and a new "absolute" record for the Brighton course.

Rather a frightening time, 9.30 a.m., to start an event, but the Brighton and Hove M.C. had an imposing list of 239 entries, contesting 15 different classes, for this year, and even over a dead flat, straight kilometre, speed trials for so many take considerable time. Alas, at 9.30 it was raining dismally, and the wet continued through most of the morning, spoiling all chances of records being broken in the sports car classes.

The club members' handicap class set the day's motoring going, with 32.16 secs. by Forrest Lycett's Bentley the first, and fastest, of the runs, followed by a notable

33.43 secs. by K. N. Rudd in a new and very sleek looking 2-litre A.C. "Ace". R. Watling-Greenwood (R.W.G.) took his customary class win in the 1,100 c.c. category, and Michael Anthony's Lotus won narrowly from Fiander's Tojeiro in the 1,500 c.c. class.

Lister-Bristol met Cooper-Bristol—and yes, that A.C. "Ace"—in the 1½-2½-litre class, and on their best runs there was only .42 sec. between winner Tony Crook's Cooper and Archie Scott-Brown, with Rudd's A.C. a good third despite its more gentlemanly character as a smooth and tractable road car. The "unlimited" produced quite a needle match, Maurice Wick's Cadillac-engined Allard beating Norman Dewis in one of the Le Mans D-type Jaguars, present primarily for demonstration.

Various modified M.G.s and A. K. Haworth's solitary Bugatti contested the blown 2-litre runs, all spinning their wheels heartily on getaway, Molsheim beating Abingdon in comfort. In the bigger blown class, Gordon Parker strove in vain to approach his Jaguar class record. Never mind, he won just the same, from Sarginson's beautifully finished 2.3 Bugatti. Nearly a score of thunderous "Bentley" Bentleys fought

things out in the B.D.C.'s special class runs, the pairs careering down Madeira Drive in clouds of spume and spray. G. H. G. Burton's "4½" finally proved to have that little more steam than J. Williamson's, with a very respectable second run in 30.97 secs.

Strengthening sunshine coincided with the lunch break, so that the racing classes went out to the luxuries of a dry course and a large afternoon crowd. Of the 500s, R. K. Tyrrell's seemed to be running on dynamite, simply rocketing down the course and twice beating Don Parker's times in the far from sluggish Kieft, to crack the old class record by a respectable .81 sec.

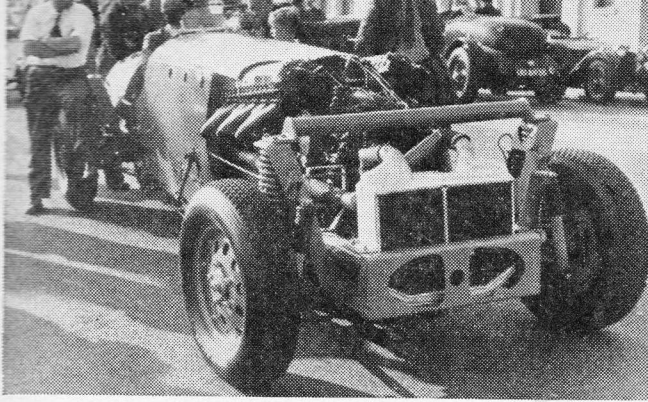
Another record tottered when Rupert Instone's blown 1,100 c.c. Djinn clocked a staggering 25.13 secs., without any striking aids to aerodynamic efficiency in its squarish bodywork. Bertie Bradnack's Cooper, with imposing growth on its bonnet-side housing the blower, was runner-up, also dealing Sowrey's old record a knock.

The 1,101-1,500 c.c. class brought the Djinn a second success and another class record. Quite a day for Rupert Instone, both his runs beating the old "fastest" by the late Joe Fry. The Lord Ebury, D.S.O., drove his ex-Gerard E.R.A. with verve, and had the inadvertently unstrapped bonnet lift at over 100 m.p.h. during his second run, and J. Berry appeared with his E.R.A. Special—a B-type engine in a Horace Richards-built chassis and single-seater body.

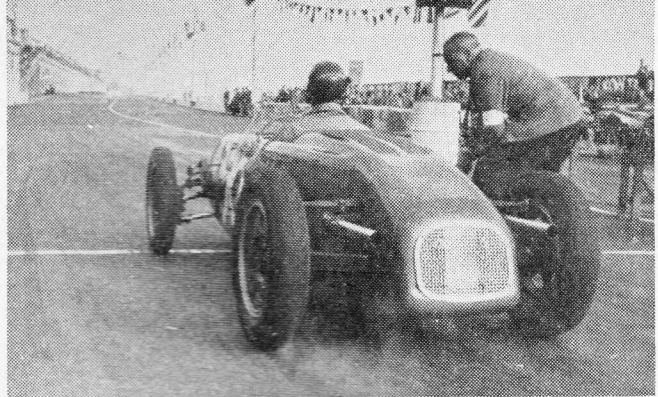
Racing cars, 1,501-2,000 c.c., brought, among other things, a rather perpendicular black E.R.A. with a highly respectable number of b.h.p. beneath its bonnet and trials—rally—Grand Prix—hill-climb—sports car race—Equator to Arctic driver Ken Wharton in the cockpit. From a model start, the car simply seared its way out of sight, to a glorious boom from the Zoller-blown engine.



TWO CONNAUGHTS: All eyes on John Riseley-Prichard and Leslie Marr, getting away together during the 1½-2½-litre racing car runs. This view takes in the entire course.



27 LITRES, 27.43 SECS.: F. M. Wilcock's Rolls-Royce Merlin-engined Swandean Spitfire Spl. was one of the day's attractions.



1.1 LITRES, 25.13 SECS.: Rupert Instone's Djinn, with supercharged J.A.P. engine, won two classes, took two records.

Time: 23.89 secs.; not quite the course record, but a mere .03 sec. slower, with Ken now nicely warmed up for another go in the next class. Second and third in the 2-litre class were Rob Walker in the Connaught, now Riseley-Prichard's property, and Alan Brown with the Cooper-Alta—both unblown. Pity they hadn't a class of their own in an event of this nature, where sheer power counted so much.

The crowd got what they were waiting for in Class 11, with Formule so Libre that it brought out the fabulous Swandean Spitfire Special, 27 litres of unhappy-sounding Rolls-Royce Merlin aero engine in yards and yards of hefty chassis. *Monstrum horrendum*, indeed, with F. M. Wilcock a brave pilot amidst all the machinery of his giant mobile "four-poster". His times of 27.71 and 27.43 secs. were respectable, in view of the not-too-easy getaways, the spinning of all four wheels, and the distinct lapses between gear-changes. Its roar as it sped for the far end was sheer animal.

Two Walkers, R. R. C. and P. D. C., produced 25.81 and 26.60 with Connaught unblown and Cooper-E.R.A. blown respectively, then out came Ken Wharton with R4D, and J. Berry's E.R.A. Spl. as "opponent". The black E.R.A. just rocketed away to a perfect harmony of gear changes, vanishing from sight with a glorious paeon of healthy sound. . . . Healthy, that is, until 100 yards from the finishing line, when the blower drive sheared, and Wharton shot across the line on a dead engine. An anxious lapse

before his time was announced; he had done it!—23.63 secs., a new Brighton record, and one more success for Britain's most versatile driver.

While the crowds buzzed over this, the unhappy demise of a one-time B.T.D. holder at Brighton went largely unnoticed, when Jack Smith in the ex-Campbell 4-litre, V12 Sunbeam, fastest in 1932, broke a half-shaft on leaving the line. In between runs, two widely differing vehicles were demonstrated. One was the D-type Le Mans Jaguar, with which Norman Dewis clocked 26.14 secs.—an unofficial new sports car record; the other was an attractive little Messerschmitt three-wheeler coupé with 175 c.c. engine and handlebar steering.

Then came the second runs for the "bikes", and that electrifying 23.57 secs. by Charlton on a 998 c.c. Vincent, followed by Peter Stubberfield's vintage class win, and the consolidation, by Mrs. Sarginson, of best time by a woman driver in the 2.3 Bugatti, with 28.28 secs. on her second run. By then it was nearly 6 o'clock, so, with new course records for cars and motor-cycles, four new class records, and the Swandean spitting fire, the crowds on the Marine Parade certainly had value for their admission fees.

C. P.

Provisional Results

Class 1 (Sports Cars up to 1,100 c.c.): 1, R. Watling-Greenwood (R.W.G.), 35.62; 2, R. D. Steed (Lotus), 38.72; 3, D. R. Moore (M.G.), 36.33.
Class 2 (Sports Cars, 1,101-1,500 c.c.): 1, M. Anthony (Lotus-M.G.), 34.22; 2, J. Fiander (Tojeiro-M.G.), 34.53; 3, R. W. Jacobs (M.G.), 34.94.

Class 3 (Sports Cars, 1,501-2,500 c.c.): 1, T. A. D. Crook (Cooper-Bristol), 30.20; 2, W. A. Scott-Brown (Lister-Bristol), 30.62; 3, K. N. Rudd (A.C.), 31.48.

Class 4 (Sports Cars over 2,501 c.c.): 1, M. Wick (Allard), 28.36; 2, N. Dewis (Jaguar D type), 29.14; 3, J. A. Keeling (Jaguar), 29.83.

Class 5 (Supercharged Sports Cars up to 2,000 c.c.): 1, A. K. Haworth (Bugatti), 32.13; 2, M. Potter-Moore (M.G.), 34.40; 3, D. Davis (M.G.), 34.84.

Class 6 (Supercharged Sports cars, unlimited): 1, G. Parker (Jaguara), 30.06; 2, J. H. Sarginson (Bugatti), 31.35; 3, W. Coleman (Jaguette), 31.92.

Bentley Drivers' Class: 1, G. H. G. Burton (4,398 c.c.), 30.97; 2, J. A. Williamson (4,500 c.c.), 31.21.

Class 7 (Racing Cars up to 500 c.c.): 1, R. K. Tyrrell (Cooper), 29.62; 2, D. Parker (Kieft), 30.24; 3, C. A. N. May (Cooper), 30.80.

Class 8 (Racing Cars, 501-1,100 c.c.): 1, C. R. Instone (Djinn S), 25.13; 2, B. E. Bradnack (Cooper S), 26.11; 3, J. B. Welton (Cooper S), 27.70.

Class 9 (Racing Cars, 1,101-1,500 c.c.): 1, C. R. Instone (Djinn S), 24.83; 2, J. D. Sleeman (Cooper S), 27.42; 3, J. A. Williamson (E.R.A. S), 27.60.

Class 10 (Racing Cars, 1,501-2,000 c.c.): 1, K. Wharton (E.R.A. S), 23.89; 2, R. R. C. Walker (Connaught), 26.56; 3, A. E. Brown (Cooper-Alta), 26.67.

Class 11 (Racing Cars, unlimited): 1, K. Wharton (E.R.A. S), 23.63; 2, R. R. C. Walker (Connaught), 25.81; 3, P. D. Walker (Cooper-E.R.A. S), 26.57.

Class 13 (Vintage Racing Cars, unlimited): 1, P. J. Stubberfield (Bugatti S), 28.01; 2, G. F. Hulbert (Austin S), 30.30; 3, P. J. E. Binns (Vauxhall), 34.60.

Class 14 (Lady Drivers, unlimited racing and sports cars): 1, Mrs. R. Sarginson (Bugatti S), 28.28; 2, Veronica Richmond (Allard), 32.70; 3, Sybil Parker (Jaguar XK 120), 32.80.

B.T.D. by a car: K. Wharton, 23.63.

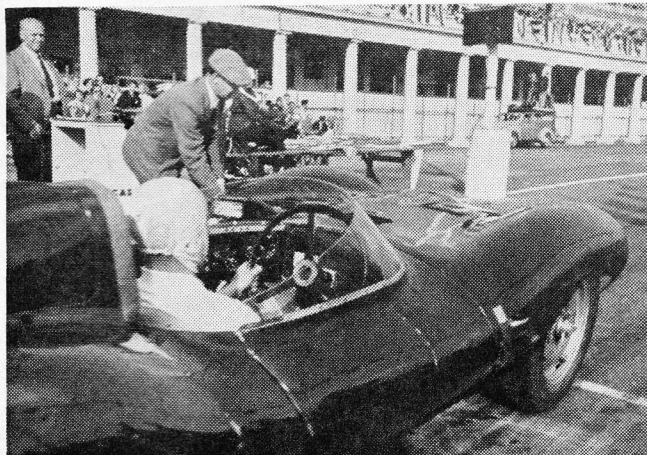
Fastest B. and H member: D. Wilkinson, 27.40.

Fastest Sports Car: M. Wick, 28.36.

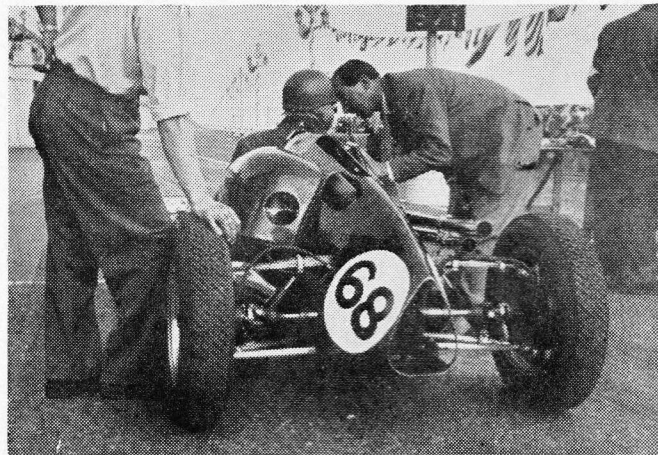
Fastest M.G.: M. Potter-Moore, 34.40.

Best Time by Lady Driver: Mrs. Sarginson, 28.28.

* New Class Record.



DISTINGUISHED JAGUAR: Norman Dewis brought one of the D-type Jaguars to Brighton, clocking 26.14 secs. in the dry during a demonstration run—an unofficial sports car record.



IMMACULATE COOPER of Bertie Bradnack, with supercharger beneath the power bulge on the bonnet, made some very fast and impressive runs, its best at 26.11 secs. Talking to the driver is Ken Wharton.

HEAT ONE, LAP ONE of the Open Challenge Race, with "Pop" Lewis-Evans (Cooper) and Charles Headland (Martin) duelling for first place as they leave Paddock Bend.

JIM RUSSELL, the most prominent of this year's Formula 3 drivers, had another day out at Brands Hatch last Sunday when he won his heat and the final of the Open Challenge Race, and set up a new lap record at 72.94 m.p.h. in winning the Senior Race. Parker and Headland were unlucky but Colin Davis, son of S. C. H. Davis, celebrated his first appearance at the Kent circuit with two fourth places and a third, thereby suggesting that his successful Silverstone



PLOUGHING BACK THE PROFITS

Three Victories and Course Record for Russell (Cooper) in "Benefit" Meeting at Brands—Watling-Greenwood, Coombs and Crook Win Sports Car Events

début was no flash in the pan. The 1½-litre and 2-litre sports car events were notable for the determined driving of Archie Scott-Brown with M.G.- and Bristol-powered Listers, although both were unsuccessful; he was beaten by Coombs's "streamliner" Lotus in one, and by Crook's remarkable Cooper-Bristol in the other.

An excellent crowd attended the meeting, which was run as a benefit for the Half-Litre Club. No prize money was awarded on the results, all profits being set aside for the further extensions and improvements to the Brands Hatch circuit which are now being contemplated.

Headland (Martin) got away to a good start in the first heat of the Open Challenge Race, only to be caught by Russell on the third lap. Try as he might, he was unable to retake the Cooper driver, and the two outstripped the rest of the field, lapping two of the runners and finishing 12 secs. ahead of third man T. Bridger (Kieft). The second heat was a faster one, with D. Taylor's Staride out in front all the way. Don Parker made a poor start, finding himself fourth behind Cowley and Colin Davis; by lap three he was second, but Taylor realized

the danger and responded with a splendid spurt which took him out of harm's way. Raby held a steady fifth place, some distance behind Davis, while Zains, Fenning and Berrow-Johnston argued the toss for sixth position.

In the first sports car race, for cars of up to 1,200 c.c. capacity there was a fine duel between Manwaring (Lotus) and Watling-Greenwood, driving what was described as his last race with the R.W.G. (although after Horace Gould's frequent reappearances, we hesitate to mention it). The first lap saw Manwaring lead, then Watling-Greenwood, then Manwaring, but the R.W.G. was in front again on the second round. Lap five, and the Lotus took the lead before Kidney Bend, but lost it once more on Clearways. So it went on for the full 10 laps, to end with only 0.8 sec. between the two, and F. G. Nichols (C.S.M.) some 10 secs. behind in third place. J. D. Hayles's too-new Lotus retired on the second lap, and S. A. Mitchell's well-known M.G. Special dropped out on the fifth.

The two heats of the Junior Race were both remarkable in their own way; the first because it lasted one lap too many,

and the second because the leader was penalized for jumping the start; the first also provided the astonishing sight of the pack on their first lap with, just ahead, one E. V. Koring completing his warming-up lap, the engine-cover of his Cooper trailing on the ground.

R. Harrison (Cooper) led from the start, but was taken by C. M. Lund (Cooper) on the second lap, and on the next round A. Zains (Cooper) also displaced him by a lively piece of wheel-and-throttle work. Lund's lead was a good one, and there he remained, but Harrison was also taken by A. E. Elliott (Cooper) on the last (official) lap. It was P. A. Taylor (Arnott) who jumped the start of the second heat, and although he realized his mistake and immediately halted, he was burdened with a full one-minute penalty. Which was a pity, for he drove well to stay in front all the way. Behind him lay Jopp's Emeryson and T. J. H. Bennett's Arnott, until both were taken in whirlwind fashion by J. B. Naylor (Cooper).

In the Senior Race, Parker made another slow start, and at the end of the first lap was third behind Russell and Taylor, while the Starides of Butler and Fenning waltzed off-course together at Kidney. Taking Taylor next time round, the little man in the maroon Kieft went gunning for Russell, and caught him on the sixth lap, but on the penultimate lap his car gave trouble and he dropped out. This left Russell comfortably ahead of Taylor, who had an equally easy lead over Cowley and Davis. Russell's win, at 70.72 m.p.h., was the fastest of the day, and in scrapping with Parker he raised the 500 c.c. lap record to 72.94 m.p.h. (61.2 secs.).

The 10-lap race for J.A.P.-engined five-hundreds produced another victory for Lund and a remarkable crop of sick motor-cars, some of which, however, struggled on to the finish. Once again Harrison took an early lead, and once again he was taken by Lund on the second lap, Lund taking care to put a solid four seconds between them after that. Gerry Meharey's Cooper went out to grass at Paddock on the first lap, and Luck's Kieft made its umpteenth non-start of the day; Iszatt retired his sick Cooper on the sixth lap, and Koring (Cooper) and Jones (Kieft) dropped out



★
ALL FOR LOVE: No prize money was awarded at the "Benefit Brands" last Sunday, but John Coombs seems quite satisfied with the presentation made to him by Mrs. MacDonald Hobley, after he won the 1½-litre sports car race with his Lotus-Connaught.
★

two rounds later, Jones's defection being particularly unfortunate as he had until then held a good third place. With wide spaces fore and aft, W. Hirons (Cooper) then looked almost lonely in third place, far fourth man B. A. Heyward's C.H.S. sounded far from well.

Just as the Junior and J.A.P. races had lost something by the absence of Peter Thornton and his Arnott, so the sports car races which followed were missed of some interest by the non-starting of Colin Chapman's Lotus. However, Archie Scott-Brown was there with the Lister-M.G. in the 1½-litre event, although relegated to the back row of the grid because he had been at Brighton during the practice period. Back row or not, he was on the tail of John Coombs (Lotus-Connaught) as the

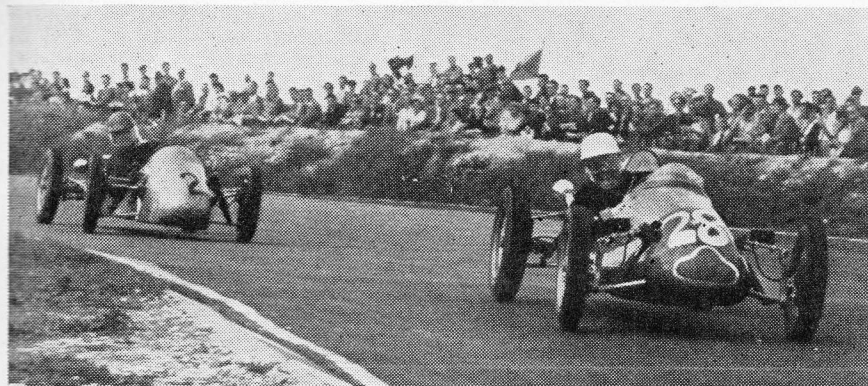
cars climbed Pilgrims' Rise on the first lap, and level with the Lotus as they passed the start area for the first time. Then he snatched the lead, albeit harried strongly by Coombs, and it was a lively race which followed until, on the sixth lap, the superior speed of the streamlined Lotus gave it the advantage on the straight. Scott-Brown then dropped farther back, although still some 12 secs. ahead of Riseley-Prichard (Cooper-Connaught), who on the seventh lap wrested third spot from Cyril Wick's Lester-M.G. Nichols (C.S.M.) and Hayles (Lotus) retired, while Richards (Lotus) and Pile (Aston Martin) were both lapped by Coombs.

At first, it looked as if Lund was going to have another victory in the final of the Junior Race, but Zains

he did not lose his place, he did seem to lose heart. Crook went happily on his way with an ever-widening gap between the two—9 secs.—10, 12, 15, 17, 20 secs.—until with a cheery wave he crossed the finishing line, 28.1 secs. to the good. Sixteen seconds later came Coombs—an excellent showing in a 1½-litre car—followed, after 14.4 secs., by Riseley-Prichard and the Pile Aston Martin, the latter a lap in arrears.

There was a lively start to the last race of the day, the final of the Open Challenge event, when Raby's I.E.R. Midget shunted Cowley's Cooper on the grid. Thus accelerated, Cowley sped off into second place behind Taylor (Cooper), actually staying in front of Russell for the first lap, but it was not long before Russell had assumed his normal position, there to stay unchallenged. Behind him was waged a fearful scrap for second place. First of all, Taylor and Cowley fought it out, honours going to Taylor, and Cowley then found himself passed by Colin Davis on the penultimate round. Bridger's fifth place was quietly held, but only by intensive efforts did Berrow-Johnston retain his sixth position from Fenning.

F. W. McC.



(Left) Zains (Cooper) expresses fierce joy as he scraps with Fenning (Staride). (Below) Scott-Brown (Lister) and Coombs (Lotus), their engines revving hard, fight it out on the straight in the 1½-litre race.

FORMULA 3 EVENTS

Junior Race

Heat 1 (7 laps): 1, C. M. Lund (Cooper), 7 mins. 43.2 secs. (67.46 m.p.h.); 2, A. Zains (Cooper), 7 mins. 47.6 secs.; 3, A. E. Elliott (Cooper), 7 mins. 53 secs.

