

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

THE SCOTTISH RALLY
RACING IN PHENIX PARK

BOREHAM TOMORROW

R.A.C. INTERNATIONAL
RALLY ENTRIES

BUGATTI O.C. PRESCOTT
HILL-CLIMB

JOHN BOLSTER—RUSSELL
LOWRY—"BODACH"—
WILSON McCOMB—
H. A. O'BRIEN

Vol. 2 No. 21
May 25, 1951



*It pays
to say*



FOR ALL PETROLEUM PRODUCTS

ESSO PETROLEUM COMPANY LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 2. No. 21

May 25, 1951

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NOTICES

Published every Friday by AUTOSPORT,
32 Great Windmill Street, London, W.1.
Tel. GERard 3193

NORTHERN OFFICE,
7, Chapel Street, Liverpool, 2.
Tel. CENTral 3751

Business Manager: JOHN S. CAMPBELL
Advertisement Manager: NORMAN H. BIGSBY
Annual Subscription: £4 4s. 6d.
Direct from the Publishers or all Newsagents

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EDITORIAL

SILVERSTONE will probably cease to exist as a motor-racing circuit after the end of this season. Since 1948 it has provided the principal venue for Grand Prix-type racing in this country, and has enabled many clubs to stage closed meetings. As a circuit, it leaves much to be desired, but it has two overwhelming advantages. In the first place, it is fairly close to the heavily-populated London and Midlands areas, and secondly, with proper traffic control, it can easily cope with the enormous crowds that are attracted to first-class racing today.

Next year the R.A.C. may have to seek a new venue for the British Grand Prix, and many people will argue that this should take place on a proper road circuit. Goodwood is the nearest approach to a road circuit on the mainland, but it may be impracticable to equip the 2.4-mile course with the pit installations necessary for a full-scale G.P. Motor-racing on the public roads still seems impossible of achievement, and even the use of certain parks is taboo. Frenchmen can stage a Grand Prix in the Bois de Boulogne as part of the 2,000th birthday of Paris celebrations, but in this Festival year Britain's big G.P. has to be held on an airfield!

Donington Park requires considerable financial outlay before it could be made ready for racing. It would appear, therefore, that unless Silverstone were to be taken over by some other organization, the R.A.C. would have no alternative but to apply for the use of existing airfield circuits such as Gamston, Castle Combe, Croft or Boreham, or take the race to Northern Ireland, Isle of Man or Jersey.

Of the airfield circuits, Boreham has the most possibilities, and with resurfacing would be almost as good as a proper road circuit. After tomorrow's meeting, its suitability for large-scale racing can better be judged. The objection to staging a British Grand Prix away from the mainland, is that it would be unfair to many thousands of enthusiasts who could not afford the cost, or time, of the journeys involved.

It may well be that the West Essex C.C.'s promising circuit will bring Grand Prix racing to within 30 miles of London, which is sufficient to ensure very large attendances. Whether or not the savage Entertainment Tax makes organized motor-racing a profitable venture remains to be seen, but from all accounts the present owners of Boreham would not be averse to seeing their property become exclusively a centre for motor and motor-cycle racing.

OUR COVER PICTURE

BRIAN SHAW-TAYLOR, seen at Goodwood with the ex-Harrison E.R.A. is one of the rare people who combine genuine driving ability with exceptional skill in the preparation of racing cars. He is marked down as one of Britain's most promising Grand Prix drivers.

Pit and Paddock

LOUIS CHIRON will probably drive a 4½-litre Ferrari for the remainder of the season in place of Serafini.

* * *

STIRLING MOSS is mentioned as a possible Ferrari driver for the G.P. of Europe at Rheims on 1st July.

* * *

GORDINI will bring his new longer-chassis, ultra-lightweight, twin-o.h.c., 180 b.h.p. Simca to Rheims for the G.P. of Europe.

* * *

FIAT is reported to be busy on the design of a Grand Prix car, and may re-enter racing in 1953 when the new formula takes effect.

* * *

PHOTOGRAPH of Dr. George Herbert (A.C.) in the 1950 Tulip Rally (issue dated 20th April) was reproduced from the A.C. Owners' Club "Bulletin".

* * *

ULSTER A.C.'s success with M.G.s in the Scottish Rally was probably the first occasion when a team from outside the mainland has headed the lists in a major rally.

BACKROOM BOYS No. 1



JACK PLAYFORD is one of the ablest mechanics in the racing-game and possesses an unrivalled knowledge of the finer points of tuning. Put in a tremendous amount of work on Tony Rolt's eight-carburettor Alfa Romeo.

Stirling Moss being presented with the Eva Peron Cup, by Senor Hogan, the Argentinian Ambassador, at a special "Daily Express" function last week. Other pictures on page 662.



BILL LAMB, former two-wheeler expert, has created a new Scottish record by winning five successive trials with his Dellow.

* * *

CLIVE LONES has severed his connection with the Iota concern and has gone back to electrical matters. This will not affect his racing plans.

* * *

GERARD CROMBAC has been ill for some time, and his doctor has advised him to recuperate in Switzerland for a month or so. Everyone will wish "Jabby" a speedy recovery.

* * *

BIRA has sold his 12-cylinder Osca engine to the Enrico Plate stable. It may be installed in a 4CLT Maserati chassis for Harry Schell.

* * *

THE provisional B.R.M. entry for the Swiss G.P. at Berne on 27th May has been cancelled. It is hoped to run at least two cars in the 420 miles G.P. of Europe at Rheims on 1st July.

* * *

TONY RUMFITT is confirmed as having won the Ansell Trophy in last February's President's Trophy Trial of the Southsea C.C. Originally, four competitors tied for this award, but Rumfitt's Cotton was not credited with marks for Warren.

* * *

DUDLEY FROY, well-known Brooklands man and Invicta driver in pre-war days, drove a Plymouth coupé at the Phoenix, Arizona, dirt-track, in a 150-mile stock-car race on 22nd April. Our correspondent, Harry Steele, tells us that Froy now lives at Tucson, Arizona.

REG PARNELL was the sporting celebrity featured in last Sunday's "Calling All Forces" radio programme. He and Ted Ray put over an amusing cross-talk act.

* * *

GUY EDWARDS, Mobiloil Competitions' Manager, shortly takes unto himself a wife. He is more than anxious to find himself a house in the South Bucks area. If any fellow-enthusiasts know of such a thing, Guy can be found at the Vacuum Oil Co. Ltd., London, S.W.1.

* * *

B.R.M.A. celebrated its first birthday on 12th May. Membership now exceeds 10,000, with funds nearly £7,000. Lists of local branches will be published from time to time in AUTOSPORT—there are nearly 300 in Great Britain. Head office is 113 Pack Street, London, W.1.

* * *

WINNERS at last Saturday's race-meeting at Crimond airfield organized by the Aberdeen and Dist. M.C. were Alex McGlashan (Cooper 500), T. J. Day (TD M.G.), W. A. Dobson (BMW) and Ian Stuart (Jaguar). A crowd of about 25,000 attended.

* * *

CONFIRMED by the Half-Litre Club that Eric Brandon (Cooper) officially broke the lap record at the opening Brands Hatch meeting. This gives him a bonus point in the AUTOSPORT 500 c.c. Championship, putting him level with team-mate Alan Brown with 22 points. D. A. Clarke (Cooper) also receives a bonus mark for first breaking the Goodwood 500 c.c. record.

THEIR MAJESTIES TO VISIT DUNDROD

First-Class Entry for Ulster A.C. "News of the World" Race Meeting
—Ferrari, Talbot, Osca, Alta, Maserati, Delage and E.R.A. in Formula I Event

IT is now known that Their Majesties the King and Queen are to visit Dundrod on 2nd June, and will tour the course before the start of the *News of the World* Race for the International Ulster Trophy.

The Ulster Automobile Club has received 24 entries for this race, and among the cars entered are examples of some half a dozen of the best known Grand Prix types, although the Alfa Romeos, unfortunately, will not be present. The entries are: R. Baird (1,098 c.c. Baird Griffin S.), J. Claes (4,500 c.c. Lago-Talbot), B. Bira (4,500 c.c. Osca), P. Etancelin (4,500 c.c. Lago-Talbot), G. Farina (1,500 c.c. Maserati S.), P. Fotheringham Parker (1,500 c.c. E.R.A. S.), F. R. Gerard (1,500 c.c. E.R.A. S.), Y. Giraud-Cabantous (4,500 c.c. Lago-Talbot), J. Duncan Hamilton (4,500 c.c. Lago-Talbot), Noel Hillis (1,496 c.c. Maserati S.), Joe Kelly (1,500 c.c. Alta S.), D. Hampshire (1,500 c.c. Maserati S.), Baron de Graffenried (1,500 c.c. Maserati S.), Harry Schell (1,500 c.c. Maserati S.), Louis Rosier (4,500 c.c. Lago-Talbot), Henri Louveau (4,500 c.c. Lago-Talbot), G. Richardson (1,488 c.c. R.R.A. S.), D. Murray (1,500 c.c. Maserati S.), B. Shawe-Taylor (1,500 c.c. E.R.A. S.), Reg Parnell (4,500 c.c. Thin Wall Special Ferrari), P. D. C. Walker

(1,487 c.c. Delage S.), A. G. Whitehead (1,488 c.c. E.R.A. S.), P. N. Whitehead (1,500 c.c. Ferrari S.), E. J. Wilkinson (1,488 c.c. E.R.A. S.).

The names of the drivers will, of course, be familiar to all readers, especially as many took part in the B.R.D.C. *Daily Express* Silverstone meeting, but some information about the three Ulster entrants may be of interest. W. R. Baird, of Belfast, has had many years' racing experience, mostly in cars of his own conception (for example, the rebuilt Emeryson). The "Griffin" is fitted with a much-modified K3 Magnette engine, with two-stage Wade supercharging and an E.N.V. 110 gearbox. The chassis is of light, large-diameter tubing, featuring a form of 1,100 c.c. Fiat i.f.s. and, at the rear, a de Dion layout with torsion-bar springing. The car, which is not yet completed, looks like having a very small frontal area and most attractive lines.

Noel Hillis, also of Belfast, has raced cars occasionally, but is better known as a very capable motorcyclist, and his Maserati was once owned by Joe Kelly, of Dublin. Ernie Wilkinson is a pre-war driver who made an unexpected return to the game last season, with a very fine performance at the wheel of a Silverstone Healey in the 1950 T.T.

His E.R.A. is a new acquisition, previously the property of Brian Shawe-Taylor.

The entry of 50 for the Handicap Race includes all the regular local competitors, with their specials and sports cars, from both sides of the Border. The English entrants include Sidney Allard with a J2 Allard, L. Leonard's Cooper-M.G., Donald Pitt in a 2-litre Frazer-Nash, Skelly's Lea Francis, and Treen in a Riley. From Scotland there are J. Brown in an H.W.M. and R. Flockhart in a Vincent-engined J.P. The latter car, the Cooper-M.G., several Irish specials, and a couple of Amilcars, are included in the 24 entries for the 1,300 c.c. Scratch Race.

The only dull spot in an otherwise shining outlook is that the 500 c.c. Scratch event will probably not be run. Only seven entries have been received, comprising Redmond Gallagher's "Leprechaun", two J.P.s driven by Comish Hunter and Joe Potts Jnr., and four Coopers in the hands of P. J. Collins, D. P. B. Prosser, N. Pugh and N. Sanderson. Even without the support of this race, the Ulster club's *News of the World* meeting bids fair to becoming the finest British race to be seen so far this season, especially in view of the débâcle which the weather made of the last event at Silverstone.

INTERNATIONAL TRAVEMUNDE RALLY

THE A.T.A.C.'s First International Travemünde Rally takes place from 6th to 10th June. Starting points are: Lisbon, Reggio di Calabria, Berne, Vienna, Oslo, Paris, Madrid, The Hague, Munich and Berlin.

There are two categories, one for cars in catalogue condition and one in which a limited number of alterations are permitted as per regulations. In each category there are classes for cars up to 750 c.c., up to 1,500 c.c., and over 1,500 c.c.

Competitors converge on Freiburg, being required to average 50 km./h. From Freiburg begins a 24-hour journey across Germany to

Travemünde, the route containing a total of 70 check points which according to their situation will be credited with different plus points.

* * *

BRITISH EMPIRE TROPHY

AMONG the many entries already received for the B.R.D.C.'s British Empire Trophy race at Douglas I.O.M., on 14th June, are: Bob Gerard, three times the winner of this event, D. C. Pitt, Norman Culpan and R. F. Peacock, all of whom will drive 2-litre Frazer-Nashes; Sidney Allard, Peter Collins and F. G. Curtis (Allards), and Oscar Moore (Jaguar). Moore will also drive his H.W.M. in the Manx Cup Race, and Tom Meyer,

second at Chimay recently, will also drive a car of this make.

An interesting entry is that of Stirling Moss, who will drive the Frazer-Nash Le Mans Replica that John Bolster recently road-tested for this journal.

* * *

CONNAUGHTS have received several orders from America for 1.7-litre sports-cars, with two-seater, sports-racing bodies of the non-enveloping type.

* * *

MISS ANN JACOBS, of 54 Hayes Lane, Bromley, Kent, is the proud owner of a TA M.G., but not of the appropriate handbook. Can anyone help, please?

May 25, 1951

ALL SET: Irvine Kempt and Alex Frew make certain that J. M. Richmond's H.R.G. toes the line in the Glencroe test.



M.G.s and the Jaguars were in for a tussle. Denis Scott (M.G.) hared over the undulating old highway to clock 73 secs. dead and for some time this remained B.T.D. Then Kay Hague (Riley) returned 67.6 secs., which suggested faster speeds when the larger cars arrived. That old campaigner, Keith Elliott (Bristol), registered a fraction over 72 secs., which was sufficiently good to place him as top of the 1,300-2,200 c.c. saloon class, with Harold Gibbon (Rover), George Valentine (Austin) and J. P. Hetherington (Jowett Javelin) tying for next place. Then came the XK120 Jaguars. They were all beautifully handled, even if David Haddow's fair passenger did handicap him somewhat by apparently suggesting (in the familiar manner of all our wives!) "You're going fast enough!" Leslie Wood's 61.4 secs. was best of all. Alex. McGlashan had an excellent 62.2, David Haddow returned 63.4, G. Reid-Walker from South Africa and completely unfamiliar with the terrain clocked 65.6 and W. B. Black finished close behind with 66 secs.

Meanwhile farther up the "Rest" the second test was proceeding smoothly. The Ulster A.C. M.G. team (W. R. Chambers, H. L. S. Jefferson and D. G. Johnston) were better than most and D. S. Rayner on a somewhat aged Ford V-8 showed plenty of pluck and determination. Mrs. Florence Barclay (Standard Eight) made two false starts and lost some 20 points, a fate that also befell A. Ferguson (Standard), N. T.

THE R.S.A.C. SCOTTISH RALLY

Leslie Wood (Jaguar) Outright Winner with
Maximum Points. Ulster A.C. Gain Team Award

TO the old tag "London in spring, Paris in May" must now be added "Scotland at Whitsun". This, at any rate, is the verdict of 79 competitors who took part in last week's 750 miles Scottish Rally organized by the Royal Scottish Automobile Club. Let it be carefully noted, however, that this opinion was not unanimous for there was *one* dissenter—a fiery little Scotsman now domiciled in the south: a veritable stormy petrel! This is what the prize-winners said when they received their awards from Mrs. Alen Wallace: Leslie Wood, "Wonderful rally"; Keith Elliott, "R.S.A.C. committee are wonderful mathematicians"; Charlotte Sadler, "Won my prize under false pretences for I got it for simply enjoying myself"; Alex. McGlashan,

"Superb organization"; Denis Scott, "Best show ever" and so on.

* * *

THIS ninth Scottish Rally was a four-day affair, with two nights spent at Grantown-on-Spey (where unhappily it was the local traders' spring holiday and the shops were closed) and two in Glasgow. On Monday of last week the starters checked out from Blythwood Square and in brilliant sunshine headed for Loch Lomond-side to tackle the narrow, climbing track that crosses Glen Douglas. To most it was a main road affair, but W. G. Skelly (Ford Pilot) somehow or other managed to run completely off the path. This was the only "incident" until Rest-and-Be-Thankful was reached, for this was the locus of the two special tests. The first was a straightforward acceleration from A to B, over two-thirds of a mile, the second a stop and re-start on the notorious right-hand hairpin at the summit. Here it became apparent that the

Lithgow and Ninian Paterson (M.G.s), G. A. Glennie (Vanguard), J. Noble (Rolls-Royce) and D. R. W. Hebblethwaite (Wolseley).

Thereafter it was but a pleasant jaunt northwards to Grantown-on-Spey, the first day's mileage totalling 227. Most arrived at their destination with ample time in reserve. Some walked about rather sheepishly, having been questioned about their speed in a built-up area down Knightswood way! No names, no pack drill, of course, but it is understood they need have no qualms for very likely their indiscretions will have been forgotten by now!

On the Tuesday, the route book said some 285 miles had to be covered in the far north-west. Therefore it was an early start, not made too pleasant by smirring mist and occasional splashes of heavy rain. This gave the newcomers to the "Scottish" their first taste of Highland roads and some found the average speed a trifle on the high side. Onward they pressed, right across-country to Gruinard Bay, through Achnasheen to

Beaully and down Loch Ness-side to Fort Augustus where more than one competitor dallied at the local grocers to buy items that are not so easily obtained across the Border. After Foyers came Inverfarigaig, the Scottish Stelvio, scene of the day's test. When the drivers reached the starting line they were told that they had to average 16.5 m.p.h. over a little more than a mile of the tortuous climb. This brought out the usual speed tables, graphs, charts and performance sheets. Faith Goodall (Dellow) saved husband Peter's worries by telling him to carry on exactly at 16.5, round the half a dozen bends and up and up. That he gained full marks and kept his wings intact shows that the advice was worth accepting. Many, however, had obviously not read deeply into their instructions and thought that a reverse on any of the bends would incur penalties. Perhaps this accounted for the acrobatics performed by some. M. H. Lawson (Allard) went a trifle wild and now knows that Heilan' rock is stouter than nationalized steel. J. D. H. Hayter (Sunbeam-Talbot) was only one of the many who grazed his wings, but at least he didn't lose any of his lamp glasses.

Considering his damaged hand, T. Leslie McDonald (Wolseley) put up a spanking show, despite the fact that his model has a Metropolitan Police standard lock. Other good performances should be credited to Roland Sidwell, A. Pownall, W. A. Gilmour and D. A. Wilkins (M.G.s), Alan Edgar and Bill Shepherd (H.R.G.s), N. A. C. Salvesen (Alvis), Dr. J. G. Burgess (XK120), Hartley Whyte (Allard), Robert Anderson (Sunbeam-Talbot) and W. P. Maidens and J. C. Taggart on Austins.

Wednesday's journey will be remembered by those with low-hanging cars for the Amulree section which they considered far too sporting and hardly a road in "general use" according to the Act. But their criticisms will not daunt Sandy Tosh who was largely responsible for the routing. As a matter of fact, he has already planned the 1952 itinerary! However, once again the sun was shining brightly, so brilliantly in fact that it knocked out of action the timing ray for the Taymouth Castle braking test. This was a usual manoeuvre in which drivers had to attain a certain speed before slamming on their brakes. Some never attained this necessary speed at all, others suffered from brake fade and

a handful were plainly excited. Here once again the Jaguars impressed by the uniformity of their splendid exhibitions. John McCubbin (Lea-Francis), Sir Andrew Noble (Austin), W. K. Stewart and J. M. Richmond (H.R.G.s), John Robertson (Hillman Minx) and Ivor Page (M.G.) also gave first-class displays.

Throughout, R. K. N. Clarkson on the Ferrari saloon had not exactly been setting the heather on fire, but when he missed the Trossachs check and had to retrace half a dozen miles he had a road race all on his own. One can still hear him appealing to a signalman to open the gates at a level crossing: "Just let me through, I'm in a hurry!"

Back in the R.S.A.C. clubhouse the officials were awaiting the first car and a telephone message said that Ulsterman Chambers could be expected in about half an hour. The phone had barely been replaced when in walked Harold and Jim Gibbon. Crossing the foyer of the club, Harold was stopped by an elderly, rather dignified lady who grabbed his hand and much to his embarrassment announced: "Don't be modest, young man, I know you have won the race!" This little incident deserves to be placed alongside the humorous remark of a competitor who, stopping for the condition test at Aberfoyle, exclaimed to George Goudie: "Come on, Bob Martin, get on with your job!"

This finished the road section and the coachwork competition was held on the Thursday morning in Blythswood Square. In the evening came the traditional rally dance and, of course, the time for speech making. Alex. Wallace, chairman of the R.S.A.C. trials and competitions committee, presided. Inverfarigaig he rechristened "Inverwhirligig", showered well deserved praise

upon A. K. Stevenson and his staff for their hard work and thanked the competitors for the "spontaneous and sporting acceptance" of his committee's decisions. Cheers greeted Secretary Stevenson when he rose to his feet and he had to pause while the band completed "For he's a jolly good fellow". Modestly he claimed no credit for the event and suggested that "My old pal, Sandy Tosh" had a bigger finger in the pie than anyone.

Although it was not announced, next year's rally will probably again be held, as usual, during the Whitsun holidays.

Full List of Results

Premier Award: The Autocar Trophy: Leslie Wood (XK120 Jaguar), 380 marks.

Class 1 (Open cars not exceeding 1,300 c.c.), *The Motor World Trophy:* D. G. Scott (M.G.), 376.

Class 2 (Closed cars not exceeding 1,300 c.c.), Provost A. M. McPhie Award: J. R. Sidwell (M.G.), 360.

Class 3 (Open cars 1,301-2,200 c.c.), "Top Gear" Prize: J. A. Edgar (H.R.G.), 371.

Class 4 (Closed cars 1,301-2,200 c.c.), James L. R. Miller Award: W. K. Elliott (Bristol), 372.

Class 5 (Open cars exceeding 2,200 c.c.), *The Glasgow Herald Award:* Leslie Wood (Jaguar), 380.

Class 6 (Closed cars exceeding 2,200 c.c.), Viscount Weir Award: T. Leslie McDonald (Wolseley).

Team Award, S.M.T.A. Award: Ulster A.C., W. R. Chambers, H. L. S. Jefferson, and D. G. Johnston (all M.G.s).

Ladies' Prize: Miss Charlotte Sadler (Hillman Minx).

Furth of Scotland Prize: G. Reid-Walker (Jaguar).

(Class Results, continued overleaf)

Alex McGlahan's XK 120 Jaguar during the second test at Glancroe.



A NEAR THING FOR THE FERRARIS AT GENOA

**Moss (H.W.M.) Retires After Leading—
Macklin (H.W.M.) Finishes Third—Ken Carter
Heads Cooper 1-2-3-4 in Formula 3 Event**

NEVER have the all-conquering Ferraris, driven by Villoresi and Ascari, been so near defeat this season than at Genoa, last Sunday. Stirling Moss (H.W.M.) and Lance Macklin (H.W.M.) drove so brilliantly that at the start there was the rare spectacle of two green British 2-litre cars leading the field in a Formula 2 race.

Moss was in tremendous form, and neither Villoresi nor Ascari could make little impression on the flying H.W.M. Ascari tried desperately to catch the British car, and split his fuel tank on the bumpy roads after putting in the fastest lap of the day. Peter Whitehead (Ferrari) moved up also, and managed to keep ahead of Macklin.

On his 27th lap, Moss had the misfortune to break his differential. Ascari went ahead of Villoresi, who was being pressed by Whitehead and Macklin. Ascari called in for fuel, which surged dangerously over his hot exhaust pipes. The car eventually caught fire on his 37th

lap and was totally destroyed, Biondetti dragging Ascari to safety. Alberto was burned on his left arm.

Villoresi went on to win by over 2 mins. from Whitehead, with Macklin a gallant third. George Abecassis (H.W.M.), who had gradually been finding his form again, finished fifth. Gaze's Alta was a minute or so behind Oscar Moore's 1950-type H.W.M., and Robin Montgomerie-Charrington kept his oil-thirsty Cooper-J.A.P. going to the end.

Stirling Moss (Kieft-Norton) appeared to have the 75 miles Formula 3 race in his pocket, but went out with a broken rear suspension control wire when leading. Pagani, Bonetto and Pesci appeared with the new 4-cylinder, Gilera-powered Volpinis, but all went out with various troubles. Bonetto's car stayed in front of Moss and Ken Carter (Cooper-Norton) for a brief period, but the Britishers apparently sat there just to see what the new "four" could do. When they felt

good and ready, the Norton-powered machines simply swept past.

After Moss's disappearance, Ken Carter and his team-mate Bill Whitehouse steadily went ahead from Ken Wharton (Cooper-Norton) and John Cooper (Cooper-Norton). Carter eventually won by nearly 2 mins. Taraschi brought his water-cooled, 4-cylinder Giau into fifth place. Amongst the retirements were Schell (Cooper), Mijorini (Monopoletta), and Les Leston (J.B.S.).

RESULTS

G.P. Colombiano (Formula 2)

1, L. Villoresi (Ferrari), 55 laps in 2 hrs. 23s. 15 secs (75.60 m.p.h.). 2, Peter Whitehead (Ferrari), 2 hrs. 25 mins. 40 secs. 3, Lance Macklin (H.W.M.), 54 laps. 4, Pesci (Ferrari), 53 laps. 5, George Abecassis (H.W.M.), 53 laps. 6, Bianchetti (Ferrari), 51 laps. 7, Oscar Moore (H.W.M.), 50 laps. 8, Tony Gaze (Alta), 50 laps. 9, Carini (Osca), 49 laps. 10, Staechelin (Ferrari), 48 laps. 11, R. Montgomerie-Charrington (Cooper-J.A.P.).

Fastest lap: Ascari (Ferrari), 2 mins. 29.4 secs. (78.86 m.p.h.).

Coppa Focce (Formula 3)

1, Ken Carter (Cooper-Norton), 25 laps in 1 hr. 11 mins. 3.3 secs. (69.26 m.p.h.). 2, Bill Whitehouse (Cooper-Norton), 1 hr. 13 mins. 3, Ken Wharton (Cooper-Norton), 1 hr. 14.3 secs. 4, John Cooper (Cooper-Norton), 24 laps. 5, Taraschi (Giau), 24 laps. 6, Ted Frost (Emeryson-Norton), 24 laps. 7, Jacquier-Bret (Cooper-J.A.P.), 23 laps.

Fastest lap: Carter, 2 mins. 42.2 secs. (72.74 m.p.h.).

Scottish Rally—continued

CLASS RESULTS

Class 1: 1, D. G. Scott (M.G.), 376. 2, D. G. Johnston (M.G.), 374. 3, H. L. S. Jefferson (M.G.), 372. 4, W. R. Chambers (M.G.), 369. 5, P. M. Goodall (Dellow), 363. 6, N. A. Kennedy (M.G.), 361. 7, I. B. Page (M.G.), 359. 8, A. Ferguson (Standard), 351. 9, N. T. Lithgow (M.G.), 346. 10, N. L. Paterson (M.G.), 337.

Class 2: 1, J. R. Sidwell (M.G.), 360. 2, A. Pownall (M.G.), 355. 3, W. A. Gilmour (M.G.), 350. 4, D. A. Wilkins (M.G.), 348. 5, J. H. Robertson (Hillman Minx), 344. 6, Miss C. Sadler (Hillman Minx), 342. 7, Mrs. F. W. L. Barclay (Standard), 251.

Class 3: 1, J. A. Edgar (H.R.G.), 371. 2, Mrs. K. Hague (Riley), 369. 3, W. Shepherd (H.R.G.), 368. 4, Mrs. N. Mitchell (H.R.G.), 363. 5, W. K. Stewart (H.R.G.), 356. 6, J. M. Richmond (H.R.G.), 344.

Class 4: 1, W. K. Elliott (Bristol), 372. 2, H. E. Gibbon (Rover), 363. 3, G. Valentine (Austin), 359. 4, J. Carefoot (Lancia), 358. 5, J. P. Hetherington (Javelin), 350. 6, B. D. S. Ginn (Javelin), 339. 7, G. R. Mellor (Javelin), 335. 8, A. E. Turner (Rover), 333. 9, N. A. C. Salvesen (Alvis), 332. 10, G. K. Le Grys (Vanguard), 331. 11, G. A. Glennie (Vanguard), 329. 12, M. J. Clarke (Standard), 325. 13, N. E. McCartney (Austin), 320.

(continued on opposite page)

Ninian Paterson's passenger holds on to a loose plug lead on the TD M.G. during the Rest-and-be-Thankful test in the "Scottish".



