

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

THE M.C.C. "EXETER"
Fully-Illustrated Report

SEASONAL SURVEY
1950 Formula 2 Racing

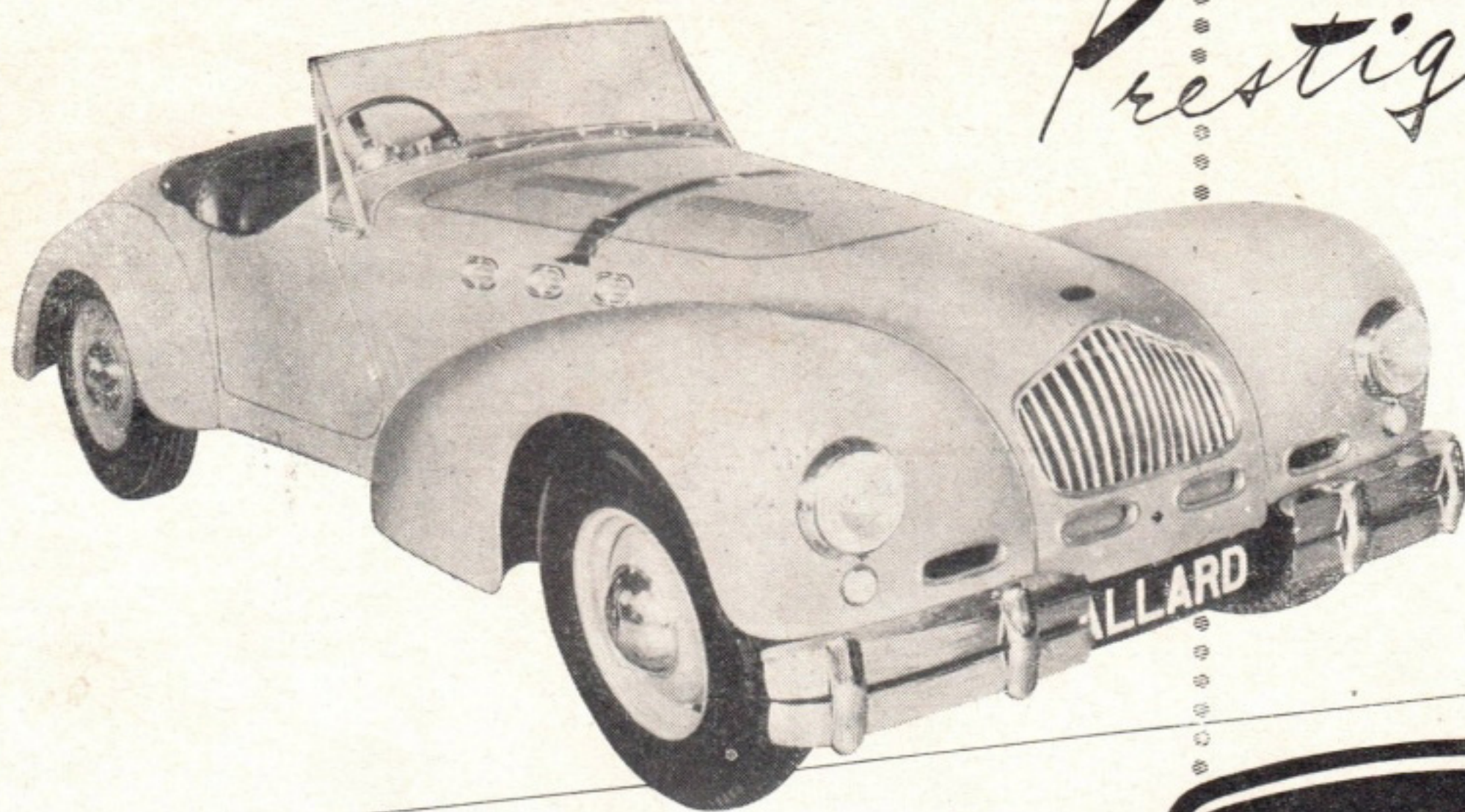
Case History of the
1½-litre G.P. DELAGE
by Norman Smith

John Bolster
Russell Lowry—Philip Smith

Vol. 2 No. 1

January 5, 1951





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BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

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Vol. 2 No. 1

January 5, 1951

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NOTICES

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EDITORIAL

MONTE CARLO Rally grumbles still continue. A prominent competition driver, who did not enter this year for business reasons, alleges that he has knowledge of at least half a dozen people who submitted entries and were accepted; at the time of acceptance they did not possess cars of the makes indicated on their entry forms. The implication is that these entrants traded on their past experience in order to obtain a car, realizing that competition for places would be so keen that any interested manufacturer would almost be forced to agree to requests for cars.

The R.A.C. has an unenviable and arduous task in selecting entries from the many hundreds of applicants. If the above allegations are well-founded, it might be a good thing to insist on full particulars (registration, chassis, engine nos., etc.) of the cars entered, being supplied on the original application forms. Switching of cars should be strictly forbidden. The vehicles shown on the forms must be the ones to be driven. We believe that this move would meet with the general approval of the majority of regular rally competitors who dislike the "wangling" which is the result of present-day, over-subscribed entry lists for important events.

* * *

IN the correspondence columns, Mr. P. A. Collins criticizes the British Hill-Climb Championship and gives it as his opinion that the series should be organized on a classes basis. Admittedly the present competition is tending to become uninteresting owing to the paucity of entries. This is no doubt explained by the system of marking which makes it almost imperative that the eventual winner must be capable of putting up best time of the day at each of the nominated events.

Mr. Collins's suggestion is well worth studying. However, AUTOSPORT feels that each year there should be one, and only one, British Hill-Climb Champion. A possible solution, and one that would certainly provoke a great number of entries, would be the adoption of a hill-climb formula, on the lines of the "Index of Performance" at Le Mans. Standard times could be set according to engine capacity, and marks awarded to drivers making the best improvement on these standard times. This would still produce the incentive to make best time of the day, in addition to promoting fierce "class" warfare.

OUR COVER PICTURE

STEAM UP: Tom Leigh "brews up" the V-8 recently acquired from Reg Holt, whilst Ken Bancroft wisely dashes for cover—a Lancashire and Cheshire C.C. Winter Trial episode.

Pit and Paddock

AUTOSPORT thanks readers for the many excellent Christmas cards received. Starting as a trickle around the middle of December, it reached avalanche proportions by Christmas Eve.

* * *

AT least three practically new "double-knocker" Nortons have mysteriously appeared not 100 miles away from Norwood.

* * *

RUMOUR:—that Leslie Wilson has quit secretaryship of M.A.C. FACT:—Russell Lowry is new General Secretary of M.G.C.C., in succession to John Thornley.

* * *

TALKING about "500" engines, reminds us that the book "500 c.c. Racing" credits Steve Lancefield with tuning Curly Dryden's Norton, when all the world knows that Francis Beart was the man responsible for urge-extraction.

* * *

COMMITTEE of the Bentley Drivers' Club has asked us to state that the B.D.C. has no connection with any other club or organization purporting to cater for Bentley owners, whether or not the name Bentley is incorporated in the title.

* * *

RUSSIA has definitely started motor racing. So far only events for nationals have been staged. Latest cars are the Svezda Salut "500", a beautiful Mercedes-like machine, and the fully-streamlined Pobeda. Recent class records claimed are the 50 kilos standing start at 128 k.p.h. in class J (350 c.c.), by P. Baranov in a special streamlined Svezda "Red Star".

* * *

TONY RUMFITT has acquired Doug Cotton's very successful Ford Ten-powered Cotton, for 1951 mud-plugging. Will the white Allard (ex-Imhof "Queen Mary") be finding a new garage?

* * *

RECEIVED one terse note reading as follows:—"Further to Messrs. Briscoe's and Vivian's letter re Kieft records in your issue of 22nd December, there is an old saying which goes thus: 'When in Paris, do as the Parisians do.' We were far too tired to drive." Yours faithfully (signed) Ken Gregory, Stirling Moss.

MONTE TRY-OUT: Several Monte Carlo Rally entrants used the M.C.C. "Exeter" as a rehearsal for all-night driving. Seen at the Virginia Water start were (l. to r.) Jack Reece, Ben Brown, Wally Waring and Peter Reece.

OUR Irish spy hints that Dr. Harry Tinsley of M.G. Special fame will shortly be seen at the wheel of an XK 120 Jaguar.

* * *

SEEMS that the Reece cousins are not the only Ford Anglia entrants in the Monte Carlo Rally. R. E. Stokes of Malvern is competing in one, with Bertie Bradnack as co-driver.

* * *

TYRE prices rose 20 per cent. as from 1st January. Further to add to a "Happy New Year", lubricating oil went up by 8d. a gallon.

* * *

CONFUSION between two Kens caused us to publish a picture in last week's issue of an impressive collection of silverware won by Ken Carter and his Cooper during 1950, and erroneously credit it to Ken Wharton. Apologies to both!

* * *

ARMSTRONG SIDDELEY, faced with further increases in wages and materials, regretfully announce that as from 1st January, a surcharge of £50 will be added to each model in the range. New prices (including surcharge and P.T.) are:—Lancaster and Witley, £1,336 0s. 6d.; Hurricane, £1,310 9s. 5d.; Limousine, £1,821 11s. 8d.

* * *

RIVERS FLETCHER has the impression that there is some clever publicity going on in connection with that well-known "howff" in Brick Street, W.1. In one of his Christmas crackers he found: "Always try to keep young, but a time comes when it is wrong to hang on to your youth. When? When he's at the steering wheel."





Simms Hill

An "Exeter" favourite which often blasts hopes of a Premier Award. C. Griffiths (1½-litre M.G.) was one of the many standard car drivers who took part in the event.

A Very Wet "Exeter"

52 DRIVERS CLAIM P.A.s IN M.C.C.'s REVIVAL OF PRE-WAR TYPE OF EVENT—WALLY WARING WINS "TRIPLE AWARD"—STONELANDS SCRUBBED

FRIDAY, 29th December was a red letter day for the Motor Cycling Club. For the first time in twelve years, the classic "London-Exeter" reverted to its traditional by night and by day status. As a result, a total entry of 256 was received, made up of 169 cars, 4 three-wheelers, 14 sidecars and 69 solo motor cycles. Starting points were London (Virginia Water), Plymouth and Stratford-on-Avon, competitors motoring to Exeter during the night, and then moving on to Bournemouth by a route which included Fingle Bridge, Stonelands, Simms, Higher Rill, Harcombe and Meehay as observed sections.

Amongst the four-wheelers were several interesting machines, ranging from veteran cyclecars to the latest lightweight sports car. R. L. Smith persuaded Tom Lush to passenger him in his 750 c.c. two-stroke New Carden, and N. Smith started off

adventurously from Virginia Water in a primitive Tamplin. The New Carden was seen in the Exeter area, but the belt-driven Tamplin apparently disappeared en route.

R. E. Hazeldine entered his dishpan-wheeled Hazelcar, and Eric Brandon was in the prototype Cooper-M.G. Amongst cars not normally seen in trials were XK 120 Jaguar, Silverstone Healey, Austin A90, Sunbeam-Talbot, Citroen and SM "1,500". A couple of Plus-Four Morgans made their debut in competitions.

The run to Exeter was "enlivened" on all three routes by the presence of patches of ice. It was bitterly cold, and the majority anticipated having to fight their way to Devon's capital in a blizzard. However it remained a clear, starry night. Smith's Tamplin coughed its way from the start for about 100 yards, and then halted for attention.

On arrival at Exeter, machines were "garaged" and the M.C.C. laid on a shuttle bus service to breakfast. One or two people naughtily used their cars to go to the hotels, and risked possible exclusion from the awards list. It was generally agreed that Exeter's best-known hotel could have charged rather less than the requested six bob a head for breakfast.

It was still dark when the two-wheeler brigade reached Fingle Bridge, but they had the advantage of tackling the first few sections in the dry. Stonelands, although not difficult, proved such a delay-provoking section, that it was later scrubbed, much to the chagrin of the folk who climbed it. Failures caused such lengthy hold-ups, that officials K. M. Roberts and A. J. M. Hodges wisely cut it out before the queue of waiting vehicles reached prodigious proportions.

Simms Tricky

Simms was in peculiar mood. After many two-wheelers had ascended with little apparent effort, the tractor crew anticipated an easy day. Basil de Mattos, of Cromard Special fame, on a B.S.A. Bantam was seen to give an occasional dab with his boot, whilst Shelsley record-holder George Brown surprisingly came to rest with his big-twin Vincent sidecar outfit.

The first two cars, E. D. Scobey's H.R.G. and David Bollom's Dellow romped up, but thereafter there was a quite unlooked-for succession of failures. Rain, which had been merely threatening, began to come down in earnest, making the start extremely slippery.

C. Oldbury (Sunbeam-Talbot) was the first four-wheeler failure, and F. W. Scott had two attempts with his blown PB Midget but also required assistance from the tractor.



PLUS FOUR: Peter Morgan, and energetic passenger, rounding the bottom bend at Simms with the new Vanguard-powered Morgan Plus Four.

H. Perring (Vauxhall Velox) stopped a few feet from the top after a particularly fine effort. V. W. Maitland's white XK 120 Jaguar ceased forward motion low down, the driver optimistically trying it in "second". M. V. Foy's aged Austin Twelve saloon rather shamed many of the moderns by getting up higher than most.

The tractor was now working overtime. S. G. Harding (M.G.), R. D. A. Howell (H.R.G.), C. Griffiths (M.G. saloon), M. K. Roberts (Austin A90) and H. J. Saunders (Vanguard) all stopped. Failures began to be so frequent as to become monotonous



HIGHER RILL (above). A. P. Warren (1 1/2-litre Riley) romps up at speed.



HOME-BUILT (Left). R. E. Hazeldine's Ford Eight-powered Hazelcar at Virginia Water starting point.

failures, and halted almost within a car's length of "observed section ends". Peter Scott's red H.R.G. streaked up with a delightful snarl from its exhaust.

Continuous torrential rain helped to wash away much of the slippery stuff, and later numbers were, on the whole, much more successful. Higher Rill, expected to cause trouble, was, in point of fact, scarcely worth the bother of observing it. The Smith New Carden made several vain efforts to rush the lane leading to the hill: as a matter of interest, the

(continued overleaf)

Then "Jack" Frost (1,172 A.F.S.) showed how the modern trials car can hill-storm, with an immaculate ascent. Horace Roberts (Allard) shot up confidently but spun to a standstill a few feet from the top. R. E. Lloyd made a magnificent effort with a Standard Eight tourer and almost succeeded, but probably the best climb of the day was that of H. R. Jesty, who went up non-stop on a Hillman Minx saloon.

A. L. Chard (blown Ford) dived up with much tail-swinging, Assheton-Salton's Silverstone Healey didn't progress far, and neither did G. A. Lewis's outside-exhaust-equipped Allard tourer. Jim Goodall stopped near the summit with his two-seater Plus Four Morgan, but Peter Morgan's coupé model sailed up effortlessly. Miss H. M. Holden had bad luck not to end a row of TC Midget



SPECIAL: J. Tucker-Peake gets ready to start from Virginia Water in his Ford Ten Special. He was one of the 52 P.A. claimants.

A Very Wet "Exeter"—continued

approaches were far trickier than the section itself.

Harcombe had a stop-and-restart test, mainly of interest to the members of the various teams as the aggregates were to be used to decide the award in case of two or more teams finishing each with three P.A.s. The last hill was Meerhay which didn't cause much in the way of failures, but added to the general dampness.

Twenty-six Retirements

Competitors signed off at the Grand Hotel, Bournemouth, and not long after the last car had clocked in, Jackie Masters was able to announce that fifty-two car people had claimed P.A.s, and that twenty-six had failed to arrive at the finish.

At the time of going to press, the team award appeared to be between No. 10, comprising Hugh Leigh (Frazer-Nash), Graham Grindall (Dellow) and F. E. Wall (Dellow), and No. 18 (Graham Wills, B. H. Dees and D. H. Sleep—all in Dells). Wally Waring (Dellow) had the satisfaction of being able to claim a Triple Award for P.A.s in the "Land's End", "Buxton" and "Exeter".

PREMIER AWARD CLAIMANTS

E. D. Scobey (H.R.G.), D. Bolloom (Dellow), A. L. Chard (Ford S), J. H. Radbourne (M.G.), P. Scott (H.R.G.), P. H. G. Morgan (Plus Four Morgan), C. J. McCann (Morgan), J. V. S. Brown (H.R.G.), Hugh Leigh (Frazer-Nash), Graham Grindall (Dellow), F. E. Wall (Dellow), C. P. Nicholls (Dellow), H. R. Jesty (Hillman Minx), A. E. Frost (A.F.S.), M. J. Hawtin (Dellow), H. H. Alderton (Maythorpe), E. W. H. Brookes (E.R.P.), C. F. Crossby (Vauxhall S), G. L. Hancock (Dellow), H. B. G. Epps (H.R.G.), D. S. Price (Dellow), Dan Clare (Clayton), H. W. Inderwick (Batten V-8), W. F. Mead (Allard S), Ben Brown (Dellow S), B. G. Clark (Dellow), W. A. Walters (F-N-BMW), J. H. Barrow (Vauxhall), J. H. H. Barrow (Vauxhall Spec.), J. Tucker-Peake (Ford), A. C. Paston-Cooper (Allard), A. J. Hughes (Austin Seven), C. R. L. Nicholl (Ford), E. G. Smith (A.R.M.), Ken Burgess (Burgess-Allard), Wally Waring (Dellow), Jack Reece (Ford Anglia), B. B. Davies (Lea-Francis), A. L. S. Denyer (Lea-Francis), G. E. Samson (M.G.), C. Gardner (Allard), A. G. Wills (Dellow), B. H. Dees (Dellow), D. H. Sleep (Dellow), G. P. Griffith (M.G.), J. A. Hebdon (Austin Eight), A. E. Day (Dellow), R. A. Hellyar (Singer), Mrs. Nancy Mitchell (H.R.G.), M. C. Parrott (Buckler), Eric Brandon (Cooper-M.G.).

On the whole, these long-distance M.C.C. events are popular with entrants who do not normally enter for trials. There is a certain air of adventure in all-night competitive driving which makes a definite appeal to owners who can rarely take time off to compete except during holidays.

The M.C.C. trials are often decried by the regular mud-pluggers, but an entry of 171 cars and three-wheelers speaks for itself. The latter were represented by Lewis Jones (Reliant), A. J. O'Shea (Morgan), F. L. Willis (Morgan) and that ever-present enthusiast W. E. Wonnacott who had the satisfaction of being able to claim a "second" with his Morgan-Matchless.

* * *

V.C.C. BOXING DAY PARTY

ON Boxing Day, the Veteran Car Club thought it would be a good idea to blow away the Christmas cobwebs, so they organized a Rally to the White Hart Hotel, Sonning. There were twenty-one entries (thirteen Veterans and eight Edwardians) of which eighteen reached their destination.

To add a little competition to the event, a formula was evolved which took into account the age of the car, the age of the driver, and the mileage covered. T. J. Boughton (1912 Renault) was the lucky man, and was presented with a free lunch for four, with champagne, by mine host of the White Hart, Mr. Shepherd. A convivial gathering of some seventy or eighty enjoyed an excellent lunch, and all voted it was one of the very best parties.



ROPE'S READY: The tractor crew on Simms had a busy day. Here is V. W. M. Maitland's XK 120 Jaguar about to receive assistance. This was the first appearance of an XK 120 in a trial.

