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EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

WITH JOHN BOLSTER AT
THE PARIS SALON
(Pictured by George Phillips)

CANADIAN COMMENTARY

RACING AT CASTLE COMBE,
BROUGH AND GAMSTON

DUBLIN UNIVERSITY M.C.
HILL-CLIMB

TOMORROW AT WINFIELD

Vol. 3. No. 15.
October 12, 1951



GOODWOOD TROPHY 1951



1st
G. FARINA
(Alfa-Romeo)

2nd
R. PARNELL
(Thin Wall Special)

WOODCOTE CUP
1st G. FARINA (Alfa-Romeo)
2nd R. PARNELL (Thin Wall Special)

MADGWICK CUP
1st STIRLING MOSS (H.W.M.)
2nd L. MACKLIN (H.W.M.)

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BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 15.

October 12, 1951

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NOTICES

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EDITORIAL

IT is difficult to foresee the success or otherwise of the new 750 c.c. (S) and the 2,500 c.c. (U/s.) Grand Prix Formula I, newly ratified by the F.I.A. Manufacturers who have supported G.P. racing in the past couple of decades will not exactly greet the decision with cheers. Mercedes-Benz, for example, planned to re-enter Formula I racing some time next season with an entirely new 1½-litre car. Naturally they will be reluctant to go ahead with the construction of a team of cars with just two effective seasons left for the present formula. Even more dismaying, from a British viewpoint, at any rate, is the indisputable fact that the B.R.M. will be obsolescent in 1952, and completely obsolete by '53. The same also applies to the 1½-litre Alfa Romeo, and it is questionable whether or not the Milan concern will think it worth-while to produce new machines for such a short term of racing life.

* * *

IT is admitted that on several circuits practising time is limited. However, many experienced drivers of fast cars complain bitterly that on numerous occasions they are expected to take their vehicles out when much slower machinery is circulating. Race organizers would be well advised to study the dangerous possibilities of permitting any and every class of machine to use a circuit for practising at the same time. Also, isn't it time that the balloted starting grid position was abolished? It was noticeable that the B.A.R.C. abandoned this procedure at their last Goodwood meeting, and allotted positions strictly according to practice-lap times.

* * *

TO cover close on 100 miles in the hour with an unsupercharged 500 c.c. car is a remarkable achievement, and AUTOSPORT offers its congratulations to Bill Aston, John Cooper, the Cooper Car Co., Ltd., J. A. Prestwich, Ltd. (J.A.P. engines), and the various components, fuel and oil manufacturers who contributed their skill to the success of the venture. Another British car, the Kieft, blazed the trail in post-war attacks on small-capacity distance records, and many of these records have fallen to the rival Cooper concern.

Competition is keen in Classes I and J, and it is not unlikely that other marques will have a go at returning the magical figures of 100 miles in the hour!

A significant feature of the successful Cooper 500 c.c. assault is that Aston used a twin-cylinder engine.

OUR COVER PICTURE

ATTACK AT DAWN: Goldie Gardner travelling at 140 m.p.h. on Bonneville Salt Flats, Utah, during his recent successful record attempts with his all-British, Shorrock-supercharged, TD M.G.-powered special, when he annexed the International Class F "Hour" record.
(Photograph by "Road and Track", U.S.A.)

Pit and Paddock

GOODWOOD results in a certain daily newspaper showed Reg Parnell to be driving a Shinwell Special. Is this a new W.D. prototype?

"FOR goodness sake, use both hands", shouted the girl.

"I can't", replied the young man, "I've got to keep one hand on the steering wheel!" (Southsea Supercharge.)

W. R., better known as Bobbie Baird, has been appointed chairman and managing director of W. and G. Baird, Ltd., Belfast Telegraph and Allied Publications.

CHARLES HEADLAND and Eric Brandon (Cooper - Nortons) shared the honour of breaking the Silverstone Club circuit 500 c.c. lap record, at the recent Peterborough M.C. race meeting. Both obtain a bonus mark in the AUTOSPORT Championship.

BACK ROOM BOY



PAUL BURDON: As Competitions Manager of Automotive Industries, he is responsible at race-meetings for Lockheed brakes, Borg and Beck clutches, Thompson tie-rods and Purolator filters—quite enough to keep the ever-willing "P.B." busy!

THE Rouen-les-Essarts circuit in Normandy, hitherto the scene of Formula 3 racing, has been selected by the A.C.F. for the French Grand Prix next year. The course is bounded for much of its length by wide slopes, providing excellent natural grandstands.

PAGNIBON (Talbot) added another success to his growing list when he won the unlimited class of the recent Circuit of Agen sports-car race. Georges Trouis, back home from Ulster, won the up to 760 c.c. class with his DB-Panhard, Peugeot and Ferrari also gained class wins, and Mme. Simon won the *Coupe des Dames*.

RUDOLPH FISCHER clinched the 1951 Swiss hill-climb championship by making B.T.D. at the recent Albis meeting with his 2½-litre Ferrari. Daetwyler (Alfa Romeo) takes the sports-car title.

NEXT week's issue will be a Special Earls Court Show Number, with a review of high-performance cars. There will also be a complete, illustrated report of the

big Scottish race-meeting at Winfield.

INTERNATIONAL dates have been allotted to Boreham (7th June) and Gamston (21st June). Jersey is down for 12th July. Formula 3 and sports-car events are planned on the T.T. circuit, I.O.M., for 29th May.

PICARDY G.P., popular pre-war voiturette race, may be revived next season on a circuit near Amiens. Provisional date is 15th June.

FRANCE plans a series of important Formula 2 races next season. It is said that large cash prizes will be distributed to drivers who return the best results in some six events.

NEW Austin Seven will probably steal this year's Earls Court Show. Believed to have a 4-cyl., o.h.v. engine, i.f.s., hydraulic brakes and a full 4-seater body. Will be a serious rival to Renault and Panhard in this class. Brisk performance, coupled with economy, are features, with a maximum speed of around 60 m.p.h.

"Autosport" £200 Championship

Positions as at 9th October, 1951

Name	Car	Pts.			
1. Eric Brandon ...	Cooper	61	17. D. F. Annable ...	Cooper	5
2. Alan Brown ...	Cooper	47	17. D. A. Clarke ...	Cooper	4
3. Peter Collins ...	J.B.S.	36	Austen May ...	Cooper	4
4. Jack Moor ...	Wasp*	27	J. L. Rowbotham ...	J.L.R.*	4
C. D. Headland ...	Cooper	27	18. J. A. Labrum ...	Labrani*	3
5. Don Gray ...	Cooper	24	A. D. Gill ...	Cooper	3
6. Don Parker ...	J.B.S.	23	Paul Emery ...	Emeryson	3
7. Ken Carter ...	Cooper	21	Ray Merrick ...	Cooper	3
8. Les Leston ...	J.B.S.	15	19. Ken Watkins ...	Emeryson	2
9. Mick Beardshaw ...	Cooper	13	W. L. Grose ...	Grose*	2
H. L. Williams ...	Emeryson	13	Spike Rhiando ...	Flather*	2
10. Bill Whitehouse ...	Cooper	12	Alan Rippon ...	Cooper	2
11. John Cooper ...	Cooper	10	B. A. M. Gilbert ...	Cooper	2
Bob Gerard ...	Cooper	10	Tom Leigh ...	Cooper	2
12. Ken Wharton ...	Cooper	9	L. Lewis-Evans ...	Cooper	2
Alan Rogers ...	Cooper	9	A. J. Nurse ...	Cooper	2
Jack Reece ...	Cooper	9	Peter Braid ...	Cooper	2
13. Ken Gregory ...	Kieft	8	Jack Westcott ...	J.B.S.	2
W. Webb ...	Cooper	8	T. J. Clarke ...	Iota	2
14. Ken Smith ...	Smith*	7	George Wicken ...	Cooper	2
15. Clive Lones ...	Iota	6	N. J. Gray ...	Cooper	2
Comish Hunter ...	J.P.	6	F. Hobart-Smith ...	J.B.S.	2
J. K. A. Brise ...	Cooper	6	20. Basil de Lissa ...	Parker*	1
16. Norman Pugh ...	Cooper	5	Donald Beauman ...	Cooper	1
Alan Moore ...	J.B.S.	5			

*Qualifies for non-series-built car award.