Heat 2 (7 laps): 1, J. B. Naylor (Cooper), 7 mins. 51.4 secs. (66.29 m.p.h.); 2, P. Jopp (Emeryson), 7 mins. 52.2 secs.; 3, T. J. H. Bennett (Arnott), 7 mins. 53.6 secs.

Final (10 laps): 1, A. Zains (Cooper), 10 mins. 54.6 secs. (68.19 m.p.h.); 2, J. B. Naylor (Cooper), 10 mins. 59.6 secs.; 3, A. E. Elliott (Cooper), 11 mins. 10.4 secs.

Senior Race (10 laps): 1, J. Russell (Cooper), 10 mins. 31.2 secs. (70.72 m.p.h.); 2, D. Taylor (Staride), 10 mins. 36.8 secs.; 3, A. V. Cowley (Cooper), 10 mins. 41 secs. **Fastest lap:** Russell, 61.2 secs. (72.94 m.p.h.). **F3 course record.**

J.A.P. Sprint (10 laps): 1, C. M. Lund (Cooper), 11 mins. 6.4 secs. (66.99 m.p.h.); 2, R. Harrison (Cooper), 11 mins. 11.6 secs.; 3, W. Hirons (Cooper), 11 mins. 32.4 secs.

Open Challenge Race

Heat 1 (7 laps): 1, J. Russell (Cooper), 7 mins. 28.2 secs. (69.75 m.p.h.); 2, C. D. Headland (Martin), 7 mins. 32.8 secs.; 3, T. Bridger (Kieft), 7 mins. 44.8 secs.

Heat 2 (7 laps): 1, D. Taylor (Staride), 7 mins. 24 secs. (70.39 m.p.h.); 2, D. Parker (Kieft), 7 mins. 25 secs.; 3, A. V. Cowley (Cooper), 7 mins. 36.8 secs.

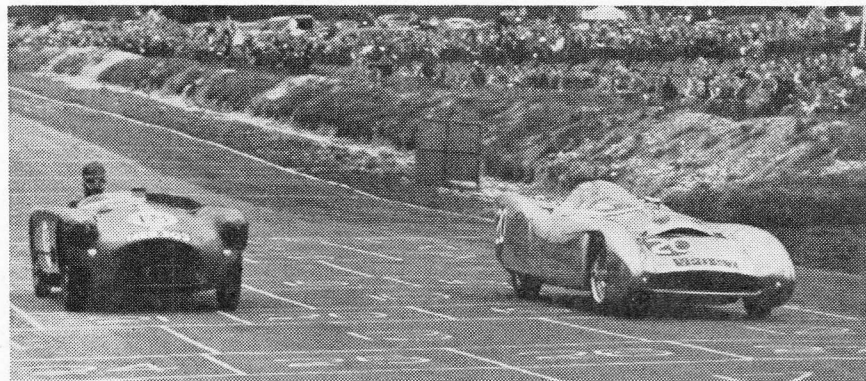
Final (10 laps): 1, J. Russell (Cooper), 10 mins. 51 secs. (68.57 m.p.h.); 2, D. Taylor (Staride), 10 mins. 54.8 secs.; 3, C. Davis (Cooper), 10 mins. 55.2 secs.

SPORTS CAR EVENTS

Sports Cars up to 1,200 c.c. (10 laps): 1, R. Wastling-Greenwood (R.W.G.), 11 mins. 53.8 secs. (62.54 m.p.h.); 2, R. L. Manwaring (Lotus), 11 mins. 54.6 secs.; 3, F. G. Nichols (C.S.M.), 12 mins. 4.2 secs.

Sports Cars up to 1,500 c.c. (10 laps): 1, J. Coombs (Lotus-Connaught), 11 mins. 9.4 secs. (66.69 m.p.h.); 2, W. A. Scott-Brown (Lister-M.G.), 11 mins. 15.4 secs.; 3, J. Riseley-Prichard (Cooper-Connaught), 11 mins. 35.2 secs.

Sports Cars up to 2,000 c.c. (15 laps): 1, T. A. D. Crook (Cooper-Bristol), 16 mins. 13.2 secs. (68.46 m.p.h.); 2, W. A. Scott-Brown (Lister-Bristol), 16 mins. 41.3 secs.; 3, J. Coombs (Lotus-Connaught), 16 mins. 57.2 secs.



would have none of this and fought hard until he gained the advantage on the seventh lap. Not at all discouraged, Lund tucked in behind and continued the battle, the pair passing an astonished M. K. Turk on both sides at Kidney on the last round. A despairing final effort from Lund ended in his taking to the greenery at Clearways, letting J. B. Naylor into second place in front of Elliott, who had only just managed to dispose of P. A. Taylor.

Scott-Brown, now in the Bristol-engined Lister, had some more hard work to do in the 2-litre sports car race. This time, however, he was in the second row of the grid, with the front row occupied by Tony Crook's Cooper-Bristol and (a welcome late entrant) R. D. Biss's Bristol-powered Warrior. But the Warrior retired on the fourth lap, and it was Crook and Scott-Brown who made the running. Until half-distance the Lister sat on the Cooper-Bristol's tail, making repeated attempts to pass. Then on the eighth lap, Scott-Brown spun at Druid's Hill, and although

WELSH COUNTIES RALLY

A 90-MILE road section, all in Glamorganshire, will be used for the Welsh Counties C.C.'s Autumn Rally on 26th September, in the organization of which the Barry A.C. will assist. Regs. are now available from C. G. Palmer, c/o Tubo Metal Products, Ltd., Treforest Trading Estate, Pontypridd, Glam.

SILVERSTONE SIX HOURS

KEITH MCDOWALL, Chairman of the Singer Owners' Club, has brought to our notice the fact that whereas in our report last week on the Silverstone "Six Hours" we included A. Whittaker in the winning team, he did not, in fact, run, owing to an accident to his H.R.G. a night or so before the race.

However, an hour before the start Mr. R. C. Green of Hereford, already entered with a Kieft in the Bristol Fashion team, offered to drive his Singer-engined H.R.G. in the Singer team as well. He thus doubled for the two teams for the whole six hours and helped the winning team to victory.

SCENIC GRANDEUR for Lt. G. H. Wise and R. Weaver, as they pass through some of the attractive country near Abergwesyn in their Austin-Healey. Aptly enough, this was called the "Scenic Pass Section".

hand bend, followed by a judged stop between two lateral lines. Best times were: *Experts:* W. A. G. Goodall (Morgan), 18 secs. *Novices:* D. Burke-Colliss (Allard), 18.6 secs.

The supplementary route card now came into action again and led competitors the 51 miles back to the Metro-pole Hotel at Llandrindod Wells. A compulsory rest halt of 80 minutes allowed excited, rather than weary, crews to eat a good breakfast and swap the inevitable hair-raising yarns. Their cars, un-touchable in the *parc fermé*, bore silent witness to the truth of their tales.

Considerably refreshed, a slightly reduced field covered the fast northern loop section via Newtown, Machynlleth and Llanfarian to the Tregaron control

THE 1954 LONDON RALLY

THIS year marks the 50th anniversary of the London Motor Club, and the fourth London Rally, which took place on 3rd/4th September, was an outstanding success. There were over 50 awards to be won and it so happened that 66 per cent of the field finished the rally this year, compared with 50 per cent. in 1953. J. C. Wallwork and W. Cave were the outright winners, bringing their TR2 to the final control at Moorgate with the loss of only two marks on the night map-reading section. The runners-up were J. Pocock and M. J. Sykes in a Vauxhall Velox, with the loss of 13 marks.

Starting from Leeds in their 1,172 c.c. Ford, T. G. Shanley and J. Dalkin carried off the Juniper Trophy for Specials. Mrs. Nancy Mitchell and Mrs. D. Reece (Morgan) won the Coupe des Dames.

Starting controls near London, Leeds and Birmingham released a total of 378 cars at one-minute intervals, commencing with Shand's Jaguar, which left the Royal Ascot Hotel, Ascot, at 1.45 p.m. on Friday. From Ascot, cars were directed to the first control at Devil's Bridge via route checks at Kidderminster and Montgomery, whilst those from Leeds and Birmingham joined up at Montgomery, having passed through their own route check at Chester. As was to be expected, most competitors had trouble-free runs, with the exception of Lusty, who retired here with a broken gearbox in his M.G.

An ingenious method of maintaining the security of the night map-reading section, the real test of the rally, was a supplementary route card handed to all competitors at this control. After a half-hour compulsory rest stop crews set off on the 17 miles to the start of the night map-reading. On arrival, they were each handed a one-inch-to-the-mile Ordnance Survey map on which 23

controls and route checks were marked. These had to be visited in the correct numerical sequence at an average of 30 m.p.h., but for the novices only 16 were required to be found and the average reduced to 25 m.p.h.

It was as well that the novices retired from the scene after the 16th control, as otherwise they might have run into a considerable number of experts wallowing in a quagmire half-a-mile short of the 17th control. A more careful study of

Reported by "Pilot"

the map would have revealed the steepness of the hill, and the number of streams thereabouts told their own story. Several lost marks here, including Nancy Mitchell (Morgan), Miss Ozanne (Sunbeam-Talbot), Putt (Austin-Healey) and, one suspects, J. H. Ray, the 1952-1953 winner, as well. Just short of this débâcle, which dashed the hopes of many, Slatter's A.C. Ace was seen inverted in a ditch, and Haddon's Jaguar had also left the road. K. Brierley's Javelin turned over but was righted and continued, as did Evans's A30 after a mild steeplechase off the highway.

At the final control of the map-reading section all competitors essayed Test 1, which was performed in the dark. A straight sprint up a hill from a standing start required negotiation of a left-

and the start of the "Scenic Pass Section". The route book took competitors over wild, bleak and winding roads to the ascent of the Devil's Staircase. Some queuing was called for here and a few reduced tyre pressures, but it looked worse than it really was. From the summit a miniature Stelvio descended to three recent river bridges and the Llanerch-Yfra Tests 2 and 3. Test 2 was a forward-reverse-forward affair followed by a sprint to stop astride, and Test 3 was a downhill sprint round a left-hand bend, also finishing with a stop astride. Best times were: *Test 2, Experts:* P. G. Cooper (Triumph TR2), 21.6 secs. *Novices:* A. Staniforth (Buckler), 23 secs. *Test 3, Experts:* W. Hurlock (A.C. Ace), 14.4 secs. *Novices:* A. Staniforth (Buckler), H. F. Collings (Renault), C. B. Pilgrim (Jaguar), 15.4 secs.

The fourth test at Beulah called for the negotiation of a pylon in the forward-reverse-forward manner, followed by the usual sprint to stop astride the final line. Best times were: *Experts:* W. A. G. Goodall (Morgan), 19.2 secs. *Novices:* W. G. Gibson (M.G.), 20.4 secs.

To add a sting to the tail, competitors were offered the route from Beulah to Hay-on-Lye, from where there should have been a very short timed section to Craswell, but due to a road block this section was cut out of the route. So also was the Scenic Pass section for novices, as conditions on the Devil's Staircase were deteriorating for the late numbers after the unaccustomed heavy traffic.

SHEEP MAY SAFELY GRAZE—except when J. B. L. Jacobs happens to be passing through the Welsh hills in his M.G. Mulette.



The route to the final control in London passed through the delightful sounding hamlets of Much Dewchurch, Much Marcle and Red Manley d'Abitot, and then Stow-on-the-Wold, Chipperfield and finally to Moorgate, in the heart of the City, a total distance of 700 miles. To finish the tale—one competitor even managed to get lost between the Bank of England and Moorgate.

Provisional Results

EXPERTS

Wick Challenge Trophy (best performance): J. C. Wallwork and W. Cave (1,996 c.c. Triumph); 2 marks lost. **Nor'Wester Challenge Trophy** (best saloon performance): J. Pocock and M. J. Sykes (2,262 c.c. Vauxhall); 13 marks lost. **Juniper Challenge Trophy** (best performance by a special): T. G. Shanley and J. Dalkin (1,172 c.c. Ford); 46 marks lost. **Dent Challenge Trophy** (best saloon not winning Wick or Nor'Wester Trophies): G. Whiteaway and K. W. Bickle (1,489 c.c. M.G. Magnette); 18 marks lost. **Raymond Way Challenge Trophy** (best sports car not winning Wick or Nor'Wester Trophies): L. Griffiths and R. C. Wingfield (2,660 c.c. Austin-Healey); 36 marks lost. **Class Trophy** (best sports car other than Wick, Nor'Wester or Dent Trophy winners): D. Butterwick and B. Butterwick (1,250 c.c. M.G.); 26 marks lost. **Class Trophy** (best saloon not winning Wick, Nor'Wester or

Raymond Way Trophies): S. Moore and Miss J. Chesterton (1,250 c.c. M.G.); 37 marks lost.

Coupe des Dames Challenge Trophy (best performance by an all-ladies' crew): Mrs. N. Mitchell and Mrs. D. Reece (2,088 c.c. Morgan); 86 marks lost. **Committee Challenge Trophy** (runner-up in sports car class): W. H. Wadham and D. Silverthorne (1,991 c.c. Triumph). **Members' Award** (best performance by a London Motor Club member who has not won one of the foregoing awards): I. L. Watkins and R. McLellan (2,267 c.c. Sunbeam-Talbot). **Mixed Crew Challenge Cup** (best mixed crew of two): Mrs. J. Johns and D. Johns (1,172 c.c. Ford). **Llundain Challenge Trophy** (navigator of Juniper Trophy winning car): J. Dalkin. **North Point Award** (navigator of Wick Trophy winning car): W. Cave. **Westwards Award** (navigator of Nor'Wester Trophy winning car): M. J. Sykes. **Southwards Award** (navigator of Coupes des Dames winning car): Mrs. D. Reece.

Best Ten Trophies (all competitors in first 10 of General Classification not already winning an award): E. V. Baker and P. Stark (1,172 c.c. Ford), P. J. Anton and Mrs. M. Hamilton (1,172 c.c. Ford), P. Johnson and W. E. Wakeley (1,991 c.c. Triumph). **Best Twenty Trophies** (all competitors from 11th to 20th in General Classification not already winning a trophy): Mrs. J. A. Branford and Major Branford (1,991 c.c. Triumph), R. A. J. Sinclair and A. J. Hall (2,267 c.c. Sunbeam-Talbot), J. Pay and R. Laurence (1,991 c.c. Triumph), Commander E. D. Woolley and H. M. Johnson (1,488 c.c. Porsche), R. Watkinson and D. Watkinson (1,911 c.c. Frazer-Nash-B.M.W.), N. Blockley and S. Broomfield (2,660 c.c. Austin-Healey), Miss P. M. Burt and J. K. Morris (2,580 c.c. Aston Martin), L. S. Siross and K. G. M. Pointing (3,442 c.c. Jaguar).

Harradine Trophy (best aggregate test time): J. C. Wallwork (1,996 c.c. Triumph).

NOVICES

"Evening News" City of London Challenge Trophy (best performance): W. H. Morgan (1,991 c.c. Triumph), nil marks lost.

President's Challenge Trophy (best performance in opposite class): K. N. Ballisat and E. Marvin (803 c.c. Morris); 3 marks lost. **Hazell Challenge Trophy** (best performance by a novice driving a special): A. M. Reed and C. Davies (1,172 c.c. Ford); 16 marks lost. **Mory Challenge Trophy** (best performance by a saloon car not winning the City of London or President's Trophies): Dr. J. A. E. Watts and Dr. J. L. Jenman (2,262 c.c. Ford); 7 marks lost. **St. Christopher Trophy** (best performance by a sports car not winning City of London or President's Trophies): W. N. Roake and Capt. E. Bardell (1,250 c.c. M.G.); nil marks lost. **Class Trophy** (best saloon performance not winning City of London, President's or Thames Trophies): P. Bowring and G. Merrick (1,990 c.c. Citroën). **Class Trophy** (best sports car yet not winning City of London, President's or St. Christopher Trophies): D. Kasterime and Miss J. Russell (3,442 c.c. Jaguar). **Coupe des Dames Challenge Trophy** (best performance by all-ladies' novice crew): Mrs. L. M. Baker and Mrs. J. Twyford (1,991 c.c. Triumph), 35 marks lost. **U.S.A. Challenge Trophy** (best performance by an all-American crew): A./C. L. Janke and S./Sgt. N. Rhordanz (918 c.c. Morris); 14 marks lost. **Members' Trophy** (best performance by a London M.C. member not a winner of foregoing awards): W. Rosson and P. Gammon (1,200 c.c. Austin).

FAIR-WEATHER FIRLE

B.T.D. and Record for Parker (Jaguara)

FINE weather greeted a goodly gathering of enthusiasts at Firle on Sunday. The entry was excellent both for numbers, quality, variety and interest. With the road surface dry and in good condition it seemed evident that, as the hill record had been beaten during the practice period it would not stand during the event itself. This proved to be correct.

On time, Class A started for 3-litre Bentleys. The first four classes were all for Bentleys in the B.D.C. handicap as well as being for class awards in themselves. Some good times were recorded and G. H. G. Burton did a rousing 30.21 secs. on his first run and 30.16 on his second. He was, however, running in Class I as well. The handicap resulted in a win for K. H. Wells (4½).

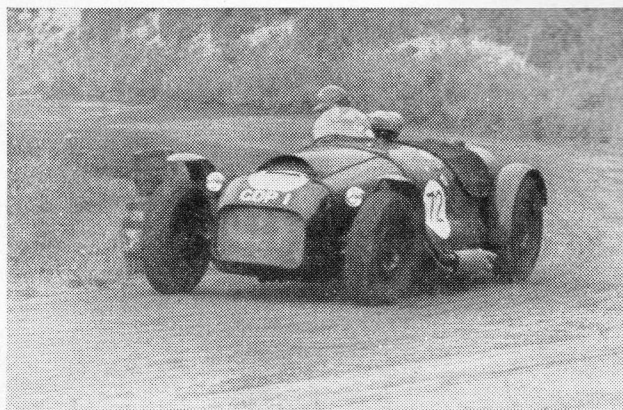
After Class D, a larger variety of machinery went up. K. Rolfe (Fiat) was very rapid. The car is standard, I believe, in the engine department, although having a small, starkish, 2-seater body. Leslie Marr was very efficient, wasting hardly any time, and Miss Betty Haig was particularly good; her getaway was a lesson. The Porsche driven by P. G. A. Bucknall was also away to a very rapid start considering its high first gear and returned 34.23 secs. to win the class.

Things were warming up. Class G saw a battle between the Frazer-Nashes of D. Hely and M. Burn, and was won by the latter when he burned up the hill in record time of 29.49 secs. However, in spite of some consistent running by the XK 120s in Class H, there was not much over 2 secs. between them, and there were some equally regular and really smooth performances by the Rolls-Royces in Class I and then Burton's terrific effort in his second run, when he nearly came to grief on the bank by the finish. Burn still held the record, but not for long.

★

Gordon Parker (right) made B.T.D. with his Jaguara after the ex-Parker Jaguette had broken its trackrod on the finishing line.

★



In the final Class K, for unlimited supercharged cars, J. H. Sarginson's Bugatti howled up (30.50 secs. and 30.48 secs.) as did D. Lewis's Alfa Romeo. Then it happened. G. Parker (Jaguara) raced up the course in 28.63 secs. Then came W. Coleman (Jaguette); as he rounded the final bend his track rod broke, he slewed across the road and finished half-way up the bank, crossing the line *en route* sideways in 28.49 secs. This put paid to a second run and in the end Parker made another faultless climb for B.T.D. and hill record in 28.46 secs.

An interesting feature was a timed stretch of 100 yds. Some of the fastest on this were, of course, Coleman and Parker, who did a shade over 64 m.p.h., de Larinaga (Cad-Allard), 63.29 m.p.h., and Burton, 58.82 m.p.h. on one of his runs.

PATRICK BENJAFIELD.

Results

Bentley Handicap: 1, K. H. Wells (4½-litre), net time 28.58; 2, D. McKenzie (3-litre), 28.83; 3, B. Mountford (4½-litre), 28.86. **Class A:** D. McKenzie (3-litre Bentley), 35.64. **Class B:** G. H. G. Burton (4½-litre Bentley), 30.18. **Class C:** A. N. Hewett (8-litre Bentley), 35.34. **Class D:** S. E. Sears (Bentley Continental), 33.75. **Class E:** K. Rolfe (Fiat), 33.57. **Class F:** P. G. A. Bucknall (Porsche), 34.23. **Class G:** M. Burn (Frazer-Nash), 29.49. **Class H:** W. Freed (Jaguar XK 120), 30.61. **Class I:** de Larinaga (Allard), 29.10. **Class J:** R. F. McNab-Meredith (Aston Martin), 33.64. **Class K, B.T.D. and hill record:** G. Parker (Jaguara), 28.46.

BOLTON-LE-MOORS TRIAL

THE Bolton-le-Moors C.C.'s Turner Trophy Trial on 22nd August took the form of a map-reading event, divided into six sections. Twenty-three entries were received for the trial, which used the Craven Haifer Hotel, Darwen, as the focal point of the route. Placings were: 1, S. Morton (Austin-Healey), 22 marks lost; 2, C. Kinns (H.R.G.), 42; 3, J. McManus (M.G.), 49.

HEREFORDSHIRE RALLY

THE only non-starter in the Herefordshire M.C.'s Little Rally, held on 29th August, was an entrant who had accepted a tempting offer for his car the previous day. As for the remainder, they must sometimes have wished that they had sold their cars when dealing with the complications of a 160-mile route in difficult Welsh country. Every competitor was late by lunch time, and further delay was caused afterwards in extricating a Sunbeam-Talbot from a bog. Regularity and other tests were included, and the event finished at the Red Lion, Pembridge.

Results

Premier Award: Morgan/Hobby (Triumph TR2). **Best performance on road:** Bott/Thomas (Riley 2½-litre). **Up to 1,300 c.c. open:** Jones/Mrs. Jones (M.G. TC). **Closed:** Foster/Mullott (M.G. 1½-litre). **Over 1,300 c.c. open:** Paul/— (Triumph TR2). **Closed:** Bott/Thomas (Riley 2½-litre).

CRUISING at 120 m.p.h. is possible in Rob Walker's unique saloon motor-car, with which John Bolster achieved 131.5 m.p.h. in a timed run. Externally, the car is normal DB2, betraying nothing of its excitingly non-standard specification.

plain first gear is quite simple to engage. The ratios are well chosen, and as third gear is completely silent, one uses it for miles on end, running habitually up to 100 m.p.h. before engaging the direct drive.

When I originally tested the car, the clutch was very smooth, but it tended to slip if used for sprint getaways and straight-through changes. The present clutch is a racing one, which will stand up to any abuse. It grips instantly as one snaps the lever into the next slot, and the acceleration figures which I recorded could not have been achieved without its help. Aunt Fanny would call this a fierce clutch, but I soon became accustomed to it, even in London traffic.

Similarly, the carburation seemed tricky

JOHN BOLSTER TESTS

A DB2 ASTON MARTIN

WITH A DB3S ENGINE

—and finds it highly Exciting!