PADDY'S BRAE: D. G. Johnston (TD Midget) about to come to rest during the Ulster A.C.'s Boxing Day Trial.

TWENTY-NINE stalwarts turned up at the Red Hall, Ballycarry, on Boxing Day to battle their way through the popular Ulster Automobile Club's "annual", first in the series for the 1951 Victor Ferguson Trophy. A coating of white frost and an occasional cow on the roads helped to make things exciting, while the low winter sun added glare to the other obstacles, but everyone seemed to be feeling festive. There must be many Ulster husbands kept on the straight and narrow each Christmas by the thought of this event next day!

Only Two Succeed on Paddy's Brae

Competitors were timed to the first control, then despatched via a dyed route to Paddy's Brae, a mixture of mud and bumps which defeated the entire field with the exception of W. T. Todd (Humber Sp.) and C. E. Robb (H.R.G.). Another twelve miles of road brought the boys to Cairncastle, where they sprinted up a hill, switching off and getting into neu-



The Ulster Boxing Day Trial

W. T. TODD REPEATS LAST YEAR'S VICTORY

tral to coast over a line, coming to rest without using brakes, then coasting backwards over the first line, braking, and driving up over the second line again. The whole operation was timed, and an observer accompanied each competitor to keep an eye on his right foot. Many made the discovery that coasting backwards on an icy road can be perturbeworthy, and the best time of 36½ secs., by W. B. Groves (M.G.) was an excellent effort.

A granite-surfaced switchback led back to the main road and thence to the third control, where another spot of reversing was also enlivened by the icy surface, a good deal of rubber being left on the road at this point. W. T. Todd again put up the best performance with 33 secs., although only ½ sec. better than the next man.

The second observed section,

Gortcarney Hill, is one which has not been used by the club since before the war, and seems worth including, although not such a stopper as the Brae. The surface is mainly stony, but a soft patch cunningly placed just after a slow hairpin trapped almost half the field.

Robb Bogs Down

From Gortcarney the drivers crossed a series of exceedingly muddy paths and fields, in one of which C. E. Robb had the misfortune to become thoroughly bogged down in trying to avoid a load of stones dropped by a preceding tractor. It is worthy of note that his remarks on the mishap were clearly heard by a marshal a quarter of a mile away! However, he eventually reached the main road again, which led back to the first control for a second attempt

at Paddy's Brae. W. R. Todd again made a clean climb, but Robb lost a cylinder halfway up. The rest of the competitors all failed again, with one notable exception—W. W. Henderson in his little Austin 7 Beechwaggon!

Thus an excellent day's sport came to an end, the only unfortunates being A. M. Johnston, whose Singer lost its clutch on its first attempt at the Brae, and C. E. J. Atkinson, who retired early with a blown gasket in his Ford Special. Results were announced the following evening at the Christmas Party.

Best Performance—W. T. Todd (Humber Sp.).

Second Best Performance—C. F. C. Lindsay (Ford Sp.).

Best Novice—E. T. McMillen (M.G.).

Best Closed—R. G. McBurney (Singer).



*Another Ulster A.C. Boxing Day Trial shot:
C. W. Eyre-Maunsell (Hillman Minx)
rounds the hairpin on Gortcarney Hill.*

ready to slip the clutch in when the tail started to slide round. The only really clean and controlled descent, made in the centre of the lane, was by two young ladies in an open Morris Minor who were not competitors but merely following the trial round!

The trial was of interest to English competition drivers by virtue of the fact that a premium was placed on driving skill rather than on the type of car. It attracted a number of well-known Irish car and motor cycle competition drivers, and a study of the entry list discloses the fact that, although the six best

Icecapades in Eire

DELLOW WINS IRISH MOTOR RACING CLUB'S EVENT RUN
UNDER ARCTIC CONDITIONS

THIRTY entries were received for the Irish Motor Racing Club's Boxing Day trial which was run under conditions of severe frost and ice, with quantities of snow on the hills. The premier award was won by T. Ohle driving an unsupercharged Dellow assembled in Ireland by himself. The start and finish were at the Jobstown Inn, Jobstown. The course was approximately 14 miles in length and two complete circuits were made over the same route which included three observed sections and four special tests. These were changed on the second circuit and a check was made at the end of the first circuit at the Jobstown Inn. A final check was also to be made there at the finish but this had to be discarded as the time allowed for each circuit (42 mins. including tests) was considerably exceeded by all competitors due to the icy conditions. Great excitement was occasioned on the very steep, twisty and narrow lane down Killinardin Moor upon which was held the last test—a braking test on ice!

After the first circuit had been completed the ice on Killinardin became really treacherous and this was not realized until several cars had spun round and round out of control and on the most twisty section, out of sight of the marshals

running the test. Their first warning was the sight of two cars, M. P. Cahill's "Iona Special" and W. Fitzsimmons's Ford 10 special, apparently chasing each other downhill and skidding from bank to bank on the ice. When finally these two were righted it was found to be so slippery that the drivers could not even hold their cars steady on the starting line. The test was accordingly abandoned, but not before two M.G. drivers contrived a definite stop between the two red lines marked on the snow and ice by dexterously sliding their cars into the bank at this point!

By this time chaos reigned higher up in the lane. Bigger's Ford Anglia Saloon had spun out of control and run into the back of a Hillman Minx, fortunately with no more serious results than two crumpled mudguards, a Ford Prefect Saloon had become wedged across the lane after it had spun round several times and narrowly missed turning over, while several cars had to be bounced out of small gulleys into which they slid. It took approximately 15 mins. each for the remaining cars to negotiate safely this short stretch of about 150 yds., most drivers descending with near-side wheels running through the bushes and reverse gear engaged

RESULTS

Premier Award—T. Ohle (Dellow).

1st Class Awards—N. McGuire (M.G. TC), M. P. Cahill (Iona Special), R. Le Fanu (M.G. TD), J. Preston (M.G. TC), D. Calley (Fraser-Nash).

competitors were driving sports cars, many perfectly standard saloons were entered and performed creditably without being called upon to do anything in the nature of "chassis breaking". Notable amongst them was F. Bigger's Ford Anglia, a Ford Prefect, a Hillman Minx and E. Gill's Morris Oxford. Also in the field were two "Brooklands" type Rileys and an ancient "Ulster" Austin 7. * * * H.A.O'B.

DID YOU GET THEM?

ANSWERS to SILHOUETTE SPOTTING AND HOGMANAY QUIZ

(1) Lago-Talbot; (2) V-12 Delahaye, nicknamed "Gas Works"; (3) TC M.G. Midget; (4) Streamlined Adler saloon.

(a) Eric Brandon (Cooper) at Gransden Lodge; (b) Basil Davenport (G.N. Spider); (c) Triumph Twin; (d) Riley, Autovia and Standard; (e) Excessive deposition of mud on public highways by cars leaving non-metalled surfaces; (f) Gil Tyrer (Brescia-BMW); (g) Morris, Lea-Francis, Singer, Rover, Humber, Hillman, Jaguar (sidecars); (h) Twin-o.h.c. Anzani; (i) J.A.P., Blackburn, M.A.G., Anzani and Precision; (j) Gush and Windsor-Richards Vitesse, at Brooklands; (k) George Duller.

The name of the sender of the first correct solution opened will be announced in next week's issue.

The Overhead Camshaft M.G.s

Their Overhaul, Maintenance and Tuning

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

WHEN reassembling the unit, make sure that the screws securing the contact-breaker baseplate to the main body are correctly fitted with spring washers, as they form an earth connection to the body, and must go home adequately tight. When tightening up the adjustable contact after finally setting the gap, do not overdo things; the point will not slacken off if normal effort with the small spanner is used.

If the high-tension wiring is of the original type, it will repay renewal with one of the modern classes of cable, which embody many improvements in insulation and are impervious to oil and heat. The fitting of the H.T. cables into the distributor demands some care to ensure that full contact is made with the metal electrode, and that the cable is absolutely secure so that it will withstand unintentional pulls during a hectic plug change! It is frequently found that moisture lodges in these terminals, creeping down between the bakelite union nut and the cable, and causing corrosion. To combat this, it is a good idea to run some jointing compound or shellac varnish between the cable and the union nut after tightening the latter.

Having dealt with the various assemblies as previously described, it is almost time to get down to the job of reassembly of the engine. Before doing this, it is necessary to mention one or two miscellaneous items which may warrant attention, and which might as well be dealt with during a major operation of this nature. The first concerns the flywheel. If the starter gear-ring teeth show signs of wear on the engaging edges, it may be advisable to have them built up and re-cut, or otherwise renovated. If, however, only a degree of raggedness is present, this can be removed with a carborundum stone. These gear teeth last a very long time, and there is no need to worry about a moderate amount of wear on the edges so long as there are no teeth actually broken or badly chipped.

Water Jacket Cover Plates

Another item concerns the water-jacket cover plates on the near-side of the engine block. These are of sheet steel, and are subject to corrosion by water action, eventually developing holes right through. This particularly applies to the plate having the water inlet pipe attached thereto. New plates are easily manufactured either of sheet steel or alloy. The maker's plates are dished and flanged at the edges for strength, and are of fairly light-gauge metal. If replacements are made in the home workshop, perfectly flat material will do, but in view of the absence of a flanged edge, the thickness should be sufficient to ensure freedom from distortion. About $\frac{1}{8}$ in. in the case of steel, and $\frac{1}{4}$ in. for aluminium alloy, will be all right. When fitting the plates, use a thin Hallite packing (or similar) plus jointing compound, and

tighten the set-screws up firmly but not so heartily as to distort the plate, particularly if alloy is used. Reassembly of the crankshaft is a perfectly straightforward matter. Before finally assembling the centre bearing block thereon, give all the crankshaft oilways a final squirt through with petrol. The same applies to the oilways in the bearing. Having fitted the centre bearing to the shaft, the assembly can be positioned in the crankcase, with the centre housing in its circular register.

Making Paper Jointing Washers

In case of difficulty in obtaining packing washers for the joints between the crankcase and the front and rear housings, these can be made from good quality paper; excellent for this purpose is white drawing paper as used in engineering drawing offices. The washers should be carefully cut. The practice of "tapping" them out with a hammer against the edges of the machined flanges is not to be recommended as it may lead to damage to the flanges.

The front and rear housings are positioned with the packing washers between the flanges, a thin coating of jointing compound being used to ensure an oil-tight joint. Bolt up the flanges with even pressure, and finally replace the long bolts which retain the centre bearing, using new tab washers to lock them in position. Test the shaft for free rotation, with just a shade of end-play. This latter is governed by the centre bearing, and obviously if bearing renovation has been carried out in the approved manner, the end-play will be "just so". Finally, give the oilways another squirt through for luck.

When keying up the drive gears at the crankshaft nose, have a good look at the keys. These should fit really well. This does not imply excessive tightness, which will merely make the parts difficult to assemble. A good fit means that the key should contact the keyway on all sides, not just on the top. If any of the keys do not meet this condition, make new ones of good quality key-steel.

Fitting the Flywheel Flange

At the other end of the crankshaft is the most important key in the whole engine, that securing the flywheel flange. Really accurate fitting here is time well spent. First of all, check the fit of the tapers on shaft and flange boss. If they do not mate perfectly, grind them in with fine grinding paste, applying moderate pressure and taking time over the job. This will ensure a perfect fit. Then fit the key. When finally assembling the flange on the shaft, there is no need for fancy methods, or brute force. Tighten the large crankshaft nut as tightly as possible with the outsize spanner used for removing same. Then obtain a short piece of stout tubing large enough to fit over the nut, and to abut against the flange

(continued overleaf)

face. Hold this against the flange, and give it a hearty blow with a block of wood—just one good wallop. Tighten the nut again. Repeat the process until it is impossible to tighten the nut any more, and there will be no trouble with the flange shifting.

The secret of carrying out the above operation is to do it methodically. It is much easier to write about than to do, as it must be remembered that after each blow, the tube has to be removed, the box spanner inserted, and the tightening-up process carried out. There is naturally a temptation to give the tube several outsize blows while it is in position. Such action will lead to trouble, as there is quite a possibility that some distortion will occur either of the shaft or housing. Therefore, tighten after each single blow, and strike the blows squarely and with moderate force.

Bolting on the Flywheel

Fitting the flywheel to its flange does not present any particular snags. The bolts must be a good fit, and new ones must be used if there is any doubt. Wash the centre ball bearing in petrol and re-pack with high-melting-point grease before reinserting it in its housing, which is clamped under the flywheel retaining nuts. Tighten the nuts evenly and very firmly. If the split-pins will not register, grind the nuts until equal pressure is obtained—don't slacken the nut to bring the holes into line, likewise don't over-tighten with the same object. Cut off the split pins to the correct length, and bend the legs at right-angles. There is no point in having the pins over-long and drawing the legs all over the nuts.

(To be continued)



RUSSELL LOWRY'S

NORTHERN LIGHTS

WALES—FOG AND ICE—WINTER EQUIPMENT—QUALITY—HOW LONG TO BUILD A SPECIAL?—AVERAGE SPEED COMPUTOR

"NORTHERN LIGHTS" has spent most of Christmas and the New Year firmly dug in on prepared positions in the Welsh mountains. The frigidity of the outside world was only exceeded by the warmth of the internal reception. Indeed, the more I see of big towns and hotels with as many stars as General Eisenhower, the more I appreciate those little places where food is food and breakfast is ham and eggs. One of the extraordinary features about the wilder parts of the country has always been the performance obtained by the locals from motor cars so dilapidated that one would hardly expect them to go at all. These days, most of the farmers have a sleek modern saloon tucked away for ceremonial uses, but for their everyday occasions, they still use the traditional battered Austin 10s, Morrisies and Standards. Some of the roads they use would be found quite suitable in sporting trials, and indeed, would be likely to bring complaints about "chassis-breaking stuff" from some of the standard car exponents.

* * *

THE recent hard weather has brought out many good stories, some of which are armed with a moral, as, for instance, Denis Flather's experience while battling down a dual carriageway at a rapid 20 m.p.h. in thick fog. Suddenly, to his astonishment, he found a pair of glaring headlights bearing down upon him. Swinging off the road, he pulled up and made (fairly) polite inquiry as to the other driver's idea in thus proceeding down the wrong side of a dual road. The offending lorry driver was equally astonished, and had no idea where he was. The moral would seem to be that single line traffic isn't always!

During the freeze up, Don Parker (Northern Don,

not "500" Don), coming to a certain bend which he knew well, thought he'd try it at 40 m.p.h. It went nicely. Next day, he thought he'd try it at 45. It went nicely again. The third time, 50 was attempted. To cut a long story short, that corner definitely cannot be taken at 50 m.p.h. on ice. Message ends.

* * *

ROAD conditions in the Welsh mountains over Christmas varied almost as widely as the skill of drivers using them, and demonstrated pretty clearly the difficulty which must face the motoring associations in composing their road bulletins. Between Capel Curig and Mold, there were surfaces varying from white glass to mere muddy gravel, and it could be quickly gathered in conversation that some motorists, the European Rally types, hailed this sort of driving with a whoop of joy, while others were reduced to jibbering bags of nerves. What advice could be given in such circumstances, unless every inquirer filled up a detailed form and then went through a medical examination? A number of impromptu gaps in hedges demonstrated that some drivers had been proceeding with greater confidence than was justified, while others fumbled along at speeds which made them easy victims to wheelspin on any up-gradient. At all times, the presence of a nice fat bag of chains under the front seat gave a feeling of great reassurance, and I cannot understand why people who are going into difficult country in the middle of winter don't make this provision before they start.

My own chief conviction, after recent experiences, arises from the filthy state of the roads when a thaw sets in, and the infinite desirability in such conditions of those devices which direct a cleansing spray on to the wind-

screen and enable the wiper to get down to its work properly. I don't know whether windscreen smear has suddenly become much more prevalent, but I certainly don't remember it being so acute a problem in days gone by. Several recent journeys of 100-150 miles have been made in misery from this cause, and I would gladly have exchanged several useless standard fittings for an efficient windscreen spray. The clock seems to me to be the first thing that might disappear. I have only known one car clock that ever worked, and it was made twenty years ago.

* * *

TALKING of the things of twenty years ago, I was recently looking at a 1931 Rolls-Royce which had been brought into my habitual garage for overhaul, after an unknown number of miles entirely without service or even reasonable maintenance. The valves had been removed from the Rolls engine and showed a maximum wear on the stems of one half of one thousandth of an inch (I put it like that because it conveys more than a row of noughts and a five). Truly one got what one paid for in those days.

* * *

JUST how long does a special take to build? The Fairley of Reg Phillips uses the 60 b.h.p. Jupiter engine, and his particular car took almost exactly twelve weeks to



JACKIE MASTERS reads the inscription on the silver salver presented to him by the M.C.C. Committee as a token of their affection and esteem on the occasion of his completing 25 years as Secretary.

build. The much-maligned Hunt Special (Hunt went to Australia, by the way) was a saloon car on a certain Tuesday, and appeared in the Jeans on the Sunday of that week, in all its nakedness.

At the other end of the scale, we find a stout-hearted mechanic who is building a trials special from a James three-wheeler van, and using the twin-cylinder side-valve engine. (And please, he says he thought of this a long time before Onslow-Bartlett's effort.) Said mechanic has taken away the one front wheel, flattened the frame and mounted a Ford front end. The whole job will take spare time for an estimated twelve months.

* * *

PHIL CHAPMAN's Mercury Special (pictured on page 390 of No. 13 issue) a Triumph-framed machine which performed well in sports car events in the 1950 season, will be finding a new home. Phil is building something else, also Mercury-based it is understood, but of increased potency.

* * *

THE Northern Office of AUTOSPORT has, in recent weeks, found great practical use and much entertainment in the Blackwell Average Speed Calculator, which has recently been provisionally patented by H. A. Babington Blackwell of Liverpool. The instrument is of the dial type and is reminiscent of those used by R.A.F. navigators during the war. Even the most unmathematical user can take off quick calculations of miles, minutes and average speed, and the answers to those ticklish questions which arise when a schedule run has been disturbed by delay, and some horrible number of miles remains to be done in an indivisible number of minutes, come out quite automatically. One remembers vaguely that in the past there have been costly, complicated instruments for indicating average speed, but this one is so simple that it would be difficult not to wonder why the thing had not been done before. It will certainly be found of great value to rally drivers in everything from the smallest to the largest type of event. Another unexpected and simple advantage is that the device is transparent and so can easily be read at night holding it against a dash lamp. The calculator is made by Blackwell's Metallurgical Works Limited, Thermo Metal House, Garston, Liverpool, 19, and the price, we understand, is half a guinea.

* * *

MY international spy system reports that at least two hills have been discovered in the Midlands area of such steepness that they will turn even the most Special-mounted Trials Champions, Gold Star winners, and other title holders apex over base. It is said that only people in this category will get to the steepest part, all others remaining on the lower reaches with smoking back tyres. This is all very fine, but lines up painfully accurately with my recent note about dangerous sections. For goodness sake, let's keep our sense of proportion, or before very long, somebody is going to get seriously hurt. I hasten to add that I have not seen the hills in question, and my plea, therefore, is on principle only.



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.

