

**1/6** EVERY FRIDAY

# Autosport

**BRITAIN'S MOTOR SPORTING WEEKLY**

## IN THIS ISSUE

**RACING AT BOREHAM**  
Fully-Illustrated Report

**CRAIGANTLET HILL-CLIMB**

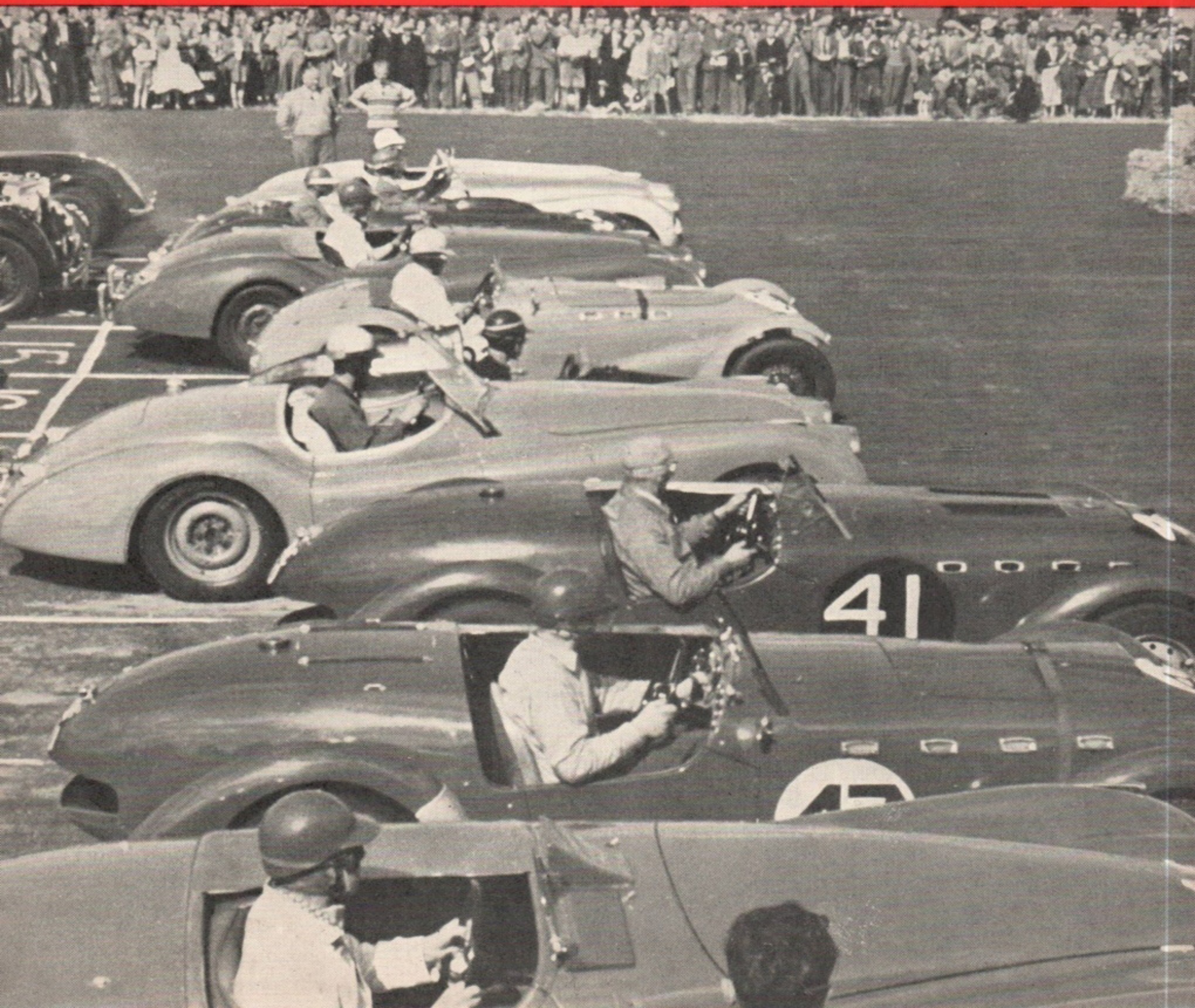
**M.G. C.C. AT SILVERSTONE**

**MARINONI DID IT TOO!**

**RACING CIRCUITS**

John Bolster—Russell Lowry  
K. J. Blythe—Norman Smith  
Wilson McComb

Vol. 3. No. 7.  
August 17, 1951







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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 7.

August 17, 1951

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## NOTICES

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## EDITORIAL

UNLESS something is done about the savage Entertainments Tax, motor-racing is in danger of suffering the same fate as befell this year's King's Cup Air Race. An imposition of 41 per cent. on "takings" is absurdly high, and there is no reasonable justification for saddling promoters with this heavy burden, nor causing the general public to pay more than it should do for the sport which provides the greatest of all spectacles. Moreover, the Motor Industry now realizes that motor-racing does have a pronounced effect on exports. Without a healthy background of motor sport in this country, successes abroad will be even more difficult to achieve. The big motoring organizations played their part in the restoration of petrol to private motorists. Let us hope that they will now start a crusade for the lifting of this unjustified tax.

\* \* \*

STIRLING MOSS is a very important young man. His deeds with H.W.M., Kieft, Frazer-Nash and Jaguar this season have not passed unnoticed by those who direct the racing programmes of Formula 1 cars. Already he has been successfully tried out by B.R.M., and at the time of writing is probably being tested in a G.P. Ferrari, at the express invitation of Signor Enzo Ferrari himself.

As one who has chosen to make motor-racing his profession, Moss is a perfectly free agent. He cannot possibly be criticized for giving preference to any organization which offers him excellent terms and the assurance of a regular wheel. If Ferrari gives this brilliant young driver his chance to appear in Formula 1 racing, then AUTOSPORT will be the first to congratulate Signor Ferrari on his astuteness. It is known that Stirling is intensely patriotic, and would prefer to drive a British car. Nevertheless, no driver can make his living merely by hanging around waiting on a call which may not materialize for months to come.

The time is now ripe for Moss to take the wheel of a Formula 1 car, and if Ferrari makes use of his services at Monza and Barcelona, no one can possibly blame him for grasping the opportunity with both of his capable hands.

In any case it is conceivable that B.R.M. will not be able to field a full team of three cars until 1952. Reg Parnell and Peter Walker have thoroughly earned their right to a wheel, and it would be a poor reward for their heroism at Silverstone if either of them were asked to stand down in favour of another driver, no matter how brilliant.

## OUR COVER PICTURE

MIXED BAG: Start of a recent Formule Libre race at Croft, near Darlington. Prominent in the foreground are Bill Holt (Jaguar), Bob Dickson (Healey) and J. Rollings (Healey).



# Pit and Paddock

**A**NDRÉ SIMON (Simca) won the Formula 2 race over the Circuit des Sables d'Olonne on 22nd July. No H.W.M.s ran.

**F**ERRARI plans a work's team of three cars for Le Mans next year. These will have new, lighter chassis and bodywork, and will be handled by work's drivers.

**S**QUIRE wanted, short chassis, 1½-litre blown. Anyone who knows of one of these delectable vehicles going, please write to G. H. Fisher, Eversley, The Brampton, Newcastle, Staffs.

**D**UNCAN HAMILTON has been invited to join a Continental racing stable next year; no names, no pack drill. He is seeking a young mechanic apprentice, with knowledge of motoring matters and keen to learn, to accompany him on his racing forays, with a view, later, to transferring to aforesaid stable. Letters to this office will be forwarded.

**D**ICK JACOBS, Mill Garage kingpin, doesn't confine his speeding to circuits. A customer, desperate to get away on a business trip, delivered his car to South Woodford for repair. Dick's minions fitted four new big-ends, four pistons, welded a cracked sump-tray and did sundry other jobs in under six hours! The car was also washed and polished.



**T**O Mr. and Mrs. Leslie Sykes, of "The Fox", Brackley, a son—all three well!

**B**ILL FERGUSON won the Johore Grand Prix on 5th August with the ex-Alan Rippon Cooper.

**Q**UERY in the Albert, Kingston: "How long is Silverstone?" and the quick-as-lightning reply: "Three miles—and a bitter!"

**G**REAT AUCLUM: It now appears that W. L. Cripps (Cripps Spl.) was third in Class 4 with 25.13 secs. His brother driving the same car, did 26.40 secs.

**E**IGHT Clubs: Barclay Inglis, Secretary of the Eight Clubs organization, has now moved to 35 Frognal, Hampstead, N.W.3. (Tel. Hampstead 6228.)

**C**ONFIRMED that Fischer (2½-litre Ferrari) did win the Formula 1 category in the Freiburg International Hill-Climb. Ken Wharton (2-litre E.R.A.) defeated Willy Daetwyler and his ferocious 4½-litre Alfa Romeo in the *Formule Libre* class.

**G**OLDIE GARDNER goes out on Monday at Bonneville in quest of the Hour Record (class "E") with his Shorrock-supercharged, standard TD-engined M.G.



*CUTE: Jacqmar's latest contribution to the sport is the "Road Wheels" scarf, which illustrates cars down the years, amusingly designed in bright colours against a heliotrope background. No apologies for including a fashion note in this journal.*

**A**LBI G.P. results have been modified. André Simon is now awarded fourth position, pushing Claes (Talbot) down a place. This makes Simca first, fourth and sixth, a fine come-back for the French concern.

**R**UMOURED that a new British six-cylinder Formula 2 car will make its appearance in next season's racing. Also, Roy Merrick's very powerful o.h.c. twin may be installed in a new tubular chassis—also for Formula 2 work.

## DAVID BRAKE

**T**HE fatal accident to David Brake at Boreham last Saturday was the first ever to have occurred in a Formula 3 race in Great Britain. This young Reading driver, in his familiar black Cooper with white head-faring, was rapidly developing into one of our leading 500 c.c. exponents, and had plenty of experience in circuit racing. He was a regular Brands Hatch competitor and a staunch supporter of the Half-Litre Club.

★  
*TOPS AWAY: T. Reap (TC M.G. S.) finds that he has a "self-erecting hood" during a sports-car scratch race at Boreham last Saturday.*  
★



# Portrait Gallery . . . Leslie Onslow Bartlett

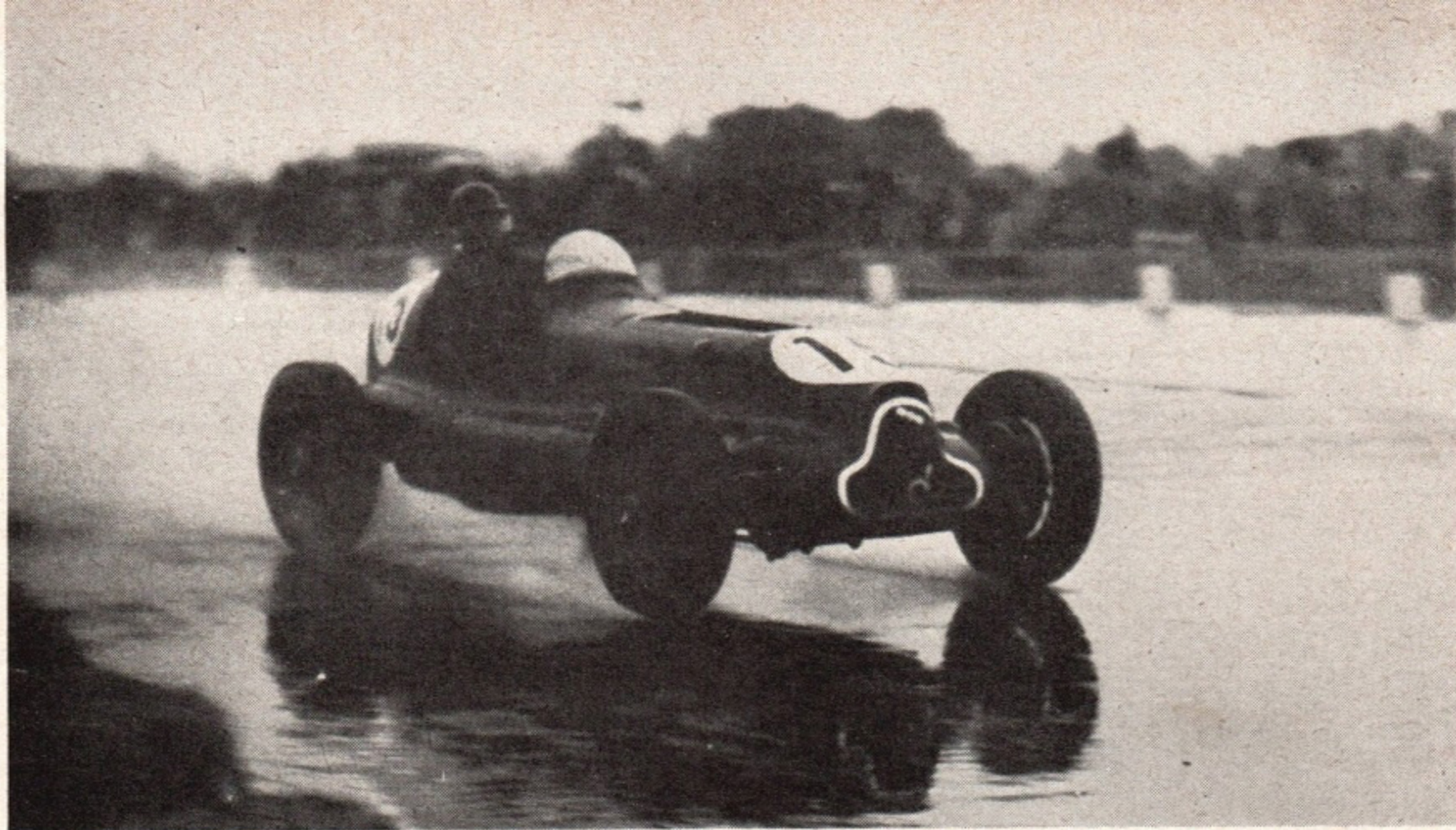


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**By A. T. M. Acket**

**KNOWN** affectionately as "The Chest", or "Bonzo Half-Clad", Leslie Onslow Bartlett can best be described as the Spike Rhiando of the trials and rally world. Like Spike, he has a taste for brilliant shirts and experimenting with unusual vehicles. His twin-cylinder, rear-engined trials car caused a furore amongst mud-pluggers, but all are admitted that it is a logical development of the trend of design in machines designed specifically for trials. "The Chest" is a fine all-round driver, and has had numerous successes in every branch of the Sport. Is rumoured to be plotting a single-cylinder trials Special.





**RAIN MASTER:** Brian Shawe-Taylor drove the ex-Harrison E.R.A. brilliantly in pouring rain to win the "Daily Mail" Championship Race, big event of the day.

# IT ALWAYS RAINS ON SATURDAY!

**Wet Again at Boreham—Shawe-Taylor's Masterly Drive—Duncan Hamilton's Sports-Car Double — Ecurie Richmond Takes Another Formula 3 Race**

**P**RINCIPAL feature of the West Essex C.C.'s race meeting at Boreham Airfield last Saturday was rain, rain, rain, unrelenting, all-pervading and somewhat demoralizing. The meeting began hopefully in dry conditions, but gathering clouds soon released their unwelcome cargo, turning the fast 3-mile circuit into a skating rink and finally into a water-course more suitable for speed boating than car racing. Under such conditions sheer driving skill and exquisite judgment came into their own, and Brian Shawe-Taylor demonstrated once again his fine abilities in wet-road driving by running away with the 45-mile *Daily Mail* Championship Trophy, big race of the day, in the ex-Cuth Harrison, Porsche i.f.s. C-type E.R.A. Duncan Hamilton's G.P. experience brought him two wins, one in the W. Lyons Trophy race for XK 120 Jaguar cars, and the other for unlimited sports-cars. In the 500 c.c. event, held in two heats and a final, Alan Brown and his Ecurie Richmond Cooper had the legs of the opposition, driving a fine

race in unpleasant conditions to win at just over 70 m.p.h., an average 10 m.p.h. below that put up by Peter Collins (J.B.S.) winner, in the dry of the first heat.

The meeting was marred by the accident to David Brake, whose Cooper overturned during Heat two of the 500 c.c. event. The unfortunate driver, gravely injured, died shortly after reaching hospital. This marks the first fatality in a 500 c.c. race in this country.

**A** DRY circuit, a sizeable gathering of spectators, especially at the corners, and an excellent entry list for the 10 races on the bill, caused the third Boreham meeting to kick off on a distinctly optimistic note with the first 5-lap heat of the 500 c.c. race. Front row was occupied by Peter Collins (J.B.S.), W. Lowe (Cooper), R. Leapingwell (Cooper), Joe Leary (Cooper), and H. Williams (Emeryson). Peter Collins got smartly away into the lead when the "off" signal was given, with Leary leading the pursuit, but B. Gilbert's Cooper decided not to play, was pushed hard, stammered unhappily and eventually went off, far behind.

First lap and Collins's green J.B.S. had a comfortable lead from Leary, Lowe and Bill Whitehouse in the works-entered

Cooper, Ken Smith (Smith 500) and Williams (Emeryson) both well up, and the latter cornering fast in his front-drive car. The two leaders began to leave the field, and by the end of the third lap there was a long gap between second man Leary and Bill Whitehouse, Williams had dropped back to sixth behind Lowe and J. Green in the J.P. Next round and Whitehouse dropped out, letting Green into third place, and thus they finished; Collins with a good lead, Leary second and Green third, followed *en masse* by Williams, Gill (Cooper), N. Gray's Cooper, smoking rather heavily, J. Fraser (Cooper), Alan Rippon (Cooper), Pelling (Emeryson), Powell-Richards in the early Kieft, and the rest. Peter Collins averaged 80.18 m.p.h. with the J.B.S.-Norton.

By the time the second heat was due to start the lowering skies sent a thin, penetrating shower of rain which settled on a circuit already slightly greasy and "rubbery", with dramatic effect. On lap one Alan Brown in the familiar blue and aluminium Cooper of the Ecurie Richmond lay just ahead of Ecclestone's Cooper, with Arengo's Arengo next up, going well and staving off Don Parker (J.B.S.-J.A.P.), J. Habin (J.B.S.-Norton), Curly Dryden (J.B.S.-Norton), and N. Pugh (Cooper). Brown's Ecurie partner, Eric Brandon, had but a short race with the second Cooper when a driving sprocket drove no longer—nor did Eric! It was hoped he would handle the new lightweight Kieft with which Moss has



been so successful of late, but, alas, the fuel tank chose to split, too late for Ray Martin to be able to remedy it, so the car remained in the paddock. Whatever "Sunset" Brandon's inner feelings were about his abortive day, he just continued cheerfully chewing gum.

Headland's Cooper ran slowly on lap one and disappeared shortly afterwards; then, as Brown, Ecclestone and Arengo led the massed 500s through Orchard Corner, David Brake's Cooper, touched by another car, slid off the turn into the oil drums and straw bales and turned over three times, poor Brake receiving severe head injuries. He was rushed away by ambulance to hospital but died within 10 minutes of arriving there.

The circuit was really greasy now, and car after car pirouetted helplessly on a surface with seemingly nil adhesion. Lap two, and Alan Brown still led, and Arengo spun at Railway Corner ("Gilhooley"), letting Dryden take second position, with Don Parker behind. John Cooper, way back in the field, only just staved off a revolution on the part of his Cooper at "Gilhooley"; every corner was taken gingerly, but cars were pointing all ways all round the course, however, on lap three, leader Alan Brown did the "about-turn" act himself at Railway, which let Curly Dryden's J.B.S. up into a lead it never lost. Behind came Don Parker, and he too, spun wildly, whereupon Ecclestone momentarily moved up, only himself to gyrate on the next round! M. Barclay in Beauman's Cooper and Basil de Lissa in the Parker both dropped out in the meantime, and at the close of a very tense five laps Dryden ran out the winner at 70.53 m.p.h., from Don Parker (J.B.S.) and Jack Moor, who gained a creditable "third" by dint of driving forwards determinedly where others spiralled. John Cooper did the job properly at "Gilhooley" on the last lap, his engine stalling after the spin, then objecting to start again, until the sheer force of Cooper and two or three pushers-off won it over.

Before the 500 c.c. final, four scratch sports-car races intervened. By this time hopes of the weather clearing up again were washed well and truly away, but the crowds clung tenaciously to their vantage points, donning strange mantles of infinite variety—yellow oilskins, fishermen's hats and waterproofs of every colour, the familiar ex-W.D. gas cape much in evidence. First sports-car event was over seven laps, for up to 750 c.c. supercharged, 1,100 c.c. unsupercharged and proved a goodly tussle between E. Harewood's PB-type M.G. Midget, going extremely well, Sparrowe's Morgan, Chapman in "Lotus", that ultra rapid 750 c.c. Austin derivative, and C. le Strange Metcalfe in the Balilla Fiat. With the course streaming wet, everyone drove relatively cautiously, and in the end Harewood won at a modest 64.1 m.p.h. from the Fiat and the Morgan.

Event four, also over seven laps, was for blown 1,100s and unblown 1,500s, and gave L. Leonard his first success with that Cooper M.G. so handsomely bodied in "Inter" Ferrari style. S. B. Wells drove a stub-tailed 1,496 c.c. Riley well to take second place, in front of Dick

Jacobs in a TD M.G. The third sports-car race (1,500 c.c. S. and 2,500 c.c. U/s.) saw some fast stuff on the line. Tony Crook led off with his dark red Frazer-Nash, but Eric Winterbottom of Kingston, in Duff's green "Nash", wasn't letting Caterham get away with it and got by on round two. H. Heap's Marendaz was sluggish and went out after two laps. Peacock (Frazer-Nash) and R. Willis in his much-doctored BMW were scrapping sternly, but the former had his way and moved up to third.

