

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

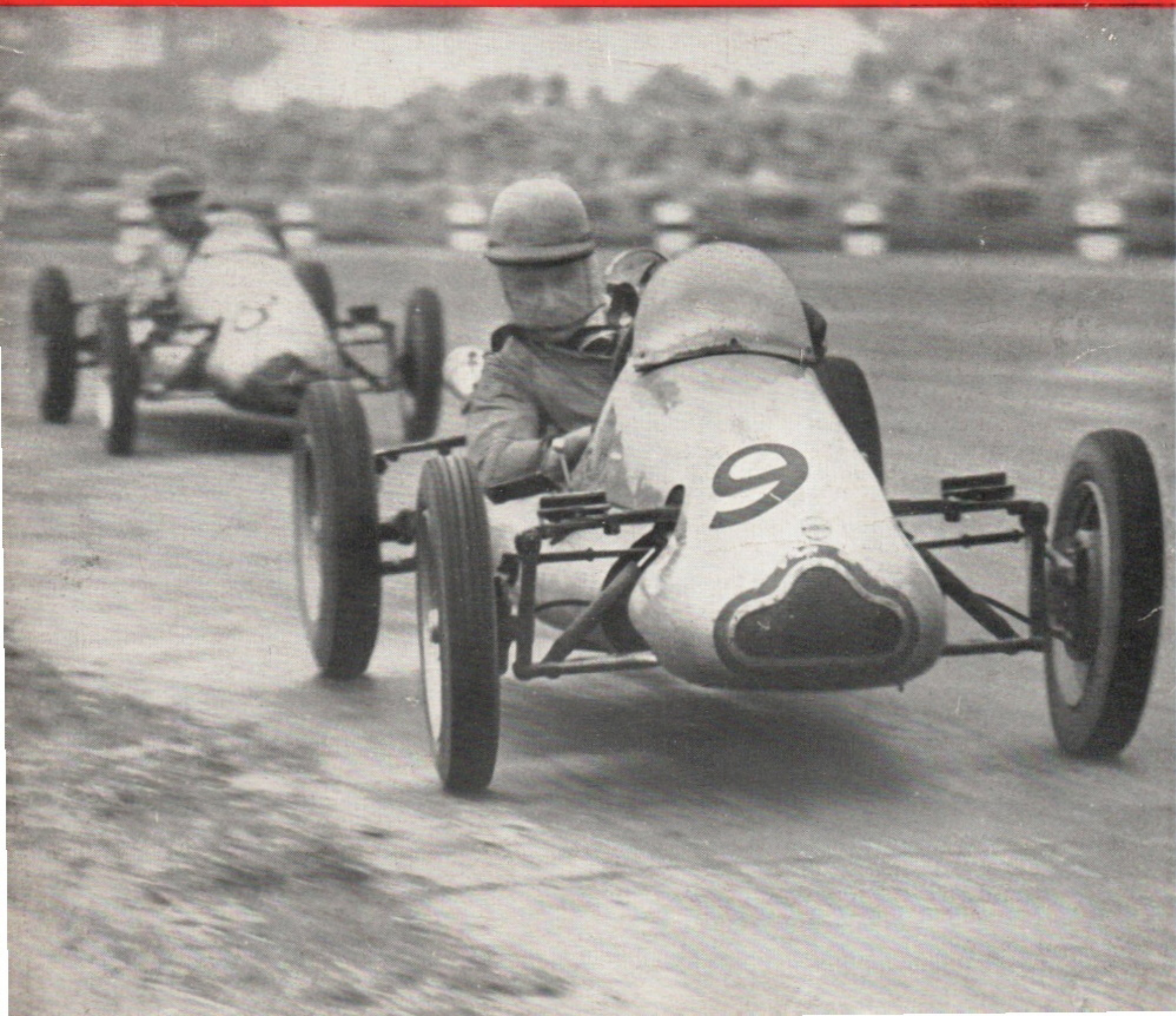
WHIT WEEK-END SPORT

RACING AT GOODWOOD,
GAMSTON, BRANDS HATCH
AND CASTLE COMBE

CONTINENTAL "500s"

JOHN BOLSTER TESTS
THE FRAZER-NASH LE MANS
REPLICA

Vol. 2 No. 20
May 18, 1951



GOODWOOD, May 14th

1st
Stirling Moss
(Kieft)

INTERNATIONAL TROPHY
for 500 c.c. Cars
(and lap record 84.55 m.p.h.)
(Subject to official confirmation)

GOODWOOD, May 14th

1st
Reg Parnell
(Ferrari)

**FESTIVAL OF BRITAIN
TROPHY**
(and lap record 94.54 m.p.h.)
(Subject to official confirmation)
Thinwall Special Ferrari owned by
G. A. Vandervell

GRAND PRIX DE MONZA

3rd
Stirling Moss
(H.W.M.)

(Subject to official confirmation)

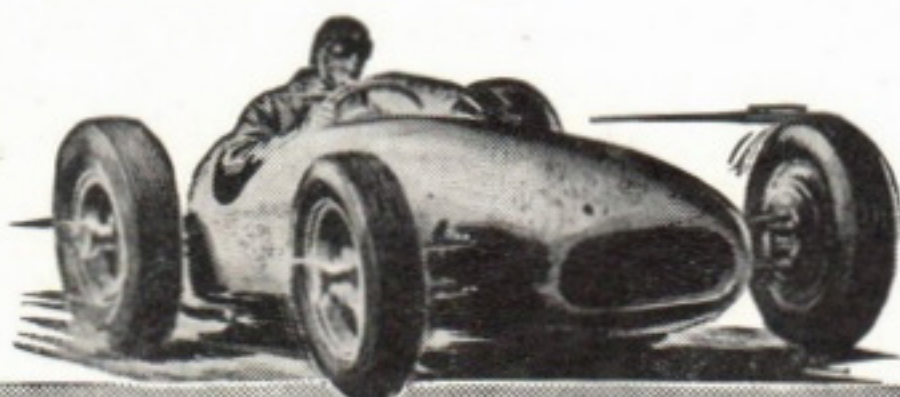
ALL ON

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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

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May 18, 1951

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NOTICES

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EDITORIAL

DOCTOR. ING. Piero Taruffi is a man who speaks with the voice of considerable experience in racing and automobile engineering generally. He is shocked to learn that there are, in Great Britain, people who are in favour of changing International Formula 3 to 750 c.c., merely because a small minority in France has expressed this opinion. The famous Italian designer-driver cannot understand why a type of racing in which Great Britain is supreme should be abandoned when it promises to attain even greater popularity in other countries than it enjoys at present. Taruffi also goes on to state that the present British supremacy is one that is now receiving the close attention of Italian designers, and that, after a certain amount of antipathy to "500s", the class is now attracting some of the best engineers in Italy.

AUTOSPORT fully concurs with everything that Piero Taruffi says. British drivers who recently visited Luxembourg for the 500 c.c. Grand Prix, were disturbed to learn from their hosts that a certain influential gentleman from this country had stated openly that he was definitely in favour of changing the formula to one of 750 c.c. The Luxembourgish quite candidly said that we must be crazy even to consider any alteration.

* * *

THE success of H.W.M. in Formula 2 suggests that with more support, this go-ahead little Walton-on-Thames concern is quite capable of producing a fast Formula 1 car. The end of the present formula is in sight, and the development of a 2,500 c.c. unsupercharged machine should be in hand *now*. We have one engine that could be modified to give over 180 b.h.p. without any radical alteration. We suggest that the makers of this particular power-unit would be doing a great service to the future of British motor-racing if an engine (or engines) were to be given to John Heath for experimental purposes. He has amassed considerable knowledge relating to unsupercharged power-units. Why not give him every opportunity to produce a pukka Formula 1 car for 1953 while the B.R.M. people are so busily engaged on the present Grand Prix formula?

A 2½-litre unsupercharged Ferrari has already appeared, and is raced in Formula 1 events by the Swiss driver Rudolph Fischer. It is almost certain that the very much alive Modena firm is collecting as much data as possible from the performance of this machine. A 2½-litre H.W.M. would give British designers much valuable information for the future.

OUR COVER PICTURE

ECURIE RICHMOND: Eric Brandon, followed by Alan Brown, in their Norton-powered Coopers at Silverstone. They are members of one of the most outstandingly successful small racing stables of today.



Pit and Paddock

MEASHAM'S Festival of Britain Concours d'Elegance will be held on 29th May in conjunction with a special summer sale. There are eight classes, with prizes totalling £1,000.

"**P**ICTURE POST" dated 12th May contains a commendable two-page spread on 500 c.c. racing. The pictures—and very good ones they are—were taken at 21st April Brands Hatch meeting. Only slip is to confuse the prototype J.B.S. with a Cooper.

COOK'S Autotravel Service are once again handling all arrangements from the British side for the Rally Gastronomique, starting at Rheims on 11th June, and finishing a fortnight later at Versailles. Cook's will accept entry forms, reserve car and hotel accommodation, and issue passenger tickets and car documents for competitors.

Much the same service is offered for the International Alpine Rally on 13th-21st July, and full details of arrangements for both these events can be obtained from the Autotravel Department, Thos. Cook & Son, Ltd., Berkeley Street, Piccadilly, W.1.

GORDINI, after an announcement that none of his Simcas would run at Le Mans, has decided to nominate four cars after all.

ALAN RIPPON, who was runner-up in the Luxembourg Formula 3 G.P., will co-drive with George Phillips (M.G.) at Le Mans.

CHARLES BRACKENBURY would be pleased to hear from any Le Mans entrant who requires a co-driver.

CHARLES MEISL has joined Connaught Engineering as Business Manager, primarily concerned with the production and marketing, at home and abroad, of the new Connaught sports car.

PARIS G.P. on 20th May will take place in the Bois de Boulogne, and not at Vincennes as originally announced.

CIRCUIT des Ramparts at Angonclême on 10th June for Formula 2 machinery should be ideal for a Cooper twin.

REGULATIONS for the International Formula 3 race on the Essarts

circuit, Rouen, on 8th July, can be obtained from Automobile Club Normand, 41 Place de General de Gaulle, Rouen.

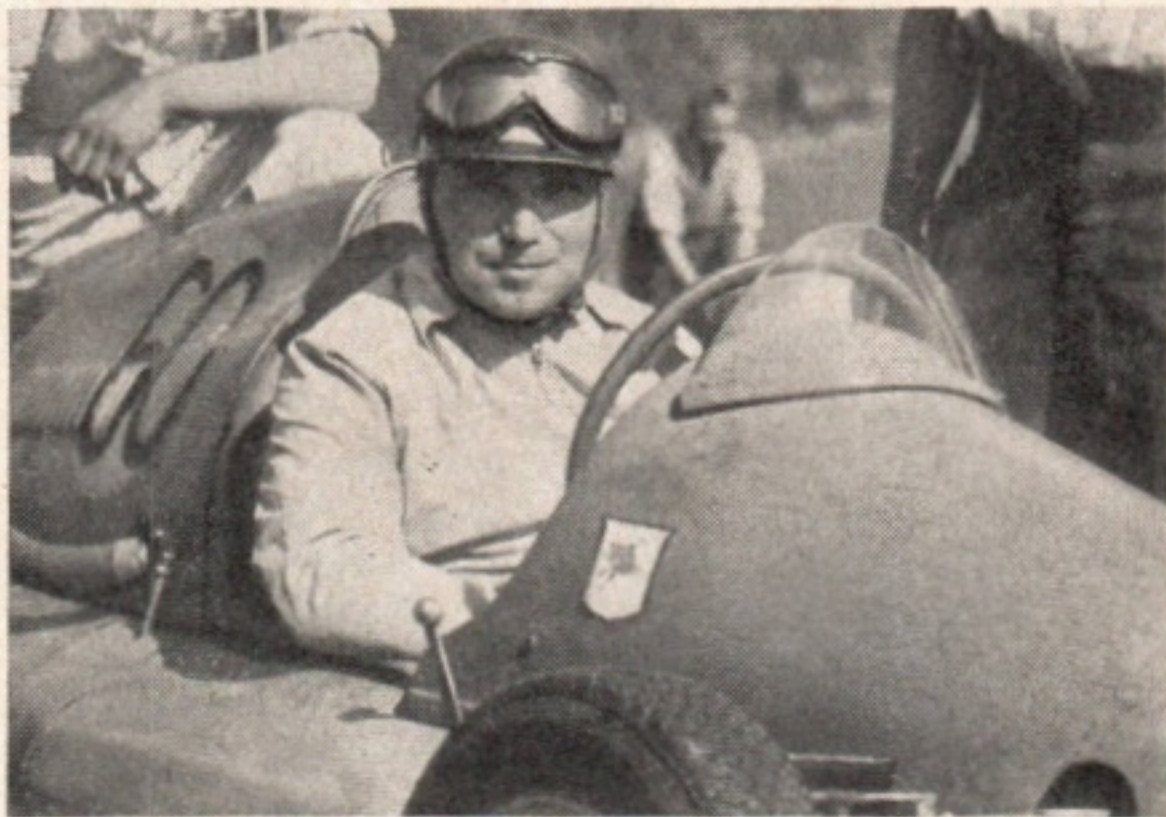
POPULARITY of the "Coupe du Monde" at Ostend, on 12th August, is so great that, with a few exceptions, places may have to be balloted for by the organizers.

MOTO-GUZZI has supplied a "works" engine to an Italian builder. It is believed to be a special "dope" version of the powerful, wide-angle twin.

FERRARI is said to be busy developing a "500", which is understood to be a single-cylinder machine.

DESMOND SCANNELL, on behalf of the B.R.D.C., would like to thank the many marshals and officials who did such a grand job at Silverstone during the *Daily Express* meeting.

GRAHAM WHITEHEAD has had his prize money in the abandoned *Daily Express* International Trophy Race increased to £100, making it the same as given to Fangio.



(Above) Piero Taruffi, famous G.P. driver, record-breaker and designer, who drove a Cooper at Brands Hatch last Saturday.



(Right) Reg Parnell with the "Daily Graphic" Festival of Britain Trophy after his record-making win at Goodwood on Whit-Monday with his Thin Wall Special Ferrari.

(1,496 Maserati S.), 11 mins. 42 secs. 4, R. D. Poore (3,800 Alfa Romeo S.). **Fastest lap:** Bira, 1 min. 33.8 secs. (92.12 m.p.h.).

Final: 1, Parnell, 23 mins. 34.2 secs. (91.64 m.p.h.). 2, Farina, 23 mins. 45 secs. 3, de Graffenried, 24 mins. 17.8 secs. 4, Shawe-Taylor, 24 mins. 18.4 secs. 5, Duncan Hamilton (4,500 Talbot U/s). 6, Tony Rolt (1,496 Delage Spl.). 7, John Claes (4,500 Talbot U/s.). 8, Graham Whitehead (1,488 E.R.A. S.). 9, Philip Fotheringham-Parker (1,488 E.R.A. S.). **Fastest lap:** Parnell, 1 min. 31.4 secs. (94.54 m.p.h.). New record.

Bugatti Best at Chedworth

THE Cheltenham M.C.'s Speed Trials at Chedworth last Saturday provided much enjoyable sport and were graced by perfect weather. A great attraction was Ted Lloyd-Jones's incredible Rolls-Royce, aero-engined Flying Saucer. On his first run he indulged in a little grass-cutting and nearly came to a halt but pressed on and made best time of the first runs. This was only beaten in the very last run of the day by Peter Stubberfield (2.3-litre Bugatti) by $\frac{1}{2}$ of a second.

PROVISIONAL RESULTS

Sports Cars, Class 1, up to 1,100 c.c. Sports, or up to 850 c.c. Super-Sports: 1, C. S. Neame (847 M.G.), 61.0 secs.; 2, — (1,089 Riley); 3, E. V. Starr (1,089 Riley).

Class 2, 1,101 c.c.-1,500 c.c. Sports, or 851 c.c.-1,100 c.c. Super-Sports: 1, Jim Readings (1,250 M.G.), 53.0 secs.; 2, R. A. L. Bargus (1,496 Riley); 3, R. B. Walker (1,292 M.G.).

Class 3, 1,501 c.c.-2,000 c.c. Sports, or 1,101 c.c.-1,500 c.c. Super-Sports: 1, H. C. Mitchelmore (1,506 Singer), 64.2 secs.; 2, M. Morand (1,609 Standard).

Class 4, 2,001 c.c.-3,000 c.c. Sports, or 1,501 c.c.-2,000 c.c. Super-Sports: 1, L. S. Richards (2,511 Alvis), 54.6 secs.; 2, Jack Readings (2,570 Lancia); 3, W. R. Chiperton (2,267 Sunbeam-Talbot).

Class 5, over 3,000 c.c. Sports, or over 2,000 c.c. Super-Sports: 1, C. Brough (3,500 Jaguar), 49 secs.; 2, J. W. Cox (3,500 Jaguar); 3, E. W. Garnsey (3,500 Jaguar).

Racing Cars. Class 6, up to 950 c.c., U/S.: 1, C. Tipper (498 Monaco), 47.8 secs.; 2, C. A. N. May (497 Cooper); 3, J. Ebdon (498 Iota).

Class 7, 951 c.c.-2,000 c.c. U/S., or up to 950 c.c. S.: 1, Jim Readings (1,250 M.G.), 52.8 secs.; 2, R. A. L. Bargus (1,496 Riley).

Class 8, 2,001 c.c.-3,000 c.c. U/S., or 951 c.c.-2,000 c.c. S.: 1, E. J. Gormsey (1,500 Maserati); 2, A. S. Raven (2,994 Bugatti).

Class 9, over 3,000 c.c. U/S.: 1, E. Lloyd-Jones (21,000 Flying Saucer), 45.2 secs.; 2, J. Derricourt (4,168 Skinner); 3, C. Brough (3,500 Jaguar).

Class 10, over 2,000 c.c. S.: 1, P. J. Stubberfield (2,261 Bugatti), 45 secs. (best time of day).



"THE EDINBURGH": Mrs. W. L. Cook gives the number-plate of her husband's immaculate XK120 Jaguar a clean, before setting off on the M.C.C.'s 1st Edinburgh Rally, which replaces the traditional London-Edinburgh Trial.

THE EDINBURGH RALLY

AT 8 p.m. last Friday the first of well over 100 competitors in the M.C.C.'s 1st Edinburgh Rally set off on a 400-odd miles night and day journey to Edinburgh. Successor to the classic Edinburgh Trials, 35 of which have been held since 1904, the new event had much of the character of the old, although it contained no trials sections. As in years past, Granby Hotel, Harrogate, was once again the breakfast stop, and Blackford Hill, in the public gardens of Edinburgh, was the finishing point, as in 1939.

There were three starting points, Bristol, Buxton and London, and the route northwards covered main and secondary roads through beautiful but strenuous country in Yorkshire, the Lake District and the Scottish Lowlands, whilst special tests were incorporated en route. Brierlow Bar Garage, Buxton, was selected by only 12 car competitors as starting point and 16 entrants set off from the Mile 3 Roadhouse, Bristol, led away by three Morgans and Dave Bollom's Jaguar.

The London starting point was Godfrey Davis's garage at Neasden, and here were gathered over 50 cars and a score of motor-cyclists. First car off was at 9.06 p.m., Clive Gardner's perfectly standard Morris 10, driven by his young partner, and next was a 1934 16/60 Humber. An Allard, a Javelin and a Vanguard followed, then the two Dellow's, of Wills and Dees. They should have been accompanied by D. H. Sleep's similar Dellow, but this driver turned up comfortably ensconced in a Ford Prefect saloon instead. Jaguars, M.G.s, Fords, Allards—one by one they set off on the long night run. Here an august 4½-litre Bentley in super *Concours* condition, there the Tucker-Peake's

delightful Ford-engined Scarlet Runner; a gloomy black Ford Pilot (L. and C. A. Jenner's), an Airline Midget, a very *Concours* Sunbeam-Talbot, a Vanguard Utility, and a very homely Special, the Spadger, making its initial outing. B. H. Holloway, down to drive a J2 M.G., turned out with a splendid 3-litre Red Label Bentley, while Mr. and Mrs. J. M. Richmond's white H.R.G., a mere three-weeks old, was spotless and gleaming, and sounded good. Last to leave was Mrs. Nancy Mitchell and her H.R.G., an experienced Rally combination to whom the 400 miles run must have seemed an easy trip.

Not a stupendous entry for this 1st Edinburgh Rally of the M.C.C., nor a stupendous course, but good and interesting motoring was assured the competitors before they could reach their goal, Blackford Hill, Edinburgh, by late afternoon the following day.

(Report from the Scottish end of the Rally and Results will be published next week.)

LANCASHIRE & CHESHIRE TEST RALLY

THE next competitive event of the Lancashire and Cheshire Car Club is the Stott Trophy Test Rally, to be held on Sunday, 10th June. The course will be free from "Trials" Sections, and will take in only main and secondary roads. All types of car are eligible, but the organizers are placing a handicap on sports models and Specials in the tests, to iron out the usual disparity in performance. An entirely new route has been chosen, starting from the Rising Sun Hotel, Gawsorth, near Macclesfield. Regulations and entry forms will be available shortly from the Hon. Sec., A. L. Gale, 178 Kingsway, Gatley, Ches.

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.

Silverstone—An Appreciation

I MUST place on record my appreciation of the magnificent spirit of co-operation displayed by the spectators at Silverstone on 5th May.

Like many others, our car was bogged in the car park after the meeting. The first time we got stuck half a dozen stalwarts appeared out of the rain and heaved us out; on the second occasion a tractor likewise appeared and moved us on to dry land. Contrary to usual practice, the tractor driver refused any payment whatsoever.

By the way, am I right in supposing that Bob Gerard was faster in Heat 2 than was Bonetto in Heat 1? If so, he certainly deserves a special medal for this amazing "urge-producing".

One last point. As regards the H.R.G. versus M.G. controversy, why bother arguing about such cars when the Lagonda Rapier obviously outshines them both?

"RAPIERITE".

DERBY.

Mercedes Pre-War Supremacy

YOUR correspondent, Patrick Kelly, who described Mercedes invincibility as a myth has ignored the facts.

