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EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

LOCKHART-BOSSINGHAM TRIAL
Fully-Illustrated Report

THE CHASE TROPHY

**R.A.C. TRIALS
CHAMPIONSHIP**

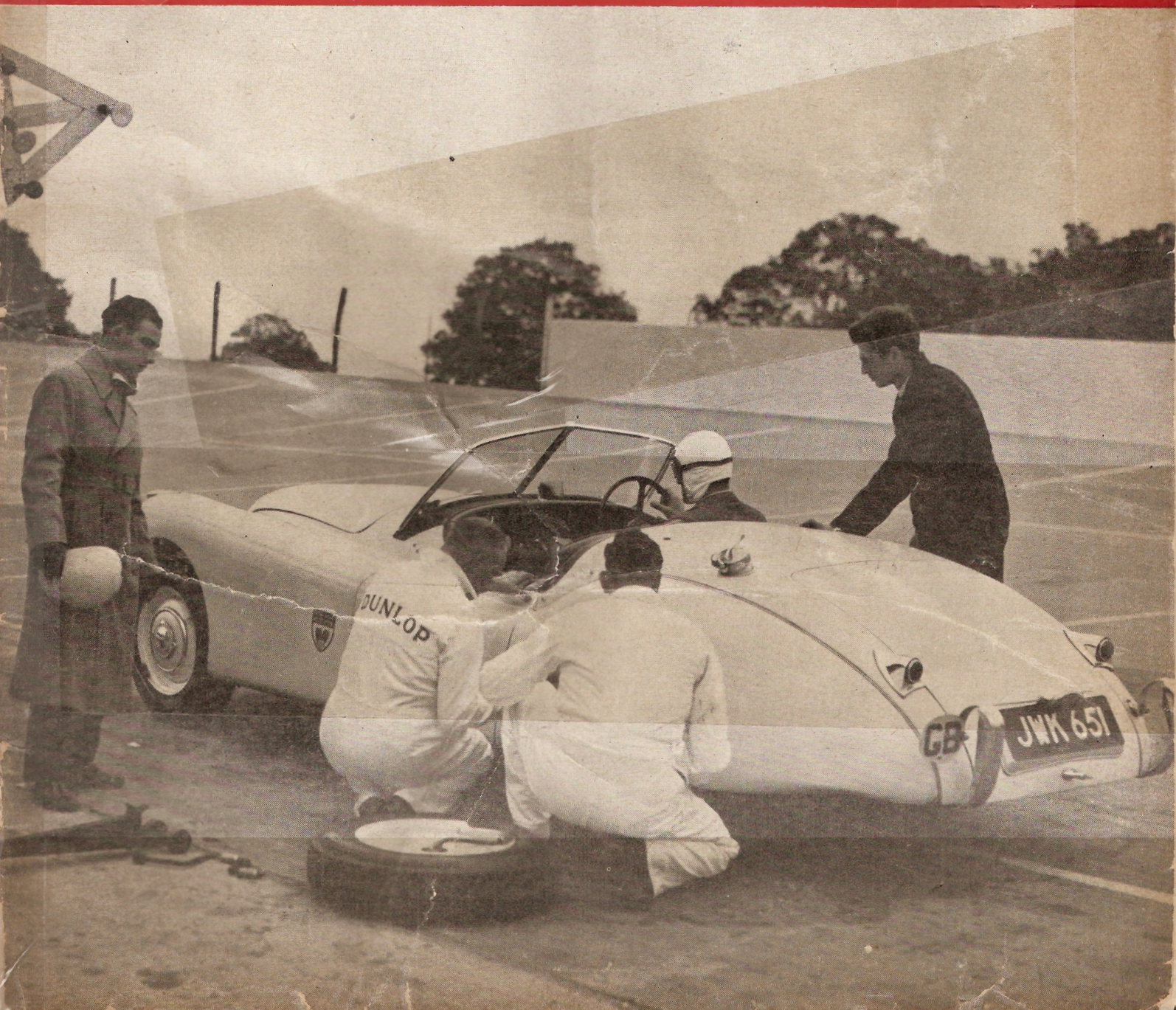
Full Details and List of Entries

John Bolster—Russell Lowry

Philip Smith—Ken Carter

Vol. I No. 17

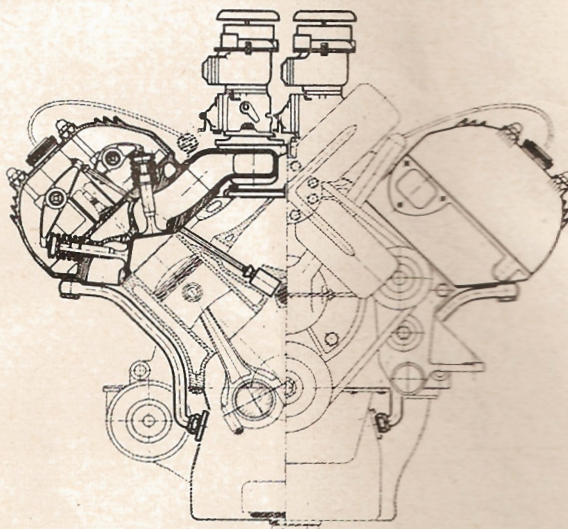
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BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. I No. 17

December 15, 1950

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NOTICES

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EDITORIAL

TO-MORROW sees the annual R.A.C. British Trials Drivers' Championship, when the pick of the U.K.'s mud-pluggers will do battle in the Cotswolds for the honour of being acclaimed 1950 Champion. Whilst the winning of one particular trial may not show the consistency and week-end to week-end skill that is necessary to win the B.T.D.A. Star, there is little doubt that the R.A.C. event now ranks as the most important in the trials calendar.

Trials-driving is a peculiarly British pastime, and the appearance of scores of "specials" pays tribute to the skill and ingenuity of the people who are actively interested in winter motor sport. These cars give untold pleasure to their creators, and cause many non-trials-minded folk almost to throw a fit whenever they are mentioned.

Even the most venomous critic of the trials special must admit that these vehicles have enabled many drivers who could not possibly afford to risk entering their everyday machines in events, to compete at fairly low cost with a reasonable chance of success. Trials in themselves cannot bring profit to individual entrants. What critics do not realize is that the modern reliability trial is a sporting contest, and that all thought of "improving the breed" has long passed into the limbo of forgotten things. Your true mud-plugger is more concerned with improving the breed of trials cars, as the sheer pleasure in conquering difficult observed sections is the main reason for evolving specials.

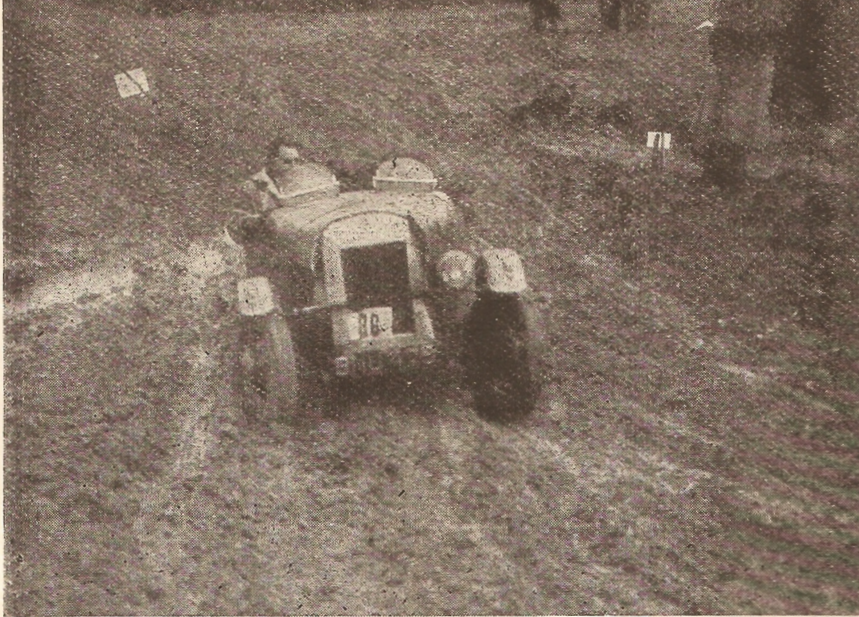
It must be admitted that there have been, and still are, a few outlandish designs which tend to make the sport look a trifle ridiculous. AUTOSPORT is no champion of the freak, but we do feel that the average trials car comes in for plenty of undeserved criticism. There cannot be much wrong with a sport which gives untold pleasure to hundreds of enthusiasts, and serves as an outlet for mechanical ingenuity and exceptional driving skill.

Sports car manufacturers, with the exception of Dellow and Allard, do not produce cars suitable for cross-country motoring. Consequently, the proved inability of roadworthy production vehicles to proceed non-stop over chosen trials routes has resulted in the creation of cars that can do so. Trials folk love their sport, and see no reason to condemn perfectly good road cars merely because they happen to be unsuitable for week-end mud-plugging. They simply set about evolving cars that are suitable.

Yes indeed, the average mud-plugger is an extremely tolerant person. Would that some of the critics of trials were every bit as tolerant!

OUR COVER PICTURE

MAC'S BACK: Familiar view of Dunlop Mac attending to the tyres of the XK 120 Jaguar during the recent successful high-speed demonstration at Monilhéry. Leslie Johnson has just taken over, whilst Stirling Moss looks on.



QUARRY-BASHING. S. Pipe (Ford) on Devonshire Cream, a quarry section which provided grand sport in last week-end's Lockhart-Bossingham Trial, organized by "Berko".

Pit and Paddock

W. E. WILKINSON, known to all and sundry as "Wilkie", has settled down in Edinburgh in partnership with David Murray. They have acquired the business of Merchiston Motors, 12/13 Merchiston Mews, Edinburgh. It is Wilkie's intention to open a tuning department on the lines of the old Bellevue Racing Shop.

* * *

STIRLING MOSS has taken up an active directorship in the Kieft Car Construction Co., Ltd.

* * *

STORK Dept. To Mr. and Mrs. Jack Fairman, a son. All three doing fine.

* * *

GEORGE YATES is at present in the King Edward VII Hospital, Welbeck Street, being repaired after a road accident to a car in which he was passengering.

* * *

TALK of organizing a long distance sports car race in Great Britain. At least one circuit wouldn't have objecting residents, so the possibility of a "24-Hours" is being considered.

* * *

SOME time ago a Belfast enthusiast fitted his M.G. with a saloon body in modern full-width style. Several months elapsed, and then a puncture revealed the interesting fact that it was necessary to saw off the mud-guard valances before the wheels could be removed.

* * *

LE MANS conspirators are at it again. British drivers will now have to fall into line with their French compatriots by fitting yellow-coloured bulbs in their headlamps. We can see Mr. Lucas being very busy with ochre tints and whatnot!

* * *

REG PARNELL's new E.R.A.-powered Formula 2 car will shortly be raceworthy. The unblown, 2-litre power-plant is installed in a much-modified Maserati chassis. Incidentally John James will probably be seen at the wheel of Parnell's San Remo Maserati, next season.

TORRENTIAL rain caused postponement of the Argentine 500 Miles Road Race due to have been run on the Garea circuit on 10th December. Fastest practice laps were put up by Fangio, Rosier and Gonzalez in that order—all handling 4½-litre Lago-Talbots.

* * *

THEY say that the Talbot concern at Saresnes may have to restrict next season's racing programme, unless the hoped for "financial transfusion" happens. Pity Talbots couldn't have had a nibble at part of the millions of francs expended on the C.T.A.-Arsenals which is at present in the "temporary?" keeping of Tony Lago.

* * *

M.C.C. Daily Express 1,000 Miles Rally results have just come to hand. Analysis shows that 470 entries were accepted, forty-two non-started, ninety-two retired and twelve failed to finish within the stated time limit. The organizers are considering giving a Souvenir Award to all finishers.

* * *

TONY GAGE will not betake himself back "Down Under" for some time. His new short-wheelbase, rubber-suspended, 2-litre unsupercharged Alta is the main reason for staying behind. The Australian wields a useful wheel, and has just the right brand of heavy boot for Formula 2 stuff.

* * *

NEXT week's issue will contain a complete and fully-illustrated report of the R.A.C. Trials Championship, in addition to many special Christmas features, including a Gerard Crombac review of the Continental Grand Prix Formula Cars of 1950-51.

Lockhart-Bossingham Won on Hills

GERRY PENTONY'S VAUXHALL-POWERED CYCLOPS BEATS UP THE FORDS—
ONLY ONE CLEAN SHEET IN BERKHAMSTED SPORTING TRIAL

QUEER thing about modern trials is that the more filthy the weather, the cheerier competitors and officials are. Competitors hope fervently that there will be plenty of tough sections, and officials pray for rain to provide a decent sporting course. Anyway Major Armand Blackley, Gordon Simmons, P. Verdier, W. N. Croysdill, K. Blythe, A. D. G. Beveridge and other "Berko" stalwarts must have put in some overtime on the praying business, for last Sunday's Lockhart-Bossingham Trial, which started from Acland and Tabor's Garage near Welwyn, was run in a continuous downpour.

The thirty-four miles course wound its way via Codicote and Wheathampstead to Watling Street and then to the King's Arms at Berkhamsted. A well-chosen route included several very interesting sections, and one hill, Aunt Wood 2, which turned out to be practically a stopper.

Aunt Wood Troublesome

No one had any trouble at Heath Hop, but Aunt Wood 1 caused fourteen failures, including Derek Buckler (1,172 Buckler S) and C. F. Crossby (1,203 Vauxhall S). The second section played havoc with clean sheets at this comparatively early stage. Not a solitary success was registered by the seven "up to 1,100 c.c." folk. J. C. Smith (1,172 Bartlett) opened the score for the 1½-litre brigade with a first-rate climb, in which he was emulated by Dave Price (1,172 Price). Gerry Pentony (1,450 Cyclops) went up seemingly with bags of power to spare. Then came a long succession of failures. Ken Burgess tried desperately to force the white Allard through the leafy mould, but it definitely wasn't a big car hill. Gerry Hancock and Ben Brown shot off confidently in their trim Dellow, with blowers

PROVISIONAL RESULTS

The Bossingham Memorial Cup (best performance)—Gerry Pentony (1,450 Cyclops).

Members' Challenge Cup—Gerry Hancock (1,172 Dellow S.).

Simmons Cup (best performance, up to 750 c.c.)—R. E. Lang (747 Austin).

Best Performance up to 1,100 c.c.—D. Wyburn (747 D.H.G. Austin).

Best Performance, Unlimited c.c.—Vic Biggs (1,172 Ford S.).

First Class Awards—J. C. Smith (1,172 Bartlett), Michael Lawson (1,172 Lotus), Dave Price (1,172 Price).

Second Class—P. O. Brookes (1,172 E.R.P.), J. V. Lewis (1,175 Ford).

Starters, 30; retirements, 4.

whistling, but both came to rest at approximately the same spot. However, Vic Biggs (1,172 Ford S) stopped the rot with a perfectly judged ascent, which, as it happened completed the list of successes.

The special test at Whitwell Hill saw Pentony take the honours with 13 secs. Other good times were returned by Gerry Hancock, 13.2 secs., Dave Price, 13.4 secs., Ken Burgess, 13.6 secs., and Ben Brown and Vic Biggs, each with 13.8 secs.

Then on to Devonshire Cream for a spot of quarry-bashing on a most ferocious-looking section,

(continued overleaf)



Gerry Pentony, winner of the Bossingham Trophy, negotiating Devonshire Cream with his Cyclops (Vauxhall engine, Morris Minor chassis).



DEVONSHIRE CREAM (above). N. Overton's Standard requires additional manual "horse-power" to clear the last section of the hill.

(Right). A. G. Pine forces his Austin-Ford through the muddiest part. P. J. Lovell's M.G., which had previously broken a couple of universal joints, is seen in the background.

"Lockhart-Bossingham"—continued

which at one time looked as if it were going to stop everyone. However, Michael (No Trailer) Lawson and Lotus showed everyone just how it should be climbed and the towing-team breathed more easily.

The "under eleven hundreds" didn't have too happy a time. P. J. Lovell's veteran M-type M.G. hit a bump, aviated, and landed at the expense of two broken universal joints and a bent prop. shaft. R. E. Lang (747 Austin) scored the sole success in this category, although A. D. Hasmer (747 Austin) made a short effort to clear the final section.

A. G. Pine (1,172 Austin-Ford) just managed it after a preliminary mud-bath, and S. Pipe had a door fly open, and his alligator-type bon-



net all but lifted during his Ford's successful climb. Pentony trickled up with ease, whilst both Gerry Hancock and Derek Buckler (1,172 Buckler) stormed up at speed. Ken Burgess was also very fast.

Price's Near-Prang on Purma

Purma was a steep, short acclivity leading out of a chalk-pit. A double step caused plenty of excitement, and gave spectators a full view of the undersides of chassis. After several more or less spectacular leaps, Dave Price arrived at high velocity. His car reared upwards on its rear tyres, whilst the front wheels pawed the air; everything portable fell out of the car, almost including its occupants, before it finished up on a ledge.

Ken Burgess's Allard also gave a gigantic leap, sending marshal Tony Ruffitt scurrying for cover, and sweeping all the marking tapes up with it. Pentony was another who whipped the tapes with him, during his model ascent.

Biggs—"Highest" of the Day

However, the father of all carobatics was provided by Vic Biggs. His Ford shot high in the air, teetered almost vertically for a fraction of a second, looked as if it were about to topple over backwards, but continued non-stop. Ben Brown's Dellow leapt just enough to clear the steps, and careered up at speed. Jackman (Dellow) took it rather too quietly, stopped, had a second (unofficial) go, and did it easily. Bowman's Ford V-8 halted with about rather less than one bank of cylinders operating.