Pattenden (Connaught) spun round at Railway on lap two, then gave the crowds a repeat performance next time round, and all the cars were sliding near the limit. Lap four and Crook had dropped considerably behind Winterbottom, the red car sounding distinctly "off". Another round and Willis had thrust forward to second, Peacock a close third; then Crook came round

slowly (was it a piston?) and drove to the paddock. With Winterbottom securely leading, interest focused on Willis and Peacock, both battling for second place. Willis slid at Railway, held it and fled on, but Peacock was not to be denied and got by on the last lap to finish second.

Next came the XK 120 Jaguar race over 10 laps, and with all drivers on cars identical, externally at least, it was interesting to note how the various odds stood with the bookmaker installed in the paddock. F. Howorth and Duncan Hamilton were "evens", Roy Salvadori, making a return to the wheel after his Silverstone crash, was at 3 to 1, and Mrs. Nancy Binns shared 6 to 1 with J. Craig, J. Swift, and others. Though the rain had eased off for a short while, the course was streaming wet as the "Jags", 10 of them, shot off the line to a welter of flying spray. Round they came, a

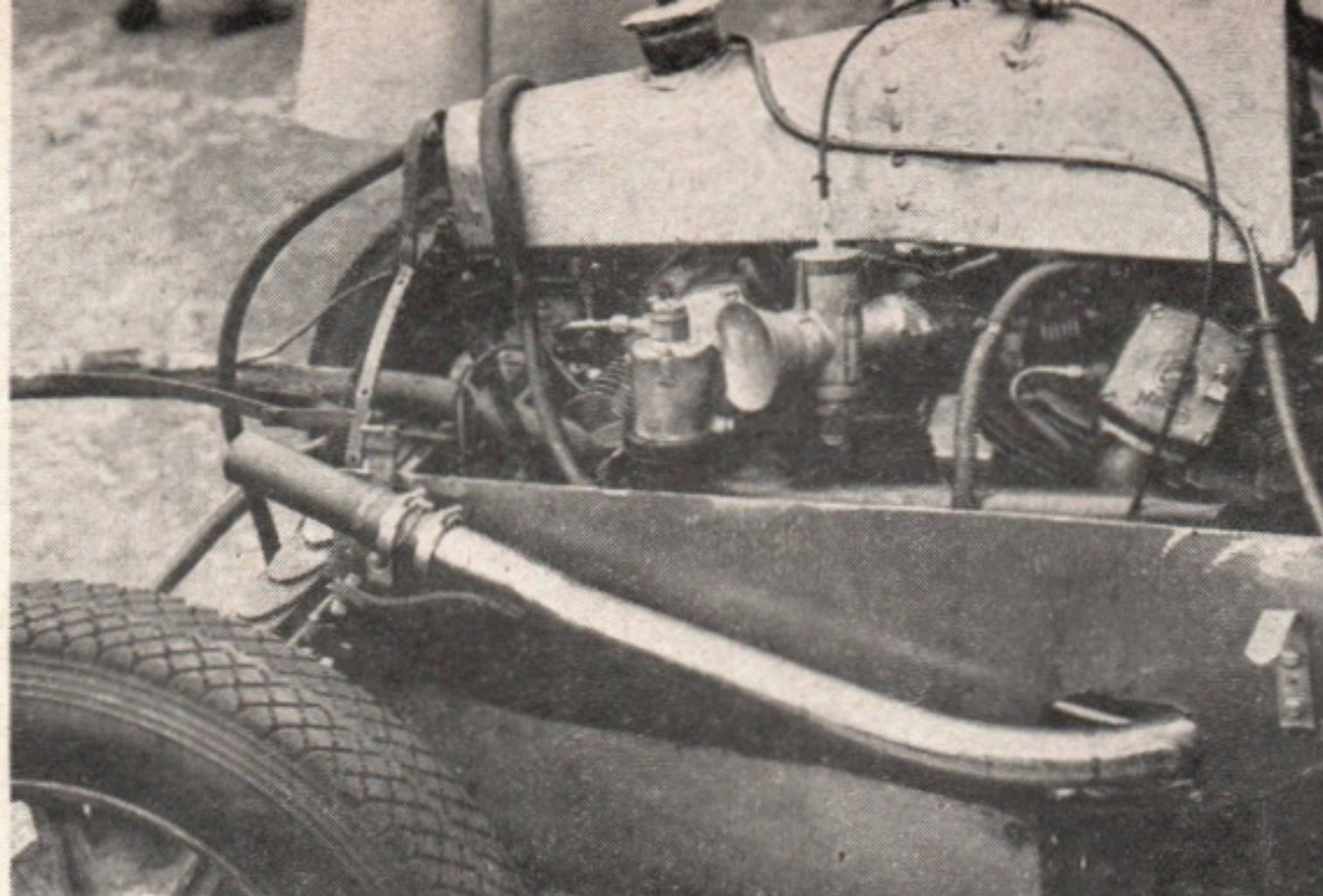


*MODERN STYLE: Lionel Leonard's neat Cooper M.G., winner of the seven-lap race for sports cars up to 1,100 c.c. S. and 1,500 c.c. U/s.*



*ECURIE RICHMOND AGAIN: Alan Brown corners carefully at Railway Corner, having established a good lead in the final of the 500 c.c. race.*





**FORMULA 2 PHENOMENON:** The very special, Robin Jackson-devised, 1,132 c.c. Nor-Jap power unit in Ray Merrick's Cooper, showing the massive Norton "single knocker" heads. Merrick won the 15 lap Formula 2 race at Boreham with ease.

kaleidoscopic stream of red, blue, green, white, black, silver, Howorth leading Duncan Hamilton by a couple of lengths, then L. Wood, J. Craig, whipping past Roy Salvadori at "Gilhooley", and J. Swift; in their wake came E. Farrow, his "Jag" much dented, and which, on reaching "Gilhooley" promptly spun with a squeal of protesting tyres. Lap two and Howorth still led, and still Hamilton tailed him, followed by Wood and Craig. One car did a "tête-a-queue" at Orchard: "Too darned quick to see who it was," said the observer "but he was driving an XK 120 Jaguar!" S. Powell only just held it at "Gilhooley" on one lap, and J. Swift, approaching the bend too fast, braked hard while still in a straight line and got round safely. Craig and Wood came round late, their car bearing dents eloquent of involuntary contact somewhere. Lap seven was unlucky for Howorth, who lost his hard-won lead by spinning round at "Gilhooley", sending oil drums and straw bales flying. One drum was trapped beneath the body, against the rear wheel, its extraction causing much delay. Duncan Hamilton, his line into the corner altered perforce, slid, held his car and was away into the lead, Swift streaked past into second place, and Roy Salvadori also passed the unfortunate Howorth before he got going. And thus they finished, Hamilton with a long lead, and averaging 73.57 m.p.h. for the ten laps.

Next was the eagerly awaited final of the 500 c.c. race, run over 15 laps of a course now thoroughly inundated. As the cars lined up the rains came heavier than ever, and memories of that Silverstone were poignant. Some thousands of spectators were getting very wet indeed, but 30 drivers of  $\frac{1}{2}$ -litre cars were in for a thoroughly nerve-racking drive, with a high speed soaking thrown in. Away they went, practically invisible for

**BY THE WAYSIDE:** F. Howorth amidst the bales at "Gilhooley" (Railway Corner) after spinning round and losing his lead to Duncan Hamilton in the race for XK 120 Jaguar cars.

spume, smoke and driving rain. Curly Dryden's J.B.S. and Williams's Emeryson were quickest away, the former leading as they threaded through Tower Bend and Orchard Corner with Jack Moor, Alan Brown and Peter Collins all jockeying for third place. At "Gilhooley" Ken Carter (Cooper) "about turned", and on the next round Curly Dryden did the same, losing his nice lead to Alan Brown, with Jack Moor at his heels. Peter Collins's engine died on him and he was out—it subsequently turned out to be a detached plug lead which was annoying. N. Pugh's Cooper sounded sick, and Hicks' Cooper retired.

Alan Brown, sole Ecurie Richmond representative, was out in front, but Jack Moor wasn't far behind in that incredible Wasp, while J. Brise and A. D. Gill scrapped for fourth spot until the former disappeared. Dryden was now coming up again, Arengo and Parker were at it hammer and tongs, and way behind but driving hard was Powell-Richards in the Kieft.

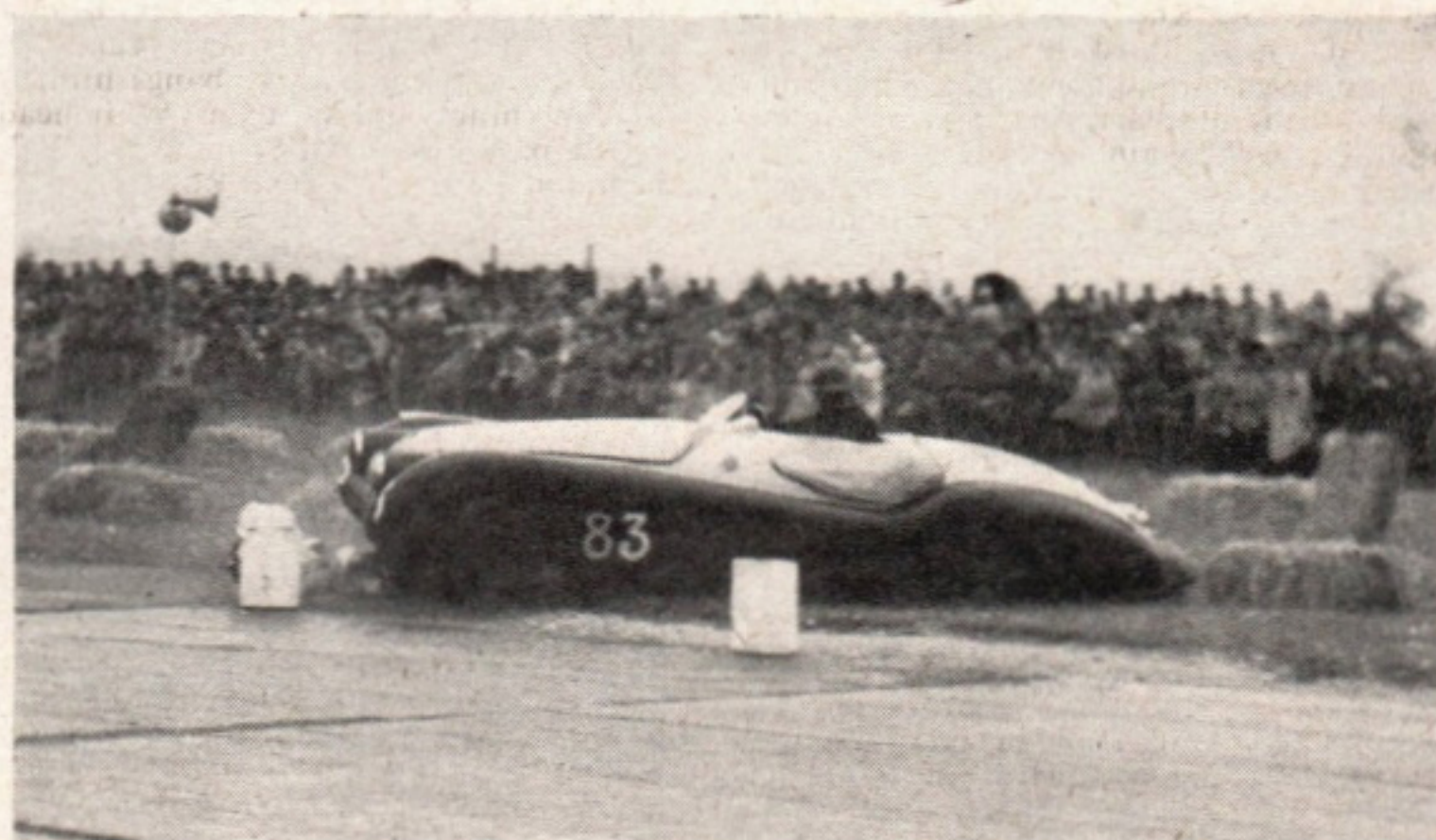
The ninth lap, and Alan Brown, recip-

ient of mystic signals with a hammer, held a good lead from Moor, while Dryden was back in third place. A gap, then came Don Parker and Arengo, the latter all-but revolving in his endeavours to keep up with the J.B.S. With five laps to go, Dryden got past Moor and Arengo pirouetted neatly at Railway corner, getting away again with extreme rapidity.

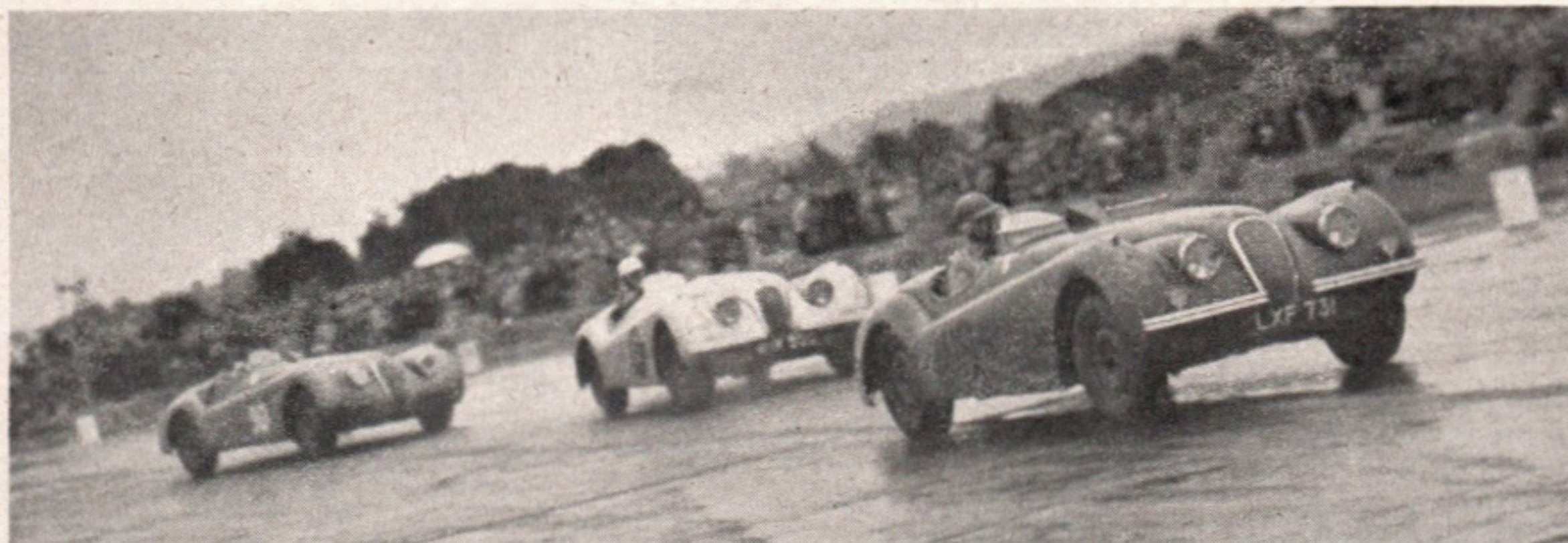
Jack Moor, going like the wind, thought he'd like to try Waltham corner "flat", found he couldn't and got mixed up with the bales, but sped away again without losing his third place. Dryden was striving hard to close the gap between his J.B.S. and the leading Cooper, but Brown had only to keep going at his present pace, and one more race was in the Ecurie Richmond bag. He won at 70.7 m.p.h. with Dryden second; half a lap or so behind came the Wasp, then Parker's J.B.S., the Arengo, Pycroft's and Pelling's Emerysons, Alan Rippon (Cooper - Norton — the ex - Merrick "double knocker"), N. Gray (Cooper) and Habin (J.B.S.). Alan Brown made the fastest lap in 2 mins. 25.2 secs., at 74.4 m.p.h.

The 15-lap Formula 2 race was all Ray Merrick and his twin-cylinder o.h.c. Nor-Jap-engined Cooper. He led from start to finish, only momentarily challenged by George Abecassis in one of the single-seater H.W.M.s before it performed a "Boreham Special" and dropped back. Eric Winterbottom lay second thereafter, until Oscar Moore squeezed his H.W.M. by, while a lap later G. Booker and J. Barber (Cooper-J.A.P. twins) did likewise. Then Barber had a heart-stopping slide at Orchard, his Cooper charging amidst the bales and tipping over, fortunately without injury to him, and shortly afterwards Booker had a similar spill.

Ray Merrick's Cooper, had so much steam on the straights that he could "navigate" his corners with caution, looking back to see how far behind Moore was. Ken McAlpine in the Connaught single-seater, working hard at the tiller, was getting closer to the H.W.M. each lap, Peacock was next astern with







**JAGUAR JUGGLE:** Duncan Hamilton, winner of the W. Lyons Trophy race for XK 120s, leads Leslie Wood and John Craig at Railway Corner.

his Frazer-Nash, while Winterbottom retired. Abecassis was picking up, passing Cowell's and Watson's unblown Alfas into fifth place by the 10th round. His car, incidentally, had a long exhaust pipe instead of the customary H.W.M. stubs. McAlpine edged past Moore on the same lap, two laps later Peacock also took the H.W.M., and then, with two rounds to go Abecassis did likewise. Merrick finally scored a second success with the very rapid Cooper at nearly 74 m.p.h., with McAlpine, Peacock, and Abecassis next home in that order.

The unlimited sports-car race over seven laps marked Duncan Hamilton's second success with the Jaguar, from an entry studded with Frazer-Nashes, Connaughts, Tony Rolt in a D.B.2 Aston Martin saloon, Lewis's fine old 2.6-litre Alfa and Jack Fairman in Rob Walker's 3½-litre Delahaye. Rolt at least looked comfortable in the D.B.2, though his wipers worked overtime to provide a clear view. Goodhew manhandled his long but spritely Lagonda to great effect, and Leslie Allard in a Cadillac-Allard went very fast, clinging to Duncan Hamilton for round after round. On the very last lap Roy Salvadori, who had worked up to third place, executed a terrific high speed spin on the bend approaching the start, completed the loop and shot off again without losing his place.

The *Daily Mail* Championship race for *formule libre* racing-cars, the *grande finale* of a rather long programme, began well behind time, and the marshalling of the cars on the grid was the signal for a further downpour of rain. To add to the depression, Reg Parnell was a non-starter, after the Mays 2-litre E.R.A. developed blower trouble in practice, and other non-runners were Goodhew (P.3 Alfa Romeo), Ashmore and D. Bond (E.R.A.s) and Pat Garland (Talbot). Then, to deplete the field still further, Dennis Poore's 3.8-litre Alfa Romeo, which required a plug change shortly before the start, failed to reach the line in time owing to a misunderstanding with the Paddock Marshal. The big green Alfa, alas, was still in the paddock

when the field was released, while Salvadori's two-stage blown 1½-litre Alta stalled on the line. Hasty push starting and he was away, only to drop out after a round or two. Meanwhile Brian Shawe-Taylor was away at the head of affairs, driving beautifully in the ex-Harrison C-type E.R.A., and Tony Rolt (E.R.A.-engined Delage) was going like an extremely fast launch in second place. James's 4 CLT Maserati led Duncan Hamilton's older "Maser", Abecassis in the H.W.M., Leslie Allard, Oscar Moore (H.W.M.), Graham Whitehead (E.R.A.), Stokes (Alfa), Dutt's veteran 2.6-litre 8-cylinder Maserati, and Gordon Watson's ear-splitting Alta.

Then James dropped right back and Allard passed Abecassis into fourth position. Lap five and Shawe-Taylor, four-wheel drifting his turns as on a bone-dry course, began to extend his lead over the Delage. Hamilton had come up to third, Allard was next, then came McAlpine in the Formula 2 Connaught, harried by Graham Whitehead. Allard repassed Duncan Hamilton a lap later, by which time the field had opened out considerably. Soon Shawe-Taylor caught Roland Dutt's Maserati, this car now emitting occasional hearty bangs hinting at something amiss; then Whitehead nipped past Leslie Allard between Waltham and Tower corners. Rolt was soon a ¼-mile behind the flying green E.R.A., while Hamilton dropped out; then, bad luck indeed after a fine effort, Rolt's car went "all E-type" a round or so later and packed up, whereupon Graham Whitehead, driving with great gusto, shot into second place, Leslie Allard into third. And that, after 15 watery laps, was the order of their finishing in a race which, but for the brilliant driving of Brian Shawe-Taylor, would have been an infinitely poorer spectacle. His average speed of 78.8 m.p.h., relatively slow for Boreham, was remarkable in an event more closely akin to a harbour speed-boat contest than a motor race.

#### RESULTS

**Event 1, 500 c.c. Race, Heat 1 (5 laps):** 1, P. J. Collins (J.B.S.), 11 mins. 13.4

secs., 81.5 m.p.h.; 2, J. Leary (Cooper); 3, J. Green (J.P.); 4, H. Williams (Emeryson).

**Event 2, 500 c.c. Race, Heat 2 (5 laps):** 1, R. M. Dryden (J.B.S.), 12 mins. 35.6 secs., 70.53 m.p.h.; 2, D. Parker (J.B.S.); 3, E. J. Moor (Wasp); 4, C. Arengo (Arengo).

**Event 3, Sports-cars up to 750 c.c. S, 1,100 c.c. U/s (7 laps):** 1, E. Harewood (M.G.), 19 mins. 39.4 secs., 64.10 m.p.h.; 2, C. le S. Metcalfe (Fiat); 3, J. Sparrowe (Morgan).