THIS tale must start with a few paragraphs of history. When Aston Martin's were racing the DB2 saloons as a works team, one of the first cars built was the vehicle under review. It was crashed on the way to Le Mans in 1950 and eliminated, but came second in its class in the T.T. that year, driven by George Abecassis; it was beaten only by Reg Parnell's similar car.

Early in 1951, with a Pool petrol compression ratio, it was lent to me to test for AUTOSPORT. I enjoyed driving it enormously and, to be perfectly frank, I thought it was the best car I had ever handled. After that, it was put back into competition tune, and sold to Rob Walker.

While Rob had the car, it was raced by Tony Rolt, George Abecassis, Eric Thompson, Roy Salvadori, and Peter Collins. It added another T.T. and another crash to its score, in addition to the odd first here and there. In March this year, the 2.6-litre engine was replaced by a 3-litre, with three twin-choke Weber carburetters.

It continued to be raced, and to act as Rob Walker's very fast touring car. It has so far completed 12,000 miles in this form, without the engine being touched, and the car itself now has 75,000 miles behind it.

Naturally, I had followed the career of my old friend with great interest, and I was overjoyed when, meeting the owner in a temperance hotel or somewhere, rather late at night, he offered to lend me the car for a week or so. This kind suggestion having been confirmed by the light of day, I made haste to take over this Aston Martin with a difference, at the Pippbrook Garage, Dorking.

The DB2 is now too well known to need much description. Suffice it to say that it has a fairly elaborate frame, built up of square section tubes, and the suspension is by helical springs all round. Each wheel is located by a pair of trailing arms, but whereas the front springing is independent, there is a conventional axle at the rear. The latter is located additionally by a Panhard rod.

The engine is of very rigid construction. The four-bearing crankshaft is inserted endwise into a barrel-type cast-iron crank case cum cylinder block. The

liners are wet, and the head detachable. The inclined valves are operated by twin overhead camshafts, driven by a chain at the front of the engine. The current "works racers" differ in having two plugs per cylinder, among other things, but this is about the hottest Aston engine in private ownership, I would guess.

The body of the DB2 is one of its most typical features. It is a comfortable two-seater saloon-coupe with vast luggage space, but its shape has been carefully chosen for minimum air drag. The car tested had radio, heater, in fact all the luxury equipment one could want. The body frame is insulated from the chassis by Silentbloc bushes—a good point.

On moving off, it was at once obvious that the new engine had added enormously to the already excellent performance of the car. When I tried it in 1951, it was capable of an honest 110 m.p.h. Today, it can register a timed speed of 131.5 m.p.h., which is tremendous motoring. Similarly, the very good 0-60 figure of 10.8 secs. has been reduced by exactly two whole seconds. It will thus be seen that the performance is now so great that the ordinary man can hardly visualise it. This saloon is, in fact, faster than some of the cars which were competing in Grand Prix races only five years ago!

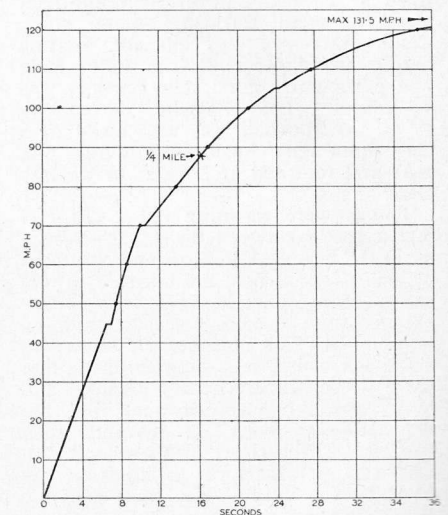
Such speed would be dangerous without superb roadholding, but that is just what the DB2 has got. It certainly sits down better than any other car with a conventional rear axle, and corners fast without appreciable rolling. It never does anything unexpected, and almost seems to come to the assistance of the driver when he has made a fool of himself. The brakes require a heavy right foot, but they are quite powerful, and do not fade, which is rather remarkable when one considers how often they are used on a machine of this calibre.

The gearbox is excellent. It has the easiest possible change, with synchromesh on the upper three speeds; even the

for the first few miles. Once the pedal movement and engine response were familiar to me, though, I was entirely happy with the three twin-choke Webers.

Although this car can be driven slowly without protest, it is at its best when regarded as a fierce sports model. Then, incredible speeds are registered on the most unlikely pieces of road, and although there is noise, it is the right sort of noise. There is a taut feeling about the whole machine, and an almost animal responsiveness. Above all, it is impossible to over-drive it, and 120 m.p.h. is as good a cruising speed as any other.

Such stupendous motoring is normally only experienced by tough guys in goggles and helmets. Yet, there I sat in my gents' natty suiting and travelled at racing speeds, without a hair being disturbed. (I refer of course, to my own hair, for that of my passenger may well have been elevated!) The car cries out to be taken away from Britain's pitifully



ACCELERATION GRAPH

inadequate highways. With a month's luggage in the back, the seat on one's left suitably occupied, and all the roads of the Continent before one, I can imagine nothing nearer to an earthly paradise!

After 75,000 of the most hectic miles imaginable, it is of great interest to examine the car to see how it has weathered the storm. It is perfectly true that the new look has gone, but there



remains something even finer. Like a well-tailored suit or a craftsman-built pair of shoes, the famous old machine has gained an indefinable something with the passage of the years. After a road test, I usually try to find the *mot juste* to describe the vehicle; in this case, I'll call it a *marvellous* car, and leave it at that.

It remains for me to quarrel with John Wyer! He claims that the engine gives "only" 165 b.h.p., but if ever I felt a full 180 gee-gees under my foot, this was it. One can but assume that the horses from the Aston Martin stable are of the hairy legged variety, and not like the effeminate creatures from some other factories, which go all temperamental at the mention of the words Heenan and Froude.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Aston Martin DB2 sports saloon with DB35 engine. Original price (with standard engine) £1,498, plus £416 17s, 3d, P.T.

Engine: Six cylinders, 83 mm. x 90 mm. (2,922 c.c.). Chain driven twin overhead camshafts operating inclined valves. 165 b.h.p. at 5,500 r.p.m. 8.6 to 1 compression ratio. Three horizontal twin choke Weber carburettors. Lucas coil and distributor.

Transmission: Borg and Beck racing clutch. Four-speed gearbox with central remote control and synchromesh on upper three gears, ratios 3.73, 4.96, 7.38, and 10.9 to 1. Open Hardy Spicer propeller shaft to Salisbury hypoid rear axle.

Chassis: Built-up frame of square section tubes. Independent front suspension by helical springs and trailing arms. Rear suspension by helical springs and parallelogram linkages plus Panhard rod. Armstrong hydraulic dampers all round. Dunlop racing wire wheels with knock-on caps, fitted 6.00 x 16 in. road racing tyres. Girling hydraulic brakes with 12 in. drums.

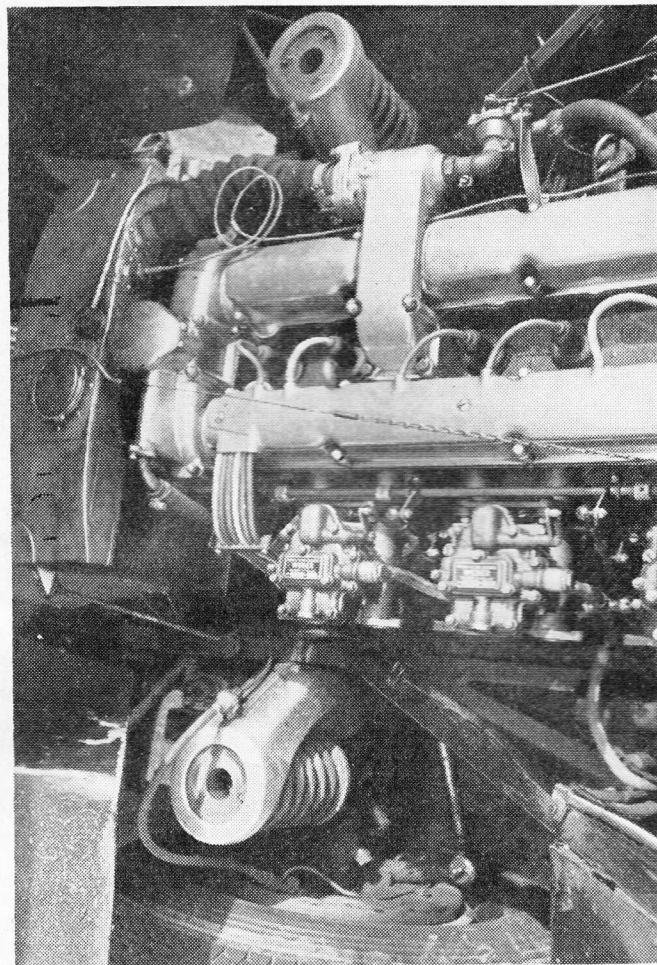
Equipment: 12-volt lighting and starting. Speedometer, revolution counter, ammeter; oil pressure, fuel, and water temperature gauges; clock, altimeter, compass, heater, demister, electric fan, radio, 2-speed self-parking wipers, radiator blind.

Dimensions: Wheelbase, 8 ft. 3 ins. Track, 4 ft. 6 ins. Overall length, 13 ft. 6½ ins. Width, 5 ft. 5 ins. Height, 4 ft. 5½ ins. Turning circle, 32 ft. Weight, 22 cwt.

Performance: Maximum speed, 131.5 m.p.h. Speeds in gears: 3rd, 105 m.p.h.; 2nd, 70 m.p.h.; 1st, 45 m.p.h. Standing quarter mile, 16.2 secs. Acceleration: 0-50 m.p.h., 7.2 secs.; 0-60 m.p.h., 8.8 secs.; 0-70 m.p.h., 10 secs.; 0-80 m.p.h., 13.8 secs.; 0-90 m.p.h., 17 secs.; 0-100 m.p.h., 21 secs.; 0-110 m.p.h., 27.4 secs.; 0-120 m.p.h., 35.6 secs.

Fuel Consumption: 18 m.p.g. (approx.).

RECIPE for what Bolster terms "stupendous motor-ing": Aston Martin DB2 chassis suspension and body, Aston Martin DB35 engine (right), showing two of the three Weber carburettors.



SAME, only different (left): VMF 65, looking just as she did when tested by John Bolster in March, 1951, but with an appreciable increase in b.h.p. below her bonnet.

THE FOURTH TOUR DE FRANCE

NOW in progress, the fourth Annual *Tour de France* comprises a 6,000 km. nine day route in three stages, starting and finishing at Nice. The itinerary includes speed tests at Le Mans, Rheims and Nice, and hill-climbs at Montet Bradois, La Turbie and Peyresourde.

The entries are preponderantly French, but three Alfa Romeo TIs from Italy are competing, one of which, driven by Martignoni, is currently leading its class. In general order, the Gordini drivers Jacques Pollet and André Guelfi were virtually neck-and-neck for the lead after reaching the Brest control, end of stage 1. Although nominally a rally-type event, the French certainly place emphasis on speed in their annual *Tour*. Stage 2 control is Nancy, and stage 3, to be reached on 10th September, is Nice.

THE FIRST TOUR OF ITALY

FOLLOWING the highly successful example of the *Tour de France*, now in its fourth consecutive year, the Italians are instigating a similar event—the first *Giro Automobilistico d'Italia*, 5,753 kilometres in length. The new *Tour of Italy* starts at Monza on 27th September, passes through San Remo, Naples, Taranto, Bari, Rimini, Trieste, Turin, and returns to Monza on 6th October.

Entries at normal fee close tomorrow (11th) but late entries at a fee of 50,000 lira will be accepted up to 12 noon on the 18th September. Communications to: Commissione Sportiva Autobilistica Italiana, Corso Venezia 43, Milan, Italy.

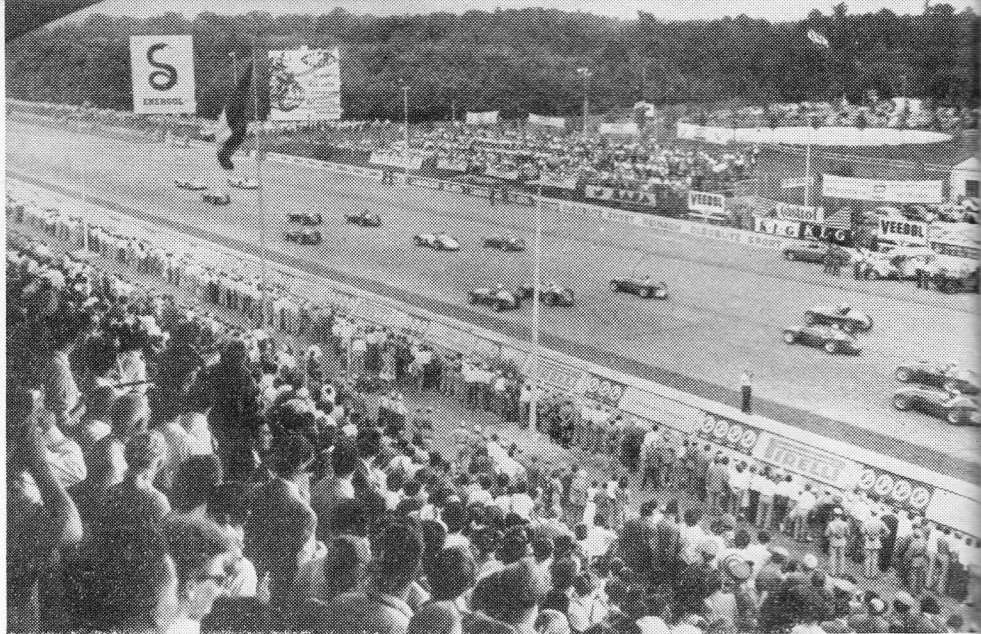
COLOMBIAN 1,003-MILE RACE

ANOTHER "first" fell to North American driver Bob Griebeling, who won the recent and very punishing 1,003-mile *Circuito Central Colombiano* in his home-prepared Fordillac. Second and third places respectively were taken by Luis Garzón, affectionately called "The Goose", in his very much hotted up Chrysler special, and by Carl Partsch, a newcomer, in his Volkswagen. This was a major surprise to others, until it was learned his car had a "Super" type Porsche engine like that which ran so well in the last *Carrera Panamericana*.

Other cars, favourites to place among the first three, ran afoul of broken frames, broken springs, axles adrift, and sundry other ailments. All cars suffered heavily with tyre trouble in this fantastically tough event, optimistically called a "road" race. Of 26 entries and 22 starters, only 14 finished, and one of the ever present hazards, a landslide, took its toll just this side of the 14,000 ft. high mountain divide.

Special praise is due to Daniel Rebolledo, who this time abandoned his favourite XK 120 Jaguar to compete in an absolutely stock MG TF (he bought it from the dealers a week before the race), and who finished 13th overall against those specially prepared monsters that competed in this event. His was the only sports car in the race, and the only British car to finish, in spite of broken steering arms (twice), cut tyres, and the stones of the crowd when they ran out of flowers! BUDD WELTSCHIEFF.

GRANDSTAND VIEW: The flag has dropped, the cars speed away, and the 1954 Italian Grand Prix at Monza is under way, with Mercedes-Benz leading Maserati and Ferrari.



LAST Sunday's Italian Grand Prix proved to be a somewhat hollow victory for Juan Manuel Fangio (Mercedes-Benz). With 12 of the 80 laps to go, Stirling Moss (Maserati) was firmly in the lead but had to stop for oil when his rear tank split. He set off again, and was rapidly overhauling the Argentinian when he had to retire.

The race was a tremendous battle

25° gran premio d'Italia

Fangio Wins for Second Successive Year—Stirling Moss Outdrives Mercedes-Benz Star but Halts After 71 Laps with Split Oil Tank—Mike Hawthorn Takes Second Place for Ferrari—Excellent Show by Peter Collins (Vanwall)

By GREGOR GRANT

Photography by Vincenzo Carrese, Luigi Villa, Valentino Petrelli and Eugenio Pavone

MONZA has never looked gayer. The multi-coloured flags, the bright dresses, the varied hues of headgear, the striking advertisements—all combined to produce a kaleidoscope in the sunshine.

Gran Premio day is one of carnival and although the race is *the* event, there are diversions by the score. Immediately following the Coppa Inter-Europa for gran turismo and touring machines, out comes a line of the new Romeo light vans, headed by a beautiful red Alfa Romeo Julietta and accompanied by a bevy of very pretty girls. The convoy parades round the circuit whilst male spectators practise their wolf calls.

All this is leading up to the 25th Grand Prix of Italy. In practice, drivers fought to cut fractions of a second from their times. Fangio did 1 min. 59 secs.

on Friday, and on Saturday Moss was just $\frac{1}{4}$ th second slower. This looked like being the fastest of the session but, towards the end, Ascari cut $\frac{1}{4}$ th second off the British driver's time, his tour bordering on the reckless as compared to the apparent effortless drive of Moss. Villoresi, very much on his toes, brought out every trick in his bag, but could not get within $\frac{1}{4}$ th second of the young Maserati No. 1 driver.

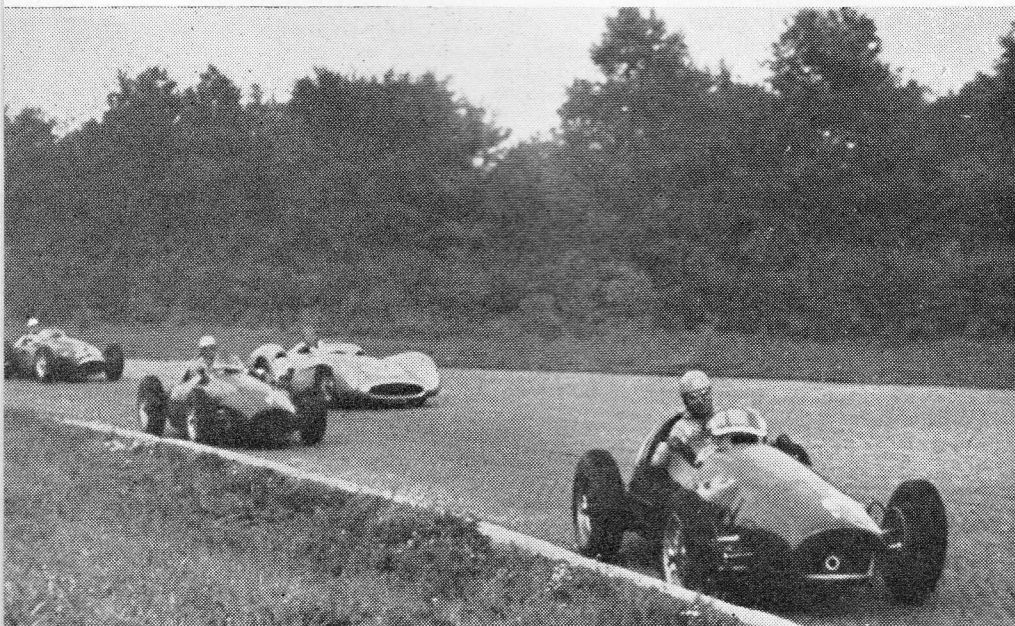
So now we have Fangio, Ascari and Moss in the front row—Mercedes-Benz, Ferrari and Maserati. The flags of the competing nations have been paraded, and the excited chatter from over 80,000 spectators is suddenly drowned when 20 engines burst into life. Out of the collection of silver, red and blue machines, the green Vanwall Special and Daponte's blue and yellow Maserati stand out. Anyway, it is grand to see Collins in that all-British car!

Starting Grid

Moss (Maserati)	Ascari (Ferrari)	Fangio (Mercedes)
1.59.3	1.59.2	1.59
Villaresi (Maserati)	Gonzalez (Ferrari)	Kling (Mercedes)
2.00.2	2.00	1.59.6
Mantovani (Maserati)	Herrmann (Mercedes)	Hawthorn (Ferrari)
2.01.6	2.01.4	2.00.2
Behra (Gordini)	Trintignant (Ferrari)	Mieres (Maserati)
2.02.4	2.02.3	2.01.7
Manzon (Ferrari)	Musso (Maserati)	Maglioli (Ferrari)
2.04.7	2.03.5	2.03.5
Wacker (Gordini)	Bucci (Gordini)	Collins (Vanwall)
2.08	2.05.5	2.05.2
	Rosier (Maserati)	Daponte (Maserati)
	2.11	2.09.5

The *départ* is thrilling. Kling is already on the move as the flag drops and manages to cut between Ascari and

A STAR RETURNS: Alberto Ascari, back in the cockpit of a Ferrari, leads the Italian G.P. from Gonzalez, Kling and Moss in the opening stages.



STARS IN CHASE: Fangio (Mercedes), Villoresi and Moss (Maseratis) in pursuit of race leader Ascari, six laps after the start.

Fangio, with Moss making an unusually rapid start. As they sweep down to the Curva Grande, Kling seizes the lead from Fangio, and Ascari attempts to force his way past Moss.

Out of Curva Vialone they come, with two silver cars in front and the field flashes down to Curva Sud with the red cars of Italy in hot pursuit. Necks crane in the tribunes. One hears, "Kling" from a thousand throats as the German hurtles past the pits, closely followed by Fangio, Ascari, Moss, Gonzalez, Hawthorn, Herrmann, Maglioli, Villoresi, Mières and so on, with Rosier, unfamiliar in a red Maserati, but occupying a familiar position—the tail end!

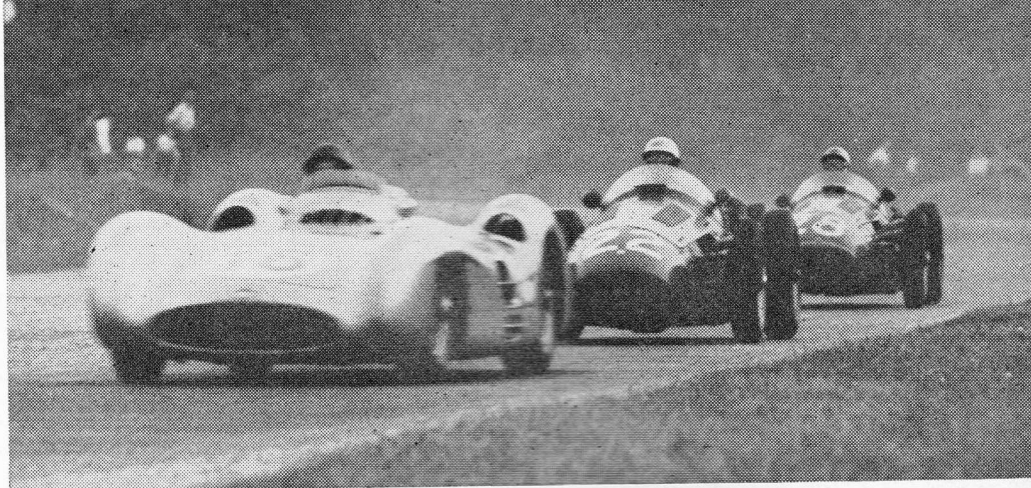
Lap 2 and Kling still holds his lead over Fangio, with Gonzalez and Ascari mixing it behind. Both Moss and Hawthorn have dropped back a little, and are having a grandstand view of the combat in front. Villoresi has now moved up behind Maglioli.

