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BRITAIN'S MOTOR SPORTING WEEKLY

THIS WEEK

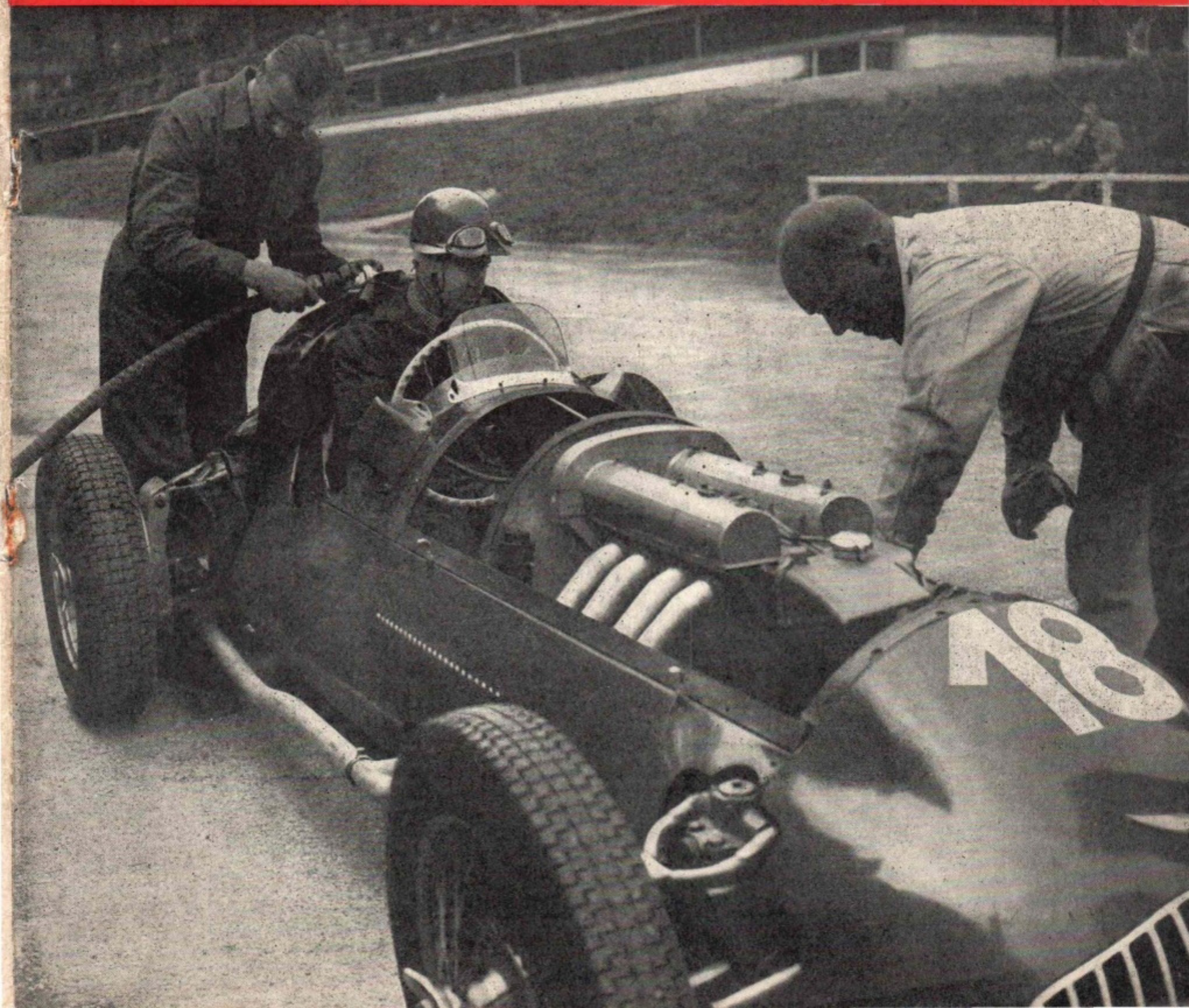
CASTLE COMBE RACES
SPORTS AND HIGH-
PERFORMANCE CARS
AT THE PARIS SALON

Pictorial Record No. 1
MERCEDES-BENZ

JOHN BOLSTER ON
FLAG MARSHALS

Vol. 1 No. 8

October 13, 1950





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BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 1 No. 8

October 13, 1950

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NOTICES

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EDITORIAL

THE Motor Show opens next Thursday. Unlike last year, there will be little in the way of radical changes in design. In the majority of cases, manufacturers have spent such large sums of money in re-tooling for current production, that for the next few years we can expect little other than detail changes. Nevertheless, several concerns are alive to the fact that our high-performance cars will meet ever-increasing competition from Continental manufacturers; the 37th Paris Salon offers proof enough of that. Also, the large-scale renaissance of motor sport across the Atlantic is attracting the attention of American specialist builders who formerly concentrated on midget and track cars. Whilst this market is almost infinitesimal compared with the gigantic annual output of normal road cars in U.S.A., it is vitally important to our automobile engineering industry to secure the lion's share of it.

Success for the B.R.M. will be reflected in an even greater demand for our products, but this prestige must be maintained through successful participation in International events by individual manufacturers. After the partial success of the Cadillacs at Le Mans, American enthusiasts are becoming more and more road race-minded, and are likely to be influenced by the results of International events to an extent not realized by certain British sports car manufacturers.

* * *

THE insistence by the organizers of the Monte Carlo Rally that the engines of cars must be built in the same factory, can only be interpreted as a direct ban on the products of the Allard Motor Co. Ltd. Driver-manufacturer Sidney Allard has come within an ace of winning this important event, and it must have been obvious that the products of his company provided a very rare threat to all other manufacturers.

We cannot see what difference it makes to a motor car if the engine is built in the same factory or in Timbuctoo. As long as the result is a roadworthy vehicle, it should not concern the "Monte" organizers how it is obtained. By penalizing Allard, Healey, Morgan, Jensen and other proprietary-engined car owners, the Principality has made the whole Rally appear a benefit for certain manufacturers. All AUTOSPORT can say is: "Call off this absurd ruling at once!"

OUR COVER PICTURE

ALTA: Geoffrey Crossley refuelling his G.P. Alta during a Continental race, whilst designer-builder Geoffrey Taylor does a rapid check-up. The Alta engine has, of course, been the main factor in the success of the unsupercharged 2-litre H.W.M., and in two-stage form, the 1½-litre G.P. unit may be prominent in 1951.

Applause from the Galleries

A BRIEF REVIEW OF THE ACCESSORIES AT EARLS COURT

WHEN you've had your fill of the car exhibits at Earls Court, have fought with the teeming throng to catch a glimpse of the new Fords, the Triumph Roadster, the new 3-litre sports Alvis, the Healey-Nash and other attractions, when the battle with fellow *homo sapiens* to view the wheeled creations of mid-twentieth century seems no longer worth the fighting, and every bar harbours but a closer concentration of humans than the Main Hall, then stagger for the escalators and be borne to the comparative peace of the Gallery. With breath recovered and limbs and senses once again functioning more or less normally, take a look—a leisurely look—around you, at the Accessories exhibits.

A Multifarious Array

At first the multifarious array of products—tyres, electrics, wheels, jacks, shock absorbers, sparking plugs, mirrors, bumpers, instruments, fuels, oils, greases, celluloses, etc., may be confusing to senses still dulled by the recent life-struggle down below, but, taking it gently, visit a stand and study the objects displayed. . . .

A plug — lots of plugs. . . . So what? My car has got six of them and a darned nuis. . . . But wait—3s. 6d. only!—the Wipac in 14 or 18 mm. . . . Well now. . . . Wheel discs here . . . hmm. . . bit out of my line. Still, Jaguars for one use the Ace Rimblisher — and nobody's going to scoff at the XK 120. Those "Silver Peak" number plates look good too—not so expensive as you'd think either. . . . Tyres now—loads of them—famous names stand out as you turn your head—Dunlop, John Bull, Firestone, Michelin, Pirelli, India, Henley, etc. . . . Big ones and little ones, treads for every occasion—mud - plugging, speed work or super-silent Bentley-ing. India show their silent tread, specially evolved for Conduit Street, Pirelli a Nail-proof effort with separate toughened rubber band 'twixt tyre and tube, Dunlop every conceivable variety of "boot", Firestone their low-pressure Super-balloon and Tyresoles their famous range of re-treads, including

the clever "Wyresoles". Tyre gauges, too—kicking the sidewalls to see if they're hard enough is a bit chancy, and garage gauges never seem to work right. Schrader show plenty of them, valves too—and look at this Wingard affair!—streamlined tyre gauges now—and very nice too!

A famous name here—Ferodo—saver of many a neck and reputation. Study their brake linings and other exhibits, and marvel at the versatility of that long-suffering, sterling stuff. Some of it is developed to withstand a temperature of 1,000 deg. F. without fading! Mintex, now used by many racing men, show many worthy samples of their linings too, Don, Capasco and other firms also. Lots of steering wheels too—Dover, Blue-mel, etc. Every type from sturdy commercials to 8 h.p. sizes, with a goodly selection of sprung sports types. Some of the modern two-bar affairs look as if they came straight from Detroit, but there are also some of those old-fashioned four-spoked things that you and I so oddly prefer.

Lubricants Galore

Oil manufacturers always display their wares most attractively—and as an accessory oil is most vital, as those big-end remounting bills should testify. C. C. Wakefield not only reveal the innermost secrets of Castrol manufacture to the public but offer a fine variety of interesting and instructional literature on lubrication and the achievements it has assisted in. Shell, Esso, B.P., Vigzol, Notwen, Duckhams, Cleveland, Filtrate, etc., all have interesting petrol and/or oil exhibits and will readily advise you on your fuel or lubrication problems. Vigzol and Notwen have had a grand racing year—both enthusiast firms and well worth a visit.

Ah!—one of the "sparks" kings—Lucas. Masses of intriguing electrical equipment here—headlights, sidelights, reverse lights, spotlights, pass-lights . . . the new square - pattern lens, virtually self-focusing, improved distributors, trafficators, batteries, the neatest of screen sprays, suction operated by the inlet mani-

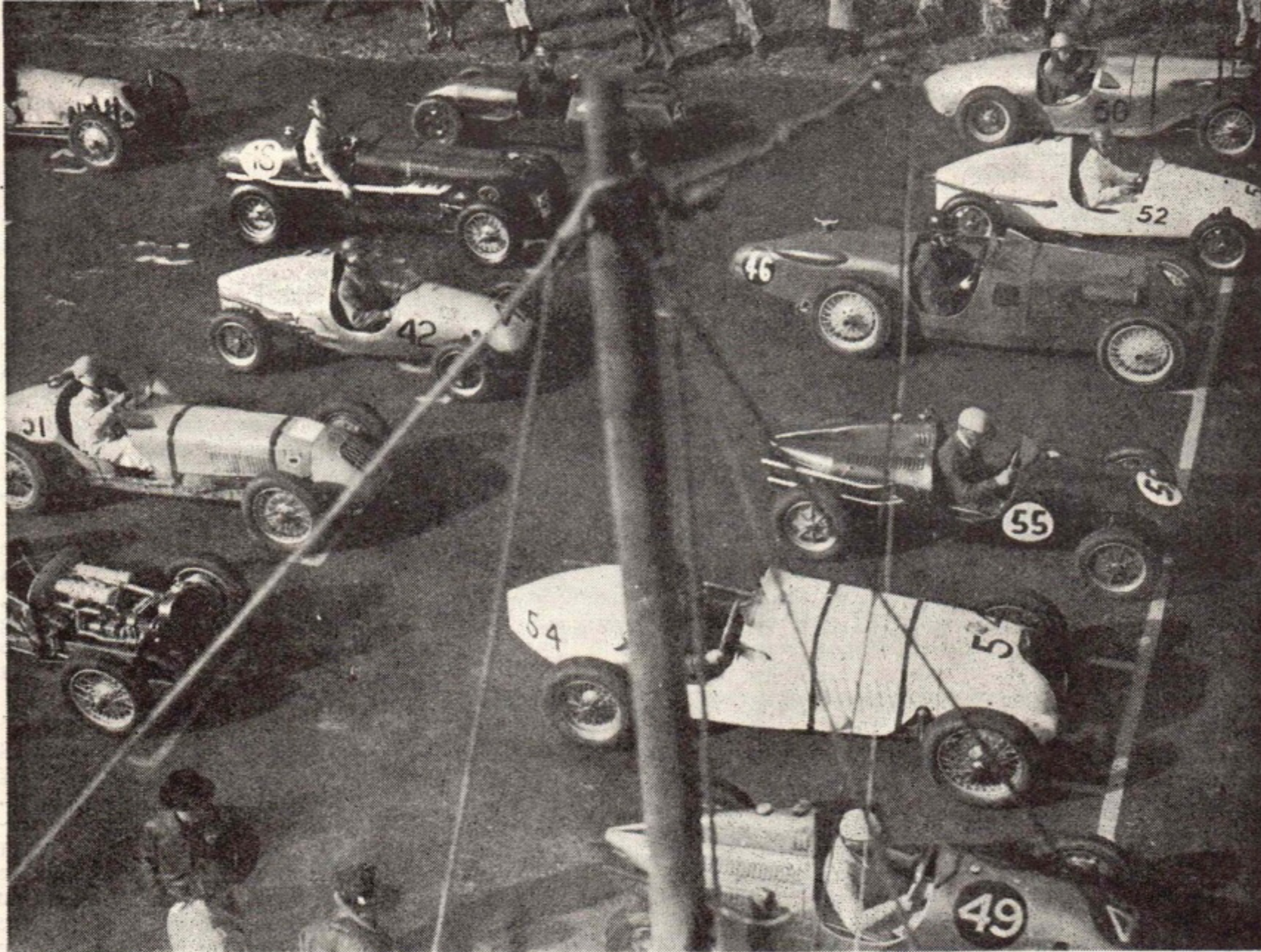
fold, and suppressors to win a smile from neighbouring viewers.

If you like complex mechanics, the Tapley Meter stand should draw you—they have meters which are attached to a vehicle to test its climbing and accelerative powers, outfits as used by the police for testing brakes at short notice, meters to measure gradients—and a brake meter testing rig for testing brake testing meters! "Shockers" now—not the sort mother took away from us when we were young, but the kind made so neatly by Newtons, who show their hydraulic tubular type which graces many an honoured vehicle; by André, who show the totally enclosed Andrex, successor to the famous Hartford; by Rotoflo, who use a sealed synthetic filler which gives a lifetime's service without attention . . . and by others.

Grids and Springs

Luggage grids which accommodate luggage and fit your sports car without resembling a milk crate can be seen a'plenty; valve springs, leaf springs, coil springs too, by Terry, Jonas Woodhead, Salter and other famous names; garage equipment by Tecalemit, Enots, etc.; carburettors of every variety; piston rings to suit your engine (the stand attendants are there to be asked); gaskets galore; safety glass; quick-action filler caps and a host of other articles await your inspection. Archer of Lichfield offer a range of "Klark" gear-lever extensions to suit Morris Minor and various Ford models. Radyot of Birmingham show a grand array of accessories—horns and bulbs, switches and lamps, radiator heaters and mirrors—L plates too—not interested? Sorry. . . . Lucas and Exide have both devised ingenious "topper-ups" to reach the most devilishly placed of batteries. . . . And don't forget to inspect the Vandervell stand where you can see the kind of thin-wall bearings used by famous firms like Ferrari on their racing cars.

Owing to pressure on space, our feature "Pit and Paddock" has had to be held over this week.



An unusual view of the start of the over 500 and not exceeding 1,500 c.c. race, taken by George Phillips from the top of the control tower. The winner, Ken Wharton (Cooper, No. 52) is seen between the Rileys of Richards and Treen.

Grand Racing at Castle Combe

MOSS, GERARD, SHAWE-TAYLOR, WHARTON AND COLLINS PROMINENT
 —IMPRESSIVE DÉBUT OF NEW FORMULA TWO CONNAUGHT—
 FRAZER-NASH FASTEST SPORTS CAR—SID ALLARD'S RUNAWAY WIN

THERE is no doubt whatsoever that Castle Combe supplies the answer to circuit-racing in the West of England. At the National meeting organized by the Bristol M.C. and L.C.C. on 7th October, a fair-sized crowd were treated to a fine afternoon's sport on the excellent little 1.84-mile circuit. Events ranged from a two heats and a final 500 c.c. race, to one of "Formule Libre" pattern. All were of ten laps duration, with standing starts.

Curly Dryden, in his single-o.h.c. Cooper-Norton had an easy win in the first heat of the 500 c.c. event, the chief feature of which was the struggle for second and third places. Eventually Clive Lones, in his low-set, red Iota "Tiger Kitten", came through from virtually nowhere to

snatch the runner-up position from Brands Hatch exponent Ian Burgess (Cooper-J.A.P.), by .08 sec. Dryden, after a couple of fast opening laps, throttled down to win at 67.81 m.p.h.

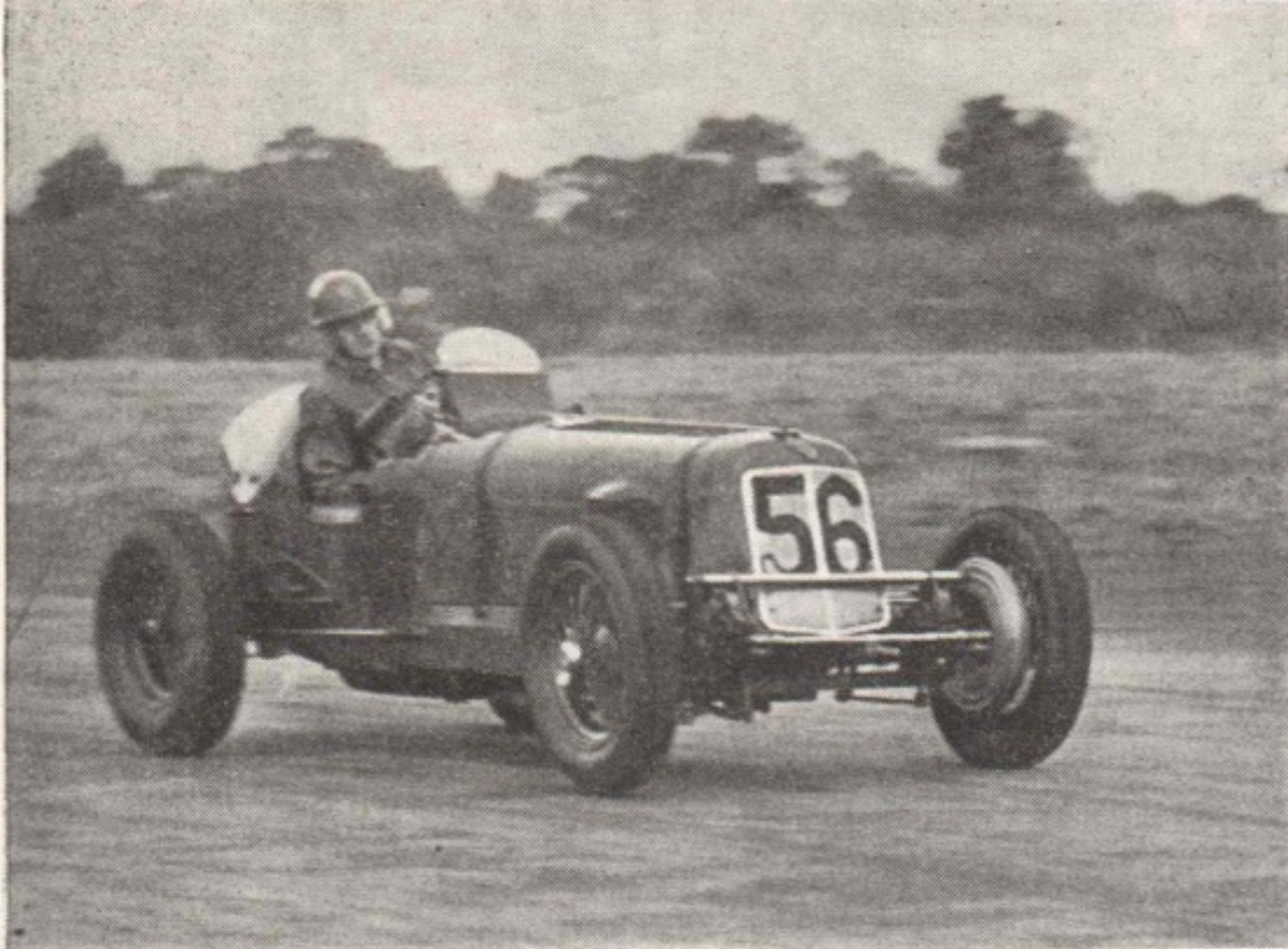
Heat Two saw an unfortunate start for several drivers occupying the back rows of the grid. As Jack Ashby dropped the flag, Ken Watkins (Cooper-J.A.P.) stalled, and Jack Moor (Wasp-Norton), D. F. Truman (Bardon-Turner-J.A.P.), and Frank Kennington (Emeryson-J.A.P.) had to stand on everything to avoid a prang. All three stalled their engines, and there was a bit of a box-up trying to get them off again, the unlucky Truman being pushed off the course by over-zealous marshals, before being allowed to re-start, and Moor's

clutch burning up as, for some odd reason, he was prevented from moving off when his engine fired, and shoved back several yards.

This race developed into a tremendous dice between Peter Collins, and Stirling Moss, both in "double-knocker" Nortons, with Alan Rogers also with a Bracebridge Street motor installed, keeping a watching brief in third place. This trio soon outstripped the rest of the field. Collins kept ahead of Moss for three laps, driving with skill and determination. Moss's car seemed a trifle under-gearred, for as he swept past the starting area, his engine was certainly being given the stick.

However, the Moss cornering genius soon asserted itself, and the

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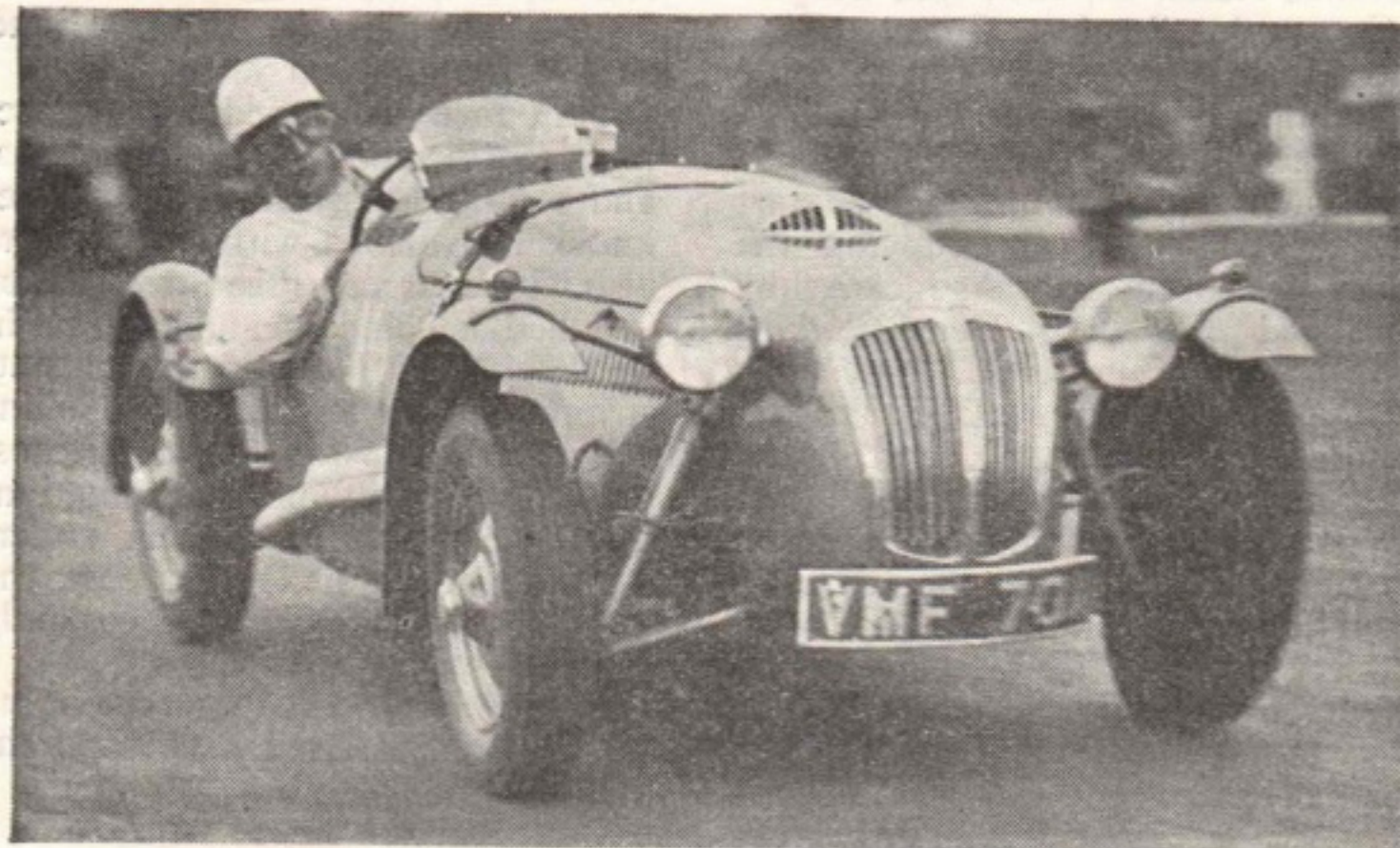


(Above). Brian Shawe-Taylor at speed in his B-type E.R.A. He holds the Castle Combe lap record.