**Event 4, Sports-cars up to 1,100 c.c. S, 1,500 c.c. U/s (7 laps):** 1, L. Leonard (Cooper-M.G.), 19 mins. 17.8 secs., 65.3 m.p.h.; 2, S. B. Wells (Riley); 3, R. W. Jacobs (M.G.); 4, W. Knight (M.G.).

**Event 5, Sports-cars up to 1,500 c.c. S, 2,500 c.c. U/s (7 laps):** 1, E. Winterbottom (Frazer-Nash), 17 mins. 36.4 secs., 71.56 m.p.h.; 2, R. Peacock (Frazer-Nash); 3, R. Willis (BMW); 4, H. Kemp-Place (Healey).

**Event 6, W. Lyons Trophy Race, XK 120 Jaguar cars (10 laps):** 1, J. D. Hamilton, 24 mins. 28.2 secs., 73.57 m.p.h.; 2, J. Swift; 3, R. Salvadori; 4, F. Howorth.

**Event 7, 500 c.c. Race Final (15 laps):** 1, A. Brown (Cooper), 38 mins. 11.4 secs., 70.70 m.p.h.; 2, R. M. Dryden (J.B.S.); 3, E. J. Moor (Wasp); 4, D. Parker (J.B.S.).

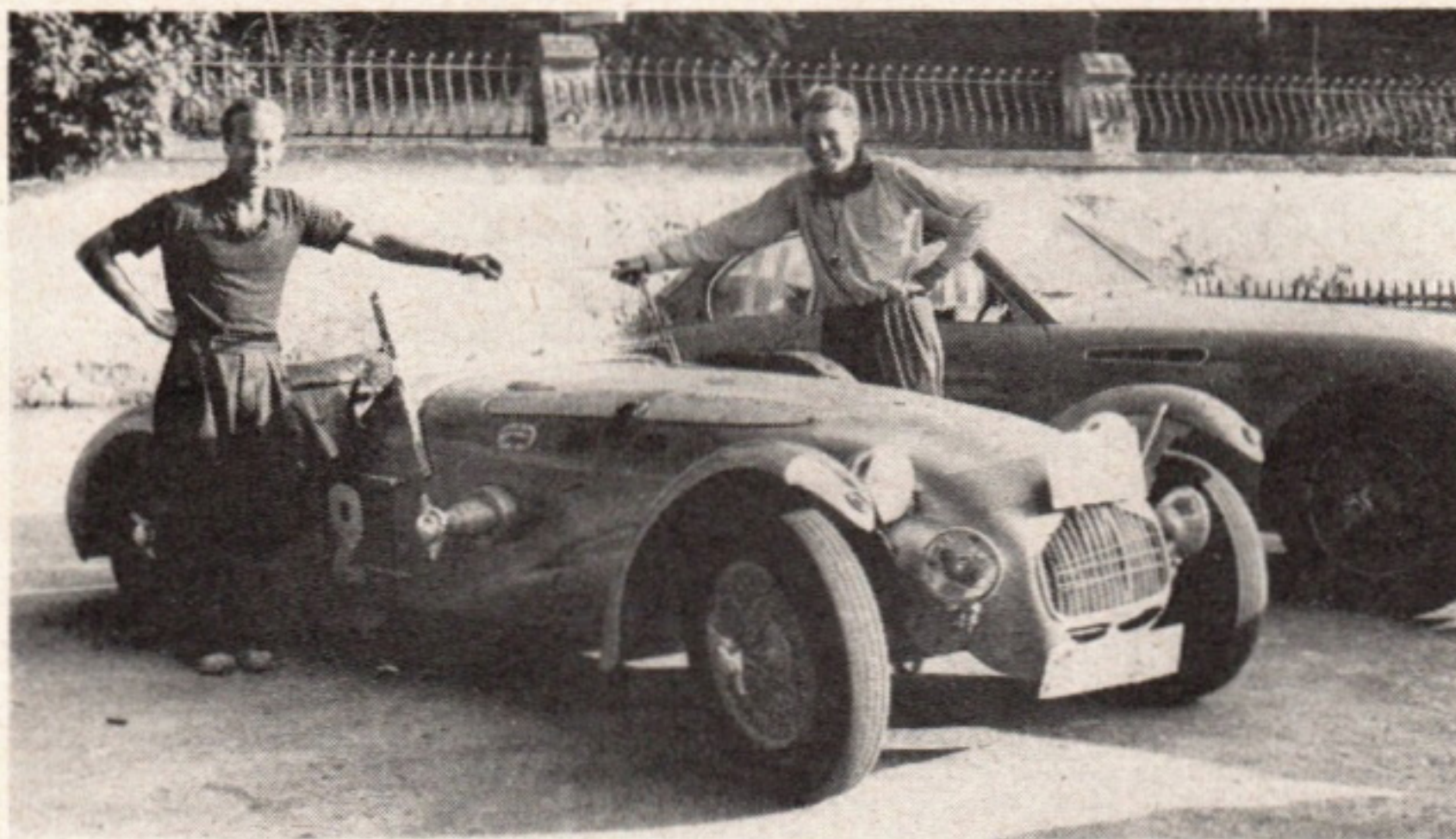
**Event 8, Formula 2 cars (15 laps):** 1, R. W. Merrick (Cooper-Nor-J.A.P.), 36 mins. 30.4 secs., 73.97 m.p.h.; 2, K. McAlpine (Connaught); 3, R. Peacock (Frazer-Nash); 4, G. E. Abecassis (H.W.M.).

**Event 9, Sports-cars, unlimited (7 laps):** 1, J. D. Hamilton (Jaguar), 17 mins. 39.8 secs., 71.34 m.p.h.; 2, T. L. Allard (Allard); 3, R. Salvadori (Jaguar); 4, K. Watkins (Allard).

**Event 10, "Daily Mail" 50 gns. Championship Trophy, Formule libre Racing-cars (15 laps):** 1, B. Shawe-Taylor (E.R.A.), 34 mins. 16 secs., 78.8 m.p.h.; 2, A. G. Whitehead (E.R.A.), 35 mins. 38.2 secs.; 3, T. L. Allard (Allard), 36 mins. 23.4 secs.; 4, G. E. Abecassis (H.W.M.); 1 lap behind; 5, O. Moore (H.W.M.).

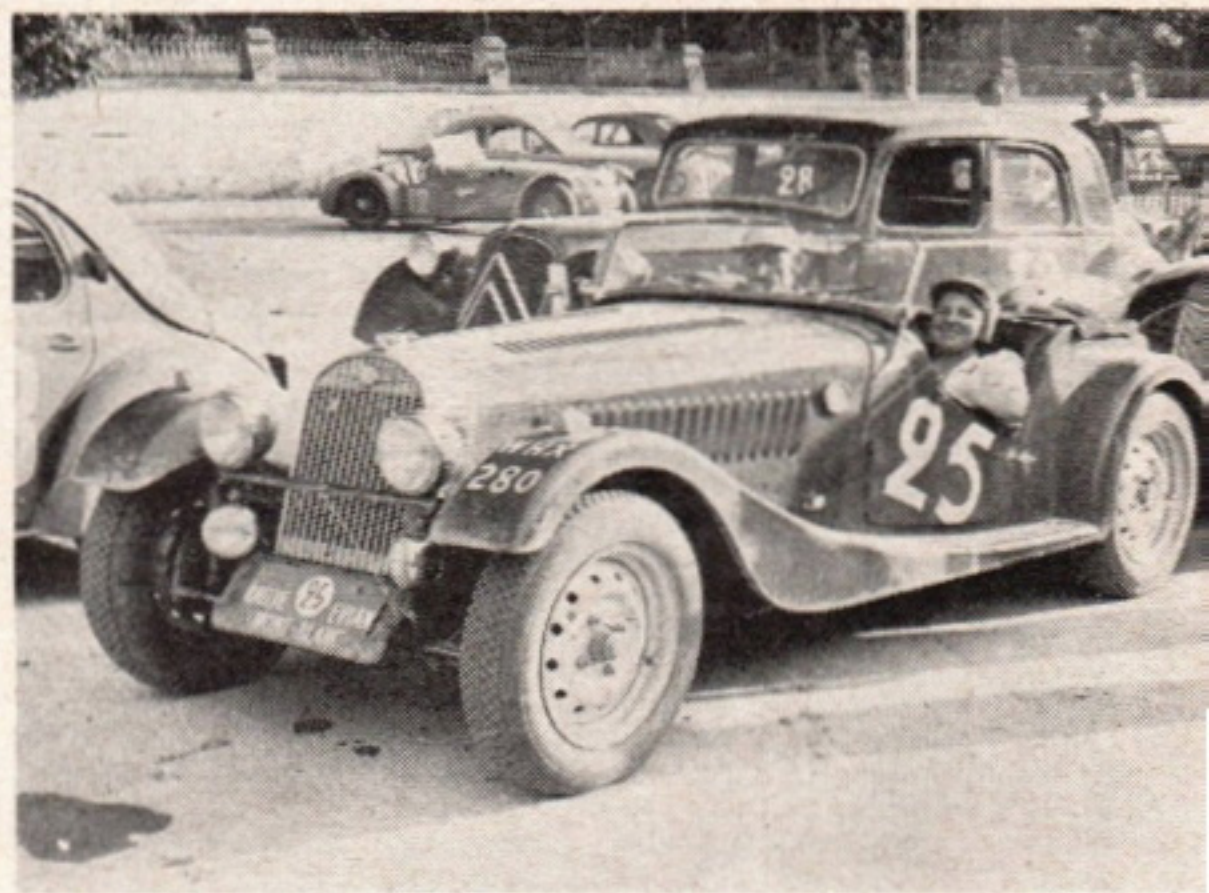


BRITISH CARS  
AND DRIVERS  
IN THE  
**EVIAN-  
MONT BLANC  
RALLY**



**BEST HILL-CLIMBER** on the Monnetier was Taylor's XK 120 Jaguar (above) in 4 mins. 31.2 secs., while second came Cyril Wick (left), 21.8 secs. slower with his Allard which won the over 3-litre class of this strenuous French Rally. British competitors enjoyed a rehearsal in the East Anglian M.C.'s Champagne Rally on similar terrain prior to the International event.

**HEYWORTH HEALEY:** (Below, left) Best class performances in the Annemasse and Mont d'Arbois hill-climbs were achieved by Heyworth father and son. Runners-up at Annemasse and winners of the 2-3-litres class in the whole Rally were Dave Price, his daughter Pam and their Plus-Four Morgan (below, right).





# WHITEHEAD WINS AT ERLLEN

FERRARI DRIVER BREAKS VILLORESI'S 1950  
RECORD AFTER RACE-LONG DUEL WITH FISCHER

AFTER a season of rather mixed fortunes, Peter Whitehead drove his 2-litre Ferrari to victory in the Swiss Circuit d'Erlen Formula 2 race, which was run over 60 laps of the tricky 2.8-kilometres course near Zurich, last Sunday. Whitehead and Rudolf Fischer (Ferrari) duelled unceasingly for the 104 miles distance, chased by 1½-litre Simcas driven by Robert Manzoni and André Simon. Stirling Moss (H.W.M.) retired with engine trouble, and other mechanical casualties included Maurice Trintignant (Simca) and Baron de Graffenried (Simca).

It was no secret that Gordini hoped to repeat his Albi success, but he reckoned without the brilliant driving of Whitehead and Fischer. Manzoni and Simon both shared the fastest lap, but neither were so consistent as the Ferrari pair.

An interesting point was that Peter's winning speed was a new record for the race, beating the figures established by Villorresi (Ferrari) in last year's event. Lance Macklin kept H.W.M. in the picture with fifth place, ahead of both Riess and Stuck in the A.F.M.s.

As anticipated, the 51½-mile sports-car event was won by Willy Daetwyler in his 4½-litre, super-charged Alfa Romeo. His average speed was 68.5 m.p.h.

## RESULTS

- 1, Peter Whitehead (Ferrari), 1 hr. 26 mins. 41 secs. (72.2 m.p.h.).
- 2, Rudolf Fischer (Ferrari), 1 hr. 26 mins. 56 secs.
- 3, Robert Manzoni (Simca), 1 hr. 47 mins. 3.8 secs.
- 4, André Simon (Simca).
- 5, Lance Macklin (H.W.M.), 2 laps behind.
- 6, Fritz Riess (A.F.M.), 2 laps.
- 7, Franco Cortese (Ferrari), 3 laps.
- 8, Hans Stuck (A.F.M.), 3 laps.

**Fastest Lap:** Manzoni and Simon (Simcas), 1 min. 25.2 secs. (74.0 m.p.h.).

## HALF-LITRE HUNDRED-MILER

NEXT Saturday, 18th August, will see the 500s undergoing their severest test of endurance of the year in the Half-Litre Club's 44 lap, 100 mile race on the Silverstone Club circuit. This is the last and longest of the four races making up the programme, which begins at 1 o'clock. Drivers in the "100-miler" include the official Cooper team, the Ecurie Richmond, Peter Collins, Don Parker and Dryden with J.B.S.s, Wharton, Gerard, D. and N. Gray, and Ecclestone with Coopers, Clive Lones (Iota), Ken Watkins and Harold Daniell with Emerysons, and Ken Gregory in the new Kieft.

\* \* \*

## TOUR DE FRANCE

THE Tour de France, organized by the Automobile Club de Nice Côte d'Azur, takes place from 30th August to 11th September. The event will include speed tests on 8th and 9th September on an airfield circuit at Geneva.

## COMING ATTRACTIONS

August 17th/19th. Rally d'Iseran, France.

August 18th. Vintage S.C.C. Prescott Hill-climb. Start 1 p.m.

B.A.R.C. Sports car race meeting, Goodwood. Start 2 p.m.

R.S.A.C. Glasgow to Edinburgh Veteran Car Rally. Start 10.30 a.m.

Half-Litre Club. Silverstone Meeting and 100 Miles Race. Start 1 p.m.

August 19th. Stockholm Race Meeting, Sweden (F1 and F3).

August 22nd. Newry and District M.C. Driving Tests, Cranfield.

August 23rd/26th. Stella Alpina, Italy (S. and T.).

August 24th/25th. Cheltenham M.C. Annual Rally.

August 24th/26th. Eastern Counties M.C. Invitation Rally. Start 11 p.m.

August 24th/26th. Norwegian Rally (T.).

August 25th. Leinster M.C. Curragh Race Meeting.

750 M.C. Six-Hours Relay Team Race, Silverstone.

Tunbridge Wells M.C. Rally.

N. Ireland M.C. Trial, Londonderry.

August 26th. Sunbeam-Talbot O.C. Trial, Derbyshire.

Severn Valley M.C. Shropshire Rally and Driving Tests. Start 9.15 a.m. Guy Meadow, near English Bridge.

# "Autosport" £200 Championship

Alan Brown only six points behind Eric Brandon

Jack Moor and Curly Dryden move up

LAST Saturday's race at Boreham produced seven points for Alan Brown (Cooper), five for Curly Dryden (J.B.S.), three for Jack Moor (Wasp) and two for Don Parker (J.B.S.). Brandon's formidable lead has now been whittled down to six points, and Peter Collins (J.B.S.), Moor and Dryden are all in hot pursuit of the Ecurie Richmond pair.

Moor has the non-series-built car award well in hand, the nearest to his 24 points being Basil de Lissa (Parker), exactly 23 behind.

To-morrow at Silverstone ought to see some very close racing. The main event is, of course, the 100-Mile race, but with an overwhelming entry of 74, the Half-Litre Club has decided to split the event into two separate races. Points will therefore be awarded for both races. Other events include an 11-mile scratch race, and a couple of 23-mile scratch events, one for non-production cars, all of which count towards the AUTOSPORT Championship.

## Positions as at 14th August, 1951

Name	Car	Pts.
1. Eric Brandon	Cooper	41
2. Alan Brown	Cooper	35
3. Peter Collins	J.B.S.	27
4. Jack Moor	Wasp*	24
5. Curly Dryden	J.B.S.	20
6. Don Gray	Cooper	17
7. Mick Beardshaw	Cooper	13
H. L. Williams	Emeryson	13
Don Parker	J.B.S.	13
8. Bill Whitehouse	Cooper	10
9. Ken Wharton	Cooper	9
Alan Rogers	Cooper	9
10. John Cooper	Cooper	7
C. D. Headland	Cooper	7
11. Bob Gerard	Cooper	6
Clive Lones	Iota	6
Comish Hunter	J.P.	6
12. Norman Pugh	Cooper	5
13. D. A. Clarke	Cooper	4
Austen May	Cooper	4
W. Webb	Cooper	4
14. Jack Reece	Cooper	3
Paul Emery	Emeryson	3
Ray Merrick	Cooper	3
15. L. Lewis-Evans	Cooper	2
A. J. Nurse	Cooper	2
Peter Braid	Cooper	2
Jack Westcott	J.B.S.	2
16. Basil de Lissa	Parker*	1
Donald Beauman	Cooper	1

\*Qualifies for non-series-built car award.



August 17, 1951

*FIRST SUCCESS for Sidney Allard's four-wheel-drive Steyr-Allard was the breaking of the Craignantlet course record. Here he is, sliding the first bend.*

through the first and second bends bespoke long experience of the hill, and his 1 min. 25 secs. for his first climb was appreciably better than his practice times, but Watson, despite a nasty slide after the first bend, was only 0.2 secs. behind.

Came what might be described as the "non-starters" class—for racing cars under 1,500 c.c., and with Chambers (Vauxhall), Collins (Cooper), Durbidge (M.G.), Gallagher (Leprechaun) and Wharton (Cooper) all absent, only Innis, R. J. P. Corry in the ex-Graham 1,100 c.c. Cooper-J.A.P., and Chris Lindsay in the Wilkinson E.R.A. were left. Corry did not appear to have got the feel of the Cooper, but Lindsay showed the consistency one has come to

## ALLARD LOWERS CRAIGANTLET RECORD

Many Non-Starters in Ulster A.C.'s Hill-Climb—  
Little Competition for Record Holder.

*From Wilson McComb*

THE Ulster Automobile Club has been holding hill-climbs at Craignantlet since 1925, and the list of record-holders includes such names as Earl Howe, Hall, Hadley, and Mays. Always superbly organised, it fully deserves its inclusion in the list of climbs for the R.A.C. Hill-Climb Championship, and last Saturday, with fine weather and a strong entry from across the channel, an outstanding event seemed a foregone conclusion. But Ken Wharton, Peter Collins, and Tony Brooke all failed to appear, leaving only two contestants—Allard and Chris Lindsay—capable of even approaching the record which the club had expected to see broken by a considerable margin.

Class I, the once-popular unblown 1,100 c.c., had only two entrants, and Ronnie Jennings, in the ex-Durbidge Ford, now fitted with a 933 c.c. engine, had little difficulty in beating W. J. Haughton in a 1929 Brooklands Riley with a neat climb of 1 min. 40.0 secs. In Class II (2-litre unblown), a host of M.G.s and Fords battled for supremacy, the fastest being a TC-engined special driven by Billy Leeper, now recovered from his Dundrod crash. His time of 1 min. 28.2 secs., achieved by extremely courageous driving and very late braking, was closely approached by Norman Graham in Arthur Clapham's Kieft-suspended Ford Special, who clocked 1 min. 28.8 secs. on his first run, and close behind came Charles Maunsell, with an astonishing 1 min. 29 secs. in a near-standard H.R.G.

As Arthur Dowling was still searching for timing gears for his Talbot, and Joe Quinn had not yet completed his Buckler-framed V-8 special, only Stanley Porter (Plus-Four Morgan), Lyn Kearney (2,468 c.c. "Graham"), and Ernie Robb (Mercury Special) were left of the over-2,000 c.c. men. Robb, whose reborn

special now has Humber Hawk i.f.s., a beautifully-built tubular chassis and, as yet, no bodywork, was fastest by six seconds with 1 min. 25.4 secs., but the other two had nothing to be ashamed of in their slower cars. Class IV, for cars under 1,300 c.c. running on 80-octane fuel, consisted of six of the Class II entrants with the addition of Leslie Innis, who easily stayed out in front with, to coin a phrase, a polished ascent of 1 min. 22 secs. in Lindsay's blown "Nufor".