Three laps gone and Ascari is in third place, tailed by Gonzalez and Moss. The unfortunate Behra (Gordini) stops at his pit and moves off on five cylinders. Next time round he retires, just as Kling shoots off-course at Curva Grande and drops to fifth place.

Fangio now leads, Gonzalez taking Ascari whilst Villoresi, in eighth place, is set to pass Herrmann. At five laps Moss becomes third, and the position is:—

1, Fangio (Mercedes), 10 mins, 32.3 secs. (179.345 k.p.h.); 2, Gonzalez (Ferrari), 10 mins, 32.5 secs.; 3, Moss (Maserati), 10 mins, 33.9 secs.; 4, Ascari (Ferrari), 10 mins, 34 secs.; 5, Kling (Mercedes), 10 mins, 37.8 secs.

The sixth lap produces a terrific thrill as Ascari's Ferrari screams past the pits in the lead by a tyre tread from Gonzalez, who is being crowded by Fangio



and Moss. Herrmann's Mercedes stops at the pits for a plug change, which appears to be a major operation, for his car is stationary for 2½ minutes. Incidentally, all three German cars are the aerodynamic "Rheims-type" machines.

Ascari holds that lead—but only just. The four leaders are gradually pulling away from Hawthorn who is joined in combat with Kling; Villoresi is remorselessly creeping up on both of them.

With all this excitement in front, what is happening behind? Mantovani leads group 3 ahead of Manzon, Trintignant and Maglioli. Peter Collins is in 16th place, and Herrmann's halt has dropped him to the wooden spoon spot behind Rosier, who is actually catching Dapontes' 1953 Maserati.

The immensely partisan crowd is deliriously happy with its idol Ascari in front, and Villoresi coming rapidly up to the top of the class. But to me, at any rate, Juan Manuel does not seem to bother overmuch, and, quite candidly, Moss appears to have the measure of them all. There is a great deal of wheel-sawing and glaring going on at the curves, but the immaculate Fangio and

Moss come round as if their cars were on rails.

However, one has to hand it to Alberto; he is really trying, for the glory of Italy and his old love, Ferrari. After 10 laps he has 5 $\frac{1}{10}$ secs. over Fangio, who has 1 $\frac{1}{10}$ secs. over Gonzalez, with Moss another sec. behind. Villoresi is firmly in fifth place, and Kling is vainly attempting to carve up Hawthorn.

On lap 14 Moss tears past Gonzalez who doesn't care for this and goes flat out to retake the Maserati. For three more tours the burly conductor from Argentina tramps on that pedal—then "woof", followed by a series of clanks and clonks, and the Ferrari is coasted to the pits to be retired. Gonzalez makes to take off his battle-bowler but team manager Ugolini urges him on to the track where he stands, just like one of these figures so beloved by the Italians to advertise their "restaurantes". All this is to indicate to Maglioli (in 11th place) that José Froilan will be taking over.

Sure enough, two laps later, in comes Maglioli and out goes Gonzalez—still in 11th place. Hereabouts Fangio begins to sort out Ascari and at a quarter-distance (20 laps) closes up to within $\frac{1}{10}$ sec. Moss, nearly 10 secs. behind the Mercedes, has 10 $\frac{3}{4}$ secs. advantage over Villoresi, who has passed both Kling and Hawthorn to take fourth place. The German had overtaken Mike some three laps earlier after a fairly desperate struggle.

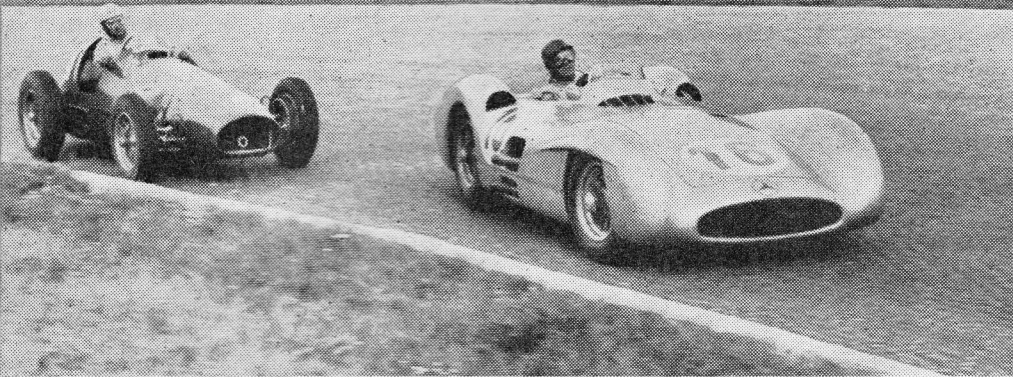
On lap 22 Fangio pushes ahead of Ascari. Manzon, who had decorated the track with oil, retires his Ferrari and Peter Collins moves up to 12th position. Musso and Mières are having a joyous battle behind Trintignant. Fangio stays in front of Ascari for one more lap, then relinquishes his lead again, to the great relief of the population who almost become demented with joy.

I still think Juan Manuel is having fun and games. Ascari looks to be working extremely hard to keep in front, but the Argentinian could be touring round on a warming-up lap for all the signs there are of really fast motoring. Moss now knows that Villoresi is not far away—about 7 secs. to be exact. He, too, is driving in the effortless manner which is the mark of the true champion.

CURVA GRANDE: Karl Kling in one of the streamlined Mercedes leads teammate Fangio through the fast right-hand sweep after the finishing straight. Ascari, Moss and Gonzalez are following.



25° gran premio



On the 30th lap Ascari and Fangio pass the pits, wheel to wheel. Trintignant makes a brief halt, and Mantovani begins to challenge Hawthorn. Two laps later Gonzalez, in ninth place, stops at his pit and is off again within 20 secs.

The Ascari-Fangio-Moss-Villoresi dispute is resumed in earnest, and all close up on each other. On lap 36 Mantovani edges past Hawthorn and both take Kling. Next time round the German is missing. Apparently the breakage of a radius rod sent him off the road in a flurry of straw bales; he received a suspected fracture of the forearm.

Roberto Mières, who had stopped after 35 laps to find out why his car acted peculiar at corners, discovers that his chassis is broken. Meanwhile, the green Vanwall is still cracking round—now in ninth place.

Villoresi is certainly going motor racing in a big way and on the 39th lap all four leaders go past the tribunes in one compact group, with Gigi about to take Moss.

At half distance (40 laps) the race position is:—

- 1, Ascari (Ferrari), 1 hr, 23 mins, 19.8 secs. (181.447 k.p.h.); 2, Fangio (Mercedes), 1 hr, 23 mins, 21.2 secs.; 3, Villoresi (Maserati), 1 hr, 23 mins, 21.3 secs.; 4, Moss (Maserati), 1 hr, 23 mins, 21.9 secs.; 5, Hawthorn (Ferrari); 6, Mantovani (Maserati); 7, Gonzalez (Ferrari); 8, Collins (Vanwall); 9, Trintignant (Ferrari); 10, Wacker (Gordini); 11, Herrmann (Mercedes); 12, Rosier (Maserati); 13, Daponte (Maserati).

Lap 41, and Villoresi, urging his motor up to untold r.p.m., snatches second place from Fangio. The spectators clap their hands, stamp their feet and howl their delight. Two Italian drivers in the first two places! However, their glee is short-lived; the "Old Firm" is soon split up, for Villoresi's effort has proved too much for his engine and he coasts in to retire on lap 43. Moss has taken Fangio and is hot after Ascari. The lead changes for the sixth time when the British driver comes through $\frac{1}{16}$ of a sec. in front of the World Champion. The trio has completely outpaced the rest of the field, and fourth and fifth men, Hawthorn and Mantovani, are nearly a lap behind.

Ascari recaptures his lead after giving his Ferrari everything it possesses. But he cannot shake off Moss, who sails past the Italian once more on lap 48, after running wheel to wheel. A few yards behind, Fangio grins contentedly. Ascari's desperate attempt to hold off Moss led him to overstrain his motor, and he coasts into the pits with a silent car after 49 laps.

HARRIER—and harried. Ascari worries at Fangio's heels, causing the Mercedes No. 1 driver to slide out somewhat on the bend.

There are loud cheers for the stocky Italian as he walks past the pits, but the enthusiasm of the crowd soon switches to Stirling Moss who is leading, and actually drawing away from the fabulous Fangio. Gonzalez, two laps behind, is slip-streaming the Mercedes-Benz.

Peter Collins is now lying sixth and British visitors have reason to cheer, with Moss leading the Italian Grand Prix, and Hawthorn in third place. Three British drivers in the first half-dozen places—well!

On the 53rd giro Fangio, trying to shake off the persistent Gonzalez, slides off the road and comes through 14 secs. behind Moss. Hawthorn and Mantovani, a full lap behind, are mixing it in earnest, the Maserati seemingly having the legs of the Ferrari on the straights.

Moss is steadily increasing his lead; with 20 laps to go the race position reads:—

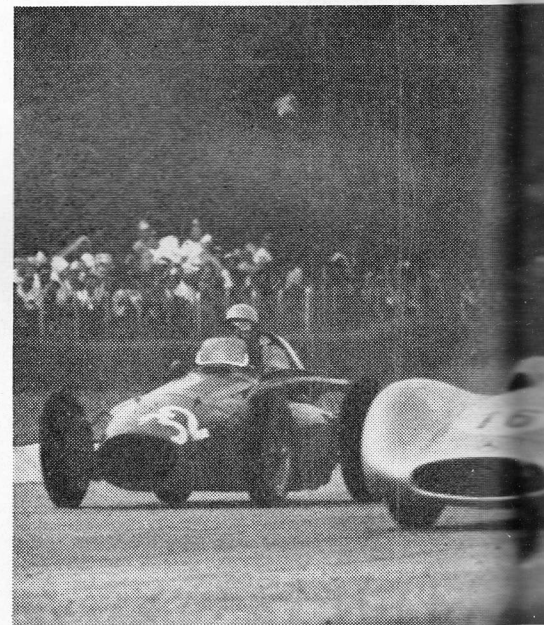
- 1, Moss (Maserati), 2 hrs, 4 mins, 30.9 secs. (182.149 k.p.h.); 2, Fangio (Mercedes), 2 hrs, 4 mins, 45.8 secs.; 3, Hawthorn (Ferrari), 1 lap behind; 4, Mantovani (Maserati), 1 lap; 5, Gonzalez (Ferrari), 2 laps; 6, Collins (Vanwall), 3



PERTURBATION: Herr Neubauer looks worried as Stirling Moss's Maserati draws away from Fangio.



SPURT by near-veteran Luigi Villoresi, cutting while Stirling Moss watches.



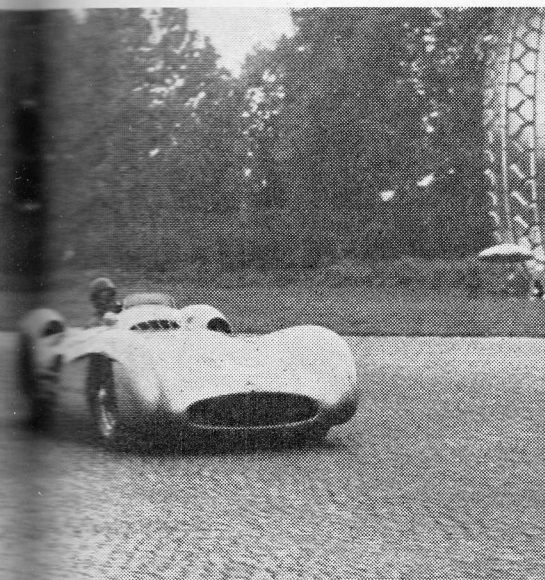
PRELUDE to a big bang. Froilan Gonzalez speeds, shortly before...

- laps: 7, Trintignant (Ferrari), 3 laps; 8, Herrmann (Mercedes), 3 laps; 9, Wacker (Gordini), 3 laps; 10, Rosier (Maserati), 4 laps; 11, Daponte (Maserati), 8 laps.

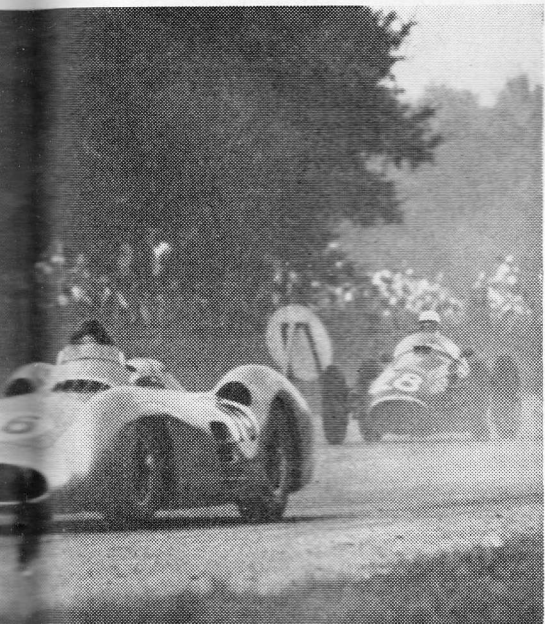
Collins is putting up a magnificent show with the healthy sounding Vanwall. Another few knots and this green machine may well be fighting it out with Mercedes, Ferrari and Maserati. Gonzalez, bored with his apparently vain struggle, glides into his pit and returns the car with thanks to Maglioli.

On lap 63 Collins stops at the Vandervell pit, smothered from head to foot in oil. An oil pipe has broken. Mechanics repair the damage but the green machine has dropped to ninth place when it eventually rejoins the fray.

Italia—continued



through with his Maserati on the inside of Fangio, the manœuvre from behind.



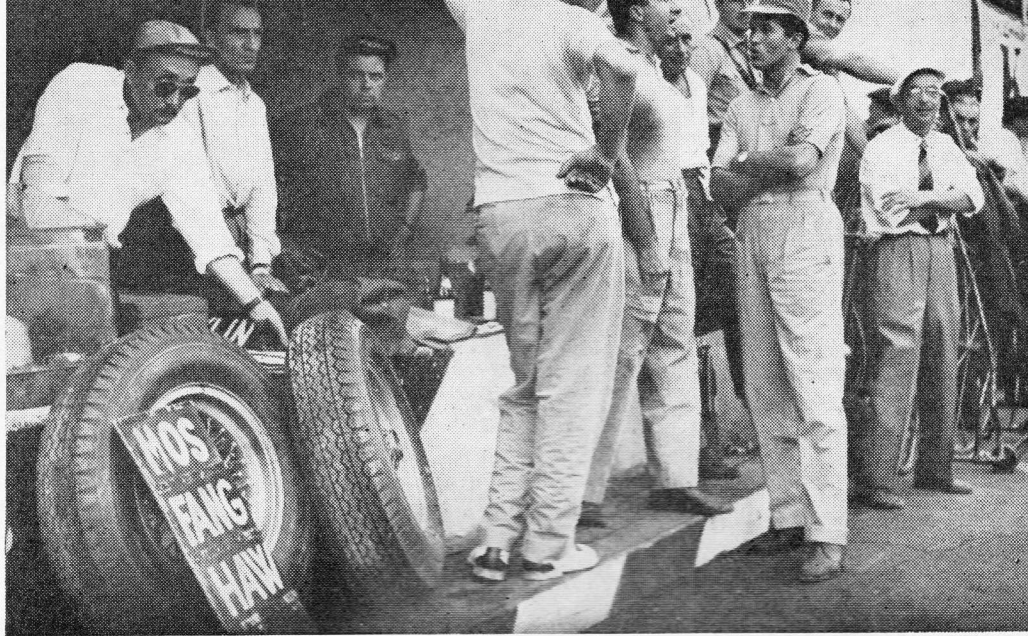
(Ferrari) passing Fangio and Moss in a burst of his car blew up.

Trintignant also stops but doesn't lose his place.

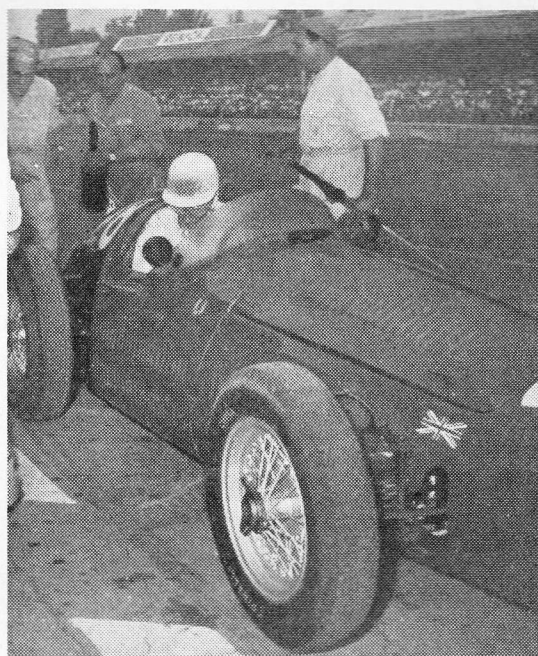
With 65 laps completed Moss leads Fangio by 20.5 secs. and the crowd has taken the young British driver to its heart. After all, his red Maserati stands between Mercedes-Benz and another German victory.

Two laps later Moss causes consternation by making signals that he is coming in for oil. On lap 68 the Maserati comes to a standstill, slightly overshooting the pit and is off again after 20 secs., leaving behind an ominous-looking trail of oil which officials quickly smother with sand.

Sixty-nine laps and Fangio is 22 secs.



CONSTERNATION (Above) in the Ferrari pit after Ascari had blown up. Ugolini looks worried, and Ascari explains how it happened to Lampredi, while Maglioli listens with interest.



OMINOUS: (Right) Race leader Stirling Moss calls at his pit for oil after 68 laps, a stop which preceded the . .

BITTER END (Below) of his finest drive of 1954. The Maserati's oil tank is split, and Moss pushes the car to a yard before the finishing line, accompanied by a sympathetic Count Lurani and a funereal cortège of police and officials.



ahead of Moss. Seventy laps and Moss has carved off 3½ secs. from this. Fangio cannot go any quicker, and conveys this to Neubauer as he races past the pits. If only Moss can keep going at his present pace, the Italian Grand Prix is in the bag.

Fangio goes through on lap 71, his engine distinctly sounding rough. Then, to the great disappointment of the crowd, Moss fails to appear. What a piece of rotten luck! Stirling cannot get away from that jinx that sits alongside him and which has robbed him already of Grand Prix victories this season. Fangio can now tour to the finish, nursing his sick motor.

Mantovani comes in with his rear wheels at a split-axle angle. The de Dion tube has broken, but he decides to carry on. Why he isn't given the black flag passes comprehension, as the car proceeds in a series of weaves, making Z-bends for itself all down the straight.

At last Moss appears, pushing his car. As he struggles past the Mercedes pit Alfred Neubauer gives him a sympathetic pat on the back. The Maserati is halted a yard or so from the line to await the finish—the rear oil tank has split!

Fangio canters home to win for Mercedes-Benz, followed by Britain's Mike Hawthorn, Maglioli, Herrmann, Trintignant, Wacker and Collins. Mantovani struggles to the finish, and Moss pushes his car over the line to be classified 10th, ahead of Daponte.

The crowd mob Fangio, who, to Moss's embarrassment, embraces him in true Gallic fashion. Juan Manuel says that although he won, it is a moral victory for Stirling Moss.

Thus went the XXV Gran Premio d'Italia to Mercedes-Benz and, once again, the victory was brought about by Fangio alone. It is a fact that the great Argentinian has finished in every grande épreuve in which he has taken part this

★
VICTOR — AND MORAL VICTOR: Stirling Moss congratulates the oil-stained Fangio, who scored his fourth grande épreuve first place for Mercedes-Benz.
 ★



season, and has won them all, with the exception of the British Grand Prix.

Results

1. Juan Manuel Fangio (Mercedes-Benz), 2 hrs. 47 mins. 47.9 secs., 180.218 k.p.h.; 111.98 m.p.h.
 2. Mike Hawthorn (Ferrari), 79 laps.
 3. Maglioli/Gonzalez (Ferrari), 78.
 4. Hans Herrmann (Mercedes-Benz), 77.
 5. Maurice Trintignant (Ferrari), 75.
 6. Fred Wacker (Gordini), 75.
 7. Peter Collins (Vanwall Special), 75.
 8. Louis Rosier (Maserati), 74.
 9. Sergio Mantovani (Maserati), 74.
 10. Stirling Moss (Maserati), 71.
 11. Jorge Daponte (Maserati), 70.
- Fastest lap: Gonzalez (Ferrari), 2

mins. 0.8 sec., 187.748 k.p.h.; 116.66 m.p.h.

Retirements: Behra (Gordini), 3 laps; Bucci (Gordini), 14; Gonzalez (Ferrari), 17; Manzon (Ferrari), 17; Musso (Maserati), 33; Mières (Maserati), 35; Kling (Mercedes-Benz), 38; Villoresi (Maserati), 43; Ascari (Ferrari), 49.

COPPA INTER-EUROPA

(2 Hours duration; Gran Turismo and touring cars)
 Up to 1,300 c.c.: 1, C. Guidetti (Fiat), 135.576 k.p.h.; 2, L. Ciolfi (Fiat); 3, G. Ronzoni (Fiat); 4, "Samuele" (Fiat); 5, Toselli (Fiat).
 Fastest lap: Guidetti, 139.055 k.p.h.
 1,301-2,000 c.c. 1, E. Zagato (Fiat 8V), 303.421; 2, C. Sanesi (Alfa Romeo); 3, G. Crespi (Alfa Romeo); 4, P. Carini (Alfa Romeo); 5, G. Houel (Alfa Romeo).
 Fastest lap: Zagato, 155.769 k.p.h.
 Over 2,000 c.c.: 1, F. Gatta (Lancia), 148.868; 2, F. Ribaldi (Lancia); 3, C. Mancini (Lancia); 4, Sassoli (Lancia); 5, L. Rezzonico (Lancia).
 Fastest lap: Gatta, 152.010 k.p.h.

JOHN BOLSTER TESTS—

A LAYSTALL-MODIFIED FORD ZEPHYR

I HAVE recently been driving a Ford Zephyr which has had the Laystall treatment. Briefly, that means larger valves with double springs installed in a modified cylinder head. The ports are enlarged and have flanges fitted to carry three 1½ in. S.U. carburettors. The compression ratio goes up from 6.8 to 8.3 to 1 and one is advised to fit Champion NA8 sparking plugs, or others of equivalent heat resistance. Laystalls keep modified heads in stock, and will supply them, complete with three carburettors, at £65 in exchange for your old head. Fitting is £7 7s. extra.

The result of this comparatively modest expenditure is considerable. The maximum power output of the standard Zephyr is 68 b.h.p. at 4,000 r.p.m. The modified engine gives 87.1 b.h.p. at the same speed, rising to 96.5 b.h.p. at 5,200 r.p.m., which is the peak of the curve. Obviously, the increase in performance is very great, and I took my stopwatches with me to find out just what had been achieved.

On driving out of London, I found that there was some additional noise on sudden acceleration, but at cruising

speeds this was hardly noticeable. The figures obtained were extremely creditable, and I compare them with the ones I got from a standard Zephyr submitted to me by the Ford Motor Co. (AUTOSPORT, 8th May, 1953).