SCOTCH CORNER

BY "BODACH"

WHAT a wonderful fillip to the sport this Scottish Motor Week has been. The Scottish Rally received great publicity, as did the trial of the Falkirk club and the Turnberry sprint meeting of the S.S.C.C., and even the ordinary man in the street has suddenly taken an interest in cars, apart altogether from their cash value. Throughout, the standard of organization was high, and the Falkirk folk even went the length of providing a motor-cycle messenger service so that the accompanying Pressmen could get their London "copy" despatched by an unusually early Sunday afternoon train. The idea of a "Motor Week" has definitely caught on and no doubt more of it will be heard next year.

A CERTAIN gentleman is walking around these days trying to induce those with a pound or two to spare to invest some of their money into a project which will interest readers of this feature. He wishes to purchase an aerodrome circuit and—you've guessed!—proposes to stage a regular carnival of speed every other evening. The dirt-track promoters have nothing on him for sheer enterprise! Besides the aforementioned fellow, there is at least one club toying with the idea of grasping something that may ultimately sting their fingers. Admittedly we all of us want a permanent race track convenient to the Scottish midlands but we must not let airy-fairy notions sway our business acumen. For instance, the fact must not be forgotten that if, perchance, a suitable circuit turned up and right away we began to equip it with all the paraphernalia of the racing game, then, very soon, would loom ahead Development Charges. What these might amount to no one can say with any degree of certainty, so for the moment we must hurry forward with slow precision. Also there would always be the difficulty of receiving R.A.C. permits.

ROY CLARKSON can always be depended on to put the cat among the pigeons! Last week he was flaunting his Ferrari in the North and could not resist the opportunity to turn up at the first annual meeting of the Scottish Section of the B.T.D.A. The lack of trials entries in one particular Scottish club's events was being discussed when our old friend could remain silent no longer. "Fiddlesticks," he began, "You'll always get falling entries if you don't tackle the subject in the right manner. Do what we do in the South. Make your co-drivers share the expense, make them pay half of the entry fee and half of the running costs. This is a good scheme—and it works satisfactorily," he concluded. Came a silence for his listeners, most of them in double harness, for they

were thinking: "Would the wife miss another couple of quid out of the domestic allowance?" Perhaps if Roy were to remain in Scotland a little longer he might be able to meet the ladies-who-sit-on-the-left and plead his cause more eloquently.

SOME years ago I was astonished to hear an executive of one of the big car firms state at a Scottish Motor Show banquet that he was surprised that Glasgow had two hotels that compared with the best in the South. Even at this late date I would like to say that in the Royal Scottish Automobile Club we have one of the largest and finest clubs in Europe. I have just read the report for last year of the general committee and there are some points that should be known far South of the Border. For instance, the R.S.A.C.'s membership now stands at 7,100 and last year the clubhouse supplied 111,406 lunches, 60,105 dinners, 185,278 hot beverages (whatever they may be), 2,983 dinner-dances and permitted 28,306 guests to be introduced to the dining room; 6,416 males and 1,878 females slept overnight during this same period. Surely this merits a Churchillian "Some club, some clubhouse!"

LAST season the Lothian Car Club were side-tracked in their efforts to promote a competition to find who was Scotland's best "all-rounder". However, the powers that be frowned upon the title of champion that was to be given the winner and after some desultory correspondence the matter was not pursued any further, which, in many ways, was a pity. All the more importance attaches, therefore, to the "Star" competition run by the Scottish Section of the British Trials Drivers' Association, of which the local secretary is Jim Morrison of Falkirk. At the moment the position is as follows:

	Events	Marks	Average
W. J. Lamb (Dellow) ...	2	20	10.00
W. K. Stewart (Ford Special)	2	16	8.00
P. M. Goodall (Dellow) ...	2	16	8.00
G. S. Hendry (Watson) ...	3	20	6.67
A. Wallace (Ford Special)	3	17	5.67
J. E. Wilson (Austin Special)	2	9	4.50
N. A. Kennedy (Stafonak) ...	4	15	3.75
J. Morrison (QT Special)	3	10	3.33
W. J. Alexander (Ausfod) ...	3	1	0.33
T. H. Legget (Crocus) ...	2	0	0.00

In the above table the events shown are those nominated by the drivers and those that have been held up to date even although the drivers may have been non-starters. For example, in the case of Tom Legget, he nominated among his trials counting for the "Star", the Highland Three-Days' and the Falkirk

club's Cadgers' Trophy event. He was a non-starter in the former and a non-finisher in the latter. Consequently, to date he has earned no credits. However, he still has another five nominated events to make up the leeway. It must be remembered that the Star is awarded for the best performance in five out of seven nominated events and, therefore, the Crocus driver has still a sporting chance.

WHILE some of the clubs in Scotland are finding difficulty in securing satisfactory entries for their trials, others seem to be managing fairly well. Of course, it all depends upon the meaning of the word "satisfactory". Therefore any suggestion that might help towards bumper entry lists is not to be regarded lightly. A reader who, judging from his letter, favours Scottish control of Scottish sport, writes thus: "My suggestion is to permit competition tyres on standard cars or cars which have an engine and seating layout of a specified ratio. This would give the owner of a normal vehicle a chance against the Specials and thereby encourage them to enter events which they are now ignoring, having no chance whatever as things are at present." "After all," he says, "why not permit 'Comps' as there are plenty of Land Rovers and Jeeps on our roads with this type of tyre and it was not Scotland that was to blame for the banning of them?"

Scottish Rally Results—Contd.

Class 5: 1, L. Wood (Jaguar), 380. 2, A. McGlashan (Jaguar), 378. 3, G. Reid-Walker (Jaguar), 375. 4, Dr. J. S. Burgess (Jaguar), 365. 5, P. J. Kenneth (Alvis), 363. 6, A. C. Westwood (Jaguar), 362. 7, N. G. Perkins (Healey), 356. 8, W. Belfrage Black (Jaguar), 353. 9, J. Kingston-Whittaker (Railton), 348. 10, D. Haddow (Jaguar), 346. 11, D. L. Melvin (Sunbeam-Talbot), 345. 12, J. McCubbin (Lea Francis), 343. and D. S. Rayner (Ford), 343. 13, H. W. Whyte (Allard), 336. 14, J. L. Pattinson (Allard), 334. 15, W. L. Sleight, Jun. (Jaguar), 332. 16, R. V. Havard (Jaguar), 331. 17, D. K. Thornley (Bentley), 322. 18, J. Noble (Rolls-Royce), 299.

Class 6: 1, T. Leslie McDonald (Wolseley), 369. 2, R. Anderson (Sunbeam-Talbot), 368. 3, A. N. Waterhouse (Healey), 365. 4, R. G. Playford (Healey), 364. 5, M. H. Lawson (Allard), 363. 6, J. D. H. Hayter (Sunbeam-Talbot), 350. 7, R. M. Bateman (Ford), 347. 8, J. C. Taggart (Austin), 345. 9, R. K. N. Clarkson (Ferrari), 342. 10, C. F. Kerr (Jaguar), 341. 11, K. R. W. Shackel (Ford), 338. 12, G. P. Denham-Cookes (Jaguar), 337. and F. D. Cooper (Riley), 337. 13, J. H. Goodburn (Jaguar), 335. 14, W. G. Skelly (Ford), 333. 15, D. R. W. Hebblethwaite (Wolseley), 332. 16, Sir A. Noble (Austin), 330. 17, Dr. C. M. Fraser (Jaguar), 277.

Teams: 1, Chambers, Jefferson and Johnston (M.G.s), Ulster A.C., 1,115. 2, A. C. Westwood W. B. Black and L. Wood (Jaguars), "Jago Wights", 1,095. 3, P. M. Goodall (Dellow), W. K. Stewart and J. A. Edgar (H.R.G.s), S.S.C.C. "B", 1,090. 4, A. Pownall, D. G. Scott and I. B. Page (M.G.s), "Norwesters", tied with J. Richmond, W. Shepherd and Mrs. Mitchell (H.R.G.s), "H.R.G.", 1,075. 5, R. Anderson, D. L. Melvin and J. D. H. Hayter (Sunbeam-Talbot), "Sunbeam-Talbot", 1,063. 6, A. McGlashan (Jaguar), J. L. Pattinson (Allard) and D. Haddow (Jaguar), S.S.C.C. "C", 1,058.

COACHWORK COMPETITION

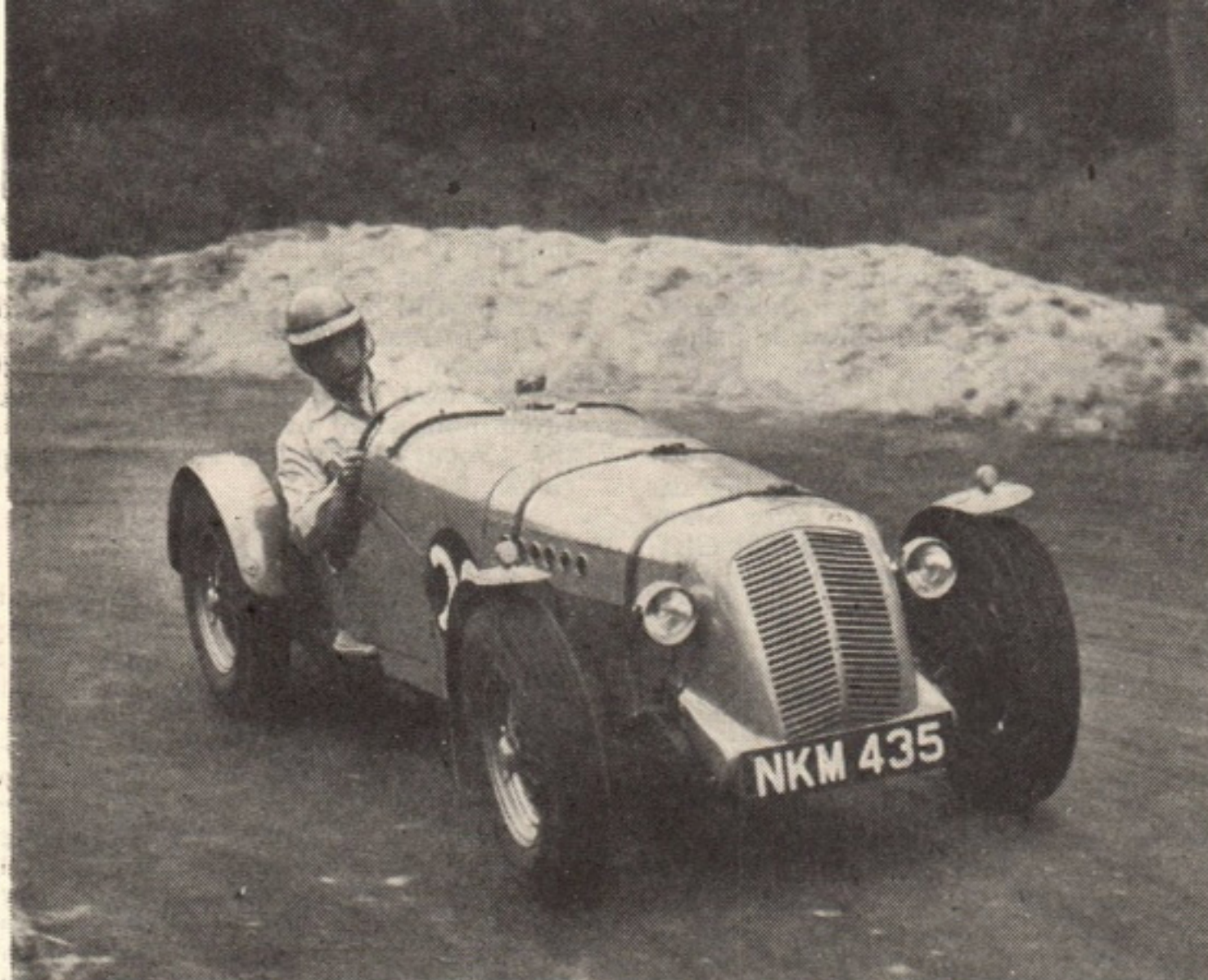
Open Cars (Class 2 and 3 combined): A. McGlashan (Jaguar), W. L. Sleight Jr. (Jaguar).

Closed Cars: Class 1, G. K. Le Grys (Vanguard). Class 2, J. H. Goodburn (2½-litre Jaguar), G. P. Denham-Cookes (Jaguar XK120).

Premier Awards (R.S.A.C. Prizes): Open Cars, A. McGlashan (Jaguar). Closed Cars, J. H. Goodburn (2½-litre Jaguar).

May 25, 1951

HYBRID: Gordon Parker at Prescott with his very fast, and immaculately turned-out, supercharged Jaguette.



3-litre class, which contained several XK120 Jaguars, and many Allards, including the Cadillac-powered vehicles driven by A. P. Hitchings and Peter Collins. Presumably Hitchings's car is the one he will drive at Le Mans with Peter Reece. J. H. Elt (Jaguar) charged the fence at Orchard Corner on his first run.

D. A. Clarke (Cooper) started off the racing classes with 54.96 secs., then H. L. Williams (Cooper) streaked up the hill in 47.54 secs., to shatter Alan Rogers's existing class record. J. Ebdon (Iota) got under 50 secs., and C. D. Headland (Cooper) was also under the old record figures with a resounding

KIEFT FASTEST AT PRESCOTT

Several Class Records Broken at Bugatti O.C.'s Opening Hill-Climb.

H. L. Williams (Cooper) Tops 500 c.c. Class with New Figures

ALTHOUGH Peter Stubberfield (2.3 Bugatti) actually returned the fastest climb of the day last Saturday at Prescott, this was achieved in a special Bugatti-only handicap event and did not count as official best of the day. The honour of B.T.D. went to Michael Christie and his 1,100 c.c. J.A.P.-engined Kieft with 46.95 secs. Rain spoiled most of the second runs, and for a brief period it "Silverstoned" heavily, causing spectators to run for shelter.

* * *

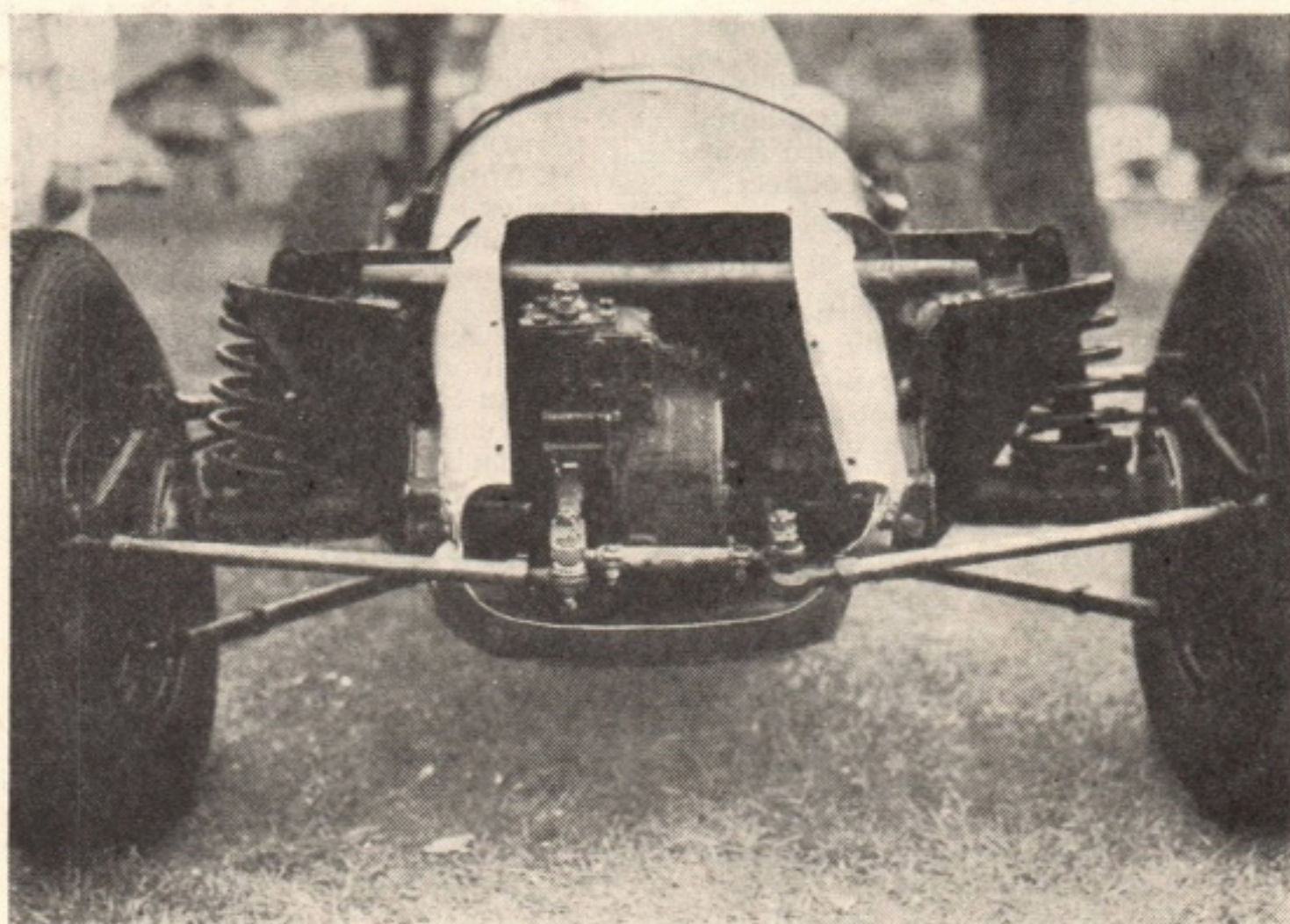
C. W. P. HAMPTON ("Black Bess" Bugatti) had the Vintage car class entirely to himself and returned 64.25 secs. with the beautifully-kept 1913 machine. In the Sports Cars up to 1,500 c.c. U/s category, Gerry Ruddock's H.R.G. was just too quick for Jim Mayers's 1½-litre Lester-M.G., and Peter Reece's M.G.-powered Cooper. Derek Buckler's Buckler was more than 5 secs. faster than F. E. Wall's Dellow in the supercharged class.

Gillie Tyrer (Brescia BMW) had the satisfaction of recapturing the 1,501 to 3,000 U/s class record with 50.23 secs. The holder, Ron Willis

(BMW) did not enter. Chief opponent to Tyrer was R. F. Peacock (Frazer-Nash), who returned 52.71 secs.

First to crack 50 secs. was Gordon Parker (Jaguette), whose 49.90 secs. gave him the over 3,000 c.c. class. Guy Warburton's Mercury-engined Allard, impeccably driven, was over 1½ secs. faster than J. W. Broad's similar car in the over

47.60 secs. Clive Lones (Iota) went off as if the record would fall again, but returned 48.29 secs. T. J. Clarke (Iota) also joined the under 50s, and Betty Haig (Cooper) did very well with 51.52 secs. for her first sprint event of the season. Then to make it really decisive, Mervyn Kearon (Cooper) also went under the 1950 record with 47.88 secs.



DEBUT: Front end of Sidney Allard's new four-wheel-drive Allard which made a promising first-appearance at Prescott.

It was a pity that rain spoiled the second runs, otherwise it is more than likely that there would have been an all-out assault on Williams's new figures. Clive Lones had the satisfaction of making the fastest climb of the day in the wet (51.63 secs.).

The eleven-hundreds category was

Vauxhall Villiers displayed immense power, but single rear wheels could not cope and he lost many seconds with wheelspin (52.74 secs.). Sid Allard trotted out his new four-wheel-drive special, but although it obviously goes from A to B far quicker than the previous machine, it appears to require more subdued

hill with a commendable 49.48 secs., whilst J. Derricourt pleased his supporters with 50.24 secs. in his first appearance in Ted Lloyd-Jones's famous Triangle Skinner Special.

PRESCOTT RESULTS

Best Time of the Day: Michael Christie (1,097 Kieft-J.A.P.), 46.95 secs.

Vintage Cars: C. W. P. Hampton (1913, 5,027 Bugatti), 64.25 secs.

Sports Cars (up to 1,500 c.c. U/s): 1, G. A. Ruddock (1,496 H.R.G.), 51.60 secs. 2, J. C. C. Mayers (1,467 Lester-M.G.), 52.43. 3, P. B. Reece (1,250 Cooper-M.G.), 53.98. (Supercharged): 1, C. D. F. Buckler (1,172 Buckler), 53.18. 2, F. E. Wall (1,172 Dellow), 58.79. (1,501-3,000 c.c. U/s): 1, G. Tyrer (1,971 BMW), 50.23*. 2, R. F. Peacock (1,971 Frazer-Nash), 52.71. 3, D. A. Clarke (1,971 Frazer-Nash), 55.94. (Supercharged): 1, G. D. Parker (2,664 Jaguette), 49.90. 2, Hon. E. G. Greenall (2,261 Bugatti), 52.45. 3, A. K. Haworth (1,990 Bugatti), 52.99. (Over 3,000 c.c. U/s): 1, Guy Warburton (4,375 Allard), 49.28. 2, J. W. Broad (4,375 Allard), 51.87. 3, A. P. Hitchings (5,420 Allard), 51.90. **Handicap (Bugatti Cars only):** 1, P. J. Stubberfield (2,261 Bugatti), scr. 46.84.

Racing Cars (up to 500 c.c.): 1, H. L. Williams (499 Cooper-Norton), 47.54*. 2, C. D. Headland (499 Cooper-Norton), 47.60. 3, M. C. Kearon (497 Cooper-J.A.P.), 47.88.

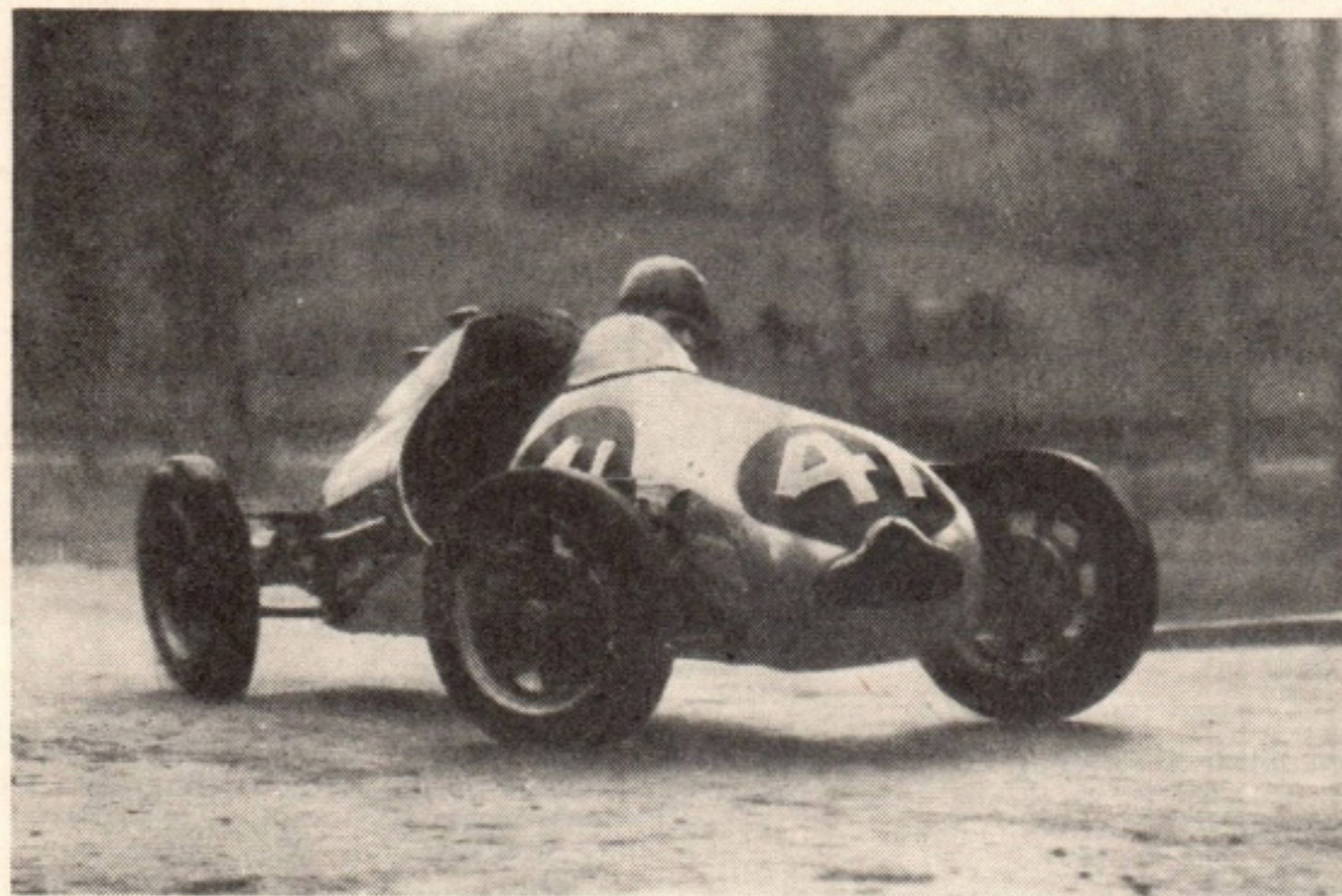
501-1,100 c.c.: 1, M. A. H. Christie (1,097 Kieft-J.A.P.), 46.95. 2, D. A. Clarke (998 Cooper-Vincent), 47.20. 3, J. D. Barber (1,000 Cooper-J.A.P.), 47.71.

1,101-1,500 c.c.: 1, P. J. Collins (1,200 Cooper-J.A.P.), 47.13*. 2, C. W. A. Heyward (1,486 Norris Spl.), 50.74.

1,501-2,000 c.c.: 1, R. I. H. Sievwright (1,990 Bugatti), 53.19.

Over 2,000 c.c.: 1, P. J. Stubberfield (2,261 Bugatti), 47.05. 2, S. H. Allard (3,600 Allard), 47.56. 3, A. J. Butterworth (4,425 A.J.B.), 47.92.

* Class Records.



RECORD-BREAKER: H. Williams (Cooper), new holder of the Prescott 500 c.c. record, hurls his 1950-type car round Pardon-Hairpin.

PIONEERS: (L. to R.) Colin Strang, Mrs. Clive Lones and Clive himself. Strang and Lones were the first drivers to appear with 500 c.c. cars in post-war competitions.

a triumph for Michael Christie in the J.A.P.-engined Kieft with which Joy Cooke took the ladies' record at Shelsley last year. His 46.95 secs. was an extremely well-judged effort, the car displaying extraordinary acceleration despite a trace of a mis-fire out of Pardon Hairpin. J. D. Barber (Cooper-J.A.P.), after a fine 47.71 secs. on his first run, disappeared through "Allard's Gap" in the wet. Leicester driver, D. A. Clarke (Cooper-Vincent) was very fast and safe (47.20 secs.), and C. A. Booker (Cooper-J.A.P.) showed promise with 48.36 secs. Peter Collins (Cooper-J.A.P.) managed to break his own existing record in the 1½-litre class with 47.13 secs.

Peter Stubberfield (Bugatti) put up a magnificent climb in the over 2-litre category with 47.05 secs., the veteran car sounding crisper than ever before. Tony Brooke's superb



handling in the tight bottom bends. Nevertheless, 47.56 secs. remains a notable achievement for a maiden effort with an entirely new design. Archie Butterworth's A.J.B., which is, of course, also a four-wheel-drive vehicle, was a shade slower with 47.92 secs. W. Goodwin introduced his 4,300 c.c. Goodwin to the

REST AND BE THANKFUL

ON Saturday, 7th July, The Royal Scottish A.C. stage their International Hill-Climb at Rest and Be Thankful, Argyll. This event, for racing and sports cars, counts for the R.A.C.s British Hill-Climb Championship. There are classes for 500 c.c., 501-1,100 c.c. U/s and S, 1,101-1,500 c.c. U/s and S, 1,501-3-litres U/s and S, and over 3-litres U/s and S. Entries close on the 19th June.

A DRAUGHT OF VINTAGE

The V.S.C.C. at Silverstone

THE season's first Club Silverstone meeting was run by the Vintage Sports-Car Club, with its usual efficiency and its own indefinable atmosphere of informality, on Saturday, 19th May. This year the weather was good though not brilliant, and the nine events were well supported.

In the One Hour High Speed Trial, a Le Mans type start sent the classes off at intervals of one minute. Two pit stops were scheduled—one to change a plug, one to remove and replace a wheel. First in was R. H. B. Mason's 4½-litre Bentley for a smart plug-change, while on the next lap P. W. McNaughton's pit-work in changing a wheel was quite up to Grand Prix standards. Arthur Jeddere Fisher's 2-litre Lagonda ran round in its own shower of water and J. G. Vessey's briskly boiling 1927 Lancia demonstrated the meaning of "running on". Nigel Arnold-Forster's Frazer-Nash was cornering with tremendous verve, the front end assuming angles beyond Ackerman's wildest dreams. P. Lockhart's 1930 Lea Francis unleashed its offside front wheel on Chapel, motoring steadily to a stop on its brakedrum. The wheel crossed the inside of the circuit and bounded amongst the competitors on the opposite straight. It transpired that the Leaf's hubs were, Tishy-like, reversed. Out of 37 starters 22 qualified.