The sole representatives of the under-750 c.c. racing category were Geoff McCrea (R-type M.G.) and Marshall Watson (J.P.-Vincent). McCrea's line

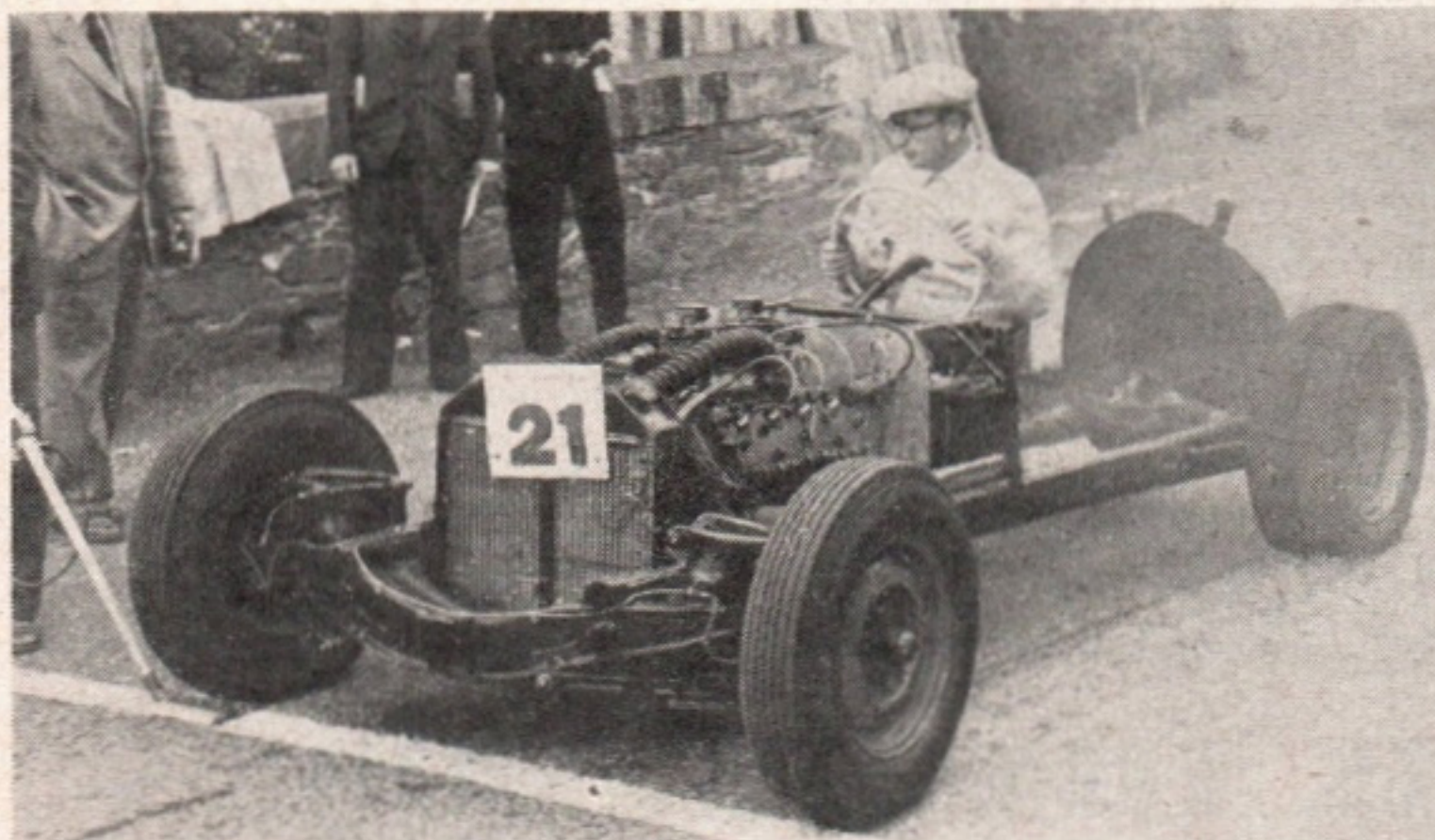
expect from him with a lovely 1 min. 15.4 secs., precisely equal to *both* his practice times, and just two seconds outside Allard's 1950 record. Then—Allard, who after trouble in practice with a flooded magneto, came through the bends in a series of completely controlled slides to register 1 min. 14.0 secs. in the latest Steyr Special.

After the crowd, on seeing Allard's performance, had pondered upon the apparent ease with which fast cars may be taken up hills, the racing cars made their second ascents. McCrea looked neat again, but was unaccountably slower, and Watson won the two-man



LOCAL MAN: C. F. C. Lindsay (1½-litre E.R.A.), who made second B.T.D., and was first in the 1,500 c.c. racing class.





class with an only-just-held slither between the bends, and a time of 1 min. 24.6 secs. Corry, with the Cooper misfiring badly, nevertheless went fast enough to ram a bank and stop completely. Lindsay made good handiwork of winning his class with 1 min. 14.6 secs.—most creditably close to Allard's time—but Allard widened the gap by somehow taking a full second off his first time, breaking his own record and giving him a well-merited b.t.d.

For the remainder, Jennings consolidated his class win with a second off his

time, and Norman Graham, trying hard to beat Leeper, unfortunately ran out of road after the third bend. Then Leeper made a much slower second climb, and Graham lost his second place to that amazing man, Maunsell, who, cornering closely and praying to unknown gods, registered 1 min. 28.4 secs. in the H.R.G. The tyres of Jack Stevenson's TC almost burst into flames as he tried unsuccessfully to improve on his 1 min. 34.0 secs., and Arthur Dowling, driving Stringer's 1,172 c.c. C.R.M. as the sole secondary entry, held a nasty slide to record 1 min.

**SKELETON SPECIAL:** Ernie Robb's hastily-completed Mercury Special lacked both body and exhaust system.

31 secs. Kearney and Porter were both faster, but Robb retained his lead, glancing back in astonishment at his twin rears as he got down to the even 1 min. 25 secs.

## RESULTS

**Best Time of the Day:** S. H. Allard (4,500 c.c. Allard); 1 min. 13 secs. (Record).

**Second B.T.D.:** C. F. C. Lindsay (1,488 c.c. E.R.A. s/c.); 1 min. 14.6 secs.

**Class I:** 1, R. Jennings (933 c.c. Ford), 1 min. 40 secs.

**Class II:** 1, W. Leeper (1,250 c.c. M.G.), 1 min. 28.2 secs; 2, C. W. E. Maunsell (1,496 c.c. H.R.G.), 1 min. 28.4 secs.

**Class III:** 1, C. E. Robb (3,917 c.c. Mercury), 1 min. 25 secs.

**Class IV:** 1, L. Innis (1,250 c.c. Nufor s/c.), 1 min. 22 secs; 2, W. Leeper.

**Class V:** 1, J. M. Watson (495 c.c. J.P. Vincent), 1 min. 24.6 secs.

**Class VI:** 1, C. F. C. Lindsay; 2, L. Innis.

**Class VII:** 1, S. H. Allard.

**Class VIII:** 1, N. L. Graham (1,172 c.c. Ford), received 22 secs., net time 1 min. 6.8 secs.; 2, J. G. Stevenson (1,250 c.c. M.G.), received 26 secs., net time 1 min. 8.0 secs.; 3, C. F. C. Lindsay, received 6 secs., net time 1 min. 8.6 secs.

## EASTERN COUNTIES RALLY

**B**EGINNING at 11 o'clock on the evening of 24th August, the Eastern Counties M.C. Rally, first event of its kind to be staged by this club, continues until Sunday, 26th August. Clubs invited to participate are Bentley D.C., B.A.R.C., West Essex, East Anglian, C.U.A.C., Cambridge "50" and Peterborough and District M.C.

## AMERSHAM CONCOURS D'ELEGANCE

**O**N 2nd September, the Chiltern Car Club are holding their Annual *Concours d'Elegance*, the fourth of its kind to be organized by this club since the war. Thanks to the co-operation of the Bucks Constabulary the *Concours* will be held, as before, in the main street of Amersham, Bucks, and judging will begin at 2.15 p.m.

An invitation event, there are classes for Veteran, Edwardian and Vintage cars, open and closed cars manufactured between 1931 and December, 1942, and open and closed cars manufactured from 1943 onwards. To the car adjudged the finest of all entered, irrespective of class, will go the *Prix d'Honneur*, while a *Pride of Ownership* competition will be held concurrently with the *Concours*.

Regulations are now available, and entries, which close, at normal fees, on 22nd August, or at additional fees, up to

2 p.m. on the day of the event, should be sent to the Secretary of the Meeting, S. H. Statham, Devonshire Close, 39 Devonshire Street, London, W.1.

## SCOTTISH VETERAN RALLY

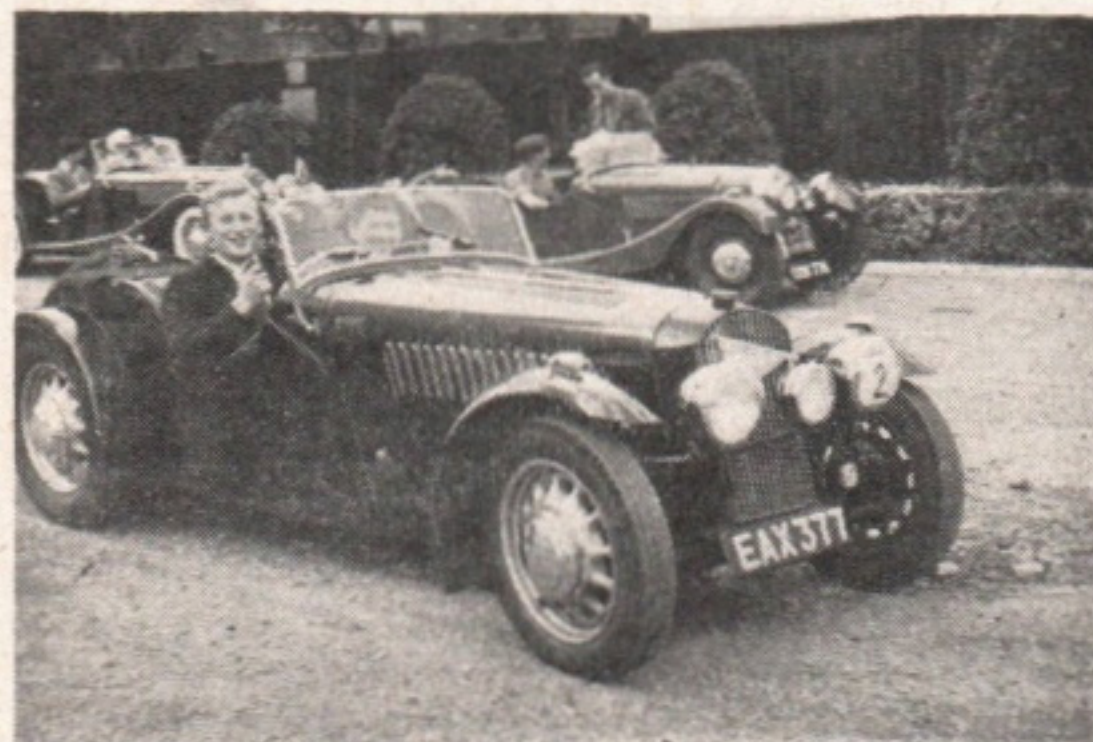
**T**HE Royal Scottish A.C.'s Veteran run from Glasgow to Edinburgh takes place tomorrow, 18th August, beginning at 9.30 a.m., when cars will assemble in Blythswood Square, Glasgow. One hour later, at 10.30 a.m., the cars depart at 15 secs. intervals, heading for Bishopbriggs, Kirkintilloch (approx. 11.15 a.m.), Dennyloanhead (12.15 p.m.), Falkirk (12.50 p.m.), Linlithgow (1.45-

2 p.m.), Turnhouse Airport (2.35 p.m.), Corstorphine, then via Haymarket Terrace, Shandwick Place, Princes Street, Waterloo Place to St. Andrew's House, Edinburgh. Here the cars will remain until 4.30 p.m. to enable the public to inspect them.

## LEINSTER VETERAN CAR RUN

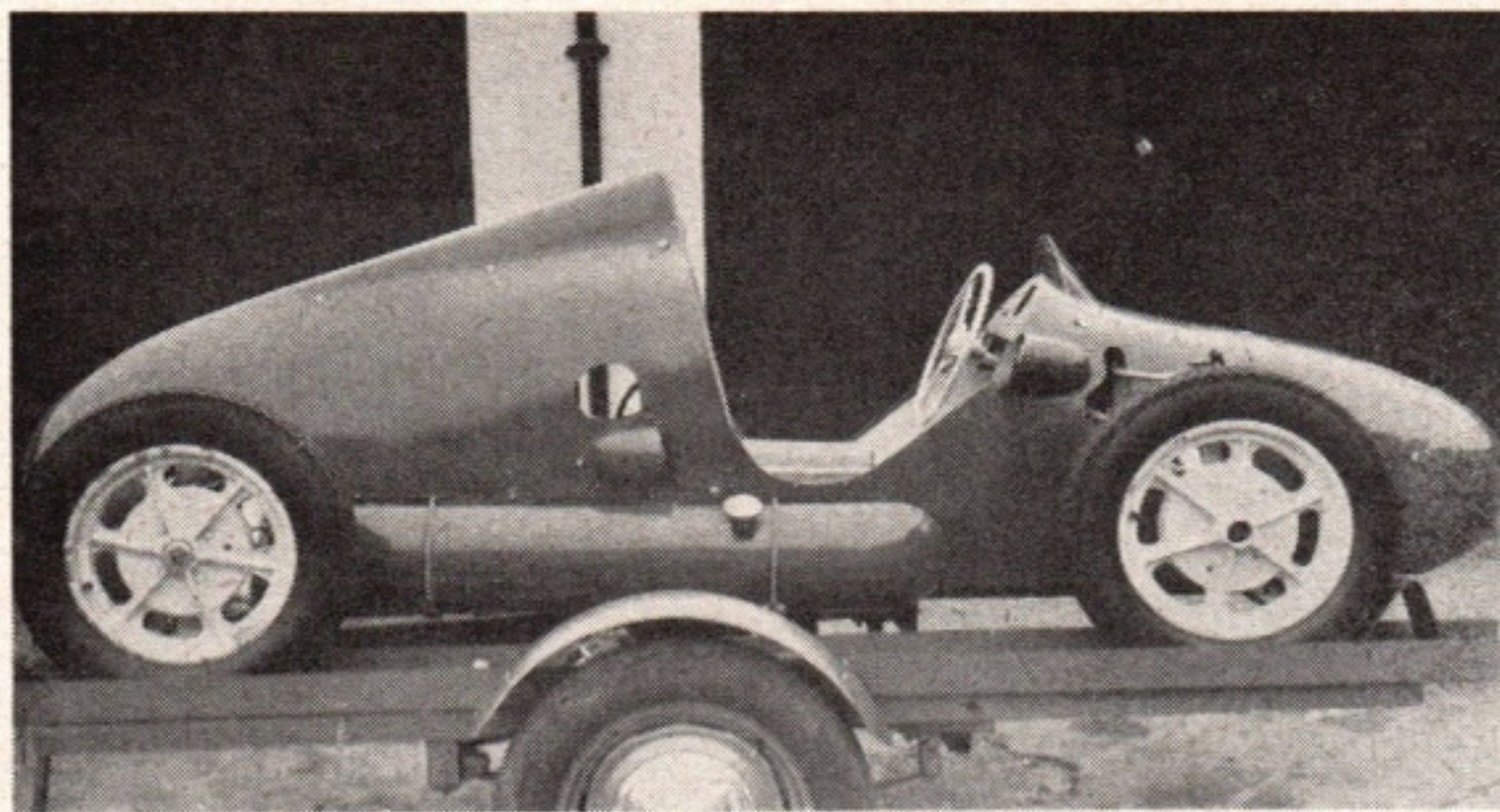
**T**HE Leinster Car Club propose to hold a Veteran Car run, with classes for cars dating up to 1931, on 22nd September. Starting and finishing points have yet to be decided, but regulations will shortly be available from the Club H.Q., 27 South William Street, Dublin.

**READY TO GO:** W. Allerton waiting for the "off" signal at the start of the first Morgan 4/4 Road Rally, held on 5th August, from Burton-on-Trent to Banbury. He made best time on the road section, losing no points, and was third in the whole Rally.





August 17, 1951



*NEWCOMER: The prototype Arnott "500", latest competitor for Formula 3 honours.*

the event of an accident involving the car turning over

Rack and pinion steering is employed, the rack being located below the facia panel, directly above the driver's knees. Short, ball-jointed rods are coupled from the ends of the rack to the steering arms.

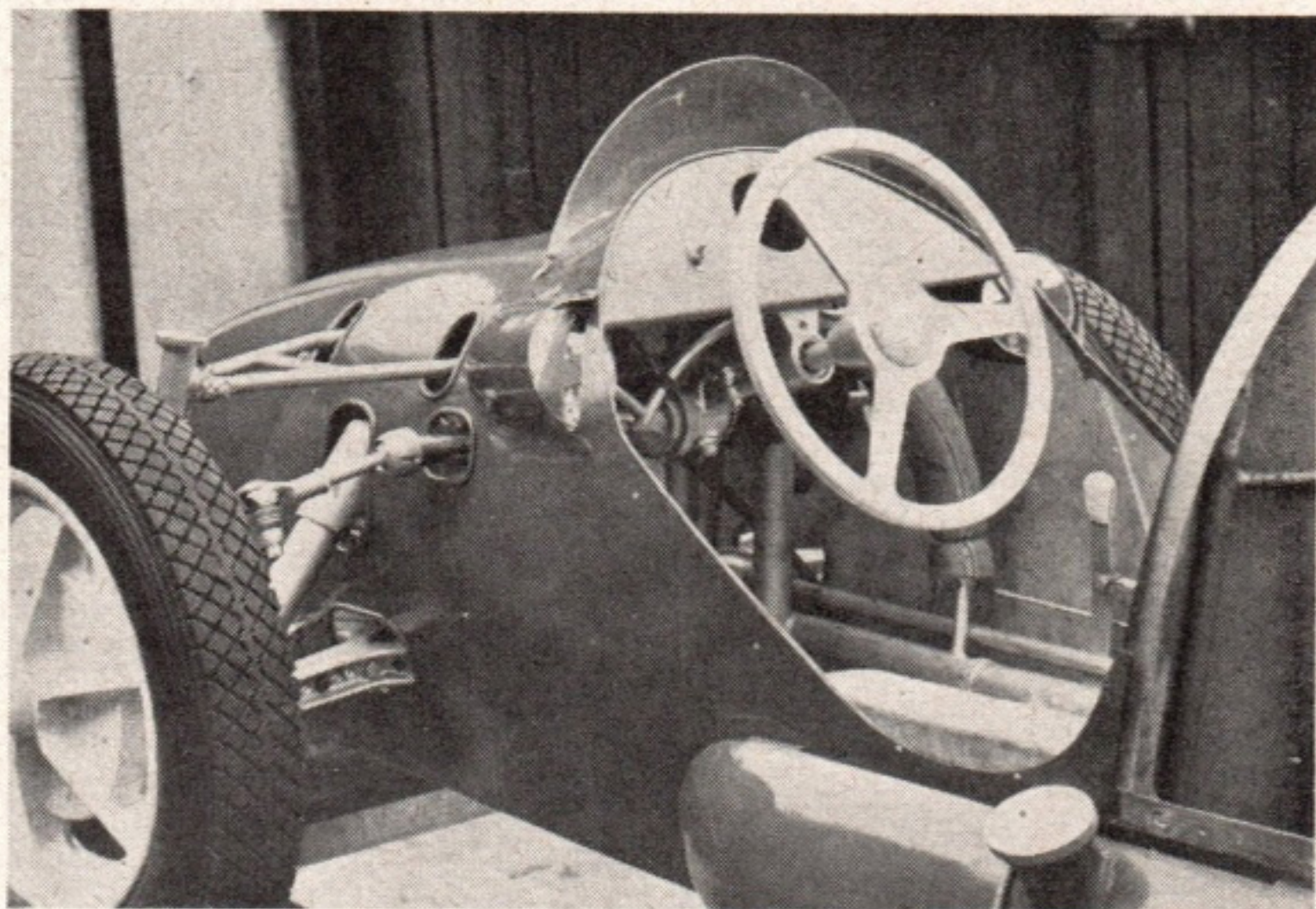
Aluminium alloy wheels are used, rather similar to the Cooper pattern. Two-leading shoe hydraulic brakes are fitted, twin master cylinders

## THE NEW ARNOTT "500"

Torsion Bar Suspension Featured on Promising Prototype Machine

DESIGNED by George Thornton, the Arnott "500" is intended for series-production for 1952 Formula 3 racing, and the prototype will appear in events towards the end of the present season.

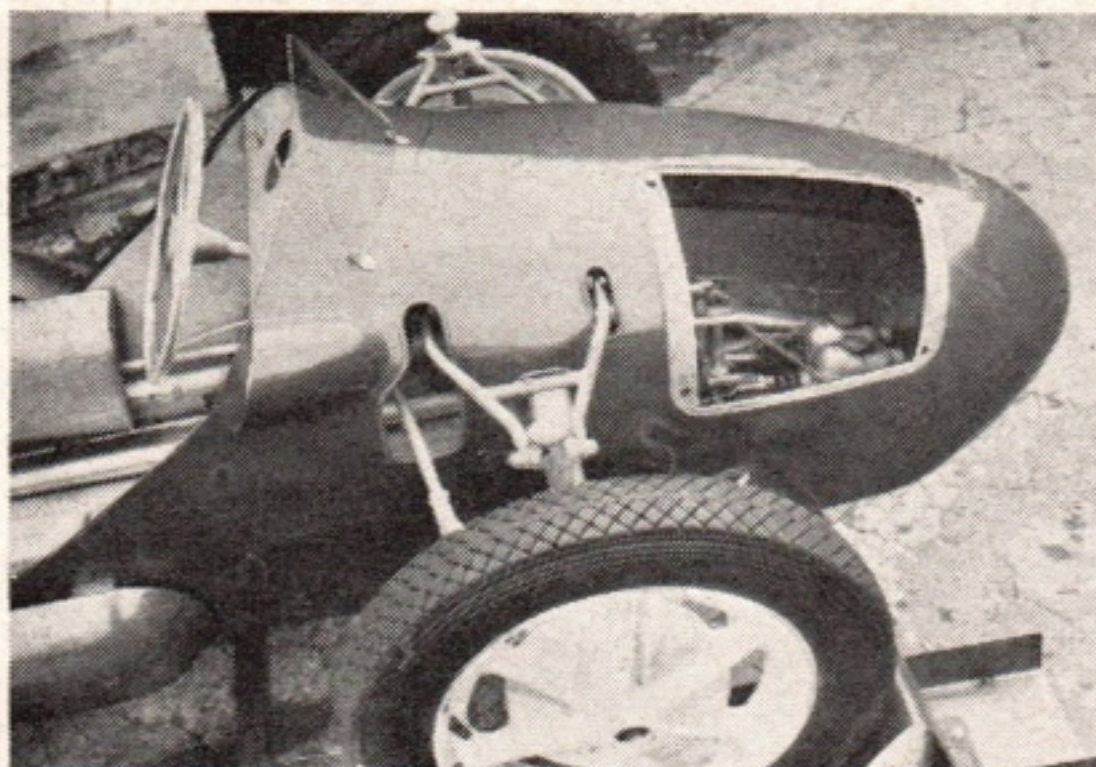
The chassis is constructed from steel tubes, the main structure being formed from  $1\frac{1}{2}$  in., 18 gauge, and the secondary parts from  $1\frac{1}{4}$  in., 16 gauge. Inspiration for the suspension came from Morris Minor, and torsion bars are employed both front and rear (both independent). Although the wishbones are Morris pattern, the units are of Thornton's own design. A feature of the chassis frame is the inclusion of an anti-crash bar, which, unlike that on the Swedish Effyh, is covered by the rear body panels. The aim of the designer has been to ensure complete protection for the driver in



*COCKPIT: (Above) The under - scuttle rack-and-pinion steering can clearly be seen, and also the anti-crash bar forming part of the driver's head - faring superstructure.*



*NOSEPIECE: (Left) A panel in the nose of the Arnott gives access to the foot controls and to the twin master cylinders.*



being mounted in the nose. Front track is 4 ft., and rear, 3 ft. 9 in., the wheelbase of 6 ft. being surprisingly short. Total weight, complete with engine and gearbox is 530 lb.