* * *

More on Chain Drive

I AM afraid that Lt.-Col. Archdale has again misunderstood me, and first of all I would like to make it perfectly clear that I have not "admitted" anything, and still stand by every word of my original article. He doubts the torque effect on the Panhard, which, as I explained, winds the car round the countershaft and makes the back sit down. This effect takes place before the vehicle moves off, and so is not due to weight transfer or acceleration. In fact, by letting the clutch in only momentarily, it is possible to tuck the tail down without the car moving forward at all. I have another old car with shaft drive, which flings its rear end high in the air under similar conditions, for reasons which I stated in a previous communication.

Lt.-Col. Archdale is entirely wrong in suggesting that the chain-driven car has superior acceleration, for it has all the transmission losses of the conventional machine in addition to those that occur in the chain drive. Obviously, to improve the acceleration would require chains with an efficiency exceeding 100 per cent., which would immediately make perpetual motion a *fait accompli*. (I assume he was still referring to the old side-chain layout?)

Perhaps the easiest way of concluding the matter is to set a little exercise on elementary motoring.

1. It is an established fact, well recorded in the literature of the period, that Mercedes had to drop chain drive in favour of the live-axle for reasons of road-holding. Can you give any other reason than the explanation in my article?

2. A number of five-hundreds have been built with chain drive to a solid axle, but in no case has their road-holding compared with those cars which have the sprocket bearings mounted on the chassis, and articulated shafts driving the wheels. Why is this?

In conclusion, I would like to thank all those kind readers who sent me cards and letters at Christmas. It was most unexpected, and is just another proof what grand people motoring enthusiasts are.

JOHN BOLSTER.

GOOSE FARM, NR. WROTHAM.

* * *

IN an attempt to investigate the latest assertions of Lt.-Col. Archdale on this subject, I borrowed a pedal cycle, inverted it, and twirled the pedals madly by hand; I found that, while the rear wheel was being accelerated, there was a distinct tendency for the whole bicycle to rotate in the same direction, in defiance of the theorem of dynamics, as he has stated it.

If one considers the torque applied to the bicycle pedals to be replaced by that applied to a countershaft by the driving pinion, and

the bicycle frame to be replaced by the radius rods of the car, it does not appear to be unreasonable to expect the rear wheels to tend to rise on acceleration, particularly if wheelspin should occur. Furthermore, if a three-speed bicycle is used it is simple to demonstrate that this tendency is increased by raising the gear ratio between countershaft and wheels.

WILLIAM WARHAM.

TWICKENHAM, MIDDX.

* * *

He Deserved to Win

IN the interests of accuracy may I point out that Caracciola won the 1929 T.T. driving a 38/250 model SS Mercedes-Benz—not an SSK.

This was the identical car which up to recent times was owned by Adrian Conan Doyle, registration mark UW 302. I hear it has now gone to the U.S.A., dress order—black armbands!

Caracciola's feat is all the more meritorious in considering that the SS with its long chassis is quite a handful on corners under normal touring conditions, the SSK (short chassis) was designed specifically for fast cornering—later!

R. H. JOHNSON.

LIMPLEY STOKE, NR. BATH.

(Our apologies—it was an editorial slip and not author Norman Smith's—Ed.)

* * *

The R.A.C. "Diff-Tester"

As the R.A.C. Scrutineer responsible for all even numbered competitors and for all competitors' differential testing at the R.A.C. Trials Championship I feel that I should correct a misstatement which appears in your report of that event.

You state that the "diff. test" apparatus was borrowed from T. C. Harrison, whereas the device used was made to a design and pattern devised by me and very kindly made by Mr. Murray Austin.

In addition I think that no similar device incorporated the method of progressive braking available, which is capable of showing up a limited slip diff.—an advantage not applicable to other devices at present in use.

A. ST. J. MITCHELL.

SUTTON COLDFIELD.

(We merely drew attention to the fact that the R.A.C. had borrowed Cuth Harrison's roller scheme, and did not imply that it was his apparatus.—Ed.)

* * *

P.A. Equipment at Trials

LIKE your correspondent Mr. J. S. Jenkins I had not intended to encroach further upon your valuable space on this subject, but as Mr. Jenkins has now had a further say I must do so also if only to ensure him that I do not intentionally bombard spectators with clods of earth, etc.!

Whilst Mr. Jenkins has Editorial support in favour of encouraging spectators, no one has come forward to say that they actually like to have loudspeakers at the start of trials.

As to "nauseating" this may appear a little strong; I see it defined as "affecting with disgust" and frankly that is exactly how I felt on the morning in question, and although I did not wish to hurt the feelings of the very enthusiastic club member concerned, surely if he sets himself up in such a public capacity he cannot be considered outside personal criticism.

Yes, I was nauseated all right, and would much prefer the quiet dignity and friendly informality of the trials of twenty years ago to the artificially inspired *bonhomie* that the loudspeaker attempts to produce.

However, this is the season of goodwill and as I have since met Mr. Jenkins and believe also I am now actually a member of the Sheffield and Hallamshire Club, I can assure him that no hard feelings exist, and I would like, in conclusion, to reciprocate Mr. Jenkins' New Year Greetings and to extend these to include not only all spectators but amateur sporting commentators as well.

W. L. T. WINDER.

GUISELEY, YORKS.

British Hill Climb Championship

IN your issue of 22nd December you have a paragraph on British Trials Drivers' Championships, and a reference is made that it is proposed to have a Rally Championship.

Firstly, however, I feel that alteration is needed to the British Hill Climb Championship arrangements. This, I consider, should be held in capacity classes from 500 c.c. upwards. Not only would it encourage more entries for National Hill Climbs, but also show the general public the cars giving the best performances in their respective classes. As it is at the moment, only some six or seven cars compete annually for the British Hill Climb Championship, and it is fast becoming an uninteresting event, whereas if it were for class championship you would get fifty to sixty entries.

P. A. COLLINS.

SHATTERFORD GRANGE, NEAR BEWDLEY.

A 200 Miles Race for "500s"

I HAVE taken a great interest in the recent article on the prospect of holding Formula III races of two hundred miles or more.

It is essential that Britain, as the pioneer of this Formula, should not rest on her laurels and be content to manufacture racing cars using as the basis the Fiat "500" chassis and suspension designed fifteen to twenty years ago.

Mr. Ken Carter, who has been the most successful British Formula III driver abroad this year, mentioned the fiasco usually associated with races of sixty to eighty miles, which, in my opinion, is attributable to the following—

The power unit around which a chassis can best be designed is the J.A.P. Speedway engine, as other 500 c.c. I.C. engines are extremely difficult to obtain. The J.A.P. engine was not originally designed for cars which are three or four times the weight of the dirt track motor cycle, neither was it designed to keep its performance in long distance races; consequently, this is the main reason why Formula III car races in this country usually have in the past been kept within a distance which would allow forty to fifty per cent. of the drivers to finish.

It is well known that there have been considerable improvements in the J.A.P. "500" engine, and for sprints and hill-climbs it is without doubt the most lively engine in this class.

The short races of the type usually associated with the Brands Hatch meetings, are extremely popular, and there is a fear that British "500s" will be designed for a twenty to forty mile distance, unless a different type of engine is made available.

In my opinion, this is the stage we have at present reached, and if the Continental manufacturers can obtain supplies of 500 c.c. Grand Prix racing engines, Britain's supremacy in this Formula will soon be lost, because Continental races are always over longer distances.

The enthusiasts this season have bought genuine road-racing motor cycles, to obtain their power units and in most cases, the outlay has been rewarded.

I agree with Mr. Ken Carter that these highly-developed 500 c.c. motor cycle racing engines need that expert care and attention which only the experienced "Steve Lancefields" can give, and my experience in Montlhéry conclusively proved that if a chassis is designed properly, it can and will remain intact after running nearly three hundred miles at almost full power.

The tyre question in my opinion is not worth considering if the chassis and suspension are properly designed. I think my drivers were a little perturbed when the Dunlop fitter inflated the tyres to 28 lb. per square inch on the very rough Montlhéry circuit, but I am pleased to say that the two cars stood up to a total of approximately five hundred miles.

The "500" Norton-engined car's tyres showed that between 1 and 2 millimetres were worn off the tread after three hundred miles, and the Dunlop fitter expressed the view that they would last twenty-four hours at 90-95 m.p.h.

It was not possible to record a millimetre of wear on the "350" car after approximately two hundred miles.

I agree everyone will say that braking and accelerating can considerably alter the conditions, but if full allowances are made, it should not be necessary to change tyres under 500 miles, providing they are run at the designed pressure.

Judging from remarks passed before the trip to Montlhéry by various Formula III racing drivers, it appeared that Montlhéry would be covered with bits and pieces of the Kieft after the first twenty miles. However, facts proved that I was able to give that great driver Stirling Moss the unique experience of driving two Formula III cars, which would each carry him over one hundred miles first time and enable him to collect all standing start records from 50 kilos up to 100 miles in International classes I and J.

Both of the cars used were racing at Brands Hatch a few weeks prior to the trip, and apart from extra tanks and fuel pumps, the chassis and bodies were completely standard.

We went to Montlhéry expecting to collect eighteen records and came away with fourteen. Unfortunately, we were not allowed to try the flying 10 miles or 10 kilos in either class, which stands at 77.2 m.p.h. in Class J (350 c.c.), but as we managed the standing 100 miles at 79.62 m.p.h., we were happy with a moral victory.

In Class I (500 c.c.), the standing 10 miles is 100.8 m.p.h. and as soon as we can find a suitable track, Stirling will have a go, using this time a "Double Knocker", which is being built and tuned by Steve Lancefield.

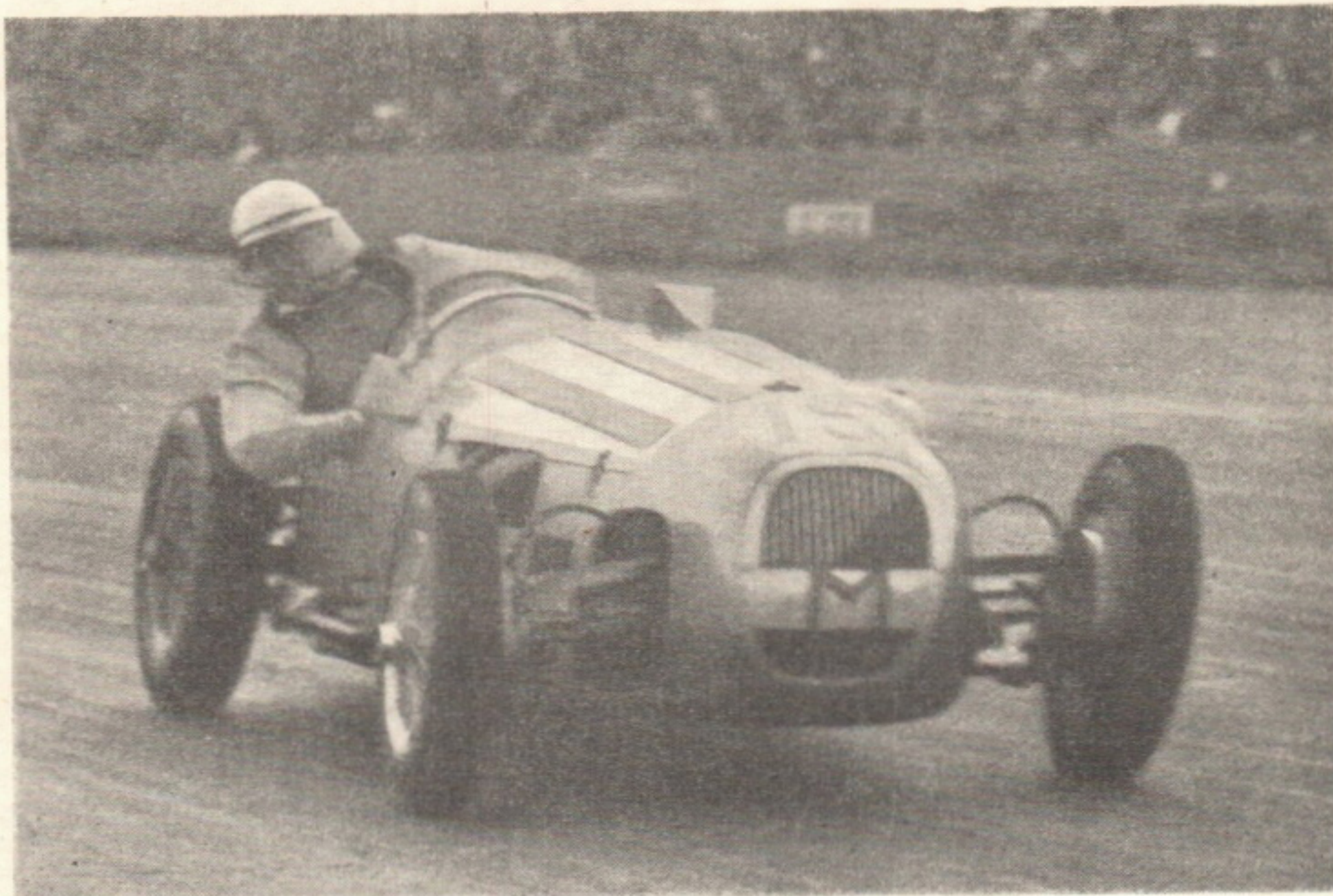
If we had Brooklands in use, I would wager that 1951 would see a Formula III car doing 100 miles in the hour, but unfortunately, the foreign currency problems, etc., make visits to Montlhéry a big gamble, and one has also to be sure of good weather. We were not blessed with anything like ideal conditions and are very envious of the fact that our French competitors can make use of such easily accessible facilities to test and prove their products.

I wholeheartedly endorse the suggestion of Mr. Carter that the Silverstone and Goodwood main Formula III events should in future not be regarded as curtain raisers, but that the distances should be increased in stages. I think his suggestion of 75 miles events on the above-mentioned tracks for next season, would be most excellent.

My main interest concerning Britain's future in Formula III is due to the fact that in the space of twelve months it is possible to design, prove and build cars capable of creating International records in this particular class and if German and Italian manufacturers can obtain BMW, N.S.U., Gilera, or M.V. motor cycle engines, then there will be an immediate challenge to the British supremacy in Formula III racing.

CYRIL KIEFT.

BRIDGEND, GLAM.



WALTON ENTERPRISE: Built without large-scale resources by John Heath and George Abecassis of H.W. Motors, the Formula 2 H.W.M.s have done well on the Continent in 1950. Driver here is Stirling Moss.

Seasonal Survey—Part II

THE 1950 FORMULA 2 RACES—

ITALY'S FERRARIS LEAD FRANCE'S SIMCAS AND BRITAIN'S H.W.M.s

WITH a score of fourteen wins in twenty International Formula 2 races in 1950, the very fast V12 Ferraris from Italy have proved superior to the simpler, less costly "fours" of Simca and H.W.M. They have not, however, enjoyed the complete inviolability of their compatriot Alfa Romeos, in Formula 1, being headed home on three occasions by the very sprightly Simcas, and once by a Maserati. The Alta-engined H.W.M.s, built by John Heath and George Abecassis down at Walton-on-Thames, have demonstrated a fine standard of reliability and road holding, and have won many creditable places. The disadvantage of their weight and two-seater bodies has precluded an outright H.W.M. victory in the face of Simca or Ferrari opposition, but only bad luck prevented it at Naples, while Johnny Claes won at Chimay at record speed.

The Formula 2 season began surprisingly early in the year, on a rainy Sunday in March, when "the boys", back from the Argentine *formule libre* races, met on a circuit in the Borély Park to contest the Marseilles G.P. The race proved a battle of wits between Fangio, Ascari and Villorresi, all equally mounted on 2-litre Ferraris, way ahead of a formation of Simcas handled by Simon, Trintignant, Schell and Loyer. After a grand scrap, Villorresi crossed the line fractionally ahead of Ascari, while Fangio, for once, had to make do with third place, a bare 2/5ths of a second behind. During practice, Farina had a rather frightening crash with a 1,300 c.c. OSCA, breaking his collar bone and suffering other injuries.

A month or so later a rather dismal meeting was held at Montlhéry, and a 2-litre race sandwiched between the

Paris G.P. and a 500 c.c. race went to Alexandre Orley with a Veritas. H.W.M.s, it seems, elected to run in the Formula 1 race against the Talbots and both cars retired.

Something went awry with the sporting calendar a week later, for three Formula 2 races in three different countries were down for 7th May, which posed a pretty problem to the various stables. Ferraris managed it by sending their "big 3", Ascari, Villorresi and Sommer, to, respectively, Modena in Italy, Erlen in Switzerland and Roubaix in France. What is more, the cars bearing the "horse rampant" badge contrived to win all three races, which must be something of a record. Burly Alberto Ascari took the Modena Circuit in front of veteran Mario Tadini, also Ferrari mounted, and a two-seater OSCA: Fangio and Serafini (Ferraris) retired and Nello

Pagani got a French Simca home fourth. At Erlen, deft Luigi Villorelli won an easy race, Robert Vallone (Ferrari) was next and third came Toni Ulmen (Veritas), the German 1949 Formula 2 champion. The third event, the G.P. du Cinquantenaire at Roubaix, was an excellent race contested by Ferrari, Simca, H.W.M. and the G.P.-type Maserati with Tipo A6G 2-litre sports engine built up for the Argentine Scuderia and handled by Pian. Sommer (Ferrari) won at typical Sommer record speed, but Manzoni (Simca) put up a great fight throughout and came home second. Claes and Abecassis with H.W.M.s took fourth and sixth places and Pian retired.

Newest Ferrari a Winner

At Mons a week later Ascari brought home the newest low-chassis Formula 2 Ferrari ahead of his teammate Villorelli, and Franco Cortese, old time twenty-four hour race Italian specialist, made it a 1-2-3 Ferrari success. Simcas were fourth and fifth, and H.W.M.s sixth, seventh, eighth and ninth. Ascari then scored his third successive win by easily winning the Luxembourg G.P. from basically sports car opposition. Villorelli was again second, but more than balanced things up the following week-end when he won a very fine Formula 2 race at Monza track in Italy. Here Luigi had a new car with

de Dion axle and led Alberto home by a lap. The race, the third G.P. of the Autodrome, was run in classic Monza style with two heats, a loser's repêchage and a final. Villorelli won Heat 1, and Ascari was favourite for Heat 2, but a great surprise came from Hans Stuck's German A.F.M. with BMW-based motor, which beat him home by half a length. Cortese's 1,200 c.c. Abarth won the repêchage, and with it a place in the final, which saw Ferraris occupying first five places. Stuck, however, led off at an astonishing pace and held second place from a horde of Ferraris, Fangio among them, for eighteen laps before dropping back and eventually retiring.

That week-end marked another "triple" in Formula 2 events, for apart from Monza, France and Belgium also staged races. The Circuit du Lac, held at Aix-les-Bains, was won by Raymond Sommer (Ferrari) but star of the meeting was Harry Schell, who besides winning the 500 c.c. race drove a 1,100 c.c. J.A.P.-engined Cooper in the G.P., and won the second heat from Vallone's Ferrari and the Argentinian Mieres' Simca. In the final Schell held the lead for twenty-seven laps and put up fastest race lap before going out with clutch trouble, which was very bad luck indeed. Meanwhile, at Chimay in Belgium, Johnny Claes was busy winning the G.P. des Fron-

tières for H.W.M., the new marque's first outright Formula 2 success. In so doing he raised Bira's old Maserati lap record to 86.6 m.p.h. and comfortably headed a Veritas-Meteor and a BMW-engined Jiccy. McAlpine drove a Connaught and took fourth place in his heat.

