THE AUSTIN-HEALEY CONVERSION
The "100" Becomes the "100M"

FROM time to time readers send in cuttings or
books containing cuttings from motoring journals of the
twenty to us by Major J. L. Iremonger and compil
when he was a schoolboy—indeed, one of his books looks
as if it was produced in a classroom.

Here we find pictures of the heroes of those days—Parr
H. O. D. Segrave, Malcolm Campbell, T. B. Andre, C. M.
R. M. V. Sutton, A. Waite, E. C. Gordon England, Gorg
the Earl of Cottenham, Eric Longden, C. W. Johnstone,
the French Amilcar exponent) and many others. It was
when Halford used the hand-brake, this Halford racing
speciali3ed corners in the 200-Mile Race which Segrave won
lands in one of those fascinating, low-hung, straight-eigh
A race in which Douglas Hawkes (Eldridge Special), Harry
Alvis) and Morriean (Callbot) were able to indulge in crash
injuring themselves.

Parry Thomas is seen breaking long-distance records fro
1,000 miles in his Leyland-Thomas, all four wheels being
petrol and oil replenished at spells of 1½ hours, these
caption claims, being met by a team of mechanics in 1½
There are interesting pictures of the 1928 Sunbeam
colours, with Talbot radiator, at Cailhill hill-climb, and
Jackson sand-racing at Southport in another Sunbeam.
from another caption that Aston Martin driver Miss H.
was formerly a Russian ballet-dancer, we are reminded the
streamlined o.h.e. Fiat Eight ran in a 200-Mile Race an
reminder of the splendid streamlined line of one of Gordon
later racing Austin Sevens.

There is an amusing error in a newspaper caption, w
Colin de Crespigny is said to be competing at Brookpark 1
crash, and is seen ascending Shelley Walsh! There are p
show that Djelmo was planned originally as a two-eng
breaker with splayed-out elliptic springs and a seat from
driver wouldn’t have seen a thing! One cutting shows
Chiribiri on fire in a Continental race, there is a rare rac
Lancia front suspension [Anyone remember this one?]—F
recently current with the P2 Alfa-Romeo, and a Beardo
upsetting at Shelley Walsh. Other rare cars are a G.
right-hand-Drive for which 125 m.p.h. was said to be b
and a sports 9.5-h.p. Donnet-Zedel selling for £250
seeling the single seat of a 7½-litre Peugeot racer in a e
Monthbery, Oscar Leblanc is found winning a 12-hour race over the Guadalajara circuit at Madrid in a Salomon,
are lots of views of the Land Speed Record cars of Thomas,
and Segrave. Alfred Moss, Stirling’s dad, is seen winning
lands race in a rather spent Franty Ford Speed Sport fr
oil, and smoke is pouring from the F
said to give 32 b.h.p. at 4,000 r.p.m. and to reach 70 m.
1-to-1 top-gear ratio and 27 m. by 4.50 in. tyres—it has
staggered seating I have ever seen, and Rudge hubs. Thes
some of the interesting memories which Major Iremonger
books convey.

Another interesting relic from the past, kindly sent in by
is a Daily Mail dated February 10th, 1908, which carries
on the 20,000-mile New York/Paris Motor Race. The "mo
motorists’" were apparently being entertained royally in P
prior to the start and were to engage in nightly races r
Hippodrome stage at 50 m.p.h. It was explained that the l
largest stage in the world, which was probably just as S
"Sporting Anarchist" in a Wernser announced his int "
racing the race," entering Alaska at the Skagway Pass an
off the Arctic shore in Siberia by way of Lena instead of the r
race route to the Amadid River. Ten entries were D
De Dion, Motobloc, Sizaire-Naudini from France, a Pro
Company, a Thomas from America and a Bixia-Furst fr
Apparently later editions of the Daily Mail omitted any t
this great motor race.

Incidentally, some idea of the appalling manner in which
of the pound has diminished in the last 47 years can be
from the advertisements in this old newspaper—in 1908
twist coat cost 10s. 6d., a male-tailored suit 30s., gran
from £7 10s., a Panhard motor veil 3s. 11d., a pair o
boots 8s. 6d., and a good umbrella 4s. 11d.
NEW ZEALAND GRAND PRIX

The Grand Prix of New Zealand, held at Ardmore Airfield, near Auckland, on a 2.1-mile circuit in the shape of an elongated gure of eight, drew a vast entry ranging from Grand Prix production sports cars, entered by everyone from near-World operations to "local boys." A contingent of cars and drivers from France, including Moss with his own 1954 Maserati Grand Prix car, Parnell with a single-seater Aston Martin sports car from the factory, built around components, and with his streamlined B-type Connaught with a standard D-type Jaguar engine running on pump fuel, and Whitehead with a brace of hybrid Ferraris. These were the cars that set the pace in this event, being 1953 Formula II cars, and they set the pace for the remainder of the race. The 3-litre Monza Ferrari engines, on their previous visit to New Zealand, had run consistently, and with the additional power of the 1953 season, had made a major impact on the race.

The race was held over 100 laps of the aerodrome circuit and Moss' car lost more than 10 seconds on the way to victory. In spite of this, he had kept his cool, and was able to run comfortably from the rest of the field. The single-seater Aston Martin had mechanical trouble in practice and could not start, so all three cars were borrowed from Cooper-Jaguar, which had finally been convinced to run on the popular fuel mixture, and the result was a close-fought battle between the three cars.