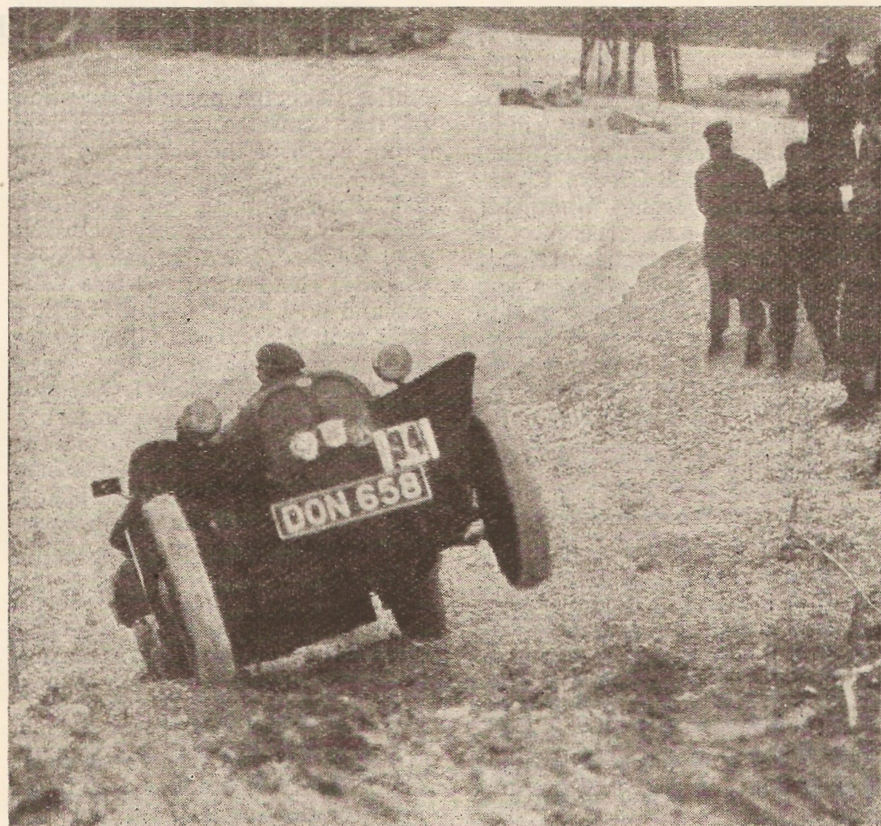
Lang and Hasmer cleverly directed their little Austins on the best possible path. Other successful attempts were made by Smith (Bartlett), Lawson (Lotus), P. D. Brookes (1,172 E.R.P.), Buckler, Hancock, Crosby and M. W. Todd (1,172 Dellow). In all, a dozen drivers reached the top unaided.

The derelict quarry at Trowley's Bottom was dead simple, and after moving the start further back to the other side of the road, muddy Bouncer's Delight was merely a speed hill-climb. As it so happened, the heavy rain obliterated marshals' sheets to such an extent, that the stewards decided to scrub the hill.

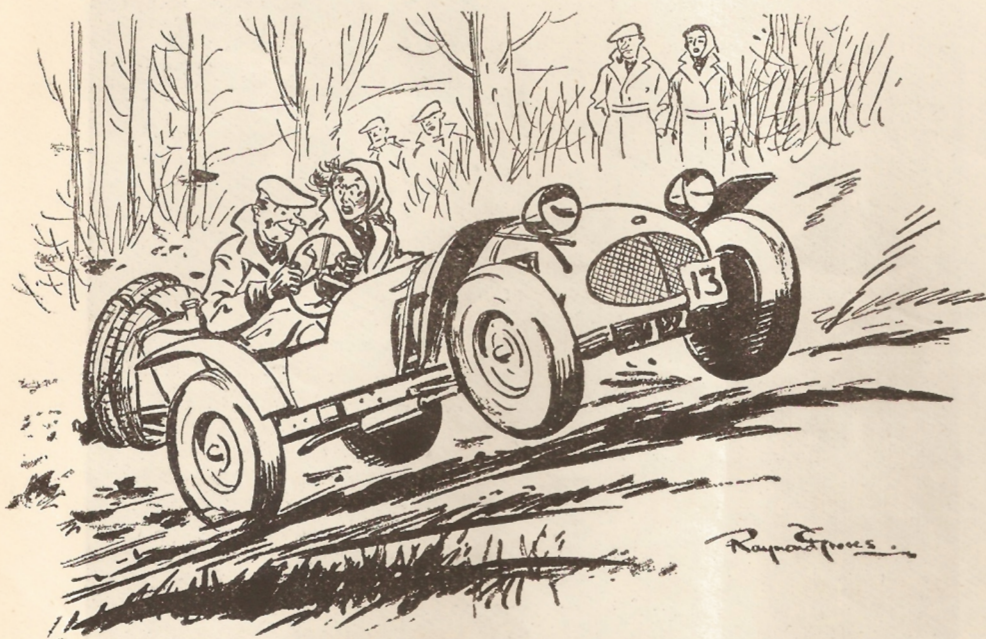
(continued on page 520)



PSEUDO-ARCTIC. Ken Burgess (Allard) becomes entangled with the marker tapes as he leaps over the step on Purma, a chalk-quarry near Codicote.



M. W. Todd's Dellow does a spectacular jump at Purma. This section caused a varied selection of carobatics and only a dozen drivers were unpenalized.



"I must say, I didn't realize that this was what you meant by a motoring honeymoon!"

Saturday's R.A.C. Trials Championship

SIXTY-EIGHT SELECTED ENTRIES FOR COTSWOLDS EVENT

MECCA of all trials enthusiasts tomorrow (16th December) will be Cheltenham, where the Third Annual R.A.C. British Trials Drivers' Championship starts from Montpellier Gardens at 9.31 a.m. The entry of sixty-eight is representative of Great Britain's top-line mud-pluggers who have managed to obtain the qualifications necessary to ensure invitations. Naturally the north predominates, with thirty-five entries. The south of England is represented by a total of twenty-five, Scotland by five and Ulster by three.

Surprise Wharton Entry

Amongst the surprise entries is 1948 and 1949 Champion Ken Wharton in an A40 Austin-engined Wharton, who, it was rumoured, had given up mud-plugging in favour of racing and rallying. 1950 B.T.D.A. Star winner Cyril Bold will be a strong favourite, but with such a galaxy of talent no one could possibly attempt to forecast the eventual winner.

The majority of AUTOSPORT's trials-minded readers are familiar with the names in the accompanying list of

entries, with the possible exception of the Scotsmen and Ulstermen. From north of the border we have Nigel Kennedy with his blown Stafonak, Peter Goodall and his Ford, Jack Wilson with his very successful A40 Austin-engined special, George (Speedy) Hendry in the 4-litre Watson and W. J. Lamb (Allard). Ulster have sent W. T. Todd (4,086 Humber), who competed in last year's event, C. E. J. Atkinson (1,172 Ford) and W. E. Clokey (1,496 Singer).

Ford engines predominate in the entry, no fewer than fifty-one cars having Dagenham-built power-plants. The remainder include Austin Seven (1), Vauxhall, Javelin, A40 Austin, Singer (1), Vanguard (1), J.A.P. (1), M.G. (1), Humber (1) and possibly a single Lancia. Of the sixty-eight machines, only nine have engines exceeding 1,500 c.c.

Route Details

The route goes from Montpellier Gardens to the Rodney Road Car Park for the Special Test, and then to four new hills on private ground at Lower Hill Farm, Prestbury. These are Noverton, Draper's One, Draper's

Two and John's Delight. Best approach for spectators is the main Winchcomb road from Cheltenham, and in the village of Prestbury take the first turn right, after a 90-degree left turn off the main road.

Syde and Saw Mills

Syde can be reached by turning right off the main Birdlip-Cirencester road; it is on Cox's Farm. Saw Mills is about two miles beyond Foston's Ash Inn, just off the east side of the Birdlip-Stroud road. Shale Slope is off the Gloucester road past the Air Balloon Inn (signpost Cold Slad) but is not suitable for spectators.

Middle Jinny is off Leckhampton Hill, on the outskirts of Cheltenham on the Birdlip road.

This, then, is the set-up for the Championship. It is worth noting that the assisting clubs are Sunbac, Cheltenham, Bristol, West Hants and

Dorset and Bugatti Owners. Results ought to be available at Priory Lawn (H.Q. of Cheltenham M.C.) at about 6.30 p.m. The complete list of entries is as follows:—

1, J. H. H. Barrow (1,172 Dellow S) S; 2, M. S. Wilson (1,172 Wilson) N; 3, H. Cocker (3,622 H.C.) S; 4, M. Wilde (1,172 Ford S) N; 5, R. W. Faulkner (4,000 Mercury) S; 6, E. B. Wadsworth (1,172 Ford) N; 7, K. C. W. Rawlings (2,088 Vanguard) N; 8, J. C. Smith (1,172 Bartlett) S; 9, P. M. Goodall (1,172 Ford) Scot.; 10, C. F. Crossby (1,484 Vauxhall S) S; 11, G. R. Holt (1,172 G.R.H. Spl.) N; 12, L. J. Oliver (1,172 Oliver) N; 14, F. P. Radford (1,172 RAD-Ford) S; 15, N. A. Kennedy (1,172 Stafonak S) Scot.; 16, A. W. Lilley (1,172 A.W. Spl. S) N; 17, C. Corbishley (1,446 C.C.S.) N; 18, R. A. Hopkinson (1,172 Bancroft Spl.) N; 19, K. Wharton (1,200 Wharton-Austin) N; 20, F. Dean (1,172 A.W. Spl. S) N; 21, A. E. Froot (1,172 A.F.S.) N; 22, H. Hopkinson (1,172 Ford-Austin S) S; 23, A. A. Butler (1,172 Clegg S) N; 24, A. E. Enderby (1,172 Ford S) N; 25, R. W. Farnworth (1,172 Fairley) N; 26, V. S. A. Biggs (1,172 Ford S) S; 27, L. J. Tracey (1,172 Dellow S) N; 28, K. E. O. Burgess (1,486 Burgess S) S; 29, R. W. Phillips (1,486 Fairley) N; 30, A. M. Beardshaw (1,190 Wharton) N; 31, A. Rumfitt (4,375 Allard) S; 32, J. E. Wilson (1,200 Austin) Scot.; 33, T. C. Harrison (1,172 Harford) N; 34, E. W. Vero (1,172 Dellow S) S; 35, W. L. T. Winder (1,172 Austin S) N; 36,

G. Pentony (1,450 Cyclops) S; 37, M. H. Lawson (1,172 Lotus) S; 38, G. D. Waldron (1,172 Dellow S) N; 39, A. W. Francis (3,917 H.R.G.-Mercury) N; 40, H. W. Begley (1,172 Ward Spl.) N; 41, W. H. Waring (1,196 Dellow S) S; 42, E. G. Spence (1,172 Spence) S; 43, R. B. Lowe (1,172 Dellow S) N; 44, A. G. Imhof (1,172 Imhof Spl. S) S; 45, H. D. Pritchard (1,172 L.M.B. S) N; 46, C. R. Hardman (1,172 Dellow S) N; 47, G. S. Hendry (3,917 Watson) Scot.; 48, G. W. Best (939 M.G. S) S; 49, J. Clegg (1,172 Clegg S) N; 50, J. Readings (1,781 Regent S) S; 51, Miss H. B. Kemble (1,172 Ford) N; 52, A. E. Jackman (1,172 Dellow S) S; 53, H. F. Brayshaw (1,185 Brayshaw S) N; 54, C. E. J. Atkinson (1,172 Ford) U; 55, J. R.

Preston (747 Austin S) N; 56, D. W. Price (1,172 Price Spl.) S; 57, D. F. H. Cotton (1,172 Cotton Spl.) S; 58, V. R. Pilkington (1,172 V.R.P. Spl.) N; 59, W. E. Clokey (1,496 Singer) U; 60, J. D. Sleeman (1,172 Sleeman Sports S) N; 61, W. J. Lamb (3,917 Allard) Scot.; 62, J. T. Spare (1,172 Whiteford Spl.) S; 63, W. T. Todd (4,082 Humber) U; 64, C. R. L. Nicholl (3,662 Ford) S; 65, N. V. Terry (1,172 Dellow S) S; 66, C. L. Bold (1,080 Bold) N; 67, K. R. Bailey (1,442 Bailey) N; 68, L. Onslow-Bartlett (996 Bartlett) S; 69, G. P. Mosby (1,172 Ford S) N.

Abbreviations:

N, North: S, South: Scot., Scotland:
U, Ulster.

Dellow Day in Chase Trophy

RON LOWE TAKES PREMIER AWARD IN SHENSTONE TRIAL—BROWN WINS OPPOSITE CLASS WITH H.R.G.

—47 ENTRIES IN WELL-ORGANIZED EVENT

SHENSTONE AND DISTRICT C.C.'s Annual Chase Trophy Trial on 10th December attracted forty-seven entries, including no fewer than fifteen Dellos. Driver-manufacturer Ron Lowe, in his red "helical springs at the rear" machine was the only driver to complete the Cannock Chase course without dropping a single mark. J. V. Brown, running in the sports class, did remarkably well to win the opposite class with his standard production H.R.G.

The route totalled sixty-six and a half miles and included nine observed sections, a couple of special tests and a timed climb. Seven Springs was the most spectacular section and consisted of a very steep gradient up the side of a miniature mountain. Pat Renolds (Dellow) made the first of the only three clean climbs, the others being Denis Flather (Keystone) and Ron Lowe (Dellow). The Perks brothers lacked a puffer on their Dellow which petered out through sheer lack of power. R. L. J. Threlfall (3,917 Allard) lacked the requisite number of cylinders, and "Lucky" Lew Tracey lived up to his reputation by breaking a supercharger drive belt, when apparently set for a full marks climb.

G. B. Johnson (Ford) also came to rest, as did Jack Waldron (Dellow) with madly spinning rear wheels. Bill Bodenham, handling a TC Midget in place of his familiar Dellow was another unfortunate, but a sur-

prising failure was that of Bill Sleeman's, who was heard to remark that the thing obviously required reboring. L. G. Evans (Dellow) and his well-known lead foot combined for a stormy assault—he, too, failed.

Upper Pipe's mud stopped all the sporting machinery, but only Murray Austin (Lancia) and J. H. Whittandall (Ford-Clinton) halted amongst the super-sports stuff. Satnall was a nice quiet acclivity and helped to sort out the sports category. J. V. S. Brown (H.R.G.), pulling a 13 to 1 bottom gear climbed with no trouble, but A. P. Hitchins (H.R.G.) stopped. M. J. Harris (M.G.) became rut-bound, and Murray Austin atoned for his Pipe failure by going up non-stop. J. V. Fowler (H.R.G.) was also "clean".

Early numbers appeared to have an advantage on Ashby's Gully, where V. T. Fellows's veteran Salmson put several of the moderns to shame. Hugh Leigh's Frazer-Nash arrived with rather exaggerated "toe-in". Apparently he slammed something hard in one of the special tests and bent his axle. However, he managed to coax the car up to Section 5 before stopping.

B. A. M. Gilbert (TC Midget) optimistically grabbed second gear, on reaching Section 3, and Threlfall tried a new experiment by attempting the hill with fully-inflated rear tyres. The experiment was not a success. Denis Flather changed up, then down

and then went up at speed. K. O. N. Smith did well to reach Section 2 with his Austin Seven.

After traversing a couple more sections, the cavalcade wended its way to the "Plough" at Shenstone for an excellent meal. Incidentally, there was rather an unusual award for the entrant who, competing with the same car as was driven in the 1949 "Chase", improved his (or her) placing by the greatest percentage. This novel trophy went to B. Baxter (Dellow).

Apart from John Brown's success with his H.R.G., all main awards went to the marque Dellow—six in all. At the time of going to press, the team results had not been worked out.

RESULTS

Chase Trophy (best performance)—Ron Lowe (1,172 Dellow S.).

Rugeley Bowl (best performance, opposite class)—J. V. Brown (1,496 H.R.G.).

Committee Cup (best percentage improvement on 1949 placing)—B. Baxter (1,172 Dellow S.).

First Class Awards (Super Sports)—E. J. P. Renolds (1,172 Dellow S.), F. E. Wall (1,172 Dellow S.).

Second Class (Super Sports)—G. Ostroumoff (1,172 Dellow S.), V. Ostroumoff (1,172 Dellow S.).

First Class (Sports)—Hugh Leigh (1,496 Frazer-Nash), J. W. Fowler (1,496 H.R.G.).

Second Class (Sports)—V. T. Fellows (1,087 Salmson).

* * *

B.R.D.C. DINNER AND DANCE

ON Friday, 8th December, the dinner of the British Racing Drivers' Club took place at the Dorchester. The highlight of the evening was the presentation of the Seaman Trophy and a Gold Star to Stirling Moss, who proved that public speaking is among his many accomplishments. From the other speeches, one should perhaps quote a remark of Reg. Parnell's: "I expect you'd all like to know what's happening to the B.R.M. So would I!"

Among the entertainments, George Meeten brought the house down with his brilliant sound effects, including racing cars, underground trains, and an angry wife on the telephone. There was a "twenty questions quiz", which caused much furious brainwork, and dancing went on till 2 a.m.