(Above). J. M. Sparrowe's blown 1,100 c.c. Morgan shook several of the more fancied sports cars.

(Below). Stirling Moss in Murray's Frazer-Nash, with which he won the 2-litre sports car event.



Castle Combe—continued

crowd at Camp Corner had plenty to shout about when he took Collins actually in the bend. Peter cleverly slip-streamed his rival, and regained his lead on the tricky double-bend at Quarry. The two went at it hammer and tongs, passing and re-passing to the delight of the customers. When they commenced lapping the slower cars, Moss gained several lengths at Camp, as Collins had to lift his boot to avoid two cars which were engaged in an "After you Claude—No after you Cecil" business in the bend. Moss went on to win by a considerable margin. Jack Moor, after his start debacle, kept battling on and managed to qualify for the final (first ten in each heat), but Truman just failed to do so.

The third event was for racing cars over 500 c.c., and not exceeding 1,100 c.c. Ken Wharton, driving Bertie Bradnack's Cooper-J.A.P. "1,100", and Ray Merrick (Cooper-J.A.P.) were off the mark almost before starter Ashby had dusted the ground with the Union Jack. Eric Thompson, "Cooperating" for the first time, did the almost inevitable new-to-a-Cooper stall, but Eric Winterbottom in the other Vincent-powered car roared off close behind Merrick.

Richmond's naked-looking, two-stage-blown Rapier had plenty of urge, but suffered from a bounding back axle; Webb's ex-Nickols, ex-Parnell twin-o.h.c. Magnette sounded wonderfully like an E.R.A.; Olav Poppe in the Randall-Instone Djinn settled down to chase the three leading Coopers.

Wharton's Long Lead |

Wharton soon established a long lead, with Winterbottom and Merrick scrapping for second spot, the former holding a slight advantage for several laps until he fell a victim to magneto trouble with accompanying chronic misfire. Merrick eventually disappeared, letting Poppe into second place which he held to the end, with Webb's M.G. third. J. P. Treen's Treen-Riley went extremely well, and had the legs of Horace Richard's well-known car.

The over 1,100 c.c. and up to 1,500 c.c. event brought out three E.R.A.s (Bob Gerard, Brian Shawe-Taylor and Graham Whitehead), and



Busy paddock scene before the start of the final of 500 c.c. event. Unfortunately, the paddock was situated on the far side of the circuit, away from the main body of the spectators.

Geoffrey Richardson's crisp-sounding R.R.A. John Green, new owner of the George Hartwell E.R.A. had the bad luck to poke a rod through the side, showering pieces of sump and crankcase all over the landscape. Hartwell trundled out his over-bored 1,375 c.c. Cooper-J.A.P., and Collins his 1,200 c.c. version of the same marque.

Collins Shakes the E.R.A.s

Collins made a superb getaway, and led all the blown stuff into Quarry Corner. Both Gerard and Shawe-Taylor had to keep their boots firmly planted down to overhaul the little green car on the Farm Straight, but Graham Whitehead and Richardson had to give best to the Cooper. Ching's veteran Bugatti came round accompanied by a smokescreen, and Hartwell's "big" Cooper had obviously lost a pot.

Gerard and Shawe-Taylor batted round in close company, the latter cornering on the limit to keep up with the slightly quicker Gerard car,

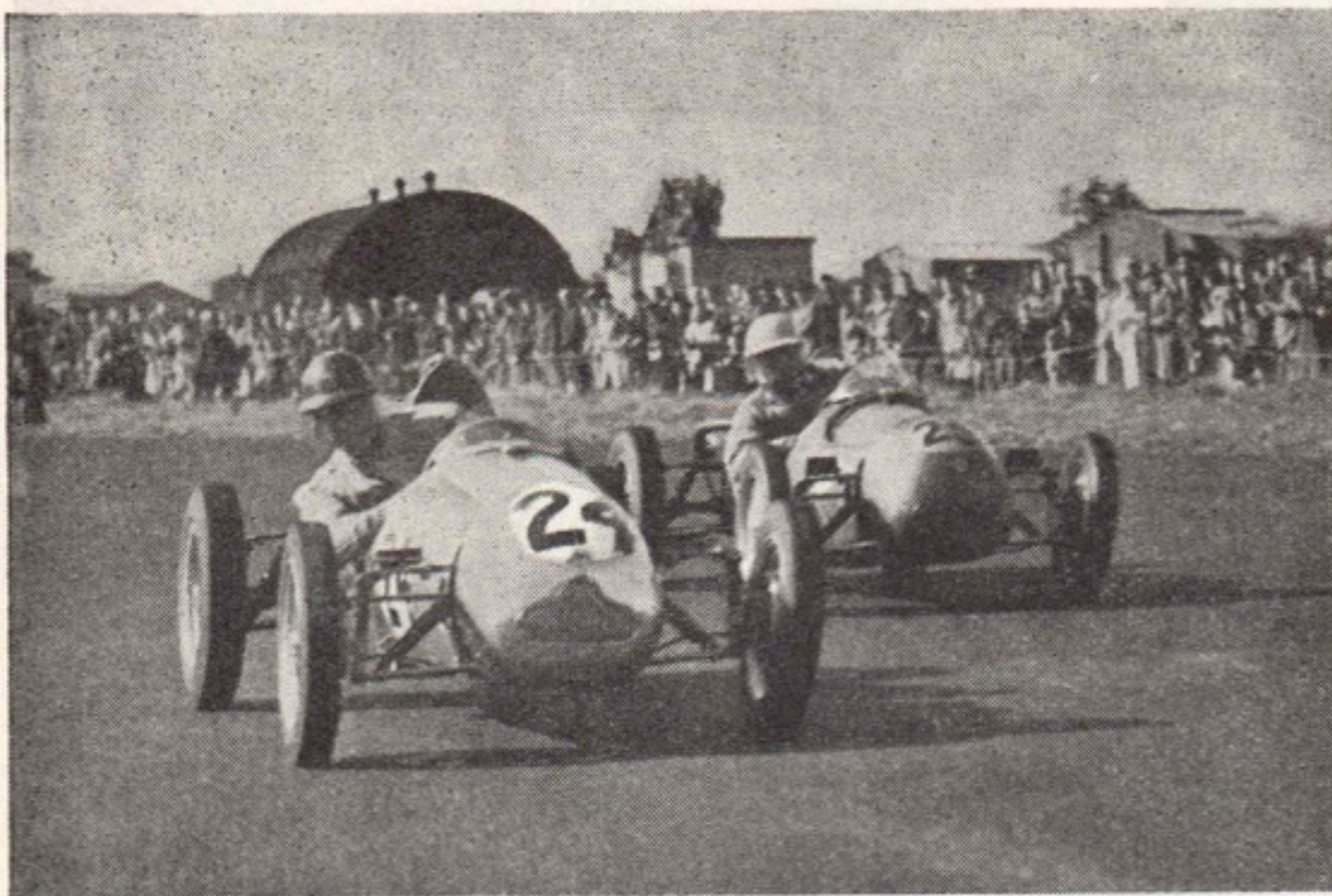
and giving his friends some heart-stopping moments on occasion. The amazing Collins held grimly on to third place, both Richardson and Whitehead trying their utmost to take the flying Cooper. Hartwell retired opposite the paddock, and Richardson got into a hectic slide at the same spot, shot off the circuit backwards, luckily missing the parked Cooper, and doing a considerable amount of cross-country motoring before regaining the circuit. Meanwhile, after an effort, Whitehead edged past Collins, but the Cooper pilot pressed on, and, amidst cheers from onlookers in the paddock area, re-passed the E.R.A. in the bend. Gerard, driving impeccably, held his lead, although Shawe-Taylor closed right up after a lap at 81.79 m.p.h., fastest of the day so far. Collins managed to ward off Whitehead for third place.

The fifth event was for cars of over 1,500 c.c. and up to 2,500 c.c. This produced a titanic struggle between Ken Wharton, in Peter Bell's 2-litre E.R.A., and Stirling Moss in his un-

blown 2-litre H.W.M. For lap after lap, Wharton kept ahead on sheer speed, with the tenacious Moss keeping right on his tail on the bends. Wharton was forced to play tunes on his self-change gearbox to use maximum acceleration out of the curves, whereas Moss on a car with much superior road-holding, could afford to take them flat. With a couple of laps to go, Wharton retired at the paddock — with gearbox trouble, and Moss went on to win by a considerable margin. Runner-up was Ken McAlpine in the new Formula Two Connaught. This car is a delightful road-holder, and with a little more steam than is available with the 1.7-litre Lea-Francis engine, should prove a very quick motor car. Basil de Mattos, in another Leaf-powered car, the Cromard, was third after a race-long duel with McAlpine. Oscar Moore (O.B.M.) retired, and Jack Newton (Frazer-Nash) showed Anthony Crooke (H.W.M.) the way round.

Stirling Moss made a poor start in

(continued overleaf)



(Left). Peter Collins (Cooper-Norton), leading Stirling Moss (Cooper-Norton), during their "ding-dong" in the second heat of the 500 c.c. race. Both drove a thrilling race.

1,100 c.c. Morgan, Moss and John Cooper (Cooper-M.G.). This eventually sorted itself out into a Crooke-Moss dispute for the lead, with Sparrowe's remarkably fast Morgan in third place, clearly outpacing the redoubtable Cooper. For nearly two laps, Crooke held grimly to his lead, but Moss was not to be denied, and went in front.

Frazer-Nashes Out in Front

The two F-Ns were soon out on their own, with the amazing Sparrowe leading the remainder by a big margin. Mrs. Gerard (Frazer-Nash), after a slowish start, gradually came

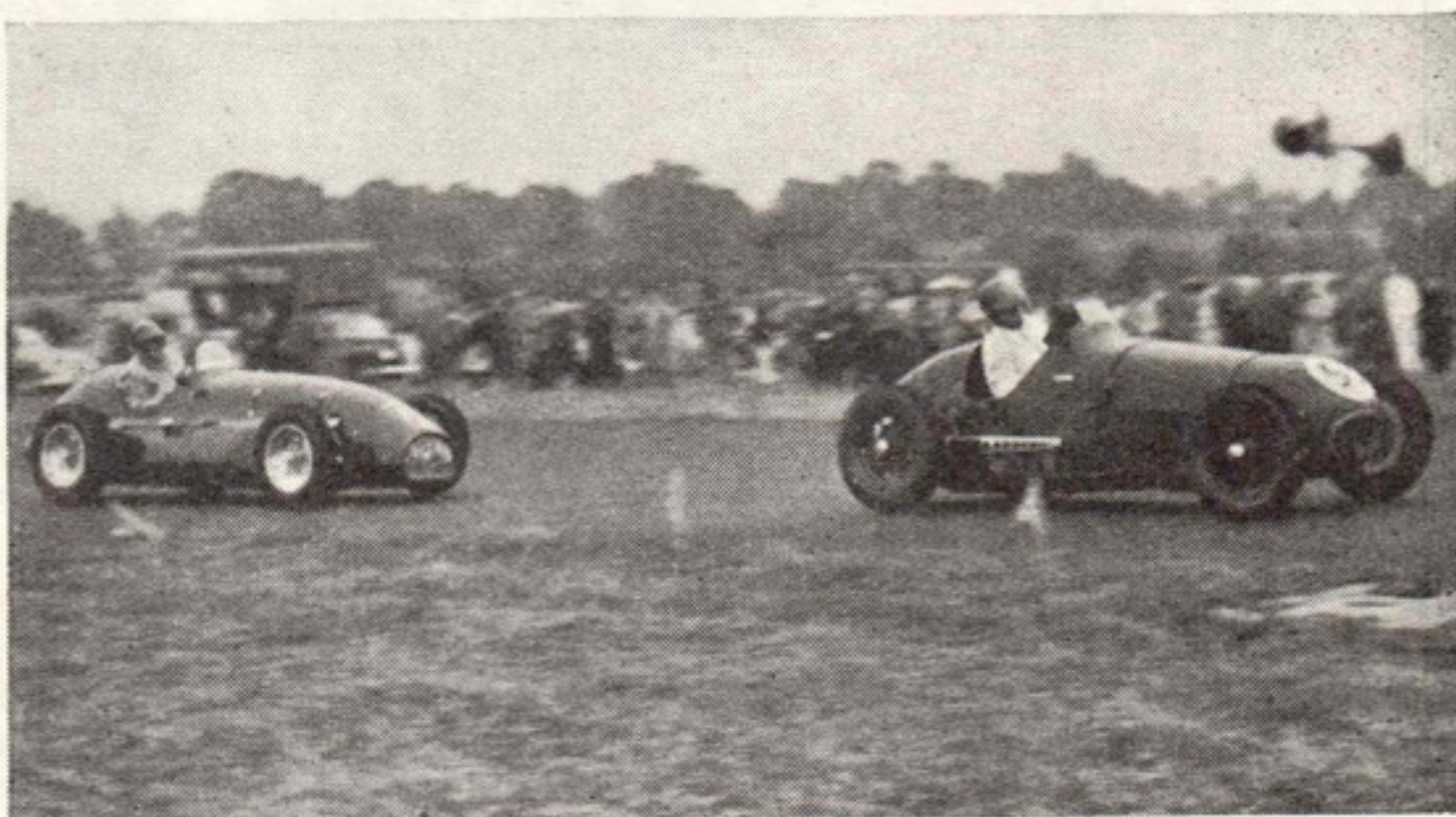
Castle Combe—continued

the final of the 500 c.c. event, and was at the rear of the procession when the field streamed past the paddock, led by Curly Dryden, Peter Collins (Cooper-Nortons), Ian Burgess (Cooper-J.A.P.), Alan Rogers (Cooper-Norton), Clive Lones ("Tiger Kitten"), J. Leary (Cooper-J.A.P.) and Paul Emery (Emeryson-J.A.P.) in that order. Dryden and Collins were soon engaged in a proper "ding-dong". Collins went ahead, only to be repossessed by Curly in Paddock Bend. Burgess, outpaced by the leading Nortons, was bend-swerving in the best seconds-saving manner to keep in front of Rogers. Meanwhile Moss was relentlessly carving his way through the field, and in one lap actually picked up eight places.

Ian Burgess Prominent

After a brief struggle with Rogers, he swept into fourth place behind Burgess. The latter was giving nothing away, and Stirling had to use all his fast-cornering technique to take the J.A.P.-powered car. Soon afterwards an ominous puff of smoke appeared gradually increasing in density, and Moss slowed down—a repetition of the last Brands Hatch piston ring trouble!

Dryden and Collins were mixing it to good purpose. Peter managed to forge ahead, then Curly took to the grass to pass him opposite the



Leaf-v.-Leaf: Basil de Mattos (Cromard) being tailed by Ken McAlpine (Connaught) in the up to 2,500 c.c. race. Both have 1½-litre Lea-Francis engines, and this was the Connaught's first outing.

Paddock, only to be checked again at Camp Bend. Behind, Rogers, Lones and Emery were locked in combat, some distance to the rear of Burgess who had never let up for a moment, in case the leading pair should meet trouble. Collins kept his slender lead, to cross the line by a couple of lengths ahead of Dryden. Burgess drove home to a well-earned third place, and Lones emerged as leader of the battling trio behind.

The first of the sports car events was made even more interesting with Stirling Moss down to handle a Frazer-Nash entered by David Murray. From the start, Anthony Crooke (Frazer-Nash) took the lead, followed by R. F. Peacock's Frazer-Nash-BMW, J. M. Sparrowe's blown

through the field, and, after a brief dice first with Ernest Stapleton (Aston Martin), and Gerry Ruddock (H.R.G.), and then with John Cooper (Cooper-M.G.) settled down to try and catch Peacock's BMW and the rapid Morgan. L. A. Davis's blown D.B. Special dissipated the contents of its radiator over the circuit, and Cooper stopped at Quarry Corner with gearbox trouble.

Crooke made a last minute bid to catch Moss on the last lap, and failed by a few lengths. Sparrowe's Morgan went out in the closing stages, leaving Peacock to finish just ahead of Mrs. Gerard.

Sidney Allard (Allard-Cadillac) simply ran away with the over 2-litre sports car event, practically lapping

the entire field before the finish. Brighton man John Craig put up a grand show with his pre-war Jaguar, and for several laps sat on the tail of Crozier's very fast 8-litre Bentley, on sheer cornering ability. G. H. G. Burton, and R. E. B. Williams (4½-litre Bentleys) thundered round together, four-wheel-drifting their big cars and chucking large divots in all directions. T. W. Dargue's XK 120 Jaguar was slower than expected, and it wasn't until the closing stages that he found some extra urge. Hay's famous old Bentley saloon sailed round, defying the efforts of James Boothby (Healey) to pass. Allard's winning speed was more than 7 m.p.h. faster than the runner-up, Crozier in the big Bentley.

500 c.c. to 4,500 c.c.

The Formule Libre race brought out a strange assortment of machinery, from Robin Montgomerie-Charrington's Cooper "500", to Archie Butterworth's 4½-litre, four-wheel-drive, V8-engined A.J.B. Denis Poore's Alfa-Romeo had not recovered from its Goodwood piston bother, whilst Fairman's Alfa developed some ailment or other in practice. Wharton drove Bradnack's Cooper in place of the 2-litre E.R.A.

Wharton was, as usual, first off the mark, but was passed out of Quarry Corner by Winterbottom who had remedied his earlier ignition trouble. As the pack rounded Paddock Bend,

Winterbottom and Wharton were in the lead, closely followed by Shawe-Taylor and Graham Whitehead (E.R.A.s), then Stirling Moss (H.W.M.) and Geoffrey Richardson (R.R.A.).

It was quite amusing to see the two tiny Coopers being chased by the blown brigade and the Formula Two H.W.M. Winterbottom was driving with tremendous verve, and Wharton could make no impression on the Vincent-engined car, which was going with far more steam than Stevenage appears to have produced in the past.

Sheer b.h.p. had to tell, of course, and Shawe-Taylor whipped ahead after Camp Corner, and steadily forged further in front, putting up the fastest lap of the day in the process (1 min. 20.2 secs., 82.6 m.p.h.). Graham Whitehead warded off the Moss challenge, after both had managed to pass the Coopers, and Richardson came through to dispute the issue after a slowish start. At the tail-end, "Monty" Charrington was out-paced, but very definitely not out-driven. One would like to see this very promising driver with a larger size in motors.

Shawe-Taylor won comfortably at the remarkably high speed of 81.23 m.p.h., followed by Whitehead and Moss, who were separated by a few yards. This means that the winner not only holds the Castle Combe lap record, but also achieved the highest speed over 10 laps, an honour which he took from Gerard.

RESULTS

Racing Cars

500 c.c.—Heat 1: 1, R. M. Dryden (Cooper-Norton), 67.81 m.p.h.; 2, Clive Lones (Iota "Tiger Kitten"-J.A.P.), 67.50; 3, Ian Burgess (Cooper-J.A.P.), 67.47. **Heat 2:** 1, Stirling Moss (Cooper-Norton), 72.04 m.p.h.; 2, Peter Collins (Cooper-Norton), 71.97; 3, Alan Rogers (Cooper-Norton), 71.46. **Final:** 1, Peter Collins, 73.55 m.p.h.; 2, R. M. Dryden, 73.46; 3, Ian Burgess, 72.54.

Over 500 c.c. up to 1,100 c.c.—1, Ken Wharton (1,097 Cooper-J.A.P.), 75.92 m.p.h.; 2, Olav Poppe (1,097 Djinn-J.A.P.), 71.49; 3, J. H. Webb (1,087 M.G. S), 69.33.

Over 1,100 c.c. up to 1,500 c.c.—1, Bob Gerard (1,488 E.R.A. S), 80.68 m.p.h.; 2, Brian Shawe-Taylor (1,488 E.R.A. S), 80.35; 3, Peter Collins (1,200 Cooper-J.A.P.), 77.92.

Over 1,500 c.c. up to 2,500 c.c.—1, Stirling Moss (1,998 H.W.M.), 78.54 m.p.h.; 2, Ken McAlpine (1,767 Connaught), 75.51; 3, Basil de Mattos (1,750 Cromard Special), 73.46.

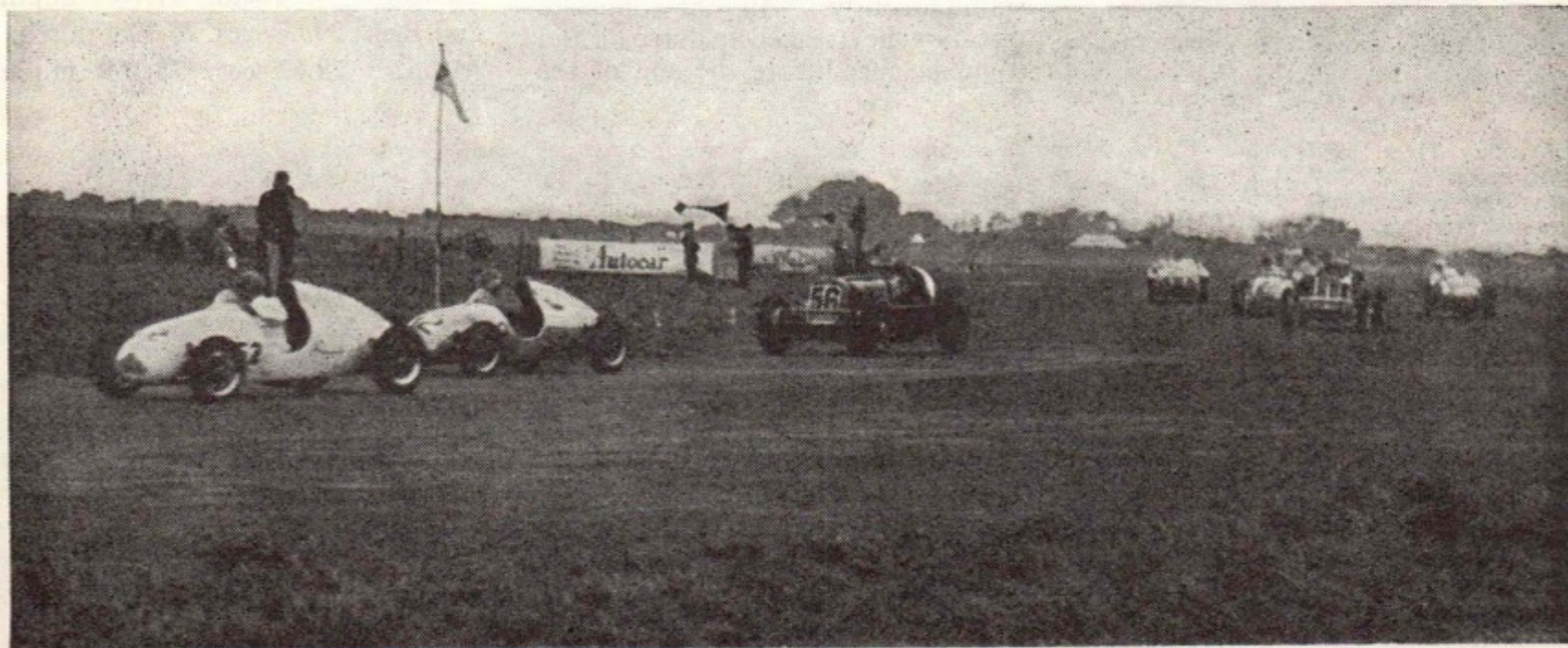
Formule Libre—1, Brian Shawe-Taylor (1,488 E.R.A. S), 81.23 m.p.h.; 2, Graham Whitehead (1,488 E.R.A. S), 79.64; 3, Stirling Moss (1,998 H.W.M. U/s), 79.56.