The pannier fuel tanks have a capacity of  $5\frac{1}{2}$  gallons, but there is also provision for a tail tank of 9 gallons for distance racing.

A J.A.P. engine is installed in the prototype, and drives the solid axle by chain via an Albion close-ratio gearbox. Carburation is novel, in that no float chambers are employed on the Amal carburetter, fuel being fed direct to the jets by a chain-driven, AC petrol-pump.



## TECHNICAL AND OTHERWISE

**RUNNING-IN**

by

**John Bolster**

At this time of year, one sees many little motor-cars plodding along the roads with cardboard notices hanging in their rear windows. "Running-In—Please Pass", is the legend, and with a look of righteous martyrdom on their faces, the family parties crawl slowly to the sea. This funereal process is carried out for 500 or 1,000 miles, after which the drivers take a firmer grip of their steering wheels and sally forth to do battle.

The theory behind all this misery is that, if an engine is "fitted up on the tight side", and then driven slowly till it frees off, absolutely correct clearances will automatically be obtained in all the bearings. Although this is not, in fact, entirely true, it does produce a tolerable state of affairs in the everyday conveyances of the multitude. It was most necessary in the days when bearings were hand-scraped, and the accuracy of assembly depended on the individual craftsman.

At this point, let me digress for a moment to deal with an ancient fallacy. It is well known that cars of the Edwardian era were able to cover phenomenal mileages without showing appreciable wear, and the usual explanation is that they were better made out of superior materials. I am the greatest enthusiast for ancient cars that ever breathed, but I am afraid that I must deny that one. It was the much lower speeds and pressures at which they operated that made them last for ever, and I must admit that my beloved 7½-litre Edwardian probably gives no more power than your 2-litre Whatsit. It was because of the relatively inaccurate fitting inseparable from hand-scraping that the slow bedding-in of too-tight bearings became the general practice.

**Racing Contrast**

Occasionally, the ordinary motorist has moments of doubt on this subject. Having spent many weary weeks running-in his new pistons, he goes, say, to Brands Hatch to watch the half-litre racing. To his surprise, he sees a broken-down car having its piston changed at the side of the track. After a single warming up lap, he sees the machine in the thick of the fun, and going as fast as the best of them. It doesn't make sense to him, and no wonder!

Let me make it perfectly clear that racing and touring are as the poles apart, and never the twain shall meet. It is generally known that relatively large clearances are employed for the former purpose, and it is assumed that a motor with normal touring tolerances can be run-in until racing figures are achieved. This is not so, and an engine that was originally put up with small clearances will never go as fast as one that was assembled with racing only in view.

Whatever the purpose for which the car is to be used, the clearances should be specified accordingly. Racing figures would make a normal car objectionably noisy, and its life would be reduced thereby. In either case, the main and big-end bearings should be machined

to the required size, and no use of the scraper should be permitted, except possibly to touch-up the end radii.

Very few people realize how much friction the pistons produce. They are easily the most important components in an engine, and more research has been conducted on them than on all the rest of the machinery put together. A new piston, as fitted at the local garage, will seize if driven too hard, but even if it has been well run-in, it will still be a notable power waster at extreme revolutions. One racing single-cylinder engine, already quite a useful performer, had 1½ b.h.p. added to its output at 6,000 r.p.m. The method adopted was simply to grind .002 in. off its piston, which shows just how critical these things are. It is possible that another "couple of thou" would have introduced blow-by, with a consequent sharp drop in power and reliability. It is, therefore, far better if you know what the best clearance is, to machine the parts to the correct size rather than laboriously to run them in.

**Hand Lapping**

For most racing engines, about three hours of running-in is absolutely ample, even if everything has been renewed. If one has to change a piston, it is a good thing to lap it in with metal polish. For this purpose, a wooden handle can be fitted to the gudgeon pin, and it should then be pumped in and out of the cylinder until the bearing surfaces are well polished. If a piston has been burnt or seized, it is a good thing to polish the bore out with an old one, using metal polish again, to remove all traces of aluminium. It goes without saying that the very greatest care should be observed in cleaning-up the parts afterwards.

Some new gearboxes can waste a phenomenal amount of power, but it would be a pity to wear out a racing engine just to run-in this component. A far better plan is to couple-up a small electric motor, and do a good long run while engaging the various gears. Any difficulty of selection will then become apparent before the unit is assembled into the chassis.

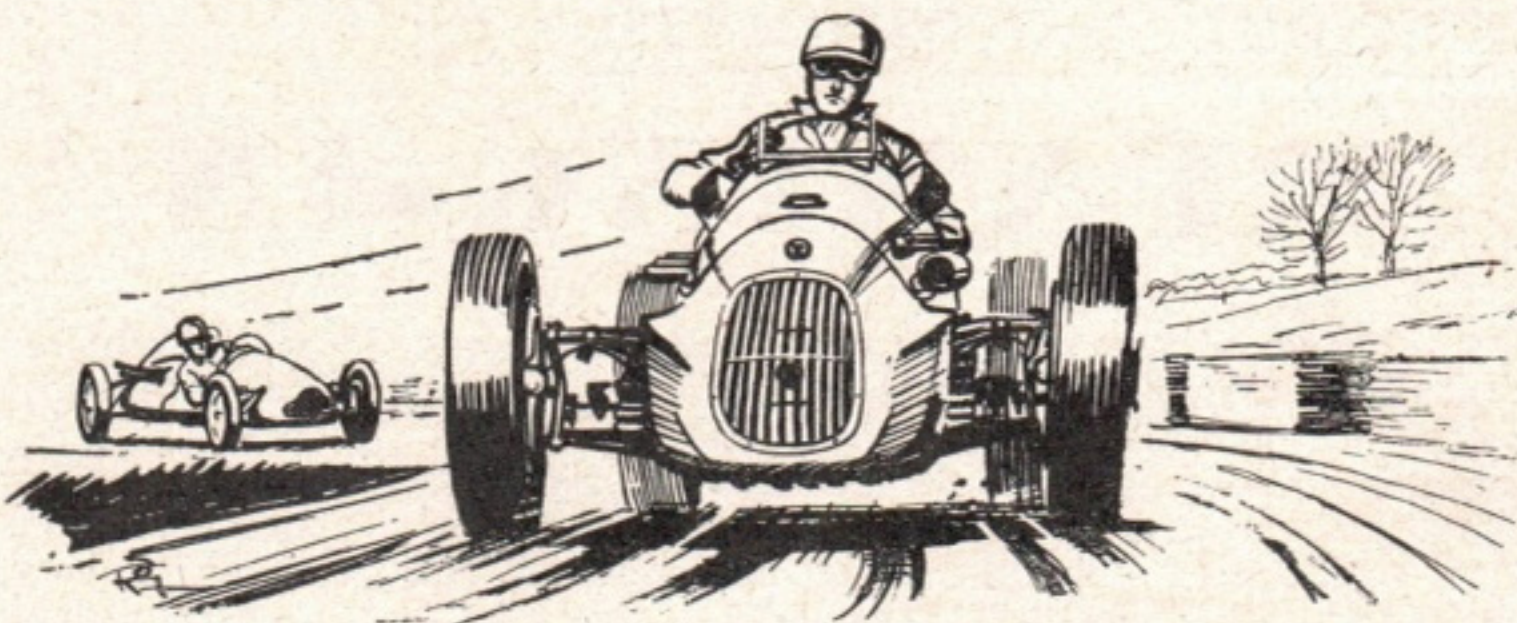
Finally, let us return to the little man with the cardboard notice obstructing his rearward view, and the set expression on his face. I would certainly advise him to take it easy for 40 or 50 miles, with bags of upper cylinder lubricant in the petrol. After that, let him have an occasional short burst of speed, and as soon as the motor feels free and happy, with no signs of incipient seizure, let him start working-up towards his normal cruising speed. It's the feel of the engine that counts all the time, and it's surprising how soon it can hold a reasonable cruising speed without distress. Very slow running-in may even accelerate wear, because the oil doesn't get flung around properly.

Anyway, let's tear up that pestilential piece of cardboard that's spoiling the view through the rear window!



# RACING CIRCUITS

AIRFIELD COURSES  
AND THE NEED FOR  
REAL ROAD RACING



By K. J. BLYTHE

As is already known, the R.A.C. do not intend renewing their lease on Silverstone. This, which probably means the loss of Britain's major racing circuit, as no other body has yet shown any intention of carrying on there, plus other factors, has caused the question of provision of suitable road circuits to become very topical just now.

Post-war interest in motoring events, particularly racing by competitors and the public alike, has, owing to the ban in this country on the use of public roads, caused a great deal of searching around for suitable venues. What, then, more natural than that the now disused wartime airfields, with their perimeter roads, should have been pressed into service? These have rendered a noble service and have provided a good outlet for the pent-up desire to experience motor racing on roads, but as such are at their best only stopgaps.

Great enterprise has been shown at Goodwood, and Silverstone has been the centre for most of the important races since the war and, indeed, has provided the biggest motor racing spectacles seen in this country. Airfield circuits of lesser importance have sprung up in many places now, and pay tribute to the clubs whose efforts have caused their appearance.

## Lack of Character

Nevertheless, these successes should not blind us to the limitations of such courses, which fall a long way short of real road racing. From the drivers' point of view their large, featureless expanses make driving difficult as there are no trees, small buildings or the like to mark braking and gear changing points, and a more or less blank background at which to aim the car when cornering.

From the aspect of making good drivers, the wide runway, even of a perimeter road, the absence of kerbs and any erection near the side of the road, though agreeable from the safety angle, is apt to make those "brought up" under such conditions or who have grown too used to them, to find things a bit "tight" when they compete in the real thing. This, of course, could tend to make them unsafe when racing on proper roads.

Then these circuits are invariably almost flat, and though to the lay mind, at first thought, may appear a good alternative to closed roads, they bear little resemblance to a proper course.

Spectators, while perhaps seeing more of the course

than they would standing at the kerbside, so to speak, can find airfields very bleak on chilly and wet days, and glaring in the sun, owing to lack of obstructions and shade, while to those without their own means of transport such circuits are often inaccessible to a degree.

This country has too long suffered from the inability to stage Grands Prix on real roads, probably never more so than today, and the time has come for the "powers that be" to reconsider the whole question. Several authorities have recently commented on the situation, not least being H.R.H. The Duke of Edinburgh, speaking at the recent A.A. function, when he intimated that this country would always lag behind so long as we had no proper road circuit to test out products such as the B.R.M.

## Everywhere But England

After all, the situation is very paradoxical as, apart from the Continent, many islands in the British Isles can have their events on public roads—but not the mainland, which is sacrosanct. Jersey, the Isle of Man, Eire, Northern Ireland, all stage races over closed roads. Admittedly traffic conditions are heavier in England, Wales and Scotland, but there are also more roads.

Routes are closed for official processions and the like, why not for Grands Prix? It is true that for the latter they would have to be closed for a whole day, and for certain short periods during practice sessions, but it need only be in one area once a year. As is the case across the Channel, different events can be held in different parts of the country, and thereby no undue annoyance should be caused to any one section of the community. Were a major circuit to be developed in the south Midlands for the British Grand Prix, it would be central for the whole country, certainly for the largest centres of the population. It would also be at the centre of the motor industry. Following on this, national clubs and other organizations that can run important events should be given opportunity to have courses throughout the rest of the Kingdom.

If this cannot be done, and the authorities cannot see their way clear to allowing this country to come into line with what is the custom everywhere else, then at least they should see that we have a proper course on private ground. A start could be made in this direction by returning Donington Park. It is very difficult to understand why the authorities cannot transfer their



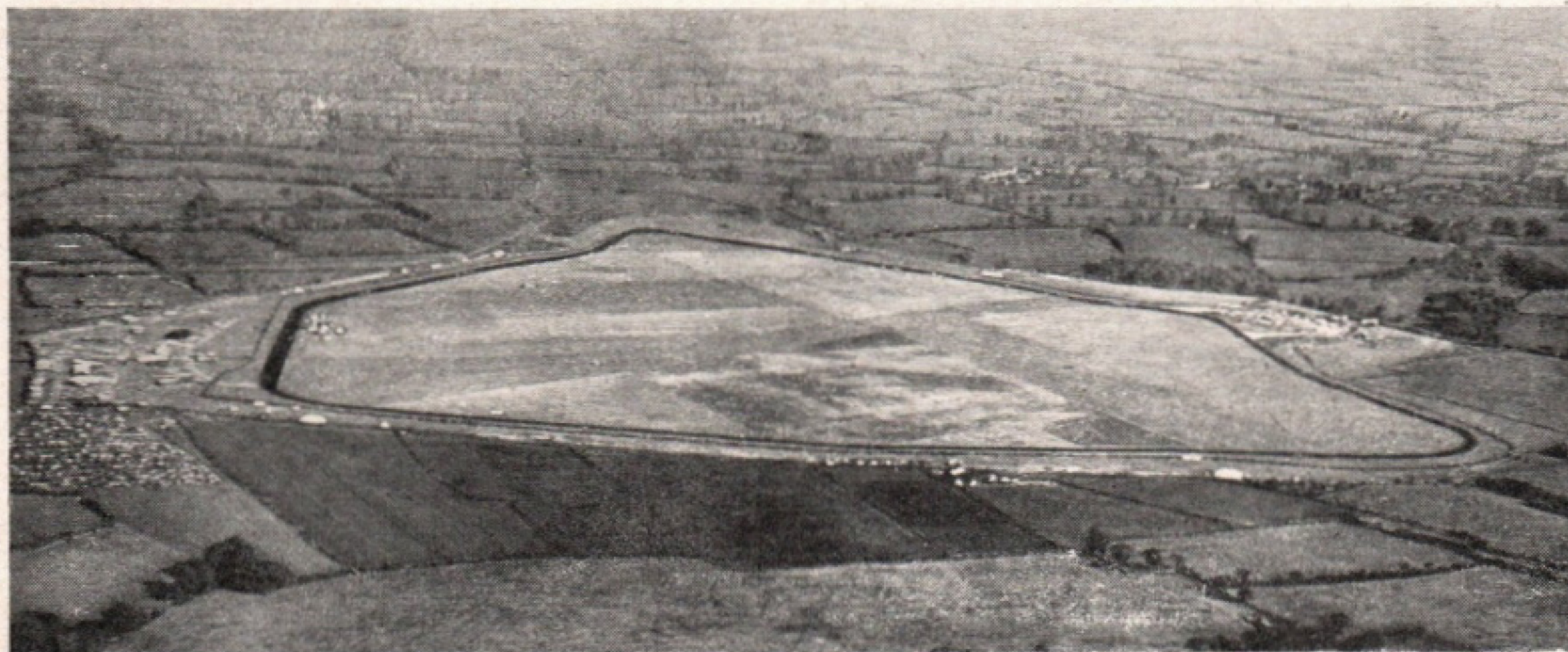
interests there to one of the many disused airfields, Silverstone if they like, and let the Sport have the use of a real road course again, one, moreover, which was developed with much enterprise and enthusiasm before the war. Donington regained, Goodwood steadily going from strength to strength, and Blandford made safe (though there are some who would question the need for this) and we could get along. Scotland has made a promising start with circuit racing, albeit with perimeter roads it is true, but with a more benign outlook from above doubtless more suitable courses could be found. The much discussed Crystal Palace circuit reconstituted would not be amiss in such a programme either.

Steps as outlined are essential, not only to the proper development of our cars, but to the health of the sport as a whole. The lay public are liable to get the

wrong impression of Grands Prix as witnessed on airfields, and everything should be done to sustain and develop the interest, potential and otherwise, in this clean, exciting and greatest of all sports.

Lastly, but perhaps this is asking for too much, a track is needed with banked turns or super-elevated bends for prolonged testing at high speed. Here again the authorities have a responsibility, as Brooklands of necessity went by the board during the war. Perhaps something along these lines could be achieved at the M.I.R.A. testing ground.

*AIRFIELD COURSE: The excellent Castle Combe perimeter circuit in the West of England, scene of many fine races organized by the Bristol M.C. and L.C.C. during the past two seasons.*



## LIST OF B.R.M.A. ORGANIZERS

Branch No.	Name	Address
<b>N. IRELAND</b>		
376	Carmichael, J.	2 Maranatha, The Common, Millisle Road, Donaghadee, Co. Down.
241	McCormick, N. R.	The Elms, Cross Roads, Nr. Castlereagh, Belfast, Antrim.
407	Watson, G. M.	144 Benmore Drive, Finaghy, Belfast, Antrim.
393	Wilkinson, J. T.	Rosemount, 41 Castlehill Road, Belfast, Antrim.
<b>OVERSEAS</b>		
352	Bekink, G.	Box 144, Pretoria North, S. Africa.
351	Bernthal, N. L.	576858 Cpl., Billet B5, 109 M.U., R.A.F., Abyad, M.E.A.F. 15.
382	Clifford, W. K.	642441 Cpl., Marine Craft Tech. Sec., R.A.F., Station, Fanara, M.E.A.F. 15.
372	Everard, M.	Public Works Dept., P.O. Box 662, Nairobi, Kenya Colony.
349	Farmer, T.	14472444 Cfn., M.T. Sec., H.Q. Co. AR/1st Battn., York & Lancaster Regt., R.E.M.E., B.A.O.R. 11.
346	Harris, J.	P.O. Walkerville, Transvaal, S. Africa.
404	Jackson-Miller, R., Chief Engr.	Messrs. B. J. Ferendo and Co., Ltd., Cotta Road, Borella, Colombo, Ceylon.
353	Keech, F.	The Bremner Well Drilling Co., c/o A.I.O.C., Ltd., Naft Safid, via Abadan, S. Iran.
330	Mackichan, B. B., Major.	Stats. Branch, H.Q., B.A.O.R. 1.
402	Makin, P.	c/o S.C.P.C., Apartado, Marachillon, Venezuela.
373	Payne, L. J.	Hotel Bankston, Bankston, New South Wales, Australia.
410	Pillay, W. G.	c/o Borneo Motors, Ltd., Ipoh, Perak, Malaya.
401	Stephenson, C. E.	84 Roslin Street, Sydenham, Johannesburg, South Africa.

Branch No.	Name	Address
350	Stewart, F. W.	Reg. No. 5937, c/o A.I.O.C., Ltd., S.Q., 3230 North Bawarda, Abadan, Iran.
408	Waite, H. M.	5th Floor, 1122 Jackson Street, Dallas 2, Texas.
395	Wilson, E. B., Capt.	1st Battn., The Worcestershire Regt., c/o G.P.O. Segamat, Nr. Johore, Malaya, F.A.R.E.L.F.
233	Woudenberg, J.	c/o E.N.A.V.O., Zutphen, Holland.
411	McHugh, Dvr. T.	"D" Plt. 57 Coy., R.A.S.C., 29 Ind. Inf. Bdg., B.A.P.O. No. 3.
391	Hamilton-Snowball P.	c/o Borneo Co., Ltd., Mercantile Bank Building, Singapore.

## AMENDMENTS AND ADDITIONS

<b>Change of Address</b>	<b>COUNTY DURHAM</b>
409 Heap, F. A.	21 Market Place, Bishop Auckland.
<b>Change of Address</b>	<b>HERTFORDSHIRE</b>
210 Chitty, K. S.	"Tyrone", 71 Langley Way, Watford.
<b>New Branch</b>	<b>CHESHIRE</b>
146 Harding, G. R.	49 St. Lesmo Road, Stockport.
<b>Change of Address</b>	<b>NORTHANTS</b>
283 Dickinson, A. A.	North Lodge, Oundle, Peterborough.
<b>New Branch</b>	<b>SCOTLAND</b>
293 Thompson, A. S.	"Alroy", Cults, Aberdeenshire.
<b>New Branch</b>	<b>LEICESTERSHIRE</b>
412 Evans, D. C.	22 The Square, Market Harborough.





ATTILIO MARINONI, Alfa Romeo driver, who jointly won three Belgian 24-Hour races in a row, in 1928, 1929 and 1930.