Butler Best in Winter Trial

FROST AND THAW DIFFICULTIES

IN the Lancashire and Cheshire Car Club's Winter Trial on Sunday, the frost played a wicked part in disabling the sections, and competitors had a thoroughly liquid time. Fastest time in Test 1 went to Cyril Corbishley with 34 secs., repeating his feat of last year. Windy Harbour proved almost an insuperable difficulty, Alan Butler being the only climber. London Road was impassable to the first few, but Tom Leigh's V8 bull-dozed a path to the great content of later numbers. Test 2 fell to the eventual winner who beat Ken Bailey by .6 of a second with 21.0. The next section was very bad and only nine starters cleared Section 1. Higher Fold I was only conquered by the winner and Ron Preston. Higher Fold II was unclimbed but Tom Leigh hauled his V8 up to Section 3.

The trial ended here, but enthusiasts found a suitable 1 in 1 grade starting from a plateau on the hillside. A lot of cars could not reach this point, but those who did gallantly assaulted the slope, the eventual height record being made by Ken Bancroft on the borrowed Clegg. Ken, incidentally, scrounged the landlord's trousers at the lunch stop, and displayed a tasteful (rear) view of shirt during the proceedings. Out of nineteen starters three retired. The Novice Award winner M. J. Hawtin was driving his new Dellow in its first event.

PROVISIONAL RESULTS

Winter Trophy—A. A. Butler (Clegg).
 First Class Awards—C. Corbishley (C.C.S.), J. A. Preston (Ford).
 Second Class—Miss D. Corbishley (C.C.S.), A. J. Lilley (A.W. Spl.).
 Novice Award—M. J. Hawtin (Dellow).

"Lockhart-Fossig'sham"—continued

Owing to a slight misunderstanding, the first set of provincial results was wrong, and Vic Biggs set off for home convinced he had won the "premier". However it soon became obvious that Pentony, who everyone knew had gone through non-stop, had been credited with a failure on Aunt Wood 1, whereas he had romped up this particular hill.

Verdict: a well organized and thoroughly enjoyable event. Possibly more entertaining sport from a competitors' viewpoint than several "starred" trials.

NOTICES

"Autosport" Back Numbers

We regret that Vol. 1, No. 5, dated September 22nd, 1950 is no longer available. All other copies can still be supplied.

Classified Advertisements

All classified advertisements for inclusion in the issue of the 29th December must be received in this office first post **Monday, 18th December.**

NORTHERN IRELAND M.C. ANNUAL DINNER

R.A.C. Approve Aerodrome Speed Venue

THE most heartening event at the North of Ireland Motor Club Ltd.'s annual dinner on Thursday, 7th December, at the Melville Hotel, Londonderry, was the announcement of the R.A.C.'s provisional approval of Maydown Aerodrome as a venue for speed events. The car section of this long-established motor cycling club was formed only a year ago, but many excellent trials have already been organized, and an ambitious programme of events is visualized for next year, including a repeat of the popular North of Ireland Rally held in July. The northern counties of Ireland offer some of the most varied and exciting trials country in the world, and it is hoped that next year more cross-channel competitors will feel tempted to sample the almost embarrassing hospitality of this young club.

After this welcome news from Dr. A. M. Kinsella, Chairman of the club's car section, Walter Clokey cheered the members further by producing two new trophies, one presented by Mr. Sidney Hanna of

Belfast and the other, an Ex-Service award, by an anonymous donor. Other speakers included Councillor S. J. Henry, the Mayor of Coleraine, the club's President Dr. Marshall Leslie, the Town Clerk of Londonderry, Mr. James Thompson, O.B.E., and Mrs. C. E. B. Stuart. Although the speeches, with one welcome exception, were on the lengthy side, the guests remained happy, and soon the echoes were aroused with the strains of classics such as "Mick McGilligan's Daughter, Mary Ann," and other ballads of the Mad Irish.

ULSTER NOTES

NEWRY AND DISTRICT M.C. badges are now available, car types costing £1 and lapel badges 3s. 6d. Further details from C. E. J. Atkinson, 17 Sandys Street, Newry, Co. Down. . . A.G.M. of the Belfast and District M.C. will be held at the Union Hotel, Belfast, at 8 p.m. on Monday, 18th December. . . Most competition drivers have been guilty of blaming officials for the shocking manner in which they run events, and most officials are cursing drivers for the clottish way they negotiate tests. The problem is to be solved in an unusual way by the Ulster A.C. on the 6th January, when they will run a Novelty Trial organized by regular competitors. Those taking part will be the officials of the club, who will pay no entry fee and will, in most cases, drive cars borrowed from the "regulars". Club members are eagerly awaiting the sight of their erstwhile masters well and truly bogged down in the most fiendish hazards ever devised.

B.R.M.A. NEWS

ARRANGEMENTS have been made for branch organizers and secretaries to visit Bourne and Folkingham during the winter. At each visit, twenty-five branches (fifty representatives) can be accommodated.

Branch secretaries who have not received notification of these arrangements should communicate with the Hon. Secretary, B.R.M.A., 113 Park Street, London, W.1.

Portrait Gallery . . . Ken Carter



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By A. T. M. Acket

FEW British 500 c.c. drivers have had so much experience of Continental races as Ken Carter of Sidcup. He has been consistently successful with his Steve Lancefield-tuned Cooper-Norton and won the first International Formula 3 race to be held in France, at Monilhéry, on 30th April, 1950. Carter also won the Coupe du Monde at Ostend on 7th August. He contributes his views on a 200 miles race for "500s" in this issue.



A 200 Miles Race for "500s"

VIEWS OF KEN CARTER, ONE OF THE MOST SUCCESSFUL
HALF-LITRE EXPONENTS

I HAVE read with interest the article in your 1st December issue, entitled "Why not a half-litre 200 miles race?" I think that the idea is a very good one for us to aim at eventually but I feel that you have let your enthusiasm run away with you and that there are many reasons why the time is not yet ripe.

In your opening sentence you state that "500 c.c. racing has grown from timorous infancy, through thriving childhood to robust maturity" but I must disagree with this. It may have reached the "thriving childhood" stage, at any rate in England but I do not think it has reached even the "thriving" childhood stage on the Continent.

Probably I can claim to have had more varied experience in Formula 3 racing during the last season than any other driver, having raced on a variety of circuits, in England, France, Belgium, Sweden, Norway, and Spain. Whilst the foreign organizers of 500 c.c. races have been very enthusiastic I do not think that the races have been altogether satisfactory or sufficiently interesting from the public's point of view, except in several isolated cases such as Ostend and Rouen where there was a predominance of British drivers. Continental 500 c.c. races are usually run over longer distances than in England, the average distance of a race last season being about fifty miles. They are run on genuine road circuits as a rule and have much more of a Grand Prix atmosphere than in this country, which is a thing the public expect.

At Mons in Belgium and at Aix-les-Bains in France early in the season where very good road races were organized there were only about three finishers. The same thing happened at Gardemon in Norway and at

San Sebastian in Spain. At Monte Carlo where there was a larger field of drivers, the final took all the finishers from two heats and then there were only about six or seven cars to finish out of some twenty starters. None of the organizers of these races, except San Sebastian, have applied for dates to repeat their Formula 3 races next year. Can this be that they were not very impressed or considered that the races were somewhat of a fiasco?

Pit Stops May be Boring

In England our own 500 c.c. 100 miles race at Silverstone produced only five finishers, some of whom made several stops for repairs and it is probable that there would have been no finishers at all if the race had been fifty miles longer. I cannot foresee the glamour you have portrayed when you say that pit stops would add spice and spectacle to the paying public. On the contrary, I think the public would be a little bored when "So-and-so" comes in to change his third engine and "such-and-such", perhaps having the only car with an engine still working, has to change a gearbox or clutch so that he can finish and be announced the winner.

The expense of wear and tear in long distance races would be much greater and I do not think that a large entry would be attracted unless at least £50 starting money was offered. Apart from engine trouble there are many other parts which wear out very quickly, such as gearboxes, chains, bodywork and tyres. Our little engines are sometimes capable of completing many short races without giving expensive trouble especially where there are many bends in the circuits and the

throttles do not have to be kept open too long at a time but they do not seem to stand up to it if pressed hard for a long time, or on circuits where there are long straights which make it necessary for the throttle to be pressed down for more than a few seconds without a rest. My Norton engine has certainly completed well over a 1,000 racing miles before a major overhaul became necessary but these engines, which seem to be the only ones which will stand the pace at present, are not readily available to 500 c.c. car drivers and even if they were, I doubt whether there are enough "Steve Lancefields" available to give them the expert care and attention they need to save expensive noises coming from them.

Personally, I like the longer races better than the shorter ones and although it involves one in expense I take the view that it is well worth the fun and pleasure

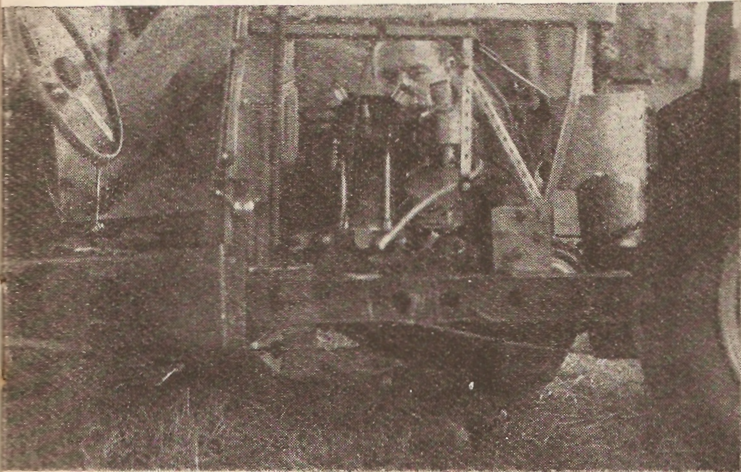
obtained, but it cannot be expected that every driver would look at it in the same way. However, whilst I do not think that the time is yet ripe to put on races of 200 miles, I think the time has come when it has been proved that 500 c.c. cars are much more reliable than they were a year ago and the organizers of meetings such as Goodwood and Silverstone should now consider lengthening their Formula 3 races. I feel certain that this would meet with the approval of all drivers, some of whom travel a great distance to meetings and have to stay away sometimes two nights, and I sometimes wonder whether it is worth it for say, a seven lap (fifteen miles) race at Goodwood. Why not make all races where the circuits are suitable at least fifty miles next season, and then perhaps the season after some of them could be increased to seventy miles.

For the Defence—

WE are delighted to have the views of so experienced and successful a 500 c.c. road racer as Ken Carter on our "yearning" for a $\frac{1}{2}$ -litre "200". When speaking of "robust maturity" we were referring to the 500 c.c. movement as a whole and not specifically to the cars themselves. As Mr. Carter points out, much mechanical trouble was experienced in the longer 500 c.c. races this year, and we fully realize that further development is necessary to gain high speed reliability. *Experientia docet*, however, and the need to race for 200 miles might well assist in achieving the requisite stamina. Such a race would require adequate preparation of engines, transmission and chassis, and should prove a survival of the fittest and not necessarily the fastest, conceivably resulting in a "tortoise" victory over the highly tuned but more fragile "hares".

We do feel that single and twin overhead camshaft motor cycle engines, chains and gearboxes which can comfortably survive the 264-mile Tourist Trophy race and the 226 $\frac{1}{2}$ -mile Manx G.P., both on the wearing 37 $\frac{1}{2}$ -mile I.O.M. course, and the 247 $\frac{1}{2}$ -mile Ulster Grand

MAINTENANCE—(Below). A 200 miles race for 500 c.c. cars would necessitate careful preparation and tuning in advance, affording no opportunities for inter-race maintenance, as practised here by Ken Smith on his 4-stud J.A.P.-engined Smith 500 at Brands Hatch.

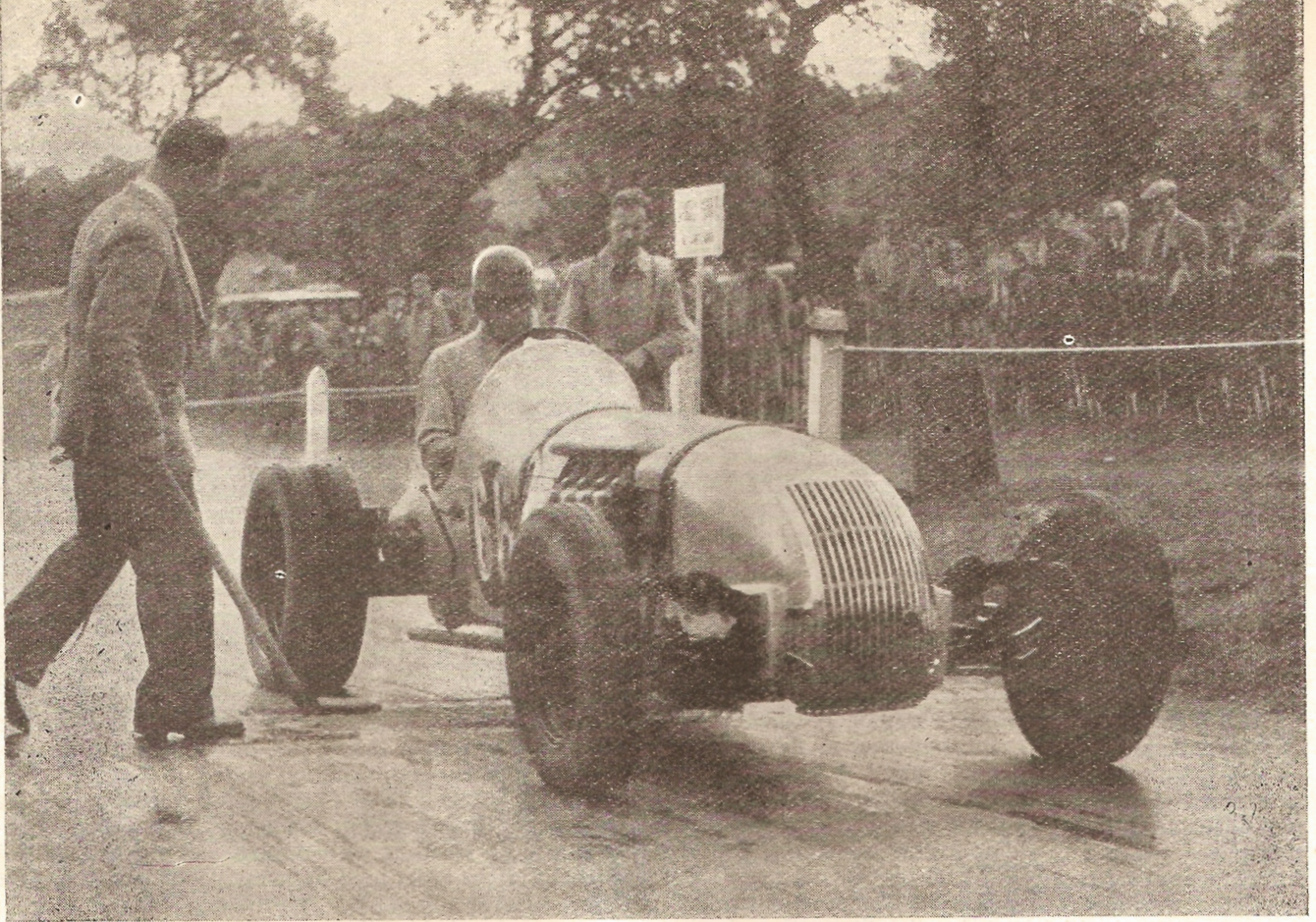


Prix, to cite a few examples, should be able to withstand 200 miles in a light racing car, providing they are adequately cooled and suitably geared to avoid over-stressing. The Ulster G.P. course incorporates the seven-mile Clady straight, where most of the production-type racing Nortons with double and single camshaft engines of the types used by many "500" car men, were timed at over 100 m.p.h. The French Bol d'Or race for motor cycles, habitually won of late by French-owned Norton machines, lasts for twenty-four hours! The recent 500 c.c. German G.P. on the Nurburg Ring, won by a BMW motor cycle-engined Monopoleta ahead of two Coopers, was over a distance of eighty-five miles. Yet in 1931, on the same circuit, the 500 c.c. motor cycle race was over 263 miles, and was not thought over-long.

Many similar instances can be cited, but as the use of motor cycle racing engines in Formula 3 cars is an improvisation, we naturally cannot expect exactly the same stamina, bearing in mind the different conditions, greater weight, etc. Nevertheless, 100 miles, which, it would appear, is about the limit of the complete cars' endurance up to now, seems rather inadequate, and Mr. Carter's admission that his Norton engine "has certainly completed well over a 1,000 racing miles before a major overhaul became necessary" implies that engine reliability at least ought to be counted on for a distance of 200 miles. Though many "double knocker" Nortons are already installed in "500" cars, and one car manufacturer, at any rate, is advertising his ability to supply a limited number of cars fitted with them, we would not wish to see an entirely Norton-powered entry in the hypothetical race. Other units can, it is hoped, be developed for speed and reliability, while rumours still fly about those 500 c.c. multis designed especially for Formula 3 cars. Certainly, in view of the popularity of the class, a specially designed unit should be well received.

Our suggestion may be premature, although no date was suggested, it being just one of those things one would wish to see, like that pre-war desire for a British G.P. and a British G.P. car. We've got both now—so who knows?—in a year or two, a half-litre "200" might be a reality.

C. P.



"The getaway is perhaps the most important part of the whole procedure." Sidney Allard in the Steyr-Allard at Prescott.

Technical and Otherwise

- - -

by John Bolster

Driving in Sprints

DRIVING in speed hill-climbs is a somewhat specialized art, and some otherwise excellent conductors are temperamentally unsuited to its particular demands. In road racing, one can, to some extent, "warm up" during the first couple of laps, while the field sorts itself out. In a sprint, one must, in cold blood, set oneself to drive with a desperate frenzy from the very first instant.