Their record was as follows: 1934—entered 8 races: 1st in 4, 2nd in 3; 1935—entered 11 races: 1st in 9, 2nd in 5, 3rd in 2; 1936—entered 8 races: 1st in 2, 2nd in 1, 3rd in 1; 1937—entered 12 races: 1st in 7, 2nd in 9, 3rd in 5; 1938—entered 9 races: 1st in 6, 2nd in 5, 3rd in 5; 1939—entered 6 races: 1st in 6, 2nd in 4, 3rd in 3. Total number of races entered: 56; 34 "firsts" scored, 27 "seconds" and 19 "thirds".

As to the 8CL Maserati, apart from the German Grand Prix in 1939 it could never stand the pace and finish in a high position.

D. L. SHARPE.

SUTTON, SURREY.

IT was stated by Mr. Kelly in his letter published in AUTOSPORT dated 4th May, that Mercedes-Benz invincibility is sheer myth, but I think that 34 victories out of 66 Grand Prix races speaks for itself.

Mr. Kelly also mentions the poor showing of Mercedes in South America, but he seems to forget that the circuit was very small and tortuous for such powerful cars. It would be possible for a Cooper to beat any Merc. if the race was run at Brands Hatch.

As for the 8CL Maserati being faster than any Mercedes when it was running, it does not say much for the Maserati, as I should think the main idea is to get a car to finish before it can show its superiority. In any case the 8CL Maserati did not have a max. speed of 185 m.p.h. as did the type 163 Merc.

The G.P. Merc. which went to the U.S.A. met no success owing to the fact that the engine was an inferior one as far as Mercedes-Benz standards go. The car was a type 163 by the way, not a 165 as the letter suggests.

It was not only a case of German supremacy before the war; the two

German teams entirely dominated Grand Prix racing from 1934-39, winning no less than 34 out of 66 *Grandes Epreuves*, as well as winning hill-climbs and taking a number of class records as a side line.

E. N. LONDON.

HAMMERSMITH, W.6.

I SHOULD like to take up one or two points made by your correspondent Mr. Patrick Kelly. He states that a 4½-litre u/s engine installed in a W163 (not M163, Mr. Kelly, "M" is a motor designation, while "W" is the full car designation) would be of little use in Formula 1. That may be so, but I do question his grounds for this statement. He apparently bases his remarks on the weight of 24.1 cwt. for the W163 as opposed to only 15 cwt. for the 4½ Ferrari. The Mercedes weight quoted is fully laden weight, which includes fuel, oil, water and driver. The unladen weight of the Mercedes was 17.6 cwt., whilst that of the Ferrari is stated to be 14.1 cwt. However, the engine installed in the 163 weighed 603 lbs., the 4½-litre Ferrari engine weighs only 420 lbs., this gives a saving in unladen weight of 1.6 cwt. Further reductions could, I am sure, be made from the following considerations.

Fuel tanks on the 163 were designed to hold 88 gallons of fuel, while those on the W165 Mercedes were made to hold 54 gallons, weighing 92 lbs., hence a considerable saving in unladen weight should be possible with the 4½-litre u/s engine installed, which greatly reduces the gap mentioned by Mr. Kelly.

One can only regard him as an incurable pessimist to state that "however wealthy our hypothetical sportsman might be he would be lucky to get the W165 to develop even 278 b.h.p." The 165 was a remarkable achievement, the design requiring only eight months from conception to victory. In view of this short development time it seems that room for improvement is ample—witness the 158/9 Alfa. Given talent and money our "wealthy sportsman" should produce considerably more than 278 b.h.p. Frank Lockhart extracted 200 b.h.p. at least from a 1½-litre engine with 20 lbs. of boost as far back as 1927.

Finally, I feel that the evidence for the performance of the 8-cylinder Maserati making the "idea of German supremacy almost laughable" is slender, reference being, I presume, to the performance of this car in the opening laps of the Coppa Ciano, 1938. At this time the W163 was not employing 2-stage blowing (Caracciola had a prototype with this feature running in the race) and the Maserati had a slight edge over the Mercedes on basic performance factors. However, I do suggest that the Maserati concern would have had to expend considerable money on developing and running a team of cars capable of beating the Germans and it is to this



developing, running and maintaining a full "team" of G.P. cars that Mercedes devoted "vast financial resources", not to running one or two experimental cars.

G. WILLOUGHBY.

ELTHAM, S.E.9.

Was it a "Royale"?

CONFIRMATION please—Was the enormous Bugatti in the Brown Enclosure at Silverstone on Saturday, 5th May, one of the rare 21-litre "Royale" cars?

Perhaps some knowledgeable person would supply a few dimensions, and if possible, a photograph of this magnificent car, for the benefit of the uninitiated.

H. E. SPRIGGS.

FELSTED, ESSEX.

The Silverstone Circuit

ONCE more we have been provided with concrete evidence that the Silverstone Circuit is unnecessarily dangerous. In the 3½ years since the Circuit was opened and during which time only six International Meetings have been held, the arrangement of marking the track by means of straw bales and sand-filled oil drums has been the cause of many serious accidents. Those that come to mind are Ansell, Bolster,

Horsfall, Emery, and now Salvadori and Collins, and I believe there are others as well. In all these cases the cars struck the low obstructions at speed and overturned.

There are few, if any, other circuits in Great Britain where a margin of safety is not left between the edge of the road and the protective bales or safety wall, which enables a driver who "runs out of road" a reasonable chance of correcting himself before striking any obstruction. This could also be the case at Silverstone without any relaxation of spectator safety precautions.

At the present moment these "Marker Tubs" on the outside of the track are within 10 yards of the edge of the roadway. These could easily be dispensed with by taking the edge of the roadway as the limit of the track and by painting this with a broad, white line. The barricade of straw bales could be withdrawn bodily 10 yards on to the grass verge, and the safety fence, grandstands and enclosures withdrawn a further 10-15 yards. Marker tubs could still be used on the inside of the corner as it is most unusual for cars to gyrate inwards against centrifugal force.

The circuit can and should be made far safer than at present for competing drivers, and the expense of these alterations should not be spared in achieving that end.

R. A. H. ARNOLD.

RICHMOND, SURREY.

CLAES WINS AT CHIMAY

Tom Meyer (H.W.M.) Runner-up —
Race Marred by First Lap 5-Car Crash

THE Grand Prix des Frontières at Chimay last Sunday for Formula 2 cars was won for the second successive year by the Belgian driver, Johnny Claes in a Gordini-Simca. Last year he won with an H.W.M., and also established the record lap.

The 1951 event was marred by a terrible first-lap crash in Heat 1, involving five cars, and resulting in fatal injuries to Bob Spikins, whose Frazer-Nash collided with another car on the 100 m.p.h. bend at La Salle. The cause is not quite clear, but it appears that Legat (Veritas-Meteor), Aldo Gordini (Simca) and Spikins, became tangled up at high speed when one of the two first-named cars skidded and collided with the Frazer-Nash. Gordini finished up in a ditch; Gerbout (R.G. Special) and Vermeullen (Veritas-Meteor) crashed into the wreckage.

Bill Aston (Cooper-J.A.P.) streaked into the lead, and, after the crash, was followed by Basil de Mattos (Cromard Special) and Johnny Claes (Simca). These two duelled for some distance, Claes trying his utmost to pass the Cromard driver, who was not disposed to give way. Eventually the Belgian pilot went ahead on lap five and began the seemingly hopeless task of overtaking Aston, who was about 40 secs. ahead. De Mattos retired with a broken chassis. Claes

returned the fastest lap of the day, and cut Aston's lead to 20 secs. Just when it seemed that the Cooper would finish first, Aston's engine seized a few kilometres from the finish. Tom Meyer, in a 1950 H.W.M. drove exceedingly well for second place.

Claes also won the second heat, after Massury's Veritas blew up trying to keep ahead of the Simca. Speeds fell owing to a shower of rain.

RESULT

1, John Claes (1,490 Simca), 20 laps, 1 min. 38.18 secs. (81.5 m.p.h.). 2, Tom Meyer (1,960 H.W.M.). Meyer averaged 80 m.p.h. in Heat 1, and 73 m.p.h. in Heat 2. Claes's average in Heat 1 was 85 m.p.h.

SILVERSTONE SIDELIGHT

Nice point re Silverstone—The deluge caught many uncovered motor-cycles, and swamped them out. One unhappy rider struggled for nearly two hours de-H₂O-ing, kickstarting and run-and-jumping his machine, to no avail. Tottering, exhausted to a standstill in the road not far from Silverstone, he was called into a nearby house, in which, to his astonishment, he found no fewer than five fellow sufferers, all in their underpants, with top clobber steaming gaily before a big fire.

The Good Samaritans dried and fed them, while outside in the garage, the man of the house dried their bikes out in record time. Sleeping space was also offered, although most of the visitors, comfortably dehydrated, went gratefully on their way.

CLUB FIXTURES

Alvis O.C. (Midlands Centre). "Noggin", 18th May, Punch Bowl Hotel, Warwick.

Bentley Drivers' Club (Mid-West). "Noggin and Natter", 19th May, Cotswold Gateway Hotel, Burford (after Prescott and Silverstone).

Bristol M.C. and L.C.C. "Get Together", 19th May, Lamb and Flag, Cribbs Causeway.

Leicestershire C.C. Flannel Dance and Social, 19th May, Swithland Village Hall, Charnwood Forest, 8 p.m.

Scavenge Hunt, 20th May. Start, Lee Street Car Park, 2.30 p.m.

750 M.C. Map Reading Competition, 20th May. Start, Plough Inn, Coldharbour, near Leith Hill, Surrey, 2.30 p.m.

Liverpool M.C. Photographic Observation Test, 20th May. Start, Horse Market car park, Denbigh, 3 p.m.

Cemian M.C. Club Night, 20th May, Lotus Restaurant, Norris Street, W.1, 9 p.m.

Cheltenham M.C. Film Show, 20th May, Priory Lawn, 8 p.m.

Speed Judging Test, 24th May. Start, Priory Street, 7 p.m.

Aston Martin O.C. Gathering, 25th May, Whyte Harte Hotel, Bletchingley, Surrey.

ALTCAR SPRINT MEETING

Peter Collins Outstanding in Waterloo Club Event

A 3,000 crowd was a fair reply to those critics who forecast a poor attendance for the Altcar Speed Trials Meeting held on Saturday, 12th May, and organized by the enterprising Waterloo and District Motor Club. Last year when this event was run under the title of "races" it was said that some disappointment had been felt by spectators when they were, in fact, watching "timed trials" and expected racing. However, the fact that the crowd was even greater this time did something to prove that these events are popular. The excellent weather and 79 entries certainly helped in providing a very fine afternoon's sport.

Features of the meeting were the excellent driving of young Peter Collins and C. Heath who both took Cooper 1,000s down the course in times which made them joint course-record-holders. H. L. G. Melly's sports-car record, made in the Tyrer F.N.-B.M.W., was also shattered, Peter Collins again having a hand in the shattering thereof, this time the joint partnership being made by Guy Warburton, who drove his pencil-slim Allard in a most inspiring fashion.

The honour of the first run of the day went to Doc Hardman who had worked hard preparing his beautifully turned-out Dellow. Running unblown in Class 1 he had the greatest misfortune to experience engine trouble which put him out of the rest of the day's frolics. This also prevented Molly Hardman from showing just how well she can drive a car. John Dalton, driving his very neat blue M.G., returned fastest time in this class, his first run taking 18½ seconds, while on his second run he made a magnificent getaway and knocked one-fifth off his first time. W. A. Bemrose (M.G.) showed great consistency in making 19 seconds for both runs, a time which Peter Reece in his smart Cooper-M.G. equalled on his second run.

In Event 2 for sports-cars up to 1,500 c.c. Downing in his Connaught could not better Dalton's time, and fastest in this class was H. Jenner in a blown M.G. which sounded distinctly "tuneful".

Event 3 brought that sprint specialist Gillie Tyrer to the line in his Mille Miglia F.N.-B.M.W. and he showed us getaway at its finest in returning a time of 15½ secs. on his first run. In the unlimited sports, fastest were Guy Warburton and Peter Collins, who both returned 15½ secs. on their first runs. In the second runs Guy returned a time of 15½ secs., and it was thought Peter might get a better aggregate. This wasn't to be, however, because a time of 15½ secs. put him just a fifth of a second down. An odd feature of this class was that Kenneth Neve had four runs owing to timing trouble on two occasions, so vintagents had the pleasure of seeing the ex-Hughes Vauxhall quite frequently.

In Class 5 Gillie Tyrer in a 1½ M.G. drove against the only other two entries in this class, Wood and Hoyle, both

handling the same Jowett-Javelin. Gillie and G. Hoyle both returned a best time of 22½ secs., Tyrer's aggregate being slightly less.

The last touring class, for 'closed cars of unlimited c.c., saw Peter Reece's DB2 Aston Martin clock 19½ secs. Reg Holt in the drophead Allard bettered this by ½ of a second thereby winning the class.

The class for racing cars up to 750 c.c. brought out all "500s", the only Austin entered being a non-starter. Mervyn Kearon's Cooper-J.A.P. set a high standard by driving down the course in a most volatile fashion in 16½ secs. and then 16 secs. However, the remarkable Collins in his Cooper-J.A.P. made a time of 14½ secs. on his first run and went even ½ sec. better than this on his second. Jack Reece in a Mark V Cooper returned times of 17 and 17½ secs., his car showing some blue smoke.

The next highest capacity racing class saw only three runners and C. Heath in his Cooper-J.A.P. made an excellent run in 13½ secs., C. A. Booker in another Cooper 1,000 being the nearest with 14½ secs. After this we looked forward to seeing Peter Collins, whose Cooper was entered in Class 9, and we were not disappointed. Going first in this class he flashed down the course in a wonderful demonstration of getaway and gear change and with this run joined Heath as course-record-holder. The nearest time to these was that made by Lady Mary Grosvenor's Alta which was not sounding in the pink of condition.

The last class of the programme saw only two runners but they were well worth waiting for. Tyrer had a very stripped F.N.-B.M.W. of 2-litres capacity, and Basil Davenport his famous G. N. Spider. Gillie was first off the mark with the cracking time of 15½ secs. Then came the Spider. The burly Davenport crouched behind the slim-bodied veteran and on being given the "off" he thundered down the course and clocked 15½ secs. When the second runs came, Tyrer took ¾ of a second longer, but Davenport, determined as ever, rumbled and crashed his way down the course with even greater asperity and succeeded in covering the distance in 15½ secs.

RESULTS

B.T.D., Racing Cars: C. Heath (Cooper-J.A.P.).

B.T.D., Sports or Closed Cars: Guy Warburton (Allard).

Event 1: 1, J. F. Dalton (M.G.); 2, W. A. Bemrose (M.G.); 3, Peter Reece (Cooper-M.G.).

Event 2: 1, K. H. Downing (Connaught); 2, L. Wilde (Riley); 3, P. Holyoake (H.R.S.).

Event 3: 1, G. Tyrer (Frazer-Nash-BMW); 2, Lady Mary Grosvenor (Frazer-Nash); 3, Edgar Wadsworth (Healey Silverstone).

Event 4: 1, Guy Warburton (Allard); 2, Peter Collins (Allard); 3, E. N. R. Hewitt (Allard).

Event 5: 1, G. Tyrer (M.G.); 2, G. Hoyle (Jowett Javelin); 3, D. Wood (Jowett Javelin).

Event 6: 1, Reg Holt (Allard); 2, Peter Reece (Aston Martin DB2); 3, K. H. Downing (Healey).

Event 7: 1, Peter Collins (Cooper-J.A.P.); 2, Mervyn Kearon (Cooper-J.A.P.); 3, L. Bond (Bond-J.A.P.).

Event 8: 1, C. Heath (Cooper-J.A.P.); 2, C. A. Booker (Cooper-J.A.P.); 3, Col. C. R. Gray (M.G.).

Event 9: 1, Peter Collins (Cooper-J.A.P.); 2, Lady Mary Grosvenor (Alta); 3, F. Harrison (Ford S/c.).

Event 10: 1, Basil Davenport (G.N. Spider); 2, G. Tyrer (Frazer-Nash-BMW).

* * *

FARLEY FASTEST AT TEWIN WATER

THE Falcon Motor Club's speed trials held on their quarter-mile course near Welwyn on Whit-Monday, were won by John Farley on his blown V-twin J.A.P.-engined special, in 13.8 seconds. Runner-up was Brake's Cooper 1,000, which returned four identical times of 14.0 seconds.

There were about 80 entries, containing many interesting cars. Tipper's run of 14.6 seconds in his Monaco 500 was his fastest ever, whilst Gerry Crozier's time of 16.0 seconds in his 8-litre Bentley with a 2.9 back axle, was quite incredible.

A very welcome driver was Mr. Granville-Grenfell in his immaculate Invicta. In the saloon class, Harold Grace continued to show that his 2½ Riley is quite unbeatable in this sort of event. Altogether a very pleasant meeting, efficiently run and yet informal—a difficult compromise to attain.

RESULTS

Saloon Cars, 1,500 c.c.: R. J. Randall (Austin), 22.8; P. Harper (Hillman), 23.0. **Unlimited:** G. H. Grace (Riley), 19.8; J. C. Smith (Jaguar), 20.4.

Sports Cars, 1,100 c.c.: B. H. Lister (Cooper-M.G.), 19.0; D. R. Moore (M.G.), 19.4. **1,300 c.c.:** B. H. Lister (Cooper-M.G.), 18.8; L. J. Drew (Buckler), 19.8 and 20.0; J. T. Line (M.G.), 19.8 and 20.2. **1,500 c.c.:** D. W. Davis (M.G. (s.)), 17.6; P. Taber (Lamgia), 18.4. **2,000 c.c.:** L. Gillbanks (BMW), 17.0; S. G. Greene (Frazer-Nash), 17.2. **Unlimited:** G. Parker (Jaguetta (s.)), 15.2; G. M. Crozier (Bentley), 16.0; S. G. Greene (Frazer-Nash), 17.4.

Racing Cars, 500 c.c.: C. Tipper (Monaco), 14.6; E. Roberts (Cooper), 16.4. **750 c.c.:** C. Tipper (Monaco), 15.4; E. Roberts (Cooper), 16.2. **1,100 c.c.:** D. N. Brake (Cooper), 14.0 and 14.0; J. D. Farley (Farley), 14.0 and 14.4. **1,500 c.c.:** C. Tipper (Monaco), 15.4; E. Roberts (Cooper), 16.0. **Unlimited:** J. D. Farley (Farley), 13.8 (B.T.D.), D. N. Brake (Cooper), 14.0.

FORTY-THOUSAND AT GAMSTON

Miles Martin (E.R.A.) Wins "Telegraph" Trophy in Sheffield and Hallamshire M.C.'s Whit-Monday Meeting

SURELY the biggest crowd ever to see motor racing in the North gathered at Gamston on Whit-Monday for the Sheffield and Hallamshire Club's meeting. Spectator space has been trebled since last year and now surrounds three sides of the airfield, but there cannot have been many spots to spare by the time the horns sounded for Race 1, a five-lap event for sports cars up to 750 c.c. Pannell, with his Monthéry Midget (now bereft of its tail) established a useful lead pursued by Reg Phillips' and Edgar Wadsworth in a Dyna-Panhard.

A bitter wind whipping dust from the corners and the paddock area made life uncomfortable—and also stifled Harry Myers's voice on the loudspeakers, but Race 2 was lined up immediately with an impressive array of Rileys and M.G.s. Hawthorn's Riley took the lead at the start, and was never seriously threatened; Stokes took second place and Gibbs came third to complete a 1-2-3 victory for Rileys, an all-too-rare spectacle these days.

Swarm of "500s"

Then came a swarm of "500s"—no less than 32 of them, varying from the popular Coopers to the "personalized" motors like Woods' D.H.W., a long straight, slim affair—and Moor's famous Wasp. Mick Beardshaw (Cooper-J.A.P.) beat them all to the first bend and was well ahead after lap 1. Next time round Alan Rogers (Cooper-Norton) was disputing the issue, and just when it began to look like a thrilling duel, Beardshaw packed up with piston trouble. Williams (Cooper-Norton) moved up to second place, on Beardshaw's disappearance, with "Can" May as third man—and so they finished without further incident.

The five-lap race for sports cars up to 1,500 c.c. came in two heats and promised lots of interest embodying as it did a slice of the H.R.G./M.G. argument and sundry private, friendly feuds, as well as a contrast in types between Ken Shipside's lightened TD model M.G. and Peter Reece's Abingdon-engined Cooper. Heat 1 belonged to Gerry Ruddock's H.R.G. all the way although Shipside went particularly well. Grandfield's Jupiter made a creditable third. Mike Wilson opened the scoring in the "Revolver's Cup" contest by spinning at Portland Corner. Peter Reece's engine, still scarcely run in, started to tighten up, calling for a prudent withdrawal. In the second heat John Dalton ran right through with the ex-George Phillips Le Mans M.G., Hawthorn's Riley being a convincing second, with Lewis' H.R.G. third. In the final, Hawthorn's Riley led but Ken Shipside edged past on Rufford corner. Dalton retired with mechanical trouble.

With the 2- and 3-litre races, competition for the Revolver's Cup became

really fierce. Peter Bolton advancing to strong favourite with four revolutions at Portland. Tyrer ran away handsomely with the 2-litre event in his BMW, Peacock's Frazer-Nash and Shipside (M.G.) fighting it out in that order for the places. Tyrer was in winning vein again in the bigger class this time with Stokes (Healey) and Edgar Wadsworth as train-bearers. Then, after a rather vague handicap event which saw Shipside trying to pull back a huge penalty, the Unlimited Sports Cars were turned loose. Tyrer was favourite but he really did turn a spin this time collecting an oil-drum and, it seemed, losing his gearbox. This left Peacock, Howarth, Scragg and Truman to fight it out, Holt taking a hand towards the end. The Jaguar XK 120s were certainly motoring and Hugh Howarth put up a real show, but Peacock made no mistakes with that Nash and never looked like being headed. Scragg (Jaguar) who had held third place by the skin of his teeth for several laps finally made it his own.