Eighteen cars ran in the Handicap for driving members' cars. At Stowe, Bob Freeman Wright's 4½-litre Lagonda ran out but returned, and F. C. Davis spun his blown M.G. D. Parker (1 min. 20 secs.), who was putting his Frazer-Nash through the bends in spectacular though sure style, quickly caught the eye as a likely winner, and was, at 67.02 m.p.h. D. Margulies, 1933 3 l. Talbot (36 secs.) was second, with B. A. Chevall's Alvis (16 secs.) third.

The 4-lap Handicap for Vintage cars saw Dr. Ewen bring his 1908 12 1-litre Itala through from 12 secs. to win at 63.29 m.p.h. from Sears' 1914 Sunbeam (1 min. 20 secs.). Waine's Isotta-Fraschini, also 1 min. 20 secs., had its moments on Stowe but clung to third place. Samuelson's 1914 8-litre Peugeot led until the last lap and was fourth.

The main event, the Seaman Trophy Race over 100 km. for Historic and Vintage racing cars, was contested by 11 cars. Goodhew took the lead from Dennis Poore, both in Alfa's, but on lap 3 Poore went ahead. Goodhew again got in front on lap 15, but Poore recovered the lead to win by half a lap at 76.93 m.p.h. Two laps behind the leaders, Clairmonte (Riley) and Sam Clutton with Forest Lycett's 10,688 c.c. 1923 Delage dived together lap after lap, the Riley finally securing third place. The Delage was first Vintage car home.

Wilmshurst's 4½-litre Bentley ran away with the Scratch race for Vintage sports-cars at 67.74 m.p.h. Arnold-Forster's

Frazer-Nash (1 min. 4 secs.), its front end flapping round the corners, won the next Handicap at 59.67 from Peter Binns, whose 30/98 Vauxhall came through like a rocket on the last lap. Drizzle during the last lap caused many hectic moments on the bends in Event 7, another 4-lap Handicap, which was won at 69.31 m.p.h. by Richards's Riley from Parker and Sears. The Handicap for Non-Vintage cars produced a field of 21. Bradford's TC took the lead early and held it until the last 100 yards, when Margulies's Talbot went ahead to win, with Parkes's Morgan third.

After some delay, the runners in the first heat of the "Motor Sport" Silverstone Handicap Challenge Trophy were announced. D. J. R. Chapman's 4½-litre Bentley (52 secs.) worked its way through to win at 66.35 m.p.h., Parkes's Morgan (1 min. 35 secs.) being second. Margulies (29 secs.) snatched third place in the last few yards from Bradford's M.G. (1 min. 35 secs.)

PROVISIONAL RESULTS

Qualified—One Hour High Speed Trial

20 laps: E. J. Kehoe (1,087 Riley), 1930; E. W. C. Miller (1,087 Riley), 1928.

21 laps: M. H. Bland (1,496 Bugatti), 1925; R. E. B. Noble (1,495 Aston Martin), 1930; C. L. Densham (1,495 Aston Martin), 1930; W. E. Edgar (1,496 Alvis), 1923; W. P. H. Lockhart (1,496 Alvis), 1924; D. Cobbett (1,495 Frazer-Nash), 1930; G. Crowther (1,496 Frazer-Nash), 1930; T. W. M. Steele (2,996 Bentley), 1925; C. G. Fincken (2,996 Bentley), 1926; B. Morgan (2,996 Bentley), 1925; T. Goodman (2,994 Alfa Romeo), 1927; J. G. Vessey (2,570 Lancia), 1927; L. Murray Austin (2,446 Lancia), 1929; N. Sharp (2,992 Bugatti), 1930; P. W. McNaughton (2,916 Sunbeam), 1925.

24 laps: J. A. Williamson (4,398 Bentley), 1923/8; A. F. Eminson (4,398 Bentley), 1929; T. H. Plowman (4,224 Vauxhall), 1924; D. A. V. Aldridge (4,228 Vauxhall), 1924; R. H. B. Mason (4,398 Bentley), 1930.

Handicap (4 laps) for Driving Members' Cars

1, D. Parker (1,496 Frazer-Nash), 67.02 m.p.h.; 2, D. Margulies (2,970 Talbot); 3, B. A. Chevall (4,300 Alvis).

Handicap (4 laps) for Vintage Cars

1, Dr. G. A. Ewen (12,000 Itala), 63.29 m.p.h.; 2, S. E. Sears (3,215 Sunbeam); 3, S. R. Waine (7,372 Isotta-Fraschini).

100 Km. Race for the Seaman Memorial Trophies for Historic and Vintage Racing Cars

1, R. D. Poore (3,800 Alfa Romeo (s)), 76.93 m.p.h.; 2, J. Goodhew (2,992 Alfa Romeo (s)); 3, C. M. Clairmonte (1,805 Riley).

First Vintage Car

F. Lycett (10,688 Delage) (Driver: C. Clutton).

Scratch Race (4 laps) for Vintage Sports Cars

1, H. J. Wilmshurst (4,398 Bentley), 67.74 m.p.h.; 2, C. A. Hartridge (6,597 Bentley); 3, S. J. Lawrence (4,398 Bentley).

Handicap Race (4 laps) for Vintage Cars

1, N. Arnold-Forster (1,496 Frazer-Nash), 59.67 m.p.h.; 2, P. J. E. Binns (4,300 Vauxhall); 3, D. McKenzie (2,996 Bentley).

Handicap Race (4 laps) for Vintage and Historic Cars

1, H. A. Richards (1,087 Riley), 69.31 m.p.h.; 2, D. Parker (1,496 Frazer-Nash); 3, S. E. Sears (3,215 Sunbeam).

Handicap Race (4 laps) for Non-Vintage Cars

1, D. Margulies (2,970 Talbot); 2, H. C. Bradford (1,250 M.G.); 3 T. A. Parkes (1,267 Morgan).

4-lap Handicap Race—"Motor Sport" Trophy Competition

1, D. J. R. Chapman (4,500 Bentley); 2, T. A. Parkes (1,267 Morgan); 3, D. Margulies (2,970 Talbot); 4, H. C. Bradford (1,250 M.G.); 5, D. McKenzie (2,996 Bentley); 6, D. Parker (1,496 Frazer-Nash).

* * *

SPRING RALLY

THE Cemian Motor Club's second closed Spring Rally, starting from the Clock House restaurant, Ripley, Surrey, on Sunday, 20th May, attracted 19 starters.

Competitors were not given any instructions until just before their starting time and then left at two-minute intervals on a fast run of about 150 miles through Surrey and Hants, in an event which comprised careful map-reading, navigating, timekeeping, a "regularity" test and special tests of car and driver. Starting with no marks, they accumulated them en route and even one minute early or late arrival at the start involved a penalty of two marks.

The strict time schedule and navigation hazards taxed brains as much as motors and not all of the starters reached the lunch check at Dell Quay on time. In theory, an hour's break for rest and refreshment was allowed but those whose pathfinders had led them astray found their much-needed leisure severely curtailed.

After lunch the crews pressed on via two controls to a "regularity" test, after which more cross-country navigating took the competitors to the finish at Barley Mow, Dorking. A welcome innovation was the addition of Navigators Awards to the route finders for the Trophy and Class winners.

RESULTS

Spring Trophy: D. B. Frost (Jaguar). Navigator, J. Frost. (9 penalty marks.)

Closed Class: Dr. W. E. Mahon and Mr. R. C. Conner (Ford), 33 marks.

Open Class: A. G. Rivers and Mrs. A. G. Rivers (Wolseley), 61 marks.

First Class Award: R. A. H. Arnold (Standard), 53 marks.

Second Class Award: P. Hallsall (Vauxhall) 58 marks.

RUSSELL LOWRY'S

Northern Lights

RACING PROSPECTS IN THE NORTH—CHARLIE DODSON'S
COME-BACK—REVOLVERS' TROPHY—ULSTER VICTORY

GAMSTON was great fun on Whit Monday, and the popularity of the Meeting seems to confirm that motor-racing in these Northern latitudes has now broken through into real popular esteem. The estimate of 40,000 spectators unofficially given by the police, may not be very accurate owing to the difficulty of checking access to airfields, but it was certainly one mighty big crowd, and its eventual dispersal produced scenes reminiscent of Silverstone.

If, as we hope, motor-racing has permanently "arrived" with the general public in the North, a longer view can, and indeed will have to be taken about providing for all these spectators. I gather, in backstage conversation, that this aspect is well in mind. The great trouble is, of course, that it is such a frightful speculation. Double your order for programmes and J. Pluvius promptly halves your attendance. Lay on lavish amenities—and the wind blows them away. But once you've got a bit in the kitty, you can afford to be ambitious, and this possibility is now opening up. I think we can definitely say that future Gamston Meetings will be bigger, better and brighter under the joint and alternate flags of the Sheffield and Hallamshire and the Nottingham Sports Car Clubs. Further North, the success of Winfield seems assured, and Croft is also going well.

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LANCASHIRE and Cheshire B.R.M. enthusiasts will be interested to learn that Hugh Clapp has arranged for a Manchester and District B.R.M.A. gathering to take place on the first Monday of each month, starting on 4th June at the Chorlton Road Hotel, Hulme, Manchester. Starting time 7 p.m. The meetings will be purely informal and will allow plenty of time for the gossip that goes with a mixture of petrol and beer, but it is hoped that on each occasion, a noted motorist will be persuaded to come along and give a short talk. There you are, then. Bring your tall stories and pet theories to Chorlton Road, each first Monday of the month.

Hugh's letter, bubbling with enthusiasm as usual, reflects the general satisfaction felt in these parts at Charlie Dodson's return to racing. Charlie was a Northern idol over 20 years ago, when he reigned supreme in the motor-cycle world before taking to four wheels. There can seldom have been a neater or quicker performer with either form of vehicle, and his handling of the XK 120 showed that the old mastery remains undimmed.

* * *

IT is perhaps time a little light was shed on the 'Revolvers' Trophy, for which competition is now becoming quite fierce in the North. The whole thing

is essentially a joke, and the cup itself is an insignificant foreign-made affair, discovered some years ago by Jack Reece. It is sent, with suitable compliments, to the last driver to revolve at any given meeting, and he passes it on when another claimant arises. Gillie Tyrer was the original holder, and the Thing is probably on its way back to him now from Bill Whitehead, who has held it longer than most. On Whit Monday, Mike Wilson was the first to qualify, but was soon dispossessed by Peter Bolton. Then Stokes spun happily. Then Peter Bolton, followed by Tyrer. Then Peter Bolton. Then Peter Bolton, who seemed to be suffering from crossed pedals, and also had oil in the cockpit. After an unhappy situation in which Hitcham's Healey spun in front of Well's Riley, resulting in an unpleasant crunch, but fortunately no injury, Gillie brought off the final revolution of the day. He had lost most of his gears on the starting line, and was coping as best he could with the remainder when John Bolster's mysterious forces took charge and Tyrer left the course in a splatter of oil drums and dust.

The current winner now proceeds to and from meetings in a comfortably appointed single-decker bus, which contains one car and tows the other, if necessary. It has been suggested that a shelf might be incorporated in the dashboard for holding the Trophy, as a reminder that its possession is a constant obstacle to victory!

* * *

THE Circuit of Ireland belongs to Ulster, and Ulster, of course, belongs to Wilson McComb, as far as AUTOSPORT is concerned, but the resounding Northern victory which happened in that event this year, makes it a fair subject for comment here. The Irish boys have taken their defeat with admirable sportsmanship, and the only criticism they seem to make against themselves is that the thing should be more difficult, and there should be more secrecy about the tests, as well as the route. This would obviously be making things harder for their own people, and, therefore, relatively easier for invaders. The proposal of "secret" tests has been pretty well quashed, and rightly so. Such things are all very well in local club "jollies", but would never do for major events. The current *Ulster Motoring Review* gives a most interesting and detailed analysis of the whole affair, with figures broken down in a manner worthy of a Royal Commission with three year's sittings behind it. And, for a piece of really entertaining foolery, with just that grain of salty truth that brings out the flavour, I commend an anonymous article called "Letting Joe do it". If ever the Editor reads about Joe, I shall be out of a job.

NORTH STAFFS AT PRESCOTT

**Cecil Heath (Cooper) Makes Best Time
of the Day—Rain Spoils Racing Classes**

THERE could be few pleasanter spots than Prescott for an enthusiast to spend a fine spring day. Such was the general opinion as the curtain went up on the North Staffordshire Club's Closed Invitation Meeting on 20th May. The entry list was packed with interesting and varied items, and the various points of vantage on the hill were well filled. It was a thousand pities that afternoon rain belied the promise of a fine morning and chose the very moment when the fastest cars, including Sidney Allard's Sprint Special, were being limbered up, to begin their ruinous onslaught.

The opening class for sports-cars up to 1,100 c.c. provided an interesting scrap between Smith's Riley Special and Listers lined-down Cooper-M.G.—the latter coming out on top with 56.46 secs. Things then extended to the bigger entry of cars up to 1½ litres (or 1,100 c.c. unblown), and produced the usual crop of M.G.s to carry on the H.R.G. argument. Gerry Ruddock, however, came out on top with a fine 51.36 in his H.R.G. Peter Reece put in a nice climb with the 1,250 Cooper (53.76) and Ken Downing (Connaught) tried hard for his 54.80.

Events became more exciting as activity spread to the next larger class, which produced Healeys, Frazer-Nashes and kindred types. Warburton-Brown opened at 60.18 with his blown 1½-litre Alfa Romeo. Downing replied with 57 in the Healey, and then Gillie Tyrer, with the ex-Raymond Way F.N./BMW really got his teeth into the thing, and, in spite of very nearly spoiling the whole lot by spinning at the bottom hairpin, managed to save it and recorded 50.58, which looked like fastest sports-car of the day. Manfield's Frazer-Nash, driven by K. E. Gormly, carried on with a 53.28, and John Buncombe, put in a dashing 54.91 with the Healey Silver-

stone. Ron Lowe, in his pretty but much-used Dellow, also put in a useful climb.

The over 3-litre sports class should have been led by Nightingale's blown Humber Snipe, which, however, had made expensive noises in practice, so Nightingale, scorning the musical accompaniment required by B.B.C. songsters, gave us the benefit of his voice over the microphone. The class itself seemed to devolve into a struggle between a long list of XK Jaguars, and on the first runs Scragg, skilfully dodging wheelspin at the start, looked like carrying the internal contest as well as the class by recording 52.18 seconds. Extra excitement was provided by Veitch, who nearly spun his Bugatti on the first bend, and finally did so farther up but completed the climb. Hitchings, with the Cadillac-Allard, had terrific wheelspin at the start, and seemed to take things gently round the bends, but even so, recorded 52.26. Much was expected of Broad's Allard, after his performance the previous day, and we were not disappointed as he got up in 52.77.

The handicap event for standard closed cars of all capacities, opened with a private duel between Ken Downing's comparatively old Healey and Peter Reece's DB2 Aston Martin. Downing, being on the Committee of the organizing club, had sportingly put himself down at scratch, and drove with real force to record 57.12, but the scratch mark was too much for him. The winner proved to be O. J. Silk in a Railton, who, scorning wheelspin, motored calmly up the hill in 66.51, which, less 13 seconds handicap, put him in the money.

The weather was beginning to threaten as the 500 class came to the line. Mervyn Kearon seemed to run out of pedals at the bottom bend, but got round

somehow to record a useful 49.88 for the marque Cooper, to which Ebdon's Iota replied with a really well-judged climb in 48.77. Mick Beardshaw didn't break 50 seconds, and Jack Reece was a touch slower than Ebdon. It remained for Headland (Cooper) to break the times already set up by recording 47.88.

With the coming of the racing cars, the rain began to fall, turning to a deluge as Sidney Allard's new car came to the line. Times fell away like autumn leaves, but not before Cecil Heath, in the 1,100 c.c. Cooper, had put up a terrific climb in 46.34, using every scrap of power to hurl himself away from the hairpins.

As the deluge increased, the Chairman of the Club, Major Roy Taylor, offered a special trophy for the best performance put up on the wet surface, and this proved a considerable stimulant, but it was still a sad ending to a most enjoyable meeting.

RESULTS

Best Time of the Day: Cecil Heath (Cooper-J.A.P.), 46.34 secs.

Fastest Sports Car: Gillie Tyrer (BMW), 50.58 secs.

Class 1 (sports cars up to 1,100 c.c. U/s): 1, B. H. Lister (Cooper-M.G.), 56.46 secs. 2, R. D. G. Smith (Riley Spl.), 58.35. 3, V. G. McChesney (Riley Imp), 62.87. **Class 2** (1,101-1,500 c.c. U/s and 1,100 c.c. S.): 1, G. A. Ruddock (H.R.G.), 51.36. 2, Peter Reece (Cooper-M.G.), 52.76. 3, K. H. Downing (Connaught), 54.80. **Class 3** (1,501-3,000 c.c. U/s or 1,101-1,500 c.c. S.): 1, G. Tyrer (BMW), 50.58. 2, K. E. Gormly (Frazer-Nash Mille Miglia), 53.28. 3, W. S. Perkins (H.R.G.), 54.43. **Class 4** (over 3,000 c.c. U/s or 1,501 S.): 1, E. P. Scragg (XK120 Jaguar), 52.18. 2, A. P. Hitchings (Allard-Cadillac), 52.26. 3, C. Heath (XK120 Jaguar), 52.49. **Class 5** (Saloon and Drophead Coupés, U/s, handicap): 1, O. J. Silk (Railton). 2, A. L. Jones (A.C.). 3, J. H. Greenwood (Riley).

Racing Cars

500 c.c.: 1, C. D. Headland (Cooper), 47.88. 2, J. Ebdon (Iota), 48.77. 3, Jack Reece (Cooper), 48.99.

All Classes (Handicap): 1, C. Heath (Cooper "1,100"), + 3 secs., actual time, 46.34. 2, J. W. Broad (Allard), + secs., 51.83. 3, C. A. Booker (Cooper "1,100"), + 3 secs., 47.62.

Wet Weather Award: 1, J. W. Broad (Allard), 55.08. 2, K. H. Downing (Connaught), + 10, 57.24. 3, A. M. Beardshaw (Cooper "500"), + 4, 52.65.

THE BAIRNS' TROPHY TRIAL

**Falkirk and D.M.C. Event Won by
W. J. Lamb (Dellow)**

WELL, the organizers said they intended this to be a difficult trial—which it certainly was! The start was from Bathgate and into a 40-miles route were crowded no fewer than 16 observed sections, each one of proven severity. Incidentally, there were no retirements, which speaks well for the skill of the "specialists".

With engines hardly warmed, the route led to Silvermines which, to render it even more difficult, was taped part of the way. Bill Lamb (Dellow), Peter Goodall (Dellow) and Tom Knight, whose aged Austin Seven becomes more evergreen with the passing of the years, struggled—and this is the verb to use—into and out of the gulley and over the top to the finish, each with 20 points in their pockets. Bill Watson (Ford Ten

Special), who seems to have forsaken the bikes for good now and who may revive the old Lanarkshire M.C. before the end of this season, cleverly avoided the pitfalls and climbed successfully to the top in a manner comparable to W. K. Stewart, similarly mounted.

Muckraw Dam, despite the bone-dry condition of the surrounding countryside, seemed as deep as ever. With great respect, George Hendry thoroughly waterproofed his Speedy, but, despite this precaution, emerged from the stream with one bank of cylinders playing fitfully. Lochgreen was observed in two sections, No. 1 also boasting a young river which drowned the works departments of Archie Wallace's Ford Ten Special and Bob Gentleman's R.H.G. On Lochgreen No. 2 no one rivalled Lamb's beautiful climb, executed in the stirring style that is particular to this driver.

Bottomhead, however, docked most

marks of all the sections. Only two conquered its water, mud and gradient. Jim Murray (Murmur) who is still a novice in these matters, gritted his teeth, planked down his right foot and didn't let up until the cheering had died away. A great effort this, for Murray is a good tryer and has still to get a smile from Lady Luck. "Willum" Stewart was the other stalwart. New Logie gave Lewis Mitchell the chance to demonstrate the paces of his Mercury-engined Special and as the car screamed up the gradient no one would have realized that earlier in the day its driver had to cope (a) with a blown hose pipe miles from anywhere and (b) a punctured petrol tank!—nor that Stewart had broken a radius rod!

Menstrie Hill brought Tom Legget (Crocus) into the limelight with a grand effort that was only equalled by Lamb and Goodall.

The finish was at Grangemouth where Bill Lamb was declared the winner.

Big Entry for West Essex C.C.'s Opening Circuit Race Meeting — Largest-ever Number of "500s"—Parnell to Drive a Maserati

A sketch map of the location is reproduced to assist readers in getting there. Racing starts at 1 p.m. Practising will take place from 9 a.m. on the day of the races.

85 A. Stokes (Healey). 86 K. McAlpine (Connaught). 87 F. Defty (Frazer-Nash BMW). 88 J. Lyons (Connaught). 89 H. Heap (Marendaz). 90 L. Gillbanks (BMW). 91 R. Playford (Healey). 92 F. Davis (M.G.). 93 T. Crook (Frazer-Nash). 94 D. Clarke (Frazer-Nash). 95 D. Price (Morgan). 96 T. Read (M.G.). 97 H. Kemp-Place (Healey). 98 E. Heath (M.G.). 99 R. Jacobs (M.G.). 52 O. Moore (H.W.M.). 56 T. Meyer (H.W.M.).

FORMULA LIBRE RACING CARS—15 LAPS
 47 R. Parnell (Maserati). 48 D. Poore (Alfa Romeo). 49 J. Fairman (Alfa Romeo). 50 E. Thompson (Bugatti). 51 P. Cowell (Alta). 52 O. Moore (H.W.M.). 53 S. Allard (Allard). 54 A. Butterworth (A.J.B.). 55 V. Wain (Bugatti). 56 T. Meyer (H.W.M.). 57 R. Pattenden (Connaught). 58 S. Boshier (Connaught). 59 R. Willis (Frazer-Nash BMW). 60 P. Bucknall (M.G.). 61 P. Clark (H.R.G.). 62 P. Jonas (Connaught). 63 A. N. Other (Frazer-Nash). 64 F. Spiller (Healey). 65 C. Booker (Cooper). 66 A. Elliott (Cooper). 20 J. Barber (Cooper). 45 W. Aston (Cooper). 18 D. Wilcocks (Cooper). 24 B. Ecclestone (Cooper). 26 A. Rippon (Cooper). 27 G. Symonds (Cooper). 29 N. Pugh (Cooper). 127 A. P. R. Rolt (Delage). **Reserves:** 21 A. Ryder (A.R.S.). 25 V. Labrum (Labrani). 35 S. Lewis-Evans (Cooper). 39 W. Lowe (Cooper).

Since 1948, there have been three major Grands Prix, and three big International meetings at Silverstone. The last-named organized by the B.R.D.C. in conjunction with the *Daily Express*.

FARINA WINS PARIS G.P.

**Fangio (Simca) Makes Record Lap—
Gonzalez Runner-up with Talbot**

DRIVING the 4 CLT/48 Maserati with which he performed so brilliantly at Goodwood on Whit Monday, Giuseppe Farina won the G.P. de Paris over a short, tricky circuit in the Bois de Boulogne last Sunday. The Argentine driver Froilan Gonzalez, who scored a Ferrari double at Buenos Aires earlier in the year, took second place in a Talbot and these cars filled the next four places. Both the nature of the course and the spectator accommodation caused some dissatisfaction but the racing itself was tense, the lead changing no fewer than eight times before Farina, driving masterfully, finally got ahead and won at a speed of 67.72 m.p.h.

Of the Simca entries, blown 1,500s were driven by Fangio, Manzon and Simon, whilst Aldo Gordini (son of the "sorcerer") and Maurice Trintignant had unsupercharged models. The nimble French cars, well suited to the circuit, put up a fine show in the earlier stages of the race, but all

suffered troubles of some kind, principally with clutch and braking rockers. Fangio, however, had the satisfaction of making the record lap at 71.36 m.p.h., which beat Farina's best effort by nearly two m.p.h.

Manzon (Simca) took the lead for the first 10 laps, holding off Farina and the leading Talbots, but the World Champion, having made a record seventh lap, eventually got ahead on the 11th with J. M. Fangio at his tail. Manzon, meantime, drew into his pit with clutch trouble, and on lap 23 the stocky Fangio got by Farina and led the race. Subsequently he lost as many as 14 laps at his pit with rocker trouble, whereupon Simon, with another Simca, led, followed by Farina and a mass of Talbots.

Fangio, on rejoining the race, went round the circuit in most audacious manner, cracking Farina's lap record of 69.64 m.p.h. at 71.36 m.p.h. Meanwhile, Simon and Farina, delayed by stops, had lost the lead to Gonzalez driving Louis

Rosier's Le Mans-type 2-seater Talbot. By dint of fast, regular driving, Gonzalez kept ahead for 34 laps, but Farina had been working his way steadily towards the head of affairs, and eventually got past the Talbot. These two switched around during the next few laps, but eventually the brilliant Maserati driver got out in front, never again to be headed. The other Maseratis in the race, the much-used Ecurie Platé cars of Baron de Graffenried and Harry Schell were less fortunate, Schell retiring with his car but later relieving the Swiss.

Giraud-Cabantous (Talbot) retired on the 15th lap with valve trouble, Aldo Gordini gave up on the 34th tour, and Simon's Simca was abandoned after 96 laps with valve and brake troubles.

RESULTS

125 laps, 195.3 miles

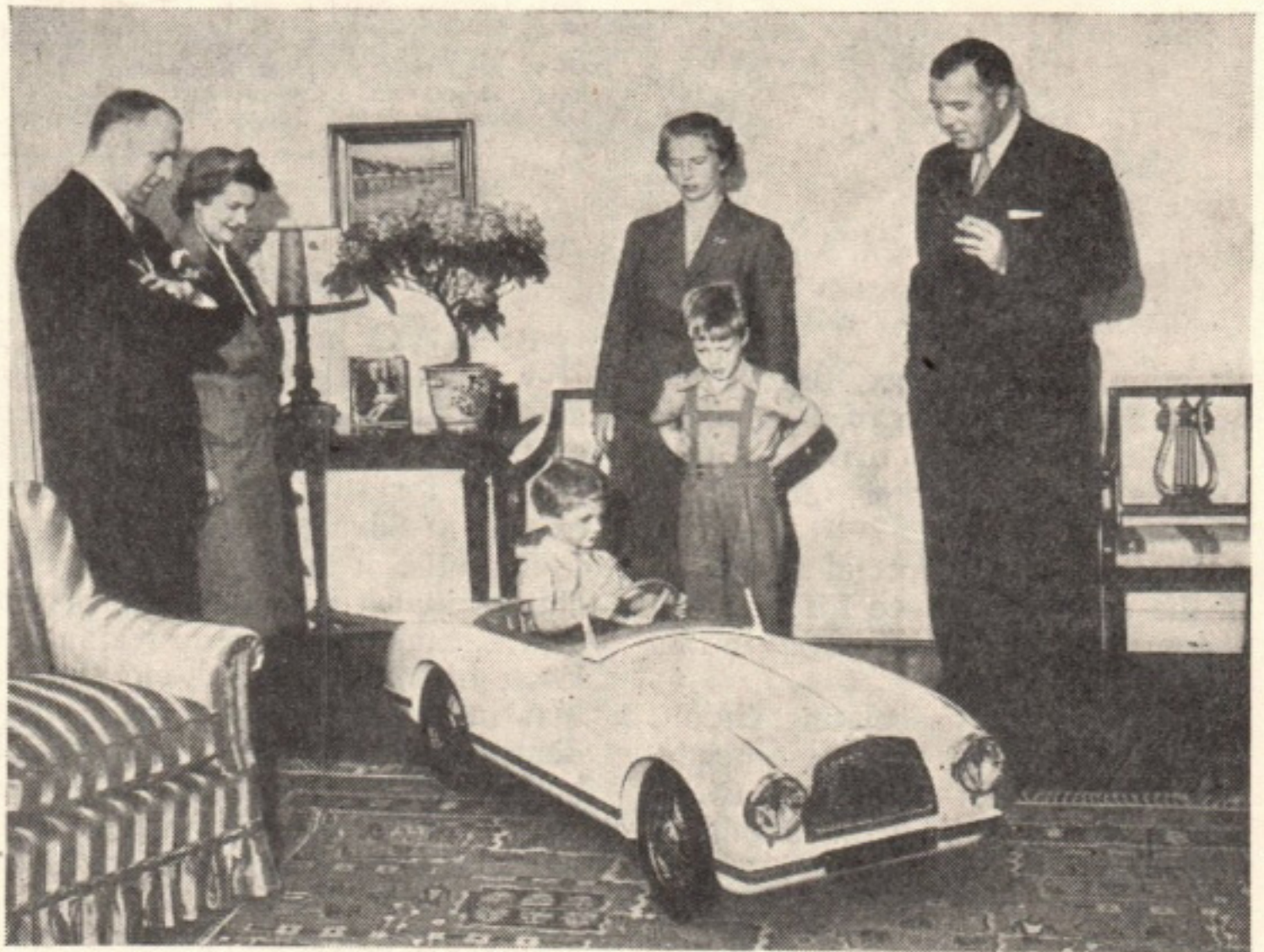
1, G. Farina (Maserati), 67.72 m.p.h.; 2, J. F. Gonzalez (Talbot); 3, L. Rosier (Talbot); 4, H. Louveau (Talbot); 5, P. Etancelin (Talbot); 6, P. Levegh (Talbot); 7, E. de Graffenried/H. Schell (Maserati); 8, L. Gerard (Delage).