Sommer Wins at Berne

Came June and with it the important Swiss Formula 2 race at Berne. All the principal contestants ran—three Ferraris, five Simcas and three H.W.M.s, plus two A.F.M.s, Lang (1939 G.P. champion) and three others with the newest o.h.c. Veritas single-seaters, Schell's Cooper and three independent Cisitalias. Sommer had the de Dion-axled Ferrari and drove it right heartily to win by almost two minutes from a quartet of Simcas. The Swiss driver Fischer, who took over Stirling Moss's H.W.M.—the latter being unwell—ran sixth, Riess's A.F.M. was seventh, and Heath and Abecassis (H.W.M.s) followed up. Stuck's A.F.M. shot into the lead on lap 1, spluttered into the pits in lap 2, and dropped out. So did all four Veritas (or would it be *Veritae*?), Schell's Cooper and Vallone and Bracco with Ferraris. Undoubtedly the latest Ferrari had the legs of the other cars, but Sommer really *raced*, as was his way. During practice he did several

(continued overleaf)

1950 Formula 2 (500 c.c. S. and 2,000 c.c. U/S.) Races

Date	Race	Circuit and Distance (miles)	First	Second	Third	Winner's speed (m.p.h.)
Mar. 19	Marseilles G.P., France	Parc Borély, 112	Villoresi (Ferrari)	Ascari (Ferrari)	Fangio (Ferrari)	67.19
Apr. 30	Coupe d'Argent, France	Montlhéry, 93	Orley (Veritas)	Gerbout (R.G. Spl.)	—	79.98
May 7	Modena Circuit, Italy	Modena, 190	Ascari (Ferrari)	Tadini (Ferrari)	Carini (OSCA)	68.60
" 7	G.P. Cinquantenaire, France	Roubaix, 186.6	Sommer (Ferrari)	Manzon (Simca)	Bonnet (D.B.)	79.77
" 7	Circuit of Erlen, Switzerland	Erlen, 71	Villoresi (Ferrari)	Vallone (Ferrari)	Ulmen (Veritas)	67.20
" 14	Circuit of Mons, Belgium	Mons, 118.5	Ascari (Ferrari)	Villoresi (Ferrari)	Cortese (Ferrari)	89.14
" 18	Luxembourg G.P.	Luxembourg, 129.6	Ascari (Ferrari)	Villoresi (Ferrari)	Swaters (Veritas)	80.90
" 28	G.P. of the Autodrome, Italy	Monza, 156.5	Villoresi (Ferrari)	Ascari (Ferrari)	Serafini (Ferrari)	101.50
" 28	Frontières G.P., Belgium	Chimay, 135	Claes (H.W.M.)	Wagner (Meteor)	Berger (Jiccy)	86.65
" 28	Circuit du Lac, France	Aix-les-Bains, 63	Sommer (Ferrari)	Simon (Simca)	Trintignant (Simca)	45.9
June 4	Swiss F2 G.P.	Bremgarten, 95	Sommer (Ferrari)	Trintignant (Simca)	Manzon (Simca)	92.03
" 11	Rome G.P., Italy	Caracalla, 150	Ascari (Ferrari)	Villoresi (Ferrari)	Vallone (Ferrari)	60.20
" 11	Circuit of the Ramparts, France	Angoulême, 103	Fangio (Maserati)	Simon (Simca)	Gonzales (Ferrari)	42.25
July 2	Coupe des Petites Cylindrées, France	Rheims, 126.28	Ascari (Ferrari)	Simon (Simca)	Moss (H.W.M.)	98.76
" 23	Circuit of Naples, Italy	Posillipo, 127	Cortese (Ferrari)	Macklin (H.W.M.)	Fagioli (OSCA)	61.20
" 30	Prix de Genève, Switzerland	Geneva, 112	Trintignant (Simca)	Simon (Simca)	Serafini (Ferrari)	75.15
Aug. 6	Solitude Meeting, Germany	Stuttgart, 71.6	Kling (Veritas)	Lang (Veritas)	Stuck (A.F.M.)	80.90
" 20	German G.P.	Nurburg Ring, 226.72	Ascari (Ferrari)	Simon (Simca)	Trintignant (Simca)	77.67
Sept. 10	Circuit of Mettet, Belgium	Mettet, 97.8	Manzon (Simca)	Moss (H.W.M.)	Macklin (H.W.M.)	84.95
" 24	Circuit of Périgueux, France	Périgueux, 97.9	Manzon (Simca)	Simon (Simca)	Moss (H.W.M.)	52.79
Oct. 15	Circuit of Garda, Italy	Garda, 183	Ascari (Ferrari)	Serafini (Ferrari)	Ruffo (Maserati)	75.00

Seasonal Survey—continued

laps with an H.W.M., returning a best time three seconds faster than any other H.W.M. driver.

The next race on the agenda was the Rome G.P. over a circuit around the baths of Caracala. Ferraris, on home-ground, did the 1-2-3 act, Ascari winning at 60 m.p.h., but Stirling Moss (H.W.M.) shook them all by making fastest lap at 63 m.p.h. in the process moving up to third place. Unfortunately a wheel then chose to fly off, ending a brilliant run.

On the same day, that twisty affair, the Circuit of the Ramparts at Angoulême was held, and though Ferraris and Simcas ran, for a change neither of them won. Instead the tempestuous Juan Manuel Fangio drove the Argentine Maserati with 2-litre motor at a shattering pace, to win by a lap from Simon's Simca. Ferraris came third and fifth (Gonzales and Sommer) sandwiching Trintignant's Simca, while last, no less than twelve laps behind Fangio, came Balsa on a BMW.

Ascari Wins at Rheims

But the next round, in the big French G.P. meeting at Rheims, went decidedly to Ferrari. The race, the Coupe des Petites Cylindrées, brought together three Ferraris, three works Simcas and three H.W.M.s, and lesser entries. Villoresi and Ascari had the new "de Dion" cars, but the former dropped out with transmission troubles on lap 1. Ascari went on and led to the finish, a Simca was second, and H.W.M.s third, fourth and fifth. Gonzales, who drove the earlier, stubby type Ferrari instead of the Angoulême-winning Maserati originally entered, retired after a few laps, Trintignant blew up his Simca, and Lance Macklin, on the last of the H.W.M.s, lost time with a punctured carburettor float, a trouble which had assailed Abecassis's car at Berne.

The Naples street race on the Posillipo circuit was a sensational affair which ended in misfortune for the British entries just when those two splendid young drivers, Stirling Moss and Lance Macklin, and their H.W.M.s looked like bearding the Italians on their home ground. Moss won his heat and the two green cars were leading the final at half-distance, when Moss became entangled with another car on a fast left-hand bend

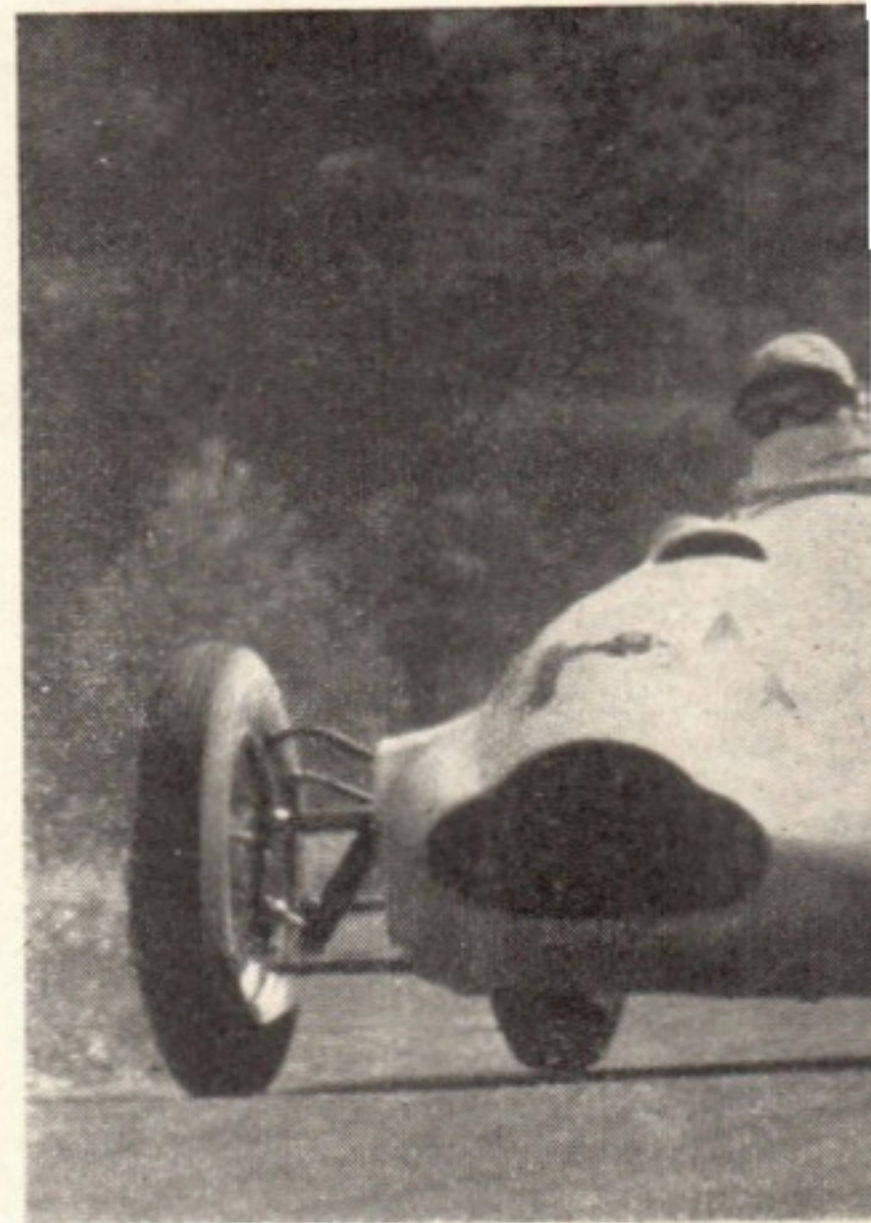
and crashed; Macklin, close behind, spun round in avoiding him, letting Cortese (Ferrari) through to win. Macklin took second place, thirty-two seconds behind, and veteran G.P. man Luigi Fagioli was third with an OSCA. Fourth came the Sicilian, Musumeci, with a fast A6G Maserati, while the Spaniard Godia drove to sixth place with an Abarth. Moss broke his knee-cap and lost two teeth, but recovered rapidly, as his subsequent showing at Brands Hatch, the T.T. race and elsewhere testified.

The Formula 2 Geneva G.P. brought more excitement, and this time the new Ferraris failed to win. Villoresi led for two-thirds distance, then his de Dion rear axle collapsed, whereupon Trintignant got his Simca out ahead, backed up by team-mate Simon. Serafini, who as a driver has not revealed the brilliance of his Gilera motor cycle days, was third with the surviving de Dion Ferrari, Mieres (Ferrari) fourth. Lance Macklin, with his H.W.M. overgeared, came sixth, but Abecassis went out with gearbox trouble.

The scene now shifted to Germany, first for the National Formula 2 race on a modification of the old Solitude circuit near Stuttgart, and then to the revised German G.P. at Nurburg. The Stuttgart race saw the old school of drivers, as represented by Lang, Stuck and Brauchitsch, defeated by the new German champion Karl Kling with a Veritas. Lang, also in a Veritas, was only 1.6 secs. behind however, and Stuck's A.F.M. followed in. At the Nurburg Ring, in the French Zone, the German G.P. meeting was a most interesting affair, marked by the appearance of new German Formula 2 and Formula 3 cars. The new A.F.M. with V-8 twin cam engine designed by Kuchen made its first appearance, driven by Stuck, while several of the newest *einsitzer* Veritas machines ran, two of them handled by pre-war G.P. men Lang and Paul Pietsch.

400,000 See the German G.P.

Europe's Formula 2 machines were well represented. Two of the latest Ferraris ran (Ascari and Serafini), Bracco and Roosdorp had older 2-seaters; two H.W.M.s were driven by Macklin and—making his four-wheel debut—Fergus Anderson, famous "Continental Circus" motor cyclist and an old hand at Nurburg; a host of Simcas was led by Simon, Trintig-

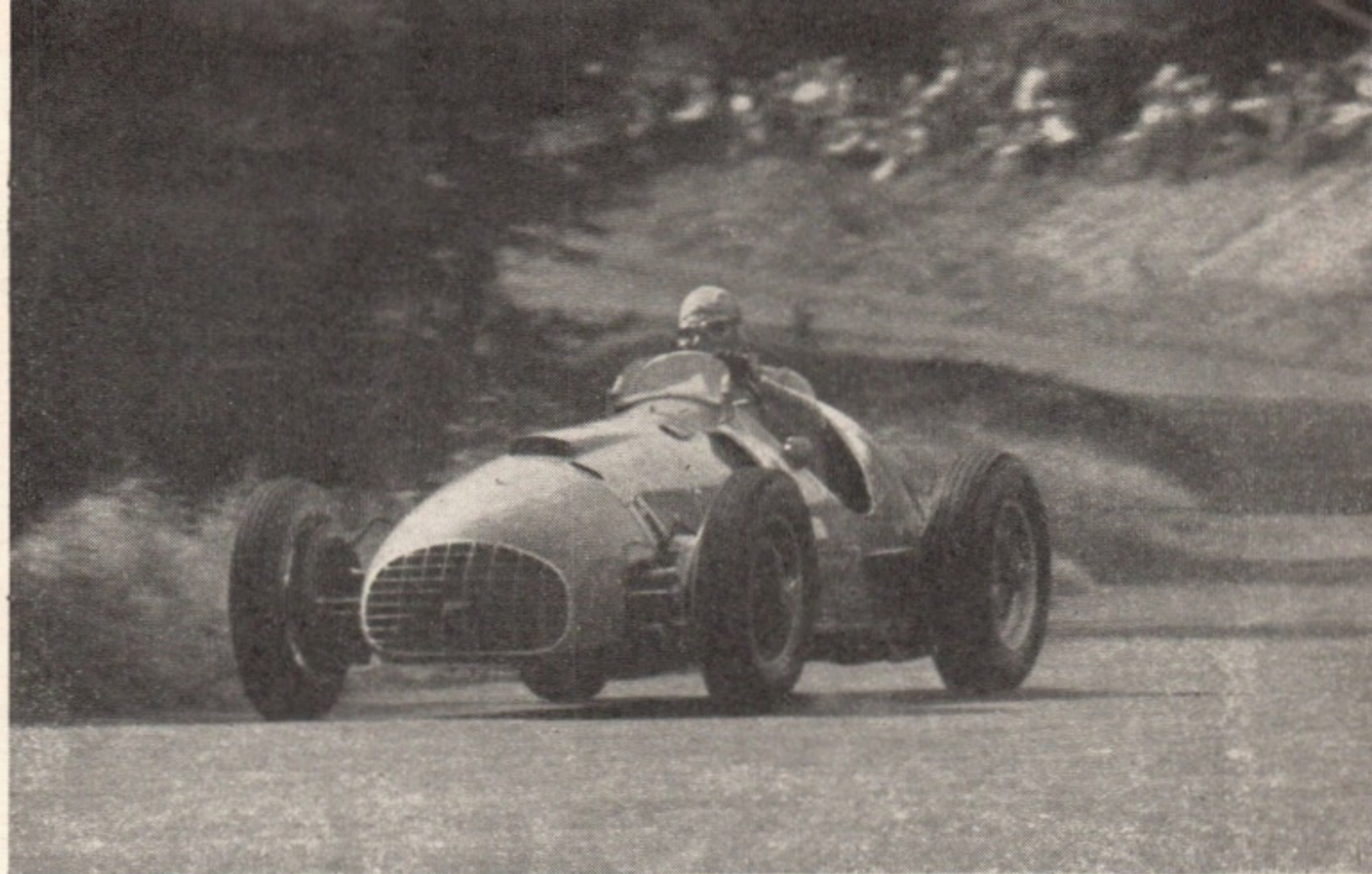


GIANT KILLER: Karl Kling and his single seater Veritas with BMW-based engine beat pre-war aces Hermann Lang and Hans Stuck in the National Solitude race at Stuttgart. He is Germany's most successful post-war driver.

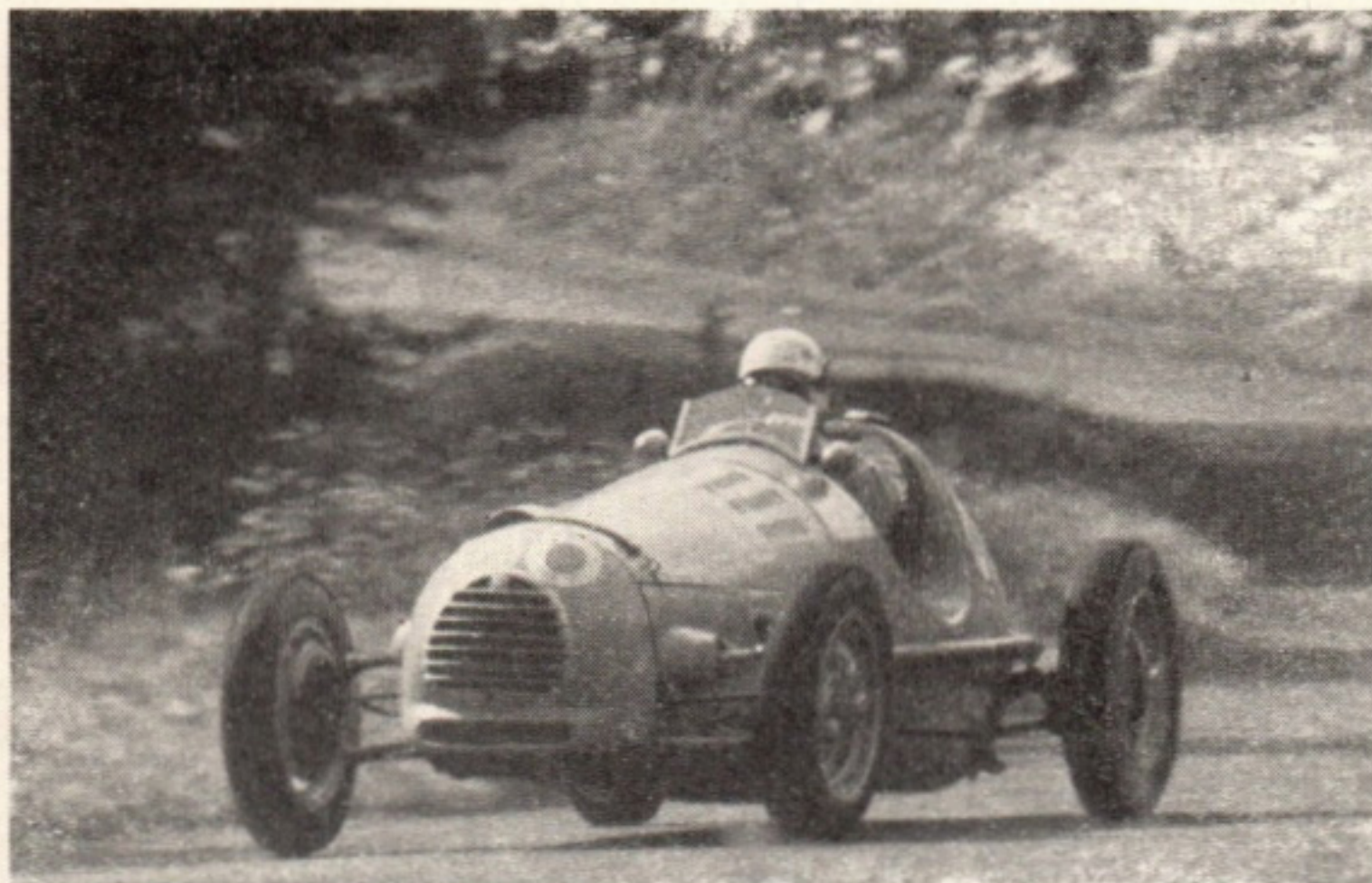
nant, Manzon and Aldo (son of "the sorcerer") Gordini; Harry Schell had his "1,100" Cooper, and there were examples of D.B., Jacey, Abarth, BMW and Cisitalia. 400,000 people attended (shades of pre-war days!) and saw Ascari win the 227-mile race non-stop, but fellow Ferrarist Serafini retired, minus a vital second gear. Those fine young French drivers Simon and Trintignant thereupon filled second and third places. Fourth and best placed German was Toni Ulmen (Veritas); Lance Macklin was sixth. Anderson retired with transmission troubles, Schell (Cooper) retired as soon after the start as possible, after a practice blow-up, and Stuck dropped out after a few laps. Ferraris were lucky to win, for at the end one of Ascari's wheels, minus half its spokes, was on the verge of collapse.

