



sections will be taken from the time taken to cover that particular section.

To determine the classification, the rally will conclude with a speed test on the Monte Carlo G.P. circuit over five laps, the first of which has to be covered in a minimum time of 3 mins. 26 secs. from a standing start. Performance will be worked out from the fastest lap accomplished, and the following formula will be applied: Speed equals time taken, multiplied by engine capacity, over engine capacity plus 150.

XXIV RALLYE AUTOMOBILE MONTE-CARLO

On Monday Nearly 400 Crews Leave Starting Controls at Glasgow, Lisbon, Athens, Palermo, Oslo, Stockholm, Munich and Monte Carlo for Start of Big Winter Event

ON Monday, 18th January, Blythswood Square, Glasgow will be a seething mass of people eager to watch the start of the 14th Monte Carlo Rally. First car is due to leave the starting control organized by the Royal Scottish Automobile Club at 1.09 p.m., and thereafter entrants will leave at minute intervals on their 2,040 miles journey.

First car at the Llandrindod control is due off at 11.28 p.m., and from Dover, at 7.35 am. on Tuesday. Passage of competitors on the road should occupy just under a couple of hours and, for the sake of quick identification of competitors, a complete list of the Glasgow starters is given, together with the relevant numbers.

Last year's winner Maurice Gatsonides again drives a Ford Zephyr in company with the 1950 winner, Marcel Becquart; they are starting from Monte Carlo. Missing from the entry this year are the names of Sydney Allard and Ian Appleyard. Allard's cars do not qualify for the event, the rules of which specify that at least 600 of the same type of model must have been produced in a 12 months' Period; for this reason, Bristol and Aston Martin cars are also not represented. Appleyard's absence is due to his decision to give up competitive motoring for a year.

The 1952 and 1953 R.A.C. trials champions, Cuth Harrison and Reg Phillips, share a Zephyr, as do the Reece cousins, Jack and Peter. Other Zephyr entrants include Nancy Mitchell and Denis Scott. Well represented are Sunbeam-Talbot and Daimler; leading the Rootes team are Stirling Moss! Desmond Scannell who, starting from

Athens, are "No. 1" in the list of entries. Sheila van Damm and Leslie Johnson are also Sunbeam-Talbot entries. Trials men Cyril Corbishley and Doe. Hardmari are amongst the Daimler drivers, whilst George Murray-Frame is in a Humber.

Runner-up in the 1953 Tulip Rally, Bill Banks has entered an Alvis, whilst "Pathfinder" Bennett and Mike Couper have Armstrong Siddeley Sapphires. B.T.D.A. "Silver Garter" winners, the Neil sisters Andy and Chris, are driving a Standard Vanguard; Dennis O'M. Taylor and Lew Tracey share a Standard Eight. Ken Carter, one-time F3 star, returns to competitions with a Jaguar.

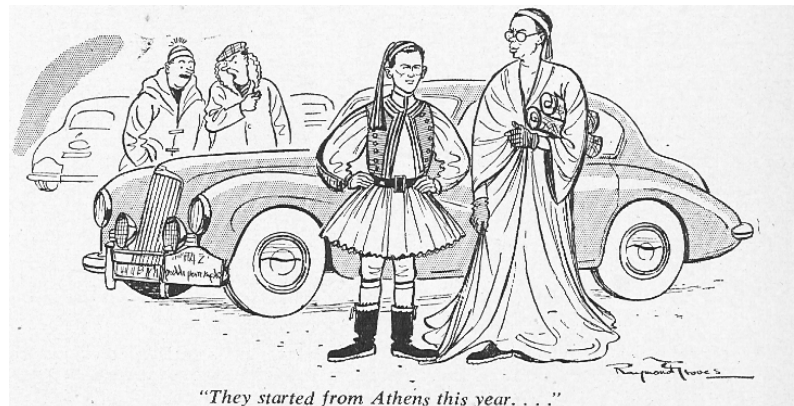
Average speed for the rally up until competitors reach Gap is 50 k.p.h. Speed for the regularity test (Gap-Monaco) is anything between 45 and 65 k.p.h., competitors themselves making the decision. This stage is in four sections of 126, 12, 67 and 59 kilometres; the 12 kms. section will be used to set the average speed for each competitor, and differences in the remaining

AUTOSPORT Rally Information Service

ALTHOUGH the Meteorological Office of the Air Ministry is reluctant to indulge in long-range forecasts of more than 48 hours in advance, it has been possible to gather details of what weather can be expected generally in Europe during the period of the rally, from Dutch, French and



Jack and Peter Reece who share a Ford Zephyr; they are starting from Glasgow.



"They started from Athens this year. . . ."