Retirements: Giraud-Cabantous (Talbot), 16th lap; R. Manzon (Simca), 20th lap; J. M. Fangio (Simca), 49th lap; M. Trintignant (Simca), 53rd lap; A. Gordini (Simca), 73rd lap; A. Simon (Simca), 93rd lap.

AMERICA'S ONLY CLASSIC

ON Wednesday next, 30th May, the 35th Annual 500 Miles Race at Indianapolis takes place. This event is run to the old 1938 Grand Prix formula, permitting cars of up to 4½-litres unsupercharged, and 3-litres with supercharger. Sixty-eight entries have come in for this year's race, out of which the 33 starters permitted will be selected by qualifying trials. Whilst all the cars are confusingly called "Specials" of one kind or another, nearly 75 per cent. of the entry employ the 4½-litre, 4-cylinder unblown Offenhauser engine built by Meyer-Drake. In some cases units are equipped with Hilborn-Travers fuel injectors.

Amongst the entries are examples of the Kurtis-Kraft design which won last year and the formidable Winfield-powered V-8 supercharged Novi machines. The Blue Crown Spark Plug Specials, which were successful in 1947, 1948 and 1949 are running again in front-drive form, and other interesting and new designs will appear.



BABY DB2: H.R.H. the Crown Prince of Sweden tries out a pleasing scale model of an Aston Martin. Also seen are T.R.H. Prince Bertil and Princess Sibylla of Sweden, Mr. Ellert Rundin and Miss Angela Brown representing the Aston Martin agent.

R.A.C. INTERNATIONAL RALLY

Starting Points and Complete Entry List for Next Month's Big Event

Brighton

G. S. Aghion (Healey or Riley). Mrs. Eleanor Allard (Allard). R. J. Ashenden (Sunbeam-Talbot 90). R. J. Ashley (V-12 Lagonda). A. G. Baker (M.G. 14). F. M. Baker (M.G.). Peter Binns (Riley Roadster). T. N. Blackley (K2 Allard). Eric Brinkman (Riley 24). D. C. T. Bennett (XK 120 Jaguar). T. H. Church (Citroën). W. M. Couper (Bentley Mk. V). Norman Croucher (Morris 6). Frank Defty (Lagonda). W. Edwards (Ford Prefect). J. C. Elwes (Bristol 401). J. Erskine (Vauxhall Velox). C. Evan Cook (Hillman Minx). Everard Etienne (Rover).* D. Farquarson (XK 120 Jaguar). Charles Follett (Lea Francis 24). Charles Fothergill (Ford Consul). George M. Gee (Citroën). S. J. Gilbey (Alfa Romeo). A. D. Gill (XK 120 Jaguar). Skelton Ginn (Javelin). A. D. C. Gordon (H.R.G.). D. W. Graham (Austin A90). Flawil R. Habisreutinger (Bentley).* Betty Haig (M.G. TD). R. V. Havard (XK 120 Jaguar). G. F. Hayward (Riley 14). Barbara Heath (Citroën). G. H. Humphreys (Sunbeam-Talbot 80). W. D. Hurlock (A.C.). Godfrey Imhof (Jupiter). J. B. L. Jacobs (Riley 24). Leslie Johnson (XK 120 Jaguar). Margaret Jennings (Ford Pilot). Olga I. Johnson (Riley 14). Jack Kemsley (Hillman Minx). W. J. Knight (Triumph 1800). D. H. Laver (Ford). Michael H. Lawson (H.R.G.). G. K. Le Grys (Vanguard). R. Nelson-Harris (Javelin). Leslie Odell (Javelin). R. A. Page Croft (A.C.). Lucie Pappou (Lancia Aurelia)*. L. F. Parham (Bristol 401). H. Perring (Vauxhall Velox). George E. Phillips (Vauxhall Velox). R. A. Pierson (Jaguar 34). Dennis I. Podmore (Bristol 401). Henry Propp (Singer Roadster). David R. Quicke (M.G. TD Mk. 2). Stuart E. Radbourne (M.G. TC). J. F. Ritchie (Austin). W. T. Robins (Austin A40). Walter Rosson (Vanguard). Charlotte Sadler (Hillman Minx). Graf von und zu Sandizell (Ford Taunus)*. P. W. M. Selsdon (Bentley Mk. V). Guy W. Silver (Morris Minor). J. P. S. Slatter (Sunbeam-Talbot 90). Derek A. Smith (Sunbeam-Talbot 90). W. M. B. Smith (Riley 24). Ernest Snow (XK 120 Jaguar). E. F. Vorbustel (Singer 4A)*. H. J. Verden (Jaguar 34). W. A. Walters (F-N-BMW 328). Walter H. Waring (Jaguar). Arthur P. Warren (Riley 14). Leslie Wood (XK 120 Jaguar). Christopher N. Wilson (Javelin). J. A. Young (Austin A90). P. I. Zetter (A.C.).

Cheltenham

Jim Appleton (Ford Pilot). D. J. Ashford (Daimler). Lt.-Col. J. F. Bassett (Javelin). R. F. Batley (Studebaker). Arthur Bayliss (Ford Pilot). Sqn.-Ldr. C. V. Beadon (Armstrong-Siddeley). T. Beckingham (Vauxhall Wyvern). W. Bennett (Austin A40). Gilbert Best (M.G. TD Mk. 2). Nancy Binns (XK 120 Jaguar). B. E. Bradnack (XK 120 Jaguar). J. V. S. Brown (H.R.G.). F. H.

Bullock (Lea Francis). John Buncombe (Healey Silverstone). Ernest Casey (SM 1500). A. J. Chaston (Austin A40). Basil G. Clark (Allard). Joy Cooke (—). P. G. Cooper (Vanguard). Dorothy Corbishley (Daimler). J. W. Cox (XK 120 Jaguar). Harry G. Cressman (Ford Consul). J. B. Evans (Austin). Courtenay Edwards (Hillman Minx). F. J. Fearn (Morris Minor). B. W. Fursdon (Wolseley Wasp). R. T. Gardner (Armstrong-Siddeley). Alan Gascoine (Austin A40). Walter A. G. Goodall (Plus 4 Morgan). Gregor Grant (M.G. 14). Hugh Grosvenor (XK 120 Jaguar). Frank Grounds (XK 120 Jaguar). Lola Grounds (M.G. 14). Rowland Gunning (Austin A70). John G. Hadley (Riley 14). Ronald Harper (Vauxhall Velox). J. A. Harris (Austin A40 Sports). George Hartwell (Sunbeam-Talbot 90). Cecil Heath (XK 120 Jaguar). Peter Herbert (Jaguar). Arthur Hesp (Bristol 401). Reg. Holt (Allard). R. W. Horton (Austin A40 Sports). E. Hiskins (Hillman Minx). James Kenyon (Rover 14). C. M. B. Kite (Lea Francis 24). A. E. S. Lapper (Hillman 14). C. A. Leavens (Javelin). J. D. Leavesley (Hillman). E. C. Lewis (Austin A90). Charles J. H. Lucy (Renault 4CV). A. D. Mackay (Sunbeam-Talbot 90). K. G. Marsh (Vanguard). J. H. Mathew (Jaguar Mk. V). A. Meredith-Owens (Rover). W. A. Merfield (SS Jaguar). Nancy Mitchell (H.R.G.). Peter Morgan (Plus 4 Morgan). Graf H. von der Muhle (Ford Taunus)*. T. Leslie McDonald (Wolseley 6/80). A. N. McKechnie (Bristol 401). Leslie Odell (Javelin). C. B. Offley (Vanguard). Doreen M. Osborn (Ford V8). W. H. Osborn (Javelin). Sydney Oakes (Jaguar Mk. V). S. J. Peters (Hillman Minx). Alick Pitts (Allard). D. W. Price (Morgan). H. Plotneck (Triumph). E. J. Read (Austin A90 Sports). Jack Readings (M.G. 14). C. E. Reid-Walker (Hudson). Giles Reid-Walker (XK 120 Jaguar). Mrs. A. M. Roberts (Triumph). Horace Roberts (Austin 16). Frank Roden (Morris 10-4). L. T. Rogers (24 Jaguar). Francis Scott (Hillman Minx). Len Shaw (M.G. 14). H. Sinclair Sweeney (Riley 14). J. D. Sleeman (Austin A90). J. C. Smith (Jaguar Mk. V). Lorna Snow (XK 120 Jaguar). Dr. J. T. Spare (Javelin). B. Spollon (Railton). Joachim Springer (Ford Taunus)*. W. D. Steel (Plus 4 Morgan). Harry Sutcliffe (XK 120 Jaguar). Christopher Summers (M.G. TA). Alan Tasker (Healey Silverstone). Dennis Taylor (XK 120 Jaguar). Lewis Tracey (XK 120 Jaguar). P. T. Trevelyan-Jones (Hillman Minx). E. A. S. Tweney (Riley 24). Charles Toomer (Allard Saloon). Sheila van Damm (Hillman Minx). C. G. Wakefield (Austin A90). Denis G. Warwick (Jaguar Mk. V). P. G. R. Weeks (Vauxhall Velox). P. L. Worthington (M.G. TC). P. L. Walker (Ford). N. D. Yates (Healey Silverstone).

Harrogate

E. Abrams (Javelin). E. Ainsworth (Jaguar). Lt.-Com. M. Allison (V-12 Lagonda). Ian Appleyard

(XK 120 Jaguar). Marcel Becquart (Jupiter)*. R. E. Blackhurst (Morris Oxford). Peter R. Bolton (XK 120 Jaguar). E. B. Booth (Jupiter). Paul Buckley (Bristol 400). Annie Barnley (Austin A70). Joseph Carefoot (Lancia Aprilia). Roy Clarkson (Ferrari). H. Crossley (Austin A90). G. P. Denham-Cookes (XK 120 Jaguar). D. M. E. Dutton (Vanguard). H. W. D. G. Eds (Jaguar Mk. V). Keith Elliott (Bristol 401). Edwin Elliott (Ford Pilot). A. B. Engelen (Javelin)*. M. Fulton (Railton). M. Garson (Daimler). R. T. Haddow (XK 120 Jaguar). J. P. Hetherington (Javelin). Walter L. Hill (Austin A90). Charles Hince (Humber). H. C. Hobson (Austin A40). Geoff Holt (M.G. TD Mk. 2). Alan Hopkinson (M.G. TD). R. F. Jenkins (H.R.G.). J. Kingston-Whittaker (Healey Silverstone). H. D. London (Jaguar Mk. V). J. M. Lyons (XK 120 Jaguar). H. A. G. Meikle (Alvis 14). Brian McCaldin (Hillman Minx)*. Andrew McCracken (Ford). C. M. Needham (Lancia Aurelia). Mary Newton (XK 120 Jaguar). H. R. Payne (Vauxhall Velox). S. Pentland (Citroën). V. R. Pilkington (XK 120 Jaguar). J. M. Reiss (Allard). J. M. Richmond (H.R.G.). A. G. H. Rimmel (Healey Silverstone). G. S. Rollings (Healey Duncan). G. D. C. Rose (Austin A90). F. Runton (Jaguar). G. M. Samworth (XK 120 Jaguar). D. G. Scott (M.G. TC). Major L. Sherley-Price (Sunbeam-Talbot 90). G. Simister (Bristol 401). John Smith (Austin A70). John Stoddart (Vauxhall). Clara Shade (V-W, or Standard)*. Johannes Scheffer (Javelin)*. W. Twiss (Jaguar). J. van der Mark (Javelin)*. E. B. Wadsworth (XK 120 Jaguar). F. Walker (Morris Minor). J. C. Wallwork (Vanguard). R. Walshaw (Hillman Minx). P. G. Walton (Bristol 400). A. N. Waterhouse (Healey). J. E. Wilson (Austin Hereford). F. Young (Riley).

Skegness

Stan Asbury (Javelin). W. P. Black (XK 120 Jaguar). S. J. Boshier (Renault). K. D. Fraser (Riley 24). W. V. Fulton (Javelin). J. M. S. Goddard (Triumph). R. G. Godsmark (M.G. TC). David Hampshire (XK 120 Jaguar). L. N. Loake (Austin A90). J. F. Montgomery (SS Jaguar). R. E. Pattenden (Bentley 34). E. Piggott-Smith (XK 120 Jaguar). D. T. Russell (XK 120 Jaguar). Major R. S. Schreiber (Austin A135). A. C. Westwood (XK 120 Jaguar).

Not Specified

C. G. H. Dunham (Rover). R. S. Henson (XK 120 Jaguar). G. C. Valerio (Fiat)*.

* Continental and Eire Entries.

Summary

Brighton, 77. Cheltenham, 103. Harrogate, 64. Skegness, 15. Unspecified, 3. Total: 262.

Makes

A.C., 3. Alfa Romeo, 1. Allard, 7. Alvis, 1. Armstrong-Siddeley, 2. Aston Martin, 1. Austin, 25. Bentley, 4. Bristol, 9. Citroën, 4. Daimler, 3. Ferrari, 1. Fiat, 1. Frazer-Nash-BMW, 1. Healey, 8. Hillman, 13. H.R.G., 6. Hudson, 1. Humber, 1. Javelin, 13. Jaguar, 50. Lagonda, 3. Lancia, 3. Lea Francis, 3. M.G., 16. Morgan, 4. Morris, 6. Railton, 2. Renault, 2. Riley, 13. Rover, 4. Standard, 7. Studebaker, 1. Sunbeam-Talbot, 7. Vauxhall, 8. Volkswagen, 1. Wolseley, 3.

BENTLEY OWNERS' CLUB PROGRESS

THE first A.G.M. of the recently formed Bentley Owners' Club drew an attendance of over 60 per cent. A temporary committee has been elected and draft rules approved, and it is hoped to begin activities this summer. Hon. Sec. is "Puck" Llewellyn-Evans of De Montfort Chambers, 18 Hammet Street, Taunton, Somerset (phone: Taunton 2922).

* * *

SILVERSTONE RELAY RACE

THAT enterprising body, the 750 Motor Club, propose to stage a six-hour relay race for sports cars on 25th August, over the Silverstone Club circuit. Club entries of either single or double drivers will be permitted, each team being required to convey a sash or other token as many times round the course as possible in six hours. A driver who breaks

down will be able to phone his pit for another car to pick up the sash and continue. Teams are expected to be of a definitive nature, i.e., one make or one club, and to contain cars of similar performance to facilitate handicapping. Austin Sevens will start from the limit position.

Eligible clubs will include V.S.C.C., Sheffield and Hallamshire, West Essex, Bristol and others, the list not yet being finalized. Entry fee is expected to be £6 per team, and those interested in entering or marshalling are invited to write to Holland Birkett at 3 Pondtail Road, Fleet, Kent.

* * *

HANTS & BERKS CLUB MEETINGS

HANTS & Berks M.C. meet on the last Friday of every month at the "New Inn", Eversley, a fact which may not be realized by newer members. Gatherings usually commence around 8 p.m., and

talks, film shows, quizzes and other forms of entertainment are provided. The next two meetings take place tonight, 25th May, and 29th June.

* * *

B.A.R.C. SCARBOROUGH RALLY

WILL readers note that the date of the B.A.R.C. Scarborough Rally is now 16th June. This will be followed by the Wilson Trophy Trial on 17th June.

* * *

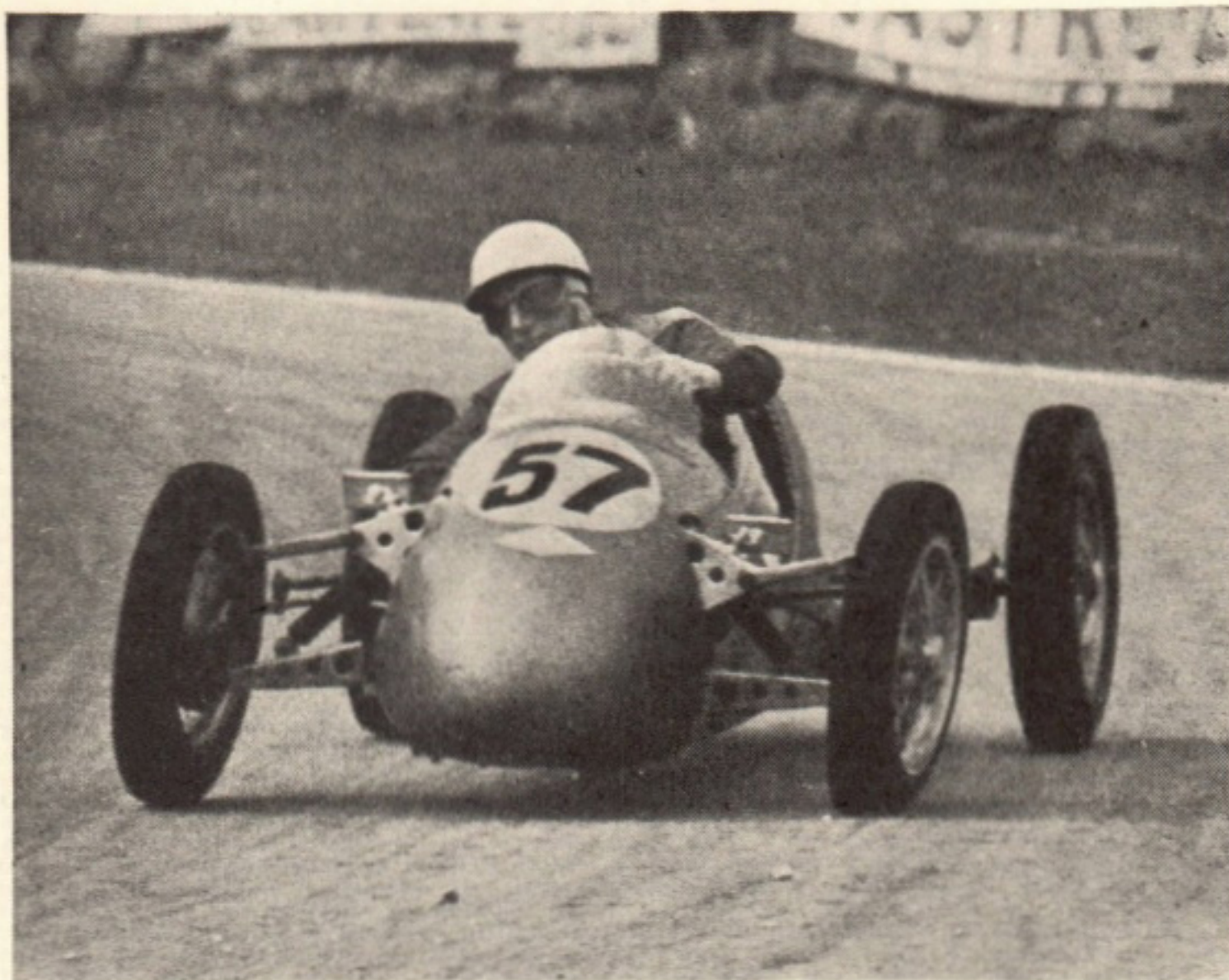
A.C. OWNERS' PERSHORE RALLY

A RALLY, followed by a Treasure Hunt, will be held at Pershore on 27th May, centring on "The Angel" Hotel, where the first-ever rally of owners of A.C. cars was organized in 1927. The Rally will be attended by Mr. J. L. Stocks, who was closely concerned with the original rally, and Mr. Brownsort, who was associated with many of the A.C. record runs in the 'twenties.

TECHNICAL AND OTHERWISE

SOME PRACTICAL ASPECTS of STABILITY

By
JOHN BOLSTER



Swinging-rear-axle behaviour on Stirling Moss's new Kieft. The offside rear wheel under stress of fast cornering assumes practically the same angle as that attained by the front wheels.

IN previous articles, I have discussed slip angles, understeer and oversteer, and, in fact, most of the theoretical considerations that affect the stability of a car on the road. I have managed to do this without mathematics or mechanical drawings, and I hope that the narrative has been more readable in consequence. Confession is good for the soul, however, and I must admit that whereas I am a somewhat prolific writer, I am a most laborious draughtsman and an agonizingly slow mathematician!

We have already considered the effect of the slip angles of the front and rear tyres on steering characteristics. There are, though, a number of structural features in the conventional car which have a bearing on the issue.

Take ordinary leaf springs, for instance. The perfect spring would be very flexible in a vertical direction, and entirely rigid laterally. In practice, this is never achieved, and an axle mounted on semi-elliptic springs does not maintain its designed relationship with the chassis during fast cornering. Not only do the leaves flex under the side force, but the rolling of the car twists them, so that they are still less able to withstand the pressure. A heavy car with long springs may move several inches sideways across its axle, and the body may actually rub against the outer tyre, though ample clearance has apparently been allowed.

Imagine, first of all, that a fairly short torque tube is built up integral with the axle assembly, and articulates in a spherical housing at the back of the gearbox. As the springs, which are shackled at both ends, allow the car to move sideways relative to the axle, the front end of the torque tube will be pulled across with the main mass, and will steer the rear axle. This is equivalent to the turntable steering on a horse wagon, and will tighten the turn that is being negotiated.

This means that a car with flexible semi-elliptic suspension at the rear, and a torque tube, must oversteer unless the front suspension provides a roll-understeer effect to counteract it. In other words, unless the driver rapidly straightens out his steering as the car rolls, it will turn towards the disturbing force, which is a condition of instability.

If the Hotchkiss drive is used, a different situation arises. In this layout, an open propeller shaft with two joints is employed, and the springs are entirely responsible for axle location. It is usual to shackle them at the rear, and their front halves can legitimately be regarded as short radius arms. Actually, of course, because they flex as well as turning on their front pins, the radius on which the axle rises is shorter than the front half of the spring. About three-eighths of the spring length would be a typical figure.

It will thus be seen that the axle is, in effect, secured to the frame by two rather short forward-facing radius arms. If the front mounting of the springs is appreciably lower than the back, a roll understeer will be produced. This is because the spring which is compressed in roll will draw the axle forward, and the one on the other side, which has weight taken off it, will push the axle back. Thus, the rear wheels will be steered in a direction opposite to the torque tube example, and understeer will result.

It will readily be understood that if, in a static position, the back of the springs is considerably lower than the front, an oversteering characteristic must be produced. Old cars which oversteer can consequently be improved in some cases by reversing the shackles.

Where a great deal of power has to be transmitted, the Hotchkiss drive rather falls down. The springs have to resist the driving torque of the axle, and unless hard suspension and heavy damping are tolerated, rather alarming things can happen to the rear end. A sort of patter can develop through the springs winding up, till a spot of wheelspin releases their pent-up energy. This can easily build up into a violent juddering, which does the roadholding no good at all. Such cars as the Aston Martin and the Frazer-Nash, which do not rely on leaf springs to locate their back axles, show notably good road adhesion and freedom from wheelspin.

In Edwardian days, the better cars had their back axles positioned fore and aft by a pair of long tubular radius rods. In addition, a triangular framework, usually brazed up of light tubes, was mounted on the differential casing and took the driving torque forward to a cross member behind the gearbox. It was usual to secure it to a couple of ball joints, one above and one below the axle, so that only driving torque was resisted, and no lateral location attempted. Consequently, the system had all the advantages of the torque tube, and none of its vices. It is another old idea that might profitably be "re-invented", I feel.

Quarter-elliptic springs can be responsible for rear steering effects, too. If the frame is higher than the axle, so that the springs slope downwards from their mountings, an oversteering tendency will be apparent. By lowering the chassis, so that the springs slope upwards to the axle, understeering will be secured, and an immense improvement in directional stability will be manifest. Austin Seven owners please note! Naturally, to flatten the back springs of a Bugatti would have the opposite effect, as they are mounted behind the axle.

Some independent rear ends have marked steering characteristics. In particular, the type of swinging half axle that also has a forward facing radius arm will, as normally proportioned, cause the wheels to toe in on spring deflection. As nearly all the cornering load is taken by the outer tyre, this again is an oversteering arrangement.

It will be seen from the foregoing that most cars embody a form of rear suspension that steers the back wheels. This need not be a disadvantage, provided that an arrangement is chosen that matches the behaviour of the front end. My next article on this subject, therefore, will be a study of front wheel behaviour.

ITALY GOES ALL ABINGDON

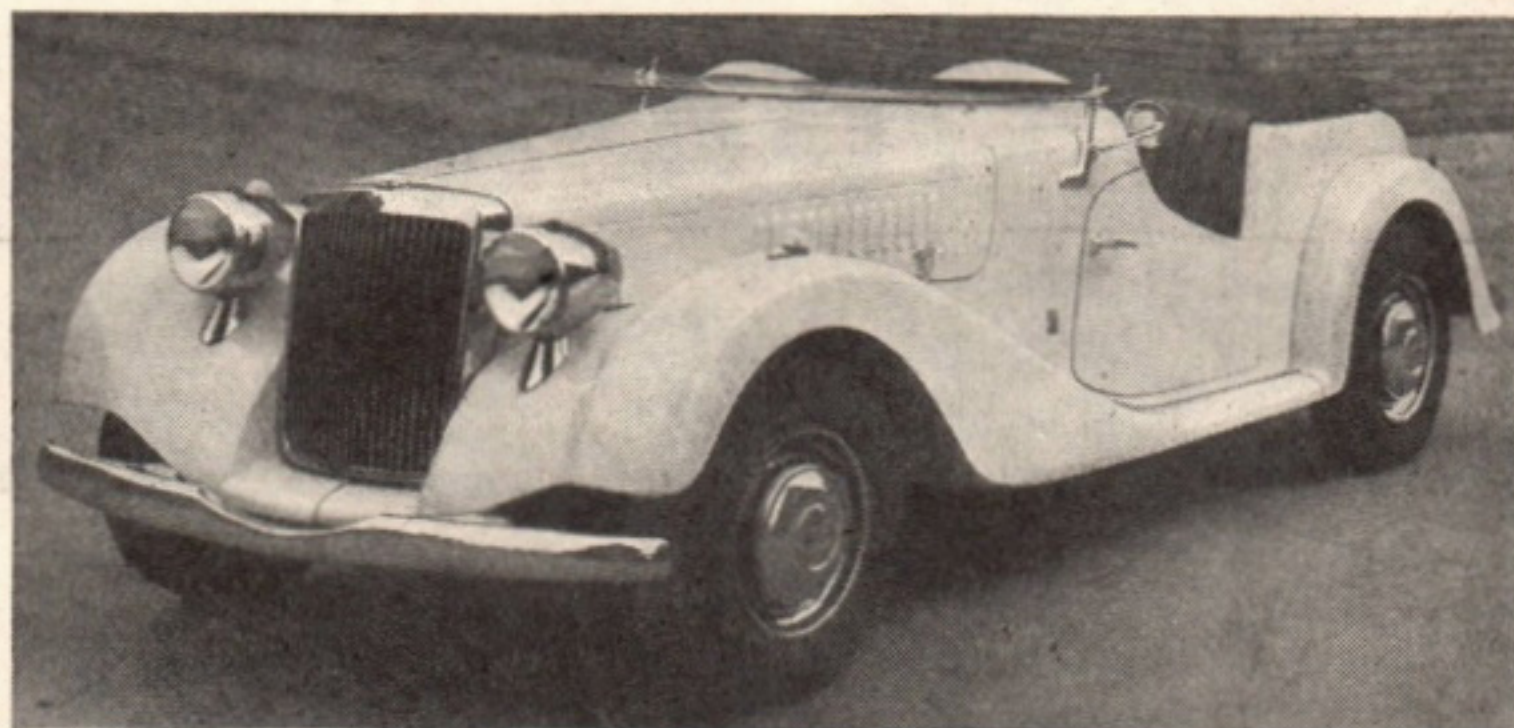
SIATA MARKET A BRITISH-STYLE SPORTS-CAR

AFTER concentrating for several years on sports cars with distinctly aero-dynamic bodywork, it is of interest to see that one Italian coachbuilder at least, the Siata Company of Turin, have turned to Great Britain for the general design of a new open sporting model, no doubt with an eye to the dollar market.