Sports Cars

Up to 2,000 c.c.—1, Stirling Moss (1,971 Frazer-Nash), 74.77 m.p.h.; 2, Anthony Crooke (1,971 Frazer-Nash), 74.59; 3, R. F. Peacock (1,971 Frazer-Nash-BMW), 71.32.

Over 2,000 c.c.—1, Sidney Allard (5,420 Allard), 74.12 m.p.h.; 2, G. M. Crozier (7,982 Bentley), 67.87; 3, John Craig (3,485 Jaguar "100"), 67.19.

Fastest Lap of the Day (Course Record)—Brian Shawe-Taylor (1,488 E.R.A. S), 1 min. 20.2 secs. (82.6 m.p.h.).

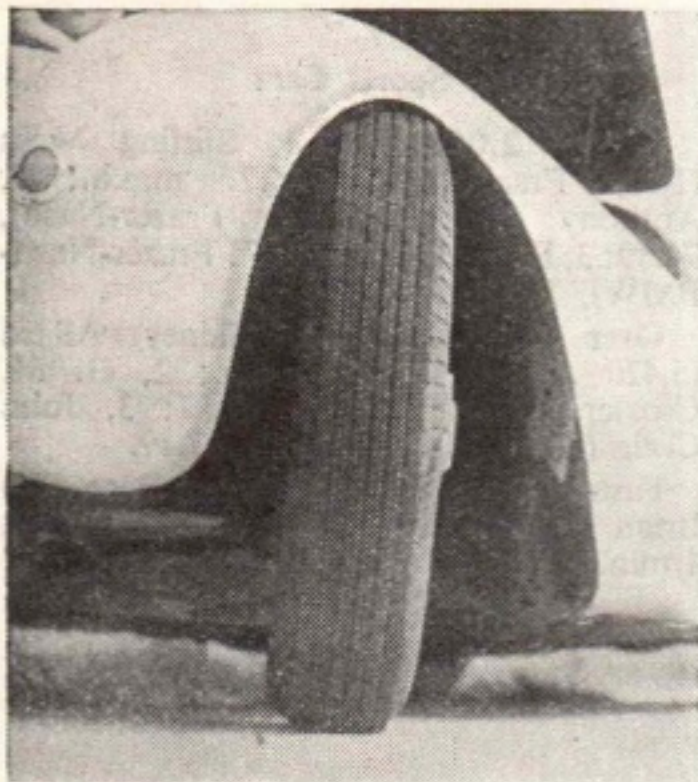


Ken Wharton (Cooper-J.A.P.) and Eric Winterbottom (Cooper-Vincent), leading Brian Shawe-Taylor and Graham Whitehead (E.R.A.s) out of Quarry Corner during the Formule Libre race. Shawe-Taylor eventually won at record speed.

Tyrer's Bad Luck in Belgium

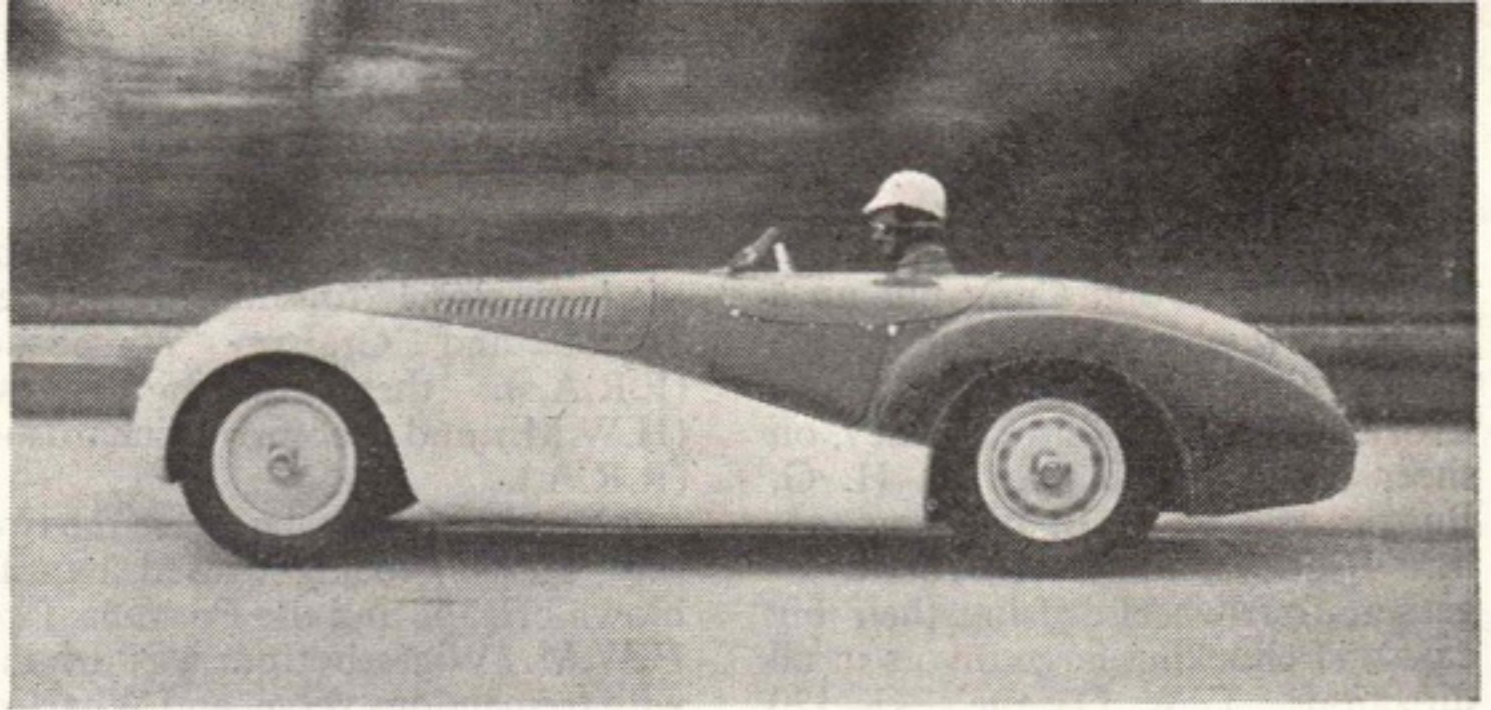
Covers Standing Kilometre in Remarkable Time with Frazer-Nash-BMW, but has to Abandon Maximum Speed Attempts after Engine Trouble Develops

GILLIE TYRER took his well-known "Brescia" Frazer-Nash-BMW to the Jabbeke-Aeltre motor-road on 4th October to attack Belgian National Class records, held by Andre Pilette (Veritas). After weeks of indifferent weather, the sun shone, and conditions were well-nigh perfect when he went out for a spot of practice on 3rd October. With several hundred r.p.m. in hand, the beautiful blue and white car streaked down the



(Above). Tyrer used "Wyresoles" on all wheels during his standing start attempts. They gave excellent grip on the smooth concrete.

(Right). Scene at the control box as Tyrer and his mechanics tried, without success, to get the car motoring again. It transpired later that a timing wheel key had sheared.



The "Brescia" Frazer-Nash-BMW, travelling at over 130 m.p.h. during a practice run.

famous record road at 134 m.p.h., which augured well for the officially-timed attempts on the following morning.

The Commission Sportive of the Royal Belgian Automobile Club had the time-keeping arrangements in hand, and precisely at 8 a.m., gendarmes had the "Goldie Gardner" stretch cleared and ready for the attempts. Tyrer decided to try standing start records first, and to obtain maximum grip for getaway on the smooth concrete, fitted "Wyresoles". As these standing start runs have to be made with the front wheels only 6 cms. from the timing thread, the importance of avoiding excessive wheelspin is obvious. The "Wyresoles" were supplied specially by the Wembley re-treading specialists.

His first run over the kilometre was covered in 27.58 secs.—remarkable figures for an unblown 2-litre car. He mistakenly shut off before completing the standing mile, forgetting that both distances were covered simultaneously. In the opposite direction, he streaked up the road, and some distance before the end of the

kilometre, the engine misfired, Tyrer lifted his foot and the car coasted over the line. His time was 29.67 secs.

Despite efforts to get the engine going satisfactorily again, the Liverpool driver was forced to abandon further attempts. It is worth noting, however, that in spite of his mechanical trouble, his average time was 28.62 secs., which is 1.54 secs. better than the figure obtained by Sutton's XK 120 Jaguar last year, and faster than Sidney Allard's one-way run at Brighton this year with the Cadillac-engined car.

With more luck, he might have even bettered Forrest Lycett's time with the 8-litre Bentley. The car is basically one of the 1940 BMW competition types which ran so successfully in the 1940 *Mille Miglia* substitute, the Brescia G.P. Tyrer's figures for the standing kilometre confirmed by the R.A.C.B., and ranking as a Belgian National Class E sports car record are as follow:

1st Run:	27.58 secs.	81.107 m.p.h.
2nd Run:	29.67 secs.	75.398 m.p.h.
Mean.	28.62 secs.	78.159 m.p.h.





RUSSELL LOWRY'S

Northern Lights

SORE POINTS OF THE CLACTON RALLY
CHESTER RED-LETTER DAY—SORRY, MADAM—CLAPP-WORTHY
ANGUISH IN ANGLESEY

A FEW thunderclouds seem to be rumbling round the North on the subject of the Clacton Rally. In view of the hoped for popularity of these long distance events, it is rather important that snags be ironed out, so here are some of them.

Nobody likes dicing against a tight time schedule on narrow congested roads. This remark doesn't apply to foreign 'bus drivers, but then we are not writing on their behalf! In the North, we have large stretches of unfrequented country, so we are, perhaps, particularly sensitive on this point, but at least it would seem desirable for time schedules to be eased on roads which are liable to be congested with other traffic.

It is all very well to lay down an ambitious series of driving tests, but it is essential, at the same time, to consider how long each car is going to take on the job and multiply that figure by the number of entries, plus a margin. To keep people hanging about for five or six hours is just asking for grumbles.

When a test is laid down to be performed in a certain manner—finishing up shall we say astride a given line, it isn't a good idea to alter the requirements because a proportion of the entry hasn't complied with them. It only gives rise to protests and counter protests, and the last state is generally worse than the first. A parallel is provided by the washing out of time on a trial after the event has been completed. Those who have kept within the speed schedule naturally resent being put on the same footing as those who have not. Prevention is better than cure, and regulations should be laid down in a form in which they can actually be carried out.

Another sore point in this Rally was the acceleration and braking test which involved throwing out the anchors at a speed of perhaps 90 m.p.h. in the dark. It was surely asking too much of competitors to do this without the opportunity of inspecting the ground on which the evolution was to be performed.

These are some of the points that have been raised. "Northern Lights" was not on the scene in person, but it has been at some pains to ascertain the feelings of experienced competitors who were there. The organization of the Rally itself was a bold effort by a new club, and one feels sure that much experience will have been gained which will be put to full use in the future.

IT looks as if the Chester Control in the 1,000 Mile Rally, organized by the *Daily Express* and the M.C.C. on 8th-11th November is going to be quite a social occasion, almost on the scale of Monte Carlo, as the eight routes all converge on the city. Very ambitious

plans are in hand for organizing the Control, and if decent weather is experienced, by any strange accident, it will make a very pleasant afternoon, as sportsmen from all over the country go through.

* * *

AN apology is owed to Mrs. Parker, for having implied that she was Secretary of the North Midland Motor Club, owing to a misunderstanding over a letter. Mrs. Parker is actually the Press Secretary of this enthusiastic body, of which Jim Hudson is still chief penwielder. Jim says that he hasn't, as yet, been able to give the job away, and, knowing his dynamic personality, I sincerely trust, in the interests of the Club, that he never will.

* * *

ONE of our most enthusiastic supporters is Hugh Clapp—one of the quicker H.R.G. fans, and, incidentally, the moving spirit in a branch of the B.R.M. Association, based on Altrincham. He has already wheeled in a number of subscribers to *AUTOSPORT*, thereby helping us to help you by providing sporting news, especially from the North. Such assistance is very much appreciated.

* * *

THE "story of the week" is really rather a sad one. Vintage types are always on the look-out for choice vehicles, and have been known to take an almost ghoulish interest in the health of elderly motorists, hoping some day to acquire their long-cherished vehicles. A friend of ours on holiday in Anglesey some years ago, noticed and marked down a particularly lovely old Rolls Royce, then in use as a hearse. The body was a pity, but the chassis, so far as could be seen, was in immaculate original condition. Tactful inquiries produced the information that "Yes, yes, going very well she was, indeed to goodness". The waiting game was decided upon. As holiday succeeded holiday, the old Rolls remained in circulation, and hope deferred began to make the heart sick. This year, a final assault was made in the expectation that with the present price of petrol, etc., the running of a 40/50 engine might be proved too expensive. After many delicate feelers had been put forth, the shattering truth was revealed—"Yes, yes, getting very expensive she was. And old too, indeed. But now I have fitted a Vauxhall engine, she is much better, isn't it!"

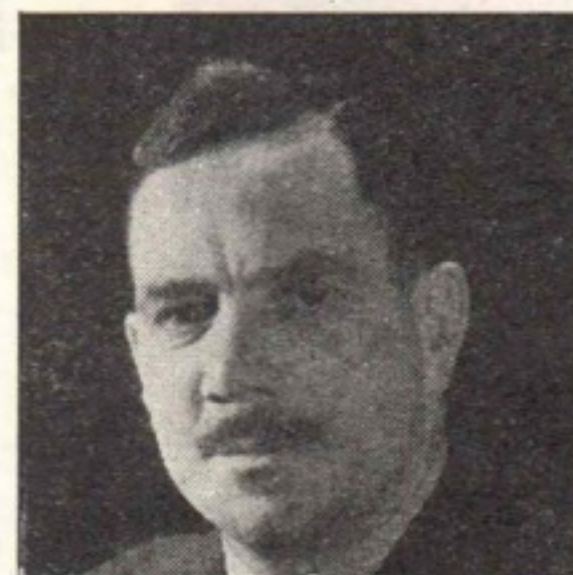
The Overhead Camshaft M.G.s

Their Overhaul, Maintenance and Tuning

by

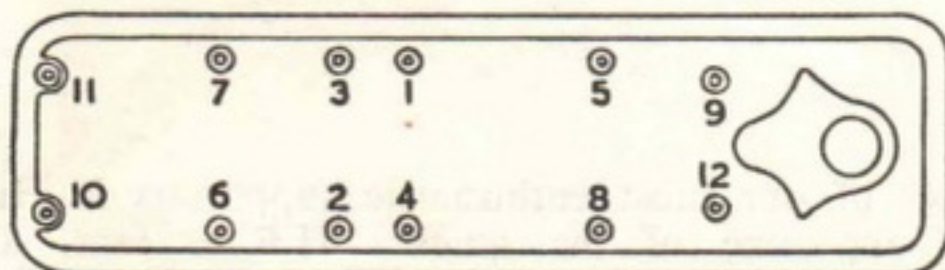
Philip H. Smith

A.M.I.Mech.E.



WHEN carrying out the normal top overhaul of the P-type and similar engines it is not necessary to remove the radiator. Since, however, it is intended to remove the engine from the chassis for complete dismantling the radiator will have to come off, and this operation will be described first.

The water cooling system is drained by means of taps at the bottom of the radiator and on the cylinder block and the hose connections should be removed. If the latter are stuck, do not use brute force, as damage to the radiator may be caused. Remove the hose clips completely, and insert a thin knife blade between the hose and the pipe stub, gently freeing the hose and separating it from the pipe. Application of a squirt of petrol at the point where the hose has been separated will result in it coming off without any further difficulty. Before tackling the main radiator supports uncouple the two tie-rods which run from the bulkhead to the back of the radiator,



Order of attack: Correct sequence of tightening cylinder head holding down nuts on the P-type.

and also the nuts and bolts holding the headlamp brackets. Judicious pressure on the mudguards will enable the headlamp brackets to be freed from the supporting lugs on the radiator shell, but the brackets will remain firmly attached to the mudguards. The bottom of the radiator is attached to the front engine nose-piece platform by two studs, rubber washers being interposed between the bottom of the radiator and the platform which is integral with the nose-piece. Either wired nuts or ordinary nuts with locknuts will be found below the platform, which ensure a firm attachment. These can be removed with a box spanner, but as there is quite a lot of road filth in this region, a dose of penetrating oil may be necessary before commencing operations, and will undoubtedly facilitate removal of the nuts.

Having disposed of the lower fixing, the top attachment can be tackled. This comprises a mild steel plate between the cylinder head, which has a machined facing to receive it, and the back of the radiator shell. The plate is secured to the cylinder head by two nuts, and to the radiator by four ditto. After removal of these, the plate can be lifted off, the holes being slotted for this purpose. The radiator may now be lifted clear of the car, taking care to retrieve any rubber or metal washers which might fall off the bottom studs.

The aluminium rocker box can next be removed, to-

gether with its packing washer, after disconnecting the tachometer drive at the rear; this pulls out after undoing the union nut. The aluminium top water pipe and exhaust manifold should present no difficulty. The carburetters must be taken off the induction manifold, it being impossible to remove the induction arrangements complete because the manifold is secured by two nuts inside it. These are accessible only through the carburetter ports, and are removed by a box spanner after taking off the carburetters. Control attachments will of course have been dealt with, and there should be no further snags to induction removal.

The Oil Pipe Connections

The oil pipe connections to the head comprise one small diameter feed pipe located at the front near-side, and three large diameter drain pipes from head to sump. These are positioned one at the extreme rear of the head, and the other two at the offside front. The method of removing these pipes will be self-evident. They should be removed completely, and no attempt made to save time by leaving the lower end attached, even if only a top overhaul is contemplated.

It will be found that in the oil feed hole to the head there is inserted a pressure-restricting pin. This may be seen protruding when the pipe is removed, and should be pulled out with pliers. If it is by any chance firmly jammed, leave it in position until the head is on the bench.

The camshaft drive is taken from the top of the dynamo at the commutator end, through a flexible coupling of the steel disc type. The coupling can be parted by removing two of the diametrically opposite nuts and bolts. The ignition distributor should be taken out "by the roots" as a complete unit, after disconnecting the cables, and put on one side for further attention. Spark plugs should be left in place for the moment.

The cylinder head nuts can next be tackled. There are twelve of these on the P-type engine, and there is not much room to spare for getting around them. The correct spanner, giving twelve angles of attack is essential and is obtainable from M.G.s. Equally important is the order in which the nuts are undone. Attention is invariably given to this point when tightening up the head on reassembly, but for some reason or other it is not always appreciated that quite serious stresses can be set up by haphazard slackening-off. The diagram gives the correct order both for dismantling and reassembly.

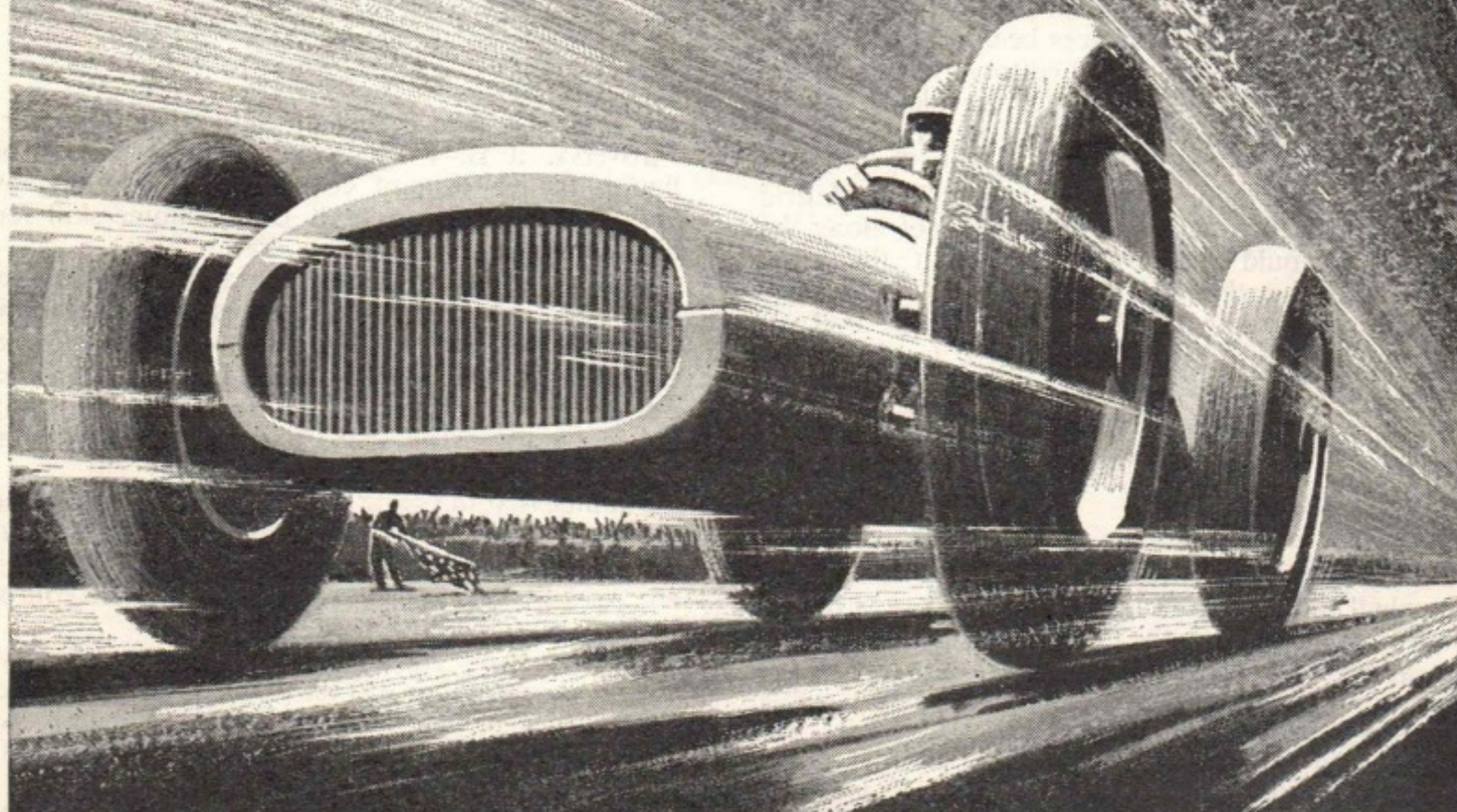
The P-type cylinder head is a hefty and weighty casting,

(continued on page 236)

Britain's B.R.M.

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The Overhead Camshaft M.G.s—continued

and makes an unusually large-area joint with the block. Consequently, it is apt to become well and truly stuck. The standard gasket has notches cut therein, provided for the insertion of a screwdriver to facilitate levering as a means of inducing the joint to part. Unguarded, and sometimes even careful, attempts at this may cause damage to the gasket, and a safer way is to crank the engine, with the starting handle, with the plugs in position. (If care is taken to ensure that the camshaft coupling dogs are in contact, there will be no danger of damaging

the coupling as a consequence of removing the coupling nuts and bolts.) It will be found that a few quick turns of the handle will invariably lift the head. If unsuccessful, first make sure that all the nuts have been removed! Having got the joint free, the head can be lifted clear. During this operation it must be kept absolutely level, as the holding-down studs are a close fit in their holes, and will bind therein if the head is on the skew. After the head has been removed and put on the bench, the gasket should be lifted off the block.

(To be continued)

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.

* * *

THE arrival of the first three issues of AUTOSPORT prompts me to thank you for establishing something which we very much lack in this country, a current publication not overflowing with bad writing, which is the cross motor racing devotees bear in this country.

Having said the needful to the editor of a new magazine, I should like to inquire about the picture of the Benz on page 19 of the 25th August issue. I quite agree that it is the Benz, but the venue has me baffled.

I have several pictures of the 1903 Paris-Madrid contestants, evidently taken at the same spot along the road, which would possibly indicate that the event was this one rather than the Paris-Vienna of 1903 which I am not familiar with at all. But according to Rose, Barbaroux had No. 315 on the Benz in the Paris-Madrid.

CHARLES LYTLE.

SHARON, PA., U.S.A.

* * *

THE photograph in AUTOSPORT, No. 6, of the Villiers Vauxhall and Thistlethwaite's Mercedes was extremely interesting to me, it being the first photograph I have seen of the Mercedes driven by Thistlethwaite.

Incidentally the date given at Southport as 1920 surely is a misprint as Thistlethwaite's 38/250 Mercedes was the first model of this car seen in competition in Great Britain on the occasion of the 1928 Irish T.T. when he put in the fastest lap of the race.

It again appeared in the 1929 Southport "100" when he came in first. Perhaps this is the race which your photograph displays. Later that year in the Irish "Phoenix

Park Race", Thistlethwaite was forced to retire with a blown gasket—the "Achilles heel" of all the blown S series Mercedes. If only the big Mercs had been designed with fixed heads like their greatest rivals, the Bentley, they would undoubtedly have proved the greatest sports cars of all time. Even so, between 1928 and 1932 they swept the board in Continental Grand Prix racing to an extent never really appreciated in this country.

The production model 38/250 SSKL achieved 147 m.p.h. on the Avus track in 1932. Comments please from 8-litre Bentley and XK Jag. fans. Repeat—production model.

RONALD H. JOHNSON.

LIMPLEY STOKE, NR. BATH.

* * *

IN regard to the water or air-cooled light car controversy, it is, I feel, time that someone produced figures (which can, of course, prove anything as Mr. Dalton, Sir S. Cripps and Doc. Summerskill have so ably shown in this post-war era).

Disregarding noise, vibration and other non-genuine enthusiast deterrent factors let us assume that we are choosing between a 1,100 c.c. 4-cylinder water-cooled engine and a 1,100 c.c. air-cooled twin for an out-and-out two-seater sports car for competition use. Emphasis on acceleration, top speed and to Hades with the fair sex, windscreens and in-built radio sets, etc.

Assume that the same chassis is used; an independently sprung 2-str.-bodied type weighing 7 cwt. (dry) and 9 cwt. (laden) with driver, one gallon petrol, oil, water, etc., to suit a sprint, less engine, otherwise conforming to G.C.R.s including Appendix C.

A production 1,100 c.c. U/S water-cooled 4-cylinder engine weighs about 250 lb. plus 20 lb. for the radiator. (Ford 10, a light s.v. engine, weighs 240 lb.) An air-cooled twin scales half that, and no radiator (1,100 c.c. J.A.P.).

For practical purposes acceleration is proportional to the power/weight ratio. The water-cooled 4-cylinder gives 120 b.h.p./ton (dry) and 104 b.h.p./ton (laden). The

(continued on page 238)



SUCCESSSES AT BELFAST

BRILLIANT T.T. PERFORMANCE ON DUNDROD CIRCUIT

1 R. W. JACOBS

2 G. E. PHILLIPS

3 E. W. K. LUND

1500 c.c. CLASS F

(Subject to official confirmation)

M.G. also won Team Prize and 1st, 2nd, 6th, 7th, 9th, 10th and 13th places (1100 c.c. —1500 c.c.) in the International Alpine Rally.

Also 2nd, 3rd and 4th (1500 c.c. Class) in the Silverstone Production Car Race.

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Correspondence—continued

2-cylinder 148 and 120 allowing both engines a peak power output of 60 b.h.p. This should give about 17.6 and 16.7 secs. (approx.) respectively for a standing start quarter mile sprint.

Top speed of both cars would be about even, depending on gear ratios, torque, etc. But it is clear which car would be faster on road circuits and sprints all other things being equal.

Price would be comparable no doubt, as I believe the J.A.P. costs about £180 and a tuned 1,100 c.c. 4-cylinder production engine would not come out at much less with all its cooling accoutrements.

Other advantages from the air-cooled unit are obvious. Simplicity: a de-tuned racing engine instead of a tuned-up sports type; a smaller all-up weight would mean softer suspension and lighter weight of many components, accessibility, no coolant to evaporate, good low-speed torque and so on.

Incidentally I own an A.B.C. 1926 super sports model though have not yet had a chance to run it on the road. No doubt I will learn the air-cooled car's snags the hard way and will be glad to learn any practical information on running these cars.

DEREK C. GODFREY (Lieutenant, R.N.)
H.M.S. *Vernon*, PORTSMOUTH.

* * *

MY apologies, Norman Smith, for being too assertive. My assumption that the 158 Alfa-Romeos, not being mentioned at all in such 1938 Modena race reports as I had to hand, did not run, was truly "half-baked". I would like to know further details of this rather intriguing event, in which Arthur Dobson finished third with his famous old white E.R.A., and would be glad to correspond with Mr. Smith on the subject.

C. POSTHUMUS.
SUNBURY-ON-THAMES.

* * *

I AM writing to say how much I agree with the Editorial in AUTOSPORT of 22nd September concerning entry fees and starting money.

Why so many of our drivers tolerate the present state of affairs has long mystified me. As an example, I think that the charge of six guineas to drive twice up a half-mile long hill is absurdly high.

As you so aptly said, the day of the "wealthy amateur" is long past, and the sooner race organizers realize it, the better.

IAN J. HALL.
LIVERPOOL, 13.

* * *

WITH reference to Mr. Kelly's letter published in the 29th September issue of AUTOSPORT. Perhaps Mr. Kelly has not thought that his rather caustic comments could well apply to his own literary efforts.

G. SIMMONS.
WATFORD.

YOUR correspondent Mr. Patrick (Hurl 'em in the Basket) Kelly writes that the Ferrari is "an enthusiast's car *par excellence, in toto, sine quo non* and all the rest of it".

I can find nothing of importance in the rest of his effusion but I earnestly hope, sir, that your valuable columns are not to become the playground of the semi-literate.

CLAUD POWELL.
LONDON, S.W.1.

* * *

MR. PATRICK KELLY, or perhaps Master Patrick Kelly, should have his letters doctored by his form-master before being allowed to send them to your excellent journal. Such ill-mannered, irrelevant nonsense does not deserve space except where it came from—Master Kelly's head.

Let us have constructive and instructive letters published. Mine should be considered as being both, directed at Master Kelly and his chums.

H. B. STUTCHBURY.
EASHING, SURREY.

* * *

THE appeal of motor sport is spreading to the most unexpected quarters.

Two little girls, aged seven and eleven, who have never been nearer a motor race than the wrong end of a radio, have adopted six kittens; they are now named: Reg Parnell, Spagnham Moss, Herbert Johnson, Drainpipe, and Sir James and Lady Grigg.

ERIC THOMPSON.
LONDON, E.C.3.

* * *

IT was rather surprising to read in your note on the Berwick Club's Winfield Meeting that "every racing car will be timed on every lap so as to have a double check with the lap-scoring wallahs and, if necessary, to avoid any quibbling". Is it, therefore, a fact that in races in Great Britain, cars are not timed on every lap? Here, in Ireland, this is and has for the past thirty years been the current practice at car races, motor cycle races, grass tracks, scrambles, in short at all events run over laps where time is the, or a, deciding factor in the results.

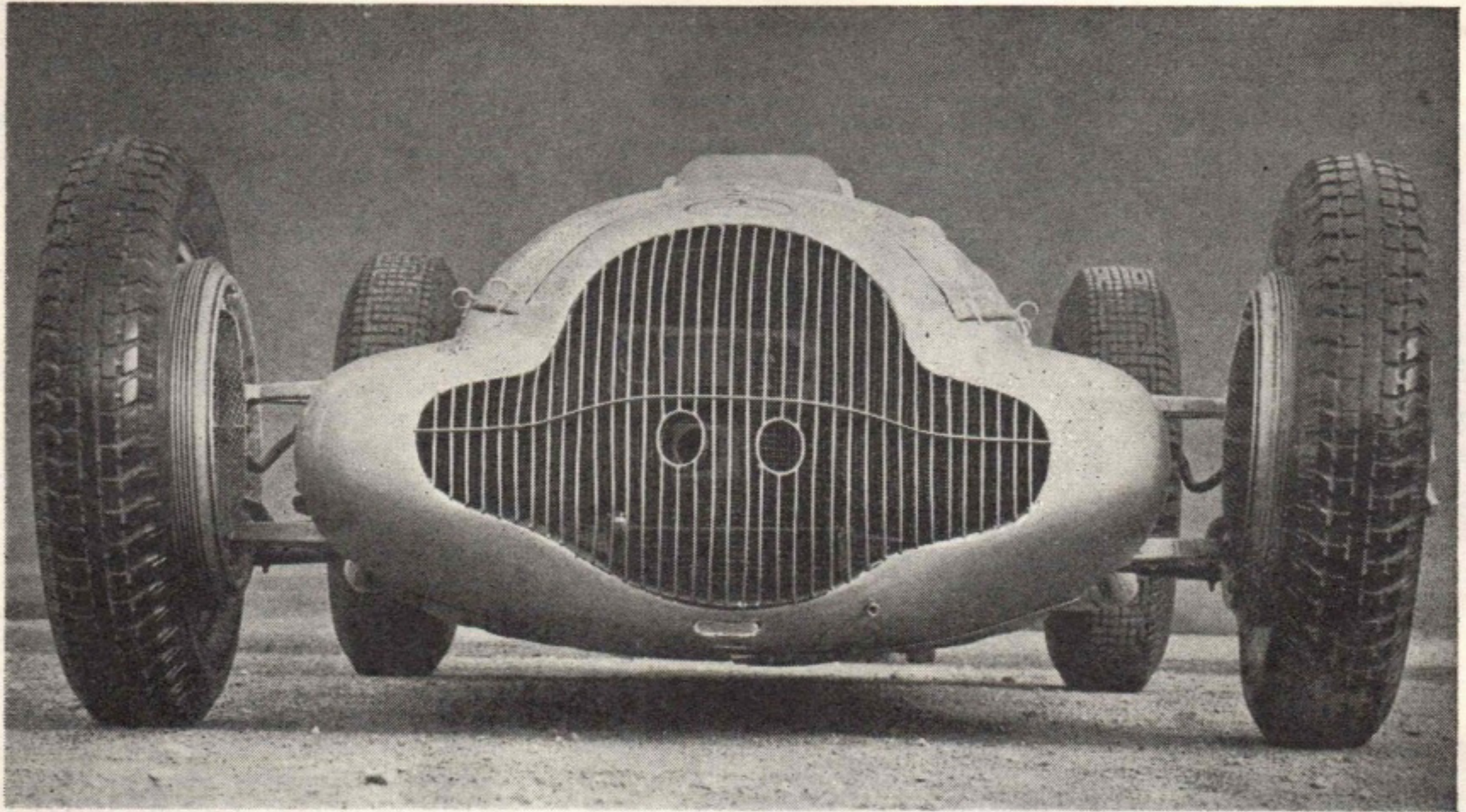
ROBERT H. WRIGHT.
KNOCK, BELFAST.

(Perhaps the reason for the announcement was due to confusion in a Scottish sand-race meeting in 1949 at St. Andrews when competitors were certainly not timed on each lap.—ED.)

* * *

AUTOSPORT asks—"Are Trials Too Easy?" I lament the day when one could buy a standard sports model, suitable for every day use, and run it in Trials with some hope of success. There seems to be no outlet now for those of us who have neither the time nor skill to build a special. Could not something be done about this?

N. J. ARMITAGE.
TENBY, PEMBS.



BUSINESSLIKE: Front view of the 1938, 3-litre, V-12 Grand Prix Mercedes-Benz, which clearly shows the low bonnet-line.

PICTORIAL RECORD

No. 1

The Grand Prix Mercedes-Benz

THE pictures in this section make us wonder what the B.R.M. will look like five years hence. When the Mercedes-Benz Type W25 appeared in 1934, it was a fairly orthodox-looking racing car, the only change in appearance from the lines of traditional Grand Prix cars of the period being the semi-streamlined radiator grille, and the adoption of wind-cheating fairings on the suspension. The car was, however, much lower-built than the existing G.P. machines.

The 1935 pattern varied little from the original, but for 1936 a shorter, lower car, housing a more powerful straight-eight engine took the field and, surprisingly, recorded little success, the short wheelbase and modified suspension making it unmanageable at speed, even to men of the calibre of Caracciola, Fagioli and Von Brauchitsch. The frown on team manager Alfred Neubauer's face as victory after victory went to Rosemeyer's Auto-Union was intimidating to behold.

For 1937, the car grew larger and longer again, and with 5-litres-odd of high-performance motor and excellent road-holding, thanks largely to a De Dion-type rear axle, brought the smiles back to Unterturkheim. Many have considered the 1937 type Mercedes to be the finest of all their many imposing *rennwagen* and certainly the credo, "if it looks right it is right" was upheld by them that year.

By 1938, the general appearance was considerably

altered, and the bonnet line lowered. The influence of wind-tunnel tests was seen in the shape of the front-end, and in the streamlined tail. In its final form, in 1939, the 3-litre and newly-introduced 1½-litre cars were very low-set, with much smaller frontal areas than formerly, the oval-shaped grille being carried low down in an appreciably lengthened nose.

Daimler-Benz also built several fully-aerodynamic cars for record-breaking, and for use on the fantastically fast Avus circuit, where Lang won a race in 1937 at the extraordinary speed of 162.61 m.p.h.

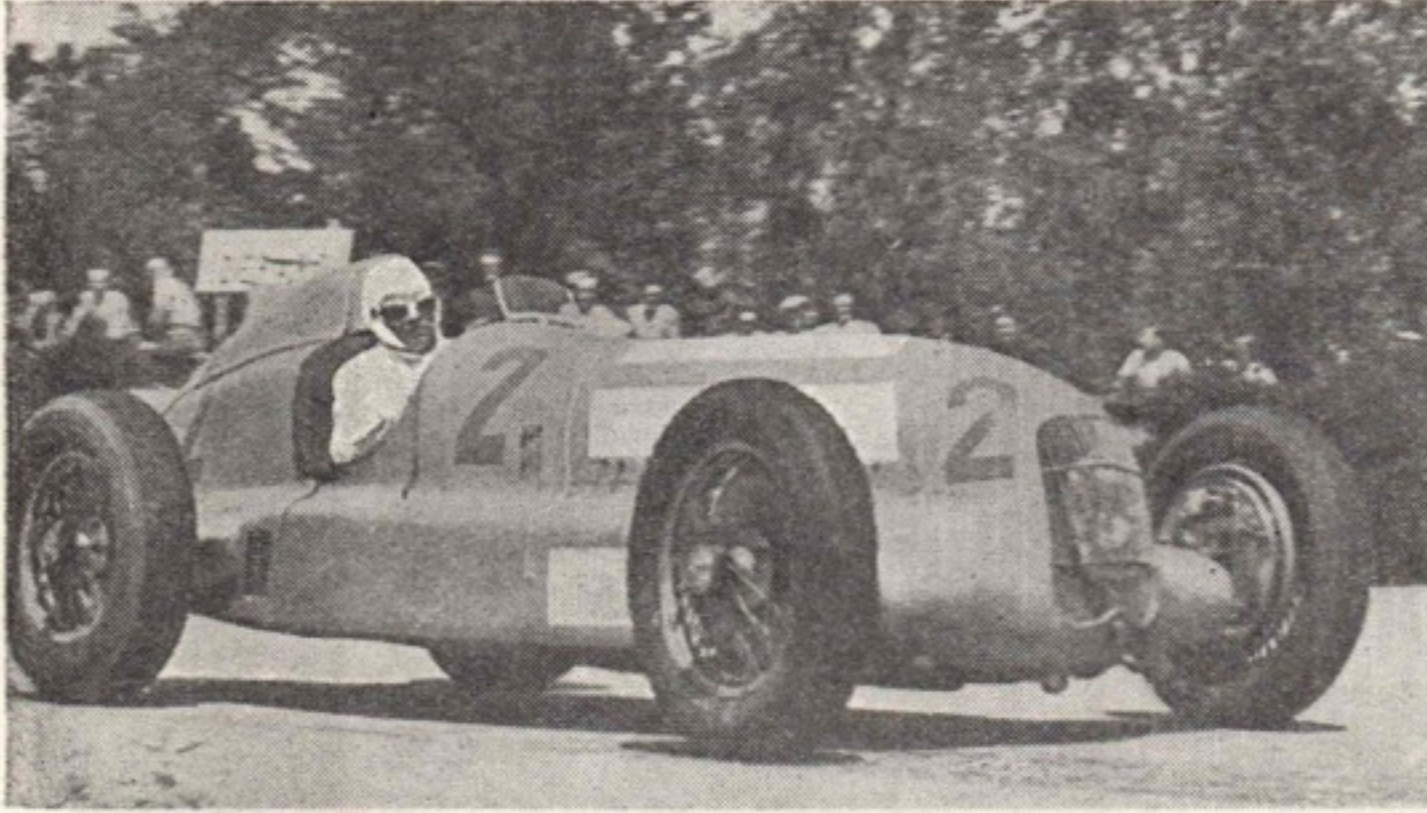
With experiments proceeding in liquid-cooled brakes, it may well be that the completely streamlined car will be developed for full-scale Formula One racing on certain circuits and that in the not-so-distant future, the B.R.M. may follow the aero-dynamics of the latest turbo-jet aircraft.

The B.R.M. undoubtedly follows the lines of the 1939 Mercedes, with its bonnet line well below the tops of the front wheels, and projecting nose.

Apart from more careful streamlining, it is difficult to visualize any radical change in outline. However, five years is a long time, and new discoveries might make what we think in 1950 to be a most advanced design, as old-fashioned-looking as the 1934 Mercedes does in comparison with the 1939 series.

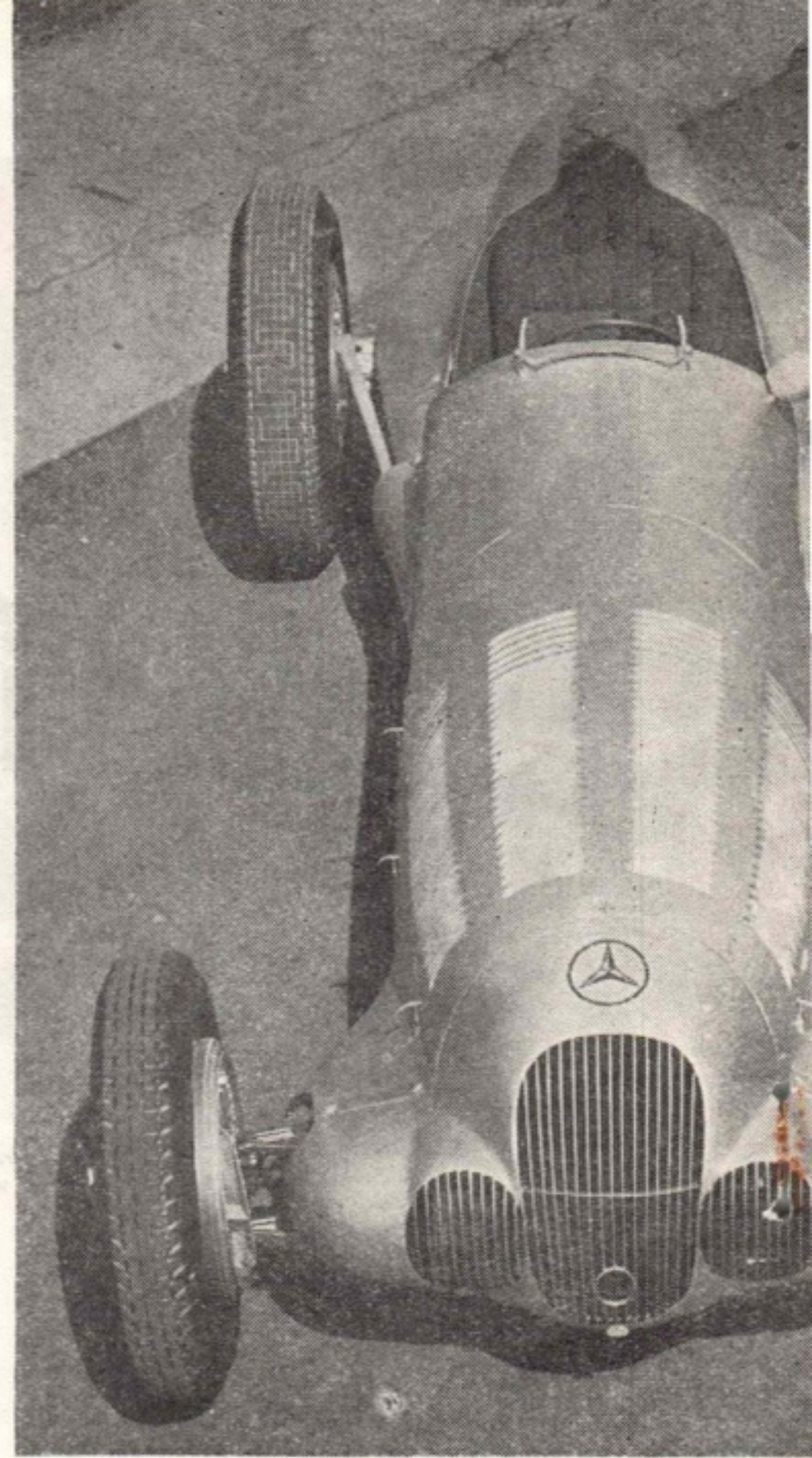
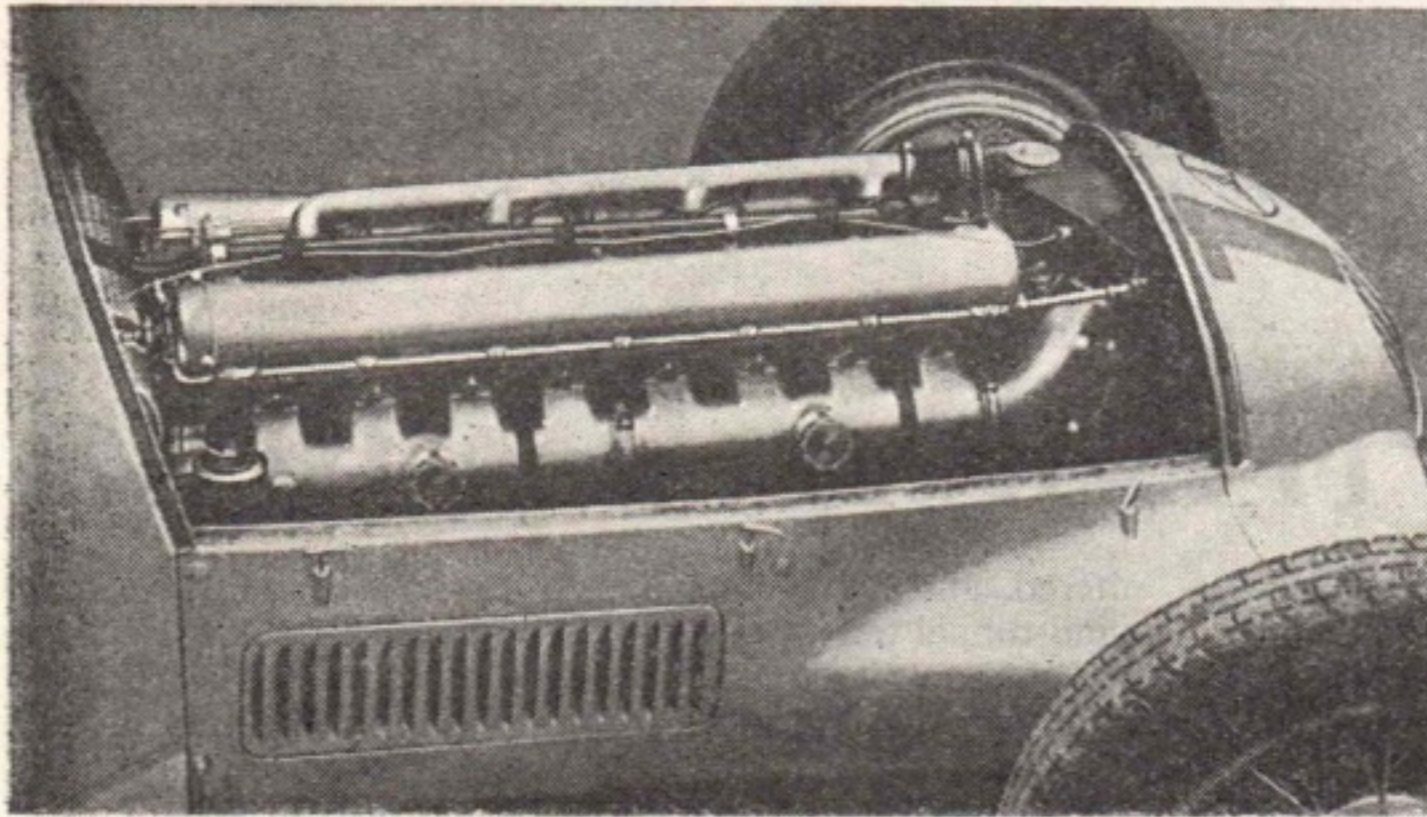
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The Grand Prix Mercedes-Benz—continued

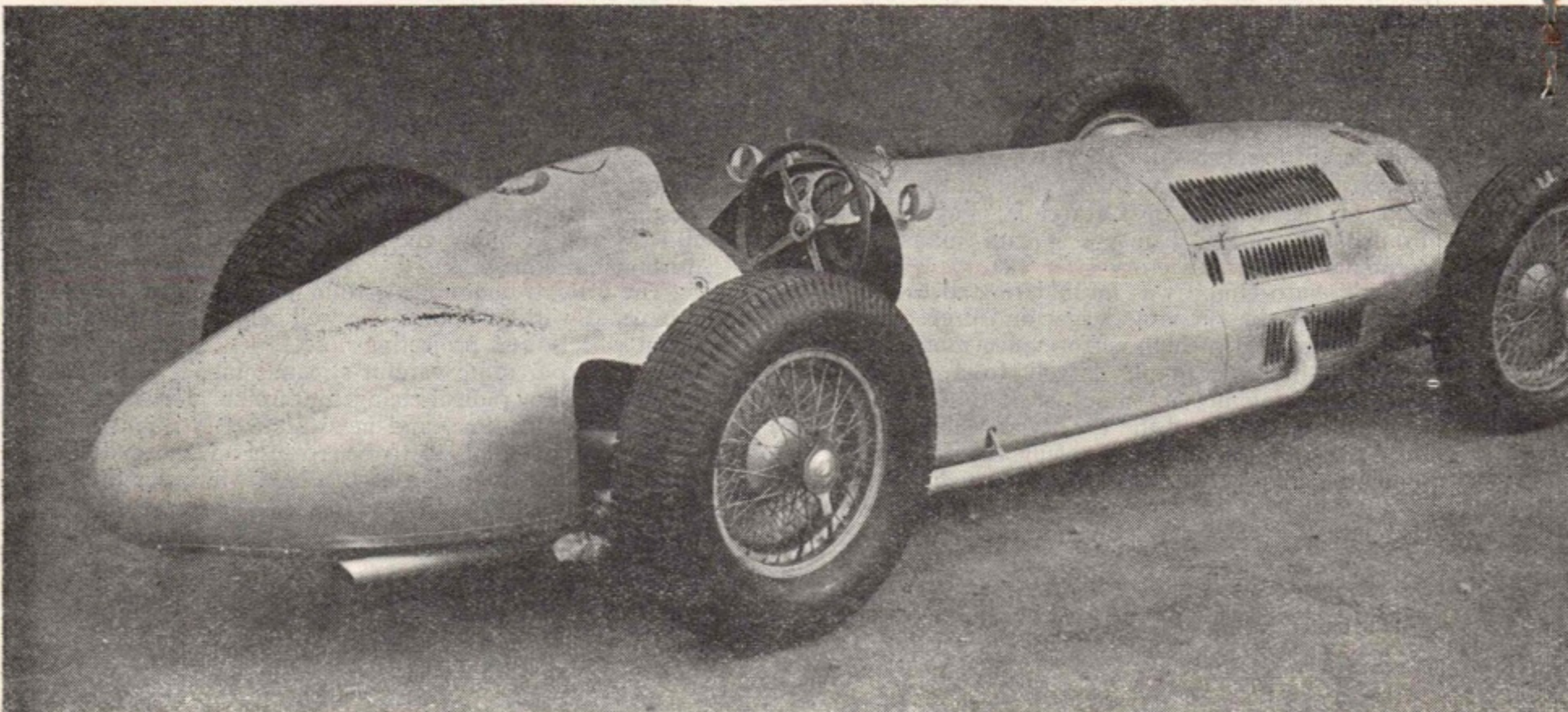


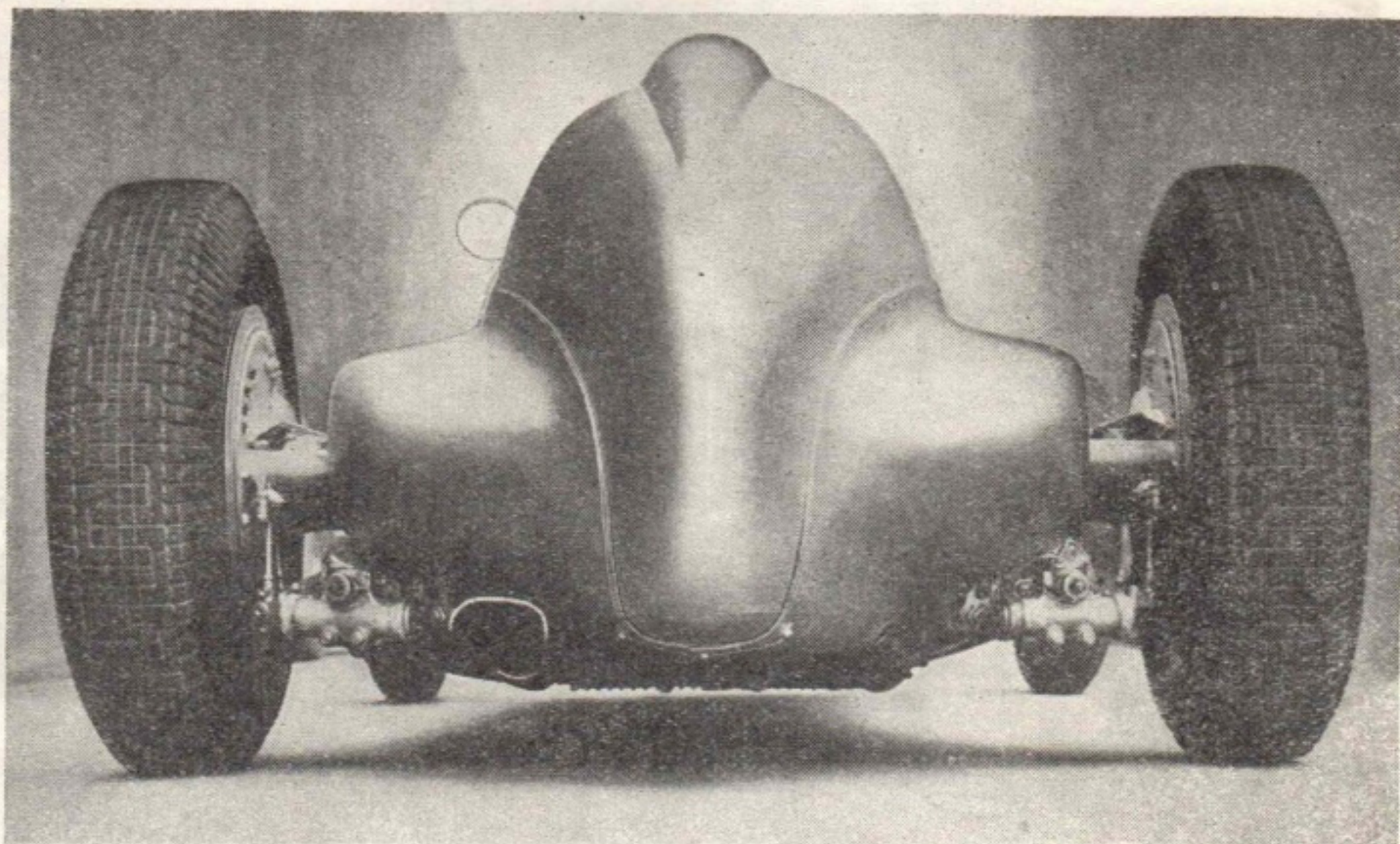
(Above). Caracciola in the original 1934 Mercedes.

(Below). The tremendously powerful 8-cylinder engine of the 1937 car.

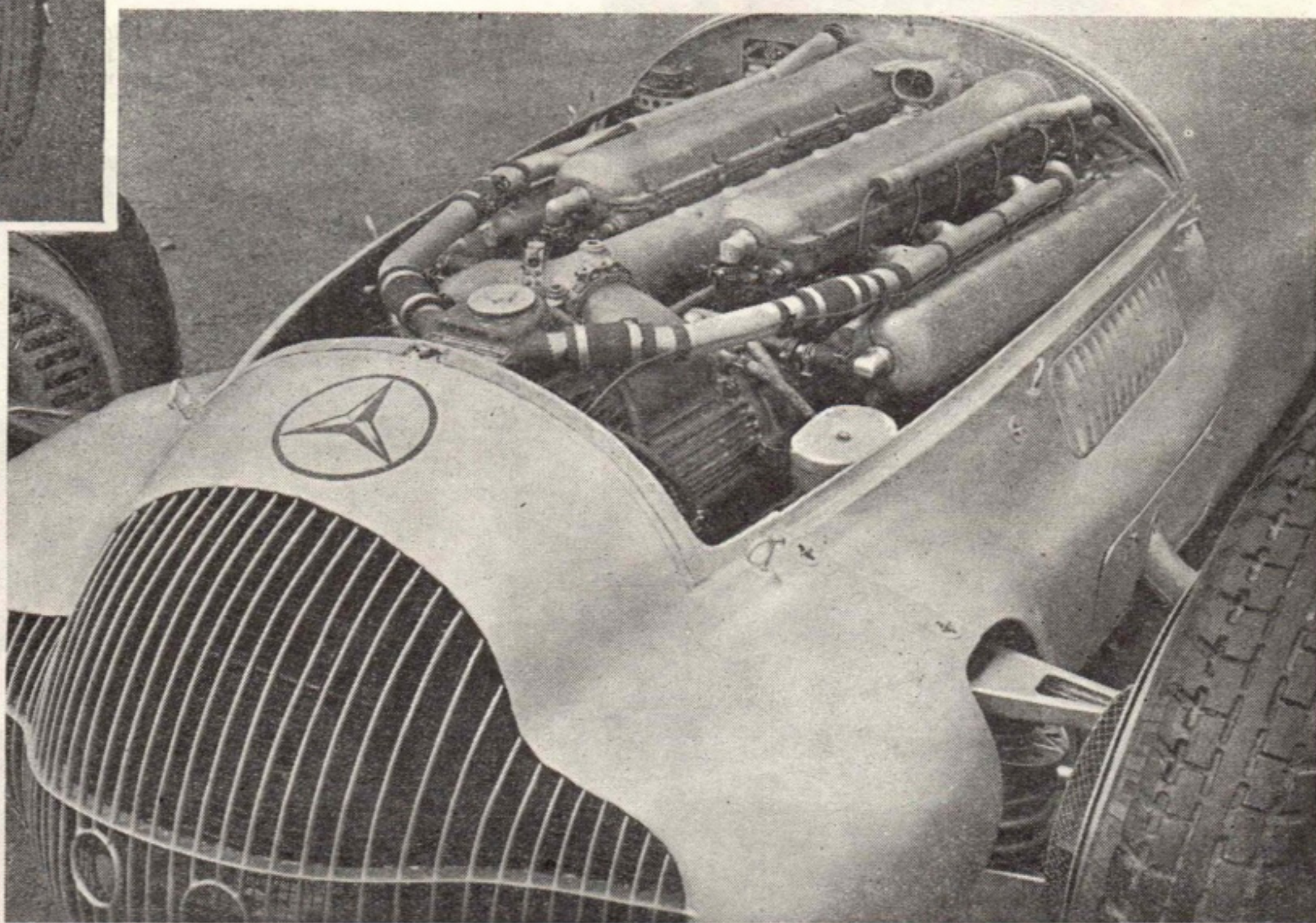


(Above). Probably one of the fastest of all Grand Prix cars, the 1937 Mercedes-Benz was said to be capable of 140 mph.





(Above). Rear-end of the 1937 car, showing the De Dion type of rear axle.

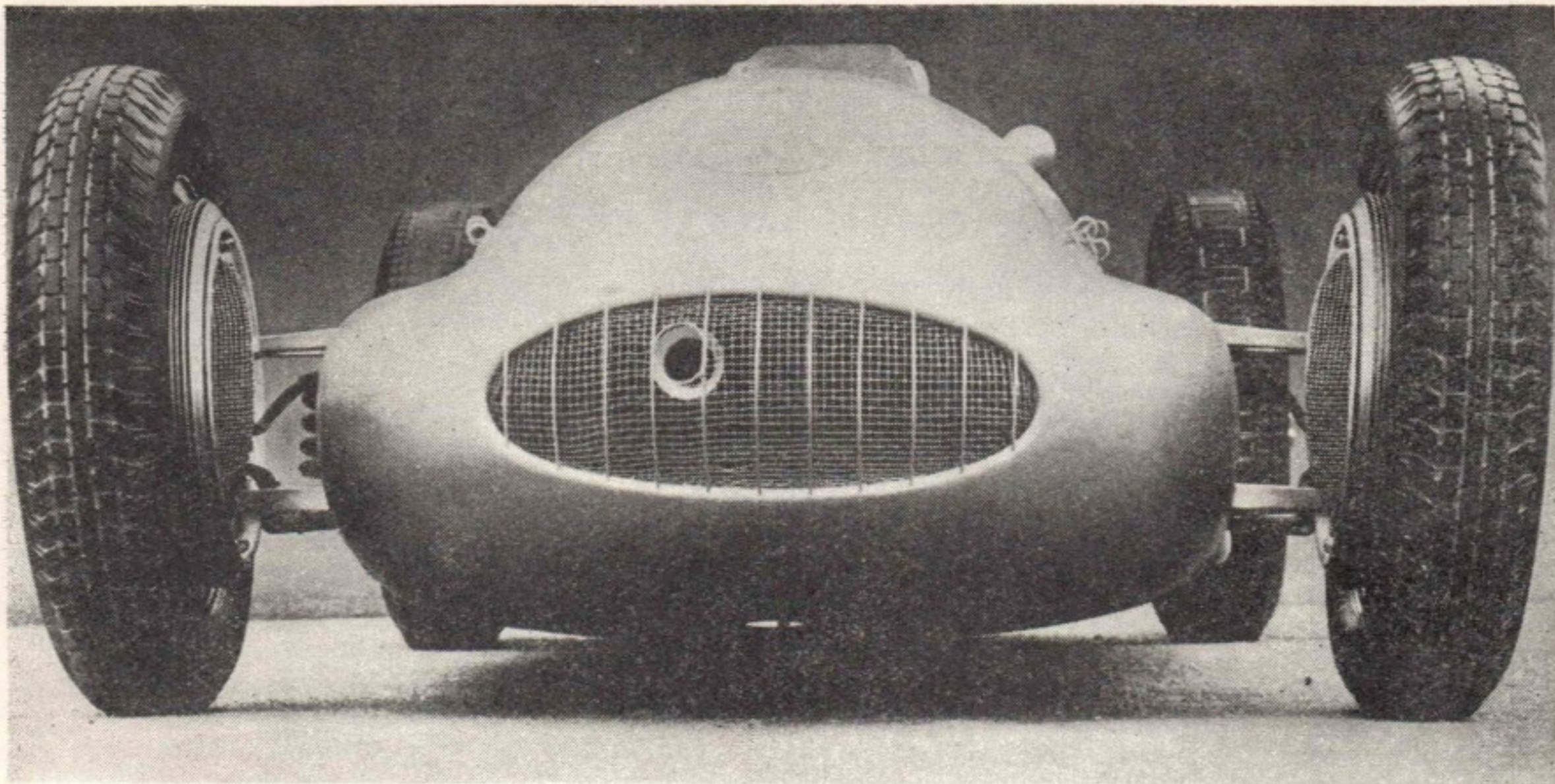


(Left). The beautiful lines of the 1938 3-litre car are emphasized in this photograph.

(Above). Close-up of the 1938, 3-litre, V-12 engine. The helical spring on one of the i.f.s. units can also be seen.

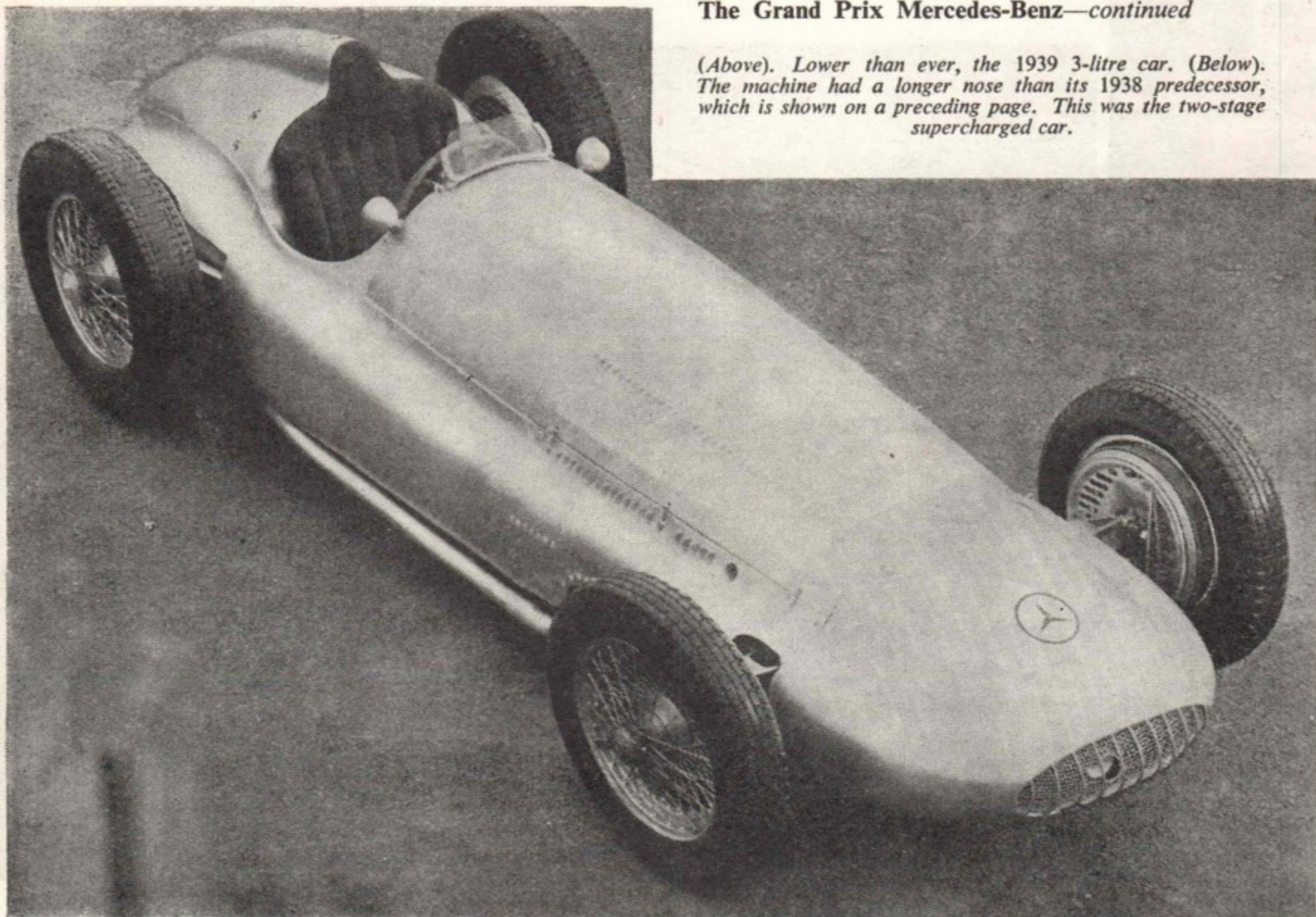
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rix cars, the
r 200 m.p.h.



The Grand Prix Mercedes-Benz—continued

(Above). Lower than ever, the 1939 3-litre car. (Below). The machine had a longer nose than its 1938 predecessor, which is shown on a preceding page. This was the two-stage supercharged car.



The 37th Paris Salon

NEW 2-LITRE ALFA-ROMEO THE MAIN ATTRACTION—ITALY AND FRANCE MAKING BID FOR SPORTS CAR MARKETS—FARINA-BODIED JUPITER; NASH-HEALEY AND NEW TRIUMPH SHOWN—THE 4-LITRE FERRARI ON VIEW—REMARKABLE VERITAS-METEOR CHASSIS

To judge from the exhibits at this year's Paris Salon, Continental manufacturers are making a determined bid to secure the sports car and high-performance markets. France, represented by Delage, Delahaye, Hotchkiss and Talbot in the larger cars classes, has introduced several sporting versions of Dyna-Panhard, Salmson, D.B. and Simca, all with most attractive bodywork. Italy, in addition to several versions of the Fiat, has the entirely new, 4-cylinder, twin-o.h.c. Alfa-Romeo to back up the established 6-cylinder 2½-litre, the recently-introduced V-6 Lancia Aurelia, and the 2-litre and 4-litre Ferraris.

Great Britain is represented by the new Nash-engined Healey, Bristol, very handsome Farina-bodied Jupiter and British-built sports-tourer Jaguar, Bentley, the semi-sporting Triumph Roadster Sunbeam-Talbot and Austin A90, and the Armstrong-Siddeley saloon. As British cars cannot, at the moment be imported into France, doubtless this prevented the showing of others. Germany appears

in strength, with out and out sports and racing cars by Veritas-Meteor, and semi-sporting vehicles by Mercedes, and Hansa-Borgward. Czechoslovakia has the Tatra on view, whilst there are open and convertible versions of the Austrian-built Volkswagen-based Porsche.

New 2-litre Alfa-Romeo

Quite the most interesting car on show is the new 1,884 c.c. Alfa-Romeo saloon, with chassis-less construction. This has a beautifully-made, twin-o.h.c. engine with a bore and stroke of 82.55 mm. and 88 mm. With a compression ratio of 7.5 to 1, it develops 80 b.h.p., at 4,800 r.p.m. and maximum speed is said to exceed 90 m.p.h. Front suspension is independent, by means of transverse, quadrilateral helical springs and wishbones, controlled by telescopic dampers. Helical springs are also used at the rear, but with a rigid axle, and longitudinal torque and anti-roll struts with transverse connecting levers.

Either right-hand or left-hand steer-

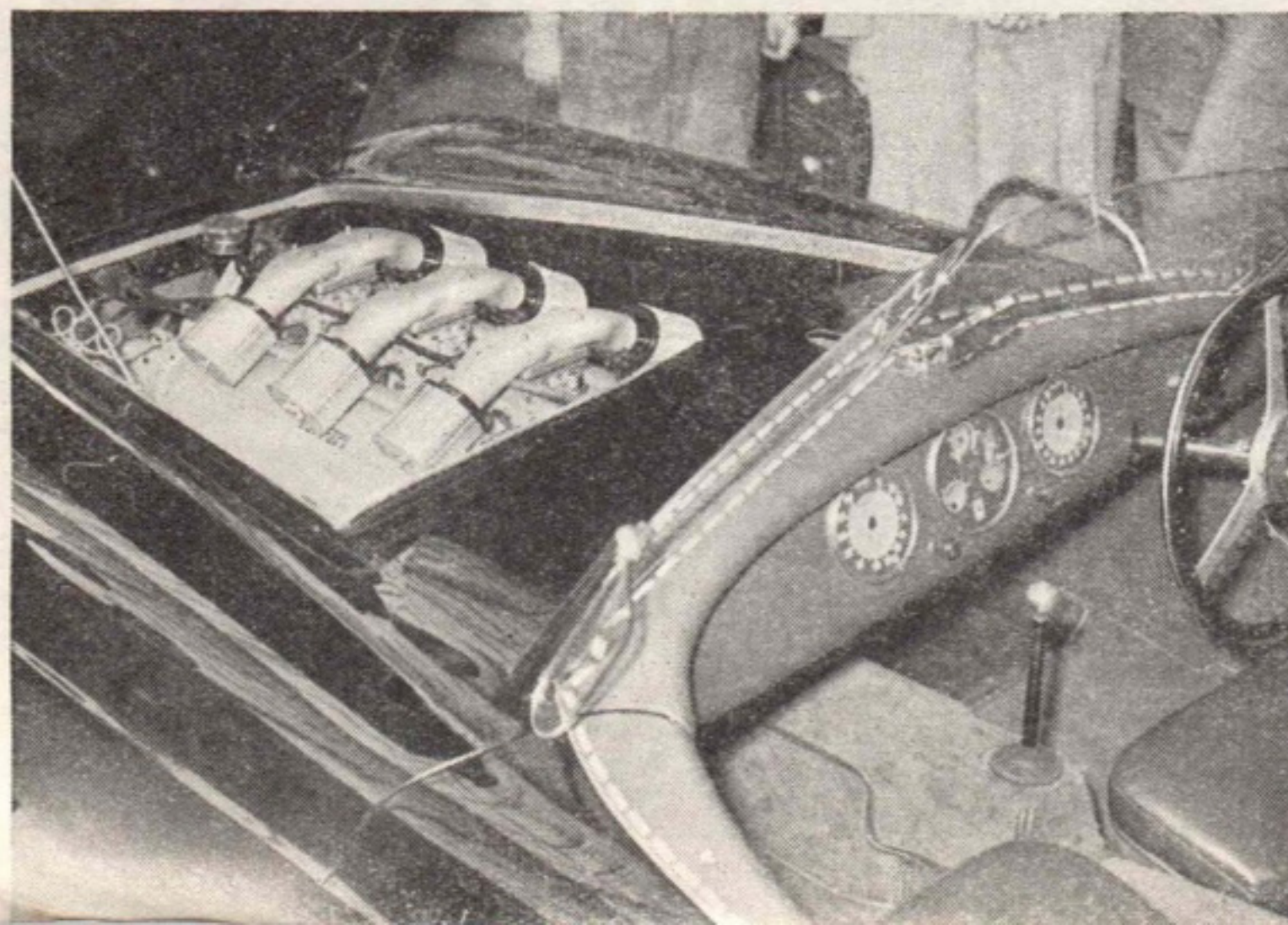
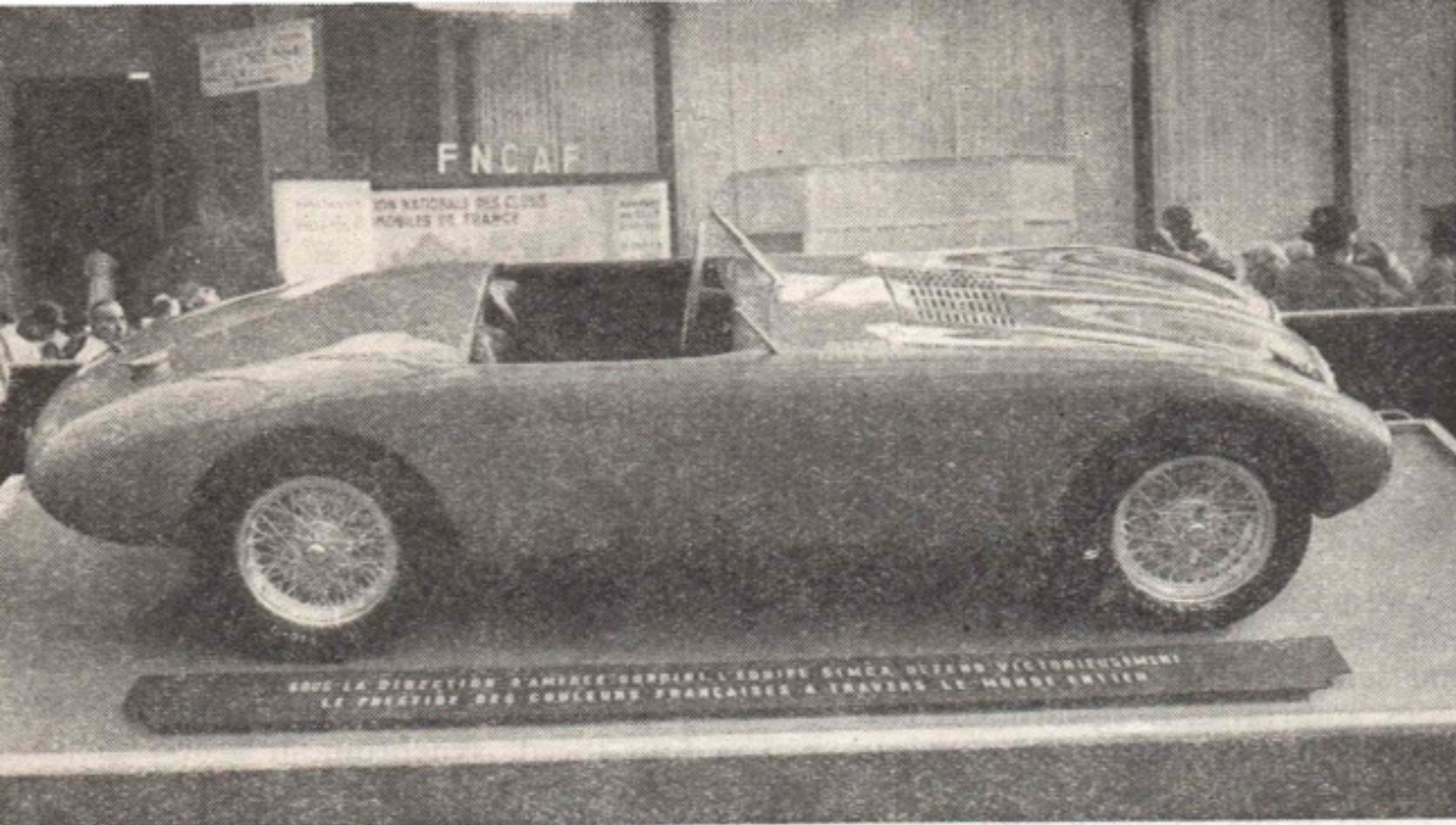
ing can be supplied, the box being of the globoidal worm and roller pattern. Brakes are Girling hydraulic, with two-leading shoes at the front. The four-speed, synchromesh gearbox has steering column control. Ratios are 9.56, 6.90, 4.76 and 3.25 to 1. Dry weight of the car is a few pounds over the ton. Although marketed as a high-performance, medium-capacity touring saloon, the Alfa-Romeo "1,900" makes an immediate appeal to sportsmen all over the world, and there is little doubt that Italian specialist body-builders will soon produce pukka sporting editions, even with the standard chassis-cum-body type of construction.

Probably the fastest passenger car on view is the new 4-litre Ferrari, with V-12 engine (single-o.h.c. per bank type) which develops 240 b.h.p. at 6,500 r.p.m. Shown with "Mille Miglia" type of two-seater body, this car is claimed to be capable of over 140 m.p.h. in full road form. Like all Ferraris it has a 5-speed

(continued overleaf)

The new Triumph Roadster was shown at the Paris Salon. Powered by a twin-carburettor version of the 2-litre Vanguard engine, developing over 70 b.h.p., it has a stated maximum speed of 90 m.p.h. Press-button, hydraulically-operated mechanism is used for the convertible coupé top.





The 37th Paris Salon—continued
 gearbox, but in place of the single carburetor of the 2-litre car, has three downdraught Webers. Also on show were convertible and fixed head coupés on the 2-litre chassis, with 130 b.h.p. engines.

The Fiat "1,400" saloon has been supplemented by a convertible coupé, but the *pièce de résistance* of the Turin concern still remains the Pinin Farina bodied Type 1,100 S. This has the 1,089 c.c. (68 mm. × 75 mm.) o.h.v. power-unit which pushes out 51 b.h.p. at 5,200 r.p.m.; the car weighs 15 cwt. Lancia's Aurelia is shown in standard saloon form, but visitors to the stand could examine a sectioned "chassis", which showed clearly the ingenious construction of the 1,754 c.c. (70 mm. × 76 mm.), o.h.v. (push-rod) V-6 engine, which develops 56 b.h.p. at 4,000 r.p.m.

The Simca "1,200"

There are several interesting small capacity French sports cars, notably the Simca "1,200", the D.B. and the Callista-bodied Dyna-Panhard. The Simca has an engine of 1,221 c.c. (72 mm. × 75 mm.), which has a power-output of 51 b.h.p. at 4,800 r.p.m. and a 7.75 to 1 compression ratio to take advantage of the recently-introduced "super carburant" fuels. It is similar to the type which did so well in the last Monte Carlo Rally. Rather surprisingly, the new transatlantic-cum-Italian body-styled "1,200" saloon was not on view, nor was the 2.2-litre Salmson G-80, with light alloy twin-o.h.c. motor, to replace the rather out-moded Type S4 E. This last-named car is eagerly awaited by French specialist coachbuilders.

Probably the most attractive of all Simca exhibits (at least to AUTO-SPORT'S eyes) was the Gordini sports-racing two-seater. Photographer George Phillips could hardly tear himself away from this beautiful little car, which is certainly *le dernier cri* in sporting machinery.

(Top). The famous racing 2-seater Simca-Gordini, has a 1,491 c.c. (78 mm. × 78 mm.) engine developing 100 b.h.p. Maximum speed is stated to be about 136 m.p.h. (Centre). An attractive Jowett Jupiter with coachwork by Pinin Farina. (Bottom). Power unit of the 240 b.h.p., V-12, Ferrari. Note triple carburetors, each with dual-entry air-cleaners.

The racing Simca has a 4-cylinder engine of 1,491 c.c. (78 mm. × 78 mm.) developing 100 b.h.p. The cylinder block is of nickel-chrome-molybdenum with special friction-resisting liners. The alloy head is of true hemispherical combustion shape, and the valves are pushrod-operated in somewhat "hush-hush" manner, from a single camshaft. Twin carburettors are used, the crankshaft runs on five bearings, automatic pressure-greasing is employed, and the force-feed lubrication system is temperature-controlled.

Chassis is tubular with four cross-members; helical springs are used for the i.f.s., and torsion bars at the rear. A 5-speed gearbox is employed, the highest ratio being an overdrive. Dry weight of the complete car is 11 $\frac{3}{4}$ cwt., wheelbase, 7 ft., 4 $\frac{1}{4}$ in., and track, 3 ft., 8 $\frac{1}{4}$ in. Maximum speed is stated to be 136 m.p.h.

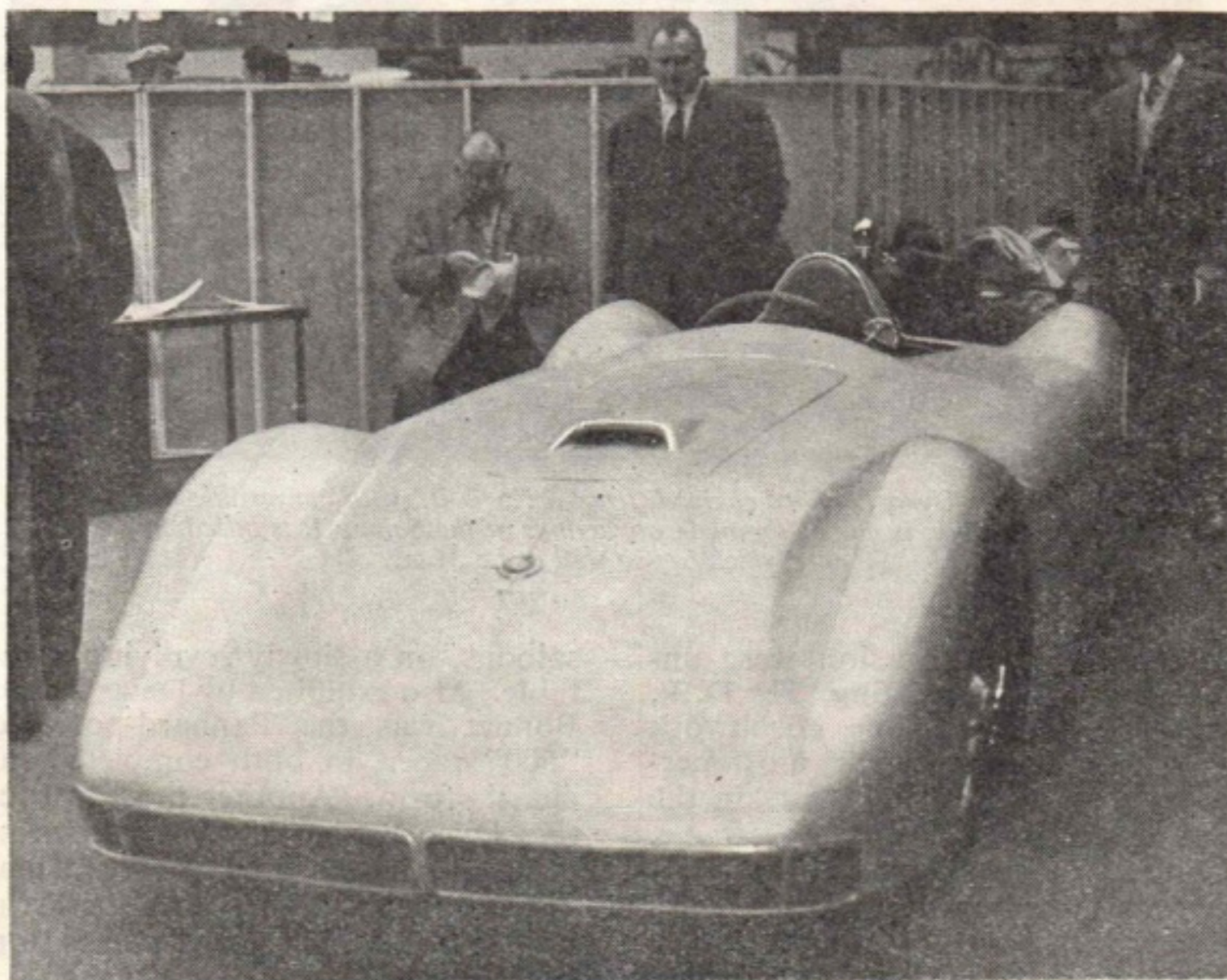
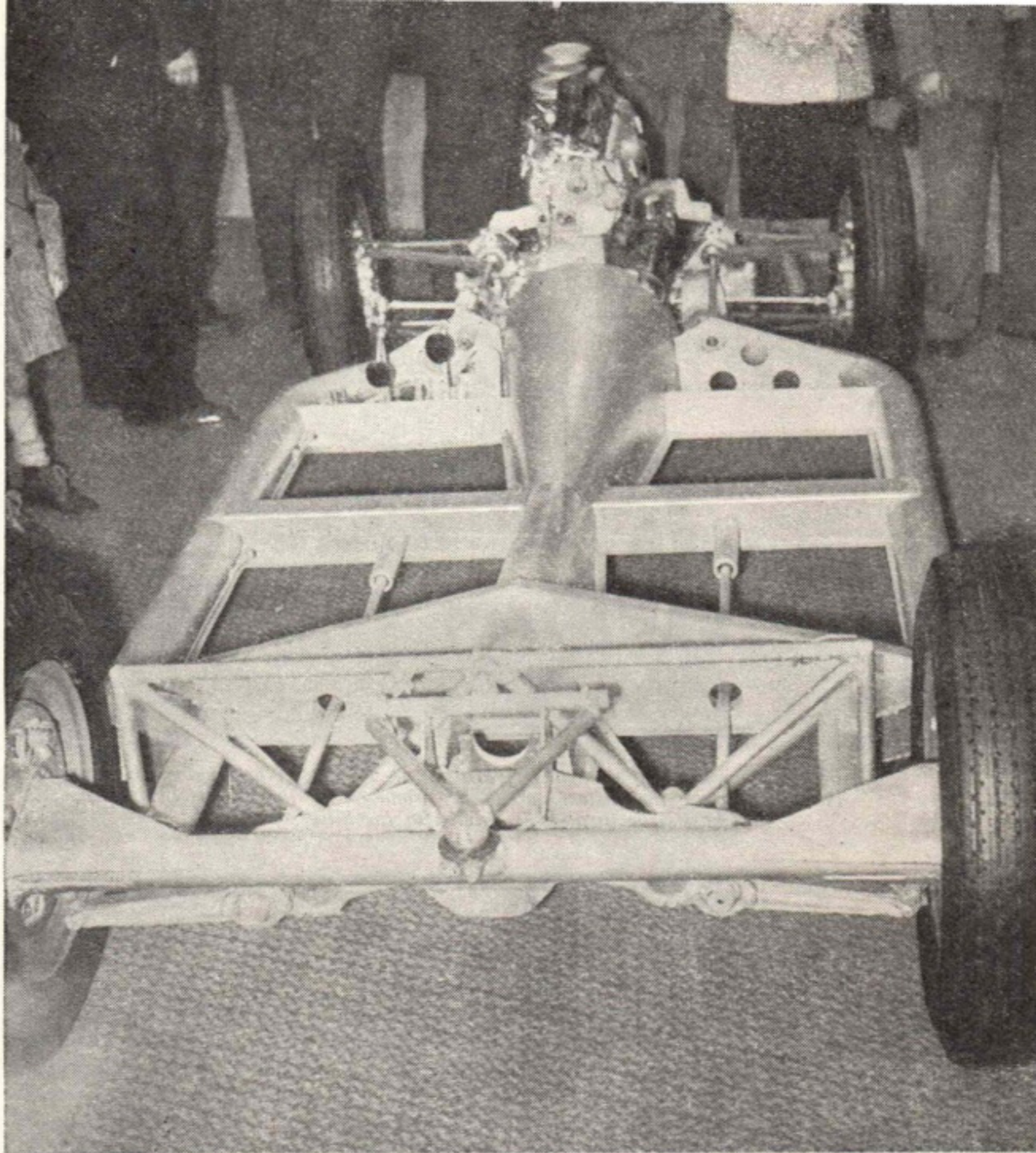
Superb Large Cars

There were many really lovely versions of Delahaye, Delage and Lago-Talbot. The Type 180 Delahaye, with 6-cylinder, 4 $\frac{1}{2}$ -litre (94 mm. × 107 mm.) engine developing 160 b.h.p., has De Dion rear suspension, and Dubonnet pattern i.f.s. The D-6 Delage is, of course, very similar in general design to the Type 135 Delahaye but has a 3-litre (83.7 mm. × 90.5 mm.) engine, in place of the 84 mm. × 107 mm., 3,557 c.c. Delahaye unit. All Delahaye-Delage cars have push-rod-operated o.h.v. engines.

Louis Rosier's Le Mans-winning "Lago Grand Sport" Talbot had pride of place on the famous Suresnes concern's stand, and looked every inch a "Lago Course" car, except for its two seats, wings and lamps. The "small" Lago Baby, with 4-cylinder, 2.7-litre engine is very attractive, and is also available with specialist bodies, including a handsome coupé by Farina.

The sports Dyna-Panhard, and

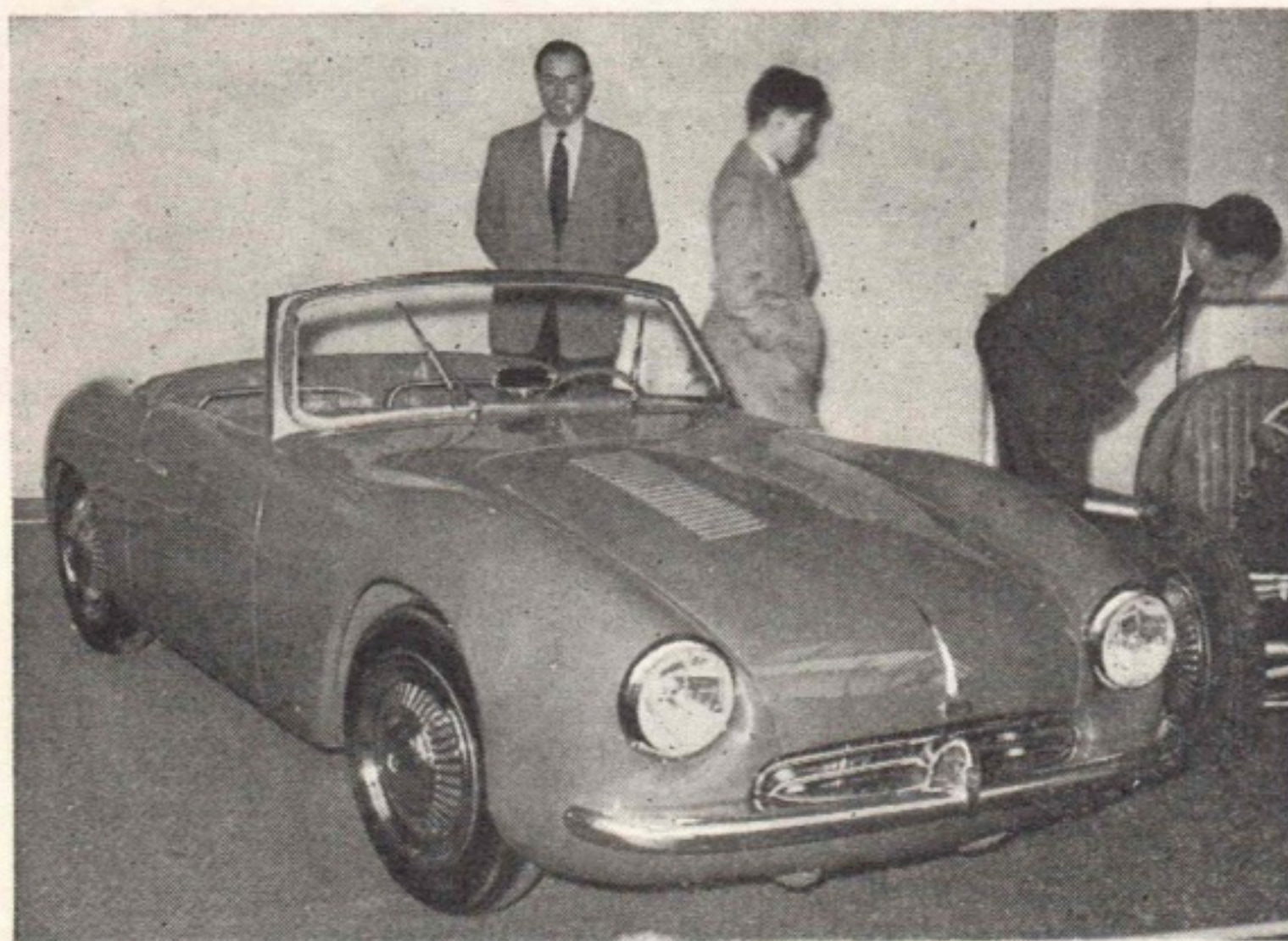
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(Above). Track-wide chassis of the new Veritas-Meteor, showing clearly the construction of the De Dion type of rear axle. No final drive was fitted to this exhibit. (Below). The latest Formula Two, 2-litre Veritas-Meteor, is stated to develop 150 b.h.p., and attain 150 m.p.h.



Britain's newest: The six-cylinder, 115 b.h.p., 3.8-litre, Nash-engined Healey is reputed to be the fastest car to be produced by the Warwick concern. Chassis specification is similar to the Silverstone model.



The 750 c.c. Dyna-Panhard-engined, front-drive D.B., with convertible coachwork by Antem, is one of the main attractions at the Salon. It is based on the cars which ran so well at Le Mans.

notably the D.B. version were undeniably crowd-attracting. The D.B., with lovely convertible coachwork by Antem is one of the most perfectly-proportioned light cars in the Grand Palais; it has the 750 c.c. engine. The pukka two-seater sports car was shown on the Panhard stand along with one of the "Alpine"

saloons, on a slowly revolving turntable. Also exhibited by Deutsch and Bonnet was the Panhard-powered "500" racer, in both complete and chassis form. Another most attractive Dyna-Panhard, was the sports-roadster with coachwork by Callista.

The famous Hotchkiss appears in new form as the "Anjou", based on

The 37th Paris Salon—continued

the well-known 3,485 c.c. (86 mm. × 100 mm.) 6 cylinder chassis, but with many improvements. The smaller 4-cylinder 2,312 c.c. (86 mm. × 99.5 mm.) car has also received modern treatment, and like the bigger vehicle, has new Gregoire-designed, semi-elliptic rear springing.

Chief attraction is, of course the first of the series-built Hotchkiss-Gregoire "R" models, with horizontally - opposed 4 - cylinder, "square" (86 mm. × 86 mm.) engine of 1,998 c.c., developing 70 b.h.p., and light-alloy chassis. This machine is capable of over 90 m.p.h., and weighs 21 cwt. It has front drive via Bendix-Tracta joint. The car will be seen in competitions next year, and possibly even the "Monte".

Peugeot still do not market a sporting vehicle, despite the undoubted high-performance characteristics of the "203" engine, with its hemispherical combustion space and inclined valves. The Liege-Rome-Liege winning car is, however, proudly displayed in the concern's Champs Elysée showroom.

New Racing Veritas-Meteor

One of the most crowd-attracting of all stands was that of Veritas-Meteor, although the new Saturn, Comet and Scorpion models had not arrived by opening day. On view were the stripped chassis and the fully-aerodynamic single-seater. This last-named is intended for Formula Two racing, and with a 12 to 1 compression ratio, the single-o.h.c. 1,988 c.c. (75 mm. × 75 mm.) engine is claimed to develop 150 b.h.p. at 6,000 r.p.m. It is extremely low-built, and bears a close resemblance to the Mercedes-Benz built for Avus racing and record-breaking. Although somewhat crudely finished, it is obviously a workmanlike machine.

An Interesting Stripped Chassis

The latest chassis for the two-seater sports cars is track-wide, and consists of two large diameter tubes, cranked fore and aft, and united by box and channel section cross-members, through which pass a tunnel casing for the propeller shaft. At the front, the wheels are independently sprung by torsion bars and double wishbones; torsion bars are also used at the rear, but in conjunction with a De Dion type of axle. The torsion bars are fixed to the

centre box section member, and to bottom wishbones which pivot in a sub-frame secured to the main chassis by a triangulated structure composed of small-diameter tubes. The De Dion tube is located by a separate pivoting triangulated structure, the apex being on the centre of the tube, and the base fixed to the axle sub-frame. Transmission is via a 5-speed gearbox.

The Type 170 S Mercedes is shown in cabriolet form. This has a 4-cylinder, 1,767 c.c. (75 mm. \times 100 m.m.) engine developing 52 b.h.p. at 4,000 r.p.m., and is not claimed to be a sporting vehicle. On the other hand, the 1,498 c.c. (72 mm. \times 92 mm.), Hansa-Borgward is produced in true high-performance form, with twin-carburettors and an output of over 60 b.h.p. at 4,000 r.p.m. It weighs (in sports-cabriolet form) just over 18 cwt.

Austria's Porsche is, of course, based on the Volkswagen, and its 1,086 c.c., air-cooled engine develops 40 b.h.p. at 4,000 r.p.m. It is claimed to have a maximum speed of 87 m.p.h., and weighs under 14 cwt.

Continental sports cars are completed by the "flat-four" 1,950 c.c. (85 mm. \times 86 mm.) rear-engined Tatraplan from Czechoslovakia, although the rather exciting-looking open car was not on view.

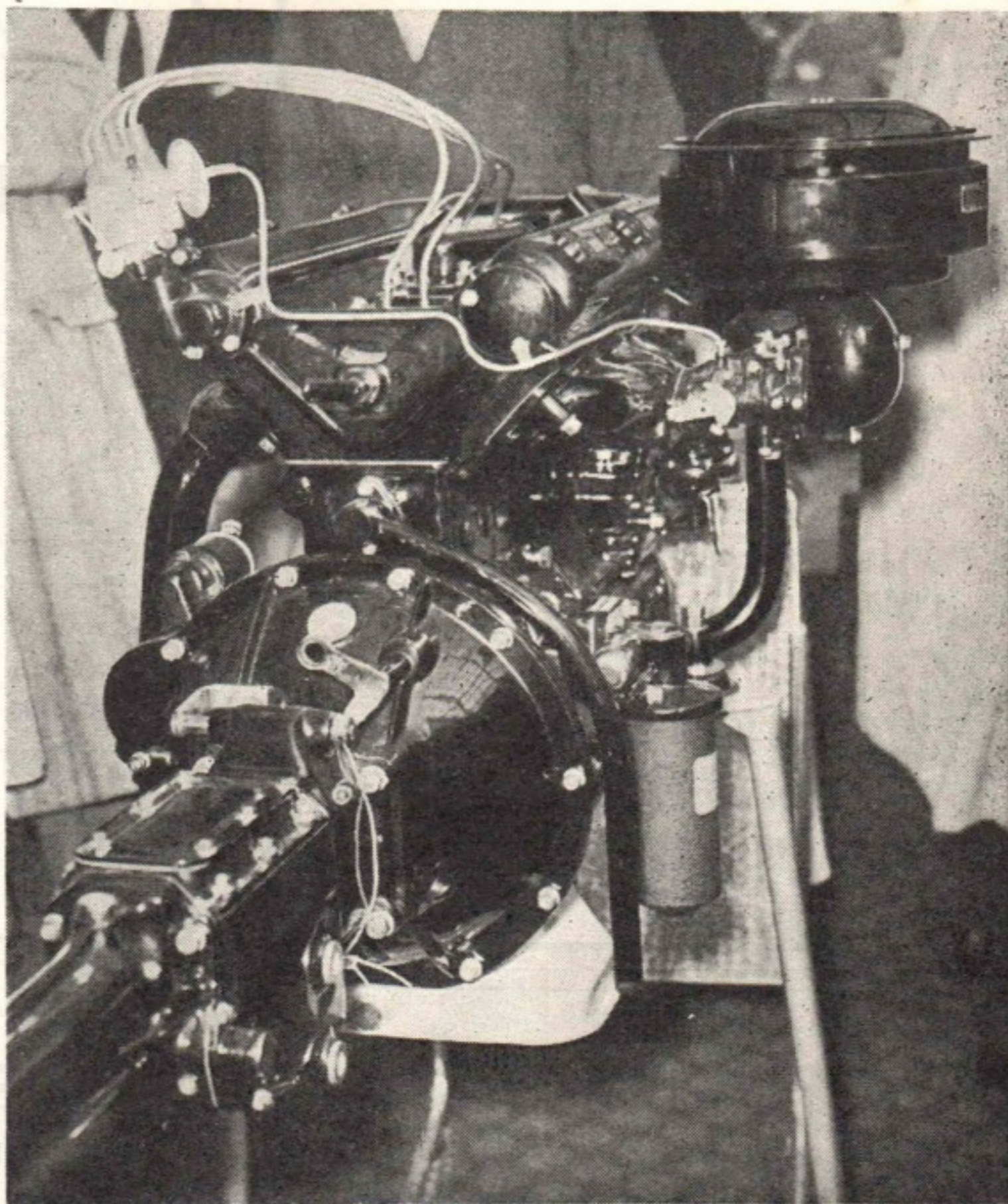
The Unobtainable XK 120

Great Britain's principal contribution to the high-performance field was the XK 120 Jaguar, which many Frenchmen want but are unable to buy. Oddly enough, the car shown was finished in near-white in a light grey setting, making it almost invisible in daylight.

Alongside the Jowett Jupiter was shown a beautiful Farina-bodied car finished in maroon. This has delightful lines and created a favourable impression amongst the critical opening day crowd. The new Nash-Healey also attracted considerable interest, and should have a useful performance.

New 90 m.p.h. Triumph

Triumph's new roadster was shown finished in silver-grey. It has a twin-carburettor version of the Vanguard, 2,088 c.c. (85 mm. \times 92 mm.) engine, which has a power-output of 71 b.h.p. at 4,200 r.p.m. The three-speed gearbox is fitted with an over-



Four-cylinder, twin-overhead camshaft engine of the new Alfa-Romeo. It has a capacity of 1,884 c.c. (82.55 mm. \times 88 mm.) and develops 80 b.h.p. at 4,800 r.p.m.

drive, giving ratios of 15.5, 7.32 and 4.375 to 1, with overdrive top of 3.58 to 1. The folding head is hydraulically operated, and controlled by a small switch on the fascia panel. Maximum speed of this new Triumph is given as 90 m.p.h.

Austin's A90 represented the more sporting side of the Longbridge concern's comprehensive range of models, but nothing new was shown. This also applies to Bristol and Armstrong-Siddeley. The last-named, modern-looking in 1947, looks a trifle out-moded in the Grand Palais today.

The Singer Nine "Roadster" has new, ventilated disc wheels, but is otherwise unchanged. It was the only example of a "cart-sprung" car at the

Salon. Some magnificent Rolls-Royce and Bentley examples were on view, and the latest Rover still attracts considerable attention. The Rootes exhibits were well studied, particularly the 1951 Sunbeam-Talbot.

Also, it would have been an excellent plot to have sent over something like the Cooper-M.G. sports car. The Salon has always been noted for a large number of prototypes—strangely absent this year—and this little car would undoubtedly have had a favourable reception by the sports-car-minded French.

However, the absence of M.G., Allard, Riley, Frazer-Nash, Aston Martin and a few other high-performance cars is to be regretted.

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CENTRAL 1859



Technical and Otherwise - - - by John Bolster

Flag Marshals

MOTOR races don't just happen; you ask John Morgan or Desmond Scannel! There are months of work behind the scenes before the great day, and certainly race organizers deserve our thanks for all the drudgery they put in. Then there are dozens and dozens of officials, all of whom have essential tasks to perform, and who do their jobs just for the love of the game.

These officers are quite rightly listed by name at the beginning of the race programme, and an impressive roll they make. There are stewards, judges, observers, marshals, scrutineers, timekeepers, commentators, and all the rest; and the show couldn't go on without them. The flag marshals, however, remain anonymous. "Course and other marshalling by members of the Blank Motor Club," is probably the only mention they get.

Now how do the Blank Motor Club set about choosing suitable men? I'll tell you. They send a duplicated post-card round to all their members, asking for volunteers, and so a chap who has never even seen a motor race before may find himself out on the circuit with an armful of flags. Why should he worry? He gets a better view than the people in the most expensive grandstand seats, and thoroughly enjoys his day out.

This simply won't do! I know that some clubs are a little more careful in their methods of selection, and that some quite intelligent flag-waggers are to be seen, but the point is that the system is all wrong. Perhaps I had better make it perfectly clear that I am not trying to "get at" anybody, and that the course marshalling at some Continental Grands Prix really does touch rock bottom.

Flag marshalling is a very skilled job, and cannot be efficiently carried out without a great deal of experience and knowledge of motor racing. Races have been lost because the man with the flags wasn't on his toes, and it is possible that some deceased drivers might be alive to-day if quicker action had been taken in an emergency. That is the crux of the matter, for men's lives are at stake, and there's no time to run and ask the clerk of the course what to do next.

There are many common faults. Failure to spot instantly that oil has been dropped on the course is one, and constant vigilance is the only cure for that. Improper use of the yellow flag is another, and one so often sees this displayed when it is unnecessary, that some drivers risk ignoring it. Supposing a car is stalled in the

(continued overleaf)

Flag Marshals—continued

middle of the course, it is quite proper to bring out the yellow, but why it is produced when a car has crashed off the road, I cannot imagine. It is often waved too, which is intended to imply that the danger is great and immediate, and if one obeys it, one risks being passed by less obedient drivers. Such a misuse of this flag can easily alter the result of a race.

The blue flag is a great cause of trouble, although it should be the easiest to use. After all, surely it's simple enough to signal to a driver that another competitor is following very closely or is trying to overtake. Yet, so frequently, this signal is given too late for the leading driver to become aware of it. That is another example of the split-second reactions that the marshal must possess. Some men hang out the blue whenever a group of cars approaches, and of course that is worse than useless.

It all boils down to this. The flag marshals are the most important officials at the meeting, and should be recognized as such. They have drivers' lives in their keeping, and consequently they must be fully trained and efficient. Only the very best and most intelligent helpers should be considered for the job, and that means quite definitely that you don't get chosen just because you're a jolly good type, and know all the right people.

I would go further. It is my opinion that all flag marshals should become professionals for the duration of the race. They should be highly paid for their skilled work, and they should be answerable to the organizers if that work is not properly carried out. There should be powers of discipline, and it should be understood that in the event of a serious mistake, a marshal is out for life, and will never be employed again.

All that may sound a bit grim, but it is a serious matter, and must be treated as such. It is perfectly true that these marshals are often famous, rich, or titled men, but I maintain that they must forget all that for the day, and buckle down to earning their wages in absolute obedience to orders. Anyway, whether they are paid or not, the flag marshals should be a corps *d'élite*, and justly proud of their craft.

I have seen one of these important officials put down his flags and start taking photographs. Can you imagine a linesman at Wimbledon, or an umpire at a horse show, doing that? I know that this is not typical, but it does show how casually a voluntary worker may regard his office.

It would not be fair to conclude this rather solemn essay without paying tribute to the excellent work that many flag marshals have done. On some circuits, it is necessary for the marshals to stand in unprotected positions, from which, in the event of a car going out of control, they would have little chance of escape. It is perfectly true that they get a wonderful view of the race, but it may be too much of a good thing. Courage, it would appear is another essential quality, in addition to those I have already mentioned.

Finally, it is up to race organizers to back up their flag marshals. There have been too many cases of the black flag, with white number, being ignored. This signal, which, like all the others, is internationally recognized, means that the car concerned must come into the pits on the next lap. If a driver, however famous, disobeys this order, he should be warned off straight away, and the matter reported to his national club. After all, the object of holding a race is that the best driver in the best car should win, and the flag marshals are there to give him a fair chance of doing just that.

DUTT'S DAY OUT AT GAMSTON

Final Airfield Race Meeting

THE last meeting of the season at Gamston Airfield, near Retford, was a Nottingham Sports Car Club "closed" event on 7th October.

An unusually high proportion of the cars suffered from end of season ailments, including Howarth's 4½-litre Lagonda (carbox) after winning the first event, Shillito's Riley, Mrs. Binns' Riley and others.

Dutt, in his 1931 ex-Whitney Straight Maserati was the star of the day, winning three events conclusively.

PROVISIONAL RESULTS

Scratch Races

Race 1 (Sports Cars)—1, F. H. Howarth (4½-litre Lagonda), 76 m.p.h.; 2, K. Flint (2½-litre Jaguette); 3, G. H. Fisher (2-litre Aston Martin).

Race 2 (Racing Cars)—1, R. Dutt (2½-litre Maserati), 82.4 m.p.h.; 2, G. Heath (1,098 Cooper); 3, J. Aynsley (2-litre Bugatti).

Race 3 (Sports Cars)—1, J. F. Dalton (1,250 M.G.), 74 m.p.h.; 2, T. K. Shipside

(M.G. T.D.); 3, G. R. Stokes (1,087 Riley).

Race 4 (Racing Cars)—1, R. Dutt (2½-litre Maserati), 81.4 m.p.h.; 2, W/Cdr. Aikens (500 c.c. Iota); 3, D. A. Clark (500 c.c. Cooper)

Handicap Races

Race 5 (Vintage Sports Cars)—1, A. Howard-Thompson (1,750 Alfa-Romeo), 62.2 m.p.h.; 2, D. M. Jenkinson (1,950 Bugatti); 3, G. R. Stokes (1,087 Riley).

Race 6 (Sports Cars)—1, Mrs. M. Pannell (746 M.G.), 63.3 m.p.h.; 2, T. Robinson (1,087 H.R.G.); 3, J. F. Dalton (1,250 M.G.)

Race 7 (Sports Cars)—1, K. N. Downing (2½-litre Healey), 74 m.p.h.; 2, G. H. Fisher (2-litre Aston Martin); 3, P. J. E. Binns (30/98 Vauxhall).

Race 8 (Racing Cars)—1, R. Dutt (2½-litre Maserati), 83.4 m.p.h.; 2, D. A. Clarke (500 c.c. Cooper); 3, W/Cdr. Aikens (500 c.c. Iota).

All races 5 laps.

* * *

ANOTHER BRITISH FORMULA TWO CAR

New Single-Seater Connaught

BRITISH competition in Formula Two racing, as successfully maintained this year by John Heath's

HWMs, will be strengthened in 1951 by a new contender in the shape of the Connaught racing car, which embodies a basically Lea-Francis 1,767 c.c. 4-cylinder power unit with L.F. patent valve gear, and four Amal carburettors, mounted in a tubular frame of advanced concept with independent suspension front and rear by torsion bars. The design is still being developed but the prototype ran extremely well at Castle Combe on 7th October, in the hands of Ken McAlpine, taking a second place in one race.

NEXT WEEK

Special Motor Show Number dealing with High Performance and Sports Cars at Earls Court.

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Also full report Brands Hatch 500 c.c. Racing.

News from the Clubs

ASTON MARTIN O.C.

Events Past and Future

THE enthusiastic Aston Martin Owners' Club continues to flourish, and successfully held their Second Annual Rally and Treasure Hunt in the Redhill area on 16th September. Outright winner of an entertaining event proved to be Peter Gilbert (Le Mans A.M.). On the agenda is an informal "Gathering" of members and friends on 25th October (during Motor Show Week), at the "Cock Tavern", in Fleet Street. Plans are also afoot for a winter A.M.O.C. Film Show in town, when likely films will be the George Philips "1950 Season" film, and the eagerly anticipated Dunlop film, "Endurance."

* * *

HANTS AND BERKS M.C.

Dinner, Brains Trust and Dance

THIS club is holding its annual dinner on Friday, 15th December, at "The Wheatsheaf", Virginia Water. The dinner, due to start at 7 p.m., will be followed by speeches, presentation of awards and a Motoring Brains Trust, provisionally to consist of Lawrence Pomeroy, John Bolster, John Cooper, Bunny Tubbs, Kay Petre, Gordon Wilkins and Kaye Don. Question Master will be Barclay Inglis.

Dancing will follow the "Trust" and there will be an extension licence.

* * *

KENTISH BORDER CAR CLUB

B.T.D.A. Gold Star Event in November

THE K.B.C.C.'s big event of the year, the Eighth Annual Sporting Trial, takes place on 26th November, starting from Wrotham Heath at 10 a.m. A B.T.D.A. Gold Star Trial, keen support is expected from invited clubs.

The "David Greig" Goblet, principal award in the Club's "driving tests" run at Detling, was won by G. M. Boyes with one of the rare Ford-based Battens. Poor weather hampered proceedings, but the event was voted a very interesting and entertaining one. Class winners were J. Christie (M.G.), R. Chappell (Dellow) and B. N. Dees (Ford). In

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.

the acceleration and braking tests awards were won by T. Oxendale (H.R.G.), L. Notley (Mercury) and G. Newman (Frazer-Nash-BMW).

This Sunday, 15th October, a Closed Trial starts from Westerham, 10.30 a.m., and finishes at Duddleswell, near Uckfield, Sussex.

* * *

BRISTOL M.C. & L.C.C.

End-of-the-Month Trial

THE Bristol Club are holding their closed John Bull Trophy Trial on Saturday, 28th October, under R.A.C. General Competitions Ruling. Course will be of suitably sporting nature, laid out on private grounds within twelve miles of Bristol.

Secretary of the meeting is C. B. Salter, 25 Cotham Road, Bristol 6.

* * *

DELLOW WINS AT BODMIN

North Cornwall M.C. Trial

NORTH Cornwall ran a trial on 7th October with the start and finish at The Old Prison, Bodmin.

The route lay through hilly, thickly wooded country and most of the observed sections were steep timber tracks.

Dick Orchard in his new Super-charged Dellow put up best performance with Ashley Cleave second in his Morris Special; Ted Dennis in his Riley Special was third.

* * *

CEMIAN EVENT ON GUY FAWKES' DAY

Knowland Trophy Trial

THE Cemian Club's Invitation Trial for the Knowland Trophy takes place on 5th November. Seven invited clubs will be competing, and the start, at 11 a.m., is from the "Sally Lunn" Roadhouse, Hindhead, Surrey. The course covers about forty miles and two special driving skill tests are included in the programme.

Best Cemian member will receive the Vice-President's Trophy, best invited the Autumn Cup, while there are first and second class and team awards. Secretary of the Meeting will be F. B. Bryden, 5 The Drive, Orpington, Kent.

* * *

KNOTT CUP TRIAL ECHO

Mistaken Identity

WE are taken to task for stating in our report of the Knott Cup Trial that car No. 3, H. Hopkinson's Ford-Austin, became thoroughly bogged at the foot of "Cracker I". The boggee was, in fact, car No. 2, Morrish's M.G., his plight being such that the organizers promptly scrubbed the section.

* * *

RICHARDSON WINS ILKLEY TRIAL

Second Post-War Event

THIS event, held on 1st October, revived once again those epic "Ilkley" trials of pre-war days, and the inevitable controversy accompanying them — "Are they too rough?" — "Is the time schedule too stiff?" etc. Let it be said at the outset, this is and always was a tough trial with plenty of rough stuff, and drivers have to keep moving smartly to maintain schedule.

The first section, Reynard's Crag, a mile or so from the start at the "Black Bull", Kettlesing Head, near Harrogate, defeated the entire entry, although Winder (1,172 Austin) almost made it, but got no extra marks for his effort. Most competitors found the next two hazards, both water splashes, easy, although Robson (Ausford) stopped in the second one. Wetshed Lane, a slippery climb up a bracken-covered moorside with a tortuous hairpin halfway up stopped everyone. T. Clapham in the Gray Special was good at Skell Gill, but became bogged shortly afterwards and was towed out by Robson, a sporting gesture with time ticking relentlessly on.

Richardson, the ultimate winner, was going well in his beautifully turned-out H.R.F. Special, but failed

(continued overleaf)

News from the Clubs—continued

in Low Wood Splash where the water came over the top of everyone's bonnets. Here Cryer in his Special retired with a drowned engine, although Marshall (Ausford), Winder (Austin) and Ackernly (M.G.) got through comfortably save for wet feet.

Only Les Winder climbed Hardcastle, a short sharp sticky rise at the moor edge, and at this time he appeared a probable winner. This hope was short-lived, however, as he had a surprising failure on Pockstones Moor, halting a foot or so from the top. Richardson also failed here, but Jim Marshall just got over on what seemed like three cylinders. Ackernley, Moncrieff (Austin 1,172 Special) and Peter Clay (Austin Special) were still motoring but Noble (B.N. Special) had retired with a slipping clutch.

RESULTS

Best Performance—"Filtrate" Trophy: A. Richardson (H.R.F. Spl.)

Second best performance and first class award: W. L. T. Winder (Austin).

Novice Award and "Mrs. Marshall" Trophy: J. Robson (Ausford).

Also finished: J. H. Marshall (Ausford).

* * *

VETERAN CAR CLUB OF GREAT BRITAIN**Eastbourne Rally, Driving Test and Hill Climb**

OVER sixty cars, the earliest being built in 1899 and the latest in 1915, competed in a Rally of Veteran and Edwardian cars to Devonshire Place, Eastbourne on 30th September. This was followed by tests on the Grand Parade which took the form of an Easy Starting and Braking Test, and a Slow-Fast Test which in turn were followed by a Hill Climb on Granville Hill which was specially closed for the occasion. Some of the cars came considerable distances, five coming from Yorkshire, one from Lancashire, one from Cheshire and so on. The weather conditions generally were unsettled but most of the events were completed before rain set in for the evening, despite which the streets of Eastbourne were lined with thousands of holiday-makers to watch the oil lamp parade of Veteran cars in the evening. This was followed by a reception given by the Corporation to members of the V.C.C. and their friends. The results are as follow:

COMING ATTRACTIONS

October 14. 500 Club. Brands Hatch. Races. Start, 1.30 p.m.

October 14/15. Falkirk and District M.C. Rally. Scarborough and District M.C. "Two Ridings" Night Trial. 12 p.m.

October 15 M.G.C.C. (Midland Centre) Trial. Pathfinders and Derby M.C. Trial. Peterborough M.C. Reliability Trial. Riley M.C. (N.E. Centre). Inter-Team Trial (N. Yorks). Taunton M.C. Allen Trophy Trial. North Midlands M.C. Semi-Sporting Trial (Derbyshire). Plymouth M.C. Mancunian Trophy Trial. Kentish Border C.C. Closed Trial. Start, 10.30 a.m.

October 21. M.C.C. Buxton Sporting Trial. Scottish S.C.C. Autumn Trial.

October 21/22. Hants and Berks M.C. Night Rally.

October 22. Sheffield and Hallamshire M.C. "High Peak" Trial.

Rally

Oldest Car to Arrive—N. V. Reeves (1899 Benz).

Veteran—1, A. Booth (1900 Pick); 2, E. S. Berry (1902 Panhard); 3, G. H. Eyre (1902 Napier).

Edwardian—1, G. W. Thompson (1905 Rover); 2, R. D. Ropner (1912 Belsize); 3, A. W. Collingbourne (1912 Daimler).

Tests, including Hill Climb

Premier Award, Veteran—R. D. Gregory (1904 Darracq).

Class 1—1, H. Parkinson (1900 Peugeot); 2, J. H. S. Guest (1900 De Dion).

Class 2—1, Graham Oliver (1902 Mercedes); 2, S. E. Sears (1904 Mercedes); 3, H. A. Pierpoint (1904 Mors).

Premier Award, Edwardian—A. C. Fairtlough (1912 Delaunay Belleville).

Class 3—1, Mrs. V. H. Mawer (1909 Zedel); 2, S. J. Skinner (1910 Rolls Royce); 3, F. E. Dell (1910 F.N.).

Class 4—1, A. I. Stradling (1913 Unic); 2, F. W. Hutton Stott (1913 Lanchester); 3, J. G. S. Sears (1912 Rolls Royce).

Fastest Time of Day in Hill Climb—C. W. P. Hampton (1913 Bugatti).

* * *

CYRIL BOLD COLLECTS JEANS GOLD CUP**Well-organized Liverpool M.C. Event**

A CLASSIC trial to include Saloon cars is something of an innovation and if there is one word that covers the Jeans Gold Cup this year surely "Originality" is that word.

Denbigh saw the start of the Liverpool M.C. trial on 7th October when twenty-eight starters left on a seventy-five mile course through ten observed sections, four of these being timed

tests and all of them thoroughly negotiable. It was agreed that the event was really enjoyable but some of the regulars, those specialists about whom we hear so much, yearned for something stickier, yet the majority were well satisfied.

Barry Davies, Clerk of the Course must be congratulated on finding a good sporting course introducing many new sections and some old ones under new names. The route card was first class and all points where trouble might have been expected were well marked. The club was fortunate in finding so many able and willing marshals.

The first three sections were of the easier variety and presented no difficulty and Mulberry Bush, the

RESULTS

Jeans Gold Cup—C. L. Bold (1,080 Bold).

Wade Cup—A. E. Enderby (1,172 Ford). **Class Two Cup**—Dr. Lilley (1,172 Ford Anglia).

Novice Cup—Dr. C. R. Hardman (1,172 Dellow S.).

First Class Awards—R. A. Hopkinson (1,172 Bancroft); A. E. Frost (1,172 A.F.S.); W. L. T. Winder (1,172 Austin).

Second Class Awards—F. Dean (1,172 A.W.); G. R. Holt (1,172 G.R.H.); V. R. Pilkington (1,476 Morris).

Third Class Awards—J. G. Reece (1,172 Ford Anglia); H. D. Pritchard (1,099 L.M.B.); E. B. Wadsworth (1,172 Pansy); A. Pownall (3,622 Rojahn); A. J. Lilley (1,172 A.W.); R. W. Farnworth (1,250 M.G.); J. Wallwork (1,776 Standard).

Team Award—R. A. Hopkinson, G. R. Holt, C. L. Bold.

first timed section, was also easy although some of the larger cars had to think twice.

Penny Elbow, a steep muddy lane with the section going through an acute left-hander, was the first section to cause difficulty and the first to call on the services of Barry Davies's Jeep. Barry is to be complimented on his ingenuity in producing two paddle-like steel wheels to replace the rear wheels proper and they gave unfailing traction to failures. The first car up was the "Tulip Rally" Ford Anglia of Jack Reece who showed just how easy these things are, storming up in delightful fashion, cousin Peter "remaining normally seated" in the back. Of the several failures Lister's was the most serious, a completely burnt-out clutch bringing compulsory retirement to his O.M. Cyril Bold (accompanied by AUTOSPORT's photographer Francis Penn), made a perfect climb.



THE "JEANS": (Above). Reg Holt (V-8) in trouble at "The Hairpins".

(Right). Cyril Bold (1,080 Bold), winner of the Jeans Gold Cup.

Doc Lilley driving with great dash threw mud in a manner only exceeded by Reg Holt—we thought he was attending an urgent case.

Conquering Hero was a section enjoyable by all, the only requirements for a "clean" being the ability to enjoy a bottle of beer, or coffee and sandwich thoughtfully provided by the club—a welcome and appreciated gesture.

The Hairpins, a timid uphill section, comprised a hairpin made more severe by the strategic placing of drums; touching them incurred a penalty of fifteen marks. Many wondered if it were possible to do it in one lock and it took some time before the possibility was proved by Geoff Holt, and later by Cyril Bold. This was a well-organized section and included a field telephone, the use of which avoided considerable delay. Tyrer's Terror was an unusual and exacting section; starting from line "A" in neutral, competitors rolled through an acute bend downhill to line "B" from where they were again timed to a stop between two lines 1 ft. apart. Many stopped inches past the line but some inadvertently stopped short and so failed. John Lilley was the only one to treat us to fireworks on this section, finishing in an exciting broadside. The finish was at the "Wynstay Arms" Hotel, Ruthin, where the results were rapidly worked out.

It can be truly said that the L.M.C. ran this event in a manner worthy of such an old established club. If they continue in this way they will go far towards re-establishing themselves as a leading club.



THE B.A.R.C. SCARBOROUGH WEEK-END

Jack Richmond (H.R.G.) Top in Tests

THE "Rally" which forms such an agreeable pipe-opener for this gathering is really a series of Driving Tests so arranged as to offer prospects of success to the most humdrum vehicles as well as to jet-propelled flat-irons. Briefly, the usual "cubic capacity" classes are disregarded and short- or long-wheelbase are the criteria, subdivided into "open" and "closed" carrosserie. Beyond these lies a class for "Special" and "High Performance" cars. The marking system is unusual too. The best performer in each class, in each test, receives maximum marks, say twelve. The second man gets one less. Number three two less, and so on in diminishing scale. Thus the driver who persistently shines in his class

ends up with a lot of marks. The scheme was so attractive that over eighty entries came in, varying from out-and-out specials to ancient family tourers. The day was fine, the organization went clickety-click in the hands of Mike Wilson and everybody had a lovely time.

By Test 1 Tom Hague was already in trouble with a temperamental clutch but Mrs. Hague in the blue Sprite carried the family flag with distinction through this, and the subsequent tests (with a nasty moment or so) to win the Ladies'

Prize. Phil Chapman meanwhile had the Mercury's gear lever "come orf in me 'and, Mum". He fitted an Elmo wrench, and pressed on.

Down on the Marine Drive the fun was fast and furious. In the garage business Cresswell's Hillman suffered unrewarded agonies and Mason's old Minor was very neat (in spite of valve-crash in reverse gear) until he forgot to stop. Senn, still with us from Switzerland, was outstandingly neat and fast but Jack Richmond had already begun to build up points being on the "leader board" in the first two items with times of 40.60 and 30.8. Howard's Morgan was notable at 25.15 secs. in Test 2, while Kingston Whittaker—the "Lakeland" winner—put up 23.10 in his Railton, among the "High Performance" cars.

Getting along to Test 3 "Accelera-
(continued overleaf)

News from the Clubs—continued

tion and Manoeuvring" we found Chapman ruling the roost at 17.8 secs., gear lever or no gear lever, and Richardson's H.R.F. was making itself felt at 19.4. By way of comparison Bolton's M.G. returned 20 secs. and Granger's Javelin careened mightily for a 21.2.

Crux of the whole thing and climax of the afternoon was the "Rallye Soleil" test, which beggars definition and unfortunately is not the sort of thing one can practise in the backyard so a lot of people went adrift in spite of explanatory diagrams. Senn was neat and fast again, but suffered uneven braking as in the Welsh Rally. Haigh's Citroen demonstrated f.w.d. effectiveness through the pylons but Pollard in another of the same was even better in 50.6 secs. Jack Richmond's H.R.G. came up strongly again with 49.8. The Hon. Gerald Lascelles was rocked in the cradle of—an Atlantic Convertible—but pressed through adroitly and with dispatch. Chapman seemed "fastest yet" but just tipped a pylon—maybe worth it at only 10 per cent. penalty. Howard's Morgan with aerial fully extended went like a bomb. Mrs. Hague did a front wheel slide into the timberware, but was quick. Turner's left-hand drive Astrova did a strange hop-skip-and-a-jump through the "narrows" but got there just the same.

So back to Scarborough's hosteleries for a pleasant evening while the toiling slide-rulers promulgated their findings, as under:

General Classification—1, J. M. Richmond (H.R.G.); 2, D. Howard (Morgan 4/4); 3, Ian Appleyard (Jaguar).

Class 1 (Short saloons)—1, P. R. Bolton (M.G.); 2, W. Grantham (Ford); 3, C. G. Heseltine (Vanguard).

Class II (Long saloons)—1, T. A. Smith (Javelin); 2, N. W. Granger (Javelin); 3, S. Pollard (Citroen).

Class III ("Short open")—1, P. W. Hutton (M.G.); 2, A. C. Westwood (Morgan); 3, H. J. Senn (M.G.).

Class IV ("Long open")—1, R. C. Wingfield (H.R.G.); 2, A. D. Bateman (H.R.G.); 3, C. G. Moore (Riley).

Class V ("Short specials")—D. G. Flather (Keystone); 2, B. A. R. Noble (B.N.); 3, A. M. Beardshaw (A.M.B.).

Class VI ("Long Specials")—1, J. P. Chapman (Mercury); 2, J. Kingston Whittaker (Railton); 3, R. M. Bateman (Ford).

Novice Award—R. Brierley (Vauxhall);
Lady's Award—Mrs. K. M. Hague (Riley).

Team Award—P. Bolton, R. C. Wingfield, J. P. Chapman.



JEANS: A make not often seen in trials, E. Lister's O.M. coming through the watersplash at Pig Pen, in the Liverpool M.C.'s "Jeans".

Cuth Harrison Wins Wilson Trophy

SUCCESSFUL CLIMAX TO SCARBOROUGH WEEK-END

THE Wilson Trophy Trial on 8th October attracted forty-four entries and promised a good day's sport. A look at the first section, The Shooting Gallery, confirmed the impression. The obstacle was a long, narrow pit with a short precipitous bank at the far end. There were two such, the second incorporating a patch of glutinous mud. Early numbers found it easier than those with higher numbers who arrived in a young flood. The second half caused the most trouble taking seventeen failures.

Then came Horrible Hollow—an incredibly slippery approach, a hairpin between narrow banks, then a dip and a scramble through jungle undergrowth. Alldred was the first arrival. With masterly co-ordination of throttle, steering and bounce he put one difficulty after another behind him to score the only clean climb we were to see for a long while. Raymond's elderly Ford coupé arrived looking very comfortable in a sudden downpour, but was too big for the job. Mike Beardshaw looked like succeeding and certainly got further than most. Cuthbert Harrison arrived at speed dodging the mud by only hitting it every few yards; he hurled himself through the narrows and, fighting every inch of the way disappeared through the jungle only to stop at the very end. Richardson, his schoolboy passenger bouncing for dear life was another stout trier.

Gordon Mosby promised well but stuck. Maurice Wilde, overdoing the power factor removed a lot of jungle. Oliver was notable for synchronized tooth clenching and bouncing with his passenger and made the hairpin all right, but then stopped.

Meanwhile, across the valley, Murk Side was taking heavy toll, only Mosby in a superbly judged effort

RESULTS

Wilson Trophy—T. C. Harrison (Harford).

Runner-up Award—G. P. Mosby (Ford).

Opposite Class—G. Wood (C.W.8).

1st Class Awards—A. Butler (Clegg), E. B. Wadsworth (Ford), A. D. Alldred (Ford), A. M. Beardshaw (A.M.B.).

2nd Class—C. Corbishley (C.C.S.), M. Wilde (Ford), A. Richardson (H.R.F.), J. G. Lester (Austin).

Team Prize—"Westriders" Harrison, Mosby, Wilde.

having defeated its slippery bank and artificial bends on wet grass, among the first twenty to make the attempt. Edgar Wadsworth, after a lot of engine howl, was seen from afar to emerge from the Hollow's Jungle, so he too must have got up. Cyril Corbishley came nearer to success than most, then Winder arrived quite gently and just motored himself up, but as ill-luck would have it he took the wrong side of a marker, a sudden burst of sunshine and a spectator combining to put him off the true course.

Cuthbert Harrison emerged a popular and worthy winner.

Scotland's First Road-Race Meeting

EXCELLENT RACING ON NEW WINFIELD CIRCUIT—DAVID MURRAY
BEATS REG PARNELL IN "GRAND PRIX"

FOR years Scotland's senior clubs have been searching for a circuit speed venue, but it has been left to three of the youngest bodies—Berwick and D. M.C., Lothian C.C. and the Hawick and Border C. and M.C.C.—to find such a place and thereat to stage Scotland's first G.P.

Their Winfield event was a closed invitation affair and nothing exceptional was expected in the way of entries or sceptorate. Word got round about it. Reg Parnell, David Murray, Gil Tyrer and W. E. Wilkinson announced their intention of competing and foreseeing a grand scrap, practically every race fan in the north possessing a suitable motor also decided to enter. When more than 15,000 enthusiasts braved a biting wind on Saturday, the officials were justifiably proud that they had at long last brought motor racing to Scotland.

Their efforts were rewarded by some titanic duelling in the various events.

Long after other races are forgotten those who were present will remember the terrific duel between Edinburgh's David Murray (Maserati) and Reg Parnell (Maserati) in the invitation G.P. Murray, Alex Reid (Omega) and John Brown (Healey) were Scotland's representatives against Parnell, Tyrer (BMW), W. E. Wilkinson (E.R.A.) and F. G. Curtis (Allard), representing the southerners.

From the fall of the flag it was a glorious scrap. Murray shot into the lead with Parnell half-a-length behind, Wilkinson next and Curtis leading Brown and Reid. Into Hilton Hairpin they disappeared, and on Copse Curve Parnell jockeyed nicely for Fishwick Corner, snatched the lead and gradually drew away from the green Maserati. At Horn-dean they emerged almost side by side but by the end of lap 1 Parnell was definitely a few yards in front.

Thereafter the tempo became increasingly furious, the two leaders widening their distance from the rest of the field. Then the trouble began. Tyrer withdrew after two miles, but

Reid still managed to keep ahead of Brown. At the 7th lap—mid-distance—the Healey passed the Omega which four miles later made a dive for the pits and retired.

Meanwhile Murray was slowly picking up seconds, and on the 13th lap was dicing neck-and-neck with Parnell, who at this moment had the ill-luck to seize his blower, although this contretemps did not appear to affect his tactics. With four miles to go, the Edinburgh man cheered Scottish hearts by taking the lead, finally receiving the chequered flag 3.7 secs. ahead of Parnell.

Let this article be concluded with a congratulatory message to those who worked so hard to put Winfield on the racing map. It's a grand circuit—more interesting than Silverstone, said Parnell—and the Border Boys, thus inspired, can make ambitious plans for 1951.

Complete provisional results were:

PROVISIONAL RESULTS

Racing Cars

Up to 500 c.c. (10 miles)—1, C. R. Hunter (497 J.P.), 2 mins. 43.5 secs., 68.8 m.p.h.; 2, D. P. B. Prosser (497 Cooper); 3, R. E. Leapingwell (497 Cooper).

Up to 1,100 c.c.—1, J. Brown (1,086 Riley), 9 mins. 5.1 secs., 66.0 m.p.h.; 2, R. E. Leapingwell (497 Cooper); 3, H. Simmonds (1,087 M.G.).

Up to 1,500 c.c. (10 miles)—1, R. Parnell (1,490 Maserati), 7 mins. 45.4 secs., 77.4 m.p.h.; 2, D. Murray (1,497 Maserati); 3, W. E. Wilkinson (1,496 E.R.A.).

Unlimited Capacity (10 miles)—1, W. E. Wilkinson (1,496 E.R.A.), 8 mins. 16 secs., 72.5 m.p.h.; 2, B. Dickson (2,443 Healey); 3, Ian Stewart (2,443 Healey).

Invitation Grand Prix (30 miles)—1, D. Murray (1,497 Maserati), 23 mins. 2.6 secs., 78 m.p.h.; 2, R. Parnell (1,490 Maserati); 3, J. Brown (2,443 Healey).

"Scottish Daily Mail" Prize for Fastest Lap (2 miles)—R. Parnell (1,490 Maserati), 1 min. 28.55 secs., 82 m.p.h.

Special Award for Fastest Sports Car—F. G. Curtis (4,375 Allard), 1 min. 38.6 secs., 73 m.p.h.

Vintage Cars—Pre-1931 (10 miles)—M. R. Chassells (4,320 Bentley), 9 mins. 53.8 secs., 60.7 m.p.h.; 2, W. P. S. Melville (4,250 Vauxhall); 3, D. Sillars (3,000 Bentley).

Sports Cars

Up to 1,200 c.c. Supercharged and 1,500 c.c. Unsupercharged (10 miles)—1, J. R. McBain (1,087 M.G.), 9 mins. 2.2 secs.,

66.4 m.p.h.; 2, T. B. D. Christie (1,496 H.R.G.); 3, A. M. Calder (1,089 Riley).

Up to 1,500 c.c. Supercharged and 2,500 c.c. Unsupercharged (10 miles)—1, G. Tyrer (1,996 BMW), 8 mins. 29.1 secs., 70.7 m.p.h.; 2, B. Dickson (2,443 Healey); 3, A. Reid (1,996 Omega).

Unlimited Capacity (10 miles)—1, G. Tyrer (1,996 BMW), 8 mins. 6.1 secs., 74.0 m.p.h.; 2, F. G. Curtis (4,375 Allard); 3, B. Dickson (2,443 Healey).

Up to 1,300 c.c. Unsupercharged (10 miles)—1, A. M. Calder (1,089 Riley), 9 mins. 36.6 secs., 62.5 m.p.h.; 2, A. Hutchison (1,250 M.G.); 3, M. Gillespie (1,250 M.G.).

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MICHAEL LAWSON TAKES "WROTHAM" "SEVEN-FIFTY" TRIAL

"SEVEN-FIFTY" CLUB member, Colin Schapman, who won the "Walshingham Cup" (opposite class) in Sunday's Kent trial felt especially pleased with himself at the end of the day's meeting.

The "Lotus Special" driven by M. H. Lawson of Kent Border Car Club to win the "Wrotham Cup" was built by Chapman and only recently exchanged hands. Colin drove an Austin 7.

Biggest obstacle for drivers was "The Horror", well named by the organizers, in which points were awarded for the "furthest up" climbs.

There were cheers for an unblown Austin 7 which stopped just in front of the end of the observed section. A special test was held on "The Hump" nearby in which competitors were timed on reversing.

PROVISIONAL RESULTS

"Wrotham Cup"—M. H. Lawson (1,172 Lotus Special), Kentish Border C.C.

"Walshingham Cup" (opposite class)—C. Chapman (747 Austin), Seven-Fifty M.C.

1st Class Awards—A. G. Imhof (1,172 Imhof Special S), N.W. London; A. E. A. Day (1,172 Dellow S), Kentish Border C.C.; R. W. Faulkner (4,000 Mercury), N.W. London.

2nd Class Awards—V. S. A. Biggs (1,172 Ford), Harrow; G. C. Harvey (1,172 Dellow), Maidstone and Mid Kent; J. C. Smith (1,172 Bartlett Special), Seven-Fifty M.C.

Team Prize—Imhof, Lawson and Faulkner (599½ out of possible 600 points).

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