For the second 500 race, Mick Beardshaw managed to get going again. Webb (Cooper) took the lead and held it with Williams second. Mick built up to third place and then took Williams after an exciting "ding-dong".

After this the Challenge Match and the Telegraph Challenge Trophy were rather an anti-climax, though the cold wind had gone and a warm sun bathed the crowd. The Trophy event started off brightly with Booker's Cooper leading while Richardson's R.R.A. and Stoke's Alta slithered round the scenery. Then Miles Martin (E.R.A.), although not in the programme, made himself very much felt. Mechanical casualties ran high and before the end there were only four cars circulating, with Miles Martin commandingly in the lead. Richardson (R.R.A.) was second and Gordon Shillito (Riley) motored consistently into third place.

RESULTS

Sports up to 750 c.c.: 1, R. N. Pannell (M.G.); 2, C. C. Robinson (Austin); 3, E. B. Wadsworth (D-Panhard). Winner's speed 58.52 m.p.h.

Sports up to 1,100 c.c.: 1, J. M. Hawthorn (Riley); 2, A. J. Stokes (Riley); 3, L. Gibbs (Riley). Winner's speed 71.34 m.p.h.

Racing cars up to 500 c.c.: 1, A. B. Rogers (Cooper); 2, H. L. Williams (Cooper); 3, W. Webb (Cooper). Winner's speed 75.52 m.p.h.

Racing cars up to 1,500 c.c.: 1, T. K. Shipside (M.G.); 2, J. M. Hawthorn (Riley); 3, G. R. Ruddock (H.R.G.). Winner's speed 73.7 m.p.h.

Sports cars up to 2,000 c.c.: 1, G. Tyrer (BMW); 2, R. F. Peacock (F-N); 3, G. R. Ruddock (H.R.G.). Winner's speed 80.85 m.p.h.

Sports cars up to 3,000 c.c.: 1, G. Tyrer (BMW); 2, A. J. Stokes (Healey); 3, E. B. Wadsworth (Healey). Winner's speed 76.33 m.p.h.

M.G. Handicap: 1, K. Flint (M.G.); 2, J. R. Brown (M.G.); 3, R. N. Pannell (M.G.). Winner's speed 68.67 m.p.h.

Sports Cars Unlimited: 1, R. F. Peacock (F-N); 2, H. Howarth (Jaguar); 3, E. P. Scragg (Jaguar). Winner's speed 80.39 m.p.h.

Club Challenge Race: Notts S.C.C., 39; Sheffield and Hallamshire, 36.

500 c.c. Race: 1, W. Webb (Cooper); 2, A. M. Beardshaw (Cooper); 3, H. Williams (Cooper). Winner's speed 76.56 m.p.h.

Sheffield Telegraph Trophy: 1, Miles Martin (E.R.A.); 2, G. Richardson (R.R.A.); 3, G. S. Shillito (Riley). Winner's speed 84.33 m.p.h.

* * *

MID-CHESHIRE WHITSUN TRIAL

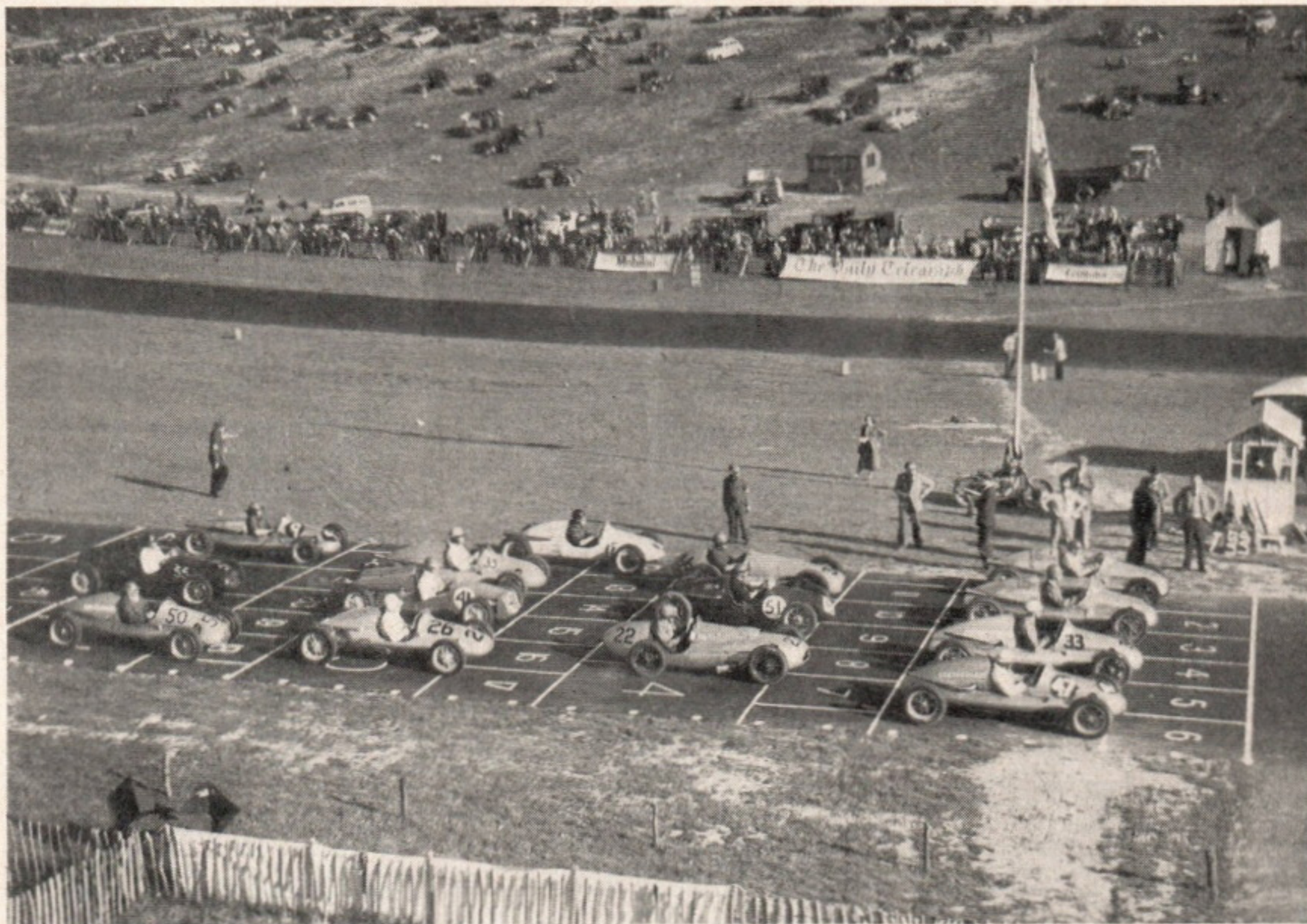
THE 15-month-old Mid-Cheshire Car Club put on its first "real" trial on Whit Sunday, and attracted several widely differing vehicles. Eighteen starters left the White Barn Hotel at Cuddington and set off for Macclesfield.

In the next 16 miles were four tests and an observed section, three of the tests being timed. It was in the latter sphere that Reg Holt did so well. In an Allard which seems to be really "tearing it up" these days, he returned three excellent times and in the "Wrong Road Test" was seconds faster than his rivals. In Test C, Reg was best in 27.4, "Doc" Lilley being .7 of a second slower and Ken Williamson's 12/50 Alvis being rather surprisingly third, one second behind Reg. This must have been too much for the aged back axle of the 12/50 for, later, Ken was seen, stranded despondently on a Macclesfield hump.

There were four observed sections in the afternoon and two time checks, the former proving no hardship to the bigger moderns and the specials. It was here that the vintage cars were at a disadvantage for Paddy Denton's beautiful black Bentley, Kenneth Neve's regal Rolls-Royce, Basden's lithe-looking "Leaf" and the twin 12/50s all failed. But what noble failures!

By this time Harry Byers was preparing a cunning test at the finish, a test, which, incidentally, ended perilously near a midden! Nobody hit it, however, and Ernie Wetherall, Doc Lilley and the irrepressible Reg Holt all returned good times, fetching up smartly alongside the manure, Wetherall driving the Foulkes Austin-Ford.

The results were not to hand at the time of writing but without indulging in the prophetic we fancy another award will appear on the groaning Holt sideboard.



LINE-UP for the final of the "Trophy" race; front row (L. to R.), 47, Gray (Cooper); 33, Brake (Cooper); 15, Brandon; 16, Brown (Coopers). Second row: 22, Daniell (Emeryson); 51, Loens (J.B.S.); 36, Emery (Emeryson). Third row: 26, Westcott (J.B.S.); 41, Brown (Kieft); 35, Braid (Cooper); 17, Frost (J.B.S.). Back row: 50, Rippon (Cooper); 55, Beardshaw (Cooper); 9, Headland (Cooper). Taken from John Bolster's P.A. box.

NEWCOMER WINS "DAILY TELEGRAPH" TROPHY

Don Gray, First Time Out with J.A.P.-engined Cooper, Defeats the Norton-powered Cars—Harry Schell (Cooper-J.A.P.) Credited with Remarkable Record Lap—André Loens (J.B.S.-Norton) Loses Another Wheel

WHIT-SATURDAY'S big International meeting at Brands Hatch produced a series of shocks, mostly for the "double-knocker" Norton brigade. B. C. Ecclestone (Cooper-J.A.P.) and Don Gray (Cooper-J.A.P.), Kent motor-cycle men, proved conclusively that a well-prepared o.h.v. J.A.P. motor, has sufficient steam to outpace the expensive Bracebridge Street products on the one-mile circuit. Gray's engine was the standard Speedway unit, without even the refinement of the latest hairpin valve spring conversion. This was his very first outing with his Mark V Cooper, and he had the distinction of winning the *Daily Telegraph* International Trophy from a field that included the formidable Ecurie Richmond pair, Brandon and Brown.

For the second year, the Continentals

were soundly defeated by the British drivers. The "challenge" consisted of Beels and Richardson (Beels-J.A.P.) from Holland, Pepperson and Ericsson (Effyh-J.A.P.) from Sweden, Laigre (D-B) from France, Harry Schell (Cooper-J.A.P.) from U.S.A., Stan Coldham in Ecurie Belge's Cooper-J.A.P., and the Italian Piero Taruffi with Charles Cooper's Norton-powered car, specially painted red. Taruffi drove with caution, but thoroughly enjoyed his experience.

Heat 1 of the Open Challenge Race saw a grand scrap between B. C. Ecclestone (Cooper-J.A.P.) and Alan Brown (Cooper-Norton), with Don Parker (J.B.S.-J.A.P.) in close attendance. The Luxembourg G.P. winner tried his utmost to catch Ecclestone but the J.A.P.-engined car and its lightweight pilot were too fleet. J. Gregory (Cooper-

J.A.P.) provided some excitement by sliding off the course at Paddock Bend. Harry Schell (Cooper-J.A.P.) must have motored fairly quickly at some time or another, for he was credited with setting up a new track record with a 52 seconds lap (69.23 m.p.h.).

David Brake (Cooper-Norton) had an easy win in the second heat from Frost's radio-equipped J.B.S.-Norton, a feature which seems rather superfluous on a circuit the size of Brands. Jack Westcott (J.B.S.-Norton) swept into the lead in the third heat and stayed there till the finish. Taruffi (Cooper-Norton) held second place for the first lap, but gradually fell back, being passed first by Mick Beardshaw (Cooper-J.A.P.), and then by S. Lewis-Evans (Cooper-J.A.P.). Lewis-Evans overdid things at Paddock Bend and finished up on the grass.

Eric Brandon (Cooper-Norton) was never seriously challenged in Heat 4, after C. D. Headland (Cooper-Norton) motored off the course. Newcomer Don Gray (Cooper-J.A.P.) drove fast and well, without fireworks, for a second place in his very first race.

The 15-lap final saw Ecclestone make a lightning getaway, chased by Don Parker (J.B.S.-J.A.P.) and Eric Brandon. Parker, for once, went landscape motoring, and on lap 2 nearly finished up against the Paddock tunnel wall. Brandon relentlessly wore down Ecclestone, and passed him with as neat a piece of driving as has been seen at Brands Hatch. This was on lap 4, and thereafter Brandon won as he pleased. A few laps later, Ecclestone blew up his motor at Clearways Bend. Gray had a race-long battle with David Brake's Cooper-Norton, and managed to finish in second place. Taruffi took things very quietly, and seemed to be content to

rather easily from Jack Westcott's J.B.S. Brandon romped home in the fourth heat, followed by André Loens (J.B.S.). Don Gray (Cooper-J.A.P.) won Heat 2 at the very high average speed of 66.93 m.p.h.

John Bolster and members of the Veteran C.C. of Great Britain put on a handicap for Edwardian vehicles, which, if it was difficult for the general public to see who exactly was leading whom, was thoroughly enjoyed by everyone. It was an unforgettable sight to see Hewitt's huge red 1908 G.P. Itala booming round, lapping at over 50 m.p.h., at ridiculously low r.p.m. On this occasion, Bolster was careful to err on the side of discretion in handicapping his own 1910 Rolls-Royce, and did not gain a place.

Ecclestone was a non-starter for the 40-lap "Trophy" event, which was an all-British affair, none of the Continentals having qualified. Don Gray made a sprint start and tore away, with the

Ecurie Richmond pair, headed by Brandon, in his slipstream. Several lengths behind came Brake, Loens, Emery, Westcott, Daniell and Rippon in that order. Brandon tried desperately to edge past Gray, but the Folkestone man's J.A.P.-powered car had slightly better getaway out of the bends. On the fourth tour, Brown took over from Brandon in pursuit of Gray, and André Loens' J.B.S. began to close up rapidly.

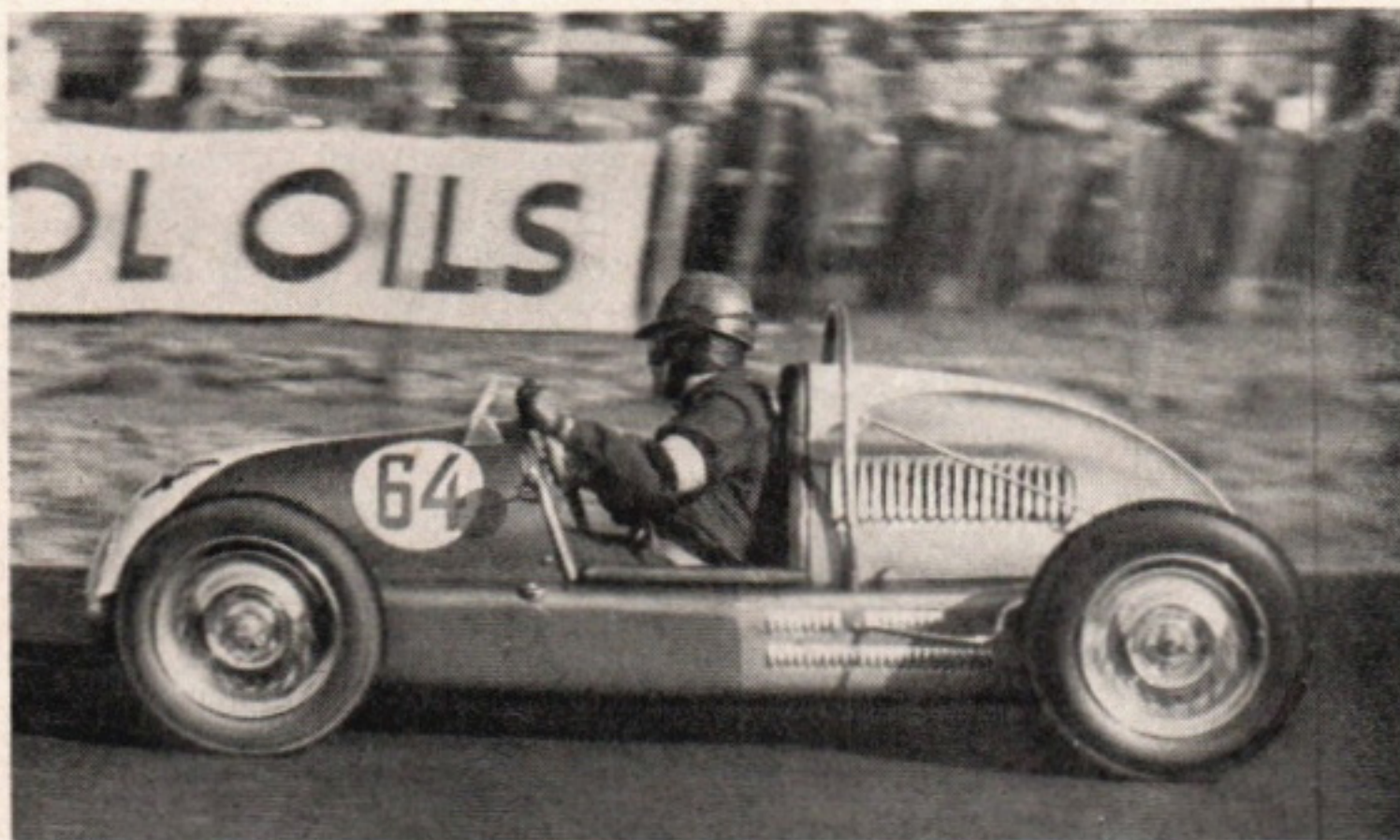
Like his team-mate, Alan Brown could do nothing about this "new boy" Gray, who was driving as if he'd been hurtling Coopers round Brands all his life. Loens was also threatening Brandon, and the pair were having a real ding-dong for third place. Farther back, Brake was being pressed by Paul Emery's f.w.d. car, and Daniell's similar machine was visibly gaining on Westcott's J.B.S. Peter Braid and Mick Beardshaw were playing a sort of follow-my-leader.

Loens Takes Brandon

On the 10th lap, Loens took Brandon and settled down to catch Brown. The leader had considerably widened the gap between his and Alan Brown's car, and on his 14th circuit he began to lap the tail-enders. A. J. D. Brown's Kieft, which had been tardy in getting away, was retired at half-distance. The position now was:—Gray, Brown, Loens, Brandon, Westcott, Emery, Daniell, Braid and Beardshaw. Rippon retired a few laps later with a tightening motor. Brandon then began to speed up, and was soon making to take Loens. That unfortunate driver, for the second successive meeting, shed a wheel, which bounced among the crowd at Paddock Bend without hitting anyone. Soon afterwards, Westcott retired, leaving the two Emerysons in fourth and fifth places.

The problem now was: would the Ecurie Richmond pair be able to wear down Gray for the remaining few laps?

(Continued overleaf)



EFFYH: K. Ericsson in one of the well-finished, Swedish-built cars.

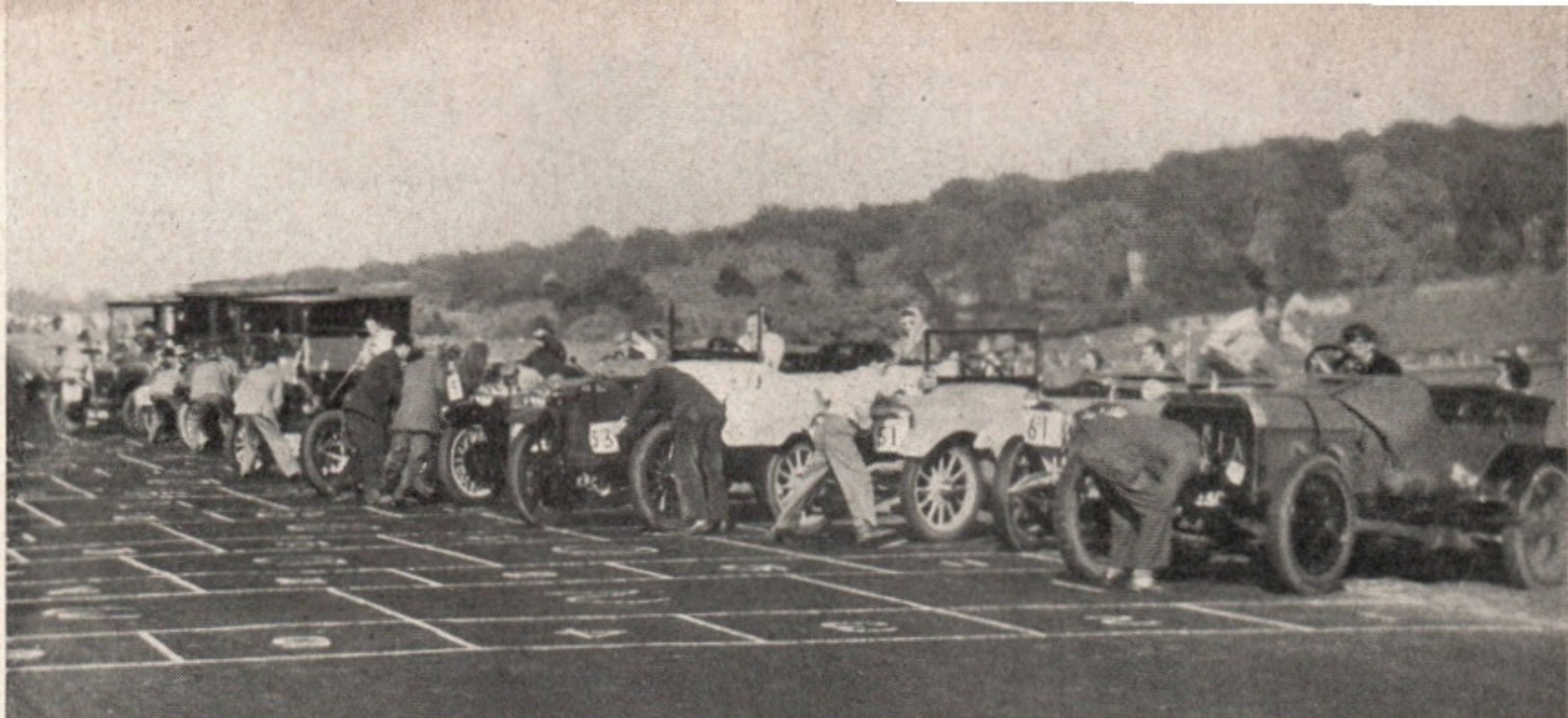
VICTOR: (Right) Mr. G. P. Simon, of the "Daily Telegraph", presenting Don Gray with the International Trophy.

stay in the rear and watch the others mixing it in the best Brands Hatch tradition.