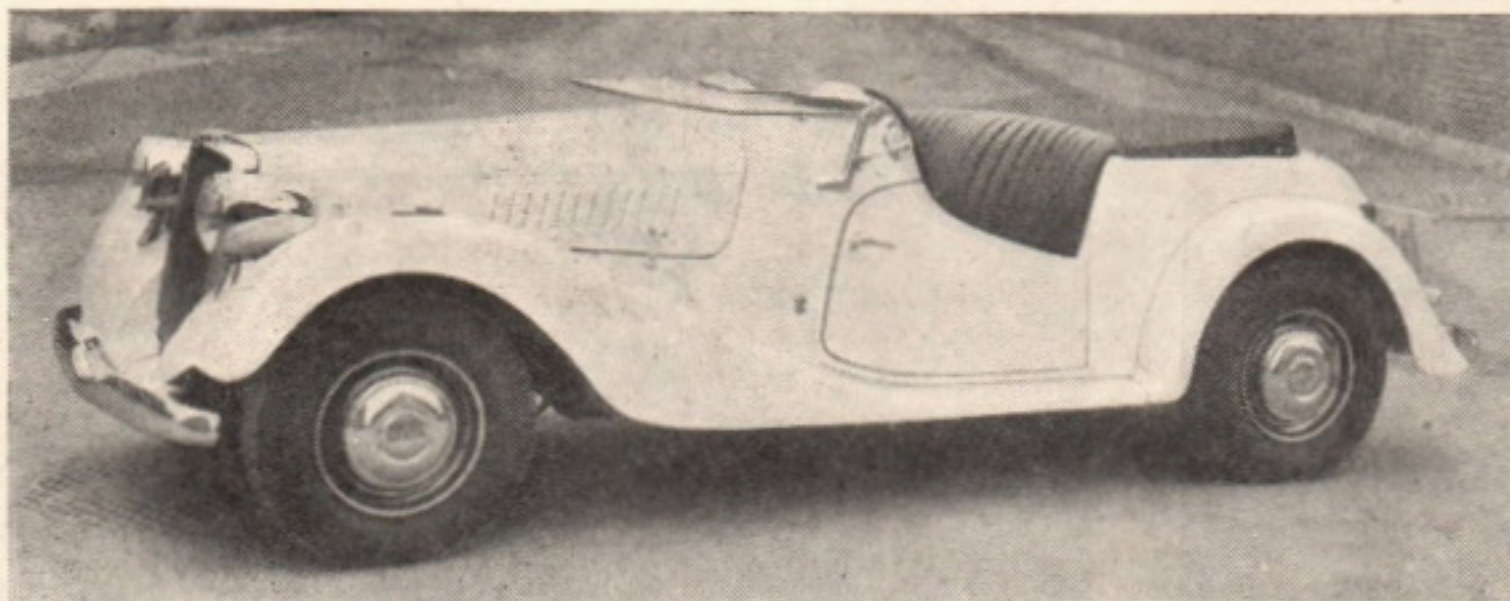
The Siata "Rallye" model closely follows the TD M.G. in outward appearance, with a hint of the 1½-

litre open tourer which was marketed "for export only". The speci-

fication includes a Fiat-based 1,395 c.c. 4-cylinder o.h.v. power unit

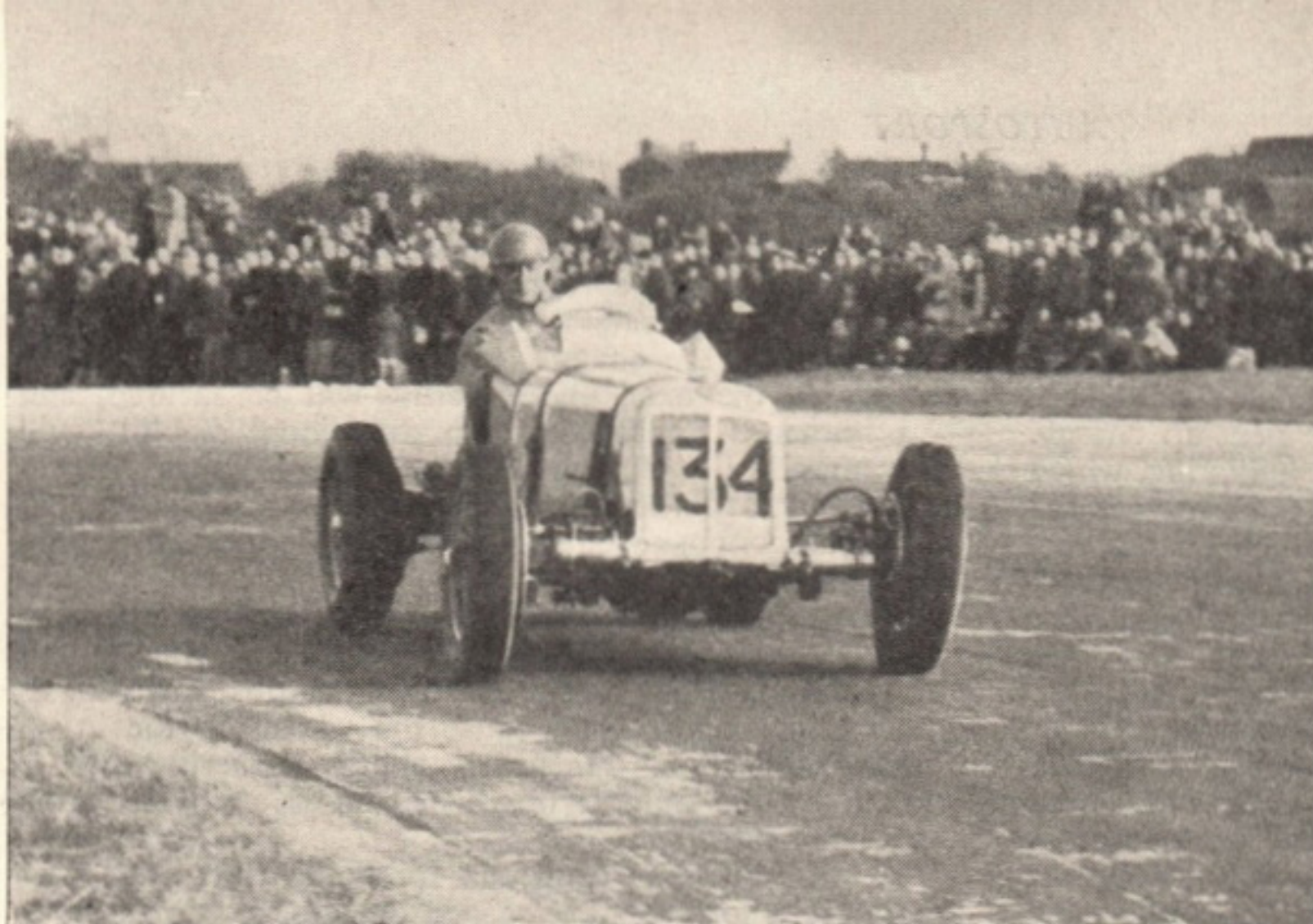


Two views of the new, 1,400 c.c. Siata "Rallye", which surely must be the first post-war attempt to follow British sports-car design by an Italian coachbuilder.



giving 65 b.h.p. at 5,000 r.p.m. Bore and stroke are 66mm. x 82 mm., two Weber carburettors are fitted and compression ratio is 7.2 to 1.

The Siata has a five-speed gearbox, and the platform-type chassis has helical spring i.f.s. The rigid rear axle is also suspended by helical springs and speeds of over 90 m.p.h. are claimed for this British-styled roadster model. Manufacturers are the Societa Italiana Auto Trasformazioni Accessori of Turin.



GAMSTON: (Above) Miles Martin (Tecnauto-i.f.s. E.R.A.), winning the Gamston Trophy race. (Below) Cuth Harrison presenting the winner with the Trophy. Harrison won it last year, also in an E.R.A. Harry Myers is the gentleman holding the P.A. microphone; Ken Settle is on Martin's right.



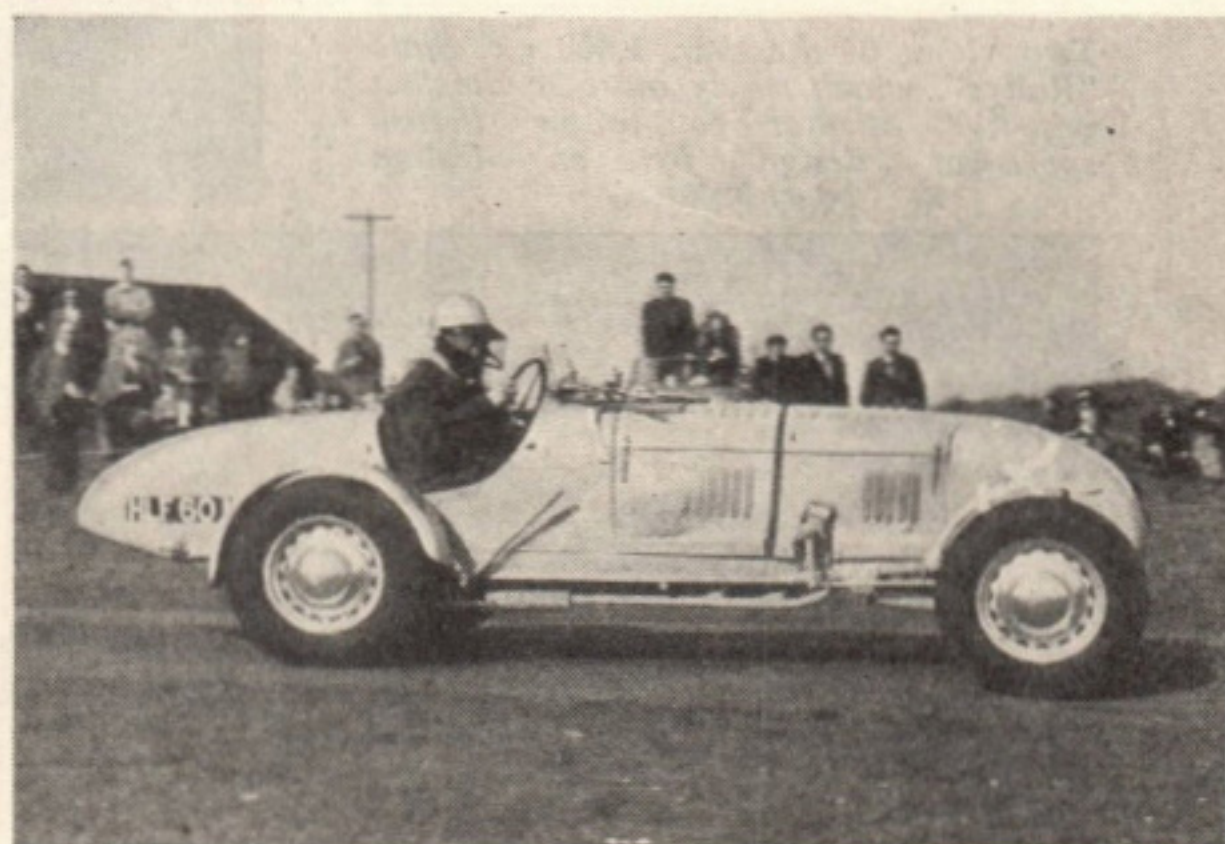
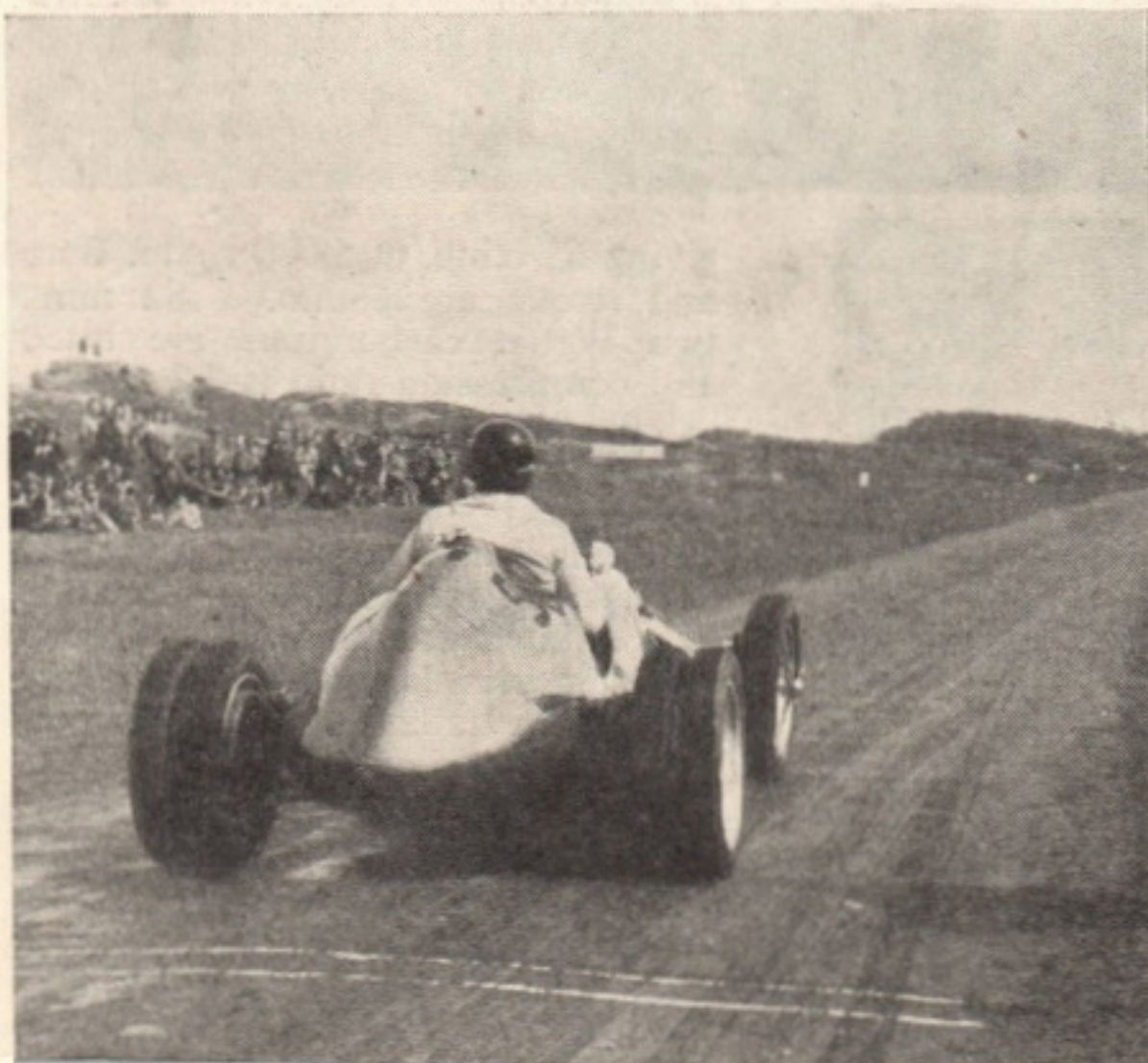
SPORT IN

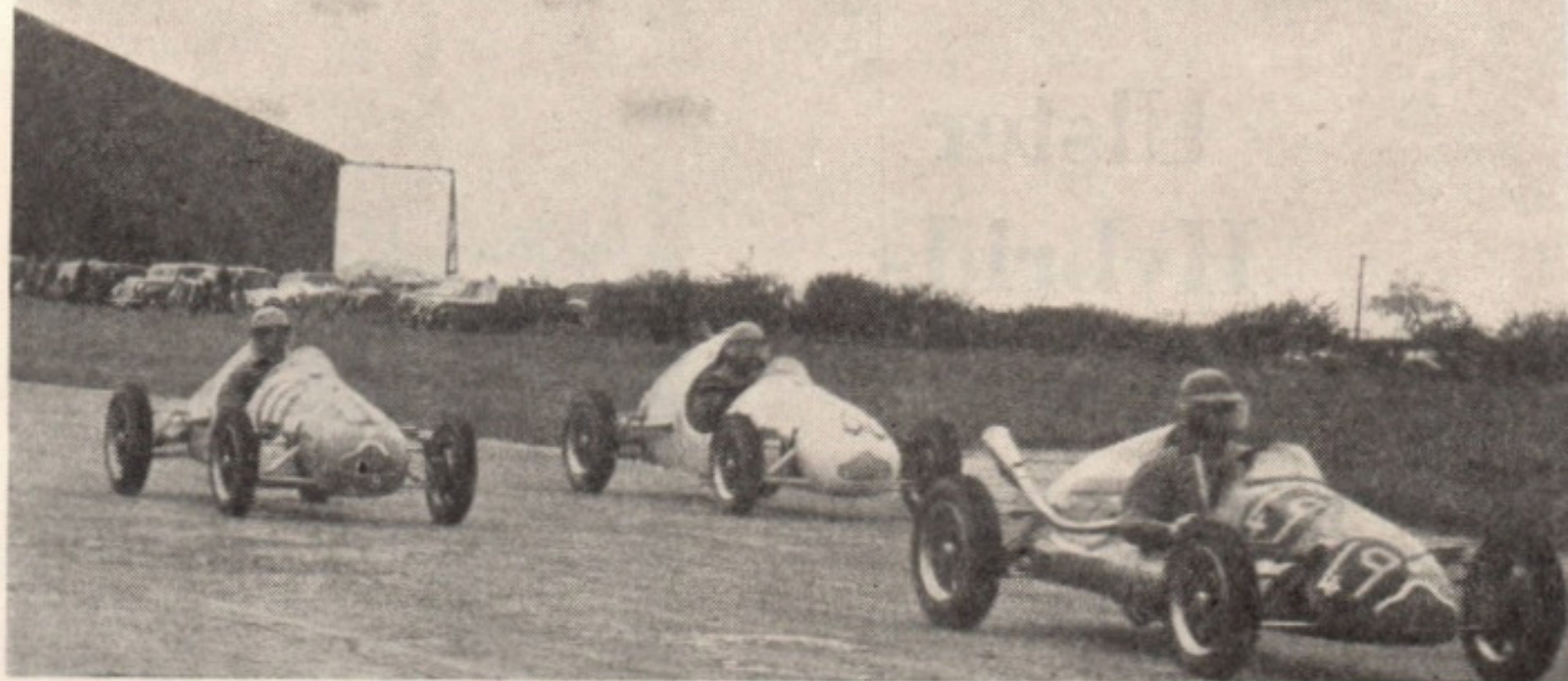
Whitsun Ever

Altcar, Turnb



ALTCAR: (Bottom, left) Lady Mary Grosvenor streaking up the quarter-mile course with her 1½-litre, supercharged Alta. (Below) Guy Warburton (Allard) breaking Tyrer's existing Altcar course record.

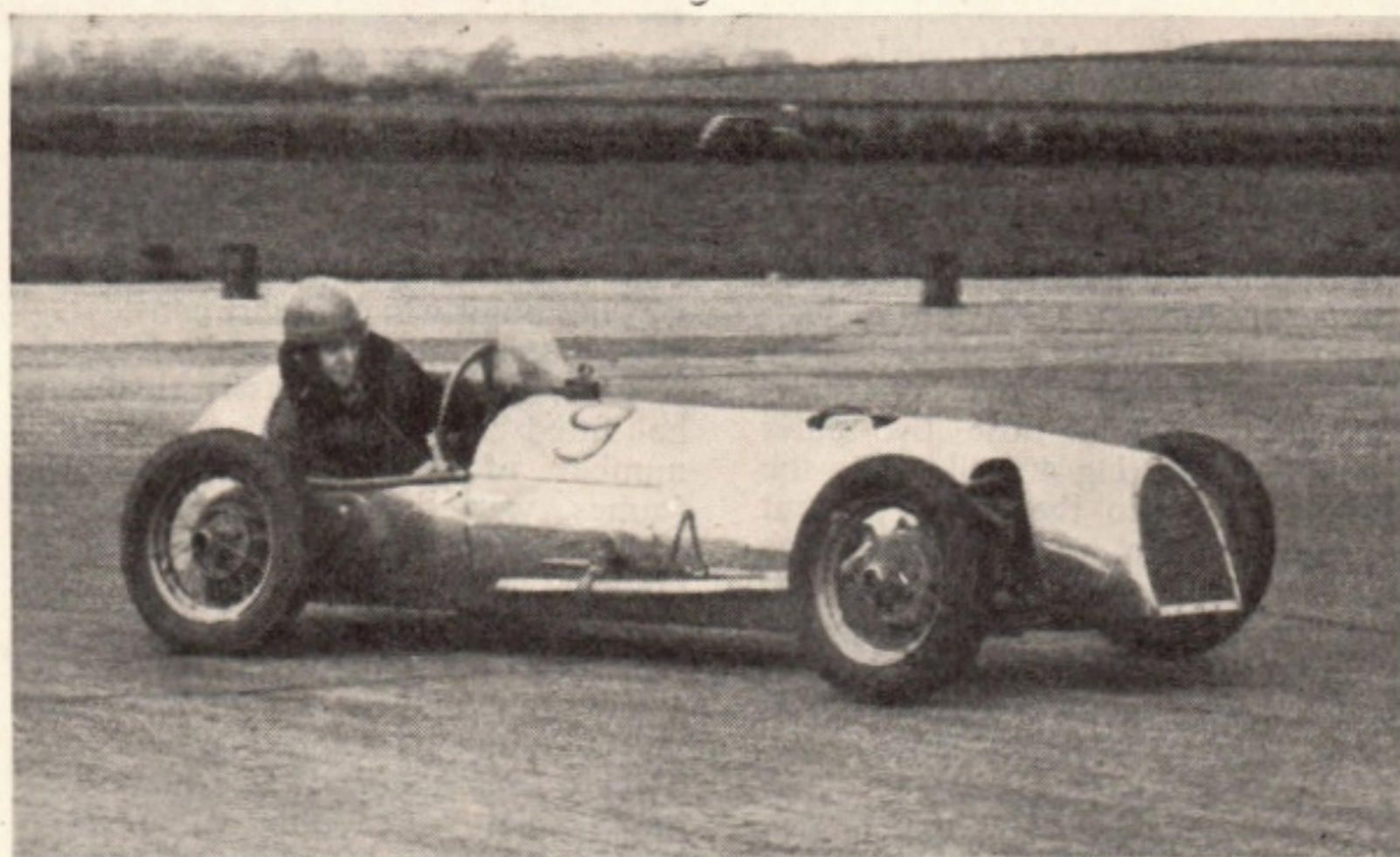




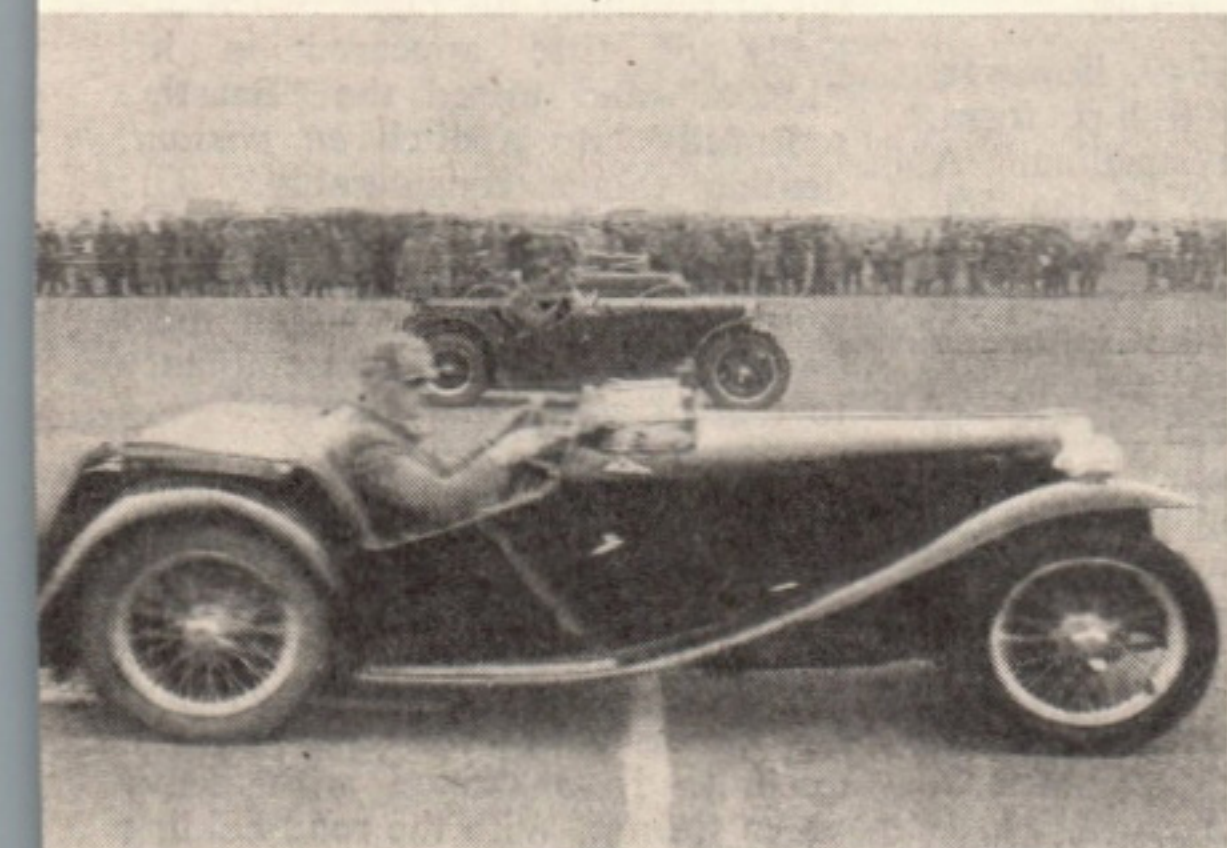
FLAG-WATCHERS: (Left) E. B. Wadsworth (Healey), R. F. Peacock (Frazer-Nash) and G. Tyrer (BMW) ready for the "off" at Gamston. (Above) Alan Rogers (Cooper), the eventual winner, leading Donald Beauman and Austen May (Coopers) in the 500 c.c. race. (Below) D. H. Wood's front-engined D.H.W. looks larger than the normal "500s".

THE NORTH

at Gamston,
and Falkirk



SCOTLAND: (Bottom, right) Bill Watson (Ford), former motor-cycle trials expert, on Logie I during the Falkirk and District M.C.'s Bairns' Trophy Trial. (Below) Line-up of TC Midgets for the three-car sprints at Turnberry, organized by the S.S.C.C.



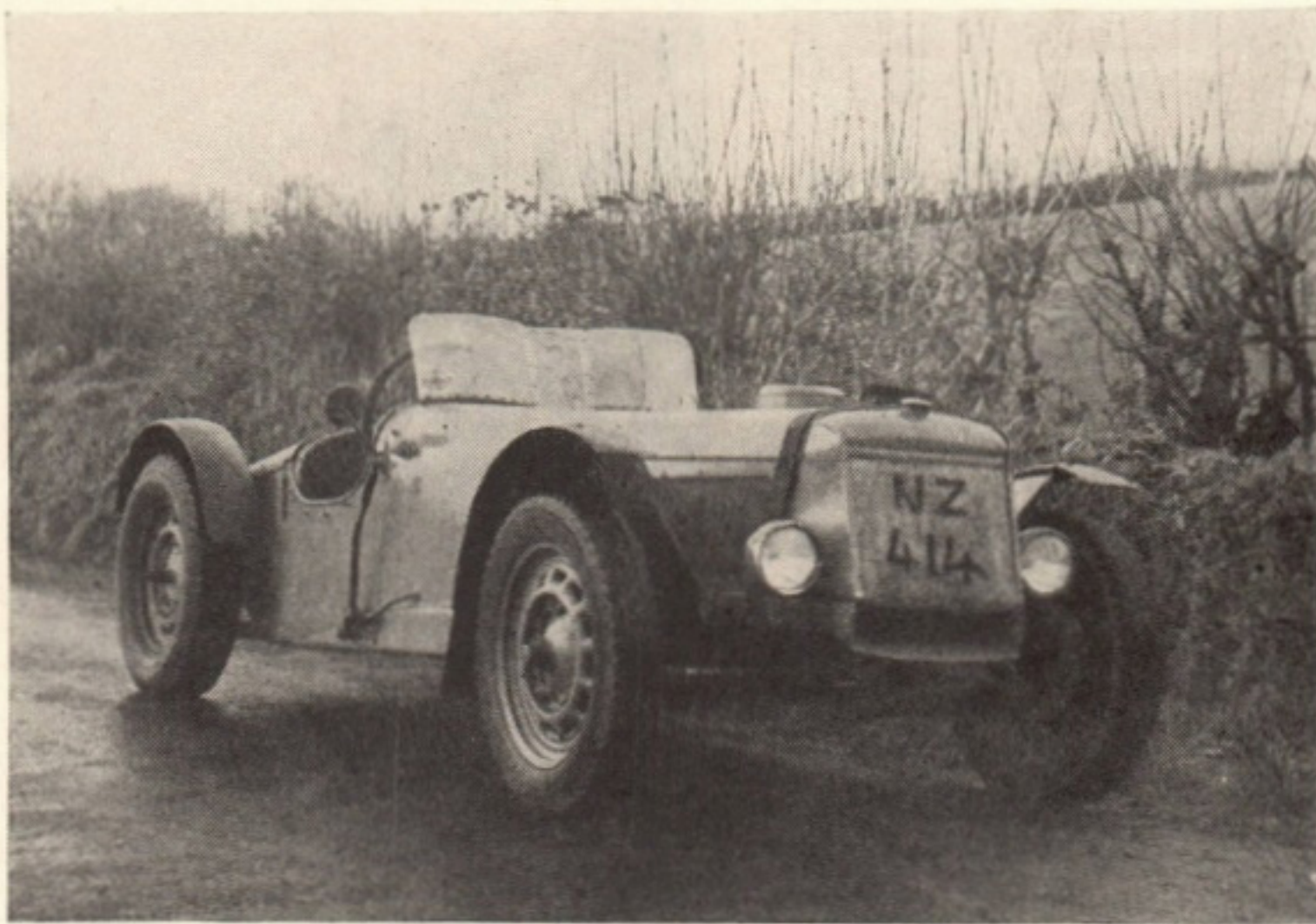
Ulster Hybrids

No. 8

BARRY STUART'S FORD "WEE BEASTIE"

by

F. Wilson McComb



EX-VAN: Barry Stuart's Ford Special in trials form.

