

AUTOSPORT

NOVEMBER 13, 1953

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EVERY FRIDAY

Vol. 7 No. 20

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

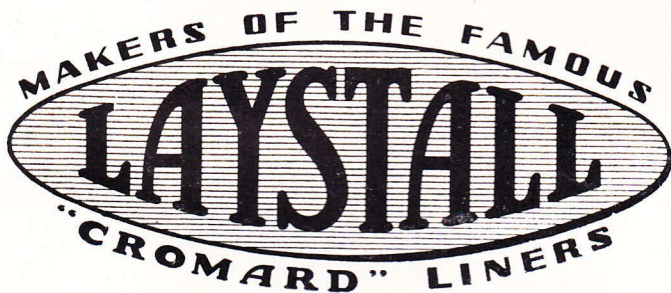
RAIN-SOAKED RENO : WHAT OF 1954 ? : ROAD TEST OF THE 2.3-LITRE SALMSON : THE M.C.C.
"DAILY EXPRESS" RALLY : THE "GUILD" AT GOODWOOD : HIGH PEAK TRIAL : WEEK-END EVENTS
JOHN BOLSTER • RUTH SANDS BENTLEY • ALBERT CORBEL • FRANCIS PENN

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 20

November 13, 1953

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NOTICES

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EDITORIAL

At the annual dinner-dance of the British Automobile Racing Club, Sir Miles Thomas, D.F.C., chairman of British Overseas Airways Corporation, said that it would be a fine thing if some of the £114,000 taken at Earls Court this year by the S.M.M. and T., could be used to assist in the building of a national racing car . . . to add to British prestige. Whilst applauding the idea, AUTOSPORT feels that these words would have carried far more weight had they been uttered during Sir Miles's term of office as President of the S.M.M. and T., and when he was vice-president of the Nuffield Organization. It has been obvious for many years that the building and racing of a successful Grand Prix racing car would be of great benefit to the motor industry generally, but so far, the Society of Motor Manufacturers and Traders has done little to assist in any project. The B.R.M., often wrongly referred to as a national racing car, was, and is, nothing of the sort. Practically the entire support for the venture came from a few manufacturers and a large number of components and accessories makers. It is now in the hands of one man, Mr. A. G. B. Owen of the Rubery Owen concern. If the S.M.M. and T. wish to assist in building racing cars for prestige, surely it would be a good plan to place any monies forthcoming on a competitive basis. In other words, put up prize money for British-made cars in the *grandes épreuves*, to be earned by drivers who lead the race for so many laps, increasing the sum available until an outright win results in a fairly handsome amount. This magazine made a similar suggestion regarding the money held by the now-dormant B.R.M.A., but the organizers never thought it worth while even to acknowledge the existence of any sort of constructive plan.

* * *

THERE is little doubt that Autocross has come to stay, and it is only a question of time before other clubs emulate the example of the East Anglian and Sporting Owner-Drivers' clubs, and stage regular events for their members. However, there is one thing that bothers organizers, and that is "rough" or "smooth". Owners of pukka trials cars naturally prefer circuits to simulate genuine mud-plugging events as much as possible, whereas entrants of more normal road cars vote for courses of the type used at Dunstable. Whilst Autocross should not merely be grass-track racing for cars, the inclusion of colonial sections should be studied carefully in order to make quite certain that drivers of specials will not have an unfair advantage over others, if competing on level terms. The only sensible method of overcoming this would be for clubs to get together now, and lay down hard and fast rules governing classes. After all, one of the chief attractions of Autocross is that it could quite easily be made suitable for any type of vehicle!

OUR COVER PICTURE

RALLY COUNTRY: J. Fielding pitting his 2½-litre open Riley against the steep gradient of Buttersmere Hause, during the Riley M.C.'s Keswick Rally in October. He won the Burkhardt Trophy in this two-day event.

PIT AND PADDOCK

MAURICE TRINTIGNANT, Champion of France, will probably join Equipe Bugatti when the Molsheim cars are ready for racing.

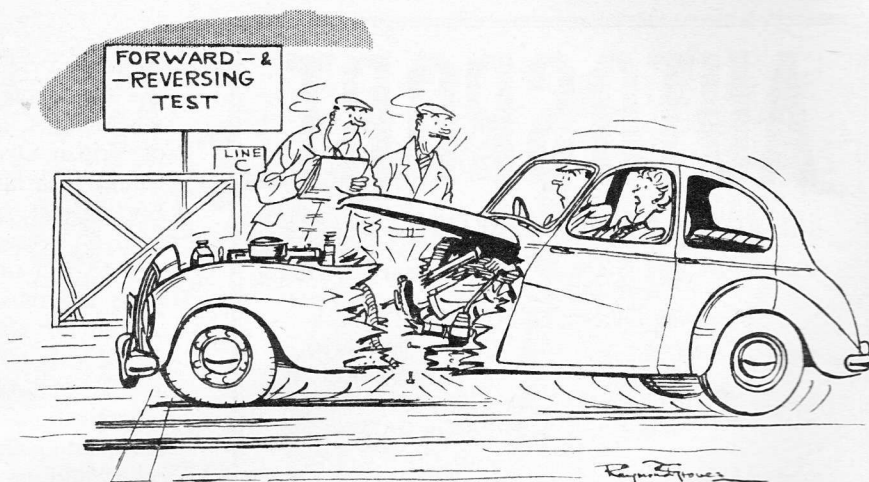
SECOND of the B.B.C. Television Trials will take place on 5th December—originally the date for the "Gloucester".

APARENTLY, picture in last week's issue showed Bill Browning in his own New Orleans, and not an M.M.C. as stated.

NEW British-built, four-cylinder, nonsupercharged 2½-litre racing engine has been satisfactorily bench-tested to give nearly 220 b.h.p. at 7,000 r.p.m., in prototype form.

GERARD CROMBAC, AUTOSPORT'S Paris representative, is reported to have ordered one of Colin Chapman's Lotus chassis for competition use. "Jabby" may fit a modified Simca unit.

ASTON MARTIN will be fully represented at Sebring for the A.A.A. 12 Hours International Race on 7th/8th March. David Murray also intends entering two of his ex-Le Mans C-type Jaguars under the "Écurie Écosse" banner. Bristols will also be competing.



NAME of Reg Parnell has been coupled with that of a famous Italian make. Reg is far too good a driver to be out of G.P. racing, when he is not conducting Aston Martins in sports car events

VENUE for the annual R.A.C. British Trials Drivers' Championship on 12th December will once again be the North of England—this time probably in the Shap Fell area.

GONZALEZ, Mières and Pian are travelling to Europe on behalf of the Buenos Aires municipality to secure entries for their January programme of races.

THE B.R.M. which is going to New Zealand has been lent to Ken Wharton by Mr. Alfred Owen, who has also supplied a couple of mechanics. News of this entry is causing great excitement amongst New Zealanders.

"AUTOSPORT" INTERNATIONAL CAMERA CONTEST

Cash Prizes in Competition open to Amateur Racing Photographers

THE proprietors of AUTOSPORT announce a camera competition open to amateur photographers all over the world. The subject of all prints submitted must be "motor-racing", and they must have been taken during 1953. This competition is open only to *bona fide*

amateurs, and entrants will be required to sign statements to the effect that: (a) During 1953 they received not more than £5 5s. in reproduction fees for photographs (amateur contests excepted). (b) Had no press passes, or special facilities granted when the submitted photographs were taken. (c) Are not employed in any form of professional photographic business.

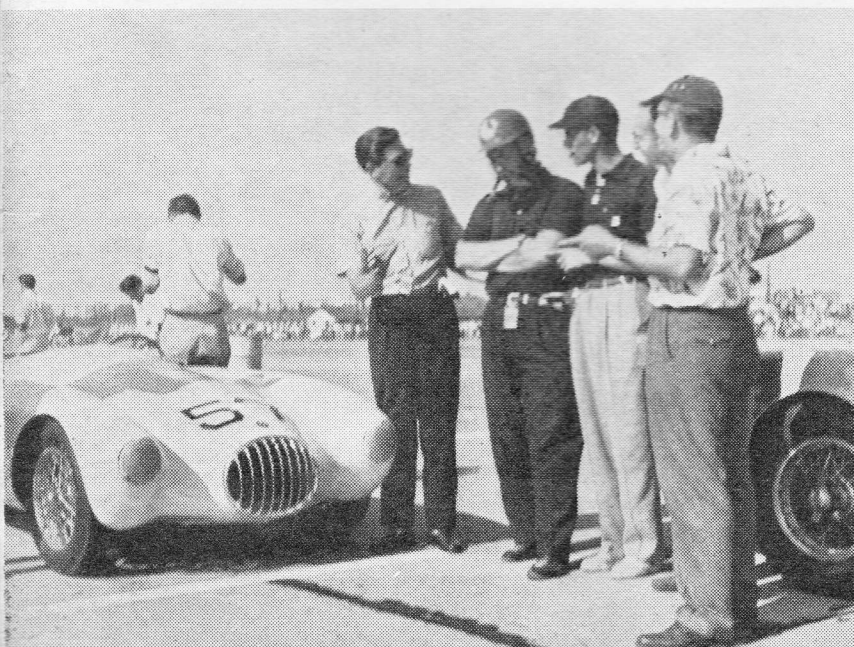
Prizes will be awarded as follow:—

1st	£20
2nd	£10
3rd	£5

Best photograph by an overseas reader (not a prize-winner), £10. Consolation prizes of £2 2s.; reproductions of other pictures used at normal rates.

Full details and entry forms for this competition will be published in next week's issue, together with the panel of judges who will decide the prize-winners.

To give overseas readers every chance to compete, the closing date will be on 1st February, 1954.



★
"SHE'S A HONEY": Chuck Hassen, Sherwood Johnston, Dick Thierry, Bill Lloyd and George Weaver eulogizing Briggs Cunningham's rapid little Osca at Sowege. It won two races, driven by Johnston and Bob Keller.

★

SPORTS-NEWS

THE SECOND TOURING CHAMPIONSHIP

RALLIES which will be eligible for the 1954 Grand Touring Championship of Europe will, provisionally, be the following: Monte Carlo Rally; Sestriere Rally; Rally of Great Britain; Tulip Rally; Travemünde (or Wiesbaden) Rally; Rally of the Midnight Sun; French Alpine Rally; Liège-Rome-Liège; Viking Rally; Rally of the Snows (Switzerland); and the Lisbon Rally.



"AH, THERE'S THE RUB": Ian Appleyard contesting "the slings and arrows of outrageous fortune" with his Jaguar RUB 120 during the Lisbon Rally final tests at Estoril. On their result he became 2nd in the Rally and runner-up in the 1953 Touring Championship.

LADY CHAMPIONS: (Left) Mrs. Greta Molander and Mrs. Lundberg, winners of the Ladies' Class in the Touring Championship with their Swedish Saab.



TRINTIGNANT IS FRENCH CHAMPION

MAURICE TRINTIGNANT, Gordini team driver, has been proclaimed Racing Champion of France for 1953. He won the Circuit of Cadours and the Frontières G.P., was first with Harry Schell in the 2-3-litre class at Le Mans, was third in the Formula 1 Albi G.P., fifth in the Italian and Belgian G.P.s, and sixth in the Dutch G.P. Runner-up for the championship is Louis Rosier, winner for four years in succession from 1949 to 1952.

GERMAN WIN IN FRANCE

KURT KUHNKE, German Formula 3 exponent with a Cooper, won the recent 500 c.c. race at Salon, in Provence (not to be confused with the more recent Coupe du Salon at Montlhéry). The race, organized by the A.C. de Marseille, was run in heats and a 39.6 mile Final, over 40 laps of the very short circuit.

André Loens competed with his Kieft, but mechanical trouble put him out of the running, although he made fastest lap

LANCIA LEVIATHAN: The enormous six-wheeled tender, accommodating four cars, of the Scuderia Lancia. Five cars will be competing in the Pan-American race in Mexico which starts on 19th November.

of the day. Another retirement was Chazalet with his single-cylinder Gilera-engined Volpini. Second, and very close to Kuhnke in the Final, after a keen struggle, was the Dutch driver Hutchinson, also in a Cooper, and Davis (Cooper) also from Holland, was third. Guigon (D.B.) finished fourth, four laps behind the leader.

AN EXTENDED OULTON PARK

ENCOURAGED by the reception of the new circuit at Oulton Park, by drivers and the public, directors of Cheshire Car Circuit, Ltd., are pressing on immediately with plans to lengthen their road course to a lap distance of three miles. Included in the new layout will be an intricate left-hand turn, a hairpin bend, and two fast straights, one $\frac{1}{4}$ mile long, running alongside the picturesque Oulton Park mere.

The extended circuit should be ready for use by the first 1954 meeting in April. 7th August has been reserved in the F.I.A. Calendar for an International race meeting.

* * *

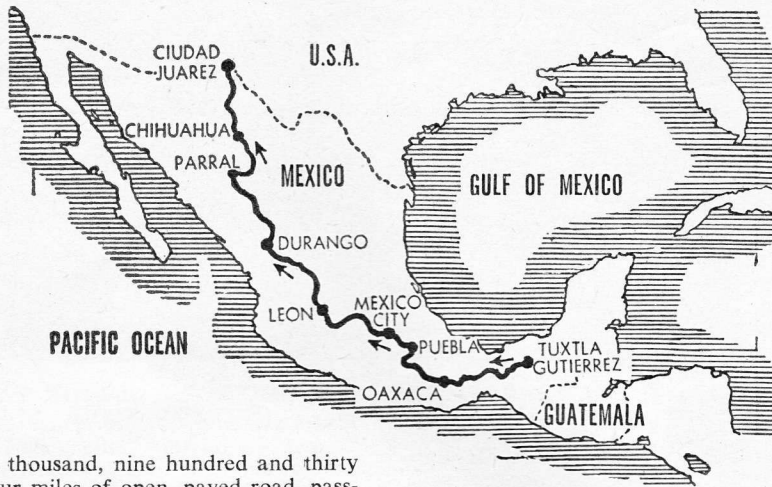
1954 SPORTS CAR CHAMPIONSHIPS

THE following are to be the qualifying events for next year's World Championship for Sports Cars: Buenos Aires 1,000 kms. Race, 24th January; Sebring 12 Hours, U.S.A., 7th March; Mille Miglia, Italy, 2nd May; Le Mans 24 Hours, France, 12th/13th June; Belgian 24 Hours, Spa-Francorchamps, 10th/11th July; Nürburgring 1,000 kms., 29th August; Tourist Trophy, Ulster, 11th September; and Pan-American Road Race, Mexico, 19th/23rd November.



carrera panamericana mexico

Final Round in World Sports Car Championship—French, Italian and German Entries, but no British



ONE thousand, nine hundred and thirty four miles of open, paved road, passing through deep valleys, across plains and plateaux and over mountain ranges, past ancient ruins and through modern cities; a five-day, eight-stage race, starting near the borders of Guatemala and finishing within a river's reach of El Paso in the United States—that is Mexico's Pan-American Road Race, this year in its fourth running and the concluding round in the First World Sports Car Championship.

The race starts at Tuxtla Gutierrez, in the State of Chiapas, on Thursday next, 19th November, and finishes on Monday, 23rd November, at Ciudad Juarez, on the Rio Grande river, which defines the Mexican/American border. The first leg, of 323 miles, leads to Oaxaca via Tehuantepec. After an overnight stop, drivers proceed a further 256 miles over mountainous terrain to Puebla, Mexico's fourth most important city. From there, the third stage of 80.7 miles leads to Mexico City, capital of the Republic. Although the shortest leg, this is perhaps the most difficult of all, with a seemingly unending succession of tortuous, precipice-bound bends, amongst them the so-called "Curve of Death" near the Iztacihuatl Volcano.

After passing the second night in Mexico City, competitors next head for Leon, 267.2 miles further on, traversing very high and gruelling country and passing through several industrial towns. Leg No. 5 is from Leon to Durango, 333.7 miles further north; this, the longest of the eight stages, marks the drivers' fourth rest stop. Next day they head for Chihuahua, a matter of 186.4 miles fast motoring over excellent roads, and then set off on the final stage to Ciudad Juarez, another 229.9 miles stretch in which everyone goes flat out over a fast, smooth highway in the effort to improve race positions.

Although Jaguar and Ferrari are very close protagonists for the Sports Car Championship, neither marque is officially represented in the Pan-American classic. The Guatemalan driver Guillermo Giron is down to drive a Jaguar, however, while Phil Hill, successful American pilot, is to handle a Ferrari entered by Allen Guiberson; Cornacchia and Chinetti may share a 3- or 4½-litre, and Jack MacAfee and Troy Ruttman

are other formidable nominations; there is also a Mexican-entered Ferrari, driver E. Echeverria.

Strongest marque numerically in the sports class is Lancia, with Taruffi, Fangio, Bonetto, Castellotti and Bracco to drive five 3.3-litre machines of the type which won the Targa Florio and other events this year. France is represented by two Gordinis, handled by Jean Lucas and Jean Behra, winner last year of the first stage, and victim of a serious accident in the second stage; by Louis Rosier in a Suresnes-prepared 4½-litre Talbot; and by Jacques Péron with an Osca. Although last year's winners, Mercedes-Benz, are not competing this time, Germany is represented by a number of Porsches, with Karl Kling and Hans Hermann in works cars, and by a 1,500 c.c. Borgward to be handled by Hans Hartmann and Adolph Brudes. A 1,600 c.c. Siata is entered with Californian Ernie McAfee at the wheel, and Jean Trevoux, Mexican-domiciled Frenchman, drives a Packard in the stock class.

The latter category has attracted a strong entry of U.S. built cars with many well-known drivers. 1953 Indianapolis winner Bill Vukovich has a Lincoln, Douglas Ehlinger of Puebla a Packard, Johnny Mantz, Chuck Stevenson, Walt Faulkner, Ray Crawford and Duane Carter all drive Lincolns, Oscar Galvez of the Argentine also a Lincoln, Bob Korf and Reg McFee Chryslers, Miss Jacqueline Evans of Mexico a Porsche, and Norman Patterson of Texas a Ford V8.

Whereas in last year's event stock and sports cars were not split into capacity divisions, this time there are two International sports categories, one for up to 1,600 c.c. unsupercharged and 800 c.c. supercharged cars, and the other for over 1,600 c.c.; and two classes for stock cars, in smaller and unlimited capacities. The prize fund is very attractive indeed, totalling over 100,000 U.S. dollars, with over 17,000 dollars for winning the International sports class, a similar sum for the winner of the International stock class, and over 3,400 dollars for both the smaller capacity sports and stock classes. The Mexican distributors of Mobiloil, Compania Comercial Vacuum S.A., are

contributing a substantial portion of these sums.

As usual, a very thorough coverage of the race in all its stages is being arranged, with helicopter aircraft following the course in the mountainous sections, and a wide network of radio broadcasts to keep Mexican and American listeners fully informed of what is becoming the greatest motoring event in the Western Continent, even threatening the status of the old-established Indianapolis 500 Miles race.

Previous overall winners of the Pan American Road Race are: 1950, Hershell McGriff (Oldsmobile) at 78.42 m.p.h.; 1951, Piero Taruffi (Ferrari) at 88.09 m.p.h.; and 1952, Karl Kling (Mercedes-Benz) at 102.6 m.p.h. Last year's stock class winner was Chuck Stevenson (Lincoln) at 91 m.p.h.

* * *

RALLYE PAN-MEDITERRANEE

THE A.C. du Var is organizing a big Pan-Mediterranean Rally from 8th to 16th May, 1954. It is open to all classes of vehicle other than racing cars; supercharged machines will be admitted but will run in classes 50 per cent. higher than their capacity.

The event will be in three stages, namely:

(1) Toulon-Tunis (Toulon, Rome, Reggio-di-Calabria, Tunis).

(2) Tunis-Casablanca (Tunis, Bône, Alger, Oran, Fes, Meknès, Marrakech, Mogador, Safi, Casablanca).

(3) Casablanca-Toulon (Rabat, Centa, Algéiciris, Madrid, Saragosse, Barcelona, Perpignan, Montpellier, Marseilles, Toulon).

Each stage will include a regularity section, and there will also be special speed tests (Fes-Casablanca).

Prize money totals 22,000,000 francs, with 2,000,000 to the winner in general classification, and prizes down to 100th place (75,000 francs). For each stage, winners will receive 1,500,000, 2,000,000 and 2,500,000 francs respectively.

Regulations may now be obtained from Siège de l'Association Sportive de l'A.C. du Var, 17 Rue Mirabeau, Toulon. Entries (25,000 francs) must be made through the national automobile club (R.A.C. in Great Britain).

* * *

PORTUGUESE WIN IN SICILY

DRIVING a 3-litre Ferrari, Manoel de Oliveira of Portugal won the Sicilian Gold Cup sports car race at Syracuse on 18th October. His speed was 89.38 m.p.h. Second was Franco Bordoni with a 2.3-litre Gordini, and third Luigi Musso in a 2-litre Maserati. Fastest lap went to de Oliveira at 92.22 m.p.h.

* * *

VOLKSWAGEN PRICES REDUCED

PRICES of the Volkswagen in the United Kingdom have been reduced considerably, the standard saloon now costing £422 10s. basic, as opposed to £458 as hitherto. New price with P.T. is £599 13s. 4d.

What of 1954?