THE late Capt. Woolf Barnato's three consecutive Le Mans 24-Hour race victories of 1928, 1929 and 1930 rank high, as they always will do, on the list of individual motor-racing triumphs. But exactly a fortnight after that hot Sunday afternoon in June 1930 when Barnato's big, green Bentley (with Glen Kidston at the wheel) slid past the chequered flag for the third time in succession, a little known—Internationally!—Italian driver faithfully duplicated Barnato's previously unique personal achievement. Admittedly, although the Belgian 24-Hour race at Francorchamps which Attilio Marinoni, in 1930, also won for the third year on the run, was not and still is not, of the same importance as the French endurance test, the fact remains that besides Capt. Barnato he too also won three 24-Hour races in a row. Like Barnato, Marinoni drove official factory-entered cars, in his case Alfa Romeos, and each victory was accomplished, as was Barnato's, with a different co-driver every year. Unlike Barnato, Marinoni's cars were not large-engined vehicles, for in 1928 he drove a 1½-litre, and in 1929 and 1930 he handled the then new 1,750 c.c. Alfa Romeo, a compensating feature that on balance equalises the lesser International value of his three victories.

Back in 1928 the Spa circuit was not the fast modern speedway we know today, but since 1924 an annual 24-Hour race had taken place, usually attracting a field more varied than that which gathered at Le Mans for what was then the World's premier sports-car classic. Prior to the running of the 1928 event the record speed in the Belgian 24 had been established in 1926 by André Boillot and Louis Rigal's Peugeot at 59.50 m.p.h., giving a total distance of 1,425 miles. The 30 cars that set

## CAPTAIN WOOLF BARNATO'S TRIPLE BENTLEY MADE RACING HISTORY TWO DECADES AGO

# MARINONI

forth at 4 p.m. on Saturday, 7th July, 1928, had therefore, for those days, no easy task to eclipse the course record, but when the race still had 90 minutes to go, Marinoni's Alfa had passed the Peugeot's 1,425-mile mark. That, however, is anticipating, as a Bugatti-Alfa Romeo duel swung Molsheimwards during the first four hours of the race, Reinartz's 2.3 Bugatti leading the Ivanowski-Marinoni Alfa, and giving every evidence of staying in front. As nightfall approached the Bugatti's fast pace slackened and Reinartz drew in for fresh tyres, allowing the dusky red Italian cars to sweep into the lead. Once there, the Bugatti delayed with further tyre troubles, Marinoni and Ivanowski roared on through the hours of darkness, daylight finding them securely entrenched in the lead, a lead that, increasing as the morning wore on, became so great by midday that no one could possibly catch them—and the 19 cars that remained in the race included two 5-litre Le Mans Chryslers! Just before 1.30 p.m. the Alfa did its 1,426th mile and promptly a "Go Slow" signal flew from its pit, for the second car was over 75 miles astern. It was thus a mere formality for the Alfa, carrying the racing number 24, to complete the last part of the race, and when it crossed the finishing line with 1,531 miles behind it it had a margin of exactly 145 miles over the Chrysler (De Vere-Mongin) occupying second place, a definite and decisive victory for the Russian-Italian alliance.

### Enter the Alfa "One-seven-five"

The following year, in 1929, Alfa Romeos put in a official team of three cars, using their latest model, the 1,750 c.c. 6-cylinder, and as the race marked the return to racing of Belgium's leading manufacturer, the Minerva, running four very carefully prepared cars, a repeat Alfa win didn't appear too likely. Marinoni, one half of the 1928 winning duo, was this time paired with the great Robert Benoist, his former partner Ivanowski sharing a privately entered 1½-litre Alfa with the Englishman George Eyston, Minoia-Canavesi and Rigal-Zehender driving the second and third works Alfas. Amongst the starters, at the usual hour of 4 p.m. on Saturday, 6th July, 1929, were Chrysler and Lancia teams, and as the pack surged into action a Bugatti (Charlier at the wheel) tangled with a Minerva, the Bugatti receiving damage sufficient to cause it to crash at Malmedy an hour later, fatally injuring its courageous driver. Fractionally over eight minutes, 8 mins. 10 secs. to be precise, after the start K. de Lettenhove (Minerva) shot down the curving road from the Francorchamps hairpin and passed the stands harried closely by the four Alfas, Marinoni's No. 23 in the van. Next time round Lettenhove improved his speed (to 69 m.p.h.) and retained his lead, his team mates moving into position to break the Alfa battle order, which they succeeded in doing inside the first hour, at which point Minervas



# VICTORIES AT LE MANS IN 1928, 1929 and 1930 Norman Smith REMINDS US THAT— DID IT TOO!

lay 1st-3rd-6th and 7th, to the Alfas 2nd (Marinoni) 4th and 5th. In the second hour "the rains came", and as they continued with unabated violence all through the night the course turned into a skating rink, and driving conditions were so vile that cars skidded left and right without cessation all night long. Minerva No. 1 (Lettenhove) first skidded at Stavelot, killing a policeman, and then it rolled into the ditch. Minerva No. 4 left the course at Malmedy and No. 3 of the same team needed twelve people to lever it back to the road after an excursion into the undergrowth, an escapade that entailed its after-the-race disqualification. Two Bugattis, a La Licorne, a Chrysler and an Amilcar also fell victim to the awful hazards experienced by the competitors, and even Marinoni found driving so little to his liking that he lost the lead to the smaller Alfa by the half-way stage, a gap of 28 miles separating the Eyston-Ivanowski car out front from the third Alfa lying fifth. Daylight brought the passing of the storm, and as by then Benoist had recovered No. 23's lost ground and retaken the lead, the survivors, 20 in number, grimly set about consolidating their hard-won placings. From 9 a.m. onwards Marinoni and Benoist were always leading and



WOOLF BARNATO of the famous Bentley team, joint-winner of the Le Mans 24-Hours race for three consecutive years, in 1928, 1929 and 1930.

when the end came their Alfa Romeo, although .8 m.p.h. (equal to 19 miles) slower than Ivanowski-Marinoni a year earlier, won by almost 2 laps from the Eyston-Ivanowski combination, Rigal-Zehender's 1,750 c.c. Alfa (95 miles down on its smaller brother) filling third position, the 1-2-3 placing being even then no novelty to the Alfa concern.

## Racing Motor-cyclist as Co-driver

To defend their laurels in 1930's 24-Hour race at Spa Alfa Romeos once again used the 1,750 c.c. 6-cylinder sports-car, Attilio Marinoni having for his co-driver Pietro Ghersi, more famous in the motor-cycle world for his deeds on Moto Guzzis. The Alfa team that year was composed of Marinoni-Ghersi, Ivanowski-Cortese and Zehender-Canavesi, their toughest opponents being, feasibly, a brace of blown Bugattis in the hands of Chiron-Bouriat and Dreyfus-Shumann. The usual Le Mans type start of 26 cars, ranging from an M.G. Midget upwards, immediately resolved itself into the accepted, and anticipated, Bugatti-Alfa Romeo dog-fight, Louis Chiron's greater experience and larger, faster car getting him the lead, followed by the Italians, of which the Ivanowski-Cortese one was second ahead of our hero, who ran third. This order was maintained whilst the light remained good, the Bugatti stopping when its dynamo refused to charge, two of the red Alfas sailing away to a lap lead by 10 p.m. on the Saturday night. Eventually the Chiron-Bouriat Bugatti retired, leaving the Alfa Romeos well fixed with Marinoni heading their trio, Sunday morning finding the Milanese products clear ahead of Dreyfus and Shumann's 2.3.

Unfortunately for Marinoni his confrère Pietro Ghersi suffered a slight mishap in his pit, an accidental trip wrenching a knee already sore on the motor-cycle T.T. races. This meant that Marinoni had to carry on single-handed to the end, a period far longer than was normal, or natural, in a twice-round-the-clock event. The full extent of his lone effort is undefinable, being as near as I can judge for six hours, despite which Marinoni held firmly to his record-breaking pace. Finally, when 4 o'clock on Sunday afternoon arrived, the Marinoni-Ghersi Alfa took, deservedly, premier honours at a 68.50 m.p.h. average, its mileage of 1,644 the biggest ever recorded on the Spa circuit. Of course, this has since been exceeded, but in 1930 the winner's speed was, as just mentioned, a new record. In second place came the second Alfa (Ivanowski-Cortese) with 1,580 miles, Zehender-Canavesi, who'd done 1,518 miles, coming third, about 60 miles in advance of the Bugatti next in line, the 1-2-3 rating Alfa Romeos' second in this particular race. Needless to say the Marinoni-Ghersi pairing were class victors, just as the Marinoni-Ivanowski and Marinoni-Benoist coupling had been in 1928 and 1929.

For Marinoni the three outright victories placed him jointly in the niche of fame always considered the exclusive prerogative of the big green Bentleys and that superb driver the late Woolf Barnato. Direct comparisons in motor-racing—as in many other sports—are invidious and often impossible of true assessment, but although the glamour of Barnato's hat trick will never lose its lustre, it must be remembered that—

**MARINONI DID IT TOO!**



# 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 notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by the readers, but this does not mean that subjects will be excluded on these grounds.*

## A Rallyist on Rallies

**M**OST sane people must agree with our friend Bolster about Rallies, which obviously must conform to the special requirements of a particular national outlook. I suggest to the R.A.C. they can easily carry on with the following improvements.

Let the competition be a test of car, skill and steady running, not a physical strain involving long hours, which may be all right for those who like it in a Monte Carlo Rally in France, but can and does involve sometimes the use of drugs or, if not, as certain tough people told me, extreme fatigue.

Therefore, give an extra night's stop in suitable surroundings and include plenty of tests and stiff country. As industrial areas must be by-passed sometimes, zone these areas as Courtesy-Controls, with time checks to stop long fast runs, and use all the local clubs to co-operate with police to yellow flag every corner and road junction.

Make every time limit at checks so short that there is no hope of getting in with a troublesome car. Thus the entrant would be asked to fix on each plate a gummed paper strip **RETIRED**, or at the next control an official would do this at once. The entrant could then remove his plates if he so desired. If 30 minutes late means disqualification in an Alpine, what should it be for the R.A.C. Rally at 30 m.p.h.?

Talking of Alpine Rallies, is J. Gott quite correct? Prior to the famous and most enjoyable later series run by our friends in Marseilles, exactly the same dice was run over worse roads with worse cars way back as far as 1928 I think, financed by all the international clubs on a national basis. The only difference was in name, a Glacier Cup instead of *Coupes des Alpes*. Many present drivers have both and I should say Donald Healey would be tops for G.B. over the years with his fine Invicta runs, plus others.

I can confirm the opinion of the Descollas, who are charming people. I used their garage in Marseilles this year, and it was refreshing to see Madame, quite immaculate, taking a deep personal interest in every Rally car in sight, and instructing mechanics with an eagle eye.

What of the future? Unless the present club co-operates financially with France and Austria and can attract 150 starters, I fear for the future of this wonderful daily race (not Rally) without help, pits, mechanics, with the crew a sort of combined mad house of international finance, map-readers, stop-watchers, hotel manager, taxi organizer and dietitian, not to mention mechanical knowledge, driving ability, non-stop skid corrector and expert on psychology between each other, which seems to produce, perhaps, the most sporting of all events in the European calendar. Incidentally, what a crowd of blokes! No harsh words, no bad manners, and if you happen to be baulked by a herd of goats, a lump of avalanche or a stationary competitor on a timed climb; well, why worry—have another drink with me.

The "Critérium de la Montagne" must never be allowed to lapse and so may I

challenge more British manufacturers really boldly to enter this event instead of backing and lending individual cars quietly to drivers who have all the difficulties and not nearly enough finance to put things over properly. If the Italians or Germans decide to do things in a big way, we deserve to lose our ascendancy because, as I see it now, everything is left to the individual who, should he fail, does not then involve the manufacturer officially.

Agreed, the Alpine is a car wrecker, but a competition which has done so much for Britain in the past has great value. Instead firms are inclined to go in for cold-blooded speed alone with all its glamour, but that does not necessarily make a good all-round motor-car.

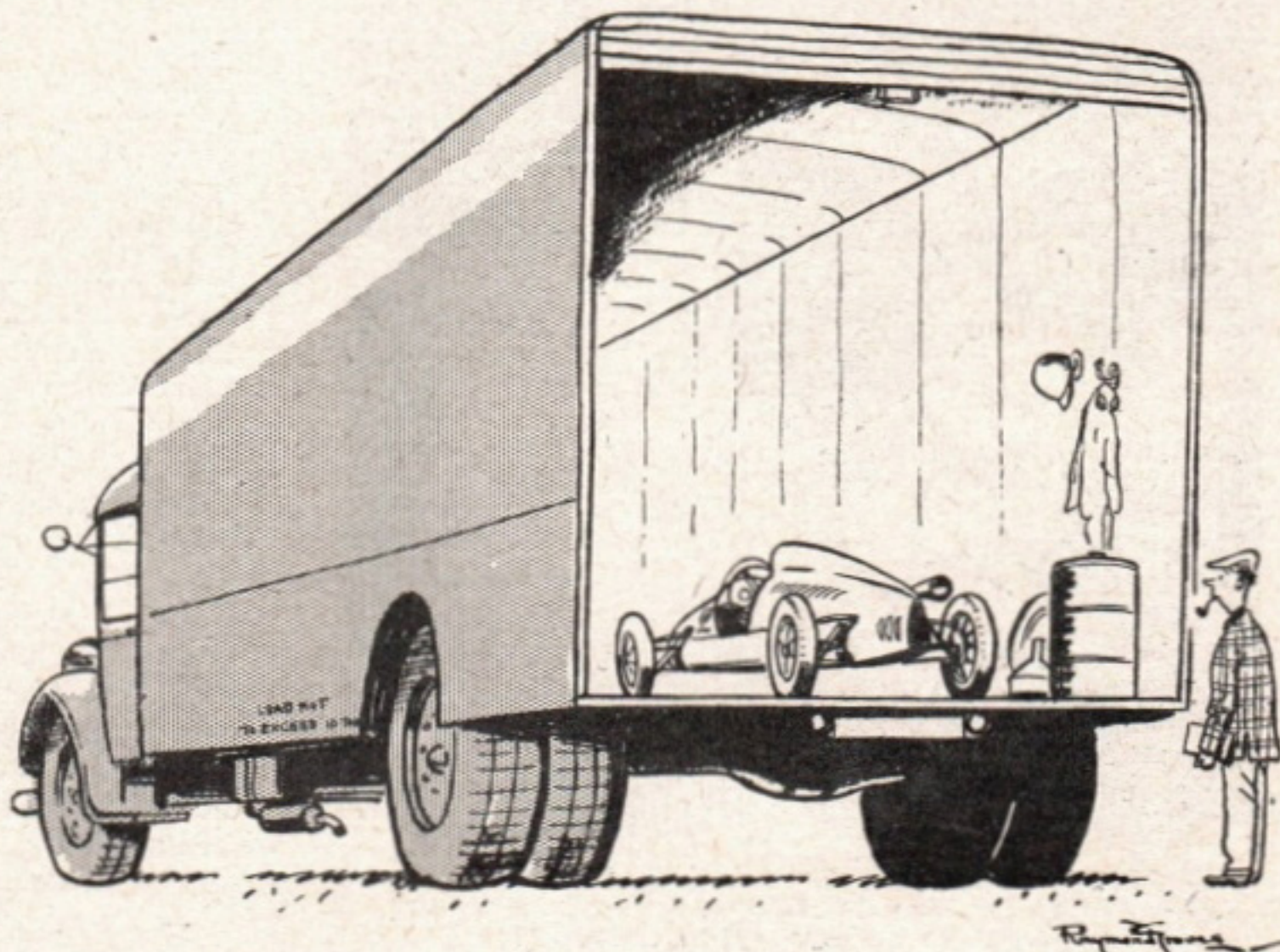
I invite John Bolster to join a team on a Rally in the Alps, but where are the firms to back us completely and thoroughly? Another point: as far as I am aware there has never been a fatality on an Alpine Rally.

C. M. NEEDHAM.

PRESTBURY, CHESHIRE.

## Rallies—A Further Opinion

**I** SHOULD like to express my complete agreement with John Bolster, and several correspondents in recent issues, on the subject of rally organization, for the problem is one which we cannot afford to ignore. Here is a suggestion which would certainly provide a partial solution. Why should not rally organizers adopt a procedure which was the normal practice during the Continental road races of the beginning of the century: establish neutral zones through big cities and urban areas? A control would be located at the entrance to the "built-up area" and another, several miles farther on, where open country was reached. At the first control competitors would be handed a slip showing their time of arrival and the time when they were due out at the exit control, or these times could be marked on the route card. Each competitor would be held in the control for a fixed number of minutes, and anyone arriving early at the exit control would wait until his time had expired. Having regard to the nature of the traffic encountered in big cities, I suggest that the schedule speed through the area should be set to a very low figure indeed, not more than, say, 18 or 20 m.p.h. This





would have the double effect of giving drivers a breathing space and discouraging "indiscreet" driving. It would mean that more marshals and helpers would be required, but I do not think there is likely to be any serious difficulty about that.

I am pleased to see that Mr. J. A. Masters has joined the discussion, and has called attention to the excellent methods of the M.C.C. Of the superiority of M.C.C. organization in many particulars there is no doubt, and their experience goes back further than most. In the crowded state of our roads, it seems to me that it would be justifiable to go a little further even than the M.C.C. has done and to establish a definite rule that infractions of the 30 m.p.h. in towns would, if observed, entail exclusion from the list of awards.

Of course, I am perfectly well aware that some folk will come forth with vociferous complaints that all this would make rallies "too easy". But I can counter that one by pointing out that at present the driver who objects to making a public exhibition of himself feels at a disadvantage when conditions are such that it is difficult to maintain schedule. In fact, there is a tendency for the more considerate type of driver to stand down just because he is not prepared to compete with the "dicers".

Another matter in which in many cases an improvement could be made is in the means employed to assist competitors to find the route through big towns. The object of the organizers should be to get competitors through such hazards as quickly as possible, with a minimum of inconvenience to other road users, and with a minimum of fuss. It is thoroughly bad that competitors should take wrong turnings and then rush about wildly in residential thoroughfares trying to regain the route. Some people get rattled, and there is recrimination between driver and navigator, and the *practical* result is that for the time being the driver is liable to become more accident-prone. People who are temporarily accident-prone are liable to make a nasty impression on other road-users even if they get away with it, which, thank goodness, they do in the majority of cases.

As far as humanly possible, every point in large towns where a competitor, unfamiliar with the neighbourhood, could go wrong should be marked by a distinctive sign, or a marshal, a helper, or, if possible, a policeman, should be stationed there. For this, also, it should not be difficult to obtain the necessary support if the help of local motoring and motor-cycling clubs is enlisted.

JOHN H. AHERN.

LONDON, N.W.8.

### Alpine Trial

TALKING of the "Alpine", I fear that your sweeping statement that Ian Appleyard *must* have made the best performance because he was awarded the "Autocar" Cup, lays you wide open to the criticism that you have failed to attain your usual standard of accurate and unbiased reporting as far as concerns this important event.

Firstly, whilst I admire the patriotism which assumes that the award of a Cup restricted to British competitors automatically carries the honour of "best performance" in an event contested by the representatives of 10 nations, I must remind you that four foreign competitors finished unpenalized.

Secondly, what of George Duff and Eric Winterbottom in their Frazer-Nash? They finished the Road Section without penalization, and recorded the same time as Ian Appleyard in the Cannes Test, which, in any event, is used to decide only Class ties. Which car was then the "least penalized"? At the prizegiving, it was noticeable that Ian Appleyard, with his usual sportsmanship, was obviously reluctant to accept this Cup.

In fact, there can only be an outright, undisputed winner of the Alpine in very exceptional circumstances.

The Automobile Club de Marseille et Provence do not award a trophy for "best performance", or classify competitors, irrespective of category. The prize for "best performance" is a *Coupe des Alpes* and a share of the million francs, divided amongst all who complete the Road Section unpenalized: this year there were 10 such competitors, so each drew 100,000 francs.

The Cannes Test was to decide Class winners, and, incidentally, to make a show for the numerous spectators, in those cases where several competitors finished without

penalization. For example, by beating Imhof and Habisreutinger, who both finished the Road Section unpenalized, Appleyard won Class A, B, C.

Thus, the only occasion when it could properly be claimed that one competitor "won" the Alpine was in 1949, when M. Gautruche alone completed the Road Section without penalization in his Citroën.

"ALPINE WIDOW".

WELWYN.

I THINK it is necessary, before this Alpine business gets out of hand, to get the facts in their true perspective.

The British entries winning a *Coupe des Alpes*, Appleyard, Wisdom, Duff, Wadsworth, Imhof and Gott, and those British cars which also won four of the six classes, Jaguar, Aston Martin, Frazer-Nash and H.R.G., in this year's International Six Days Alpine Trial (a more suitable description than "Rally"), all merit equal recognition in having achieved the maximum possible success. This point needs emphasis—there was no winner of the event, neither is there a General Classification as there is in the Mille Miglia or the Monte Carlo Rally.

The regulations of the event do not provide for any official award by the organizing club for best performance in the Trial by a competing car, irrespective of class. There is, of course, an official Team Prize which, however, was not awarded this year as no nominated team finished intact. The regulations state that the four compulsory tests, for which special awards are given, have no bearing on the final class placings.

The final test at Cannes is only used, as is expressly stated in the regulations, to decide the placings in each class, as there may be more than one winner of a *Coupe des Alpes* with no marks lost, or again, more than one competitor with an equal number of penalty points lost.

There are a number of supplementary awards given by various French firms, British and foreign motoring journals, etc., and the fact that one of these is given for the best British car, in the same way as there was one, for example, for the best French car, does not warrant a statement that such a car made the best performance in the Trial (inferring an official award by the Club for best performance of the entire entry). A paragraph in the official regulations shows that the organizers themselves are aware of the possibility of claims being made which may create doubts in the public mind.