COOPER RECORDS AT MONTLHERY

John Cooper and Bill Aston Establish International Class Records
with J.A.P. - Engined Streamlined Car in Classes I and J

THE new streamlined Cooper, fitted with 350 c.c. single-cylinder, and 500 c.c. twin-cylinder J.A.P. engines, successfully attacked international class records at Montlhéry last Sunday, setting up new figures of 50 km., 50 miles, 100 km., 100 miles, and 200 km., and creating a new 350 c.c. hour record at 90.27 m.p.h.

The "Hour" was formerly held by a Kieft-Norton with 79.37 miles. John Cooper drove the car for the 350 c.c. attempt.

Bill Aston took over the following day for Class I figures, and succeeded in smashing no fewer than six class records, and only failed by 0.59 miles to put 100 miles into the hour. This record was held by a Kieft with 91.34 miles.

The success of the Cooper assault may mean that Aston will decide to have a go at Class G figures in the

near future, with the 1,100 c.c. J.A.P. engine installed.

The new records stand, subject to confirmation, as follows:—

International Class J (350 c.c.)

50 km. in 20 mins. 34.18 secs., 144.85 k.p.h. (90.62 m.p.h.).
50 miles in 32 mins. 36.08 secs., 148.09 k.p.h. (92.02 m.p.h.).
100 km. in 40 mins. 28.01 secs., 148.37 k.p.h. (92.13 m.p.h.).
1 hour at 145.28 k.p.h. (90.27 m.p.h.).
100 miles in 1 hr. 5 mins. 21.45 secs., 147.74 k.p.h. (91.80 m.p.h.).
200 km. in 1 hr. 21 mins. 3.79 secs. 148.03 k.p.h. (91.98 m.p.h.).

International Class I (500 c.c.)

50 km., 99.30 m.p.h. (90.06).
50 miles, 99.56 m.p.h. (90.63).
100 km., 99.59 m.p.h. (90.87).
1 hour, 99.41 miles (91.34).
100 miles, 99.44 m.p.h. (91.4).
200 km., 99.13 m.p.h. (88.6).

Previous 500 c.c. records are shown in parentheses.

organized in Belgium, probably at Spa; that the A.C.F.'s French G.P. will take place on the Essarts circuit at Rouen, and that the British G.P. is booked for 19th July, although what circuit will be used is not known as yet.

The World Championship will be based on the results of the Swiss, European, French, British, Italian, Dutch, German and Rio de Janeiro Grands Prix and the Indianapolis 500-miles race.

THE INTERNATIONAL CALENDAR

(January-June 1952)

January 4-6, Germany, Garmisch-Partenkirchen Rally (S, T). Monaco, 22-29, Monte Carlo Rally (T). France, 27, Circuit d'Agadir (T).

February 17, Argentina, Races (R). Italy, 22-25, Sestrières Rally. Sweden, 24, Races (F1, 2, 3, S). Argentina, 24, Race (R). France, 24-3rd March, Rally Féminin (Paris-St. Raphael) (T). Italy, 26, Autosky Agnelli (T).

March, France, 1-2, A.C. Nord Rally (T). Italy, 2, San Remo Rally (Women drivers) (T). Italy, 9, Tour of Sicily (S, T). Sweden, Helsingland Ice Races (S). U.S.A., 15, Sebring (Florida) 12-hour Race (S). Italy, 16, Syracuse (F1). Switzerland, 21-22, Rally des Neiges (T). France, 28-30, Lyon-Charbonnières Rally (T). France, 30, Montlhéry Races (S, T). Great Britain, 31-5 April, R.A.C. Rally of Great Britain (T).

April, 4-9, France, Rallye du Soleil (T). Belgium, 12-14, Rally Benefrux (S, T). Italy, Inter-Europa Cup (S, T). Australia, 14, Australian G.P. (R). Great Britain, 14, B.A.R.C. Goodwood Races (R, S). France, Pau Grand Prix (F2). France, 18-20, L'A.C. d'Oranie Rally (T). Italy, 20, San Remo G.P. (F1). Holland, 20-26, Tulip Rally (T). Great Britain, 26, Shelsley Walsh Hill-Climb (R, S). France, 27, Marseilles G.P. (F2).

May, 4, Italy, Mille-Miglia (S, T). France, Bordeaux Races (T). France, 7-8, Joan of Arc Rally (T). 9-13, Morocco Rally (T). Great Britain, 10, Silverstone Races (F1, R, S). Finland, 11, Elaintarhanajo-Djurgardsloppet (F1, F3, S). Italy, 11, G.P. of Valentino (Turin) (F1, S). Finland, Tampere Races (F1, F3, S). Switzerland, 18, Swiss G.P. (F1). Finland, Lappeenranta Races (F3, S). Belgium, 18, Production Car G.P. (S, T). Italy, 18, Coupe des Dames (T). Portugal, 20-25, Lisbon Rally (S). Luxembourg, 22, Luxembourg G.P. (F2, F3). Italy, 22, G.P. of the Aerodrome (F1). Switzerland, 24-25, Montreux Rally (T). Germany, 25, Eifel Races (F1, F2, F3, S). France, 25, G.P. of France, Paris (F2). Italy, 25, Genoa G.P. (F2). Great Britain, 29, Isle of Man Races (F3, S). France, 29-31, Rallye des Cathédrales (Albi) (T). U.S.A., 30, Indianapolis 500-miles Race (R). France, 30-2nd June, Aix-en-Provence Rally (T). Germany, 30-2nd June, Wiesbaden Rally (S, T).

June, Belgium, 1, Frontières G.P. (F2, F3). France, 1, Albi G.P. (F1). Italy, 1, Tuscany Cup (S, T). Austria, 1-2, Dachstein Circuit (S, T). Monaco, 1-2, Monaco G.P. (S). Great Britain, 2, Goodwood Meeting (F3, R, S). France 5-7, Iseran Rally (T). Great Britain, 7, Barcham Meeting (R, S). Italy, 8, Monza G.P. (R). France, 8, Circuit des Vosges (S, T). Hyères 12 Hours Race (S, T). Dieppe Rally (T). France, 8-9, Bol d'Or (S). Germany, 12-15, Travemünde Rally (S, T). France, 13-15, Auvergne Rally (T). Great Britain, 14, Ulster Trophy Race, Dundrod (F1). France, 14-15, Le Mans 24 Hours Race (S). Italy, 15, Rome G.P. (F2, F3). Sweden, 19-22, Rally of the Mid-right Sun (T). Great Britain, 21, Gamston Meeting (R, S). Austria, 21-22, Austrian Alpine Rally (S, T). Belgium, 22, G.P. of Eurone (F1). France, 22, Circuit of the Ramparts (F2). Portugal, 22, G.P. of Portugal (S). France, 27-29, Dauphine Rally (T). Great Britain, 28, Bolness Hill-Climb (R, S). Italy, 29, Targa Florio (S). France, 29, Laffrey Hill-Climb (S, T). France, 22, G.P. de France, Reims (F2).

R.—Racing-cars. F1.—Formula 1. F2.—Formula 2. F3.—Formula 3. S.—Sports-cars. T.—Touring-cars.

(To be continued)

SPORTS - NEWS

THE COUPE DU SALON

ALTHOUGH originally listed as a Formula 1 racing-car event, the Coupe du Salon, held at Montlhéry last Sunday, was for production and sports-cars only, and was won by Guy Mairesse in a Talbot.

Veuillet's Porsche won the up-to-1,500 c.c. production car class ahead of G. Trouis's DB Panhard, and Péron (Ferrari) was first in the over 1,500 c.c. production category. In the sports-car categories, Baron de Barry (Simca) was fastest up to 2-litres, while in the over 3-litre class Mairesse, Grignard, Vincent, and Meyrat all on Talbots, were followed by Cotton (Delahaye), Hitchings (Allard) and Colin Murray (Jaguar).

RESULTS

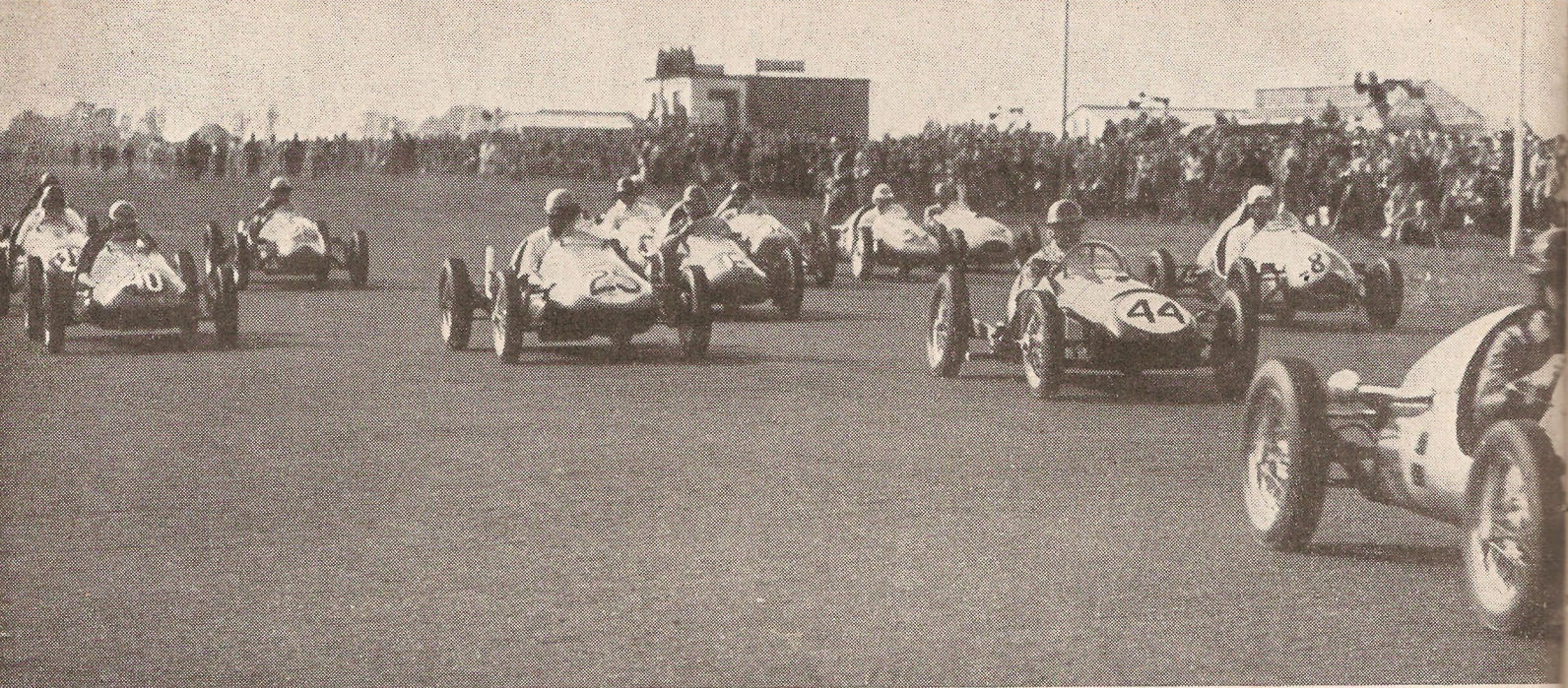
Gen. Classification, Sports-cars, 93.15 miles: 1, G. Mairesse (Talbot), 1 hr. 4 mins. 5 secs., 86.1 m.p.h.; 2, G. Grignard (Talbot); 3, Vincent (Talbot); 4, Péron (Ferrari); 8, A. P. Hitchings (Allard); 9, C. Murray (Jaguar).

1952 INTERNATIONAL FIXTURES

AT the recent meeting of the Commission Sportive Internationale in Paris, when the new 2½-litre U/s/750 c.c S. Formula was adopted as from 1st January, 1954, leading dates for the 1952 international racing calendar were also fixed. They are as follows:—

Monte Carlo Rally. 22nd-29th January.
Pau G.P. 14th April.
Swiss G.P. 18th May.
Luxembourg G.P. 22nd May.
Indianapolis 500-Miles Race. 30th May.
Monaco G.P. 1st June.
Le Mans 24-Hours Race. 14th-15th June.
G.P. of Europe (Belgium). 22nd June.
G.P. de la Marne. 29th June.
French G.P. (Rouen). 6th July.
British G.P. 19th July.
German G.P. 3rd August.
Comminges G.P. 10th August.
Italian G.P. 7th September.
Spanish G.P. 26th October.
Rio de Janeiro G.P. 14th December.

It is noteworthy that the Monaco race is listed as a sports-car event, that the G.P. of Europe will be



(Above) A bunch of "500s" moving up to the starting grid for a Formula 3 event. Prominent are Les Leston (J.B.S., No. 40), Alan Moore (J.B.S., No. 25), C. G. Arengo (Arengo, No. 15), T. J. Clarke (Iota, No. 44) and N. B. Johnson (Cooper, No. 28).



(Left) Raising his elbow: Cliff Davis (Cooper-M.G.), who won the opening race for sports-cars up to 1,500 c.c.

CASTLE COMBE

Headland (Kieft) Wins Formula 3 Race—Bob Gerard (E.R.A.) Breaks Lap Record—Fatal Accident to Curly Dryden

LAST Saturday's National meeting, organized by the Bristol M.C. & L.C.C. at Castle Combe, attracted the largest crowd ever to watch a racing event in the West Country. Perhaps the 6d. admission fee had more than a little to do with it, but at any rate spectators rolled up in their thousands, and the car parks were filled almost to capacity.

An excellent day's sport was marred by tragedy. Popular Curly Dryden, in the second heat of the Formula 3 race, overturned at Camp Corner on the first lap and received fatal injuries.

Ken Wharton (E.R.A.) won the 20-lap, 501-1,500 c.c. racing-car

event, and was leading from Bob Gerard (E.R.A.) in the *Formule Libre* race when the transmission failed and he took to the grass with white-hot chunks of metal flying around. Charles Headland, in the Stirling Moss Kieft, won the 500 c.c. final after a desperate last-lap bid by Bob Gerard (Cooper-Norton). George Abecassis scored yet another victory for H.W.M. in the 1,501-2,000 c.c. race, whilst sports-car winners were Cliff Davis (Cooper-M.G.) and Sid Allard (Allard-Cadillac).

* * *

THE first heat of the Formula 3 event resulted in a win for Don Parker (J.B.S.-J.A.P.) at close on 75 m.p.h., by

just 0.2 sec. from Ken Wharton (Cooper-Norton), with Charles Headland a close third in his first appearance with the Kieft-Norton. Les Leston (J.B.S.-Norton) took the second heat, followed by André Loens (J.B.S.-Norton) and J. Coombs (J.B.S.-J.A.P.). It was in this heat that the dreadful crash occurred to Curly Dryden. Approaching Camp Corner, five cars were bunched together, fighting for the lead. Dryden was through into first place when, to the horror of the crowd, he overslid, and the car immediately somersaulted. The driver was thrown out, but appeared to have been struck by his own car.

Naturally this unfortunate incident tended to cause the bulk of the crowd near the starting area to lose interest in the actual race which was won by Les Leston (J.B.S.).

The final of the 500 c.c. event saw Charles Headland (Kieft-Norton) jump

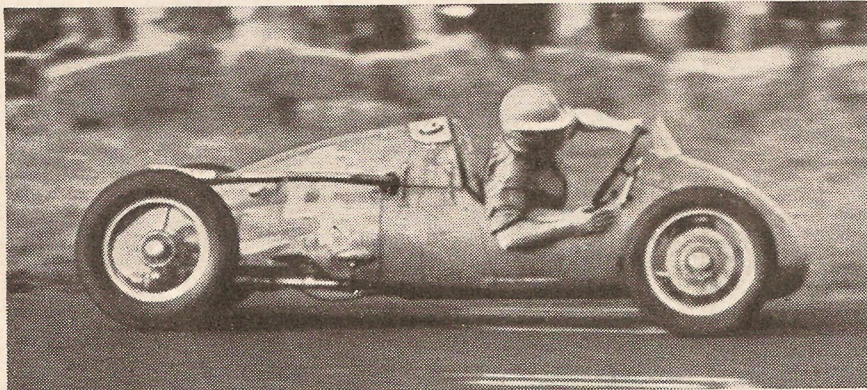
into the lead at the start, pursued by Les Leston (J.B.S.-Norton), Don Parker (J.B.S.-J.A.P.), André Loens (J.B.S.-Norton), Norman Pugh (Cooper-J.A.P.) and Don Gray (Cooper-J.A.P.) in that order.

At the end of lap 1, Kiefts were first and last, for J. Neill's older model brought up the tail of the procession. Headland steadily increased his lead, but on lap 4, Les Leston and Don Parker both began to close up, and Ken Wharton started to harry André Loens. A lap later, Wharton retired at the time-keepers' bus after passing Loens into fourth place. Next time round, Leston failed to appear, having broken a wish-bone; fortunately he came to rest safely.

Headland was now out on his own, but Bob Gerard, who had started practically last man, had weaved his way through the field into fourth place by lap 6. One lap from the end, J. Habin (J.B.S.-Norton) overturned at Old Paddock Bend, and was thrown out, escaping with the loss of a couple of teeth. It was not a good day for J.B.S., for Loens retired on the same lap in front of the paddock.

Gerard was going like the wind. He passed Parker, and set off to see what could be done about Headland. The exceptional acceleration of the Kieft told at Camp Corner, and Headland shot past the chequered flag, with Gerard and Parker in line ahead astern.

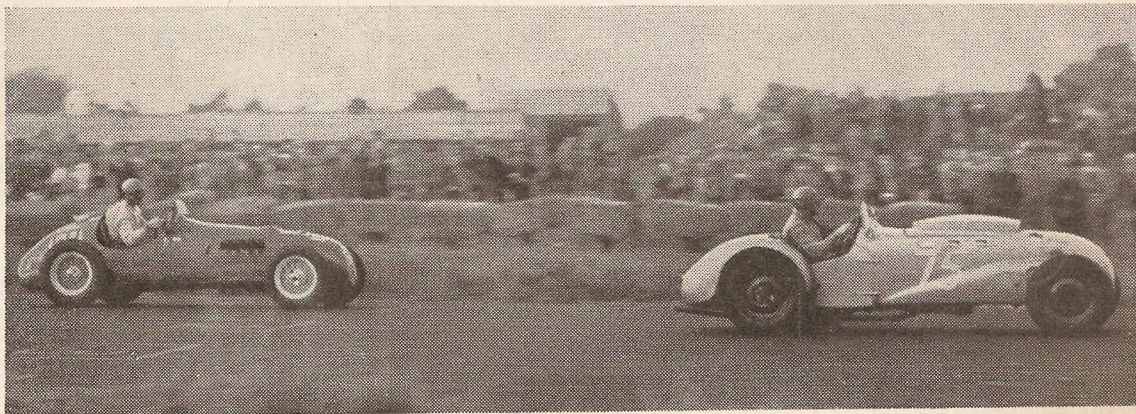
The 10-lap sports-car race went to Cliff Davis in his "Ferrari" Cooper, now fitted with a 1½-litre version of the M.G. engine. Pat Griffiths (Lester M.G.) did a spot of cross-country motoring,



(Above) Charles Headland, who scored a fine victory in the final of the Formula 3 race, with the Stirling Moss Kieft.

★

(Right) The duel between Sid Allard (Allard-Cadillac) and George Abecassis (H.W.M.) was a feature of the Formule Libre event, which was won by Bob Gerard (E.R.A.).



PROVISIONAL RESULTS

Formula 3

Heat 1 (7 laps): 1, Don Parker (J.B.S.-J.A.P.), 10 mins. 18.8 secs. (74.93 m.p.h.); 2, Ken Wharton (Cooper-Norton), 10 mins. 19 secs.; 3, Charles Headland (Kieft-Norton); 4, John Habin (J.B.S.-Norton).

Heat 2 (7 laps): 1, Les Leston (J.B.S.-Norton), 10 mins. 29.6 secs. (73.65 m.p.h.); 2, André Loens (J.B.S.-Norton), 10 mins. 33.2 secs.; 3, J. Coombs (J.B.S.-J.A.P.); 4, Ken Carter (Cooper-Norton).

Final (10 laps): 1, Charles Headland (Kieft-Norton), 14 mins. 45.8 secs. (74.78 m.p.h.); 2, Bob Gerard (Cooper-Norton), 14 mins. 46.2 secs.; 3, Don Parker (J.B.S.-J.A.P.), 14 mins. 47 secs.; 4, J. Coombs (J.B.S.-J.A.P.).

Sports-Cars

Up to 1,500 c.c. (10 laps): 1, Cliff Davis (1,467 Cooper-M.G.), 15 mins. 28 secs. (71.38 m.p.h.); 2, Pat Griffiths (1,467 Lester-M.G.), 15 mins. 38.2 secs.; 3, R. J. L. Threlfall (1,467 Lester-M.G.); 4, David Pritchard (1,496 H.R.G.).

Over 1,500 c.c. (10 laps): 1, Sid Allard

(5,420 Allard-Cadillac), 14 mins. 33 secs. (75.88 m.p.h.); 2, Tony Crook (1,971 Frazer-Nash); 3, Roy Salvadori (1,971 Frazer-Nash); 4, C. H. Swain (3,442 XK 120 Jaguar).

Racing-Cars

501-1,500 c.c. (20 laps): 1, Ken Wharton (1,488 E.R.A.), 26 mins. 54.2 secs. (82.07 m.p.h.); 2, Bob Gerard (1,488 E.R.A.), 27 mins. 36.4 secs.; 3, Peter Whitehead (1,496 E.R.A.); 4, John James (1,490 Maserati).

1,501-2,500 c.c. (10 laps): 1, George Abecassis (1,960 H.W.M.), 14 mins. 12.6 secs. (77.69 m.p.h.); 2, Bill Whitehouse (1,960 Alta), 14 mins. 30.6 secs.; 3, A. Stokes (1,960 Alta); 4, R. F. Peacock (1,971 Frazer-Nash).

Formule Libre (10 laps): 1, Bob Gerard (1,488 E.R.A.), 13 mins. 35 secs. (81.27 m.p.h.); 2, Peter Whitehead (1,488 E.R.A.), 14 mins.; 3, George Abecassis (1,960 H.W.M. U/s.); 4, Sid Allard (5,420 Allard-Cadillac U/s.).

Fastest Lap: Bob Gerard (E.R.A.), 1min. 19.2 secs. (83.64 m.p.h.), new lap record.

Nash). K. Flint's Buick-powered Neale Special displayed excellent getaway, but he was black-flagged near the end for a loose front wing. C. H. Swain's XK 120 Jaguar won a well-deserved fourth spot. Vintage folk were delighted when Chapman's 4½-litre Bentley disposed of a trio of Healeys.

A 10-lapper for racing-cars (1,500-2,500 c.c.) attracted only four starters, and resulted in a comparatively easy win for Abecassis (H.W.M.) Bill Whitehouse made the Gordon Watson Alta go well, and took second spot from Stokes in a similar car.

J. H. Webb (Turner) made a lightning getaway in the 20-lap race (501-1,500 c.c.), but was immediately passed by Ken Wharton (E.R.A.) and Bob Gerard (E.R.A.) before Quarry Corner. When Gerard's car developed a misfire, Wharton forged ahead to win as he pleased. Peter Whitehead (E.R.A.) made a slow start, but eventually passed John James's San Remo Maserati for third place.

Wharton took the lead in the *Formule Libre* event (10 laps), followed by James, Gerard, Whitehead and Allard. On

Castle Combe—Continued

lap 2, Wharton came round with smoke billowing from the cockpit of his E.R.A., and wiped both his screen and his goggles as he swept by the paddock area. Next time round, Gerard was in front, with Wharton taking time to fold flat his screen. On lap 3, Gerard came through on his own. Wharton's transmission broke up, and he ran off the road at Old Paddock Bend, jumping out hurriedly as clouds of smoke poured from white-hot pieces of casing.

Bob Gerard went on to win rather easily from Pete Whitehead. Abecassis (H.W.M.) and Allard (Allard-Cadillac) were locked in a race-long combat. The Formula 2 pilot had difficulty in passing the bigger car, but once ahead he made no mistake in annexing third place. James came home fifth, followed by Whitehouse in the Alta.

N. B. Johnson (Cooper-J.A.P. "500") went remarkably well. Webb's Turner retired near the end, and both C. J. Hamilton (E.R.A.) and John Ching (Bugatti) obviously had very bumpy rides.

Altogether a grand meeting, but it was a pity that there were so many non-starters in certain races.

* * *

TODD—AS EVER WAS**Humber Specialist Wins Cross-Country Hill-Climb**

THE Newry and D.M.C. found a good hill for their event last Saturday, skirting fields and utilizing muddy tracks in a 1,000-yard zig-zag complete with hairpin bend. But fine weather made it too easy, and turned the event into a timed climb, won by W. T. Todd in the indomitable Humber Special. Unfortunately another Ulster club chose to hold a trial on the same date, and only six

**CURLY DRYDEN****Pioneer Formula 3 Driver**

A recent picture of Curly Dryden

The entire motor-racing community was shocked to learn of the loss of Ronald (Curly) Dryden, one of the stalwarts of 500 c.c. racing, and one of the best-liked drivers in the game. With his passing, motor-racing has lost a real personality who loved the sport with almost passionate intensity.

Curly started racing shortly after being demobbed from the R.A.F. He appeared at Prescott with a Jaguar 100, which he conducted up the hill with admirable rapidity. The acquisition of a 750 c.c. M.G. gave him a taste for single-seater

work, and when Coopers announced series production of their "500", Curly Dryden was one of the earliest customers. He was the first man to see the possibilities of the o.h.c. Norton engine for car-racing. His many successes at home and abroad included winning the first International 500 c.c. Trophy race at Goodwood.

He acquired a J.B.S. at the beginning of the present season and raced it consistently. After his friend Alf Bottoms lost his life in an accident at Luxembourg, it was largely due to Curly Dryden's persuasion that manufacture and production of the J.B.S. was continued.

I am sure that every reader of "Autosport" will join with me in a message of deepest sympathy to his mother, his wife Jean, who accompanied Curly on all his racing expeditions, and their two children.

G. G.

competitors came to Ballyaghally, near Hilltown, to enjoy the fun.

First man up the hill was Cecil Atkinson (Ford Spl.), the club's hon. secretary, with a slick 2 mins. 18½ secs. from which Jim Hyde (Dellow) promptly carved off another ¾ secs. Disdaining to fuss over fractions, Mrs. Atkinson took the Ford up in an eyebrow-raising 2 mins. 1 sec., and Wilbert Todd,

despite a nice drift to take him round the hairpin on one lock, could not better 2 mins. 20½ secs. Then Eric Rowland, in Todd's Humber, overdid the drifting and found himself "in the rough" with a vengeance.

To uphold the mere male's status, Atkinson removed ½ sec. from his wife's time on his second attempt, only to be completely flummoxed by Todd, who played tunes on his battery of hand-brakes to register 1 min. 54 secs., and again put to shame by Mrs. Atkinson's second climb of 1 min. 56½ secs. in the Ford. "Heigh-ho," said Cecil, "That means I wash the dishes!"

RESULTS

W. T. Todd (Humber), 1 min. 54 secs.; Mrs. Atkinson (Ford), 1 min. 56.4 secs.; C. E. J. Atkinson (Ford), 2 mins. 0.8 secs.; J. A. Hyde (Dellow), 2 mins. 11 secs.; E. Rowland (Humber), 2 mins. 14 secs.; G. Savage (TC M.G.), 2 mins. 38.6 secs.

* * *

H.W.M. AND ESSO

AN advertisement in last week's issue of AUTOSPORT could have been read as indicating that Esso fuel and oil were used on Moss's H.W.M. in the Madgwick Cup race. In actual fact, Stirling Moss, who won at over 84 m.p.h., used Esso fuel and not Essolube.

DITCHED: Eric Rowland (Humber) comes to grief at the hairpin on Ballyaghally during last Saturday's Newry cross-country hill-climb



WINFIELD TOMORROW

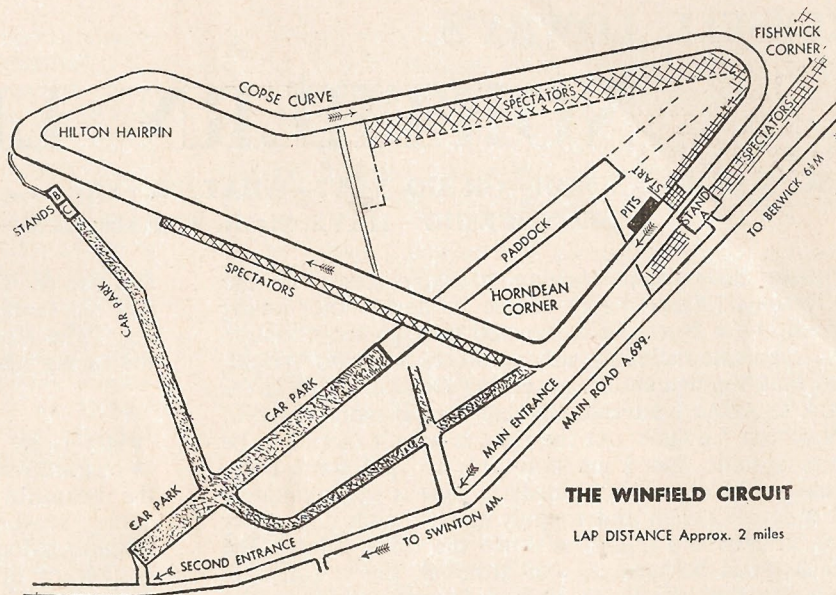
THE Winfield Joint Committee, comprising the Berwick and District, Hawick and Lothian clubs, has an attractive programme of events scheduled for the National Meeting which starts at 2 p.m. tomorrow (13th October). Main event is the 20-lap (40 miles) *Formule Libre* race, and entries include Reg Parnell (E.R.A.), Stirling Moss (H.W.M.), Bob Gerard (E.R.A.), Tony Rolt (Delage Spl.), Graham Whitehead (E.R.A.), Ken Wharton (E.R.A.), Dennis Poore (Alfa Romeo), Gil Tyrer (BMW) and Joe Kelly (Alfa). Doubtful starters are Philip Fotheringham-Parker (Maserati) and Duncan Hamilton (Lago-Talbot). The Maserati has super-charger troubles which may preclude it being completed, and the Lago-Talbot may not arrive back from France in time.

Duncan Hamilton must feel that Winfield is a bit of a hoodoo for him. At the last meeting he was accused of deliberately going to Zandvoort when he had promised to race at Winfield. The truth of the matter was that the Lago-Talbot was being repaired abroad that same week, and getting to Winfield was out of the question. As it was, Duncan just managed to arrive at Zandvoort in time to qualify.

Stirling Moss is down to drive the formidable Kieft in the 30 miles Formula 3 event, which contains a strong representation of Scottish and English entrants on Cooper, J.P. and J.B.S. cars. "Well-kent" faces include Jack Reece, Pat Prosser, David Blane, Joe Potts, Ninian Sanderson, and it is expected that Ecurie Richmond will also be present.

The five sports-car races include a vintage event, and the programme is completed by a couple of saloon-car races.

This is easily the most ambitious race meeting to be held in Scotland, and it may well pave the way for a proposed long-distance Formula 1 event in the not-so-distant future. Winfield is 6½ miles from Berwick-on-Tweed on A699.



THE WINFIELD CIRCUIT

LAP DISTANCE Approx. 2 miles

THE B.R.M. AND THE FUTURE

IN view of the many reports which have recently appeared in the Press concerning future prospects for the B.R.M. racing-car, Mr. Alfred Owen, Chairman of the B.R.M. Trust, after consultations with Raymond Mays, has issued the following statement:—

"Our immediate plans will be governed by the outcome of the tests which have been in continuous progress at Monza track, near Milan, since mechanical troubles prevented the cars from running in the Italian Grand Prix there on 16th September. These tests are showing good progress.

"Stirling Moss is due to join the test team this week. He will not be pressed to decide whether to drive for us in races until the conclusion of the trials.

"Contrary to some reports, Hans Stuck, the Austrian, has not been offered a B.R.M. wheel for any future race. The Trust wishes to place on record its appreciation of the generosity of Leslie Johnson in offering to fly to Italy at his own expense and act as reserve driver for the Italian Grand Prix. But for a prohibitive time element, advantage would certainly have been taken of this gesture.

"For the present, we are firmly of the opinion that the Monza testing programme should have precedence over everything else, even, if need be, to the point of deferring the B.R.M.'s next racing appearance until the Spring. Exact timing over various sections of the Monza course indicates that the B.R.M. is already more than a match for the Italian Ferraris and Alfa Romeos in sheer speed, and efforts are being concentrated on improving cornering power and general handling qualities."

CALIFORNIA DRIVING TESTS

THE Hants and Berks M.C. held its second Driving Test meeting at California-in-England, near Wokingham, Berks, on the motor-cycle dirt track last Sunday, 7th October.

The meeting was very well supported and some good driving was witnessed. One of the star turns was Harry Quinney's 1907 Renault Landaulet running in the saloon class. Much excitement was caused by a neck-and-neck finish between this car and a Vauxhall Wyvern, the Renault winning by 2 ft., much to the amusement of the crowd. R. Yeats (Yeats Special—with Fiat saloon body) gave a good display of cornering in the saloon class. Seven tests in all were held.

RESULTS

Best Performance: Michael Hopkinson (1,172 Ausford S.); 2, Brian Watridge (1,172 Peasmarsh Spl.); 3, C. D. F. Buckler (1,172 Buckler S.); 4, H. C. B. Adford (1,250 M.G. S.); 5, G. Tapp (1,172 Buckler); 6, Morien Ness (933 Ford Spl.).

Best Lady: Molly Hopkinson (1,172 Ausford S.).

Best Saloon: R. Yeats (1,172 Yeats Spl.).

* * *

COMBINED DORSET SPEED TRIALS

TARRANT RUSHTON aerodrome, near Blandford, Dorset, will be the scene of a closed combined speed trial meeting to be organized jointly by the 750 M.C. and the West Hants and Dorset C.C. on Sunday, 21st October. There will be classes for sports-, saloon- and racing-cars, and the course is 440 yards in length. The event begins at 12 noon. Entries close by 13th October (tomorrow) and the address of the Secretary of the Meeting, A. Footner, is Flat 4, Westfield Gardens, Somerford, Christchurch.

RUSSELL LOWRY'S

NORTHERN LIGHTS

SO NOW YOU KNOW—OR DO YOU?—WHAT, NEVER? . . . WELL HARDLY EVER—A LONG APPRENTICESHIP—HAVE SOME CLEAN MUD—X MARKS THE SPOT

THERE have been exciting announcements in the National Press lately about a new motor-racing circuit in the North being created through the initiative of a syndicate including, among others, Howard Wright, and that Vintage enthusiast Paddy Denton. This is the track to which I referred vaguely several months ago in "Northern Lights". At the time it wasn't tactful to be more specific, but I am now able to spill some more beans. The circuit in immediate view is approximately $1\frac{1}{2}$ miles in extent and roughly square, with one pretty fast straight and squiggles down the other sides. The surface will be tarmac, and although the countryside is pretty flat, there are interesting undulations in the course. The initial circuit is not big enough for anything in the nature of Formula 1 racing, although there are hopes of extending it later. In the meantime, Formulas 2 and 3 (particularly the 500s) will be catered for. Five meetings a year is the allowance, so the track cannot be available to clubs on the Silverstone basis, but the idea, when all the licences and formalities are complete, is, broadly speaking, to form a new club, drawing membership from racing enthusiasts in the North to handle the organizing side. From the spectator point of view, it's estimated that 5,000 cars can be accommodated within the walled parkland, and as there are three exits, with a perimeter road serving them, the bottlenecks of earlier Silverstone meetings should not apply. As usual, of course, there are millstones round the neck of such enterprises, not the least of which is the savage 42 per cent. Entertainment Tax. And that is about that, for the present. Straight from the horse's mouth, and though we've heard plenty of similar stories before, this time it really looks as if it might happen.

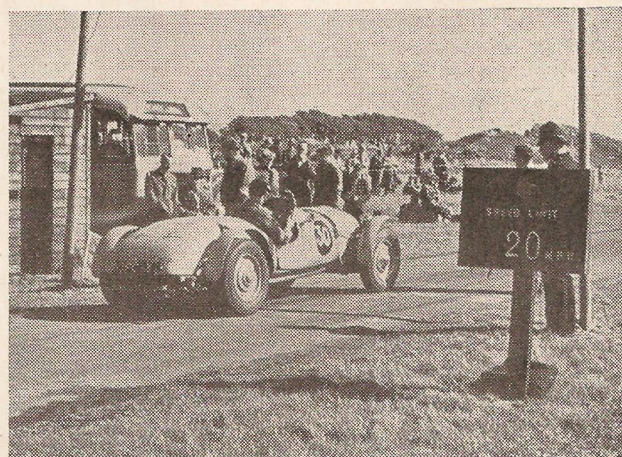
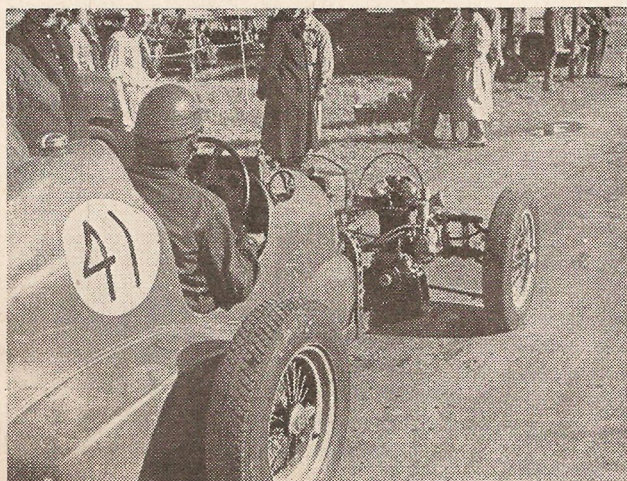
The little piece included a fortnight ago about promotion in status for a Northern circuit got mispunctuated

and tied on in the wrong place—and anyhow, things are still too embryonic for real comment, but keep watching. The North is certainly going to keep its place on the racing map.

* * *

THIS is by way of an explanation or apology to a character who, judging by his flowing moustache and the beautiful Bugatti radiator behind which he was sitting, must be a reader of AUTOSPORT. The scene is a hundred-foot-wide concrete straight following a curly section of ordinary Cheshire road. Enter a mixed collection of family saloons in echelon formation at about 15 m.p.h. The sight of the straight concrete stirs their ambitions, and with a gesture of abandon, they accelerate in top gear to—16 m.p.h. At the back of the queue—enter Lowry. Following the precepts of many august Autosportsmen, he grasps a handful of cogwheels and rudely forces his way past, to the evident annoyance of the said character in the Bugatti, who, pursuing a lonely amble in the opposite direction, disapproves of the momentary existence of four and a half lines of traffic, though there is plenty of room for more. His disapproval takes quite violent form, and is topped off by nicely timed gestures.

Perhaps the thing was just a display of Northern temper on both our parts, but I plead that by the time you've totted up 300 miles for the day's work—and there's still a story to write—it becomes difficult to match your rate of progress with that of family saloons just out for a doddle in the evening sunshine. Further—



ALTCAR: (Above) What's this—a police trap? Ken Downing's Connaught on the line at the Waterloo and D.M.C.'s recent sprints

(Left) . . . and there's another one on the other side, too—with room for more. The twin-engined Murray Special at Altcar

more, if those whiskers and that Bugatti radiator have never been in a hurry together, I'm a Dutchman!

How different was a scene witnessed next morning on the way to this desk. Approaching the top of our local hill, it became evident that the road was blocked, seemingly by a major accident. 'Buses, farm carts, gents' carriages and things were everywhere. But the headline smash turned out to be nothing more serious than a pig hunt. Somebody's bacon ration for 20 years had escaped from its container and was being pursued with good-natured enthusiasm by postmen, managing directors, Members of Parliament and the crews of several Corporation 'buses. A couple of sports-cars provided excellent mobile barriers. Altogether a very cheery little occasion, though theoretically we should all have been in much more of a hurry on Monday morning than we had been the previous evening.

* * *

ONE was glad to see that Bernard Warr had successfully cleaned up the Lancashire and Cheshire C.C.'s Lakeland Rally, thereby confirming some very doughty test performances in other events. On the other hand, it's quaint to see our good friend Alan Hopkinson still ranking as a novice. From the Circuit of Ireland alone, he brought back enough silverware to float off a new club! Presumably that doesn't rank in this country, having been theoretically performed on foreign soil. Anyhow, it's the definition and not the intention that needs tidying up.

A COMPLETELY new course is being worked out for the North Midland M.C.'s Autumn Trial in the Hope/Edale district. This is a welcome development, as trials in general seem too liable to get into a rut. Coo, what have I said? Anyhow, entrants can expect hitherto untasted joys in this area. Explorations arose out of that popular challenge match for the Over-revver's Trophy.

The Social Calendar is beginning to fill up already, and the North Midland's Annual Dinner is fixed for 15th February. This is one of those occasions dear to the non-stately enthusiast when the back hair can be left at home. Another ultra-cheery date, though held in palatial surroundings, is the Vintage Weekend, scheduled for 24th/25th November at Southport.

* * *

MANY Northern enthusiasts may, like myself, have feared they were going to be disfranchised on 25th October through attendance at the Motor Show. As motorists, I don't think we have any cause to be thankful to any Government that has ever ruled this once tight little island, but most of us will want to make a large cross here or there on that day, and it's good to know that facilities exist for doing so. I'm not quite sure at the moment whether it will be necessary to bury a grandmother as well, if we're not literally compelled to be at the Show.

RECENT RESULTS

THE UNDERCLIFF SPEED TRIALS AT RAMSGATE

(Sunday, 30th September)

(Joint organizers, Herts County A. and A.C. Ltd. and North London Enthusiasts' C.C.)

B.T.D.: B. E. Bradnack (1,098 Cooper-J.A.P. S.), 14.33 secs.

Best time by Lady Driver: Mrs. S. L. Parker (Jaguar XK 120), 19.14.

Best time by member of the Herts C.A.A.C. Ltd.: A. W. Richards (497 J.B.S.-J.A.P.), 15.18.

Best time by driver of 100 per cent. foreign built car: M. B. Hukins (2.3 Bugatti (S)), 15.64.

Best time by driver of Vintage car, Vintage Award: V. J. Hern (1,097 c.c. Amilcar (S)), 16.13.

Mrs. Rivers Fletcher Challenge Trophy: Miss E. J. Temple.

CLASS AWARDS

Saloons and D.H. Coupés

Up to 1,500 c.c.: R. J. Randall (Austin A40), 20.91.

Over 1,500 c.c.: G. H. Grace (2,443 Riley), 20.08.

Sports Cars

Up to 1,100 c.c.: K. Rolfe (1,090 Fiat), 18.13.

1,101-1,500 c.c.: 1, V. J. Hern (1,097 Amilcar S.), 16.13; 2, F. C. Davis (749

M.G. S.), 18.31; 3, E. C. C. Harewood (939 M.G. S.), 19.09.

1,501-2,500 c.c.: S. G. Greene (1,971 Frazer-Nash), 18.02.

Over 2,500 c.c.: 1, G. Parker (2,664 Jaguette S.), 16.18; 2, W. B. Black (3,442 Jaguar), 17.63; 3, S. G. Greene (1,971 Frazer-Nash), 17.90.

Racing-Cars

Up to 500 c.c.: A. W. Richards (497 J.B.S.-J.A.P.), 15.18.

501-1,100 c.c.: J. Coombs (499 J.B.S.-Norton), 16.19.

1,101-1,500 c.c.: B. E. Bradnack (1,098 Cooper-J.A.P. S.), 14.33; 2, J. Farley (996 Farley-Special S.), 15.46.

1,501-2,000 c.c.: Insufficient entries.
Over 2,000 c.c.: E. Lloyd-Jones (21,000 Triangle Special), 14.76; 2, M. B. Hukins (2.3 Bugatti S.), 15.64.

* * *

THE V.S.C.C. PRESTEIGN RALLY (6th-7th October)

Vintage Class: 1, F. E. Day (Bentley); 2, H. Spence (Lea-Francis); 3, S. K. Waine (Alvis); 4, J. L. Aspland (Lea-Francis); 5, G. C. Bishop (Riley). (All First Class Awards). 6, D. F. Myers (Lea-Francis); 7, D. I. Lloyd (Bentley); 8, C. W. A. Slater (Alvis); 9, A. Archer (Vauxhall). (All Second Class Awards).

Edwardian Class: 1, S. E. Sears (Rolls-Royce) and F. I. Skinner (Rolls-Royce); 2, D. G. Firkins (Darracq).

* * *

KENTISH BORDER C.C. DRIVING TESTS

(Detling: Sunday, 30th September)

David Greig Goblet: A. Rumfitt (Cotton).

Best Performance Class A (Open under 1½-litres): M. H. Lawson (Lotus I).

Best Performance Class B (Open over 1½-litres or S/c): R. F. Chappell (Dellow S.).

Best Performance Class C (Saloons): H. E. Cox (Ford 10).

Runner-up, Class A: R. E. C. Brookes (E.R.P.).

* * *

WEST AND CHAPMAN TELL 750 M.C. "HOW"

AT the 750 M.C.'s October "Red Cow" meeting on the third of the month, a large audience was addressed by the two fastest 750 formula drivers, West and Chapman, on their experiences in obtaining results from the basically standard "Seven" engine. Chapman had brought a collection of exhibits showing how certain modifications had failed and described his method of correcting these failures.

The Club were pleased to welcome Mr. Lowe, whose beautiful special Austin 7s will be remembered by pre-war "750" enthusiasts, especially in connection with car dirt-track events.

CANADIAN COMMENTARY

by J. S. LUCK

(with illustrations by the Author)

Some Observations, Cynical and Otherwise,
by the Owner of a British Light Car

Whilst "Autosport" does not necessarily share the opinions expressed by the contributor, it is felt that the Canadian viewpoint should be given, particularly following the recent reports that many British cars exported to that country were being returned to the manufacturers owing to the difficulty of finding a suitable market for them—*Editor*.

IT seems probable that many a wistful, car-starved Briton has asked himself who the lucky blighters are that so imperturbably accept, drive and presumably enjoy, the fruits of their labours. Also there is apparently a dearth of reliable information on the reception accorded the exported car after it arrives overseas. An attempted report on all kinds and sizes of British cars driven by the citizens of just about all the countries in the free world would have to be so full of generalities that no specific conclusion could be drawn. Therefore, one country is selected—Canada, and only cars of 2 litres and less are represented. The bigger and biggest British cars and some small sports-cars are an entirely different proposition that may be covered some other time.