All-German Team for Mercedes-Benz may not be Capable of Standing up to Experienced Grand Prix Drivers of Ferrari and Maserati—Prospects for French Cars

by GREGOR GRANT

(PART I)

THE news that Daimler-Benz will re-enter Grand Prix racing at Rheims next July has provoked many people to forecast a new era of supremacy for the products of Unterturkheim. It is argued that, during their long abstinence from full-scale racing, Mercedes-Benz designers have quietly been able to concentrate on entirely new cars, taking full advantage of the experiences of other nations.

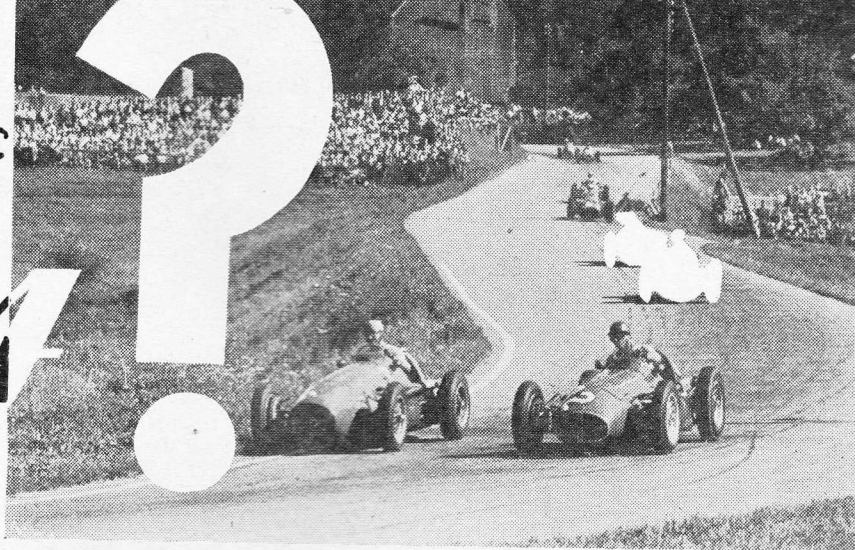
This may, or may not, be true. There is little doubt that the Grand Prix Mercedes-Benz will be a formidable car, but surely this raises the issue of a car being as successful as its driver. On paper, the Mercedes-Benz Grand Prix team does not look impressive; in fact, it appears to be woefully weak and, with the exception of one man, lacking in experience. Kling, Lang and Reiss accompanied Neubauer to Monza last September, to watch the Italian G.P.—an action which suggests determination, but is a poor substitute for actual racing.

Karl Kling is reckoned to be Germany's Number One driver of today. He has certainly shown his worth in sports car racing with Veritas and Mercedes-Benz 300SL, but he has had little or no experience of pukka Grand



The incomparable Juan Manuel Fangio.

Prix racing—an entirely different form of motor-racing altogether. Moreover, until he acquires that experience, he cannot be considered as being in the same class as Fangio, Ascari & Co. The same is true of Fritz Riess, and of Hans Hermann. Hermann Lang, on the other



hand, has a wealth of experience in Grand Prix racing with probably the fastest road-racing cars ever built. However, Lang has reached the veteran stage, and, in his appearance with a works Maserati at Berne, did not impress as being capable of re-capturing his pre-war skill.

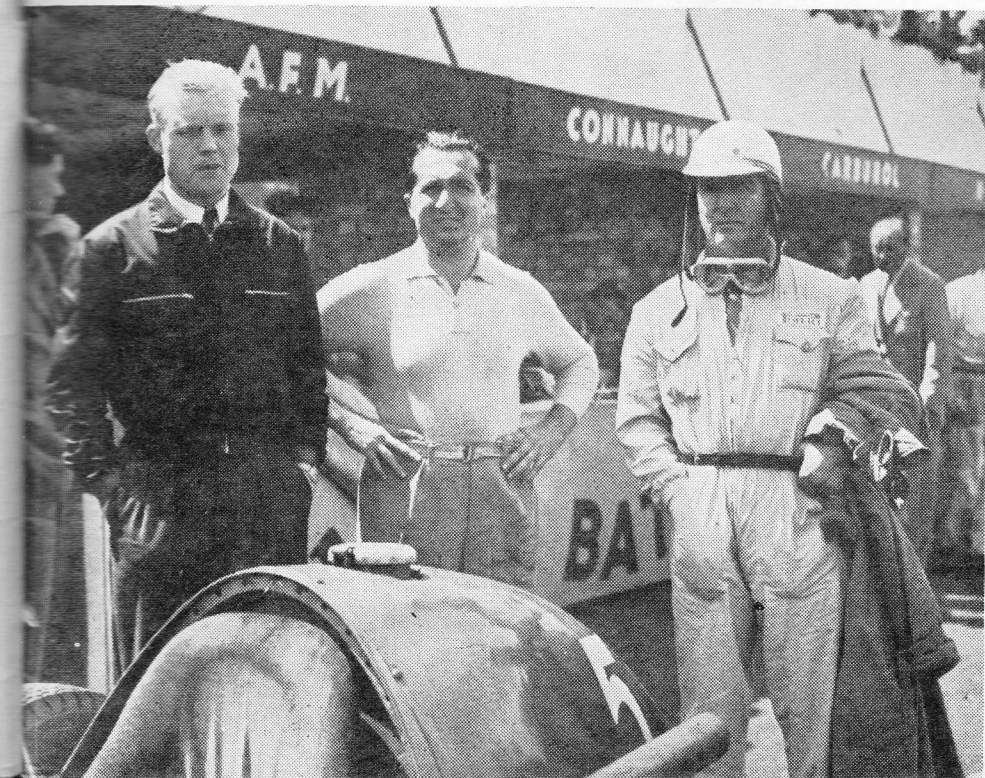
If the Mercedes-Benz line-up were to be Fangio, Ascari, Gonzalez and Hawthorn, then the chances of the silver/white machines would indeed be formidable. Hermann may be another Hawthorn for all we know, but it would be unfair to classify him till we see him in action with a really fast G.P. machine. He certainly drove the little Veritas well at Nürburgring in the German G.P., and his performance with the sports Porsche at Freiburg bordered on the miraculous; if he turns out to be a top-line G.P. pilot, then we shall all bow to the knowledge of Herr Neubauer, and his uncanny knack of being able to pick 'em!

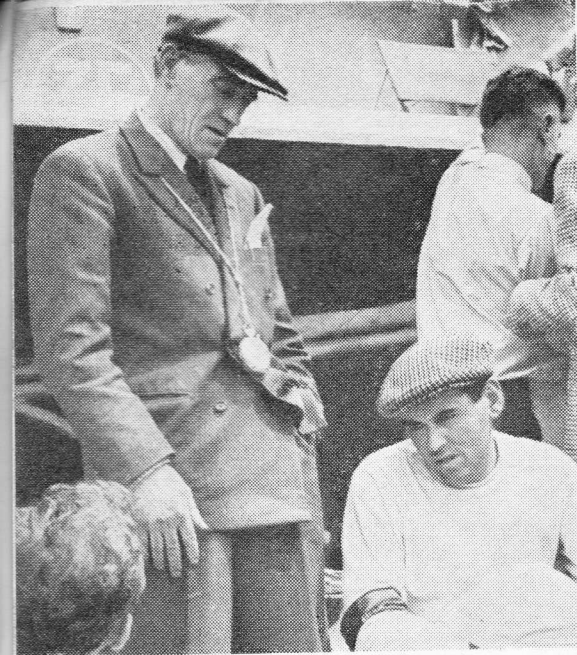
Maserati Line-up

The fact that Juan Manuel Fangio has rejoined Signor Orsi's Maserati team, and that Giuseppe Farina will again race with Scuderia Ferrari, lends substance to the supposition that Alfa Romeo will not be ready to race next season—except in sports car events. Both drivers owe a great deal to the Milan concern, and on more than one occasion Fangio has said that he could not refuse any offer from Alfas, because they gave him his first real chance in pukka G.P. racing. The great Argentinian is immensely loyal, and if Alfa Romeo had been ready for racing in 1954, there is no question but that Fangio would be back with them. Farina would, of course, go back like a shot—and Milan would expect him to do so, as an ex-member of the all-conquering G.P. team of 158s and 159s.

Both Ferrari and Maserati are better off for drivers than any other racing concern. Even if Villorresi does go to Lancias as is rumoured, there are cadets Carini and Maglioli to support the "Big Three", Ascari, Farina and Hawthorn. Also, Lampredi's 2½-litre cars proved at Buenos Aires and at Rouen

FERRARI FORCE: Mike Hawthorn, Alberta Ascari and Giuseppe Farina will almost certainly form the mainstay of Scuderia Ferrari next season.





WORRIED MEN: (Above) Amedée Gordini and his team manager Jean Lucas.
(Right) Gordini's 1953 drivers Jean Behra and Maurice Trintignant.



that they are indeed ready for full-scale Grand Prix racing—which is more than the majority of contenders can say.

Maserati's new four-cylinder car may not be developed sufficiently for a Grand Prix programme, and it is said that Signor Colombo has been retained as Chief Engineer to supervise the modified "six"—it evidently being too early for full-time work with Bugatti. What is more or less certain is that Colombo will completely re-design the rear-end, Orsi realizing only too well that his cars cannot compare with the Ferraris as road-holders in their present form.

With Fangio, Gonzalez and Marimon as first-team men, and Bonetto in his usual supporting role, Officine Maserati will be a power with which to reckon, as both Mercedes-Benz and Scuderia Ferrari will be the first to acknowledge.

French Problems

France's contribution remains fairly vague. The group of cognac manufacturers who are financing the Gordini Pan-American entries may feel disposed to carry on this support in Grands Prix. If they do so, Amedée Gordini comes

up against an acute driver problem. His team appears to have broken up, Maurice Trintignant, 1953 Champion of France, and Harry Schell, Gordini's most successful drivers, are reported to have joined up with Louis Rosier to race a French team of Ferraris, in both formula and sports car racing. In any case, it is doubtful whether or not Gordini's existing 2½-litre design is good enough for the new formula.

A New Lago-Talbot?

It is known that there is a new G.P. Lago-Talbot in course of development, but Tony Lago is reluctant to disclose any plans for racing it this coming season. If the car does appear, it will be popular with organizers, who would dearly love to see the blue Talbots once again in their races. With Talbot and Gordini participation, French Grand Prix racing, at present in the doldrums, may have a sudden change for the better. Like Gordini, Lago will have driver problems; most of the old Talbot brigade has drifted away, and what remains is

hardly skilful enough for modern G.P. racing.

Truly, France has never recovered from the loss of Jean-Pierre Wimille and Raymond Sommer. André Simon seems to have dropped out of the limelight, Robert Manzon has gone over to Lancia, "Phi-Phi" Etancelin has officially retired from racing, although he is liable to pop up in events such as Rouen, whilst the end of Louis Chiron's great career is approaching.

It is indeed strange that the services of Chiron have not been secured to train French drivers of the future as was briefly done just before the war. The Monagasque is a born teacher, and probably knows more about the motor-racing game than any man alive. At little cost to the French motor industry, a school for G.P. drivers could be established at Montlhéry, where the magnificent road circuit could be used to advantage.

If Talbot, Gordini and Bugatti are going to represent France in Grand Prix races of the future, then the need to train drivers is not only desirable, but urgent.

Osca and Others

Now, what of the other contenders? The Maserati Brothers have not, so far, set the Tiber on fire with the single-seater Osca, now being developed as a "2½". Both Bayol and Chiron were out-paced by Ferrari and Maserati, although Bayol's car showed itself to be very fast at Albi. One feels that the Osca will be a better proposition in sports car racing than in the Grands Prix.

Lancia's name continues to be mentioned in connection with G.P. racing, and there is little doubt that high compression forms of the very efficient V6, 2½-litre "Gran Turismo" motors have been on the bench. Nardi is known to be playing with a rear-engined machine, built up mainly from Lancia components, but Italian experts do not take this venture very seriously. However, if Lancia did decide to re-enter full-scale Grand Prix racing, there is no doubt that the Turin concern would go in for it in a big way.

The Czechoslovakian concern, Tatra, has completed a prototype 2½-litre single-seater, but whether this is intended as a serious competitor in international G.P. racing is not known. However, it is more or less certain that BMW will be seen. Having acquired Veritas, the German firm are continuing to develop Ernst Loof's interesting o.h.c. "six".

Rumour also places Porsches as being interested in a Grand Prix car, but von Hanstein will not commit himself to either "ja" or "nein". One cannot visualize this comparatively small concern setting itself up as a rival to the great Mercedes-Benz organization—and that goes for Hansa-Borgward as well. The difference between sports car and Grand Prix racing is admittedly narrowing, but it is still very great indeed, as many have found to their cost!

Whilst Russia may or may not be intending to apply for membership of the F.I.A., oddly enough there is a Russian Zone of Germany machine named the I.F.A. Apparently this is a product of the reorganized Auto Union concern, and, remembering the fierce pre-war

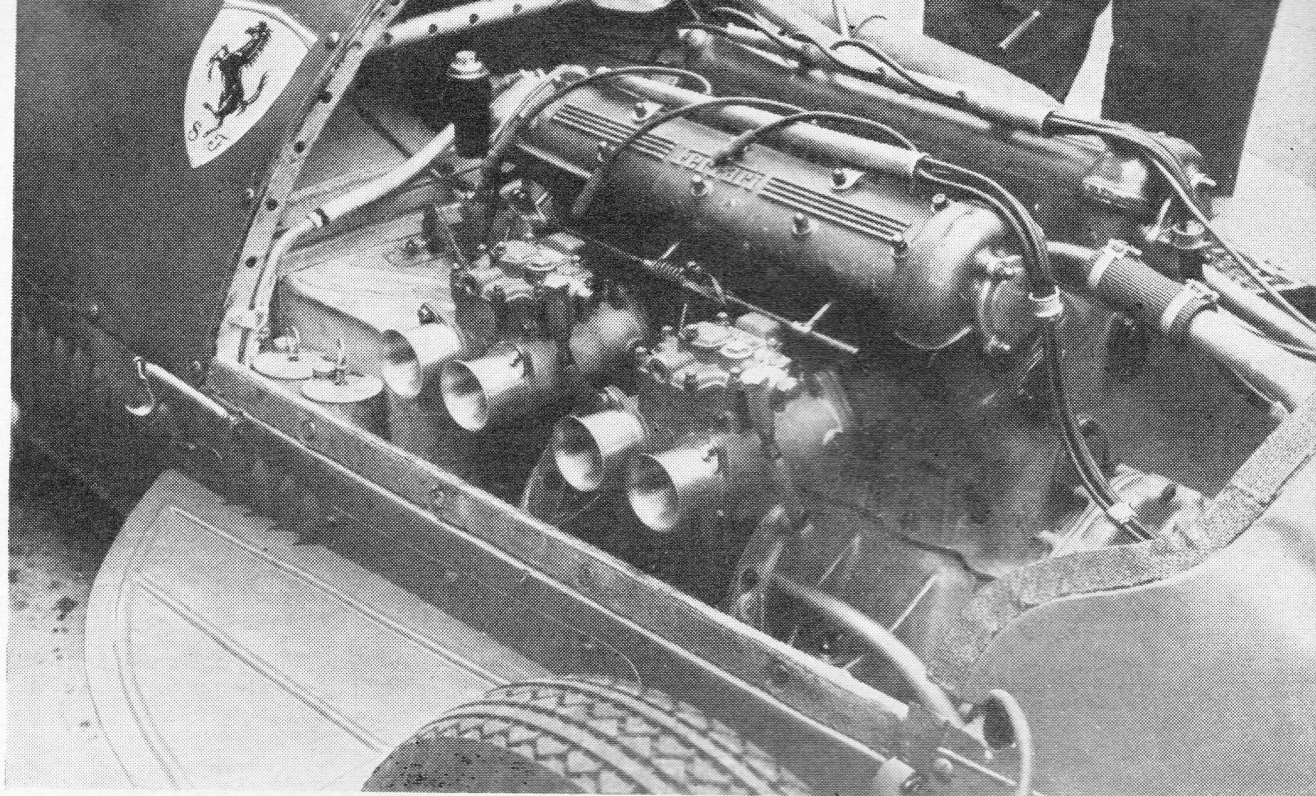


MERCEDES MEN: (L. to R.) Fritz Riess, Karl Kling, Hermann Lang and Hans Hermann.

★

ONE ON THE ROAD: The 2½-litre four-cylinder Ferrari engine, already tried out and proved during the past season. As raced successfully at Rouen, this unit was producing nearly 230 b.h.p.

★



rivalry between Auto Union and Mercedes, there is no telling whether or not this may result in a race-worthy Grand Prix car. Anyway, there are strong rumours of a supercharged "750" being developed in the Russian Zone—probably based on the engine of those very fast, pre-war two-stroke DKW motor-cycles!

Finally, as regards the Continent, we must consider Pegaso. The Spanish concern is very definitely out for prestige, and, with a very fine V8 2½-litre twin-o.h.c. engine already well past the development stage, something may be looked for in the near future. However, they will have to look other than in the bull-ring for Grand Prix drivers!

* * *

ITALIAN HILL-CLIMB

IN the Vermicino-Rocca di Papa hill-climb, held early in October, Piero Scotti's old record with a Ferrari was soundly beaten by Luigi Musso, driving a 2-litre sports Maserati. Scotti himself was eliminated with a suspension breakage on his 4.1-litre Ferrari. A Jaguar driven by Pezzoli was runner-up in the over 2-litre class, and third in general classification, behind Musso and Ammendola (Lancia). Sergio Monti (Stanguellini) won the 750 c.c. sports class by a small margin from Leonard's Giaur. Osca cars finished 1-2-3 in the 1,100 c.c. category.

* * *

EIRE ENTRIES FOR THE MONTE CARLO

ALTHOUGH Eire's quota of entries for the Monte Carlo Rally next January has been raised from six to 10, only half a dozen entries had been received by the closing date.

Those accepted are Lyall Collen (Simca Aronde), Brian Macartney-Filgate (Bentley), M. C. Hogan (Renault 750), Michael Kineen (Ford Zephyr), J. C. Millard (Austin A30), while Cecil Vard, already third and fifth in the General Classification of past Monte Carlos, is taking a Jaguar Mk. VII this time.

THE SCOTTISH SHOW

Kelvin Hall Exhibition Opens Today

UNLIKE Earls Court, Kelvin Hall is mainly an agents' exhibition of the cars and commercial vehicles they represent in Scotland. However, it is fully supported by manufacturers and is indeed almost a replica of the London Show, particularly as the leading accessories and components manufacturers have their own stands.

Many of the exhibitors have been in the motor trade almost as long as the industry itself, and familiar names are Alexanders of Edinburgh, Taggarts of Glasgow, Hamilton of Paisley, Scottish Automobile Co., Ltd., H. Prosser & Sons, Rossleigh, Cameron & Campbell, James Gibbon, C. Crowther, Macharg, Rennie & Lindsay, MacRae & Dick of Inverness, James H. Galt, Westfield Autocar, Andersons of Newton Mearns, Croall of Edinburgh and dozens of others.

The show opens today (Friday, 13th November) and closes on 21st November. Admission charges are as follow:—

Daily, 10 a.m.-5 p.m.	5s.
5 p.m.-9 p.m.	2s.
(Except Wednesday and Saturday.)	

Wednesday, 18th Nov., 10 a.m.-5 p.m.	10s.
5 p.m.-9 p.m.	2s.

Saturdays, 10 a.m.-2 p.m.	5s.
2 p.m.-9 p.m.	2s.

Children under 14 years of age admitted half-price.

Scotsmen will have plenty of opportunity to study high-performance cars. Although a few of the cars seen at Earls Court will not be at Kelvin Hall, Alvis, Armstrong-Siddeley, Aston Martin,

Austin-Healey, Bentley, Bristol, Daimler, Ford, Jaguar, Jensen, M.G., Mercedes-Benz, Riley, Sunbeam-Talbot and Triumph high-performance and sporting cars will be on the stands. Sure to attract keen interest is Goldie Gardner's record-breaking M.G., which will also be exhibited.

WHERE TO SEE THEM

Alvis, 40, 41. Armstrong Siddeley, 25. Aston Martin, 51. Austin, 42, 43, 50, 58. Bentley, 22, 27, 46, 51. Bristol, 40, 41. Chevrolet, 58. Citroën, 38. Daimler, 21, 27. Ford, 30, 35, 36. Hillman, 8, 26, 44, 47, 54, 59. Humber, (as for Hillman, but add 29). Jaguar, 27, 60. Jensen, 26. Lanchester, 21. M.G., 17, 23, 53, 55. Morris, 17, 23, 52, 53, 55. Mercedes-Benz, 40, 41. Oldsmobile, 40. Peugeot, 58. Renault, 15. Rover, 27, 28, 50. Rolls-Royce, 22, 46. Riley, 17, 23, 26, 52. Singer, 25. Standard, 14, 27, 57. Sunbeam-Talbot, 8, 26, 44, 54, 59. Triumph, 3, 16. Volkswagen, 24. Vauxhall, 51. Wolseley, 14, 19, 23, 52.

* * *

LOUIS COATALEN, S.I.A.

PRESIDENT

FAMOUS as *chef d'équipe* to the Sunbeam and Talbot-Darracq racing teams some 30 years ago, Louis Coatalen, now aged 74, was recently appointed President of the French Société des Ingénieurs de l'Automobile. Monsieur Coatalen began his automobile career with the Panhard-Levassor concern, then joined Clément-Bayard. He subsequently came to England to join the Hillman concern, proceeding thereafter to Sunbeam's.