In any case, it is difficult to see the reason for your comment that this cup was given for the "least penalized British car", because an Alpine Cup is only awarded if no marks have been lost.

The awards in the special tests were well shared—the best times in several classes actually being made by cars which were not winners of their class.

W. H. ALDINGTON.

ISLEWORTH.

### Carburation for High Efficiency Engines

MR. HOULDING, in his admirable article on "Carburation for High Efficiency Engines", remarks that in a four-cylinder engine the induction strokes do not overlap. Surely this is incorrect? In a four-cylinder engine each phase of the cycle occurs at an interval of 180°, while both inlet and exhaust valves are open for probably 270° or more. It therefore follows that as between cylinders 1 and 2, and 3 and 4, respectively, there is an overlap of around 90°, during which on the inlet side the charge is being sucked out of one cylinder into the other, and worse still, on the exhaust side the high-pressure charge fresh from one cylinder is invited to enter the cylinder next door in which, by then, there is a very low pressure.

Surely it is this matter of reversals of direction in the inlet ports and manifold which causes the loss of efficiency where more than one cylinder feeds from one carburetter? It is then easy to see why a normal two-carburetter layout is little improvement on a single carburetter; it is because, where one carburetter is used for a pair of adjacent cylinders, exactly the same induction pipe reversals take place as if there were one carburetter for all four, because each carburetter is feeding a pair of cylinders whose phases occur at only 180° intervals.

(Continued on page 217)



RUSSELL LOWRY'S

## Northern Lights

REG PARNELL certainly gave us in the North a taste of high speed motoring when he came to Gamston for the Nottingham S.C.C.'s Meeting, while Bob Gerard and Dennis Poore added notably to the spectacle. Surely the Nottingham Club must by now have run through their period of bad luck with the weather. August Monday was the third successive soaking "in for which" they have dropped. Oddly enough, at Buxton and other nearby places, people spent a happy day basking in sunshine. Course records would have gone by the board if only the Retford district had been luckier on the starting grid of isobars and things. The emergence of Raymond Mays' famous hill-climb car in northern circuit racing and in such company, makes one hope that these noble machines are going to enjoy a fresh lease of life, or rather an extended field of activity. Among other things, we'd love to see Ted Lloyd-Jones taking the Flying Saucer round the Gamston hairpin or swerving the curves at Croft.

Parnell was also down to drive a 500 at Gamston, but after some unhappy experiences, culminating in costly noises while preparing for that meeting, he seemed to take rather a jaundiced notion of Formula 3 prospects. It's true that the problem of reliability is looming larger and larger as distances get longer, and the "noises off" can be horribly expensive, even in this "poor man's Grand Prix" stuff. Save the mark. Perhaps the gremlin-ridden phase is one through which all must pass. Here I've got to be very careful in case the little blighters are listening, but one 500 driver at Gamston reckoned he'd suffered every conceivable mechanical failure during the season, and there was now "nothing left to happen". Sure enough, he turned out twice and finished both times, once with a creditable place. He hopes his particular bogey has now been laid. As a contrast, though, and still being terribly careful in case of celestial eavesdroppers, I would cite a northern double-knocker job which has done 300 miles at five major meetings in practically that number of weeks, with considerable success, and without missing a beat. The only attention it has received during that time has been

**CAVALCADE OF TRANSPORT:** Cars of all ages in the Cavalcade of Transport organized for the Liverpool Festival Celebrations by James Blake and Co. at their Hardman Street showrooms. In the picture are a fine 4½-litre Bentley, circa 1929, a Mark V Cooper and a 1901 Wolseley.

### FLYING SAUCEPIN?—MONTE CARLO RALEIGH —A STRETCH ON THE MOOR—NO SLIDE- RULES—WOLF! WOLF!

to lift the head and give the valves a couple of twirls. Surely that is fair enough service from a motor which goes like Chiropterus out of Hades. Acknowledgement to a junior reader for evolving that beautiful word.

\* \* \*

WHEN one becomes really famous I suppose one acquires some sort of extra-territorial status and belongs to the Sport rather than to any particular part of the country. Nevertheless, the fact that Ian Appleyard, surely the reigning Sir Walter of the Rally world, is a northerner, is underlined by the civic reception accorded him by the Lord Mayor and Corporation of Leeds on his return from the Alpine. Football teams, prize fighters and film stars are often fêted in this way, but it is less usual for a motorist to be so treated and it is good to know that the importance of our sporting triumphs is not always lost on civic authorities.

I have seen it suggested that Appleyard is a potential winner of the Monte Carlo Rally. One would like to think so. That ultimate pinnacle ought certainly to be looming in sight, but not very long ago he was taking a poor view of long distance ice, fog and snow driving. Perhaps he will change his mind?

\* \* \*

IN a recent paragraph I chalked up a reminder about the Association of Northern Car Clubs, with particular reference to the impending date-fixing meeting. I said at that time that the current Secretary was Bert Hudson, who indeed did carry the office last year, but the A.N.C.C. is almost unique (and certainly humane) in that a new Hon. Sec. has to be found each year. The scribe for 1951/52 is Joe Duckworth, who is also Joint Secretary of the Lancashire Automobile Club. Clubs





wishing to take part in the Association's activities should get in touch, at 7 St. James Street, Accrington, Lancs.

While in a trials atmosphere, it is interesting to note an agitation for the revival of the "Northern Experts". Ken Bailey and Mike Wilson seem to be chief conspirators, so anyone inclined to support the scheme knows where to bring pressure to bear. On the other hand there is a feeling that the R.A.C. Championship Trial or "The Experts", as it still gets called, is very badly dated just before Christmas, when it clashes with Club Dinners and other activities. No alternative date has been suggested, but it might be possible to find something more convenient, especially as there are rumours that this year's event is to be held on Dartmoor, which does seem a little hard when you add up the miles. Bear in mind that (quoting AUTOSPORT, 29th December, 1950) the North provided 29 starters last year, against 25 from the South, and incidentally, finished seven in the first 10 places, so that we have quite a stake in the event.

\* \* \*

THERE is a growing tendency for speeds in miles an hour to be announced over the P.A. system at our race meetings, without any accompanying information about times. This may be all very well for the casual spectator, who indeed, is very important, as his odd

bobs go a long way towards making the sport possible. It is only natural that he should understand speed in terms of miles per hour, and get a kick out of a figure in the eighties or nineties, while the same thing expressed in seconds would mean nothing. But to the initiated who form an ever-increasing proportion of the crowd, and above all to the competitors themselves and their helpers—and incidentally, to AUTOSPORT—the thing that really matters is Time with a capital T. So please can we have it?

\* \* \*

THIS week's Bed-time Story happened on the Birkenhead-Chester road. Miles of wide Nothingness full of charas, lorries and what have you. One of the flipper-flapping, wand-wagging fraternity was proceeding along it at a steady 29½ m.p.h. Maybe less. Every time he passed a bicycle, a handcart, a dog or a paper-bag, out came the flipper. Not that it made any difference to his course as he was proceeding slap down the middle. Behind him there formed a queue of people anxious to get on with their knitting, but well aware of the police's tenderness for this stretch of road. On he went in his conscious rectitude, giving bags of beautiful signals. Eventually, of course, he put out his flipper and really *did* mean he was going to turn right. But nobody believed him. Even in hospital.

## BOOK REVIEW

**Formula 3—A Record of 500 c.c. Racing.**

**Author: C. A. N. May.**

**Size: 5½ in. x 8½ in. 210 pp. 25 Illustrations.**

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

**Price: 15s.**

AUSTEN MAY'S *Formula 3—A Record of 500 c.c. Racing* makes interesting reading, particularly to people who have taken an active part in half-litre activities since the start of the movement. It deals mainly with the author's personal experiences, although many races are described in which he did not compete. May pays full tribute to the Bristol group for starting the ball rolling, and to Colin Strang and Clive Lones for pioneering the actual building and racing of cars. Incidentally, Strang's car did *not* have a megaphone exhaust when it first appeared at Prescott. The Public Address equipment was added much later.

However, "Wheelspin" May captures the true spirit of 500 c.c. racing and his recapping of various races at home and abroad will do much to introduce folk who missed reading about them in the motoring journals, to this fascinating sport. It is more than interesting to read a personal account of a particular race, then compare it with a professionally-written one of the same event. Quite often, incidents missed by

the "pro" are of more importance than the matter given headlines.

The author is not slow to criticize when criticism is required. For example, he slates a well-known daily newspaper motoring correspondent for many boners concerning 500 c.c. affairs, particularly in describing the Cooper as having its origin in an old Austin Seven chassis dug out of a corner of the garage. E.B.

**COCKPIT CLOSE-UP:** Don Parker is one of the most consistent, but often most unlucky of Formula 3 drivers. As Austen May relates in his book, he started 500 c.c. racing with his partially home-built Parker-C.F.S.-J.A.P. Now drives a J.B.S. and still sticks faithfully to his self-tuned and reliable J.A.P. motors.





# SPORTS-NEWS

## THE AUTUMN "SHELSLEY"

SATURDAY, 22nd of September, is the date for the Midland A.C.'s autumn meeting at Shelsley Walsh. Designated an International Speed Hill-Climb, this event is for racing and production cars, whilst members of the British Racing Motor-Cycle Club will also race their machines on the hill. It will be remembered that the absolute record for the climb is held by Geo. Brown with his famous Vincent twin, "Gunga Din" in 37.13 secs., so the bikes are well worth watching. There are numerous car class awards on offer, with £10 and £5 for first and second in each respectively, and £50 for B.T.D., £25 for second, and £15 for third fastest. Entries close on Tuesday, 28th August, and should be sent to Leslie Wilson, Midland A.C., 87-89 Edmund Street, Birmingham, 3.

\* \* \*

## RALLY MARKERS

CONICAL markers, specially designed for high-speed driving tests, are being produced by Westwood & Clark (Motors), Ltd., Clacton-on-Sea. Strongly made in metal, they cost 50s. per dozen. They are an improvement on the usual oil drums, as should a car come into contact with them, they are merely pushed away without damage to the car or markers.

\* \* \*

## SIMPLE NO-GLARE DEVICE

THE problem of glare from bright sunshine or headlights is a vital and ever-topical one with motorists. We have recently tried out a new plastic material called Noglare, which provides a cheap and effective remedy, without the need for installing separate fitments. Pressed firmly to the screen, it adheres readily, is washable, and can be removed and used again later. It is equally effective on the rear window to counter glare from behind.

Noglare sun and light deflector is obtainable from Armfield and Co., Ltd., 358 Brighton Road, S. Croydon, Surrey, at the modest cost, considering the discomfort it saves, of 5s. post free, or 6s. 6d. C.O.D.

VISITOR: First German driver to compete in a British motor race since the war was Walter Schluter, who drove his Formula 3 Mono-poletta - BMW at Brands Hatch on August Bank Holiday. He is here seen at work in a Sidcup garage remedying transmission trouble with his mechanic, Arthur Debus.



## BRITAIN'S SPORTS CAR "CLASSIC"

### R.A.C. "T.T." REGULATIONS OUT

REGULATIONS are out for the R.A.C.'s classic sports car race, the Tourist Trophy, which takes place over the Dundrod Circuit, outside Belfast, Northern Ireland, on Saturday, 15th September.

The event is divided into a number of classes according to engine size, each receiving a certain number of credit laps. Thus the smallest cars, up to 500 c.c. are granted 11 credit laps and are required to cover 32 laps (237 miles), whilst the largest cars, from 5-litres upwards, will start scratch, having 43 laps (approximately 318 miles) to complete. The first car to complete its schedule as set by the handicap will be the winner of the Tourist Trophy and there will be class awards (races within the race) for cars up to 1,100 c.c., 1,101 to 1,500 c.c., 1,501 to 2,000 c.c., 2,001 to 3,000 c.c., and over 3,000 c.c.

Only catalogue sports cars will be eligible, of which at least ten examples with similar bodywork have been sold. Modifications to carburetter and ignition settings are permitted, while aeroscreens may be employed. Fuel will be as supplied by the R.A.C., of approximately 80 octane rating, one open wheel and tyre must be carried during the race, and normal jacking systems must be used for wheel changes.

Awards include £500 and the Tourist Trophy for the winner, £100 and a Trophy for each of the five

class winners, and £100 and a special award for the car covering the greatest distance. The team of three cars gaining highest aggregate percentage in general classification will receive the S.M.M. and T. Trophy.

### "T.T." HANDICAP TABLE

Capacity	Target Speed m.p.h.	* No. of actual laps to be covered	* No. of Credit laps
Up to 500 c.c.	60.00	32	11
501 to 750 c.c.	66.60	35	8
751 to 1,000 c.c.	71.00	38	5
1,001 to 1,250 c.c.	73.20	39	4
1,251 to 1,500 c.c.	74.25	40	3
1,501 to 1,750 c.c.	74.625	40	3
1,751 to 2,000 c.c.	75.00	40	3
2,001 to 2,250 c.c.	75.375	40	3
2,251 to 2,500 c.c.	75.75	40	3
2,501 to 2,750 c.c.	76.125	40	3
2,751 to 3,000 c.c.	76.50	41	2
3,001 to 3,250 c.c.	76.875	41	2
3,251 to 3,500 c.c.	77.25	41	2
3,501 to 3,750 c.c.	77.625	41	2
3,751 to 4,000 c.c.	78.00	42	1
4,001 to 4,250 c.c.	78.375	42	1
4,251 to 4,500 c.c.	78.75	42	1
4,501 to 4,750 c.c.	79.125	42	1
4,751 to 5,000 c.c.	79.50	42	1
5,001 to 5,250 c.c.	79.875	43	nil
5,251 to 5,500 c.c.	80.25	43	nil
5,501 to 5,750 c.c.	80.625	43	nil
5,751 to 6,000 c.c.	81.00	43	nil

\* The Handicap will be operated by giving credit laps in advance, and in addition, where applicable, a starting time allowance appropriate to the target speed for the engine capacity of the car.

\* \* \*

## RACING ON THE CURRAGH

THE R. D. Cox Memorial Trophy Race meeting of the Leinster M.C. will take place on 25th August over the short (1.6-mile) Curragh Circuit in Kildare, Ireland. The programme comprises a series of handicap races up to 10 laps.



# BOREHAM NATIONAL TROPHY MEETING

(ORGANISED BY WEST ESSEX CAR CLUB) 11th AUGUST, 1951

500 c.c. FORMULA III RACE

**1<sup>st</sup> A. BROWN** COOPER 70.70 m.p.h.

**2<sup>nd</sup> R. M. DRYDEN** J.B.S.

---

SPORTS CARS

1100 c.c. S'C & 1500 c.c. U'S

**1<sup>st</sup> L. LEONARD** COOPER 65.3 m.p.h.

**3<sup>rd</sup> R. W. JACOBS** M.G.

---

SPORTS CARS up to

750 c.c. S'C & 1100 c.c. U'S

**1<sup>st</sup> E. HAREWOOD** M.G. 64.10 m.p.h.

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*LESTER M.G.: Pat Griffith in the Lester M.G. which finished second in the 1,500 c.c. scratch race behind J. C. C. Mayers's similar car.*

THE M.G. Car Club could scarcely have been less fortunate with the weather for their Silverstone meeting on Saturday—except that it didn't actually snow—but the racing was good and the programme was smartly carried through so that interest never waned.

The opening gambit was an hour's "blind"—almost literally, in the prevailing spray. Worked on the "credit lap" system it didn't show up a winner until the end, but Ken Shipside in "Little John", Ted Lund with the Stage III M.G. TD and John Dalton in the ex-Geo. Phillips car led off at a cracking pace, Dalton gradually losing ground to let in Lant's old Q type and John Brown with a Stage II TC. Plugging away efficiently in the background was Mitchell's very ably handled PA M.G., and doing it to such purpose that he ran out a winner with 28 laps in 58 mins. 49 secs., Brown being second in 59 mins. 37.8 secs. Nice going for the older ones, while Shipside fetched up all shipshape as third man.

Then came a couple of well-fought heats in a 45-entry Novices' Handicap, the first being won by J. Nicholson in another PA M.G. (up the oldsters!), while Ted Lund's car handled by M. L. Towner took second and Mike Llewellyn claimed a nice third. Mitchell (M.G. PA) was back again in the lead of the second heat, being followed by J. Partridge (Jaguar) and G. A. Lewis (H.R.G.). The handicappers got busy with Mitchell's allowance for the future.

A poorly supported team race provided unexpected excitement, the South-Western Sub Centres combine of Peter Prance (M.G. TD), C. J. Toomer (M.G. TC) and Bill George (M.G. TD) taking the verdict by four seconds. Nice handicapping in a 45-minute race. After trouble had assailed earlier nominees the team was only got together at the last instant. Bill George was (to mix metaphors) christening a 21st birthday present.

The six-lap scratch race up to 1,500 c.c. gave the "specialized" M.G.s a real chance to shine, Jim Mayers and P. W. C. Griffith never being headed in their Lester versions and even saving time for the odd spin that befell almost everyone on such a day, especially up at Copse which was like a Police skid pan. The Cooper-M.G.s didn't come out too well, Ryder's being an early retirement and Peter Reece's suddenly going all "utility" on the rev. counter. Ken Shipside kept coming along strongly with "Little John", the much lightened TD, and Brown in his go-to-work TC tailed John Dalton successfully, profiting by "one of those things" to slip by. But it was Mayers and Griffith all the way, the lovely little green cars making a formation 1, 2 to Shipside's 3rd.

For the Unlimited Scratch Six-lap race the heavy metal—or what was left of it—came out, Gillie Tyrer (F.N.-BMW) taking an immediate lead, trailing a 118 m.p.h. veil of water behind him. Taylor's Jaguar could make no impression on the flying Liverpoolian, but had some close work with Edgar

★

**WEEK-END FASHION:** As at Boreham, so at Silverstone a soaking course caused many an involuntary slide and spin. M. L. Towner overslides during the M.G. Club's Novices' Handicap, driving Ted Lund's Stage 3 TD Midget.



## M.G.s AT SILVERSTONE

**GOOD SPORT DESPITE THE RAIN—J. C. C. MAYERS (LESTER M.G.) AND G. TYRER (BMW) SCRATCH RACE WINNERS**

Wadsworth's Healey and Mansell's Jaguar.

Handicap adjustments having been laid-on, the Novices' Final followed with Mitchell's neat little PA M.G. leading off as limit man, but being worn down by J. Nicholson's blown PA and Partridge in Jacobs' Jaguar, who had opened with a take-off duel against Russell in another Jaguar.

So to the 25-lap final, congregating the appropriate leaders from previous races. Tyrer (F.N.-BMW) set off to pull back an enormous handicap, practically invisible in a cloud of spray. Lapping at around 1.58 he knocked off half a minute a lap on the limit-man Mitchell, but to no purpose. Brown's TC decided it had had enough and Mayers and Griffith provided more formation motoring in the Lesters. Towner brought Ted Lund's Stage III TD along finally, and Ken Shipside got himself in the picture again. Wet to the skin though everyone was, Mitchell got a genuine "hand" for a well-won victory, with Towner and Shipside as place men.

### RESULTS

**Event 1, 1 Hour Handicap for M.G. cars:** 1, S. A. Mitchell (PA), 28 laps; 2, J. R. Brown (TC), 28 laps; 3, T. K. Shipside (TD), 27 laps; 4, E. W. K. Lund (TD), 27 laps; 5, G. G. Lant (Q), 27 laps.

**Event 2, Novices' Handicap, Heat 1 (6 laps):** 1, J. Nicholson (M.G. PA S.), 14 mins. 50 secs.; 2, M. L. Towner (M.G. TD, Stage 3); 3, M. R. G. Llewellyn (M.G. TD); 4, D. J. Russell (Jaguar).

**Event 3, Novices' Handicap, Heat 2 (6 laps):** 1, S. A. Mitchell (M.G. PA), 14 mins. 53.2 secs.; 2, J. Partridge (Jaguar); 3, G. A. Lewis (H.R.G.); 4, W. A. Scott-Brown (M.G. TD).

(Results continued on page 224)



**Correspondence—continued.**

Where maximum efficiency is sought, the answer was given by Ricardo long ago. It is, to use two carburettors, one feeding cylinders 1 and 4, the other feeding 2 and 3. The cylinders in these pairs are 360° apart and there is therefore no possibility of any overlap between them, however exaggerated the valve timing may be. Exactly the same applies to the exhaust system, where two separate pipes should be used, one for cylinders 1 and 4, the other for numbers 2 and 3, as in the push-rod 2-litre Aston Martin manifold. Otherwise, as Mr. Houlding says, there is virtually no gain in efficiency from treating cylinders 1 and 2, and 3 and 4 as pairs, and manufacturing convenience can be the only reason.

On a six-cylinder engine the matter is even more pressing, as each cylinder is therefore phased only 120° apart; but it is easier to solve, as it is in the groups 1, 2 and 3, and 4, 5 and 6 respectively, that the cylinders are 240° apart. Even then there will be 30° or so overlap, and this is in no way altered by changing to three carburettors where each feeds an adjacent pair of cylinders. The optimum efficiency, short of using six carburettors, would then lie in fitting three carburettors taking cylinders 1 and 6, 5 and 2, and 4 and 3 as pairs.

J. A. F. BLIGHT.

CALLINGTON, CORNWALL.

\* \* \*

**Rebuke**

I THINK your headlines to the German Grand Prix report both unfair and even spiteful. Why "Alfas beaten again"—why not "Ferraris win again?"

After the unequalled support Alfa-Romeo have given to Grands Prix over the years, I regret to see their efforts commented on in this way. What headlines the Italian press could justifiably have used about British efforts in the past!

Anyway, who would be an Editor—he is always wrong by somebody's views.

BASIL DE MATTOS.