M.p.h.	Acceleration	
	Seconds standard engine	Seconds modified engine
0-30 ...		3.2
0-40 ...		5.2
0-50 ...	12.8	8.8
0-60 ...	19.6	13
0-70 ...	29.6	18.4
0-80 ...		25.2
0-90 ...		37.4

Standing ¼ mile	
Standard engine ...	21 secs.
Modified engine ...	19.2 secs.

Maximum speed	
Standard engine ...	80 m.p.h.
Modified engine ...	98 m.p.h.

Excellent as these figures are, it must be realized that the engine was turning over far past its peak at maximum speed,

in fact it was screaming round at more than 6,000 r.p.m.! The use of larger wheels or, better still, an overdrive would avoid this somewhat alarming crankshaft speed. I am convinced that, with the latter fitment, the Laystall-modified Zephyr would top 100 m.p.h. and I hope to try the experiment when one becomes available.

The Ford Zephyr is not a racing car, but it holds the road quite safely at these high speeds. Perhaps the most valuable feature of the conversion, however, is the much greater acceleration in the middle ranges. I did not have the car long enough to make a really accurate check of fuel consumption, but it appeared to be quite moderate.

JOHN V. BOLSTER.

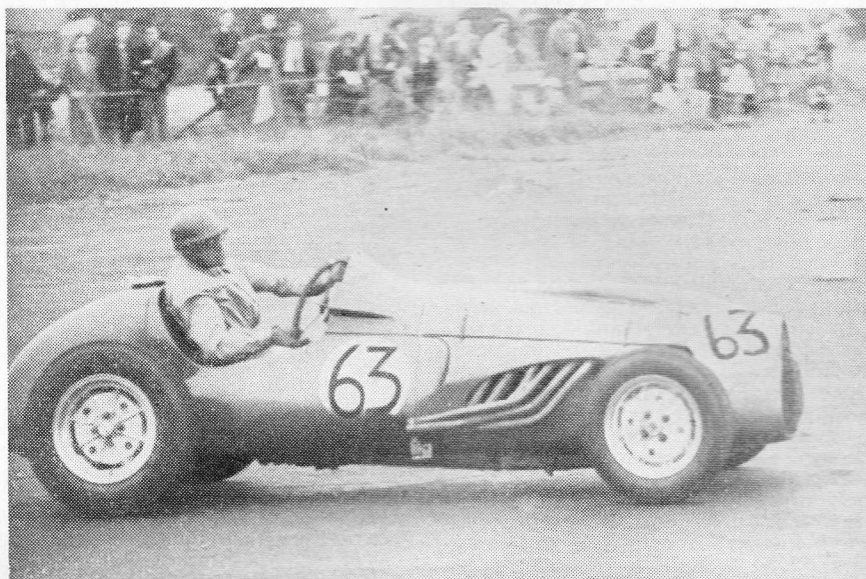
P.S.—Since writing the above, I have driven another Zephyr fitted with a Laycock-de Normanville overdrive unit. The engine was tuned to the same extent as the previous one, and it had also been dynamically balanced. As I only had a short run, and was unable to time the machine over a measured distance, I cannot say whether that elusive "100" is now in the bag. Most certainly, however, the car travelled far more smoothly at high speeds, and really rapid cruising was rendered most pleasant. Even with these extra modifications it remained a very cheap method of obtaining high speed.

BOB GERARD WINS AGAIN

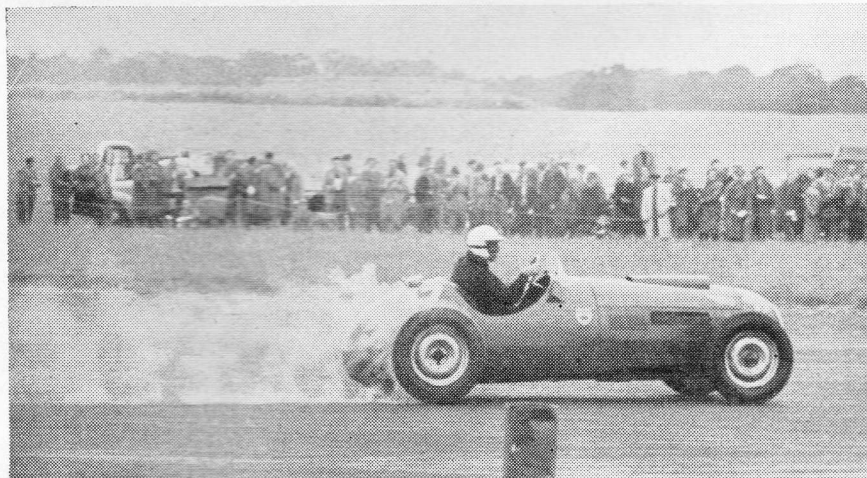
B.R.M. in More Trouble at Charterhall National Meeting

LAST Friday evening the banshee wails of the B.R.M. sounded loud and clear over the Charterhall circuit in practice for the National meeting. Back on his native heath, Ron Flockhart drove the car round even more rapidly than Ken Wharton had done in setting the lap record for the circuit and not far behind Ron's time was that of Roy Salvadori in his Maserati. Among the half-litre drivers, Jim Russell, making his first appearance on the Border circuit, was sending his Cooper-Norton round to share the best practice times with Bob Gerard so that, to the enthusiasts, there was every prospect of a fine day's sport on the morrow.

The stage was set. The scene opened in the bright sunshine of a very lovely autumn day, but the performance opened very quietly indeed with a 10-lap race for sports cars up to 1,500 c.c., which Peter Jackson walked away with in his Cooper-M.G. Things might have been more exciting had the Hughes Tojeiro not broken a crank pin in practice, but Harry Ballantine's Riley Sprite went well



(Above) Formule Libre race winner Bob Gerard (Cooper-Bristol) rounds Paddock Bend on his last lap.



(Left) Rubber burning by Ted Lund (Frazer-Nash single-seater) while accelerating out of Toft's turn during the same race.

and Ian Skelly showed promise in an M.G. TF.

Then came a spanking half-litre race. For the whole 15 laps there was never a dull moment, and out of 15 starters there were only eight finishers. But it was unfortunate that gearbox trouble prevented Jim Russell matching his Cooper against the works machine of Leston. In the first lap Tom Dickson left the track at Kames Curve. His Cooper-J.A.P. crashed against a parked Ford Zephyr which saved spectators only a few feet away and Dickson was fortunate to escape without serious injury, although taken off to hospital.

In the second lap Willie Lawrence, who had got off to a late start with plug trouble in his Cooper-Norton, blew up at Lodge Corner and J. K. Hall went off at Tofts Turn, in one of the Border Reiver Coopers. Meanwhile a fast battle was taking place between Ninian Sanderson (Staride) and Les Leston (Cooper) for the lead. The pace was too hot for Ninian and, with no brakes and a seized engine, he finished up at

Lodge Corner in the 10th lap still behind Leston. Behind those two Bob Gerard (Cooper) and Cliff Allison (Cooper) were passing and re-passing in strife for third place. This, too, resolved itself in the 10th lap, with Allison getting ahead of Gerard at Lodge and staying there. Behind them a fine ding-dong was taking place between Charlie Graham (Cooper Special) and C. M. Mauritzen (Cooper). This ended with a very loud "dong" indeed in the 11th lap when Charlie Graham's beautifully prepared little car finished up with a broken rear suspension. An excellent race to watch, with a very fine drive from Leston who, despite going harvesting at Kames Curve in the last lap, got back on the track smartly to become a very worthy winner.

The 10-lapper for unlimited capacity sports cars opened with Roy Salvadori and Ninian Sanderson having a do at each other in two of the Ecurie Ecosse Jaguars. The third car had, by the way, taken an attack of gearbox derangements and "new boy" Robin Carnegie might have been deprived of a drive

but for the kindness of J. K. Hunter, who offered the loan of his Jaguar XK 120.

Salvadori and Sanderson quickly settled their differences and by the third lap Salvadori was in the lead and stayed there. The rest of the field found David Murray's XK 120Cs too difficult to cope with, but Jimmy Gibbon made a very gallant effort in his Rover Special, which now has two tail fins and looks very jet-propelled indeed. The future looks bright, however, for newcomer Bob Kerr, in Freddie Mort's XK 120, and Robin Carnegie, in Hunter's car, who proved they have the stuff by finishing fourth and fifth.

The race was not without incident, particularly among the vintage merchants who were indulging in a race within the race for a special award. Pat Melville, having brake bothers, was seen on a grass cutting foray between Paddock Bend and Tofts; Ronnie Miller, also in a Vauxhall, had a puncture and Gordon Lockhart's Bentley packed up with a choked oil pipe, so the honours went to G. G. McDonald's Bentley.

On the starting grid for the *Formule Libre* race, the ear-rending sounds of the B.R.M. filled the air and one could only hear Salvadori's Maserati very faintly. Down came the starter's flag and 200 yards later there was a deathly silence. No B.R.M.! The Bourne brachytypous had the appalling luck to catch up a tiny stone in its fuel system which jammed a carburettor piston and resulted in the car's retirement. The dismay of poor Flockhart knew no bounds.

(Continued overleaf)

B.A.R.C. at BRUNTON

Record Climb by Maurice Wick

THE eighth Brunton Hill-climb, organized by the S.W. Centre of the B.A.R.C., was up to its usual high standard on 5th September. Perfect weather and a good entry, together with a pleasant party atmosphere, made up the ingredients of an enjoyable Sunday afternoon.

Mrs. Neate opened the proceedings with a very snappy sounding Renault which climbed in 43.54 secs., to be beaten later by Mrs. Cawsey (Renault) with a resounding 39.11. Some of the early classes were poorly supported, "Iron Man" Shutler having one all to himself with the big Invicta. This did not deter him from trying really hard, to make the fastest saloon climb of 30.41 secs. R. Cooper's Riley was fastest in the main saloon class with 33.55 secs., narrowly beating Standbridge's Sunbeam Alpine.

D. R. Piper's M.G. J4 was unfortunate enough to have supercharger trouble, fading out completely on his first and only run. The morning's runs in this class went to Metcalfe's evergreen Balilla Fiat. Fiander's Tojeiro went up smartly in 27.55, to be followed immediately by a tremendous run from Peter Bailey, in the red Bailey Special, which shattered the class record in 26.21. Hubner's Ford Buckler took five seconds longer, while land-owner H. A. Hosier brought up the rear, evidently seeing what his hill looks like from the competitor's angle!

In the next class A. P. O. Rogers non-started, making it a Triumph/Frazer-Nash battle. Truscott's very potent "chain-gang" model took the honours in a good run, despite a certain amount of front wheel flap. Banbury's green Morgan had a great power slide on the top corner, while the fastest TR2 was that of Mrs. Leavans, with an enterprising 29.85.

Tony Everard's DB3 contended the next class against a large variety of Austin-Healeys, and some of Mr. Healey's earlier models. The Aston Martin simply hurtled up in 25.75 secs., which made quite sure of the class record and was fastest run until almost the end of the day. For the opposition, Shale's Austin-Healey did a neat 27.81, with Venn's earlier model next in 28.12 secs.

The final class before the interval contained Farquharson and Wick's Allards, and the fabulous Cripps Special. Farqu-

BEST TIME OF THE DAY: Maurice Wick enters the finishing straight on his record run.



harson made an excellent run in 26.16, being quite steady on the corners. Maurice Wick had a bout of wheelspin away from the line, and produced 26.86 secs., while W. L. Cripps, after a very determined take-off, stalled his engine in the first few yards, and had another go. The car did not sound happy, though, and could not better 28.31.

On the second runs, most people improved on their times. R. M. Smith and G. V. Coles duelled with their two almost identical M.G.s, honours going finally to the former with 32.45 secs. The Fiander/Bailey scrap aroused much interest, the former driver changing rear wheels during the interval, and getting down to 26.71 with a long drift through the top bend. Peter Bailey held an even longer drift and made a fractionally better time, though not approaching his first run.

In the next class, Mrs. Park (Frazer-Nash) improved sufficiently upon her first run to take the ladies' prize with 29.68, narrowly beating Joyce Leavans.

Everard got down to 25.16 with an outstanding run, while D. W. Davis (Austin-Healey) led the opposition with 27.23 secs. Until then, it seemed as if Everard had things in the bag, but just before the end, Maurice Wick made a terrific climb with the big Allard. The car seemed almost slow through the corners, so steadily was it driven, but its progress along the top straight was simply meteoric, the car weaving from side to side as the power was turned on. Wick's time was 24.75 secs., a new record for the hill and, naturally, best time of the day, repeating his B.T.D. at the April meeting.

A. HOLLISTER.

Bob Gerard Wins Again—continued

Worse was still to come! After three laps of a promising battle between Roy Salvadori, G. N. Richardson (R.R.A.) and Bob Gerard (Cooper-Bristol) the Maserati fell back in lap four and, in lap five was wheeled into the paddock with a broken oil pipe, leaving Gerard in the lead.

There is no intention to disparage Bob Gerard when we say that all the drama had now gone out of the race. This fine driver simply walked away with it. Les Leston put up a grand performance in his 1,098 c.c. Cooper in just as nice a drive as we've seen, and there were creditable displays from H. Gould (Cooper-Bristol) and Peter Hughes in the Ecurie Ecosse Connaught. But for the

bulk of the spectators the main feeling was one of disappointment in circumstances that not even the best organizers could guard against.

A. N. FORD.

Results

Sports Cars up to 1,500 c.c. U/s (10 laps): 1, Peter Jackson (Cooper-M.G.), 17 mins. 35.2 secs.; 68.37 m.p.h.; 2, John Horridge (Gehu-Riley); 3, H. C. Ballantine (Riley Sprite).

Sports Cars, unlimited capacity (10 laps): 1, Roy Salvadori (Jaguar XK 120C), 15 mins. 8.2 secs.; 78.94 m.p.h.; 2, N. Sanderson (Jaguar XK 120C); 3, J. F. Gibbon (Rover Spl.).

Racing Cars up to 500 c.c. (15 laps): 1, Les Leston (Cooper), 23 mins. 31.8 secs.; 76.46 m.p.h.; 2, Cliff Allison (Cooper); 3, F. R. Gerard (Cooper).

Formule Libre (20 laps): 1, F. R. Gerard (Cooper-Bristol), 28 mins. 59.2 secs.; 82.70 m.p.h.; 2, G. N. Richardson (R.R.A.); 3, Les Leston (Cooper).

Fastest lap: F. R. Gerard (Cooper-Bristol), 83.72 m.p.h.

BRUNTON HILL-CLIMB

Provisional Results

Saloons up to 950 c.c.: 1, Mrs. D. Cawsey (748 Renault), 39.11 secs. **951-1,300 c.c.:** 1, P. W. Kingett (1,172 Ford), 37.61. **1,301-1,800 c.c.:** 1, R. Neate (1,496 Riley), 40.33. **1,801-3,000 c.c.:** 1, R. Cooper (2,443 Riley), 33.26; 2, R. P. Standbridge (2,267 Sunbeam-Talbot), 33.75. **Over 3,000 c.c.:** 1, J. A. Shutler (4,467 Invicta), 30.41.

Open cars up to 750 c.c. U/s: 1, R. M. Smith (746 M.G.), 32.45. **751-1,100 c.c. U/s, and up to 750 c.c. S:** 1, H. le S. Metcalfe (995 Fiat), 31.10. **1,101-1,500 c.c. U/s and 751-1,100 c.c. S:** 1, P. S. Bailey (1,496 Bailey Spl.), 26.21; 2, J. Fiander (1,467 Tojeiro-M.G.), 26.71. **1,501-2,000 U/s and 1,101-1,500 c.c. S:** 1, R. Truscott (1,842 Frazer-Nash), 28.50; 2, A. M. Park (1,971 Frazer-Nash), 28.90. **2,001-3,000 c.c. U/s and 1,501-2,000 c.c. S:** 1, P. A. Everard (2,922 Aston Martin), 25.16; 2, D. W. Davis (2,660 Austin-Healey), 27.23. **Over 3,000 c.c. U/s and over 2,000 c.c. S:** 1, P. L. Farquharson (4,375 Allard), 26.16.

B.T.D.: M. Wick (5,420 Allard), 24.75 secs. (new record).

Ladies' Award: Mrs. S. L. Park (1,971 Frazer-Nash), 29.68 secs.

B.A.R.C. GYMKHANA

BALLOON races, musical chairs and similar antics on a grass field at Priesthawes Farm, Hankham, made Sunday, 29th August, an enjoyable day for members of the B.A.R.C.'s East Sussex Branch. Many spectators watched the fun, to delight in such occurrences as a competitor getting his balloon string involved with his tie, eventually pegging himself to the ground as well as the balloon.

Results

Turn and Turn About: 1, F. Baker (Land Rover); 2, K. Strudwick (Ford Zephyr); 3, Miss Norman (Porsche). **Balloon Race:** 1, Starley (Morris Spl.); 2, A. Walton Jones (Rover); 3, Gill (Hillman). **Potato Race:** 1, F. Baker (Triumph TR2); 2, Nicholls (C.S.M.); 3, Miss Norman (Porsche). **Relay Race:** 1, Gill (Hillman), Baker (TR2), Baker (Land Rover) and Starley (Morris Spl.). **Card Race:** 1, Dr. McGhie (Simca) and B. Baker (TR2), dead-heat; 3, Nicholls (C.S.M.). **Musical Chairs:** 1, A. Wadman (Wolseley); 2, Miss Croker (Ford 8); 3, F. Baker (TR2).

JOWETT RALLY

AT Tewin, Herts, on Sunday, 29th August, the Southern Jowett Car Club held its monthly meeting at which two driving events were organized. The first, which entailed relatively fast stretches between pylons within a six-acre field, proved sufficiently difficult for no entrant to get through "clean". The second event required entrants to make some eight movements within confined spaces.

Results

First Test: 1, R. Knight (Renault Frégate), 600 points; 2, C. E. Piper (Javelin), 651; 3, Mrs. Fitzpatrick (Morris Minor), 685.

Second Test: 1, J. Fitzpatrick (Morris Minor), 63 secs.; 2, U. K. Fleming (Jupiter), 78½; 3, Mrs. Fletcher (Ford 8), 88½.

Ladies' Event: Mrs. Rimer (Jowett 8).

Drifting—

but certainly not dreaming!

Drifting corner after corner, lopping off those precious seconds, the racing driver needs all his artistry . . . every last ounce of determination and sheer nerve!

But it's on the approach to the corner that the brake linings take terrific punishment, and the driver's lap time depends on the ability of the linings to 'take it'. For the shorter the braking time the longer top speed can be maintained.

As the tyre marks show, the choice of line through a turn differs from driver to driver, but on one thing most top racing men agree—for endurance, efficiency and complete reliability, choose Ferodo Brake Linings!



follow the expert-fit

FERODO

ANTI-FADE Brake Linings

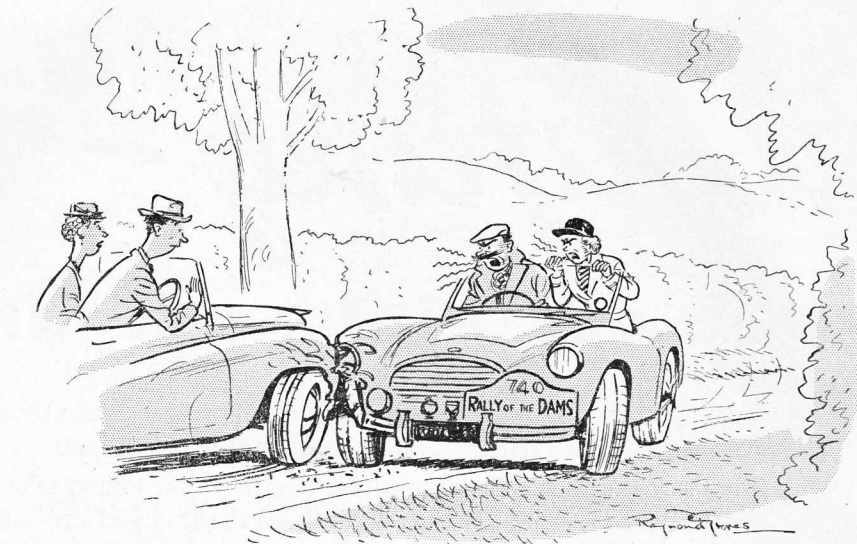
The "International" Choice

RALLY of the DAMS

Less Than Half Entry Finish in New National 500-mile Event

A NEW event in the National Rally Calendar, and an old-established club to organize it—this was a combination which proved very successful on the week-end of 28th/29th August, when the 50-year-old Sheffield and Hallamshire M.C. held their first Rally of the Dams under a National permit. Such is the character of the Peak District that the organizers—in the words of the Secretary of the Event—"have to decide what to leave out, rather than what to put in".

They left out very little for this year's rally, and of the 69 competitors who left the three starting points (27 from Manchester, 17 from Leicester and 25 from Sheffield), only 31 finished the 500-mile course. The first 60 miles of the route led through Derbyshire and Nottinghamshire to the rallying point at the Peveril Peak Hotel, Ashbourne. After supper at this point, the field continued through the Dales to the first test at Rowsley, near Bakewell, then tackled a night



navigation section in the Peak District. In the small hours of the morning, breakfast was taken at Ilkley and a second road book issued to the competitors, who until then had no idea what the next four hours would hold for them.

In fact, they were directed to cross every bridge over the River Wharfe from Ilkley to Kettlewell, and sent chasing about the many reservoirs—or "dams"—which give the event its title. Eventually

the survivors (about half the field) reached the known route again at Otley, then passed through controls at Eldwick, near Penistone, and Crosspool. The fourth and final test was held in the College of Art quadrangle, Psalter Lane, Sheffield, and the Regent Silver Challenge Cup went to P. G. Cooper, who also won last year's "closed" Rally of the Dams.

(Results published in last week's issue)

OUTING FOR ANCIENTS

Royal Scottish Automobile Club's Veteran Car Run Proves a Highly Interesting and Well-supported Event

THIS year the R.S.A.C.'s annual Veteran Car Run was routed from Glasgow to Edinburgh via Coatbridge, Airdrie, Bathgate and Broxburn. From the time the cars assembled in Blythswood Square at 10.30 a.m. until they arrived in Edinburgh's Regent Terrace they were a source of constant interest. At every country road end there were people gathered to cheer the cavalcade on its

way and at stops made in the towns, *en route*, the cars just disappeared in the swarms that exclaimed over the reliability of ancient engines and over the magnificence of some of the bodywork.

The entry—totalling 56 cars—was larger than ever this year, and the cars showed signs of having had a deal of attention before the event, for they were beautifully turned out. Total number of starters was 55, Commander Woollard being unfortunate enough to have a breakdown in his 1895 Léon Bollée tri-car which he was bringing up from Dorset. Oldest car making the journey, therefore, was a very fine Albion dog-cart, with tiller steering and an eight horse, two-cylinder engine which went remarkably well all the way with the exception of a tendency to boil on long hills. This was driven by T. Grant for its owner J. C. Sword. Most modern car was an Opel of 1914 vintage, driven by Robert Kerr.