Heat 1 of the Daily Telegraph International Trophy Race was a comparatively effortless win for Ecclestone, after he had disposed of Don Parker's challenge. The two Emeryson-Nortons driven by Paul Emery and Harold Daniell finished third and fourth respectively. In the second heat, Eric Brandon was right on top throughout, and the red overalls and beautifully finished polished aluminium car were never seriously threatened.

Heat 3 saw Curly Dryden (J.B.S.) lead Alan Brown, only to be overtaken on the second lap. N. Pugh (Cooper-J.A.P.), a lap behind, got between the two leaders, and after a pantomime of fist-shaking, Dryden unexpectedly revolved off the course between Clearways and Paddock Bends. Brown won





Brands Hatch—Contd.

Brown looked to be gaining slightly, but the leader's engine sounded, if anything, healthier than ever. Then, with a matter of three laps to go, Brandon retired with suspected rear suspension trouble. Gray went on to win, with Brown runner-up, and the two Emerysons in third and fourth places. Don received a tremendous ovation from the over-20,000 crowd as he was presented with the *Daily Telegraph* Trophy.

RESULTS

Open Challenge Race

Heat 1: 1, B. C. Ecclestone (Cooper-J.A.P.), 66.20 m.p.h.; 2, Alan Brown (Cooper-Norton); 3, Don Parker (J.B.S.-J.A.P.); 4, Paul Emery (Emeryson-Norton).

Heat 2: 1, David Brake (Cooper-Norton), 65.08 m.p.h.; 2, R. W. A. Frost (J.B.S.-Norton); 3, A. J. D. Brown (Kieft-J.A.P.); 4, C. A. Street (C.R.M.-J.A.P.).

Heat 3: 1, Jack Westcott (J.B.S.-Norton), 63.69 m.p.h.; 2, Mick Beard-

shaw (Cooper-J.A.P.); 3, Piero Taruffi (Cooper-Norton); 4, G. H. Symonds (Cooper-J.A.P.).

Heat 4: 1, Eric Brandon (Cooper-Norton), 65.57 m.p.h.; 2, Don Gray (Cooper-J.A.P.); 3, Peter Braid (Cooper-Norton); 4, K. Ericsson (Effyh-J.A.P.).

Final: 1, Eric Brandon (Cooper-Norton), 66.08 m.p.h.; 2, Don Gray (Cooper-J.A.P.); 3, David Brake (Cooper-Norton); 4, Peter Braid (Cooper-Norton).

"Daily Telegraph" International Trophy

Heat 1: 1, B. C. Ecclestone (Cooper-J.A.P.), 66.03 m.p.h.; 2, Don Parker (J.B.S.-J.A.P.); 3, Paul Emery (Emeryson-Norton); 4, Harold Daniell (Emeryson-Norton).

Heat 2: 1, Eric Brandon (Cooper-Norton), 65.93 m.p.h.; 2, David Brake (Cooper-Norton); 3, C. D. Headland (Cooper-Norton).

EDWARDIAN INTERLUDE: Drivers cranking up their cars after the Le Mans start for the Veteran C.C. Handicap at Brands Hatch. Prominent in the foreground is the remarkably fleet 1908 G.P. Itala.

Heat 3: 1, Alan Brown (Cooper-Norton), 66.23 m.p.h.; 2, Jack Westcott (J.B.S.-Norton); 3, Alan Rippon (Cooper-J.A.P.); 4, Piero Taruffi (Cooper-Norton).

Heat 4: 1, Don Gray (Cooper-J.A.P.), 66.93 m.p.h.; 2, André Loens (J.B.S.-Norton); 3, R. W. A. Frost (J.B.S.-Norton); 4, Peter Braid (Cooper-Norton).

Final: 1, Don Gray (Cooper-J.A.P.), 65.43 m.p.h.; 2, Alan Brown (Cooper-Norton); 3, Paul Emery (Emeryson-Norton); 4, Harold Daniell (Emeryson-Norton); 5, Peter Braid (Cooper-Norton); 6, Mick Beardshaw (Cooper-J.A.P.).

Record Lap: Harry Schell (Cooper-J.A.P.) in Heat 1 of Open Challenge Race. 59.00 secs. (69.23 m.p.h.).

Veteran C.C. Handicap Race: 1, A. E. Cripps (1910 Wolseley), 27.66 m.p.h.; 2, L. Lewis-Evans (1906 Darracq); 3, Eric Chambers (1910 Renault); 4, Bob Hewitt (1908 Grand Prix Itala) from scr. (49.18 m.p.h.).

TURNBERRY SPRINT TRIALS

S.S.C.C. Pioneer Aerodrome Circuit on Ayrshire Coast

MOST spring meetings are decided over a distance greater than a quarter of a mile. However, this was the limit of the Scottish Sporting Car Club's speed event that was held at Turnberry aerodrome on Saturday afternoon. For the spectators, spice was added to the affair by the fact that competitors competed three abreast and some remarkably good times were returned. Incidentally, let it be whispered that some thought the timing arrangements somewhat crude and others expressed surprise that a Jowett Jupiter was classified as a saloon model. Be that as it may, the sprint was enjoyed by all, especially by those spectators who took advantage of the Club's offer to time their cars over the 440 yards for a bob a time! Business was brisk!

Star performer was Bob Haddow, whose 996 Cooper clocked B.T.D. with 14.3 secs. Only fractionally slower was Alex Reid's Omega (14.8) a splendid show for a model that is used as an everyday hack, trials jalopy and what have you. Comish Hunter in the Scottish-built J.P., returned 16.8 secs.

The redoubtable James Anderson returned to the sporting game after too long an absence, but contented himself with 15.9 secs. However, his machine was new and, no doubt, knowing the Newton Mearns designer, it will eventually travel considerably faster. Jim Gibbon's latest Rover Special was also competing in its baptismal try-out and once its teething troubles are over it will not be content with third place.

PROVISIONAL RESULTS

Best time of the Day: R. T. Haddow (996 Cooper), 14.3 secs. 2, Alex Reid (1,994 Omega), 14.8 secs. 3, Jas. F. Gibbon (1,806 Rover Special), 15.6 secs. 4, James Anderson (2,112 Anderson Special), 15.9 secs. 5, F. S. Mort (3,442 Jaguar), 16.3 secs. 6, Alex McGlashan (497 Cooper), 16.6 secs.

* * *

THE LAWRENCE CUP

THE N.W. London M.C.'s Lawrence Cup trial, which happens on 27th May, is a classic tough trial held on crown land at Bagshot Heath. The B.B.C. will be sending a recording van down for an item on the B.B.C. French service on 3rd June.

The "Lawrence" starts at 11 a.m., from the crossroads adjacent to the notorious Red Roads.

RUSSELL LOWRY'S

Northern Lights

ORDERS ARE ORDERS—DICING NOTES—NO NUMBER 8 HATS NEEDED—FLYWASH

A CONSIDERABLE state of excitement prevails here this morning owing to an announcement in the *Daily Express* that entries will be accepted in the Isle of Man Races on 14th June for cars of which 10 specimens have been *ordered*, whether that number has been built or not. It is specifically mentioned that this will allow the entry of such cars as the 1,250 c.c. Cooper and the 2-litre Connaught. No such provision can be found in the regulations, even with the aid of a magnifying glass. It's all very well for you people down in London who can pop across the street and ask Lord Beaverbrook (or his nearest equivalent) what the Mighty Organ really does intend. Failing clarification, I suppose you can beetle round to Brick Street and find out the answer.

Among cars that are rarin' to go is Peter Reece's M.G.-engined Cooper, which emerged from Jack Brown's fatherly care to make its bow at Gamston last Monday. The little car goes well but is at present no beauty, owing to a strange hippopotamus-like snout. This is purely temporary and will be smoothed out shortly. As a matter of interest, the weight of the 1,250 Cooper, all up, and with five gallons in the tank, is 12 cwt. 4 lb. Horse-power remains to be revealed.

* * *

THE North Staffordshire Club's Closed Invitation Meeting at Prescott on 20th May looks like being a star performance, and an entry of 100 has been received. With the Bugatti Owners' Club's National Meeting there the day before, it will make a week-end of joy for high-speed enthusiasts. Among the North Staffs entry are Sidney Allard's Steyr-engined car, Ted Lloyd Jones's fantastic 21-litre Triangle Special, the engine of which was originally destined to pump burning petrol on to the Channel, and a whole string of other Specials. The 500 jobs include Headland, Nurse, Potts, Betty Haig, Jack Reece and Mick Beardshaw, while Gerry Ruddock and Gillie Tyrer lead the sports cars, and Hitchings produces the Cadillac-engined Allard.

Practice will be between 9.30 and 12.30 and the racing will begin at 1 p.m. The Meeting will be open to members (and friends) of the Invited Clubs, which are: Bugatti Owners' Club, the Midlands M.E.C., Half-Litre Club, B.A.R.C., Nottingham S.C.C., and Severn Valley Club, at a car park charge of 7s. 6d. Windscreen stickers can be got from the Secretaries of the bodies concerned.

* * *

ANOTHER Dicers' Bulletin is to the effect that the Wirral Hundred Club are staging a sprint at Rhydymwyn course on 30th June, with classes for open and closed sports cars as well as the usual racing categories. The regulations and final details are being arranged, and will be announced in due course. The main reason for this early announcement is that last year's car meeting at Rhydymwyn didn't get the sup-

port it deserved, and this time it is hoped there will be a stronger entry. Some people find Rhydymwyn's tight corners a bit dicey, though others regard it as just about perfect. Motor-cycle meetings are always over-subscribed, and if the car events prove less popular, I'm afraid we shall lose the opportunity of enjoying the only course of its kind in these parts.

* * *

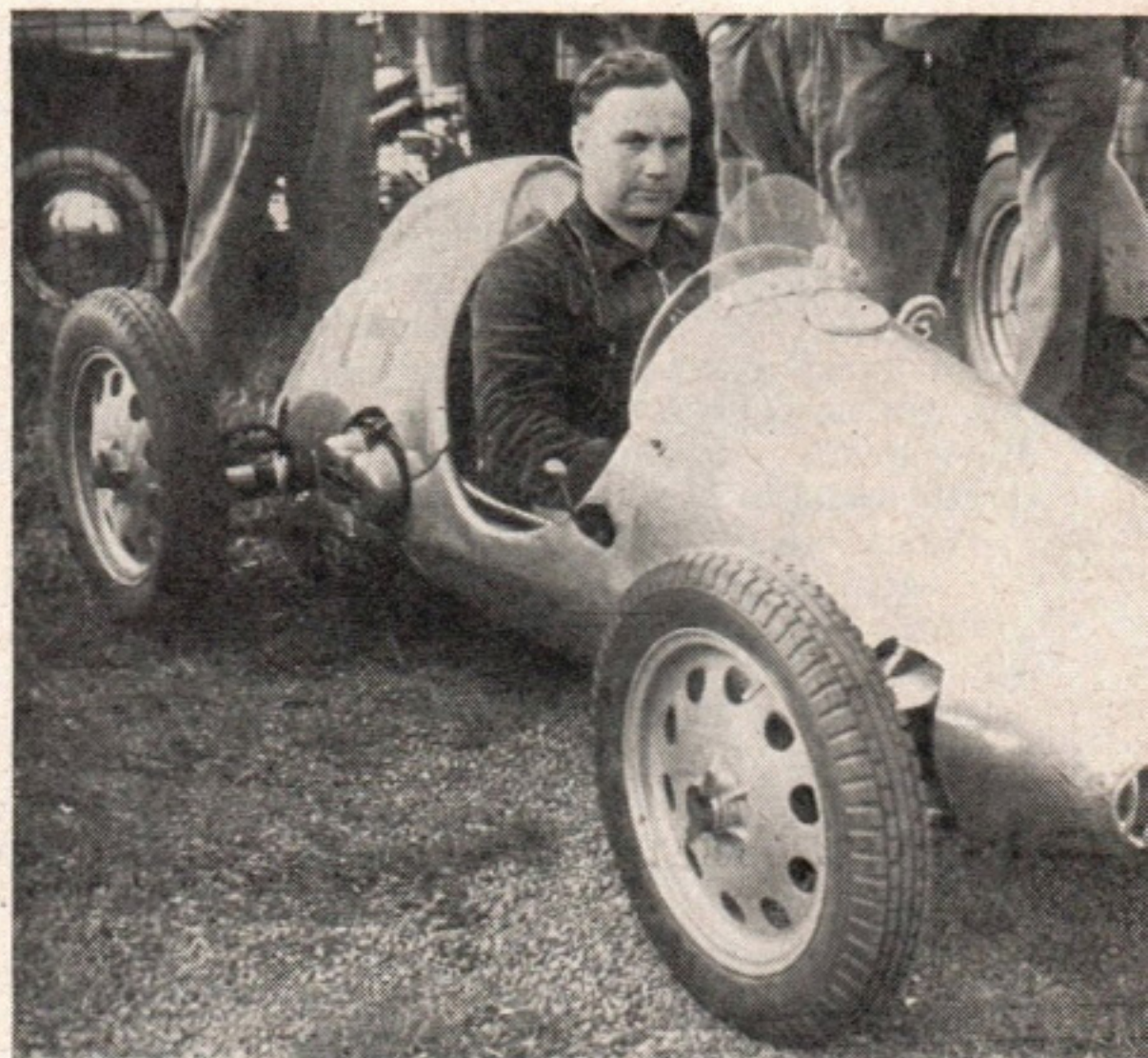
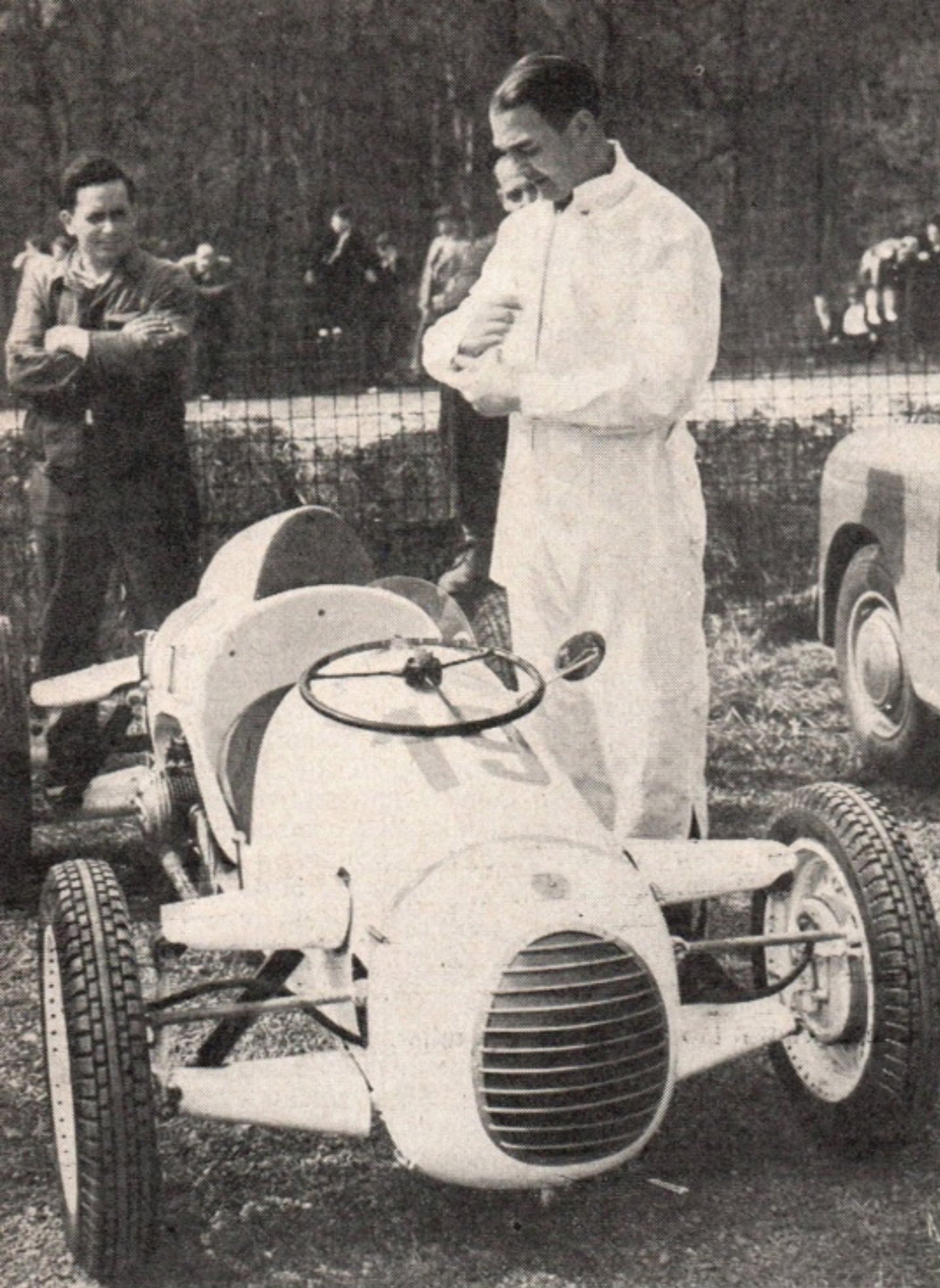
THIS office is rather proud of having "discovered" the Blackwell Calculator, which is now so popular with rally drivers and others. We were more than usually interested, therefore, to see the Mark II version of this device, which will shortly be coming on the market. The new calculator is much more comprehensive than the earlier one, one side being calibrated for lap speeds, while the other shows Performance Indices and Qualifying Distances as used at Le Mans and in shorter events of the Hour Blind type. It is said that no mathematical knowledge is required to operate the instrument, which is fair enough, as it produces the answer in quite uncanny fashion to such problems as "Two cars in a race, whose lap length is $2\frac{1}{2}$ miles, are averaging respectively 79 and 86 m.p.h. How many seconds per lap is the faster car gaining?" One twitch of the pointer; a couple of readings, and there's your answer, 9 seconds. But I should think an hour or so of practice on the examples given in the instruction book would be necessary to anyone outside the slide-rule-carrying class. This applies to most of us. The kindest thing I ever got in a school report about mathematics was "I think he tries"—which wasn't strictly true. Had I had a calculator under the desk, the verdict would probably have been "A brilliant boy, should go far"—which wouldn't have been true either, but would have been far less painful. The Blackwell invention will do much to simplify the lives of lap scorers and pit managers, as well as that of radio commentators, journalists and ordinary enthusiasts dotted round the circuit who like to work things out for themselves.

* * *

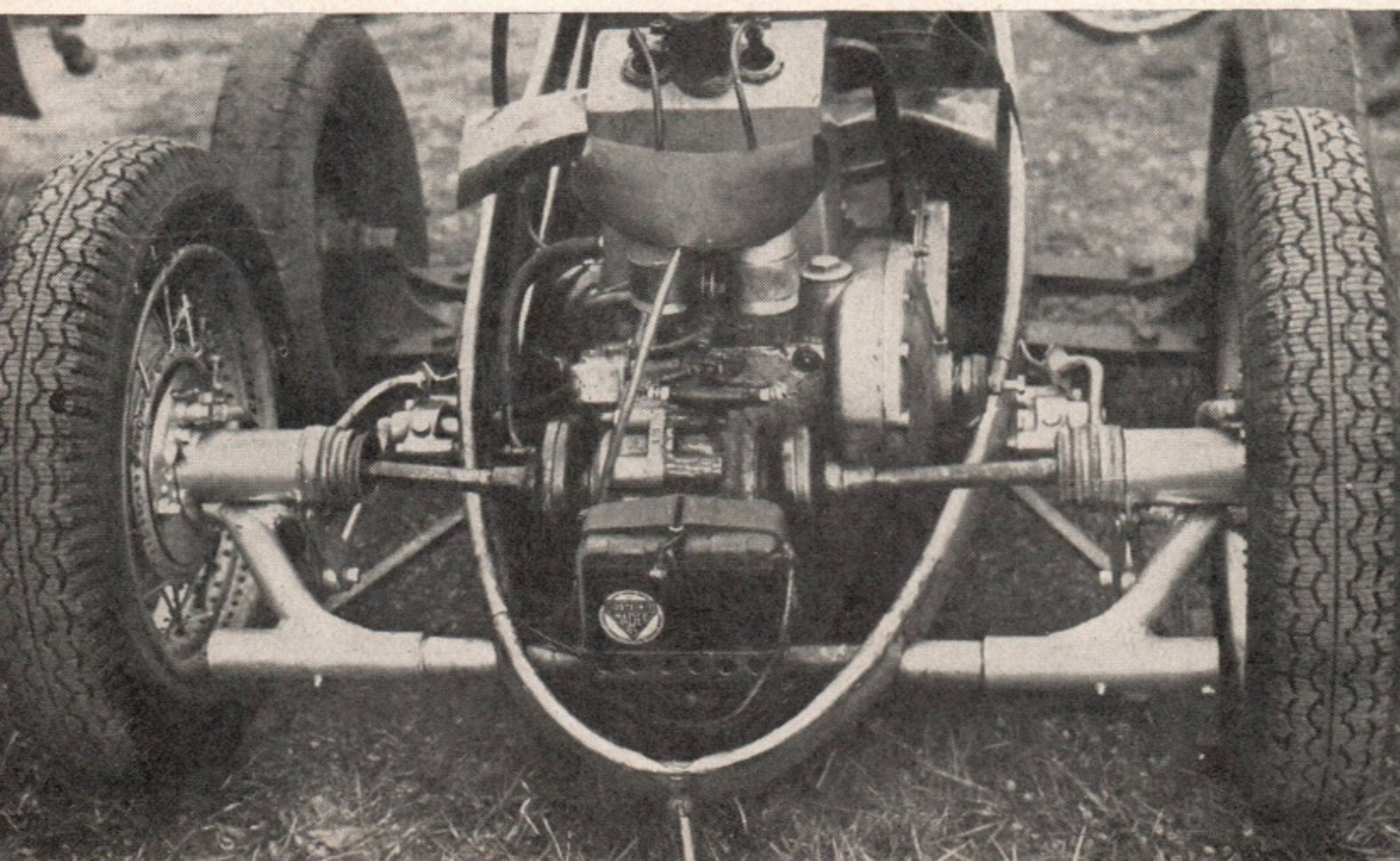
SOME months ago, I was expressing strong views about windscreen washers and mud. More recently, a short burst of sunshine brought out a batch of the most succulent flies, which proceeded to die horribly all over my windscreen, and defied removal by water. Surely, nothing can be more tenacious than squashed fly, well-baked? Even the old-time tip of using a safety razor blade gave only partial relief. Apparently Holts, the producers of chemicals to solve insoluble motoring problems, have been at work on the fly nuisance too, and my cubby-hole now contains a plastic bottle of Holtspray, which works so easily that it just isn't true. The only word of warning necessary is that one should not use too much. *Sumer is icumen in*, and this is going to be useful stuff if it proves to be a warm one.