SURBITON.

(No "spite" is intended in such a headline. Alfas indisputably were beaten, a happening so rare as to make it the dominant feature of the race. It does not diminish our respect for their wonderful cars in any way whatsoever—Ed.)

\* \* \*

**Aston Martin Engine?**

WOULD it not be correct to have said in a recent issue of AUTOSPORT, "Lagonda", rather than "Aston Martin engine for H.W.M."

These 2½-litre engines were designed by Mr. W. O. Bentley at Lagonda Motors Ltd., Staines, and were only used in the Aston Martins after David Brown acquired Lagonda Motors.

So, congratulations must go to Mr. W. O. Bentley for having produced another reliable design to run so successfully at Le Mans.

M. H. WHITELEY.

LEW, BAMPTON, OXON.

\* \* \*

**Handicapping**

RECENTLY at some club meetings at Silverstone I have noticed that a notable absentee from the list of officials of the meeting has been the "handicapper". Can this be because he was afraid he might be shot by indignant drivers for his errors?

Racing a sports car is not a cheap sport and competitors expect to be given a handicap which allows them a sporting chance. Bearing this obvious fact in mind it is hard to imagine how some handicaps are arrived at. For instance, it would seem reasonable that two cars of identical type should be started together and that two teams of similar cars in a relay race should be handicapped alike. This has not happened.

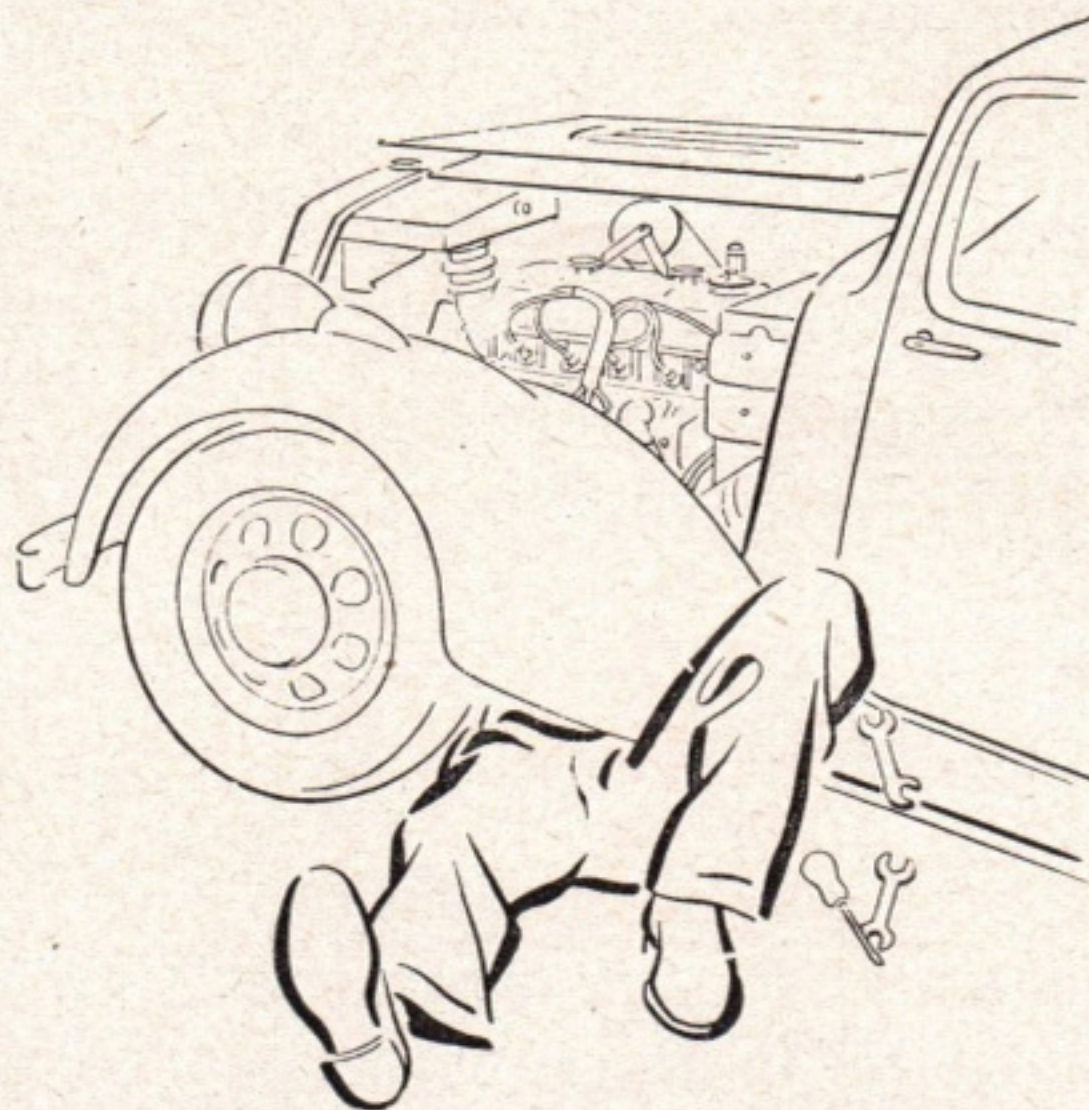
Because of this I feel that if a more equitable system is not devised soon there will be many who would rather stay at home than waste their efforts on what is inevitably an abortive race.

ROGER WHITE-SMITH.

WINTERBOURNE, GLOS.

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# NEWS FROM THE CLUBS

## THE "750" SIX HOURS RELAY RACE

THINGS are warming up nicely for that most ambitious project of the 750 Club, the Six Hours Relay Team Race, due to take place at Silverstone on 25th August. There are signs that a healthy non-Austin entry will be forthcoming, including XK 120 Jaguar teams, Aston Martins, Frazer-Nashes, H.R.G.s, BMWs, M.G.s, Healeys and a variety of vintage Bentleys, Lancias, Vauxhall 30/98s, etc. Needless to say numerous "750" Austins are being prepared and Ford 10-based Specials are also "probables". All of which must be very encouraging to the organizers, who, it should be recognized, are promoting the only long-distance sports-car race to be seen in this country in 1951. Its success might well mean the establishment of a new classic, and the official blessings which would go with it.

Friends and relatives of 750 M.C. members are admitted by free admission tickets, the sole charge being that, for car parking. Needless to say there are many helpers required for marshalling, lap scoring, pit observing, etc., and members willing to offer their services are asked to contact the Clerk of the Course, Ken Bickle, of 4 Pelham Court, Staines, Middlesex.

\* \* \*

## NIGHT NAVIGATION IN WALES

THE Rhyl and District Motor Club held a very successful Night Navigation Run on Saturday, 28th July. There was an excellent entry, ranging from an ancient Austin Seven to a Jaguar XK 120. The 57-miles run comprised main and second-class roads, two mountain tracks and some narrow, winding Welsh lanes.

Best performance was made by J. C. Jones in a TA M.G. Best Closed Car was A. Poppleton's Vanguard, and T. J. C. Davies (Ford V-8) was runner-up.



## WEEK-END AT WOLVERHAMPTON

SUNBEAM cars, ranging from G. Frank's 1914 16/20 to two 1935 25 h.p. models, returned to Wolverhampton, their birth-place, last week-end for the Rally arranged by the Sunbeam Register. Driving tests held on the Saturday afternoon were won by S. H. Darbishire's 1926 14/40 special tourer, J. M. Maxwell's 1930 25 h.p. coupé was second, and F. W. Joyce's 1933 16 h.p. saloon, third.

The evening was devoted to talks by old Sunbeam personnel, including Segrave's riding mechanic Bill Perkins, Frank Bill, who joined the Sunbeam racing department before the Great War at the age of 14, and the Sunbeam foreman, Mr. Tanner. Geoffrey Frank also spoke on the restoration of his 1914 Sunbeam.

On Sunday morning members were taken over the old Sunbeam test-route by Bill Perkins in R. Carter's 1915 ex-W.D. tourer, and later an imposing parade of Sunbeams was led through Wolverhampton by a police car, finishing in West Park, where the cars were minutely examined by the Chief Constable of Wolverhampton, Norman Goodchild, assisted by Mr. E. Russell, late of the Sunbeam Company. Best-kept car was adjudged W. L. Peart's 1934 20 h.p. saloon, and runner-up was W. C. Brown's 1930 16 h.p. coupé. Tying for third place were Mrs. Leroy's 1931 16 h.p. Sportsman's coupé and T. Moore's 1930 16 h.p. D.H. coupé.

\* \* \*

## NORTH LONDON ENTHUSIASTS' POINT-TO-POINT

BEGINNING at the Hut Hotel, Wisley, Surrey, a closed point-to-point meeting will be held by the North London Enthusiasts' C.C. on Sunday, 9th September. The course will cover approximately 90 miles, finishing at the Hut Hotel, and open and closed cars will compete on an equal footing.

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.

## CEMIAN GYMKHANA SWAMPED OUT

THE thunderstorm in Surrey on 22nd July forced the Cemian M.C. to abandon their Gymkhana at Hinchley Wood, bad luck indeed, for 30 entries had come in for this event. This Sunday a social run is planned, starting on the Barnet By-Pass from the "King's Head", Stirling Corner, and finishing with tea at Enfield, Middlesex.

\* \* \*

## A.M.O.C. RALLY AT BLETCHINGLEY

A RALLY and Treasure Hunt at Bletchingley, Surrey, for Aston Martin O.C. members is planned for 2nd September, beginning at 11.45 a.m. Lunch (only 30 reservations available) will be at 12.30, and the treasure hunt follows in the afternoon.

\* \* \*

## BROUGH RACING IN OCTOBER

THE Half-Litre Club has been invited to stage 500 c.c. car races at the Blackburn Welfare M.C.'s Motor-cycle Race meeting at Brough Aerodrome on Sunday, 7th October. There will be Scratch and Handicap events, in heats and finals, entries closing by first post, Friday, 14th September.

\* \* \*

## N.W. LONDON M.C. DRIVING TESTS

(Redhill, 12th August)

### RESULTS

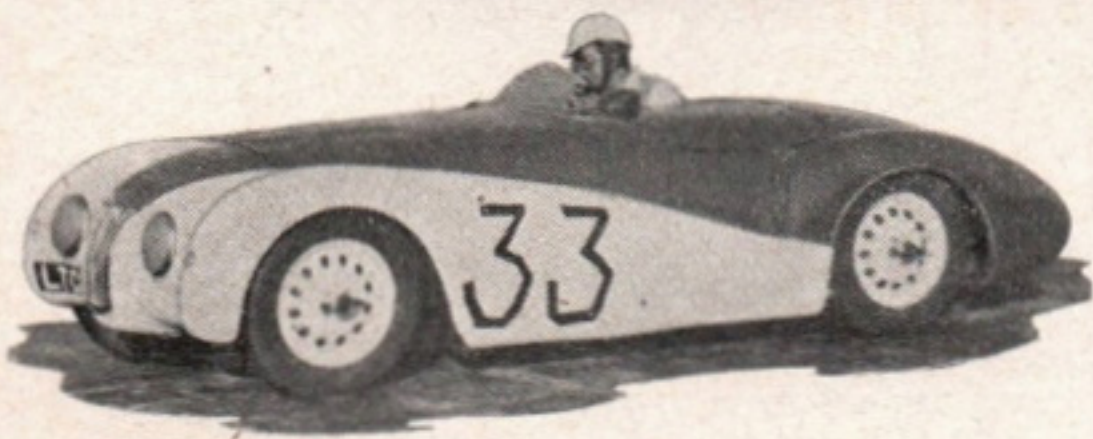
**Best Performance:** D. F. H. Cotton (Cotton Spl.).  
**Best, opposite class:** P. Brooks (Morris Minor).  
**Best N.W.L.M.C. Member:** R. F. Chappell (Dellow).  
**Best Guest Driver:** R. Randall (Austin A40 Sports).  
**Runner-up, Class A (open):** B. H. Dees (Dellow).  
**Runner-up, Class B (closed):** H. E. Cox (Ford 10).  
**Ladies' Award:** Miss Pamela Price (Morgan Plus-Four).  
**Team Award:** Dellow team: R. F. Chappell, B. H. Dees, E. W. Vero.

**CHAMPAGNE RALLY:** Roy Clarkson speaking at the conclusion of the East Anglian M.C.'s Champagne Rally which preceded the International Evian-Mont Blanc event. To his right, hiding behind the decorations, is Marcel Becquart, famous French rallyist, and in the corner, pipe in mouth, is Dave Price, class-winner in the "Evian" with a Plus-Four Morgan.

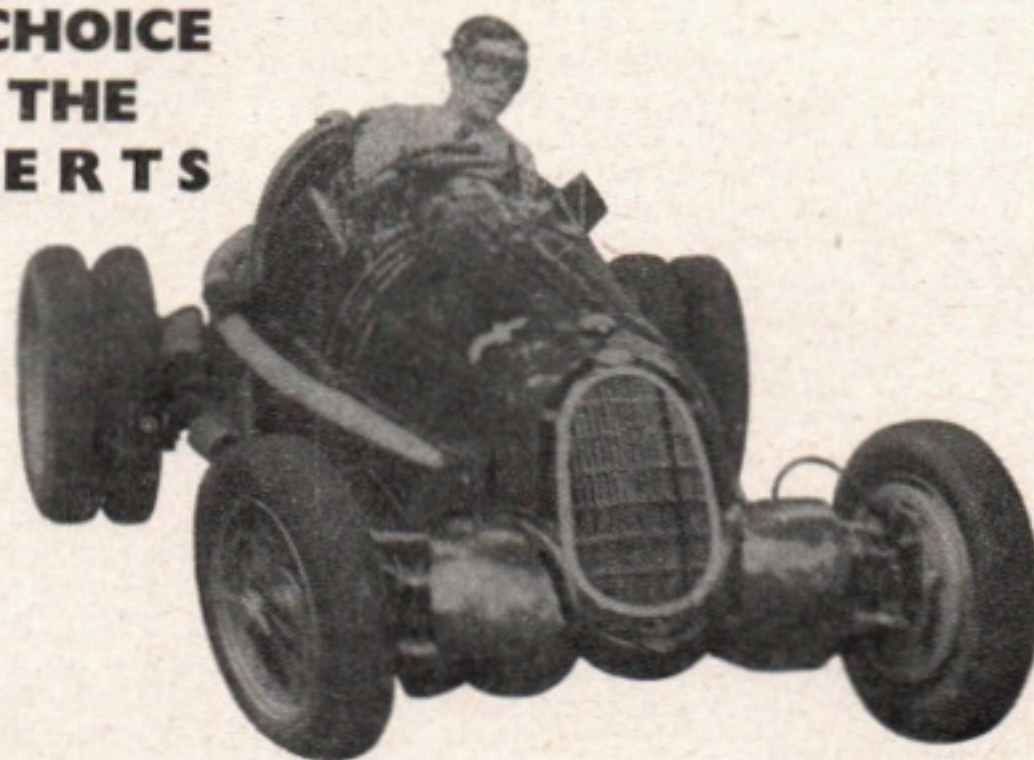


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# RECORDS FALL AT TRENGWANTON

**J. BASSETT (ALLARD) NEW  
HOLDER**

THANKS to fine weather, an excellent entry and a slight alteration in the capacity figures for some of the classes, the West Cornwall Motor Club's August Bank Holiday hill-climb at Trengwainton was the most enjoyable and successful to date. The record for the hill was broken no fewer than six times and finally established at 25.94 secs. by J. Bassett in the Allard which had made B.T.D. driven by J. W. Broad at Easter.

In Class A, up to 1,300 c.c., the crowd was treated to some neat driving by W. A. Cleave in his amazingly rapid Morris Special which won the class. A. W. Morrish's blown 939 c.c. short but high M.G. fought it out with C. P. Nichols's Dellow for second place, both cars looking very unsteady on the hairpins and honours going to Nichols with a time of 28.94.

Class B, up to 1,500 c.c., really brought the crowd to its toes, Martin Lewis (H.R.G.) setting up a new record on his first run, 27.17, which figure was promptly beaten by E. D. Scobey (H.R.G.) with a time of 26.80. Neither David Pritchard nor Peter Scott could reply effectively to this though both made well-judged ascents. G. S. Scali's peculiar looking low-built blown Ford Special, driven as enterprisingly as usual, pleased the spectators with a fast-looking climb in 27.90. The supercharged Dellow, handicapped perhaps by unsuitable gear ratios, tried unwisely to make up for lost time on the corners with the result that wheels lifted and in the case of R. B. James the model was completely inverted, fortunately without injury to the driver.

In Class C, A. Rusling motored his Allard up in 26.70, so wresting the



*"HURG" IN ACTION: E. D. Scobey made several fast runs at Trengwainton, culminating in a fine climb in 26.35 secs., bettered only by J. Bassett (Allard) the new record holder.*

record from E. D. Scobey. The XK 120 of W. Freed achieved 28.00, spinning its Dunlops for the first 100 yards. At Trengwainton for the first time, and apparently thoroughly enjoying himself, K. E. O. Burgess forced his well-known Allard up in 27.49 secs.

After the interval came the Open Championship Class and with it even more record breaking. E. D. Scobey (H.R.G.) returned 26.35 in reply to J. Bassett's run of 26.61 in the Allard to which the latter answered with 25.94, which figure remained as Best Time of the Day and New Record. The best aggregate time for all runs was made by E. D. Scobey and for this he was awarded the Laird-Lewis Memorial Trophy. Ash Cleave hurtled his little Morris Special up in the very fast time of 27.56. None of the H.R.G.s driven by P. Scott, J. M. Lewis and D. Pritchard was able to approach the new record figures, while sundry M.G.s, Dellow, etc., fought out private battles among themselves.

At 6 p.m. the presentation of awards by the President concluded an event that had been full of interest and keen competition from start to finish.

*(Results were published in last week's issue)*



*RECORD CAR: A. Rusling hurls his Allard around a bend at the West Cornwall M.C.'s Trengwainton Hill-climb on August Bank Holiday Monday. Later in the meeting J. Bassett drove this same car to create a new record for the grade in 25.94 secs.*

## AUTUMN TRIALS BEGIN

REGS. are out for the Mid-Cheshire C.C.s September Trial, due to be held on Sunday, 2nd September. A closed invitation event, members of the Chester, Lancs and Cheshire, Rhyl and District, Crewe and South Cheshire, and Sheffield and Hallamshire Clubs can compete. The trial starts and finishes at the White Barn Hotel, Cuddington, near Northwich, Cheshire; first car goes off at 11 a.m. Entries close on 27th August, and should be sent to J. Crutchley, Delavor, Winnington Avenue, Northwich.

## ANOTHER A.C. POINT-TO-POINT

ON 26th August, the A.C. Owners' Club will hold another of their point-to-point affairs which provide such excellent exercise in map reading. An outing for disabled ex-Servicemen is arranged for 2nd September.

## VINTAGE PRESCOTT TOMORROW

THE Vintage Sports Car Club are holding their annual closed hill-climb at Prescott tomorrow, 18th August, beginning at 1 p.m. There are classes for sports cars, racing cars, and Edwardians, with a special handicap class devised for the latter.

## M.G. CAR CLUB (IRISH CENTRE) MIDLAND CIRCUIT TRIAL

### RESULTS

**Premier Award:** C. K. Flynn (TD M.G.), 148 marks.

**Class 1 (Open M.G.s):** 1, H. W. Irwin (TD), 132; 2, H. Baker (TD), 125.

**Class 2 (M.G. saloons):** 1, C. Hogan (1½-litre), 140; 2, Dr. N. Jackson (1½-litre), 136.

**Class 3 (Open cars, other makes):** 1, S. Baker (1,172 Ford Spl.), 143.

**Class 4 (Saloons, other makes):** 1, R. Wood-Martin (A70 Austin); 2, W. F. Horne (Volkswagen), 95.



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- 1933 Riley 9 Saloon, original and very clean £215
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**ALVIS** 12/50, modified to 2-seater, mechanically excellent, 30 m.p.g., no oil. £160 rebuild recently, bills shown. All-weather equipment, taxed, insured. £185 or exchange J2 M.G., Austin Ulster or Special.—"Alvis", Chester Rest House, Chester-le-Street, Co. Durham.

**1934 ALVIS** SPEED 20 engine and gearbox, less cylinder block.—Merrett, 96 Knight's Hill, S.E.27. Phone after 6.30 p.m., GIP 3734.

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**Event 5, Scratch Race, cars under 1,500 c.c. U/s. (6 laps):** 1, J. C. C. Mayers (1,467 Lester M.G.), 12 mins. 49.8 secs.; 2, P. W. C. Griffith (1,467 Lester M.G.); 3, T. K. Shipside (M.G. TD, Stage 2); 4, J. R. Brown (M.G. TC); 5, J. F. Dalton (M.G. TD, Stage 2).

**Event 6, Scratch race, unlimited (6 laps):** 1, G. Tyrer (Frazer-Nash BMW), 12 mins. 51 secs.; 2, D. O'M. Taylor (Jaguar); 3, E. B. Wadsworth (Healey); 4, G. N. Mansell (Jaguar).

**Event 7, Final, Novices' Handicap (6 laps):** 1, J. Nicholson (M.G. PA S.), 14 mins. 22 secs.; 2, J. Partridge (Jaguar); 3, S. A. Mitchell (M.G. PA); 4, J. Venn (Healey).

**Event 8, Handicap Final, for first 5 cars in Events 1, 5, 6, 7 (25 laps):** 1, S. A. Mitchell (M.G. PA), 38 mins. 34.65 secs.; 2, M. L. Towner (M.G. TD, Stage 3); 3, T. K. Shipside (M.G. TD, Stage 2).

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