IN the spring of 1949, Londonderry garage proprietor Barry Stuart found himself without a mode of transport for a holiday in the wilder parts of Ireland. Having a fortnight more or less free, he took a burned-out Ford 5-cwt. van, and turned it into a little two-seater capable of putting 40 miles into the gallon, and into the hour, without apparent strain. So effortless was the performance that he decided to use "Wee Beastie", not only for touring and shopping, but also for competitions, in which she proved herself quite a capable motor.

Longer Wheelbase

The van chassis was lengthened to give a 7 ft. 8 ins. wheelbase, and the standard 5.5:1 back end retained, as was the suspension, prop. shaft, and gearbox. The van clutch was mated first to an 8 h.p. engine with single carburetter, and later to a 10 h.p. with 8 h.p. head and twin Zeniths. I shall not dare to refer to the crankshaft (or starting handle) lest Neptune Cryer should read this, but merely say that standard rods and pistons were used. The exhaust valve ports were opened out somewhat, stronger valve springs fitted, and the compression ratio worked out at about 8:1. A Scintilla magneto supplies the sparks, and no fan or pump are fitted.

As with most specials, a radiator block was built up to suit, and with

mere thermo-syphon cooling, the "Beastie" tends to overheat in trials. The ordinary Ford Girling brakes were retained, of which more anon. But the point which Stuart considers most important is the body frame. A great believer in chassis rigidity, he fitted it with a considerable number of 2 ins. square-section frames, welded up from 24-gauge sheet, and cross-braced these so that the chassis frame has little chance of whipping. The bulkhead and brief body were made up from 20-gauge alloy, and mere pads serve as seats. With a stripped weight of 8½ cwt. (one gallon of fuel aboard), the special is capable of a 7½-second 0-50 m.p.h., and top speed is in the region of 90 m.p.h.

For the whole of 1949, however, "W.B." was used in 8 h.p. form, and results were not startling. A 1 min. 9½ secs. climb of the 500 M.R.C.I.'s Downhill in July was followed by 1 min. 40½ secs. at the U.A.C.'s Craigantlet the following month. Her first award was in the same club's Knockagh climb in September, with 1 min. 16½ secs., which gained a second place in the handicap class. Stuart then competed in local trials with some success, until he stripped a crownwheel. The twin-carb. 10 h.p. engine was then fitted for the 1950 season, which opened with the I.M.R.C. climb at Enniskerry in April, where

Stuart registered a good 51.87 secs., but was unplaced. In June, he shortened his previous Craigantlet time considerably—to 1 min. 31½ secs., in fact, taking second place in the 2-litre sports class.

Going, Going, Gone!

Then came "Wee Beastie's" first road race—the U.A.C.'s Ulster Trophy at Dundrod last August. Philip Going of London drove exceedingly well to find himself lying fourth on his last lap, all unaware that the top radiator hose had blown off a couple of laps previously. Tired of being inefficiently air-cooled, the special blew a gasket, and Going was touring in, still hopeful of retaining his place, when Joe Kelly of Eire appeared in his "I.R.A." and tossed the "Beastie" scornfully into a ditch *en passant*, denting things considerably. The interesting thing is that Going swears someone else slipped past while they were revolving, so the action must have borne a marked resemblance to that of a Marshall blower.

Since then, Stuart has used the special in trials with marked success, and intends to fit a water-pump in the near future. He is not too happy about the chain drive to the camshaft of the "10" engine, as the chains and even the sprocket teeth tend to stretch with heavy valve springs. With the road-holding

he is delighted, however, and "W.B. II", now on the stocks for Philip Going, incorporates the same type of sturdy framework.

About the road-holding of the Stuart Special I can speak with feeling, for he was kindhearted enough to hand it over to me one chilly afternoon, saying, "Try and break it," or words to that effect. Now, as any of my friends will tell you, I am a gentle soul, not at all keen on

acrobatics with strange motor-cars, especially with snow, slush and ice on the roads. But in 15 minutes I was batting happily along winding country lanes in the 60s and 70s, sliding every slideable corner, and generally having a grand time. The perfection of the road-holding gave me a supreme sense of confidence, and the merest touch on the brake pedal brought one to a dead stop in a nice straight line. The gear-

change, which features an unusual remote control terminating in a sort of pistol grip protruding from the dash, took some getting used to, and as the engine was detuned I didn't attempt to find a maximum, but even in that form it was necessary to be gentle with one's right foot. Considering what nice manners its father has, I think I should enjoy a ride in "Wee Beastie II" when it appears this summer.

BOOK REVIEWS

"Continental Sports Cars".

Author: W. Boddy.

Size: 5½ ins. x 8½ ins. 125 pp.

Price: 10s.

Publishers: G. T. Foulis & Co., Ltd., 7 Milford Lane, Strand, W.C.2.

A BOOK by that keen historian W. Boddy usually means an interesting and meticulously accurate work. His newest, *Continental Sports Cars*, is certainly the former, for W.B. has filled his 125 pages with a great amount of extremely absorbing information on an enthralling subject, and it is a little surprising, on turning to page 1, to spot at least three spelling errors, and to find more on following pages. Don't let these minor inaccuracies deter you from buying and reading this book, however, for it is a mine of information on all those captivating vehicles we seem to encounter so rarely nowadays—the O.M.s and Alfas, Amilcars and Salmsons, lordly Hispano-Suizas and Isotta Fraschinis, the vast SS and SSK Mercedes, and so on. The author does not forget the moderns either, and Ferrari, Osca, Simca and others have their place in this A to Z survey of Europe's notable sports cars.

Naturally, with 36 marques to be dealt with between two covers, Mr. Boddy has had to restrict his information on each, which cannot have been palatable to so keen and prolific a writer. He rightly attaches great importance to race successes as an indication of the quality of a car, and does not hesitate to quote them. Statistics are anathema to some people, and W.B. perhaps bore this in mind when writing *Continental Sports Cars*, for he obviously could have quoted many more. Nevertheless, he appears to have avoided giving details of many cars, which might have entailed personal research, and often lapses into a dry, academic style which is apt to be irritating.

The frontispiece shows a real "dream" among quality sports cars, the 2.6-litre Alfa Romeo of circa 1933, but in the chapter on the famous Italian marque, Boddy's suggestion that Alfa began its racing career when Romeo joined the concern after the Great War is refuted by the make's placing in the 1911 and 1914 Florio races, by the 1919 Targa team, and by Campari's Mugello win in 1920. The 1905 Coppa Florio winner's name, one notes, is mis-spelt *Razzio*, which could earn the author a mild one from Italy!

Maserati have a rather niggardly ration of space, with no mention of the post-war 2-litre 6-cylinder A6G

model, but it is delightful to see that *rara avis*, the Nacional Pescara mentioned (they once built a "straight 10"!)). The author does the Spanish marque less than justice, however, in ascribing to them the *Sports Car* European Mountain Championship in 1931, for Zanelli won the racing championship itself, a very fine achievement indeed.

Ferrari is fully dealt with, save for most recent developments such as the new 4.1-litre model—but was not the first car bearing the Ferrari name the 1½-litre "815", employing two Fiat blocks on a common crankcase, which ran in the 1940 Mille Miglia? Lastly, and in the interests of historical accuracy, the famous "foot frying" incident when Senechal leapt into a G.P. Delage cockpit took place, of course, in Spain, not France, while Divo's feet, on S.T.D. pedals during 1926, went safely uncooked.

Of another's book these criticisms might seem petty and hair-splitting, but not of W. Boddy's, to whom one looks habitually for accuracy and carefully worded facts. They do not lessen the attraction of this work, which at 10s., and with a fine set of illustrations, should ensure the contented occupation of many an armchair during damp evenings, and will leave its readers better informed on a grand subject. C.P.

"Daily Mail Motoring Guide, 1951".

Edited by Courtenay Edwards.

Size: 4½ ins. x 7½ ins. 160 pp. Paper cover.

Price: 2s.

Publishers: The "Daily Mail", Northcliffe House, London, E.C.4.

JUST out, the *Daily Mail Motoring Guide*, 1951 is a staggering two-bob's worth, containing full Technical, Road Test, Open Road, Continental Touring, Motor Industry and Motor Sport sections. The latter alone occupies 26 pages and contains interesting articles by Desmond Scannell, A. C. Garvie, Capt. George Eyston and others. Stirling Moss gives intriguing side-lights to his racing experiences in an interview with W. R. Paulson, who himself contributes a provocatively titled article, "What's wrong with the B.R.M.?", and AUTOSPORT's Editor writes on "Britain's World Lead in 500 c.c. Racing". Full 1950 Racing Results, the complete 1951 Sporting Calendar, lists of club addresses and many illustrations are further features of this publication. C.P.

(More Book Reviews Overleaf)

Book Reviews—Contd.

Malcolm Campbell.**Author: Dorothy Lady Campbell.****Size: 6 ins. x 9½ ins. 232 pp. 52 illustrations.****Price: 21s.****Publishers: Hutchinson & Co. Ltd.**

THE late Sir Malcolm Campbell had a life full of incident and adventure. In *Malcolm Campbell—the Man as I knew Him*, Dorothy Lady Campbell has given us an absorbing study of a man who refused to consider defeat. This 13 times holder of the Land Speed Record was indeed a strange mixture of romantic, and level-headed business man. Such things as dashing off to Cocos Island to dig for buried treasure, and going to South Africa to attack records on an entirely unsuitable dry lake were typical of the impatient side of his character.

After graduating from motorcycles to cars, Malcolm Campbell had a successful career on road and track with various types of car, notably Bugattis. His interest in record-breaking came with the acquisition in 1922 of the Coatelen-designed, V-12, 350 b.h.p., 18,322 c.c. Sunbeam, with which Kenelm Lee Guinness reached a mean speed of just under 130 m.p.h. at Brooklands.

"Bluebird" was originally designed by Amherst Villiers and took nearly three years to complete. The name came from Maeterlinck's play

of that name and was first given to Campbell's Darracq in 1912—a car which had formerly been raced by Victor Hemery. The potential record-breaking "Bluebird" appeared in 1927 at Pendine and was powered by a 450 b.h.p. Napier Lion engine. It took the Land Speed Record with a mean speed of 174.2 m.p.h. In its final form, it had a 2,000 b.h.p. Rolls-Royce motor and achieved 301.129 m.p.h. at Utah. Campbell was therefore the first human being to travel on land at over 300 m.p.h.

Malcolm Campbell devoted the greater part of his life to "Bluebird", and her counterpart on water. Record-breaking appeared to satisfy his temperament. He would set himself a target, and would allow nothing to come between him and its realization. Undeniably selfish,

and often completely unconcerned about his own family, he made and spent several fortunes.

If, at times, the book lacks continuity, and the author does tend to repeat herself, it remains as a lasting record of one of the world's most famous racing motorists.

G.

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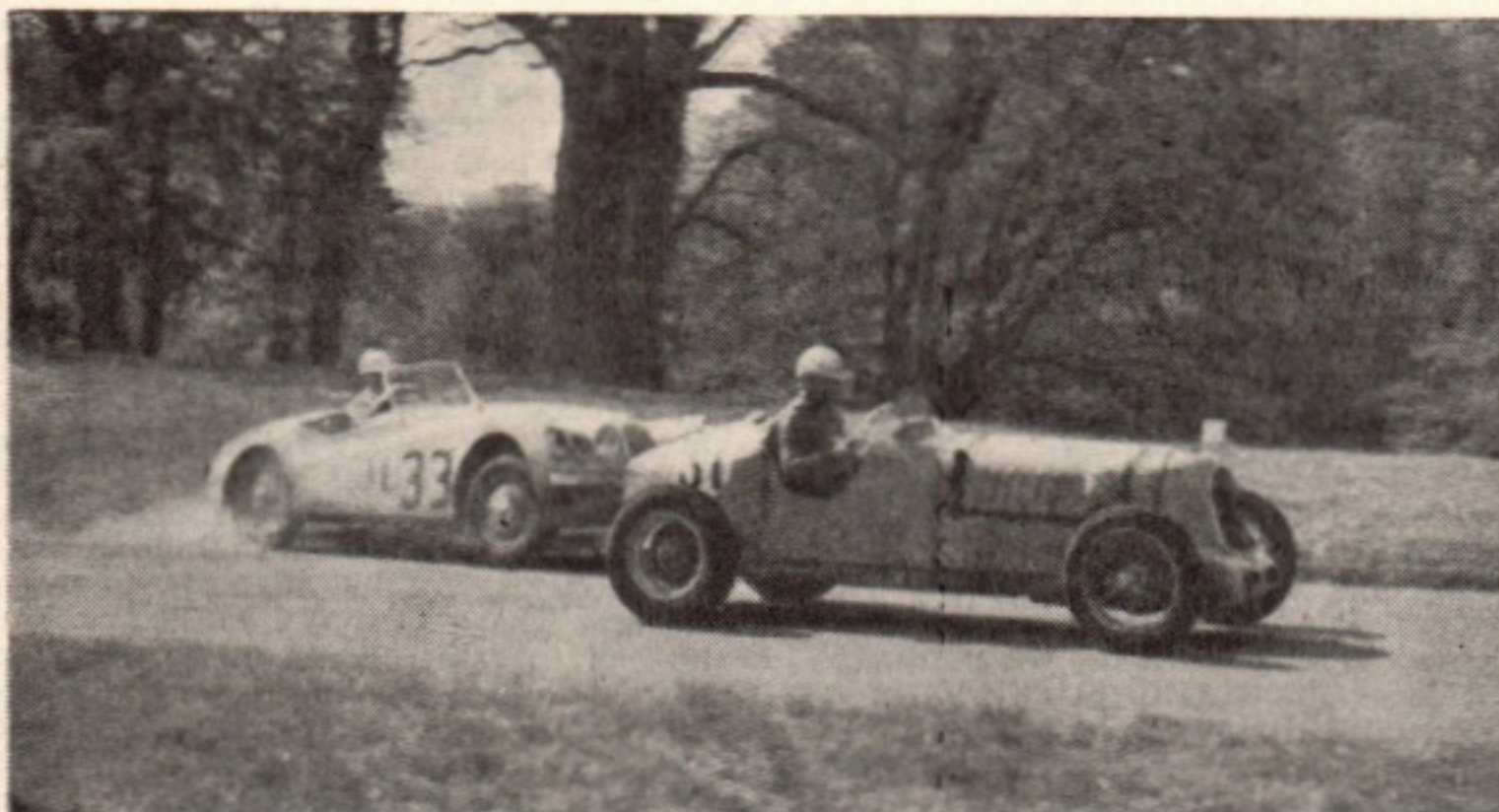
SUNDAY'S SWISS GRAND PRIX

THE first *Grande Epreuve* of 1951, the Swiss Grand Prix for Formula 1 cars, takes place this Sunday, 27th May, on the Bremgarten circuit at Berne. The 4.52-mile course runs through thick woodland and contains many fast bends, the lap record standing at 105.32 m.p.h. to the late Bernd Rosemeyer's 6-litre Auto-Union.

"NOT BAD", says Duncan Hamilton, tasting the contents of the "Daily Express" International Trophy awarded to Reg Parnell last week at a special presentation in Gaumont's Film House. Jimmy (Shell) Simpson is on the left.



STAGE PRESENTATION (L. to R.): Desmond Scannell (secretary, B.R.D.C.), Capt. George Eyston, Lieut.-Col. Goldie Gardner, the Duke of Richmond and Gordon, Reg Parnell, Dr. Benjafield, Group Capt. the Hon. Max Aitken, T. Blackburn, E. J. Robertson and Albert Asher, after Parnell had been presented with the "Daily Express" International Trophy at Film House, London.



Cahill (Iona Spl.) takes the opportunity to pass Cavey's XK 120 at Knockmaroon as the Jaguar driver corrects a slide.

ings—he finished up with anchors only on one wheel! Kelly had the satisfaction of breaking his own lap record of 71.07 m.p.h., put up with the Maserati, by returning 73.25 m.p.h. A. R. Scott (Ford 10) went like a rocket until an anvil chorus emanated from under his bonnet.

There were 16 starters in the final. On lap one, Newell (Alvis) slipped past Ohle (M.G.) at the very tight Knockmaroon bend. Flynn (TC) and O'Clery (TD) battled away until the ninth lap when the latter retired. McCrea's R-type M.G.'s engine lost its healthy crackle, and after lap five he dropped

RACING IN PHOENIX PARK

Louis Carvill (Riley) Wins Handicap—Joe Kelly (Alta) Makes New Lap Record at 73.25 m.p.h.

THE Irish M.R.C.'s opening meeting in Phoenix Park last Sunday took place over the "short" 1.73 miles circuit. The programme was made up of three 10-lap heats and a final, all run on a handicap basis.

Heat 1 attracted 11 starters, and Louis Carvill (Riley) held the lead from start to finish, warding off a continuous challenge from J. D. Titterington's well-kept Fiat Balilla. Jack Ohle (TD M.G.), a newcomer to circuit racing, put up an impressive performance. Jack Stevenson's 1,265 c.c. S.A.R. is constructed mainly from Standard Ten components, and vintage enthusiasts hailed R. E. Newell's 12/60 Alvis with delight. The veteran car came home fourth.

Dowling's old 2,276 c.c. Talbot took the honours in Heat 2, winning from O'Clery's much-lightened and fully-stripped TD M.G. J. Catherwood's Bugatti-Ford (V-8 engine) was obviously a bit of a handful, and gave him an exciting ride. A TC versus TD argument was fought out by J. N. Preston (TC) and L. B. McCaldin (TD Mark 2), with Preston's car displaying greater speed on the straights.

Kelly's Disadvantage

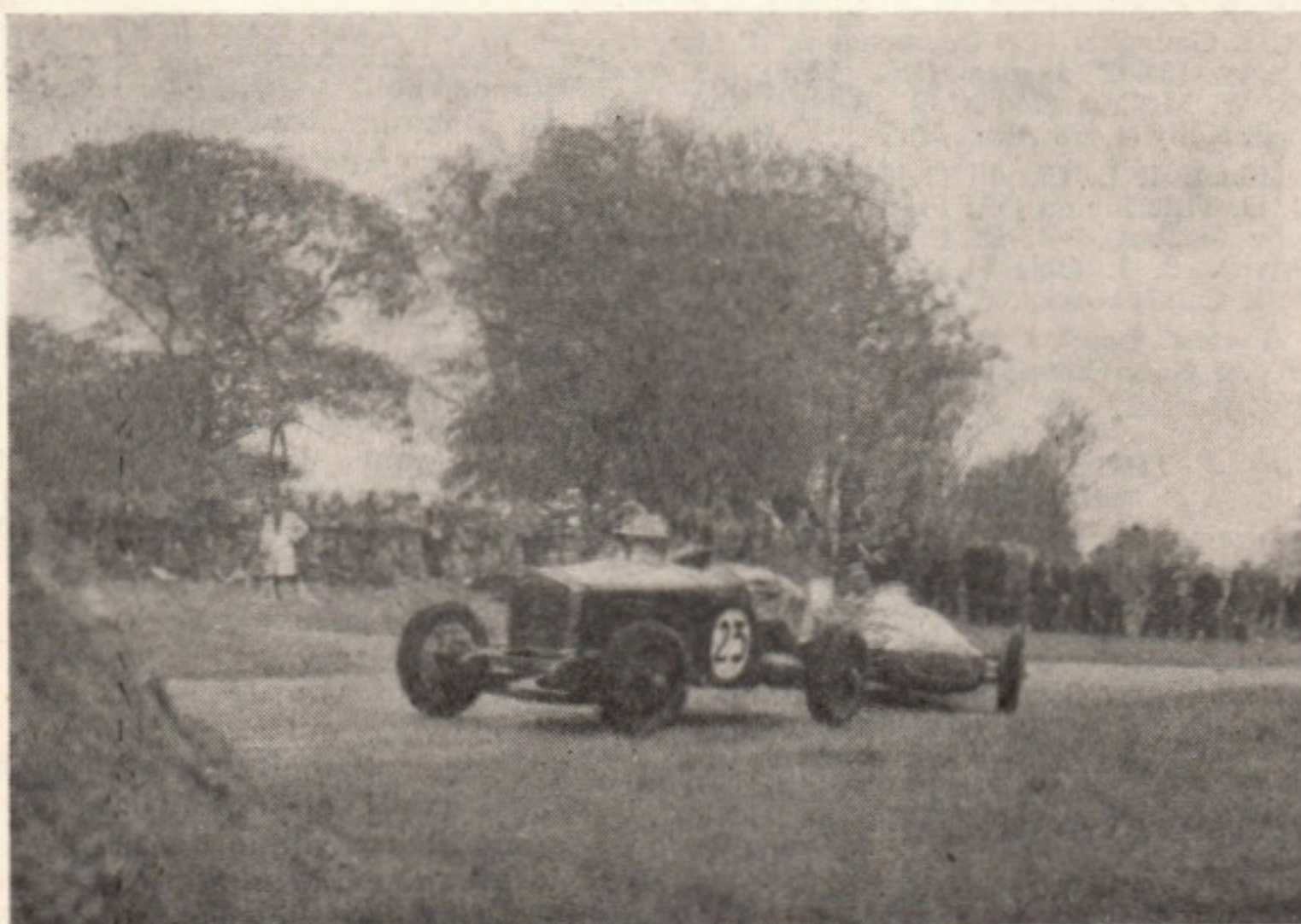
Heat 3 brought out the fastest machinery, including Joe Kelly's two-stage supercharged Alta, and Noel Hillis in Kelly's old 6C Maserati. Kelly's car was obviously too quick for the tortuous circuit, and he was also handicapped by unsuitable gear ratios. Running from scratch he was continuously held up at corners by the slower cars. Hillis streaked through the field, but retired

near the end with what looked like cooling troubles.

Hector Graham (Cooper "1,100") did some mighty revolutions at Knockmaroon Corner, and there were several phenomenal avoidances by other cars. Maurice Cavey (XK 120 Jaguar), suffered from snatching brakes, and repeatedly turned round. Despite six "gilhooleys" in 10 laps, he still managed to finish fourth. Dr. W. A. Cahill (XK 120 Jaguar) drove consistently and well to take first place from Pearce Cahill's N-type Magnette-based Iona Special. Pearce was another who found that unequalized brakes are conducive to exciting happen-

gradually out of the picture. Kelly was having his work cut out to avoid colliding with slower vehicles—the Alta was miles-an-hour faster than any other car on the circuit.

Carvill (Riley) and Titterington (Fiat) once again kept in close company. Carvill eventually won at 55.36 m.p.h. Kelly averaged 68.49 m.p.h., but even so could not hope to catch the long-handicap men. Colley's venerable Frazer-Nash, and Newell's Alvis sounded as well as they did at the start—both cars were admirably driven. Dowling nosed his Talbot into third place, and was well satisfied.



C. W. Eyre Maunsell's Talbot being tailed at Knockmaroon by Joe Kelly's two-stage supercharged Alta.



J. Stevenson indulges in a spot of grass-cutting with his S.A.R. at Dublin Corner.

On the whole a fine day's sport, providing as it did, many thousands of Dublin's folk with a free afternoon's motor-racing.

PHENIX PARK

Results

Heat 1: 1, L. Carvill (1,496 Riley), 53.90 m.p.h. 2, J. D. Titterington (995 Fiat). 3, J. Ohle (1,250 M.G. (TD)). 4, R. E. Newell (1,645 Alvis). 5, J. B. Ross (1,250 M.G. (TC)). 6, J. G. Stevenson (1,265 S.A.R.).

Heat 2: 1, C. W. E. Maunsell (2,276 Talbot), 58.55 m.p.h. 2, D. O'Clery (1,250 M.G. (TD)). 3, J. J. Flynn (1,250 M.G. (TC)). 4, I. Catherwood (3,622 Bugatti-Ford). 5, G. D. P. Colley (1,496 Frazer-Nash). 6, J. N. Preston (1,250 M.G. (TC)).

Heat 3: 1, W. A. H. Tinsley (3,442 Jaguar (XK 120)), 61.53 m.p.h. 2, M. P. Cahill (1,287 Iona Special). 3, R. J. Gallagher (499 Leprechaun). 4, M. Carey (3,442 Jaguar (XK 120)). 5, G. W. McCrea (746 M.G. (R-type) s/c). 6, J. Kelly (1,498 Alta s/c).

Final: 1, L. Carvill (1,496 Riley). 2, J. D. Titterington (995 Fiat). 3, C. Dowling (Talbot). 4, R. E. Newell (1,645 Alvis). 5, J. Ohle (1,250 M.G. (TD)). 6, I. Catherwood (3,622 Bugatti-Ford).

Fastest Lap: J. Kelly (Alta) 73.25 m.p.h. New Circuit Record.

THE EIGHT CLUBS' "SILVERSTONE"

ENTRIES for The Eight Clubs' Silverstone race meeting closed last week-end. Two One Hour High Speed Trials will be run and entries for these include teams of XK 120s. A scratch race will be held under the 750 Formula but there does not appear to have been sufficient entries under the 1,172 Formula to warrant this race being run. Several other scratch and handicap races, all over five laps, will take place and the entry is even larger and more varied than last year.

FLEETWOOD (ANGLIA) BEST IN Y.S.C.C. EVENT

Standard Car Trial Attracts 44 Entries

LAST Sunday, the Y.S.C.C.'s Standard Car Trial had 44 entries, varying between pukka sporting machinery and staid family saloons, to a couple of utilities and Les Winder's Vintage Humber "Eight". There were eight observed hills and a couple of timed tests. A third, not included in the trial proper, was a timed affair. Best here were Bernard Noble (F-N-BMW), Frank Lambert (Allard) and Jack Lister (BMW).

Baildon Moor failed few, but Dod-rudden Farm resulted in only 12 successes, amongst whom were Mrs. V. Latimer (TD M.G.), taking part in her first trial. Low springs, however, produced 38 failures. Only nine folk were successful on Sam's Delph, and in the following test Maurice Wilde, driving Donald Ackernley's M.G. was fastest. Mrs. E. Wilde (Renault) was amongst the 11 conquerors of Little Hewendon.

Pondon Staircase was undoubtedly the *pièce de résistance*, and only three people could claim clean sheets. These were B. A. R. Noble (F-N-BMW), H. Tregenza (Bradford Utility) and J. W. Fleetwood (Anglia). Jack Lister took his foot off too early, fully convinced that he had left the O.S. Tregenza's effort with the twin-cylinder utility, was probably the best show of the day. Bernard Noble was unlucky enough to have gearbox bothers in Test 2. Don Rayner (Ford V-8) had a dreadful day with tyre troubles.

Altogether a popular event, and one that will almost certainly be repeated next year. Mike Wilson (Bradford) will no doubt make sure that he does not carry every possible thing in his utility, bar a grand piano and the kitchen stove.

RESULTS

Closed Car Class: 1, and *Best Performance of day, irrespective of Class*, J. W. Fleetwood (Ford Anglia), no marks lost; 2, H. Tregenza (Bradford Utility), 11 marks lost; 3, J. Lister (BMW), 12 marks lost.

Open Car Class: 1, M. Wilde (M.G.), 2 marks lost; 2, B. A. R. Noble (F-N-BMW), 10 marks lost; 3, R. D. Pexton (Ford), 22 marks lost.

Novice Award: H. Spence (Lea Francis), runner-up N. A. Silverston (Singer), 28 marks lost.

Team Award: Westriders "Extra B Team", M. Wilde (M.G.), Mrs. E. Wilde (Renault), J. W. Fleetwood (Ford Anglia).

Souvenir Award (Timed Climb): B. A. R. Noble (F-N-BMW).