There were some very lovely cars among the entry and your scribe took a violent fancy to a 1910 Renault and a Rolls-Royce of the same year. The Renault was a six-seater landaulette, high-bodied and handsome in cream and black. The interior was upholstered in dove grey, even to the roof, and had all the trimmings including a speedometer in the passengers' compartment and except for being a little stubborn in low gear, was as good as new. The Rolls was a delightful 40/50 drophead coupé which was, as my dealer friends say, in showroom condition and had real

elegance as well as a smooth-running engine.

A very happy spirit prevailed throughout the run, for drivers and crews had, in many cases, gone to the trouble of finding clothes to match the date of their cars. There were mashers in striped blazers and straw boaters, there were ancient sports in Inverness capes and long grey beards and we noticed a very pukka chauffeur with outsized goggles and ginger sideburns. Among the ladies long skirts were the order of the day. Where the feather boas came from is a mystery and it's certain that Carmen Miranda would have gone green with envy at hats piled high with more flowers than we have seen all summer.

And the cars kept up their reputation. Occasionally Robert Anderson's Daimler blinded us with blue smoke, George Gibson's smart little 1902 Humberette halted to have the losses from a leaky water pump made good and Willum Stewart's 1912 Rover weakened visibly from fuel starvation, yet only one car fell by the wayside. This was A. McEwan's 1901 Arrol Johnston, which was forced to pack up just outside Airdrie with engine trouble.

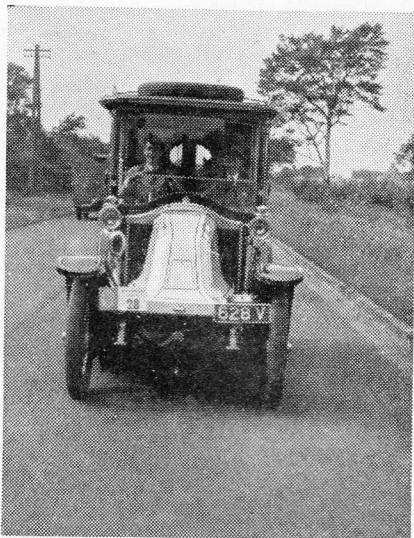
Although not a seriously competitive event, there were awards for the best turned-out cars, in three classes, and after a very welcome tea, which was provided by the kindness of *The Scotsman* and *The Edinburgh Evening Dispatch*, the following results were announced:—

Cars manufactured up to December, 1905: Albion 1899, driver T. Grant, owner J. C. Sword.

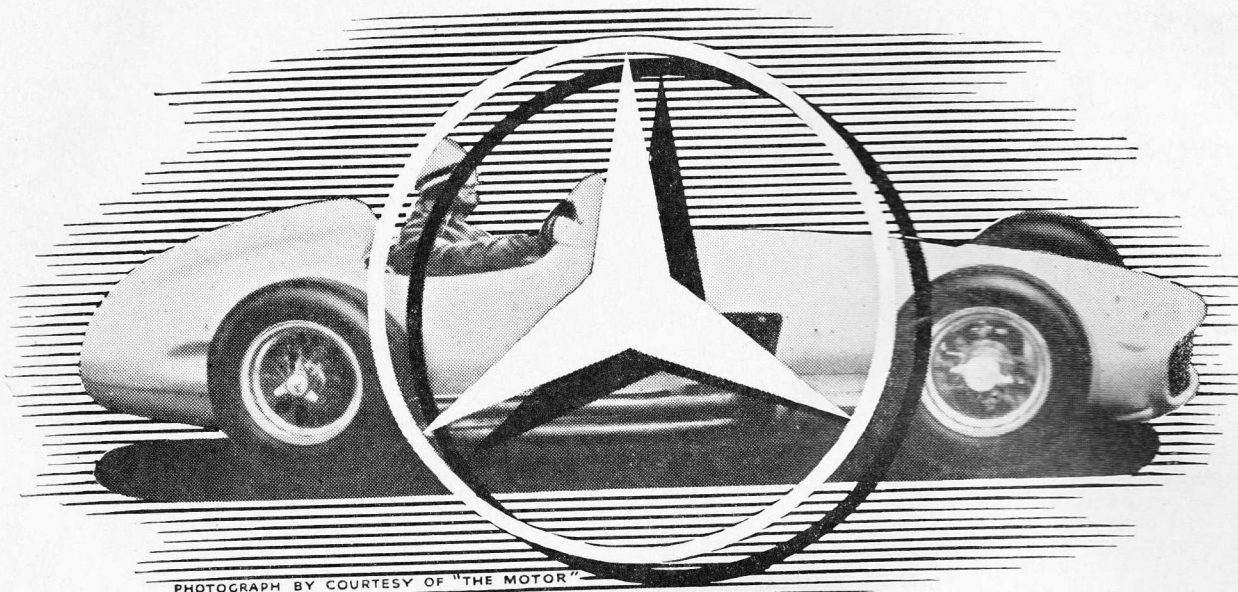
Cars manufactured from 1906 to December, 1910: Rolls-Royce 1907, driver J. C. Sword, jun., owner J. C. Sword.

Cars manufactured from 1911 to December, 1914: Ford Tourer (I) 1911, driver H. Alexander, owner H. Alexander.

A. N. FORD.



EARLY FRENCH PERPENDICULAR:
I. M. Thomson in J. C. Sword's 1910
Renault 6-seater Landaulette.



PHOTOGRAPH BY COURTESY OF "THE MOTOR"

MERCEDES-BENZ CHOSE CASTROL TO WIN ITALIAN GRAND PRIX

1st J. M. Fangio

(Subject to official confirmation)



NEWS FROM THE CLUBS

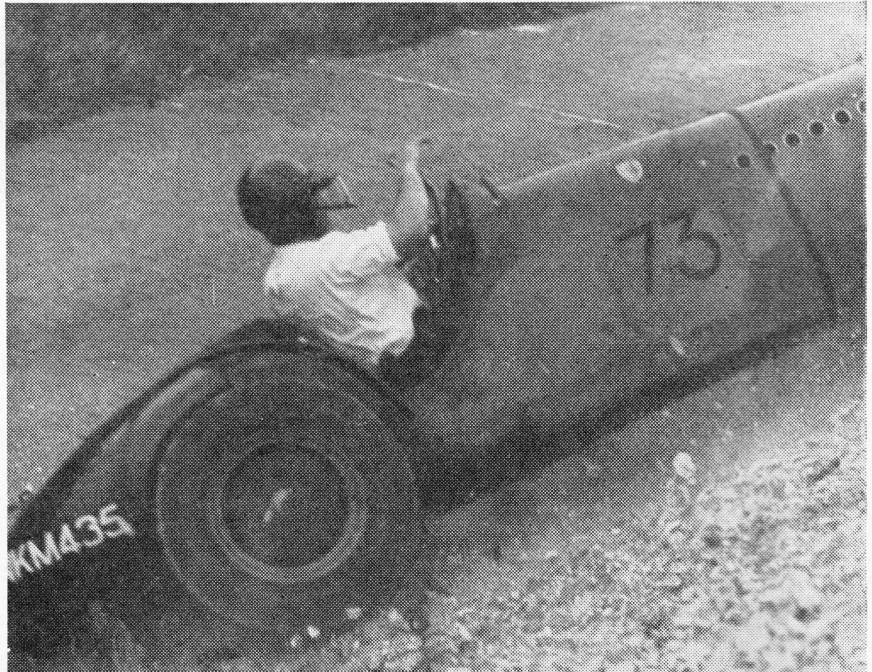
By Wilson McComb

As this season draws to a close, members of the 750 M.C. are beginning to think about next year's 750 and 1172 Formulas. On the whole, they seem to please everyone in their present form, but Derek Stollery offers two suggestions which seem to make sense. He believes that the minimum weight (8 cwt.) clause should be abandoned for the Ford cars, and those with 933 c.c. engines be permitted special camshafts.

One member wants to be allowed to use the new 1954 type of 1,172 c.c. engine. Those who consider that the 1172 Formula is intended to provide cheap racing will hardly agree with him!

* * *

NIGHT navigation rallies are with us once more, now that the days are shorter: the **Northampton and D.C.C.** will hold their fourth annual one on 23rd/24th October, starting from Towcester. It is open to members of the Peterborough M.C., Cambridge '50 C.C., Bedford A.E.C., Sporting O.D.C., Coventry and Warwick M.C., Rugby M.C. and Leicestershire C.C. Entries to B. Harris, Resident Engineer's Bungalow, Billing Park, Northampton, by 18th October. . . . **Hants and Berks M.C.'s** event on 2nd/3rd October—the eighth "Annual" and third "Experts"—will start from Blackwater. Invited clubs are the A.C.O.C., 750 M.C., Cemian M.C., Maidstone and Mid-Kent M.C., N.L.E.C.C., Tunbridge Wells M.C. and London M.C. Michael Burn, c/o 3 Pondtail Road, Fleet, Hants, is in charge of the entry list, which closes on 27th September. . . . **Allard O.C.** will hold their first night navigation rally on the same dates, with an invitation to members of the Harrow C.C.; details from Miss Pat Downey, 24/28 Clapham High Street, S.W.4. . . . Number four of the **M.G.C.C.'s** popular Weston Rallies will be run this year on 8th/9th October, with starting points at Bristol, Birmingham and Esher. M. D. King, The Fosse Way, Stow-on-the-Wold, Glos, is the Secretary of the Meeting, which is open to members of the B.A.R.C., Cheltenham M.C., Exmoor M.C., London M.C., Riley M.C., Sunbac and West Hants and Dorset C.C. Entries close on 21st September. . . . Tuesday, 28th September, is entry closing date for the **Hagley and D.L.C.C.'s** Worcestershire Trial, which starts at 10.30 a.m. on Sunday, 3rd October. Secretary of the Meeting is J. W. Cox, "Timberdine", Hyperion Road, Wollaston, Stourbridge. . . . Lt.-Cdr. Clinkard is arranging a meeting at the Black Boy, five miles east of Colchester, on Friday, 17th September, for members and friends of the **Alvis O.C.** The meeting will start at 6 p.m. Then, on 19th September, the **Alvis O.C.** join forces with the **Lagonda Club** for a driving test event at Tweedsmuir Camp, near Thursley, Surrey. Starting time, 2.15 p.m.; entries to G. Chace, 19 Pembroke Avenue, Surbiton (Alvis), or to Dr. C. S.



HILL-CLIMBING! Thanks to a broken trackrod, W. Coleman (Jagette) completes the Bentley D.C.'s Firlie hill-climb in novel fashion, immediately after a more desirable breakage—that of the hill record.

Rexford-Welch, 124 Clarence Gate Gardens, N.W.1 (Lagonda). After the event, there will be tea at the Royal Huts Hotel, Hindhead. **Alvis O.C.'s** S.E. Section concurs at Littlehampton, on 8th August, resulted in a tie between Cmdr. C. P. Marcel (Speed 25 d.h.c) and A. Sadlier (Speed 25 saloon). . . . The **Maidstone and Mid-Kent M.C.** hold their annual night navigation rally on 25th/26th September. It is open to members of the Hants and Berks, U.H. and U.L., London, Margate and District, Cranleigh and District, Tunbridge Wells and Thames Estuary A.C., and entries should be in before 18th September to H. E. Fuller, "Woodlands", Maidstone Road, Stockbury, nr. Sittingbourne, Kent. . . . **Berkhamsted M.C. and C.C.** are running a series of driving tests with the Hatfield Technical College M.C. on 19th September at the College. Further information from Mrs. R. A. Capper, Five Steps, Walkern, nr. Stevenage, Herts. . . . The **West Hants and Dorset C.C.** are the organizers of the Southern inter-club team trial and Knott Challenge Cup on 26th September. Clubs invited are the London, Bristol, Southsea, Sheffield and Hallamshire, Sutton Coldfield and N. Birmingham, and Taunton M.C. Closing date for entries is 20th September and the Secretary is R. R. Mountford, 606 West Cliff Road, Bournemouth. . . . Regs. are now available for the Tidworth driving tests on 16th October, to be run by the **Forces M.C.** and the **Per Ardua M.C.** A supper and films follow the event and the Secretary is Major H. G. M. Williams, 15 Lambdown Terrace, Perham Down, Tidworth, Hants. . . . The new **Healey Drivers' Club** are holding a meeting to elect officers, etc., at the club house, Snetterton, at 12 noon on 12th September. Light refreshments will be laid on. . . . **Surrey S.M.C.'s** annual sprint, at Brands Hatch on 19th September, is open to members of the Half-Litre Club, Vintage S.C.C., Maid-

stone and Mid-Kent M.C., Tunbridge Wells M.C., Mid-Surrey A.C., Guildford M.C. and A.C.O.C. Regs. from C. W. Dart, 39 South Mead, Redhill, or T. R. Warren, Trentham, Deepdene Park Road, Dorking. . . . **Eastern Counties M.C.** will hold an autocross meeting on the same Sunday, 19th September, with an invitation to the Cambridge '50 C.C., East Anglian M.C., King's Lynn and D.M.C., Marconi A.C., S.C.C. of Norfolk and Thames Estuary A.C. Roy Cossons, 56 Tuddenham Road, Ipswich, will close the entry list next Wednesday, 15th September.

PUBLIC SCHOOLS' EVENT

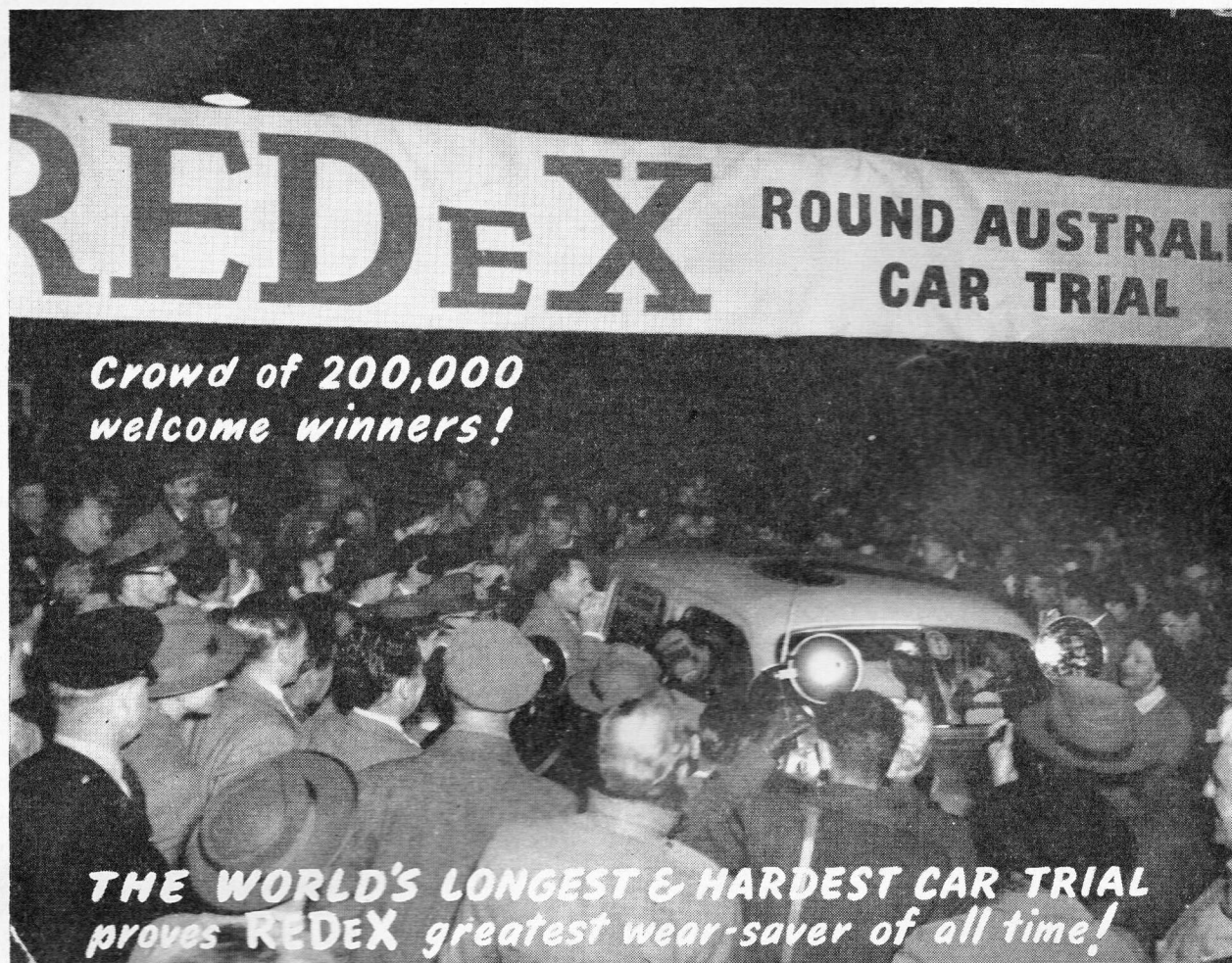
PARTICULARS of the Public Schools' M.C.'s next event may be had from R. F. Ruggles, 378 Jersey Road, Osterley, Middlesex. It will be a navigational run with regularity sections on 26th September, open to club members only.

FALCON GUY FAWKES TRIAL

THE Falcon M.C. have decided to run their sporting trial this year on the lines of the pre-war London-Gloucester—as a fairly long-distance event. Under the name of the Guy Fawkes 200 Trial, it, in fact, is over 180 miles, starting at midnight on 6th November and finishing near Oxford at about 12 noon next day (Sunday). Three starting points have been arranged: London, Birmingham and Taunton, and the course includes a night run with observed hills, and hills and tests during the day. Among hills on the schedule are Postlip, Ferris Court, Nailsworth Ladder Camp and Ashmeads. There will be two timed climbs.

Invited clubs are the M.C.C., London, Herts County, Kentish Border, Chiltern M.C. and Sunbac, and further details can be obtained from R. Warren, Jesmond Dene, Sish Lane, Stevenage, Herts.

More News from the Clubs on page 354



Added to engine, gearbox and back axle oils and the petrol.

Of the 246 cars that started this hardest-ever trial of 9,600 miles, only 127 finished.

OVER 57% of the REDeXED cars finished.

ONLY 4% of the cars NOT REDeXED finished.

All places in all classes were won by fully REDeXED cars.

The chances of finishing the course were fifteen times greater for fully REDeXED cars, proving REDeX the greatest wear saver of all time!

Learn how to increase the life of your car while reducing petrol consumption and improving performance.

Send coupon to receive chart of REDeX procedure and precision tests to check the results on your car.

COUPON

REDeX,
365 Chiswick High Road,
London, W.4.

Please send details of above, with chart to check all gains on my car and a list of specialist agents.

Name.....

Address.....

.....

.....

A.S.

CRANFIELD CHRISTENING

First Race Meeting on New Ulster Circuit

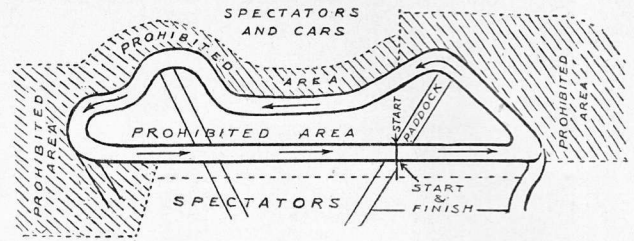
A NEW venue for motor racing in Ireland came into operation on Saturday, 4th September, when the Newry and District Motor Club held a meeting at Cranfield Airfield, near Killeel. By making use of the available perimeter tracks and long runway, the course gave a lap of 2 miles 830 yards, with the start and finish straight almost one mile long.

The predominance of left-hand corners on the circuit was blamed for a crop of mechanical failures during the morning practices which preceded the meeting. It was also a great pity that the main sufferers from the malady appeared to be the fastest cars in the entry list. At any rate, one after another of the cars stopped with ravages caused by oil surge, among those eliminated being Syd Durbidge's blown Griffen, Chris Lindsay's blown Ford-Lotus, and Desmond Titterington's Triumph TR2.

Only six cars faced the starter for the opening race, the saloon car handicap. Hutchinson (Morris-M.G.) was off the same mark as the Ford Anglias of Wilbert Todd and Jim Hyde, but conceded starts to Jim Emerson (Ford Utility) and limit man J. G. Peile (Hillman Minx). The scratch car was H. W. Irwin's Aston Martin DB2.

Hutchinson left the starting line like

(Right) The new 2½-mile course at Cranfield, Co. Down.



Results

Saloon car handicap (10 laps): 1, Andy Hutchinson (1,250 Morris-M.G.) (h'cap 2 laps plus 1 min, 55 secs.), time 19 mins, 57 secs. (59.40 m.p.h.); 2, Wilbert Todd (Ford Anglia) (2 laps plus 1 min, 55 secs.), 20 mins, 24 secs. (58.15 m.p.h.); 3, J. Peile (Hillman) (3 laps plus 1 min.), 20 mins, 39 secs. (52.94 m.p.h.).

Open production sports car handicap (12 laps): 1, Stanley Porter (4,467 Invicta) (1 lap plus 1 min, 40 secs.), 24 mins, 3 secs. (67.84 m.p.h.); 2, H. K. Millar (M.G. TF) (2 laps plus 1 min, 25 secs.), 24 mins, 13 secs. (67.40 m.p.h.); 3, Robin McKinney (Triumph TR2) (1 lap plus 1 min, 10 secs.), 24 mins, 42 secs. (62.20 m.p.h.).

1,172 c.c. Specials, scratch (12 laps): 1, Robin Scott (Ford Spl.), 27 mins, 13 secs. (64.52 m.p.h.); 2, J. B. Waddell (Ford Spl.), 27 mins, 48 secs. (64.08 m.p.h.); 3, P. S. Gardner (Ford Spl.), 28 mins, 57 secs. (61.69 m.p.h.).

Racing cars, scratch (20 laps): 1, Joe Kelly (C-type Jaguar), 37 mins, 54 secs. (78.53 m.p.h.); 2, Laurie McGladery (499 McCandless), 37 mins, 59.6 secs. (78.05 m.p.h.); 3, Dickie Lovell Butt (1,087 M.G. s/c), 38 mins, 43 secs. (18 laps) (68.97 m.p.h.).

a rocket, with Todd in close attendance. Some time later Irwin got going and that was the last we saw of him, as he pranged the straw bales on his first lap and retired. Peile's long handicap kept him firmly in the lead for most of the 12 laps, but eventually Hutchinson wore him down to seize the lead on the eighth circuit. Todd also overtook on the next lap but could do nothing about Hutchinson, who won by almost half-a-minute.

The handicap for open production cars found Joe Flynn, driving Joe Kelly's C-type Jaguar, on scratch mark, with two Austin-Healeys (Carter and MaGuire), one TR2 (McKinney), one Invicta (Porter), one H.R.G. (Brown) and one M.G. TF (Millar) in front of him. The TF was off limit, receiving two laps and time from Flynn.