SPOT THEM BY THEIR NUMBERS

The Starters from Glasgow

- | | | |
|--|---|--|
| 147 Miss J. M. I. Slatter/Mrs. Jo Ashfield (Sunbeam-Talbot). | 180 A. Milton/K. Elvidge (Riley). | 211 C. Pilgrim/G. Walker (Jaguar). |
| 148 J. K. Bayes/X (Hillman). | 181 Ken Fraser/J. Marshall (Morris). | 212 A. Meredith-Owens/Alex Pitts (Rover). |
| 149 G. F. Hayward/D. Scott (Riley). | 182 C. Eyre-Maunsell/B. McCaldin (Humber). | 213 Ray Merrick/A. Grant (Sunbeam-Talbot). |
| 150 Denis Scott/Arnold Pownall (Ford Zephyr). | 183 Miss M. Walker/X (Sunbeam-Talbot). | 214 Duchess of Newcastle/Mrs. Snow (Sunbeam-Talbot). |
| 151 J. Duckworth/X (Morris). | 184 E. Evans/X (Sunbeam-Talbot). | 215 J. Bolton/D. Rabbitts (Singer). |
| 152 E. London/J. Brown (Jaguar). | 185 G. D. Rose/H. Hobson (Austin). | 216 L. Sims/A. P. O. Rogers (Riley). |
| 153 Bill Banks/Mike Porter (Alvis). | 186 A. Lincker/G. E. Neville (Vauxhall). | 217 C. Oldbury/D. Pott (Sunbeam-Talbot). |
| 154 F. Vivian/C. Vivian (Jaguar). | 187 L. S. Norman/D. J. Farquarson (Jaguar). | 218 E. Wrangham/D. Fisher (Jaguar). |
| 155 K. Richardson/H. Richardson (Rover). | 188 F. Baker/H. Appleby (Jowett). | 219 A. Mitchell/J. Hastie (Wolseley). |
| 156 W. Rosson/P. Rhodes (Lagonda). | 189 J. Millard/N. Jackson (Austin). | 220 T. Darraue/R. Frazer (Riley). |
| 157 L. Taylor/L. Robson (Jowett). | 190 P. Edwards/G. Claybourn (Triumph). | 221 N. Kastner/Jack Utley (Ford). |
| 158 J. R. Skeggs/A. Teer (Humber). | 191 A. Wilcox/X (Hillman). | 222 D. Wallace/W. Paul (Bentley). |
| 159 W. R. Sutherland/I. Sutherland (Riley). | 192 W. Blomfield/A. Bennison (Ford). | 223 D. J. B. Brown/J. Lovett (Ford). |
| 160 L. D. Collin/A. Linton (Simca). | 193 Jack Broadbent/W. Dennison (Austin). | 224 J. Blumer/F. Curtis (Ford). |
| 161 Ron Faulkner/X (Ford). | 194 J. Campbell/R. Barrack (Riley). | 225 A. Stross/D. Howard (Riley). |
| 162 J. McLaughlin/I. McLaughlin (Austin). | 195 D. West/G. Haynes (Ford). | 226 J. Bowdage/J. Wright (Riley). |
| 163 Miss Hazel Dunham/Mrs. J. Howard (Rover). | 196 J. Nairn/W. Steven (Austin). | 227 J. Glasgow/C. Croll (Jaguar). |
| 164 C. R. Hardman/R. Smith (Daimler). | 197 E. Lambert/N. Milligan (Morris). | 228 B. Dickson/G. Waugh (Standard). |
| 165 R. Syms/C. Syms (Austin). | 198 Maurice Tew/E. Marstand (Jowett). | 229 Colin Edge/Margaret Edge (Standard). |
| 166 Frank Grounds/Ken Rawlings (Jaguar). | 199 D. O'M Taylor/Lew Tracey (Standard 8). | 230 A. McCracken/J. McCracken (Ford Pilot). |
| 167 J. Kenyon/L. Bilbao (Ford). | 200 H. Fellman/J. Sirang (Riley). | 231 Jack Reece/Peter Reece (Ford). |
| 168 L. Griffiths/Bob Winsfield (Riley). | 201 E. McCartney/B. Filgate (Bentley). | 232 J. Lucas/L. Handley (Jaguar). |
| 169 J. Fleetwood/G. Read (Ford Zephyr). | 202 M. Kosubski/V. C. Ody (Sunbeam-Talbot). | 233 N. Buchanan/E. Harte (Riley). |
| 170 W. Franklin/J. Miles (Austin). | 203 P. Walton/C. W. Batchelor (Vauxhall). | 234 W. M. Couper/P. Tabor (Armstrong-Siddeley). |
| 171 S. Harris/J. Harris (Bentley). | 204 S. Croft-Pearson/S. Field (Ford Zephyr). | 235 W. Humphries/J. Biggin (Sunbeam-Talbot). |
| 172 Peter Bolton/A. Slater (Daimler). | 205 A. Warren/F. Cooper (Riley). | 236 F. Merrill/R. Hodson (Jaguar). |
| 173 Jack Kemsley/P. F. Parker (Sunbeam-Talbot). | 206 Gregor Grant/George Phillips (M.G.). | 237 R. Cade/C. Escot (Jaguar). |
| 174 Cuth Harrison/Reg Phillips (Ford Zephyr). | 207 R. Sanders/X (Sunbeam-Talbot). | 238 J. Stoddart/W. Stoddart (Standard). |
| 175 Sid Henson/Alan Collinson (Ford Zephyr). | 208 Frank Dundas/X (Jowett). | 239 G. Wood/R. Stokes (Ford Zephyr). |
| 176 C. Bartlett/X (Ford Zephyr). | 209 Mrs. Nancy Mitchell/Mrs. E. Wisdom (Ford Zephyr). | 240 J. Trigg/Mrs. Trigg (Hillman). |
| 177 L. Leader/R. Birse (Vauxhall). | 210 Miss Andy Neil/Miss Chris Neil (Standard Vanguard). | 241 G. Lewis/W. Osborn (Jowett). |
| 178 J. Eason Gibson/P. Scott-Russell (Daimler). | | 242 M. Anderson/R. Hastie (Hillman). |
| 179 T. Shanley/J. Dalkin (Daimler). | | |

British sources.

It seems unlikely that severe wintry weather will be encountered on low ground, but that does not discount the

risk of sudden frost—particularly in the evenings and at night. Fog is not generally expected, but there may be periods of ground mist in valley country. Rain

may occur, but there will be many bright intervals.

On higher ground the story is different. Heavy snowfalls are expected



(Above) Sheila van Damm and Anna Hall (sunbeam-Talbot) who, in 1953, had the cruel luck to suffer a puncture in the speed-regularity test. They are starting from Monte Carlo.

(Left) A busy scene at the Valence control after the generally difficult run from Le Puy.

at altitudes of anything over 500 metres; they may reach blizzard intensity and will be accompanied by drifting. Areas nearest the Swiss Alps are likely to be most affected; the Massif Central area of France is also expected to experience severe winter conditions, with, at times, extremely low temperatures.

Further towards the South of France, snowfalls may be followed immediately by thaws, with the possibility of frequent rain. The probability of mist cannot be discounted, as cloud levels may generally be low.

On the whole, the most severe weather may be experienced in the mountainous areas, due in no small measure, to a long overdue cold spell which has begun to settle in Central Europe.

RALLY GOSSIP: Bryn Lewis tells us that about 33+ per cent, of the British entrants will be running on Wyresoles. . . . Norman Freeman has a most imposing list of users of the now Dunlop Winter Grip covers for the mountain sections. . . . Many people still undecided whether or not to ignore fractions of seconds completely, as per speed-regularity test regulations, or to interpret them as to The *nearest* second, *i.e.*, anything over or under 0.5 secs. to the nearest second. . . . Latest reports give the Le Puy-Valence section as being deep in snow, but very little on the Col des Lecques. . . . Several Press folk are travelling in A.C.V. Ltd.'s luxury coach, which is skippered by Bruce Ells. Mrs. "Georgie" Fotheringham-Parker is *i.c.* competitors' baggage. . . . Lucozade people are generously presenting each starter from Glasgow with a case of their product. . . . Lucas depots have had a busy time checking over electrical equipment. . . . Smith's have

been inundated with enquiries for dead-accurate, N.P.L.-tested chronographs as well as stopwatches. . . . Parr Equipment Ltd. have issued a record number of Portarack roof racks to competitors. . . . Vacuum Oil Co., Ltd., are assisting British Monte Carlo Rally Competitors' Club to provide representatives at controls from Liege onwards. . . . Vredestein Tyre Co. of Holland are operating a chain of waikie-talkie sets to give competitors information as to conditions on the Col des Lecques. . . . Photographs published in last week's *AUTOSPORT* identifying the approaches to the various controls in the Gap-Monaco test have been positively placed as being taken at spots between 700 and 800 metres before the actual controls.

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January 15, 1954.
Gregor Grant and George
Philips drove an MG Y Saloon,
number 206 – see cover
picture.



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1/6

EVERY FRIDAY
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IN THIS ISSUE

SEASONAL SURVEY, PART III—FORMULA 3 RACING : XXIV RALLYE AUTOMOBILE MONTE-CARLO
THE 1954 COOPER "500" : MECHANICAL MARVEL : RECENT TRIALS : THE MEASHAM RALLY

JOHN BOLSTER • THEO PAGE • NORMAN SMITH • "AENEAS"
MAXWELL BOYD • W. A. McMASTER • FRANCIS PENN • WILSON ROGERS

OUR COVER PICTURE

ALL SET for the "Great Adventure": a 1¼-litre M.G. saloon, one of the 120 British entries for this year's Monte Carlo Rally. The majority of crews from this country will start from Glasgow on Monday, 18th January.