The getaway is perhaps the most important part of the whole procedure, as time lost here can never be made up. The commonest fault is excessive wheelspin, and an apparently gentle start is usually better than a more spectacular effort. When you are practising the technique of leaving the line, get an experienced friend to time your initial acceleration, but your accomplice must be an expert with a stopwatch, or the results will only mislead you. It is best to hold the engine revs constant for a few seconds before letting in the clutch, and then you can be quite certain that your rev counter has settled down to an accurate reading. You will, of course, have determined the exact speed required in practice.

Quite apart from the driver's sleight of hand, a great deal depends on the intelligent preparation and tuning of

the car. It is essential to have the correct bottom gear ratio for the purpose, and in choosing cam contours, supercharger pressure, and so forth, it pays to concentrate on low speed acceleration, even if this means some sacrifice at the top end. Too low a gear ratio makes throttle control a delicate matter if wheelspin is to be avoided, but a high cog can cause acceleration to lag for the first few yards after the clutch is home. It is absolutely vital that no suspicion of a flat spot, nor the slightest misfire, shall occur at any part of the revolution range, and it is no good entering for a sprint until you are sure that your engine is "clean" under all conditions.

This emphasis on power at low revs also affects the number of gear changes you must make, and the man who can use three gears to his rival's four immediately has an advantage. Suppose one is accelerating hard from the Kennel Bend to the Crossing at Shelsley, for instance. If one has to change up in the middle of this stretch it entails momentarily cutting off the power just when one needs it most. If the actual moment takes one-tenth of a second, that will mean that no urge is being transmitted to the road for approximately four yards,

and the inevitable snatch in the drive can easily promote wheelspin and unsteadiness.

Superchargers

The right shape of power curve is most easily obtained with two-stage supercharging, but if a single-stage is used, it is best to run the blower as fast as possible to get high boost at low speeds. For very short events, a Roots supercharger can be run at tremendous speeds, and it might be worth risking slightly closer clearance if the machine is kept solely for this work. Unblown engines should definitely not have megaphone exhausts and, among "five hundreds" the Speedway J.A.P., for one, has the edge of the Double Knocker Norton.

If at all possible, it is preferable to choose a final drive ratio that is low enough for top speed to be engaged. This cuts out the unavoidable losses that the indirect gears must cause. The actual ratio should let the engine go well over peak, and should be as low as one dares, consistent with keeping the machinery in one piece. Over-gearing is much more common than under-gearing, but acceleration, and not maximum speed, is the thing that counts in this game.

Tremendously powerful braking is often called for in sprints, and the driver should choose his cut-off point in practice and then stick to it. I once picked a loudspeaker as a suitable indication of the latest possible braking point, and then somebody moved it up closer to the corner after practising was over! On really steep hills, such as the approach to the "S" at Shelsley, good brakes can slow a car so violently that it is almost like running into a brick wall. Quite small drums can do the trick, but it is worth taking great pains with the adjustment to get absolutely even retardation. Any premature locking of the wheels, or lack of progressiveness in operation, will increase the stopping distance, and the driver should know his brakes as well as he knows his engine.

Hill-climb cornering has its own nuances, which may escape the casual observer. It is possible to enter a bend

extremely fast if the gradient is steep, for gravity comes to the driver's assistance as he forces his sliding car to remain on the right line. Any wildness or flamboyance in handling is fatal, though, for it is all too easy to lose speed if continuous traction is not maintained. The slightest clumsiness is severely punished when a corner is set on a severe gradient, and though hill-climbing requires considerable verve, it also demands great purity of style.

Any light and powerful racing car is apt to be plagued by wheelspin, and for a start the ordinary differential is a washout for this work. Either a solid axle or, better still, a ZF, is really a "must" for this sort of motoring, and even then the driver must watch out for excessive slip. Soft tyres are a help but, if carried to extremes, will affect the speed of cornering.

Twin Rear Wheels

Although not applicable to very light cars, twin rear wheels are a tremendous help for the bigger machines. A large area of tread is in contact with the road, and yet the lateral stability of the two tyres is much greater than that conferred by single, large-section covers. I tried both arrangements on a 2-litre E.R.A. and the twins were far superior to the "balloons", in spite of their greater weight.

The inertia of twin rear wheels does help to avoid instantaneous acceleration when a car becomes airborne over a bump. On the other hand, this same inertia places a great strain on the transmission. It is possible to shear both half shafts, even though the wheels are jacked up clear of the ground, if the clutch is let in with a bang while the engine is revving fast.

I have only touched on the fringe of my subject, and hope to return to it another time. In conclusion, I would say that hill-climbs are always fascinating from the driver's point of view, for he has the stage to himself, and every possible chance of showing how good he is; alternatively he can make a more conspicuous fool of himself than in any other sport.

USEFUL R.A.C. FOLDER

ONE of the most useful aids to the motorist—the R.A.C. Lighting-up Time Table and Mileage Indicator—is now available for 1951.

This folder, which is produced in a size handy for the pocket, shows the beginning and end of lighting-up time in London for each day of the year, with a correction table giving the variations in minutes for a number of large towns in different parts of the country. The times given are in summer time from 22nd April to 6th October, and in G.M.T. for the remainder of the year.

On the back page is a mileage indicator which provides a quick and easy method of calculating the distances between many important towns in Great Britain.

The demand for this folder is likely to be considerable and motorists are advised to make early application for a copy, which is free of charge, to any office of the R.A.C.

* * *

GERMAN T.T. ENTRIES?

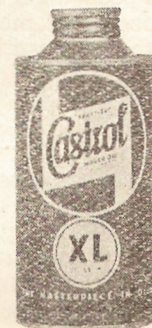
"IT is quite possible that German motor cycles will be seen once more at next year's international T.T. races," stated Major H. R. Watling, director of the British Motor cycle Manufacturers' Union on his return to London from a meeting in Milan of the International Federation of Motor Cyclists when the Germans were admitted to membership of the Federation. This

prompts speculation on the possibilities of full-scale German participation in G.P. car events soon.

* * *

NEW CASTROL OIL PACK

CASTROL XL,XXL and Castrolite engine oils are now available to motorists in convenient pint screw top containers as illustrated. The famous Castrol R (that smell!), "Grand Prix" and gear oils are supplied in cones.



RUSSELL LOWRY'S

Northern Lights

SPRINT PINT—MAN WANTED—STRICT SCHEDULE MOTORING—BOLTON RALLY—MONTE CARLO BROADCAST—FAST MOTORING WITH CHAINS

"NORTHERN LIGHTS" is sometimes asked how, when, and even why the curious little anecdotes which embellish this page are made up. The answer is that they are not made up at all. They just happen, and are recorded as part of the effort to depict the passing Northern scene. Sometimes these little incidents have to be embroidered or changed slightly to avoid hurting anybody's feelings. The present one is a case in point, and I am mindful of a certain story which seemed perfectly human when circulated by word of mouth eighteen months ago, at a major event in Wales, but looked simply terrible when the daily newshounds got hold of it.

Anyhow, one of our friends was recently on a hurried journey, when, to his great surprise, he met a large hearse doing an extremely nifty piece of cornering. The surprising feature was that the funereal coachwork was fitted to a full-blooded Speed Six Bentley, and that, hot on its tail was a string of three 8-litres, all going magnificently. Far behind trailed the rest of the party in Austin Tens and kindred vehicles, their drivers' right feet all hard down on the floorboards! No flippancy whatever is intended. When "Northern Lights" goes to its final timecheck, it would rather like to make the journey in similar manner!

* * *

To change the subject completely, my comments on the "Flying Pint Test" produced a claimant from Leeds who maintains that when in training, he can empty a tankard in seven seconds as against the eight and a fifth recorded at Southport. He says that the whole question hinges on muscle control, and that if the throat muscles are relaxed, the operation becomes one of merely pouring, which can be completed in two and a half seconds. This is, of course, the goatskin technique, practised by Orientals, and, I understand, sailors. It seems to me to be a waste of good beer, but it also raises a problem akin to locked back axles and superchargers. It could be argued that users of this method should suffer some appropriate handicap. For example, that one pint gulped should be equivalent to two pints imbibed by the open-gullet method. But presumably, this would give rise to limited s(l)ip throat muscles!

* * *

MORE and more clubs are running semi-social events in a very successful attempt to cater for their non-Special-owning members. The development is in every way praiseworthy, and certainly gives a lot of fun to contestants, many of whom are getting their first taste of sporting motoring, as such. We have had Night Naviga-

tion Runs, Minimum Mileage Runs, and Route Finding Competitions of all kinds. The latest seems to be the Leicestershire Car Club's Murder Hunt, which took place recently, and had as its objective the identification of a fugitive "murderer" who had been cornered within an area shown on a sketch map. In this case, the wanted man turned out to be J. Dyer disguised by an outsize in black moustaches and a Morris Eight. In spite of a bitter wind and a considerable amount of snow and ice on the roads in the Charnwood Forest area, there was a good turn-out, and everybody enjoyed themselves.

* * *

THE Pathfinders and Derby Motor Club are among those who have used the night route finding idea, but they added a complication in that one section had to be covered at the horrible speed of 17 1/7 m.p.h. Exact calculations of this kind, in conjunction with hidden clues in the route card, and ice on the road, made the whole thing quite exciting, and it isn't surprising that the party which followed found sufficient to talk about to keep it going until the early hours of the morning.

A new departure for this type of event will be staged on 17th December by the Mid-Cheshire Car Club. The form is that a marshal's car will leave the starting-point at a given time; will not exceed 45 m.p.h.; will pay due regard to the rules of the road, etc., and will be timed with synchronized watches. The competitors, also timed, will be despatched at two-minute intervals, and will lose ten points for every thirty seconds slower or faster than the marshal's car. After that, they all have lunch at the Red Lion, Whitchurch, and then return at their own speed for driving tests, before finishing up at the Four Ways Club in the Delamere Forest.

* * *

GEORGE SMITH of Bury has more than once shown that he can manoeuvre a car with one arm to better purpose than most people possessing a full complement of limbs. Unfortunately, the TC Midget in which he used to perform so successfully, had to yield place to increasing family responsibilities, and M.G. Car Club events saw him no more. But you can't keep a good man down, and George has now become Hon. Competition Secretary of the recently formed Bolton-le-Moors Car Club. Doing this job has removed some of the sting from exchanging his open two-seater for a... (careful!) The Bolton Club, which has been in existence for only six months, already has a paid-up membership of nearly eighty, and is coming along fine. The original Committee was elected temporarily, and by now, will have been put

on a more solid basis at the club's first General Meeting, dated for 6th December. George Altham, 20 Rydall Road, Bolton, a man of great enthusiasm, has taken on the job of Hon. Secretary. In a closed rally a fortnight ago, the club had a turn-out of a score of vehicles, ranging from the George Smith family chariot aforesaid, and a veteran Frazer-Nash, to W. Holt's very promising Dellow, and Eddie Ainsworth's Silverstone Healey. A route of sixty miles included half a dozen driving tests, and after a good deal of abstruse arithmetic, aimed at giving prominence to good driving rather than good power-weight ratios, it was found that Holt in his Dellow, had scored a narrow victory.

* * *

APPARENTLY the B.B.C.'s plans are all laid out for reporting the Monte Carlo Rally. Last year's effort certainly gave wonderful publicity to the sport as far as the uninitiated public are concerned, but the more knowledgeable enthusiasts among us were less well served. The assignment is obviously a difficult one, but it is to be hoped that a more general picture of the Rally can be got through this year as opposed to the personal experiences of the commentator himself. And above all, we trust that the B.B.C. team will be properly equipped. It should have been obvious last year that the more difficult the circumstances became, the greater would be the news value, and yet, the commentators had not even taken chains with them!

TALKING of chains (snow, not 'Nash)—the legend persists that they will not stand up to more than 30 m.p.h. This is arrant nonsense, as most rallyists have proved. Lots of people carried chains for hundreds of miles at more than twice that speed last year, but breakage of a link generally stepped in when the snow disappeared for a few miles in some valley bottom. Such breakages can apparently be avoided if the chains are tightened progressively as time goes on. At least one competitor last year carried chains through at high speed from near Nevers right through to Grasse, by dint of taking up the slack every hundred miles or so. Unfortunately, this means grovelling in the snow, and it also necessitates having time in hand to do the job. The drill would seem to be to drive like mad and have a well-trained dogsbody ready to fall out into the snow and get on with the tightening process.

* * *

THE responsibilities of the technical press are great. Wild horses will not drag from me the identity of the club to which this incident refers, or the day of the event or the area concerned. I don't even pretend that it was seriously meant. It is a telephonic conversation-piece, and goes like this:—

"Ah well, be seeing you at blank on blankday."

"What, are you coming in person?"

"Yes, rather."

"Oh heck, we'll have to get a few things tightened up."

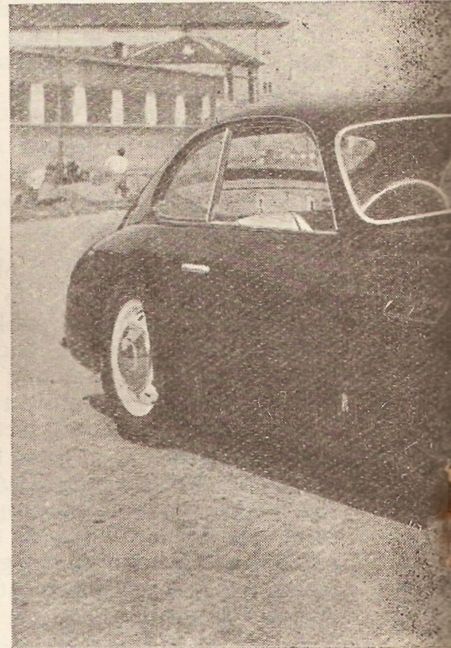
TAILWAGGER

R. Threlfall coaxes his Allard up Meadowley Wood in the Hagley and D.L.C.C.'s recent Shropshire Trial. The car is one of the original Allard "Tailwaggers", and may have belonged at one time to Guy Warburton. This machine does not have the "split-axle" l.f.s. which is a feature of the large majority of Allards.



Carrozze

EXAMPLES OF PRESENT-DAY C



(Above). Spyder 2-seater by Farina on the Jowett Jupiter chassis. This car is owned by famous Monte Carlo driver Marcel Becquart.

(Left). Another Farina design: a 3-seater Fiat coupé on the popular Fiat "1,400" chassis.

SINCE the Hitler war, Italian specialist coachbuilders have led the rest of the world in the design and execution of closed bodies on light, sporting chassis. They have achieved a beauty of line which has been widely imitated and have certainly brought body design to a fine art.

In many respects the Italian coachbuilding concerns have been more fortunate than their British counterparts. For example, car manufacturers in Italy do not suffer from a strictly controlled home market, and are therefore able to supply chassis ex-works, while the Italian motorist has a marked preference for a vehicle with a sporting appearance, in keeping with the undeniably high-performance chassis available.

To judge from the number of close-coupled saloon body designs which

have appeared post-war, it would seem the "Brescia" BMW saloon which won the 1940 *Mille Miglia* made a strong impression on Italian body-builders. Prior to the appearance of the German cars, however, there were many fine examples of Italian *carrozzeria* with aerodynamic characteristics from Touring, Zagato, Farina and other famous coachbuilders on Alfa-Romeo, Fiat and other chassis. The *Mille Miglia* race inspired many an essay in clean, wind-cutting bodywork, the 2.9-litre Alfa-Romeo which Hugh Hunter purchased in 1938 being a classic example which came to this country.

Streamlining has fascinated coachbuilders the world over for many years, and great strides were made on the Continent in the 1930's, particularly in Germany and Czechoslovakia.

Britain's initial efforts were confined to designs like the rear-engined Burney Streamline and Crossley, but in the mid-thirties there began a spate of streamline designs. One of the first was the pretty little Hillman Aero Minx, which can be said to have started a fashion in sports saloons which persists to this day. S.S., M.G., Rover, Talbot, Triumph and others produced cars with wind-cheating bodies, but avoided full aerodynamic styling.

Abroad, a similar fashion had caught on, but Continental designs were more daring, and frequently bizarre, particularly in France where the desire for originality sometimes outpaced practicality. The Italians, in contrast, maintained a fine sense of balance and grace, as can be seen by their designs of recent years. The

eria Italiana

CLOSED CARS ON LIGHT, SPORTING CHASSIS

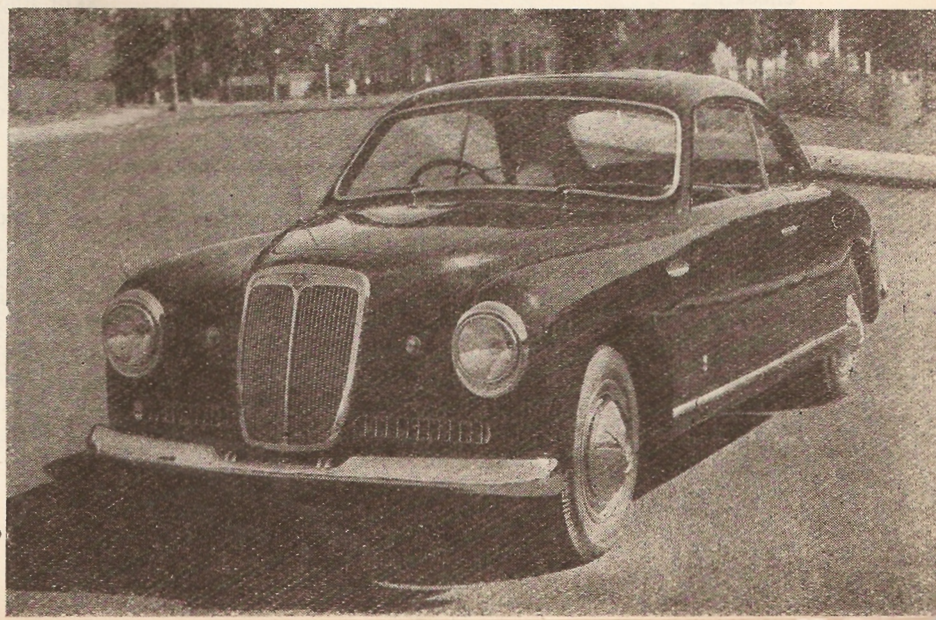
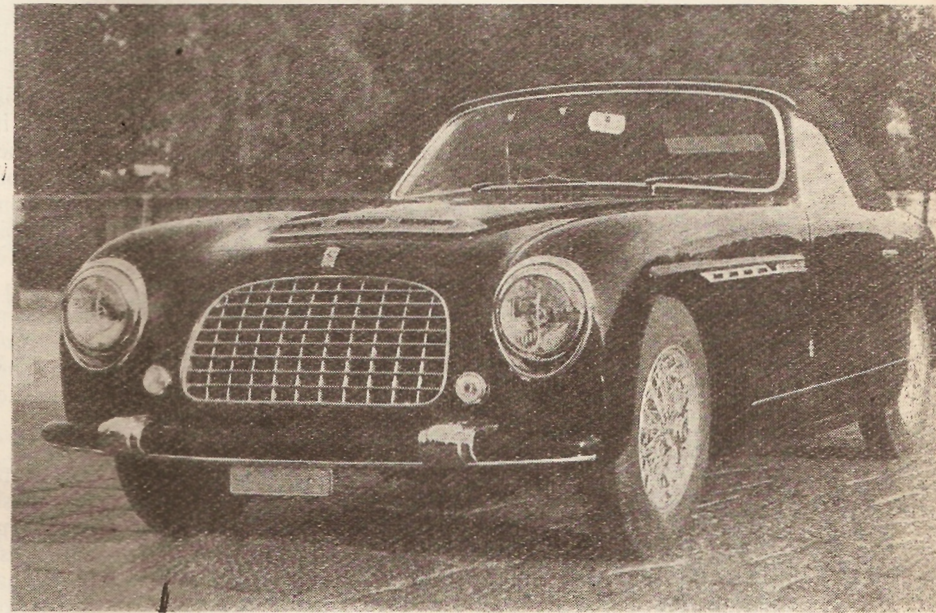
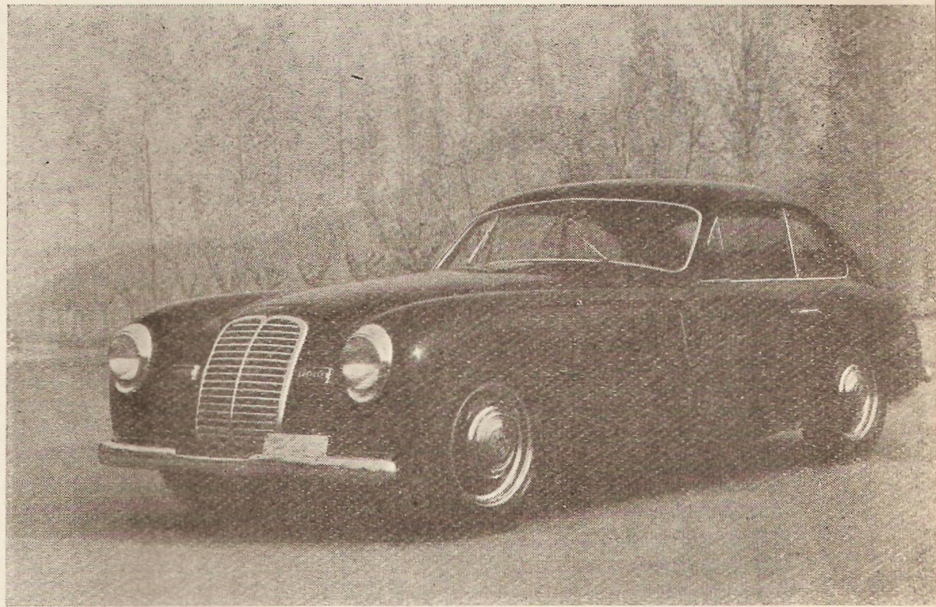


present-day Italian closed sports car has provided much inspiration to American car stylists, but Detroit, having at last achieved a fundamentally pure line in several of their mass-produced vehicles, have spoiled it by over-elaboration, which is in direct contrast to the simplicity effected by Turin and Milan. The Italian bodies are built of light alloy, frequently over a basic structure of welded metal tubing, strong but of low weight. Internal treatment and upholstery is plainer than in the average British car, but the overall effect is highly pleasing. Opinions may differ on the frontal treatments by various Italian marques, but few can dispute the mastery the Italian craftsmen hold in the art of coachbuilding.

(Top, right). 2/4-seater coupé by Pinin Farina on the 1½-litre Maserati A6 chassis.

(Centre). The 2-litre Ferrari as a 2-seater convertible coupé, by Farina.

(Right). Farina also produces this delightful sports saloon on the new Lancia Aurelia chassis.



Weight Distribution

A YACHTING ENTHUSIAST STUDIES TRIALS CARS

by J. R. HART

As one who has turned from the sea to the mud for a hobby, I would like to put forward a few suggestions for consideration by the trials fraternity.

Having watched, and participated in a small way, it seems that the whole root of the question is weight distribution. It seems to me that if you have 7 cwt. over the rear wheels and 3 cwt. over the front, you will get further through the mud and up the hill than the person with 5 cwt. over each axle; and this is the biggest reason, I suggest, why the standard car can no longer compete with the Special.

Let us by all means encourage the specials builders, and the men who weld up a new one every few months or so for £100, but let us also give the standard car boys a chance again, and make the specials more road-worthy—see the recent W. Hants and Dorset C.C. Knott Trial, and the "Roy Fedden".

Let us have a weight distribution rule—say 55-45 per cent., or whatever the experts think reasonable, and a figure to which the standard car can be adjusted. I'm sure most of the specials builders would quite enjoy an excuse to rebuild.

How is this to be done, and the snags overcome?

Here I suggest that the B.T.D.A. and R.A.C. might borrow from the Y.R.A. Each car would be officially measured at the beginning of each year and/or when first competing, and issued with a certificate valid for that year. At the end of each event, every driver (or entrant) would be required to produce his certificate and to sign a declaration form stating that no alterations have been made to the car which might invalidate the certificate; and the principal trophy winners could be re-checked. Any competitor would have the right to lodge a protest against anybody whom he considered to be evading the spirit of the rules, and if subsequent checking proved the protest unfounded, the protesters' deposit would be forfeited; likewise the scrutineers for the event would have the right to pick on any car for checking.

Certain other points would need considering, and it is suggested that in addition to the present rules, the following be added:

Weight Distribution Rule

Not more than 55 per cent. of the total weight of the car to be carried by the rear wheels.

Cars to be weighed fully equipped, without crews.

Fuel tanks: To be limited in size to a capacity of one gallon per 100 c.c. of engine capacity.

Fully equipped: Radiator and sump full to normal capacity. Battery fixed on board, and all Road Traffic Act equipment fixed in correct position; spare wheel(s) in place (number to be noted on certificate); pump, jack, handle and wheel brace (or hammer) in place or in a box fixed to the car.

(The amount of fuel in the tank has been purposely ignored.)

Any spares and tools—excluding fuel in the main tank—not weighed with the car, to be carried within the wheelbase.

It would be considered contrary to the spirit of the rules to carry tools and equipment not normally carried by a passenger car—unless weighed with the car—and no single piece of unweighed equipment should exceed 50 lb. (the crew don't count as equipment). Any larger items of equipment may be carried provided they are fixed by some suitable means—or contained in a box fixed to the car, and weighed in with the car.

If a car can't complete the course without being re-welded en route, it deserves to be disqualified. Similarly, if wings, spare wheels, etc., fall off going up a hill or en route, the car should be disqualified immediately and that hill or section counted as a failure. In sports car racing, if wings drop off, or are torn off by the driver, the car is disqualified.

Further it is suggested that a minimum tyre pressure rule should be considered again.

In non-handicap competitions of any sort three grades are possible (handicapping in trials has proved a failure, I believe).

1. *No Rules:* All against all, and the chap with the deepest pocket wins—i.e. old time schooner racing.

2. *Rules* allowing considerable variation in the cars/boats: and here again the expensive "rule beater" usually wins—i.e. the "J" class and International Metre Class boats.

Rules which severely restrict the cars/boats and add premium to the skill of the drivers/helmsmen: and in this class I suggest most people will get most fun for least expense. This is comparable to the One Design and Restricted Class sailing boats. One cannot very easily have one design cars, but I suggest fairly tight restrictions, rigidly enforced, give greater scope for skill and less for money, and would encourage more newcomers and people who cannot afford to keep a car specially for the joy of smashing it up every week-end.

Cost of competing must be kept down and things levelled out if the sport is to remain vigorous and healthy; and it is for this reason that tyre pressures should also be regulated: the more the cars can be equalized the more sport for the drivers, and the greater the skill needed to win an event, and the less the necessity for including chassis-breaking hills to stop cars admittedly less efficient as tractors. Under the present rules a poor driver with a good special and a deep pocket will beat a good driver who can only afford a poor special, and it is considered that this is not good for the sport.

I await comments from the experts and would-be experts!

ALTA EXPONENT.—No racing driver has been more successful with Altas than George Abecassis. In 1938 he bought a blown 1½-litre single-seater and scored numerous wins with it in British events. After the war he drove the new G.P. Alta, with supercharged four-cylinder engine, tubular frame and rubber suspension. Here we see him at Silverstone during the 1949 British G.P. when his splendid drive into seventh place after carburettor trouble drew the plaudits of the crowd. He is co-sponsor, with John Heath, of the successful H.W.M. Formula 2 team, and joint 1950 winner, with Lance Macklin, of the E.R.A. Trophy.



The Overhead Camshaft M.G.s

Their Overhaul, Maintenance and Tuning

by PHILIP H. SMITH, A.M.I.Mech.E.

THE oil-pump is the next component to receive attention. This is of the normal gear type, and has a by-pass relief valve self-contained in the body of the pump. The valve comprises a spring-loaded plunger which seats on a port in the pump, the spring and plunger being enclosed by a screwed-in cap.

The pump body cover will in all probability have already been removed at the time the complete pump was taken off the engine. Further dismantling merely involves taking out the two gear wheels, disassembly of the relief valve aforementioned, and unscrewing of the inlet and delivery unions if these appear in need of attention through ill-usage.

The Pump Gear Teeth

Particular attention should be paid to the pump gear teeth. Whilst the actual running clearance between the two meshed wheels is not critical, and will not affect the volume or pressure to any extent, the condition of the teeth is naturally important. Pitting or clipping can hardly be caused otherwise than by foreign matter in the oil, but if any such defects are found, careful work with emery cloth and a carborundum slip should remedy matters.

The body and cover of the pump having been thorough-

ly cleaned, the fit of the gears in the body should be checked. As already mentioned, the running clearance between the teeth of the gears is not critical. The side clearance of the gears to the body and the cover is, however, most important, as too much clearance at this point will allow pressure to leak across the gearwheel sides. The clearance at this point therefore should be the absolute minimum consistent with free running. Obviously, excessive clearance can be caused by using too thick a washer between the cover and the body. The thinnest possible paper washer only should be used, with the merest trace of jointing compound. Before fitting, make sure that the mating surfaces are perfectly flat, and if necessary ensure this by the use of grinding paste and a surface plate. Incidentally, a sheet of plate glass makes an excellent substitute for a surface plate for such jobs as these.

The side clearance of the gears should be about .001 in. It is of course not easy to check this when everything is assembled, but one excellent method is to assemble the pump without a packing washer on the cover, bolting up temporarily with suitably-sized nuts and bolts. If it is found that, having done this, the gears are just trapped between the body and cover, it follows that by using a

(continued overleaf)

The Overhead Camshaft M.G.s—continued

packing washer of .001 in. thickness, the requisite clearance will be obtained. If too much clearance is evident even without any washer in at all, the height of the joint face on the body can be reduced the required amount by rubbing down on the surface plate. If a lot of metal has to be removed, a sheet of emery cloth on the surface plate will get the "rough" off quickly, using grinding paste for the final fit.

Assembly of the gears and pump body in this manner will enable a really first-class performance to be obtained from the pump. It is surprising how much pressure can be lost through unduly light-hearted assembly, and attempts to restore this by packing up the relief valve are foredoomed to failure.

The Relief Valve

The relief valve comes next on our list. If any packing pieces are found in its spring housing, scrap them. It may be difficult to determine whether the spring is standard or not, but this will show up when the engine is started, and adjustment can be made accordingly. The valve plunger invariably gets all the wear rather than the oil-port against which it seats, but in any case it wears very slowly. If it seems to have grown ridges, ease them down carefully on the surface plate, taking care to keep the seating surface absolutely square. If in doubt about your capabilities in this direction, obtain a new plunger

or have one made to pattern. It is important to make sure that the relief valve is absolutely oil-tight under normal conditions, thus this point is stressed.

If the pipe unions are damaged in any way they should be replaced with new ones, otherwise oil-tight connections will be difficult to obtain. Use red fibre washers of the correct size between the union flanges and the pump body. A trace of jointing compound on the union threads before screwing them into the body will also help to make an absolutely tight job. Use a box spanner to put them in, and make a good strong-arm effort when tightening, so that there will be no tendency towards unscrewing when the pipes are removed at any time.

The external oil-pump driving gear should be examined in the same manner as the other engine gears. It meshes with a worm gear on the crankshaft, and this latter can with advantage be examined at the same time, so that any faults can be checked on both wheels. There should be nothing wrong that a carborundum slip cannot rectify, as the gears are of adequate size and lubrication is ample. The oil-pump spindle is splined to engage with the driving gear sleeve (which also drives the distributor) and both the shaft splines and the internal splines in the gear should be examined for wear, which usually results in sharpish edges on the splines and sometimes makes them difficult to withdraw. The splines can be dressed if thought advisable "for luck".

(to be continued)

BOOK REVIEW

Horseless Carriage

Author: L. T. C. Rolt

Price 20s.

Publishers: Constable and Co., Ltd., 10 Orange St., W.C.2.

MR. ROLT whets the appetite of the sporting reader within the first few paragraphs, by unearthing a dissertation made in 1766 on the virtues of good steering, braking and acceleration, together with a satisfactory power-weight ratio, in the design of a "fiery chariot". From then on, the next hundred pages are sheer pleasure. The writer is obviously master of his subject, and carries his tale along with confident ease and grace. His account of the early "steamers" is particularly absorbing. It covers such startling affairs as the trip from Southampton to London at an average speed of 24½ m.p.h. by a steam coach in the Year of Grace 1831, and the occasion in 1906, when Marriott, driving a Stanley, is said to have reached the incredible speed of 190 m.p.h. on Ormonde Beach. Surely, the forerunner of all hot rods! Unfortunately, the car got out of control at maximum speed, and went into the sea, knocking out one of Marriott's eyes, but the local doctor popped it back and all was well.

The period of "Lost Causes"—electric broughams, gyroscopic two-wheelers and things, merges delicately into the Edwardian era, where Mr. Rolt is equally at home. He brings out some very interesting side issues on which the encyclopaedic pundits will probably argue for years. After that, with the entry of the 1920 period, the interest of the book seems less compelling, perhaps

because the story is familiar, and, as far as racing and sports cars are concerned, is already fairly well documented, so that much of his material is a compression of known facts. However, as a summary of development, within a single pocketable volume, the *Horseless Carriage* is of abiding value, and it is a pity that Mr. Rolt's Vintage and Veteran leanings bring on attacks of blood-pressure which do not make good history. A "fixed and fatuous chromium-plated grin" may be fair comment on American front-end treatment, so may the statement that "the proud radiator of the 20's" has given place to "a whale-like snout... through which the creature draws its air..." but the serious historian ought not to say so! Don't get me wrong—as a humble member of both Vintage and Veteran Clubs, I agree very heartily, but feel that a more objective attitude to the modern trend would have carried greater authority.

The book is well produced, and, for a pleasant change these days, contains hardly any visible printing errors. Photographic illustrations, of which there are a lot, all drawn from most authoritative circles, are the best selection I have seen. A very worthwhile addition to the bookshelf, even at the toppish price of twenty shillings.

RUSSELL LOWRY.

THE STORY OF MOTOR CYCLING

UNLIKE the motor car, whose life story has been chronicled by many historians, the birth and growth of the motor cycle movement has never been recorded. This will be remedied shortly, when a new and extensive work is published, entitled *Motor Cycle Cavalcade*, written by "Ixion", well-known contributor to *The Motor Cycle*. This book will be reviewed in AUTOSPORT in due course.

B.R.M. Mobile Workshop

THE TRIP TO BARCELONA

AN interesting report has been received from B.R.M. on the Mobile Workshop presented by a number of British Motor Clubs, and its trip to Barcelona for the Penya Rhin race which will no doubt be of interest to the subscribing clubs and donors of equipment.

Ken Richardson, who drove the workshop, reports that on the journey there and back this vehicle was a god-send from start to finish. At Barcelona it was used generally in connection with "outside" work that had to be done on the cars, and Ken says that being self-contained, and with all apparatus laid on, it just made all the difference as regards time and efficiency.

As a matter of interest, not only was the travelling workshop useful from the actual B.R.M. racing cars point of view, but it was of utmost use on the journey back, when unfortunately one of the transporters had a mishap on a very greasy road. Damage was caused to the Austin which could not have been repaired had not the travelling workshop been in attendance, as the incident happened in a small village where no repairs could have been possible.

Ken says it was shown off to great advantage when the sides were let down, and work was carried out in the most efficient manner. This was a source of great admiration to the French people, who collected round, and when tea was made in the van on the stove they thought it was just fantastic! Richardson goes on to say that the general performance and speed of the vehicle was very good.

The Mobile Workshop, sponsored by the Midland Automobile Club, and subscribed for by British Motor Clubs, was completed and handed over to the B.R.M. Trust by Col. Goldie Gardner at Shelsley Walsh on 23rd September. The M.A.C. sponsored this project in recognition of Raymond Mays's long association with the club (of which he has now been

made an Honorary Life Member), and Shelsley in particular, and also as a mark of appreciation of his great endeavours and tenacity in bringing the B.R.M. to fruition, with which sentiments all will agree. The workshop body, designed and built by Wilsdon and Co., Ltd., of Solihull, is mounted on a Commer Avenger coach chassis with under-floor engine, and fitted with Eaton 2-speed axle, and, with the interior equipment, has resulted in a very handsome and practical vehicle.

The equipment consists of a self-starting 230 v. petrol generating set, a compressor set, and tank mounted on a special frame underneath the body, both being easily accessible by removable panels on the outside of the body. Inside, on the near-side, are benches, vices, surface plates, arbor press, etc., and a 4½ in. Boxford lathe. A radial drill is mounted on one of the benches, as well as a tool grinder, all machine tools being motorized. On the offside are mounted steel storage cupboards, control board for the generating set, and battery charging; and cable winders for inspection lamps. At the rear end are carried the oxy-acetylene bottles and torches; spare wheels and the pit refuelling apparatus.

Fluorescent lighting is installed in-

side the vehicle, and in addition, special batteries supply current for pilot lights to be used when the generator set is not running.

A large area of the near-side of the body hinges up to form, with appropriate screening, a compartment into which a racing car can be run and worked upon. Plugs and nozzles for electric and compressed air tools are provided on the inside and outside of the body. Shear legs and tackle are also fitted for lifting the front or back of a car. The spacious cab can accommodate four people, including the driver. Calor Gas and stove provide for cooking and heating if necessary, and there is ample room over the cab for storage of bedding and personal effects of the crew. Inside the body is mounted a plate, inscribed on which are the names of all the subscribing clubs and donors of equipment. The rear end of the vehicle has illuminated number plates, G.B. plate, and traffic direction signals. Dimensions of the interior are 23 ft. x 6 ft. 11 in., there being ample room for working. Paraffin tanks are built under the floor with outside filling arrangements as are also the two 24-gallon petrol tanks. The paintwork outside is black, relieved by chromium decorative beading and stainless steel cut-out letters, and the B.R.M. motif.

THE OPPOSITION. First blood in the B.R.M. challenge to Italian supremacy in Grand Prix racing went to Alberto Ascari (right), Ferrari No. 1 driver, who won the Penya Rhin race at Barcelona.



Correspondence

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 note-paper. 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.

* * *

As a member of the Company of Veteran Motorists, I should like to air my views regarding the lack of roadworthiness of certain "Trials Specials" which have appeared recently. Apparently their constructors' idea is to make a vehicle so tail heavy that its management on the road is a matter of sheer luck, and they constitute a grave danger to other road users. Also, they tend to kill the sport, for

- (a) They are very specialized, expensive to build, and the amateur home builder cannot hope to compete with them successfully.
- (b) They are transported to and from events either on the back of a truck or behind a saloon. (This latter should be banned immediately by club secretaries in their regulations for events. Vehicles should be driven *all* the way to an event, and *back*, if still mechanically sound.)

The R.A.C. should modify their regulations for vehicles taking part in trials and rallies, to include full weather equipment (hood, tonneau cover, screen wipers).

In case readers should form wrong opinions, I would add that all my private transport—to and from business, holidays, shopping, etc.—is conducted in a home-built "Trials Special" which I find very economical and good fun to run.

Finally, I have been competing in trials regularly, with varying success, since 1947, with the same car that I use every day.

S. A. CRACKNELL.

KING'S NORTON, BIRMINGHAM.

* * *

THERE being much talk about the unblown 4½-litre G.P. Ferrari's challenge in G.P. racing, why not a British 4½-litre G.P. car to supplement the B.R.M. effort next season?

Where could such a car come from in so short a time? As you may know, the Ferrari came from "decision to build" to "first victory" in one year, but I suggest we already *have* a suitable power unit in the 1939 V12 Le Mans Lagonda, which, modified in the light of present knowledge and highly tuned, would be an admirable unit. The Le Mans Lagonda, which was only really let off the lead at the 1939 August B.A.R.C. meeting at Brooklands, lapped the Outer Circuit at 132.81 m.p.h. and had a maximum of 145 m.p.h. This was with just the wings and lamps removed; the chassis and body being unaltered from Le Mans form. Place this engine in a suitable G.P. chassis body and I am sure we would have something.

The reliability of the unblown "4½" is greater than the complex blown "1½", also it will run through a G.P. race on a tankful of fuel. Is there a chance of two British challengers next season, the B.R.M. and the B.R.L. (British Racing Lagonda)?

H. M. WOODCOCK.

ALLOSTOCK, CHESHIRE.

* * *

WE are indeed coming to a pretty pass in the trials world, when some competitors start to complain because a trial does not finish at the place from which it started!

This complaint is apparently based upon the fact that, in those circumstances, the tough, hard-motoring, "for-the-sport-alone" enthusiasts (?) have to drive their vehicles over the intervening miles before they can reach their trailers or plain vans or the warmth

and comfort of their attendant super-heated, fur-lined saloon cars! This really is the end!!!

Trials often used to finish 100 miles away from the start and I, for one, do not want to start and finish my trials at the same spot just because six competitors want to bring their cars on trailers. The ever-increasing discussions as to whether or not trailers and such-like should be permitted, nearly always seem to turn on whether regulations to prohibit this could be enforced.

This part of the problem, to my mind, is easy. The following regulation, if incorporated in all trials regs., would probably be 99 per cent effective.

"Any competing vehicle which does not cover the whole of the journey from the entrant's residence, or place where the vehicle is normally kept, to the start under its own power, shall be penalized to the extent of one hill failure."

I cannot imagine that any competitor who has been using such devices would risk being deprived of the Best Performance award through one of the other competitors, or passengers, or wives, or friends, or marshals, or spectators, reporting that they had seen the car in question being conveyed, at some part of its journey, by a means other than under its own power.

Certainly provision would have to be made for towing or lifting as a result of accident or mechanical breakdown during the journey. This, however, could easily be covered by an extension of the regulation specifying the genuineness of such breakdown and making the circumstances subject to investigation. A tricky type might get away with it once on these lines, but certainly not regularly.

For these reasons, I do not think that the implementation of such a decision would be difficult. The real point, however, is as to whether trials cars should have to travel to and from events under their own power.

In my view, unless this does become a regulation, there will be no limit to which the unsuitability of trials cars for the road will reach. A point would eventually be reached where successful competition would be out of the reach of any but those whose means were considerable.

Further, the vehicles would become ever more unsafe in the effort to devise something that could go up anything, quite regardless of its other qualities. Certain it is that a car, if spared the continuous journeys to and from events, stands a better chance of remaining in one piece during the event. Also, it can certainly be a better hill-climber if it does not have to be reasonable for the road.

I enjoy the journey to and from events, except in very bad weather conditions, and I do not want to be deprived of this enjoyment in order to make it possible for me to compete with others without being hopelessly outclassed.

It could be, of course, that my thoughts on this matter are coloured by my remembrance of the different spirit amongst competitors during the years between 1933 and the outbreak of war, when travelling to and from events was part of the fun, and that I am living in the past.

Perhaps these columns in your greatly appreciated journal may provide the answer.

MICHAEL H. LAWSON.

THORNTON HEATH.

* * *

ON the quest for finances for the B.R.M., may I offer my own humble solution. Surely it rests with Members of Parliament to force a bill to cover the expense.

To further British aviation, an equivalent of five shillings per head of the population was subscribed, through taxation, on the mighty Brabazon. This, we are informed, was to build and fly an aircraft that would gain us prestige and export orders from abroad for British aircraft. Surely then a mere 6d. per head from the same source could be arranged for the development of another British masterpiece of engineering, which should reap similar dividends in prestige. The following motor racing has in Argentina alone could warrant its being a worth-while investment. Meanwhile best wishes for success to the B.R.M.

L. N. GAGE.

PECKHAM, S.E.15.

YOUR article "Why not a Half-litre 200 Miles Race?" certainly set me thinking. Would a race of this duration really be a success? I doubt it.

As a spectator, I have attended many "500" race meetings held in this country, including all those held at that delightful little circuit at Brands Hatch. The short, snappy kind of race, of between ten and twenty miles, which one can see there, is always enjoyable and usually very exciting. Races beyond this distance, however, tend to become rather boring simply because few of the cars last the full distance. Surely a race of two hundred miles would fail to be exciting, being instead, a survival of the fittest.

We are all aware of the gigantic strides made by "500s" during the last few years, but really, two hundred miles! When multi-cylinders and shaft drive become universal, as I am sure they will do in the near future, then, perhaps, long distance racing could be successfully undertaken; until then let's keep "500" races short, and what they have proved to be, very sweet.

W. J. WIGGLESWORTH.

GUILDFORD.

* * *

I AM a young and keen motor sport enthusiast, aged nineteen, and would like to offer my services as a helper to any competitor in the Formula 2 or Formula 3 classes of racing during next season. I am afraid I have had no experience, but I am 100 per cent. keen.

D. G. WIX.

27, VICKERS ROAD, ERITH, KENT.

* * *

I FIND it surprising that so many enthusiastic readers of AUTOSPORT have written on the subject of 500 c.c. racing for the impecunious or the amateur.

Presumably some of these writers are 500 Club members and should they not be, it would be good for them and the movement if they joined the organization. Although I have been promised a list of the names of those forming the 500 Club, it does not appear at the moment available and so perhaps I shall never know if the writers are fellow-members, or not.

It seems to me that although the written word is good for letting off steam, very much more could be carried out by those interested in the original aims and ideals of the 500 movement by attending the annual general meeting of the club, at which the policy is decided for the following year. This has been since its conception rather poorly supported by the rank and file and especially by the impecunious.

By referring to AUTOSPORT of 24th November you may read a letter written by the secretary of the club in which he states that "it is sad but true that motor racing is an expensive sport, although '500' racing though far from cheap is less expensive than most other forms".

This typical 1950 description of the situation also makes me sad because in spite of the usual disclaimer in the letter, the inference is that the present committee, or those running the club, feel that there is very little that can be done to help the impecunious or to abide by the original conception of 500 c.c. racing.

I would say to those fellow-members who still have thoughts of cheap racing and who may at the moment feel they are not getting a fair crack of the whip, attend the annual general meeting and formulate by your ideas and votes a policy which includes *you*.

G. SPINK.

SURBITON, SURREY.

(Gerald Spink was one of the early builders of a 500 c.c. racing car.—ED.)

* * *

I WOULD like to draw the attention of Mr. R. Brooker (letter in AUTOSPORT) to the fact that many amateur "500" cars have been built to weigh under 500 lb. I refer especially to Mr. Bosisto's "Buzzie" (once again), of which all-up weight with the original alloy chassis is little over 400 lb. I think perhaps the main object of my letter (24th November) has been missed. At the moment the amateur and professional driver have to battle in the same race

and obviously the former does not shine, nor will he have any chance of doing so until something is altered. Handicapping may assist, but complete segregation of amateurs and professionals is not the answer.

May we again consider my proposal of the 60 lb. weight advantage for the amateur. I am sorry Mr. Brooker, but I still contend that this 60 lb. saving increases the b.h.p. per ton to the advantage of the amateur. After all, until we lie horizontally and use flat twins in our 500s, I don't think there will be a lot of difference or improvement in windage friction between amateur and professional cars, and I am sure that half-litre designers don't worry much about the power loss due to wind friction unless it is for record breaking. The saving of weight is useful on a level circuit, and in any case we do have sprints and hill-climbs!

Some time ago I read an article in "Iota" by Mr. Gregor Grant from which I quote: "John Bolster has never bothered much over Mays, Gerard and Co." The power of the E.R.A. engines was colossal compared with the 1926 J.A.P. engines of "Bloody Mary". But in a later article written by Mr. Bolster, one deduces that his car was twice as small and twice as light as the E.R.A.s. This was a typical example of the solution to the amateur versus professional problem and it worked satisfactorily. Any comments please, Mr. Bolster?

M. F. MATTHEWS.

WESTON-SUPER-MARE.

* * *

I AGREE with Mr. G. R. Turner when he says that the main criticism to be made against the T.D. is the increase in unnecessary weight. In my opinion it all springs from the policy of standardization. One doesn't have to be very observant to see that the T.D. has much in common with the saloon in methods of construction and in parts used; the point I wish to make is that the saloon should be derived from the sports car and not the other way round.

The open-minded sportsman is against i.f.s. only when too much is sacrificed in other directions, as in the T.D., where the designers have deemed it necessary not only to increase the weight (note that they explain this in their advertisements by saying "This new model is tougher, more rugged than its predecessors"), but also to throw overboard the classic lines of the previous T-type models and produce a car which looks dumpy and unbusinesslike from every possible angle.

I admit that the T.D. scores over the T.C. in steering, as the latter has a poor lock and is heavy to move about at low speeds, though, in my judgment, perfectly safe and controllable at high speeds; and I do not deny that it is more comfortable; but my summing-up, which is not altered by these last two points, is that the technical advances which the M.G. Company have made since 1939, as shown by the T.D. midget, and notwithstanding the self-imposed restriction on price mentioned by Mr. G. R. Turner, compare unfavourably with those made by other manufacturers, such as Austin, Jowett, and most of all Jaguar and give us all cause for the fervent hope that M.G.s have something better up their sleeve.

V. S. JOHNSON.

CAMBRIDGE.

* * *

AS a comparative newcomer to the noble art of building and competing with Specials, I avidly read anything remotely connected with the subject, but as yet I have never come across any book dealing with the practical application of theory to the actual "a'doing" of the job.

Whilst possessing the necessary skill to do the mechanical work involved, I frequently come up against some problem or snag that causes endless waste of time and energy, not to mention precious shekels that could well be avoided with a little guidance, here and there.

I feel that there must be many others among the readers of this journal who feel the same, and who, like myself, would welcome a series of articles on such vital matters as carburettor tuning, chassis and component lightening, effect of different types of plug, etc., and particularly the tuning and various modifications for that favourite of Specials prime movers, the 1,172 c.c. Ford.

DON GODDEN.

MAIDENHEAD, BERKS.

(Articles on this subject will shortly appear—Ed.).

News from the Clubs

THE CHANNEL ISLANDS

Jersey M.C. and L.C.C. News

BOB SANGAN was unanimously re-elected as President of the club at the recent A.G.M. Frank Le Gallais continues as Captain of the Car Section, with G. L. Aspland as Vice-Captain, and H. W. Rawnsley-Gurd and Phil Durey remain General Secretary and Hon. Treasurer respectively. The annual dinner has been fixed for 1st February, at Merton's Hotel, St. Helier. His Excellency Sir Edward Grasset and Lady Grasset, and the Bailiff and Lady Coutanche have accepted invitations.

A good idea, which might be copied by mainland clubs, is the inauguration of a Supporters' Club. Nearly 200 members have been enrolled. Subscription is 2s. 6d. for all time.

* * *

HALLAMSHIRE STAR

Mick Beardshaw Well Ahead

MICK BEARDSHAW, new owner of Wharton's famous KHA 1, has jumped to what looks like an unassailable position for the Sheffield and Hallamshire "Hallamshire Star". His total to date is ninety-five points; next best are R. A. Hopkinson (62) and A. Aldred (58).

Annual dinner-dance of the club will take place at the Grand Hotel, Sheffield on 12th January. As a matter of interest the S. and H. M.C. will shortly become a limited company.

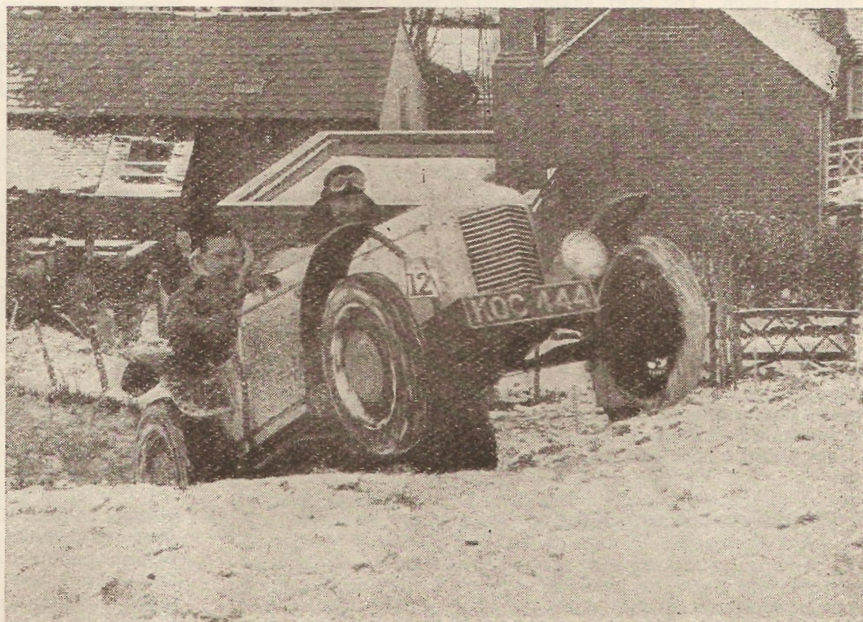
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BUGATTI REGISTER

B.O.C. Seek Information

THE Bugatti Owners' Club desire to compile a register of all Bugatti cars in this country, and seek the co-operation and assistance of all owners, even though they may not be members of the B.O.C.

When completed the register should be of great interest and value, not only to the club but to actual and potential *Bugattisti*. Those willing to assist with information are re-



WINNER UP—"Bill" Sleeman's Special shakes a wheel as it crests a snow-covered slope during the Shropshire Trial. He won the Premier Award.

quested to write to E. J. Newton, B.O.C. Competition Committee, "Squirrels", Talbot Avenue, Streetly, Sutton Coldfield.

the Hon. Secretary, J. V. Skirrow, L.C.M.C., Loughborough College, Loughborough

* * *

LOUGHBOROUGH COLLEGE MOTOR CLUB

Reunion Week-end Mooted

THIS club has recently obtained official recognition by the R.A.C. Competitions Committee and intends to go ahead with a full programme for next year. It is felt that many ex-members would like to be kept in touch with the club's activities and if sufficient support is forthcoming some sort of reunion week-end consisting of a competition and natter may be arranged. Anyone who is interested is requested to write to

BRISTOL FILM SHOW

1950 Retrospect

THERE were about one hundred members present when the club held its film show at The Ship Hotel, Alveston, on 1st December.

The show started off with the Shell production *Royal Silverstone*, which covers the Grand Prix d'Europe and the R.A.C. "500" races held on 13th May last. This is an excellent production and one which is on the "must be seen" list.

An extensive film of 1950 club events followed, containing shots from the John Bull car trial, the John Douglas motor cycle trial, a gymkhana, the Lulsgate race meeting and both meetings held on the Castle Combe Circuit. Finally there was a "stop press" edition of this year's "Fedden". Altogether it was a first-class evening bringing back many happy memories of the club's sporting year.

Club Secretaries are invited to send details of the activities of their Clubs, for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

HAGLEY ANNUAL DINNER-DANCE

HELD on 8th December, at the Queen Mary Ballroom, Dudley Zoo, the annual dinner-dance of the Hagley and District L.C.C. was voted by all present as being the "best ever". Maestro Bill Cox, ably supported by others to the tune of 200 plus, including President G. T. I. Taylor, Ken Rawlings, Bill Hadley, "Lucky" Lew Tracey and other Hagley stalwarts, let their hair down to such effect, that riotous revelry prevailed. At one period Arthur (Man of Music) Raybould's "Loud Hailer" proved incapable of making itself heard above the "gentle hum of polite conversation", and draw tickets came out of the hat unheeded.

By 1 a.m. "Lucky" was ready for bed, attired in a natty suit of striped pyjamas. Fortunately Mrs. Tracey persuaded him to stay awake till the end. Rawlings appeared attired in hunting pinks and yellow bowler hat! Ron Lowe made raucous noises with a hunting horn, and Doug Lawton's Torquay Souvenir "Boiler Trout" acquired even more autographs.

Verily a fine function, albeit a trifle noisy, but Hagley folk feel that the "annual" is an occasion for letting off steam and really going to town in the matter of enjoyment.

* * *

WEST ESSEX "ANNUAL"

THE large dining-room at the Manor Hall, Chigwell, was packed to capacity on 8th December, for the annual dinner-dance of the West Essex C.C. This club goes from strength to strength, and the membership now exceeds 250, which is a remarkable achievement considering that it was formed just over three years ago, during those dark, basic-less days.

"The Club" was proposed by the Editor of AUTOSPORT, who said that the rapid expansion of the W.E.C.C. was undoubtedly due to the fact that the committee put the wishes of the members before anything else, and, in keeping entry fees low, encouraged people to enter events who could not possibly afford the often high fees demanded by one or two other clubs. He also complimented the club on producing drivers of the calibre of Dick Jacobs and George Phillips in

road racing, and in having George (Jaguar) Matthews as Competitions Secretary.

W. E. Roberts, chairman of the committee, replied, and after struggling with a microphone which gave off peculiar whistling noises, finally raised his voice and said his say unaided. During his remarks he referred to the enthusiasm of Dick Jacobs, the late "Wag" Warden, Jim and Phil Bareham and others, which had caused the club to come into being.

The toast "Our Guests", was in the capable hands of Godfrey Imhof, and he stated that West Essex, although not primarily a trials club, provided events that were tremendous fun in which to compete. "Goff" instanced the Hendon Police College Police skid-patch affair as having given more than considerable pleasure to all entrants. T. Anderson, who presided, replied. He referred to the fact that every instructor in the

Essex Police School of Driving was a member of West Essex C.C.

George Matthews reeled off a long list of successes in important events by club members, including Stirling Moss, Leslie Johnson, Dick Jacobs, and George Phillips. He also assured W.E.C.C.'s staunchest mud-plugger, Tony Rumpfitt, that if more entries were forthcoming, he would consider organizing pukka trials.

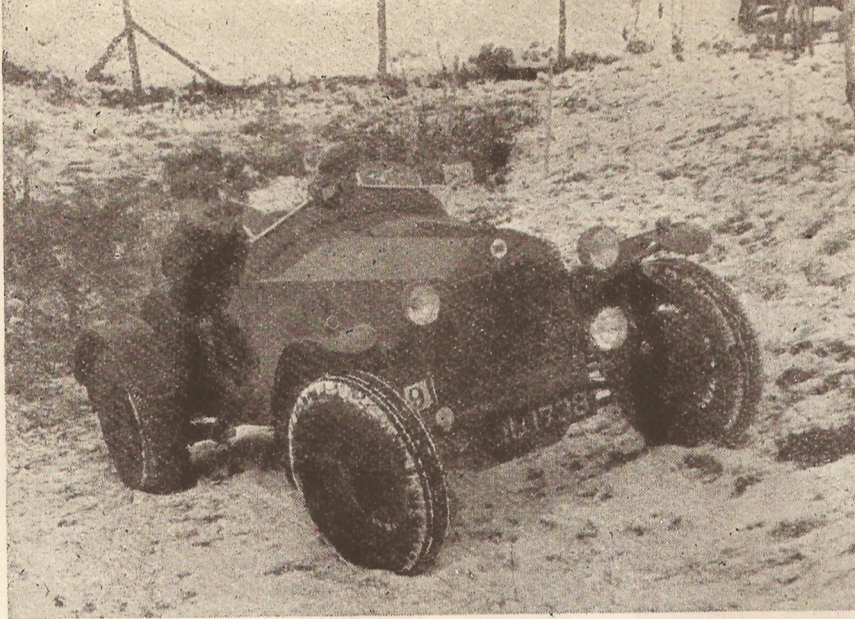
Presentation of awards was made by Nina Imhof, and before the general distribution, Mrs. Warden presented the Warden Memorial Trophy to the club. So soon as tables were cleared, Joe Daniels and his Hot Shots took over, and jive prevailed until the early hours.

STOP PRESS. Jim Bareham tells us that over £10 was taken in a "penny on the drum" collection for the B.R.M.A., and that the W.E.C.C. has sent in more new B.R.M.A. members than any other club.

(continued overleaf)



EVENING DRESS OPTIONAL. Anyway a trio at the Hagley Club's annual dinner-dance on 8th December couldn't care less. Left to right, G. Spier, Johnny Lennard and "Lucky" Lew Tracey—Photo by Don Wilson of Morland Braithwaite Ltd., Hall Green.



ABBREVIATION—A "Shropshire" shot of Murray Austin's well-known Lancia Lambda with considerably shortened wheelbase, but retaining the original excellent i.f.s.

News from the Clubs—continued

SUNBEAM CAR REGISTER

Aston Rowant Treasure Hunt

A TREASURE HUNT confined to Wolverhampton Sunbeam cars took place near Aston Rowant with the "Lambert Arms" hotel as its headquarters, on 9th December. Competitors had to find their way round the route by solving clues, not all of which were straightforward grid references, and also had to collect "treasure" such as a Highway Code, New Car Registration Application form stamped with a Post Office date stamp, etc. The event started in novel fashion when navigators had to take a ride on a single-track railway, drivers having to find the next station down the line and collect them—a sure case of bringing the motorist to the railway! The event was organized by Mrs. W. Boddy, Registrar of the recently-formed Sunbeam Car Register, which now has over 180 pre-1935 Sunbeams amongst its members.

PROVISIONAL RESULTS

1, J. M. Maxwell, Navigator Mrs. Maxwell (Twenty-five saloon), 218 marks. 2, L. A. Dopping-Hepenstal, Navigator S. R. Webb (Sixteen coupé), 189; 3, F. W. Joyce, Navigator A. J. Joyce (Sixteen saloon), 168.

* * *

TENBY CLUB RUNS

Winter Activity at Lydstep

A VERY successful Sunday Social Run was organized by the Tenby M.C. for Sunday, 26th November last, and although fewer members turned up than were expected, those

taking part thoroughly enjoyed the run through some of the lesser known country in the locality. Every competitor missed the first check point, the unfortunate checker spending a chilly and fruitless two hours while competitors went another way. In the sports car class L. Blanchard proved best, while E. Molyneux, the Club Secretary, won the Standard car award.

An "Eve of Christmas" run on similar lines is being organized for Wednesday, 20th December, starting from Lydstep at 7 p.m. The Tenby Club's annual dinner is booked for 5th January, and the A.G.M. for 9th January.

* * *

M.M.E.C. MAKE MERRY

IT was a happy crowd that assembled at the Imperial Hotel, Birmingham, on 6th December for the annual dinner of the Midland Motoring Enthusiasts' Club. Stewart Forrest was in the chair and during the course of a short speech, appealed to members that if anyone should hear tell of a suitable sprint venue to

COMING ATTRACTIONS

December 16. *Sporting Owner Drivers' Club. Night Navigation Trial. Start 10 p.m., "The George", Dorchester-on-Thames.*

R.A.C. 1950 Trials Championship. Start 9.31 a.m., *Montpelier Gardens, Cheltenham.*

December 17. *Sheffield and Hallamshire M.C. Christmas Trial. N. London Enthusiasts' C.C. Christmas Trial, Herts.*

December 19. *A.M. Owners' Club Christmas Cocktail Party, 7 p.m., Cock Tavern, Fleet Street, E.C.4.*

replace the Austin Airfield course, he would be pleased to have particulars. The toast "The Club", was proposed by Jack ("Wasp") Moor who remarked that when he first appeared at Shelsley Walsh, his friends referred to him as a "shock-haired young fool". Nowadays he himself was convinced that he was: "a hairless old idiot who should know better!" Which remark was, of course, greeted with shouts of "No, no!"

"The Sport" was proposed by Murray Austin, who related a couple of his special "mixed company" tales. The reply was undertaken by John Eason Gibson, who told some stories out of school dealing with Continental racing drivers. Mrs. Murray Austin presented the prizes, and the silver cup awarded annually to the person doing most service to the club was awarded to popular secretary, Joan Angell.

Speech-making was concluded by the Editor of AUTOSPORT, after which Alick Pitts proceeded to lap the dining-room in a beautiful, electrically-driven model of a Brooklands 3-litre Bentley.

* * *

WEST HANTS AND DORSET A.G.M.

THE annual general meeting of the West Hants and Dorset C.C. was held at the Grand Hotel, Bournemouth on 4th December. C. B. K. Milnes, 1950 Chairman, mentioned that the club had been re-started in November, 1945. George Hartwell, E. P. (Joe) Huxham, C. Oldham and he had put fifty shillings each into the kitty to help re-form. Present membership had already reached 450.

Treasurer Huxham stated that the club now had a satisfactory balance in hand. The following officials were elected for 1951: President, George Hartwell; Vice-presidents, C. F. B. Bassil, C. B. K. Milnes and Conrad Oldham; Chairman, T. Bryant; Vice-chairman, B. Peters; Hon. Secretary, Mrs. J. B. Jesty; Treasurer, E. P. Huxham; Competitions Secretary, D. S. Ship; Trials Secretary, B. Peters; Club Captain, J. B. Jesty;

Social Secretary, A. E. Morrish; Press Secretary, R. R. Mountford.

Amongst the 1951 fixtures would be an International race meeting in July. The Knott Cup Trial was fixed for 23rd September. The Chairman said that D. S. Ship had come in for a great deal of unfair and unwarranted criticism in consequence of fatal accidents at Blandford. The meeting expressed an unanimous vote of confidence in Mr. Ship—a motion which AUTOSPORT would like to support wholeheartedly.

* * *

NORTHERN IRELAND HANNA CUP TRIAL

Trevor Spence Collects New Trophy

THE North of Ireland M.C. had the same worry as the Newry lads last Saturday, and for the same reason—clashing of events. Only nine members undertook the thirty-mile run in Co. 'Derry for the first presentation of the new Hanna Trophy, given to the club at their annual dinner on the previous Thursday. The clearing of last week's heavy snow made the trial rather easier than the Omagh and District M.C.'s recent event over similar country, only one observed section being included in the seven tests. This is made necessary by the preponderance of saloon owners among the club's membership, and the success of the organization may be judged by the narrow margin between the winning saloon and the "special" which took second place. The participants voted it an excellent afternoon's sport, brought to a close by a first-rate dinner at the Metro-pole Hotel, Londonderry.

Sydney Hanna Perpetual Challenge Cup—J. T. Spence (Ford Anglia), 124 marks lost.
Second Place—C. E. B. Stuart (Ford Special), 127.9.

Open Car Class—First, C. E. B. Stuart; second, K. K. Bishop (M.G.).

Closed Car Class—First, J. T. Spence; second, J. Henry (Austin A.40.).

* * *

NEWRY AND DISTRICT INVITATION TRIAL

Chris. Lindsay Clutchless but not Clueless

IT was sheer bad luck for the Newry and District Motor Club that their well-organized Invitation Trial, held

last Saturday over a very sporting six and a quarter mile course in the Mournes, coincided with two other trials, one in the north and the other in the south of Ireland. Consequently a sadly-depleted field took the dyed road from Mayobridge to sample the terrain. Deserving winner of the McMullan Cup was Chris. Lindsay in his Ford Special, who added another feather to a cap which must now resemble a Red Indian head-dress, although he covered most of the course without the use of his clutch, having bent the rod on one of the many rocks.

Edentrumly in Fine Fettle

The first hill, Edentrumly, was in fine fettle, and failed all except Lindsay, W. Scott (M.G.) and Wilbert Todd (Humber) on the first lap. Unluckiest man was C. W. Eyre-Maunsell who, after desperate work to replace a cracked head on his H.R.G., finally arrived late in a Hillman Minx Saloon and made a courageous attempt at the hill, breaking up his diff. in a matter of seconds. A timed climb of Ballyvalley, which rises 200 feet in half a mile and offers two hairpins and a watersplash, gave best to Wilbert Todd with 1 min. 23 secs., a time which was actually seven seconds inside the set allowance. Slieve Roe fooled nobody except Wallace Henderson in his game little Austin 7 Beachwaggon. Ballyaghally Hairpin also proved too much for the wee Austin, but Eric Rowland (Morris 8) confounded the organizers by beetling round in one go, although two bites at the cherry were permitted.

The Second Lap

Everyone seemed to pull their socks up for the second lap, and all climbed Edentrumly at the second attempt except Rowland, despite his passenger's determined bouncing and pushing. Mrs. Eileen Atkinson was delayed by obscure petrol feed bothers, but got things sorted and made a fine climb. Wilbert Todd again put up best time at Ballyvalley, although it took him another eleven seconds this time, and all romped through Slieve Roe. Henderson deprived his tyres of a little air, and conquered Ballyaghally, but Chambers (TD M.G.) slipped up. Best time over the whole course was set by Change-on-the-revs Lindsay.

A welcome mug of hot soup at the bottom of Edentrumly was followed by a quick dash to the Alexandra Café, Warrenpoint, for something a little more substantial, after which the results were announced.

McMullan Perpetual Cup and Replica—C. F. C. Lindsay (Ford Sp.), 126 marks.

Second Place (Club Car Badge)—W. Todd (Humber Sp.), 113.

Holt Perpetual Cup and Replica (Newry Residents)—Mrs. C. E. J. Atkinson (Ford Sp.).

Saloon Car Prize—W. W. Henderson (Austin Seven).

* * *

BUGATTI OWNERS' CLUB WELSH RALLY

Provisional Results

Best Performance—E. J. G. Madgwick (Austin 10 Saloon). Starting point Virginia Water.

Best Performance, B.O.C. Member—W. A. L. Cook (4½-litre Bentley). Virginia Water.

First Class Awards—E. O'Hanlon (M.G. TD), Stratford-on-Avon; A. Gascoine (Austin A40), Stratford; T. G. Wood (4½-litre Bentley), Stratford; R. P. N. Stark (Vauxhall Velox), Chippenham; N. W. Hilton (M.G. TD), Stratford; T. Beckingham (Vauxhall Wyvern), Stratford.

Second Class Awards—W. D. Porter (Bugatti 57C), Stratford; C. K. H. Lucy (Renault 760), Stratford; R. White-Smith (M.G. TD), Chippenham; A. F. Brookes (M.G. TA), Chippenham; A. C. Hobbs (Ford 10), Virginia Water; C. F. Neam (M.G. J2), Stratford; J. M. Readings (M.G. TD), Stratford.

* * *

DINE AND DANCE DEPARTMENT

Forthcoming "Annals"

B.T.D.A., Plough Hotel, Cheltenham, 8 p.m., 15th December.

Hants and Berks M.C., Wheat-sheaf Hotel, Virginia Water, 15th December.

Carmarthen M.C. and L.C.C., Drill Hall, Carmarthen, 7.30 p.m., 15th December.

Tenby Motor Club, St. Brides Hotel, Saundersfoot, 7.30 p.m., 5th January.

Sheffield and Hallamshire M.C., Grand Hotel, Sheffield, 12th January.

Jersey M.C. and L.C.C., Merton Hotel, St. Helier, 7.30 p.m., 1st February.

Half-Litre Club, 2nd February.

(More Sporting News on page 544)

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1934 M.G. J2 sports 2-seater, resprayed maroon with leather upholstery to match. Engine has been recently overhauled and resleeved to manufacturer's specification. Very attractive. 249 gns.

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1939 B.S.A. Scout 2-seater, colour red with maroon leather upholstery. Mechanically sound and of excellent appearance. 299 gns.

1937 Jaguar 2½-litre sports. 4-door sun saloon, colour black with maroon leather upholstery. Very smart and sound mechanically. 299 gns.

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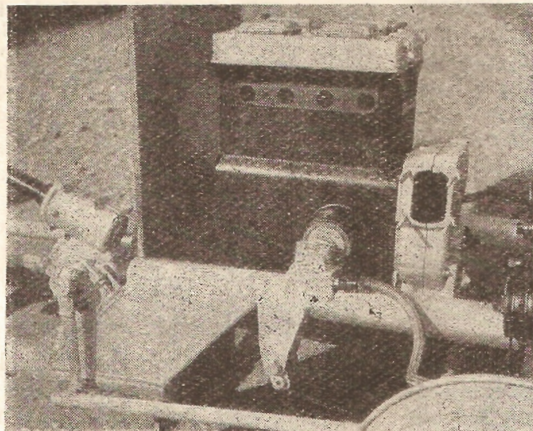
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STANDARD AVON, 1932, 9 h.p. Sports 2-seater, new hood, engine recently re-bored, very smart little job. £135.

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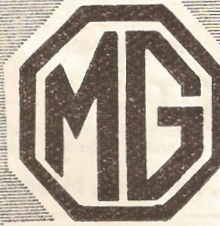
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PRESS DAY

FIRST POST, MONDAY

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IMPORTANT NOTICE: Only vehicles not subject to the B.M.T.A. Covenant, or similar restrictions may be advertised for sale in *Autosport*. Submission of an advertisement is an implied acceptance of this condition.

WANTED

COLUMBIA rear axle wanted for Allard, must be in good condition. Wallis, 111/113 Gt. Portland Street, W.1.

PRIVATE buyer requires Mercedes-Benz 36/220 or 38/250 two-seater. Must be in perfect condition. No stupid prices please. Does anyone know the present whereabouts of the Merc. illustrated in AUTOSPORT, 1/12/50? Registered No. U.U. 626. Box 290.

VINTAGE Austin or Jowett 7 Tourer. Running order. About £35. Austin, 15 Stanford Avenue, Great Barr, Birmingham.

UNBLOWN Bugatti, but capable of 100 m.p.h. Photos and details essential. Not to exceed £300. Edwards, "Casa-Mia", Monks Avenue, West Molesey, Surrey.

LOW h.p. Vintage or near Sports. Reasonable price and condition. Reading, Farnham, Winchester area. Box 295.

SPORTS, HIGH PERFORMANCE AND RACING CARS—FOR SALE

A.C.

A.C. 1935 d.h. coupé. Three carburettors. Body rough. Mechanically average. Good hood, tyres. £165. Banks, Lyric Theatre, Hammersmith. RIV 6077.

ALTA

ALTA Coupé, 2/3-seater, built in 1945 on racing chassis. Body jewellicent blue with sliding head, plated front axle, etc. Fitted reconditioned o.h.v. production engine giving absolute reliability with excellent performance and economy. Rated 9 h.p. Personal car garage owner, recent property well-known racing exponent. Open any competent examination. Guaranteed. £295. Would consider exchange cash adjustment saloon (not vintage) 10-12 h.p., in equally good condition. Box 294.

ALVIS

£660. Alvis 12/70, 1934, 14 h.p. drop-head coupé.
£500. Alvis 1936 Speed 20 drop-head coupé.
£495. Alvis 1935 Charlesworth 4-door saloon.
£400. Alvis 1934 Vanden Plas open 4-seater.
£375. Alvis 1934 Charlesworth drop-head coupé.
£245. Alvis 1935 Firebird 14 h.p. saloon.
£225. Alvis 1931 12/60 beetleback 2/3-seater.
£145. Alvis 12/50 wide 2-seater and dickey.
£90. Alvis 12/50 Utility Truck Body.

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ALTON GARAGE, "The Alvis People", 17 Brook Mews North, Craven Road Padd. 3952 and 4710.

HUGHES of Bournemouth (Alvis Distributors) offer: 1947 Alvis 14 h.p. Special Sports Saloon by Airflow, 10,000 miles, grey, with brown leather upholstery, £1,150. 34 Poole Hill, Bournemouth. Tel. 4569.

ALVIS Firefly 4-seater drop-head coupé, May, 1933. Body by Cross and Ellis. Two owners only. New timing chain sprockets and bearings fitted and new radiator. Hood new last year, leather work above average, original chromium. £225 or nearest. Willis, Ocean Café, South Drive, Ferring, Sussex. Goring-by-Sea 42585.

AUSTIN

GENUINE Austin Ulster, with S.U. pump, downdraught S.U. Carburetter, Scintilla magnetos. £140. Box £293.

BENTLEY

1927 Bentley Saloon 6½-litre, excellent mechanical condition, magnetos rewound, new batteries. Taxed and insured. £150. Unwin, 59 Victoria Road, Whalley Range, Manchester.

1929 4½-litre Bentley, modern saloon body. Recently re-cellulosed, re-wired, new S.U. carburettors, new dashboard and instruments, clutch re-lined, loose covers fitted. Exceptionally good order, receipt of new car only reason for sale. Offers. Bryant, 7 Fayland Avenue, Streatham Park, S.W.16. Streatham 6413.

LANCIA

APRILIA LANCIA Saloon, 1937. Good appearance, recently re-upholstered. Excellent performance. 373 Norwood Road, S.E.27. TUL 3451.

M.G.

M.G. K Type 2-seater, green/grey. Good tyres, battery. Thoroughly overhauled, good condition. Fast. Seen London. £387 or best offer. Phone Sloane 3440 Ext. 294.

1934 "N" Magnette, 2-seater 70 lb. hot, super tyres. £215, or exchange Le Mans Aston. Mal 3057.

1935 P.A. M.G. £70 spent on innards including re-bore on 20th October, 1950. Good hood, tyres, body perfect, new road springs, stand any trial or inspection. Phone Boro Green 477 at 10 a.m. only.

M.G. "F" type 12 h.p. 4-seater, £150. 1 Lime Road, Princes Risborough, Bucks.

RILEY

1932 Riley 9 Tickford Saloon, mechanically, electrically, bodily excellent. Recent rebore. Bargain. £130. Fisher, Glenthorne, Ringmore, Teignmouth, Devon.

1932 MONTE CARLO GAMECOCK. New hood and side-curtains, two new tyres, re-sprayed. Further details write Waterhouse, 20 Chestnut Avenue, East Dene, Rotherham.

SINGER

EWART MCCARTNEY offers for Sale his unique 1½-litre 4-cylinder short-chassis Singer, CFG 2. Meticulously maintained, the car is in first-class condition, and is offered with many spares and extras. Full particulars from, and offers to, N. E. M. McCartney, 116 Blythswood Street, Glasgow, C.2. Douglas 5001/3.

1936 SINGER Le Mans 4-seater Twin Solex. Excellent condition. 56,000 miles only. Three owners, previous two personally known. Replaced by new car. £260. Manchester, BRAMhall 2099.

SUNBEAM

SUNBEAM 20.9 Limousine, 1929, with division and occasional seats. Excellent condition throughout. £75. "Killen," Seal Road, Selsey, Sussex.

ZBROJOVKA

ZBROJOVKA Continental Sports car, 10 h.p., 1939, D.H.C. F.W.D. I.F.C. all round, rack and pinion steering, red leather upholstery. Mechanically 100 per cent. £300. "Eastcote", Broad Lane, Wood End, Hockley Heath. Tanworth/Arden 206.

RACING CARS

COOPER, 1949, 500/1,100 chassis, 1950 mods. New bucket seat, light wheels, large steering wheel, new tyres, just sprayed green, reconditioned 4-stud J.A.P., new mag., clutch and gearbox overhauled. Spares including alum. barrel, piston, fly-wheel assembly, etc. Extra large tanks. Perfect order, track available for test to serious inquiries. £500. Trailer available if required. Box 292.

COOPER 500, 1950, Special lightweight. Winner of Monaco, Silverstone, etc. Car completely overhauled. Gearbox and mountings ready for Norton or J.A.P. engine. Spare wheels. 1 set offer secures. Stirling Moss, White Cloud Farm, Tring 2181.

C. R. INSTONE wishes to dispose of the "G.N. Martyr", famous Shelsley Walsh and sprint Special. Entirely rebuilt in 1949, independent front suspension, modern brakes, shock-absorbers and steering. Engine J.A.P. racing JTOR in first-class condition. Single-seater aluminium body. The whole ready for competition, also eligible veteran racing class. Offers. "Priors Lea," Balsall Common, near Coventry. Tel. Berkswell 3212.

FRAZER-NASH single-seater sprint car, fitted 1½-litre Riley "Sprite" engine. £125. C. Arnold, 8 Homestead Way, Northampton. Tel. 5001.

M.G. "R" type, single-seater, independently sprung racing car, finished red. Overhauled and ready for next season's racing. £575. Tourist Trophy Garage, Farnham, Surrey. Phone 5363.

SPECIALS

CHAPMAN Mercury Special, 7ft. 6in. wheelbase, 16½ cwt. Layrub propshaft. Twin brake units, £10 tax, over 20 m.p.g. This car possesses hood and side-screens and can be used as a normal vehicle, and in sports car races, sprint events and rallies has won over twenty awards this season. Spares include one Mercury engine, one Laysall balanced crank, three alloy heads, one set of special tappet blocks. £485 or any reasonable offer. E. Chapman & Son, Auto Electrical Engineers, 170 Gibraltar Street, Sheffield. Phone 24541.

VINTAGE CARS

SALMSON Twin Cam, 1925, 9 h.p., in running order, taxed. Must sell offer over £20. Carpenter Wellnigh, Woodmansterne Lane, Banstead.

MISCELLANEOUS

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

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MERTON MOTORS (Bruce Spoillon, Proprietor)

Bugatti 57S. 1938 mileage 21,000 2-seater drop-head. 20 m.p.g. and 115 m.p.h., sensible offer.
Delage D8, 1934, Sports Coupé. Completely rebuilt £300, bodywork unmarked, new tyres. £80 worth extras, many spares. £275.
Frazer-Nash T.T. Replica, 1935. 6 Amals, terrific performer. £285.
Lea-Francis 12/40 Coupé, 1928, fitted new 600 x 16s, absolutely original except paint dull. £115.
Merton Motors, 18a Mary Street, Balsall Heath, Birmingham, 12.

(continued overleaf)

News from the Clubs—continued

CORNWALL VINTAGE CLUB
DINE

THE annual dinner of the Cornwall Vintage Car Club was held at the Goonvrea Hotel, Perran-ar-worhal, on Saturday, 9th December. Some fifty-six members and guests were present, including the President, Prince Chula and Princess Chula. Some consternation was caused by a sudden black-out due to a local power failure, just as dinner was about to commence, but the diners pressed on regardless by the light of candles, which gave even more of a Christmas atmosphere to the proceedings and showed up the interior of the lovely old house just as it must have looked to other Christmas revellers of an age long past.

Messages of good wishes were received from the Editors of *Motor Sport* and *AUTOSPORT*, and also from Johnny Bryant, now in London, one of the founder members of the club. After the Loyal Toast, the Chairman, Lt.-Col. G. R. Dewey, introduced the President. In a short speech, Prince Chula expressed his good wishes for the continued success of the club and conveyed to the

members a message of good wishes from the Royal Automobile Club of Siam, together with the news that that club had conferred honorary membership upon the officers of the Cornwall Vintage Car Club. The trophy for the club's September Rally and Driving Test, an inscribed tankard, was then presented by Prince Chula to the winner, R. E. Thwaites of Perran-ar-worhal. This was followed by the presentation to the Hon. Secretary, J. W. H. Pritchard of Newquay, of an inscribed cigarette-lighter in recognition of his services to the club.

After an excellent dinner, there was dancing in the ballroom for the more energetic members of the party, while others made use of the bar facilities kindly provided by Mr. Hunt, "mine host" of the club's monthly meeting-place at the Chiverton Arms, Blackwater.

* * *

PHILLIPS (FAIRLEY) WINS
N.M.M.C. TRIAL

Cuth Harrison Runner-up

REG PHILLIPS and his Javelin-powered Fairley won the Committee Cup for the best performance in the North Midland M.C.'s Autumn Trial on 10th December,

from a field of 27 starters. Cuth Harrison (Harford) was next best. Report and pictures will appear in next week's issue.

* * *

BRITISH SYNTHETIC RUBBER
Dunlop Managing Director Stresses
Need

THE need to establish a synthetic rubber industry in the United Kingdom, even under conditions of an assured world peace, was stressed by Mr. G. E. Beharrell, Dunlop's managing director, at the Institution of the Rubber Industry dinner in London on 8th December.

British consumption of rubber has risen from 18,000 tons to 215,000 tons since 1921, and present day demands have brought new commercial and technical problems to the industry. The year 1950 has seen the revival on a large scale of the world's synthetic rubber industries.

Price levels have become so high that they threaten the expansion of important technical developments which would be required if a reasonable adjustment between supply and demand was to be maintained, but technical and marketing research must be continued at the highest level.

CLASSIFIED ADVERTISEMENTS—continued

MISCELLANEOUS—continued

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1934 Lagonda 3-litre Sports Saloon. Generally good, needs odds and ends, suit enthusiast. £185.
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1937 Hudson, Convertible Coupé in original condition, fitted radio, taxed. £275.
Riley "9", 1947, registered and rebuilt, special Sports 2-seater. £250.
180/184 West End Lane, West Hampstead, N.W.6. HAMPstead 6490 and 7327.

RILEY Kestrel, 9 h.p., twin S.U.s, Scintilla, new battery, almost complete, spare engine. Nearest £235.

Alvis, Silver Eagle, single or triple carbs., small mileage since rebore and shaft ground, new batts. A lot of car for nearest £150.

Alvis Front and Rear Axle, springs nearly new CW/Pinion, 20 in. wheels, believed 1930 S/Eagle.

Rover 10 Sports Saloon.
Vauxhall 10 in new condition.
T. C. Ivens, North Owersby, Lincoln. Owersby Moor 202.

M.G. Stage 2 cylinder head for sale (XPAG), compression 9.3. 150 lb. springs, 34 mm. valves, ports and inlets polished, set only used once. £35. Gather, Ashbourne.

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M.G. T.C. seat covers, Grade A. Green. Offers.
M.G. "D", 8 Tolver Place, Penzance.

MANX Norton Engine, 1937, completely reconditioned this season, including new flywheel assembly. Spare barrels, sprockets, etc. Numerous successes in sidecar racing. £80. Gearbox £14. Jenkins, 57 Furniss Avenue, Toley Rise, Sheffield.

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160 Birchwood Road, Wilmington, Kent.

V.8 SCINTILLA, very little used. Complete with angle drive and impulse. £12 10s.
Thomas, Brick Croft, Hookwood, Horley, Surrey.

ENQUIRIES invited for special Light Alloy Racing Parts. Heat-treated castings, fabrications and machined components. Stockholders in light alloys. L.A.C. Co. (Sales Dept.), Keighley Green Works, 11 Bank Parade, Burnley.

TALBOT Special, late 1936, 18 h.p., trials car, synchromesh gearbox, separate dynamo and starter, low-pressure tyres, alloy brakes, rev-counter, cycle type guards, very stark body, excellent runner. A gift at £85. Also 1929 Mk 1 M.G. Saloon 18-80 good runner, fair body. £35. Bennett's Garage, Holyport, Berkshire. Tel. Maidenhead 80.

ARNOTT Supercharger for Fiat 500, all fittings, cost £52, unused, what offers? Also new distributor and distributor cover, what offers? Box 291.

ZENITH Carburettor, Lambda adaptor used 5 000 miles only, offer D. C. Godfrey, Stacellen, Heathfield, Sussex.

750 C.C. J.A.P. twin, reconditioned, car type gearbox, self-starter, dynamo. £25. G. Plumb, Queens Hotel, Herne Bay.

SPECIAL NOTICE—CLASSIFIED ADVTs.

All classified advertisements for inclusion in the issue of the 29th December must be received in this office first post Monday, 18th December.

Better Books Limited

Booksellers

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- a. *Louis Chiron in a type 35 Bugatti.*
- b. *J. P. Wimile racing a 158 Alfa at Berne.*
- c. *Sir H. Birkin racing a Bentley at Le Mans.*
- d. *Reg Parnell winning the Richmond Trophy at Goodwood with a Maserati.*
- e. *Raymond Mays racing an E.R.A. at Shelsley.*

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