

**1/6** EVERY FRIDAY

# *Autosport*

**BRITAIN'S MOTOR SPORTING WEEKLY**

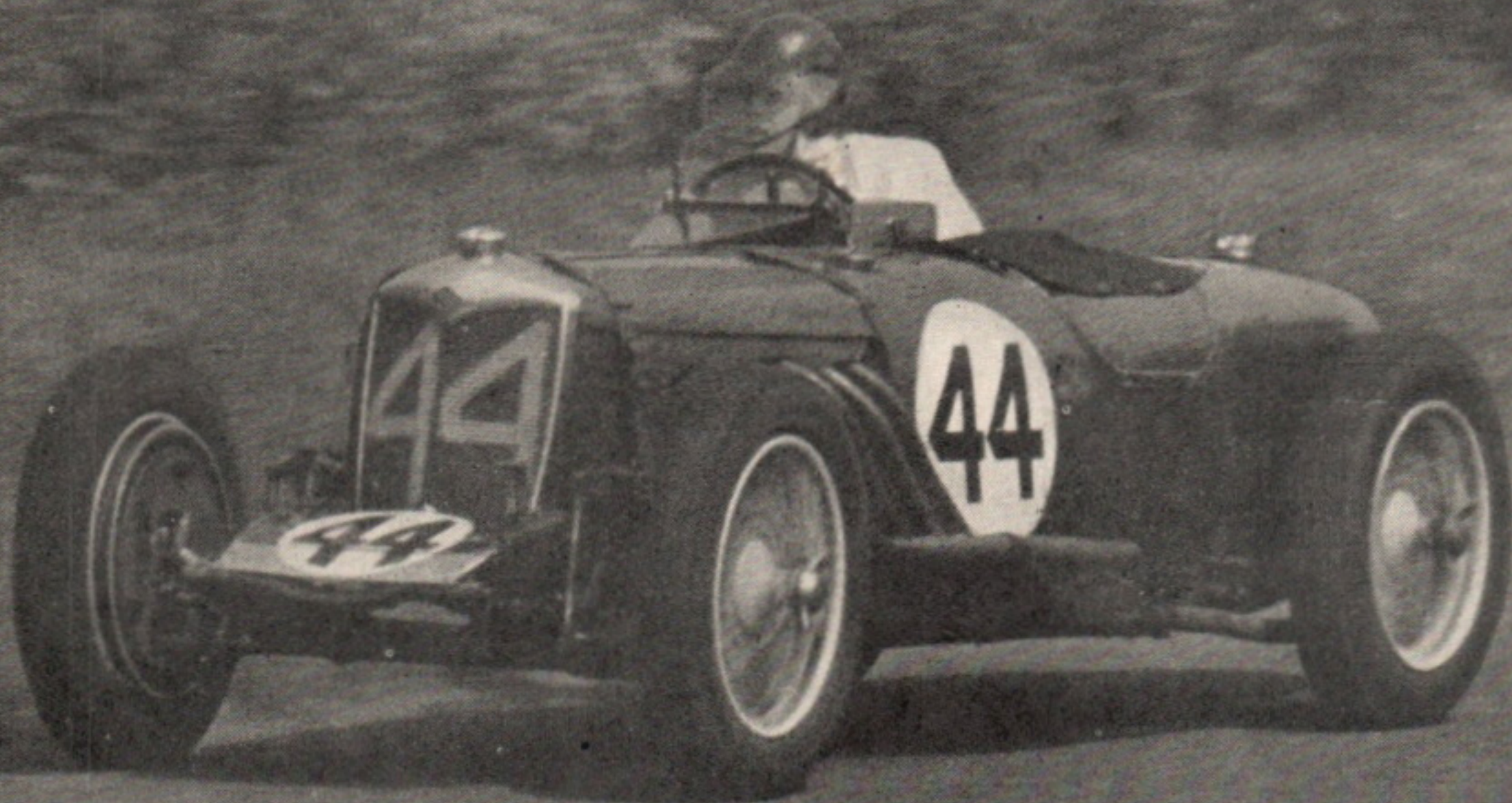
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GARDNER'S BONNEVILLE  
RECORDS

GONZALEZ WINS  
AT PESCARA

JOHN BOLSTER ON  
"IN REPLY TO YOURS"

Vol. 3. No. 8.  
August 24, 1951







## IN THE ENGINE

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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 8.

August 24, 1951

Assistant Editor - C. POSTHUMUS  
Northern Editor - RUSSELL LOWRY  
France - GERARD CROMBAC  
Chief Photographer - GEORGE PHILLIPS  
North of England - FRANCIS N. PENN

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## NOTICES

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## EDITORIAL

THIS issue marks the first anniversary of AUTOSPORT. On 25th August, 1950, the magazine made its initial appearance and immediately had a most enthusiastic reception. From all sides came reports that a weekly journal, devoted entirely to the Sport, was just the sort of thing that was wanted, not only in this country, but overseas.

Despite many difficulties, and in particular the serious paper crisis just before Christmas, which caused us to raise our selling price from 9d. to 1s. 6d., AUTOSPORT has firmly established itself as an important part of the motor-sporting sphere. We have been able to devote space to the doings of smaller clubs, and report at length on the more ambitious events. In covering the main Continental events, we have been guided by the opinions of the majority of our readers, and also by the irrefutable fact that there is a very large and ever-increasing public for International motor sport. Nevertheless, we have not overlooked our duty to readers mainly interested in home affairs, and have seldom, if ever, omitted reports of British events in favour of Continental affairs.

In championing the cause of the B.R.M., AUTOSPORT has done so in a sincere belief that the venture should be accorded all possible support, and that much of the criticism has been the result of a complete misunderstanding of the difficulties experienced in creating an entirely new Formula 1 car. It is now generally agreed that our decision has been more than justified.

With the increasing number of successes by British cars and drivers in International events, more and more interest is being taken in motor sport than ever before. AUTOSPORT will endeavour to cater for that interest, not only in reports and pictures, but by the publication of articles dealing with every aspect of the greatest sport in the world.

\* \* \*

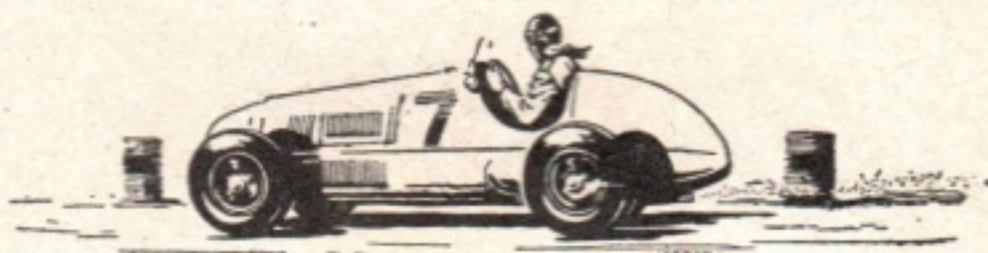
THERE is a suggestion in certain racing circles that the problem of the "revolving" driver could best be met by instant exclusion if his car were to leave the course at any given point as a result of a spin. AUTOSPORT does not agree with this drastic measure. It would be a far better plan to appoint umpires with special powers who could immediately flag off any driver who, in their opinion, was guilty of driving in a manner calculated to be dangerous to other competitors.

## OUR COVER PICTURE

**SUCCESS STORY:** Mick Hawthorn has had a wonderful season with the ex-Gee 1½-litre T.T. Riley. His bag includes the Ulster and Leinster Trophy handicap events.



# Pit and Paddock



**G**EOFF HOLT and Ann Gastrell become Mr. and Mrs. at Christ Church, Woodford, Cheshire, on 1st September.

\* \* \*

**A**UTOSPORT'S £200 British Drivers' 500 c.c. Championship had not a little to do with the huge entry for the Half-Litre Club's Silverstone meeting last Saturday.

\* \* \*

**B**ILL HARTLEY'S broadcasting dates include an eye-witness account of Sunbac's "Silverstone" (Midland Home Service, 6.25 p.m., 1st September) and a recorded commentary of Shelsley Walsh (Midland Home Service, 6.25 p.m., 22nd September).

## BACKROOM BOY



**GIRLING EXPERT:** Charlie Russell, Competitions Manager for Girling, Ltd., was formerly with Daimler Experimental Research for 20 years, then took over Tanks and A.F.V. liaison for Dunlop's during the war.

**T**ED LUND'S M.G. was driven by the owner at the M.G.C.C. "Silverstone" and not by M. L. Turner in the 25-lap Handicap.

\* \* \*

**S**EEN at Goodwood last Saturday—one elderly, custard-yellow Austin Seven tourer with hot water tap delightfully incorporated in the rad. filler cap.

\* \* \*

**R**EADER R. T. Booth, 32 Hitherbroom Road, Hayes, Middlesex, is desperately anxious to acquire a handbook dealing with the Wolseley Hornet. Can anyone help?

\* \* \*

**S**HELSLEY: High Entertainments Tax may force the Midland A.C. to abandon meetings at Shelsley after this season. Despite record crowds, the excessive Government "take" makes the events unprofitable.

\* \* \*

**I**N fairness to Alf Francis, H.W.M. crack mechanic, Stirling Moss was not put out by engine trouble when leading at Erlen, but by a fractured wishbone.

\* \* \*

**A**PARENTLY, the difference between Taylor's Jaguar and Wick's Allard in the Monnetier Hill-climb Test in the "Evian" was 11.4 secs. and not 21.8 secs. as originally given by the organizers. The Allard did the last 230 miles with four-wheel steering, owing to suspension and radius rod breakages.

\* \* \*

**R**OY SALVADORI didn't stall on the line in the big race at Boreham a fortnight back, as we stated. Mechanics were still changing the plugs in his two-stage blown Alta when the flag fell. He got away but was black-flagged off the course after a lap; bad luck for Roy, making his racing come-back that day.

**R**UMOUR that the B.A.R.C. will not have a 500 c.c. event at the Goodwood, 29th September International meeting. Surely this is a retrograde step?

\* \* \*

**S**TIRLING MOSS did try a Ferrari last week, and was invited to drive one at Monza. May have to refuse owing to his Jaguar drive in the T.T. the day before. Still and all, there are such things as jet-planes! Possible that he may have a wheel at Bari.

\* \* \*

**K**EN WHARTON is the 1951 R.A.C. Hill-climb champion with his supercharged Cooper-J.A.P. "1,000". His three victories at Shelsley, Bo'ness and Bouley Bay, and second place at Rest-and-Be-Thankful, have put him out of reach of Dennis Poore (Alfa Romeo). Problem for Wharton is whether or not to defend his 1950 Trials Championship title this season!

## MOSS IN B.R.M. WINS SILVERSTONE RACE

**T**HE "curtain raiser" at today's British Grand Prix at Silverstone, a 500 c.c. event over 20 laps, was won by British driver 21-year-old Stirling Moss by more than half a lap in one of the two B.R.M.s on which mechanics had worked all night to correct troubles which had prevented the cars taking part in official practice.

The stewards yesterday gave permission for them to take part in the race—on the back line of the grid—subject to their passing the scrutineers.

Stirling Moss jumped into the lead from the start of the race. After eight laps he had increased his lead to more than half a minute.

It was a comfortable win. Wharton came second, Moore third and Dryden fourth. Moss's speed averaged over 82 m.p.h.

From the "Huddersfield Daily Examiner", 14th July, 1951.



## The Editor Tells

# THE STORY OF

Mainly about the People who have helped to establish Britain's First Motor Sporting Weekly and enabled it to reach its First Birthday

ON 25th August, 1950, the first issue of AUTOSPORT appeared. It made its bow under difficult circumstances. A printers' strike threatened the majority of the London periodicals, and although this journal was then being printed at Welwyn Garden City, there was no certainty that the strike might not spread outside the metropolitan area.

The amount of preliminary work entailed was enormous. Response from the clubs was most encouraging and confirmed our view that a weekly journal devoted entirely to motor sporting affairs was not only desired but was a necessity. Without the enthusiasm of the average club member, the launching of such a project would have been practically impossible. It was particularly gratifying that the North and Midlands reacted so favourably to the announcement of impending publication. Scores of congratulatory messages were received, and orders for yearly subscriptions poured in. One intending reader, Hamish Orr-Ewing, was so confident of the eventual success of AUTOSPORT that he took out a five years' subscription. As events will show, this turned out to be a shrewd investment!

As the magazine would have such widespread interests, it was puzzling at first how to arrange for regular contributions. The North presented little difficulty. I had known Russell Lowry for some time as a thoroughly capable and painstaking journalist, with just that brand of humour that makes an immediate appeal to motor-minded folk. He had been responsible for a bright little monthly, *The Motor Club*, which circulated amongst clubs mainly in the North.

When I approached him concerning AUTOSPORT, Russell was most enthusiastic. He had just suspended publication of his monthly, owing to several difficulties, and

generously offered to permit AUTOSPORT to incorporate *The Motor Club*. He also offered the use of his own office at most generous terms, and we also gained the services of capable Bill Duckworth, who had assisted in the production of *The Motor Club*.

Russell Lowry's "Northern Lights" are so much a part of the magazine that it would be superfluous to dwell on the value of his weekly contribution. Northern people are caused to realize the importance of their own particular affairs, and they have a fine champion in the author.

The problem of photography in the North also solved itself. I had always been impressed by Frankie Penn's pictures, and I was most pleased when Penn agreed to organize things for us in the North and North Midlands. As all will agree, Northern events have always been well illustrated, and Frankie can be depended on to turn out ideal stuff.

In Scotland, Alex Bruce was a natural. Although almost overwhelmed with work, "Bodach"

readily agreed to cover affairs North of the Border, and his "Scotch Corner" became a much-read feature of Scottish motor-sporting life. It was only recently that "Bodach" answered a call to "come South", and wrote his last contribution in our 3rd August, 1951, issue.

So much, then, for the men North of Birmingham. For regular contributions dealing with technical and sporting affairs, John Bolster was a happy choice. At first, Bolster demurred, saying that he could never make a journalist. He appeared to have forgotten that his book *Specials* had already stamped him as the perfect contributor for a motor sporting weekly, and that his wealth of experience would enable him to write on practically any subject under the sun.

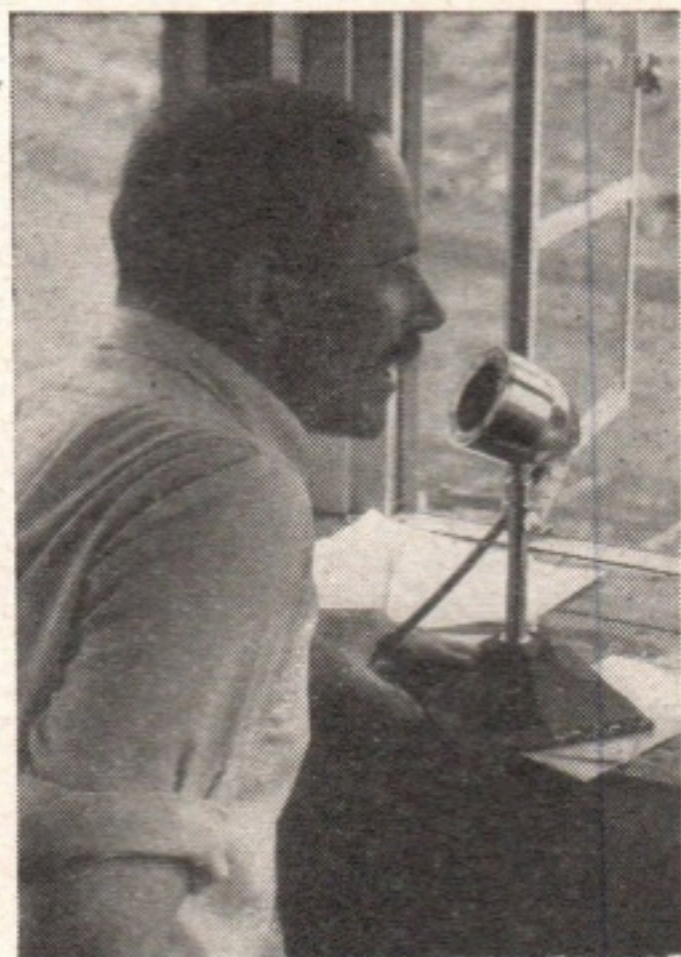
John Bolster has turned out to be one of the bulwarks of AUTOSPORT. His weekly articles have gained him an international reputation, and he is probably the most widely quoted motoring writer of today. His style has been imitated

(continued overleaf)



The cover of the first issue of the magazine.





JOHN BOLSTER, on the air at Brands Hatch.