Ferrari Failure at Mettet and Perigueux

Only three more races now remained before the season's close. On the 10th September came the Belgian race at Mettet, over a very fast circuit.



LEADING LIGHT: Alberto Ascari won no less than seven 1950 Formula 2 races with his unblown 2-litre Ferrari. Here he is with the de Dion rear-axled car.



PRODUCTION BASE: France's ultra-light Simca, with its simple 1,490 c.c. four-cylinder engine evolved from the standard Fiat design, has been sternest challenger to the Ferraris. Robert Manzon (above) came third at Berne, second at Roubaix, and won the Mettet and Perigueux races.

It was divided into two races in Albi G.P. fashion, and Ferraris suffered a rude shock when both Ascari and Serafini retired. Stirling Moss was fourth in the first race and won the second, but Manzon, whose Simca ran second in both "heats", became

the outright winner. Moss and Macklin (H.W.M.s) came next, then Simon (Simca) and Claes, this time on a Simca. Cortese's Ferrari was a humble sixth. Robert Manzon won again a fortnight later at Perigueux, with Simon second and Moss third. Ferraris had another off-day, their best being fourth and fifth (Righetti and Cortese) and fastest lap went to the irrepressible Harry Schell with his 1,100 c.c. Cooper-J.A.P.

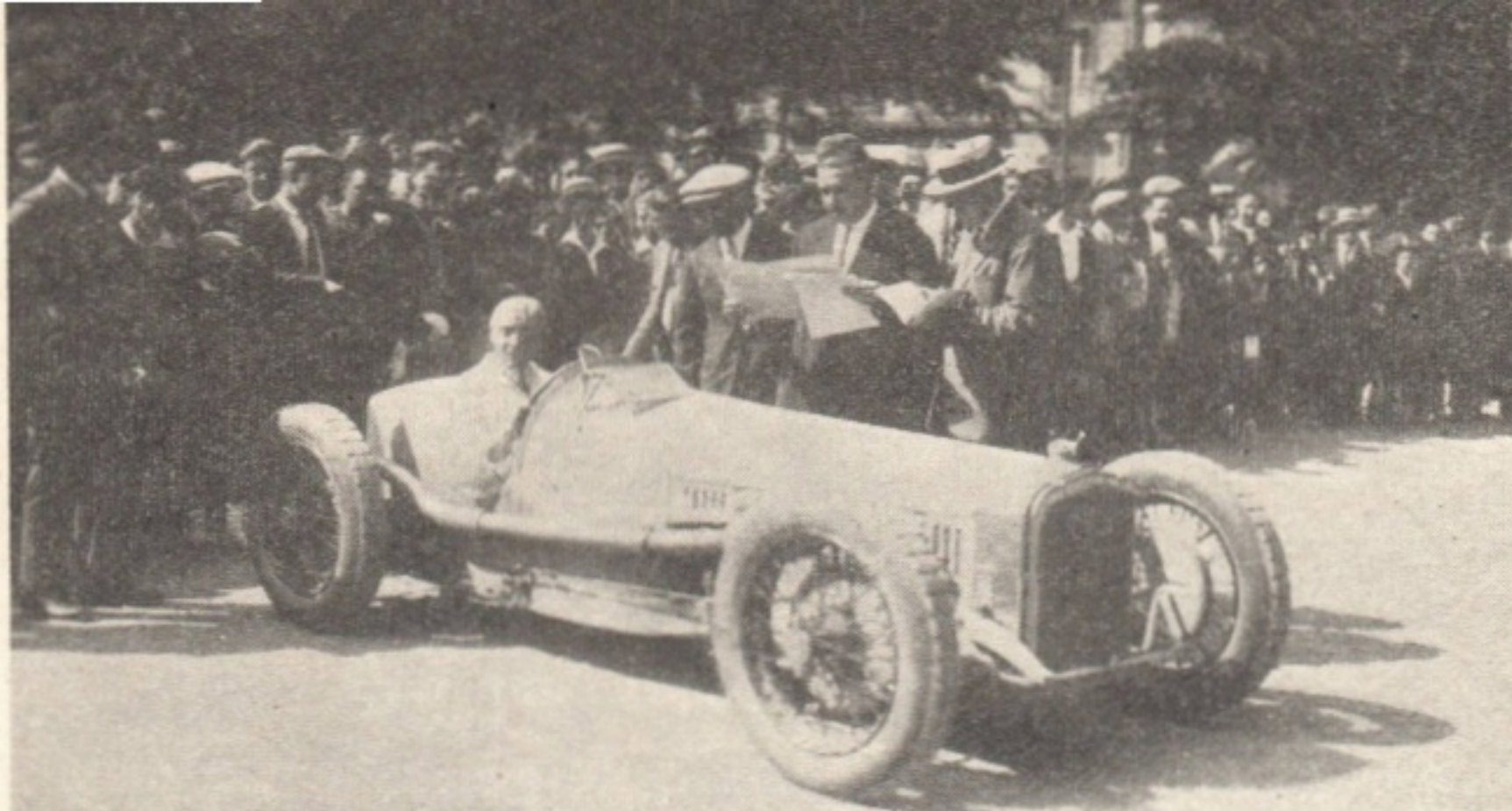
The last battle of 1950 took place in Italy, over the picturesque and

somewhat "wild and woolly" circuit around Lake Garda. Ascari and his Ferrari had the last word, winning from Serafini and motor cyclist Bruno Ruffo driving a 2-litre Maserati. Moss's H.W.M. shed a wheel and Macklin crashed in practice.

Now 1951 is here, and much work is being done to combat the victorious Ferraris. Heath, Abecassis and Co. are working on the new H.W.M. team cars, which will be lighter, faster and slimmer, with single-seat bodies, de Dion-type rear axles and helical springing. Simcas may appear with a 2-litre, OSCAs should be in the fray, Abarth plan a V-8, and though the Veritas firm has closed down, Germany may be represented by the V-8 A.F.M. design—and perhaps by Mercedes.

If plans go well, Britain will have a second Formula 2 representative, the Lea-Francis-engined single-seater Connaught with tubular frame and torsion bar independent suspension, which did well at Castle Combe on its initial appearance.

It is suggested by some factions—the B.R.D.C. among them, that the current Formula 2 ruling for unblown cars should be adopted for Grand Prix racing when the present Formula 1 ruling expires in 1953. The exclusion of the supercharger would certainly reduce the high costs of racing car development, besides stimulating research in carburation, fuels, and so on. C. P.



TRAVELLING OVEN. The first straight-eight 1½-litre Delage appeared in 1926 for the G.P. of Europe. Drivers' feet were cooked by the hot exhaust pipe passing close to the body side, and much time was lost in cooling off at the pits. A Bugatti won the race.

PART ONE: 1928-1932

THE POST-FACTORY STORY OF WHAT WERE AMONGST THE MOST FAMOUS RACING CARS OF OUR TIME

SUPREMACY on the part of any one single racing car manufacturer during the long history of G.P. racing has usually resulted in a steady decline of interest in this particular branch of motoring sport. Such a situation arose in the year 1928, for in 1927 the 1½-litre 8-cylinder Delage, designed by M. Lory, had been unbeatable in G.P. Formula racing, and with Alfa Romeo, Fiat, Sunbeam and Talbot gradually dropping out of the competitive field, the Delage works withdrawal at the end of 1927 left G.P. racing at the lowest ebb in its chequered history.

During the winter of 1927/8 speculation was rife as to the fate of the previous year's racing cars, and when it became known that the 1,500 c.c. Talbots had gone to Italy, rumour credited an American sportsman, whose identity was never revealed, with purchasing the 1927 Delages with a view to racing them at Indianapolis. Fortunately this never came about, but even so it was a great surprise when, at the B.A.R.C.'s Easter Monday meeting on 9th April, 1928, Capt. Malcolm Campbell turned out in the Founders Gold Vase Handicap with a 1927 1½-litre G.P. Delage, a duplicate of the car in which Robert Benoist had won the R.A.C. Grand Prix at Brooklands and the 1927 Championship of Europe. Despite the fact that Campbell got the Delage round the

Case History of the

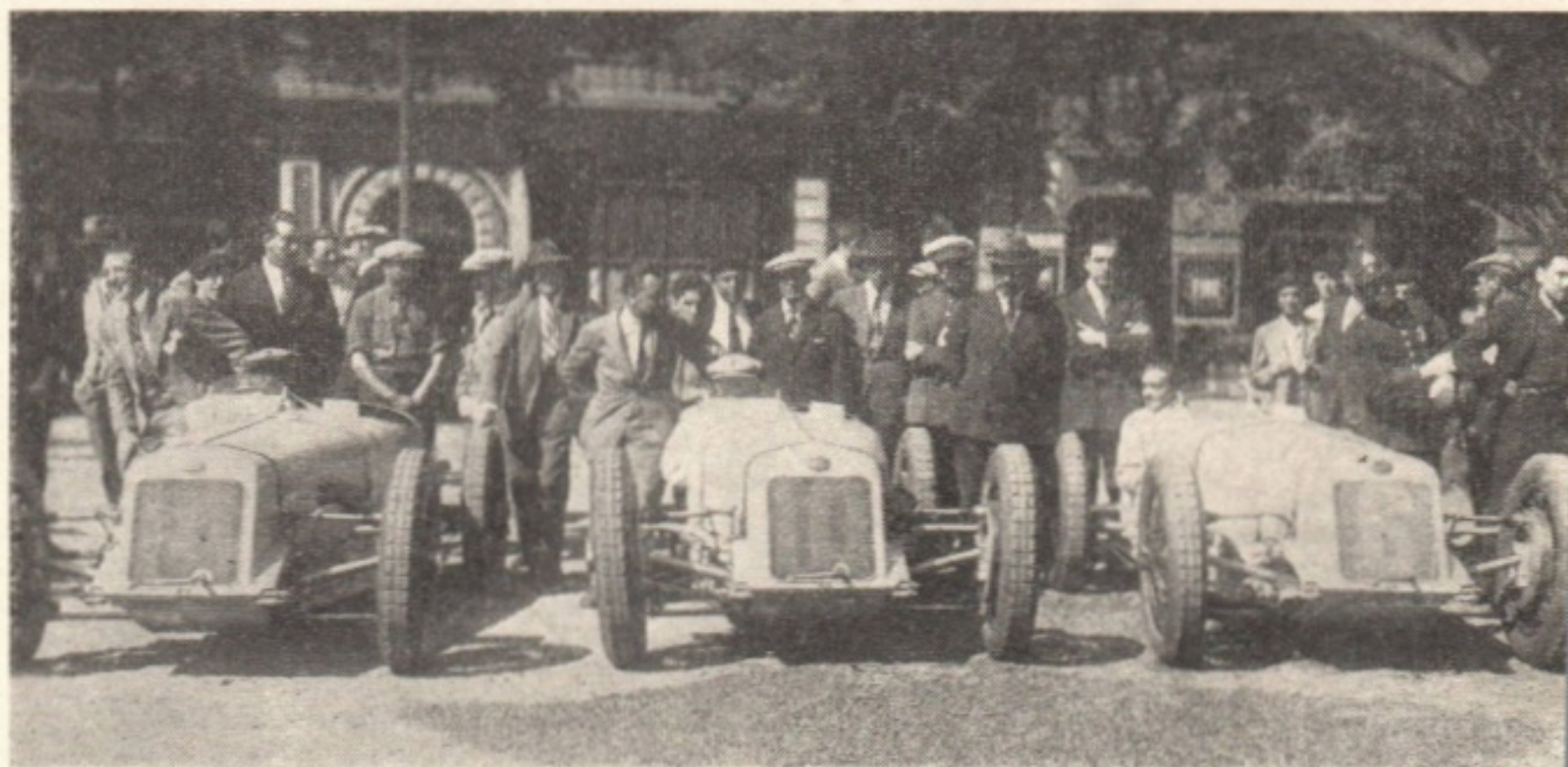
by
Norman Smith

Weybridge saucer at 110.43 m.p.h. he apparently failed to last out the race distance, as a contemporary race report shows that only two cars finished. Most enthusiasts should be aware by now of the technical details of this car, and so it should suffice to mention here that it had a supercharged 1,500 c.c. 8-cylinder twin-o.h.c. in-line engine of very advanced design, in a long low chassis, the driver being seated on the offside of the car.

Three weeks after the Delage's Brooklands debut in Campbell's hands, he again drove it at the track in a J.C.C. meeting on 28th April, racing in an event called the Junior Grand Prix, a twenty-five mile race over the mountain circuit "improved" by the addition of two tub and sandbank corners in the finishing straight. After twelve laps (twenty laps was the race duration) Campbell took the lead, and continued in front to win by a quarter

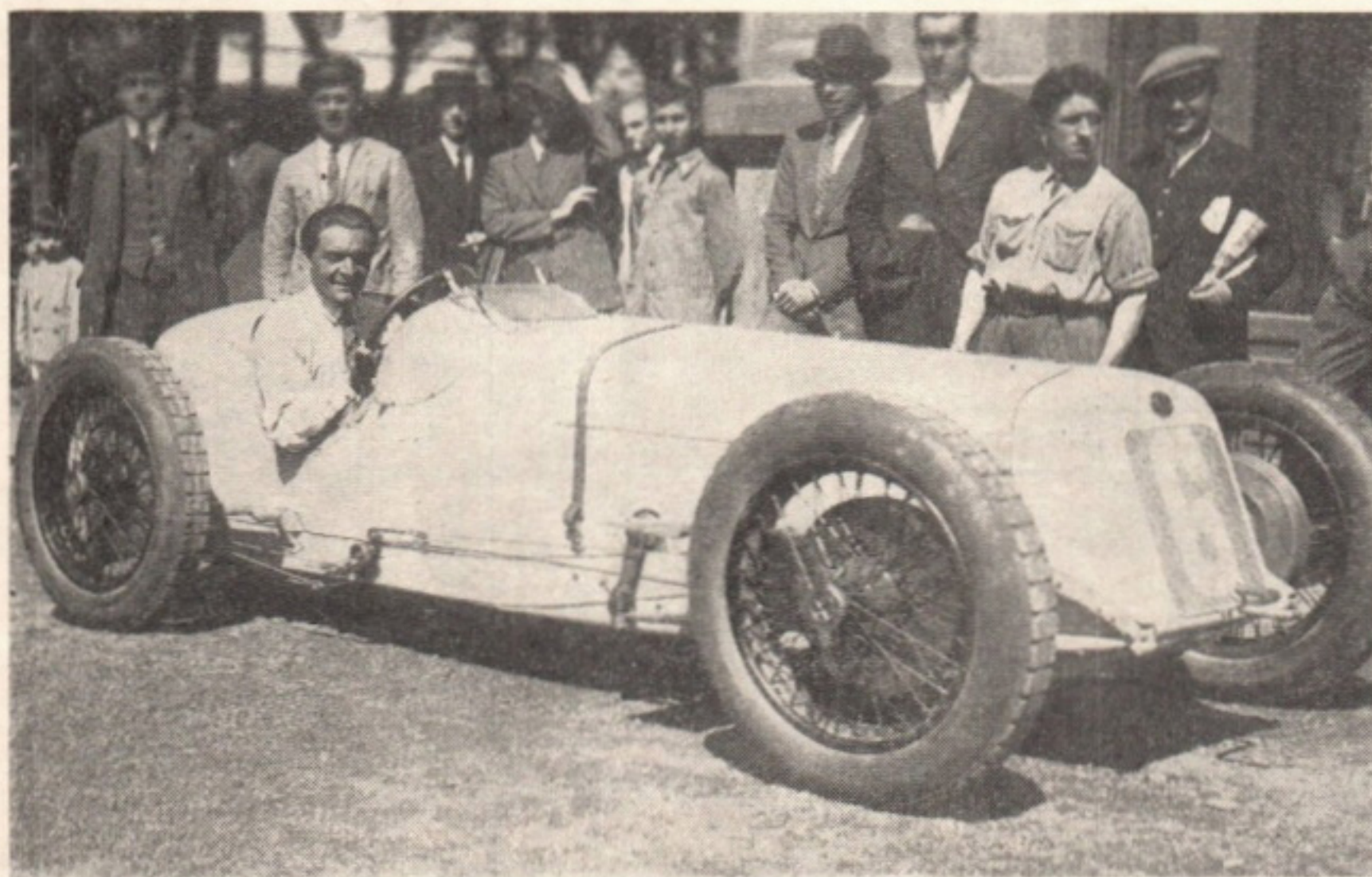
NOTE.—It is conceivable that eagle-eyed readers may spot some errors and omissions in this post-factory case history, particularly with regard to the activities of Continental drivers during the years 1928-32. As all due care has been taken to minimize such errors and omissions, notification of any that are discovered will be gratefully received by the author. The "Family Tree" of the Delages that passed through British hands is also based on a certain amount of guesswork, although I think the general outline is reasonably accurate. N. S.

TRIUMPHANT TRIO. The Delage works team at San Sebastian in 1927, when they finished first and third in the Spanish Grand Prix. From left to right, drivers are André Morel, Edmond Bourlier and Robert Benoist.



mile at 61.04 m.p.h. from two Bugattis. Campbell, incidentally, carried a schoolboy passenger (A. F. Rivers-Fletcher). The next outing the Delage had was up north, on Ainsdale Beach in a sand meeting organized by the Southport M.C. on 23rd June, 1928, when the "big" race was the annual "Southport 100". Prior to the long event was a series of straight mile races, and in the 1,500 c.c. class Campbell's Delage easily beat crack sprint exponent Basil Davenport (G.N. Spider), a somewhat notable achievement in those days. When the 100 miles race started, the Delage immediately took the lead, harried by Raymond Mays (Vauxhall-Villiers), and these two had a private duel between themselves, until, with only eleven laps to go, Campbell's leading car pulled into the pits and retired, with the rear axle "blown up", to quote Mr. J. Allan Arnold, who was there that day.

1½-litre G.P. Delage



Mays, then a full two miles behind, consequently went through to win.