And, naturally enough, it was the TF that took the lead. At one early stage it looked as if Alan Brown (H.R.G.) would come to grips with Millar, but soon the H.R.G. dropped back, to make but one more belated appearance. This brought Porter into second place, but a long way behind Millar. Meantime,

behind the leaders, MaGuire and Carter were having a twosome and Joe Flynn was trying hard, but not hard enough.

At the end of seven laps the order was Millar, Porter, McKinney, Carter and MaGuire. Millar had every prospect of victory but, entering the straight, committed a nonsense and spun against the bales. He did not lose his lead, but reduced it considerably. Two laps later, with Porter now catching a sight of the leading TF, Millar again made an excursion into the bales and that is not the sort of thing one can do with the ex-Mays Invicta bearing down. Porter took the lead and Millar, much subdued, had to be content with second place from Robin McKinney.

Eight Ford-based specials took the line for a 12-lap scratch race. Robin Scott's well-known motor was first round, with Christie's Zack not far behind and Waddell's Ford Special in the vicinity. Jack McDonagh's attack ended on the first lap when he not only clouted the bales, but followed up by vaulting them.

So close was Christie to Scott that, seizing a momentary advantage on the

(Continued on page 357)



★
SOUPED UP, NOT SAT UPON: (Left) Andy Hutchinson's Morris Minor has an odd-looking bonnet, but it hides a lusty 1,250 c.c. M.G. engine which helped him to win the saloon car handicap at Cranfield.
★

You know where to go!

UNIVERSITY MOTORS LIMITED

STRATTON HOUSE 80 PICCADILLY LONDON W-1

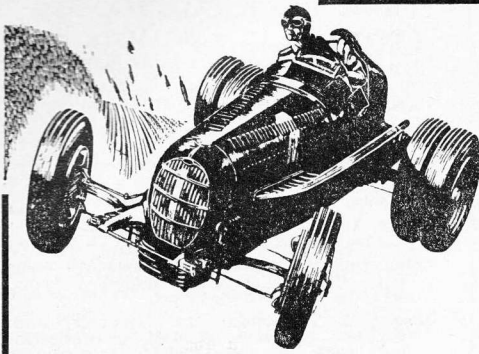
FOR
YOUR
NEW



T.F.
MIDGET

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

TELEPHONE GRO 4141



PRESCOTT

(near Cheltenham, Glos)

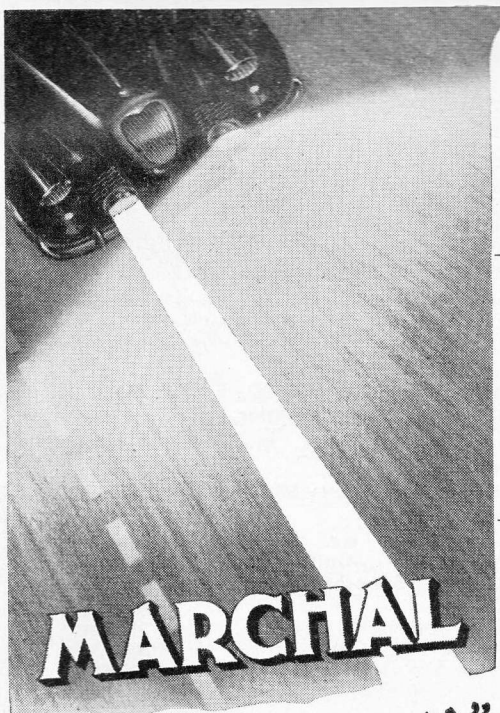
SUNDAY, SEPTEMBER 19th, 1954
at 12 noon

BUGATTI OWNERS' CLUB

SILVER JUBILEE INTERNATIONAL HILL CLIMB

Car Park 5/-
Refreshments

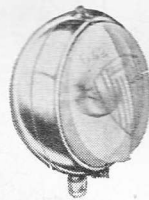
Admission 6/-
Children under 14 free



MARCHAL

"The Light Fantastic"

GENUINE MARCHAL LAMPS — MADE IN FRANCE

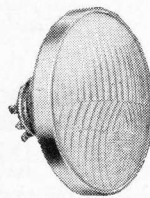
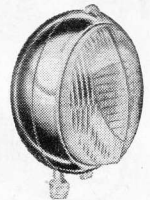


DRIVING LAMP

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

FOG LAMP

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

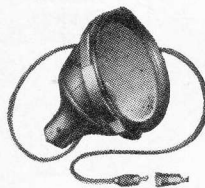
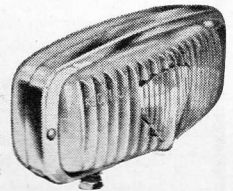


OPTIQUES

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

"RECTILUX"

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



"GIROFAR"

Swivelling spot-light, easily affixed to inside of windscreen by suction. Small, light and efficient—ideal for rally enthusiasts. 6 and 12 volts. Complete with cable and plug-in socket. Model 90. Price 75/-.

REVERSING LAMP

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



Your garage can supply and fit.

For further information write for descriptive literature.

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

COMING ATTRACTIONS

September 10th/13th. 4th Viking Rally (S, T), Norway.

September 11th. 21st Tourist Trophy Race, Dundrod, near Belfast, N. Ireland. Start, 10.35 a.m.

Peterborough M.C./Northampton and D.C.C. Race Meeting, Silverstone, near Towcester.

Vintage S.C.C. Concours d'Elégance (Anglo-American Rally), Goodwood, near Chichester. Start, 11.30 a.m.

September 12th. Circuit of Cadours (F1), France.

Morecambe C.C. Hill-climb, Leighton Hall, Warton, near Carnforth.

West Essex C.C. Essex Rally. Start, Three Jolly Wheelers, Woodford Bridge, Essex, 9 a.m.

Ilkley and D.M.C. Sporting Trial. Start, Kilnsey, Yorks.

Hants and Berks M.C. Autocross, Hill Farm, Farley Hill, Berks. Start, 1.30 p.m.

Thames Estuary A.C. Autumn Rally. Start, 10.30 a.m.

Circle C.C. Sussex Rally. Start, Kenton, 10.45 a.m.

Mid-Cheshire M.C. Driving Tests, Oulton Park, 2.15 p.m.

Cornwall Vintage C.C. Driving Tests. Start, Victoria Inn, Roche, 11 a.m.

Kilkenny L.C. and M.C.C. Navigation Trial, Eire.

Sussex C. and M.C.C. September Trial.

September 15th. Omagh M.C. Trial, N. Ireland.

September 16th. Jersey M.C. and L.C.C. Sand race meeting.

H. AND B. AUTOCROSS

THE second autocross meeting to be held by the Hants and Berks M.C. is planned for Sunday, 12th September, with an invitation to members of the Chiltern C.C., Harrow C.C., London M.C., M.G.C.C., 750 M.C., Southsea M.C. and Sporting O.D.C. There will be six capacity classes for open and closed cars, and the one-kilometre course at Hill Farm, Farley Hill, Berks, will be used. P. D. T. Stevens, The Coach House, Lower Sandhurst Road, Crowthorne, Berks, is Secretary of the Meeting.

STANDARD CAR "COTTINGHAM"

FEELING that the majority of their members are no longer interested in trials of modern type, the Harrow C.C. have decided to make their Cottingham Memorial Trophy Trial suitable for normal sports cars this year. In consequence the trial, which will be held in November, will no longer be included in the list of qualifying events for the B.T.D.A. Star or R.A.C. Trials Championship. Details will be available soon from Les Needham, 52 The Highway, Stanmore, Middlesex.

AMERICAN TC CLUB PLANNED

OWNERS of TC model M.G.s in the U.S.A. or Canada are invited to assist in the formation of a TC Register, by writing to Fred Wolf, 66-35 Burns Street, Forest Hills, N.Y.

CLUB FIXTURES

North London M.C.—Meeting, 10th September, Cat Inn, Cat Hill, East Barnet.

Alvis Register.—Meeting, 11th September, White Horse, Chilgrove, near South Harting, Chichester, after V.S.C.C. Goodwood event.

Bentley D.C.—Meetings: 11th September, Rock Inn, Chiddingstone, Kent; 13th September, Bell Inn, Outwood, near Redhill, Surrey; 14th September, Bear Hotel, Cowbridge, Glam, 7 for 7.30 p.m.; 16th September, King's Head, Southampton, London, 8 p.m.

Malden and D.M.C.—Gymkhana, 12th September, Fair Oaks Aerodrome, Chobham, 12 noon.

Healey D.C.—Meeting, 12th September, Clubhouse, Snetterton, 12 noon.

750 M.C.—Meetings: 13th September, Royal Thorn Hotel, Wythenshawe, Manchester, and Saddler's Arms, New Yatt, near Witney; 14th September, Railway Inn, Patchway, Bristol; 15th September, Bell Inn, Brook, near Lyndhurst.

Lagoda Club (Northern).—Meeting, 14th September, Roe Cross Hotel, Mottram.

Northampton and D.C.C.—Social run, 14th September. Start, Weedon Road Estate, Northampton, 7.30 p.m.

Liverpool M.C.—Meeting, 15th September, Childwall Abbey Hotel, Liverpool.

West Essex C.C.—Club night, 15th September, Three Jolly Wheelers, Woodford Bridge, Essex, 8 p.m.

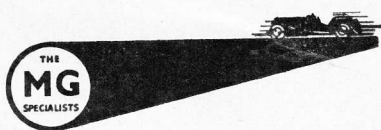
Singer O.C.—Meetings: 15th September, Ashton's Hotel, Praed Street, W.2; 16th September, Prince of Wales, Carterknowle Road, Sheffield.

Surrey S.M.C.—Meeting, 16th September, Warwick Hotel, Redhill.

Vintage S.C.C.—Meetings: 16th September, White Lion, Cobham, Surrey, and Mill Inn, Withington, near Cheltenham.

'THE ACCENT IS ON

OFFICIAL STOCKIST



SPARES' SAYS Mr. Toulmin

OUR SPARES DEPARTMENT IS AN ASSET TO THE M.G. OWNER. We are open until 6 p.m. on Saturdays and 10 a.m. to 1 p.m. on Sundays—WHY NOT CALL AND SEE US?

Reconditioned exchange engine units—specifications sent free on request.

NEW VERTICAL DRIVE GEARS NOW AVAILABLE.

It pays to buy your SPARES from the exclusive M.G. firm—have you tried our speedy C.O.D. service yet?

1500 c.c. ENGINES ALWAYS AVAILABLE
STAGE 1a, 1 and 2 CYLINDER HEADS
ALWAYS IN STOCK

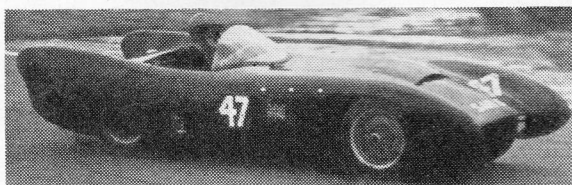
OBTAIN YOUR NEW TF HERE

TOULMIN MOTORS

343 STAINES RD. HOUNSLOW

TELEPHONE: HOUNSLOW 2238 & 3456

AERODYNAMIC LOTUS Mk. 8



This is the car that has been raced with considerable success by Colin Chapman throughout this season, and is without doubt the fastest 1½-litre car in the country. It has won numerous events including the following of major importance:—

1st 1500 class BRDC SILVERSTONE 15th May

4th EIFELRENNEN, NURBURGRING

1st 1500 class Johnson's Memorial Trophy, Goodwood

1st 1500 Sports car race, BRDC SILVERSTONE, 17th July

and including 1500 c.c. Lap Records at the following circuits:— Oulton Park, Goodwood, Brands Hatch, Silverstone, Crystal Palace, Castle Combe.

This car has just had a complete rebuild and all major mechanical components renewed in preparation for the T.T. It will be offered for delivery immediately after this event if required or alternatively at the end of the season after an additional final checkover.

Price, including numerous spares, ten spare wheels and tyres, etc.

£1,500

Apply:

LOTUS ENGINEERING CO. LTD.

7 Tottenham Lane, Hornsey, N.8. MOUNTVIEW 8353

Cranfield Christening—continued

third lap, the Zack sprang into the lead and five laps later it was still in the lead. The scrap between the two was a lively affair, and excitement mounted when, on the ninth lap, Scott resumed command. Christie pressed hard but soon had to drop behind with a sickish motor, eventually to disappear. This left Scott virtually unchallenged.

The final race, for racing cars, suffered badly from the practice casualties reported earlier. To fill up one of the vacant spaces on the line Chris Lindsay sportingly brought his invalid Consul to the grid. Joe Kelly took over the C-type from Flynn, two Norton-engined McCandless cars were there, with Laurie McGladery in the Mark II and Rex McCandless in the earlier version. Dickie Lovell Butt's elderly K3, Park's Buckler-M.G. and Bobbie McMillan's 498 J.P. completed the field.

Lovell Butt led the rush off the grid, with Kelly and McCandless close behind. McMillan made a poor start, the area being deserted before he got going. Quite early it was obvious that Joe Kelly was demonstrating that the Jaguar was faster than Joe Flynn had made apparent. It may have been, too, that the "softly, softly", policy had been thrown overboard subsequent to a deal made one minute before the race whereby Syd Durbidge acquired the C-type and a possible T.T. drive.

Anyway, the Jaguar screamed up the straight, kicking up a tremendous dust which concealed, until the last moment, the astonishing fact that McGladery's McCandless was tucked in behind and

★

BALED OUT:
Less than a lap, and Mc-Donagh's effort in the Ford Special Race was over—for this very good reason!

★

travelling every bit as quickly. Just behind came the second McCandless, then Lovell Butt's K3. Astonishment increased when, on the more winding back section of the course, McGladery closed right up on Kelly.

This could not be permitted, of course, and on entering the straight, Kelly really pushed the Jaguar. He didn't gain a yard on McGladery and, after a lap or two of this sort of thing, it came as no surprise when the time-keepers credited each with a joint lap record in 1 min. 53 secs. (78.74 m.p.h.). Scarcely had this been registered, however, than it was superseded by a further announcement that McGladery had clipped a second off (79.44 m.p.h.) and this pace he maintained for five consecutive laps. The remainder of the field fell farther and farther astern in the face of this incredible scrap.

This, obviously, was not the type of course where a Formula 3 car should be able to hold a C-type, but McGladery was, in point of fact, doing just that.



A burst tyre eliminated McCandless, who thereupon sat down to ponder upon (a) the tremendously successful little car he had designed and (b) the undoubted driveability of colleague McGladery.

Everybody's sympathy was with the "wee one" and had Kelly made but one mistake it would have been a McGladery victory. The experts argued as to the exact spot where McGladery was applying his brakes—it didn't seem that he was using them at all, so terrific was the road-holding of the McCandless.

That mistake by Kelly did not happen—Joe was well aware of the close company he was keeping—and, risking everything by delaying his braking a trifle, he succeeded in bringing the lap time down to 1 min. 51.2 secs. (80.16 m.p.h.), to win by 5.6 secs. after 50 miles of racing.

All of which left most with the feeling that, given a little time for development and a better entry, Cranfield can be a jolly fine regular venue for the future.

W. A. McMASTER.



AUTOMOBILIA LTD., OFFER

ALFA ROMEO 2:3 supercharged, super sports 4-seater, ex-Howe, Birkin, 1931 Le Mans winner, accepted as Vintage car, maximum speed 120 m.p.h., perfect condition, completely rebuilt by Ramponi and maintained regardless of expense, standing quarter mile 17:4, no modifications carried out to body or engine... £850

Automobilia Ltd., Pippbrook Garage, Dorking 4304, 3891

CAMBRIDGE ENGINEERING

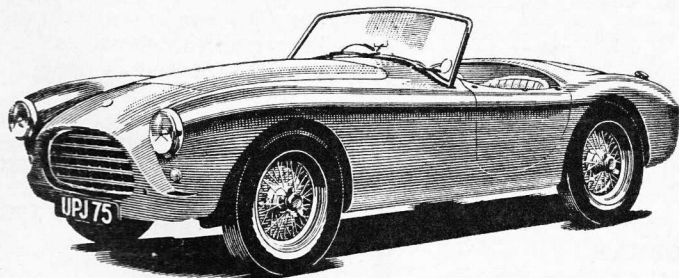
(Prop. L. M. Williams)

Austin 7 Specialists for Twenty-one Years

CAMBRIDGE ENGINEERING offer the Austin 7 enthusiast from stock, dropped axle and spring sets to lower chassis, latest type combined exhaust and inlet manifolds for downdraught carburetter, double valve springs, light flywheels, steering wedge to increase rake, four speed remote gear control unit, windscreen swivel end arms for fold-flat screen conversion, light sports body shells, high compression high duty alloy cylinder heads, S.A.E. lists.

Cambridge Road, Kew Green, Surrey

Tel.: Richmond 2126



STANDARD Specification: Alloy Block, 6 cylinder OH camshaft 2 litre, 3 carbs. Flowed head, twin exhausts. Wire wheels, Alfin Drums, Independent 4 wheel suspension. E.N.V. axle. Moss close ratio gearbox. Choice of compressions and final ratios.

Order YOUR



'ACE'

FROM

RUDDS the Distributors

WORTHING (adjoining Central Station)

• At Prescott on the 19th September

AUTOSPORT

CLASSIFIED

ADVERTISEMENTS

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

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

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

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

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

CARS FOR SALE

ALFA ROMEO

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

BEVERLEY MOTORS
(N. H. Mann, Prop.)
Coombe Road, New Malden, Surrey.
Telephone: MALden 3232.

ALLARD

1947 4-SEATER tourer, just recellulosed, many extras. £245.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

ALVIS

ALVIS Firefly, preselector, sleeved, heater, first-class, enthusiast-owned. £135.—Green, 23 Pine-tree Avenue, Leicester.

ALVIS 1935 Speed 20 saloon, engine, steering, brakes, radiator reconditioned. Requires no expenditure. £195. Also Alvis 1939 Speed 25 saloon, coachwork and mechanical condition excellent. £345.—Kemp-Place, Evergreen Service Station, Stanway, Essex. Phone: Colchester 2600.

REALLY MAGNIFICENT SA Speed 20 alloy sports saloon, refurbished throughout, 90 m.p.h., 22 m.p.g. £145 or exchange something smaller.—Goodchild, 103 Gloucester Road, S.W.7. FRE 2637.

1933 ALVIS Firefly, utility, completely rebuilt Oct. '51, cost over £300, tyres, batteries good. £150 o.n.o.—Stanworth, 53 Windsor Avenue, Leicester. Phone: 61103.

ASTON MARTIN

1 1/2 LITRE 1932 International 4-seater, very good condition, fitted new hood and battery. £150.—Williams Motors, 17 Radley Mews, W.8. Phone: WEstern 7420.

BENTLEY

BENTLEY 1927, genuine 3-litre Green Label, 9 feet, 100 m.p.h. chassis, pretty 2-seater body, 19-inch wheels. £250.—Kemp-Place, Evergreen Service Station, Stanway, Essex. Phone: Colchester 2600.

B.S.A.

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

BUGATTI

BROWN'S of LOUGHTON

Bugatti Type 43C, 2.3-litre, supercharged. Recent overhaul costing £200 £225

High Road, Loughton, Essex.
Phone: Loughton 6266.
(Three minutes Tube Central Line.)

CITROËN

1939 CITROËN 15 saloon, l.h.d. £150 or offers. Must sell. (Reading).—Kidmore End 2148.

DELLOW

DELLOW 1951, new engine just fitted, brakes relined, new diff., two spares, twin SUs, 4-branch exhaust and Marchal blower with carburetter, cherry red.—P. G. Walton, Darras Road, Ponteland. Phone: Newcastle-on-Tyne 71486, after 7.30 Ponteland 2729.

HEALEY

HEALEY Silverstone, excellent condition. Offers.—C. A. S. Brooks, 8 Park Lane, Dukinfield, Cheshire.

HEALEY Silverstone spares: four wheels, complete with racing tyres and tubes, nine retread tyres, racing clutch plate, various brake spares, and miscellaneous items.—42 Brackendale, Potters Bar, Middx. Potters Bar 2671.

JAGUAR

FOR SALE.—SS Jaguar 100, 2 1/2-litre, 1937. Recently sprayed B.R.G. Seats reupholstered, and engine just rebearing. Complete with hood and tonneau; Lucas Fog and Flame Thrower. Sounds and goes like a bomb. Recent property of well-known motor trade engineers. £325. For outright sale or exchange for an even faster car.—(On view North London. Phone CLIssold 0071. (Barnet 9287 evenings.)

JAGUAR "100", 2 1/2-litre, 1937, twin spots, aero screens, etc., nice performance. £225 to clear.—37 Hawthorn Avenue, Monton, Eccles, Lancs.

LAGONDA

16/80 1933, good condition, crash box. £100 o.n.o.—Reilly, COL 5938.

LEA-FRANCIS

AUTOMOBILIA, LTD., offer
1947 (Sept.) LEA-FRANCIS 4-door de luxe sports Sunshine saloon, black, brown leather, heater, excellent condition. Cost £1,284, sacrifice £395.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891.

LOTUS

LOTUS IIB, 8 cwt., 1,086 c.c., modified Ford engine, four-speed gearbox, whole car completely overhauled, ready to race.—Anthony Marsh, 131 Camberwell Road, London, S.E.5. RODney 4949 or 5344.

M.G.

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

M.G. FOUR-SEATER 8 h.p. Engine rebored. New carburetter, battery, brakes, kingpins. £100 o.n.o.—Southall, 2 Benton Terrace, Jesmond, Newcastle-upon-Tyne 2.

M.G. PA 2-seater, red. Snip at £160.—83 Bedford Avenue, Hayes, Middx.

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

M.G. STAGE II cylinder head, complete with valves and springs. £28 o.n.o.—White, "Wyndcliffe", Colne, Lancs.

1948 MODEL M.G. 1 1/2 saloon, in beautiful condition, new engine and gearbox fitted at works 1953, tuned stage I, Burgess, additional Andrex shocks on front, matched Nokes, nearly new Michelins, very fast. £475.—Whitnited, Portland House, Kenilworth. Tel. 202, evenings.

MORGAN

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

MORGAN PLUS 4 cars. Prompt delivery of these cars.—Spare for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a South Ealing Road, Ealing, W.5. EALing 0570.

LIFES MOTORS LTD.

FOR MORGAN PLUS FOUR CARS

Buy from the enthusiasts.

G. Hoyle's personal TR2-engined 2-seater available for demonstration.

New cars in stock for immediate delivery.

Any make supplied.

West Street, Southport, Lancs.

Tel.: 3774.

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

MORRIS MINOR

TWIN-CARBURETTER conversion, high-compression head, high-ratio rear axle, gives astonishing performance and economy. Complete conversion for your own Minor, o.h.v., £55; s.v., £27 10s. 0d. fitted. Send for details and road test. We usually have a selection of Minors for sale, complete with conversion. Demonstrations any time.—Alexander Engineering Co., Haddenham, Bucks. Phone 345.

PARADE MOTORS

(MITCHAM) LIMITED

OFFER

1940 M.G. TA, Black and Red, first-class order. **£280**

1939 M.G. TA, Black and Green, reconditioned engine. **£275**

HIRE PURCHASE AND INSURANCE EFFECTED

PART EXCHANGES

LAMBRETTA SALES & SERVICE

MOTOR SCOOTERS for hire by the day, the week or the month. Terms on application. Continental Touring (all inclusive). Shipping and Foreign Touring Documents. Hotel Arrangements.