He was instrumental in beginning the Grand Prix racing career of H. O. D. (later Sir Henry) Segrave, one of Britain's most famous drivers. The Sunbeam-Talbot-Darracq combine terminated in the late '20s, and amongst Coatalen's activities thereafter were the Paris concessions for Lockheed and K.L.G. products.

A high-quality French car, the 2.3-litre Salmson in its 1954 form. It is fitted with a twin o.h.c., 4-cylinder engine developing 105 b.h.p.

enormous success, and in this short, compact chassis, with a low-drag body, it has every chance of exhibiting its new-found performance.

Very extensive use is made of light alloys in the engine. Thus, the cylinder block, detachable head, and sump are all of aluminium, and the connecting rods are of duralumin, with steel-backed big end bearings. The forged steel crankshaft is statically and dynamically balanced, and is supported in three large-diameter bearings. A vertical shaft drives the twin camshafts by helical-toothed gears, and they operate the valves directly through inverted pistons. The sparking plugs are in the centre of the hemispherical combustion chambers, and a large twin-choke Solex instrument looks after the carburation. The bore and stroke are 84 mm. and 105 mm., and on a 7.5 to 1 compression ratio the 2.3-litre, four-cylinder engine develops 105 b.h.p. at 5,000 r.p.m.

A Cotal electro-magnetic epicyclic gearbox is in unit with the engine, and its controlling switch operates in a tiny gate to the left of the steering wheel which, incidentally, was on the offside of the car tested. Surprisingly, the spiral bevel rear axle has a torque tube, and is suspended on cantilever springs. The front suspension is by torsion bars and wishbones, with telescopic dampers; a rack and pinion steering gear is employed. The wheelbase is 8 ft. 9 ins., front track 4 ft. 7 ins., and rear track 4 ft. 5½ ins.

The deep box-section chassis



JOHN BOLSTER TESTS—

The 2.3-Litre SALMSON

Fascinating French Sports Saloon Capable of 105 m.p.h.—

Twin o.h.c. Engine and Cotal-Electric Gearbox are Features

DURING the Paris show, I had to relax some of my normal standards. Don't get me wrong; what I mean is that I had to test a large number of cars in a short time, and few of the usual facilities were available for obtaining accurate performance figures. As a rule, the Editor will not allow me to accept a car for road test unless I can keep it for a week or so and really put it through its paces. Under these special circumstances, however, I asked permission to collect some brief impressions of the new models. I thought that readers would be interested to hear how some unfamiliar vehicles behaved, and I also wished to find out which of them were worthy of a full-scale road test later on, with all the trouble and expense which that would entail.

Nobody will ever know how near I was to flinging myself into the Seine, taking to drink, or worse, during that hectic period. Road test cars are like gold dust during a motor show, and they are never at the right place at the right time. No promises are ever kept, and one either rushes wildly from one rendezvous to another without even seeing a car, or else three of them turn up at once and create a traffic block outside one's hotel. Nevertheless, I managed seven short road tests in a week, in addition to writing up the Show and driving at two race meetings, so my time was not entirely wasted!

One of the most interesting cars

which I tested was the 2.3-litre Salmson. As I travelled to the factory at Billancourt, I thought of the happy hours I had spent with twin-cam "Sammys" many years ago. Sure enough, on the wall of the office into which I was shown, there was a large picture of just the type of "Grand Prix" two-seater that filled my dreams when I was very young. The machine which I had come to try was also a twin overhead camshaft job, as all Salmsons have been for almost 30 years, but that was about the only resemblance it had to its affectionately remembered forebear.

The new car is a low, streamlined coupé of very speedy appearance, and let me say, straightaway, that it is as fast as it looks. Eugene Martin, one-time BMW wizard, has taken the engine in hand with



Three-quarter rear view of the Salmson emphasizes the modern body-styling. The car is capable of well over 100 m.p.h.

frame is reinforced by the steel-panelled body. Bolt-on wire wheels, with 5.50 in. x 16 in. tyres, were fitted to the test machine, though one would prefer the genuine Rudge pattern. The large hydraulic brakes in finned drums have twin master cylinders.

On entering the car, the excellent all-round visibility is at once apparent. The curved screen is very steeply raked, and the bonnet falls away sharply. The body is fundamentally a two-seater, of the "occasional four" variety, and the luggage boot in the long tail is literally enormous. I found the general appearance very attractive, and the car won a lot of attention in the streets.

The engine starts instantly, and one feels its powerful pulsations. The mounting is not particularly flexible, and the big four-cylinder unit is not entirely smooth. In consequence, the car has more the character of a good "vintage" machine than of some of the "softer" moderns. The exhaust is very French indeed, at least it was

on the test car, and a real burst of song comes forth when the accelerator is depressed. Yet, one would not have it otherwise, for these sounds and sensations are somehow very much in keeping with the Salmson's aggressive mood.

The Cotal gearbox is a delight as always, and though the gap between second and third speeds is, as usual, fairly wide, this is no disadvantage when one has an engine with good torque characteristics. There is, in fact, no need to attain very high revolutions on the gears, for the lively power-unit fairly flings the car along, and certainly the acceleration is one of its best features. In round figures, 70 m.p.h. and 45 m.p.h. are the maxima in third and second speeds respectively.

The makers claim a maximum speed of 110 m.p.h., and I saw 105 m.p.h. on the road. The engine will certainly attain peak revs. on the 3.8 to 1 top gear, and that is well over "the ton" on anybody's slide rule. The suspension is fairly firm, and the cornering is very good indeed, without a trace of roll. With-

in the limits of a short test, the brakes were powerful and constant in action. At high speeds, on certain types of surface, some road shocks were transmitted to the steering wheel.

The Salmson which I tried was a hand-made prototype, for production has not yet begun of this new model. I hope that they leave it just as it is, for there is something most attractive about the whole character of the car. It is not, and never could be, a "mobile boudoir", but it is a very fast, lively sports car with exceptionally good handling qualities. How splendid it would be, if this latest Salmson were entered at Le Mans, to carry on the fine tradition that the earlier models established there!

At the time of my visit to the works, the price had not been finally settled, but of recent years the make has been rather expensive, so one hopes that this good car can be produced at an economic figure. Nevertheless, the twin-cam engine is made like a watch, and such fine workmanship can never be cheap.

SCOTCH CORNER By "AENEAS"

Autocross Spreading North?—Scottish Clubs Conference Imminent

THERE is a general feeling in Scotland that there should be some more variety in club events. Organizers, sensing this but realizing that competitors are not yet anxious to go back to the strenuous and gelatinous trials that were once a feature of the Scottish calendar, are showing interest in the Autocrosses which have been reported in the pages of this journal.

At the A.G.M. of the M.G. Car Club's Scottish Centre (where, by the way, Douglas Mickel, Bert Kay and J. B. T. Louden were again unanimously elected as Secretary, President and Treasurer respectively), the topic of organizing an Autocross was one that arose during the general discussion. Now the M.G. lads were never types to neglect suggestions and, in a fortnight, a bevy of them are going down to member Jimmy Mitchell's farm at North Berwick where they will conduct experiments among a few willing victims, with an eye to laying out and trying an Autocross course for a pukka competitive event in the near future.

PRESIDENT Jim Morrison of the Falkirk and District M.C. also reckons that his members want a change from the normal rally type of event. At a film show in the Falkirk Ice Rink on 27th October, where, thanks to the Esso Petroleum Co., members spent a most enjoyable evening, Jim announced that the club still had one event to stage before completing this year's programme. Remarking that the Falkirk

committee felt variety to be the spice of life, they were in the throes of organizing a competition which, without being damaging to motor-cars, would be different from the usual day's rallying. He then went on to say that the club hoped to stage this event before the end of November, and hoped that there would be a good turnout of members to sample the sport and let the committee know their opinion of it.

* * *

VERY shortly the joint conference of the Scottish clubs will take place in the Royal Scottish Automobile Club. Here, thanks to the spirit of co-operation that exists, next year's calendar of events will be arranged so that there is the minimum clashing of dates. It looks as though there will need to be a joint conference in midsummer to do the same job for the social occasions during winter. I note that, on the same evening as the Falkirk Club's film show, the Scottish Sporting Car Club were staging their first get-together of the season. This was one that could have been avoided, as it is well known that S.S.C.C. evenings are on the last Tuesday of the month, but the Falkirk lads were not to know that the Lanarkshire C.C. & M.C. dinner-dance was going to land on the same evening as their A.G.M. Proof of that lies in the fact that President Morrison will be giving an account of his stewardship on 24th November instead of fantastically tripping at the invitation of Lanarkshire's President, Maurice Smellie.

I NOTE that in the near future a South of Scotland motor-cycle club will petition Parliament for the use of a road circuit down in the Rhinns of Galloway. I have long thought that the roads in this quiet part of Scotland would be the ideal location for such a scheme, and it is to be hoped that some enterprising car club will support the motor-cycle club and—who knows?—perhaps both cars and motor-cycles may be able to stage a genuine road race in this attractive part of Scotland.

* * *

EDINBURGH AUTUMN RALLY

AFTER a Concours de Préparation, 11 cars and a like number of motor-cycles left George Square, Edinburgh, on Sunday, 18th October, to take part in the Edinburgh University M.C.'s Autumn Rally. Few marks were lost on the first section, which ended in a country lane filled with glutinous mud, but many lost air a-plenty at the next check-point, where they were told to exchange valve cores in front and rear tyres. Then the first man overtook a marshal who was still trying to locate the next check, and cheerfully offered assistance!

Over-confident crews took to the fields in the Border country, with a consequent loss of many marks, but some skilful driving was called for on a twisting, moorland road past St. Mary's Lock and up the Megget water, to a picturesquely-situated control overlooking Talla Reservoir. This was followed by a 10-mile regularity section and the final run to the finish, at the Black Barony Hotel, Eddleston, where a special test was held. This was proved unnecessary, J. B. Cohen (TD M.G.) having won on the road section as well as the Concours. Runner-up was J. T. Rabie (TC M.G.), and a special award was won by H. Douglas Reid (30/98 Vauxhall).



RAIN-SOAKED RENO

Good Day for Italian Cars in U.S.A. Races

SLOGGING through over 200 rain-soaked miles in his new 4.1 Ferrari, Sterling Edwards, of San Francisco, won the General Classification and Overall Distance trophies in the Second Annual Reno Road Race. Harry Eyerly, of Salem, Oregon, drove his very quick little 726 c.c. Crosley Special to a hotly contested victory on Index of Performance.

It was a great day for the Italian makes at Reno. The first four cars on General Classification were Maranello and Bologna products. Phil Hill, of Santa Monica, brought his 2.9 Ferrari into a solid second place and Bill David and Al Coppel, of San Francisco, were third and fourth with 1,350 and 1,100 c.c. Osca's. Fred Block, of Oakland, California, was fifth in a Le Mans Chrysler-Allard. Masten Gregory (C type Jaguar) retired with a broken differential on lap six.

Though the filthy weather cut deeply into the expected crowd, more than 33 cars faced the starter's flag at the beginning of the 2½ Hour Handicap Race.

Edwards took an early lead when Hill stalled his Ferrari on the line. The big 4.1 ran faultlessly through the event and Edwards was passed only once, while having some bother on the very slick corner called Lost Horizon. Hill took his 2.9 past into the lead as Edwards motored backwards for a spell, but the order was soon set right again when Hill faltered and Edwards's blue and white car swept past, never to be challenged seriously again.

Meanwhile, a fierce three-cornered battle was shaping up for the handicap

lead, with Eyerly (726 Crosley), Pete Lovely (800 Giaur) and Coppel (1,092 Osca) all knotted up with Indexes of .999. As the rain began to fall harder, however, the Crosley took a lead that neither the Giaur nor the Osca was able to overcome. The final Index results gave Eyerly's tiny bolide a narrow margin of victory with an Index of 1.0081. The Giaur was second with 1.0072, and the Osca third with 1.0028.

Bob Gillespie's factory-prepared 1,466 c.c. M.G. Special ran fast and well, but was never a threat to the under 1,500 c.c. Italian cars on this Reno circuit that featured a 9,400 ft. straight. Even the Allards had to give best to their conti-

THREATENING: Dark skies loom up for the start of the 2½ Hour Race. Deep water caused the abandonment of a Le Mans-type start.

mental rivals—the highest placed British machine finishing fifth overall.

Noteworthy was the first appearance in western competition of the Austin-Healey "Hundred," an example of which finished second in Class D and twelfth on distance, driven by San Francisco's Bill Snell.

ALFRED COPPEL.

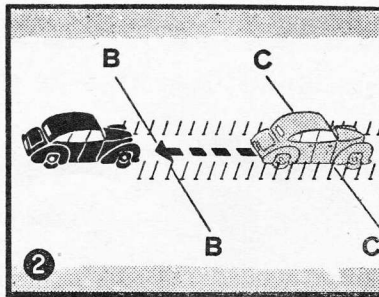
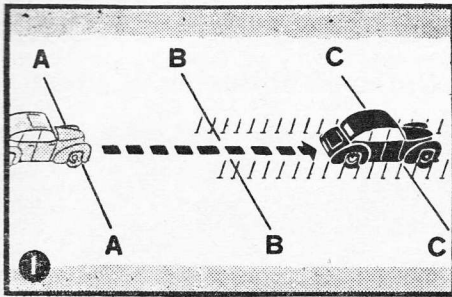
Results

Reno Road Race 2½ Hour Time Distance Handicap, All Classes:

General Classification: 1, Edwards (4.1 Ferrari); 2, Hill (2.9 Ferrari); 3, David (1.3 Osca); 4, Coppel (1.1 Osca); 5, Block (Chrysler-Allard); 6, MacDougall (Ferrari); 7, Von Neumann (1.5 Porsche Roadster); 8, Lowe (2.0 Frazer-Nash); 9, Gillespie (1.5 M.G.); 10, Louis (Ford Spl.).



STABLE STERLING: A front wheel lifts slightly as Sterling Edwards corners his winning 4.1-litre Ferrari at Reno.

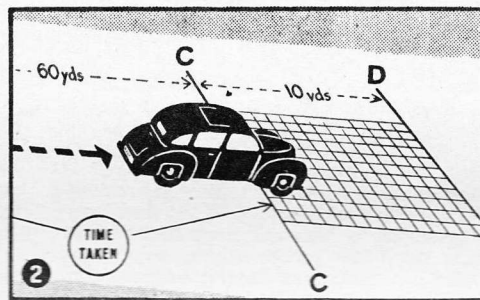
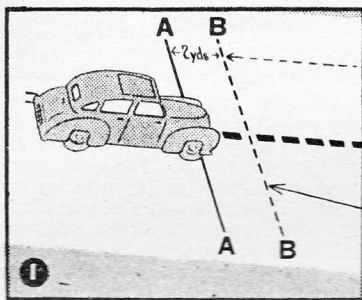
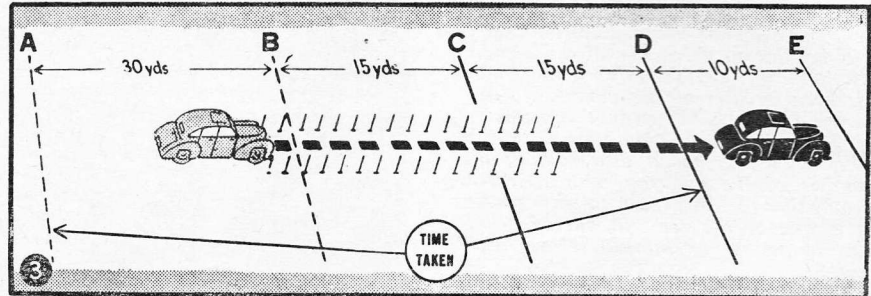


Test 7. ACCELERATION AND BRAKING: (Left and below) From standing start at A, accelerate and stop astride C. Reverse until both front wheels are behind B. Accelerate to flying finish over D, stopping before touching penalty line E. Distance, A to D, 60 yards; D to E, 10 yards.

M.C.C. "DAILY EXPRESS" RALLY

THE fourth M.C.C. Daily Express Rally started last Wednesday from controls at Manchester, Kenilworth, Norwich, London, Cardiff and Glasgow. Today (Friday), the survivors of the 450 crews who originally set off, take part in the final eliminating tests at Hastings.

For the sake of easy reference, diagrams and explanations of these various



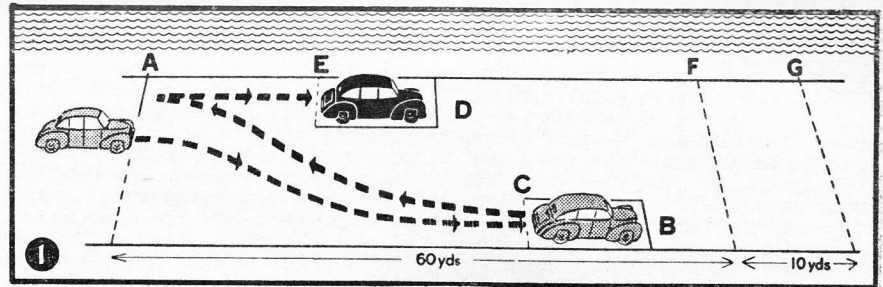
Test 6. BRAKING: (Left) Cars will be rolled down a gradient in neutral gear from line A to stop with all four wheels over line C but not over-running line D (5 marks penalty). Marking is $T + D$

where $T =$ time from B to C in units of $\frac{1}{100}$ th second. $D =$ distance covered after touching line C, in units of 6 ins. (1 mark per unit).

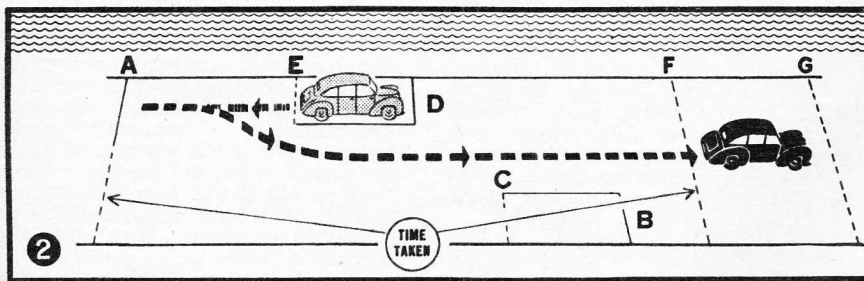
rally-deciding manoeuvres are set out on this page.

Tonight there is an official reception for crews and officials by the Mayor of Hastings, Alderman H. W. Rymill, J.P., followed by a buffet/dance at the White Rock Pavilion. A Concours d'Elégance takes place on Saturday on the Marine Drive, and the Rally Ball happens in the evening.

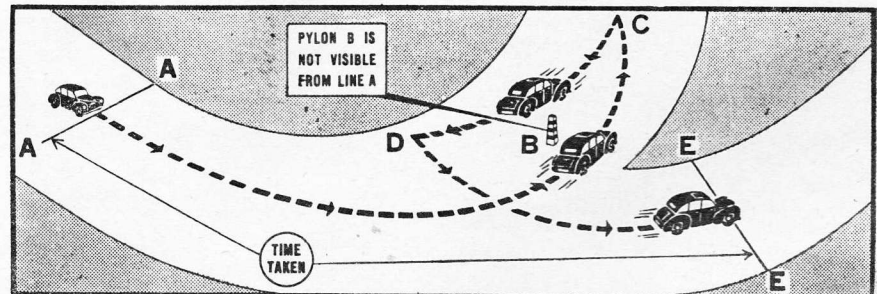
A full and illustrated report of this big national event will appear in next week's issue of AUTOSPORT.

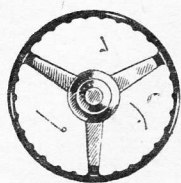


Test 8. GARAGING AND REVERSING: (Above and left) From standing start at A, cars will be driven into Bay B until all four wheels are over and forward of line C. Reverse, without touching line A or its dotted extension, and drive forward into Bay D with all four wheels over and forward of line E. Reverse out of Bay D and drive forward, without touching A or its dotted extension to a flying finish over line F, before touching line G.



Test 5. HILL: (Right) From standing start at A, with engine running, cars will proceed in a forward direction to point C, keeping pylon B on the left. Reverse from point C to D, keeping pylon B on the right, and then forward to a flying finish at E, keeping pylon B on the left. Points C and D are not indicated, being left to competitors' discretion. Not to exceed a total of 30 seconds.





THE "GUILD" AT GOODWOOD

The Sixth Motor Show Test Day of the Guild of Motoring Writers

EXTRACT from the "Arrangements" section of the programme issued by the Guild of Motoring Writers for their Sixth Motor Show Test Day on Sunday, 25th October:—

"11 a.m. approx. Arrive Goodwood. Press visitors from overseas, also members and associate members of the Guild, will be able to drive any of the demonstration cars they wish for a maximum of three circuits of the course. . . ."

And from the "Procedure" clauses:—
"To secure a car, obtain from the Car Allocation Marshal a disc bearing the number of the car you wish to drive. Production of this disc to the person in charge of the car will be the necessary authority for him to release it to you. . . ."

So there it was. *Carte blanche* to pressmen belonging to the Guild to take their pick from sixty delectable 1954 British models, and to drive three laps of Goodwood in each of them. A grand tonic for the Show-weary reporter, a chance to motor round and round a circuit instead of watching others do it, and a golden opportunity to gain first-hand knowledge of the latest products of Britain's motor industry.

An excellent fixture, indeed, first introduced six years ago by Tommy Wisdom and Charles Fothergill, with the vital aid of the Duke of Richmond and Gordon in making Goodwood available. Quite justly, first choice in cars was given to overseas visitors, but the choice was wide, ranging from the newest of the small cars, such as the Standard Eight, the Ford Anglia and Prefect, the Morris Minor and the Austin A30 through a rich "centre" of M.G.s, Morgans, Rileys, Sunbeam-Talbots and sundry sports cars, to lordly Bentleys, Daimlers, Mk. VII Jaguars and the like, even including a Diesel-engined Humber.

Priority attractions to members of the AUTOSPORT staff present were naturally the sports cars—and what a choice there was: Aston Martin DB2-4, Jaguar XK120 drophead coupé, Allard Palm Beach, M.G.'s Magnette and TF Midget, Morgan Plus Four, Sunbeam Alpine, Austin-Healey "100", Bristol 404, Jowett R4 Jupiter, Triumph 2-litre. . . . Well, what would you do, chums?

Assistant Editor McComb sought disc number 20 and made a beeline for the Sunbeam Alpine, while Assistant Editor



FOCAL POINT: Gathered behind the revolutionary Jowett Jupiter R4 in the Goodwood paddock are the Duke of Richmond and Gordon (in hat), Tony Rolt, and others.

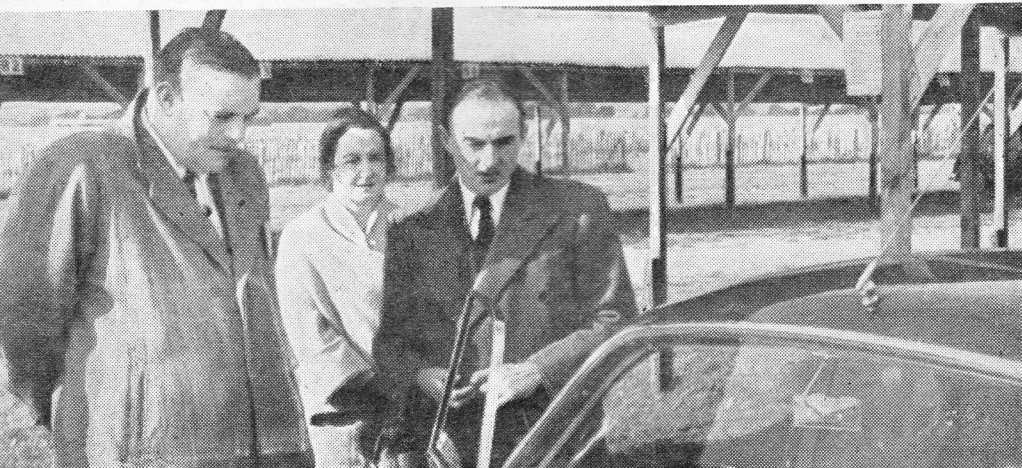
Posthumus, armed with disc 35, rushed for the Austin-Healey "100", to find Eire representative Maxwell Boyd had beaten him to it by inches (there were two discs per car), thus having to pace the Paddock in a semi-frenzy of impatience whilst the McComb Alpine and the Boyd Healey circulated for what seemed at the meanest computation to Posthumus to be at least ten laps. "Maxie's" eyes were glazed when he brought the "Hundred" in, and Posthumus fully understood why when at last he took over the car (after a mere nine minutes). Beautifully precise in steering and handling, with a boundless source of smooth, gorgeous power; three laps of Goodwood, 7.2 miles, is no distance on which to draw any very positive conclusions, but those three laps—the first to get the feel, and be surprised at only three speeds at the end of that inviting gear lever, plus, of course, that exciting overdrive unit, the second to revel in the effortless handling and be passed by a spirited McComb in the "Palm Beach" Allard, and the third to try going fast and give the engine its head, imparted the driver with a strong conviction that this was one of the truly great amongst sports

cars, and one which, in its capacity and price class, should equal the success of the XK 120 in world markets.

Mindful of the four o'clock cessation of testing, C.P. became imbued with a feverish sense of urgency, and by dint of rushing to and fro between cars and the disc department, managed to try a total of eleven models, these being that exquisite Austin-Healey, the Sunbeam Alpine, the Morgan Plus Four, the Palm Beach Allard, the Ford Prefect, the Singer Roadster, the Morris Minor, the XK 120 Jaguar, the Standard Eight, the Triumph TR2 and the M.G. Magnette. What can one say of so varied an assortment of cars, so briefly sampled? Oh! for 30 laps with each, or better still, the equivalent distance on public roads, to gain a clearer impression.

The Sunbeam Alpine seemed a trifle rough after the Healey, but of "poke" it had plenty, a *nice* steering column gear-change, and two very comfortable leather bucket seats; the Morgan again revealed itself a truly hearty sports car, with 2 litres of "Triumphed" Vanguard engine and a grand gearbox in hardly any chassis at all; the steering has been modified, but apart from it feeling more "conventional" than of yore, C.P.'s run and Morgan experience were too brief to form a firm opinion.

The Allard Palm Beach was another delightful machine to the same formula, with an extravagance of urge in an economy of chassis; the Zephyr engine had practically nothing to pull, and did it very well. Taking over the XK 120 Jaguar drophead from the six-foot-plus Mynheer van Wamelen of the Dutch *Auto Revue* necessitated some adjustments in driving position, the new occu-



"A VERY NICE MOTOR CAR," says the Duke of Richmond and Gordon to James Watt of the Bristol concern, after trying the new "404" coupé around Goodwood.

pant jerking the seat forward while "Lofty" England telescoped the steering column back, with delightful combined effect, the steering wheel ending up under the driver's chin. This remedied, three laps of unhallowed bliss were indulged in—that engine! that gearbox!—and to think some lucky people actually own such cars!

Memories of the Singer representative's scorn last year at C.P.'s failure to exceed 75 m.p.h. with the 1,500 Roadster panicked the latter into going flat out this time right from the start; and very safely and swiftly did the Singer go; this is, unquestionably, a nice car, which will be nicer when it has a modern sports body. When it came to the Morris Minor, its Austin A30 engine's capacity for revs. was rather unnerving, any delicacy with the right foot while gear-changing producing an alarming peaking, but the ever willing little engine nobly put up with it all.

The Standard Eight seemed a very calm and competent vehicle, handling well, albeit one was somewhat taken aback by the curious green finish of the car at Goodwood, and the naked and unashamed welding of parts of the interior. The new Ford Prefect proved a nippy saloon with really safe cornering; a scaled-down Zephyr in effect, and altogether most desirable, as is its brother the Anglia, which has the advantage of $\frac{1}{2}$ cwt. less weight, but two doors only. Then the Triumph TR2—another revelation—with an amazing propensity for speed from its 2-litre Vanguard engine, allied to suspension which inspired complete confidence and invited fast cornering; Editor Gregor Grant, passing a more leisurely afternoon at Goodwood, was much taken by the TR2's speed and superb handling capabilities.

Last of C.P.'s pick, the M.G. Magnette, was of a pleasantness of a different kind; dead quiet, very smooth, with the safe solid feel of a Wolseley, yet the energy and liveliness of an M.G., a combination which should ensure it many friends. He'd like to have tried the DB2-4, the 404 Bristol, the Jupiter R4, the Alvis, the Continental Bentley, the Sapphire, the Diesel Humber, and so on and so forth, but four o'clock, and other guests or members of the Guild beat him to it. . . .

* * *

C.P.'s impatience when McC. was testing the Sunbeam Alpine may be forgiven; the latter confesses to having actually covered four laps, not three, in the car. This was quite unintentional, and McC. blames the pernicious effect of internal furnishings, so luxurious that time and distance were forgotten. The car he tried was less highly tuned than that used by C.P., and the predominant impression was therefore one of comfort, but comfort allied to very usable performance.

To move from the low, carefully planned bucket seat of a Sunbeam Alpine to the Palm Beach Allard came as something of a shock, for the Allard's driving position is very different. One sits high up on a bench seat, with the steering wheel low in the lap, and the precarious nature of this position is emphasized by the car's zesty performance. With Zephyr engine installed, the Palm Beach is a fire-eater indeed, the whole body quivering under torque reaction like an excited puppy, and the acceleration fully deserving that well-worn adjective,

"sparkling". Tom Lush's reply to McC.'s usual cautious query about r.p.m. was "Don't worry, you won't break it!" And he was right, too, for the engine revved most willingly. But one must criticize that driving position. Bucket seats would make a world of difference to this car; without them, adhesive pants are a "must".

There followed an experience which leaves the writer pitifully aware of his shortcomings in that profession, as he struggles for words to describe the Bristol 404. Three laps in "the businessman's express" were ecstasy, no less, and never has he sat in a fast car which felt so taut and safe in any circumstances. Make no mistake about it, this is a great motor-car; one did not even want to analyse its perfection, but merely revel in it.

Having ended his 1952 Test Day with a Morgan Plus Four, McC. was anxious to sample the latest version also. As anticipated, the performance had been improved by the addition of another carburetter (this car had a "Triumph" Vanguard engine), and once again he enjoyed the manner in which the Plus Four may be flung at corners, although there did seem a tendency to front-wheel flap when the Morgan was hard pressed. Then he turned to a Mark VII Jaguar, for as well as being a day of great joy, Test Day is a day of great contrasts. Two more different machines can scarcely be imagined, the Morgan being very much a sports car in every way, and the Jaguar a truly luxurious vehicle, albeit possessed of a very considerable turn of performance. Even more than by its road behaviour, however, McC. was impressed by another little incident; reversing this larger-than-his-wont Jaguar into one of the paddock bays, he was mortified to hear a loud *choink!* from behind. A stout wooden post, four inches square, had been felled at one blow, but not the slightest dent marred the Mark VII's sturdy bumper.

Tiptoeing away with beetroot-coloured face, McC. inserted himself in a 2-litre Triumph and hurriedly left the scene of the crime. For leaving that or any other

scene, of course, the sports Triumph is a very suitable vehicle, which wastes little time in hanging about, and one awaits its entry into competitive motoring with the keenest interest.

Then—another of those contrasts; being unable to secure a DB2-4 Aston Martin or an Austin-Healey, McC. contented himself with a new Ford Anglia. He was very pleasantly surprised, too, for it proved a roomy, lively, and altogether delightful little vehicle, absolutely safe on the bends and with a speedometer maximum of 65 m.p.h. on Lavant Straight. No less pleasing was the M.G. TF which followed; in addition to enhancing the performance of the TD, Abingdon seem to have improved the handling qualities, although how this was achieved without modifying the suspension layout is difficult to understand. It may be that the weight distribution has been altered.

By this time, the McC. head was beginning to whirl, and the next ear tried was also evincing signs of strain. After many high-speed laps of Goodwood, the engine of the Jaguar XK 120 coupé was still offering every ounce of its 160 b.h.p., but some clot had driven with the handbrake hard on! Consequently McC. had regretfully to abandon the accelerator to slow early for Woodcote when the speedometer was just showing 99 m.p.h., the highest speed which he attained that afternoon. But oh! the comfort of knowing that even this speed represented little more than 4,000 r.p.m., and oh! the joy of revelling in the fierce acceleration and splendid roadholding of this model.

So to the last car of the day, R4 Jupiter, which had been besieged by eager journalists who were intrigued by its revolutionary appearance. The one at Goodwood was fitted with a hard-top, and did not have the plastic body, being in fact the works "hack". There was nothing "hackish" about the performance, however, and in particular McC. delighted in the overdrive. Just ahead of the normal gear lever protrudes another, more slender lever; moving this forward engages third gear overdrive, and a back-



★
INTER-CAMP
CONFAB: Mr.
W. Lyons of
Jaguars chatting
with John
Wyer, Aston
Martin compe-
tition manager,
and Mrs. Pat
Appleyard.
★

wards movement engages top. The top gear overdrive was found to be so high that everything virtually died (ideal for petrol economy, this!), but overdrive on third produced an extra, super-close-ratio gear, great fun to use when cornering and, of course, demanding no use of the clutch. Approaching a tight bend one could change from top gear to overdrive third, then, with a flick of the lever, engage normal third when almost into the bend, and whip back into overdrive third when accelerating out of it. Playing tunes on the two levers like this made the three laps pass all too quickly, and it was with great sadness that McC. handed back his last, and most intriguing, motor-car.

C.P. has referred to the feeling of urgency which assails one on Test Day, when faced with this one wonderful opportunity to sample the new models. McC. suffered in the same way, and would like to emphasize the difficulty of assessing each car's qualities in the short space of three laps on a 2.4-mile circuit. We have given our impressions, nothing more, for we would like to have at least a week's driving with every one. Nevertheless, we are profoundly grateful to the Duke of Richmond and Gordon, and to the Guild of Motoring Writers, for offering us so many intoxicating *aperitifs* in the space of one day.

FROM THE OTHER SEAT

(Passenger's impressions by
Charles Davis)

SUNBEAM ALPINE has a lush décor, just the right amount of leg-room, and firmly sprung seats. Passenger is well located by arm-rest and concave seat-squabs. . . . **Palm Beach Allard** lacks a grab handle for the passenger, which is a pity, since the performance and roadholding are sufficient to send him slithering from door to driver, and back again, like a bead on an abacus. Passenger grateful to Mr. Allard for strong door-locks, and recommends others to adopt non-skid trousers for this vehicle. . . . **Bristol 404**—captains of industry can sleep tight in this one. The beautiful, hide-covered seats hold passengers tight and firm when the driver is enjoying the car's performance to the utmost—and it's *some* utmost; shock-free, smooth suspension ensures retention of cigar ash until the last moment. A droolingly desirable car from any angle. . . . **Morgan Plus Four** has a narrow, Georgian-style body which makes for internal contact with the driver; slippery seats and rather too much leg-room, allied to lively performance, render two-handed grab handle essential. . . . **Jaguar Mk. VII**—makes passenger think it worth while being

rich. . . . **TR2 Triumph**, despite feminine trimmings, motors in a decidedly masculine manner; it seems to go just like the man said. . . . **Ford Anglia** is a first-class industrial production, with lots of room for everyone; soft, but not somnolent seats retain passengers even when cornering enthusiastically; full marks for visibility and capacious shelving. . . . **M.G. TF** has excellent provision for lively runs to happen in comfort. The seats are hard, but hold well; the toe-board is placed just so; there is a grab handle, and the fascia is nice to look at when one can't bear to see the scenery rushing by any more. Passenger, his flanks now deeply scored with imprints of various door-locks and handles, most grateful to Abingdon for appreciating what centrifugal force can do. . . . **Jaguar XK 120 coupé**—passenger so enjoyed hugging comfort of the seats, correct placing of toe-board and general luxury of appointments that he really could not be bothered to feel frightened about the highest speed achieved that day. . . . **R4 Jowett Jupiter** possesses well-shaped bucket seats, but toe-board was too far distant for useful bracing; at full chat round Goodwood bends in this incredibly lively vehicle, passenger's feet flailed around vainly in search of toe-hold. It's a driver's car—and we mean a driver's car.

BOOK REVIEWS

Title: "Up the Straight".

Author: Russell Brockbank.

Size: 7½ ins. x 10 ins.; 55 pages.

Publishers: Temple Press, Ltd., Bowling Green Lane, London, E.C.1.

Price: 7s. 6d.

To compare a modern Brockbank drawing with those which appeared from time to time in *Speed* during the 'thirties is very illuminating, and merely adds to one's admiration for this artist, who with the greatest economy of line achieves an almost stereoscopic effect in his cartoons. *Up the Straight* is a worthy successor to *Round the Bend*, and enthusiasts will welcome the fact that almost half of this collection is devoted to the sporting aspect of motoring.

F. W. McC.

Title: "Speed Six".

Author: Bruce Carter.

Size: 5 ins. x 7½ ins.; 173 pages; 12 line illustrations.

Publishers: John Lane, The Bodley Head, Ltd., London.

Price: 8s. 6d.

"**SPEED SIX**" is the latest fictional offering with a motor-racing theme. Bruce Carter tells hows three enthusiasts for vintage cars, partners in a garage business, enter for Le Mans with a veteran, super-charged 6½-litre Bentley. The moderns, it seems, cannot be compared with "W.O.'s" immortal masterpiece, and the gallant old machine manages to out-pace one of Britain's newest, streamlined 2-litre sports-racing machines. Being an adventure story, there is plenty in the way of skullduggery, but "Diane", the Bentley, remains the real hero (or should it be heroine?) of the

story. The author has obviously been to Le Mans, for his background is fairly authentic, although the 135 m.p.h. maximum speed of his "Diane" would scarcely have been fast enough to deal with rivals in the past three events. Although the book will make its strongest appeal to those of school age, it must be admitted that all enthusiasts for the marque Bentley will find it most satisfying . . . anyway it goes down on our list as a possible Christmas present for all motor-racing-minded folk.

G.

Title: "Unbalanced Cranks".

Author: W. H. Charnock.

Size: 5 ins x 7½ ins.; 39 pages.

Published by the author from The Grey House, High Saltington, Sussex.

Price: 6s. 0d.

AFTER reading the latest emanation from The Grey House, one is left in no doubt that Mr. Charnock's motoring verses are getting better and better. His whimsy touches upon such diverse subjects as club wives and the delightful fantasy of a bored windscreen wiper, wearied by the monotony of its "flip, flop" existence and longing for an occasional "flipperty-flop". One readily excuses the fact that the author's metre, unlike his wiper, occasionally goes "flipperty-flop", in exchange for such couplets as:

*These men might turn his Merc-mit-blower
Into a twelve-inch Atco mower. . . .*

This refers to a Mercédès enthusiast who became involved with the mystic members of the Occult Club; he is but one of the many entertaining characters, too numerous to mention, whose activities are recorded in this hilarious little book.

F. W. McC.

CORRESPONDENCE

The Italians and Formula 3

To have the views of two such eminent gentlemen as Count Lurani and John Hugenholtz expressed in almost successive weeks in your correspondence columns was a feast for out-of-season eyes, and it was unfortunate that much of the gilt was scraped off the gingerbread by the latter's inaccurate assertions and conclusions.

John Hugenholtz has indeed got hold of the wrong end of the stick. So the use of so-called special fuels (presumably other than petrol and petrol-benzole) in Formula 3 has led to the development and use of special bronze heads, very special pistons, and all the rest; the last, no doubt, including among other things, direct under-piston crown oil cooling, and sodium and mercury filled exhaust valve stems. Exactly the opposite is the case. The most successful engine in Formula 3 racing has been developed in motor cycle road racing on almost the same fuel John Hugenholtz proposes. In order to counteract the low anti-knock value and inferior cooling properties of this, its designers had to make use of highly expensive alloys and steels, for the cooling, even on a motor cycle, of the centre of the piston crown and exhaust valve head of the big "square" single is a very real problem. Thus, the very special features your correspondent objects to were there from the beginning.

There is no need for me to amplify what Mr. McGlashan has said about the cooling difficulties the majority of 500 c.c. exponents would be up against if John Hugenholtz's fuel proposals were adopted; costly catastrophes would probably render the class extinct. Furthermore, although your correspondent's reference to the high cost of special fuels may apply to Holland, it does not do so here, where normal methyl alcohol, for instance, can be obtained for five shillings per gallon.

However, if John Hugenholtz's three proposals were to be adopted we would be throwing our Formula 3 supremacy away over the committee table. Although they have not used them, the Italians have some potent four cylinder 500 c.c. units, and those of us with any technical knowledge will realize that the disadvantages of hydrocarbon fuels are more evident in the single cylinder engine than in the multi of equal capacity; in fact, the lower the octane rating of the fuel the greater become those disadvantages in the single-cylinder type. Actually, all of what your correspondent proposes and would liked to have seen in 1946 is just as impossible today as it was then. The "quite normal engine," by which we can only deduce he means a water-cooled 500 c.c. multi, just did not exist in those days any more than it does today, and thus the three conclusions he draws up as the outcome of his proposals are just as delusional as the idea that Formula 3 racing can be made inexpensive and that the type of car used was ever intended to improve the breed.

Lastly, if "Nibbio" be the "Grandfather" of the present Coopers, what relation is "Jappic" of 1925?

JOSEPH BAYLEY.

LONDON, S.E.7.

Hydraulic Clutch Operation

IN Wilson McComb's accessories and components review of the Earls Court Motor Show (AUTOSPORT, 30th October) he implies that motor manufacturers fit hydraulic clutch release mechanisms in order to overcome the high pedal release pressures necessitated by the current trend toward stronger clutch springs. This, however, is not the case, as a little thought along the following lines will show:—

Assuming a force P lb. is required to compress the clutch springs a distance x ins. in order to release the clutch, this then represents an amount of "work done" equal to Px ins. lb. Neglecting friction (and pipe losses if the system is hydraulic) an equal amount of work must be performed by the driver on the clutch pedal if he is to release the clutch. Assuming he pushes the pedal pad through a distance b ins. with a force W lb. then Wb ins. lb. must equal Px ins. lb. and from this $W = Px/b$.

It follows, therefore, that no matter what form the mechanism takes, between the clutch pedal and the clutch springs (with the exception of servo- or externally-assisted types), in order to decrease the pedal effort W lb. it is necessary to increase the travel b ins.

There is, therefore, no advantage in fitting a hydraulic release mechanism from the pedal effort point of view, although, of course, it is an attractive proposition in other

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

ways. It is an excellent method of linking the foot pedal, which is rigidly attached to some point on the chassis or bulkhead, with the flexible, rubber-suspended engine and clutch assembly, obviating the comparatively complicated mechanical compensating linkage with its attendant friction, lost motion and wearable moving parts.

C. A. PERKINS.

RICHMOND, SURREY.

[Friction losses should not, however, be disregarded, any more than when comparing hydraulic brake operation with mechanical linkages.—F.W.McC.]

That Carburation Query

IS it due to Earls Court fever, or the annual hibernation of the "racing boys," that no answer was forthcoming to Mr. Joseph Bayley's very pertinent query in AUTOSPORT, 9th October.

It certainly would seem that the exposing of carburetter air intakes to a 90° airstream would tend, not as Mr. Bayley suggested, to lower pressure in the inlet tract, *alone*, but tend to lower pressure, and *reverse* direction of flow. A "Flit" spray gun provides an obvious example.

Probably there is some very simple explanation why this scheme is adopted, but until some No. 8 hat condescends to explain to tyros like me, we shall probably be wiser to keep our carburetter mouths inside the bonnet.

JOHN M. SHIELDS.

SIDMOUTH, DEVON.

Where Are They?

AS a matter of interest, and perhaps a little concern, I have been wondering what has become of the World Land Speed Record breakers of the past, such as Segrave's red 200 m.p.h. twin-engine Sunbeam and his "Golden Arrow". Eyston's "Thunderbolt", Cobb's Railton* and Campbell's "Bluebird", Kaye Don's "Silver Bullet", with the twin stabilising fins, also comes to mind; although this was not a record breaker it was built for this purpose, but I do not think it exceeded 180 m.p.h.

I hate to think these cars have been broken up, or left to fall to pieces somewhere. Other readers may know, no doubt, of notable racing cars of days gone by which should, I think, be housed together somewhere to form a "racing car museum".

W. E. AVORY.

S. OXHEY, HERTS.

* The late John Cobb's Napier-Railton was recently purchased by the Dunlop Rubber Co. Ltd.—Ed.

Passengers in Rallies

MAY I heartily endorse Ian Mackenzie's letter in the 16th October issue, re "Passengers in Rallies."

As an enthusiastic driver in Club events, I bitterly resented being turfed out of my well-earned grandstand seat on one occasion outside the Savoy at Blackpool; on demanding the reason for this, I was told the test was *dangerous* for passengers! Fortunately, I found the Savoy sold draught Bass; but we are not always so lucky.

Shortly before, on the same Rally, we had a timed climb of "Rest-and-be-Thankful" with passenger and no practice run. Dangerous?

Let driver and navigator and/or co-driver remain as a team throughout, whatever the hazards, I say.

DOUG. LAWTON.

WEST HAGLEY, WORCS.

That Pinking Puzzle

IN reply to Mr. R. Moore's query in the 9th October issue re "pinking", 7.6 is getting near the limit for a Ford 10 engine with cast iron head on pump fuel, and some pinking is to be expected.

Apart from over-advanced ignition, the most likely cause of severe pinking is a weak mixture. Even if the mixture is only slightly weak, the increase in detonation tendency is quite marked. A temporary cure would be to increase the mixture

(Continued on page 642)



PORSCHE PAIR: (Above) Bill Fleming makes a spectacular last-second bid to beat John Bigelow to the chequered flag in the first race of the day.

CAMERA IN CONNECTION

Five Photographs by Ruth Sands Bentley
S.C.C.A. Race Meeting at Thompson, Conn.



C-TYPE SECOND: (Above) Frank Miller running a secure second in his class during the sixth race, driving the ex-Dr. Scher "customized" XK 120C Jaguar.

"MASER" LEADS: (Left) Fritz Koster in the 2-litre Maserati sports takes the lead in race 6 from two Allards. He drove this car at Zandvoort in June this year.

CUT

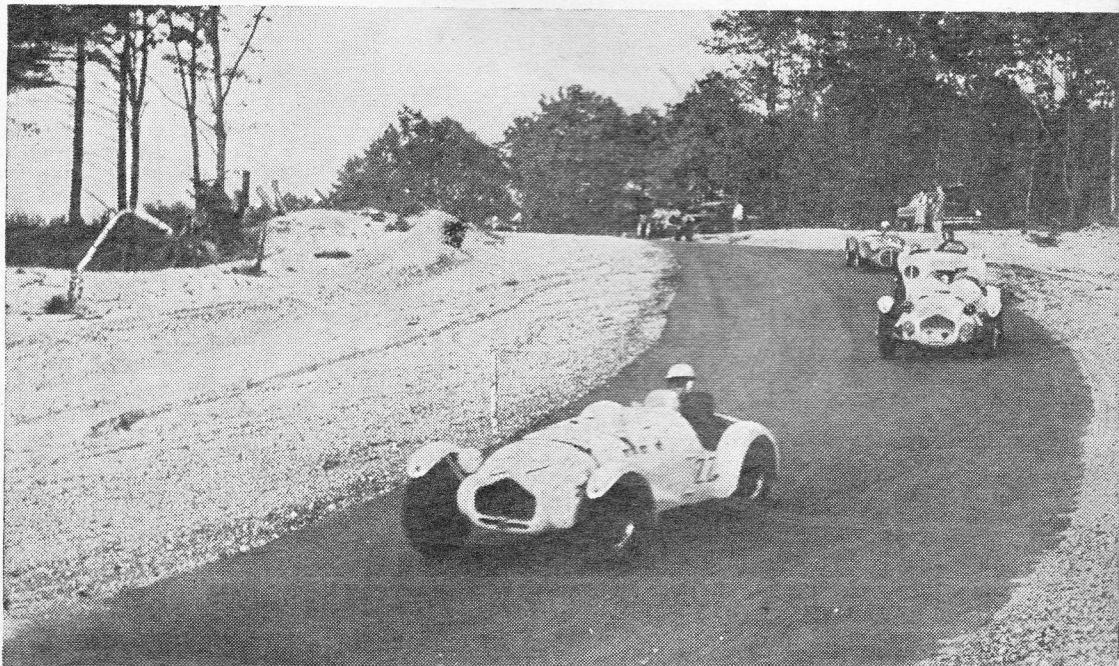
ry of the
 Connecticut



SERENE SETTING:
(Above) Race 4 winner
Robert Bucher (XK 120
Jaguar) flashes through a
picturesque part of the
Thompson circuit.

★

TWO ALLARDS:
(Right) Stewart Rutherford's
Chrysler-engined
J2X holds a first lap
lead from Preston Gray's
Cadillac-powered model
during the last race of
the day.



Correspondence—continued

strength about 10 to 15 per cent and/or slightly retard the ignition. This might be useful, for example, at Goodwood, where at members' meetings the regulations specify pump fuel only.

A more satisfactory and permanent cure would be to use a higher octane fuel. The easiest way to achieve this is to mix about 10 or 15 per cent. Methanol with National Benzole mixture. With this percentage, it is possible to "get away" with the normal carburettor setting.

If an even higher octane is required, the Methanol content can be still further increased, but it will then be necessary to enrich the carburettor settings, and trouble may be experienced with mixing. As a rough guide, 33 per cent. Methanol calls for about 20 per cent. increase in jet sizes on a Zenith carburettor.

The generally accepted rule of thumb for good mixing is that the Methanol content should not exceed the Benzole content. This cannot be accepted as rigid, however, as some Methanol fuels contain acetone, which helps mixing, and conversely a very small percentage of water has the opposite effect.

Fortunately it is a simple matter to check mixing by observ-

ing the "brew" in a jam jar. If the mixing is not complete, the mixture will appear cloudy and eventually the constituents will separate into clearly visible layers. If the Benzole content is a bit low, it is advisable to check the mixture from time to time to ensure that ingress of water has not caused separation.

If it is essential to use a weak mixture and pump fuel, the only cure lies in reducing the compression ratio. It has sometimes been suggested that this can be done by using two gaskets, but if it is proposed to get the best out of the fuel, this is not recommended. Any reduced tendency to detonate caused by a reduction in compression pressure is largely offset by an increase in the volume to area ratio of that part of the combustion chamber over the piston, where detonation normally takes place on a side-valve engine. Seventy thou. can safely be removed from a Ford 8 head without the valves touching the head with a standard gasket; presumably at least this can be taken from a Ford 10.

I would suggest that a Ford 10 head with $\frac{1}{8}$ in. removed would probably satisfy Mr. Moore if he has to use pump fuel and a weak mixture.

NEW MILTON, HANTS.

A. M. R. MALLOCK, Major.

AUTOCROSS—WET, DRY, ROUGH OR SMOOTH?

IT was with a great deal of interest that I read your correspondent A. Easton's letter in a recent issue. If one is to gauge an event by the amount of interest and enjoyment exhibited by competitors and spectators, our Autocross meetings in March and October have proved to be overwhelming successes.

As secretary of the Club that first put Autocross on the "map," I am happy to announce that, in response to competitors' unanimous requests, there will be another meeting on 14th March, 1954. I, personally, do not think that an Autocross need be possible for saloons and ordinary everyday motor cars. Surely there are enough events on the National calendar for this type of car.

Autocross has unquestionably been developed from the motor cycle scramble, which has always been tough going. We, with our present course, have overcome the tendencies to car breaking but, at the same time, have retained a natural, tough course primarily suited to trials cars.

Should any Club wish to try out an Autocross meeting and not have the proper type of course available, I will be very pleased to make the necessary arrangements to make ours available for them.

We, as a Club, are so convinced that Autocross has come to stay that we are considering having a Club car, which members could hire to find out for themselves whether they like Autocross sufficiently to build or buy a trials special.

C. U. M. WALTHER,

Hon. Sec., East Anglian Motor Club, Ltd.

CHALKNEY MILL, EARLS COLNE, ESSEX.

The East Anglian M.C. also proposes running an Autocross early in January.—ED.

* * *

I FEEL that Mr. A. Easton (correspondence, 16th October), is a little vague in his conception of Autocross and that his letter, if left unanswered, will do little to encourage this type of event.

I would like, before disagreeing with his comments, to say that I assisted, at the invitation of the East Anglian Motor Club, to lay out the course used by them on 15th March, that I reported this event for AUTOSPORT (20th March), that I wrote an article: "This Autocross" for AUTOSPORT (10th April), and that I was the general organizer of the event organized jointly by the Sporting Owner Drivers Club and the London Motor Club at Dunstable, so I will claim a little knowledge of the subject and try to answer his queries.

Firstly, Wilson McComb was quite justified in referring to the E.A.M.C. meeting as a "thinly disguised timed trial" in view of the fact that the regulations issued for this event were for a timed trial and my report of the event was headed "Trial by Stop Watch".

Secondly, Mr. Easton, when he tries to compare the Earls Colne meeting with the Dunstable event, overlooks the fact that the E.A.M.C. organized an event for the trials type of vehicle only, and were well aware, when they issued their regulations, that their course was not suitable for normal touring cars.

The L.M.C.-S.O.D.C. event, on the other hand, was organized as a new type of event for the club member with

only a normal saloon or a low-built sports car not suitable for the Earls Colne type of course.

I feel, therefore, that to suggest that one course calls for more skill than the other is quite pointless, for surely the object of a competitive event is for the driver to show a greater degree of skill than the other competitors over a given course either with or without "dangerous obstructions".

I would say also, that, because of the tremendous enthusiasm for the first Dunstable event from the fifty-odd competitors, including drivers like Appleyard, Allard, Imhof and Reg. Phillips, both the London Motor Club and the Sporting Owner Drivers Club intend to continue to organize this type of event and hope between them to run at least six during 1954. Finally, I would suggest that Mr. Easton, whose name I do not remember seeing on the entry lists of any of the events mentioned, has a go at an Autocross meeting of both types and then pens his opinion, for I feel sure that his enthusiasm for both types will be unbounded.

TONY RUMFITT.

SEVEN KINGS, ESSEX.

* * *

A FEW weeks ago you published a letter of mine on the subject of Autocross. In it I expressed the desire that there should be three classes—for closed production cars, open production cars and specials.

Now reader A. Easton suggests having a course running through woods, with all dangerous obstructions removed. He also says that mud never hurt a car yet anyway. But does he not see that Autocross is something new? I, and several others I know, have no wish to see it develop into a rather easy trial. If this happens I can see, in the near future, the "Specials Controversy" arising—for who want to smother their Jaguars and family saloons with mud?

May I appeal to all clubs who intend to hold an Autocross event, to hold it on the downs or in the meadow that Mr. Easton mentions, and not in the morbid muddy wood which he seems to be so keen on.

F. A. C. BARNARD.

TONBRIDGE, KENT.

* * *

CONSIDERABLE interest has been aroused by the recent articles and attempts at Autocross.

The majority of drivers are surely against the type of course used in a motor cycle scramble as being, not only damaging to vehicles, but owing to the possibility of cars becoming bogged down, of insufficient interest to spectators.

Thanks to the helpful suggestions made by the R.A.C., the North Devon Motor Club are going to run a Two-at-a-time event on smooth grassland with slight undulations.

Although a new sport, Autocross is at present in danger of falling into the category of timed trials. Contrary to your correspondent Mr. Easton's opinion, it is surely agreed that if the course is slightly damp a considerable amount of skill is required to achieve good times.

JOHN B. OLIVER.

BARNSTAPLE.

MAJORITY CELEBRATION

Scottish Sporting Car Club's 21st Anniversary

TWENTY-ONE years ago an assembly of enthusiasts gathered in the little Scots village of Milngavie to set out on the Scottish Sporting Car Club's very first event. Last Saturday, 7th November, an assembly of enthusiasts gathered in that same village to take part in the annual Anniversary Run celebrating that initial competition, and it is pleasant to record that, of the entry of 115, there were no less than 14 members who had taken part in the first "Half Day Trial".

Amongst the original members who appeared was James Anderson, who was making the run in his Anderson Special which, in its day, had a tremendous reputation as a trials car, and still looked as though it had just come from its builder's hands. Also competing was J. Fyfe Diack and, for his mount, he had none other than the same little Morris Minor which he used in the first event. Two other original members—A. K. Stevenson and Tom Forrest—were competing in A. K. Stevenson's Sunbeam-Talbot, which sported the three types of Club badge that have been designed for the Club during its existence. Looking just like a laddie, G. Murray-Frame belied the fact that he, too, had taken part in that first trial, and proof that he has not lost his cunning lies in the fact that his Sunbeam-Talbot took the award for the day's best performance by an original and that, earlier in the year, he brought home to Scotland yet another of the prized Alpine Cups for his showing as a member of the triumphant Sunbeam-Talbot team.

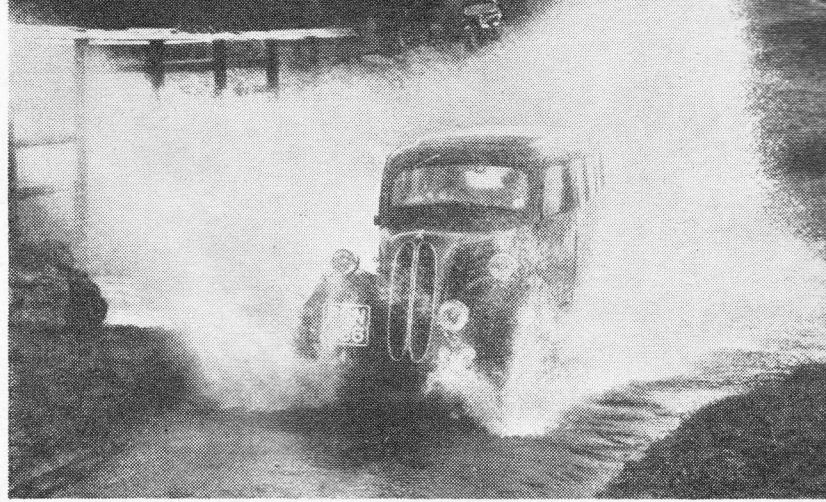
The Anniversary Run is never a harshly competitive event and this year was no exception, for it was suited to cars that ranged from Norman Lithgow's 21-year-old Austin Seven to Ivor Page's new Standard Eight, and consisted of seven road sections and three simple driving tests.

The road sections were largely by routes of one's own choice to a given list of place names and simple map references, but it was remarkable how they took their toll and, in the first one, the fact that there were two places called Berryhill not too far apart led to the confusion of Syd Levinson in his new 2½-litre Riley and David Findlay in his Rover.

In the second road section B. R. Millar's Wolseley went astray, Norman Lithgow's maturing Austin Seven found that a maximum speed of 40 m.p.h. does not allow for the exploring of enticing byways, and R. D. Gordon's Austin A90 chalked itself up 12 black marks.

There were occasional showers of heavy rain, but they were as nothing to the rains and gale of the night before the event, which made a ford near Bannockburn completely impossible, and the resulting re-route-ing of the entry meant that sections three and four had to be scrubbed. The fifth, however, continued to take its toll and the 18 miles from Old Drip Bridge to Cringart saw another collection of penalties being

THAR SHE BLOWS! R. D. McPherson (Ford) explodes the watersplash in Test 2.



gathered. A tantalizing little maze of roads around Gartmore saw Ivor Page (Standard Eight) picking up eight penalties to match his car in the short space of 4.9 miles, while C. B. Beardsley in a Humber shooting brake amassed the alarming number of 20, but they were not alone and it was only the final section of the route which saw the entry through clean.

The first test, which took place in the grounds of the Autoport Garage at Milngavie, was a downward dash to the circling of a pylon followed by a stop within two lines. Best performance was that of Iain Bennie (Riley) in 17 seconds dead followed by Jimmy Murray's time of 17.2 secs. in his M.G. George Murray-Frame, taking the anti-clockwise direction, was tidy and fast in 18 secs., Peter Hughes produced a magnificent front wheel slide in his Allard, while it was good to see ex-president J. M. P. Miller pushing his Morris-Oxford around with all the bravado that made him a formidable competitor in the old days.

A ford in full flush, greater than the organizers anticipated, I imagine, was the main hazard of the second test where it interrupted a downhill dash before going uphill to stop between lines BB and CC. Original members A. K. Stevenson and George Murray-Frame urged their Sunbeam-Talbots to such endeavours that, in A. K.'s case, the force of water dislodged a wheel spat and in George's forced a hub cap off. Peter Hughes motored with great *éclat* and was quite a thing to watch, but it cost him his near-side rear wing and a soaked magneto, which resulted in his retreatal.

Best time among the closed cars was made by another Allard driver, J. A. H. Broadbent, while R. D. Macpherson equalled Peter Hughes's time of 14.5 secs., but without damage. Among the open cars, Nairn Marshall (H.R.G.) made the day's best time of 13.5 secs., but in 13.8 Gray Mickel's Healey was definitely the most spectacular.

For the final test the organizers had selected a downhill stretch that was fairly steep and requested that the entry reverse their cars over but one line. A. K. Stevenson was too quick with his acceleration and to both his and navigator Tom Forrest's chagrin there was the ominous sound that means a broken half-shaft. Best time, remarkably, was made by J. A. H. Broadbent in his long-based Allard in 2.1 secs., but the short cars of J. C. Downes (M.G.) and R. D. Macpherson (Ford) weren't far away in 2.9, and Norman Lithgow's little Austin Seven clocked a useful 3.3.

So ended the twenty-first birthday Anniversary Run and, after a cheery meal at the Buchanan Arms, Drymen, and the traditional display of fireworks, the results were announced.

A. N. FORD.

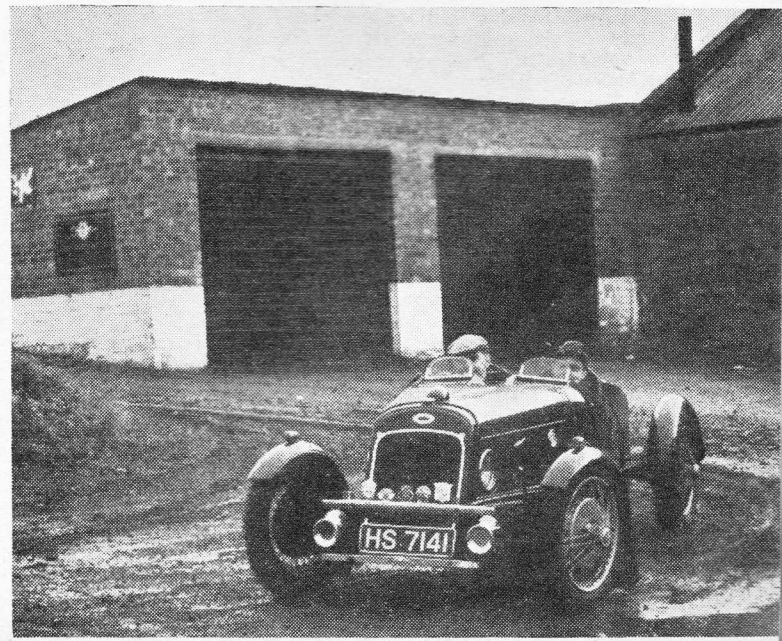
Results

- Chairman's Cup (Outright Winner):** Gray Mickel (Healey), 36.6 marks lost.
- Best Performance by an Original Competitor:** G. Murray-Frame (Sunbeam-Talbot), 40.3.
- Open Car Awards:** Iain Bennie (Riley), 37.6, J. C. Bain (M.G.), 38.6.
- Closed Car Awards:** J. A. H. Broadbent (Allard), 36.9, R. D. Macpherson (Ford), 38.0, F. A. Mickel (Ford), 39.1.
- Ladies' Award:** Miss M. F. Wallace (Hillman Minx), 48.4.

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OUT AGAIN: James Anderson takes his well-known Special through Test 1, at the Autoport Garage, Milngavie.

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WETTEST-EVER "HIGH PEAK"

Victory for Cyril Corbishley in Sheffield and Hallamshire M.C.
Classic — Other Main Awards Won by Alldred and Cannon

A LARGE and varied entry, representing the cream of the trials world, came to the Rising Sun Hotel, Bamford, for the start of the Sheffield and Hallamshire M.C.'s eighth High Peak Sporting Trial on 31st October. Forty-nine, in all, faced the scrutineers before the start of the first day's motoring, some 40 miles in length, with eleven hills and one special test.

The first hill was a new one, Callow 1, comprising a steep climb on wet grass, then a morass and, after a stiff bump, a firm grass track. It defeated the entire entry, and only Johnny Clegg cleared the bump, although he could not quite make the top. Several of the experts, including Harrison, Wilde and Chappell, managed to reach Section 3, but they never looked like getting as far as Clegg; even more extraordinary was the fact that Reg Phillips and Chandler failed only a few yards from the start.

Another new hill, although very different in character, was Callow 2, which involved a very steep climb on wet, slimy clay with assorted cross-ruts. It was followed by a wet grass section, but this bothered no one, because no one reached it! Two competitors, Chappell and Coates, could have climbed this hill, but Chappell turned right instead of left at Section 3, and Coates, who was last man, reached the same section only to find that he had forgotten to turn on his petrol tap. Others who just made this section were Cannon, Corbishley and Jack Broadhead, who in his first trial was driving like an old hand.

The rain which had been threatening all morning really started at the next hill, Excelsior 1 and 2, a long, leafy lane strewn with rocks and lined by trees. The first part failed only R. C. Needham and J. P. Davidson; the second also caught Needham (it just wasn't his day), but the others found it fairly easy. Priestcliffe was in fact that old favourite and excellent hill, Parson's Precipice, re-named for some reason. The first 18 cars climbed easily, but next man Edward Harrison couldn't get the hang of it at all. Other transgressors were

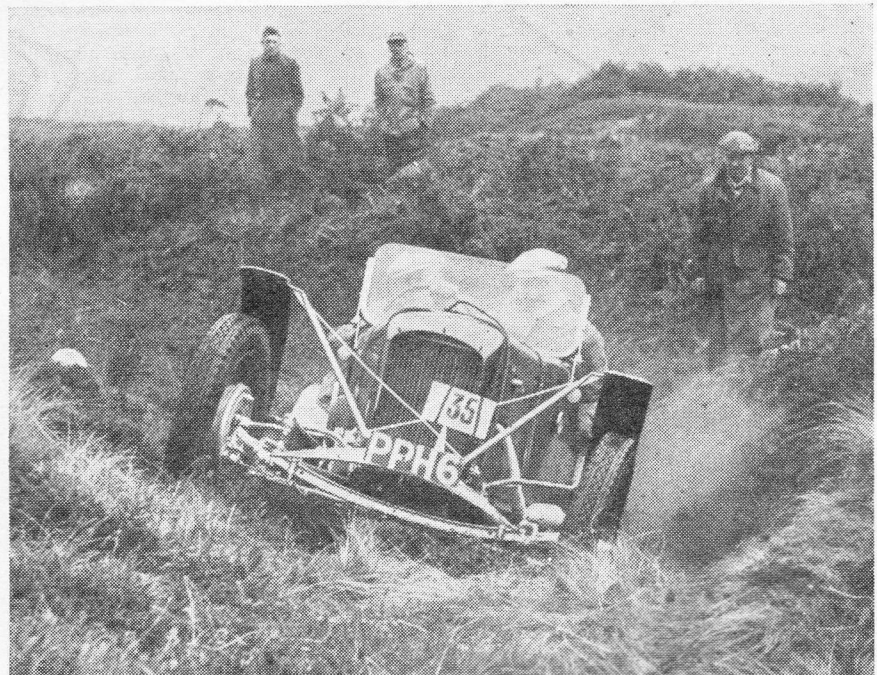
SQUELCH: Well and truly bogged down at Myer's Mire is R. C. Needham's Austin Special, during the two-day High Peak Trial on 31st October/1st November.

"Doc" Lilley and "Goff" Imhof, who came to rest soon after the start, and Cyril Corbishley, who got little further.

Another well-known hill, Waterloo, was climbed well by the early members, but once the grass surface was broken down, it became a very different matter and was soon unclimbable. Brook Bottom caused little trouble and the next hill, Hucklow Bank, was wisely abandoned because of failing light. Instead, competitors went on to Old Lees, which has seldom been climbed, even in dry weather. Lilley, Dees, Cannon, Corbishley and Phillips all reached Section 1, but some experts (who shall be nameless) failed to leave the start area.

To end the first day, the field tackled Green Hope, perhaps the finest trials hill in Derbyshire. Again, few people have climbed this hill even under favourable conditions, and with little light, pelting rain, and the muddy right-hander at its worst, those who reached Section 5 deserved all credit. They were Chappell, Corbishley, Phillips, Hollingworth, T. C. Harrison and Atkinson—with the addition of that remarkably successful novice, Broadhead, who, passengered by Ken Bailey, very nearly made Section 4. He thus joined the leaderboard in sixth position, behind Cannon, Dees, Clegg and Alldred (tie), Lilley and Illingworth (tie), and Chappell and T. C. Harrison (tie).

Rain was still falling as competitors made their way to the first section the following morning, and hills which could have been climbed under normal conditions were now awash, with their starting areas a morass of mud. Canyards 1 was a short, steep climb of 25 yards, the gradient increasing to 1 in 1, and only Reg Phillips made Section 8, which was only some yards from the start! Of the early starters, Lilley and Alldred were seen to reach Section 2 on Canyards 2, which was composed of



BAPTISM: Jack Broadhead, here seen tackling Callow 1, chose a tough event for his very first trial, but at the end of the first day he was lying sixth.

two sloping hairpins on grass. Only Corbishley reached Section 2 on Canyards 3, a 1-in-2 grass climb, and Canyards 4 was even more difficult.

Lilley and Alldred were again the most successful on Canyards 5, a grass and mud climb with a left-hand turn to a finish on rock-strewn mud. Canyards 6 failed the entire entry, and Canyards 7 allowed Alldred to Section 2 and Phillips to Section 4; no one else passed Section 5 on this excellent hill.

Spout House was a long, wet, rough climb from the main road, yet it presented surprisingly little difficulty, and the only failure observed was that of Johnny Clegg, whose engine cut out half-way up. Adverse Camber, a very sticky section, fooled most of the entry, as did Listers Clough, thanks to a slippery starting area; Lilley, Broadhead and Chappell were the highest up here.

Owing to a nasty bump at the start, John Lilley jettisoned his passenger at speed on Thorpes Height, and so the hill was scrubbed, no other approach being possible. And so the field came to Myer's Mire, which is indeed the *pièce de résistance* of the High Peak. This mud horror was thronged by spectators, and laid out with some hundreds

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RESULT of a trip through Myer's Mire is clearly seen on the persons of Reg and Peggy Phillips, members of the winning team in the High Peak Trial.

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of feet of wire (believed to be connected to a tractor in the next county). All awaited the worst—and that is just what they got. Needham's small, Austin-based special almost submerged, car after car followed its example, and even the "big names" could do no better than reach Section 5—except, of course, Reg Phillips, who repeated his achievement of the previous year; a rush and



a roar, clouds of mud and turf, and the Phillipses were in Section 4.

After this, Peggy's Dilemma was a mere anti-climax, but thus ended a really tough event in which organizers, marshals and drivers alike cannot be praised too highly for their efforts, deep in mud and soaked to the skin.

FRANCIS PENN.

(Results were published in our last issue.)

I.M.R.C. AUTUMN TRIAL

Heavy Downpour in Irish Event
—Raymond Laird (Dellow) Wins

IRISH trials routes take in some of the most beautiful parts of the country, and the Wicklow Mountains, in particular, are one of the most popular "stamping grounds", as well as being one of the most attractive. But on Saturday, 31st October, on the occasion of the Irish Motor Racing Club's Autumn Trial, the mountains could hardly be called anything but hideous, wreathed in mist under a downpour of rain. Twenty-five of the 28 entrants started from Oldbawn Crossroads under a threatening sky, most of them driving specials, including Horner Beckett's new one, which boasts a Ford Prefect engine in a Model Y chassis, with a Morris Minor radiator and a rather violent scarlet finish. There was a sprinkling of M.G.s and six saloons, among them a Minx coupé driven by Tom Lord, R. Sheane's Volkswagen and M. C. Hogan's baby Renault, recently acquired with the Monte Carlo in mind.

The route consisted of two circuits of a 20-mile course through Glencullen, round by the Devil's Elbow, Annacreevy, across Glenree, up to the head of the glen, and eventually over Featherbed Mountain and down to Oldbawn again. There were eight tests on the way, most of which were made rather more difficult by the rain.

The second one, at a dip in the Devil's Elbow Road, consisted in driving forward over a line, and then letting the car coast back again over the finishing line at the bottom of the dip. Most drivers found their motors went maddeningly slowly without help from gears and throttle, but for once the rain made little difference, to that part of the test at least. The two following tests were fairly simple forward-and-reverse affairs at Y-junctions at Annacreevy School and Ballyross, but the rain had really started

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CHAMPION IMPROVED: Kevin Murray and Paul Soden are told they are going the wrong way at Annacreevy, in the I.M.R.C.'s Autumn Trial.

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in earnest by then, slowing down everyone.

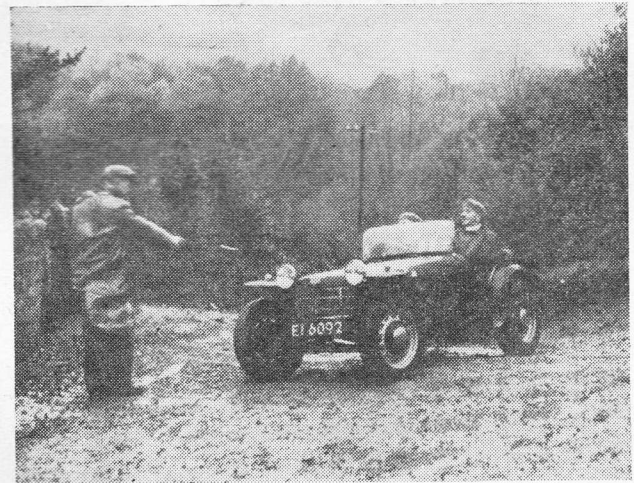
Back at Annacreevy School on the second lap, competitors came to Test 6, another forward-and-reverse manoeuvre. Several drivers, including champion Kevin Murray, took the reverse too quickly considering the conditions, and had the bonnet try to pass them out when the rear wheels went down the incline, losing many valuable seconds in the process.

The second test at Ballyross (the seventh in series) was almost waterlogged, while the last one, at Pipers-town, caused the saloons a good deal of wheelspin; Tom Lord's coupé stuck for a time in the uphill reverse, R. Sheane backed his Volkswagen into a jutting piece of wall, spoiling its rear view and buckling a wheel, and Raymond Laird stopped too quickly on the mud, very nearly going down a 15-foot drop.

MAXWELL BOYD.

Results

Premier Award: R. Laird (Dellow S), 61½ marks.



First Class Awards: J. Grew (Ford Spl.), 58; K. Murray (M.M.2), 53½; H. Johnson (Lancia), 53; T. P. O'Connell (O.C.M.), 41½; and H. Beckett (Ford Spl.), 40½.

Second Class Awards: C. Manders (Ford Spl.), 40; A. L. Young (Dellow S), 38½; N. Gleeson (M.G. TD), 36½; R. Wood-Martin (M.G. TD), 33; and R. Nash (M.G. TD), 27.

Saloon Class: 1, M. C. Hogan (Renault), 26½; 2, D. G. Faulkner (Morris Minor), 22.

Novice Award: R. Sheane (Volkswagen), 16.

* * *

NEWCASTLE AND DISTRICT NAVIGATION TRIAL

OF 18 starters, only two finished the course in the Newcastle and D.M.C.'s Navigation Trial on Sunday, 1st November. They were S. A. Middleton/B. M. Robinson (Standard Vanguard), who were placed first with a loss of 345 marks, and A. F. Kendal/J. R. Homfray (Austin), who lost 385.

THOMPSON GRIEVES—at the end of a rope, after his Singer has failed on Grieves Wood 1.



THE CHASE TROPHY TRIAL

Rain and Mist in Shenstone and District Club's Championship Event Spoil Excellent Course — Premier Award Won by Tony Allred (Bassinet)

HEVY rain, and mist which brought visibility down to nil, marred the Shenstone and D.M.C.'s Chase Trophy Trial on Sunday, 8th November. Forty-seven competitors took part in this B.T.D.A. Star and R.A.C. Championship event, which started from King's Bromley, near Lichfield. The organization was excellent, and the club is to be congratulated on their use of 4-ft., black-and-white poles at 10-ft. intervals to mark every hill, together with sensibly large section numbers.

Grieves Wood 1, the first hill, was a muddy climb winding round trees, approached by a lane across a marsh. Most of the Dellow's in Class 1 failed to get past the first section; the first clean climbs were made by Stan Jenkins, Coates and Lawrence, after which the hill became easier for the later numbers, many of whom climbed successfully. More trouble was caused by Grieves Wood 2, a long climb up a narrow, leafy track to an almost perpendicular, left-hand bend, with a very awkwardly placed tree. Jenkins, Wykes, Woodall, Heydon, Green, Tynsley, Illingworth, Lowe, Barden and Allred were among its conquerors.



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SUCCESS IN FAMOUS CAR: (Above) Stan Jenkins, with the ex-Wharton trials special, was the first to climb Grieves Wood 1.

(Left) J. Deeley (Cranford), seen here at Eades Hill 4, won a first class award.

worth, Barden, Allred, Hollingworth, Bodenham, Wilde, Atkinson and Cannon were all clean on this hill. Also on shale was Satnall Hill, which was fairly easy, however, once the very tricky starting area had been passed.

FRANCIS PENN.

Results

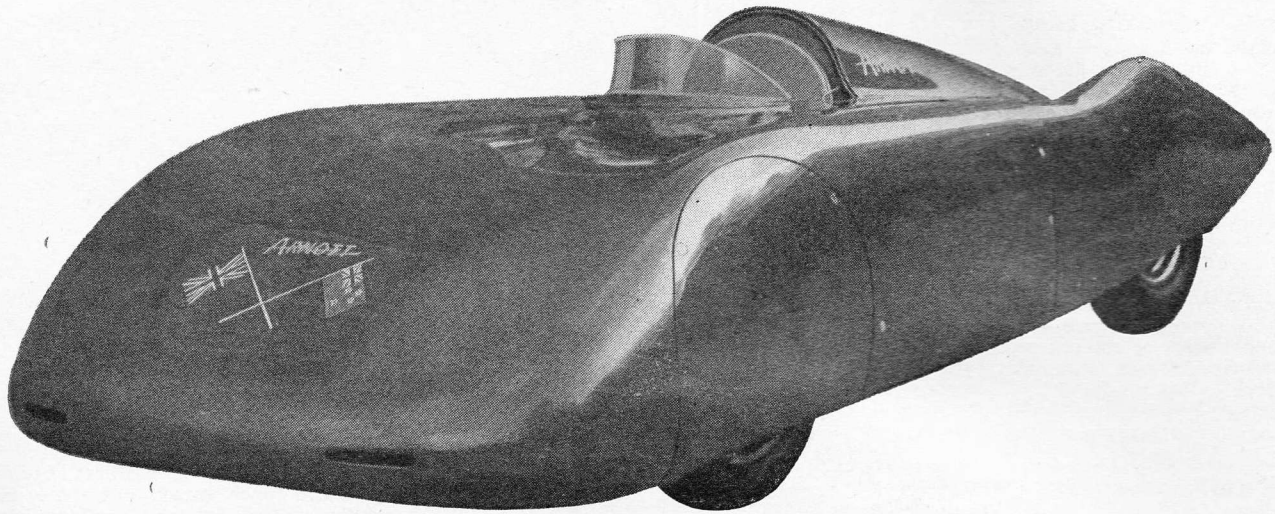
Chase Trophy: A. D. Allred (Bassinet), 23 marks lost. **Rugeley Bowl:** A. E. Marsh (Dellow), 72. **Committee Cup:** L. M. Austin (Dellow), 103. **First Class Awards:** N. H. Coates, J. Deeley, P. A. Barden and P. Atkinson. **Second Class Awards:** A. G. Imhof, F. D. Woodall, M. Wilde and M. R. B. Cannon.

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MID-SURREY A.C. TALK

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ON Friday, 18th December, Kensington Moir will give a talk to members of the Mid-Surrey A.C. at the Queen Adelaide Hotel, Ewell, Surrey.

And now it's the ARNOTT



New Class 'I' (500 c.c.) Records at Montlhéry

Yes, now it's the Arnott's turn in the ding-dong battle of the 'five hundreds'. During its recent visit to Montlhéry the 500 c.c. Arnott captured no less than nine Class 'I' records from 50 to 500 kilometres, and recorded a fastest lap at the notable speed of 122 m.p.h. Like most of the leading British 'five hundreds' the Arnott uses K.L.G. sparking plugs.

50 Kms.	117.17 m.p.h.
50 Miles	118.03 m.p.h.
100 Kms.	118.07 m.p.h.
100 Miles	118.02 m.p.h.
200 Kms.	117.67 m.p.h.
200 Miles	115.53 m.p.h.
1 hour	117.76 m.p.h.
3 hours	107.91 m.p.h.
500 Kms.	108.13 m.p.h.
Fastest lap	122.00 m.p.h.

(Subject to Official Confirmation)

Using **K.L.G.** sparking plugs

one of **SMITHS** accessories for better motoring



NEWS FROM THE CLUBS

By Wilson McComb

THOSE hard-working beings, club officials, have done a magnificent job this year in helping us to present the news of their activities, and it is just because they have been so helpful that I regret so much having to "hold over" their reports from time to time, when there simply isn't enough room for all of them. Our last issue, for example, contained reports of nine trials or rallies, two hill-climbs, a road race, a sprint meeting, an Autocross and a record-breaking attempt—a total of 15 events. In addition to the technical article by Aurelio Lampredi there were some 14 announcements of coming events and all the usual features such as "Pit and Paddock", "Sports News", "Correspondence", "Club Fixtures" and "Coming Attractions".

* * *

BLACKBURN WELFARE MEETING

AT a recent meeting of the Blackburn Welfare M.C., it was announced that in 1954 race meetings would be held at Brough Aerodrome on Easter Saturday, 17th April, and Sunday, 3rd October. A presentation was made to the retiring chairman, L. E. Leavy, who acted as Clerk of the Course at all the club's race meetings. He said that since 1946 the club had organized seventeen race meetings, and estimated that the track had been lapped 40,000 times, without a serious accident. Three hundred spectators had attended the first meeting in 1946, and 20,000 the last one, on 4th October this year.

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LOUGHBOROUGH COLLEGE INTER-VARSITY RALLY

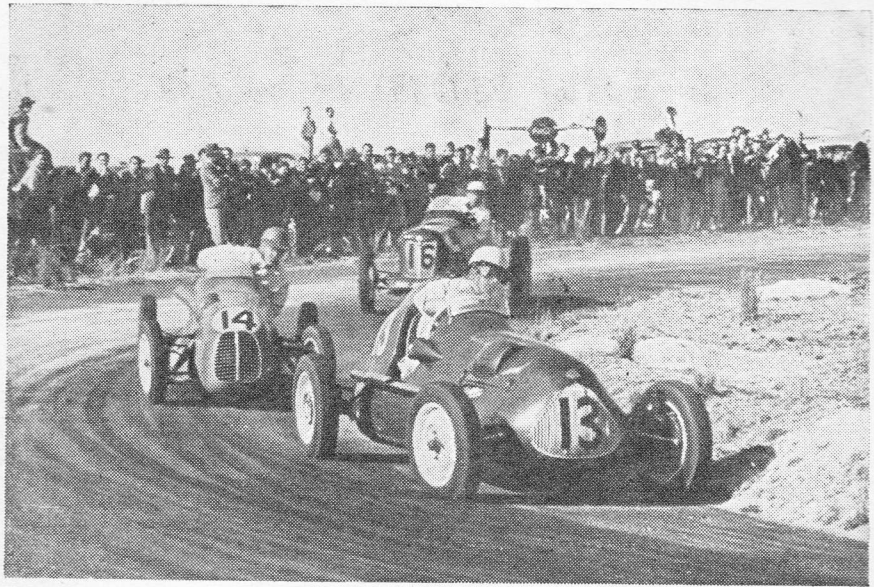
THE third Inter-Varsity Rally, organized this year by the Loughborough College M.C., was held in atrocious weather on 31st October/1st November. Fifty-one competitors, representing six universities, left the starting points at Kirkby Lonsdale, Loughborough and Redhill. A 150-mile run led to the converging point at Bromsgrove, where there was a one-hour break.

The route followed a 350-mile loop into South Wales and back to Measham, with 10 check points, one of them secret. At Measham, competitors tackled three driving tests before breakfast—indeed, porridge was still being served at 2 p.m. on the Sunday, and seemed to meet with no disapproval!

Results

Premier Award: T. A. Carlisle (M.G., Manchester); 2, W. A. Mathew (M.G., Loughborough); 3, D. H. Boot (Austin, Loughborough). **Class A:** W. A. Mathew. **Class B:** T. A. Carlisle. **Class C:** A. D. Tasker (Vauxhall, Cambridge).

Team Award: 1, "Scuderia Mancuniana Duo" (F. Abraham, N. T. W. Green and T. W. Mason); 2, Hazlerigg Loughborough (R. Frank, H. R. Hughes and M. C. Martin).



ABINGDON EXTRACTS: Three South African M.G. variants, driven by N. L. Peirce, Donald Philip and W. L. C. Miller, taking part in the Settlers' Handicap event this season.

GOLD AND SILVER GOBLET TRIAL

FORTY-ONE entries were received by the Coventry and Warwickshire M.C. for their Gold and Silver Goblets Trial on Sunday, 1st November, in which competitors had to visit five check-points, three of them only a few miles apart. Torrential rain made all lose marks on the minor roads which made up the road section, conditions being so bad that in some cases cars had to be manhandled to controls. Out of the first 10 cars, seven were saloons, the premier award being won by G. O. Davies in a Standard Vanguard; he lost only two minutes on the road section. Two regularity and one driving test were held in the afternoon, but their results did not affect the positions.

Provisional Results

Golden Goblet: G. O. Davies (Standard).

Silver Goblet (opposite class): F. A. Denning (Morris).

Ladies' Award: Mrs. Osborn (H.R.G.).

First Class Awards (Closed): D. Underwood, S. B. Harris and L. K. Lord. **Open:** J. Horobin, R. B. Wickenden and G. March. **Second Class Awards (Closed):** S. Keen, F. G. Arbuckle and S. A. Johnson. **Open:** A. Whittaker, J. Manning and J. Bailey.

Team Award: No full team finished.

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HEREFORDSHIRE AUTUMN TRIAL

IN far from ideal weather conditions, the Herefordshire M.C. held their Autumn Trial on Sunday, 1st November, starting at 10.15 a.m. from Hereford. From there the 12 starters made their way to the Black Mountains, near Craswall, where a very sporting course had been laid out on disused lanes and tracks in the Black Hill area.

Heavy rain, which had been falling for some time, made the going very heavy. At one of the earliest hills George Turner, who had come all the way from Cardiff to compete, found a rear axle locating bracket broken on his car and had to retire; soon after

Tony Marsh's new Dellow seized his blower drive. The weather improved after the lunch break, but some competitors still needed assistance from hands and towropes occasionally.

Provisional Results

Autumn Trial Trophy: B. J. Bodenham (Dellow S.), 58 marks lost. **Navigator's Award:** D. H. Smith. **Class 1 (up to 1,500 c.c. U/s):** 1, W. J. Ridley (Ridluc), 94; 2, P. M. Appleton (Buckler), 105. **Class 2 (Over 1,500 c.c. U/s and up to 1,500 c.c. S):** 1, E. J. P. Reynolds (Dellow S), 93; 2, R. B. Lowe (Dellow S), 94. **Anchor Trophy:** P. M. Appleton.

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NIGHT NAVIGATION FOR NOVICES

INTENDED as an introduction to more difficult events, a night navigation rally will be held on 5th/6th December by the 750 M.C., Hants and Berks M.C. and U.H.U.L.M.C., starting from the Queen of Hearts, Hindhead, Surrey, at 9 p.m. Entries close on Monday, 30th November, and the Secretary of the Meeting is Holland Birkett, 3 Pondtail Road, Fleet, Hants. The course will be 100 miles long, and plotted on O.S. Sheet 169.

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LANCS AND CHESHIRE DINNER-DANCE

TICKETS can be had from L. D. Clarkson, 88 Stanley Road, Cheadle Hulme, Cheshire, for the Lancashire and Cheshire C.C.'s dinner-dance and presentation of awards at the Grand Hotel, Aytoun Street, Manchester, 1, on Thursday, 26th November.

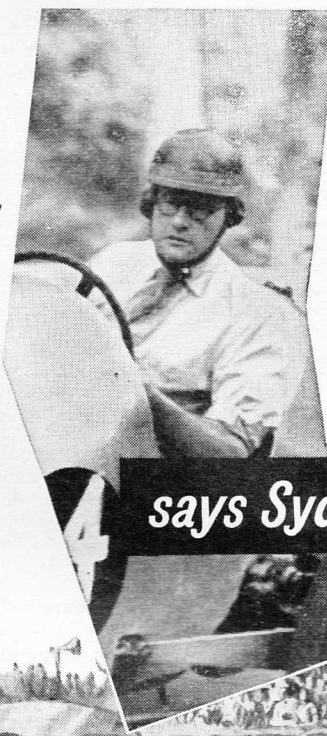
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PUBLIC SCHOOLS' RALLY

REGS. are now available from E. Stannard, 8 Cholmeley Crescent, Highgate, N.6, for the Public Schools M.C.'s 100-mile rally on Sunday, 22nd November. It will start from the King's Arms Hotel, Sterling Corner, Barnet Bypass, and follow a course in North London and Hertfordshire.

More News from the Clubs on page 650

"The safest most reliable
brake linings are
Ferodo - I've proved it"



says *Sydney Allard*



That's quite a recommendation coming from Sydney Allard—outright winner of the 1952 Monte Carlo Rally, National Hill Climb Champion for 1949, and designer and manufacturer of the world-famous Allard cars.

It is because Sydney Allard has tested Ferodo Anti-Fade Brake Linings for himself, on the racing circuit and in countless rallies, that he fits them on his production cars. "When I'm racing" he says, "I must have a brake lining that will remain efficient no matter how fiercely I brake nor how often, and the one lining that meets these specifications to my complete satisfaction is the Ferodo Anti-Fade Brake Lining".

Sydney Allard's opinion of Ferodo Linings agrees with the findings of the large Ferodo scientific research and testing staff. Namely, that for safe, smooth, reliable braking and greater driving control under all traffic conditions, Ferodo Anti-Fade Brake Linings are the most efficient in the world!

**SYDNEY ALLARD
RECOMMENDS**

FERODO
ANTI-FADE
BRAKE LININGS

News from the Clubs—continued

OXFORD M.C. MEETING

APPROXIMATELY 60 members and friends of the Oxford M.C. attended a meeting at the George Restaurant on Monday, 2nd November, to hear John Wyer, racing manager of Aston Martin Ltd., deliver a talk entitled "My Job". He concentrated on the 1953 Mille Miglia, in which Reg Parnell finished fifth, and described the course in great detail with the aid of slides. Afterwards, the Shell film of this event was shown to the audience.

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M.C.C. 30th EXETER TRIAL

ENTRIES close on Saturday, 5th December, for the M.C.C.'s 30th Exeter Trial on 1st/2nd January, 1954. There will be three starting points, at Virginia Water, Kenilworth and Launceston, the 300-mile route taking competitors to Bournemouth, where a dance will be held on the Saturday evening. Secretary of the Meeting is J. A. Masters, 76 Kinnerton Street, Knightsbridge, London, S.W.1.

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FALCON M.C. GUY FAWKES TRIAL

SQUIBS would have been damp indeed at the Falcon M.C.'s annual Guy Fawkes Trial on Sunday, 1st November, for the event was run in an incessant downpour. Apart from the fact that the sections were converted into a quagmire, many miles of the route were under water, causing a considerable amount of minor ignition trouble. The start and finish were transferred from the open car park to a local garage, so competitors had at least the comparative luxury of a cover over their heads.

First came a special test, consisting of a timed climb, but under the prevailing

conditions some competitors were scarcely able to get up the section at all, and times varied considerably; Norman Overton was fastest. Tatmore End stop-and-restart gave a little trouble, but the ensuing section caused something of a hold up. While Bramble End gave best to five entrants, the usual stopper of Offley Bend was in a kind mood, the only failures being those of B. W. Hinds and Diana Tucker-Peake, the latter competing in her first trial with the Scarlet Runner.

Overton scored another success at Jeremiah's Hump, being the only entrant to climb this particularly nasty piece of work. The wind and rain reached an all-time high on Telegraph Hill, where the long, straight steep climb caused much havoc, and clean sheets were retained by only Tucker-Peake (Tucker-M.G.) and Clifford Smith. But no one succeeded in conquering the final section, Sapsed Stopper, although good attempts were made by Ralph Smart and by Smith.

Results

President's Cup: J. C. Smith, 25 mks. lost.

Best invited member: N. H. Overton, 15.

Class 1: J. K. Latta, 25. **Class 2:** H. W. Tucker-Peake, 40. **First Class Award:** J. R. Bradford, 30. **Second Class Award:** R. Smart, 30.

* * *

WEST ESSEX DINNER-DANCE

ON Thursday, 3rd December, the West Essex C.C. will hold their annual dinner and dance at the Assembly Rooms, Forest Road, E.17, starting at 7 p.m. Tickets are obtainable from J. W. Burgess, 14 Brook Road, Loughton, Essex, or E. J. Worley, 62 Lansdowne Road, South Woodford, E.18.

MUNSTER 20-HOUR TRIAL

REVIVING an event of some years ago, the Munster Car Club ran a 20-hour trial starting at midnight on Saturday, 24th October, and finishing at 6 p.m. the following evening. The 350-mile route, chiefly through Co. Cork, was one long navigation test more than anything else, although there were four driving tests at one point outside Cork City, and the event was given a "gentleman's" touch by the provision of a two-hour break for breakfast, and another of one hour for lunch.

Fourteen cars left Cork at midnight, drove to the first control at Temple-michael, and went on via four checks to Clonmel, where each competitor lost marks, and Lynch's Volkswagen retired following a slight argument with a wall. After a pause for refreshments, competitors set off through the night on the way back to Cork, where they all arrived for breakfast; J. Boldy (Renault), however, had to retire with a broken brake pipe.

After a couple of hours' rest, the remaining dozen or so cars set off on what was considered the worst part of the trial. The four driving tests were followed by a long section over very bad roads, with checks which required exceedingly good navigation to find.

Glengarriff was the next control, where T. Connelly (Vauxhall) retired with a shock-absorber which could stand the strain no longer. After lunch, the last leg of the route led back to Cork over the Derrynasaggart Mountains, a section which would have made an excellent testing-ground for any manufacturer's suspension.

Eventually, only seven of the fourteen starters finished on the Sunday evening at Cork, after what was regarded as the toughest trial ever run by the Munster Club. It is to be hoped that the Club will run another event of the same type next year, in spite of the smallness of the entry; the West of Ireland is ideal for long navigation trials of a kind which can be won on the road.

MAXWELL BOYD.

Results

Conway Cup: J. O'Mahony (Volkswagen), 27 marks lost.

First Class Awards: D. O'Leary (M.G. TC), 37, and K. Cross (Austin A30), 90.8. **Other finishers:** D. Swanton (Ford Prefect), 214, D. Joyce (Standard Vanguard), 423, A. Cauty (Singer Le Mans), 578, and M. Cullinane (Ford Prefect), 623.

* * *

LANCS. A.C. TRIAL

THERE were 21 check-points, 13 of them secret, on the 101-mile route for the Lancashire A.C.'s map-reading trial on Sunday, 1st November, starting from the Houghton Arms, near Blackburn, and finishing at Ribchester, near Preston. Directions were given in the usual way, and also by latitude and longitude, while a photographic clue, compass directions, and some distances expressed in kilometres added to the fun (and confusion).

Only J. Beardsworth (Citroën) completed the course correctly, and thus became the winner with a loss of 123 marks. Second and third prizes were awarded to J. P. Boardman (Jaguar) and J. M. Toulmin (Ford).

More News from the Clubs on page 652

"AUTOSPORT" DIRECTORY OF THE CLUBS—61

Jersey Motor Cycle and Light Car Club



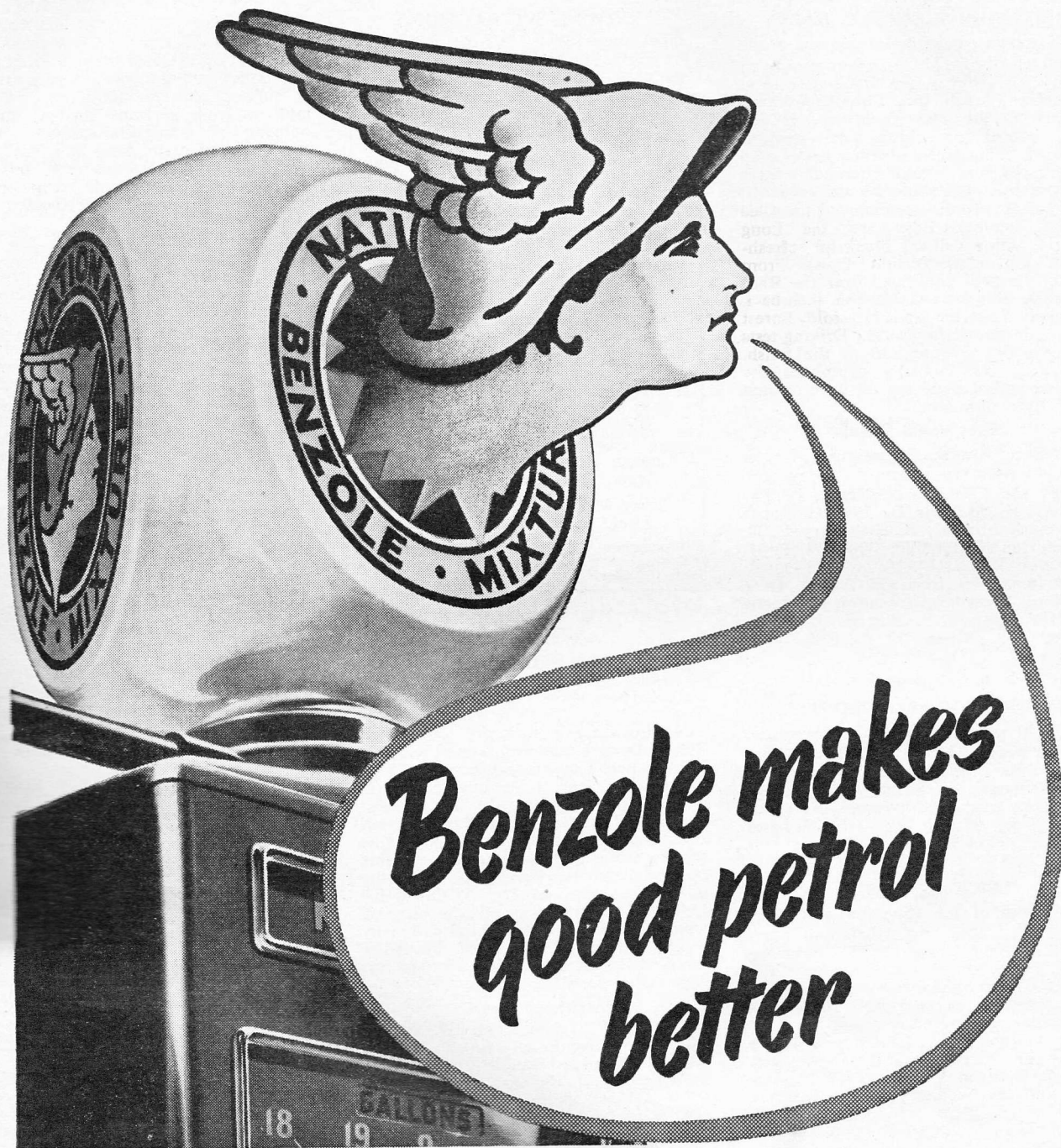
(Founded 1920)

President: R. L. Sangan.**Vice-Presidents:** Mrs. P. Oxenden; S. G. Gilley; C. A. Kent; P. F. Duvey.**Open to:** All interested in motor sport.**Caters for:** All forms of the sport.**Principal Events:** International Road Race, St. Helier Circuit, early July.

International Hill-climb, Bouley Bay, end July.

Various Sand Race meetings; hill-climbs, sprints, reliability trials, a car rally, motor-cycle scrambles and social events.

Headquarters: Clubroom: Victoria Hotel, St. Peters Valley, Jersey.**Meetings:** Second Tuesday of each month.**Bulletin:** Monthly, printed, 16-20 pp. Edited by Hon. Secretary.**Whether Associated with R.A.C.:** Yes. **Approximate membership:** 500.**Prominent Past or Present Members:** S. C. H. Davies; H. J. Morgan; L. F. Dyer; R. D. Poore.**Annual Subscription and Entry Fee:** Entry Fee, 10s. 6d. Annual Subscription, 10s. 6d.**Hon. Secretary:** P. Le Sauteur, Austerley, Augres, Jersey. Telephone: Jersey Northern 466.**General Secretary:** C. Bradley, 27 Hill Street, Jersey. Telephone: Jersey Central 4151.



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News from the Clubs—continued

HEREFORDSHIRE M.C. RALLY

SEVENTEEN competitors took part in the Herefordshire M.C.'s 200-mile rally on 24th/25th October, the first starter leaving The Plough Inn, Canon Pyon, at 10 p.m. on the Saturday. Much emphasis was placed on skilful map-reading, entrants being given a further list of map references at each control to enable them to continue. The route, besides taking in part of Herefordshire, included the Clee Hills, Wenlock Edge and the Long Myrd, with a halfway break for refreshment and fuel at Mortimer Cross. From there, the field continued over the Radnorshire hills towards Newton, then back through Presteign and Deerfold Forest to the finish at Leominster. Driving tests were held *en route* and at the finish. Only 12 cars actually completed the course, and of these several were outside their time allowance.

Provisional Results

Premier Award: B. Phipps (Morgan Plus 4).

Up to 1,500 c.c., closed: 1, Dr. C. W. F. McKean/E. Lindsay Jones (Jowett Javelin); 2, A. E. Bengry/G. C. Warburton (Fiat 1,500). **Open:** 1, P. M. Appleton/J. Reid (Appleton-Buckler); 2, R. S. Jones/Mrs. Jones (M.G. TC). **Over 1,500 c.c., closed:** 1, J. Read/J. K. Morris (Austin A90); 2, J. Bott/R. Haywood (Riley 2½). **Open:** P. P. Roberts/G. Cooke (M.G. 1½).

* * *

SUSSEX SOCIAL ACTIVITIES

AT 7.30 p.m. tonight, 13th November, the Sussex C. and M.C.C. will hold a film show in the Garden Room, Southwick Community Centre. On Sunday, 15th November, a Scavenging Run will take place, starting from the Burford Bridge Hotel at 12 noon.

* * *

LEICS C.C. TRIAL

MEMBERS of the Coventry and Warwicks M.C., Northampton and D.M.C., Nottingham S.C.C., London M.C., Peterborough M.C., Shenstone and D.M.C.C. and Sunbac are invited to take part in the Leicestershire C.C.'s most important sporting event of the year, the John Bull and L.C.C. Challenge Trophies Trial on Sunday, 29th November. Entries close on Monday, 23rd November, and the Secretary of the Meeting is O. F. Williams, 73 Ashleigh Road, Leicester.

COMING ATTRACTIONS

November 13th. *Mid-Antrim M.C. Trial, N. Ireland.*

November 14th. *Harrow C.C. Cottingham Memorial Trophy Trial. Start, Old King's Arms, Stokenchurch, 11 a.m.*

Newry and D.C.M. McMullan Cup Trial. Start, Edentrumly, Co. Down, 2 p.m.

Leinster M.C. G.V.B. Cup Trial, Eire.

November 15th. *North Devon M.C. Autocross, Whitefield Hill, near Barnstaple.*

Cemian M.C. Driving Tests. Start, Middlesex Arms, Barnet By-Pass, 10.30 a.m.

Northampton and D.C.C. Grose Trophy Trial. Start, Blisworth Hotel, Northampton, 10 a.m.

Sporting O.D.C. Rally and Driving Tests. Start, Gliding Club, Dunstable, 10.30 a.m.

Jersey M.C. and L.C.C. November Trial.

November 19th/23rd. *Pan-American Road Race (S, T), Mexico.*

LEICS WENTWORTH TROPHY TRIAL

STARTING from Leicester at 1 p.m. on Sunday, 1st November, competitors in the Leicestershire C.C.'s Wentworth Trophy Trial made their way to Stoughton Aerodrome for a timed test. Then they followed the seldom-used Gartree Road, where many marks were lost. Two observed sections at Slawston continued the good work, followed by four more at Kings Hill: no competitor climbed all four. Lax Hill 1 and 2 were of the same calibre, while 3 and 4 defeated everyone but the marshals. Bert Gamble, making a brave attempt on Lax 4, tipped his Dellow over into a brook, he and his navigator emerging unhurt but extremely wet. The last section, Gwash, had a Land-Rover standing by, and its services were called upon frequently.

Provisional Results

Wentworth Trophy: H. H. Mayes (Mayes), 50 mks. lost.

Silver Starting Handle (best home-built special): H. Green (Austin), 60.

First Class Award: W. E. Wykes (Dellow Spl.), 70. **Second Class Award:** B. Hercock (Dellow Spl.), 74.

E.M.I. OBSERVATION RUN

DESPITE the petrol strike, 53 entrants took part in the E.M.I. Motor-Cycle and Car Club's Observation Run on Sunday, 25th October, and those who arrived at the start short of petrol were able to tank up from jerricans filled at various obliging, if outlandish, garages. With the exception of the start and finish, the whole of the run was covered by O.S. Sheet 159, the nine points being located by part-references, supplemented by photographs.

One competitor completed the run with only one mark lost on time, but nearly all of them slipped up when it came to completing the map references correctly. Forty-four arrived at the finish at Feltham where, after refreshments, a film show was held and the prizes distributed. The premier award was won by M. Viant with a Matchless combination (navigator, S. A. Prier), while the next three places were filled by car-drivers T. Purkiss (Ford 8), D. A. Thomas (Triumph 10) and P. M. Perrins (Austin A40).

More News from the Clubs on page 656

CLUB FIXTURES

Epping Forest M.A.—Square Dance, 13th November, St. Mary's Hall, Loughton, 8 p.m.

Sussex C. and M.C.—Film Show, 13th November, Southwick Community Centre, 7.30 p.m.

"W.O." Club.—Social evening, 14th November, 2 Viceroy Close, Bristol Road, Birmingham, 5, 7 p.m. 18th November, Man at Arms, Bitteswell, Leics, 7.30 p.m.

A.C.O.C.—Informal supper, 14th November, The Silver Cup, Harpenden, Herts.

Bentley D.C.—Meetings: 14th November, Victoria Inn, Roche, Cornwall, 7 p.m., and The Crown, Pishill, nr. Henley-on-Thames, Oxon, 7 p.m.; 17th November, Red Lion, Birmingham, 8 p.m.; 19th November, King's Head, Roehampton, London, 8 p.m.

Lea-Francis O.C.—Social event, 15th November, Start Hog's Back Hotel, Surrey.

Coventry and Warwicks M.C.—Talk, 16th November, City Arms Hotel, Earlsdon.

750 M.C.—Informal meeting, 16th November, Abbey Hotel, Stonebridge Park, N.W.10, 7.30 p.m.

Northampton and D.C.C.—Extraordinary general meeting, 17th November, Queen Eleanor Hotel, Northampton, 8 p.m.

Lanes and Cheshire C.C.—A.G.M., 17th November, Royal Thorn Hotel, Wythenshawe, 7.30 p.m.

A.M.O.C.—Visit to Tyresoles Factory, 18th November. Meet Palace of Engineering, Wembley, Middx., 3 p.m. Film Show, British Council Theatre, Hanover Street, W.1, 7.30 p.m.

Singer O.C.—Meetings: 18th November, Ashton's Hotel, Praed Street, W.2; 19th November, Prince of Wales Hotel, Carterknowle Road, Sheffield, 8 p.m.

Vintage S.C.C.—Meetings: White Lion, Cobham, Surrey, and Frogmill Inn, Andoversford, Cheltenham.

Leics C.C.—Night treasure hunt, 19th November. Start White House, Scraptoft, 7.30 p.m.

THE JOHN COBB STORY

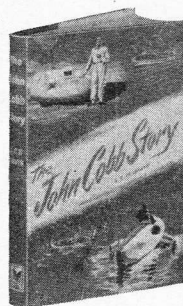
by S. C. H. DAVIS

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7 Milford Lane, Strand, London, W.C.2

PUBLISHED 18th NOVEMBER



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(Continued overleaf)

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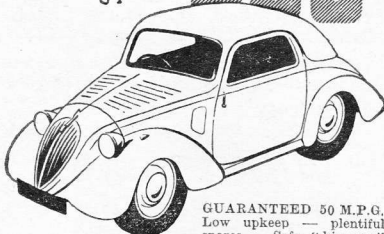
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ROVER 12 h.p. special open 4-seater sportsman's touring, 1948, a very scarce right-hand drive model, immaculate pastel finish with rich leather interior, disappearing hood, built-in heater, tonneau cover, passlights, etc., performance of the very highest order. £595.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

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SINGER-LE-MANS 2-seater 1935/6. Not yet run in after engine overhaul. Going overseas. £160.—ERDington 6323 after 8.30 p.m.

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FOR SALE, 32 h.p. Special Sports 2-seater; V-8 Mercury engine, Bugatti chassis, Lancia suspension, and "Shattock" fibreglass body. Exceptional performance. Ideal competition-muse-road car. Can be seen by appointment.—Guy, Cosmely Hall, Wolverhampton. Tel.: Fordhouses 3392.

FORD/MERCURY lightweight trials 2-seater, very potent car with terrific acceleration, registered 1947, taxed Dec. 31. Detailed bill £92 for overhaul Main Ford Agents. 700 x 16 rear knock-off, 600 x 16 front, large slab tank, excellent hood. Ideal for trials, rallies, Autocross, etc. Genuine car throughout. Accept £150.—P. Weaver, Six Hills, Near Melton Mowbray. Phone: Melton Mowbray 533.

FORD/MORRIS Trials/Road Special 2-seater, mechanically excellent, complies 1953 R.A.C. and 1,172 formula. Four good tyres, new 13-plate battery, h.c. head, twin SUs, heavy duty clutch, alloy body, no hood. £110.—R. Stevens, 15 Langley Road, Slough, Bucks. Phone: Slough 22997.

HILLMAN 10 Special, completely rebuilt 1952 and fitted tuned engine and new head, new all-weather equipment, remarkable performance with 43 m.p.g. £120 or £40 deposit.—Portland Sports Autos, Meadowhead Garage, Sheffield. Tel.: Sheffield 45212 (open Sundays).

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1952 1,172 c.c. SPECIAL, h.c. head, Davies manifold, twin SUs, etc., beautiful aluminium 2-seater sports-racing body with under-shield. Outstanding performance, never raced. £350, o.n.o.—"Ashlea", High Spring Gardens Lane, Keighley, Yorks. Tel. 2870.

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1953 5-seater Sunbeam touring, perfect condition, taxed, insured. Bargain at £100.—Mitchell, 11 Rossiters Road, Frome, Somerset.

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

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998 C.C. J.A.P. Twin, 14 $\frac{1}{2}$ to 1 c.r., overhauled and in perfect condition throughout, twin magnetos, Amal sprint and track carburetters. Open to any examination. £125. Special short-stroke J.A.P. 500 c.c., alloy barrel, hair pin springs, special K.E.805 steel rod and flywheels, complete with carburetters, engine plates, 12 sprockets, and spares including three barrels, six pistons, cylinder head complete with valves, flywheels, cam wheel, etc., all in perfect condition and open to any examination, £125 the lot.—Arenco, 2 Leigh Road, Clifton, Bristol, 8.

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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.

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

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.

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ALVIS Speed 25 sportsman's four-door saloon, 1937, Charlesworth four-light bodywork, attractively finished in black with brown leather interior; full and detailed history of this car available going back over a number of years right up to the current month; most fastidiously maintained by late owner, bills from Messrs. Alvis total a very considerable sum, no expense spared to keep the car in 100 per cent mechanical order, cannot fail to appeal to enthusiast . . . £275

BENTLEY sports saloon by Van-den-Plas, July 1935 delivery, two owners, stored whole of war period, maintained and overhauled by accredited Bentley agents, engine reconditioned under 10,000 miles back, moderate total mileage, owner emigrating this month, fitted discs, etc. . . . £675

ALSO a Park Ward sports saloon, and a Thrupp and Maberley sports saloon, both immaculate cars.

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ROVER 10 saloon de-luxe, 1937, one owner for many years and quite fastidiously maintained, fitted radio and heater with latest type windscreen demisting, excellent bodywork, almost silent engine, very good chassis indeed . . . £225

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Enquiries to **PETER WOOLEY**, The Hanger, Rymer Lane, Barnham, Nr. Thetford. Tel.: Elveden 69.

CLEARANCE SALE Austin 7 spares, requirements, s.a.e. Engine, almost complete, £2. Sports h.c. cyl. head, chassis, axles, etc., buyer collect.—Twitten Orchard, Nutbourne Common, Pulborough.

NORTON gearbox, overhauled, excellent condition, £12 10s. Norton cylinder head, perfect, £10. Four new Armstrong shock absorbers, complete with three different sets of valves, £3. Rumbaken Oil Coil, new, £3. Amal sprint carburetter for J.A.P., £2. Amal track carburetter for Norton, £2 10s. B.T.H. racing magneto, perfect, £5. Pair Girling light alloy Master Cylinders, £1. Set of four Cooper side tanks, perfect, cost £30, bargain, £10.—Bristol Repetition Ltd., Feeder Road, Bristol, 2.

PAIR large MN4 Scintilla Magnetos, adaptable Bentley, £8. Pair P100s, good condition, £10.—McClure, Herongate 220.

(Continued overleaf)

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- 1947 Healey 2 $\frac{1}{2}$ litre tourer £595
- 1948 H.W.M. Alta, 2 litre, 2-seater . . £1,195
- 1937 Jaguar SS 100 2 $\frac{1}{2}$ litre £375
- 1951 Jaguar XK 120 roadster £1,045
- 1935 Lagonda 3 $\frac{1}{2}$ litre, V.D.P. tourer . . £195
- Maserati 2.9 s/c, 2-seater £595

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- 1938 Riley 1 $\frac{1}{2}$ litre Merlin saloon . . . £275
- 1934 (Dec.) Rolls-Royce 20/25 Hooper Lim. £465

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Classified Advertisements—continued
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REV. COUNTERS.—0-10,000 r.p.m., a new conception of accuracy and reliability, self-contained units, £5 10s., delivery 2s. 6d. Lower reading positive-driven types, 57s. 6d., delivery 2s. 6d.—Teddington Engineering Co., Ltd., Dept. "K", High Street, Teddington, Middx.

RILEY 9 and 10 h.p. Swift spares. S.A.E. for list.—34 Constable Gardens, Edgware, Middx. **Y**ELLOW headlamp bulbs for Continental driving available for most makes.—Beverly Motors, Atric Avenue, New Malden, MALDEN 4403.

£100 J.A.P. 500 engine, magneto and latest T.T. carb., Cooper Mark IV chassis and body without wheels and suspension.—Brighton 29972.

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UNCLASSIFIED

LITHERLAND MOTORS (LIVERPOOL), LTD. 1938 (June) Bentley 4½ LS Series semi-racer edged saloon by Park Ward. 1948 (April) Bristol Type 400 saloon, in first-class condition.—Phone: Waterloo 1484 (5870 after hours), Hawthorne Road, Liverpool, 21.

News from the Clubs—continued

THE B.A.R.C. DINNER-DANCE

ON 6th November, over 1,100 people attended the annual dinner-dance of the British Automobile Racing Club, at Grosvenor House, London. The Duke of Richmond and Gordon was in the chair, and during the course of a well-delivered speech, he welcomed many motor racing personalities by name; these included Reg Parnell, Peter Collins, Eric Thompson, John Wyer, David Brown, George Abecassis, Duncan Hamilton and Mike Hawthorn. His Grace, referring to Goodwood, admitted that the task of a motor racing promoter is no easy one, and stressed the point that one has to be a real enthusiast for the Sport to undertake promotion.

Professor A. M. Low, chairman of the B.A.R.C. Council, proposed the toast "The Visitors", adding a few of his own particular humorous sidelights. The reply was undertaken by Sir Miles Thomas, chairman of B.O.A.C.

A very fine cabaret show was presented after dinner, and then dancing went on till 2 a.m. In all, John Morgan and his aides put on a grand show. To judge by the demand for tickets, the B.A.R.C. may have to consider holding this popular annual in Earls Court, or failing that, Olympia!

FALCON "GUMBOOTS" RALLY

THANKS to a record entry of 40 competitors, and first-class preparatory work by P. Elbra, the Falcon M.C.'s "Gumboots" night navigational rally was a great success, won by John Jarman and a comparatively inexperienced crew in

AUTOMOBILIA offer:

1948 Lagonda 2.6 Foursome Drophead Coupé, property of Mr. R. C. Walker, colour Midnight Blue with leather upholstery. This car is undoubtedly one of the finest in this country, it has been maintained regardless of cost, 8,000 miles ago, fitted with vantage engine, latest type modified brakes, resprayed and wheels chromed at the cost of over £400. The extras include radio, heater, special Lucas post horns, wind-screen wipers, etc. **£1,095**

1952 (Nov.) Mark VII Jaguar, 4-door de luxe sunshine saloon, finished in most attractive shade of royal blue, red leather upholstery. Fitted with following extras; radio, heater, fog lamps, stoneguards, wing mirrors, windscreen washers, etc. Genuine 15,000 miles **£1,375**

1951 (Regd. 1950) Austin Sheerline, 4-door de luxe sunshine saloon, black with beige hide, radio, heater, fog lamps, one owner, mileage 18,000. Indistinguishable from new **£725**

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 Phone: Dorking 3891.

MERCURY OFFER.—£345 1947 M.G. TC in black, spotless car, fitted new hood. £245 1937 M.G. TA in black, a very clean car, fitted new hood. £75 1926 O.M. 12 h.p. 2-seater in good condition, low pressure tyres, good hood, etc. Terms and exchanges with pleasure.—Mercury Motors, 824-826 Harrow Road, Wembley, Middx. Phone: WEMbley 6058-9.

1,496 C.C. COOPER-ROVER. The car is complete with instruments, tanks, etc., but is without a body. Offers for the lot, or without engine and gearbox. Also 500 c.c. J.P., 1950 Model. £125 or near offer.—Jackson, Four Star Garage, Alexandria Drive, St. Annes-on-Sea.

WANTED

BUCKLER Mark XI Frame and Radiator. Super-charger complete for Ford 10.—Box 1291.

COMPLETE set of wishbones for Cooper 500.—Christie, 55 Tate's Avenue, Belfast.

C.R. GEARBOX, suitable 1,500 sports racing engine, M.G. TC or similar.—Box 1295.

an Austin 7 "Ruby". The entrants were given 11 pairs of map references, with a possible 22 clues, from which to select their own route covering only one of each pair. All clues were on reference and, as stated, within 5 yds. of water and 10 yds. off the road.

Decoys consisted of double bridges and double streams, one in particular consisting of a bridge with no water; at another point there was plenty of water, as one enthusiastic navigator found when he fell from a tree into a stagnant pond. He arrived at the finish clad only in duffle coat and slippers.

Results

Best Performance: J. Jarman (Austin 7). **Navigator's Award:** D. Allen. **Runners-up:** P. C. Harper (Sunbeam-Talbot), E. Allingham (Sunbeam-Talbot) and E. Dives (Vauxhall).

* * *

THAMES ESTUARY RALLY

THE Thames Estuary A.C.'s Members' Rally, postponed from 25th October to Sunday, 1st November, because of the petrol strike, suffered the same heavy rains and high winds as other events held that week-end. Twenty starters braved the elements, the change of date having depleted the original entry. The morning session was taken up by three average-speed sections; then, after lunch at Hatfield Heath, competitors set off on a treasure hunt, followed by a three-hour map-reading section, before reaching the finish at Southend Airport. The three class-winners were D. H. Linnell (Ford Anglia), K. T. Sloman (TC M.G.) and P. S. R. Smith (Sunbeam-Talbot).

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

ROLLS 20 tourer, Bentley 3-4½ or Speed 6 tourer, good order essential.—Johnson and Brown, Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

WANTED.—Mark XI Buckler chassis. Will give up to £50. Urgent.—Ralph, 478A Lady Margaret Road, Southall, Middlesex. Phone: Southall 3491, Ext. 3.

"500" SPARES wanted. One pair front stub axles complete brakes and wheels, one pair rear hub carriers, complete brakes, wheels, drive-shafts.—211 Halifax Road, Rochdale. Tel.: 47751.

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On Friday, 27th November, the club will hold their third annual dinner-dance at the Queens Hotel, Westcliff-on-Sea. Tickets should be obtained before 18th November from F. R. Venables, 8 Chappans Close, Leigh-on-Sea, Essex.

HERTS COUNTY JUBILEE

ON 4th November, at the Waterend Barn, St. Albans, the Herts County Automobile and Aero Club celebrated its jubilee as a motoring club—only the second British motor club to claim that distinction. In the chair was Major Armand Blackley, J.P., a stalwart supporter and active member of the club since 1906.

The toast "The Club", was proposed by Rodney Walkerley in his own, inimitable way, and was replied to by Major Blackley. "Our Guests" was given by Doug Wilcocks, the response being by W. M. (Mike) Couper, who lives around these parts. Prizes were presented by Mrs. Blackley, and guests were surprised to find that a large number of accessories firms had contributed gifts which were the subject of a draw. Not all of the gifts were entirely suitable. For example, one gentleman who recently had his car stolen, drew a Wingard mirror, whilst his wife received a man's shaving kit.

Arch-conspirator John Gott devised a quiz which was filled in after dinner. No one managed to get all the answers right, but the bottle of Courvoisier was won by—the Editor of AUTOSPORT. It must be whispered that he did not know that the Highway Code's estimate of a reasonable stopping distance from 30 m.p.h. was 75 ft.!

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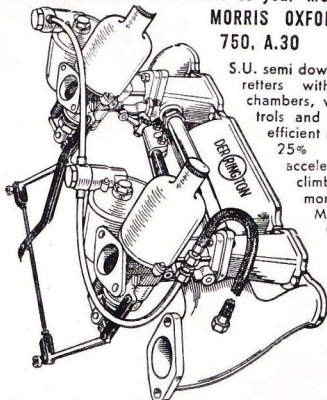
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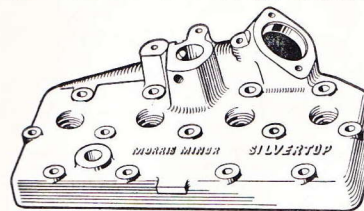
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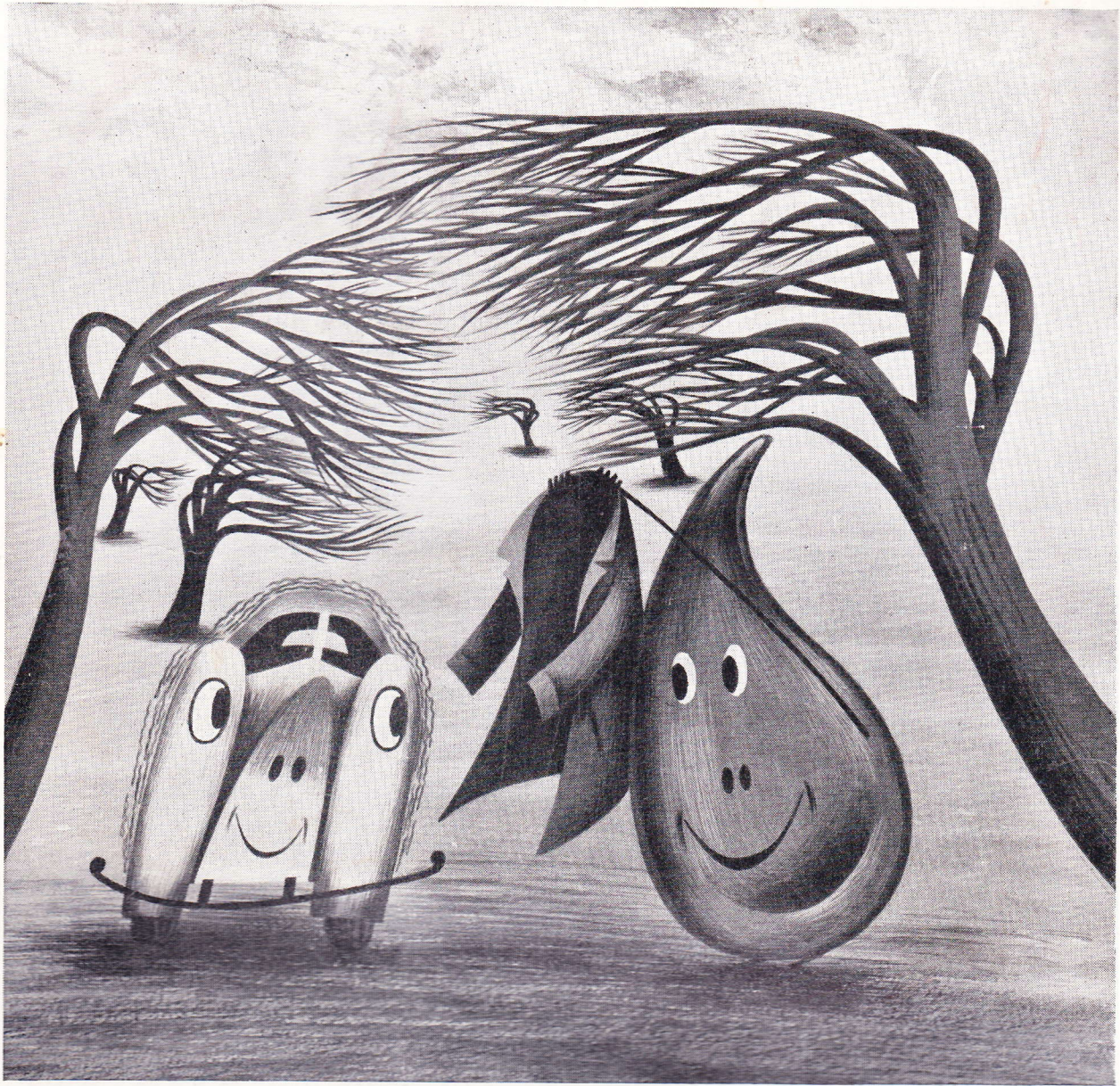
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