CONTINENTAL

Details of cars from Germany, France and Luxembourg, designed to challenge British supremacy in Formula 1



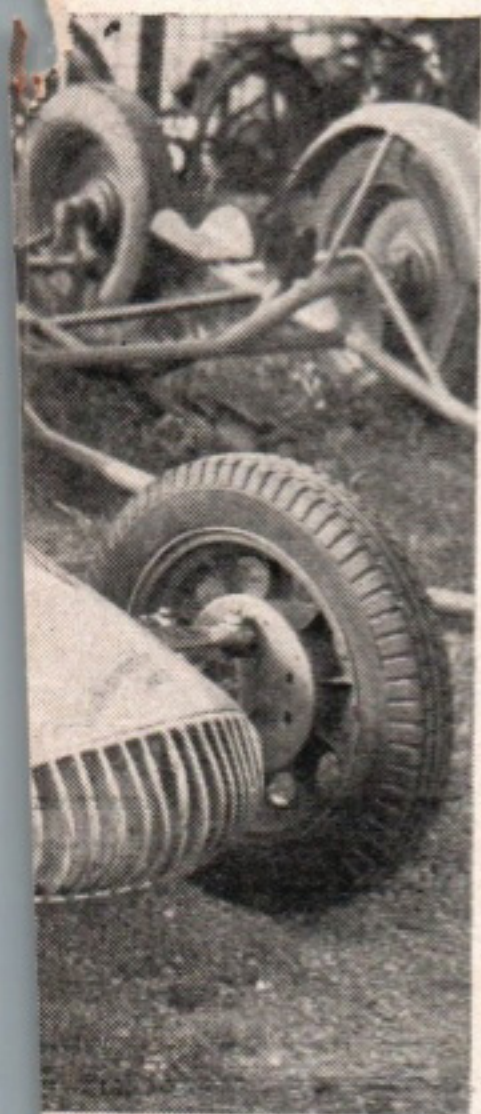
GERMANIC ORIGIN: (Top, left) Karl Schermer and his BMW. (Above) A BMW engine is also used by Walter Komossa in a car reputed to weigh 460 lb. (Below, left) De Dion rear axle of the twin-cylinder, water-cooled DKW-engined version as driven by



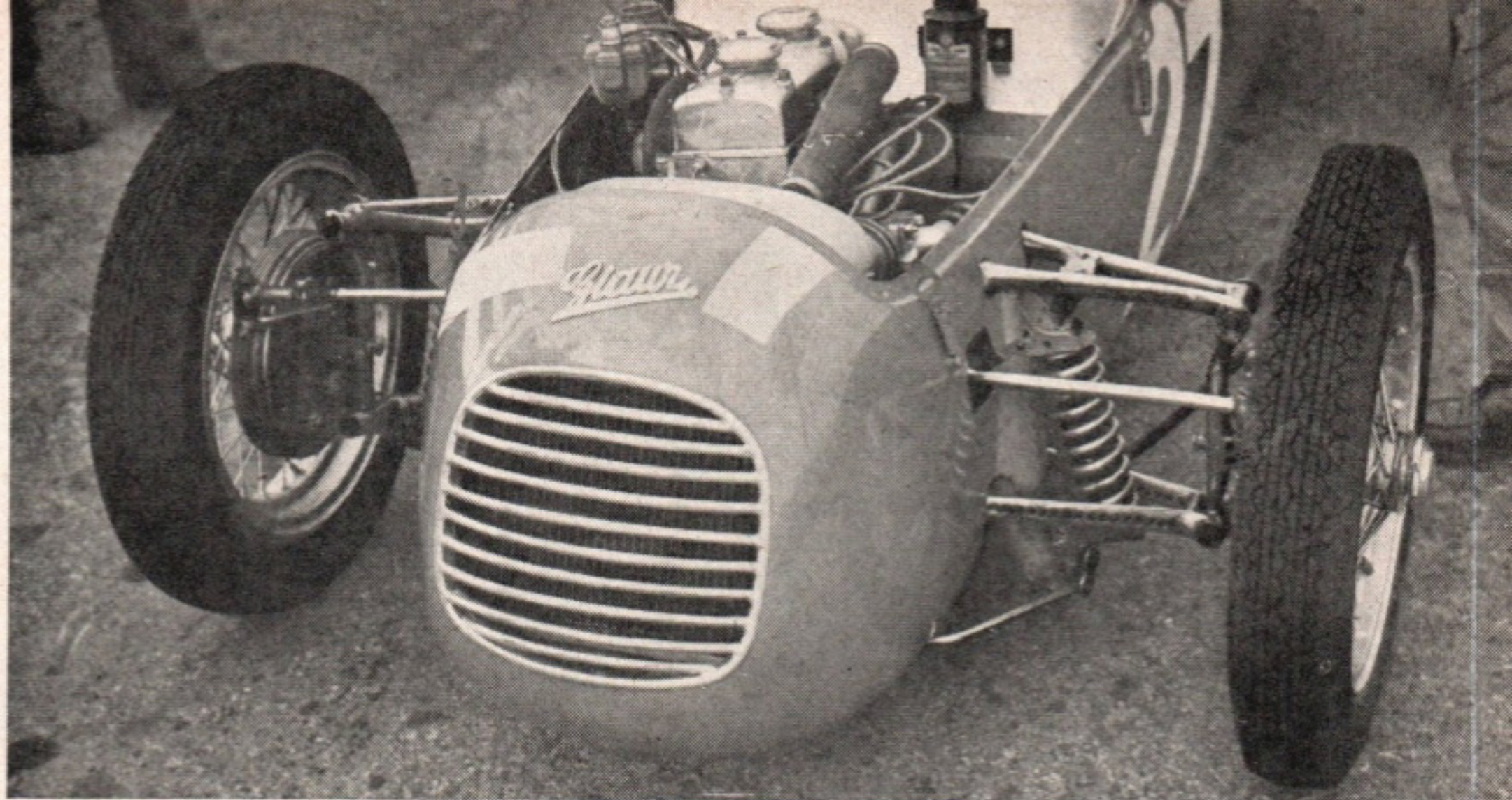
LUXEMBOURG: (Above) One of the Luxembourg-built Ziegler power-unit. The car is much in competition with the British C

"500s"

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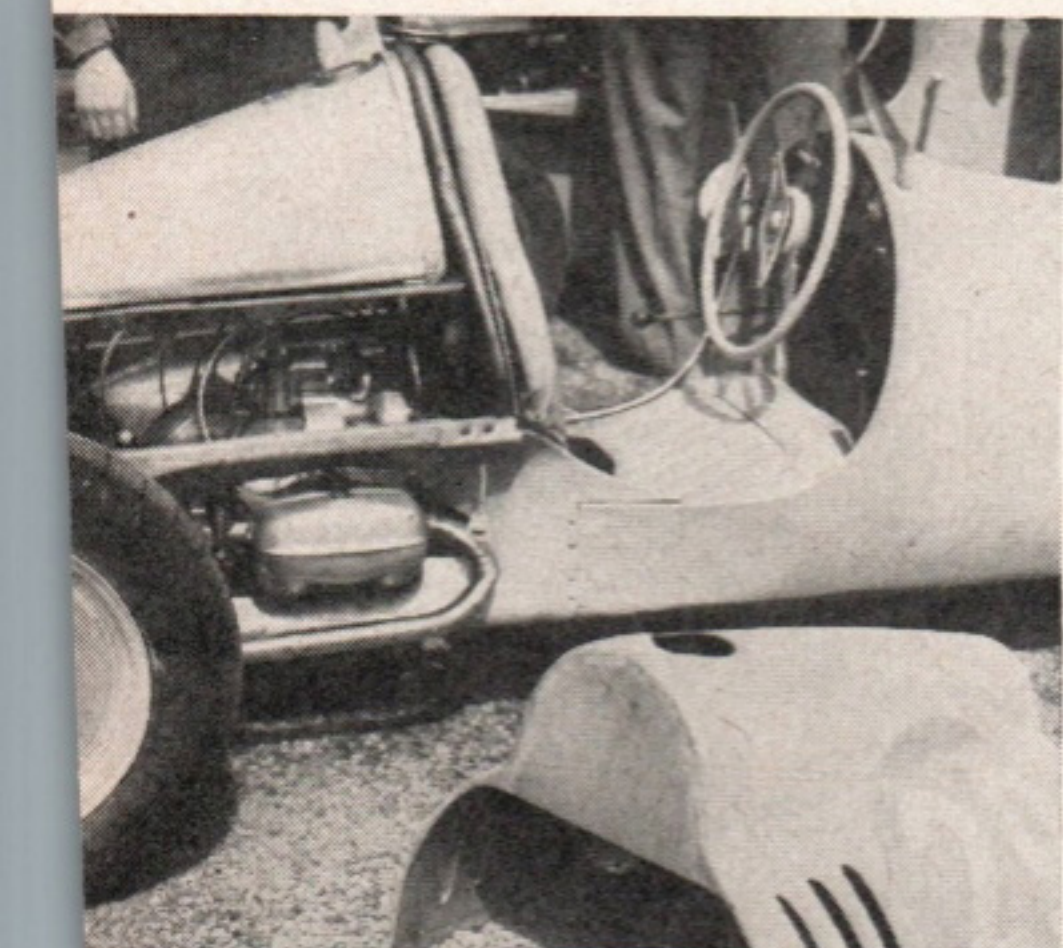
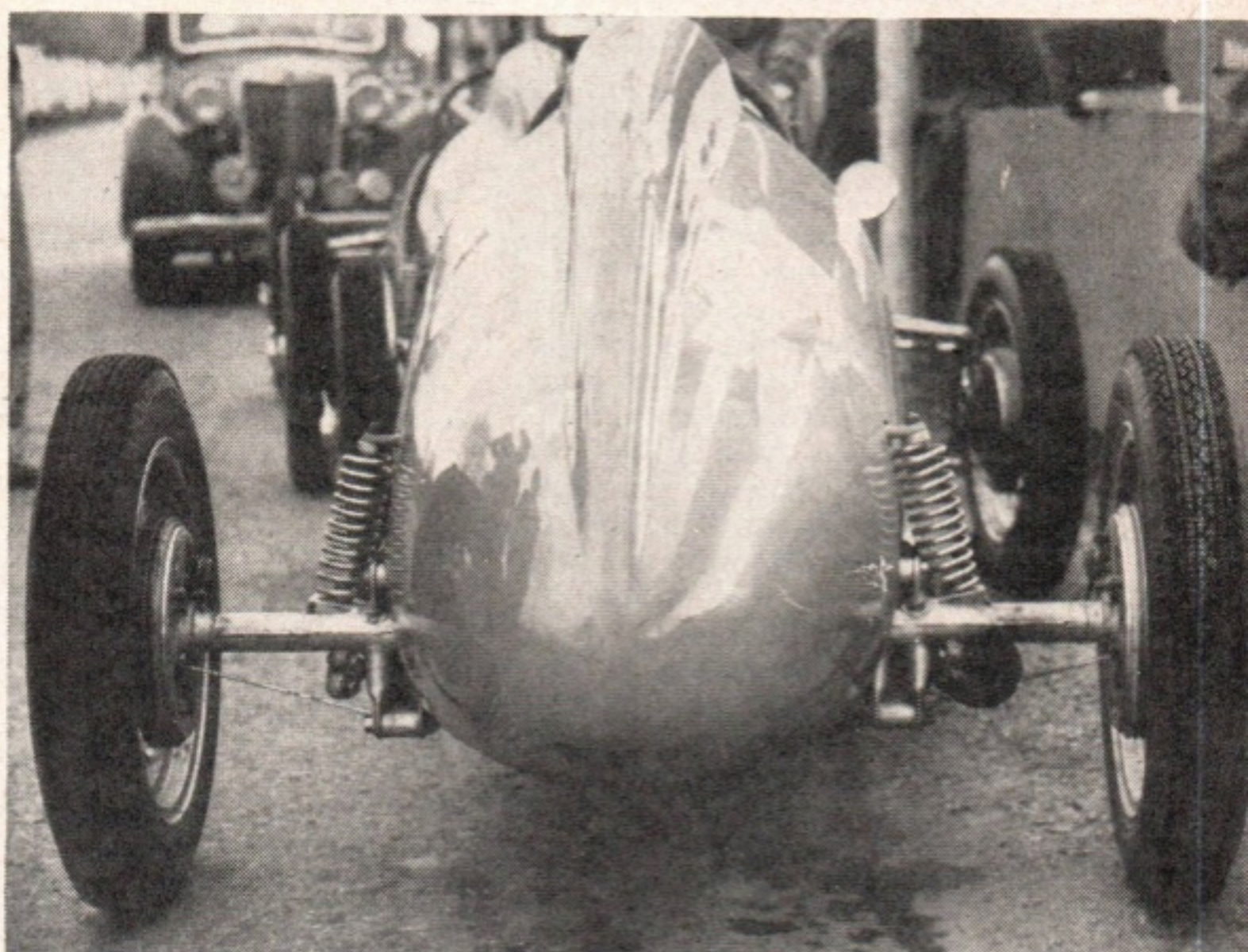


owered Monopolella.
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Scampolo. This is
by Helmut Deutz.



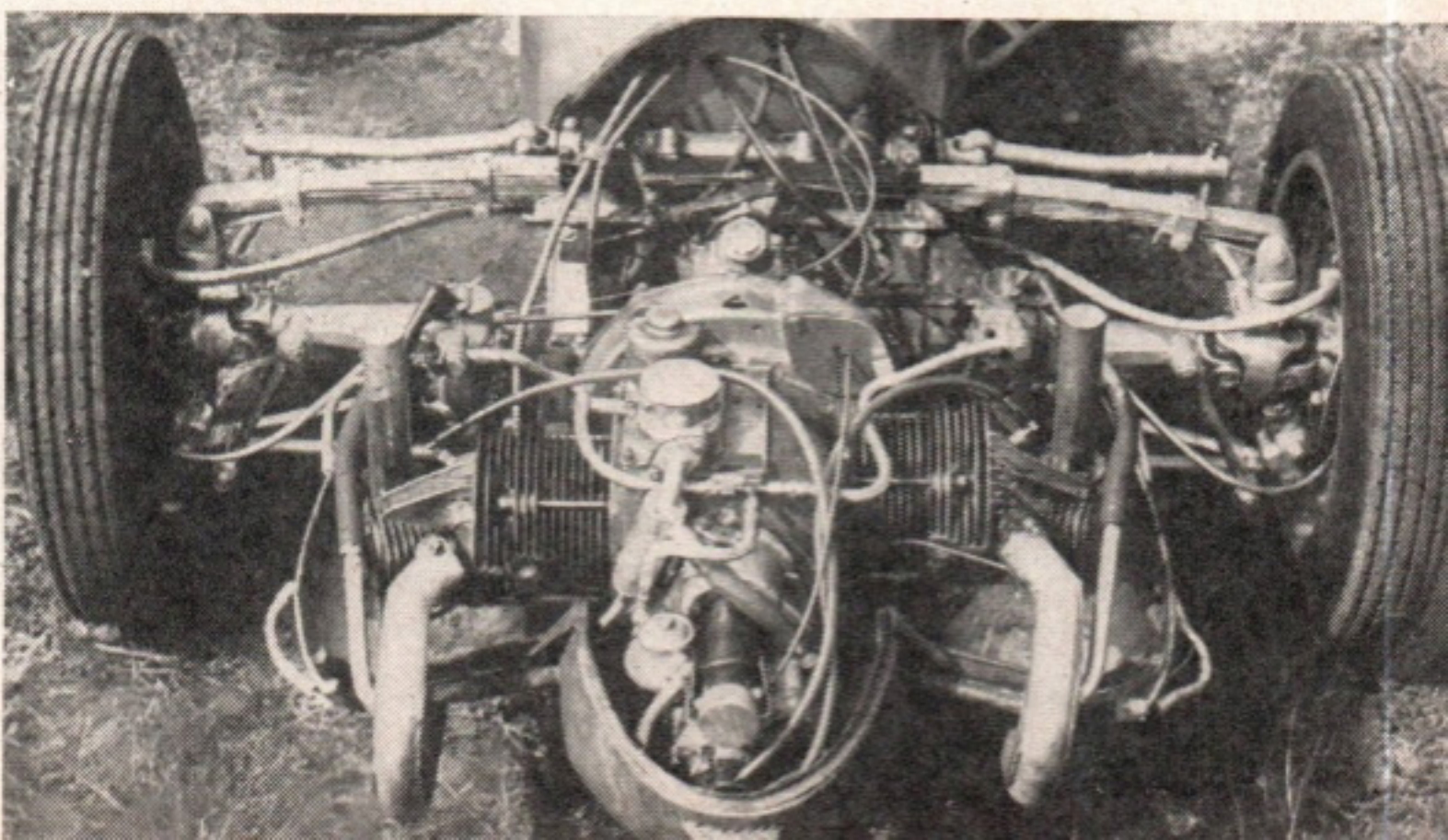
ITALIAN: (Above) A water-cooled, single-o.h.c., 4-cylinder Giannini engine, helical springs and wishbones i.f.s., are features of the beautifully-finished Giaur.

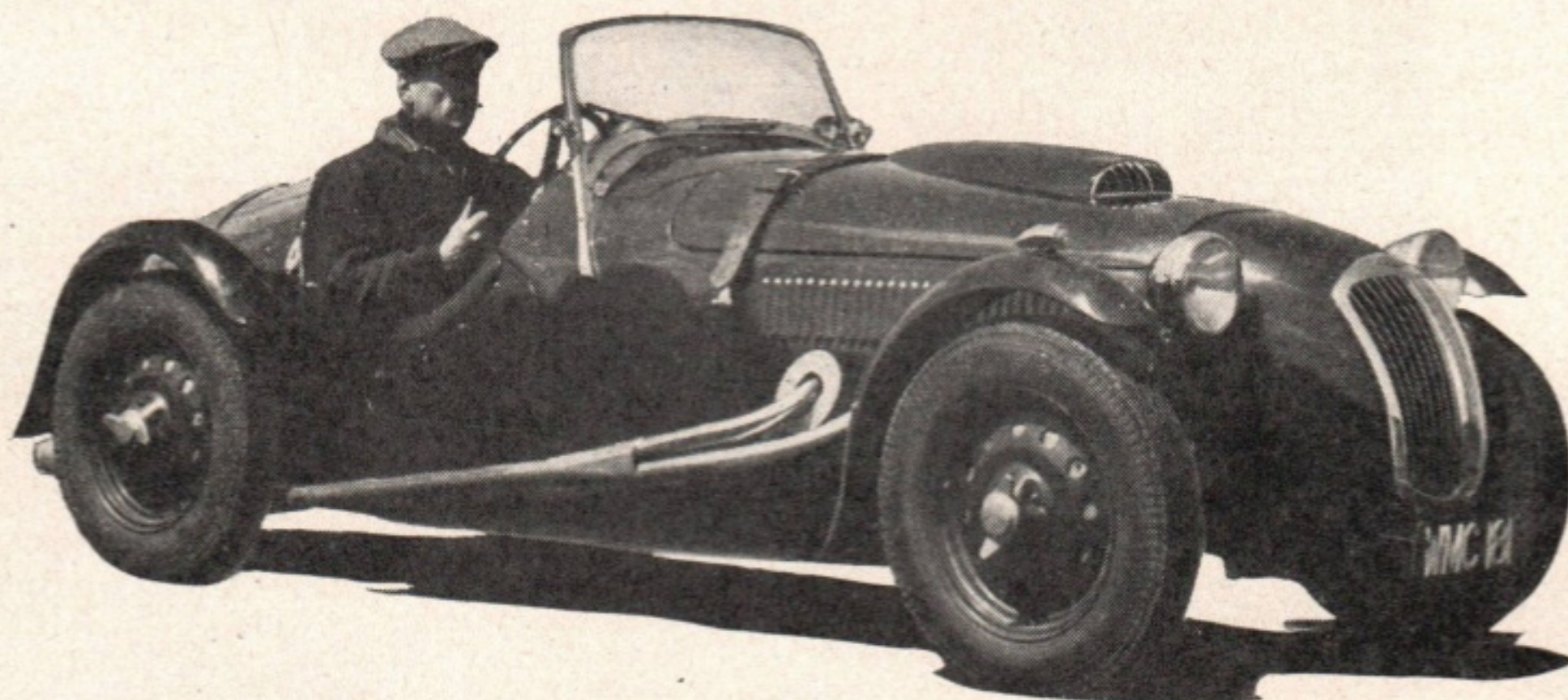
(Right) Helical springs are also used at the rear on the Giaur, but in conjunction with a rigid axle with conventional spiral-bevel and differential final drive.



COIS:
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FRENCH: Horizontally-opposed, lined-down Panhard engine and front-drive assembly of the D-B. These engines have torsion-bar valve springs, and, unlike the British Emeryson, have a differential.