**The Story of AUTOSPORT**—continued even by established journalists, and his work never loses that freshness of outlook which was so noticeable in his very first contribution.

Who will ever forget the immortal chain-drive controversy? This started, innocently enough, in an article published in our 29th September, 1950, issue, entitled "Chain-drive versus Shaft". First dissenter was "Swissair" technical man T. B. O'Reilly, and he was followed by a host of folk all eager for Bolster's blood, including those knowledgeable



NORTHERN LIGHTS: Russell Lowry.

military men, the Lieut.-Colonels Archdale.

Bolster stood up manfully to the assault, and when many contributors and correspondents had succeeded in tying themselves in knots, John produced an article, "Chain Drive Commentary", in the 6th April, 1951, issue, which appeared to settle everything once and for all.

Our Chief Photographer, George Phillips, has set an extremely high standard of camera work. Himself a well-known and successful racing driver, he has the knack of anticipating just where the best pictures



PHOTOGRAPHER: Frankie Penn—and tie!

are to be obtained. Phillips' pictures are a popular feature of AUTOSPORT, and no one works harder than "Phil" to make certain that race reports carry top-line illustrations. His assistant, Les Best, carries on the good work; his photograph of Culpan's Frazer-Nash at Silverstone in August, 1950, is often described as one of the finest action pictures of a sports-car ever taken.

With a leavening of the best freelances and agency operators, photography under the direction of George Phillips has placed AUTOSPORT very high in the field



BODACH, otherwise Alex Bruce.



CAMERA KING: George Phillips



ULSTERMAN: Wilson McComb



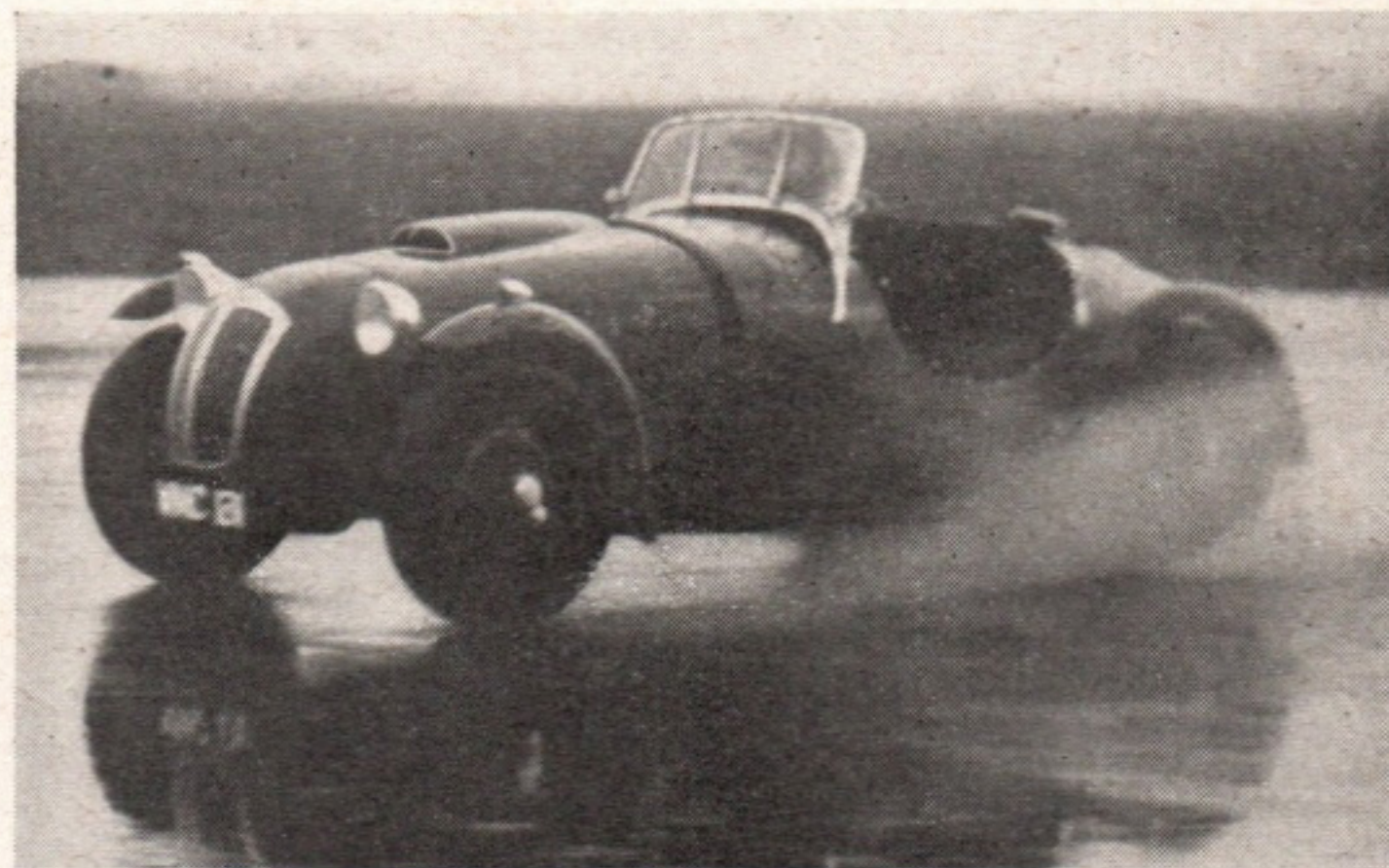
of illustrated sporting magazines.

Philip Smith's famous overhead camshaft M.G. articles were avidly read by owners of pre-war M.G.s. In spreading this series over several months of AUTOSPORT, we were often criticized for being M.G.-biased, but the scores of letters received from readers left no doubt that the articles were widely appreciated.

Norman (no relation) Smith's Case Histories provoked many arguments, and have been very favourably received. Portrait artist Acket's drawings of sporting personalities have also been popular as a change from the more conventional camera portraits.

Having mentioned Philip Smith, perhaps I could also refer to KLM 244. Without this very reliable and speedy little 1½-litre M.G. saloon, it would have been difficult to keep the magazine going at all in its early stages. Rain, hail, fog, snow or sunshine, this sturdy little car covered thousands of miles at home and abroad with the minimum of attention. As an editorial hack, it had a hard life, but never once did it let me down.

After AUTOSPORT had established itself, there was a call from Ireland to say that doings in Ulster and Eire received scant attention from motor-



*ALL-WEATHER: Bolster testing a Frazer-Nash under the worst possible conditions on the then unknown Boreham circuit.*

ing journals, and that it was up to AUTOSPORT to remedy this. Whilst I was abroad with Gillie Tyrer in search of records with his BMW at Jabbeke, a young man named Wilson McComb called at the office and suggested that he could do a lot to cover Irish affairs. Eventually I wrote to him, and since then McComb has certainly turned the limelight on Northern Ireland affairs. His "Ulster Hybrid" series introduced Irish builders to the mainland,

and started many arguments relating to Ford Ten r.p.m. and other delightful subjects. Wilson usually takes his own pictures, and many excellent ones have accompanied his reports and articles.

Later on, he found that Eire was rather too far away for complete coverage, and AUTOSPORT secured the services of conscientious H. A. O'Brien. These two men have presented Irish motor sport in a way that has never been done before.

Abroad, Gerard Crombac has been a grand source of information, and it will please many readers to know that "Jabby" has now recovered from his long illness, and will again contribute regularly to AUTOSPORT.

Amongst the stalwarts who help out with editorial matter from time to time are the inimitable Barclay Inglis, Bill Campbell, Wilson Rogers, Jack Radbourne, Dudley Coram, Cyril Tooley, G. H. Deason and Holland Birkett—all dependable people. Raymond Groves has established himself as a first-rate motor sporting cartoonist, with a decided flair for the topical.

Nearer H.Q., Cyril Posthumus came to AUTOSPORT with a reputation of being a serious historian and a clever model maker. He has since proved that he is extremely versatile and able to cope with practically any aspect of motor sport. His knowledge of pre-war motor racing activities has been the source of many fine articles, and he has done several

*(continued overleaf)*



*KLM 244: A tough little motor-car which did much to get "Autosport" going in the very early days.*





ASSISTANT EDITOR: C. Posthumus.

**The Story of AUTOSPORT—continued**

excellent reports of Grand Prix races.

Naturally AUTOSPORT has not been without its difficulties and disappointments. We had planned to reach a large public for our first issue by selling copies at Silverstone. However, negotiations between the *Daily Express* and ourselves broke down, and we were forbidden to offer copies for sale inside the circuit. Providentially, Advertisement Manager Norman Bigsby came to the rescue. He organized a sales party consisting of ex-R.A.F. officers under Tim Craxton. An operational H.Q. was established at "The Fox", Brackley, under command of Business Manager Col. John Campbell. This hastily organized sales staff sold a remarkable number of copies en route to Silverstone, and assisted in no uncertain way in establishing AUTOSPORT.

Probably the greatest disappointment of all was the failure of our paper suppliers to deliver our paper. At one time it looked certain that AUTOSPORT would have to suspend publication. The Alcuin Press, Ltd., helped out to the best of their ability, but there came a time when there were no stocks of paper on which to print the issue.

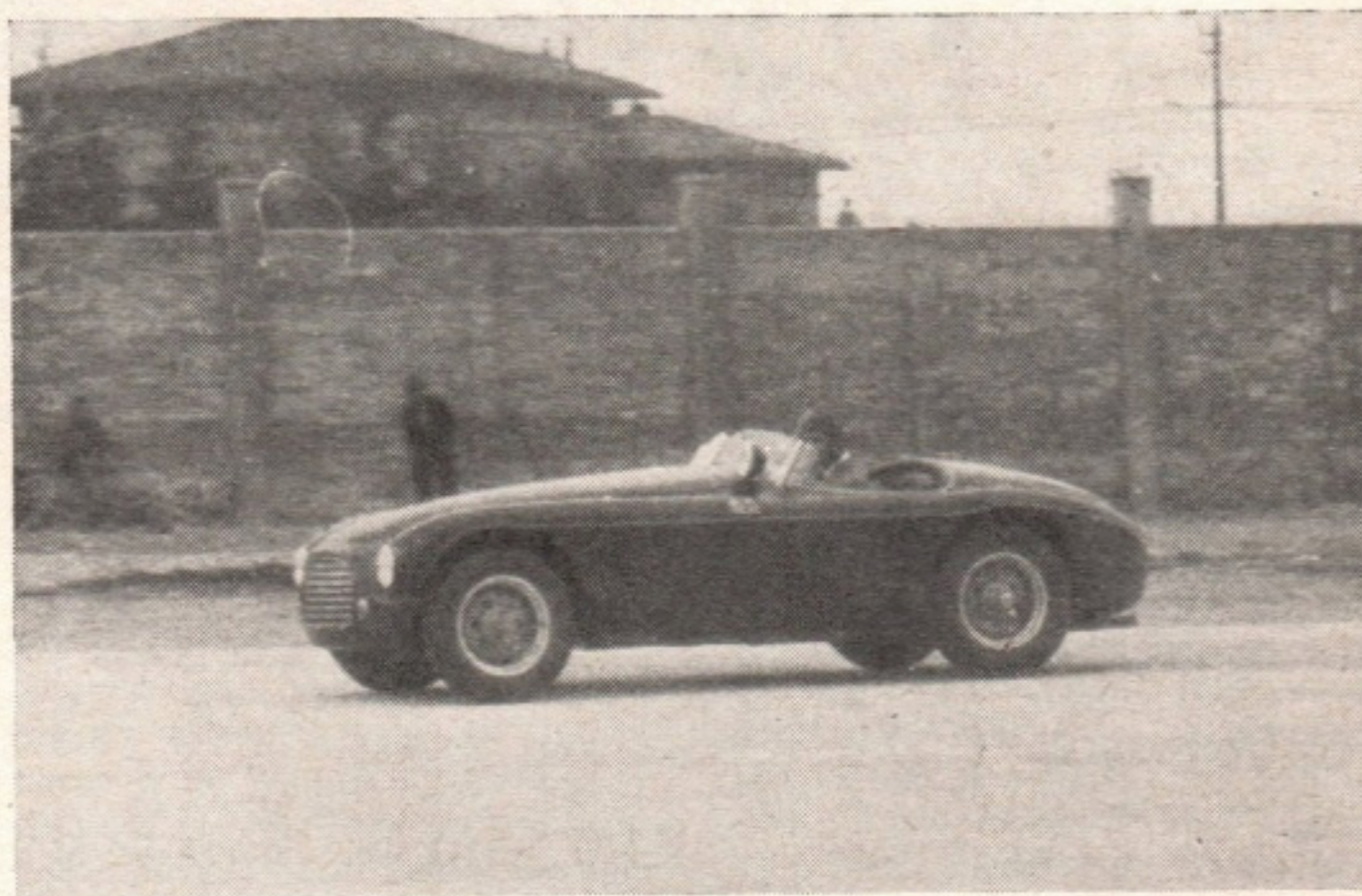
Eventually a supply was located, but this cost more than twice the amount we had contracted to pay. In order to keep the magazine going, the price was increased from 9d. to 1s. 6d. at Christmas, 1950.

Continually rising prices in everything connected with publishing have forced the proprietors to keep the magazine at this price, but despite this, circulation continues to increase each week.

We on AUTOSPORT hope that the magazine can go from strength to strength. We would like to thank

Jaguar and Allard victories in the "Alpine". A Jaguar also won the "Liège-Rome-Liège", and a Javelin the "Lisbon".

Alan Brown (Cooper) won the first Formula 3 Grand Prix at Luxembourg, and British 500 c.c. cars have enjoyed almost complete supremacy in International events.



FIRST TIME: The Editor was the first journalist to sample the 4.1-litre Ferrari. The car is seen on the small Modena circuit.

the advertizers who had sufficient faith in those early days to take space in a magazine that was entirely a new venture. Without their help it would have been an even more uphill task to solve the ever-present economic problems.



Gerard Crombac.



H. A. O'Brien.

In the 12 months of AUTOSPORT's existence, there have been many notable happenings. British cars and drivers have scored outstanding successes in International events, including the wonderful Jaguar, Aston Martin and Jupiter wins at Le Mans, and the overwhelming Frazer-Nash, Healey, Aston Martin,

A Kieft took several International class records, whilst amongst many remarkable Stirling Moss achievements, this young driver broke the 500 c.c. class record at Freiburg by no less than 80 seconds!

Leslie Johnson (Jaguar) covered over 132 miles in the hour at Montlhéry with a perfectly standard XK 120, whilst Goldie Gardner added the International Class "E" Hour Record to his enormous bag of class records.

Probably the most significant happenings of all have been the defeat of Alfa Romeo on two occasions in Formula 1 races by the unsupercharged 4½-litre Ferrari, and the promising showing of the B.R.M.s at Silverstone during the British Grand Prix.

We now have circuit racing in abundance in this country, and our only need is a proper road course to take the place of the ever-lamented Donington Park.

*GREGOR T. GREGOR*



on the line, but for ill-fortune when Sivocci in one of the experimental P1 eight cylinder cars was killed in a practice crash, whereupon the team was scratched.

Of the 15 remaining starters, the two most interesting designs were the German Benzes, which had rear-mounted twin-o.h.c. engines, all-round independent suspension, with rear swing axles, and rear brakes mounted inboard—all this 11 years before Auto Union startled the racing world with their rear-engined G.P. cars; and the blown Fiats, using a Roots-type instrument after the Wittig failure in that year's French G.P. The cars were extremely fast, and that brilliant driver Pietro Bordino led from laps 1 to 42, driving *one handed*, with the other in plaster, after a pre-race crash when passengering with Henri Giaccone. The latter was killed and Bordino broke an arm, adequate grounds indeed for withdrawing, but not for Bordino, who had his mechanic to change gear for him. Just after half distance his Fiat flung a tread, the handling becoming so difficult that this truly gallant man had to give up, utterly exhausted through his efforts.

Immediately his team mate, Felice Nazzaro, took the lead, but the third Fiat driver, Salamano, started a fierce scrap which delighted the

enormous crowds if not the Fiat team manager. Then Jimmy Murphy of the U.S.A. stirred things up more by getting his blue-and-white Miller between the two, though behind on distance, and refusing to budge. The sight of the battling trio sent the spectators into near hysterics, then came the inevitable 11th hour drama. Nazzaro's Fiat broke an oil pipe with two laps to go, spraying the unfortunate Felice and giving Salamano the chance he sought. He won the first G.P. of Europe at 91 m.p.h., a glutinous and not over-happy Nazzaro came second, and Murphy's Miller was third, after which the swarming crowd put an end to further racing. Two Benzes were classified fourth and fifth, whilst sixth and last was another Miller. Rather topical was the scorching of Albert Guyot's legs in his Rolland Pilain, and his appeal for a relief driver. He got one, Delalandre, but the race rules permitted no change so the car was disqualified. That, at least did *not* happen to either of the B.R.M.s at Silverstone this year.

#### That "Alfa 1-2-3" Habit

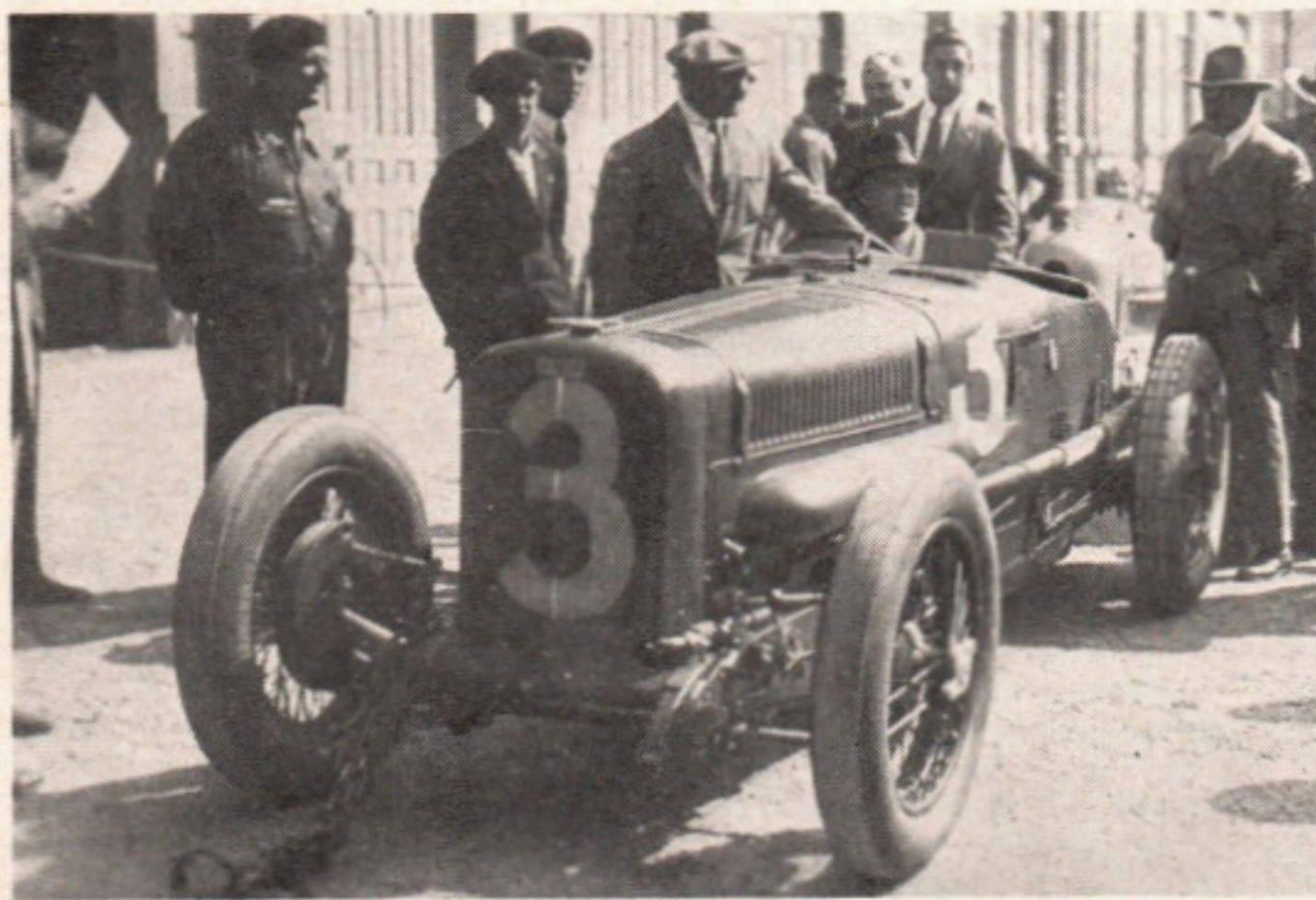
Other memorable Monza races took place in 1924, when Alfas began their now old-fashioned custom of finishing 1-2-3 and sometimes 4, Antonio Ascari (father of the Alberto we all know so well) lead-

ing three other P2s—lovely blown straight eights—home at record speed; 1930, when Achille Varzi in a 2½-litre Maserati headed Arcangeli over the line by  $\frac{1}{8}$  of a second after a breath-taking race; 1931 when the current champions Alfa and Bugatti were both bearded by a 3-litre Maserati driven *furioso* by the burly Luigi Fagioli; 1935, when the Mercedes team dropped out one by one and Hans Stuck scored an unexpected Auto Union victory; 1938, when Merce suffered again, this time at the master hand of Nuvolari, and 1950, when Ascari flung the first Ferrari challenge to Alfa's long-standing supremacy and ran second to Farina.

Many crashes have marred Monza's history, giving it at one time a somewhat sinister reputation as a "death circuit" (*vide* the Daily Press). Certainly many fine men met their end there; Sivocci and Giaccone in 1923, Count Zborowski in 1924, Materassi in the appalling 1928 disaster, when his Talbot plunged into the crowd, killing over 20 people and injuring many more; Arcangeli in 1931, Borzacchini, Campari and Czaykowski in the terrible meeting in 1933 when oil was spilt on the course, and Emilio Villorosi in 1939. This macabre record fortunately ends there.

Monza track has undergone many changes since 1922, and the present course, largely reconstructed after the ravages of war, is extremely fast, the record for the 3.9-mile lap standing to Juan Manuel Fangio (Alfa Romeo) at 118.83 m.p.h. Given favourable weather, this figure is virtually certain to fall this year.

For September's big race the expected Italian, French and British entries may be supplemented by the two legendary 1½-litre Mercedes-Benzes which were the winners, at the 158 Alfa's expense, of the 1939 Tripoli G.P. If this becomes possible then the 1951 Italian G.P., contested by the cars of four nations, should prove outstanding among Formula 1 events. May fortune go with the B.R.M. équipe and their drivers; they will be in the very lion's den, the home of the conquering Ferraris and Alfas. Their aim must surely be, not outright success, but another step towards it.



**LAP RECORD BREAKER:** Major H. O. D. Segrave drove the 12-cylinder 4-litre Sunbeam in the 1926 Monza Free-for-All race, leading to half-distance when trouble ended the British car's run. It broke the track record during practice.



RUSSELL  
LOWRY'S

# NORTHERN LIGHTS

SOMETHING like chaos prevails in this office owing to the Editor's sudden demand for a "decent" photograph with which to ornament the Anniversary issue. Evidently the little cherub who sat up aloft on this page during the opening weeks is not regarded as suitable. Fair enough. But the days have long gone past when this contributor regarded himself as photogenic, and we no longer collect snaps of ourselves striking muscular attitudes. Had the Anniversary occurred a few weeks earlier, I might have appeared in the uniform of Nevil Lloyd's Ecurie Gromyko, owing to the inheritance of a really-truly Russian sealskin hat, very appropriate for combating the rigours of the Northern trials' season. Perhaps the Ecurie wouldn't have me after all, as the bonnet is definitely bourgeois-tainted, having been bought in Moscow, circa 1910. Definitely Vintage, old boy.

\* \* \*

MY recent paragraph calling off the vultures of gossip from the resigning Chairman and Hon. Sec. of the North Midland Club, was only partly accurate in detail, although well founded in substance. In point of fact, Bert Hudson is still living and working in Belper, but his present job involves spending more and more time away from home, and he finds it impossible to carry on with the full volume of secretarial work. As a result of the Extraordinary General Meeting, Les Rew has taken over the work, but Bert Hudson is remaining Nominal Secretary, with the hope of taking up the reins again later. Ron Costigan, the Chairman, is indeed leaving the country again but not permanently. Geoff Seaman is taking over as Acting Chairman in his absence, and Ron Beasley has been elected to the Committee to keep up working strength. So there it is. The North Midland Club and I always seem to get mixed up. Last time it was they who did me wrong, but now we're all square again.

\* \* \*

AUTOSPORT is frequently quoted over the P.A. system in support of the request to drive nicely when leaving race meetings for home. It must be said that the advice is generally accepted, and I was all the more shaken a few weeks ago to see a large saloon car reel off half a dozen high speed *circuits de joie* while spectators were still dispersing. The car came down the straight with blaring horns in a spectacular plume of spray, and afterwards thrust out on to the dual-carriageway down the wrong feed-in and proceeded to sweep past all and sundry. The driver may have been anyone from Froilan Gonzalez to Lana Turner. I neither know nor greatly care. Probably the car was being handled with perfect safety. But it looked . . . yes, that's the word.

\* \* \*

DOWN at Silverstone last week-end, surprise was being expressed in highly experienced time-keeping circles that a private club meeting could be run off bang on

WATCH THE BIRDIE—MIXTURE AS BEFORE—  
LOADED DICE—EACH UNFORGIVING MINUTE  
—TO UNDERSTAND ALL IS TO. . . —ALL'S  
WELL THAT ENDS WELL

time even in bad weather. After all, no-one is better placed to express an opinion. "Northern Lights" was a bit shattered because the vast majority of Northern meetings are kept to schedule whatever happens. Could it be that we are ahead of the South in this matter? If so, I would recommend a short course at Gamston, under the Sheffield and Hallamshire Club, where if a race is down to start at 2 p.m., Cuth Harrison doesn't drop the flag when the minute hand of the Town Hall clock is approximately upright, but exactly one-fifth of a second after 13.59 hrs. 59 $\frac{1}{5}$ th. seconds—even if he gets run over in the process. But the master key to the Silverstone meeting which caused raised eyebrows for promptitude, was Les Holmes—Lord Paddock Marshal, and incidentally, a Southerner.

\* \* \*

I SOMETIMES wonder if the technical Press has lost its critical powers or whether it is suppressing them from kindness of heart or public desire. In days gone by, the small event-running group of which I was one, used to await the following week's pronouncements with breath as heavily bated as any prisoner in the dock. Sometimes we bathed in the radiance of approval, and sometimes we gathered a crop of raspberries. The general effect was certainly to keep us on our toes.

Seeing journalistic and club committee life now from the other side of the fence—or rather with one foot on each side of it—I feel there is something lacking. Even the biggest organizational blobs are passed over in silence, and you'd have a job to know whether any given event had been efficiently run or not. Yet backstage chat remains as virulent as ever—and as unfair as ever in some cases. It is far easier to criticise than to perform.

\* \* \*

HAVING read that the saloon bar of the Fox at Brackley looked like a page out of "Northern Lights" t'other day, I thought I'd better go and have a look. Certainly, Les Sykes makes his little inn breathe an atmosphere of friendly enthusiasm, and he was a very perfect host, in spite of protracted mental anguish about the delayed arrival of Sykes Mark II. Incidentally, I learned that it was within his walls that AUTOSPORT weathered an early crisis when the printer of those days bound up a whole batch of one issue with two lots of page four and none of page eight. All available hands set to work sorting out the faulty numbers in the back parlour. Those were the days. A suitable note on which to end this Anniversary outburst.



August 24, 1951

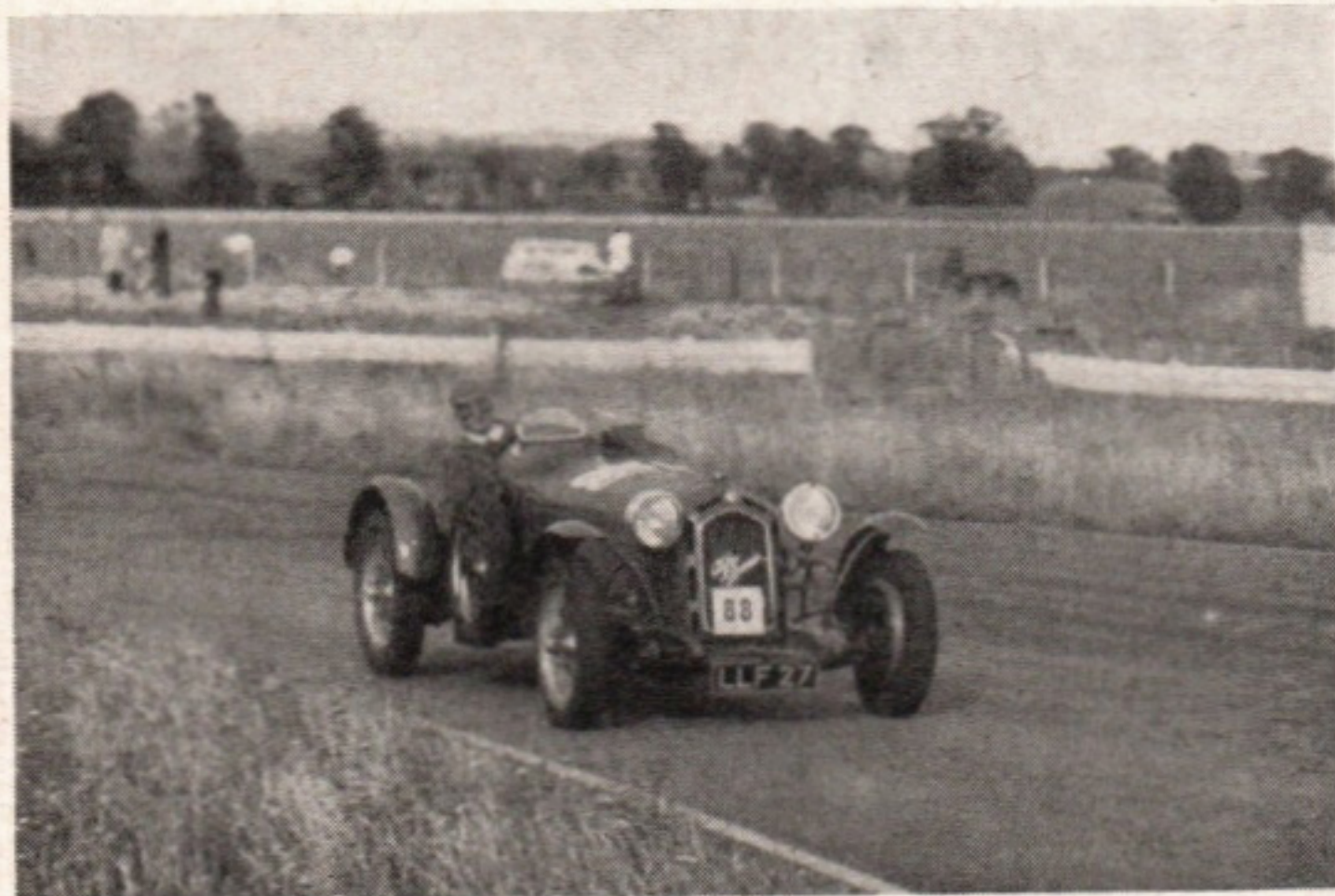
# A PLEASANT AFFAIR

**Sunshine and Good Racing at  
B.A.R.C. Members' Goodwood  
—J. M. Hawthorn Wins  
Brooklands Memorial Trophy**

GOOD racing, good weather and a pleasingly informal atmosphere made last Saturday's B.A.R.C. members' race meeting at Goodwood a very pleasant affair. Nine sports car races made up the afternoon's programme, and right well and spiritedly were they contested by nearly 100 entrants.

At 2 p.m., 14 cars were released on the first 5-lap scratch race for unsupercharged cars up to 1,500 c.c., R. J. L. Threlfall's Lester-M.G. led off from the front row, with W. P. U. Constable's and P. B. Merritt's M.G.s showing surprising pace but yielding to Ken Downing's blue Connaught and J. M. Hawthorn's fast 1½-litre T.T. Riley. J. C. C. Mayers (Lester-M.G.) clung grimly to the two leaders, while Hawthorn drew away from Downing to win by a clear 16 secs.

Race 2, for 1,500 c.c. to 3-litre unsupercharged cars, was a Frazer-Nash benefit, T. A. D. Crook heading R. F. Peacock over the line by a length or so after a great scrap, the winner averaging 78.34 m.p.h. Third came another 'Nash, H. A. Mitchell's comely heather-hued car, and Tony Rolt drove R. R. C. Walker's DB2 Aston Martin into fourth place.



*RIGHT LINE: J. P. Bremner (Alfa Romeo) moves over as Duncan Hamilton takes the shortest course around Madgwick corner during the eighth race. His Jaguar finished second.*

With Philip Fotheringham-Parker in Duncan Hamilton's XK 120 Jaguar and Sidney Allard (Cadillac Allard) both in the front row for the over 3-litre 5-lapper, good sport was promised. And thus it proved, Allard's extra two litres doing the trick, though Fotheringham-Parker drove splendidly in his endeavours to hold the "Caddy". B. Chevell's lovely 4.3-litre Alvis clung to the Jaguar throughout to finish third, only one second behind. Two 3.3-litre Bugattis, R. C. Symondson's and A. C. Whincop's, were impressively fast and competently handled. Allard turned the fastest lap at a respectable 83.5 m.p.h.

Next, the Bentley Boys had a session with a 5-lap handicap, and cynosure of all eyes was Gerry Crozier's magnificent 8-litre, the ex-Barnato-Hassan Special which Ian Metcalfe converted for road use. Did it win? No, not with Goodwood's curves to cope with from the scratch mark. Limit man J. H. Bailey in a 1923 3-litre took an unassailable lead, winning by 12 secs. from J. Foreman's similar model. R. H. B. Mason's 1930 "4½" rumbled into third place, and Jack Fairman in what many insist on terming a "Rolls-Bentley"—i.e., the later R.R.-sponsored product, a 1934 3½-litre with neat, grey open body by Abbotts of Farnham—took a silent fourth place.

Fotheringham-Parker (Jaguar) was hero of the fifth race, a 5-lap handicap, hareing after P. B. Merritt's fast T.T.-type NE Magnette (1 min. 40 secs.) and making fastest lap at a resounding 84.54 m.p.h. to take second place in front of E. Cooper Harewood's PB Midget. H. A. Mitchell (2-litre Frazer-Nash), rather cruelly placed on scratch to the Jaguar's 15 secs., not unnaturally couldn't cope.

C. J. Mitchell's old red Invicta with 4½-litre engine delighted everyone by leading laps one and two of the next handicap, eventually to be caught on lap three by Nigel Mann's fine 2.6-litre blown Alfa Romeo (driven in its youth by Campari). Sidney Allard, on scratch, came up behind the Invicta, which promptly shot off-course into the field, rejoining the race wearing an involuntary

**MONZA ALFA:** David Lewis's 2.6-litre Alfa Romeo, winner of the seventh race at 77.5 m.p.h., at Madgwick.



tary garland of clover, eventually to finish gallantly, way behind and smoking heartily. Mann's Alfa won from Symondson's "Bug", while Allard lapped at 84.56 m.p.h., fastest of the day.

Event 7, again a 5-lap handicap, saw variations on a theme by Abingdon a plenty on the line, types J, PB, TC, TD and Magnette all being present, of which J. Nicholson's blown 847 c.c. PA job staved off R. R. C. Palmer's "chain gang" Frazer-Nash to win by under a second, with Harewood's spritely PB third.

Next race brought out some of "the names"; Duncan Hamilton (Jaguar) on scratch, Tony Rolt (DB2) with 10 secs. start, Jack Fairman in the Abbott-Bentley (25 secs.) and Australian Tony Gaze in a Bristol saloon (41 secs.), John Wyer entered the Parnell Le Mans DB2 Aston Martin to be driven by Pat Griffiths, the Lester M.G. man who lost

the Lo.M. race by last-minute misfortune. All the backmarkers drove like Hades, Rolt sliding every turn, Hamilton doing likewise and scorching the roadside turf en route, but D. Lewis in his game old 2.6 blown Alfa had "that little something" and used it to win by a comfortable margin from Hamilton's "Jag". Griffiths made a good start in the DB2, then did a high-speed spin in front of Tony Rolt on lap three and dropped back.

Last race was of added significance as it was the "decider" for the "Motor Sport" Brooklands Memorial Trophy, awarded to the B.A.R.C. member making the highest aggregate performance in 1951 club meetings. Joint leaders with 19 points apiece were Tony Crook and J. M. Hawthorn, both of whom had already won a race that day. Hawthorn's Riley had 17 secs. start over Crook, on scratch in his Frazer-Nash, but in a field containing Downing's Connaught, with 1 min.

33 secs. start, Hamilton's Jaguar (30 secs.) and Mayers' lusty Lester-M.G. (45 secs.) this was going to be a very keen tussle. Downing took the lead from limit man A. W. Langman (R.C.F.) after a lap and was never caught thereafter, but the battle behind was stirring. Duncan Hamilton got up to second place, Hawthorn's Riley, passing car after car, got to fourth, and Tony Crook, the delightful tautness of his Nash's exhaust note testifying to his pace, drove all he knew to regain the Riley's 17-secs. start. Despite a fine lap at 83.1 m.p.h., he couldn't quite make it, running out the last lap in fifth place about 20 yards behind Hawthorn. Winner was Ken Downing at 75.26 m.p.h., and Hawthorn, fourth home, became winner of the Brooklands Memorial Trophy for 1951 by one point. A grand race to end a grand meeting, rendered all the more entertaining by the amusing "patter" of the commentators.

## RESULTS

**5-lap scratch Race, Cars up to 1,500 c.c. U/s.:** 1, J. M. Hawthorn (1,496 Riley), 9 mins. 24 secs., 76.59 m.p.h.; 2, K. H. Downing (1,485 Connaught); 3, J. C. C. Mayers (1,467 Lester-M.G.); 4, R. J. L. Threlfall (1,467 Lester-M.G.).

**5-lap Scratch Race, 1,500 to 3,000 c.c. U/s.:** 1, T. A. D. Crook (1,971 Frazer-Nash), 9 mins. 11.4 secs., 78.34 m.p.h.; 2, R. F. Peacock (1,971 Frazer-Nash); 3, H. A. Mitchell (1,971 Frazer-Nash); 4, A. P. R. Rolt (2,580 Aston Martin).

**5-lap Scratch Race, over 3 litres U/s.:** 1, S. H. Allard (5,420 Cadillac Allard), 8 mins. 50.8 secs., 81.38 m.p.h.; 2, P. Fotheringham-Parker (3,442 Jaguar); 3, B. Chevell (4,390 Alvis); 4, J. H. Craig (3,442 Jaguar).

**Bentley Handicap, 5 laps:** 1, J. H. Bailey (1923 3-litre), 11 mins., 65.41 m.p.h.; 2, J. Foreman (1923 3-litre); 3, R. H. B. Mason (1930 4½-litre); 4, J. E. G. Fairman (1934 3½-litre).

**5-lap Handicap (A):** 1, P. B. Merritt (1,271 M.G. Magnette), 71.4 m.p.h.; 2, P. Fotheringham-Parker (3,442 Jaguar); 3, E. C. C. Harewood (939 M.G.); 4, E. W. Cuff-Miller (1,089 Riley).

**5-lap Handicap (B):** 1, Nigel H. Mann (2,600 Alfa Romeo S), 10 mins. 11 secs., 77.61 m.p.h.; 2, R. C. Symondson (3,257 Bugatti); 3, B. Chevell (4,300 Alvis); 4, L. Wood (3,442 Jaguar).

**5-lap Handicap (C):** 1, J. Nicholson (847 M.G. S), 10 mins. 50.6 secs., 69.27 m.p.h.; 2, R. R. C. Palmer (1,496 Frazer-Nash); 3, E. C. C. Harewood (939 M.G.); 4, E. W. Cuff-Miller (1,089 Riley).

**5-lap Handicap (D):** 1, D. Lewis (2,636 Alfa Romeo S), 10 mins. 7.4 secs., 77.5 m.p.h.; 2, J. Duncan Hamilton (3,442 Jaguar); 3, A. P. R. Rolt (2,580 Aston Martin); 4, J. I. Bremner (2,300 Alfa Romeo S).

**5-lap Handicap (E):** 1, K. H. Downing (1,485 Connaught), 9 mins. 59 secs., 75.26 m.p.h.; 2, J. Duncan Hamilton (3,442 Jaguar); 3, J. C. C. Mayers (1,467 Lester-M.G.); 4, J. M. Hawthorn (1,496 Riley).

★  
*WOODCOTE  
DRIFT: R. D.  
Feldman trying  
hard to catch the  
limit men from  
the 56 secs. mark  
in Event 6, a five-  
lap handicap.*  
★



## CAMBRIDGE UNIVERSITY AUTOMOBILE CLUB

WILL any resident or veteran member of the C.U.A.C. who wishes to enter the 1st Inter-Varsity Rally on 27th and 28th October, please write to the Secretary, Tim Wood, 12 Kepstorn Road, Leeds, 6.

## CEMIAN M.C. MATTERS

THE "Hertfordshire Hunt", a social run for Cemian M.C. members held on 19th August, was won by Andrew Arnold (Standard 8 saloon) who scored 195 marks. Runner-up was Hugh Cocker (Riley Spl.) with 175 marks.

The President's Cup Rally on 16th September, an event for normal motorcars, takes the form of a road section ending with driving tests at an airfield in Bedfordshire. November's Knowland Trophy Trial has been nominated by the R.A.C. as one of the events eligible for the Trials Drivers' Championship.

## CLUB FIXTURES

**Bentley D.C. (Mid-West).**—Noggin and Natter, 25th August, "King's Arms", Salisbury, 7 p.m.

**A.C.O.C.**—Point-to-point, 26th August, Ascot-Fleet area.

**Allard O.C.**—Gymkhana, 26th August, Bridge Farm, Tadlow, nr. Royston, Herts, 12.30 p.m.

**Public Schools M.C.**—Rally, 26th August, Sevenoaks, Kent.

**Bentley O.C.**—Social run and Noggin and Natter, 26th August. Meet, "Compton Arms Hotel", Stoney Cross, Hants.

**Harrow C.C.**—Gymkhana, 26th August, Lane Farm, Bovingdon, 2.30 p.m.

**A.C.O.C.**—Meeting, 29th August, "Barley Mow", Horseferry Road, S.W.1. Outing for Disabled ex-Servicemen, 2nd September.

**Vintage S.C.C.**—"Last Thursday" Meetings, 30th August, "Jolly Farmers", Enfield, Middx; "Smoker Inn", Plumley, Ches., "Crescent Hotel", Ilkley, Yorks.



# "IN REPLY TO YOURS..."

By JOHN BOLSTER

AS a regular contributor to AUTOSPORT, I am naturally in receipt of a good deal of correspondence from readers. Since I am not encouraged to employ a beautiful blonde secretary, I am afraid I never quite catch up with all this, and a lot of letters don't get answered. I would therefore like to use this opportunity of thanking all the chaps who take the trouble to let me know their point of view, and to assure them that their remarks are most helpful.

A few months ago, the unfortunate postman staggered daily to my door with an immense load of mathematical equations. After I had called off my faithful hounds, who cannot be persuaded that postmen are not expendable, I had then to wade through the latest manifestations of the Chain Drive Controversy. Today, things are different, and the Rally (pestilential or otherwise) easily heads the list of preferred subjects.

## Pinpoint

It has been alleged, in another place, that enthusiastic rallyists have been making pincushions in the shape of my torso. Be that as it may, I have not yet had a single adverse comment on my article, except from people who complain that I did not go far enough. Now, my object in writing the thing was to do a bit of good to motoring sport in general, and I feel that to go into any greater detail about individual instances of immorality would be merely to put weapons in the hands of our opponents. It is very much to our advantage to show the general public, at all times, that their safety and convenience are our first consideration, but to advertize particular examples of petty misbehaviour helps nobody.

In this connection, I am delighted that *The Autocar* has now taken up the subject, and has treated it most sensibly in an editorial headed, "Growing Problem". "However unpalatable the subject may be," it begins, "we are forced once again to remind organizers of the cul-de-sac up which the rally as an event is travelling." After dealing with reduced safety margins, increased accident rates, and the growing opposition of some Continental police forces, it suggests that a rally disaster may easily put an end to such events for ever. "The effect on road racing of the 1903 Paris-Madrid event should never be forgotten," is the sage conclusion.

Do I detect the surreptitious withdrawal of some of those pins?

Although most of the discussion so far has been about the bigger events, I have had several letters suggesting that all is not well with some of the minor club "do's". Apparently, even some innocent shows of the treasure-hunt variety have resulted in fierce driving through narrow country lanes. If this is so, it can only be through lack of imagination, and I am sure it can be stopped without employing the Gestapo methods that some correspondents advocate.

Harking back a bit, some people may remember

that I wrote an article on crash hats. My friend, Laurence Pomeroy, has mildly reproved me for omitting the historical side of the story. He points out that it was the late Sir Henry Segrave who originally popularized this form of headgear in first-time racing. That is perfectly true, and I can remember, as a small boy, that protective hats were always described as "Segrave helmets".

## Great-War Technique

A more recent effusion on the single-valve engine has brought an interesting letter from Ernest Ford, ace fighter pilot of World War I. He says that, before starting a Monosoupape one gave it five turns *backwards* to "suck in". The reason for this is not at once clear to me, but apparently if you didn't play your cards right, a large volume of blazing fuel blew back from the carburetter, which was situated more or less between one's knees. It sounds a somewhat perilous procedure, to say the least!

Of course, by writing on suspension and steering I have assured myself of a constant flow of letters. I also find myself invited to "take her up the road and find out just what does happen," and, believe me, it usually does. Also, I was recently persuaded by a fond parent to test his son's re-hashed version of a well-known "Seven", the theory being that if I wasn't killed the car was fit for use.

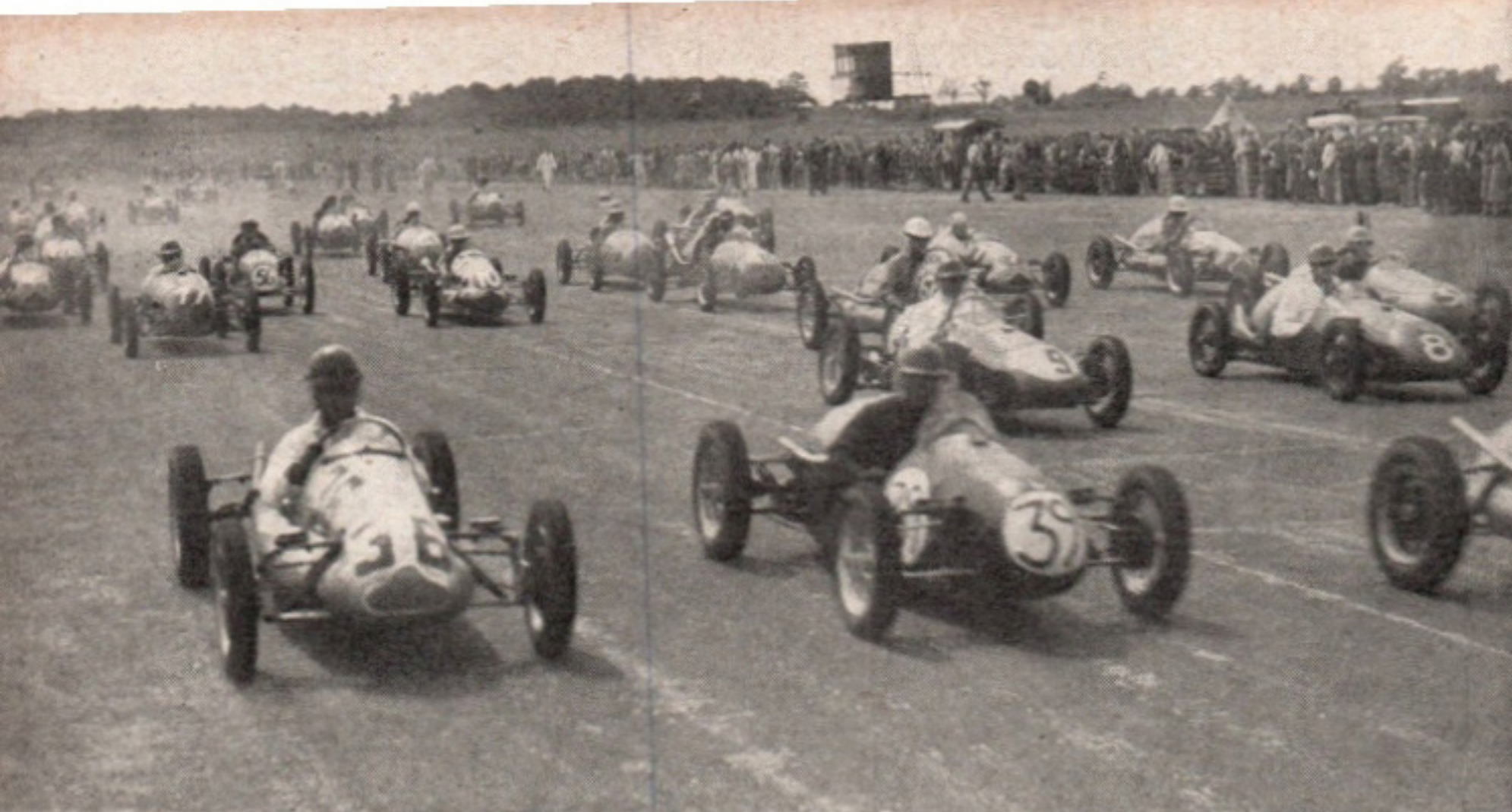
## Variety the Spice

I really do enjoy driving as many different sorts of motor-cars as possible. There is always a feeling of excitement in taking over any new model that one has never handled before. Well-used examples are, perhaps, the most interesting, however, for a good car that has covered a great mileage always seems to develop a personality of its own. In passing, it is astonishing in what a state of near-disintegration many enthusiasts keep their machines. It is nothing for the steering wheel to have half a turn of play, and quite usual for a violent swerve to right or left to follow the mildest brake application. Apparently, these things come on gradually, and the owners develop a subconscious legerdemain by which they combat the deficiencies of their everyday vehicles.

"Specials" are always fun, and I feel greatly privileged when I am invited to take the wheel of one of these. I have recently been driving a machine which embodies rear-wheel steering, front-wheel drive by side chains, and an infinitely variable gear. It sounds like a special to end specials, doesn't it? Actually, it was a combine harvester!



# HALF



SILVERSTONE last Saturday provided a grand day's sport, and thoroughly vindicated an all-500 c.c. programme on the Club Circuit. For this closed event, the Half-Litre Club had the remarkable entry of 89 cars, of which 69 took part in the two 100-mile races. A large crowd of spectators rolled up to see the 500s in action, and all five races on the programme were hotly contested and chock-full of incident.

Ecurie Richmond's Alan Brown won the first 100-miler, after an extraordinary finish when the leaders all stopped within a few laps of the end. Les Leston scored a grand win in the second 100 miles event, after an exciting duel with Eric Brandon, and a last-minute bid by Ken Gregory in the 1951 Kieft, who eventually finished second. Charles Headland had a good day, with a couple of victories in shorter races, and Ken Smith defeated the redoubtable Jack Moor in the non-production car event.

Mechanical casualties in the "century" races were not unusually high. Out of 31 starters in the first event, 13 finished the race; in the second event, there were 18 folk who saw the chequered flag out of 39 starters.

EVENT 1, a 5-lapper for all comers, produced a photo-finish by Charles Headland (Cooper-Norton), and Les Leston (J.B.S.-Norton), the former getting the verdict by .05 of a second, at 74.76 m.p.h. Headland also won the 10-lap production car race, by 3 secs., from J. K. B. Brise (Cooper-J.A.P.) J. Coombes (J.B.S.-Norton) was a mere 0.6 of a sec. behind Brise.

*ALL-COMERS (Above): J. K. B. Brise (Cooper-Norton, 36), André Loens (J.B.S.-Norton, 39), T. J. Clarke (Iota-Norton, 9), R. W. Messenger (Iota-J.A.P., 8), Les Leston (J.B.S.-Norton, 37), John Cooper (Cooper-Norton, 19), R. D. Brown (Cooper-J.A.P., 77), Charles Headland (Cooper-Norton, 10), A. D. Gill (Cooper-Norton, 48), J. D. Barber (Cooper-J.A.P., 60), Don Gray (Cooper-J.A.P., 7) and Bill Patterson (Cooper-J.A.P., 78) are prominent at the start of the All-Comers Race.*

*SECOND "CENTURY": An unusual view of Stowe Corner featuring J. W. Burgoyne (Cooper-J.A.P., 73), Ken Gregory (Kieft-Norton, 81), Dick Richards (J.B.S.-J.A.P., 5), Clive Lones (Iota-J.A.P., 63), Jack Moor (Wasp-Norton, 65), Tom Leigh (Cooper-J.A.P., 69) and Ken Watkins (Emeryson-J.A.P., 43).*

## Alan Brown (Cooper-Norton) and Les Leston (J.B.S.-Norton) win 100 mile races—Charles Headland's Double—Ken Smith's Fine Victory in Non-Production Car Race

First of the afternoon's many surprises was the victory of Ken Smith (Smith-J.A.P.) over Jack Moor (Wasp-Norton) in the non-production-car 10-lapper. At one period it looked like a runaway win for the very successful Wasp, but the Enfield driver edged past on lap 8, and gradually drew ahead to win at the excellent speed of 71.37 m.p.h. Smith's self-tuned, veteran 5-stud J.A.P. motor produced an unexpected amount of b.h.p. Third man was Spike Rhiando in Denis Flather's Vincent-powered car, making a welcome reappearance in home events—and in a natty new pair of grey overalls too!

By the time the 31 starters in the first 100-mile race had assembled on the grid, the crowd had appreciably thickened. John Bolster speedily gave out brief particulars of the more-fancied machines on the P.A., and over in the timekeepers' double-decker bus, General Loughborough, Bruce Leadbetter and Co., made ready to log the progress of competitors.

With a hearty roar from 30 singles, and the crackle of a solitary twin, the field moved off—all except B. Wheeler, who stalled his Cooper, and took a great

deal of hefty pushing before his motor fired. Alan Brown (Cooper-Norton) managed to weave his way to the front of a general mix-up comprising Charles Headland (Cooper-Norton), J. Coombes (J.B.S.-Norton), J. K. B. Brise (Cooper-J.A.P.) and Peter Collins (J.B.S.-Norton). For five laps, Brown, Coombes and Headland went at it hammer and tongs. Coombes, driving brilliantly, snatched the lead on lap six, but one tour later was passed by both Brown and Headland. Collins began to move up rapidly, and was soon disputing the issue with Coombes.

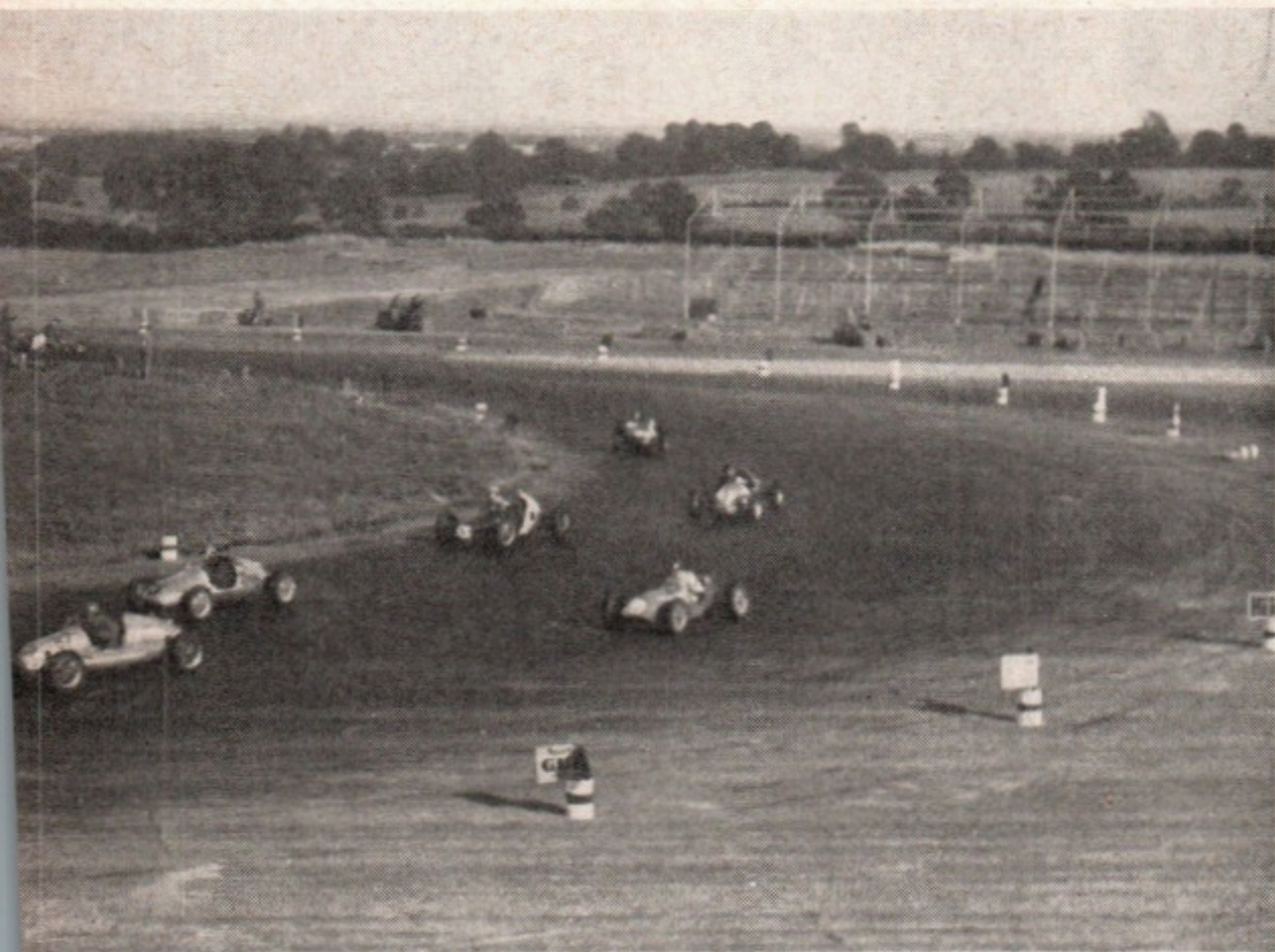
The black flag was waved at Bill Whitehouse (Cooper-Norton), who was trailing part of his undertray. Bill eventually realized that No. 18 was himself, and drew in at his pit; mechanics soon ripped away the surplus metalware.

At quarter-distance (11 laps), the order was:—1, Brown; 2, Headland; 3,

*FIRST "CENTURY" (Right): Curly Dryden (J.B.S.-Norton, 26), A. D. Gill (Cooper-Norton, 48), Peter Collins (J.B.S.-Norton, 22), Bill Aston (Cooper-Norton, 38), N. J. Gray (Cooper-J.A.P., 6), Charles Cooper (Cooper-Norton, 24) and J. D. Habin (J.B.S.-Norton, 20) at Beckett's Corner during the first 100 miles race.*



# LITRE HOLIDAY

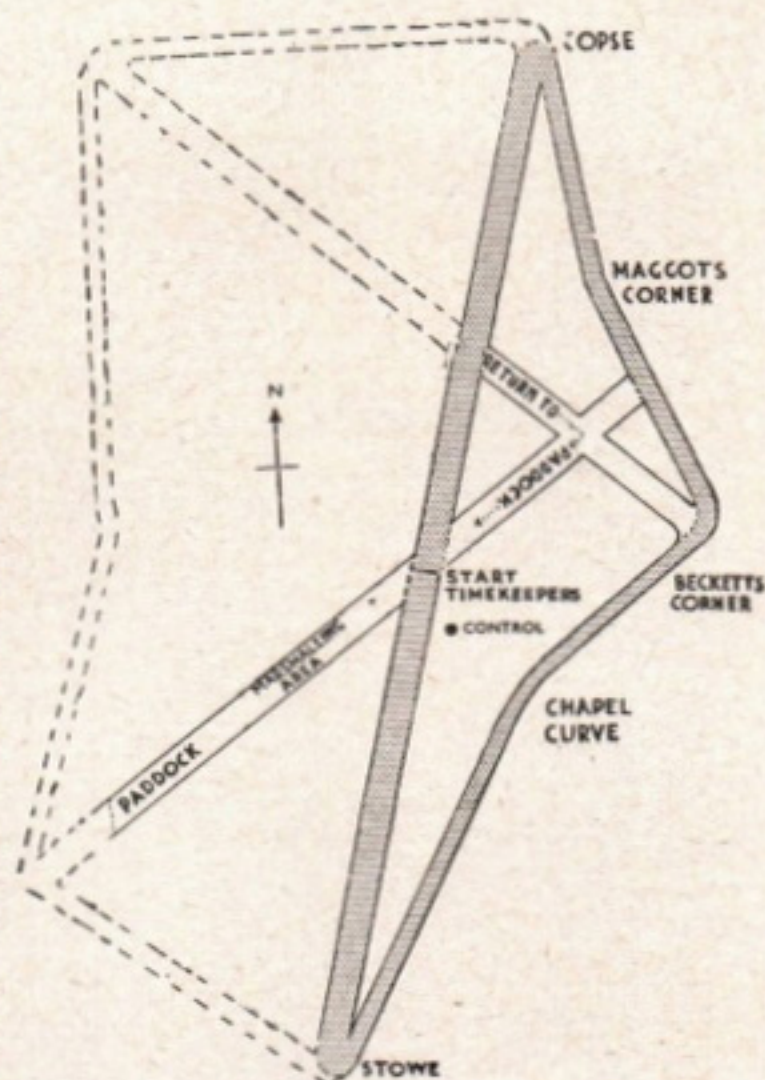


Collins; 4, Coombes; 5, Brise; 6, J. D. Habin (J.B.S.-Norton); 7, Bill Aston (Cooper-Norton); 8, Curly Dryden (J.B.S.-Norton); 9, N. J. Gray (Cooper-J.A.P.); 10, Bill Patterson (Cooper J.A.P.); 11, Alan Moore (J.B.S.-Triumph); 12, Alan Rippon (Cooper-Norton).

Frost's Emeryson shed a chain. Brown began to increase his lead, but even so Headland was gradually drawing away from Collins and Coombes. On lap 17, Headland's effort ended, and he coasted into the pits to retire. At this stage, Brown was 17 secs. ahead of Collins. Half-distance (22 laps) saw this increased to 20 secs., and try as he could, the J.B.S. driver could not get within closer striking distance of Brown. Coombes grimly held on to

third place, but Habin was relentlessly closing up, and Dryden was beginning to harry Brise. The Australian, Bill Patterson was also coming into the picture, his J.A.P. engine emitting a joyful crackle.

Alan Rippon obligingly shed a chain where his mechanic waited with a spare. Ken Smith, after a lengthy halt, joined the race again much to the surprise of Coombes who swerved violently as the Smith shot into the centre of the track. Rowbotham's J.L.R. was keeping its end up magnificently. Bill Aston, first time out with a "double-knocker" Norton installed, fell out with a broken chassis when in sixth place. Charles Cooper (Cooper-Norton) packed up; R. W. Messenger (Iota-J.A.P.) toured



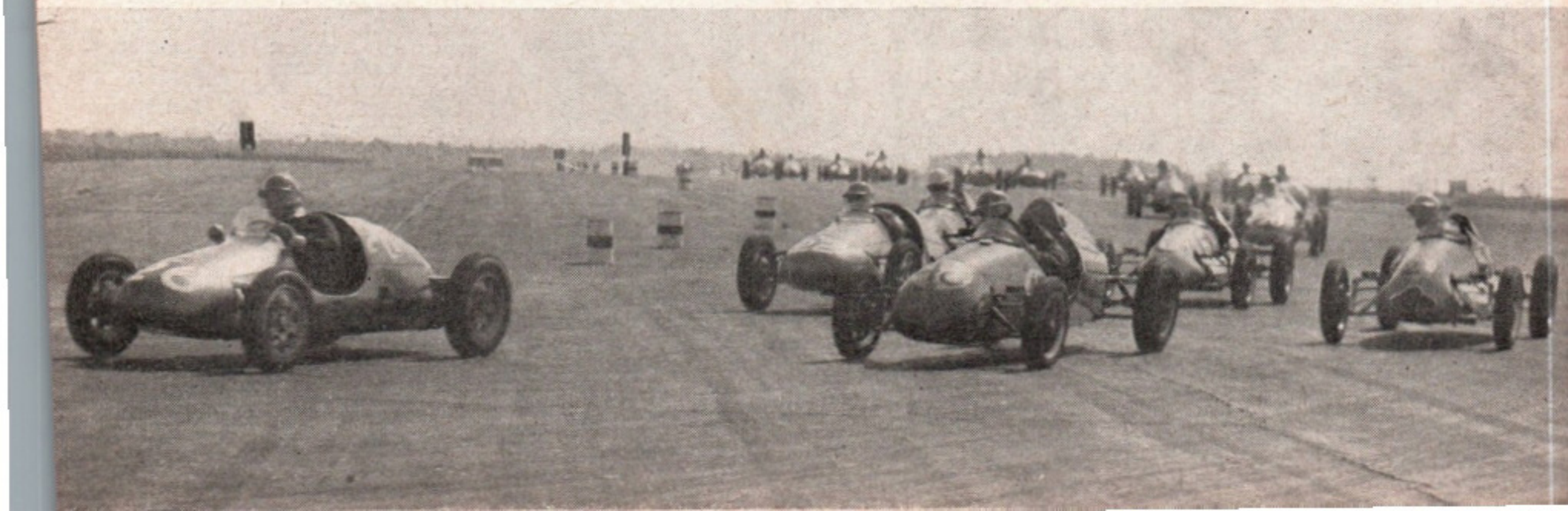
Sketch plan of the 2.278 miles Club Circuit at Silverstone which will also be used for tomorrow's "750" Club Relay Race.

round slowly with a flat-sounding engine.

All the time, Alan Brown kept his 20 secs. or so lead over Collins. On lap 36, Pete came past the pits with an ominous misfire, and immediately stopped. His carburettor had come adrift. This left "Chiron" Brown with a big lead over Habin and Coombes, as Dryden stopped for a time when in a challenging position, and Alan Moore's J.B.S.-Triumph had chosen to start what developed into chronic clutch trouble.

Then came drama. On lap 39, with just five to go, Brown hurtled into his pit to refuel. A more than slight nonsense was made of his stop, as a Certain Someone pulled out his ignition lead by the roots!!! This cost him many seconds, and when he finally restarted, Habin was in the lead with about 57 secs. in hand.

However, everything seemed to happen at once. Habin's engine seized at Copse, and Coombes also halted on the circuit. Instead of being almost a minute behind, Brown came round  
(continued overleaf)



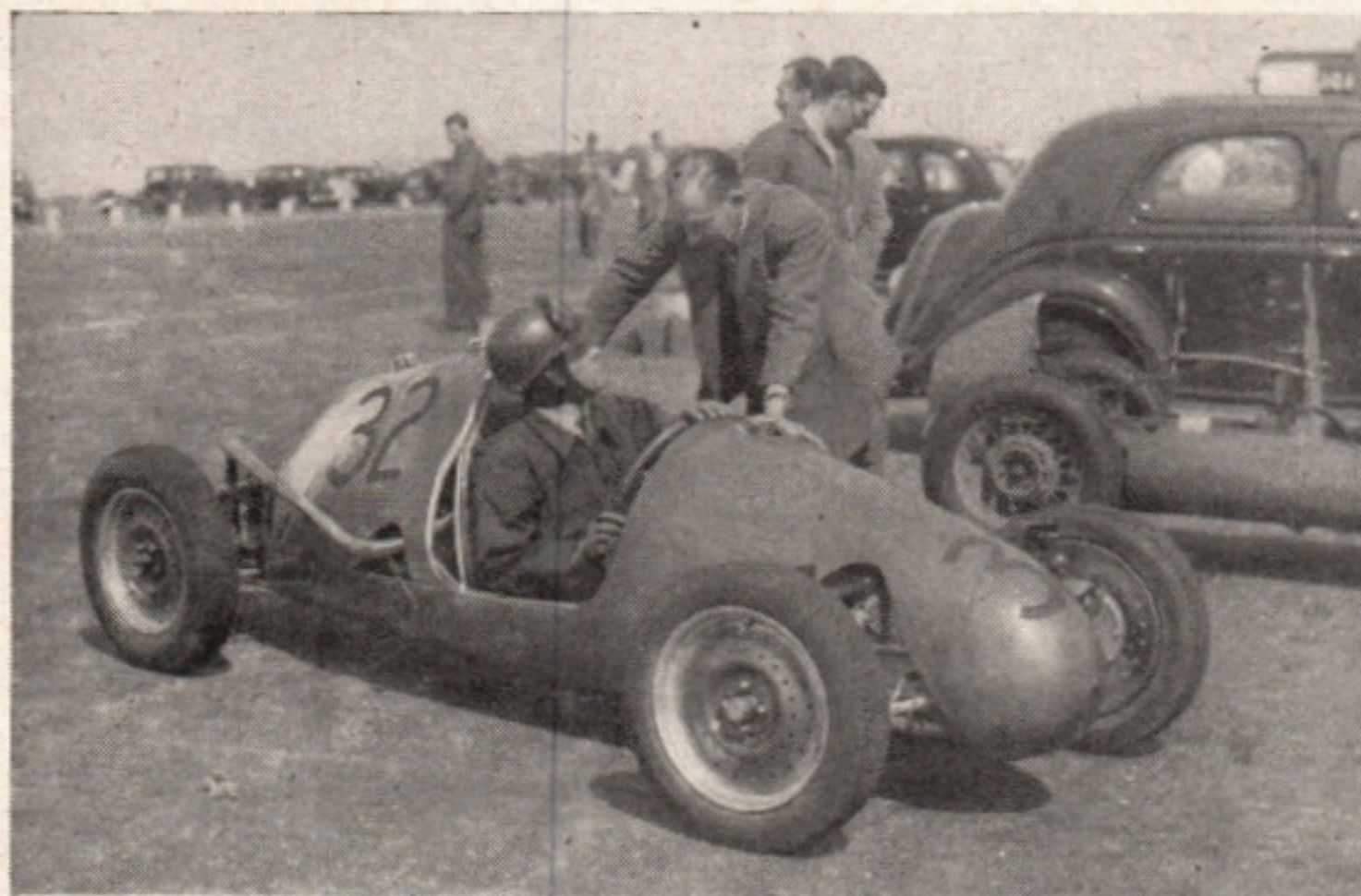
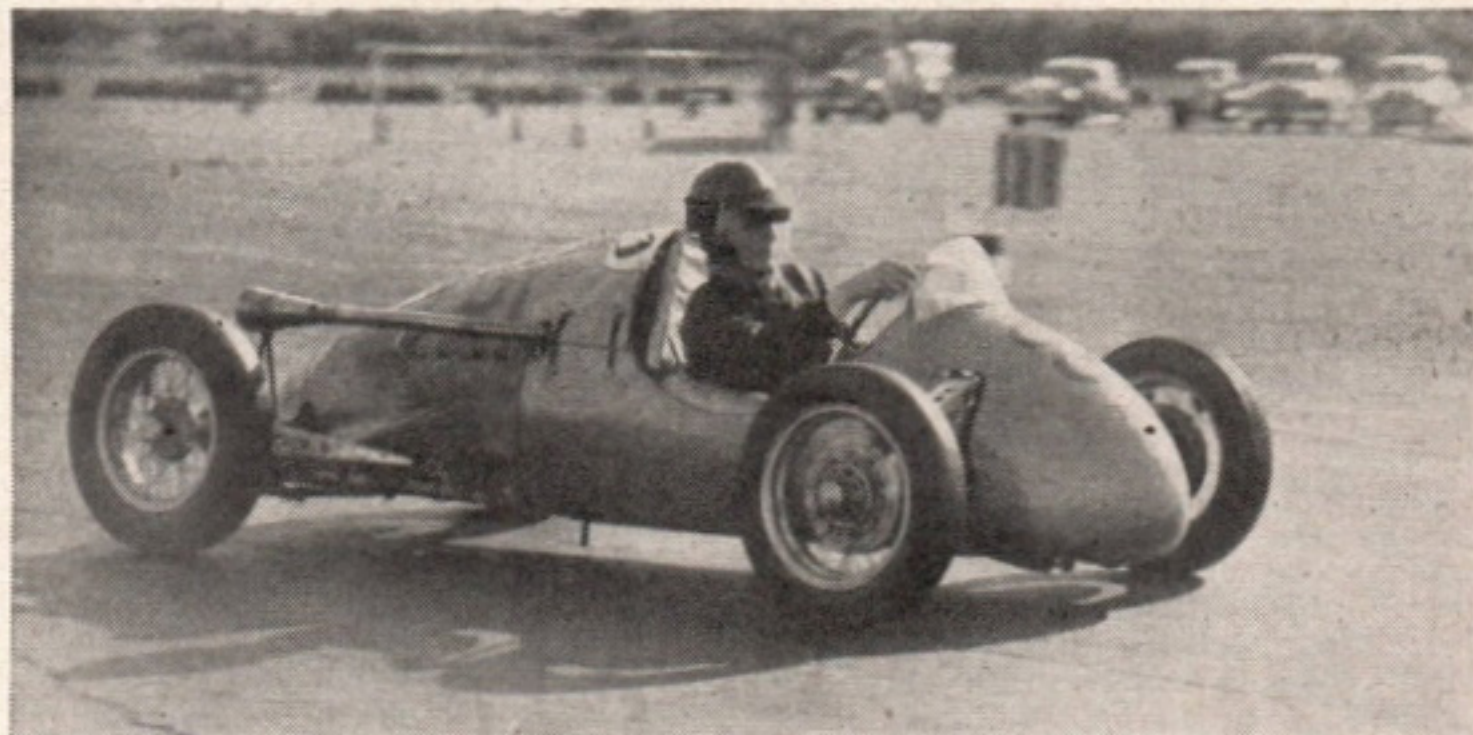




#### Half-Litre Holiday—continued.

in the lead once again. Lap charts were hastily consulted. Dryden must be second—no, Alan Moore is! Everyone appeared to have forgotten the gallant Australian, Bill Patterson, who had continued to circulate unobtrusively, and was the only driver on the same lap as Brown.

Patterson nearly won that race. Coming up to receive the chequered flag, Alan Brown's Beart-tuned motor stammered, and cut right out—the jury-rigged plug lead had jumped off! It was fortunate that his boot was hard down all the way up from Stowe, as he retained sufficient momentum to coast in to the finish. Both Smith and Rowbotham managed to finish, to keep the "home-built brigade" in the picture.



#### THE SECOND 100 MILES RACE

After this spot of excitement, it would not have been surprising if the second 100-miler had been a bit more tame. Not on your life. This produced a tremendous scrap which went on right to the end. One could have picked a likely winner out of at least half-a-dozen people for more than half-distance.

The 39 cars made a perfect start, and almost immediately there was the very dickens of a battle for the lead. Ken Carter (Cooper-Norton) poked his nose in front of a milling mob consisting of Les Leston (J.B.S.-Norton), John Cooper (Cooper-Norton), Norman Pugh (Cooper-J.A.P.), Bob Gerard (Cooper-Norton), André Loens (J.B.S.-Norton) and J. F. Annable (Cooper-J.A.P.)—all passing and repassing each other to make it a nightmare for lap-scorers.

By lap four, Pugh was in front by virtue of very fast cornering, with

*VICTOR (Left): Les Leston (J.B.S.-Norton) after winning the second 100 miles race.*

*RUNNER-UP (Below): Ken Gregory in the very fast Kieft-Norton.*

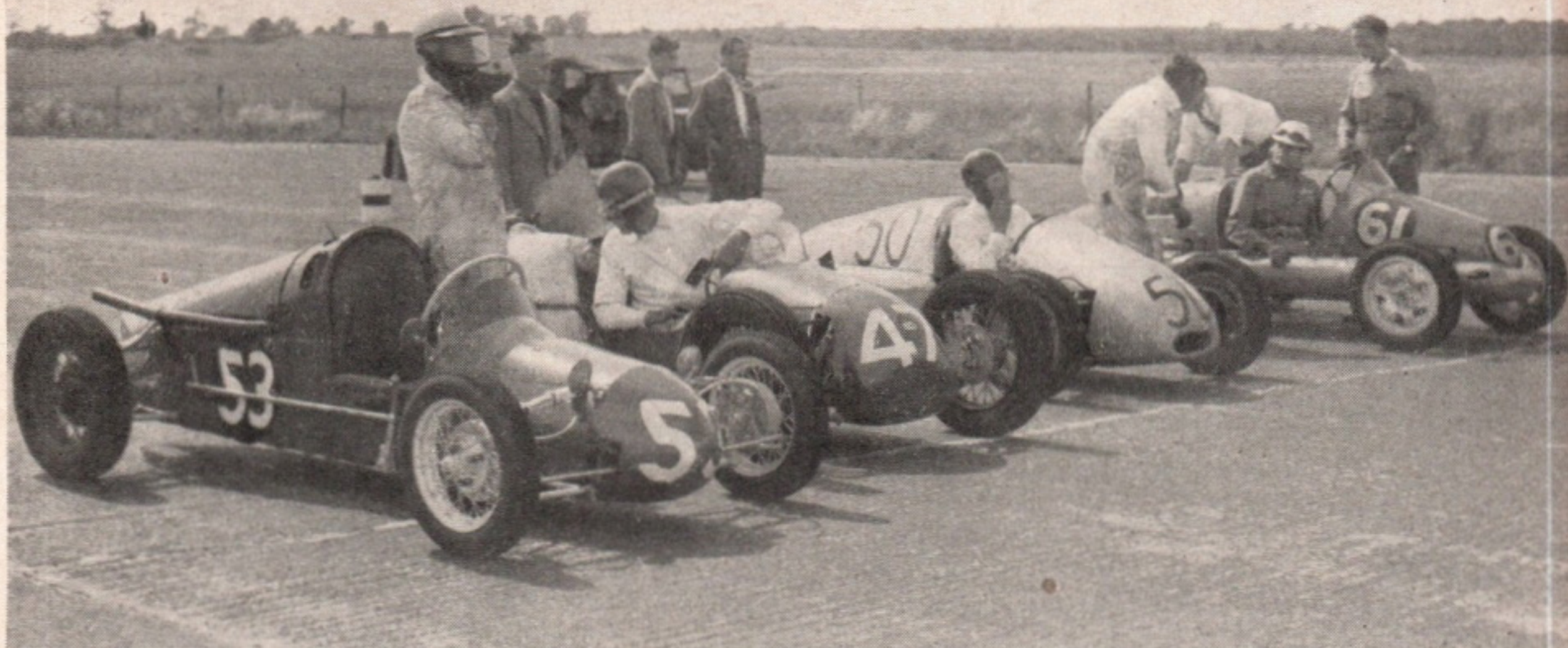
Carter and Gerard on his tail—a couple of "double-knockers" pursuing the ex-Brandon J.A.P! Brandon himself was away back in about 11th place, behind Clarke's Iota-J.A.P., Watkins' Emeryson-J.A.P. and Gregory's Kieft.

A lap later and Carter swept into the lead. Gerard dropped back, but the Pugh-Leston-Cooper struggle continued unabated. Loens now joined in, and nipped ahead of the battling trio. At quarter-distance the order was:—1, Carter; 2, Loens; 3, Pugh; 4, Leston; 5, Cooper; 6, Annable; 7, Gregory; 8, Gerard; 9, Brandon; 10, Clive Lones (Iota-J.A.P.); 11, Watkins; 12, Don Parker (J.B.S.-J.A.P.); 13, Jack Moor (Wasp-Norton); 14, W. Webb (Cooper-J.A.P.).

Gerard's tail was bashed—apparently Gregory's Kieft had clipped it. Some-

*NON-SERIES-BUILT: Ken Smith (Smith-J.A.P.) and his father, Mr. Bert Smith, after Ken had won the non-production car event from Jack Moor's Wasp-Norton.*





**ONES-OFF:** V. P. Labrun (Labrani-J.A.P., 53), Frank Bacon (F.H.B.-J.A.P., 47), R. G. Bicknell (Revis-Norton, 50) and Spike Rhiando (Flather Steel Spl., 61) at the start of the non-production car race.

one also ran into Spike Rhiando, causing him to shed a wheel. There were traffic jams at every corner! Loens packed up when still in second place, and Don Parker retired at the pits. Carter was holding his lead, and his team-mate John Cooper had moved into second place, with Leston and Pugh giving him no peace. On lap 19, Jack Moor broke a chain; Clive Lones, who had been motoring faster and faster, was now in sixth place with his red Iota and was rapidly overhauling Pugh.

At half-distance, John Cooper led by 1 sec. from Carter, with Leston, Brandon, Pugh, Gregory, Annable, Gerard, Webb and Watkins in that order. Lones stopped on this lap for oil. A lap later, John Cooper's clutch fell to bits, whilst Pugh's engine distributed itself in a hundred pieces over the landscape. Leston and Brandon were now fighting it out for second place, and were both visibly gaining on Carter. Gerard

appeared up the hill from Stowe, pushing his car.

By lap 24, Leston and Brandon passed Carter whose motor was beginning to lose its edge. For six laps, Leston kept Brandon at bay, but the Ecurie Richmond pilot took the lead on lap 30, only to have it wrested from him again by the determined J.B.S. driver. Carter gradually dropped back, and was passed by Ken Gregory who was now getting into his stride with the Kieft. John Cooper rejoined the fray, but Clive Lones retired with a fractured oil pipe. George Hartwell (Cooper-Norton) shed a chain in front of the pits. Tom Leigh (Cooper-J.A.P.) moved into the first 10, Webb began to dispute the issue with Annable who had been giving an excellent display in fifth place. Don Gray (Cooper-J.A.P.) was also coming up fast.

On the 32nd tour, Carter's engine seized at the pits and he was out. Try as he might, Brandon could do nothing about Leston who was driving the race of his career. "Faster, faster", signalled Jimmy Richmond and Steve Lancefield, but Eric shook his head hopelessly as he hurtled past. Alfred Moss and Ray Martin in Ken Gregory's pit also hung out the leaden boot sign, which the Kieft driver acknowledged as he sped by in

pursuit of Brandon. On lap 39, Gregory caught and passed the Cooper, and set off to see what could be done about Leston. However, Les never let up for a moment. He had plenty of fuel aboard, was driving with tons of confidence, and his engine sounded as healthy as it did at the start.

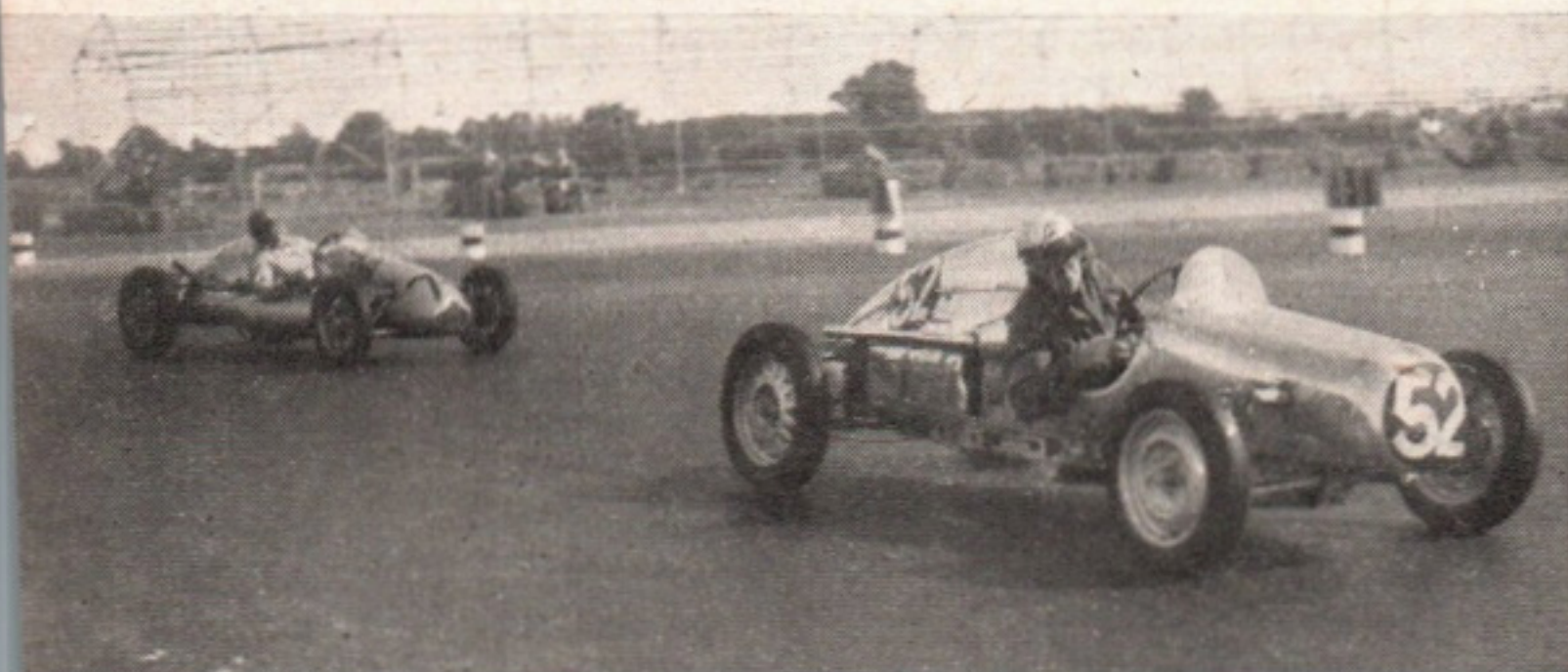
According to rough calculations, Brandon should have run out of fuel ages ago, and Gregory's pit wondered whether or not the Kieft could keep going. Anyway, Leston won a magnificent race by 5.4 secs., with Gregory runner-up and Brandon third. The Half-litre Club secretary drove impeccably, although it is possible that he left his effort just about five laps too late. Both the J.B.S. and the Kieft appeared to have more steam up the hill from Stowe than did Brandon's car. Don Gray (Cooper-J.A.P.) snatched fifth place from Annable, and Webb finished just 44 secs. behind Brandon for fourth spot. Stan Asbury (Cooper-J.A.P.) made a fine debut with seventh place, and Frank Bacon (F.H.B.-J.A.P.) and Bill Grose (Grose-J.A.P.) did well to bring their non-series-built cars home. Bob Gerard crossed the line accompanied by a dense pall of blue smoke.

#### RESULTS

**5-lap All Comers Race:** 1, Charles Headland (Cooper-Norton), 9 mins. 8.6 secs. (74.76 m.p.h.); 2, Les Leston (J.B.S.-Norton), 9 mins. 8.65 secs.; 3, John Cooper (Cooper-Norton); 4, R. W. A. Frost (J.B.S.-Norton); 5, Don Parker (J.B.S.-J.A.P.); 6, André Loens (J.B.S.-Norton).

**10-lap Production Car Race:** 1, Charles Headland (Cooper-Norton), 18 mins. 48.2 secs. (72.7 m.p.h.); 2, J. K. B. Brise (Cooper-J.A.P.), 18 mins. 51.2 secs.; 3, J. Coombes (J.B.S.-Norton), 18 mins. 51.8 secs.; 4, A. J. Nurse (Cooper-J.A.P.).  
(Continued on page 248)

*J. L. Rowbotham (J.L.R.-J.A.P.) being tailed by Alan Rippon (Cooper-Norton) in the second 100 miles race.*





# Correspondence

## The B.R.M.

I CONSIDER your correspondent, Philip H. Smith, to be wrong in suggesting that such an ambitious project as the B.R.M. is not justified.

The present formula has seen the rise and fall of the 4CLT Maserati as a serious proposition in full length Grand Prix events, while an attempt to get even more power from its engine has apparently failed, viz. the "Milan" Maserati. The Alfa Romeo concern has certainly been doing some hard pip-squeezing, but I suggest that they are now at a cross-roads. With two full seasons left of the current formula and little prospect of any ease-up in the drive for maximum performance, I suggest that any further development of their eight-cylinder engine could only be a stop-gap measure, leading down the road of mechanical failure travelled by Maserati. If money is no object their most probable development would be a multi-cylinder 1½-litre supercharged engine, a 12 or a 16. If money is tight, a 4½-litre form may be accepted.

Should Alfas decide on a new 1½-litre car the B.R.M. will need all the power it can obtain, but if an unblown Alfa should emerge, then the B.R.M. should have a comfortable reserve of power and speed.

From another aspect too, I believe the B.R.M. people have adopted a preferable design. The organization and experience of the Continental firms enables fresh experimental types to be brought out with a minimum of upheaval. With the present organization and financial resources accredited to the B.R.M., such an operation would be fatal. In the final analysis only one thing can defeat the B.R.M., that is lack of money. Grand Prix racing cars cannot be built on promises and hopes.

G. WILLOUGHBY.

ELTHAM, S.E.9.

\* \* \*

## Gamston and Winfield

ALTHOUGH I have no territorial right to interfere in the Gamston/Winfield discussion, I would suggest that Mr. Wingfield—AUTOSPORT, 3rd August—should verify his facts before making embittered attempts to create ill-feeling between the organizers of two very excellent meetings.

To say that the Winfield people squealed when their date was found to be already booked by Gamston is utter drivel. Take a look at the official R.A.C. fixture list for 1951. Is Gamston listed for July 21st? No! but Winfield is, and with a National permit.

To say that Winfield had all the advantages is also so much nonsense. One cannot expect drivers to transport car, equipment and mechanics an extra 200 miles from Gamston to Winfield unless there is some further attraction. This the Winfield committee tried to provide by offering some £800 as prize money and very considerable sums as appearance money. That money, Mr. Wingfield, came, every penny of it, from the combined club funds, and not as you imply, from some mysterious outside source.

The three clubs concerned have been formed since the war, and have a combined membership of less than 200. Yet by ceaseless efforts throughout the last three years they have given Scotland a racing circuit second to none in Britain (according to Reg Parnell), have organized a first-rate National

Race and with the luck they deserve should be granted an International permit for 1952. The funds for this ambitious effort have been raised by running innumerable original and highly successful club meetings. More power to them.

The fact remains that there are insufficient cars in Britain to merit two major meetings on the same date and the R.A.C. should not overlook this when issuing permits.

Finally, and bearing in mind G.C.R. (1950) Rule 130, it will be interesting to see what action the R.A.C. takes against those who entered for Winfield but drove at Gamston or Zandvoort. No doubt Gamston had its offenders!

M. MORTON.

DUN LAOGHAIRE, CO. DUBLIN.

\* \* \*

## The Ex-Bira H.R.G.

IN "Pit and Paddock" (AUTOSPORT, 3rd August) there is a reference to David Pritchard's H.R.G. being the ex-Bira car.

Can this be so, since during the war the *Autocar* tested what was reputedly the ex-Bira car for the T.O.S.C. Series? The registration letters of that car were GPE., I think, but the number I cannot remember.

At the time of testing, the car belonged to Sir Clive Edwards, but later became the property of Alex Francis, who replaced the H.R.G. engine with a Mercury and renamed the vehicle the F-M Special.

Francis won the Colmore Trophy last year with this car and since then has had numerous successes in trials and speed events.

The original H.R.G. engine now propels, with great effect, that neatest of Scottish trials specials, Tom Legget's "Crocus".

Not that it matters one jot anyhow, for no doubt Messrs. Francis, Legget and Pritchard are all equally satisfied with the success of their respective cars.

E. MAY.

BURTON-ON-TRENT.

\* \* \*

## Challenge to John Bolster

I AM a great admirer and a friend of John Bolster and was shocked to see him compare a motor rally with a Veteran car rally. There is just no comparison between these. I feel that John must be getting his rally information second-hand and if he is willing to accept a challenge, I will pay his entry fee for the E.A.M.C.'s Clacton Rally to be held on 28th-30th September, 1951, so that he can see for himself how a rally is run and also observe the conduct of the competitors.

The E.A.M.C.'s rally to Clacton was the first long-distance rally run after petrol rationing ceased, and was run on main and secondary roads; in order to avoid speeding, time was given to refuel and have meals, contrary to usual rally methods, but this did not stop speeding. This year the rally will use the same methods, but anyone seen driving dangerously on the rally route will be disqualified. There will be two "special" stages of 14 and 4 miles in length, where it will be difficult to average 30 m.p.h.; here we have received police sanction and will have every bad corner marshalled by members of the club and police. Local inhabitants have been informed by the Press when the rally is passing and have been requested to make objections to the route, to the police, when we will endeavour to alter the route to suit.

It is my own opinion that local inhabitants and the police do not object to one rally per year in their area, but more than this is a bad thing, and I feel that if rallies were limited to 12 a year, we would have 12 excellent events to which no one would object.

R. K. N. CLARKSON,  
Hon. Sec., E.A.M.C.

HALSTEAD.

*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 readers, but this does not mean that subjects will be excluded on these grounds.*



### Further Opinion on Rallies

ONE cannot but agree with John Bolster on the subject of spectacular driving in rallies. The whole point is that it is not necessary, and must be stopped.

In a recent national rally a 16-year-old Austin 10 was driven round with no difficulties as regards timekeeping. Maybe it wasn't a tough event but Mr. B. W. Fursdon managed to keep his aged Wolseley up to time in the R.A.C. Rally. I venture to suggest that the culprits are those with fast cars, who stop on the way for morning coffee, lunch, afternoon tea, and a pint at opening time, before checking in in the evening.

Let us hope that the "dicers" will take good heed of Mr. Bolster's timely remarks before any permanent harm is done.

PATRICK M. KENNETT.

LEA, NEAR PRESTON, LANCs.

### International Rallye des Alpes

ON looking through AUTOSPORT (10th August issue), in "Pit and Paddock" I noticed that you say Ernest McMillen and Desmond Titherington, of Belfast, were the only crew to complete the course on the original set of tyres. It might interest you to know that I think we were the only crew to complete the course on the original set of tyres. We only carried one spare wheel, and McMillen and Titherington carried two, and from Cortina we were unable to detach the spare wheel owing to some foreign matter having got into the threads of the carrying bolt. Accordingly, I think we had the unique experience of virtually completing the "Alpine" without a spare wheel using only the four Dunlop "Fort" tyres with which we set out.

E. B. WADSWORTH.

BURNLEY.

[E. B. Wadsworth and Cyril Corbishley were co-drivers in a *Coupe des Alpes* winning Healey.—ED.]

### E.R.A. versus BMW

IN AUTOSPORT, 10th August, there is a report of the Gamston Meeting run by the Nottingham S.C.C. I feel that the comparison of the E.R.A. and Mr. Tyrer's BMW is unfair. After being late off the start due to the E.R.A. being reluctant to start up, I caught up with Mr. Tyrer. At this stage the E.R.A. went on to five cylinders, thereafter lacking the speed to pass. I think any comparisons between cars are better made when both are running correctly.

GRAHAM WHITEHEAD.

HARROGATE.

### Carburation for High Efficiency Engines

As a young, and I hope unpretentious, member of the motoring fraternity, may I make so bold as to raise a point or two concerning the article entitled "Carburation for High Efficiency Engines", in your issue of the 10th August?

Mr. Houlding asserts that in engines designed with a large degree of valve overlap there is a tendency for blowback to occur, particularly at low speeds. He then continues, to quote, "It may be necessary to provide for a higher gas velocity (presumably through the choke, as he is discussing the question of choke size) in order to ensure that the in-going gas has sufficient momentum to overcome the tendency for blowback to occur". Surely, since the reason for blowback occurring at low engine speeds is that the exhaust gases are above atmospheric pressure when the inlet valve opens, which at higher speeds becomes sub-atmospheric as the momentum of the departing gas in the exhaust pipe causes the remaining gas in the cylinder to "overtake" the decelerating piston, the restriction of the carburettor choke can have no effect at all on the magnitude of the blowback, other than by causing a slight additional frictional resistance in the system. This effect, at any rate in this connection, would obviously impair rather than improve the performance of the engine. Additionally, it is inconceivable that, at any ordinary engine speed, the gas in the manifold feeding the particular cylinder could have residual momentum from the previous induction stroke. The most that could be anticipated would be the tail end of a rather heavily damped oscillation. Further, even if the

engine speed were sufficiently high, or the induction pipe of such a length that the gas was still in motion when the inlet valve opened, the author fails to take into account the fact that though the gas, by virtue of it passing through a restriction, is imparted with greater momentum, it loses this immediately it expands into the larger induction pipe.

Secondly, I cannot agree with his statement that by fitting two carburettors in place of one, one cannot achieve greater performance without disproportionately increasing the fuel consumption. Whether the fitting of the extra carburettor causes the hot spot to be eliminated, or not, providing that the piping is carried out sensibly it inevitably eliminates at least two bends, and their associated losses, which has been more than amply proved by myself and countless other enthusiasts who have fitted multiple carburettors to standard engines.

IAN E. SMITH.

HULL.

### Glow—And a Sting in the Tail

I STARTED my National Service on 9th August, and on the following day, my birthday, and a Friday, felt thoroughly miserable, missing my AUTOSPORT. I was sitting in the Naafi when I walked a boy with a pile of magazines for sale—and, lo and behold, amongst them was the current issue of your magazine. I leapt off the mark like an XK 120 and grabbed a copy, after which I spent a very enjoyable evening reading something of real interest.

I would, however, like to point out that Terry Moore won a road race at Silverstone in the Eight Clubs Meeting, so Ibsley was not his first road race.

Tpr. J. S. MAXWELL, R.A.C.

CATTERICK, YORKS.

### Running-in

MAY I join in what has become almost as popular as our favourite sport? I refer to the sport of "having a go at John Bolster".

His article of the 17th about "Running-in" is, of course, sound sense. But he falls into a pit that far too many motoring writers cannot seem to see or avoid. He is so wrapped up in motor-cars and what makes them tick (or fail to tick as the case may be) that he just cannot conceive of a man who does not possess such knowledge and experience. He advises "the little man with the cardboard notice" to say he is running-in to take certain action and then John goes on to say, "... it's the feel of the engine that counts all the time. . . ." I agree. But I suggest that very few of the drivers of the ordinary family car have any knowledge or sense of the feel of their engine. So all he can do in his attempt to take it easy with a new engine in order to prolong life is to take it easy for some time. And I'd far rather he publishes the fact with his notice and so explains his gentle amble. It is a kind thought, anyway. . . .

I have written before now, "in another place", about this running-in business and I myself have tried to point out that mere slow speed in any gear can possibly do more harm than good. But it is necessary to appreciate the almost complete lack of technical knowledge on the part of a great many drivers.

While we're at it, why such a scorn and hate at the forest of hands flapping? As one who for many reasons cannot afford a sports car, but has a family saloon, I do my best to make way when I see a Bentley radiator or any other of the like kind in my mirror. I check and wave on—and in less than one case out of 50 do I get any sign of thanks or appreciation. If you chaps with the grand motor-cars who are pressing on (as I do myself when I am lucky enough to borrow one) would just make that little gesture (a dangerous word, perhaps, too easily misconstrued), it would encourage the slower man to give way and even make way. He would be delighted to feel he is not scorned.

Isn't it time that we motorists as a whole cut out any petty squabble between ourselves. There are enough people against us, and some in high places it seems, without becoming divided ourselves. Give it a thought. After all, I know some jolly good types who potter about in family saloons . . . and they do provide gate money, too.

W. H. (BILL) HARTLEY.

WEYBRIDGE, SURREY.



# NEWS FROM THE CLUBS

## TORBAY TRIAL AND RALLY

THE Competitions Secretary of The Torbay Motor Club has announced preliminary details of two events to be held during September. The first, scheduled for 2nd September, is a Production Car Trial to be held in or around Torquay and district, and restricted to members of the promoting club. Classes have been arranged for both Open and Saloon Cars, and marks gained by competitors will count towards the Annual Best Performance Trophy.

The 16th September will herald the most ambitious rally to be organized by the Torbay Club since its inception last September. A route section of some 75 miles has been arranged and the final check point will be at Roborough Aerodrome near Plymouth, where eliminating tests will take place. Needless to say there will be an odd pylon or two in attendance! The following are invited clubs:—The West of England M.C., The Plymouth M.C., The Taunton M.C., The North Devon M.C., The North Cornwall M.C. and the M.G.C.C., and for the convenience of those competitors in the more distant areas, three alternative starting points have been incorporated. Entries to J. G. Joseph, Villa Borghese, Ridgway Road, Torquay, by Monday, 10th September.

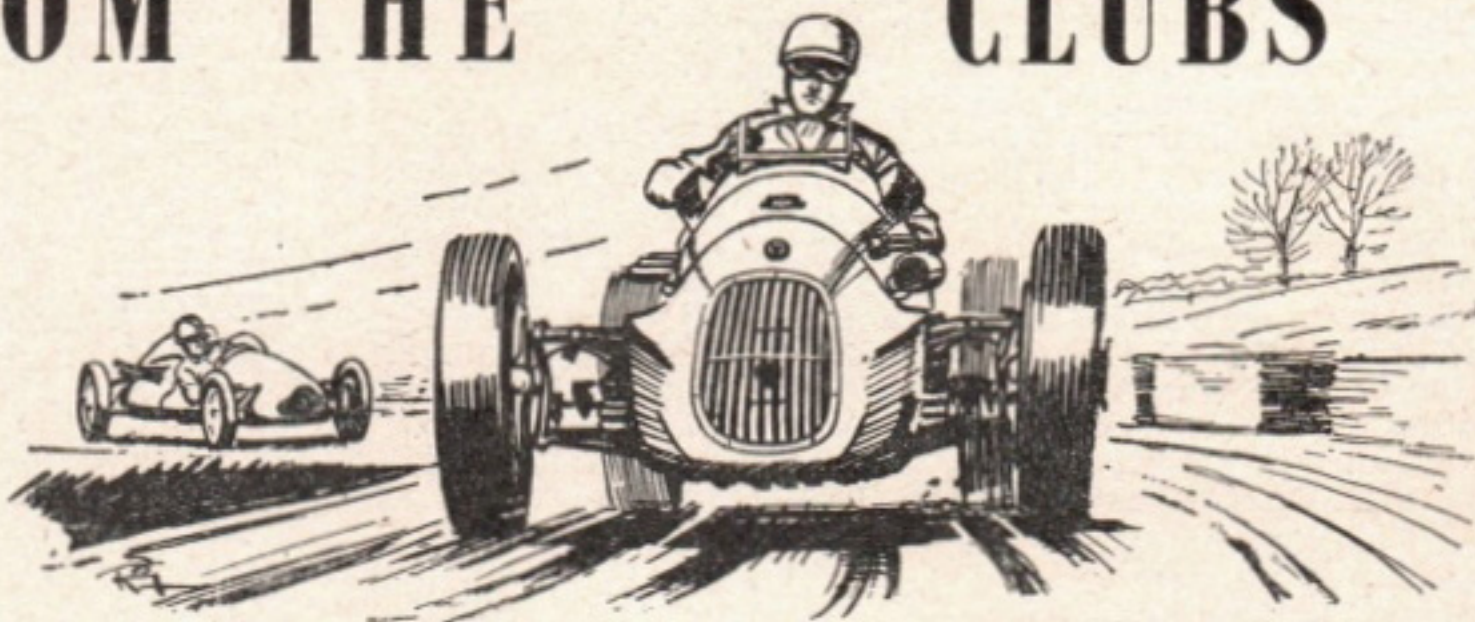
## LEEDS U.M.C. ENROLMENT

THE enrolment days for membership of the Leeds University Union Motor Club for the coming year will be from 1st to 3rd October at the Union. Old students who wish to become members or to renew membership are asked to contact the Hon. Sec., C. P. Hainsworth, at the Union on one of the above dates. Present students should contact the stall in the Union.

The Club's fixture list for the coming year is as follows: 14th October, Main Road Trial (Closed); 18th November, Trial (Closed); 2nd/3rd February, Night Navigation Rally (Closed Invitation); 2nd March, Trial (Closed); 7th March, Second Annual Dinner; 24th April, A.G.M.

## M.C.C. AT SILVERSTONE

A VERY full programme comprising one-hour high-speed trials, handicap and scratch races, and team relay races, is laid down for 8th September by the M.C.C. on the Silverstone Club circuit. This will be an invitation event, and clubs eligible are Bentley D.C., Bristol M.C. and L.C.C., M.G.C.C., N.W.L.M.C., Pathfinders and Derby M.C., Sheffield and Hallamshire M.C. and the West of England M.C. Full details from the M.C.C., 26 Bloomsbury Way, London, W.C.1.



## INVITATION CLACTON RALLY

A THREE-DAY closed invitation Rally finishing at Clacton-on-Sea is being organized by the East Anglian M.C., beginning on Friday, 28th September, from points in London, Manchester, Darlington and Cheltenham, and ending with driving tests and a *Concours* on Sunday. The Club have selected the routes carefully and have obviously taken every step to ensure the successful running of this event. One paragraph in the regulations reads: *"The Rally is not a race and driving at excessive speed is forbidden. This regulation will be enforced and competitors are particularly asked to drive considerately on the routes. . . . Travelling marshals will be on the routes and any competitor reported by them for dangerous driving will be excluded from the awards list"*.

Besides members of the organizing club, the following clubs are invited to compete: B.A.R.C., N.W. London, Maidstone and Mid-Kent, Darlington, M.C.C., Cheltenham, Chiltern and M.G. (N.W. Centre). Entries, limited to 150 cars, close by first post, Monday, 3rd September, and should be sent to R. K. N. Clarkson, Hon. Sec., E.A.M.C., The Chase, Halstead, Essex.

## PROPOSED "R.A." CLUB

A MOVEMENT is afoot to form a Royal Artillery Car Club for past and present members of this Corps. Those interested are invited to write to Lt. H. J. Hudspeth, R.A., R.A. Mess, Woolwich, London, S.E.13.

## MID-SURREY A.C.

VERY active before the war, the Mid-Surrey Automobile Club is promised a new lease if a special meeting to be held on 28th September succeeds as hoped. Revised organization of the Club, and the drawing up of a new programme are the principal objects of this meeting, which takes place in the Queen Adelaide Hotel, Kingston Road, Ewell, Surrey, beginning at 8 p.m. V. H. Tuson, that keen Fiat exponent, is the Hon. Sec., and his address, Little Acre, Starrock Lane, Chipstead, Surrey.

## A.C. DRIVING TESTS

THE A.C. Owners' Club's second Red-hill Driving Test Meeting has been fixed for Sunday, 16th September, and will be similar in general style to last year's event, consisting of several Tests run consecutively, and timed overall. Members of the following Clubs who wish to compete and who have not already been contacted should write as soon as possible to T. C. Sanders, The Little Cottage, Chertsey Road, Shepperton, Middx.: Fiat 500, Aston Martin Owners, Southern Jowett, Citroën, Frazer-Nash Section of V.S.C.C., Singer Owners and Lancia.

## "CURLY TOP" RALLY

THE Old Kings M.C., a new motoring body based in Surrey, are holding a Rally designated "Operation Curly Top", on 9th September. This will consist of a pleasant Thames Valley run, beginning at 11 a.m., followed by an afternoon Gymkhana, tea and a short A.G.M. The Club was formed at the beginning of the year and at the present moment their application for affiliation to the R.A.C. is under consideration. They cater for cars of lesser agility, leaving the more "serious stuff" for the established enthusiasts' clubs. The Hon. Sec. is C. H. Thomas, Warren Point, Gloucester Road, Kingston Hill, Surrey.

## N.W.L.M.C. LONDON RALLY

ENTRIES are coming in well for the London Rally, which takes place on 14th and 15th September, organized by the North-West London M.C. In the "Specials" class are Allards, Dellowes, the Hallmark and ERP Specials, etc.; numerous XK 120 Jaguars and Frazer-Nashes fill the sports-car class, and there are also Javelin, Morris, and a valiant 1934 J1 M.G. Pam Price (Morgan) will contest the Ladies' Prize with Nancy Mitchell, Mrs. Dorothy Corbishley, Barbara Frayling (Allard), and also perhaps, Mrs. Appleyard (XK 120). Her husband, Ian, may drive a Morris.

The route will pass through picturesque parts of the country, including the Cotswolds and Wales. Entries close on Friday, 31st August.

More News from the Clubs on page 248



August 24, 1951

**SASH SWITCH:** The excitement of the change-over in a relay race is shown in this picture of a recent club event at Silverstone.

### TOMORROW'S RELAY RACE AT SILVERSTONE

THE Six-Hours Relay Team Race which takes place at Silverstone tomorrow promises to be an event of unique character. Relay races are nothing new in British motor racing; the now defunct Light Car Club held their Relay Race annually at Brooklands from 1932 to 1937, the event becoming famous, not only for its novel character but also for the wet weather it always seemed to attract! It is to be hoped no traditional "Relay Race" weather attends tomorrow's meeting; the organizers, the 750 Club, have shown great enterprise in launching this venture, and deserve every success.

Teams of almost every British make of sports car have been entered, some "one-make" and others mixed, while "750" club "cells" throughout the country have formed Austin Seven teams to face the opposition provided by the seven invited clubs. Teams may consist of up to six cars and drivers, and are required to convey a coloured sash round the circuit as many times as possible in the six hours duration of the race. Each team will be handicapped as a whole by a number of credit laps.

The race takes place over the Silverstone Club circuit, and begins at 12.30 p.m. Admission is by ticket, issued free in advance by the 750 M.C. to members, associates, friends and relatives.

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### 750 CLUB DRIVING TESTS

ENTRIES for the Seven-Fifty Club's invitation Driving Tests at Redhill, on 9th September, close on Monday, 3rd September. Late entries at extra fee may be made on the day of the meeting, at the discretion of the organizers. Secretary of the meeting is A. W. Butler, 1 Hawkhurst Way, West Wickham, Kent.

**GREYBEARDS:** (The cars, not the drivers!) H. Stafford Cleland's 1901 Panhard-Levassor duels with J. C. Howitt's 1907 Renault during the Royal Scottish A.C.'s Veteran Rally.



## RECORD ENTRY FOR VETERAN RALLY

### Only Three Fail to Finish in Scottish Event

THERE were 32 entries for the R.S.A.C.'s Veteran Car Run from Glasgow to Edinburgh last Saturday, and out of the 29 starters only three failed to finish the course. Not bad when one considers that the youngest veteran—a very elegant Rover Landaulette—is 38 years old. The oldest of the cars—a 2-cylinder Albion with a nicely designed dog-cart body—has seen 53 summers go flying past, but that didn't prevent it from making the journey without the slightest trouble—and it wasn't the last car to arrive in Edinburgh by any manner of means.

The cavalcade owed a great deal of its variety to that connoisseur of vintage cars, J. C. Sword of Ayr, and out of the 29 starters, 15 were selections from his magnificent collection and all were in beautiful condition, both mechanically and in their appearance.

It was a pity that F. W. Hutton Stott's 1903 Lanchester did not turn up for the event as it was the only English entrant and the Scots were rather looking forward to seeing a car which has competed in every London-to-Brighton event since 1932.

Starting at 10.30 a.m. from Glasgow's Blythswood Square—where they had already stood for an hour amidst a swarming mass of interested and enthusiastic spectators—with stops of 10

minutes at Kirkintilloch and Kilsyth, 25 minutes at Falkirk and 15 minutes at Linlithgow, the veterans held very closely to their time-table. Except for a spot of tyre trouble on a 1910 Rolls-Royce "Silver Ghost", the prodigious thirst of a 1905 Daimler Wagonette and the exclusion of the three cars that very obviously were not going to make the distance, all the cars were snug on the Falkirk car park by 12.50 p.m. as intended.

From Falkirk to Edinburgh the procession went smoothly and almost uninterrupted. It was really a treat to see those venerable cars bowling smoothly along the wide Corstorphine boulevard, and down Edinburgh's own Princes Street.

The amount of enthusiasm and interest shown in the veterans was truly amazing. All along the route there were spectators to cheer them on their way and, at the stopping places, it was all the R.S.A.C. officials could do to prise the really interested people from the models that had caught their fancy. And it wasn't just a case of rubber-necking! Among the most enthusiastic people were garage mechanics, bus and lorry drivers, engineering types and motoring enthusiasts who had actually driven cars of a similar type and could pick out such examples as the 1901 Arrol-Johnstone which was purchased and used regularly up to 1919 by Lord Cochrane of Cults.

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A.N.F.



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# STIRLING MOSS

## THE KIEFT

## AND VIGZOL



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### The Man

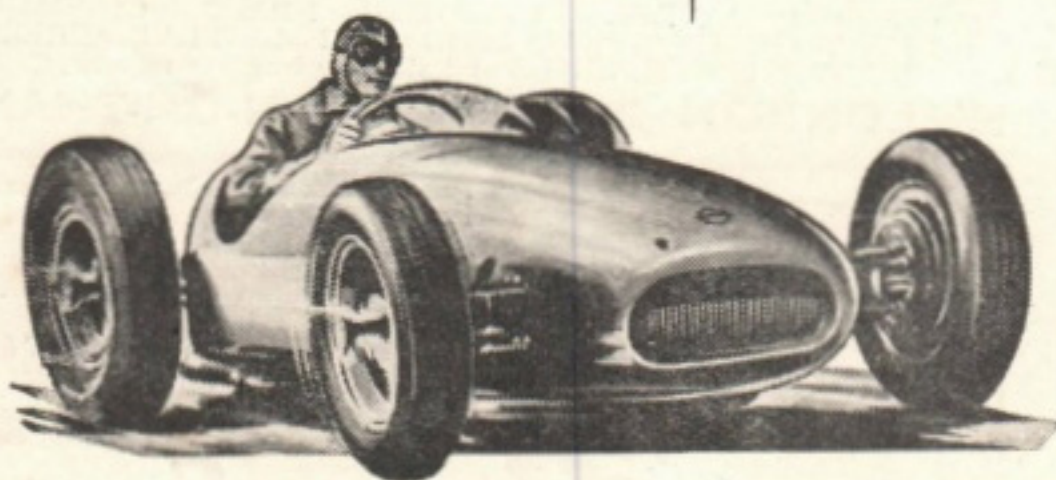
Stirling Moss would be famous even if he had never won a race in Formulas I & II. For he is one of the leaders in that happy band of enterprising enthusiasts who have put Great Britain bang on top in the 500 c.c. class. Indeed, these little four-wheeled bullets—weighing around 550 lbs—seem to suit his adventurous yet controlled racing technique. A vivid example of this was given in the Goodwood International Trophy Race, in which he drove his new Kieft to victory on its very first appearance; at Silverstone G.P. Meeting he led all the way and now holds the lap record—the only 500 c.c. car to lap under two minutes!

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