One month later the J.C.C. held its eighth annual 200 Miles Race, at Brooklands (21st July), a race that Capt. Campbell had won, with a Bugatti, the previous year. This time, right from the start, it was again obvious that Campbell's car was an almost certain winner, and after 2 hrs. 34 min. 42 secs. trouble-free racing the blue French machine was acclaimed the victor, having averaged 78.34 m.p.h. Campbell had but one brief stop, and this merely as a precaution to check on the car, as the frantic wavings of a flag marshal puzzled the driver, who half believed that something was perhaps adrift on the car. The slight delay entailed mattered not, as Capt. Campbell was 12 min. 12 secs. ahead of the second car, the Eyston Bros.' Bugatti, this race being the fastest in the artificial sandbank corners 200 mile race series.

Eight years were to elapse before the 200 miles race was run again, and again the Campbell Delage was the central figure in the race, but that is a story to be told in its proper place.

By yet another coincidence 1928 saw the last of the series of Boulogne motor weeks, the most important race of the meeting being the National Trophy, a racing car event for machines up to 2-litres, held on 9th September, over twelve laps of the twenty-three miles circuit. Thirty cars entered the race, and out of the field of seventeen eventual starters, Britain had one single representative, Capt. Campbell (1½-litre G.P. Delage). As at Brooklands, Campbell immediately went to the front, his closest rival being Gauthier (2,000 c.c. Bugatti), whom he steadily left. On his seventh circuit Campbell established the all-time Boulogne lap record by covering the tricky course in 17 min. 51 secs. (78.19 m.p.h.), finally winning, despite an unexpected stop on his tenth lap, by over 7 minutes from the Bugatti; the Delage averaged 72.51 m.p.h. on a course that taxed man and machine to the utmost.

The fate of the remaining 1927 works cars appears to be decidedly obscure at this period, for careful research in the 1928 motoring journals does not indicate definitely that any of these machines raced seriously that year, though a certain Aimini finished 8th in the Prix de Rome (July, 1928) driving

CHAMPION DU MONDE. The great Robert Benoist won all four "classics" of 1927—the French G.P., the Spanish G.P., the British G.P. and the European G.P.—with the wonderful 1,500 c.c. Delage. The photos on these pages are by courtesy of A.F. Nava of Barcelona.

a Delage. It was certainly a 1,500 c.c. car, for it was 4th in the 1,500 c.c. class, but was it a 1927 G.P. job? Three 1½-litre Delages, presumably 1927 cars, were down to run in the 1928 G.P. d'Europe at Monza, and seemingly none of the three

finished, even if we assume that they actually started, which we cannot safely do, as detail reports concerning this event were understandably clouded by the terrible disaster that befell Materassi's Talbot and the unfortunate spectators into which he crashed.

Apparently Capt. Malcolm Campbell possessed two of these Delages; for early in January, 1929, Mrs. W. B. Scott, a familiar Brooklands *habitué* of the period, purchased a car from him, which was currently reported as one of the Campbell Delages, and which a spot of Sherlock Holmes' deduction indicates was probably the car Capt. Campbell used in the Southport "100", for he retained and later drove the 200 Miles Race winner, reputed to be the actual Benoist car of 1927. Mrs. Scott entered her new car in the Easter B.A.R.C. meeting at Brooklands, nominating her husband as driver, but suc-

(continued overleaf)

Case History—continued

cess did not come to it until the Whit-Monday meeting.

Meanwhile, two quite important events in the Delage case history, took place; on 14th April, 1929, there was held the first Monaco Grand Prix, an event that, like the early 200 Mile Races, was believed to be foredoomed to failure, even such an eminent authority as Sammy Davis considering it to be utterly crazy. Entered for this original race of the now classic "round the houses" series was a driver named De Rovin with a 1,500 c.c. G.P. Delage. As the field assembled for practice, another French driver, Louis Chiron, the 1928 World Champion was on his way to America to race a G.P. Delage in the Indianapolis "500", two facts that assist in clarifying the general Delage picture, and that would seem to locate the 1927 works team cars, plus a reserve machine, as is shown more clearly in the chart.

To return to the Monte Carlo race, De Rovin made a bad start, and with a car not suitable to the intricacies of the circuit, he never made any headway. His troubles were further aggravated by a "demick" (Mancunian slang for N.B.G.!) gearbox, that besides being red hot to touch had only two usable ratios. In the end he slammed the sandbags at the turn on to the promenade, and retired; Williams (Bugatti) that Anglo-French "mystery man" won.

Scott's Delage Registers First Success

Before swinging the spotlight across the Atlantic to Indianapolis, we have to record the Scott Delage's first success under its new colours. When painted black, it raced in three handicaps in the B.A.R.C.'s Whit-Monday programme. Some discrepancy occurs regarding this meeting, for Boddy's Brooklands history gives Scott 2nd place, 3.2 secs. behind Kaye Don's 4-litre Sunbeam in the Lightning Short Handicap, but race reports published in the motor press the week following the meeting do not. Scott lapped at 108.27 m.p.h. in the Brooklands Gold Vase, pretty good going for 1929, although not as fast as Malcolm Campbell had done at the 1928 Easter meeting. Additionally Mrs. W. B. Scott won the 6½ miles Ladies' Handicap from scratch by 250 yards at 103.55 m.p.h., Mrs. Burnett who was the real winner having been disqualified by the stewards.

Over in the States Chiron's entry was not expected to prove a formidable challenger to the Americans on the Hoosier Speedway, his qualifying speed of 107.67 m.p.h., whilst quite respectable, being surpassed by twenty-four other competitors, all of whom knew the tricks of the brick track far better than the French crack. After the first twenty-five miles' actual racing Chiron lay 23rd, moving up to 9th at the end of seventy laps (175 miles) when an eleven-minute pit stop put him back to 14th, another 300 miles passing before he regained his earlier placing. He then had a quick stop (fuel—55 secs.) and in the last twenty-five miles moved up to 7th spot, where he finished at an average of 87.72 m.p.h., compared to the winner's 97.58 m.p.h., netting \$1,800.00 as his prize money.

Back in Europe, we find a Delage (De Rovin?—it wasn't Chiron, he drove a Bugatti and won) racing in July in the San Sebastian G.P., the car crashing in the rain, no further details being known to me. To conclude 1929's racing the B.R.D.C. ran a new outer circuit race

at Brooklands, the 500 Miles, destined to become the world's fastest long-distance race, and in this initial event W. B. Scott started with the Delage. He had a 30 mins. start, and at once took the lead in his class, eventually succumbing, after doing 370 miles, with all his radiator water boiled away. Undaunted, Scott turned out early in November and did some record-breaking, capturing the local Class F 200 kilo and 200 mile records at 105.48 and 101.98 m.p.h., exhaust pipe troubles curtailing the attempt, the shorter distance being an International Class F record into the bargain.

No changes in the ownership of the British-domiciled Delages took place during the 1929/30 winter, Capt.



The late Sir Malcolm Campbell, who was responsible for bringing the first 1½-litre G.P. Delage to this country.

(now Sir) Malcolm Campbell returning to the fray with his own car for the B.A.R.C. August meeting. W. B. Scott was the first to commence operations when he took his machine to the Inter-Varsity Speed Trials held in Branches Park on 30th March, where his speed of 56.2 m.p.h. was the fastest of the day, the car doing an approx. 108 m.p.h. on 3rd gear as it crossed the line at the end of the measured distance. At this stage "Bomber" Scott's car was in fine form indeed, as in the Easter, Whitsun and August meetings at Brooklands it put up some astounding performances, both on the outer circuit and the newly "invented" mountain course. The Easter meeting (Easter Monday) brought Scott's Delage two victories and a 3rd, his first success coming in the Bedford Short Handicap, when he was 3rd behind Birkin's Bentley and a 1½-litre Bugatti. Then he won the Dorset Lightning Short Handicap at 106.64 m.p.h., well ahead of two Bugattis, circling the scarred concrete at 117.19 m.p.h.; lastly, after a spirited duel with Chris Staniland (Bugatti)

the Delage collared 1st place in the second Mountain Handicap at 66.45 m.p.h., doing one lap at 69.51 m.p.h., a glorious finish to an excellent day. Whitsun was only noteworthy, from the Delage aspect, by Scott again making fastest lap in the Mountain Racing Handicap, his speed (69.04 m.p.h.) being fractionally slower than that registered at Easter.

Both Campbell and Scott (G.P. Delages) ran in the August Bank Holiday meeting, and what with disqualifications and what not it was a proper mix up. To begin with, in the Cornwall Lightning Long Handicap, Campbell lapping at 114.49 m.p.h. finished 3rd, but as the winner (Tim Birkin) was excluded for crossing the wrong line at the Fork, he automatically moved up to 2nd. Big race of the day was the "Gold Star" Handicap for a £100 prize, Campbell and Scott both running, and incidentally having a nice scrap, each driver doing laps at 121.47 and 122.37 m.p.h. Scott's pace was the highest so far achieved by a 1½-litre Delage. Scott won the Delage duel, and the race as well, the final order reading: 1, Scott; 2, Campbell; 3, Paul (Delage 1). Scott, however, had crossed the red line at the Fork, and Paul had push-started his car too far, so both were omitted, the amended order thus being: 1, Campbell; 2, Stewart (Alfa-Romeo); 3, Cobb (Talbot 90). As Scott protested, and the protest was upheld, we eventually see Scott as the winner (at 117.87 m.p.h.), followed by Campbell and Stewart.

1927 DELAGE CAR HISTORY TABLE

	1	2	3	4
1927 —	Benoist			
1928 —		Campbell		
1929 —	Campbell	Scott	De Rovin	Chiron
1930 —	Campbell	Scott		Senechal
1931 —	Howe	Scott		Senechal
1932 —	Howe	Davis		

At this juncture we return to the Continent to continue our Delage history, as Robert Senechal drove the ex-Chiron 1929 Indianapolis car in the 1930 French Grand Prix at Pau, a race that was predominantly a Bugatti field-day. Although he was an experienced works driver he failed, as many others were to do in the future, to get the Delage off the starting grid with the rest of the field, leaving last of all. Once under way he drove the machine to its limit, and when the race was drawing to a close he'd worked up to 5th place and was threatening the cars ahead. Then the car began smoking badly and a pit stop cost him precious time, and a place; for he only just restarted in time to gain a deserved 6th position after almost three hours' motoring on a really fast course, Etancelin's victorious Bugatti recording an average of over 90 m.p.h.

Coming home to Brooklands for the next Delage achievement we find that in the autumn B.A.R.C. meeting Sir M. Campbell waltzed his car round the mountain, in the September Mountain Handicap, at 73.13 m.p.h., establishing a new mountain record, which, although broken by Campbell himself (at the wheel of a Mercedes) on 25th March, 1931, remained the Class F (1½-litre) record until October, 1933, when it fell to Raymond Mays's White Riley. However, in the September

Mountain Handicap of autumn, 1930, Campbell, from scratch and giving away 85 secs., finished 2nd to Penn-Hughes (2-litre Bugatti). Last race of the season was the second B.R.D.C. 500 Miles, and in this W. B. Scott used the G.P. Delage, with J. R. Cobb as his co-driver. After 100 miles they took the lead in their class, from Spero (Lea-Francis), and lapping regularly at well over 100 m.p.h. moved up to 3rd place in the race on handicap at the 300 mile mark, only to have (Cobb driving) the bolts holding the three-piece front axle shear off, an alarming and unusual mishap. Attempts were made to repair the damage, but it was useless, and so, when in a strong position the little Delage was withdrawn.

Record Breaking

The racing season having thus ended, Scott turned his attention to record breaking, and began at Brooklands. Assisted by Maurice Baumer, he took four International Class F records, the 500 and 1,000 Kilos and the 3 and 6 Hours at speeds varying from 102.81 for the 3 Hours to 98.27 m.p.h. for a 1,000 Kilometres, these records still being on the record books in December, 1932. Scott, helped by S. A. Payne and Tim Rose-Richards, collared three more Class F records (at Montlhéry in December, 1930) during an attempt enlivened by multiple troubles and one potentially fearsome accident when the steering wheel (Payne driving) came adrift. The doughty trio kept going for a full twenty-four hours, and in the end took the 2,000, 3,000 and 24 Hours records, at 69.0, 68.35 and 66.89 m.p.h. for the respective distances.

Sir Malcolm Campbell disposed of his Delage to Earl Howe in the usual winter "general post", His Lordship repainting the car his own shade of blue before it appeared in its new owner's hands on Whit-Monday, 1931, at Brooklands. The opening B.A.R.C. meeting was affected by rain, and so the last two races were postponed until 11th April, when in a brief but enjoyable afternoon's racing W. B. Scott (Delage) notched up another success in the second of the two races, the 6½ mile Warwick Lightning Short Handicap, when only twenty yards behind the winner, he finished 3rd.

The Italian G.P.

Whit week-end saw three 1½-litre G.P. Delages in action, one in Italy and two at Brooklands, the Italian Grand Prix being held at Monza a day before the Brooklands meeting. Run in accordance with the 1931 G.P. formula the Italian classic drew a field of up-to-date G.P. machines, including the Delage of Robert Senechal, the race duration being ten hours. Senechal, however, was early in trouble, and whilst striving to keep going, running about five minutes every hour, he had no option but to throw up the sponge. Howe's Delage promptly cancelled out Senechal's misfortune on the following day at Brooklands, when he added a brilliant chapter to his car's history by setting up a track record that was never beaten, and now never will be! High spot of the Whit meeting was the seven lap Gold Star Handicap in which Earl Howe sent the Delage round faster than it had ever gone before at a speed of 126.41 m.p.h., enabling him to stay slightly ahead of Cobb's V12 Delage, to win by 2.8 secs. at 120.8

(continued overleaf)

Case History—continued

m.p.h. Almost immediately afterwards both Scott and Howe (re-handicapped) lined up in the Somerset Senior Long Handicap. Howe's car might never have stopped running from the Gold Star race, and going still faster did one lap at 127.05 m.p.h., just overhauling Cyril Paul's 2-litre G.P. Sunbeam to win by a mere 2/5th sec., Scott retiring early. 127 m.p.h. from a then five-year-old 1½-litre road racing machine was incredible, and it is not surprising that this speed, the Class F lap record, still remained unbroken when the old track was closed at the outbreak of war in 1939.

The French G.P.

Having regained much of its former prestige the 1931 French G.P., held at Montlhéry on 21st June, 1931, had one of the most varied fields imaginable, ranging from an ex-Targa Florio Peugeot, Type 51 Bugattis and Monza Alfa-Romeos to a couple of 1927 Delages manned by W. B. Scott/S. A. Payne and the bearded Robert Senechal, who played a lone hand in this ten-hour endurance test. Both cars were of course outclassed by the newer G.P. machines, the Scott Delage losing all its initial front row advantage by stalling on the line, a difficulty nearly all Delage drivers experienced at some time or other. After sixty minutes Senechal lay 9th, Scott being 20th. The British drivers duly retired, whilst Senechal kept steadily on, to cover 710 miles single-handed in the allotted time at an average speed of 70.99 m.p.h., and earning his 5th place.

July brought the Howe Delage out twice, first at Shelsley Walsh where, misfiring and badly off form, it clocked 47.8 secs., nearly 5 secs. below F.T.D., a poor 4th in the 1½-litre class. But at Dieppe, a fortnight later, on 26th July, Earl Howe, running his first real road race in the car, had a superb win, in a 4-hour contest. All the cars ran concurrently, and on the very first lap he had to stop and change a front wheel. Rejoining the fray, and naturally in last place, Howe needed 100 miles before reaching the head of his class, and once there, mixed up amongst larger Bugattis and Alfa-Romeos, he stayed, winning the 1½-litre race at 72.50 m.p.h., finishing 3rd in general classification to Etancelin and Czaikowski.

To conclude the marque's activities in 1931, W. B. Scott raced unsuccessfully round the mountain in the August Brooklands meeting, and Earl Howe faced the starter in the Brooklands Mountain Championship, only to fall victim to that Delage "fault" of stalling on the line.

Next year (that was 1932) Earl Howe was the first to appear with his Delage, which he did at Brooklands on Saturday, 30th April, when the B.R.D.C. ran, in heats and final, a new race known as the British Empire Trophy, on the outer circuit. I believe W. B. Scott also entered his car but was a non-starter. Owing to a poor entry all the first three heats, over 50 miles, were run together, a total of eight cars lining up to do battle. In Class F the Delage faced one opponent, Widengren (O.M.), and it had no trouble at all to win its class, and the heat as well, which it did at 105.64 m.p.h. Six cars turned out for the 100 Mile Final, and it gave promise of being one of the most outstanding track races of recent years, Howe and Widengren, the sole Class F runners facing an impossible task to beat a quartet composed of

Birkin (Blower Bentley), Jack Dunfee (6½-litre Bentley), Cobb (V12 Delage) and George Eyston (Panhard). The big stuff soon left the "1½s", and at fifty miles Howe lay 5th, moving up behind the big Delage as Birkin and Dunfee were eliminated. Cobb's and Eyston's stupendous fight for the lead was the focus of the crowd's attention, and the unobtrusive little Delage justly earned its eventual 3rd place at 116 m.p.h. Conceivably Scott's non-starting in the Empire Trophy is accountable for by the fact that he sold the car to a Lt. J. C. Davis of Brighton late in April or early in May. Lt. Davis raced the car, repainted green, in the Lewes Speed Trials on May 7th, when it was full of the "Sulks". Davis used his new vehicle exclusively in sprints, running twice at Lewes and once at Shelsley, clocking 50.6 secs. on its first climb at the latter venue, the only time it ran at all properly that year.

Conversely Earl Howe's car next scored a superb victory on the Avus track in Berlin, winning the 122 miles 1,500 c.c. race at 110 m.p.h. from sixteen other starters, including five Bugattis and an Alfa-Romeo. Howe led from the very moment his wheels started moving, and some idea of his superiority may be gathered from his standing lap of 107.5 m.p.h., the second car's being a poor 90 m.p.h.! His second visit to Germany, in July, for the Eifelrennen on the Nurburg Ring, was an anti-climax; lack of pressure in the fuel system dropping the Delage from 2nd at six laps almost to the tail of the field. Luckily the race was a long one (326 miles) and the noble Earl, struggling on, pumping pressure by hand, regained a great deal of this lost ground and came in 4th, a lap or so down on the winner.

Earl Howe at Dieppe and Monza

Dieppe, a week later than the Eifel G.P., was graced by the usual French field of cars and drivers, and, as a year earlier, was for four hours, with two sub-divisions, under and over 2-litres. Earl Howe ran the Delage in the under 2-litre class and with the car again going well finally lost his class by only three miles to Czaikowski (Bugatti).

Earl Howe took his Delage to Italy to compete in the Monza G.P. (11th September 1932), a courageous decision as the Alfa factory alone put in their team of unbeaten Monopostos, to say nothing of works entries from Bugatti and the powerful 16-cylinder Maserati. Normally the Monza Grand Prix consisted of various capacity-class heats and final, but that year, although the heats and final method was retained, all the cars were mixed up, Howe for example racing in the first heat along with Varzi (Bugatti) and Caracciola (Alfa-Romeo). He did not qualify for the final, that opportunity being re-granted to him in Heat 4, a "repêchage" event for those who had failed in the three heats. In this Howe stalled and was last off. Once away he rapidly began to make up his leeway, and on that very first lap when overtaking two other machines he braked so fiercely that he shot off the road straight into a huge tree, wrapping the Delage round it so violently that the front and rear axles were as near touching as made no matter, the driver, unbelievably, climbing out without a single scratch! Thus died for ever, as one Continental journal put it, the incredible 1,500 c.c. Delage.