JOHN BOLSTER Tests—

The Frazer-Nash Le Mans Replica

As an old-time Frazer-Nash enthusiast of the "chain gang" days, and having more than a nodding acquaintance with the later "Type 328", it was with considerable excitement that I took over a new Le Mans Replica recently. It was obvious, in the first few miles, that the car offered a far higher standard of performance than any of its predecessors: it was equally apparent that the road holding had made a similar advance. Here, certainly, was an ultra-high speed car with impeccable manners, and I settled down to enjoy a few days of really memorable motoring.

The racing successes of this model are too well known to require repetition, and most owners will acquire their cars with competition work in mind. In standard condition, the Frazer-Nash is suitable for immediate entry at Shelsley, Prescott, Goodwood, or even Le Mans for that matter, and the performance figures emphasize that this sports car has the sort of speed capabilities that are usually associated with purely racing machines.

The car which I tested was fitted with a 3.9 to 1 rear axle, which gave a theoretical speed of 109.12 m.p.h.

at the recommended maximum of 5,500 r.p.m. Actually, short bursts approaching 115 m.p.h. are possible on this ratio, but for a course with very long straights, the alternative 3.7 or 3.54 axles would be preferable. For most events, however, and certainly for road work, the 3.9 "cog" is the best compromise.

The engine, built by Bristol to Frazer-Nash specification, has the well-known system of push-rod valve operation in which secondary push-rods across the head work the exhaust rockers. The crankshaft, fly-wheel and clutch are dynamically balanced as an assembly, and the four main bearings and the big ends



INDEPENDENCE: Front suspension is provided by a single transverse leaf spring and wishbones, controlled by Newton telescopic, hydraulic dampers.

are of lead-bronze, steel backed. The oil passes through its own cooler in front of the main radiator, and the light alloy cylinder head has directed water circulation. A magnesium sump holds $1\frac{3}{4}$ gallons.

All this adds up to a robust and willing unit which gives plenty of power at moderate crankshaft speeds, in addition to its high peak output. It is allied to a close-ratio gearbox which is entirely silent on

the Frazer-Nash proves that light weight need not be synonymous with flimsy construction. In point of fact, it is an exceptionally sturdy machine, and the tubular body supports which are integral with the main frame, confer immense rigidity.

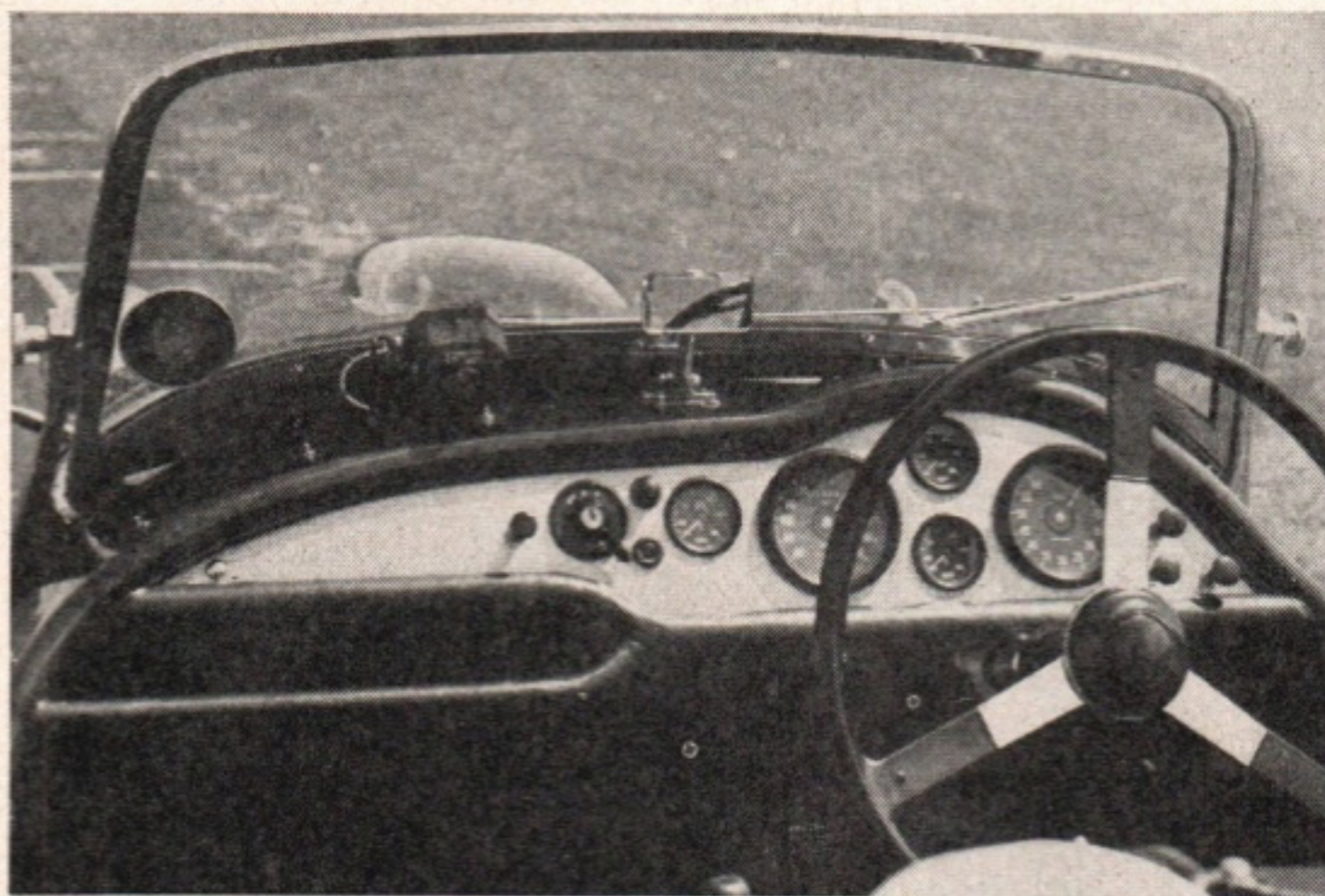
The back wheels, with their torsion bar suspension, seem absolutely glued to the road, and the rear end characteristics blend well with those

with merely a slight movement of the wrists.

One might imagine that such steering would require "holding" on the straights, but this is not so. Even on bumpy and cambered roads there is no tendency to wander, and shocks are never transmitted to the wheel, nor does the steering "pull" under the stresses of violent braking. It is all rather difficult to explain, but certainly no modern car has ever offered more vintage virtues.

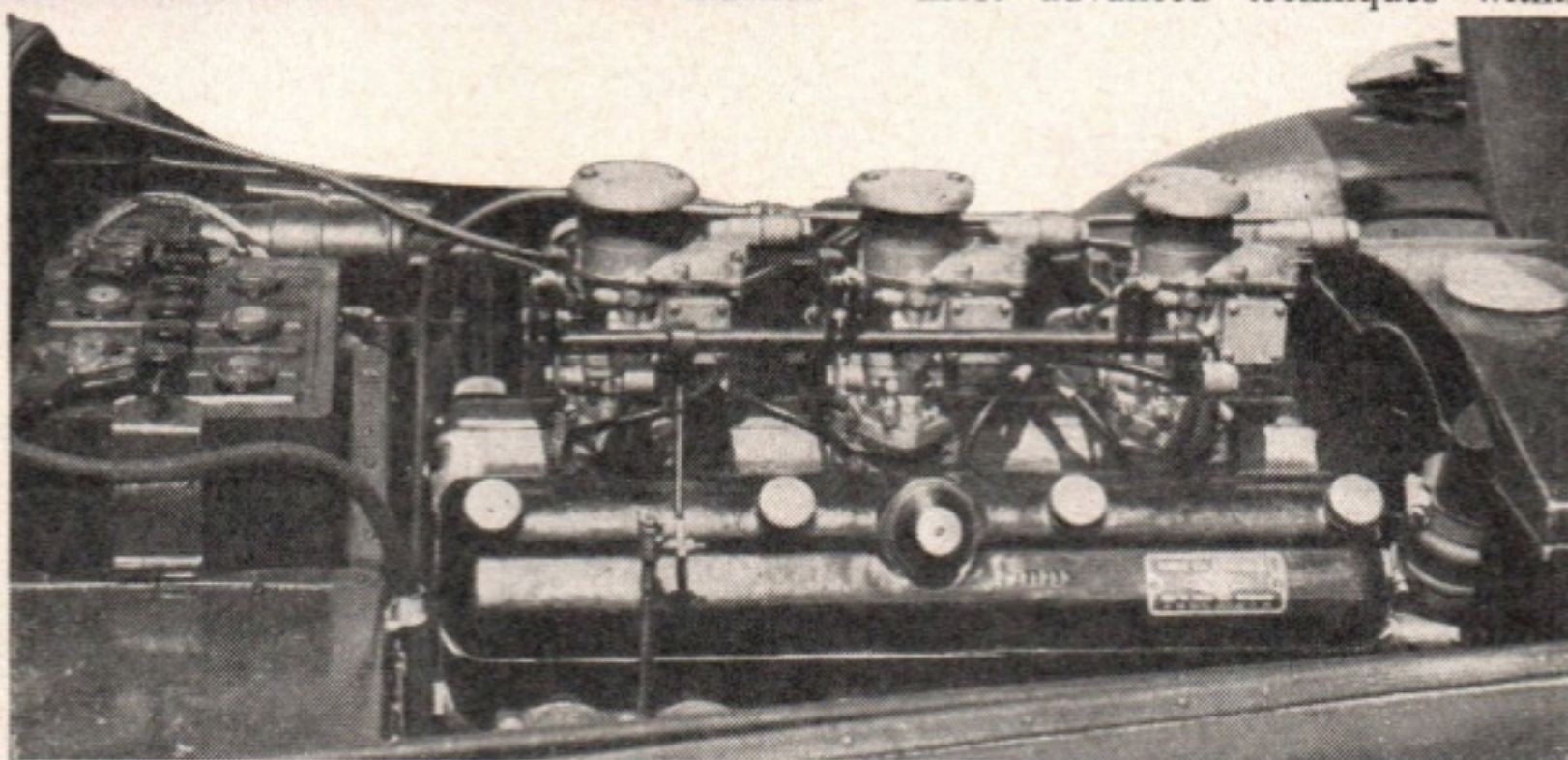
Immensely powerful brakes are provided, and they do not weaken or fade under any conditions. The mudguards allow absolutely unrestricted airflow, and scoops assist with the cooling. What matter, then, if a good deal of mud finds its way on to the body, for this magnificent stopping power is worth the slight inconvenience of frequent washing in dirty weather. In any case, the "Mille Miglia" model is available for those who require an enveloping body, with more luggage accommodation, at the cost of a little extra weight.

For really fast driving, this car is a sheer joy. It is so well balanced that one can take tremendous liberties with it, in fact it puts the most advanced techniques within



FACIA: The instruments on the Frazer-Nash are laid out in a plain and workman-like way, and include oil and water temperature gauges, oil pressure gauge, revolution counter and speedometer (with trip recorder).

POWER - HOUSE: Three downdraught Solex carburetors are used on the 117 b.h.p., Bristol-built, six-cylinder, o.h.v. engine. Considerable use is made of light alloys in the construction.



all gears and utterly simple to change. The lever is raked back parallel with the floor, which gives an unusual vertical movement, though one would eventually become accustomed to this.

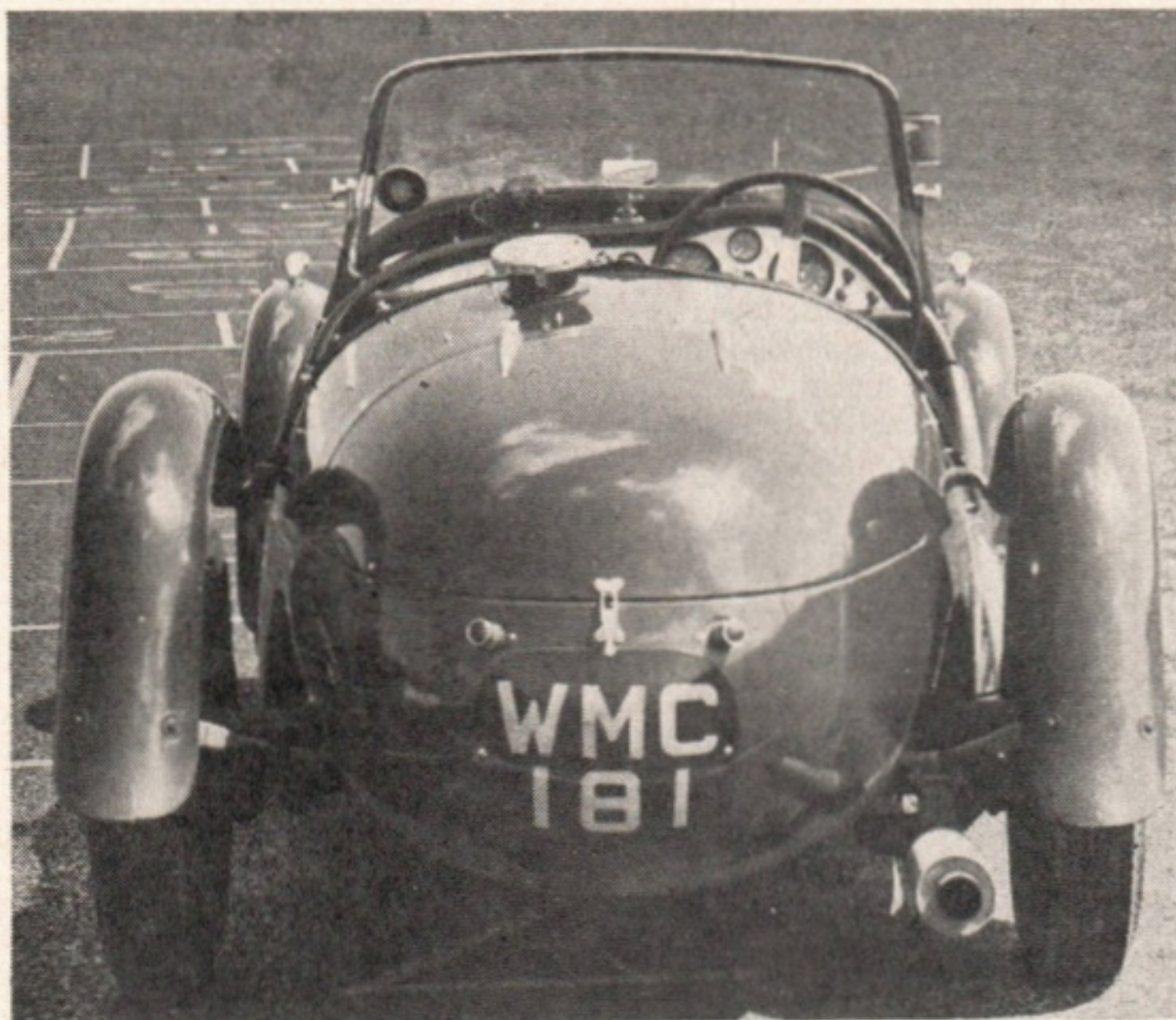
It is delightful that the potential performance of this very efficient engine is not blunted by an excessively heavy chassis. Too many British cars have been spoilt by those few extra hundredweight, and

of the transverse spring and wish-bone I.f.s. At low speeds, the ride is quite hard in the vintage manner, but as the speed goes up, the car becomes more comfortable, and is entirely steady, with no trace of pitch or roll. The handling is somewhat remarkable, for the rack and pinion steering is far higher geared than is customary these days. Nevertheless, it is very light, and one can flick the car round corners

the reach of any normally competent driver. The ratio of power to weight is so favourable that "steering on the throttle" can be indulged in as requisite, and one always seems to have the right gear ratio available for the job in hand.

Mere figures do not adequately convey the great potency of this machine. As an example of this, I would cite the well-known climbing

(Continued overleaf)



The Frazer-Nash Le Mans Replica—continued

turn at Brands Hatch known as Paddock Bend. This is a very long corner, and being on a steep gradient, most sports cars labour noticeably as they round the bend. The Frazer-Nash takes it with immense verve, for not only has it enough power to maintain a four wheel drift all the way, but it is actually able to spin its wheels as it emerges into the straight. Those who are familiar with this course will realize that such a performance is far beyond the realms of normal sports car experience.

Immense Reserve of Power

In spite of this immense reserve of power, the Frazer-Nash is completely controllable under the most adverse conditions. I drove it round the new Boreham circuit in what almost amounted to a cloud-burst, and the track was literally awash in many places. The surface could not well have been more slippery, but some fairly rapid

motoring produced no untoward incidents.

For the competition driver, then, this car has just about got everything, but what about its suitability for ordinary road use? Naturally,

TAIL-END of the Frazer-Nash which is familiar to the majority of other road-users. The exhaust system terminates in a Servais, straight-through, silencer.

the phenomenal acceleration, good road holding, and powerful brakes are as valuable for everyday motoring as they are for racing. With its small size and exceptional controllability, this is a safe and handy machine for our narrow and overcrowded roads. High average speeds are a *sine qua non*, and one has an easy mastery over almost anything on wheels.

Flexibility of Engine

The engine, in spite of its high power output, is quite flexible, and the top gear performance is such that one can temporarily forsake the gear lever if in a lazy mood. Hills are scarcely noticed, and one has at all times a feeling of great power being in reserve. The particular car I tested had an electric horn which was quite inadequate for the speeds at which I drove, and another small point of criticism was the outside exhaust system, which had rather too healthy a note for the built-up areas. Such things are a matter of individual preference, but I would specify a larger silencer and a louder hooter if I were placing an order.

(Continued on page 630)



ROCK-STEADY: Even on the water-logged surface of Boreham Airfield, the Frazer-Nash could be driven at high-speeds without any fear of untoward incidents.

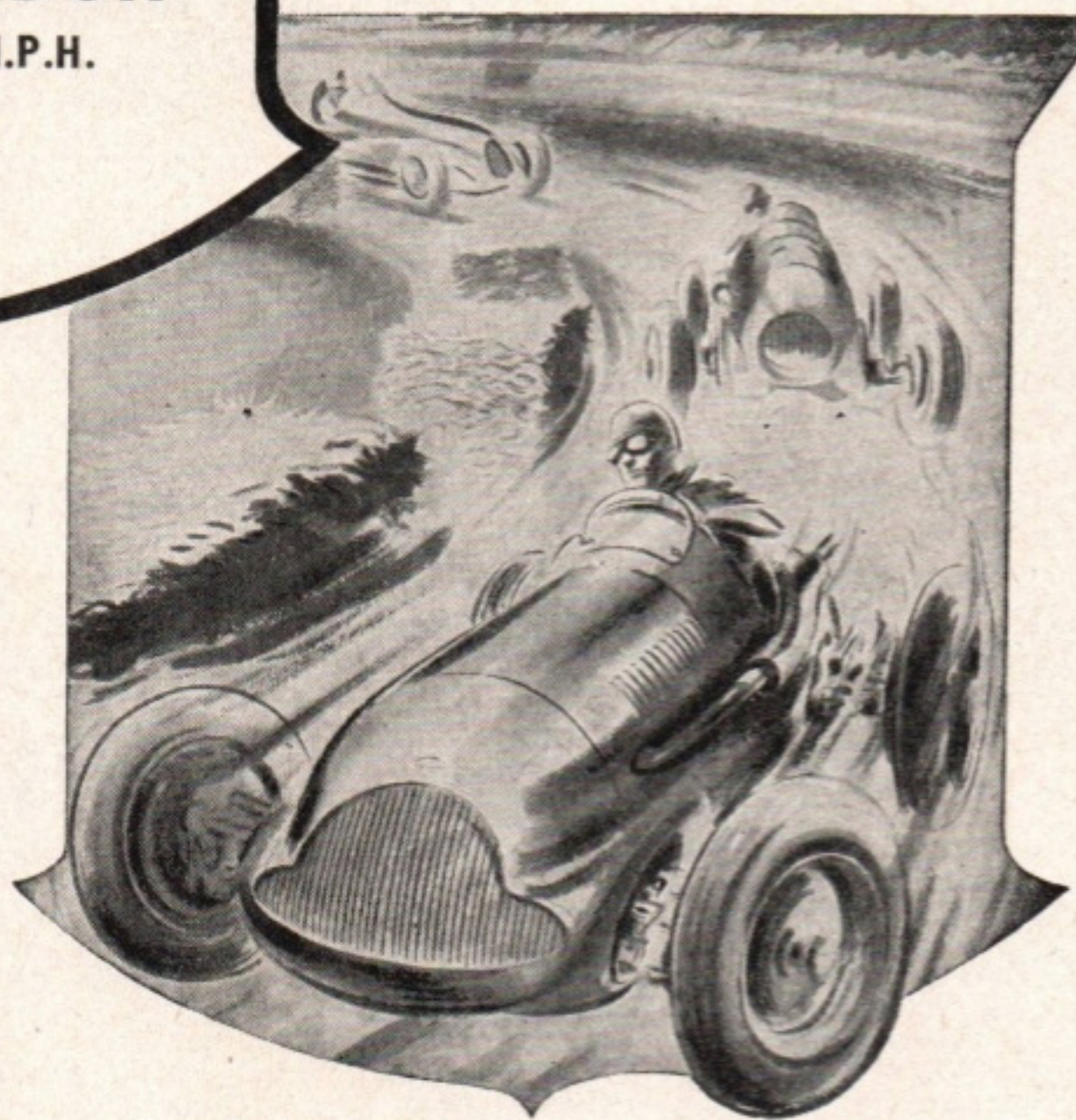
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Specification and Performance Data

All production car races these days are run on 80 octane fuel. Consequently, any car which is suitable for these events will tend to pink on straight pool. The addition of a little benzole entirely eliminates this tendency in the Frazer-Nash, and the engine will never run on when switched off. It is an easy starter at all times.

The body is well made and finished, and is entirely free from rattles. One sits well down inside it, and an efficient hood can be erected on detachable struts, which normally live behind the spare wheel in the tail. There are no sidescreens, but the weather protection is surprisingly good. The back of the tail contains a locker in which a small quantity of luggage may be carried. The large petrol tank, which carries some 16 gallons, is situated immediately behind the seat, ahead of the rear axle. This is an advantageous position from the point of view of weight distribution, and the quick-filler cap is of generous size.

As would be expected, the appearance is entirely functional, and has that businesslike air which is so attractive to the enthusiast. The small plated radiator grille is

Car Tested.—Frazer-Nash Le Mans Replica model sports 2-seater, price £1,975 (£3,073 14s. 2d. with P.T.).

Engine.—6 cylinders, 66 mm. x 96 mm. (1,971 c.c.). Push-rod operated inclined overhead valves in light alloy head. 117 b.h.p at 5,200 r.p.m., 8.5 to 1 compression ratio. 3 downdraught Solex carburettors. Coil and distributor with automatic advance, plus hand control.

Transmission.—Single dry plate clutch. 4-speed gearbox with long central lever, ratios 3.9, 5.04, 7.11 and 11.38 to 1. Dynamically balanced open propeller shaft. Spiral bevel rear axle.

Chassis.—Welded up from large diameter steel tubes. I.F.S. with top transverse leaf spring and wishbones. Torsion bar rear suspension with

positively located rear axle. Newton telescopic dampers all round. 5.50 in.-16 in. tyres on pierced disc wheels with knock-off caps. Hydraulic brakes with air scoops and light alloy drums.

Equipment.—12 volt lighting and starting. Speedometer, revolution counter, water temperature, oil temperature, and oil pressure gauges.

Dimensions, etc.—Wheelbase 8 ft. Track 4 ft. Overall length 12 ft. 6 ins. Turning circle 41 ft. Weight as tested 15½ cwt.

Performance.—Maximum speed, 110 plus m.p.h. Speeds in gears, 3rd 85 m.p.h., 2nd 60 m.p.h. Acceleration, standing quarter mile, 17 secs., 0-50 m.p.h 6½ secs., 0-60 m.p.h 8½ secs.

Fuel Consumption.—20 m.p.g.

shaped to remind one of earlier 'Nashes, which is a pleasant detail, and there is a cold air intake for the carburettors in the current continental style. The external headlamps are entirely adequate for high speed cruising, though I would prefer even more illumination before employing the very high maximum.

The seats provide good lateral location, and support one at exactly the right angle. It goes without

saying that all the controls are properly located, and that the pedals permit the "heel and toe" change down.

Here, then, is an out-and-out sports car that can be raced exactly as bought, with a very good chance of winning its class in any event at home or abroad; and it's more than likely that if it has to take second place, the winner will be another Frazer-Nash!

CASTLE COMBE RACES

A FINE, sunny afternoon with some very close racing provided a most enjoyable meeting. Star of the day was J. M. Hawthorn and his two veteran Rileys, with two wins and a good third while competing against the Le Mans Replica Frazer-Nash cars of T. A. D. Crook and D. C. Pitt. Crook raised the sports car lap record by almost 4 m.p.h. and in the 500 c.c. race a grand duel took place between Clive Lones (Iota) and E. J. Moor (Wasp).

The first race, for the smaller sports cars, gave Hawthorn an easy win. D. C. Bishop's M.G. held second place for a couple of laps, but finally retired on the fourth. J. M. Sparrow (Morgan) took over and held that place to the end, while J. Moffat (PB M.G.) and D. Llewellyn-Jones (Alta) fought out the next two places.

The "750 Club" race gave A. C. B. Chapman (Lotus) an easy win, L. West (West Austin Special) was second, and third place was keenly contested by A. Galtieri (Austin) and K. S. Jeffrey in a similar car.

In the 1,500 c.c. sports car race Hawthorn, Sparrowe and D. C. Pritchard (H.R.G.) followed one another around to half distance, when Pritchard went out with big-end trouble, letting in

D. R. A. Quicke's TC M.G. In the 2,000 c.c. race a Crook-Pitt-Hawthorn battle was maintained to the end. The saloons were also included in this race and E. G. Jackson's Riley had a good win over H. S. F. Hay's Bentley.

The 500 c.c. race was the high-light of the racing and the most exciting. Moor just led from Lones on the first lap and from there to the seventh the position was reversed, the cars going round almost level. For the last three laps they passed and re-passed time and time again, Moor raising the lap record from 75.10 m.p.h. to 75.27 m.p.h., but a slight misjudgement at Quarry Corner put Lones in the lead which he held to win by a half-car's length.

A Crook-Pitt duel was promised in the larger sports car race, but a wild slide at Camp Corner put Pitt out of the running, and Crook went on to win easily from B. H. Moir-Winslett's Mille Miglia Frazer-Nash.

RESULTS

Ten-lap race (Sports Cars up to 1,100 c.c., or Super Sports Cars up to 850 c.c.): 1, J. M. Hawthorn (Riley 1,089), 65.08 m.p.h. 2, J. M. Sparrowe (Morgan, 1,098). 3, D. Llewellyn-Jones (Alta 1,074). Fastest lap; J. M. Hawthorn, 68.29 m.p.h.

Ten-lap race ("750 Club" cars): 1, A. C. B. Chapman (Lotus), 60.01 m.p.h. 2, L. West (750 West Special Austin). 3, K. S. Jeffrey (Austin). Fastest lap; A. C. B. Chapman, 61.33 m.p.h.

Ten-lap race (Sports Cars 1,101-1,500 c.c., or Super Sports Cars 851-1,100 c.c.): 1, J. M. Hawthorn (Riley 1,496), 68.09 m.p.h. 2, J. M. Sparrowe (Morgan 1,098). 3, D. R. A. Quicke (M.G.). Fastest lap; J. M. Hawthorn, 72.78 m.p.h.

Ten-lap race (Sports Cars 1,501-2,000 c.c., or Super Sports Cars 1,101-1,500 c.c.): 1, T. A. D. Crook (Frazer-Nash), 74.80 m.p.h. 2, D. C. Pitt (Frazer-Nash). 3, J. M. Hawthorn (Riley 1,496). Fastest lap; T. A. D. Crook, 77.02 m.p.h.

Ten-lap race (Formula 3 racing cars): 1, C. Lones (Iota), 73.45 m.p.h. 2, E. J. Moor (Wasp 500), 73.44 m.p.h. 3, F. Tuck (Iota), 69.23 m.p.h. Fastest lap; E. J. Moor, 75.27 m.p.h.

Ten-lap race (Sports Cars over 2,000 c.c., or Super Sports Cars over 1,500 c.c.): 1, T. A. D. Crook (Frazer-Nash), 75.40 m.p.h. 2, B. H. Moir-Winslett (Frazer-Nash). 3, P. J. E. Binns (Jaguar XK 120). Fastest lap; T. A. D. Crook, 77.01 m.p.h.

Five-lap race (Saloon Cars): 1, E. G. Jackson (Riley 2,500), 59.48 m.p.h. 2, H. S. F. Hay (Bentley 3,547).

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NEWS FROM

HEREFORDSHIRE HILL-CLIMB

THE Herefordshire M.C. held their first Hill-Climb on 29th April, on a private road near Bucknell, Salop. Twenty-six cars of all types, including an unbodied Austin 7, an SS100, and several Morris Minors and Fords, took part in the climb up the $\frac{1}{2}$ -mile of steep, twisty road through wooded country.

B.T.D. was made by J. MacVitie on his SS100, who made a fine climb, leaving a cloud of dust behind and sliding the corners in true Shelsley fashion.

RESULTS

Up to 1,000 c.c., open: D. Moon (Austin 7), 1 min. 41.4 secs.

Up to 1,000 c.c., closed: R. Stokes (Ford), 1 min. 53.4 secs.

1,000-1,500 c.c., open: R. Green (H.R.G.), 1 min. 30.8 secs.

1,000-1,500 c.c., closed: Dr. Mackeen (Jowett Javelin), 1 min. 45.6 secs.

1,500-3,000 c.c., open and B.T.D.: J. MacVitie (SS 100), 1 min. 27 secs.

CHILTERN "NOGGINS"

THE Chiltern Car Club hold a "Noggin and Natter" at their headquarters, The George Hotel, Beaconsfield (on the main London-Oxford A40 road) on the last Wednesday of each month from 7.30 p.m. onwards. Whilst many members attend these meetings, more would be welcomed, as would members of any other club who happen to be in the vicinity on these nights.

SURREY RALLY

THE Cemian M.C.'s second Spring Rally, which takes place this Sunday, will start from the Clock House at Ripley, Surrey, at 10 a.m., and involves competitors in nine controls, a regularity test, a navigation test and two Special tests, spread over about 150 miles of motoring with a lunch stop on the course. The Rally finishes near Dorking and awards include Special Navigational awards for navigator-passengers.

WEST SUSSEX "SCROUNGE AROUND"

WEST SUSSEX D.M.C. members are promised a hilarious afternoon on Sunday, 27th May, when they set forth from Findon Green on a "scrounge around", in which they are required to find a certain number of listed articles in a certain time. Best "scrounger" will be awarded a Lifeguard pack of car cleaning preparations.

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



THE FIRST PRESCOTT

THE Bugatti Owners' Club hold their Spring Open Prescott Hill-climb meeting on Saturday, 19th May, instead of the usual Sunday. Entries will include Sidney Allard with his new four-wheel-drive sprint device, Archie Butterworth's four-wheel-drive A.J.B., Peter Stubberfield's 2.3-litre Bugatti, and Michael Christie, who will bring out the Vauxhall-Villiers. In the 500 c.c. class, Ken Wharton is down to drive a works Kieft, Peter Collins, Jack Reece, Betty Haig and C. D. Headland have entered Coopers, and Clive Jones will be there with the Iota Tiger Kitten.

NOTTINGHAM S.C.C.'s DRIVING TESTS AT WINTHORPE

Successful Substitute Event for Hill-Climb

READERS will have noted that the Nottingham Club was deprived at the last minute of its Hill-Climb course for 6th May. Many clubs would have folded up the date in such circumstances, but the N.S.C.C., with admirable determination, went ahead with a substitute event, and found a disused bomb storage site outside Newark, where they were able to lay on Driving Tests. Entries were kept open until the morning of the event, and a very healthy total was received. The proceedings were watched by a sizeable crowd of spectators. Only two tests were used, the first involving reversing through a 100-ft. Nissen hut and then into a bay, with the negotiation of many intricate corners. The second was more in the nature of a straight blind. A demonstration was given by Wilkins in the rebuilt Alan Arnold Bugatti Type 51, and thereafter the fun began. The small class saw a good scrap in the Muncaster family, finally resolved in favour of C.A. of that ilk, with an 847 c.c. M.G., against P. R. Muncaster driving a P.B. type. The next class, 1,101 to 1,250 c.c. saw another duel, this time between factory cousins, in the shape of Treen's "Treen" Riley and Shipside's TD M.G., both being idealist versions of the original car. Treen had it over Shipside, and the third man proved to be Ashton in a Ford Consul. We have heard of Consuls trying to get into the 1,500 c.c. class, although their capacity is 1,508, but never before have we struck them invading an even smaller category!

Sunbeam-Talbots took Class C, and here again, the classification seemed queer as the limits were 1,251 to 1,750 c.c., whereas Todd's victorious car had 1,944 c.c. and Cooper's model was the

THE CLUBS

ALVIS/TENBY RALLY

IN conjunction with the Tenby M.C., the Alvis O.C. will hold a rally, organized by R. B. Edmond, in Pembrokeshire, starting from the St. Bride's Hotel at 9 a.m. on Sunday, 20th May. Any Alvis owner interested should contact the Area Secretary, R. B. Edmond, "Denehurst", Picton Road, Hakim, Milford Haven, Wales.

HANTS AND BERKS DRIVING TESTS

ON Sunday, 20th May, the Hants and Berks M.C. are holding a series of Driving Tests for members, at California in England, midway between Wokingham and Eversley, Berks. Six or more tests will be held, and the event starts at 1 p.m.

24-litre. The third place man was Mick Beardshaw in a Vanguard, which, to the best of our knowledge, is 2,088 c.c. But what does it matter so long as you have fun, and this was certainly available in large slices.

On general classification, C. A. Muncaster was Best of the Open Cars with an aggregate time of 152.7 seconds, J. R. J. Mansbridge in a saloon S.S. being Best Closed Car at 156.2.

RESULTS AS PER CLASS

Class "A", 750 c.c.-1,100 c.c.: 1, C. A. Muncaster (847 c.c. M.G.); 2, P. R. Muncaster (939 c.c. M.G.); 3, J. S. Hollings (Morris "8").

Class "B", 1,101 c.c.-1,250 c.c.: 1, C. Treen (Treen-Riley); 2, T. K. Shipside (TD M.G.); 3, E. H. Ashton (Ford Consul).

Class "C", 1,251 c.c.-1,750 c.c.: 1, P. C. Todd (1,944 c.c. Sunbeam-Talbot); 2, G. N. Cooper (2,269 c.c. Sunbeam-Talbot); 3, M. Beardshaw (Standard Vanguard).

Class "D": 1, A. Hough (Hillman Minx Saloon); 2, R. F. Brookes (1,995 c.c. A.C.-D/H).

Class "E": 1, J. R. J. Mansbridge 2,663 c.c. S.S.; 2, A. H. Gourley (Allard).

General Classification

Open: 1, C. A. Muncaster (847 c.c. M.G.), 152.7 secs.; 2, C. Treen (Treen-Riley), 155.5 secs.; 3, P. R. Muncaster (M.G. 939 c.c.), 156.1 secs.

Closed: 1, J. R. J. Mansbridge (2,663 c.c. S.S.), 156.2 secs.; 2, E. H. Ashton (Ford Consul), 163 secs.; 3, E. J. S. Townsend (918 c.c. Morris), 164.1 secs.

"Ashton" Trophy (Best Performance of Day)

E. A. Muncaster (939 c.c. M.G.).

News from the Clubs—continued.

LONDON FIAT CONCOURS

NEXT Sunday, 20th May, the Fiat Car Club are holding a Concours d'Elegance in Kensington Gardens, close by the Albert Memorial. Entrants will report by 2 p.m. and judging begins at 3 p.m.

KENTISH BORDER C.C.
DRIVING TESTS
RESULTS

Best Performance: E. W. Vero (Ford 8).

First Class Awards: R. F. Chapel (Dellow); A. Rumfit (Cotton); H. H. Alderton (Ford 8); K. Elvidge (Healey).

Second Class Awards: A. E. Day (Dellow); M. H. Lawson (H.R.G.); G. T. Morgan (Ford 8); A. Rumfit (Vauxhall).

MORECAMBE NATIONAL RALLY

A RECORD entry of 231 has been received for the L.A.C.'s Morecambe National Rally which starts on the morning of Friday, 25th May. The organizers are all set to make the event one of the best of its type ever to be held in this country. There will be six starting controls: Birmingham, Glasgow, Leeds, Bristol, Manchester and London, and a special evening start has been laid on at Whalley for the convenience of competitors who cannot arrange a free

Friday. They will cover the same mileage as the others, but with the difference that a large proportion of their run will be covered after passing through the Arrival Test at Morecambe. The road section will be divided, 260 miles being taken on Friday, and a further 70 miles of Lakeland going on Saturday morning. The average speed will be 30 m.p.h., including all stops, though a lower schedule may be set between certain controls. There will be Driving Tests on the Friday road section, which will be repeated on Saturday. Eliminating Tests will be held on the West End Promenade, Morecambe, on Saturday evening. Finally, the Concours d'Elegance will be staged on Sunday morning, followed by the prize distribution. The headquarters of the Rally will be the Midland Hotel, Morecambe.

YORKS STANDARD CAR TRIAL

THE Yorkshire S.C.C. is staging a Standard Car Trial on 20th May. What is a standard car? The Club take a realistic view and simply say that vehicles shall be, in all essentials, standard manufacturers' models. Minor tuning, including attention to compression ratio, steering lock and silencer details, are allowed, though competitors may be called upon to satisfy the Stewards as to their "standardness". Fair enough. The route will cover approxi-

mately 30 miles, starting from the Acorn Hotel, Eldwick, Bingley, at 2 p.m. and finishing at the Crescent Hotel, Ilkley, where an evening meal will be provided. The entry list is being kept down to 50.

* * *

EAST ANGLIAN RALLY TESTS

ON Sunday, 29th April, the E.A.M.C. held driving tests at Earls Colne. The tests included the Monte-Blackpool "Wiggle-Woggle", the Morecambe "Scissors" and the Alpine and Scottish "Triangle" tests.

As well as providing good practice for members, the competition also decided who is to represent the club in driving tests against the N.W. London Car Club to be held at Earls Colne on 20th May. The first three in each class will compete in these tests.

After the competition the members retired to the Bull Hotel, Halstead, for tea and a film show.

RESULTS

Up to 1,500 c.c. class: 1, Ridley (M.G.); 2, Gordon (H.R.G.); 3, Austin (Lancia).

1,500 c.c. to 2,500 c.c.: 1, Cullen (Riley); 2, Kingsman (Bristol); 3, Playford (Healey).

2,500 c.c. to Unlimited: 1, Samsworth (XK 120 Jaguar); 2, Black (XK 120 Jaguar); 3, Matthews (XK 120 Jaguar).

(Continued on page 640)

Blakes

offer

from their large selection of sports cars, two which we consider suitable for the season's club meeting.

1935 SINGER 9 T.T. longtail 2-seater. Ex. Barnes and Leeper. Winner 1948 Leinster Trophy. Doorless racing body in green with alloy wings. Aero screen, full tonneau. Dunlop racing wheels and tyres. The 972 c.c. engine has opposed port head. Laystall crank, racing magneto twin S.U. carbs. and pumps, etc. Several spares go with this potent and interesting little car.

Price complete £475.

1949 H.R.G. '1500' 2-seater. Ex. A. P. Hitchings. This is a genuine T.T. car and is ready for production sports car races and fast touring. Finished in racing green with matching interior and black hood. Two spare wheels, close-ratio gearbox and other extras.

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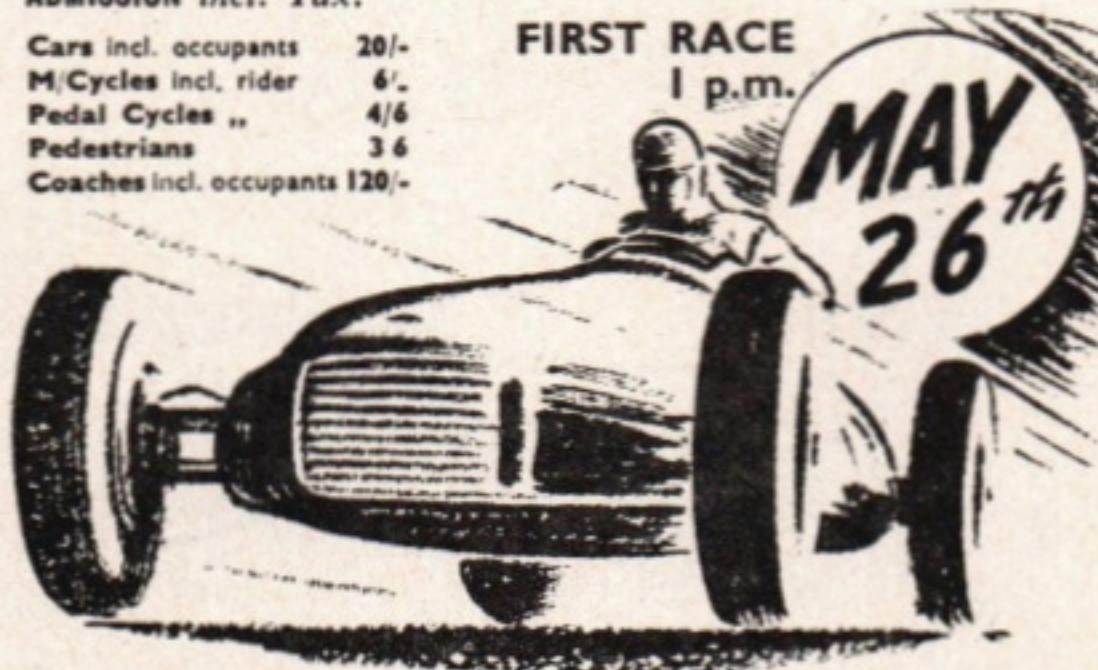
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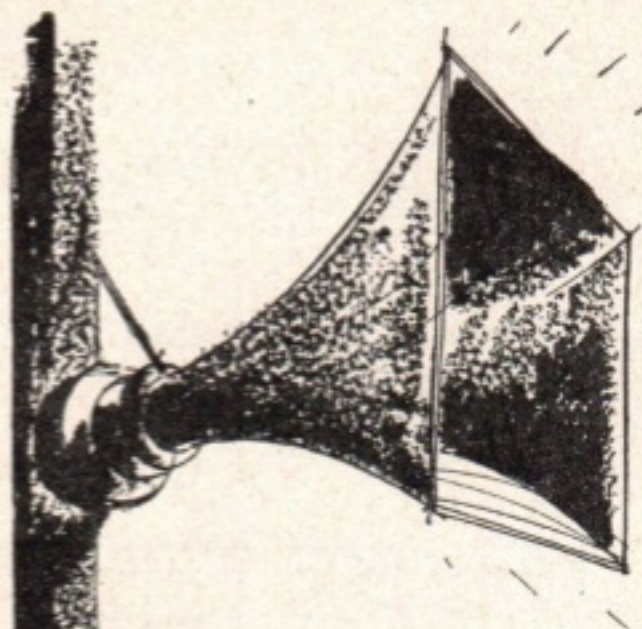
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FIRST RACE
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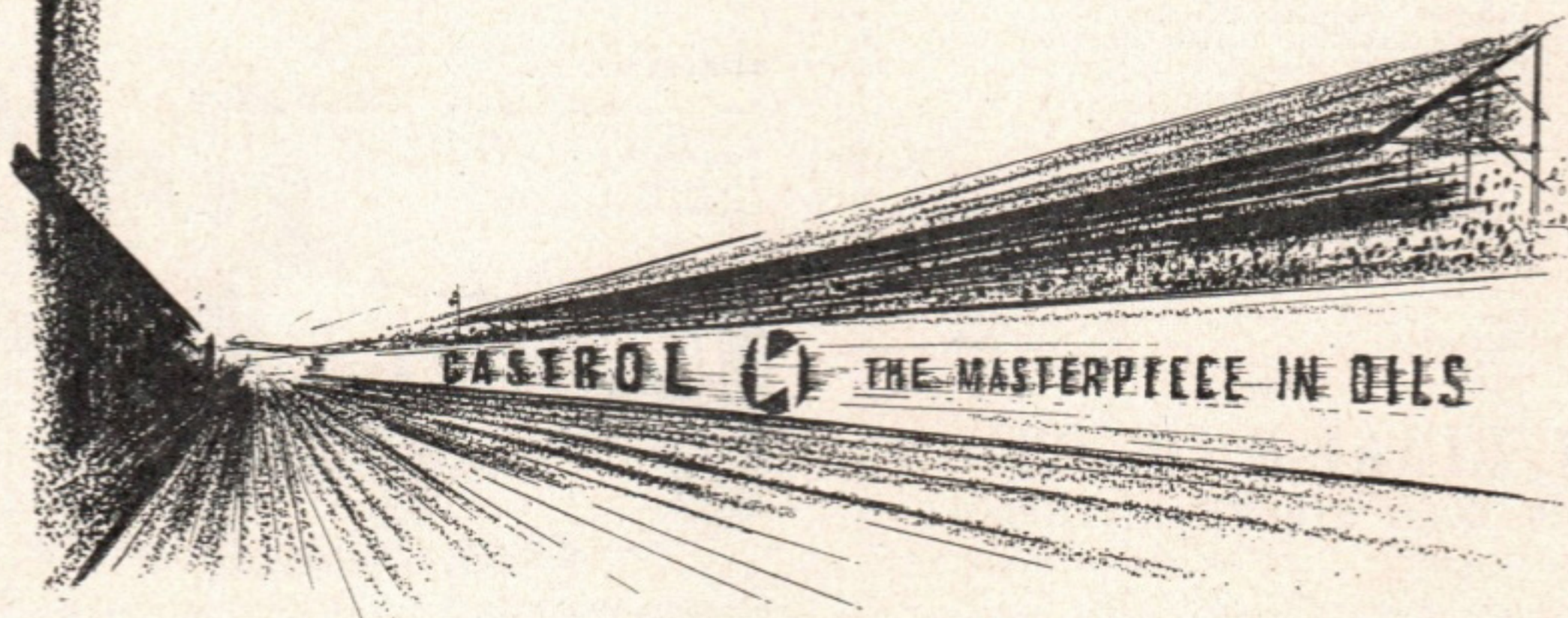


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1ST

D. H. R. GRAY
(COOPER-J.A.P.)
at 65.43 m.p.h.



CLASSIFIED ADVERTISEMENTS—continued

CARS FOR SALE—M.G.—continued

£325 M.G. 2-seater super Sports J2. Excellent mechanical condition. 60 lbs. oil pressure. First-class tyres.—Alton Garage, 17-19 Brook Mews North, Craven Road, W.2. Paddington 3952.

RILEY

£125 OR BY INSTALMENTS (£63 deposit). RILEY 9 h.p. Monaco Saloon 1931. Free 12 months' third-party insurance. 3 months' written guarantee.—Stuart Wilton, 353 Finchley Road, London, N.W.3. Hampstead 5712 and 8532.

SINGER

£265 OR BY INSTALMENTS (£90 deposit). 1939 SINGER 9 h.p. 4-seater Roadster. 3 months' written guarantee.—Stuart Wilton, 353 Finchley Road, London, N.W.3. Hampstead 5712 and 8532.

1936 SINGER 9 Sports 4-seater, excellent engine, chassis. £250.—Thomas Motors, 117 London Road, Kingston-on-Thames. Phone: 8415.

1937 SINGER 9 coupé, excellent condition, £325.—Montroe Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

TRIUMPH

289 guineas 1938 TRIUMPH 14 h.p. Vitesse Saloon, sound condition.—Autosnips, 5 High Road, Balham 1509.

WOLSELEY

1935 WOLSELEY 14 Daytona 4-seater Sports. Superb condition, £275.—Value Cars, Ltd., 362 Upper Richmond Road, East Sheen. PROspect 7520.

RACING CARS

FOR SALE.—AUSTIN 747 c.c. supercharged single-seater, 24 stud head, 1½ in. crank, 4-speed box, Cozette blower. The whole in first-class condition throughout and ready to race. A really potent little car. Price £200.—Box 400.

500 c.c. CHASSIS by Pat Whittet and Co. of Lightwater, including front and rear wishbones, front kingposts and stub axles with cast alloy wheels and drums, rack and pinion. Single knocker Norton engine with elektron crankcase, etc. New TT amal. carb. and close-ratio Burman gearbox. £250.—R. H. Hunt, 152 Woodcote Road, Caversham, Reading.

KIEFT CARS.—Agents: Richards and Brown, 2 Ringers Road, Bromley, Kent. Ravensbourne 6479 and 7487.

SPECIALS

AUSTIN 750 c.c. Special. Laystall recon. engine. M.G. Head, remote control. Slab tank. Built 1950. £98.—122, Collingwood Road, Sutton, Surrey.

SPRINT AND TRIALS V8, Reg. 1951, £10 tax, many spares. Must sell due to National Service. £175 or near offer.—Turk, 26 Ashford Road, Maidstone, Kent.

1,100 C.C. H.G. Special 2-seater super sports in full road trim, special Lagonda engine, high ratio axle, under-slung chassis. Wilson gearbox, first registered Feb. 1951. £475 or offers.—Holywell Garage, London Road, Hinckley, Leics. Tel.: Hinckley 152.

G.N.V. TWIN, A.B.C. Flat Twin. Solid rear axle, complete with Hubs, Wheels, Tyres, Sprocket and brake drum. Bentley gearbox.—Box 399.

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Allard special competition two-seater. Road equipped. Bronzed heads, Twin Carburettors. Special easy-flow exhaust systems. New tyres. André-Telecontrols. Light Aluminium Body. Colossal acceleration. £10 Tax. Late property of famous driver. Offered at £350.

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1939 Aerodynamic Willys Sports Coupé. Entirely rebuilt regardless of cost, and as new in appearance and mechanical condition. Engine entirely overhauled and unused. Body recellulosed dark maroon. Interior retrimmed. All parts replated. 16 h.p. engine but performance equals 22 h.p. Offered at £495.

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RILEY Imp, Sprite or MPH.—White Horse Inn, Berkswell, Coventry.

WANTED.—Good Sports or Vintage cars up to 14 h.p.—Richards and Brown, 2 Ringers Road, Bromley, Kent. Ravensbourne 6479 and 7487.

HOLIDAY ACCOMMODATION

INTERNATIONAL MOTOR RALLY finishes Bournemouth 8th-9th June. Book at Kelvin Court Hotel, Knyveton Road. Only 2 mins. from eliminating contests. Free car park, good food and comfort assured. Motorists welcome, highly recommended. 1 gn. per day. B. & B. 14s. 6d. Phone 3568.

PLEASANT HOLIDAYS in old-world Cornish farmhouse, near sea. Own produce. Motor enthusiasts welcome.—Terms and particulars from Mrs. L. Maunsell, Colgrease Farm, Cubert, Nr. Newquay, Cornwall.

SPECIAL OFFERS

1949 1½-litre JAVELIN Saloon, one owner, low mileage, black with beige leather, heater, as new, £1,175.

1937 ROVER 20 Sports saloon, a magnificent example of a famous make, £575.

1937 RILEY 1½-litre Adelphi saloon, immaculate throughout, £495.

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Acland and Tabor offer the following guaranteed used cars:

1947 (Oct.) TRIUMPH 1800 Roadster, black beige upholstery, excellent condition throughout. £850.

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1947 JAGUAR 100 3½-litre Competition 2-seater (£10 tax), very attractive car, 100 per cent. condition throughout. Performance equal to almost any post-war sports car. £1,050. Apply Welwyn 481.

BRAY MOTORS LTD.

offer the following bargains:

£250 1936 29 h.p. OLDSMOBILE drophead four-some coupé, £215 overhaul just completed, unrepeatable bargain, £295.

£295 B.S.A. 10 h.p. sports 2-seater, registered July 1939, excellent runner, bargain.

£140 Enthusiasts' Special 1924 BENTLEY 3-litre sports 2-seater, guaranteed runner, to be bought as it stands.

£185 Genuine 1934 LAGONDA 3-litre, pillarless sports saloon, guaranteed runner, to be bought as it stands.

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MISCELLANEOUS

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(continued overleaf)



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ALUMINIUM CYLINDER HEADS give the standard engine sports performance with greater economy.

"ALTA" for Austin Seven, £5 10s. **"SILVERTOP"** for Ford Eight and Ten (spigot dynamo mounting), Morris Eight, Ser. I & II £6 10s. Austin Eight, £5 19s. 6d. Morris Minor, Morris 8, Ser. E., Hillman Minx, Talbot Ten, Ford Eight and Ten (platform dynamo mounting), £7 5s.

SUPERCHARGERS. Marshall-Nordec installations nearly new, for TC M.G., £65. Ditto for TA, £55. Arnott installations, scarcely used, for 2-litre Sunbeam-Talbot and Ford Ten, £57 10s. each. FIAT 1100 ditto, £50. Marshall set for Riley Nine, £40.

SCINTILLA VERTEX N.V.4, £7 10s.; rebuilt and set by makers, £12 10s.; 8-cylinder, £7 10s. Eight-cylinder distributor caps, new, 10s. New Vertex for Ford V8 with brackets and adaptor, £18. B.T.H. vertical 4-cylinder magnetos, £6. Lucas for Riley Nine, rebuilt, £7 10s.; 4-cylinder Lucas, rebuilt, £5. Vintage magnetos, all types.

HEADLAMPS. Latest Marchal 10 in., £8 18s. 6d. each; Marchal reversing lamps, 37s. 6d. Large stock Notek, Desmo, Stadium, Bosch spotlamps. Cigarette lighters, 6 & 12v., 25s.

FIAT SPARES. Largest stockists of 500, 1,100 and 1,500 spares, new and reconditioned. Exchange reconditioned starters, dynamos, distributors, carburettors, engines, gearboxes, steering boxes, radiators, suspensions. Complete reconditioning, servicing, coachbuilding, cellulosing and chromium plating.

M.G. SPARES. Specialists since first produced. Vertical drive pinions, new, £5 5s. per pair, roller races 8s. 6d. pair; sleeves, 20s. 6d.; drive forks, 17s. 6d.; flexible coupling discs, 9s. 6d.; own shafts rebuilt, 40s.; ditto, rockers, 7s. 6d. each; Rocker shafts from 10s. 6d.; bushes, 7s. 6d.; valves, 6s.; guides, 5s.; phosphor-bronze, 7s. 6d.; gaskets, ball races, valve and road springs. New road wheels, 16-in., £6 5s.; 18-in., 19-in., £6. "Deep Note" exhaust systems: "J2", 65s.; "P", 75s.; "N" & "T", 85s. Door grilles, chrome, 10s. 6d. each. Grab handles, embossed M.G., 17s. 6d. "J2" rear wing protectors, 30s. pair; front wing valances, £4 pair. Twin spare wheel carriers, £4. Single do., £2 10s.

BODYBUILDING. Bucket seats, light steel frames trimmed brown rexine, sprung cushions, 75s. Ditto folding back, 77s. 6d. Ditto tubular frame, 105s. Light alloy seats, trimmed rexine, Dunlopillo cushions, £5 10s. (7½ lb.). Adjustable seat slides, 29s. 6d. pair. Aluminium angles, mouldings, and sections stocked. Rexine, all colours from 12s. 6d. yard; best quality duck, black or brown, 70 in., 32s. yard.

TUBULAR LUGGAGE CARRIERS, chromium plated, for FIAT, £4 5s.; Austin Eight, Standard Eight, £4 10s.; M.G., from £6; S.S.100 and Allard, from £10. Jaguar XK 120, £6 10s. "Brooklands" aeroscreens, 12 in. by 6 in., universal fittings, detachable, 48s. each. Fold-flat screens, complete, 41 in., £11 11s. Cycle-type wings, plain D-section, 6 in., 15s.; 7 in., 17s. each; 8 in., 18s. 6d. each.

"BROOKLANDS" FISH-TAILS. 7 in., polished cast aluminium or chromium, 1 in. to 2 in., 22s. 6d. each. Exhaust pipe deflectors, 12s. 6d. each. Dummy knock-off hub caps, polished aluminium, 8s. each.

1936 BRITISH SALMONSON 1½-litre twin O.H.C. engine with dynamotor, new Solex manifolds fitting into French Salmonson chassis, c/w brakes, steering, scuttle instruments and panel, £110. Would make a very potent "Special".

Postage or carriage extra on above.

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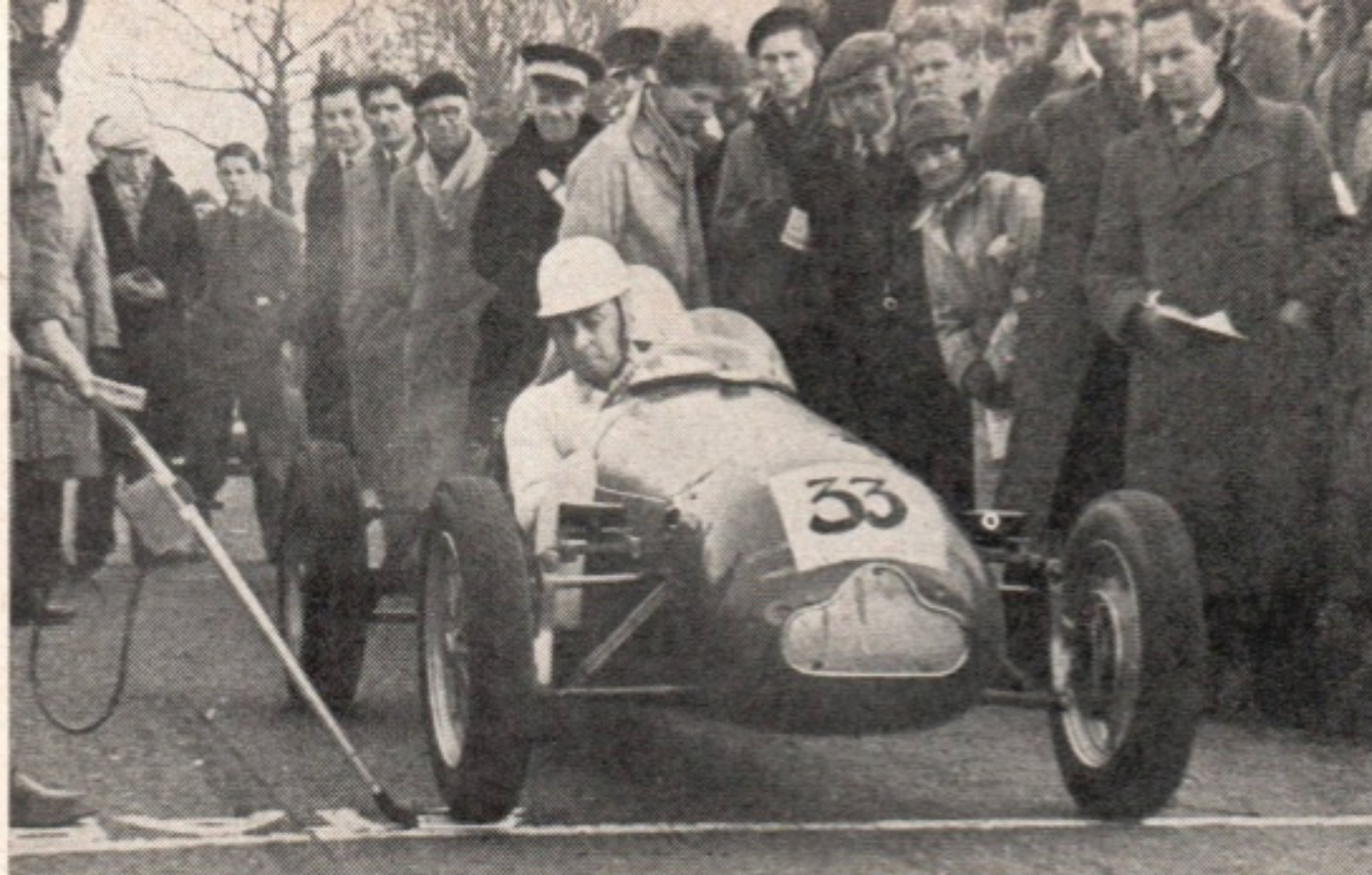
News from the Clubs—
Contd. from page 633

COMING ATTRACTIONS

- May 17/21. Barcelona Rally.**
May 18/20. Blackpool and Fylde M.C. Blackpool Rally. Start, Club House, 5 p.m.
May 19. Bristol M.C. and L.C.C. Poole Trophy Navigational Point-to-Point. Start 9 p.m.
 Vintage S.C.C. Race Meeting, Silverstone. Start 12.15 p.m.
 I.M.R.C. Phoenix Park Race Meeting, Dublin.
 Peterborough M.C. Race Meeting (closed) Conington.
 Bugatti O.C. Prescott Hill-Climb.
 Scottish S.C.C. Team Trial, S. Scotland.
 Welsh Counties C.C. Rally.
 Newry and Dist. M.C. Driving Tests, Cranfield.
May 19/20. A.C. Owners' Club Rally, S. Herts.
 Mid-Derbyshire M.C. Rally, Wales.
 Harrow C.C. Walton and Frinton Rally. Start, Boreham Airfield, 11 a.m.
May 20 Paris Grand Prix (F1). Bois de Boulogne.
G.P. of Columbus's Centenary, Genoa, Italy. (F2 and F3.)
 A.C. du Rhone 500 c.c. Race, France.
 Spa Production Car Race, Francorchamps, Belgium.
 Aston Martin O.C. Abridge Driving Tests, Stapleford Tawney Aerodrome.
 North Staffs M.C. Closed Invitation Hill-Climb, Prescott.
 Aberdeen and Dist. M.C. Crimond Race Meeting. Start 1 p.m.
 Cemian M.C. Spring Rally.
 Cambridge '50 C.C. May Rally. Start, Leys School, Trumpington Road, Cambridge, 9.30 a.m.
 Cornwall Vintage C.C. Rally and Driving Tests, Davidston Moor, near Camelford. Start 2 p.m.
 Blackpool and Fylde M.C. Trial, Yorks.
 Grimsby M.C. Trial.
 Jersey M.C. and L.C.C. Trial, Jersey, C.I.
 Hants and Berks M.C. Driving Tests, Eversley.
 Yorkshire S.C.C. Trial, Pateley Bridge.
 Veteran C.C. of G.B. Shuttleworth Memorial Trophy Rally and Speed Trials, Old Warden Park, Biggleswade.
 Alvis O.C. Pembrokeshire Rally. Start, S. Brides Hotel, Saundersfoot, Wales, 9 a.m.
May 23/24. Maidstone and Mid-Kent C.C. Margate Rally.
May 24. Circuit of Turin (F3 and 5), Italy.

WELSH COUNTIES RALLY

THE date of the Welsh Counties C.C. Closed Invitation Rally has been advanced to 25th-26th May. It will cover 400 miles, with starting points at Barry, Hereford, and Carmarthen, and finishes



CAIRNCASTLE: B.T.D. at the Irish Hill Climb on 5th May was made by Hector Graham with the 1,100 c.c. Cooper-J.A.P., here seen on the starting line.

at Barry, where special driving tests will take place. A good entry has been received, including Allards, Austin A 90s, a Jaguar XK 120, a Bristol, etc.

Invited clubs are: South Wales Automobile Club, Tenby Motor Club, M.G. Car Club (South Wales Sub-section), Hereford Motor Club, and the Brecon and District M. & M.C.C.

The B.B.C. will cover some of the Rally, and there will be a dance for those who can last that long on the Saturday evening (26th).

**THIS WEEK-END'S
BLACKPOOL RALLY**

A GOOD entry has been received for the Blackpool and Fylde M.C.'s Blackpool Rally that starts at 5 p.m. today from the Club House, Blackpool, and will cover 350 miles of Lancashire and Yorkshire. The average speeds will vary from 20 to 40 m.p.h., and driving tests will be held en route. The sealed watch system will be used for timing. A Dinner-Dance will be held this evening at the Troutbeck Hotel, Ilkley, and will be followed on Saturday by a Ball at the Cambridge Hotel, Scarborough, at which the Mayor and other civic dignitaries will be present. The finish is at the Club House on Sunday, where driving tests will be held in the car park.

LEICESTERSHIRE C.C. WEEK-END

THE Leicestershire Car Club has a full week-end organized for members. Tomorrow (Saturday), a Flannel Dance and Social is to be held at the Swithland Village Hall, where much fun and games has been laid on, to commence at 8 p.m. This will be followed on Sunday by a Scavenge Hunt, starting at 2.30 p.m. from Lee Street car park. This is to be a Scavenge Hunt with a difference, as on this occasion, competitors will be asked to collect, not objects, but information. The answers to the questions asked may be seen in the villages of South-West Leicestershire, and must be handed in by 4.30 p.m. to the marshal at the Newdegate Arms, Nuneaton, where afternoon tea will be served. Marks will be awarded for correct

answers and deducted for late arrivals. Ties will be decided by the shortest distance travelled during the competition.

Further dates to note are 3rd June—Social Run, and 23rd/24th June—Night Trial to the East Coast.

CLASSIFIED ADS.—continued.

MISCELLANEOUS—continued

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

COMPLETE COLLECTION, all issues of *Motor* and *Autocar* for past 5 years. Would also pass on current issues.—Clyne, 8 Derwent Avenue, Southport 87585.

Dellow Motors Ltd., offer accessories suitable for Ford 8/10 engined vehicles.

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