The cars ran on fuel which was on a par with that used in the recent European races. The result was an exciting race, with the three cars running close together. The final result was as follows:

- S. Moss (Maserati 250F) - 1st
- F. N. Whitehead (Ferrari 3-litre) - 2nd
- T. E. R. Cochrane (Connaught-Jaguar) - 3rd
- R. Parnell (Cooper-Jaguar)

ARIDMORE HANDICAP RACE - 15 Laps - 31.5 Miles
- A. Moss (Porsche Spyder) - 1st
- P. N. Whitehead (Cooper-Jaguar) - 2nd
- R. A. O. Gaze (H.W.M. Jaguar) - 3rd
- R. Parnell (Cooper-Jaguar)

CLUB NEWS

THE LONDON E.C.C. ANNUAL DINNER AND DANCE (Jan. 6th)

The London E.C.C. Annual Dinner and Dance was held at the Grosvenor Hotel, South Kensington, London, on Friday, February 5th, from 7 p.m. until 2 a.m. The event was well attended, with a large number of guests present. The principal trophies awarded were as follows: The William J. F. Ford Trophy to Ian Walker for his successes in rallies and trials held by the club. The Riversfield Trophy to Ian Wilson, and the Yen Memorial Trophy to A. F. Rivers Fletcher for his successes in sprints and hill-climbs.

TON LE MOORS C.C. NAVIGATION RALLY (Jan. 8th)

The navigation rally was a great success, with conditions favourable to all owners of "heater-open cars. The cold wind and snow found its way into the hood, and some cars had to be abandoned.

B.A.R.C. (EAST SUSSEX) MIDNIGHT FILM MATINEE AND SUPPER (Feb. 17th)

The sixth annual midnight film matinee and supper will be held at the Picture-drome Cinema, Langney Road, Eastbourne, at 10.45 p.m., when some of the major races of 1955 on home and Continental circuits will be shown. In addition a supper party will take place at the Cavendish Hotel at 8 p.m. for 8.30 p.m. on the same evening.

M.G. C.C. (S.W.) SALISBURY "TRALLY" (Feb. 5th)

The above event is a provisional one for 1956, and in conjunction with the 750 Club, will take place at 11 a.m. at the High Post Hotel, Salisbury. It is a combined trial and rally, with driving tests to count for the final marking.

FORCES' M.C. WINTER RALLY (Feb. 5th)

At 10.30 a.m. on February 5th, the Grasshopper Inn, Westerham, Kent, the 100-mile-long winter rally will start, the major accent being on navigation. Entries to A. V. Matthis, 53, Fairlands Avenue, Thornton Heath, Surrey, by January 30th.

RHYL & DIST. M.C. BRAID RALLY (Feb 4th/5th)

This rally is known locally as the Monte Carlo of North Wales. It is a closed-to-club event run over minor roads in the mountains of North Wales. In the past the snow on the high ground has made the event very interesting, tough navigational sections and the mountainous nature of the course giving it the Monte Carlo atmosphere. Regulations from R. H. Piper, Bexley, Conwy Street, Rhyl, Flintshire.

CEMEN M.C.

The annual dinner and dance and presentation of awards will be held at the Rembrandt Hotel, South Kensington, on Friday, February 6th, from 7 p.m. until 2 a.m. The event was well attended, with a large number of guests present. The principal trophies awarded were as follows: The William J. F. Ford Trophy to Ian Walker for his successes in rallies and trials held by the club. The Riversfield Trophy to Ian Wilson, and the Yen Memorial Trophy to A. F. Rivers Fletcher for his successes in sprints and hill-climbs.

500 M.C. OF IRELAND

Once again the 500-c.c. Championship of Ireland race meeting will be held at Kirkistown, on March 17th, over a distance of 20 laps. First prize will be the Perpetual Trophy and Replicas and the sum of £25.

LONDON M.C.

The London M.C. Coventry Cup Trial will be held on Sunday, February 12th, in the Aston Rowant area, starting at 10.30 a.m. from the " king's Arms." Details available from W. C. Podevin, 68, Bute Road, Ilford, Essex.

MID-THAMES C.C. WINTER RALLY

The Mid-Thames C.C. are holding their Winter Rally on Sunday, February 19th. Mileage to be covered will be 150 to 180 miles. A cordial invitation is afforded to all enthusiasts. The outright winner will be awarded £5, with other trophies for class winners and navigators for this all-day event. The start will be at "The Marquis of Granby," Kingston By-Pass. Regulations and entry forms are obtainable from R. Avey, 5, Cardinal Avenue, Kingston-on-Thames, Surrey.

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For ordinary open-road driving overdrive and top gear are all that are necessary with the extra 20 h.p. at one's disposal. On stretches of road where 100 m.p.h. was reached previously, 110 m.p.h. comes up on the "clock," and over a well-known stretch of road the acceleration from a standing start to a certain lap-post has improved from 50 m.p.h. to 59 m.p.h. On the petrol consumption checks that have been made since the conversion there seems to be no increase at all, as it is remaining between 21 and 22 m.p.g.

The car in its present form is a comfortable high-speed means of transport and as long as the driver doesn't use the road as a race track, a safe means of transport. On long runs in this country, with normal traffic conditions, an average of over 50 m.p.h. can be maintained, weather permitting.