LOTHIAN CLUB NEW SCOTTISH TEAM CHAMPIONS

UNDER the ægis of the Scottish Sporting Car Club the Scottish Inter-club Team Championship trial was staged at

the week-end over a 40-miles course, robbed of much of its terror by reason of prevailing dry weather.

As a matter of fact, after Culross Steep had been conquered by every competitor but two, and the entire entry had easily surmounted Black Bottom, near Rumbling Bridge, it seemed that the destination of the R.S.A.C. Trophy would be decided on driving test times. To prevent this, some last minute alterations were made to New Logie. The start was placed farther to the right, and on the steepest section Nigel Kennedy operated a stop-and-restart. This looked easy, but it wasn't. Bill Lamb (Dellow) half-heartedly essayed his attempt and when his rear wheels furiously began to rotate he had to exert all his driving skill to keep the model moving forward. Thereafter every other competitor but Archie Wallace (Ford Ten Special) came a cropper. That's just how difficult is this new New Logie.

Taking the results of this hill and those of the driving test into consideration, Lamb and Wallace piled up a handsome total of points that no others could approach.

A few minutes after finally checking-in at Stirling, Bill Callander and "Tam" Watson had the results available. Thus the Lothian Car Club's "A" trio, Lamb, Wallace and Goodall, collected the R.S.A.C. Trophy, runner-up being the S.S.C.C. "A" team comprising Watson, Wilson and Kennedy.

A NIGHT IN ESSEX

STARTING at midnight from Marks Tey near Colchester, the East Anglian Motor Club's Night Navigation Trial held on 20th May took competitors for a 120-mile tour round south-east Essex via 14 control points. Unlike most such events the points were easy to find and no attempt was made to hide or disguise the marshals. An overall average speed of 20 m.p.h. had to be maintained with penalties for being early or late at each point. Since no "free time" was allowed at the controls, pinpointing of the next reference had to be done *en route* and this added quite something to a night already made distracting enough by pouring rain, a thunderstorm and mist on the marshland sections of the course.

The Trial was won by M. D. Tooley in his Ford-powered Wolseley Hornet saloon who lost 12 marks, with R. Burne's Rover, second, 20 marks behind.

In the afternoon, members of the same club propped open their eyelids and took part in driving tests at Earls Colne in competition with the North West London Motor Club.

COOPER, not M.G.

The Gosport A.C. report an error in the results of their Speed Trials held on 29th April. Third fastest man in class 10 (racing cars up to 1,100 c.c.) was C. Heath (Cooper) in 16.42 secs., not R. M. Smith's J4 M.G. Midget, which was fourth fastest in 17.92 secs.

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.

500s a "Circus"? J.A.F.B. Replies

MAY I endeavour to make my standpoint clearer?

I heartily endorse the view put forward by your correspondents that 500 c.c. racing provides, possibly, the most thrilling and popular spectacle in motor-racing today. I do, however, lament the absence of the old chivalry and sportsmanship of the Sammy Davis variety; nor can I agree with the contention of one of your correspondents that 500 c.c. racing is a proposition for the impecunious enthusiast (such as myself). How I wish it were! There has been much discussion on this point for some years now and I should merely like to add that with rising costs (and 500 c.c. racing, to merit success, must now cost several hundreds a year for a full season without employing a mechanic) it is so much the less a stepping-stone for the young driver. Most of the drivers whose names have been quoted as using the stepping-stone, in fact, turned to 500 c.c. racing for convenience rather than necessity; many of them still enjoy the use of much more expensive machinery than their Coopers. Even Stirling Moss himself entered competitive motoring by another channel.

My main point is that, as we know it, 500 c.c. racing *does not merit formula status*. Why? Because the formulae are carefully drawn up to further the ends of the motor trade by encouraging the design of ever better types of motor vehicles. In a word—Progress. This purpose is defeated by the use of motor-cycle components. I was amazed to see a correspondent raise the point of the Cooper-M.G., as this was precisely what I had in mind. Coopers originally tried to design a road car on the basis of their 500 c.c. racing model, but had to abandon it and insert an orthodox and utterly different engine and transmission, water-cooling, shaft drive, forward mounted motor and all. The weight distribution of the Cooper-M.G. is entirely different from that of the racing model and hence any knowledge derived concerning the suspension and handling of the latter is not applicable to the former. I am, however, glad to know from one correspondent that one of the many hundred components of a car has benefited from 500 c.c. racing, but I wonder whether it is not receiving even better testing in Formulas 1 and 2?

I had hoped it would not be necessary to explain why the elimination of dope would, likewise, eliminate all rear-engined models. It is, of course, because these motors are cooled solely by the huge quantities of dope they imbibe through their 1,400 main jets. To use straight petrol, the compression would have to be lowered to an absurd extent, and although one might get away with it in a Norton engine, a J.A.P. might liquidate almost instantaneously. Still, it would be nice to see the front-engined Emerysons romping home!

For the information of another correspondent—Frazer-Nashes dropped chain-drive 12 years ago and no car manufacturer would dream of using chains for road use now (viz. —Cooper-M.G.). They are beginning to disappear even from motor-cycles.

I do not attack 500 c.c. racing as such, but I do attack it for purporting to be something which it isn't. I can, of course, substantiate any accusation I may have made. I agree that the organization of 500 c.c. racing is superb; quite up to Wembley standards.

Good luck to 500 c.c. racing, but let's have a Formula 3 to benefit the future of *motoring*.

J.A.F.B.

CORNWALL.

Poser . . .

AS Mr. Bolster is giving a very instructive account of understeer and oversteer and the divers means of arriving at the desired steering characteristics for a motor-car, perhaps he will mention the required modifications to a motor-cycle combination in order to arrive at the steering "ideal".

If he does so, I shall be more able to answer the old question of chair enthusiasts—"What happens to a sidecar wheel, at speed?"

K. B. MADDOCKS, B.Sc. (ENG.).

BIRMINGHAM.

Slip Angle

I HAVE read all J.B.'s articles dealing with oversteer and understeer, and kindred topics, with great interest, but have to admit that I am still not clear why slip angle has a profound effect on the question—or indeed why a car oversteers at all, and I feel sure that I am not stupid above the average. I think the truth of the matter is that such things can never be expressed clearly for the novice without the help of a series of well-thought-out and very carefully prepared diagrams.

Mr. Bolster's articles are one of the very best features of your journal, but I suspect that we are up against the old difficulty that an expert writer on a technical subject unconsciously assumes that his readers have knowledge of certain fundamental propositions about which in fact they know nothing.

As I have just completed a little special, with which I finished quite well in the M.C.C. Edinburgh Rally last Friday-Saturday, and with which I am experiencing some steering and suspension difficulties, this matter is obviously of considerable interest to me at the moment.

JOHN H. AHERN.

LONDON, N.W.8.

"Not Cricket . . . ?"

AS a keen racing enthusiast who can only devote his "dicing" to a 1929 family saloon, I shall most probably be looked down upon from many wise noses. Nevertheless, here's my opinion of the decision for the final of 5th May's International Trophy Race at Silverstone, and one which I feel very strongly about.

England having always prided herself on being a sporting nation, with fair play and all that, it seems hardly the thing to give prize money for the position that the cars held, after only six laps of a 35-lap race (where conditions were such that anything could happen), when two British drivers were in the lead and an Italian ace creeping up through the field with great rapidity. Especially, too, when we in this country seem to find it so hard to attract the foreign "top notchers" to our International events, a decision of this nature could surely do untold harm. Whilst I don't in any way doubt the ability of Reg Parnell to hold his lead for the remainder of the 35 laps, I doubt if he himself drew much satisfaction from the result as it was. It is not the decision of stopping the race which I criticize, but of the allocation of prize money. It would be interesting to hear other opinions on this subject.

DENNIS T. WATTS.

BARKING, ESSEX.

[None of the drivers has questioned the decision of the stewards.—ED.]

"Hurg" and M.G. Again

I HAVE heard and read a lot about this M.G.-H.R.G. feud, and have said nothing; but now my very good friend Mr. C. Meadows has started something more.

I don't wish to disagree with all he says, for who knows—maybe they have only just heard of the feud, and maybe they are simple, and maybe they "wusn't" right when they said the M.G. could not catch the "Hurg".

And then again, I've done a bit of racing, but it strikes me

that I've always tried to avoid "agricultural motoring!" Now I'm sorry I can't come to their meeting—I'm for Goodwood, but I'll read about it in "the paper".

Now I know the "Hurg" costs nearly twice as much as the M.G., and I know it is nearly 250 c.c. more than the M.G. It is also about three cwt. lighter. Maybe Mr. C. Meadows' car is 14 years old, but my old 847 c.c. M.G. is 16 years old and was timed, believe it or not, along the Measured Mile at 78 m.p.h., does 32 m.p.g., and is still in the pink. And how does your barrow go, Mr. Meadows?

MAURICE GARIDGE.

BRIDGEND, GLAM.

Praise

THIRTY-TWO pages of accurate beautifully produced, well-informed sporting news and photographs, delivered Friday morning, despite the short Whitsun week, a matter for real congratulation.

In a few months AUTOSPORT has leapt right to the front on sheer merit—and I say that as an enthusiastic but very critical reader who has closely followed the sport since 1919.

The photographs are extraordinarily good, the centre pages last week of Continental 500s being typical. Bolster is always refreshing; and a test of the F.N.L.M. Replica just what the keen reader wants.

All this for less than the price of 10 Players! Thanks for this excellent service to the sport.

POPLAR, E.14.

T. G. COCK.

Lack of Atmosphere at Silverstone

IHAVE been near the pits at Silverstone after most of the big races there; and I have never heard the winners National Anthem played. I feel that this is disgraceful; no continental organizer would be guilty of such an omission.

I think that the Grand Prix at Silverstone lacks that atmosphere which is so characteristic of the continental *grandes epreuves*. There is not enough ceremony either at the start or at the finish of the races.

Surely a good military band is not too much for the organizing body to provide? It is done at athletics, so why not at motor racing?

M. DAVIS.

STOWE, BUCKS.

Donington

THE interest which has recently been shown in your columns concerning the possible reopening of the Crystal Palace Circuit prompts me to ask whether any similar support can

be raised for an equally noble cause—the reinstatement of Donington Park.

Without wishing to enter into the controversy of road versus aerodrome racing, I think it is safe to say that in pre-war days Donington was one of the main venues for "the sport" and if available at the present time would be far superior to the best of aerodromes which we are now obliged to use. Instead, however, as a result of short-sighted policy by the Government Department concerned, it lies virtually rotting away with no attempt at maintenance or repair. Promises for its release are vague and contradictory, mainly, I think, because no organization is sufficiently interested to champion the cause and attempt to force an issue.

The main objections which have been raised to the early release of the Park relate to the loss of employment to the neighbouring villagers and the difficulty of providing alternative accommodation for the W.D. vehicles which are slowly rusting away on the track. To my mind these two problems could easily be solved by transferring the whole W.D. Depot to the disused R.A.F. aerodrome in Donington village where the vehicles could deteriorate equally easily without any loss of employment. It should be the responsibility of the War Office to return the track in its former condition.

Motor sport is increasing in popularity and there is great demand for a decent course in England—Donington could fill the role—what say?

J. B. CRISP.

CASTLE DONINGTON, DERBY.

B.R.M.

THIS season several Grand Prix races have already been and gone, and mostly the premier awards have been gained by the Italians. Now last year we were told that our own racing-car, the B.R.M., was ready to race, and that it was to be a world beater. Towards the end of the season I joined the B.R.M.A. and began to look forward to seeing great things this season. I have since heard nothing from the association. We have been kept in touch with what goes on by AUTOSPORT, for which I am very grateful. Of course I realize that everyone concerned with the car is very busy, but as I said before there have already been several races this season and so far no B.R.M. Why all the secrecy? If there is something wrong with it tell us and maybe we can help. If not let's see it perform.

R. S. JONES.

FLEETWOOD, LANCS.

ACCESSORY NOTES

THE Dubltest is one of the handiest instruments we have struck for some time. It consists of a combined compression tester and tyre pressure gauge. One end is cleverly shaped to screw into 14 mm. or 18 mm. sparking plug holes, and over standard tyre valves. To test cylinder compression, the Dubltest is screwed into the sparking plug hole when the engine is warm, and turned over with the starter motor or handle. A chart is supplied giving the readings in lbs. per sq. in., as a guide to whether or not the cylinder is in good shape. The instrument reads up to 140 lb. per sq. in., and is admirably finished in black and polished metal. Sole makers are Walters and Dobson, Ltd., Bailey Street, Sheffield, 1.

CONCOURS d'Elegance enthusiasts will doubtless find Johnson's new Car-Plate to be the answer to a prayer. Normal wax polishes need plenty of elbow-grease, but Car-Plate merely requires to be put on evenly and then wiped off after a few minutes when dry. The sheen has to be seen to be believed. The makers stress that it is important to see that the surface of the paintwork is free from grease and dirt before the polish is applied. For that purpose, they also supply a special cleaner.

THE M.C.C. EDINBURGH RALLY

Results

Best Performance: Class 3, J. W. Fleetwood (1,172 Ford Anglia); Class 4, K. N. Rudd (1,996 Citroën); Class 5, W. F. Mead (3,500 Jaguar).

1st Class Awards: J. W. Fleetwood (Ford), D. O'M. Taylor (Jaguar), D. Bollom (Jaguar), T. G. Cunane (M.G.),

B. H. Dees (Dellow S.), W. F. Mead (Jaguar), P. R. Davies (M.G.), M. H. Lawson (Allard), J. Carefoot (Lancia), S. Y. Barslay (Jaguar), K. N. Rudd (Citroën).

Team Award: A. G. Wills (Dellow), B. H. Dees (Dellow), D. H. Sleep (Ford).

2nd Class Awards: Mrs. S. Fleetwood (Ford), J. R. Sidwell (Standard), A. Marshall (Lea-Francis), D. Gregory (Triumph), W. A. G. Goodall (Morgan), C. J. McCann (Morgan), Miss J. Cornthwaite (Morris), R. G. W. Beor-Roberts (Ford), L. J. Drew (Allard), B. D. S. Ginn (Jowett Javelin), A. G. Wills (Dellow), D. H. Sleep (Ford), H. C. Bradford (M.G.), W. A. L. Cook (Jaguar), B. G. Clarke (Allard), J. Tucker-Peake (Scarlet Runner), W. A. Jacobs (Lea-Francis), F. G. M. Westropp (M.G.), Miss J. M. Pope (Austin), J. G. Marks (M.G.), J. H. Barrow (Vauxhall), R. W. Cookson (Jaguar), J. P. Davis (Allard), D. I. Podmore (Sunbeam-Talbot), J. H. King (H.R.G.), R. V. Havard (Jaguar), A. L. W. Soames (M.G.), B. H. Brown (Lincoln), Mrs. N. Mitchell (H.R.G.).

3rd Class Awards: Total 34.

LOTHIAN CLUB'S UNIQUE INDOOR EVENT

THE Lothian Car Club's indoor gymkhana, staged in Edinburgh's famous Waverley Market was a complete break-away from accepted competition work, and if the officials did run hard against any snags the public were singularly unaware of them. Competing cars drove to their allotted stalls and were out of sight until called upon to perform.

According to the P.A. announcement, the tests depicted incidents that may be met in everyday traffic conditions. Surely a flamboyant underestimate! Test 1 was an eye-opener for what was to follow, and outstanding performers included J. R. Williamson (Minx), Phil Day (M.G.), Ian Jeffrey (H.R.G.), John McBain on a Ford Pilot and George Hendry (Speedy), who made B.T.D.

Test 2 was an elongated "wobble-wobble", an about-turn in a pretty tight box and a final spurt to the finish. A manoeuvre this, that would have been complicated enough if it had been held in the open air and with bags of ground to spare. Within the confines of four walls and with the floor space punctuated with no fewer than 18 hefty steel uprights, well, imagine the position for yourself! Again Williamson in the Minx saloon was as good as any, while W. A. Brearley's box work severely tested the transmission of his TD. Comish Hunter and Tom Gray (Healey Silverstones), Ronnie Gray (TC), D. M. Gillies (Alvis saloon) and F. Steven (Austin A40) neither spared themselves nor their mounts, while Bill Lamb cavorted his Dellow much to the delight of the spectators who generously applauded his spanking exhibition. Particularly neat were the 1½-litre M.G. saloons of Bert Kay, Douglas Mickel and Ernie Herrald.

Test 3 brought Tom Legget and his Crocus into the limelight. His gear-changing was brilliant and his time of 52.6 secs. was best of all. Phil Day swirled his M.G. with such élan that a nearby onlooker murmured to his companion, "I bet you his mouth's dry!" No doubt it was! Hugh Gunn was in such a hurry to engage reverse when he was travelling forward that something jammed and the Ford came to a sudden stop.

W. K. Stewart (Ford 10 Spl.) had a nice dice in the final set-to, and a hectic slide across the finishing line betokened the maestro. Almost as good were R. Flockhart (Riley), J. S. Mitchell (H.R.G.) and M. Cuthbert (Vauxhall). Here are the results:—

Class 1—Under 1,200 c.c., u/s.: N. T. Lithgow (M.G.).

Class 2—1,201 to 1,800 c.c., u/s. Under 1,200 c.c. S.: W. J. Lamb (Dellow).

Class 3—Over 1,800 c.c., u/s. Over 1,200 c.c. S.: C. M. M. Gillespie (Vauxhall).

Best Performance: W. J. Lamb (Dellow).

Best Saloon: E. R. Herrald (1½-litre M.G.).

Team Prize: W. Shepherd, Ian Jeffrey and J. S. Mitchell (H.R.G.s).

NEWS FROM THE CLUBS

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.

BUGATTI O.C. SILVERSTONE MEETING

THE Silverstone Club circuit, 2.278 miles in length, will be busily occupied from now on with Club events, and following the Maidstone and Mid-Kent M.C.'s "do" tomorrow and the "Eight Club's" session on 2nd June, the Bugatti Owners' Club take over on 16th June, with a programme of five events. These will comprise a five-lap Bugatti handicap, a sports car Relay Race, a four-seater saloon handicap over 10 laps, an XK 120 "Jag" scratch race, and—very interesting, this—a 30-lap Formula 2 race. This won't mean a horde of Simcas, Ferraris and the like, but it gives members of any of the seven invited clubs a chance to air the faster unblown 2-litre stuff, and with an H.W.M., Alta and Connaught or two running, should be good to watch.

The meeting is open by invitation to members of the following clubs: Bristol M.C. and L.C.C., C.U.A.C., M.C.C., Nottingham S.C.C., West Essex C.C., M.G. C.C., and the Vintage S.C.C.

RILEY MAIN ROAD TRIAL

THE North-Western Centre of the Riley Motor Club are holding a Main Road Trial on Sunday, 3rd June. The event will cover some 60/70 miles in Cheshire and Derbyshire, with tests en route. A premier award will be the Jimmy Cocker Trophy. The event will start and finish at the Kilton Inn, Hoo Green, on the Warrington to Knutsford Road (A.50). The start is at 10.30 a.m. Regulations and entry forms will be available shortly from E. M. Wainwright, "Denmor", Heybridge Lane, Prestbury, Cheshire.

* * *

SINGER OWNERS' RALLY

A DRIVING and acceleration test at the end of a 25-mile course in the Singer Owners' Club rally held recently, revealed the essential differences between the Le Mans two and four seater models.

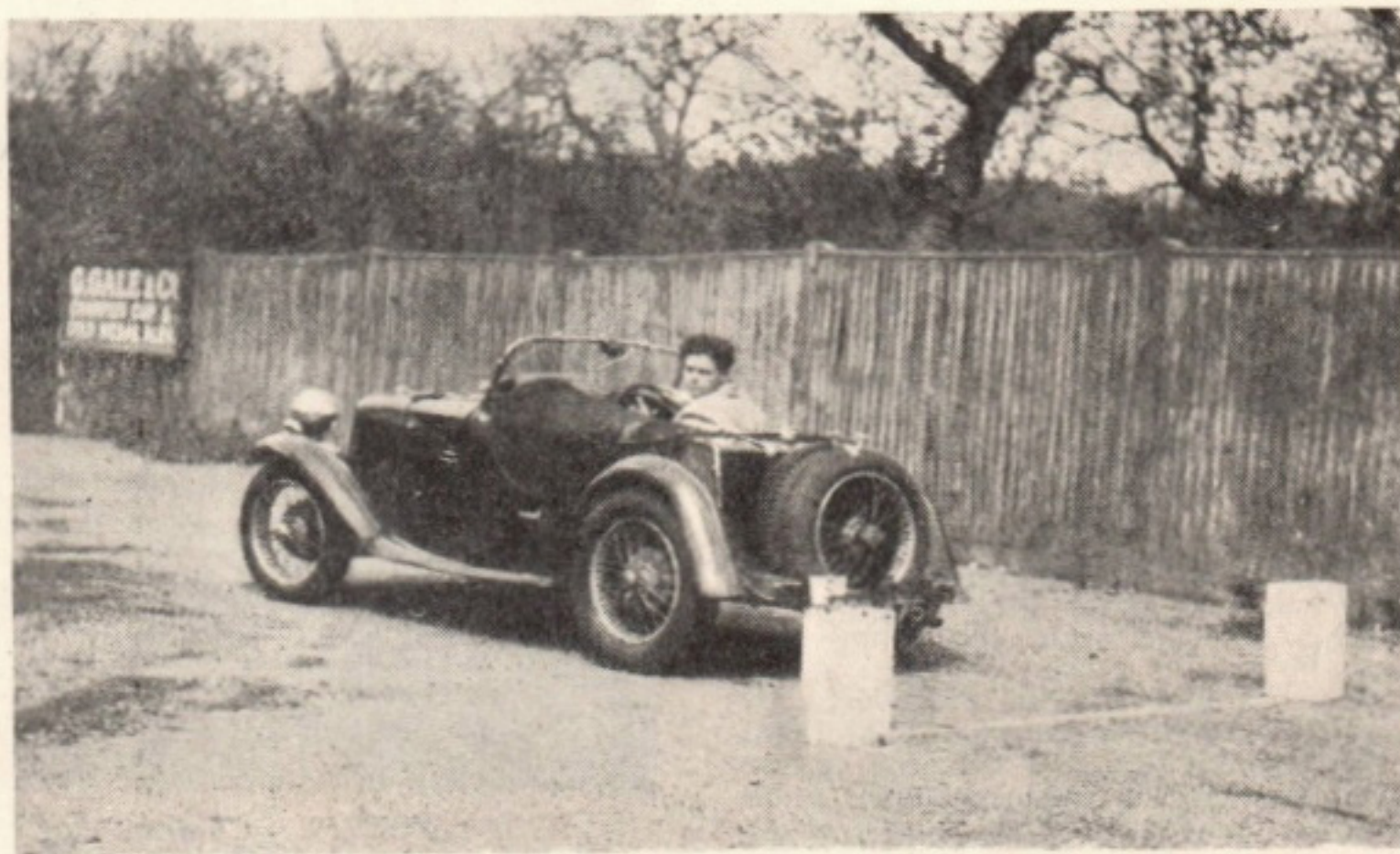
Main point was the variation in the steering locks and though there were notable exceptions the two seaters managed a sharp right-angle turn easier and faster.

The rally course took members round narrow country lanes in Oxfordshire and Berkshire ending at the "Fox", Cane End, near Reading.

Final placings, however, showed the different types to be fairly well balanced, for H. Brown (1½-litre) was first, and W. F. Downton (Le Mans "Speed" model) and J. Medlycott (Le Mans four-seater) second and third.

After the rally a club meeting was held at which a full committee was appointed and the draft rules accepted.

On 10th June the Club's Driving Tests will take place. Enquiries to: 1 Halesworth Road, Lewisham, S.E.13.



STEADY THERE: Alan Hewitt reverses his Le Mans "Speed" model during the Singer Owners' Club Rally at Reading.

MORGANS AT MADRESFIELD

SUCCESSFUL THREE-WHEELER SPRINTS

By the courtesy of the Rt. Hon. The Earl Beauchamp, and of W. R. Tolley, Esq., the Morgan Three-Wheeler Club was able to run its largest event so far, on the Gloucester Drive, Madresfield Court, on Sunday, 6th May.

The drive, venue of many events between the wars, is a mile long and some 12 feet wide; and the Morgan event was run over a half-mile from a standing start.

The entries originally totalled 39, but for various reasons, there were nine non-starters. Morgans of all types were represented, the majority of them ordinary road vehicles, ranging in age from 1928 onwards.

There were three classes: Class I for 8-h.p. four-cylinder or side-valve twin-cylinder machines; Class II for 10-h.p. four-cylinder or O.H.V. twin-cylinder cars; while Class III was for racing Morgans. All vehicles had to be mainly of Morgan design and/or manufacture, Classes I and II being run in full road trim (lamps, silencers, mudguards, etc.), while Class III cars could run stripped, could be supercharged and could use any fuel desired.

In Class I R. Small was best in 44.2 secs. Of the Class II runners, R. W. Griffiths's twin-carburettor Super Sports (Matchless 990) put up 37.4 secs., which, as was seen later, got him third place in the class, a fine effort for a very lavishly equipped Morgan. K. Grange's 1930 2-speed Super Sports did 38.4 secs., but M. B. Skirrow, driving a 1933/4 Super Sports J.A.P., clocked 35.6 secs., which was never beaten and gave him a well deserved Class Award. Among good attempts in this class must be mentioned J. V. Skirrow (37.7 secs.), D. Barker, whose perfectly standard 1928 Super Sports clocked 37.9 secs., and W. D. Evans (Blackburne Super Sports), 38.4 secs.

The course was now cleared for the racing class, amongst the first runs being the 34.1 secs. by L. S. Bolton, who suffered terrific wheelspin, which knocked quite a lot off his performance.

Then C. Hale made a magnificent run in 30.9 secs., to record Best Time of the Day; a run that would have been quicker had he been able to transmit all the horse-power to the road. Other good performances were made by M. B. Skirrow, 34.5 secs.; W. D. Evans, 36.2 secs.; and P. D. Davies, 37.2 secs., all of whom drove virtually standard machines minus mudguards, silencers, etc.

The club is indebted to those non-members who acted as Starter, Travelling Marshal, and other Marshals, without whose help the event could not have been held.

It is thought that the event drew by far the largest gathering of Morgans ever; between 70 and 100 being present; a number greatly in excess of the club's original estimate, and the whole event, though not free from faults in its organization, was voted a success by all who took part.

RESULTS

Best Time of Day and Fastest Racing (Class III): C. Hale (998 J.A.P.), 30.9 secs.

Fastest Touring O.H.V. twin or 10 h.p. 4-cyl. (Class II): M. B. Skirrow (1,096 J.A.P.), 35.6 secs.

Fastest Touring S.V. twin or 8 h.p. 4-cyl. (Class I): R. Small (993 Ford), 44.2 secs.

Class Placings

Class I (S.V. twin-cyl or 8 h.p. 4-cyl.): 1, R. Small, 44.2 secs.; 2, B. C. Spofforth, 44.4 secs.; 3, F. R. Hawkey, 45.1 secs.

Class II (O.H.V. twin-cyl. or 10 h.p. 4-cyl.): 1, M. B. Skirrow, 35.6 secs.; 2, D. H. Boyd, 36.7 secs.; 3, R. W. Griffiths, 37.4 secs.

Class III Racing (Supercharged cars or cars not in road trim): 1, C. Hale, 30.9 secs.; 2, S. G. Withers, 33.0 secs.; 3, L. S. Bolton, 34.1 secs.

The E. A. Woods "Side Valve Trophy" was won by L. Naisby.

* * *

WEST HANTS AND DORSET C.C.— A STATEMENT ON THRUXTON

THE West Hants and Dorset Car Club wish to clear up any misunderstanding which may have arisen regarding the recent decision not to hold an International Car Race Meeting at Thruxton on 4th August this year.

When application was originally made for the use of this circuit, and when the

R.A.C. was approached regarding the fixture on the Calendar, the club had every intention of making this event its major fixture for 1951. Such events require the maximum of preparation and organization, particularly when it is borne in mind that those involved are devoting most of their spare time to the effort, and it was not foreseen that certain members would find themselves unable to give up the time required. This was not due to any lack of enthusiasm on the part of the members concerned, but simply because their business commitments increased during the winter. Furthermore the necessary financial backing which it was hoped would be available was not forthcoming. With the greatest reluctance, therefore, the club has had to abandon the project. The decision is much regretted, particularly since the Thruxton Circuit is a most suitable one, but it is felt that unless an event can be run properly, it is better not to run one at all.

In place of the International Meeting, but on the same date, 4th August, the club will hold a Closed Invitation Meeting at Ibsley airfield, and regulations for this will be issued early in June. It is, of course, very much easier to run an event of this kind when the venue is only 10 miles from Bournemouth, and the organization and financial arrangements can be much reduced.