1954 (Aug.) **LAMBRETTA**, 536 miles only. Very latest model, fitted pillion seat, etc. **£140**

1954 (July) **LAMBRETTA**, 2,000 miles, rear carrier, pillion seat, etc. **£125**

1952 LAMBRETTA, C model, hardly used. **£85**

For further details inquiries to:

Lambretta Hire Services

56/67 Monarch Parade, Mitcham

Phone: 3392

HUNT'S

(BIRMINGHAM) LIMITED

- 1951 XK 120 modified, ex-Dennis Taylor, in black, with radio. **£875**
- 1952 CITROEN Light 15, in black, one owner, low mileage. **£595**
- 1952 M.G. TD Stage 2, big carbs., colour, bronze. **£540**
- 1954 July TR2, B.R.G., low mileage. **£795**
- 1954 SPECIAL. Marendaz chassis and axles, Lockheed brakes, 2½-litre Jaguar engine, Humber clutch, Aston Martin crash type gearbox, eyeable 4-seater tourer. **£205**

Offers invited for any of the above vehicles or other cars which we have in stock. Any make of sports car or motor cycle taken in part exchange. Hire Purchase and Insurance available.

Orders taken for early delivery for:—**AUSTIN, MORRIS, ROVER, WOLSELEY, STANDARD, TRIUMPH and MORRIS COMMERCIAL.**

Sales Dept.

WINCHURCH BROS. LTD.

EDGBASTON GARAGE

SANDON ROAD * BEARWOOD * BIRMINGHAM
Bearwood 2226/7

P. A. ATKINSON

KINGS HEATH PARK GARAGE LTD.

Automobile Engineers

3 Avenue Road, Kings Heath, Birmingham 14

Highbury 1268

Cars prepared for

RALLIES

TRIALS

HILL-CLIMBS

Modifications and Specifications to customers' requirements.

Personal callers always welcome.

FREE TECHNICAL ADVICE

LOTUS Sports Cars



★ 90 MPH.

★ 45 MPG

★ FORD COMPONENTS

"The best attempt yet to provide the enthusiast with a competition car at a price he can afford to pay."

J. V. Bolster—Autosport

Write for illustrated Brochure

7 TOTTENHAM LANE, HORNSEY, LONDON, N.8

RACING CARS

MONKEY STABLE 1953 KIEFT-M.G. 1,467 c.c., five outings only 1954. One first, two seconds, one third. Prescott July winner 51.13. Excellent condition. £800 o.n.o. Would consider offer, car less engine.—L. Jones, 47 Barlaston Old Road, Trentham, Stoke-on-Trent. Evenings, Trentham 49338.

THE AMAL-J.A.P. offered as raced Shelsley, Prescott and Oulton. Never crashed, very fast. Exchange thoroughbred road machine, or sell nearest £175. Incidentally, it would make perfect basis for 650 c.c. sports car conversion.—Apply Whiston, 305 Burton Road, Derby.

THORNTON'S ARNOIT.—Car has been placed at every meeting except one, now trying for lead in Clubman's Trophy. Chassis immaculate. J.A.P. engine very specially tuned being overhauled by makers. Trailer, long range tanks, many spares. £400.—PADDington 4349, evenings or week-ends.

RILEY

1936 MERLIN 9, good condition throughout. £140 o.n.o.—Reilly, COL 5938.

SPECIALS

AUSFORD 8, Anglia engine, twin carburettors, 16 in. rears, etc. Successful trials, autocross and road machine. £85.—Somerville, 39 Piggotts Way, Bishop's Stortford.

AUSTIN 7 Special, completely rebuilt, attractive M.G. type body. £85 o.n.o.—Apply evenings, R. Barber, 36, Alibon Road, Dagenham, Essex.

FORD 8 Special, Lockheeds, hood, tonneau, genuine 5,000 miles. £120 o.n.o. Seen evenings, Saturdays, not Sundays.—Akehurst, "Anothdene", Shere Road, West Horsley, Leatherhead, Surrey.

SPORTS CARS

THE 100 M.P.H. SWALLOW
DORETTI
A 2-LITRE DE LUXE SPORTS CAR
AT A COMPETITIVE PRICE.

Early delivery from The Distributors,

P. J. EVANS, LTD.,

JOHN BRIGHT STREET, BIRMINGHAM.
MID 2911.

Hire Purchase.

Part Exchange.

GILLIE TYRER OFFERS

New M.G. TF 2-str., ex stock.

New Triumph TR2, ex stock.

New Jaguar XK 120 immediate.

New Doretti 2-str., early delivery.

Your Present Car in Part Exchange.

F.N./BMW Type 40 sports 2-str., £145.

Phone Waterloo 2825 (5870 after hours).

Litherland Motors (Liverpool), Ltd.,

Hawthorne Road, Liverpool, 21.

VERY special Hornet Special, completely rebuilt, 3,000 miles.—Full particulars, 37a Alexandra Road, Epsom.

CARS FOR THE ENTHUSIAST

If you require a good, pre-war thoroughbred car, in excellent condition, at a reasonable price, we have the finest selection in the country.

Our stock consists of good Veteran, Vintage, Continental and Sports cars, with all types of coachwork. Immediate Hire Purchase, Insurance and Part Exchanges on any car. We are open till 9 p.m. every night including Saturday and Sunday.

VINTAGE AUTOS.

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

STANDARD

VANGUARD, late property of famous Rally driver. December 1951. Maintained and with extras as you would expect, 24,000 miles, radio, heater, etc. etc.—Alexander Engineering Co., Haddenham, Bucks. Phone 345.

STOCK CARS

FORD V8 saloon, suitable as Stock Car. £50 as it is, or fully prepared for racing and painted your colours, £75. All spares available for V8 Stock cars.—V. C. Saunders, Ltd. (The Ford V8 Specialists), 39 Dodington Road, Battersea, S.W.11. Phone: MACaulay 5223.

VINTAGE

AUSTIN 7 saloon, 1930, good runner. Space wanted. Offers wanted.—LEY 6735.

1924 MORRIS Oxford tourer, in good running order, new hood and tonneau cover. £45.—Smith's Motors, Dovercourt, Essex.

UNCLASSIFIED

CLAIRMONTÉ BROTHERS, LTD.,

offer

1951 Lea-Francis 14 h.p. saloon, immaculate **£575**

1937 Fiat 500 convertible, exceptionally good condition **£165**

1949 1½-litre Lea-Francis engine **£75**

1½-litre Racing Lea-Francis engine, new crankshaft, dismantled **£150**

49 Park Road, Crouch End, N.8.

Telephone: MOUntview 5285.

(Continued overleaf)

A SPECIAL SELECTION FROM J. DAVY LTD.

SWALLOW DORETTI

We can arrange immediate demonstrations of this beautifully finished little car, and can give very early delivery.

ASTON MARTIN DB2. Vantage modified engine. 1953. Blue/Beige. 12,000 miles. Fresh air type heater. Extras include Marchal fog lights, cowled instruments and twin wing mirrors. **£1,950**

ASTON MARTIN DB2-4. 1954 (Feb.). Electric Blue/Blue hide. 4,500 miles. Wing mirrors. Immaculate. **£2,225**

ASTON MARTIN DB2-4. Unused but registered with Works mileage recorded only. Grey with blue hide. £328 below present list price. **£2,400**

BENTLEY 3½-litre Park Ward D/H coupe. 1934. Blue with grey hide. Exceptional chassis. This car is with the rare central gear change. **£525**

DELAGE D/H coupe. 1950 show model. Blue with new ivory hood and blue hide. Cotal electric gearbox. Exceptional example. **£765**

HOTCHKISS 3½-litre Paris-Nice sports 2-door saloon. 1940 chassis. Registered May 1949. Black with hide upholstery. Only 51,000 kilometres. This car has a fantastic performance. **£495**

JAGUAR XK. 120. 1951 (Feb.). Ivory with red hide. An unmodified untraced Jaguar with large rear window. In perfect condition in every way. **£865.**

LAGONDA LG6. D/H coupe foursome. 1938. Black/brown hide. Exceptional condition. Woodwork as new. Rebuilt by Lagonda Ltd. in 1951. Really must be seen to be appreciated. **£825**

LANCIA Aurelia Saloon. This very rare and much coveted car was an actual show model. The black cellulose and cloth upholstery are virtually unmarked and immaculate. Heater, H.M.V. radio, etc. The whole car is as new. **£1,565**

MG TD Mark II 1953 Oct. Laystall Lucas aluminium cylinder head. Special exhaust system. Special shock absorbers. Chrome luggage rack and numerous other extras. Unused since coach sprayed Dark Green. Very low mileage. **£635**

MG TD 1953 Nov. Black/green upholstery. Fitted with Andrex special shock absorbers. 4,200 miles. New. **£595**

MG Magnette Saloon. 1954. Black with maroon trim. 4,000 miles. Rimbellishers. Chassis undersealed. Taxed. **£975**

TRIUMPH TR2. Black with red. Many extras. Low mileage. Specially tuned engine. Modified wheels and hubs. **£850**

★

During the next few weeks we shall be giving a very comprehensive display of sporting vehicles and will be very pleased to give advice and information on all the new models.

★

We are urgently in need of high quality and sporting cars in good condition, and will pay highest prices for same.

★

We are always glad to receive enthusiasts at our Brompton Road showrooms, to discuss or give advice on all types of sporting cars, including latest models.

★

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

★

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

215 Brompton Road, London, S.W.3. KNI 4211 and

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

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

Select from their stock of over 150 sports cars

1950 Allard 12 streamlined 2-seater ..	£395
1949 Allard D/H. foursome ..	£375
1938 Alvis 4.3 Offord D/H. foursome ..	£325
1935 Bentley 3½ Freestone-Webb saloon ..	£265
1952 Frazer-Nash Mille Miglia ..	£1,495
1948 Healey 2½ 2-seater ..	£395
1948 Jaguar 3½ sports saloon ..	£445
M.G. TF, cream, red hide, immed. del. ..	£780

NEVER LESS THAN 25 M.G.s IN STOCK

1938 Riley 16/4 Blue Streak saloon ..	£225
1934 Rolls-Royce Ph. II D/H. coupé ..	£595
1949 Volkswagen Standard saloon ..	£425

OFFICIAL VOLKSWAGEN AGENTS

Immediate H.P., insurance and part exchanges.

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

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

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

Classified Advertisements—continued

ALUMINIUM

BULLANCO FOR ALUMINIUM.

Any sizes cut or folded.

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

Write for list.

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

Tel.: New Cross 1092.

BOOKS

HANDBOOKS:—Austin, Ford, Jowett, Morris, Renault, Standard, Vauxhall, 5s. 6d.; Hillman, Rover, Sunbeam, Volkswagen, Wolseley, 8s. 6d.; Riley, Singer, 10s. 6d.; Alvis, Chrysler, M.G., 15s. 6d. **WORKSHOP MANUALS:**—Jowett, Morris, Wolseley, 20s.; Austin, Hillman, M.G., 31s. 3d. **CATALOGUE, 6d.** Inquiries, stamp.—Gray, 4 Chantry, Hurstpierpoint, Sussex.

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

CELLULOSE

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

ENGINE SERVICE

D. CREED,
2 Goldhawk Mews, Shepherds Bush

(late mechanic, Brooklands Service Station). Offer an exceptionally quick service.—Your cylinder head resurfaced in 2 hours—at most reasonable prices.

D. CREED,
2 Goldhawk Mews, Shepherds Bush

(late mechanic, Brooklands Service Station). Highest precision work, crank grinding, metallurgy, boring, reconditioned engine service at most competitive prices. F. C. Davis engines are rebuilt, tuned and maintained by us. All types of tuning for competition purposes. Bristol engine specialists. Trade invited.

Phone: SHE 6518.

FIBREGLASS

MICROBOND FIBREGLASS KITS AND MATERIALS AVAILABLE.

Kits at 12s. 6d., 17s. 6d., 28s. 6d. and 45s. Bulk quantities supplied. We also produce Fibreglass bodies suitable for Austin 7 Specials of 6 ft. 9 in. wheelbase. Shell £49. Send for details. Extras as required.

DEPT. A.S.5 MICRON PLASTICS,
1 Chapel Street, Uxbridge, Middx.
Tel.: Uxbridge 2921.

INSURANCE

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

MISCELLANEOUS

ALAN BROWN offers Continental racing overalls, superfine poplin, £6 6s., overtrousers, £3 3s., mechanics' best drill 79s. 6d., overtrousers 47s. 6d. Most colours.—Kinch and Lack, Ltd., 117 High Street, Guildford. Tel. 61033.

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

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

DUNLOPILLO CUSHIONS again available at bargain prices. Ideal for cars, caravans, boats. Sizes approx.: 32 in. x 16 in., 16 in. x 16 in.; depth 5 in. raked 4 in. Prices according condition, including free carriage; doubles 17s. 6d., 22s. 6d., 27s. 6d. Singles 8s., 12s., 15s.—Twitten Orchard, Nutbourne Common, Pulborough.

SOLID DRAWN, exhaust and flexible steel tubes, steel bars, light alloys, etc., from Stockists C. S. Harbour, Ltd., Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.

PHOTOGRAPHS

PHOTOGRAPHS of every car at London Rally.—Charles Dunn, Greenleaves, Woking, Surrey. Tel.: Woking 3737.

RICHMOND PIKE, F.R.P.S.,

for the best motor racing photography.—Woodside, Plantation Road, Leighton Buzzard, Beds. Tel. 2027.

RADIATORS & FUEL TANKS

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

SAFETY GLASS

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

Tourist Trophy Garage Ltd.

(MIKE HAWTHORN)

offer

ASTON MARTIN D.B.3. Many successes in hands of Sir Jeremy Boles and Donald Beaman. Winner in two races at Zandvoort, driven by Beaman. Completely overhauled and in faultless condition. Fulllest details and price on application.

LANCIA APRILIA 1938. Personal property of late Leslie Hawthorn. 1500 c.c. high compression engine. Scintilla Vertex. Double choke Weber carb. induction manifold to suit. Genuine Lancia couplings. '39 front end complete. Marchal optiques. Maintained to maximum efficiency regardless of expense. Probably the finest Aprilia available. Fulllest details and price on application.

ALTA 2-litre G.P. car ex-Gordon Watson. Completely rebuilt, latest type crank and flywheel, rack and pinion steering, light alloy tanks, etc., etc. Full details available. Price on application.

Tourist Trophy Garage Ltd.

FARNHAM, SURREY

Telephone: FARNHAM 5363

Clubman Autos Ltd.

TOOTING

1949 M.G. TC, Red, one owner, immaculate. £425

1947 M.G. TC, Black, choice of two. £345 & £355

1939 M.G. TA, Tickford drophead, Black, new hood, spotless condition. £295

1949 SUNBEAM-TALBOT 4-seater sports tourer. Black, very nice condition throughout. £375

H.P. AND EXCHANGES

138-142 Tooting High Street
S.W.17

Telephone: BALham 3484

SITUATIONS VACANT

CONNAUGHT ENGINEERING has vacancies for fully trained and experienced racing mechanics. Applications by letter stating full qualifications to Team Manager, Send, Surrey.

SPARES AND ACCESSORIES

DELLOW SPECIALITIES FOR FORD-BASED VEHICLES.

Carburetter Sets complete:—

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

Also

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

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

DELLOW MOTORS LTD.,

ALVECHURCH, Nr. BIRMINGHAM.

Tel.: Hillside 1879.

M.G. TD crankcase, block, fitted pistons, rods, crankshaft; very small mileage. Exhaust manifold. Offers around £50. Cylinder head, airflowed by famous tuner, 9.5 comp. complete large valves, 15 lb. springs, £35.—Box 1572 (Sussex).

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

TYRES

SET 550 x 15 Dunlop racing, partly used, 30s. each. Also 600 x 15.—Box 1576 (London).

WHEELS

ONE SET of Rudge twin wheels, 475 x 18, fitted with brand-new Dunlop racing tyres, ex-Prince Bira's E.R.A.—Apply Ted Robins, "White Lodge", Ham Lane, Pedmore. Telephone: Stourbridge 58388 and Lye 380.

WINDSCREENS

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

WANTED

CITROËN drophead, mechanically sound. Also Volkswagen or Renault 750 chassis. Reasonable for cash.—Box 1575 (London).

DELLOW Mk. II, 1950-51, must be in good condition.—Details to D. Ralph, Railway Hotel, Appley Bridge, Wigan.

ENTHUSIAST with £40 requires Short-Stroke 12/60 Alvis. £1 per week payment offered.—Box 1574 (London).

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

TRIUMPH roadster wanted, other coupés considered.—45 Shirehall Park, N.W.4. Hendon 1648.

WANTED.—Lightweight radiator, maximum width 13 inches, for Ford 10.—Box 1573 (Birmingham).

PLEASE CONSULT US FOR REPAIRS, SPARES
AND NEW MODELS



SPECIALISTS

MILL GARAGE
W. JACOBS & SON LTD.
CHIGWELL ROAD
SOUTH WOODFORD
LONDON, E.18
Wanstead 7783-4-5

WANTED for spot cash
CARS of ALL TYPES

Hours of Business
WEEKDAYS
SATURDAYS
9 till 7

ROWLAND SMITH
MOTORS LIMITED

HAMPSTEAD HIGH ST., LONDON, N.W 3

(HAMPSTEAD TUBE)

HAMPSTEAD 6041 (10 lines)

Established over a Quarter of a century

SPARES



SERVICE

SPECIAL OFFER

A limited number of Morgan "Plus Four"
Mark I two-seaters. £695.5.10 incl. P.T.

See and try the Morgan with the TR2 engine

BASIL ROY LIMITED

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

M.G. CAR CLUB

4th ANNUAL

WESTON RALLY

October 8th and 9th

STARTING 8.30 p.m. :- BRISTOL, BIRMINGHAM and
LONDON. FINISHING :- WESTON-SUPER-MARE.
DRIVING TESTS and DANCE.

Invited Clubs :- Barc, Cheltenham Motor Club, Exmoor
M.C., London M.C., Riley M.C., Sunbac, West Hants
and Dorset M.C.

450 Miles of Night and Day Navigation in the South
and West of England with Driving Tests En Route.
Nuffield Rally Cup for best performance; also Navi-
gator, Starting Controls, Class, Team and 1st Class
Awards.

Regulations now available from all invited Club Secretaries and
from Secretary of Rally:

M. D. KING

Fosse Way • Stow-on-the-Wold • Glos.

APPLY EARLY

ENTRIES CLOSE SEPT. 21st

"...HEATPROOF VALSPAR"

BARNSTAPLE.

W. G. Douch,
A.M.I.C.E., M.I.Mun.E.,
Chartered Municipal Engineer,
Chartered Civil Engineer.

Dear Sirs,

Last spring I repainted my personal Bradford Utility
with your Valspar Lacquer.

In view of your claim that this lacquer is heat-resisting
it may interest you to know that the vehicle caught fire
in the garage early yesterday, presumably due to a short
circuit in the electrical wiring. It was some time before
the fire was discovered and extensive damage was done
to the car. I was amazed to find, however, that the
Valspar Lacquer was in reality heatproof. The only effect
the heat has had is where it has been extremely intense,
and this has not resulted in the destruction of the lacquer
surface, but the lacquer has blistered without losing its
original nature.

I may add that I was very pleased with the finish I was
able to secure with Valspar Lacquer, and that, after
repainting, the car was generally admired.

Yours faithfully,
(signed) W. G. Douch,



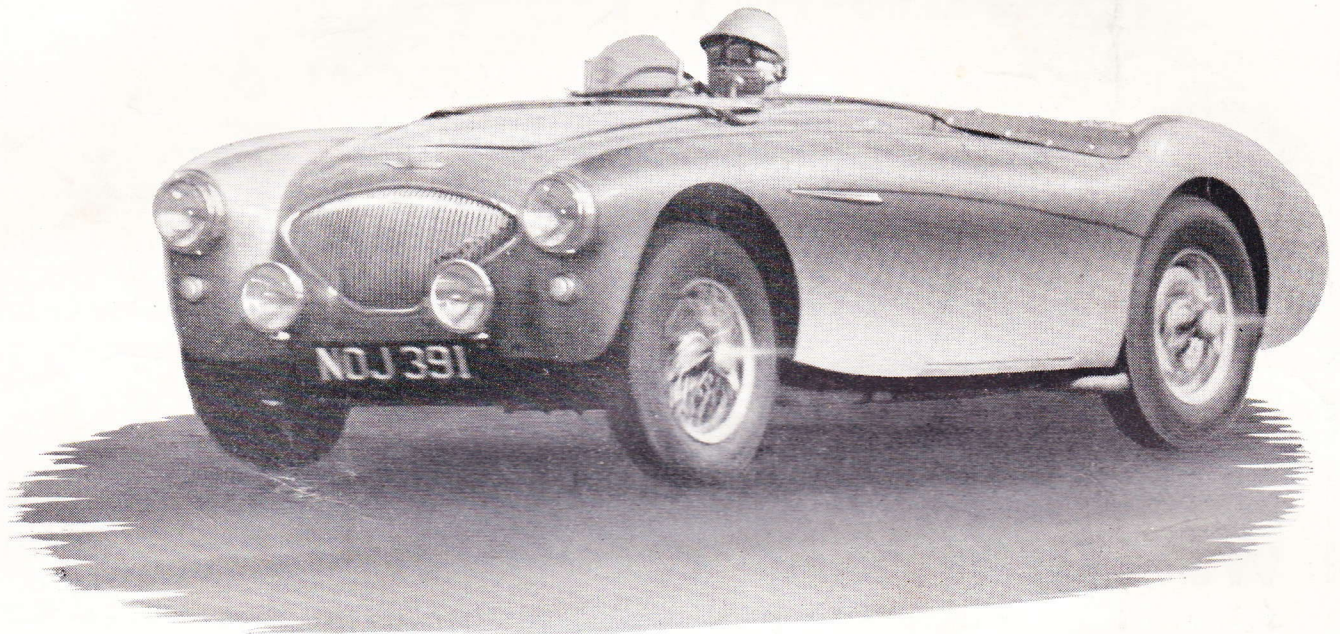
VALSPAR
2-4 HOUR LACQUER

The enamel that boiling water made famous

Write for booklet and name of
stockist to the Sole Manufacturers U.K.

GOODLASS, WALL & CO., LTD.

179/185, (P.9) Gt. Portland St. W.1. Est. 1840

132.2 M.P.H.**FOR****24 HOURS**

AUSTIN-HEALEY Congratulations to Austin-Healey, Donald Healey and his co-drivers on their recent record-breaking achievements at Bonneville Salt Flats, Utah, U.S.A., when they created no less than 53 new international Class "D" and American National Class "D" Records. A most worthy testimony to the performance and reliability of the car and its Lucas Quality Electrical Equipment. During the hours of darkness the track's sole illumination was provided by the car's Lucas Lighting Equipment.

LUCAS**ELECTRICAL EQUIPMENT**(Records subject to official confirmation.)

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND