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EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

REPORT ON
EASTER SPORT

B.A.R.C.
GOODWOOD RACES

THE PAU G.P.

PER ARDUA

The Story of the 1902
Gordon Bennett Trophy

Russell Lowry · John Bolster

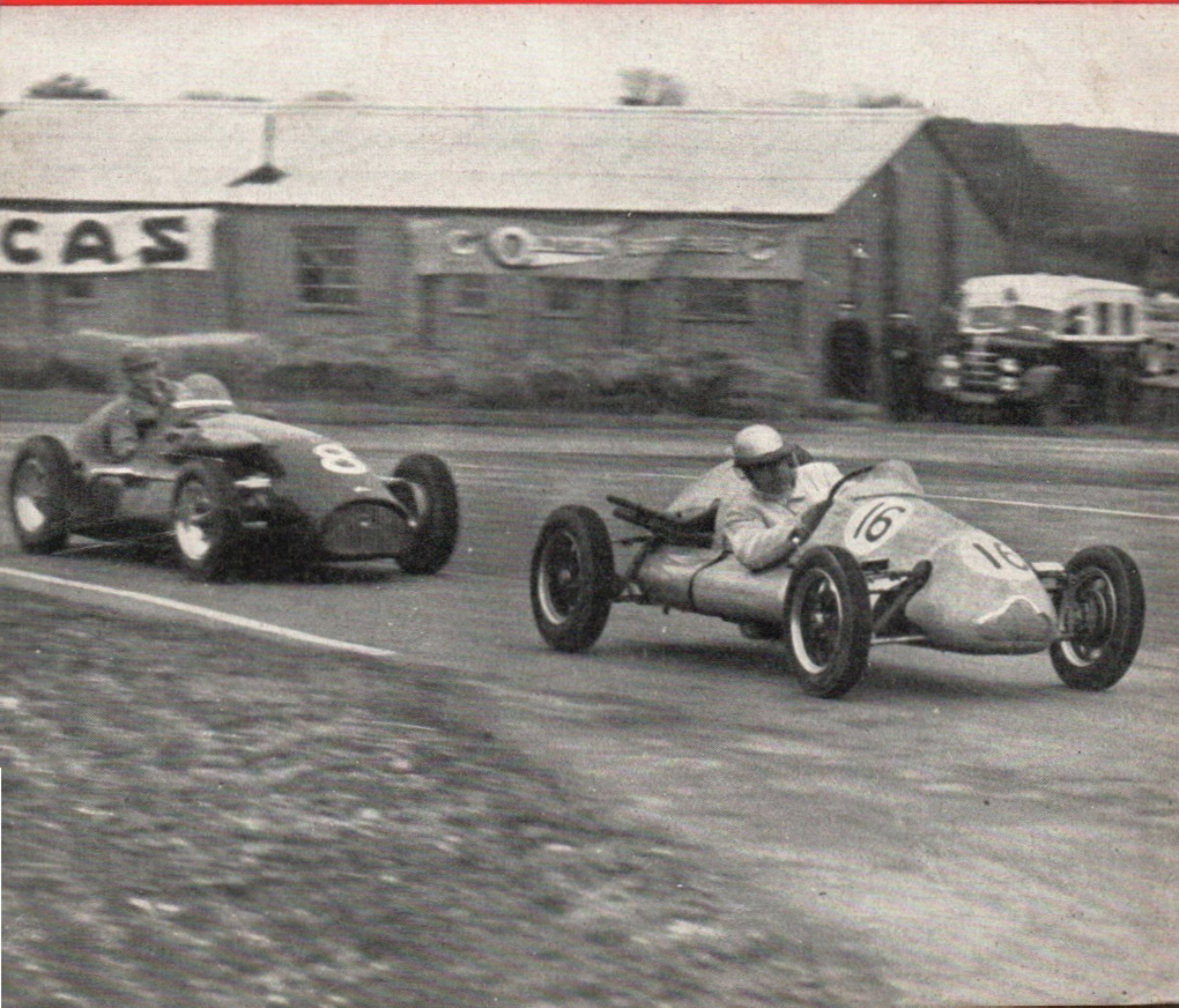
Philip Smith · John Dudley

Wilson McComb · H. A. O'Brien

A.T.M. Acket · Gerard Crombac

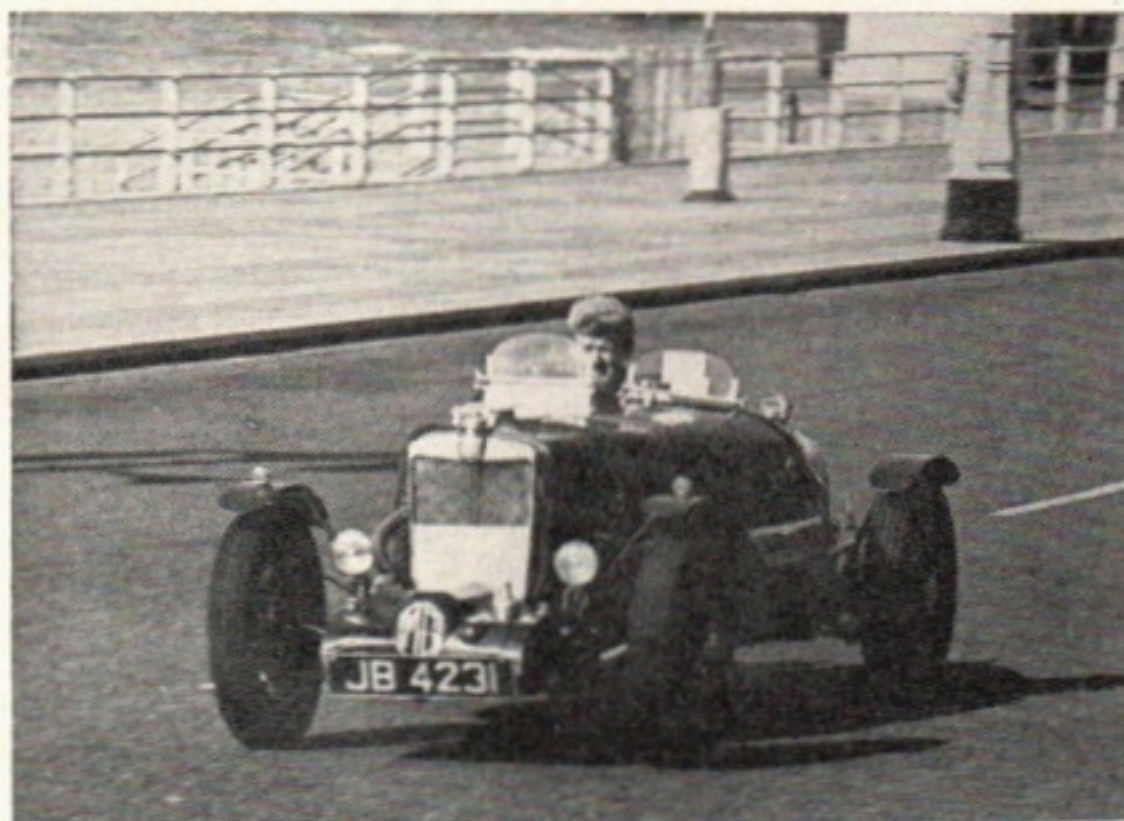
Vol. 2 No. 13

March 30, 1951

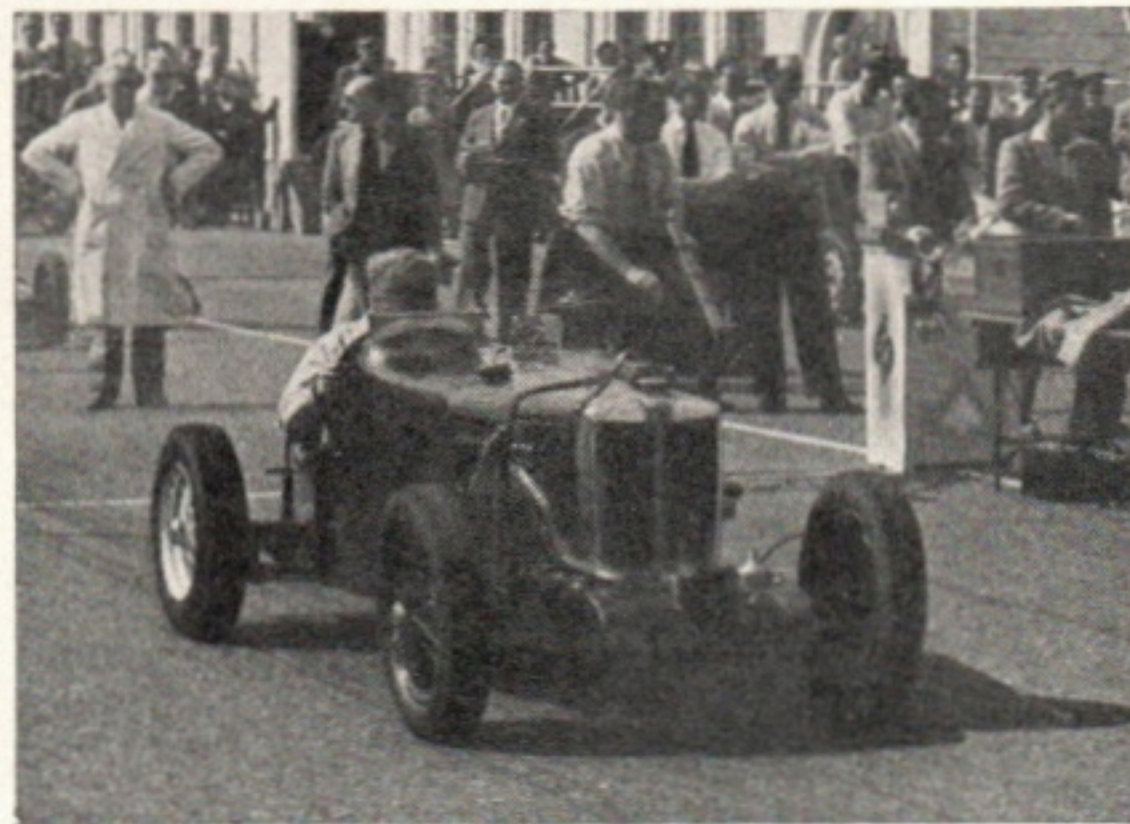


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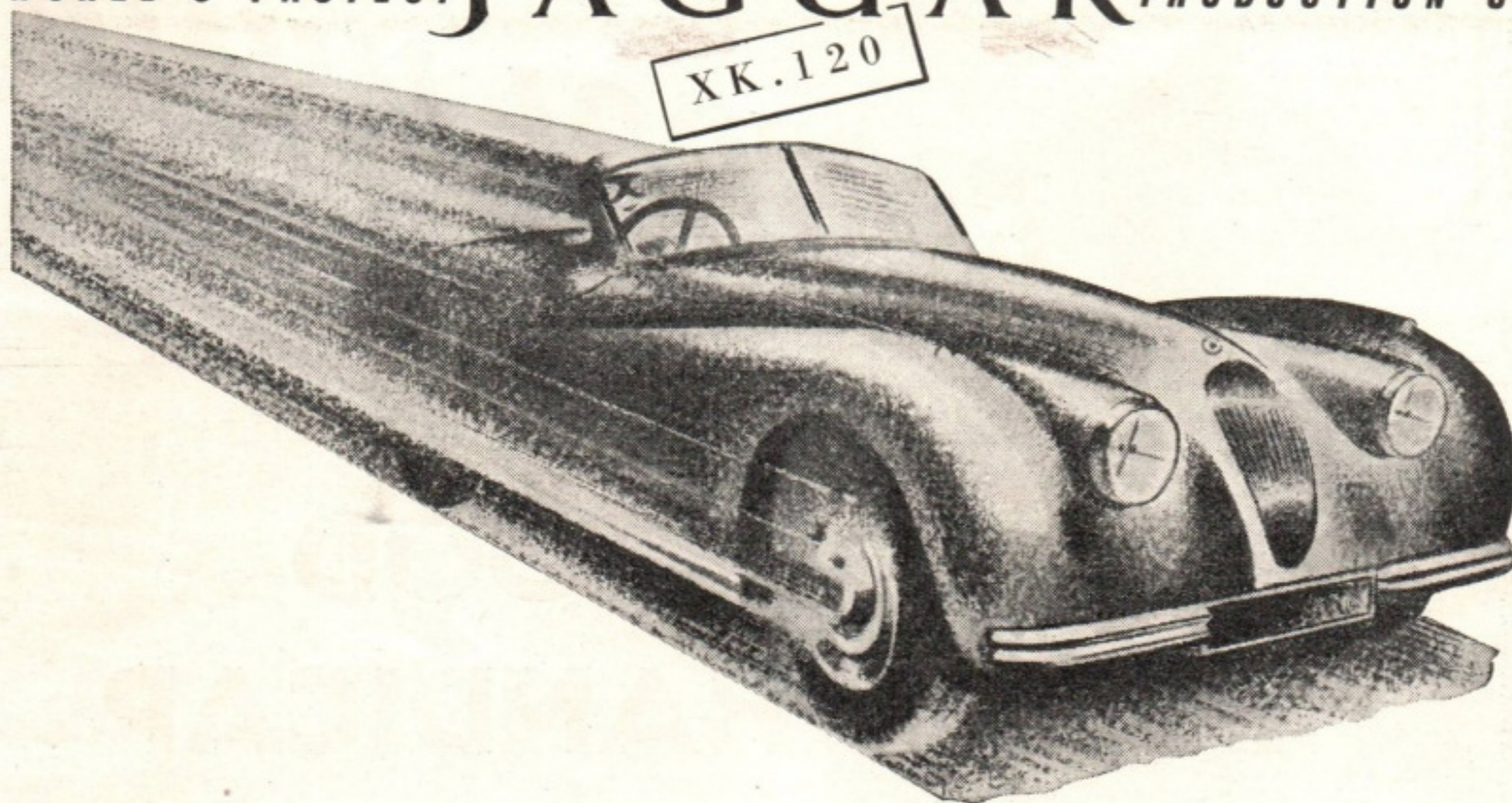
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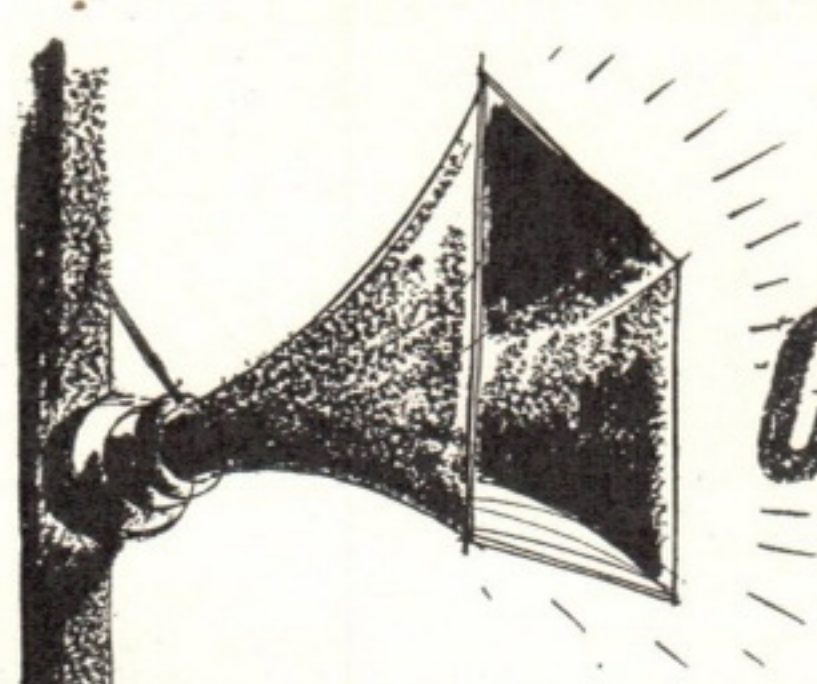
Driving the famous Jaguar XK. 120, Leslie Johnson maintained a speed of 131.83 m.p.h. for one hour at Montlhery, Paris, on Monday 12th March. For this outstanding performance Leslie Johnson again chose Essolube motor oil.

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CASTROL WINS

GOODWOOD EASTER HANDICAP RACES

SECOND RACE

1ST

J. COOPER (Cooper)

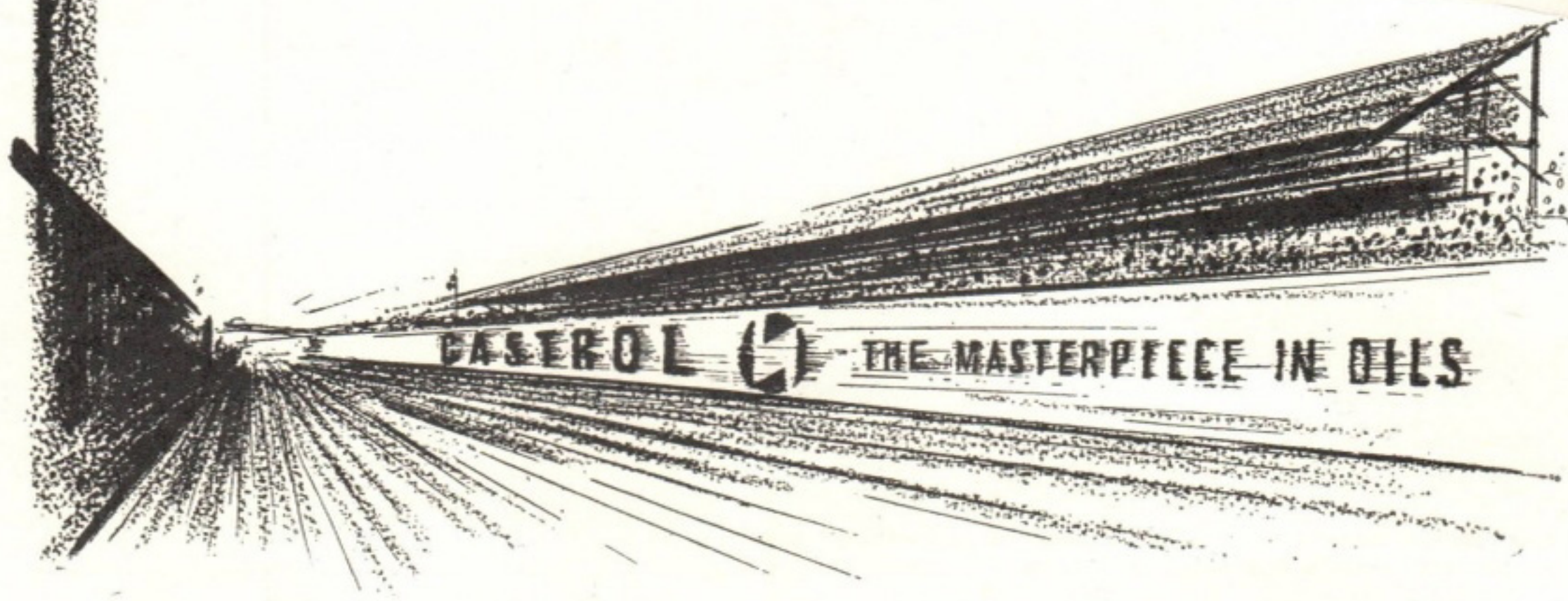
at 83.99 m.p.h.

THIRD RACE

1ST

L. GIBBS (H.R.G.)

at 72.85 m.p.h.



Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

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NOTICES

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EDITORIAL

ORGANIZERS of 500 c.c. races should make it quite clear in their regulations that successful competitors' cars may require to have engines checked for measurement. AUTOSPORT does not suggest that any driver would be so unsporting as to (say) substitute a 596 c.c. o.h.c. Norton engine for a "500", but this does not rule out the possibility of such a thing taking place. For example, tuners or mechanics anxious to see the machinery for which they are responsible win races, might be tempted to slip in an outsize power-plant unbeknown to the driver. If such a thing were to be discovered, the unfortunate driver may find himself not only in a most embarrassing position, but in grave danger of losing his competition licence.

WHILST on the subject of Formula 3 racing, readers may recall that this journal was the first to draw attention to the attitude of France to 500 c.c. cars. It now appears certain that she is leading an anti-500 c.c. movement, and is attempting to substitute a class for cars of up to 750 c.c., unsupercharged. Also, there are signs that regulations may be framed banning the use of single-cylinder engines, and of motor-cycle-type transmission systems, *i.e.*, chain-drive.

Presumably the failure of French designers to produce a 500 c.c. engine comparable with Norton, J.A.P., Triumph or BMW has a lot to do with the movement, as has the availability of Panhard and Renault power-units. It is also known that Italy would prefer a 750 c.c. class, having been developing sports-cars of that capacity for some time.

The ever-growing popularity of Formula 3 in Great Britain, Germany, Sweden, Holland and other countries is proof enough that the 500 c.c. class is still only in its infancy. As the instigators of half-litre racing, we must do everything in our power to see that its future is not jeopardized by the antipathy of a minority of countries, even though they do wield a powerful influence in the world of motor racing generally.

WITHOUT a doubt, the introduction of the AUTOSPORT £200 British National 500 c.c. Championship has not only stimulated interest in the class generally, but the £50 award for non-series-production cars has caused a commendably high proportion of amateur builders to enter. As there is bound to be a scramble for entries in every event where a 500 c.c. class is included, we sincerely hope that organizers will give intending entrants all possible consideration, and do their best to see that the list is fairly apportioned. AUTOSPORT wishes every success to the entrants in the Championship, and will follow their progress throughout the season.

OUR COVER PICTURE

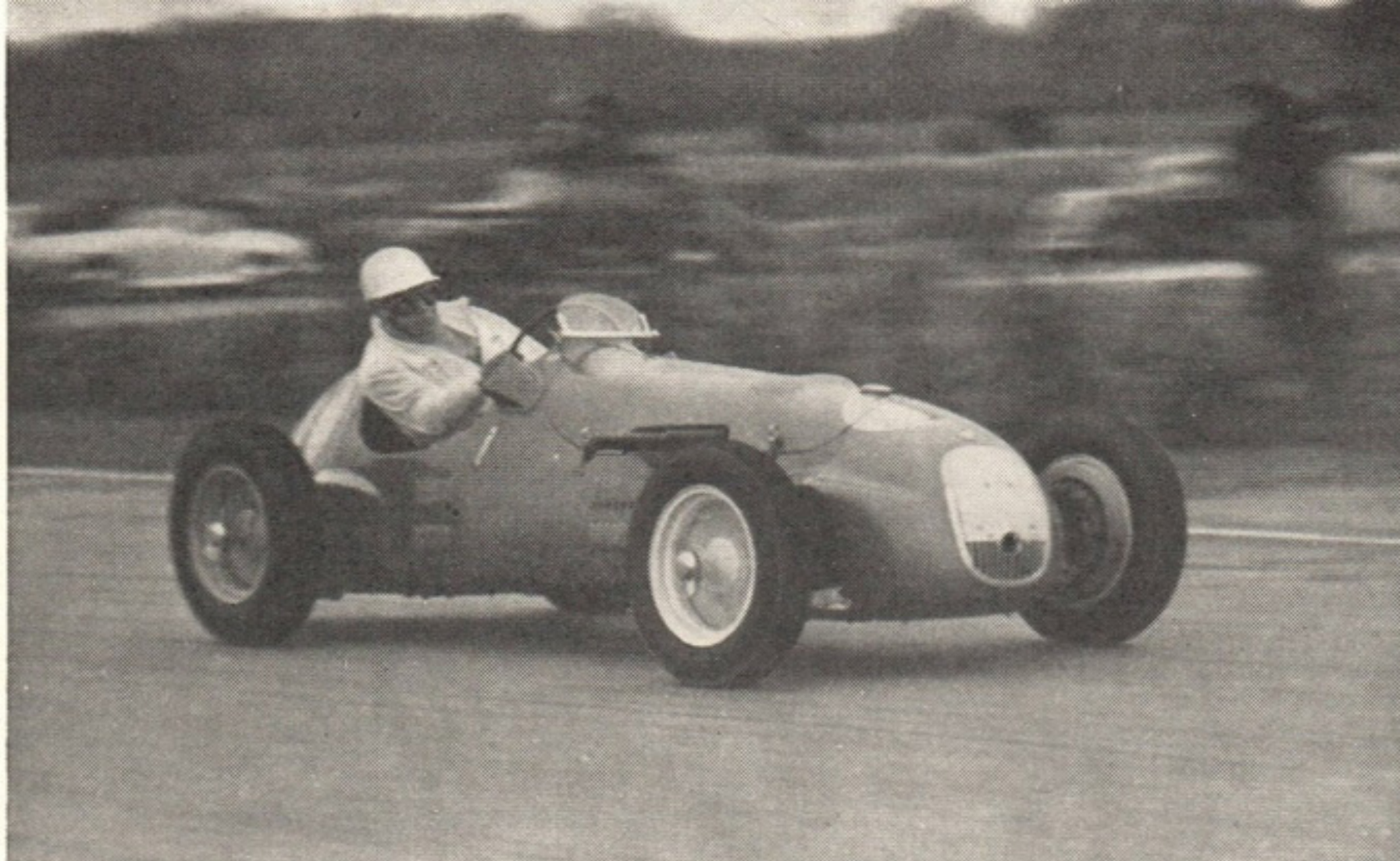
GOODWOOD: A George Phillips snap of John Cooper (1,098 Cooper-J.A.P.), after he had caught Brian Shawe-Taylor (1,767 Connaught) in the second Easter Handicap.

RACING

**Bira (OSCA) wins
Lap Record at open
new J.B.S. "5"**

STIRLING MOSS
(H.W.M.) (left), winner
of the first Goodwood
race of the 1951 season.

CONNAUGHT (Below):
Ken McAlpine in the
promising Formula 2
machine, which was also
driven by Brian Shawe-
Taylor.



THE B.A.R.C.'s Easter Monday meeting at Goodwood drew a large crowd of spectators eager to see the start of the 1951 racing season. Despite lowering clouds, the rain for once held off, and the majority of the events were held on a dry course. The circuit has been vastly improved, and the new surface appears to be conducive to much higher speeds.

Practice had shown that the combination of Alf Bottoms and the new J.B.S.-Norton was a formidable challenge to the Coopers. Alf covered the 2.4 mile circuit at an average speed of 81.20 m.p.h., a record for a 500 c.c. car. Reg Parnell (1,496 Maserati), in doing a level 90 m.p.h., cracked his own course record of 89.26 m.p.h.

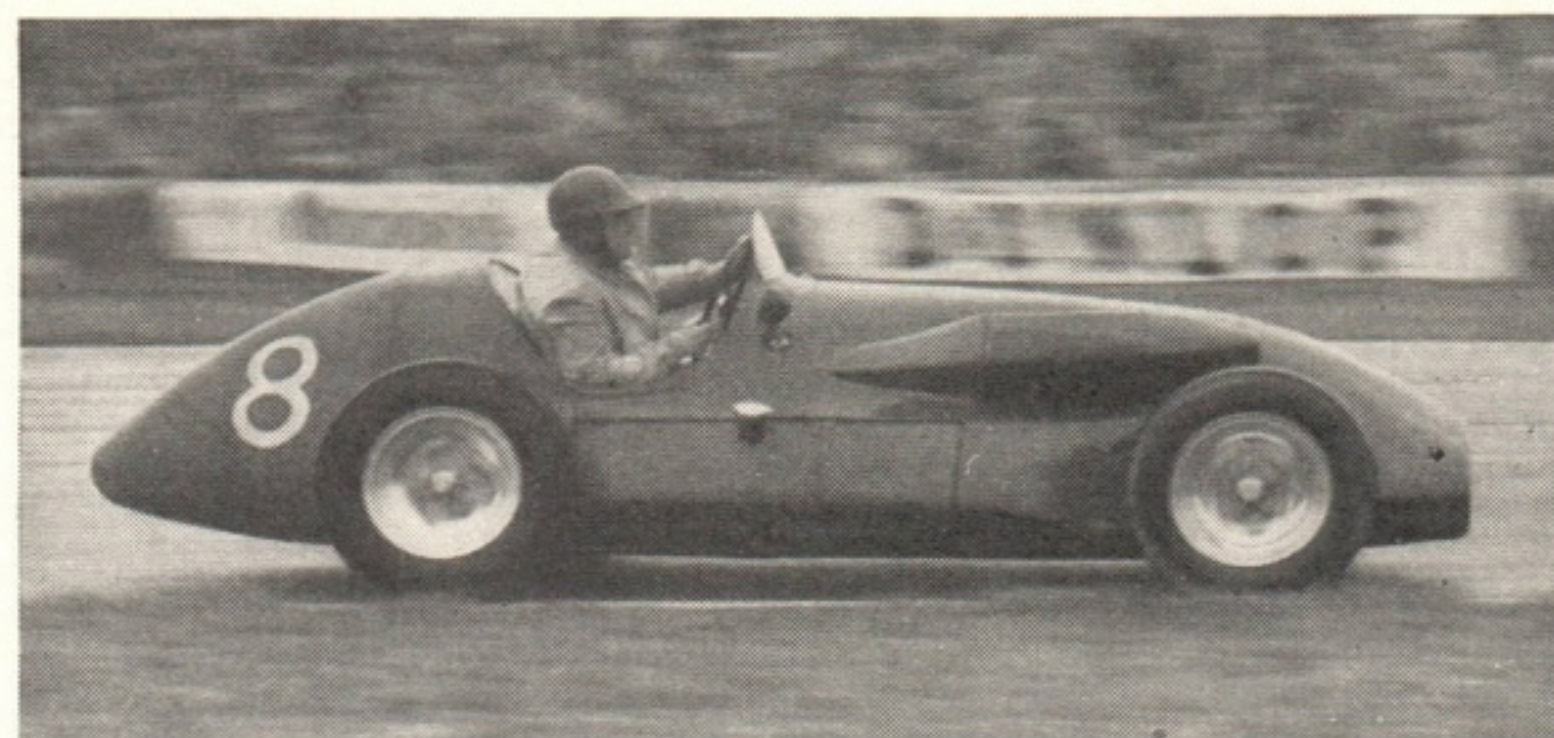
* * *

The Lavant Cup

THIS five-lapper for cars of up to 1,100 c.c. S, and 2,000 c.c. U/S saw the debut of the new H.W.M.s. Surprise visitor was George Abecassis, who was last heard of as being in hospital. He remarked that the extent of his injuries was grossly exaggerated, and that he'd be back in the driver's seat within a week or two.

Some folk thought that the "1,100" Cooper would be too fleet for Moss and Macklin in the H.W.M.s. Sure enough, Eric Brandon (Cooper-J.A.P.) shot into the lead, followed by Bill Aston in a similar car, and Moss; Ken McAlpine (Connaught) headed Macklin.

Brandon gradually increased his lead, but Moss caught Aston on lap two, and started a stern chase after the other Cooper. For four laps it was Brandon, Moss and Aston, with the rest of the field some way behind. McAlpine spun



round at St. Mary's, and dropped back several places. Moss caught Brandon just before Woodcote, on the last lap. Stirling drove brilliantly, taking the corners in delightful controlled slides, and getting the utmost out of his rapid little car.

The Lavant Cup: (up to 1,100 c.c. S and 2,000 c.c. U/S).—1, Stirling Moss (1,960 H.W.M.), 8 mins. 54 secs. (80.91 m.p.h.); 2, Eric Brandon (1,098 Cooper-J.A.P.), 8 mins. 54.8 secs.; 3, W. S. Aston (1,098 Cooper-J.A.P.), 9 mins. 54 secs.

Fastest lap: Brandon, 1 min. 44.2 secs. (82.92 m.p.h.).

* * *

The Earl of March Trophy

THE young Earl of March started the 500 c.c. race. In place of the rolling start, the B.A.R.C. took a leaf from the Brands Hatch book and introduced a "warming-up" area some 50 yards from the grid. Brandon (Cooper-Norton) had difficulty in starting, but his engine fired at the opportune moment and he had the advantage of a pukka rolling start as the field swept away from standstill.

There was plenty of dicing into Madgwick Corner, Alan Brown (Cooper-

Norton) was first in, but Alf Bottoms (J.B.S.-Norton) travelling at a tremendous pace, simply rocketed into the lead, closely followed by Peter Collins (Cooper-Norton), and Curly Dryden (J.B.S.-Norton).

The new J.B.S.'s were most impressive, and Dryden caught Collins coming out of Woodcote on lap two. Frank Aikens's J.B.S.-Triumph early lost its crisp note; a big-end bolt decided to come undone. Brandon settled down to chase Collins, and Ken Carter (Cooper-Norton), after a poor start, began to come into the picture. His Mark V Cooper was very fast in the bends, and by lap three he had overhauled Brandon and was ready to take Collins, which he did on the next tour.

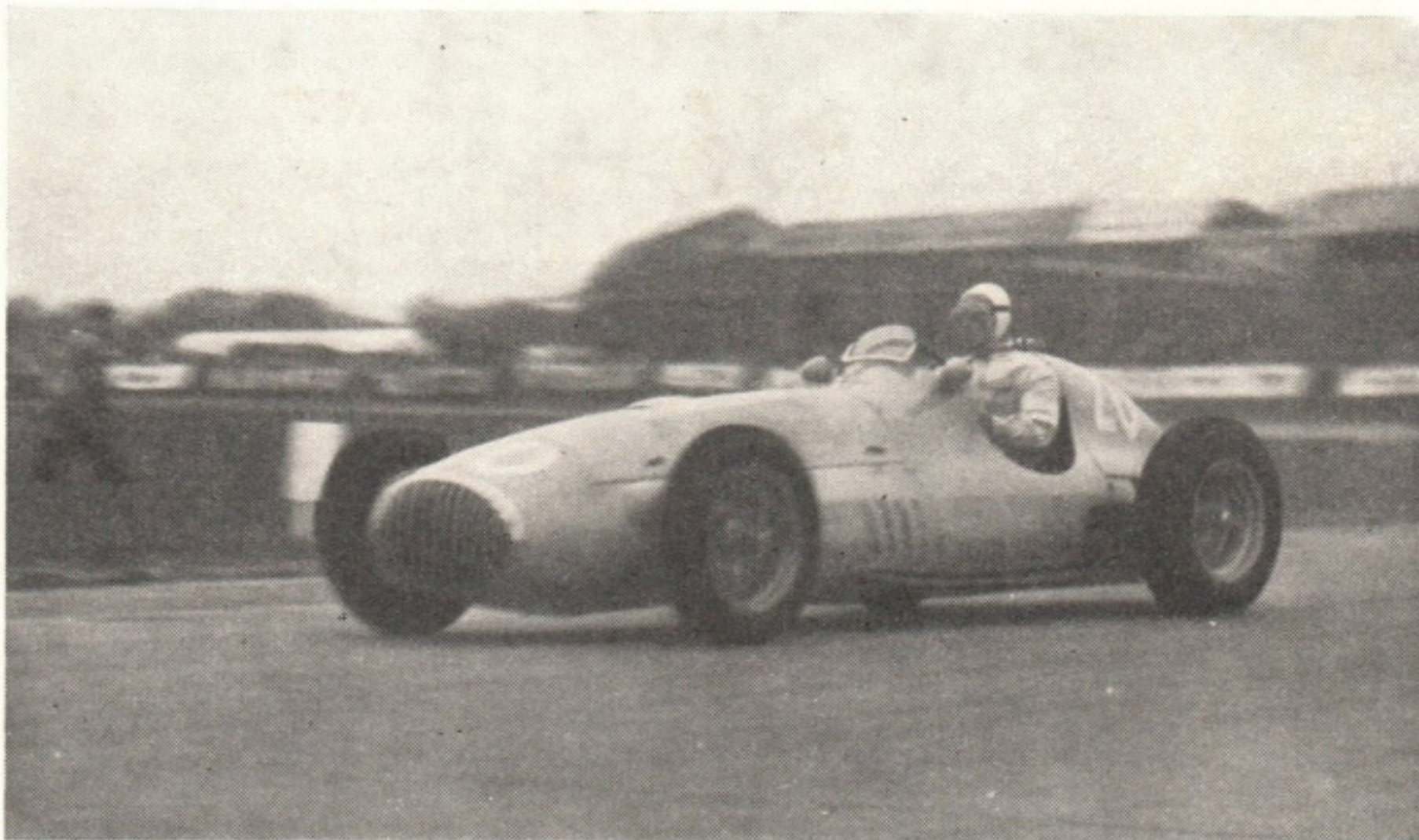
Bottoms was circulating rapidly, but appeared to ease up slightly, allowing Dryden to come almost within striking distance. Collins was now being challenged by Nottingham driver D. A. Clarke in Bob Gerard's Cooper-Norton.

The marque J.B.S. finished one-two, followed by a cavalcade of Coopers, and a couple of Emerysons. Incidentally, Paul Emery's car had a V-twin J.A.P. motor. It was significant that Norton engines powered the first half-dozen cars.

STARTS

nd Trophy and breaks
odwood Meeting —
kes successful debut.

OSCA (Right): Bira travelling at high speed with the new 4½-litre, V-12, unsupercharged Osca, produced by the Maserati brothers. It bears a strong resemblance to the 4CLT San Remo Maserati, and probably has a similar chassis.



Earl of March Trophy (500 c.c.).—1, Alf Bottoms (499 J.B.S.-Norton), 9 mins. 29½ secs. (75.91 m.p.h.); 2, R. M. Dryden (499 J.B.S.-Norton), 9 mins. 30.6 secs.; 3, Ken Carter (499 Cooper-Norton), 9 mins. 36.2 secs.

Fastest lap: Peter Collins (499 Cooper-Norton), 1 min. 48.2 secs. (79.85 m.p.h.)

* * *

The Chichester Cup

THE *formule libre* race for the Chichester Cup was a sort of warming-up event for the 12-lap Richmond Trophy. Reg Parnell (Maserati) secured a tremendous lead, and led from start to finish. Brian Shawe-Taylor (E.R.A.) drove extremely well, and never gave up trying to catch the flying Italian car. He put in the fastest lap at 89.38 m.p.h.

Bira's V-12, 4½-litre Osca-engined Maserati, called simply Osca, sounded beautiful, but gave no positive indication of the speed of which it was capable. John Claes, unfamiliar in a blue Talbot, had a scrap with Graham Whitehead (E.R.A.), and then with Bob Gerard (E.R.A.).

Results

1, Reg Parnell (1,496 Maserati S), 8 mins. 41 secs. (82.92 m.p.h.); 2, Brian Shawe-Taylor (1,488 E.R.A. S), 8 mins. 43.4 secs.; 3, B. Bira (4,470 Osca), 8 mins. 53.2 secs.

Fastest lap: Shawe-Taylor, 1 min. 41.2 secs. (85.38 m.p.h.).

* * *

The Richmond Trophy

REG PARNELL was such a strong favourite for the 12-lap race, that the bookmakers refused to take any more bets after the first few. The field was a trifle depleted, non-starters including

John Heath (H.W.M.), J. M. James (Maserati), Fred Ashmore (E.R.A.), Tony Rolt (Delage Spl.), Pat Garland (Talbot), Bob Cowell (Alta) and David Hampshire (Maserati).

Reg made a superb start from the front rank, but unexpectedly Bira in the blue-and-yellow Osca beat him out of Madgwick to take a lead which he never lost. Parnell strove might and main to catch the Siamese driver, but Bira obviously had no intention of letting up. The irrepressible Shawe-Taylor wasn't far behind, and Duncan Hamilton (E.R.A.) and Johnny Claes (Talbot) started a duel which lasted for the entire race.

Bira came round with Parnell hot on his tail. In trying to take the Osca, Reg left his braking just too late on the St. Mary's side, dived off the road, almost collided with a hay-stack, and did a considerable amount of cross-country motor-ing before regaining the circuit. This contretemps cost him several places, which he proceeded to make up with all his skill.

The Osca rumbled relentlessly on. Bira was cornering impeccably and proving that on his day he is one of the world's greatest drivers. Despite his vast lead, he drove faster and faster, realizing that at Goodwood no one can afford to let up with Parnell in the hunt.

The red Maserati streaked through the field, passing Duncan Hamilton and Johnny Claes on the third lap. Next time round Parnell took Shawe-Taylor, and grimly settled down to chase Bira. However, if the Osca continued to circulate at the pace it was going, Reg would require to break his lap record each time round to get within striking distance.

On lap six, Parnell's great effort came to an end. Coming down to Woodcote, the Maserati belched out clouds of blue smoke. One could guess that a piston had decided to disintegrate, although it is quite possible that his bumpy passage

across the landscape earlier on may have caused damage. The Emperor of Goodwood had lost a scratch race on this circuit for the first time.

It was now all over bar the shouting. Bira was in an unassailable position, and the Osca sounded as if it would go on indefinitely. His was a popular win, as the Goodwood crowd remembered his gallant bid last year to beat Parnell and the B.R.M. Bira has not been too fortunate recently, but with this low-built and very fast unsupercharged 4½-litre, he may have found the answer to the formidable Ferraris.

Shawe-Taylor enhanced his ever-growing reputation, and finished in second place. Duncan Hamilton drove with great verve, and just managed to keep ahead of Claes, who gets better and better with every outing. Farther back, Moss and Macklin were outpaced in their unsupercharged 2-litres, but put in some fast lappery notwithstanding.

During his almost perfect drive, Bira had the satisfaction of lowering the lap record. He turned in a tour of 1 min. 35.6 secs. (90.38 m.p.h.).

Results

1, B. Bira (4,470 Osca), 19 mins. 44 secs. (87.57 m.p.h.); 2, Brian Shawe-Taylor (1,488 E.R.A. S), 20 mins. 1.2 secs.; 3, Duncan Hamilton (1,488 E.R.A. S), 20 mins. 9.4 secs.; 4, John Claes (4,485 Talbot).

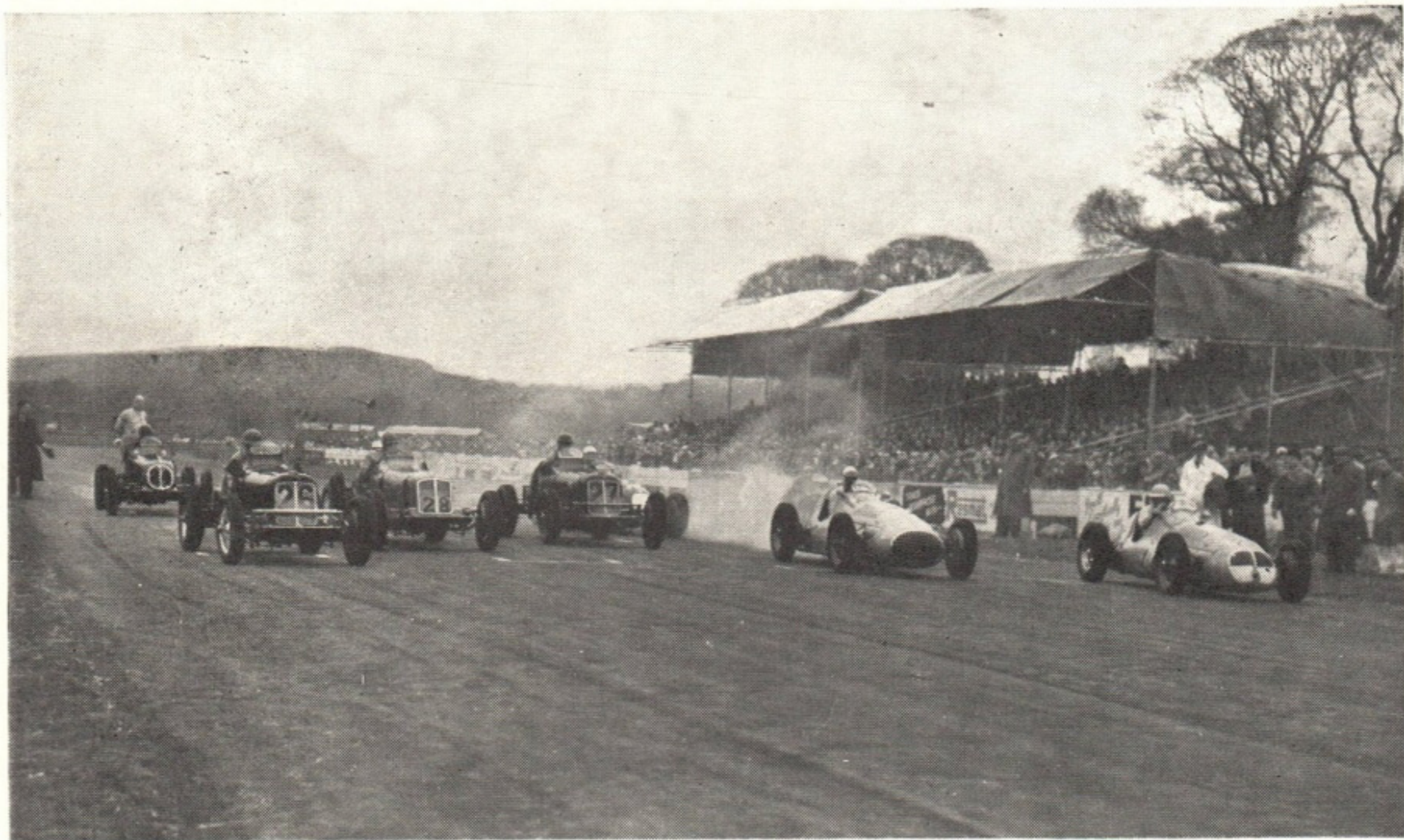
Fastest lap: Bira, 1 min. 35.6 secs. (90.38 m.p.h.). New lap record.

* * *

The Handicap Races

THE four handicap events proved most interesting. In the first one, Peter Collins (1,098 Cooper-J.A.P.) drove steadily from the 10 secs. mark and caught M. J. C. Keen (H.R.G.), recd. 69 secs., and Gerry Ruddock (H.R.G.), recd. 40 secs.

In the second handicap, John Cooper (1,098 Cooper-J.A.P.) set off at a tremendous pace from the 25 secs. mark, his



Racing Starts—Contd.

car displaying astonishing acceleration. Shawe-Taylor (1,767 Connaught) looked a good thing, as he was giving the Cooper 20 secs. However, the twin-cylinder car caught him on the last lap to win by 0.6 sec. During his grand run, John Cooper put in a lap at the excellent speed of 85.89 m.p.h.

Basil de Mattos suffered from a chronic misfire with the new Cromard, and Peter Clark spun round at Woodcote with his leaf-engined H.R.G.

The third Easter handicap produced a large crop of non-starters, including Dick Jacobs's new M.G. L. Gibbs (H.R.G.), the limit man, warded off the challenge of three Jaguar XK 120s and three Silverstone Healeys to win from Wicken's Jaguar by 7 secs. at 72.85 m.p.h. Wicken and Craig had an exciting duel, the former returning fastest lap at 78.99 m.p.h. Craig, more familiar in an older SS100 car, handled his XK120 magnificently, but just failed to match Wicken's car for sheer speed.

Only seven cars faced the starter for the final handicap, which proved to be a runaway win for Johnny Claes (Talbot) from the 26 secs. mark. Bira (Osca) drove at a tremendous pace from scratch, equalling his own lap record, but not quite quickly enough to catch the flying Talbot which finished 11.6 secs. ahead of Goodhew's ex-Hutchison Alfa-Romeo, and 29.4 secs. ahead of Bira. Claes motored as fast as his car could propel him, and averaged 86.50 m.p.h., second highest race speed of the day.

RESULTS

First Easter Handicap.—1, Peter Collins (1,098 Cooper-J.A.P.), 10 mins. 6.2 secs. (81.24 m.p.h.); 2, M. J. C. Keen (1,496 H.R.G.), 10 mins. 16.4 secs.; 3, G. A. Ruddock (1,496 H.R.G.), 10 mins. 17.4 secs.

Fastest lap: Collins, 1 min. 44.2 secs. (82.92 m.p.h.).

Second Easter Handicap.—1, John Cooper (1,098 Cooper-J.A.P.), 9 mins. 2.4 secs. (83.99 m.p.h.); 2, Brian Shawe-Taylor (1,767 Connaught), 9 mins. 30 secs.; 3, E. M. Martin (1,488 E.R.A.), 9 mins. 51.2 secs.

Fastest Lap: Cooper, 1 min. 40 secs. (85.99 m.p.h.).

Third Easter Handicap.—1, L. Gibbs (1,496 H.R.G.), 10 mins. 14 secs. (72.85 m.p.h.); 2, George Wicken (3,442 Jaguar XK120), 10 mins. 21 secs.; 3, John Craig (3,442 Jaguar XK120), 10 mins. 28 secs.

Fastest lap: Wicken, 1 min. 49.4 secs. (78.99 m.p.h.).

Fourth Easter Handicap.—1, John Claes (4,485 Talbot), 8 mins. 39.4 secs. (86.50 m.p.h.); 2, J. Goodhew (2,992 Alfa Romeo S), 8 mins. 51 secs.; 3, B. Bira (4,470 Osca), 8 mins. 53.6 secs.

Fastest lap: Bira, 1 min. 35.6 secs. (90.38 m.p.h.), equals own lap record.

* * *

CIRCUIT CHATTER: John Bolster and F. J. Findon made an excellent job of the P.A. . . . Winking lights that mystified so many folk are clever gadgets by Tony Curtis to indicate that his mikes are transmitting over the Antone. . . . People are already talking about the possibility of a 100 m.p.h. lap on Good-

PARNELL (Maserati) streaks off the mark in the Richmond Trophy, with Bira (Osca) also on the move. The three E.R.A.s were driven by Graham Whitehead (No. 26), Duncan Hamilton (No. 28) and Brian Shawe-Taylor (No. 27).

wood. . . . Full marks to John Morgan and his staff for an ultra-efficient organization. . . . Be interesting to see what speeds are reached by Geoff Duke and Co. at the "Bemsee" motor-cycle meeting on 14th April. . . . Given a really good day, a 500 c.c. race should be won at over 80 m.p.h. in the near future. . . . All half-litre pilots tremendously keen on AUTOSPORT's £200 British National Championship. . . . Suggested that a Formula 2 British drivers' Championship would be a welcome innovation. . . . Familiar face around the paddock was that belonging to "Wilkie" Wilkinson. The wizard of the spanner is doing extremely well in Scotland with the new enthusiasm for racing born of Winfield and Longmore circuits. . . . Tony Gaze's new 2-litre Alta was a non-starter with gearbox bothers. . . . Rob Walker's E-type E.R.A.-engined Delage Special was also a non-starter. It was to have been driven by Tony Rolt. . . . Owing to the troubles at Talbot Works, Pat Garland was unable to bring over the 4½-litre single-seater he planned to drive. . . . John Bolster's article in this issue on crash-hats is made more than interesting in that George Abecassis was probably saved from serious injury in his practice crash through wearing a "prang-hat".

March 30, 1951

BEGGAR'S ROOST: J. L. Simmons-Hodge's immaculately kept Austin Seven on the famous hill near Lynton.

PROBABLY the most striking feature of the extremely popular M.C.C. Land's End Trial, was the remarkable variety of the machinery taking part. Of the 336 entries, there were 130 solo motor-cycles, 20 sidecars, four 3-wheelers, and 182 cars. The last-named included family saloons, veteran and otherwise, sports cars and specials.

There were 37 car claimants for first-class awards, 28 for "seconds", and 26 for "thirds". The unusually high proportion of 51 retired, and there were 14 non-starters, and 26 who could not claim an award.

The run down to Taunton from the three starting points, Plymouth, Stratford-on-Avon and Virginia Water was made in bright moonlight, with a bitter wind bringing out duffel coats, furs and arctic headgear for the occupants of open cars. It was also noted that, in addition to the army entries, quite a number of motor-cyclists favoured crash-hats.

Doverhay was not used for cars, so the first real test was the well-tried Beggar's Roost, near Lynton. It is a fact that this hill, although very bumpy and inclined to be greasy, is a piece of cake for any well-driven car. However, many entrants spin to a standstill merely because they do not treat it with the respect that is due to any trials hill. The "Roost" on a really wet day can cause havoc, but



A DRY "LAND'S END"



More than 25 per cent of Car Entries Retire in M.C.C. Event.

on Saturday morning the high wind dried the surface making it more than normally easy. Flocks of M.G.s scurried up without difficulty, and only a few cars, such as M. V. Foy's veteran Austin 12, caused anything in the nature of a delay. Peter Morgan's Plus Four Morgan coupé, and Jim Goodall's Plus Four 2-seater displayed immense power, as did the several H.R.G.s and Dellowes.

Barton Steep was also in kindly mood, whilst Darracott produced nothing in the way of stopping properties. Crackington had to be treated cautiously, and many of the sporting chariots just managed to keep going with madly spinning wheels. From New Mill, the long cavalcade went to Hustyn, and then

BLUEHILLS MINE: Jack Radbourne (TC M.G.) cleverly negotiating the hair-pin at the foot of the popular section near Perranporth.

A Dry "Land's End"—continued.

to Bluehills Mine between Perranporth and St. Agnes. The mine appears now to be officially known as "Bluehills", yet it is believed that it was christened by the late F. T. Bidlake about 25 years ago, after it had been discovered by Donald Healey who then resided in Perranporth.

The story goes that Bidlake, then secretary of the M.C.C., said: "We've got blue skies, a blue sea, why not have a blue hill as well!" So Bluehills Mine it is to this day. Instead of the old route, the M.C.C. cut out the road to the left of the hill, and substituted a much rougher path, reached by negotiating a double hairpin.

After scores of motor-cycles had cracked up without much difficulty, and Lewis Jones's box-like Reliant 3-wheeler had treated the most tricky hairpin with contempt, Martin Lewis's red H.R.G. opened the car assault by mounting the bank and stopping. E. D. Scobey's H.R.G. jammed itself on the bump, and it was left to Jack Radbourne (TC M.G.) to show how the hairpin should be tackled; a slow approach, in to the bank as far as possible, and then boot hard down to swing round the tail. L. J. Rodda, in a similar car followed Radbourne's example, as did F. W. Scott in a blown PB. J. H. Pool's venerable Ford V8 coupé stuck on the hump, but cleared it at the second time of asking.

A. B. Napper's ultra-short wheelbase Knill made it look absurdly easy, the red tam o' shanters of its crew lending gaiety to the general scene.

By this time, a tremendous crowd of spectators had gathered on the hill, and some light relief was provided by an army motor-cyclist who attempted to charge the crowd with his B.S.A., had another go, and promptly fell off. C. Oldbury's Sunbeam-Talbot had some difficulty in getting past the hairpin, but L. G. T. Drew, in an elderly Austin 12 saloon, and H. R. Jesty (Hillman Minx saloon) made light of the section. R. D. Harris's TD Midget was most impressive.

Three-quarters of the way up was a stop and re-start test, and this sorted out a high percentage of the entry in no uncertain manner, including many M.G.s and the majority of the saloons. Alick Pitts, usually seen at the wheel of a blower Bentley handled a coupé Allard magnificently, negotiating the hairpin without a moment's anxiety despite a very long wheelbase. R. G. W. Beor-Roberts's Ford Anglia whistled up at such velocity that the presence of a compressor was more than suspected, although no "S.c." appeared against his name in the programme.

With such a large entry, it wasn't to be wondered at that darkness fell before the last cars cleared Bluehills Mine and carried on to the finish at Land's End. However, the tail-enders received the benefit of an outsize in Easter moons

which gave the road to Penzance a fairy-like beauty.

Land's End "Gold" Claimants

F. W. Scott (939 M.G. S), T. G. Cunane (1,250 M.G. S), A. B. Napper (1,172 Knill), R. Willson (1,172 L.R.G.), R. W. Woolaway (1,172 Wooley), A. L. Chard (1,172 Ford), R. W. Hartnoll (1,172 Ford), T. S. Hicks (1,294 M.G.), P. G. Cooper (2,008 Vanguard), Alick Pitts (3,622 Allard), Peter Morgan (2,008 Morgan Plus Four), Jim Goodall (2,008 Morgan Plus Four), C. J. McCann (1,267 Morgan), C. P. Nichols (1,172 Dellow), P. Scott (1,496 H.R.G.), Hugh Leigh (1,496 Frazer-Nash), Graham Grindall (1,172 Dellow), Horace Roberts (3,917 Allard), R. A. Hellyar (1,493 Singer), F. Allott (1,496 H.R.G.), C. M. Davis (1,708 M.G.), A. G. Curwen (747 Austin), J. Tucker-Peake (1,172 Scarlet Runner), T. H. Church (1,172 Dellow), H. C. Bradford (1,250 M.G.), A. G. Wills (1,172 Dellow), B. H. Dees (1,172 Dellow S), D. H. Sleep (1,172 Dellow), R. E. C. Brookes (1,172 E.R.P.), G. M. Boyes (3,622 Batten), A. J. Hughes (747 Austin), J. G. Marks (1,009 Standard), H. Cocker (1,096 Riley), J. D. M. Appleton (1,172 Dellow), C. R. Price (1,172 Dellow S), A. L. S. Denyer (1,496 Lea-Francis), B. Gamble (2,443 Healey).

The team award would appear to lie between Peter Morgan, Jim Goodall and C. J. McCann (Morgans) and the Wills, Dees and Sleep trio of Dellos.

U.A.C. CIRCUIT OF IRELAND

Interim Report from Killarney

Sunday Night

AFTER a first day featuring scattered showers of snow, hail, and everything else, competitors found their second day's run infinitely tougher than ever before; 25-30 competitors are out of the trial through getting bogged down in the mountains this morning, arriving very late at the first control at Gougane Barra. Among those out with mechanical trouble were E. J. Kelliher (Sunbeam-Talbot), who apparently stripped a crownwheel at the first test near Clara, Co. Offaly; Arthur McAnerney (Super Snipe), who crashed into a wall near Killarney; R. B. Hull (Singer Roadster), whose fan went through his radiator, and Dermot Johnson (Allard), with a broken piston.

In test one near Clara, the provisional results are:—

Class I (open cars): H. M. Newenham (M.G.), 31 marks lost; J. J. Flynn (M.G.), 32 marks lost; D. O'Clery (M.G.), 33 marks lost.

Class II (small saloons): C. W. Eyre-Maunsell (Minx), 34 marks lost; J. R. V. Noble (Morris), C. Vard (Minx), W. J. Hutton (Austin), 35 marks lost; J. C. Millard (Minx), W. T. Todd (Minx), R. Rankin (Minx), B. McCaldin (Minx), 36 marks lost.

Class III (big saloons): C. F. C. Lindsay (Bristol), 32 marks lost; S. Pentland (Citroën), 35 marks lost; D. P. Johnson (Allard), 36 marks lost.

Those who did survive the bog on Sunday reached Bantry, Co. Cork, in good time. Test two was held here, watched by most of the populace.

Results:—

Class I: R. A. Hopkinson (M.G.), 22.4 marks lost; W. P. McCaughey (M.G.), 23.2 marks lost; D. G. Johnston (M.G.), 23.8 marks lost.

Class II: R. J. Caldwell (M.G.), 27 marks lost; G. W. Houston (Sunbeam-Talbot), 28 marks lost; J. H. Shiells (Ford), 28.2 marks lost.

Class III: J. D. Keatley (Sunbeam-Talbot), 27.2 marks lost; R. J. Adams (Sunbeam-Talbot), 27.4 marks lost; C. F. C. Lindsay (Bristol), S. Pentland (Citroën), 34 marks lost.

Competitors were then taken up the tortuous route to the famous Tim Healy Pass, where a flying start timed climb was held.

Class I: A. G. Imhof (Allard), 42.6 marks lost; B. D. S. Ginn (Allard), 45.2 marks lost; C. S. Porter (Morgan), 45.8 marks lost.

Class II: J. Lord (M.G.), 51.8 marks lost; E. B. Wadsworth (Dyna-Pan), 52 marks lost; C. Vard (Minx), C. W. E.-Maunsell (Minx), J. McCaughan (M.G.), 52.4 marks lost.

Class III: C. F. C. Lindsay (Bristol), 47 marks lost; C. D. McCarthy (Allard), 47.2 marks lost; S. Pentland (Citroën), 47.4 marks lost.

The three competitors for the Ladies' Prize are running close. Aggregate to date: 1, Miss Ingram (Renault), 146.8 marks gained; 2, Mrs. Dowling (Austin), 147.2 marks gained; 3, Mrs. Flynn (M.G.), 149 marks gained.

WILSON McCOMB.

* * *

S.S.C.C. "HIGHLAND"

Dellow Successes

FEW details were available as we went to press of the Scottish Sporting C.C.'s Highland Three-Days' Trial and Rally, which took place over the Easter week-end.

The organizers were still working out the results of the Rally, but it would appear that Bill Lamb (1,172 Dellow S) is almost certain to be the winner of the Trial, with George (Speedy) Hendry (4-litre Watson) as runner-up and possible winner of the big-car class.

It also seems likely that the team award will go to Lamb, Goodall and Paterson, all on Dellos.

A report of the event will appear in next week's issue.

"AUTOSPORT" BRITISH NATIONAL 500 c.c. CHAMPIONSHIP

J.B.S. AND COOPER SHARE TOP PLACES

EASTER week-end saw the first leg of the AUTOSPORT £200 British National 500 c.c. Championship, with meetings at Brough, Gamston and Goodwood. Alf Bottoms (J.B.S.), Don Parker (J.B.S.) and Ray Merrick (Cooper) got away to a flying start with victories in under 20-miles races.

At the time of writing, the entry list has not closed, and already 43 drivers have registered, including Bob Gerard, whose name is bracketed with a Cooper.

The number of drivers who have entered hitherto unknown amateur-built cars is most encouraging, and proves conclusively that, given the

opportunity, many builders will have a go at challenging the series-built machines, not to mention going all out to win the special £50 award for the highest-placed, non-series-built car.

Provisional Placings on 27th March

Name	Car	No. of Races	Points
Alf Bottoms	J.B.S.	1	3
Don Parker	J.B.S.	1	3
Ray Merrick	Cooper	1	3
Curly Dryden	J.B.S.	1	2
Jack Reece	Cooper	1	2
Austen May	Cooper	1	2
A. M. Beardshaw	Cooper	1	1
Alan Rogers	Cooper	1	1
Ken Carter	Cooper	1	1
Other entries: Donald Beauman (Cooper), P. K. Braid (Cooper), Eric Brandon (Cooper), Alan Brown (Cooper),			

Tom Bryant (Cobra)*, Bob Gerard (Cooper), Tom Clarke (Iota), Peter Collins (Cooper), W. C. Cuff (Hell's Hammers V)*, Paul Emery (Emeryson), Basil Fowler (K.N.)*, Ken Gregory (Kieft), Cecil Heath (Cooper), Comish Hunter (J.P.), Rupert Instone (Mezzolitre-B.S.A.)*, Olav Poppe (Mezzolitre-B.S.A.)*, Victor Labrani (Labrani-J.A.P.)*, Jack Leary (Cooper), Les Leston (J.B.S.), Basil de Lissa (Parker)*, Peter Lloyd (Cooper), Jack Moor (Wasp), John Neill (Kieft), Paul Pycroft (J.B.S.), Dick Richards (J.B.S.), Alan Rippon (Cooper), Alan Rogers (Cooper), Ken Smith (Smith)*, Lord Strathcarron (Alecto)*, Dave Truman (Bardon-Turner)*, Bill Whitehouse (Cooper), George Wicken (Cooper), J. W. Burgoyne (Cooper), James E. Byrnes (Cinquecento-B.S.A.)*, Clive Lones (Iota).

* Eligible for non-series production award.

WHARTON BREAKS LYDSTEP RECORD

COOPER AND KIEFT SUCCESSES AT POPULAR TENBY M.C. EVENT

THE weather was kind to the Tenby M.C. for their hill climb in that very pleasant little venue Lydstep on Saturday, 24th March, and, although a slight sprinkling of rain fell at one time during the second runs, the sun shone strongly for most of the day in contrast to the snow, rain and sleet experienced by those travelling down from the Midlands.

Ken Wharton, driving his new 1,000 Cooper, made best time of the day by ascending the hill in 29.87 secs., breaking the course record of 31.54 secs. established by himself last September, and also won the 500 c.c. class with a Kieft, which was run virtually *sans* bodywork.

The first runs opened with the class for sports cars of 751 to 1,100 c.c. capacity and closed cars up to 1,100 c.c. D. Lloyd Edwards, driving his attractive looking lined-down Ford Ten-engined special, was easily the fastest with a time of 41.12 secs., which clipped over two secs. off the existing class record. Sports cars between 1,101 and 1,500 c.c. and closed cars up to 1,500 c.c. followed and O. H. J. Davies in his 1,172 c.c. special made the fastest—and probably the noisiest—climb in 39.90 secs. with Lloyd Edwards, driving in this class as well, a very close second with 39.96 secs. The remainder of the class, comprising two specials, a Dellow and three M.G.s all ascended very steadily together with the solitary closed car, a Javelin. It was noticed that of the M.G.s, comprising one TA, a TD and a Magnette with six Amals and a very handsome special body, the TA was the fastest with 41.32 against 42.18 of the TD and 43.22 of the Magnette, although it must be added that it was one of the competition models

and looked very much like the ex-Dickie Green "Musketeer" of pre-war fame.

The next class for blown 1,101 to 1,500 and unblown 1,501 to 3,000 c.c. sports cars produced more excitement, N. E. Weston in his blown 1,172 special having to work very hard and Ron Lowe and Lionel Evans fighting it out in their Dellow. Ron Lowe was best with 39.42 secs., closely followed by J. G. Beesley in the ex-Stan Edwards special with 39.66 and Lionel Evans with 39.96. There were only two entrants in the Ladies' Class, both with blown Dellow; Mrs. Lowe returned 40.54 secs., Mrs. Evans followed and after a very rapid getaway, slid on leaving Café Bend and motored down the bank into the undergrowth, fortunately without driver or car sustaining any damage.

The remaining sports car class for unblown cars over 3,000 c.c. saw a single Bentley surrounded by V-8 powered vehicles. E. N. R. Hewitt was fastest in his Allard with 36.24 secs., closely followed by the well-known H.R.G.-Mercury of A. W. Francis, with R. M. Bateman, plus a very determined expression, third in his Ford Special. Both Hewitt and Francis broke the class record previously held by G. N. Mansell with an Allard.

Interest was then focused on the 500 c.c. racing class in which only four cars ran, two Kiefts, Bill Cox's Cooper and Jack Moor's class record holding Wasp. One of the Kiefts, which was an ultra light model with fabric "bodywork", was handled by Ken Wharton and with it he returned 34.64 secs. in a steady climb, followed by Jack Moor with 35.16 secs. and Bill Cox in 36.38 secs. J. O. Barber

was next up the hill, having a buckshee run in this class, time not to count of course, with his 1,000 Cooper. He entered the top bends with right foot hard down, clipped the left hand bank and shot through the already battered straw bales at a considerable velocity, finishing inverted some way down the slope. To everyone's relief Barber was unhurt. After clearing the road it was left to Ken Wharton to complete the first runs as the only runner in the 501 to 1,100 c.c. racing class, which he did most convincingly in his blue Cooper 1,000 with a most polished climb of 29.87 secs., shattering his own record in no uncertain manner.

RESULTS

The Graham Ace Perpetual Challenge Trophy: Ken Wharton (Cooper-J.A.P.).

The Gatehouse Estates Perpetual Challenge Cup (500 c.c.). Ken Wharton. (Kieft.)

The Royal Lion Perpetual Challenge Cup—Sports cars in Classes 5, 6 and 7: J. G. Beesley (Ford Special S.).

The Prince of Wales Hotel Perpetual Challenge Cup (unsupercharged sports cars in Classes 6 and 7): O. H. J. Davies (Davies Special).

The Murray Austin Perpetual Challenge Cup (lady driver): Mrs. M. Lowe (Dellow S.).

The Gordon Griffiths Perpetual Memorial Trophy (sports cars in Classes 4 and 5): D. Lloyd Edwards (Ford Special).

Class Awards: D. Lloyd Edwards, O. H. J. Davies, J. G. Beesley, E. N. R. Hewitt, Cliff Edwards, Ken Wharton, Mrs. Lowe.

For second fastest runs in each Class: J. Deeley, J. Moor, D. Lloyd Edwards, R. B. Lowe, A. W. Francis, Cliff Richards.

For third fastest runs in each Class: P. C. Johnson, J. Rhodes, L. G. Evans, R. M. Bateman, R. H. Rudge, J. W. Cox.

THE 4½-LITRE FERRARI WINS AGAIN

Villoresi Gains the Pau G.P. from Rosier
& Farina — Coopers 1-2-3 in 500 c.c. Race.

DESPITE the twisty, many-cornered circuit, with its short, 1.7-mile lap, the unsupercharged cars proved superior throughout the 190-mile Pau Grand Prix for Formula 1 cars on Easter Monday and, once again, the 4½-litre Ferrari was victorious.

Luigi Villoresi, winner at Syracuse a fortnight ago, scored his second 1951 race success, while his team-mate, Alberto Ascari, who retired on the 47th lap, had the satisfaction of making the fastest race lap in 1 min. 42.3 secs. (approx. 60.5 m.p.h.), whilst during practice he had broken Fangio's Maserati lap record by 2 secs.

Ferraris, while behind him came de Graffenried, already a lap behind, Simon (Simca) and Etancelin (Talbot). On the 27th lap Trintignant's blown 1,500 c.c. Simca gave out, and he was followed to the dead car park by his team-mate, Simon, nine laps later, whose car's brakes had failed. On lap 42 the third and last Simca, Manzon's, retired and Grignard (Talbot) also gave up, but all the time the Ferraris led at a hot pace, and still Rosier clung on grimly with his heavier Talbot.

Ascari Retires

Then, on lap 46, came a surprise when Ascari coasted to a halt past the Corner du Lycée, leaving Villoresi out ahead. Order at half distance was: 1, Villoresi (Ferrari). 2, Rosier (Talbot). 3, de Graffenried (Maserati). 4, Farina (Maserati). 5, Etancelin (Talbot). 6, Louveau (Talbot). 7, Serafini (Ferrari). 8, Giraud Cabantous (Talbot). 9, Fischer (Ferrari).

The 500 c.c. Race

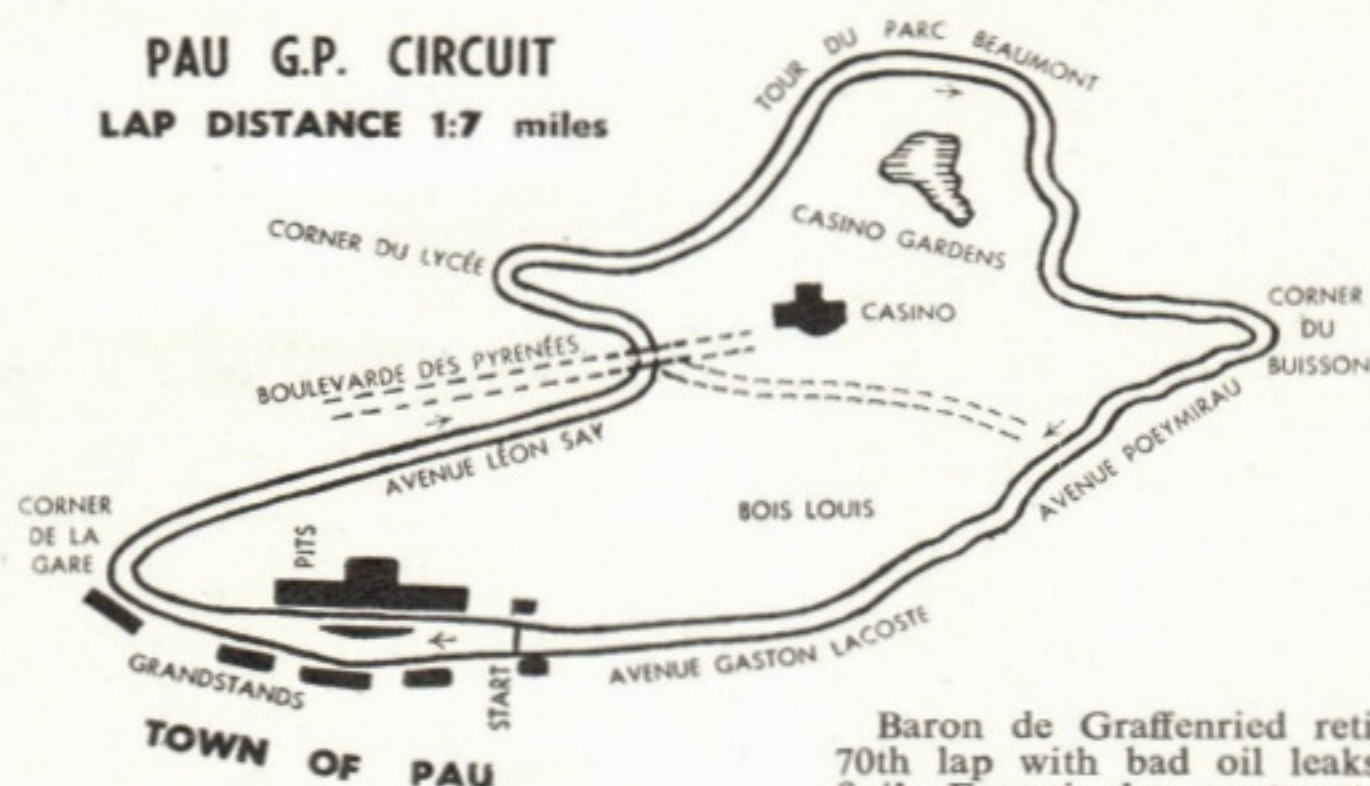
The 500 c.c. race held on the previous day, 25th March, was unfortunately a dullish affair which proved a walk-over for the Schell brothers, Philippe and Harry, whose Coopers finished first and second, within 10th sec. of each other. R. Montgomerie-Charrington was third in another Cooper, and the British Formula 3 cars were comfortably superior to the opposition. Farina was rumoured as a driver of one of the Coopers, but he did not apparently start.

The race was disastrous for the French D.B.s, all four of which retired. Bayol's failed on the line, Aunaud lasted only three laps; on lap seven Audibert went out with a defective fuel pump, and 10 laps later Bonnet in the last of the D.B.s gave up with clutch trouble. J. W. Burgoyne (Cooper), who apparently had competed at Brough the previous day, came in fifth, seven laps behind the winner.

GERARD CROMBAC

PAU G.P. CIRCUIT

LAP DISTANCE 1.7 miles



The entry included Villoresi, Ascari, Serafini and Fischer on Ferraris, three 1½-litre blown Simcas (Trintignant, Simon, Manzon), three 1½-litre Maseratis (Farina, de Graffenried, H. Schell) and five 4½-litre Talbots (Rosier, Etancelin, Grignard, Louveau and Giraud Cabantous).

Ferraris Jump into the Lead

The weather was dull, but roads were dry, when the 15 cars lined up at the start. At the drop of the flag the three Ferraris of Ascari, Villoresi and Serafini—the latter's a 2,500 c.c. car—jumped into the lead. By the end of the first lap Serafini dropped back and was passed by de Graffenried and Rosier. First retirement came on lap 11, when Harry Schell (Maserati) collided with Etancelin's Talbot, and damaged his fuel tank too badly to continue. The gallant Louis Rosier was driving like one possessed to keep up with the flying

Baron de Graffenried retired on the 70th lap with bad oil leaks and Serafini's Ferrari also went out. Giuseppe Farina was now driving very fast in third place, but many pit stops delayed him, and Rosier's second place, well over a minute behind Villoresi, was unchallenged. The Ferrari driver, comfortably ahead, was obviously sparing his engine and his average speed dropped a little. Rosier thereupon began to close the gap, but the Italian increased his pace again, lapping the Talbot ten laps before the finish.

Henri Louveau had an unpleasant experience on the 60th lap when his Talbot hit the straw bales on the Corner de la Gare, the driver being dazzled by the sun. The car turned over twice, in full view of the crowded grandstand, then landed back on its four wheels, Louveau emerging miraculously unhurt.

A lap before the finish Rosier put a spurt on, and repassed Villoresi, much to the joy of the crowd, eventually taking second place 1 min. 35.8 secs. behind the Ferrari. Farina was third, and two Talbots came fourth and fifth.

RESULTS

Pau G. P. (Formula 1) 110 laps;
approx. 190 miles

1, L. Villoresi (4½-litre Ferrari), 3 hrs. 17 mins. 39.9 secs., 57.47 m.p.h.; 2, L. Rosier (4½-litre Talbot), 3 hrs. 19 mins. 15.7 secs.; 3, G. Farina (1½-litre Maserati), 1 lap behind. 4, Y. Giraud Cabantous (4½-litre Talbot); 5, P. Etancelin (4½-litre Talbot); 6, R. Fischer (2½-litre Ferrari).

Pau 500 c.c. Race; approx. 43 miles

1, P. Schell (Cooper), 49 mins. 16.6 secs. (approx. 52.3 m.p.h.); 2, H. Schell (Cooper), 49 mins. 16.7 secs.; 3, R. Montgomerie-Charrington (Cooper), 49 mins. 19.8 secs.; 4, d'Ormeau (Blazy Spl.), 5 laps behind; 5, J. W. Burgoyne (Cooper), 7 laps behind.

ALLARD FASTEST AT TRENGWANTON

West Cornwall M.C. Hill-Climb

Provisional Results

Best Time of the Day: J. Broad (Allard), 27.57 secs.

1,100 c.c.: 1, Ashleigh Cleave (Morris), 29.44 secs.; 2, Brian Fincher (H.R.G.), 32.98.

1,500 c.c.: 1, J. Martin Lewis (H.R.G.), 29.00; 2, Alf Morrish (M.G.), 29.63.

Unlimited: 1, J. Broad (Allard), 27.57; 2, G. Scali (Auto-Union Spl.), 28.85.

Championship: 1, J. Broad (Allard), 28.13; 2, David Pritchard (H.R.G.), 28.58.

Vintage: G. Needham (Bentley), 34.70.

Ladies' Cup: Mrs. S. Mayne (Fanifold Spl.), 29.07.

March 30, 1951

Barry Davies reversing his Lea-Francis in Test 2 of the Bolton Rally Tests.

It seems only a few weeks since AUTOSPORT announced the foundation of the Bolton-le-Moors C.C., then came word of inaugural meetings successfully carried through, and of a full committee being duly installed. So far things were taking their normal course, and a major event of some kind might be expected within a couple of years or so. Most enthusiasts were, therefore, surprised when advance information began to circulate concerning an ambitious range of driving tests on an almost Continental scale, with famous names and motors to lift the whole thing on to a higher level than that of the ordinary club "jolly". Obviously, something was in the wind, and on Sunday, 18th March, competitors assembled at the Castle, Lever Park, Rivington, to try their skill at a series of driving tests and a 15-mile road section. This was put in to bring competitors back to the start, as each test had to be undertaken twice, and to decide a possible tie.

With an entry of 63, and a starting interval of 2 minutes, many thought the Club had set itself an impossible task, and one spectator was heard to remark that we would be here again next Sunday to see the end, but the organization of George Smith and Bill Altham was so "spot-on" that as number one completed the road section, number 63 was just coming up to take test one, and moreover, the event finished dead on the planned time. It is worth noting that during the whole afternoon, there were never more than four cars waiting to take any test. The route and instruction book was almost a souvenir programme, and included a scale map of the park, and a blueprint of each test, together with the most detailed instructions. Space forbids a full description of the tests. All were excellent. To mention a couple, test one was very tricky, and called for much skill in snappy gear-changing. It took the form of a T, with a 20-yard top, and a nine-yard leg. From line A on the T, the drill was forward to B, reverse down the leg to C, then forward to A, reversing to B, then forward to C, back to A, to a flying finish over B. A good average time was 45 secs., but Peter Glaister returned a nifty 36, but unfortunately,



SPLENDID BOLTON-LE-MOORS EVENT

R. Oakes and Ken Bailey Best in the Tests

incurred a 5-sec. penalty for not properly crossing line C. Ian Appleyard, driving with consummate skill, returned a good time. C. R. Booth, shot away from the line, but unfortunately his Riley's pre-selector was having a day off from pre-selecting. The general standard was high, and some good driving was seen, though all kinds of things happened to some. W. Hosgood apparently enjoyed it so much that he started on a second run. H. Payne, in his Ford Special, produced fireworks, through not treating the available power with due respect.

Test five was in the form of a right-angled triangle. Starting from the base, one drove up the perpendicular, reversed down the hypotenuse, to finish forward half way along the base, but the snag was that the hypotenuse was 95 yards long. Some, including Ian Appleyard, Ken Bailey, Len Shaw, Barry Davies and Reg Holt, just rocketed down, but many found that steering in reverse, at speed, is not so easy, and waltzed from side to side all the way down. Times naturally varied widely from Ken Bailey's 31½ to . . . oh boy, I've lost my calendar!

The last test, though simple in plan, was voted by many to be the most en-

joyable. It comprised a short sprint, turn right into a narrow entrance pen, round and out again. Due to the rain, the clay surface cut up to a real quagmire, which caused great difficulty to many, but the "special" boys, at least some of them, were able to spin their cars, and so return times unapproachable by others. Thirty secs. was a good time towards the end, but Ken Bailey and Cyril Corbishley returned 11½ and 11½ respectively.

The Club had almost taken over the Royal Oak Hotel at Chorley, where everything was laid on for the necessary cleaning up, and tea was available for early arrivals. This was followed by a very excellent dinner, at which approximately 160 people sat down. The Mayor and Mayoress Elect of Bolton, Mr. and Mrs. Dunning, honoured the assembly with their presence, and at the end of the dinner, the provisional results were announced by George Smith, who said there would be an interval of half an hour to allow time for protests. At the expiry of that time the prizes were presented by Mrs. Dunning.

And so ended a really great day. The Bolton-le-Moors Club has certainly put itself on the map, and we can see a three figure entry for this event next year.

PROVISIONAL RESULTS

Best Production Car: R. Oakes (1250 M.G.).

Best "Special" Car: Ken Bailey (Bailey Special).

Best Club Member: P. L. Glaister (ex-Cream Cracker Special).

Class A. Open, over 1,500: B. J. Warr (M.G.).

Class B. Closed, under 1,500: Ken Bancroft (Ford).

Class C. Open, over 1,500: Ian Appleyard (Jaguar XK120).

Class D. Closed, over 1,500: R. Holt (Allard).

Class E. Specials, under 1,500: C. Corbishley (C.C.S. Special).

Class F. Over 1,500 or blown: A. J. Lilley (A. W. Special).

(Below). Ken Bailey receiving his award from Mrs. Dunning, wife of the Mayor-Elect of Bolton.



The Overhead Camshaft M.G.s

THEIR OVERHAUL, MAINTENANCE AND TUNING

by Philip H. Smith, A.M.I.Mech.E.

DURING the first 2,000 or so miles running of the overhauled engine, while things are getting bedded-in, the rocker box should be removed once or twice to ensure that the lubrication is satisfactory, and that all the cam-followers are receiving their quota. The valve clearances should also be checked once during the period. When it is found possible to hold high r.p.m. for extended periods without distress, it is time to get the ignition timing spot-on. It is impossible to lay down a hard-and-fast timing; many words have been written showing how to arrive at the theoretical ideal, including the use of flashlight bulbs and batteries to indicate the precise moment at which the breaker points open. Such experiments, while interesting, are valueless for our purpose. The best road performance can only be arrived at by varying the setting under power. The normal timing as indicated by the timing marks already mentioned, serves as a perfectly good starting point, and in fact gives generally good results. Individual engines are, however, sensitive to a particular setting, and this is best arrived at by gradually advancing the firing point, by moving the distributor head a little at a time, between test runs. In this connection, a manual control is a great help, and can readily be arranged by Bowden cable and lever. Alternatively, a vernier type of adjustment can be fitted to the distributor head; this fitting is standardized on later types of M.G. and many other cars.

Getting Ignition Timing "Spot-on"

It is not too easy to describe in words the "feel" of the correct ignition point. Excessive advance produces roughness which may give a false impression of pep. One should not be misled by this, as it is harmful. Under conditions of excessive advance, it will be found that the engine revs. freely on the lower ratios but will not "bite" on the next higher ratio as it should. It will be realized that the engine is not designed to pull at very low speeds, and performance should always be assessed on the top half of the r.p.m. scale, that is, above about 2,700 r.p.m. If more than very slight pinking is evident when pulling away from this engine speed, using moderate throttle, a slightly retarded setting is advisable. Heavy-footedness will always produce pinking on these engines at moderate revs., but it is assumed that readers do not come in this category!

Having arrived at the stage where we have a run-in engine with carburetter and ignition in 100 per cent. adjustment, it is advisable, at say 4,000 miles, to remove the head and see that all is well. The removal is mainly for examination of the cylinder bores, but the opportunity should be taken to remove the carbon

from piston and cylinder heads. There is no need to remove the valves, as the faces and seats can be examined by rotating the camshaft, using a suitable tool (such as a large adjustable spanner) on the vertical shaft coupling fork, to do this. Unless something is amiss, the valves should not need grinding, under normal usage of the engine, more often than about 8,000 to 10,000 miles. The type of fuel used has, of course, some bearing on the distance.

Reasons for Lifting the Head

Readers who may wonder what we expect to find on removing the head, are answered by one word, "Nothing". It will in all probability be either that, or something rather serious such as a tight piston, but the latter is unlikely unless obvious symptoms have shown up when running. A look-see showing that all is well has a powerful moral effect though, and for this alone is well worth while.

Refitting of the head proceeds on the same lines as already described, and valve clearances should be carefully checked and adjusted if necessary at this stage, after which the engine is ready for anything.

The b.h.p. output of the 850 c.c. P-type engine is about 35 at 5,500 r.p.m. with standard compression ratio. The figure will, of course, bear comparison with most other sports engines, but is worth quoting if only for the reason that the earlier o.h.c. engines were given type-numbers, in line with most cars of the period, which were tacitly assumed to represent the taxation rating and the actual b.h.p. For example, the original M-type was known as the "8/33" while a 1,270 c.c. six-cylinder of similar vintage was called the "12/70". If one investigates the make-up of these examples, it will be apparent that there could not possibly be any grounds for thinking that the higher figures were the actual engine output, but lots of folk did. Of course, the robust construction of the P-type engine lends itself to considerable increase in output, and methods of obtaining this will be referred to later.

The standard gear ratios are as follows:—

Gear	850 c.c. P-type		939 c.c. PB-type	
	Ratio	M.p.h./ 1,000 r.p.m.	Ratio	M.p.h./ 1,000 r.p.m.
Top	5.375	14.73	5.375	14.73
3rd	7.31	10.83	7.31	10.83
2nd	12.46	6.35	11.5	6.89
1st	22.48	3.53	19.24	4.12
R.	22.48	3.53	19.24	4.12

(To be continued)

Portrait Gallery . . . George Abecassis



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By A. T. M. Acket

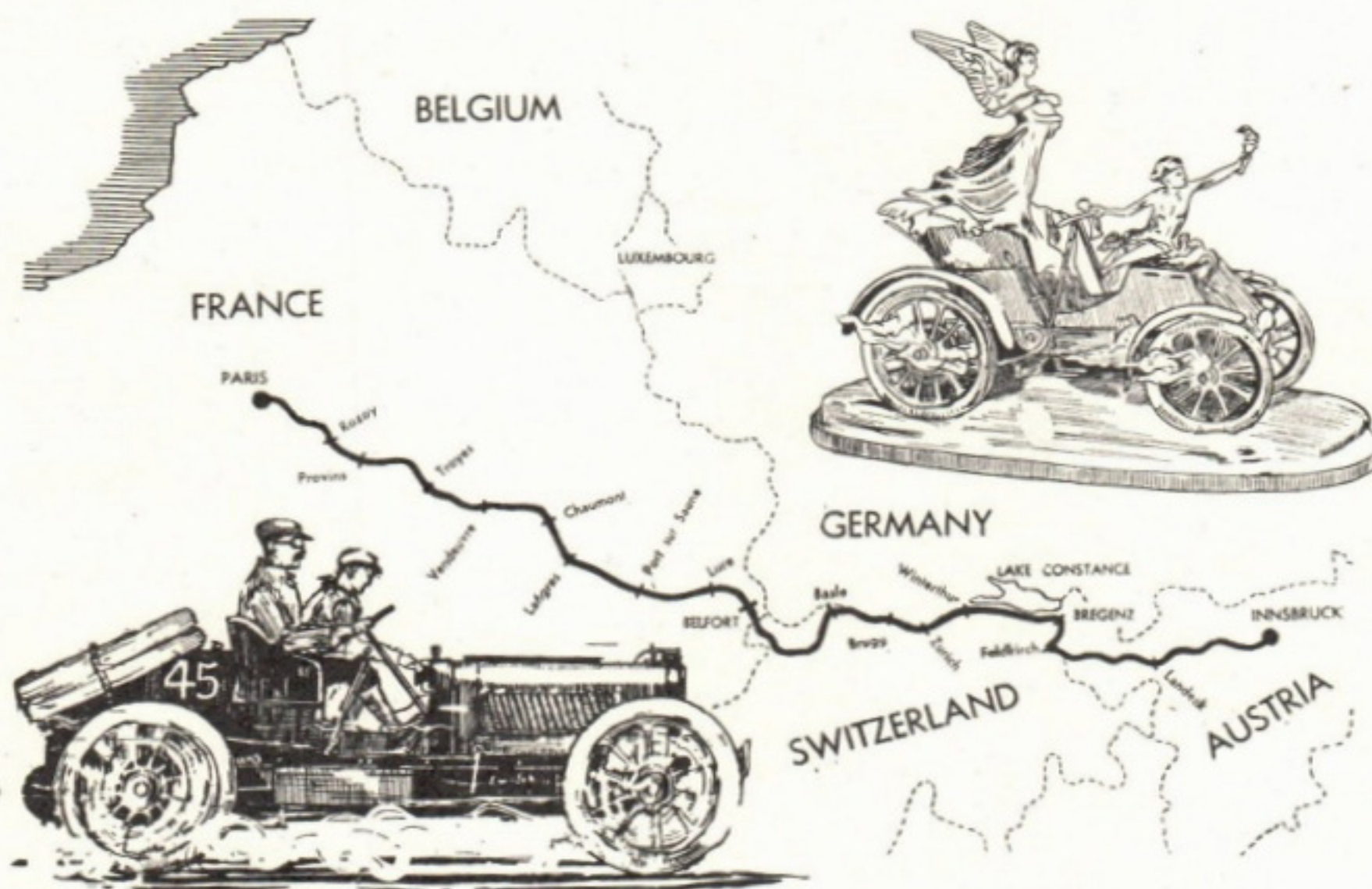
PRE-WAR CRYSTAL PALACE habitués need no reminder of George Abecassis's star performances on the wiggly London circuit with sports and racing Altas. He won the 1938 C.P. Cup, and three months later, pioneering the use of twin rear wheels in a road race, beat Bird's E.R.A. by 55 secs. in the Imperial Trophy. Has driven Alta, E.R.A., Cooper "1,000", 3.3 Bugatti, Maserati, Cisitalia and H.W.M. cars with varying success since the war. Crashed last week at Goodwood, practising with the new H.W.M. Latest news: improving daily and looking none the worse for the accident.

PER ARDUA

The Story of the 1902 GORDON BENNETT TROPHY

by

JOHN DUDLEY



EXCEPT, perhaps, for Sir Henry Segrave's win in the E2-litre Sunbeam in the 1923 French Grand Prix, I do not suppose any British victory in a Continental road race had such an effect in motoring circles as did the news that a Napier had carried off the coveted Gordon Bennett Trophy.

The fact of that victory in 1902 is well known, but what had to be endured to gain it is not so well known. To those who are apt to grumble about the initial difficulties and misfortunes which have been troubling the B.R.M., the extraordinary list of disasters through which S. F. Edge, Montague Napier and Cecil Edge had to pass before they received the chequered flag, should prove a little comforting.

Everything went wrong from the moment the car left the Lambeth works until it started on the last 50-mile stretch of Austrian road—the only car to complete the course.

Origin of the Race

It will be recalled that James Gordon Bennett, the wealthy proprietor of the *New York Herald* and part-owner of the Bennett-Mackay Transatlantic Cable, announced in 1899 his intention of presenting a prize for a race which he wished to be called the "International Trophy". In fact this event became known traditionally as the Gordon Bennett Trophy. His object was to encourage the motor industries of other countries to challenge the supremacy which had then been attained by France.

The regulations provided that each country could enter three cars—every single part of which had to be made in the country the car represented, and the race,

over a distance of at least 500 kilometres, would be run each year in the country holding the trophy—or, failing that, in France.

Unfortunately, when the first two races were held in 1900 and 1901, it quickly became clear that, as yet, no country could outmatch the French cars. In 1900 Charron's Panhard won—and in 1901 Girardot's Panhard was the only finisher. That year saw the entry of the monstrous 50 h.p. Napier, weighing 3½ tons, and capable of nearly 90 m.p.h., which literally ripped its British pneumatic tyres to shreds within a few miles. The Napier was withdrawn from the Gordon Bennett at the last moment, because only French tyres were any use at all, and they debarred the car from the race.

Interest in the event was beginning to wane, and it seemed that the sequence of French victories must continue in 1902. The only foreign competitor in that year was one Napier, a four-cylinder 40 h.p. car weighing 1,000 kilos, with chainless drive, a live axle and a stroke and bore of five inches. It was to be driven by S. F. Edge, with his cousin Cecil acting as mechanic. The race for the Trophy was to be run in conjunction with the Paris-Vienna race, but was to end at Innsbruck.

A Cracked Head!

When Edge drove the car to the docks at Folkestone trouble developed very rapidly. The cylinder head was found to be cracked, but by luck a spare head was discovered at the works, rushed to Folkestone, and fitted on the journey across the Channel. At Boulogne all was again serene.

But at Abbeville frightful noises came from the gearbox, and the horror of all concerned can be imagined

when inspection proved that the teeth of the second speed pinion had become bent.

Somehow they got to Paris where Montague Napier managed to obtain permission to straighten and case-harden the teeth of the damaged pinion in a factory. Working all night, the team had the car ready for the weigh-in and inspection. Then they found that reverse gear would not engage properly. Mainly by bluff, Edge got through the inspection despite this fault, only to be told by Napier that a distance piece had been left out of the gearbox during reassembling, and at any moment two gears might engage at once!

There was nothing for it but to work all night again, taking the gearbox to pieces. This was done, and, more dead than alive, Edge took the car to the start at three a.m. the next morning. The engine misfired—probably because of condensation, but as soon as the race started it began to run sweetly. Outpaced by the French cars, the Napier went well on the first two days except that each morning the faithful crew were faced with four completely flat tyres, while their tyre pump had broken down, and the primitive rear-wheel band brakes were rapidly becoming non-existent.

Across the Dreaded Arlberg

The last stage from Bregenz to Innsbruck began with de Knyff's Panhard leading, but the other French cars were already out of the race for the Trophy and Edge's hopes were high. There was a brief halt while they repaired with wire a radiator connection which had come adrift. Now began the arduous climb over the Arlberg mountain road, where Edge's goggles were frequently coated with a mixture of dust and condensed moisture, and the unfortunate Cecil was badly thrown about. The Napier climbed the mountain well, but Edge himself confessed that the downward rush, with no brakes and a doubtful second gear, was a nightmare.

The road, with a sheer precipice on one side and a cliff on the other, was "stepped" to allow resting places for horses coming up, and there was no alternative but to take these "steps" at speed, jumping into the air and landing with an unholy bang—and not always on four wheels.

Nevertheless the descent was made and several broken-down cars were passed on the way—one of them was de Knyff's Panhard, although Edge did not know it at the time. At the foot of the mountain, Edge

stopped "to have a look round". It was as well! The lower part of the tail, including all the tools, tyre levers and inner tubes, had completely disappeared. Only the spare outer covers remained.

With about 50 miles to go, they were inspired with the news, passed on by Charles Jarrott who came up in his Panhard (he was taking part in the Paris-Vienna), that they had only to reach Innsbruck to win the Trophy as all the French opposition had faded away.

Tyre Removal by Hand

The inner tubes, however, might not stand up to those 50 miles—and there was no spare. The only thing to do was to get down to changing all four outer covers, and do this without tools. In fact they carried out the task with their bare hands, a painful, blood-letting process. They drove on to Innsbruck in triumph, although even then they narrowly avoided disaster when they slid into a stone wall within a few miles of the end. The Napier had covered 383 miles in 10 hours, 41 minutes and 58 seconds.

Relieved of the necessity of using only British equipment, they fitted a set of French tyres (obtained, with a glass of champagne, under somewhat false pretences from a French roadside depot) and went on to Vienna, finishing eighth in the Paris-Vienna contest.

Rarely has a sporting event raised such loud international protests. The French were very upset at losing the Trophy—especially as their cars had proved considerably faster than the Napier. Accusations were made that Edge had left the road, and had been helped back by peasants—an act which would have led to disqualification. Evidence was even heard by an International committee, but in the end the Trophy went to Britain, and the result was an immense lifting of prestige for the British motor industry.

In fact it might not be inaccurate to say that from the Napier's victory dates the building up of the British motor industry as we know it today. Henceforth other British makers were to join and, eventually, to replace Napier in the racing field.

The following year British hopes failed at the Ballyshannon race for the Gordon Bennett. That year it went to Germany—then it returned to France, who still held it when the race was replaced by the *Grand Prix de l'A.C.F.*, an event for which the B.R.M. should well prove a very serious contender in 1951.

TARUFFI CLAIMS GARDNER RECORDS

Twin-Boom "Italcorsa" Successes

As briefly reported in last week's issue, Piero Taruffi attacked Goldie Gardner's kilometre and mile International Class E records on 20th March. The Italian engineer used part of the Appian Way, south of Rome, where the ancient highway sweeps straight as a die for 50 kilometres across the Pontine Marshes.

Although his twin-boom "Italcorsa", was fitted with a two-stage supercharged 1,730 Maserati engine,

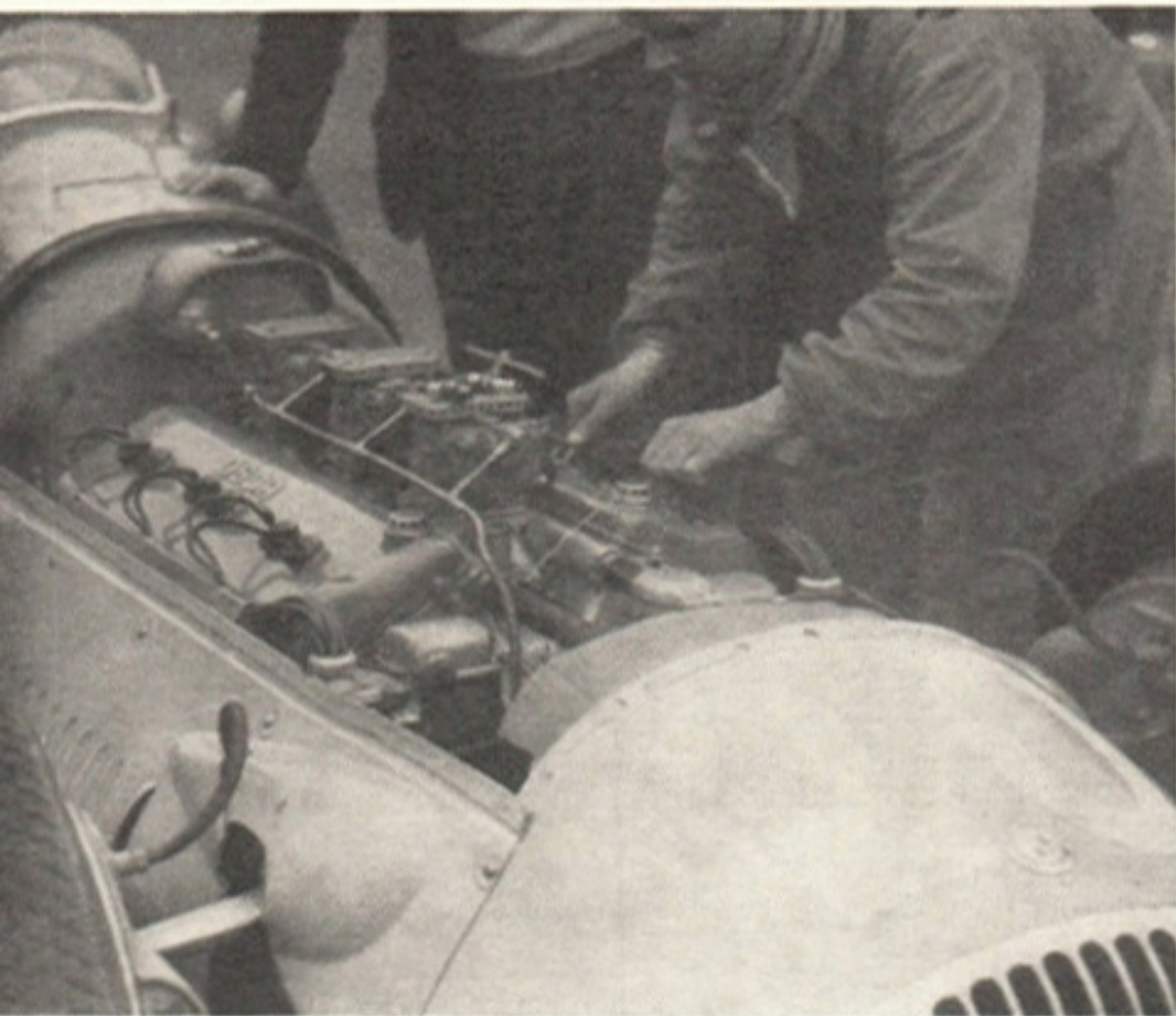
developing 270 b.h.p., Gardner's existing figures with the unsupercharged 2-litre Jaguar-engined Gardner Special, were beaten by a comparatively small margin. The Gardner speeds for the kilo and mile were 284.47 k.p.h. (12.65 secs.) and 279.49 k.p.h. (20.73 secs.) respectively: Taruffi's figures were 298.507 k.p.h. (12.06 secs.) and 290.552 k.p.h. (19.94 secs.)

On his first run down-wind, Taruffi's time was declared null and

void owing to a fault in the timing machine. He just failed to realize his ambition of cracking 300 k.p.h.

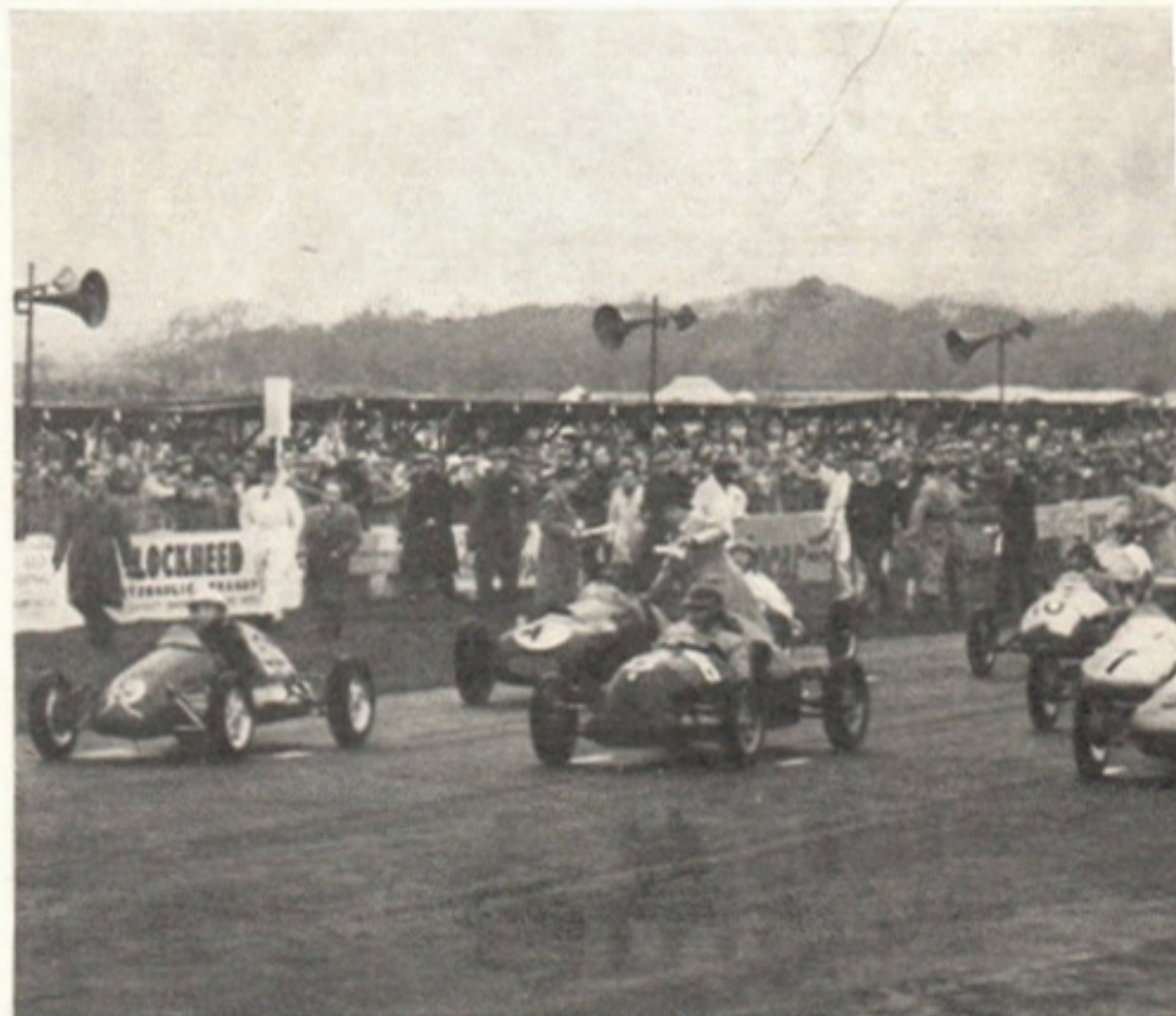
The "Italcorsa" is based on the Tarf "500". Two slim fuselages are joined together by aerofoil section spars, one of which contains the radiator, and the other being a sort of "flap" to prevent the light machine lifting at speed.

Taruffi sits in the starboard fuselage, and steers the machine by two rubber-handled tillers, connected to the twin tail-fins. The port fuselage contains the 1,730 c.c. twin-o.h.c. Maserati engine.



OSCA: (Above) A mechanic attends to the V-12, 4½-litre, unsupercharged engine of Bira's new Ośca. It has a single overhead camshaft to each bank, and triple down-draught Weber carburettors. (Below) Front view shows the strong resemblance to a San Remo Maserati; a modified chassis is probably used.

EASTER SPORT SHOTS AT GOODWOOD AND ON



CHAMPIONSHIP ASPIRANTS: Scene at the start 500 c.c. cars. Prominent are D. A. Clarke (Cooper) Alf Bottoms (J.B.S.) No. 5, the eventual winner, Curl Paul Emery (Emer,



BEGGAR'S ROOST: (Above) J. Kenyon (Rover) on the popular Lynton hill during the M.C.C. Land's End Trial.

PICTURES

.C.C. "LAND'S END"



of March Trophy race for
T. Sutherland (J.P.) No. 8,
B.S.) No. 7, runner-up, and



CONTINENTAL VISITOR: Johnny Claes (Talbot), the Belgian driver, taking a fast corner on his way to victory in the final handicap event.



BLUEHILLS MINE: (Right) M. V. Foy's aged Austin Twelve gets under way after stopping on the hump of the bottom hairpin.



RUSSELL LOWRY'S NORTHERN LIGHTS

SNAGS AND SPRAGS—WELSH RAREBIT—
“... IS PURELY COINCIDENTAL”—TIME
FLIES—TIME, GENTLEMEN, PLEASE

THE drift (no pun intended) from trials to rallies and racing—particularly 500 racing—has taken away quite a few of our most notable sporting figures in the last year or two. New recruits keep coming along to fill the gaps, but it was nice to mark a current running in the opposite direction, in the shape of W/Cdr. Frank Aikens, who came along to have a bash at the Y.S.C.C.'s 4/44 Trial. He had never seen a trial before, and I don't know whether he will ever wish to see one again, as he certainly had a hectic afternoon in Donald Ackernley's long-suffering Special. Within half a mile of the start, a key in the back axle came adrift, and had to be replaced with the aid of a sledge hammer and hard words. Unfortunately, the first test had closed down by the time he arrived, so the Wingco didn't figure in the final results, although he covered the entire course, and incidentally, had to do the key job all over again. A very sporting effort.

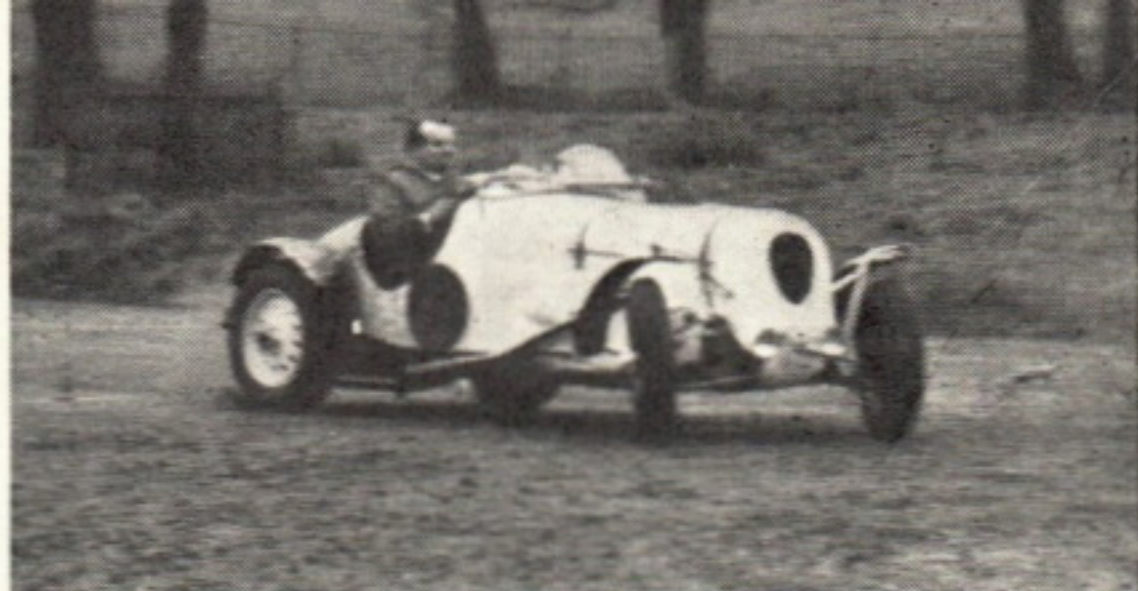
Back axle troubles seem to have been fairly prevalent, and Dick Holroyd was another sufferer. Motoring along peacefully in Bert Rhodes' old BMW Special, he suddenly found himself doing an impromptu pole jump when the back axle locked solid, and the prop.-shaft broke, dropping on to the road to form a painfully effective sprag.

* * *

WE who live on the Welsh borders have become tolerably familiar with the principal place names, and can generally make ourselves understood, even if people like Hwyl Owen, the sporting Mayor of Denbigh, do not entirely approve of our efforts to pronounce such names as Gyffylliog (alternatively rendered as Gwiffle and Filthy Hog). The latest tongue-twister comes from Jack Davies, Chairman of the Rhyl and District Club, and organizer of “Y Rali Gogledd Cymru”. The Rali part of it is easy, and Cymru is the real name for Wales, but Gogledd remains a bit of a teaser. Actually, it has nothing to do with protective eyewear, and merely means North, so that “Y Rali Gogledd Cymru” becomes “The North Wales Rally”, which will take place on the 14th and 15th April, with one large cup and three others as reward for the victors. Details will be available in due course.

* * *

“NORTHERN LIGHTS” is quite capable of looking after itself in those cheerful wordy battles that sometimes develop when discussing a pint of ale after a trial, but it is distressing to learn that other people sometimes get attacked owing to cases of mistaken



LIVERPOOL LIGHT: Gillie Tyrer involuntarily revolves his ex-Raymond Way BMW in the “Figure of 8” during the Bolton-le-Moors Rally Driving Tests.

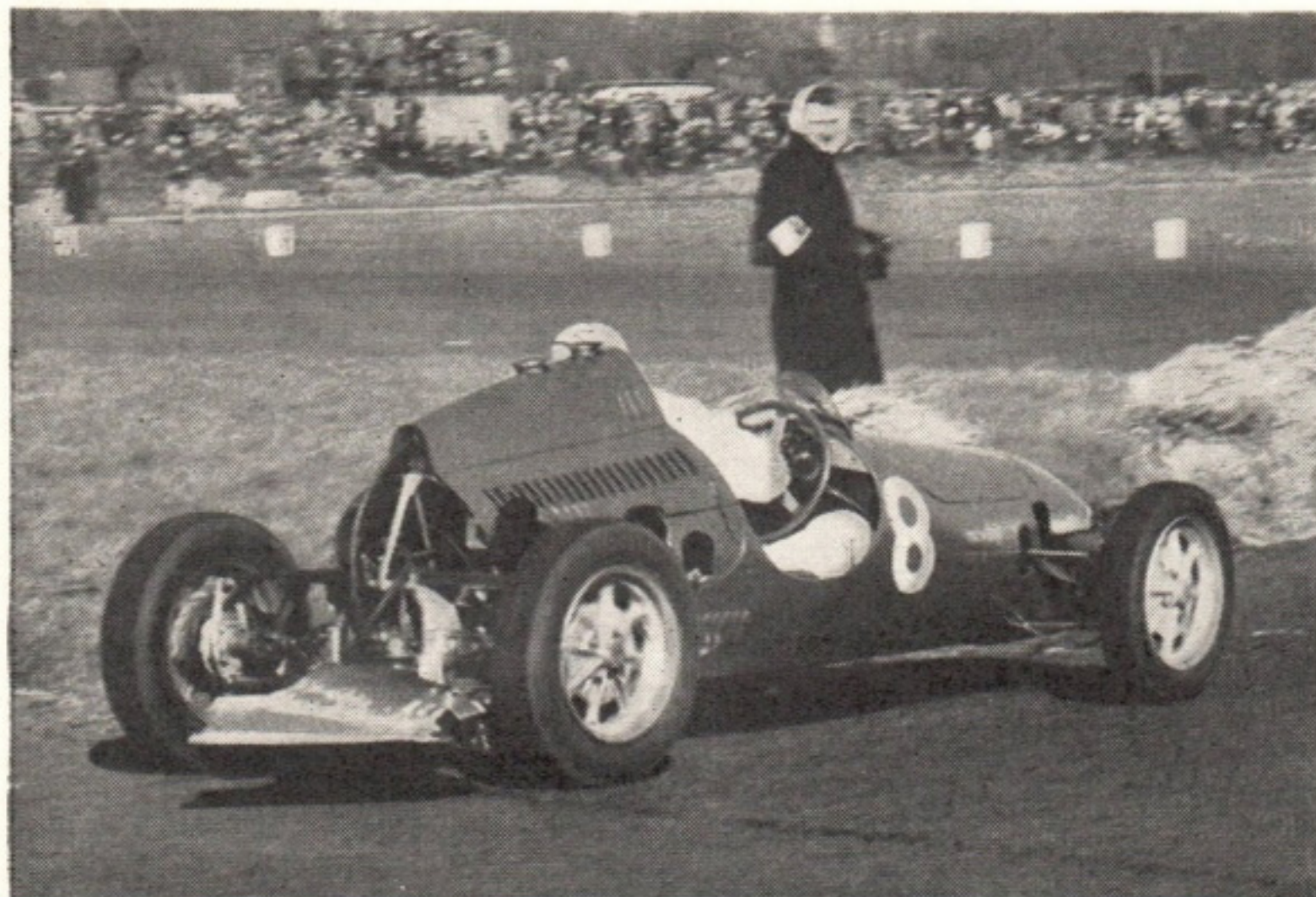
identity. That horrible photograph which used to adorn the top left-hand corner of this page has much to answer for, and Roger Dove is the latest victim. I don't think either of us would lay claim to the title of “Mr. Northern Beauty 1951”, and anyhow, his whiskers are large and black, whereas mine are modest, and, if anything, red. Anybody else suffering digs in the ribs on my behalf is hereby authorized to take such avoiding action as may be found necessary, and subsequently pass the quarrel on to me. Anyhow, I'm going away shortly after Easter, so that lets me out.

* * *

THE struggle to get trial results out quickly is surely reaching new high levels. Gordon Mosby's half-hour effort must be the quickest yet. Although seeming longer, the Bolton-le-Moor Club's performance in under a couple of hours, must rank as an achievement, considering that 18 timed tests for 63 people were involved, as well as a road section. Some clubs, however, seem to have let this high speed arithmetic business pass them by, and quite often a week or more elapses before the results are published. The crowning example belongs to a club which, asked when results would be available, replied, “Ooh, they'll be in our next quarterly bulletin”. But this was one of those purely enthusiastic bodies to whom the fun of driving is the core of the thing, and the destiny of the prizes matters much less.

* * *

NOW that the popularity of rallies is so firmly established, there is room for some second thoughts on the subject of time-keeping, and particularly on the desirability of time lost on one section being recoverable between subsequent controls. Personally, I am against it. If a competitor has lost marks, he should lose them for good, and the discovery of a winner is thereby simplified. Furthermore, the possibility of recovering lost time only adds to the likelihood of “blinding”, which is one of the major objections that sooner or later is going to be raised against this popular form of event. It may be all very well on the Continent, but over here, the spectacle of people dashing through towns with numbers on is certainly not going to increase the popularity of the sport. Admittedly, one may have to hurry between individual controls even on the “total loss” system, but the possibility of sustained dicing to pull back a major delay is eliminated.

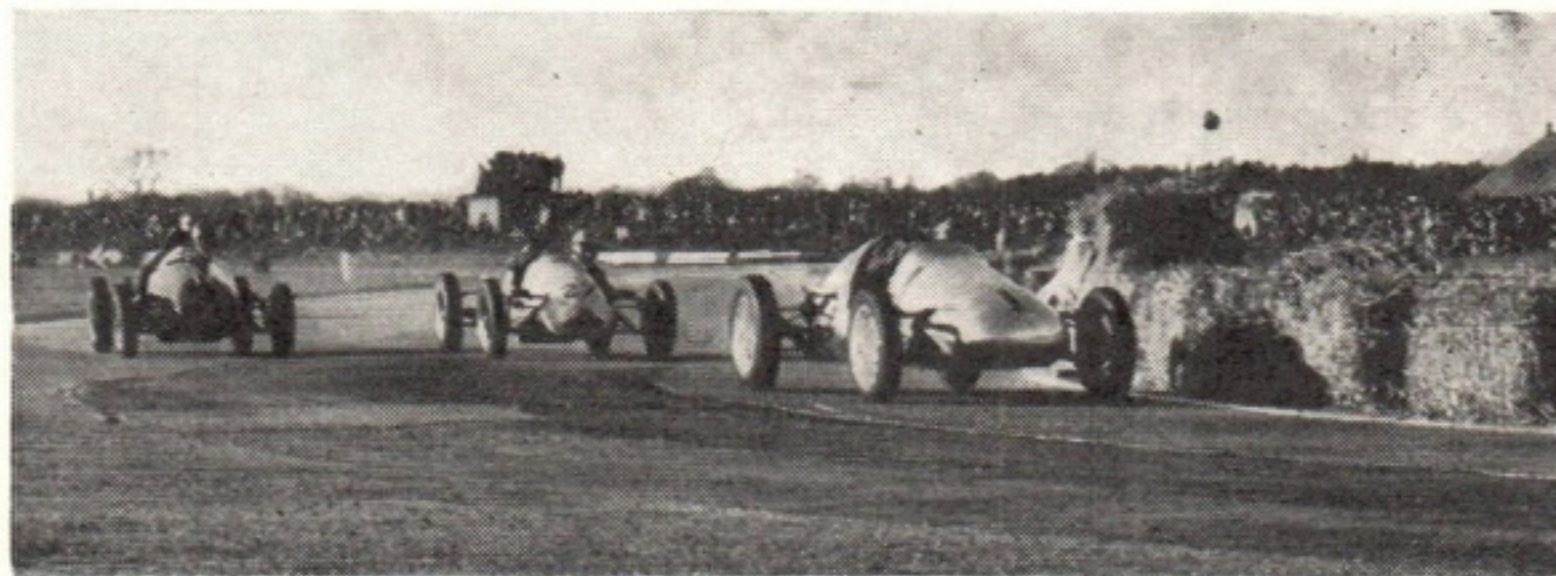


J.B.S. WINS AT BROUGH

Don Parker Scores from latest
Mark V Cooper at Blackburn
Welfare M.S.C. Meeting

A CROWD of some 5,000 saw the marque J.B.S. win the first leg towards the AUTOSPORT Championship when Don Parker (J.B.S.), after only just qualifying in Heat I, led home Jack Reece (Mk. V Cooper) in the 15-lap final after a neck and neck struggle which brought the crowd to its feet at the finish.