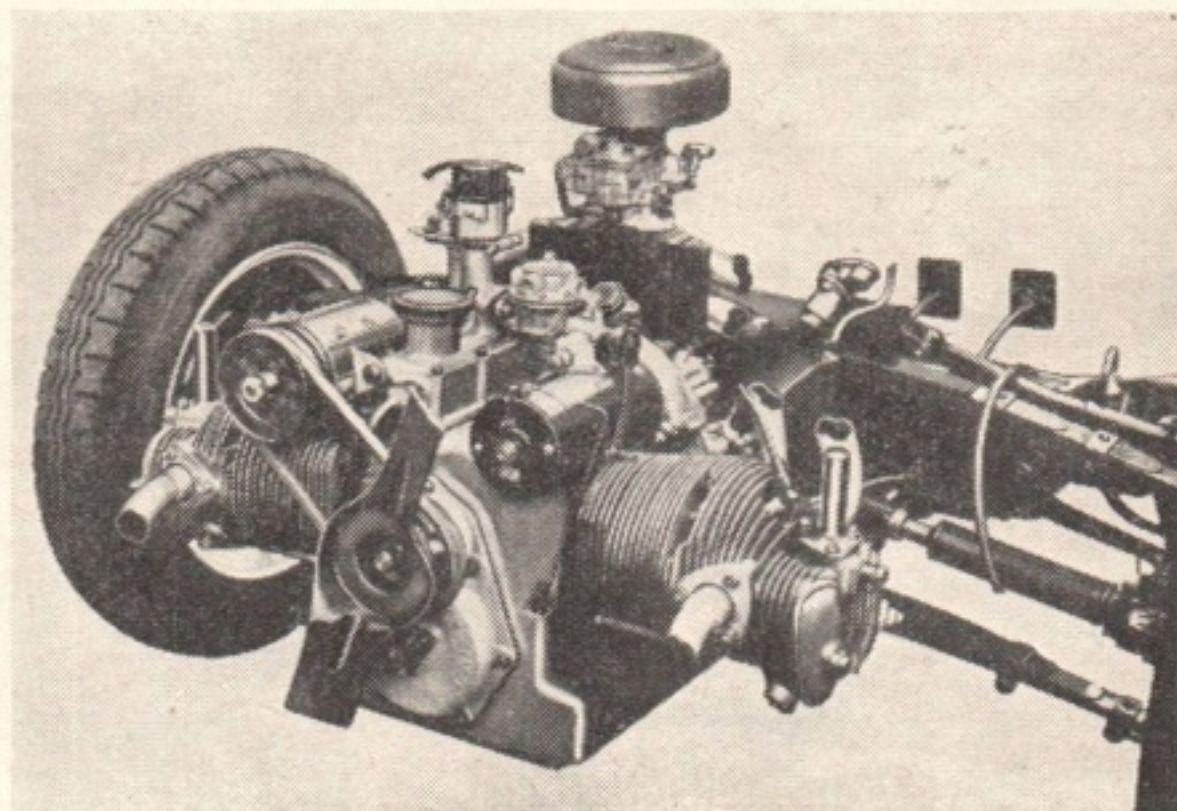
BUT IT WAS NOT FOR EVER, AS WE SHALL SEE!

(to be continued)

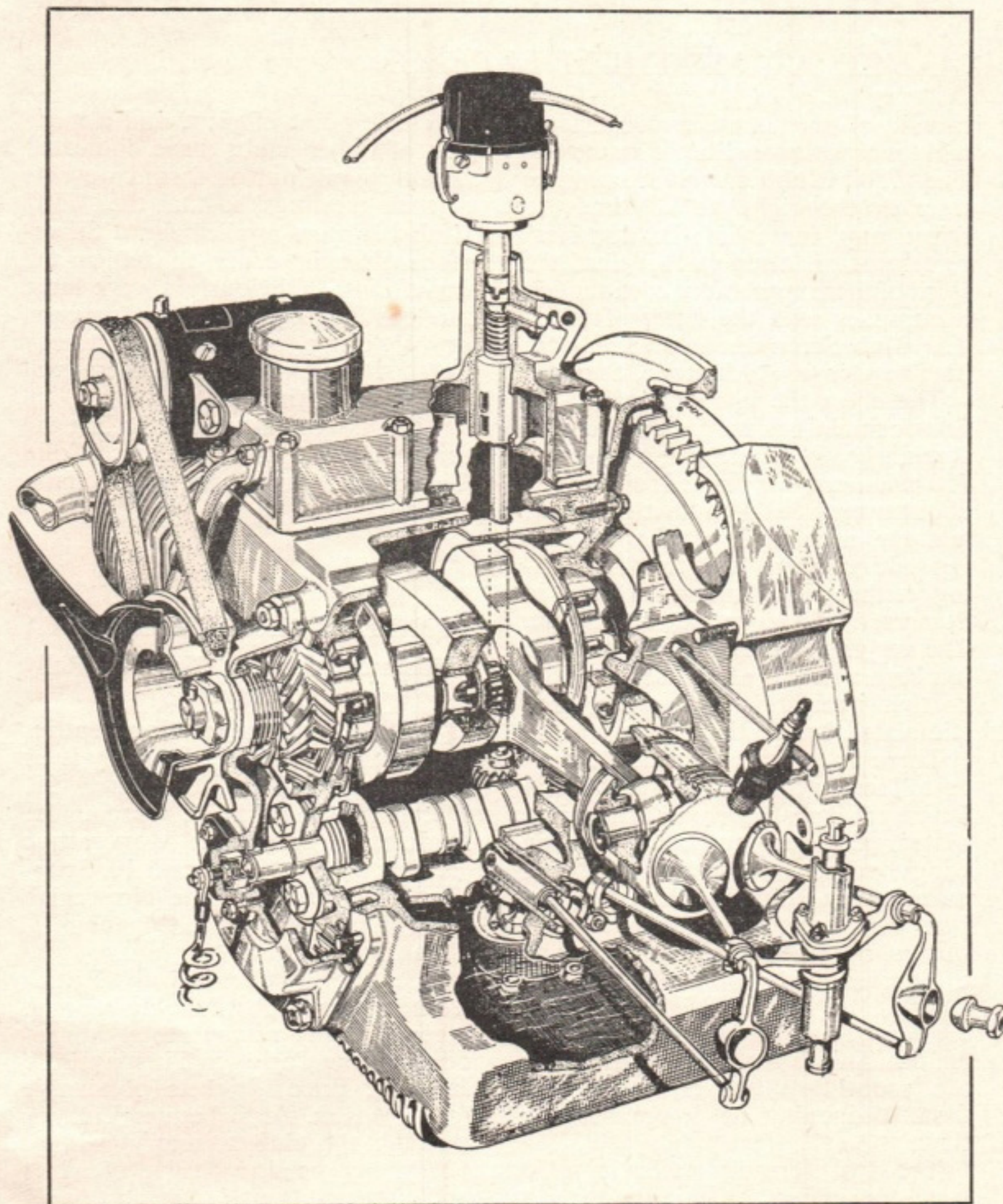
A Modern "Flat Twin"

UNIQUE FEATURES OF THE DYNA-PANHARD DESIGN WHICH HAS SCORED IN THE MONTE CARLO RALLY, THE ALPINE RALLY, THE BOL D'OR AND AT LE MANS

THE heart of any motor car is its engine, and the little Dyna-Panhard which are mass-produced by the famous French concern can verily be called stout-hearted. Standard Dyna models have done extremely well in arduous Continental tests such as the Monte Carlo Rally and the Alpine Rally, while the engine



LAID BARE: The Dyna-Panhard o.h.v. twin is an extremely compact unit. The cutaway drawing on the left reveals the roller bearing big ends, the valve gear and the ingenious but simple torsion bar valve return springs.



was used in the Monopole "750" which ranked an equal first with the Aston Martin DB2 on performance index at Le Mans last year, and in the D-B which won the Bol d'Or twenty-four hours race at Montlhéry.

The extremely robust four-stroke power unit has several unique features. The horizontally opposed twin-cylinder layout with air cooling is similar to motor cycle practice as exemplified by BMW and Douglas, and roller bearings are used for the big ends and mains, and a capacious finned sump is cast integral with the crankcase. Inclined overhead valves, two per cylinder, are operated by pushrods from a single camshaft below the crankshaft, and are returned by a neat and novel system incorporating torsion bars, the ends of which project vertically above the heads and are housed in cylindrical covers. The Dyna unit is rubber mounted ahead of the front wheels, which are driven by universally jointed half shafts via a compact four-speed gearbox.

Two sizes of the Dyna-Panhard unit are produced, both virtually identical save for the capacity, the 110 being of 610 c.c., and the 120 of 750 c.c. Both types have been used by the DB car concern in their successful long distance record breaking efforts at Montlhéry, while the 110 has been reduced to 500 c.c. for the Formula 3 D-B, which is raced abroad by Aunaud, Bayol and others.



“750” Club’s Racing Formula for 1951

PERFORMANCE AT MINIMUM EXPENSE

THE “750” Club have announced their “formula” for Austin Seven racing for 1951. It encompasses a bar on blowers and o.h.v. conversions and specifies the use of a standard block and rear axle casing, but no restriction is placed on type of front suspension. The full ruling for “750” events is as follows:

The car must comply with the Road Traffic Act, and have been driven to the meeting under its own power.

The bodywork must comply with the R.A.C. specification for trials and rally cars, except that it must not be less than 32 in. wide inside the cockpit.

The following parts of the car must be from the standard range of sports and touring Austin Seven components: cylinder block, crankcase, gearbox, rear axle casing, chassis side members.

The engine must have a stroke of 3 in. and a bore not exceeding 2.26 in. Overhead valves and superchargers are barred.

The car must carry full electrical equipment including starter, starter battery, dynamo, side and tail lamps, and at least one headlamp. There must be at least one aero screen of effective size. Hoods need not be carried, nor spare wheels. (In a meeting held by another club it may be necessary to vary these items in deference to the regulations for that meeting.)

This formula is devised for the

benefit of the amateur constructor and tuner with very limited resources. The “750” Club Formula Committee reserves the right at all times to reject any car which it considers represents an attempt to defeat the spirit of these regulations even though it complies with the letter of them. The Club Scrutineer is J. S. Moon, 21 The Grove, Addlestone, Surrey.

The effect the introduction of the first formula has had upon the club is remarkable. Starting at a wavering 150 members, they started rolling in at about twenty to twenty-five a month, and the number is now approaching 300. There are two flourishing centres, in Birmingham and in Somerset, and more are brewing up. The very high specialization of trials has been a deterrent in that direction, so that interest in racing has been stimulated by reaction.

There is a very attractive Goodacre Trophy consisting of an Austin Seven crankshaft, heavily chromium plated, and surmounted by Austin wings, on an ebony plinth. This is awarded on a points basis to the best performance in formula races throughout the year, and was due to be presented to the 1950 winner, Charles Bulmer, on Wednesday, 3rd January at the “Red Cow”, Hammer-smith. This is the regular venue for the monthly meetings, and every first Wednesday at 8 p.m. is the time.

The two formula races in 1950 were considered satisfactory from a

spectacle point of view, and a number of other clubs have indicated that they will put on formula events at their meetings, so that the “750” Club has now applied for a Silverstone date in order to return the invitations. Obviously a very large number of people are building cars, or proposing to do so, and it may be that a proportion of these will reach the starting line.

The sub-committee controlling the formula are Charles Bulmer, Colin Chapman, John Moon, and Holland Birkett.

* * *

MONTE CARLO MISCELLANEA British Competitors’ Club post-Rally Banquet

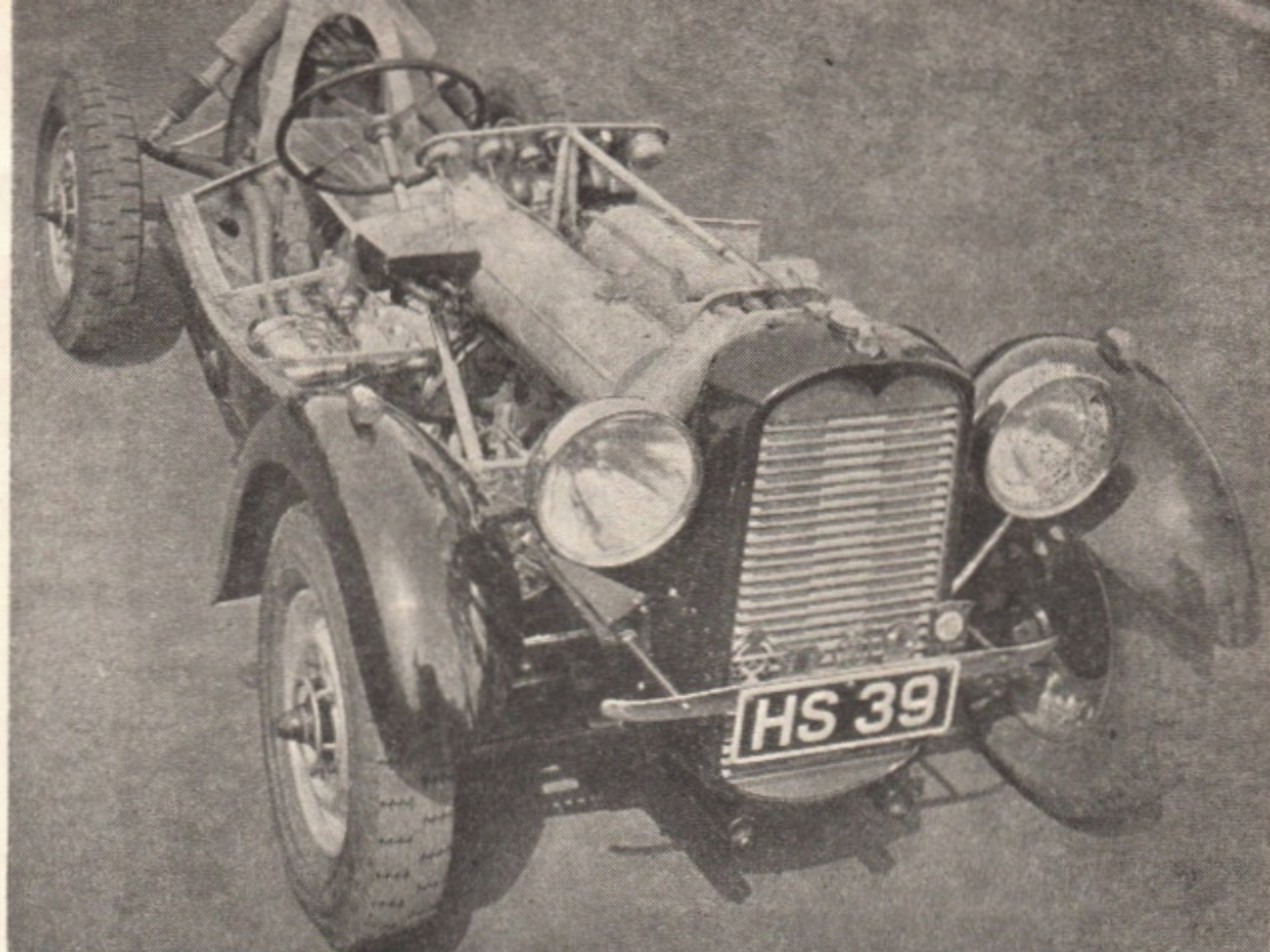
THE final list of international entries for the Monte Carlo Rally is as follows: British 70, French 90, Dutch 60, Swedish 36, German 15, Danish 15, Italian 12, Monegasque 12, Portuguese 12, Finnish 10, Spanish 8, Swiss 7, Belgian 5, Norwegian 4, Irish 3, American 1, Canadian, 1. Total, 362 entries.

The Monte Carlo Rally British Competitors’ Club will hold a banquet after the rally at the Hotel Metropole, Monte Carlo, on Tuesday, 30th January. Price of tickets (obtainable from Messrs. Autocheques Ltd., or through the club secretary) will be £2 5s. per head, inclusive of wines and liqueurs.

Technical and Otherwise
by John Bolster

Four-Wheel Drive for Trials Cars?

Acknowledged as being one of the most efficient four-wheel-drive road cars ever built, the "flat-eight" Anderson Special in chassis form about 1939.



THE "trials special" has been the subject of a good deal of controversy lately, and certainly a rather freakish type of vehicle seems to be the wear these days, which is of little practical use for any other purpose. I maintain that this is entirely due to the regulation which forbids four-wheel drive, and that to insist on two-wheel propulsion is as reactionary as it would be to ban front brakes.

Nobody who has to leave the beaten track in the course of his daily work would consider using anything that didn't drive on all wheels, and my farmer friends often remark that they can't imagine now how they ever did their work without a Land Rover or a Jeep. I am not going to suggest that a Jeep, with its paltry 60 b.h.p. per ton, would be any fun for competitions, but the point is that every day, all over the country, elderly farmers achieve feats of cross-country motoring that highly skilled young men, in their rear-wheel driven specials, would find it difficult to emulate.

With four-wheel drive, the present undesirable concentration of weight at one end of the car would immediately cease to have any advantage. One has to have front wheels anyway, to keep the nose of the thing up out of the dirt, and they might just as well learn to do a job of work. Enthusiasts building their own cars would learn to concentrate the masses in the best positions for controllability instead of for traction. Thus, a type of machine would be developed that would be pleasant to handle under normal conditions, as well as when tackling observed sections. Furthermore, the papers would no longer be full of those unfortunate pictures of motorists steering front wheels that are several feet off the ground. Driving skill and courage can equally well be demonstrated without such rodeo turns.

It might be suggested that four-wheel-driven cars would be more expensive to make, but the extra cost could be quite small. So many driven front ends were employed on army vehicles that there are plenty of parts available, and if the amateur builder can't fix up a front drive out of the bits and pieces in the local car breaker's

yard, I shall be very surprised. Just think of the ingenuity that could be displayed! I am certain that a book could be written on the cars that would appear, and I would have much pleasure in writing it myself!

Effect on One's Driving

Another angle, which is entirely a personal opinion and on which I would not be prepared to argue, is the effect on one's driving of handling the current type of trials car. I do know that when I was doing a lot of racing, I found it best to avoid driving certain cars on the road, as their characteristics were bad practice for the real thing. In particular, I think that a car which over-steers is inclined to interfere temporarily with one's delicate reactions, when one steps out of it into a racer that behaves properly. As some trials drivers intend to graduate to the racing wheel, that might be a point worth considering. Other people may be less sensitive in such matters than I am, but I beg leave to doubt whether an inordinately tail-heavy vehicle can be made to respond normally to the controls.

I am sure that, eventually, four-wheel drive must come for Grand Prix racing and hill-climbs, and what better guinea pig could there be for finding out some of the snags than the trials special? Many interesting problems suggest themselves; for instance, whether it is better to use both driven axles at all times, or to transmit the power to only one pair of wheels except on the lower gears.

When one has used cars with four-wheel drive a good deal, one begins to realize how often the feature is a useful one. In snow, the effect is almost magical, and engagement of the extra transmission suddenly cuts out wheel-spin and tail-wagging, making a journey much less tiring and obviously safer. The same applies to London's wood blocks, and it is pleasant to be able to drive out of muddy car parks at sporting events, when "normal" cars dig themselves in up to their axles. What I am getting at is that the principle could be used with advantage on

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Four-Wheel Drive for Trials Cars?—continued

many other types of car besides Jeeps, and the trials job could easily suggest a suitable layout for commercial production.

Everybody knows that present day trials are strictly a sport, with no pretensions towards improving the breed or giving us a better touring car to-morrow. It is possible, though, that more areas would be made available for courses, and government concessions granted, if it were felt that problems of designing and handling cross-country vehicles were being thrashed out. We live in troubled times, and nobody knows how soon it may be before we have again to put our skill in such matters to a supreme test. These are dark forebodings, but it does no harm occasionally to face the facts.

It would, of course, be necessary to find stiffer obstacles if four-wheel drive were allowed, but that would not be insuperable. Certainly, the pleasure of driving in trials would not be one whit lessened, particularly as, on the road sections, one would have a well-balanced car to handle, instead of a tail that was for ever tending to wag the dog. The trials special is here to stay, and who

cares how special it gets, provided nothing is allowed that gives the very rich boys an unfair advantage?

I am not, by any means, a "trials type", and it may seem somewhat presumptuous of me to write on this topic. Nevertheless, I am interested in cars in general, and specials in particular, and I do feel that some pretty unroadworthy versions of the latter are being produced. I think, though, that bad specials are better than no specials, for it is splendid that nobody is now tempted to put some beautiful sports car to a use for which it was never intended. It always seemed rather near sacrilege when one saw irreplaceable vintage machines being bumped and battered in a trial, and it is a relief that they are likely to spend the evening of their days in running, as they were meant to, on the hard high road.

Finally, I am not suggesting that trials should go all *formule libre* in a flash, but that an experimental class for the four-drivers should be tried out separately at first. In that way, existing cars would not be put out of date overnight, and the new category would gradually grow as more people decided to modify their devices.

Well, what about it, chaps?

J. BOLSTER.

News from the Clubs

THE NEW ALVIS OWNER CLUB

THE inaugural meeting of the newly-founded Alvis Owner Club will take place at 12.30 p.m. on Sunday, 14th January, at the Swan Hotel, Tenbury Wells, Worcs. All details of the new club are obtainable from R. P. Birks, 201 Yew Lane, Ecclesfield, Sheffield 5.

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VINTAGE VENTURE

Town Hall Film Show

HAVING suffered from lack of accommodation in previous film shows, the Vintage Sports Car Club have this time taken the bull by the horns, and have arranged to hire the Hammersmith Town Hall for their show on Tuesday, 13th February. This hall seats over 600 people, so members can bring as many friends as they wish without conscience.

A grand show of films is planned, including George Monkhouse's "Battle against Time" (pre-war G.P. racing) and his edition of the French Grand Prix 1907/1908. There will also be films from Antone's collection including "Vintage Prescott 1950" and an early Mack Sennett car

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.

comedy entitled "Lizzies that Bloom in the Spring".

Tickets, including buffet supper, are obtainable from the club secretary and cost 5s. Apply before 31st January. The film show starts at 7 p.m.

The V.S.C.C.'s "Last Thursday" monthly meeting for January takes place on the 25th, at the Jolly Farmers, Enfield Road, Enfield, and will include a Brains Trust, the members of which will be Laurence Pomeroy, George Monkhouse, John Wyer, Kent Karslake and Anthony Heal.

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HERTS COUNTY FEBRUARY FUNCTIONS

The Winter Cup Trial

THE Herts County Automobile and Aero Club will hold their annual invitation cross-country Winter Cup Trial on Sunday, 4th February. The start is at 12 noon from Marlow and

the event finishes at Berkhamsted.

The club announce that starting from 13th January they will be holding a regular members' "get-together" on the second Saturday evening of each month. Venue will be the Three Hammers, Watford Road, St. Albans, time, 7.45 p.m.

Tony ("Antone") Curtis will be giving the club a motor sporting film show at 8.15 p.m., Tuesday, 20th February, at the Red Lion, Hatfield. Programme is not finalized as yet, but a feature will be the 1950 G.P. of Europe. Tickets for members and friends at 2s. 6d. each are now available from L. G. Holland, The Studios, Tobners, Hertford. The annual dinner/dance takes place on Friday, 16th March, at Waterend Barn, St. Albans.

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M.G. CAR CLUB SCOTTISH CENTRE

TYPICAL Scottish revelry held sway at the Grosvenor Hotel, Edinburgh, early in December for the annual dinner-dance of this centre. In spite of shocking weather, a company of 150 turned up, including John and Joanne Thornley, who had made the trip all the way from Abingdon. Several Monte Carlo

acts were reported by arrivals from other distant parts.

After dinner, the goddess Terpsichore was turned loose, to such effect that eight-some reels were danced by sets of ten people, nobody being much the wiser. Then, as a change from normal centre practice, the Mammoth Horse Race was run on the elimination system with four horses and four jockeys at a time, the willing (?) steeds being rocking horses which generally progressed in every direction except towards the winning post. To everybody's joy, and certainly not by design, the winner turned out to be one of the fairer sex. With great tact, the lighting was kept on "dim" during these violent exercises. Everybody voted the occasion an enormous success, and already next year's dinner is being keenly anticipated.



(Above). Mrs. Maurice Wilde in her husband's well-known Ford, descends into the water-splash at the foot of Lovers Leap, during the Sheffield and Hallamshire M.C.'s Christmas Trial.



(Left). Cyril Corbishley (C.C.S.), the eventual winner, at the top of Lovers Leap.

Corbishley's Merry Christmas

SHEFFIELD AND HALLAMSHIRE M.C.'s SPORTING TRIAL

"DEEP and crisp and even" just about sizes up conditions for the Christmas Sporting Trial of the Sheffield and Hallamshire M.C., which started from the Crispin Inn at Gt. Longstone at the pleasant hour of 1 p.m. Thirty-six paid their ten bobs but only twenty-nine took advantage of this cash outlay which entitled them to be under observation seven times and tested twice! Having seen Lovers Leap—the third O.S.—by dry it was decided that this under snow and frost might be interesting. It wasn't. In fact this hill which specials had been desperately scratching about on a week

ago was even climbed by a standard "Leaf" in the hands of T. A. Marshall after his two passengers had decided to bounce in unison.

After this disappointment AUTOSPORT decided to meet its Waterloo, or the fifth section. This turned out to be a very steep grass slope which had to be negotiated after a sharp left turn through a gate. Here there were five sub-sections and one could not help thinking that it was vigour that was required here rather than the vim which the regs. said would be used for marking. Of the early numbers Dean, Tony Aldred and Doc. Hardman managed section

two and as it turned out this was as much as anyone managed. The Pilkington-piloted mauve Ford Special (ex-Blakar) failed early, whereupon the man at the wheel asked the assembled multitude "Who's going to pump the tyres up now?" He should have taken a tip from Cyril Corbishley who has two pressure gauges and two foot pumps; driver and fair passenger both attend their own wheels. This treatment took Cyril into Section 2 which was Denis Flather's high spot too. Denis was vociferously supported by a young lady in green who rooted unashamedly for "Uncle Denis". No doubt this young lady anticipated something extra good at Christmas! The "Leaf" driver wisely decided to move right on to Sough Top, a bump which was just around the corner and one of the draughtiest spots you could imagine.

From here survivors were directed to Taddington Moor but this was dead easy. In fact the most outstanding feature was the North Midland snowman modelled by "Picasso" Parker and "Epstein" Hudson. They wanted to call it Mike—we can't think why.

The finish was at the George Hotel, Taddington where, in due course an excellent meal—of Christmas fare—was served. During this meal AUTOSPORT was shown fifty-two reasons for remaining at Taddington—for further information ask Cuth Harrison.

(continued overleaf)



POLAR ACTIVITY: Denis Flather (Key-stone) at the start of snow-bound Sough Top, in the Sheffield and Hallamshire Christmas Trial.

News from the Clubs—continued

What one liked most about this day's sport was the guerrilla warfare which went on below the surface of published winners. How Joe beat Tom and Bill beat Sam and Mike beat Maurice and Mrs. W. beat—well never mind. All in the best of fun and all going to provide complete enjoyment.

Ken Settle and Bob Wingfield earned their meal by producing prompt provisional results which Ken announced after the contestants had eaten. Most diplomatic, eh? It was interesting to see Gordon Mosby's car appear in the results handled by Lumley.

RESULTS

James Trophy—1st. Cyril Corbishley (C.C.S.). Retained 96 marks. Total Test Times, 57 secs.; 2nd. Tony Aldred (Ford), 96, 81.2 secs.; 3rd. F. Dean (A.W. Special), 96, 81.4 secs.; 4th. A. J. Lilley (A.W. Special), 95, 54.6 secs.
Novice's Award—T. Lumley (Ford), 95.
Team Award—C. Corbishley (C.C.S.); C. R. Hardman (Dellow); A. J. Lilley (A.W.).

Runners-up—Mike Beardshaw (Whar-ton); Reg Phillips (Fairley); Tony Aldred (Ford).

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MID-CHESHIRE CAR CLUB RALLY

THIS was the event in which a marshal was to precede competitors who would be despatched at two-minute intervals, and lose ten points for every thirty seconds variation from the average put up by the official car. The weather took a hand, as it did in most events held on that mid-December week-end, but there was a good turn out, including such varying types as J.

Cunningham's XK 120 Jaguar, Barber's 200 Mile Race Alvis, and Kelly's "Brigham Special", which consists of an Alvis engine, Fiat chassis, Riley radiator, Lagonda back axle, and Sunbeam rear wheels, among other things.

For some reason or other, the ice and snow were much thicker in the Whitchurch district than anywhere for miles around, so there was an epidemic of stiff arms resulting from much wheel twiddling by the time competitors reached the finish at the "White Swan". Here it was found that elbow exercises quickly relieved the muscular tension! The "Swan" lived well up to its reputation, and even provided toys in the kitchen for the children while their parents were busy fortifying themselves. Altogether a very cheery party indeed, so much so that we almost forgot to record the winners, who were as follows: H. Cartwright (Vauxhall), B. Butterworth (M.G.), Mrs. Baker (Standard), and E. Wetherall (Morris 8).

The club's annual general meeting

COMING ATTRACTIONS

January 6/7. *Vintage S.C.C. Measham Rally. Start Midnight, Hawkestone Park Hotel, Weston-under-Redcastle, near Shrewsbury.*

January 7. *Wirral 100 M.C. Closed Trial, N. Wales.*

January 12. *Ulster A.C. Closed Reliability Trial, N. Ireland.*

January 13. *Bristol M.C. and L.C.C. Closed Trial, Bristol.*

January 14. *M.G. C.C. (Midland) Closed Trial, Bridgnorth.*

January 14. *Leicestershire C.C. Closed Semi-Sporting Trial. Start 2 p.m. Lee St. Car Park, Leicester.*

will be held at the White Barn Hotel, Cuddington, on Friday, 19th January, at 8 p.m., and all members are specially requested to attend. A reminder is also issued that 1951 club subscriptions fell due on 1st January, and the committee's efforts will be greatly simplified if prompt payment is made.

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VETERAN CAR CLUB NORTH-WESTERN SECTION

THE Annual General Meeting and Dinner are scheduled for 12th January at the Lion Hotel, Shrewsbury. Meeting will take place at 6 p.m. after which there will be an adjournment from about 6.45 until 7.30 when dinner will be served. The price of tickets is 12s. 6d. each, and applications should be made to Geoffrey Frank, Moreton Coppice, Little Wenlock, Shropshire.

* * *

LEICESTERSHIRE'S NEW YEAR PARTY

AFTER the outstanding success of the Children's Christmas Party organized by the Leicestershire Car Club it will be the adults' turn to hit the high spots at the New Year Party which will be held at the Airman's Rest, Leicester, on Thursday, 11th January, from 8 p.m. to midnight. Tickets cost 3s. 6d.

What promises to be an entertaining Members' Run, engineered by Alan Shipley and Peter Wing, is to take place this Sunday, starting from the Lee Street Car Park at 2.30 p.m. On the following Sunday the club's closed Bacon Trophy Trial will be held, starting at 2 p.m.

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MORGAN THREE-WHEELER MEETING

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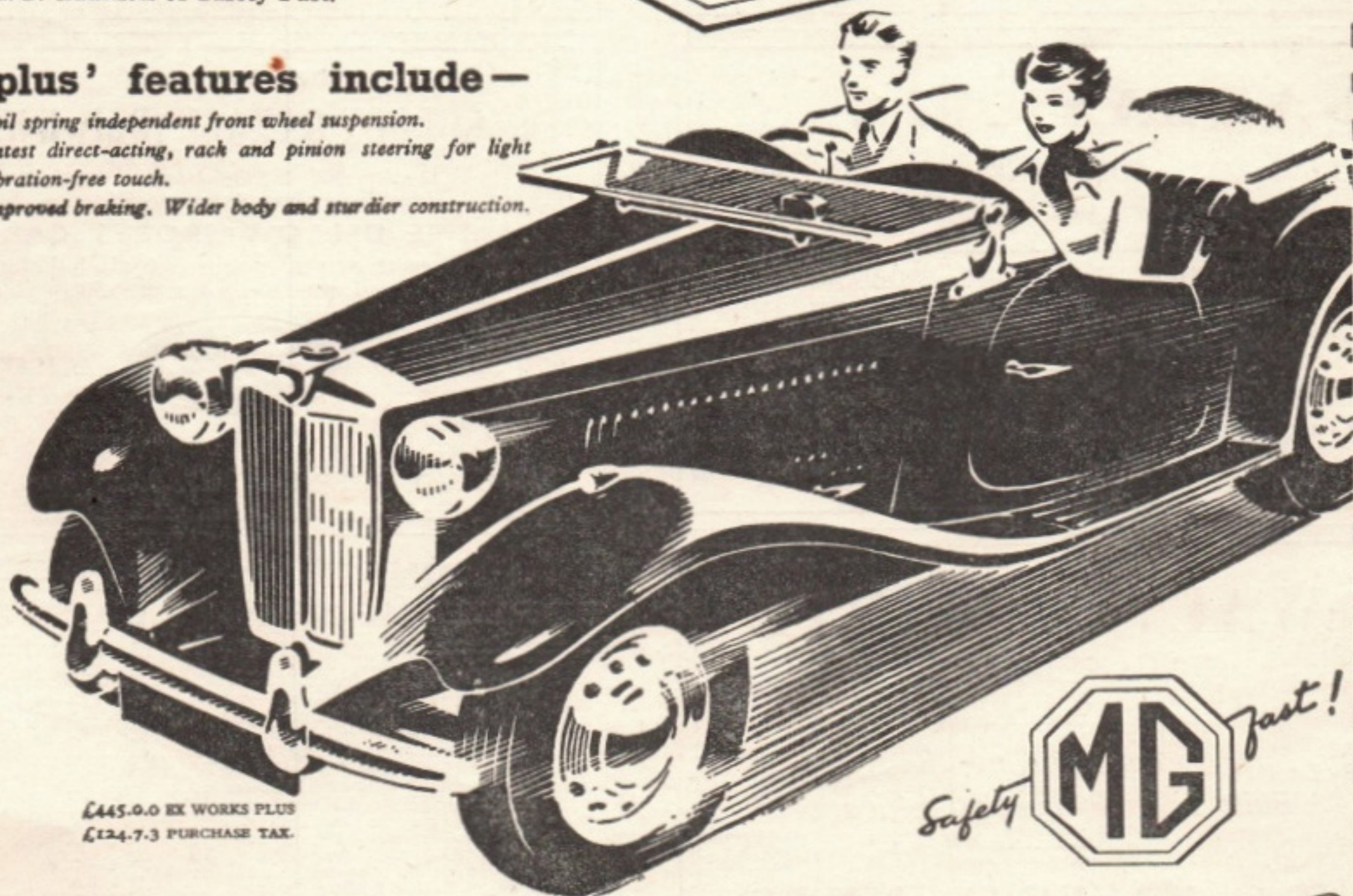
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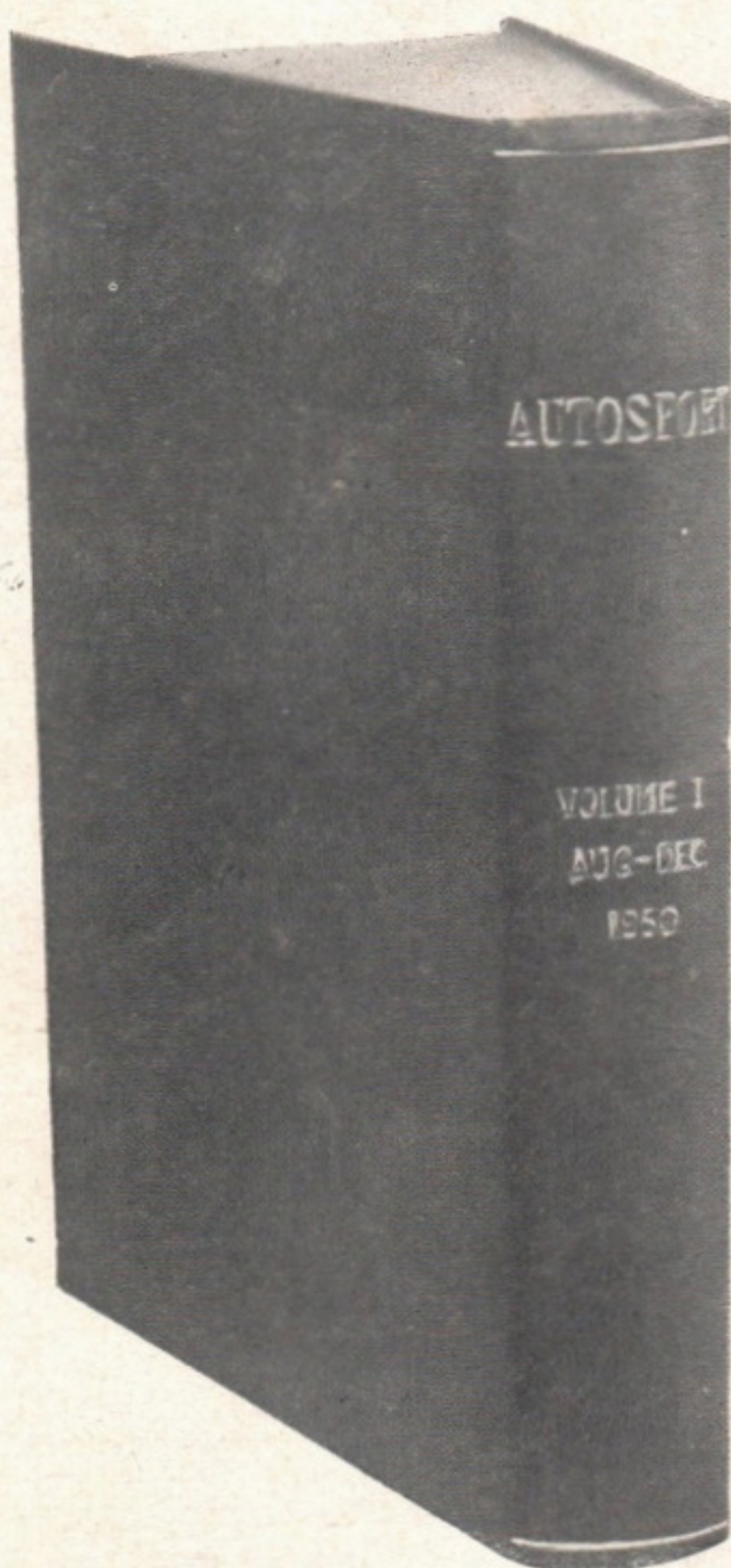
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