* * *

CRANLEIGH NIGHT RALLY

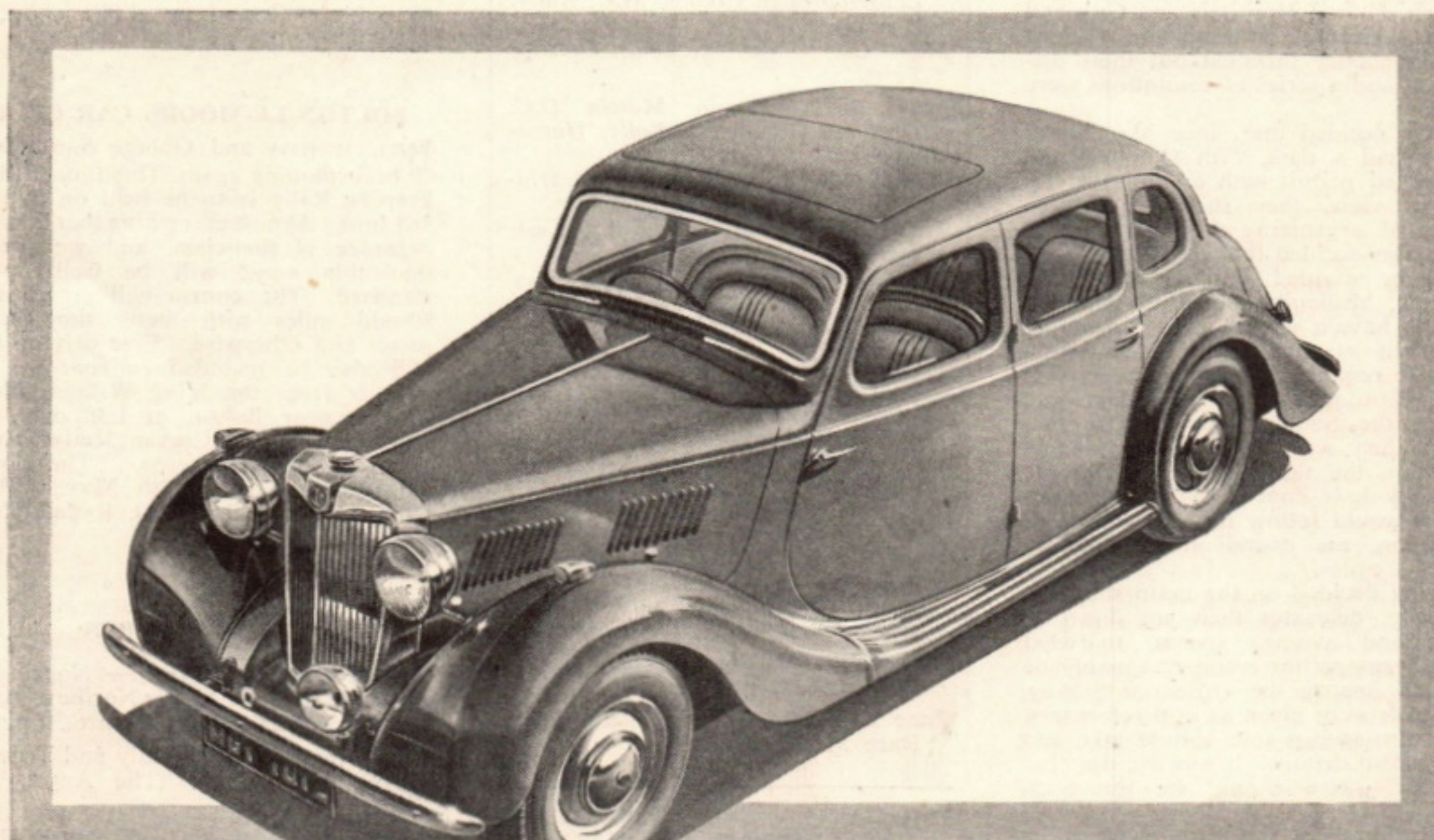
BELIEVED to be positively the last of the season, the Cranleigh and D.M. & C.C.'s Night Navigation Rally takes place on 26th/27th May. It starts at Brook, Surrey, and finishes on the Hog's Back, Farnham, covering a distance of approximately 100 miles.



NEW TROPHY: Chairman of the Nottingham and District C.C., J. H. Ivens, receives the Cedros Challenge Trophy on behalf of members, from R. L. Franklin of the New Cedros Engineering Co. Ltd. The Trophy, a silver rose bowl, will be competed for annually by club members.

J

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EVENING TRIAL

SUNBAC are holding an Evening Trial for members on Wednesday next, 30th May. The trial starts at 6.30 p.m. from the Fox Hunt Inn, Hayley Green, Halesowen, and there are classes for Specials, hybrids, open and closed cars. There will be special prizes for Ladies and Novices.

INTER-VARSITY RALLY

A CONFERENCE of University Motor Clubs was held last month at Manchester to decide what form the forthcoming Inter-Varsity Rally should take. Delegates from Newcastle, Loughborough, United Hospitals and City and Guilds (London), Birmingham, Oxford and Manchester thrashed out their differences, and a series of resolutions were passed.

It was decided that since Manchester already had a date, 27th October, and a restricted permit with an inter-varsity rally in view, they should have the honour of organizing this year's event. It was also decided that the Universities should be divided into three groups, Northern, Midlands and Southern, each group to have a separate and reasonably convenient starting point. Newcastle agreed to organize the Northern starting point, Birmingham the Midlands, and London the Southern start. The first section then was to be approximately 250 miles, the three groups converging on Ashby-de-la-Zouche, where all competitors would follow the same route to Llandudno, the overall distance being about 600 miles.

Having decided on the main shape of the Rally, delegates then got down to classes and average speeds, to what extent a competitor could reasonably be asked to finance the Ordnance Survey, if controls were given as grid references, what form special tests should take and other sordid details. It was decided that the chief prize should be the team award.

The minutes of the meeting were circulated to all known University and college motor Clubs, and organization is now proceeding apace. At a general meeting of Manchester University M.C., N. A. Silverston was elected Secretary, and T. A. Carlisle Chief Marshal of the Rally. A committee was also elected.

Regulations should be out within a week or so. If any University or College Motor Clubs have not been contacted, and are interested, would they please communicate as soon as possible with the Hon. Sec. N. A. Silverston, c/o Manchester Univ. Union, Burlington Street, Manchester.

BRITISH HOT-ROD MOVEMENT?

W. Dembowski is investigating the possibilities of Hot-Rod racing in this country, and invites all would-be enthusiasts to contact him at Hayden Court, near Cheltenham.

COMING ATTRACTIONS

May 25/27. Lancs A. C. Morecambe National Rally. Starting points Birmingham, Bristol, Glasgow, Leeds, London, Manchester and Whalley.

May 25/26. Welsh Counties C.C. Festival of Britain Rally. Starting points Carmarthen, Barry and Hereford.

May 26. Maidstone and Mid-Kent M.C. Race Meeting, Silverstone. Start 2 p.m.

West Essex C.C. Race Meeting, Boreham. (Racing, sports and 500 c.c. cars.) Start 1 p.m.

Dublin University M.C. Killakee Hill Climb, Eire.
Loughborough College M.C. Rally, Wymeswold.

M.G. Car Club (Midland) Driving Tests.

May 26/27. Aston Martin O.C. National All-Britain Rally, Harrogate.

M.G.C.C. (Scottish) Rally, Midlothian.
Sunbeam-Talbot O.C. Rally, Eastbourne.

May 27. Swiss Grand Prix (F.1), Bremgarten circuit.

Liège Hill Climb, Belgium.
Circuit of Prague (Sports cars), Czechoslovakia.

Circuit of Avignon (F.3), France.
Monza race meeting (F.3), Italy.

Crewe and S. Cheshire C.C. Trial, Cheshire.

N.W. London M.C. Lawrence Cup Trial. Start 11 a.m., Cross Roads adj. to Red Roads, Bagshot.

Midland Motoring Enthusiasts' Club Rallye Impecuniosa. Start 10.15 a.m. The Talbot, Hartlebury.

May 30. Indianapolis 500 Miles Race, U.S.A.

June 2. Ulster Trophy International Race Meeting, Dundrod.

MAIDSTONE AND MID-KENT'S SILVERSTONE MEETING

THE Maidstone and Mid-Kent M.C.'s Silverstone Race Meeting on 26th May, begins at 2 p.m. Up to date there are 74 entries which include Goodhew (Alfa Romeo), Dutt (Maserati), Parker (Jaguet), Headland and May (Cooper-Nortons), Ruddock and Keen's H.R.G.s. and Peacock with a Frazer-Nash.

MID-CHESHIRE CAR CLUB

Results of Trial held on 13th May

Best Performance of the Day: R. Holt (Allard).

Class 1 (up to 1,500): 1, E. Cunningham (Riley Sprite); 2, D. Slack (Singer Roadster).

Class II (over 1,500): 1, R. Holt (Allard) 2, J. Cunningham (XK120).

Class III (Specials): 1, A. W. Lilley (A.W. Special); 2, P. Kelly (Brigham Special).

Team Prize: R. Holt, A. W. Lilley, J. Williamson.

SOUTH CAERNARVONSHIRE M.C. SMUGGLERS' CHASE

SMUGGLING has started again in South Caernarvonshire. It is almost certain that contraband has been landed at Criccieth. In order to bring these smugglers to book, members of the Club have to collect the necessary evidence for the recovery of the booty on Sunday, 27th May. The sleuths will gather at 2.15 p.m. at the Maes Garage, Criccieth. The route is fairly well known, but searchers are advised to bring a large scale map of the area with them. Chase cards will be provided, and will be signed at various points by the detective in charge. All clues and evidence collected are to be handed to the Detective Inspector at the finish at the George Hotel, Criccieth, where a good meal will be available, followed by a film show.

BOLTON-LE-MOORS CAR CLUB

BILL ALTHAM and George Smith have been plotting again. This time, a time-keeping Rally is to be held on Sunday, 3rd June. Almost everything that this pair organize is first-class, and we predict that this event will be well up to standard. The course will cover some 80-odd miles with many time-checks, secret and otherwise. Five driving tests will also be included *en route*. The start is from the King William Hotel, Turton, near Bolton, at 1.30 p.m., and will finish at the Craven Heifer Hotel, Chaigley, near Clitheroe. The closing date for entries is 28th May. Regs. from G. W. Altham, 20, Rydall Road, Bolton, Lancs.

CLUB FIXTURES

Bentley D.C. (Mid-West).—"Noggin and Natter", 26th May, Northey Arms, Box, nr. Bath, Wilts, from 6.30 p.m.

A.C. Owners' Club.—Rally and Treasure Hunt, 27th May. The Angel, Pershore.

Southern Jowett C.C.—Treasure Hunt, 27th May.

Southsea M.C.—Social Run, 27th May. Start Portsdown Hill, Hants, 2.30 p.m.

W. Sussex D.M.C.—"Scrounge around", 27th May. Start Findon Green, 2.30 p.m.

Sheffield and Hallamshire M.C.—Captain's Run, 27th May. Start Norton Hotel, Sheffield. 2 p.m.

Aston Martin O.C.—"Send Off" Lunch to Bol d'Or team, 28th May. Whyte Hart Hotel, Bletchingley, Surrey, 12.30 p.m.
First Friday meeting, 1st June. Lamb and Flag, W.1.

A.C. Owners' Club.—Meeting, 30th May. Barley Mow.

Morgan 3-Wheeler Club, S.E. Group.—Monthly Meeting, 2nd June, Grafton Arms, Tottenham Court Road. 7 p.m.

Bristol M.C. and L.C.C.—Gymkhana and Driving Tests, 2nd June. Grove End Farm, nr. Alveston. 2.30 p.m.

GOODWOOD, MAY 14th

Reg Parnell
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*Ferrari Thin Wall Special,
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(AND LAP RECORD 94.54 M.P.H.)

(Subject to Official Confirmation)

GOODWOOD, MAY 14th

Stirling Moss
(KIEFT)



INTERNATIONAL
TROPHY
FOR 500 c.c. CARS
(& Lap Record 84.55 m.p.h.)

(Subject to Official Confirmation)

GRAND PRIX DE MONZA, MAY 13th

Stirling Moss
(H.W.M.)

3RD

(Subject to Official Confirmation)

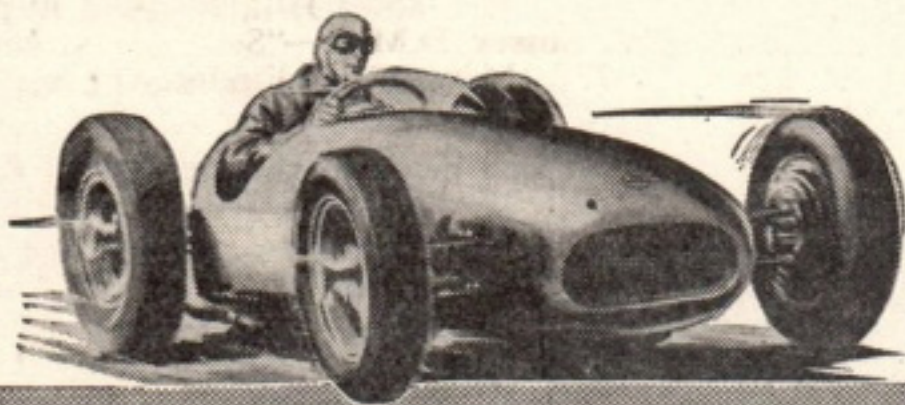
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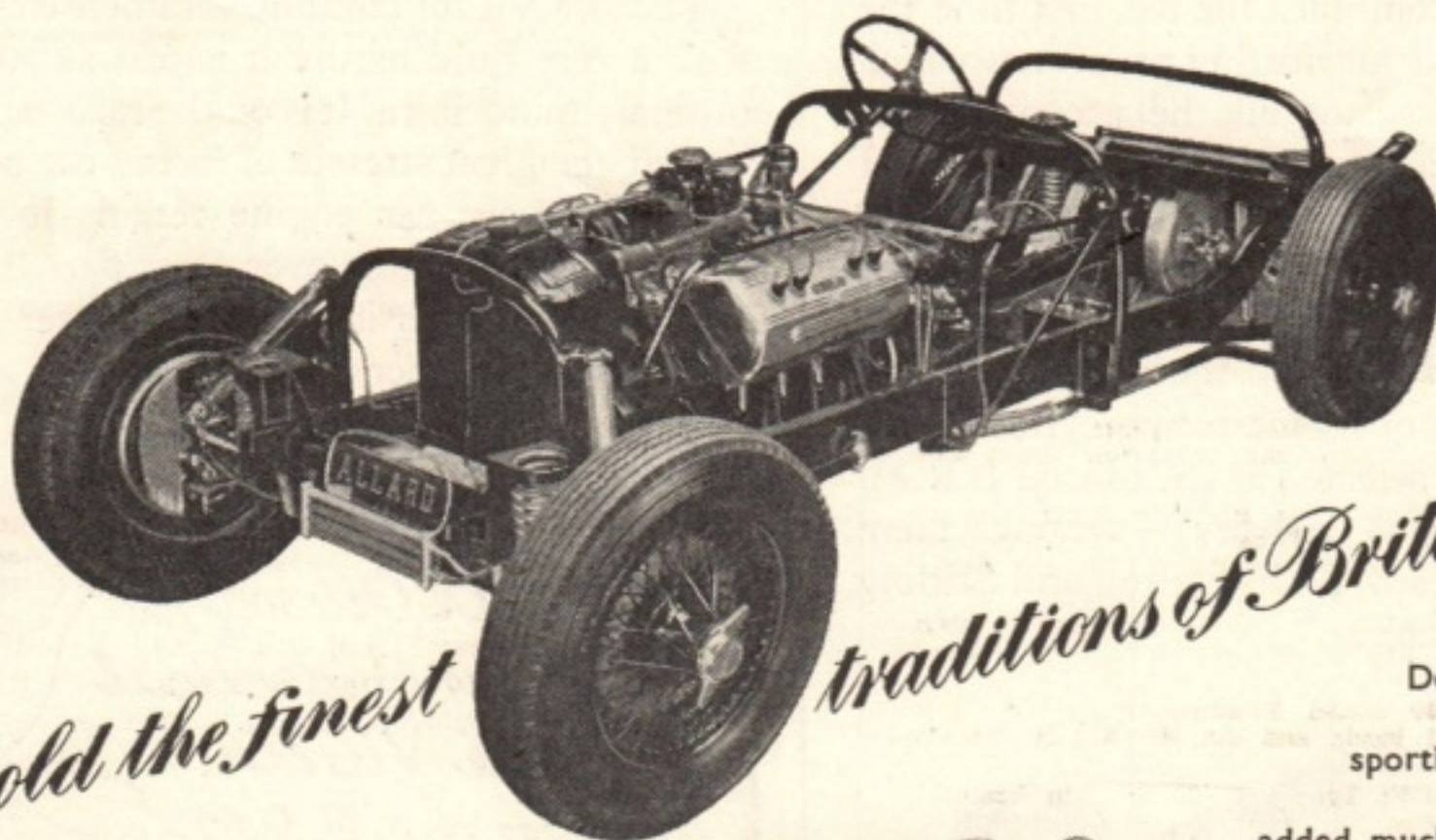
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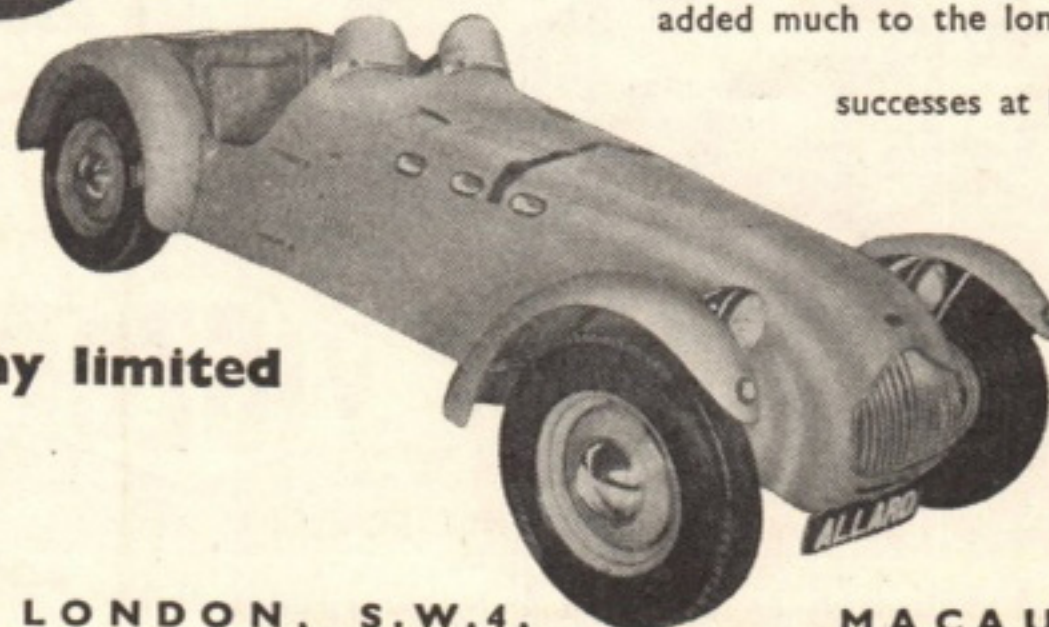
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1948 K1 2-seater. Recon. engine. Faultless, £800.—Ginn, Tadlow, Royston.

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ALTON GARAGE, "The ALVIS People", always have a large selection of ALVIS models for sale, and are able to offer immediate Hire Purchase on any car, which means that our clients can drive away without delay. At present we can offer a range of 12 h.p. models from £285-£325; 17 h.p. models from £265-£350; Speed 20s 1933/7 from £365-£550, and one very special super sports 2 1/4-seater 1940 Speed 25 at £675, a most striking vehicle with an excellent history.—Alton Garage, 17/19 Brook Mews North, Craven Road, W.2. Paddington 3952.

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AUSTIN TAXICABS—Ex London, in first-class condition, endless uses, good selection, from 85 gns.—Wadcol Motors, 150/6 West End Lane, N.W.6. Hampstead 1177.

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1938 B.S.A. coupé sun roof £325. 1939 B.S.A. Sports 2-seater, red, £345. 1934 B.S.A. Saloon, 4-door, exceptional, £225.—Montroe Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

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JAGUAR CARS, Jaguar Service, Jaguar Spares. Consult the authorized Agents.—Archers (Shirley) Ltd., Stratford Road, Shirley 1125-6, Birmingham. **1939** JAGUAR 1 1/2-litre Saloon, black/beige upholstery, perfect condition throughout. £525.—M.B. Motors, H.P. Terms and Exchanges, 336 New Cross Road, S.E.14. TIDeway 3779.

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1932 LAGONDA open sports 4-seater, low chassis, 2-litre Continental model, engine reconditioned by specialists, new magneto, new hood and new batteries, black with maroon leather. Excellent specimen. £475.—Thompson-Doxey Ltd., Sefton Street, Southport.

M.G.

M.G. TA, 1937, red, recon. engine, general condition good. Nearest offer to £400.—Hardy, 189 Priests Lane, Shenfield, Essex. Brentwood 2428.

M.G. TA 1938, rebuilt recently. Cromard liners, reground crankshaft, new bearings throughout, valves, valve guides, etc. Resprayed, new hood, 16 inch rear wheels, new tyres. Modified mudguards. Photographs on application. Price £550 or nearest offer.—Box 406.

M.G. TA. Just completely overhauled at cost of £130. A.A. certificate. Several accessories. Perfect for enthusiast. Nearest £525.—'Phone: REL 4380 during day.

M.G. 1939 TA MODEL, 2-seater, red, excellent condition throughout, taxed, good tyres, £485.—Leytonstone 4461-2 or G. Watts, 736 Lea Bridge Road, Leyton E.10.

1934 (late) M.G. L-Type Saloon, in daily use. Many extras. Taxed. £225 or near.—Pryor, "Birken", Sandhurst Road, Tunbridge Wells.

1949 (May) M.G. TC, green with beige leather, one owner, 15,000 miles. £850.—Kingston 1185, office hours.

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£130 or by instalments (£65 deposit) MORRIS heavy 12/4 2-seater with dickey. New hood, 1933. Free 12 months Third party insurance and three months' written guarantee.—Stuart Wilton, 353, Finchley Road, London, N.W.3. Hampstead 5712 and 8532.

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1936 PEUGEOT L.H.D. Saloon. Very clean car £375.—Thomas Motors, 117 London Road, Kingston-on-Thames. 'Phone 8415.

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BIG FOUR—No expense has been spared on maintenance of this delightful example of a pre-war 2 1/2-litre Kestrel, black with yellow wheels, 2 brand new Firestone tyres. An 80 m.p.h. bargain £675.—Primrose 6966.

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ROVER SPECIAL. Speed 20 4-seater tourer. 1933 engine or block; details: 19.3 h.p. triple carburettors, chassis and engine No. 3306.—Box 405.

ROVER SPEED 20 1934, 3 S.U.'s Scintilla magneto, H/C pistons, Zeiss headlamps, open 4-seater, black aluminium body, 20-23 m.p.g., 80-85 m.p.h. Owner posted to Korea. Nearest offer to £335.—Rose, 22 Command Workshops, Wellington, Salop. Tel.: Wellington 723/4.

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£250 1934 pukka LE MANS sports 2-seater, twin spares, etc., recon. engine, bargain.

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1935 F4 Morgan 4-cylinder 4-seater, new tyres and hood, good appearance and runner, £185.

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also
1935 Austin 10 4-seater cabriolet, ideal dual-purpose car, £245.

also
1933 Riley 9, March Special open 4-seater, good order, £195.

also
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also
1935 PB M.G. genuine Le Mans team car, cop-perized Q-type brakes, twin pumps, telecontrols, twin 16 inch spares, recellulosed, wonderful car, £375.

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(continued overleaf)

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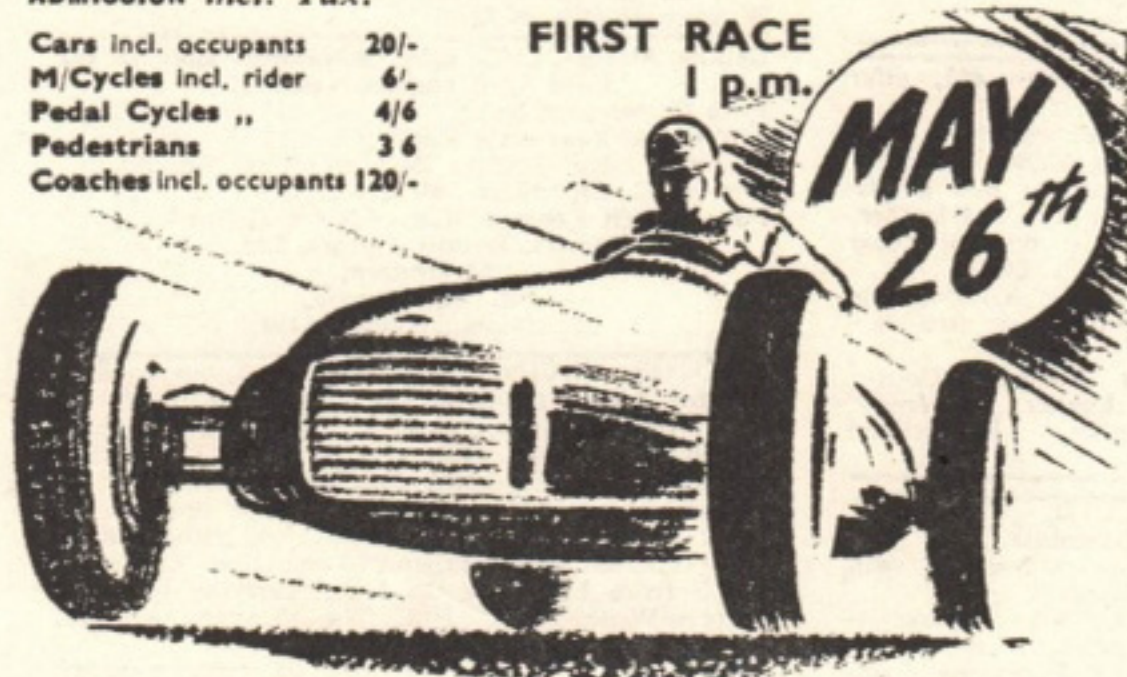
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CLASSIFIED ADS.—continued.

MISCELLANEOUS—continued

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NEWS FROM THE CLUBS—continued

POLICE SUCCESSES AT FRINTON

THE Harrow Car Club was indeed fortunate to have two fine days for their third Frinton Rally held on Saturday and Sunday, 19th and 20th May. The 58 competitors for the driving tests on the first day rallied at Boreham aerodrome and were subjected to a couple of manœuvring tests, one of which was very simple but ingenious. From one's chosen point on the starting line one was faced by a barrel surrounded by a circle of yet more barrels. The test was to circle the centre marker by any route and return to the starting-line. The fastest times were put up by those who rushed round the outside of the circle.

Walton-on-Naze was the finish of a secretly checked run from Boreham, at a given average speed, and on arrival more barrel dodging à la experts trial test was essayed.

After lunch the scene shifted to the pleasant surroundings of the Frinton cliff-tops where another four tests produced some very high standards of driving. The behaviour of some modern saloons under combined braking and steering is really frightening to watch, but did not seem to worry the drivers—or did it?

Robin Richards's R.B.W.—which consists of Ford 10 parts distributed very neatly round a tubular chassis—made fastest time in every test with exciting regularity, but the overshooting of a line unhappily robbed him of a major award.

The Essex Police drivers were outstanding and carried off the main awards.

C. M. S. Abbott's Paramount with Ford 10 engine went very well and it is surprising that in spite of its all enveloping bodywork, the weight is only 14½ cwt.

RESULTS

Triplex Trophy for Best Performance: K. L. Baker (M.G.).

Special Award for Best Saloon Performance: H. S. Smith (M.G.).

Harrow Car Club Award: F. Allott (H.R.G.).

Chiltern Car Club Award: R. N. Richards (R.B.W.).

Novices' Award: C. M. S. Abbott

CLASS AWARDS

Closed Cars up to 1,200 c.c.: 1, S. N. Rowley (Riley). 2, M. W. Baker (Ford).

Closed Cars 1,200-2,000 c.c.: 1, H. S. Smith (M.G.). 2, F. E. Still (Javelin).

Closed Cars over 2,000 c.c.: 1, A. H. J. Whitehead (Rover). 2, H. W. Dalling (Riley).

Open Cars up to 1,200 c.c.: 1, C. M. S. Abbott (Paramount). 2, Miss E. D. Barratt (Singer).

Open Cars 1,200-2,000 c.c.: 1, K. L. Baker (M.G.). 2, J. Pilley (M.G.).

Open Cars over 2,000 c.c.: 1, F. A. H. Frey (Allard). 2, G. M. Boyes (Batten).

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