The circuit comprises a half-mile straight, a hairpin, a 200-yard straight followed by a double S, a dog-leg and a right-angle turn back on to the straight, is 1.17 miles long and present lap record holder is Curly Dryden



(Above) Don Parker (J.B.S.) leads Jack Reece (Cooper Mk. V) and Mick Beardshaw (Cooper) into Paddock Bend in the final.

(Below) Nice controlled drift by Alan Rogers (Cooper) at Shrubbery Bend.



Ray Merrick motors his Cooper, not knowing that its tail is rapidly disintegrating.

(Cooper) with 59.50 m.p.h. Last Saturday's event drew 27 entrants.

Conditions were dry but a very strong wind faced drivers on the runway straight.

Heat I brought to the line Don Parker and A. W. Richards (J.B.S.s), seven Coopers including Pat Prosser (Mk. V), others included Ray Merrick, Austen May, the Grose Spl., Woods (D.H.W.) and Messengers (Iota).

At the start Richards's J.B.S. jumped away and with easily the fastest motor won over the seven laps distance just how he liked, Parker stalled on the hairpin and was lucky to qualify into 5th place, Prosser coming up from 7th on the 1st lap to 2nd at the finish, Merrick lost his tail but dragged it around by a petrol pipe to the finish—he did not notice same until the finish, when he appeared somewhat astonished. Merrick and Grose were 3rd and 4th respectively.

Heat II brought out 10 Coopers in-

cluding Jackie Reece (Mk. V), Beardshaw, Rogers, Nurse and Burgoyne, Bell's Iota, Hunter's J.P. and Collinson's Jubilee Spl. This event, also over 7 laps, was a repetition of Heat I, Reece winning easily from Rogers and Beardshaw, Burgoyne and Nurse being the other two qualifiers—a long way behind.

The final, over 15 laps, was a ding-dong scrap between Parker and Reece, after Richards's J.B.S., which was well in the lead, had retired after a slight *contretemps* with the hay bales on the 2nd lap. Parker held the lead by 20 yards for 12 laps when Jackie Reece just got through, only to lose it and the race through over-exuberance and a spin at the hairpin. Alan Rogers finished a poor third, only incident being that of Headland spinning into the oil drums without damage.

Final placings were: 1, Don Parker (J.B.S.); 2, Jack Reece (Mk. V. Cooper); 3, Alan Rogers (Cooper). Winner's speed, 56.85 m.p.h. Fastest lap, Parker (58.5 m.p.h.).

Winner's average speed was 56.85 m.p.h., and he also made the fastest lap at 58.5 m.p.h.

Observations show that on a short course the Mk. V Coopers handle a great deal better than the old, but lack the urge of the J.B.S.



Freddie Dixon was one of the first drivers to wear a crash-hat regularly.

FROM 1st January, 1952, the wearing of crash helmets will be compulsory in all races. Thus ends a controversy which has agitated the motoring world for a generation, and I am glad.

I am only too well aware that I am a mere amateur in some of the more recondite branches of automobile engineering, but here, at last, is a subject on which nobody can impugn my knowledge! After all, if I hadn't worn a crash hat on 14th May, 1949, the hand that pens this peerless prose would have been for ever stilled, and what on earth would the chaps write about in the correspondence columns of AUTOSPORT?

Up to the year 1933, I was one of those debonair, bare-headed boy racers. I took the remarkably foolish attitude that protective headgear was "sissy", and anyway I wasn't going to have an accident. I then had my head well and truly ground into the surface of Shelsley at some 70 m.p.h., and found out a lot of things rather quickly. First of all I discovered that a series of really hefty cracks on the cranium hurt more than I had believed possible. The second thing was that cuts, bruises, and so forth, heal incredibly quickly when one is young and healthy, but head injuries stay with one a long time, and some of the symptoms are most unpleasant. The doctors told me that, although I had suffered no irreparable harm, I might easily have done so, and that the brain is a most delicate piece of mechanism. Looked at in that way, it seemed only reasonable to guard the thing as carefully as possible, for not only does one stay dead an awful long time, but one can remain alive with one's faculties terribly mutilated, and that is too ghastly to contemplate.

Technical and Otherwise

By JOHN BOLSTER

CRASH-HATS

It was therefore in a chastened frame of mind that I took myself to that well-known shop in Carburton Street. I had been told that crash helmets were heavy, awkward things, but I was willing to put up with a bit of discomfort after what had recently happened to me. It was with absolute amazement that I found out how wrong all the stories had been. The extra weight is negligible, and one can soon forget that one is wearing a hat at all. Furthermore, it forms a natural anchorage for a vizor, and that is indispensable for racing in wet weather.

I soon became entirely used to my battle bonnet, and wore it as a matter of course whenever I drove a racing car. Even for tuning on an airfield, or for Brighton Speed Trials, I always put it on, and felt safer even though an accident was most unlikely. One could almost say that I felt naked without it, and from a derider of helmets, I became their staunchest supporter.

Wherever motor racing was going on, my old hat was to be seen, getting steadily scruffier as the years went by. It was chucked into the back of the lorry with the tools, or dropped into the cockpit of the racer before the tarpaulin was tied down, and its varnish was scratched and bruised by many sharp edges. I often meant to paint it to match the car, but as it would have had to be green for the E.R.A. and red for that other device, I could never make my mind up, and left it the way it was. People sometimes suggested that it was too old to have retained its powers of protection, but I had got used to the old thing, in the same way as I never really like a suit until it is falling to pieces.

My crash hat had passed its sixteenth birthday when one of those things—straw bales I believe they call them—got in my way, and I proceeded to perform some most complicated evolutions, during which I received some very severe bashes on the head. There is not the slightest doubt that my crash helmet not only saved my life, but that it also averted the total removal of my ears. The thick leather side panels did not rub through when I skidded along the road, and the only part of me that was destroyed was my face, which was never much to look at anyway. It may seem almost unbelievable, but although the actual surface of the hat was considerably abraded, the very violent impacts did no structural damage to it, and I would have no hesitation in cleaning it up and using it again.

I am, of course, only one of the very many people who are still around because they had the sense to wear helmets, and I am sure that it is a good thing that it is no longer to be a matter of discretion. It might be argued that drivers have a perfect right to risk death if they want to, but if a mere incident is turned unneces-

sarily into a fatal crash, coroners can say some very hard things, and racing suffers accordingly.

It is not unreasonable to protect one's head, for it has been done for years in other sports. On the hunting field, a tall hat or bowler is always worn for this reason, and not merely for the sake of appearance, as is commonly supposed. I have myself, by pitching off a horse at terminal velocity, demonstrated the shock absorbing properties of a bowler hat. I don't think, though, that an equestrian titfer would be up to the bigger and better accidents that we are able to enjoy, which is a pity, for I am sure that some racing drivers would look magnificent in top hats!

The racing motor-cyclist's "leathers" are an additional form of body protection, but in a car, I am afraid that one would get much too hot if one wore them. Handling a racing car is very warm work, and plenty of heat usually finds its way into the cockpit, so the absolute minimum of clothing is usually worn. Nevertheless,

the "road burns" which one gets from sliding along the track are excruciatingly painful, and all one's projecting corners seem to get knocked off. Certainly, a flexible steering wheel avoids stomach injuries, for there is nothing so lethal as a rigid spoke after the rim has been broken off. I definitely do not hold with the American practice of strapping drivers into their cars, for it is best to get right clear of the beastly thing as soon as possible, before it takes it into its head to lie on you.

I believe that the fewer regulations you have in racing, the better. Within the very widest limits, I am sure it is best to let the competitors get on with the job in their own way; they usually know a lot more about the game than the officials do, anyway. In the case of crash helmets, however, I am all for the new law. A properly fitted hat can be perfectly comfortable, and I cannot see any objection to its use. Lives have been sacrificed unnecessarily in the past, and I am sure that all drivers and spectators will welcome this new safety regulation.

SPORTS - NEWS

LYON-CHARBONNIERES RALLY

GAUTRUCHE and Girier (Citröen) won the Lyon-Charbonnières Rally. Lesury and Gay (Simca) were runners-up, with Dr. and Mrs. Angelvin (Simca) third. The 750 c.c. class was won by Daligand and Lahaye on a Stal, which is an interesting Renault-based prototype.

* * *

THE GAMSTON RACE MEETING Results

Tyrer's BMW Fastest at Nottingham S.C.C.'s Easter Monday Event

Event 1. 1, L. D. Hawthorne (1,098 Riley), 64.3 m.p.h. 2, E. R. Stokes (1,087 Riley), 63.3. 3, J. W. Pannell (1,087 M.G.-Riley), 60.5.

Event 2. 1, K. H. Downing (2,443 Healey), 65.8 m.p.h. 2, P. B. Reece (2,580 Aston Martin), 65.6. 3, B. Whitehouse (1,970 Aston Martin), 60.5.

Event 3. 1, R. W. Merrick (500 Cooper), 70.1 m.p.h. 2, C. A. N. May (500 Cooper), 69.1. 3, A. M. Beardshaw (500 Cooper), 65.5.

Event 4. 1, K. H. Downing (1,485 Connaught), 67.6 m.p.h. 2, A. M. Hawthorne (1,098 Riley), 65.8. 3, T. K. Shipside (1,250 M.G.), 65.7.

Event 5. Class 1. 1, C. Heath (1,100 Cooper), 70.8 m.p.h. 2, A. M. Beardshaw (500 Cooper), 67.9. 3, A. Rogers (500 Cooper), 66.9.

Class 2. 1, G. N. Richardson (1,496 R.R.A.), 76.7 m.p.h. 2, G. S. Shillito (1,988 Riley), 73.2. 3, A. J. Nurse (500 Cooper), 65.9.

Event 6. 1, G. Tyrer (1,996 BMW), 73.7 m.p.h. 2, S. J. Boshier (1,767 Connaught), 68.4. 3, R. Patteden (1,767 Connaught), 66.7.

Event 7. 1, G. S. Lant (750 M.G.), 65.4 m.p.h. 2, T. K. Shipside (1,250 M.G.), 66.6. 3, J. F. Dalton (1,250 M.G.), 67.1.

Event 8. 1, G. Tyrer (1,996 BMW), 73.2 m.p.h. 2, F. H. Howarth (3,442 Jaguar), 71.3. 3, E. P. Scragg (3,485 Jaguar), 69.4.

Event 9. 1, J. W. Pannell (1,087 Riley), 57.2 m.p.h. 2, H. J. Wilmshurst (4,398 Bentley), 55.3. 3, E. R. Stokes (1,087 Riley), 53.9.

Event 10. 1, T. K. Shipside (1,250 M.G.), 64.9 m.p.h. 2, F. H. Howarth (3,443 Jaguar), 68.7. 3, Peter Binns (3,442 Jaguar), 68.4.

* * *

EVIAN-MONT BLANC RALLY ROUTE

ENTRANTS for the Rallye Evian-Mont Blanc, to be held in July, will pass through much beautiful countryside and mountain passes, starting from Annecy and leading through French Alpine terrain to Mont Blanc.

The detailed route will be as follows, towns in bold type denoting control points:—

FIRST STAGE: Annecy, **Frangy**, Seyssel, Chanaz, Lucey, Yenne, **Novaine**, Col de l'Epine, **Chambery**, Pont Royal, Aiguebelle, **Lanslebourg**, Col de l'Iseran, **Seez**, Alberville, Faverges, Talloires, **Annecy**. (Distance 419 km.).

SECOND STAGE: Annecy, Col de Leschaux, Col de Plaimpalais, **Chambery**, Col du Granier, Col du Cucheron, **St. Laurent du Font**, Les Echelée, La Banche, Novalaise, **Col du Chat**, Conjux, **Chaudieu**, Col du Sapenay, **Saint Felix**, Cusy, Le Châtelard, Col du Frêne, St. Pierre d'Albigny, Pont Royal, **Pont de Frontenex**, Col de Tamié, Faverges, Col des Esserieux, Col du Marais, **Thones**, Col de la Colombière, Cluses, Col de Châtillon, **Taninges**, Col des Gets, Thonon, **Evian**, St. Gingolph, **Martigny** (Switzerland), Col de la Forclaz, **Chamonix**, Le Fayet, St. Gervais, **Megeve**. (Distance 544 km.).

THIRD STAGE: Megeve, Alberville, Pont de Grésy, Aiton, Aiguebelle, **Embt. No. 6**, Col du Glandon, Rochetaillée, **Bourg d'Oisans**, Col du Lautaret, Col du Galibier, St. Michel, Aiguebelle, Grignon, **Alberville**, Hauteluce, Col des Saisies, Notre Dame de Bellecombe, Flumet, Col des Aravis, **La Clusaz**, St. Jean de Sixt, St. Pierre de Rumilly, La Roche, Findrol, Annemasse.

FOURTH STAGE: Annemasse-Monetier, Treime Arbres, Col de la Croisette, La Roche, **Bonneville**, **Faucigny**, **Viuz en Sallaz**, Bogève, Col du Perret, Habère Poche, Col de Terramont, **Lullin**, Col du Feu, Orcier, Armoy, Entrée Thonon, Feu Courbe, Croix de Vinzier, **Evian**.

Acceleration and Braking Tests will follow in the order in which competitors arrive.

Rally Competitors are required to maintain a set average speed according to their capacity. Set averages for the six categories are 50 kph, 52 kph, 54 kph, 56 kph, 58 kph and 60 kph, and those ahead of, or behind, schedule at controls, will be penalized.

Correspondence

WE are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

B.R.M. Progress at Bourne

AT a recent visit to the B.R.M. works at Bourne, a number of B.R.M.A. members were much impressed by all they saw, and came away convinced that, had other keen supporters of the British motoring industry and motor racing enjoyed the same insight into the work executed there so determinedly and skilfully, there would be no flagging in confidence for the B.R.M.'s future.

Raymond Mays and Mr. Tresilian, the production engineer, both impressed the party by their steadfast endeavour and quiet confidence which, after the many things one has read and heard, was most satisfying and pleasing. In the past, of course, not all has gone well, while the future may yet hold its trials and tribulations, but the will and the punch is there at Bourne, which is most gratifying, and an inspiration to all enthusiasts to join the B.R.M.A. now and help Britain's Grand Prix car through the vital racing season ahead.

R. E. P. SECRETAN.

LONDON, S.W.1.

* * *

Black Mark for Blackwater

WITH reference to the account of the "Blackwater" appearing in AUTOSPORT, as the driver of the V12 Lincoln mentioned I was very surprised to read that we were towed up hill and down dale by a tractor attached to a plough.

We were, indeed, ditched for a considerable time, but one of the vast company assembled with me, decided the tractor was too long in coming, and to the accompaniment of a boiling rad., and zero pressure in the back tyres we drove the monster out. I must insist that the only external assistance received by us was a series of misleading directions from competitors, spectators and soldiers on how to get from one section to the next.

We did, in fact, arrive at the finish in time to be refused tea by a gentleman who apparently had liked motorists less and less as the afternoon wore on, and to whom the sight of my few passengers and myself was the last straw.

MICHAEL ANTHONY.

HOVE, SUSSEX.

* * *

The Jesty Experiment

I WOULD like to offer the following comments on the recent AUTOSPORT Editorial, re the "Jesty Experiment". Of the actual experiment I have no knowledge, but if it was an attempt to give the normal sports car owners a chance to get back into a sport which was their own, before the "Specials" made it a costly waste of time for them, then I am all for further "Experiments".

It is, in my opinion, impossible to run Specials and normal production sports cars over the same course, even of a mild nature and expect the sports cars to hold their own. This, to me, was conclusively proved by the results of the recent Blackwater Trial, in which, "inexperienced" trials drivers were allowed to drive Specials, whereas "more experienced" drivers entered any normal sports or saloon cars. The course was first-class, if all cars had been of the same class, but it is worthy of note that of 31 runners there were eight Specials. Of these, five filled the first six places, together with one Frazer-Nash coupé, driven by Mrs. Willis. So far, so good,

but in the Special Test, which was of the most straightforward type I have ever seen, these six cars were placed Nos. 26, 6, 27, 17, No time, and 28 respectively. Surely this proves something, somewhere.

I entered this trial and had a most enjoyable day, but the standard PB M.G. I drove for the occasion bottomed fiercely on nearly all sections and three or four times we had to stop in observed sections to replace bits torn off from underneath; while with semi-smooth 400/19 tyres I found the greatest difficulty in proceeding in a forward direction on the wet grass and mud. No grumbles whatever about that, but I particularly noticed that the Specials, with their abnormal clearance and fatter and flatter tyres, just went where they were pointed. I defy any of those Specials drivers to take any standard car round the course, with anything approaching the same result, and suggest that, for all competitors to have the same chance, the two types of cars must run on separate courses. It must be borne in mind that, because a Special is driven by a chap who hasn't won lots of cups, it is seldom that chap is other than a real enthusiast, otherwise he wouldn't be driving a Special in a trial, and as such, is usually a competent driver.

You say that, "the nature of trials is dictated by the desire of competitors". So it is, as observe the excellent "Blackwater" entry of normal cars, anxious to have a go. As therefore, there are many times more sports owners than Specials who would compete if given a chance, it is right and proper that, if necessary, all Specials, which I would define as those having abnormal ground clearance, weight distribution and oversize tyres, should be barred from normal trials for production cars. Let them stick to the type of trial which they have created. Apart from a small number of regular competitors, driving unrecognizable models, and a few pals, nobody else seems interested. Certainly not the general public, in which I include most sports car owners.

Finally, I must say I really love 'em all, including the quantities of hot air they generate. Nevertheless, I would like other people's opinions.

MAURICE POTTER-MOORE.

* * *

IN THE AUTOSPORT Editorial, 9th March issue, it is suggested, re the "Jesty Experiment", that it would be interesting to know whether the regular trials drivers of the West Hants and Dorset Car Club fully approve of the formula, after having examined the results.

As one of the few regular trials competitors in the West Hants and Dorset Car Club, I feel that I may be forgiven for writing to you.

I was driving one of the strictly "trials" cars in the recent Hartwell Cup Trial and did in actual fact gain the maximum number of marks, but the application of the formula, which I feel should be called the "Jester Experiment" (funny, ha, ha), caused me to be "fiddled" from even a second-class award. Can I possibly approve?!

If this formula is to be put into operation, many things must be taken into consideration; the condition of the hills, the state of the weather, the time of the year, and of course, hills must be chosen which are capable of just stopping the majority of trials cars, whilst allowing saloon cars to make varying degrees of progress according to the skill of the driver and the suitability of the vehicle. The majority of the hills in the Hartwell Cup Trial were "saloon car" hills and I changed into second on most of them. The only hill which caused a general loss of points was the first one, which happened to be a grassy incline, a little damp.

I endorse your hope that the experiment passes unhallowed and unsung into the history of the club (unless it be a Requiem).

H. SINCLAIR-SWEENEY.

BOURNEMOUTH.

"Hurg" versus TD

I AM glad to see that "Alpine Widow" has, after two months, dug up the necessary information to take up this correspondence in reply to my letter of facts relating to the T.T.

I did not intend this to develop into a "mud-plugging" correspondence, nor do I intend to participate in one, but I shall most certainly always defend the reputation of Irish drivers which "Alpine Widow" seems to have put at stake.

I would point out that my last letter stated the "official method of determining placings", to which I am glad to see "Alpine Widow" does at least agree and so the fifth paragraph in the recent letter does not arise.

If "Alpine Widow" thinks that some unpleasing cat has been let out of the bag is it not well for all to know? Personally, I do not think for one moment that this has been done as it was at the T.T. where the information was obtained from the Abingdon staff that the TC owners had contacted them, and surely "Alpine Widow", in knowing all the facts, would not suggest that Abingdon would do anything wrong when they think of: (a) The Regulations; (b) their very high reputation; (c) that they had a team in the same class; and (d) that all the cars had to pass the scrutineers.

In finishing my correspondence I would like to add, for the benefit of the few who may not know that the Stage 2 TD cars were not, and in fact are not, freely available and the 20 needed to qualify for the T.T. were all supplied (to quote) to 20 Lucky Zurich owners. This means that my own TD and the TCs were, as they proved to be, on a fruitless errand in the T.T. if they were not capable of at least giving Thornley (and the H.R.G.s!) a race.

"T. FLACK".

DUBLIN.

Qui est Elle?

I AM most intrigued by the *nom de plume* of one of the correspondents in the Hurg v. TD controversy, namely, "Alpine Widow".

If this person is in fact one of the "gentler sex", her knowledge of motor sport, the T.T. Regulations, and engineering is quite something; and if, on the other hand, the aforementioned person is of masculine gender, how come the "widow"?

R. EMERSON TAVENER.

BOURNEMOUTH.

Surfeit of "Hurgs" and M.G.s?

AS "Alpine Widow" seems quite determined to exercise her feminine privilege of having the last word in an argument, for goodness sake let the 16th March issue be it. There must be a few of your readers like me who have no interest in either of the two marques, and who are by now bored stiff with reading of them. Anyway, don't they run their own clubs, and can't they fight it out in private?

Furthermore, while the articles on the maintenance of M.G.s are no doubt of great interest to M.G. owners, may I remind you that there are other makes of car, and other topics of more general interest.

I know that you can't please all the people all the time, but I should like to see your journal give us some more articles on the lines of the one about the 1½-litre Delage and about other famous cars of any period.

JIM VARLEY.

RAGLAN, MON.

[Our correspondent said it: "You can't please all the people all the time", but we do know that many readers appreciate the M.G. maintenance series which will be ending soon.—ED.]

Do TCs Steer?

REGARDING the steering properties of the TC Midget, I wonder how many owners of this marque realize that in 1935 Morris Motors Ltd. introduced a little car known as the Series I Morris Eight. The steering layout of this car was given a two-year trial upon the motoring public.

In 1937, when the M.G. Midget grew up into the TA model, this same Morris Eight steering equipment was designated the job of steering these cars as well. This it has done right up to the last days of the TC without any major modification, the only difference between the two marques being that on the M.G. they throw you in a little more piping on the steering column in order to get your bonnet so long and sleek. Do Morris Eights steer?

B. B. LINDON.

COVENTRY.

The S.M. 1,500

MAY I, through the correspondence section of your excellent and most original publication, be allowed to correct a slight but nevertheless important Editorial "boner" committed in your issue of 16th March.

A Pit and Paddock report states that the S.M. 1,500 is outside the 1½-litre limit. Admittedly the o.h.c power unit of the original model had a cubic capacity of 1,506 c.c. but towards the end of 1950 the cubic capacity was reduced on then current models to 1,496 c.c. with, I believe, the express purpose of bringing this excellent production within the 1½-litre competition limits.

The 1½-litre 4 A.D. Roadster is thus fitted and it would be refreshing to see Singers repeat, in the early 'fifties, their phenomenal success of the early 'thirties. Good luck to this organization which gave the world such classics as the famous Le Mans type, and I feel sure that I am not alone in wishing their new 1½-litre i.f.s. Roadster *bon voyage*.

T. J. D. W.

COVENTRY.

Trailers in Trials

YOU will be delighted to know that at last I think I have the real answer to the great "trailer" controversy!

A well-known and successful competitor who normally conveys his trials vehicle to and from events on a trailer, has just admitted to me quite freely and frankly that "he hates open cars"!!

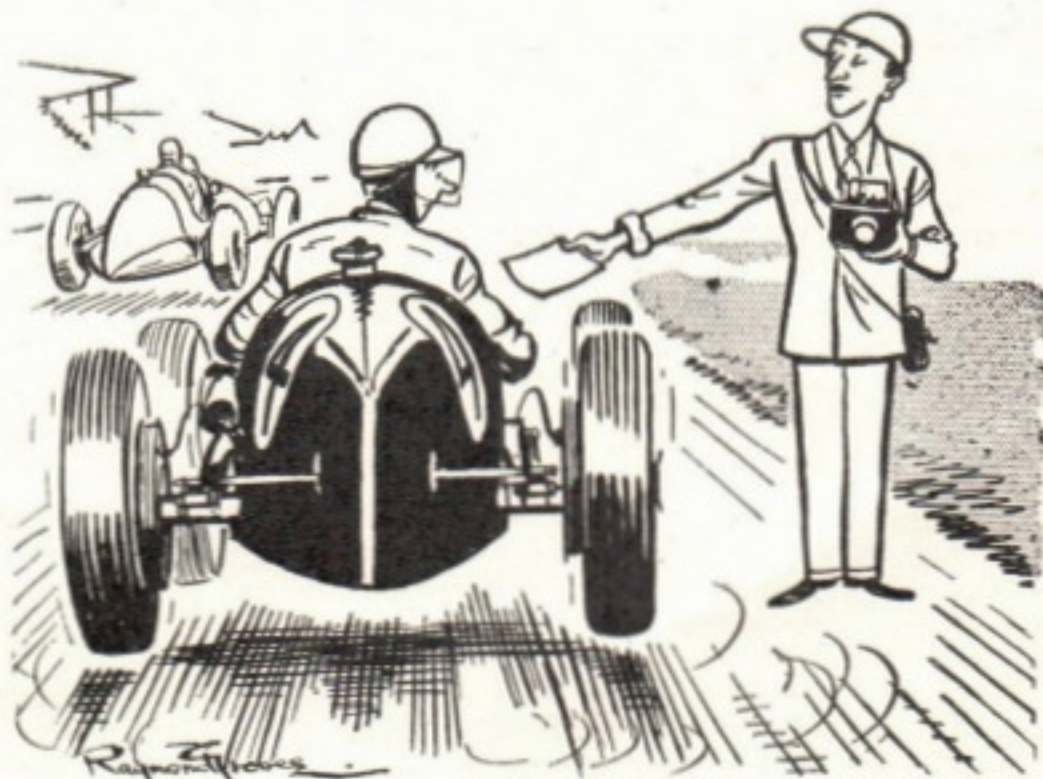
Not even that he just dislikes them, mind you, but actually hates them!!!

So this then is the true inner reason that motivates at least one of those who use trailers, or flat-towing devices, or who get others to drive their trials weapons to and from events. Are then the reasons they give for using these devices not, in fact, the true ones and is it just that they also don't like open cars?

If this is it—and that is now my conclusion—it does make one wonder what their real reason is for competing in trials at all.

MICHAEL H. LAWSON.

THORNTON HEATH, SURREY.



NEWS FROM THE CLUBS



SPORTING OWNERS' 20TH "ANNUAL"

A GREAT gathering of the Sporting Owner Drivers' Club rallied to "The Bull", Aston Clinton, renowned hostelry near Aylesbury, on Wednesday, 14th March, for their annual general meeting and dinner.

Captain G. E. T. Eyston was in the chair, ably assisted at the high table by Laurence Pomeroy.

Captain Eyston, after presenting the awards, went on to recommend the practice of forming syndicates in clubs for racing Formula 2 cars which he said was very popular in America, and by which for a modest outlay a number of members could enjoy the thrill of racing.

The short selection of films, some of which were kindly loaned by Captain Eyston, concluded a happy and memorable evening of good fellowship.

* * *

NORTH-EASTERN M.G.s MONK FRYSTON WEEK-END

THE North-Eastern Centre's annual parties at the Mallyan Spout and Monk Fryston Hall have become almost a local legend. The former occupied most of the village of Goathland at Christmas-time, and the latter filled every cranny of the historic walls of Monk Fryston recently, when 120 enthusiasts, with families and friends, crowded into the banqueting hall, and sat down to a dinner which could not have been bettered within hundreds of miles.

The groaning board having been degroaned, the prizes for the year were given out by Mrs. Russell Lowry, supported, of course, by Centre Secretary Harry Pounder. Such is the layout of the room that the gigantic fireplace was able to serve as a distributing alcove for the silverware. Afterwards Harry Pounder's health was well and truly drunk in recognition of the enthusiasm and hard work he has put into the Centre's affairs. The health of the Club, and of the new General Secretary having been suitably dealt with, the company got down to dancing or whatever form of enjoyment was their personal idea for spending a happy evening.

By noon next day the company was assembled again under the auspices of Arnold Wilson at the Yorkshire Light Aeroplane Club for an afternoon's driving tests and sporting capers on the aerodrome at Sherburn-in-Elmet. For once in a while, the weather was fairly dry, if chilly, as Harry Pounder and his fellow conspirators laid out a series of

tests, varying from a nice long-range dice round oil drums, to a simple(?) little matter in which one motored round a tight circle of boxes and endeavoured to drop a potato into each. An interesting entry of 28 cars presented itself, and included, in addition to the usual range of M.G.s, a vast Buick, owned by Wing-Commander Ryder, and driven by his wife, a very smart two-seater Alvis of the modern kind, a 4½ Allard, and several other promising items. The tests were conducted on the continuous flow basis, so it was impossible to see them all at once, but W. J. Sykes (Jaguar 3½), was noticed making a dashing show at the drums, and using a good deal of the countryside as well as the runway. Townend's Allard was also very good, but unfortunately, overshot the final line. Deakin, with a Hillman Minx, modified to manual control, put up a brave and tidy show. Peter Bolton (1½ M.G.), gave the polished demonstration one expects of him, and A. P. Riddle, was certainly among the neatest of the TC M.G.s. During all this time, the other tests were being carried on, farther up the runway, with squealing brakes, shuddering reverse gears, and variations of the word clot, addressed by competitors to themselves. A pleasant feature of the afternoon was the number of family parties who had come along to see young Ethelbert do his stuff. Young Ethelbert may not always have been very fast, but he certainly had fun.

An adjournment was made for tea in the clubhouse, before the main runway could be used for a final unrehearsed item, but AUTOSPORT, unfortunately, had to take off for distant places. The results will be worked out during the week, and announced as soon as possible.

* * *

SOUTHSEA DINNER-DANCE

SOME 220 people attended the annual dinner-dance of the Southsea M.C. on 16th March. V.I.P.s present included the Lord Mayor and Lady Mayoress of Portsmouth, namely, Sir Denis and Lady Daley, Chief Constable A. C. West and Mrs. West, and Mr. R. Vernon Stokes was in the chair. Among the many trials personalities were Wally Waring, Ron Faulkner, Leslie Onslow-Bartlett, Tony Rumfitt, Ted Spence and Colin Dewey.

Before dinner, all stood in silent remembrance of the late Geoffrey Ansell, President of the Club.

Lady Daley presented the prizes, the Maybury Trophy (Victor Ludorum) going to Ron Faulkner, and the Banyon

Trophy (Novices) to Johnny Panton. A much-appreciated gesture was a special presentation by Colin Dewey, on behalf of members' children, of an inscribed cup to W. Latter (Uncle Wally), for the parties he ran during the summer and at Christmas for the children of Southsea M.C. members.

* * *

WEST SUSSEX STANDARD CAR TRIAL

THE West Sussex D.M.C. are holding their Invitation Spring Trial for standard cars only, over a 100-mile course on 29th April, starting from Worthing at 11.30 a.m.

Invited Clubs are Bognor & District M.C., Brighton & Hove M.C. Citroën C.C., Horsham & District M.C. & L.C.C. and the Southsea M.C.

The Secretary of the meeting is Mr. J. C. Bartlett-Day, "Marisol", Kings Road, Lancing, and entries close on 29th April.

* * *

FEW RUNNERS IN HUDDERSFIELD SPRING TRIAL

Winder Wins in the Wet

THE Huddersfield Motor Club had a disappointing entry of seven for their first invitation car event on 18th March. However, with home country which recently allowed the running of a motorcycle trial involving no less than 31 sections and which is chock-full of potentialities for car events, this disappointment will surely be short lived once the quite natural caution of the more experienced invited clubs is overcome.

The six starters covered a course of 30 miles, incorporating nine observed sections and one special test. Wet, soggy conditions prevailed, the trial eventually being won by Les. Winder (Austin), 20 marks lost. Second and third positions were taken by S. G. Haithwaite (Ford) and J. M. Calverley (Wingfield Spl.), who both lost 40 marks, test times deciding. A first-class award went to J. Mitchell (Ford).

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PORTMEIRION WHITSUN RALLY

THE Severn Valley M.C.'s Invitation Rally for 1951 will take place on the 12th-14th May, with Headquarters at the Hotel Portmeirion. The event will include a Road Section, Hill Climb, Regularity Running, Concours, Special Test and Acceleration/Brake Test, and during the three days drivers and crews will have ample chance to relax and enjoy the unique attractions of Portmeirion.



... at Goodwood March 26th 1951

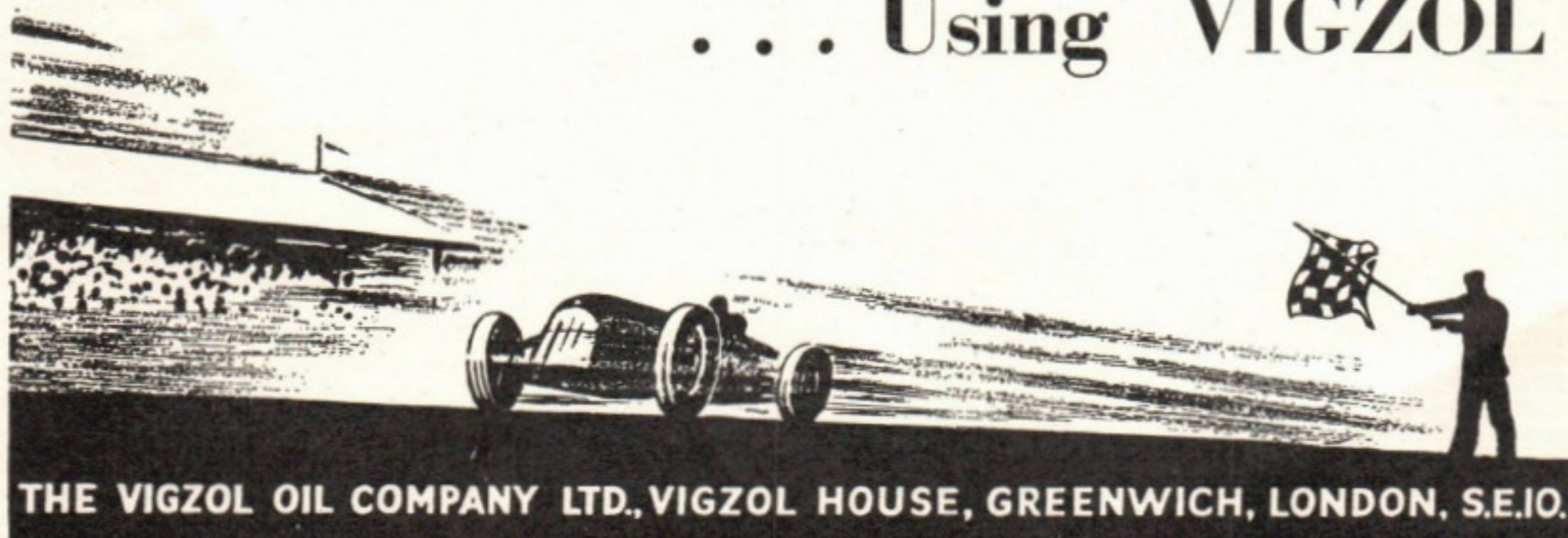
2 FIRSTS

LAVANT CUP, Stirling Moss in an H.W.M.

CHICHESTER CUP, Reg. Parnell in a Maserati

subject to official confirmation

... Using **VIGZOL**



THE VIGZOL OIL COMPANY LTD., VIGZOL HOUSE, GREENWICH, LONDON, S.E.10.

The St. Patrick's Day Trial

J. Bell's Ford 8 Special the Winner



NO CONCOURS CANDIDATES: Two competitors in the St. Patrick's Day Trial doing their stuff with effective but unhandsome vehicles. On the left is Hugh Crawford (Ford 10-engined Morris 8 Spl.), and above is J. Grew's Ford 10 Spl. Grew's Ford has a lorry-like radiator, with suitable badge affixed by friends!

THIS event, held on 17th March, was for motor-cycles and cars, being run jointly by the Irish Motor Racing Club and the Dublin and District Motor-Cycle Club.

There were 34 entrants, five of whom failed to sign on at the start at Temple Oak. The mountain roads still being impassable owing to deep snowdrifts, the section from Lavagh to Featherbed via Sally Gap had to be cut out. There were seven special tests and five time checks and total length of the circuit was 84 miles instead of 112 as originally intended. After the test at Hempstown Lane the route continued to Condiment Lane, which consists of approximately two miles of very deep mud and sorely tried the sports cars and completely defeated the efforts of the saloon drivers to keep going. Mullacash Lane was in similar condition, causing considerable trouble to competitors.

The special test in Donnelly's Hollow on the Curragh, near the famous race circuit, was over grassy banks which

caused many competitors to become airborne. Fastest here was T. P. Ohle (Dellow s/c), followed by Johnnie Bell (Ford 8 Spl.) whose execution of the test was extremely neat.

After a lunch check, competitors returned over the same route to the finish at Old Bawn, different tests being devised at the same points as those held on the outward trip. **H. A. O'BRIEN.**

RESULTS

Spring Cup: J. Bell (Ford 8 Spl.).

First Class Awards: D. O'Clery (M.G. TD), K. P. Murray (M.M. Spl.), T. P. Ohle (Dellow s/c), J. C. Millard (M.G. TC), M. P. Cahill (Iona Spl.), A. L. Young (M.G. TD).

Second Class Awards: A. B. Knowles (M.G. TD), N. D. Maguire (M.G. TC), E. Connell (Riley), J. N. Preston (M.G. TC), H. W. Irwin (M.G. TD), D. P. Culhane (Ford Spl.).

Novices Award: R. A. Laird (M.G.).

Saloon Award: J. G. Stevenson (Hillman Minx).

HARROW C.C. RALLY

FIVE outside clubs and members of the staff of the Essex Police Driving School are invited to join the Harrow Car Club in their 1951 Rally and Concours d'Elegance at Frinton and Walton-on-the-Naze, on 19th and 20th May.

The event starts with tests at Boreham Airfield, near Chelmsford, after which competitors proceed to Walton-on-the-Naze and then Frinton for tests, ending the first day with cocktails and dancing. On Sunday the Concours d'Elegance takes place, and the Rally winds up with presentation of awards at the Grand Hotel, Frinton.

The Rally is open to any car conforming to R.A.C. Trials and Rallies regulations, and carrying normal touring equipment, while open cars must arrive at the rallying point with hoods erected. There will be six classes.

Invited clubs are B.A.R.C., Chiltern C.C., Herts County A. and A.C., West Essex C.C., and N.W. London M.C. Entries to Mr. R. E. Richards, Harrow C.C., 63a High Street, Colchester, Essex, close at noon, 25th April.

* * *

VETERAN RALLY TO SOUTHPORT

THE Veteran C.C.'s Southport Rally will be held this year on 28th April. The event will comprise a Rally to Southport, followed by lunch, generously provided by the Southport Borough Council, after which cars will go in cavalcade through the town to take part in four Driving Tests, which will be held on the Marine Drive and Promenade. Regulations are now available from Miss M. Ruxton, 46 North Row, Oxford Street, London, W.1.

HAGLEY HANDICAP TRIAL

THE Hagley and District L.C.C.'s Hagley-Ludlow Handicap takes place on Sunday, 1st April. This is a trial for "ordinary" cars, there being a handicap system to cope with the "Specials". There will be no chassis-breaking sections, and in fact the whole of the route has been plotted and checked with ordinary cars. The course will be approximately 40 miles, starting from the Lyttleton Arms, Hagley, and finishing at the Swan Hotel, Tenbury. Entries closed on Tuesday, 20th March, but no doubt offers of help as marshals, addressed to the Hon. Sec. J. L. Shaw, c/o Aero and General Machinists Co., Tame Bridge, West Bromwich Road, Walsall, Staffs, will be welcome.

Members of the Club are reminded that the date of the Annual General Meeting is on Wednesday, 18th April, at the Lyttleton Arms Hotel, Hagley, and all members are particularly requested to attend.

* * *

MORGANS AT MADRESFIELD

ONCE famous as a sprint venue, the ¼-mile drive at Madresfield Court, Worcs, will be the scene, on 15th April, of a Speed Trial exclusively for Morgan Three Wheelers.

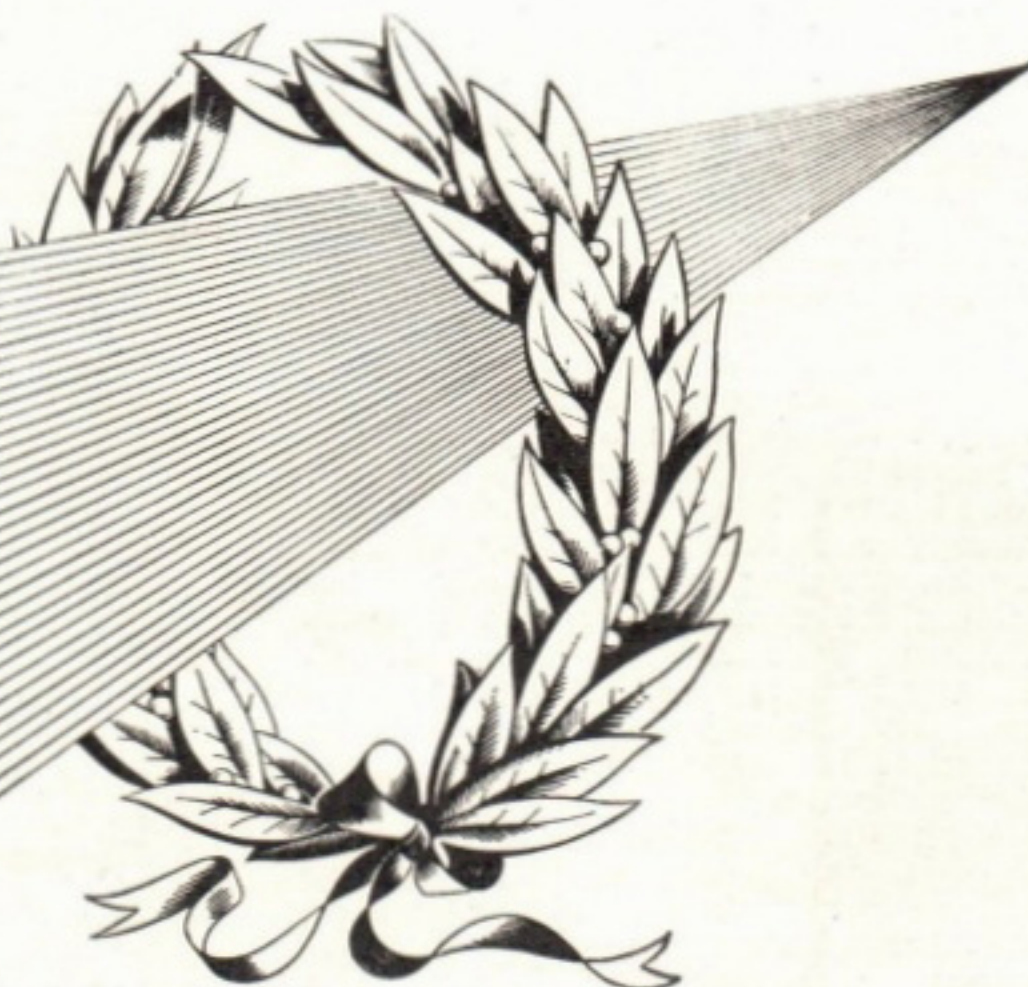
Organizers are the Morgan Three Wheeler Club, and they have been granted permission to use the course, which is of tarmac, well surfaced, and dead straight, by the Rt. Hon. the Earl Beauchamp, and W. Tolley, Esq. There will be classes for S.V. twin Morgans and 8 h.p. "fours", in road trim; o.h.v. twins and 10 h.p. "fours", and a racing class for all supercharged vehicles and those not in road trim, for which any fuels are permitted.

The event is open to Morgan Club members only. Details of membership are obtainable from the Hon. Sec., F. L. Willis, 6 Courtland Avenue, Chingford, E.4.

FIRST AGAIN

SHELL

MOTOR OILS



RICHMOND TROPHY

1st B. Bira, driving an Osa at 87.57 m.p.h. (making a new lap record at 90.38 m.p.h.)

EARL OF MARCH TROPHY (500 c.c.)

1st Alf Bottoms, driving a J.B.S.-Norton at 75.91 m.p.h.

1st EASTER HANDICAP

1st Peter Collins, driving a Cooper-J.A.P. at 81.24 m.p.h.

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1st John Claes, driving a Lago-Talbot at 86.50 m.p.h.

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CEMIAN "SCARPER AND SCAVENGE"

THE pouring rain on Sunday, 18th March, did not prevent 25 entries and supporting organizers turning up at the "Swan and Bottle", Uxbridge, for a social competitive event staged by the Cemian M.C. called "Scarper and Scavenge". Competitors were given a list of some 90 peculiar items not normally found on a Sunday afternoon in the country and for which they received marks according to the difficulty in obtaining the particular item in question. The car park at the "White Hart", Beaconsfield, at the finish looked remarkably like a junk yard as each car deposited its heap of old iron, etc., for the scrutineers.

With the exception of a 4d. tram ticket, a leg of pork and an 1881 penny, at least one example of all the items on the list, which ranged from live fish through a selection of insects to a live rabbit, from a tramp's boot through various articles of apparel to a black brassiere, a length of chain through items to be found in any dump to a horse trough, and from a picture of Jane Russell to copy No. 1 of AUTOSPORT, were brought in.

The finish was very close. Ron Massara (Austin A40) being the winner with 298 marks, having collected more livestock than anyone else and N. Arnold (M.G.) was second with 254 marks.

* * *

BAD WEATHER FOR THE MILLBROW TROPHY

THE Furness District M.C.'s Millbrow Trophy Trial was run off on Sunday the 18th in filthy weather conditions. Unavoidable absences reduced the strength of the entry by a number of regular supporters, but 25 hardy crews came along to face the starter. After a 60-mile course, involving some really choice sections of mud and slime between Coniston and Walney Island, the Club's habitual rendezvous at the Farmer's Arms, Lowick, was reached for the finish, where the results were worked out, and it was found that O. Partington (Ford) had secured the Millbrow Trophy, with C. Jarvis (Singer) as runner-up. Dr. C. Seddon (M.G. 1½) occupied third place, followed by L. Darling (Ford), Ron Hardman (Wolseley), and R. L. Brown (M.G.), in that order, the Team Prize going to Partington, Jarvis and Brown.

* * *

VERSATILITY TRIAL

ON Saturday, 21st April, the Hants and Berks M.C. are organizing their Versatility event in conjunction with the Bristol M.C. and L.C.C. Competitors will be required initially to cover three laps of the Castle Combe racing circuit, with a standing start and a flying finish, and will then proceed to a number of trials hills of stiff, but non-chassis-breaking nature.

Drivers are required to declare the tyre pressures they intend to use, and these must be maintained throughout the

COMING ATTRACTIONS

March 30/April 1. Bentley D.C. Eastbourne Rally.

March 31. Bristol M.C. and L.C.C. Race Meeting, Castle Combe. Start 1 p.m.

March 31/April 1. Bugatti O.C. Rallye Telegraphique and Northern Sporting Half-Day, Bridgnorth.

April 1. Tour of Sicily (Sports and Touring Cars).

Horsham and District M.C. Spring Cup Trial, S. Downs. Start Rudgwick, 11.30 a.m.

W. Essex C.C. Chelmsford Speed Trials, Boreham Airfield. Start 10 a.m.

Chester M.C. Bartley Trophy Trial, N. Wales. Start Davies' Garage, Padeswood, 11 a.m.

Plymouth M.C. Trial, Devon. Nottingham S.C.C. Rally Skittleque. Start Ferry Boat Inn, Stoke Bardolph, 1 p.m.

April 1. Berkhamsted M.C. and C.C. Winwood Cup Trial. Start Oasis Café, Berkhamsted-Tring Road, 1.30 p.m.

Circuit of Nice (Sports cars). Hagley and District L.C.C. Handicap Trial, Start Lyttleton Arms, Hagley.

Dunlop C. & M.C.C. Fort Rally, Fort Dunlop, Erdington, Birmingham.

April 4/8. Isle of Wight C.C. Rally, Sandown, I.O.W. Starting points: Glasgow, London, Harrogate, Warwick, Taunton, from 8.30 a.m.

April 4/15. Turin International Motor Exhibition.

April 7. Marseilles G.P., Parc Borèly (F.2).

Lancashire A.C. Trial. M.G.C.C. (S.W.) Standard Car Trial and Tests. Start 2.30 p.m. Mile 3 Road House, Bristol-Bridgewater Road.

Liverpool M.C. Speed Trials, Cheshire.

Veteran C.C. (S.W.) Oxted Rally, Surrey.

Vintage S.C.C. Blubberhouses Trial. Start 11.30 a.m., Crescent Hotel, Ilkley.

April 7/8. Citroën C. C. Night Trial. Start 9.30 p.m., Hatfield.

Huddersfield M.C. Night Navigation Trial. Start 8 p.m., Rising Sun Inn, Cartworth Moor.

April 8. Coupe d'Or (500 c.c. and 750 c.c.) Montlhéry, France.

M.G.C.C. (N.W.) Cockshoot Trial, N. Wales. Start 11 a.m., near Llangollen.

Falkirk and Dist. M.C. Trial, Scotland.

Connacht M.C. Experts' Trial, Eire. Half-Litre Club, Brands Hatch 500 c.c. Race Meeting.

Mid-Derbyshire M.C. Trial, Derbyshire.

Sunbeam-Talbot O.C. Rally, Blandford.

event, but should preliminary practice at Castle Combe indicate the need for alteration, permission for this must be obtained from the Scrutineers.

The event winds up in the Marlborough area, where a panel of judges will award marks for passenger and luggage space, comfort, appearance, effectiveness of wings, etc. Six clubs are invited to compete, besides the two organizing bodies, and classes are for cars up to 1 litre, up to 2 litres, and over 2 litres.

Entries are limited to 50, and the Secretary of the Meeting is Michael Burn, 3 Pondtail Road, Fleet, Hants.

* * *

"RALLYE TELEGRAPHIQUE"

THE Bugatti Owners' Club's Northern Sporting Half-Day and "Rallye Telegraphique" takes place from 31st March to 1st April. Competitors will rally from their homes to Llandudno, where the night will be spent in jollifications. On Sunday competitors will start at intervals from 8 a.m. along a route *scenique*, through the mountains to Bridgnorth, where, during the afternoon, there will be held a series of Driving Tests at Stanley Park, Bridgnorth. The invited clubs are Aston Martin O.C., North Staffs M.C., Severn Valley M.C., Vintage S.C.C., Hants and Berks M.C., Liverpool M.C., Cheltenham M.C. Further details are available from Dr. Foster, c/o 3 Pondtail Road, Fleet, Hants.

* * *

TONY RUMFITT WINS KENTISH BORDER TRIAL

A. E. RUMFITT and his Cotton Spl. carried the day, in the Kentish Border Club's Trial on 18th March. Results were as follows:—

J. B. Taylor Cup (Best performance): A. E. Rumfitt (Cotton).

Opposite Class: E. W. Vero (Dellow).

1st Class Awards, Class A: E. W. H. Brookes (E.R.P.). Class B: A. E. Day (Dellow).

2nd Class Awards, Class A: A. G. Curwen (D.H.G. Austin). Class B: F. L. Stark (Dellow).

Team Award: E. W. Vero, A. E. Day, R. F. Chappell (Dellows).

* * *

"FALCON" FUNCTIONS

AT the Falcon M.C.'s meeting on 14th March, member Peter Hennessey, the cameraman, gave a most interesting talk on filming the Monte Carlo Rally. Le Rallye is renowned as a feat of endurance, but to keep up with it and film the event, including flying over part of it in a helicopter, would appear to be even tougher! The film will be added to the Shell collection, and should be well worth seeing.

On 18th March the Club held a Scavenge Hunt, in which David Chiles (Land Rover) succeeded in collecting the greatest number of peculiar objects. Next best were P. Elbra (Morris Minor) and L. Gilbanks (BMW).

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1947 M.G. TC 2-seater, very clean car, fitted extras, red with beige upholstery, £585.

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AUSTIN Nippy, one owner, 47,000, rebored 3,000, excellent tyres all round, £225. Invicta, 100 m.p.h., chassis, drophead coupé, 1933, recellulosed black and cream, just fitted new clutch, rocker gear, etc., most attractive car, taxed, £450. Hire purchase, exchanges and insurances arranged.—Richards and Brown, 2 Ringers Road, Bromley, Kent. Phones: Ravensbourne 7487 and 6479.

QUICK-LIFT JACKS made to order for 500 c.c. racing cars, £5 each.—Don Parker, 1A Sangora Road, S.W.11. Battersea 7327.

CONNELL BROS. Specialists in Hoods, Tonneau Covers. Envelopes and sidescreens for all makes. Hoods, etc. made to customers' own specifications. 667 High Road, Leyton, E.10. Leytonstone 7223. Also at 7 Highfield Road, Winchmore Hill, N.21.

SITUATION WANTED

WHO CAN OFFER A JOB and opportunity to a well-known, experienced Kenya driver with ability and wanting to be a racer. Any make of car. First-class mechanic and excellent credentials.—Box 363.

News from the Clubs—continued.

SECOND CASTLE COMBE MEETING

THE second 1951 race meeting at Castle Combe Circuit takes place on 12th May, 1951, and will be open to members of the Bristol Motor Cycle and Light Car Club and the 750 Club by invitation.

There will be six races of 10 laps each over the 1.9 mile circuit, for Sports Cars, Super Sports Cars, 500 c.c. Racing Cars to International Formula 3 and 750 c.c. Cars to the requirements of 750 Club standards. Racing begins at 1.0 p.m.

Entries, at 10s. per race, close on Monday, 16th April, and Secretary of the Meeting is Mr. C. B. Salter, of 25 Cotham Road, Bristol, 6.

NEWCASTLE & DISTRICT MOTOR CLUB

READERS in the north-east part of the country will be interested to hear that the Newcastle & District M.C. is about to expand its activities, and sporting events are to be organized for cars. The first car event, the 1951 Hunter Cup Trial, will be held on 22nd April. It is the non-chassis-breaking type, and the course will cover approximately 100 miles. It is a closed event. Other events are being organized and details will be given later.

A Club Night has been arranged for the first Tuesday in each month, at the Hotspur Hotel, Barras Bridge, Newcastle-upon-Tyne, to commence at 7.30. Any enthusiast, whether a member of the Club or not, will be very welcome. The Hon. Secretary is Roy Martin, 33, Turret Road, Denton, Newcastle-upon-Tyne, 5.

D. C. PITT

offers:

1950 COOPER 1,000, fitted latest "500" Alloy J.A.P. with Alfin barrel, Z.F. differential, Norton box, FIAT steering, twin braking. In brand new condition throughout, together with many new spares including wheels, 1,000 and 1,100 engine mountings, twin tanks, 4 jacks, carburettor fuel and oil. Colour white/silver. Specially prepared car at cost of over £820. Accept highest offer over £550.

also

M.G. Le Mans P.B. Dancing Daughter, ex-works, M.G. Midget, exceptional condition throughout, with full weather equipment, fitted many extras including new 15 gallon alloy fuel tank, twin fuel pump, "Q/K3" valve gear, "Q" type brakes. Copperised head with new Sintox plugs, 4 new tyres and instruction book. Also masses of spares to go with car which include the following: New 4 carburettor (Amal) manifold, 4 Acrolite pistons, new gaskets with various compression ratios, telecontrol shock absorbers, and pair of axle shafts, steering arms, differential, together with brand new Marshall supercharger. Highest offer over £250. This really is a super little car which has been kept regardless of expense, and is in genuine and sound condition. Will exchange Cooper and M.G. for 328 or 326/8 Frazer-Nash BMW.

also

1939 FIAT "500" Topolino convertible Coupé 2-seater, black and cream. Many extras including chromium luggage carrier and spotlights, thoroughly overhauled throughout. New tyres. Perfect condition, immaculate. Taxed. Highest offer over £300.

Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

Phone: Stroud 426 or Amberley 2243 after 7 p.m.

WHIT MONDAY GAMSTON

FURTHER details are now available of the Sheffield and Hallamshire M.C.'s Invitation Race Meeting to be held at Gamston on Whit Monday, 14th May. The invited clubs are the Nottingham S.C.C., North Midland C.C., Sunbac, 750 Club, Chester M.C., Yorkshire S.C.C., and the Half-Litre Club. The classes are as follows: up to 750 c.c., including 750 c.c. Formula; up to 1,100 c.c. (supercharged cars one class above); Formula 3 Race, six laps; up to 1,500 c.c.; up to 2,000 c.c.; up to 3,000 c.c.; M.G. cars only; handicap unlimited. The prizes for the Formula 3 Race will be 1st £25, 2nd £15, 3rd £10, 4th £5, 5th £3 and 6th £2. The Telegraph Trophy Race for racing cars over 500 c.c. will be of 20 laps. 1st prize £50, 2nd £25, 3rd £15 and 4th £10. Regulations are now available from K. G. Settle, West Grove Road, Totley, Sheffield.

FRENCH 500 c.c. RACES

THE A.C.I.F.'s Coupe d'Or meeting for 500 c.c. and 750 c.c. racing cars takes place at Montlhéry on 8th April. The short, 2.17-mile circuit will be used, and Cooper, D.B. and other entries are expected. At the A.G.A.C.I. race organized over this course last April Ken Carter won with his Cooper from E. Bayol (D.B.) and Coldham (Cooper).

It would be interesting to see how a slightly over-bored British "500" would fare against the 750 c.c.

Panhard-powered D.B.s in the three-quarter-litre race—provided, of course, that such machine would be accepted.

THE TURIN SHOW

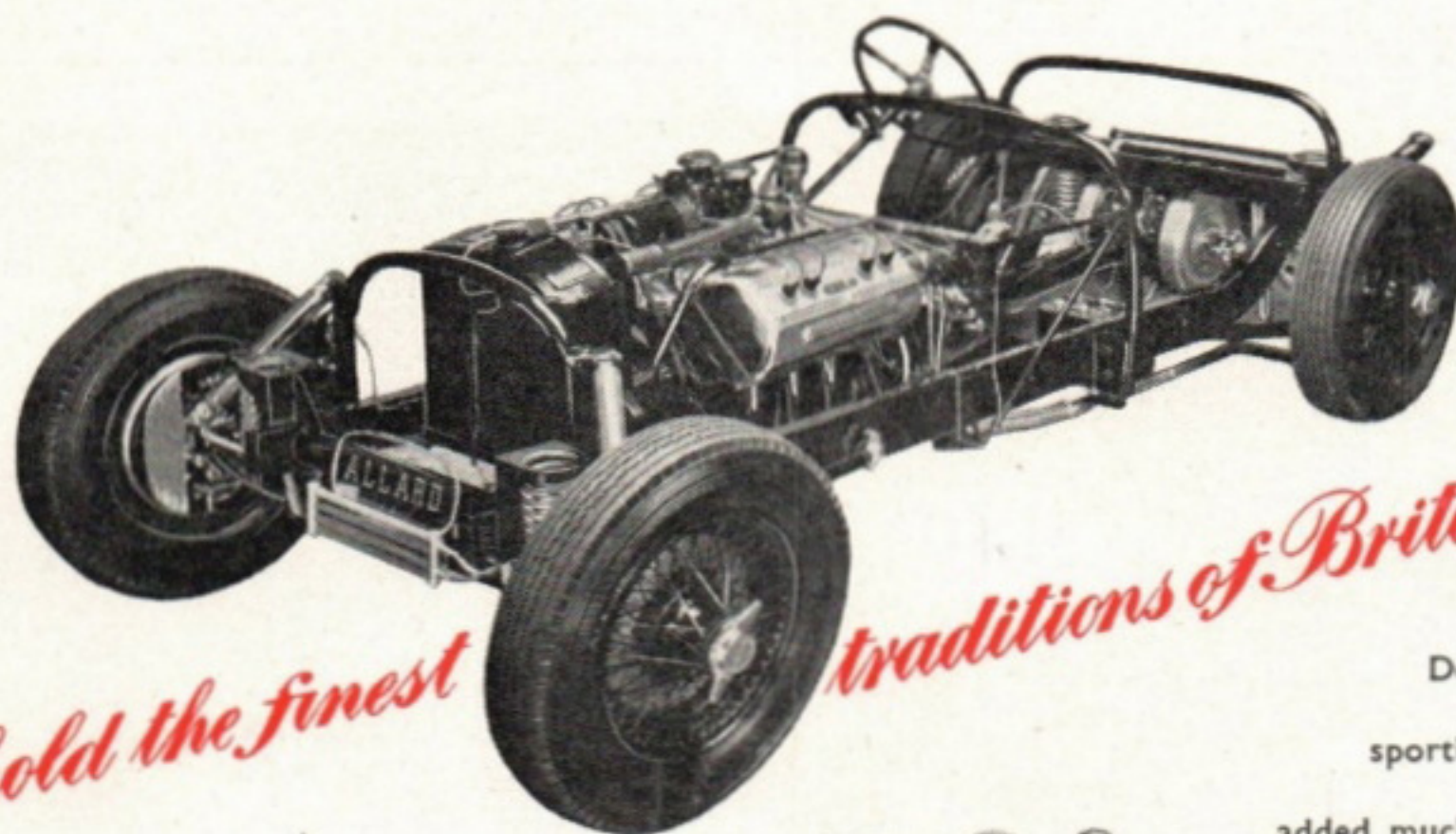
THE 23rd International Motor Show of Turin takes place from 4th to 15th April, when the newest products of the Italian, French, British, German and United States automobile industries will be on exhibition. Italy's most prominent marques, Alfa-Romeo, Ferrari, Fiat, Maserati and Lancia, will be present, also Osca, Nardi, Siata and Moretti, while England will be strongly represented by no fewer than 20 makes, among them Aston Martin, Bentley, Bristol, Jaguar, Jowett, Lagonda, Vauxhall and the Nuffield and Rootes Groups' products.

While the exhibiting of racing cars seems to be frowned upon at Earls Court, they have long been an intriguing feature at exhibitions abroad, and it is interesting to note that, besides the Italian machines, two British Cooper 500s will be on show.

* * *

CLUB FIXTURES

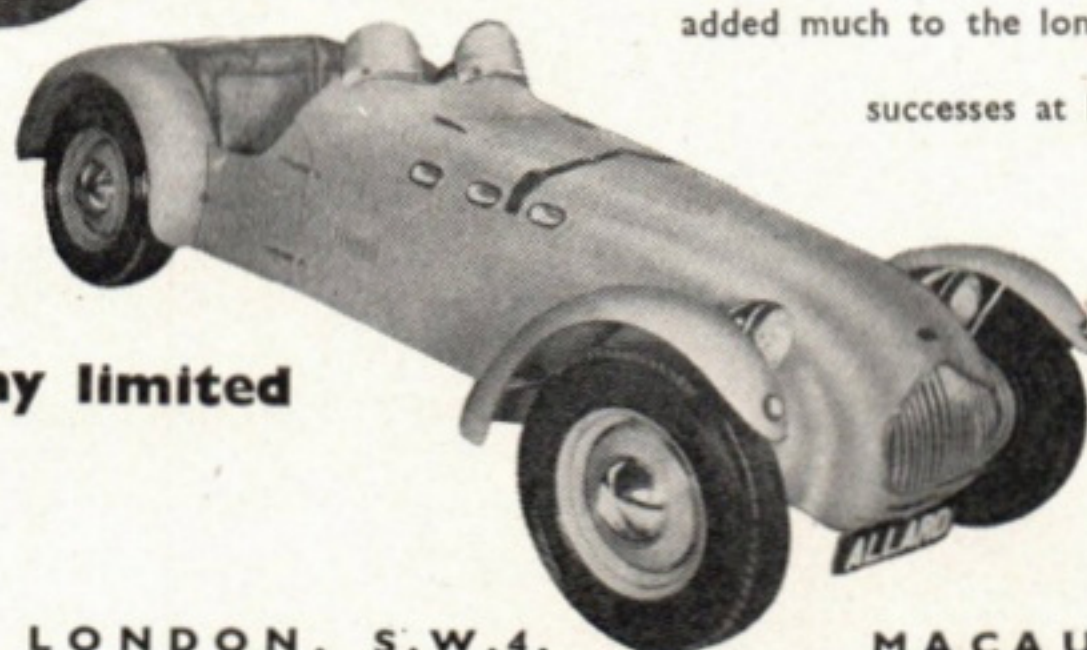
B.R.D.C.—A.G.M. and Dinner, 30th March.
Hants and Berks M.C.—A.G.M. 30th March, New Inn, Eversley.
Bentley Drivers' Club (Mid-West).—"Noggin and Natter", 30th March, The Ship, Alveston, Glos.; and Compton Arms, Cadnam, Herts.
Harrow C.C.—All Fools' Day Run, 1st April.
Jowett C.C. (Southern).—Surrey Mystery Run, 1st April, start 10.30 a.m.
Leicestershire C.C.—All Fools' Day Run, 1st April. Start Lee Street Car Park, Leicester, 2.30 p.m.
 Social Meeting, 5th April, Stoughton Aerodrome Clubhouse. Meet Lee Street Car Park, 7.30 p.m.
Cheltenham M.C.—Social Evening, 4th April, Priory Lawn, 7 p.m.
A.C.O.C.—A.G.M., 4th April, Barley Mow, Horseferry Road, S.W.1, 8 p.m.
Riley M.C. (N.W.).—Monthly meeting, 4th April, Kilton Inn, Hoo Green, 7 p.m.
Cemian M.C.—Club Night, 5th April, Lotus Restaurant, Norris Street, S.W.1, 9 p.m.
Bentley Drivers' Club (Mid-West).—"Noggin and Natter", 7th April, The Red Lion, Henley-on-Thames.
Riley M.C. (N.W.).—Scavenge Hunt, 8th April.
Alvis O.C. (London and S.E.).—Meeting, 8th April, Horsham.
Aston Martin O.C.—Gathering, 10th April, The Plough, Ruislip.



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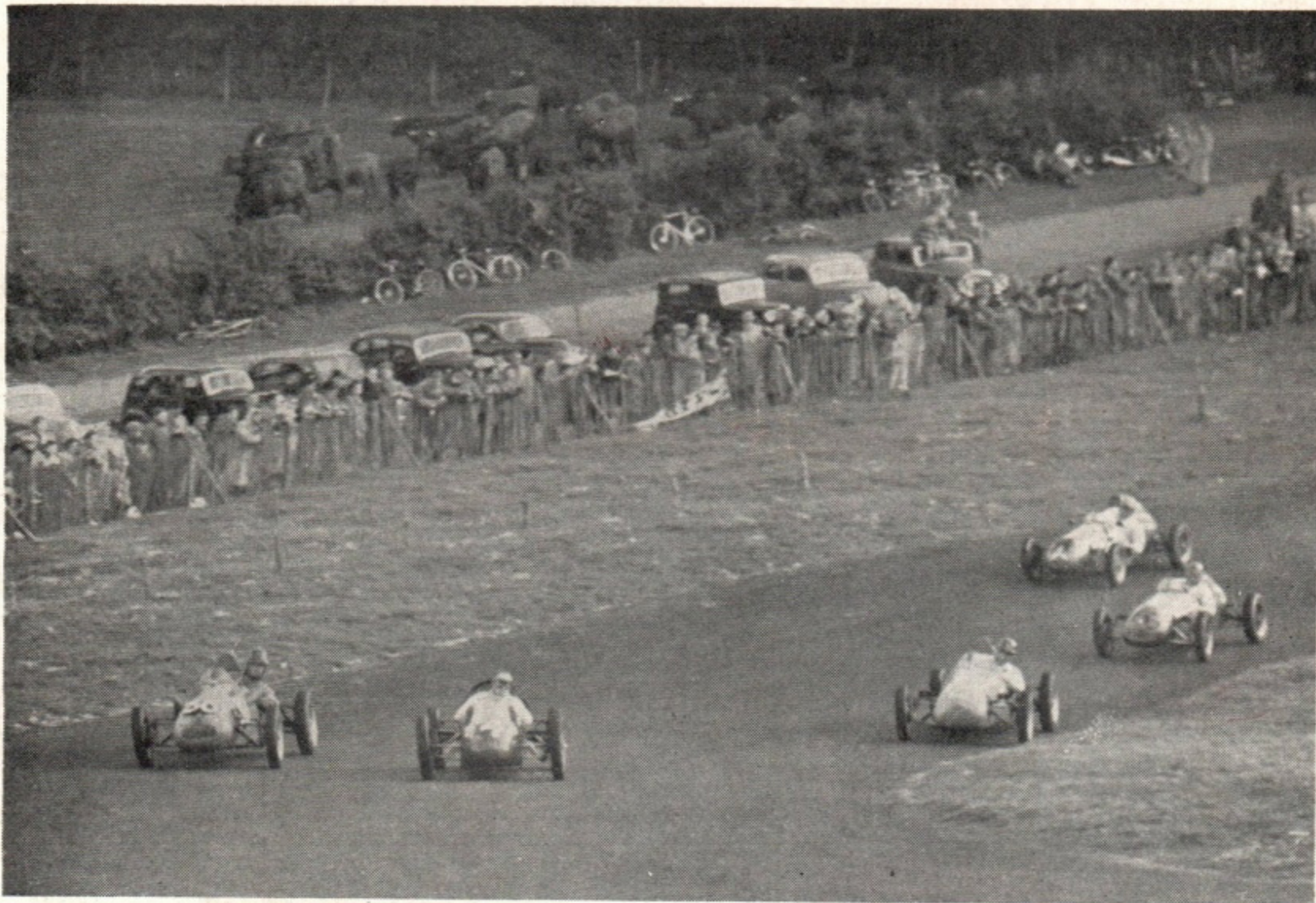
1948 SUNBEAM-TALBOT , Semi-Sports 4-seater tourer, grey cellulose with leather interior to match, speedo reading 20,000.....	£795	1935 B.S.A. , 9 h.p. Scout Sports 2-seater, recent engine overhaul, excellent hood and side screens.....	£199
1937 M.G. , T.A., Sports 2-seater, very attractive, black with grey upholstery, exceptionally good mechanically	£385	1936 FORD 10 , 4-door saloon, very clean coachwork and interior, sound mechanical condition.....	£269
1938 MORRIS 8 , 2-seater, condition comparable with most post-war cars, faultless chassis and coachwork	£315	1948 STANDARD 8 , Foursome drop-head coupé, choice of two models, black and grey, one fitted with radio, mileages 12,000 and 15,000... and	£565 £575
1939 M.G. , T.A., Tickford drophead coupé, recellulosed in black, excellent mechanical condition.....	£525	1948 STANDARD 8 , 4-seater tourer, black with brown interior, speedo reading 24,000 miles, bargain at...	£499
1933 J.2 M.G. , black with brown interior, excellently maintained by late owner, very fast road performance	£265	1936 FORD 8 , 4-door Sun Saloon, original green cellulose, good mechanical order, leather interior.....	£265
1937 MORRIS 8 , 2-seater, very sound car, good all-weather equipment and tyres	£245	1935 FORD 10 , 4-door Saloon, exceptional condition for its year.....	£245
1937 M.G. , T.A., Sports 2-seater, good hood and side screens, excellent mechanically, fitted twin horns and spot lamp	£355	1936 AUSTIN SEVEN , Ruby Sun Saloon, well maintained vehicle, completely recellulosed	£235
		1936 AUSTIN TEN , Sherborne Saloon, really immaculate, 100% mechanical condition	£355
		1939 FORD 8 , Saloon, choice of three, all excellent examples of this very popular model from.....	£365

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