Blocking in the picture with broad strokes it is found that the Canadian buyers are made up of three basic types: those that wish they had never bought a British car in the first place; the credulous; and the tinkers.

The first mentioned, like the ancient mariners, must at leisure repent the consequences of acting without first considering all the angles. A typical member of this group makes his purchase with the usual enthusiasm. A week later, the novelty of operating a scale-model of a full-size car has worn off, and the slow realization of a ghastly error, finally strikes him with shattering impact. Quivering, he staggers blindly back to Simon & Legree Motors Ltd. and asks them what they will allow on his week-old "Albatross 8" against the purchase of one of their standard products of Windsor or Detroit. S. & L. Motors, with the commendable generosity common to all Canadian

dealers, and giving proof by inference of the unbounded confidence they have in the particular English car they sell, throw caution to the winds and offer a magnanimous 45 per cent. of the purchase price. Should he turn this tempting offer down—the man is not himself, remember—in order to have a stab at a private sale, he will learn that nobody ever buys a second-hand British car unless the selling price is less than half the original cost, and preferably much less, no matter what the condition or mileage. Should this turn out to be too much of a financial blow, there is nothing this poor man can do but hang on to his "Albatross 8" and write nasty letters about it to the editors of various journals.

The opulent corporations of North American business may attribute much of their well-fed existence to a steady diet of suckers. There are more than enough of these gullible types to go around: indeed, the unqualified success of the British export market is largely reliant upon this ever-existing surplus.

Swallows All

The gullible type believes anything and everything he reads or is told. If the dealer, with straight face and guileless manner, has said the "Salmon 9" is comfortable, the proud new owner, convalescing from three dislocated vertebrae and a fractured coccyx as the result of a trip between Montreal and Toronto, puts it down to "a touch of liver, old boy". Advertising literature informs him that the "Salmon 9" motor is "a superb example of British automotive engineering skill"; so he cheerfully accepts rattles, knocks and squeaks as a pleasantly audible manifestation of quality. He may even be heard

to scream above the frightful clatter, "Gad! listen to the POWER of that motor". If this chap does the usual, he will immediately subscribe to all the British motoring journals. After two weeks' exposure to the advertisements and a few editorials, he now believes that "British" and "best" are synonymous (as, in fact, they generally are, but not *always*, for goshakes). He compares his half-pint of motor car with the domestic product and is amazed that anyone in their right mind would buy an inexpensive, well-serviced, extremely comfortable, economical, beautifully finished, fast, smooth-riding "American" sedan when the U.K. Spartan 1,100 can be bought just as cheaply. He has read so much about road-holding that he now believes every motorist has a mad craving to take hairpins at 50, and is insufferably patronizing about the Canadian car which could accomplish this only at the expense of tearing up the macadam with its door handles. He is fond of saying he drives a *real* car—whatever that means. All in all, the credulous type is sold on the idea that he is deliriously happy and he can show anyone interested a collection of printed matter, clipped from several English periodicals, which proves the point.

Meccano Boy

Last comes the tinkerer. Unlike the sucker, who is happy because he is told to be, the tinkerer is genuinely in love with his British car. He has a mechanical toy which is ideally adapted to being taken apart and put together again like a meccano set. In fact, the more often and longer it is laid up during these tinkering orgies, the better. The tinkerer, Senior Grade, points

modestly to his '34 "Le Mans" Something-or-other, and tells you "17 years old, by jove, and never been serviced by a garage". The speedometer may only show 10,000 miles, but during this time the car has been decoked eight times, had 20 valve jobs, new pistons, all bearings replaced, and has been rewired at least twice. All this, whether the car needed it or not: and, in all fairness, it probably didn't, at that. The tinkerer, Second Grade, or Lesser Tinkerer as he is sometimes called, seldom has a car for more than a year. It takes about 10 months and 5,000 miles to drive from the dealer to the boneyard. Starting with a stock car he quickly skims 30 thou. off the head, adds twin carburetters, special bunch-of-bananas exhaust manifold, straight-through silencer, larger inlets and highly heat-resistant exhaust valves, and in other ways increase h.p. and r.p.m. to a point beyond the intended stress limits of the original power plant. The Lesser Tinkerer is much admired by fellow-tinkerers and himself. He has a certain dignity and is referred to as an "enthusiastic tuner". If he did exactly the same things to a Plymouth or Mercury he would be scathingly dismissed as a (Ugh!) "Hot Rodder". Fact remains that after his ministrations, the Tinkerer, Second Grade, has had an awful lot of fun, but very little reliable motor car is left.

Having now completed a coldly impartial analysis of the Canadian market (S.M.M. & T. are welcome to reprint for future useful reference), an individual example is needed to

round out the picture. The particular owner selected is a man of discerning judgment and a keen sense of values, but for all that an enthusiastic advocate of the British car; namely, the writer.

I travel some 26,000 spartan miles a year in a car of 36 b.h.p. Most of it alone. This is important: for how long could the doting owner of a small British car hold on to his pride and joy if most of the travelling was done *en-famille*? My wife, son, and daughter sigh with heavy envy as each "American" behemoth passes, and point out with some accuracy that for the same outlay I could have bought a CAR. A car, furthermore, obviously and especially designed and equipped to transport your entire family (including in-laws and two weeks' luggage for all) in the complete comfort possible only via the standard sort of drawing-room on wheels which the American vehicle now suggests. The big flexible motor allows an effortless cruising at 70. Somehow, the old punch line about ours being a *REAL* car falls flatly on deafened distaff ears. When we do go off on a weekend trip it is not easy to ignore the agonised moans of my wife as seat-to-seat contact becomes pure torture. I am also sometimes touched by the pitiful bleating of my two children as bruises form and serious internal injuries are a practical certainty as a result of the hammering and bouncing they suffer in the back seat.

A *Pffft* for the American car and its decadent catering to creature comforts. What care I for the fact that quality for quality and function

for function, the small British car would have to sell for between \$150 and \$200 on this continent so that its price would be a reasonable fraction of the value and cost of its grown-up cousin.

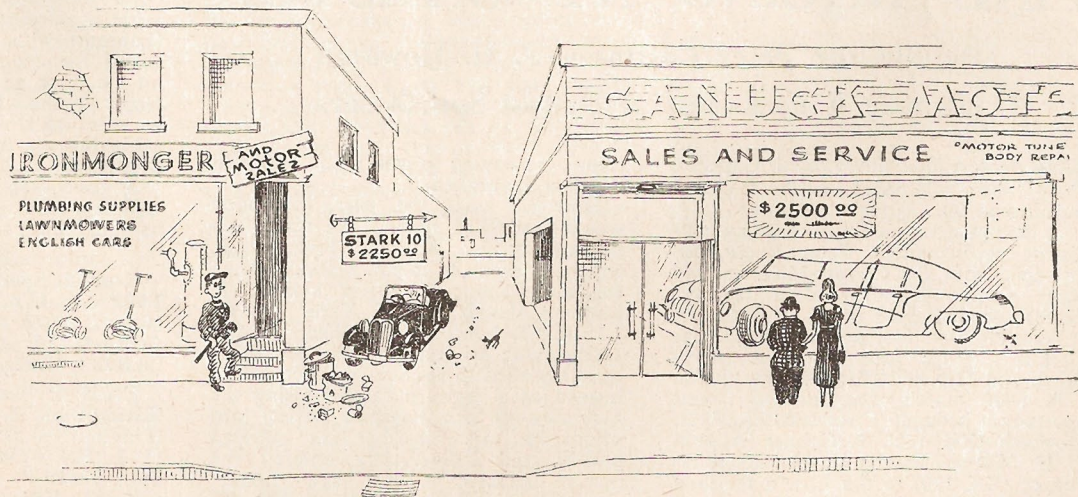
The service of my car is beyond reproach, workmanship is of the highest order and charges low. I do it all myself. I found out early that it is unwise to allow a dealer to commit even mild servicing. To understand the significance of that, it is only necessary to realize that many dealers may have sold nothing but lawn-mowers before they were introduced to the lucrative racket of selling British cars. He employs mechanics, but gives preference, apparently to hiring ex-plumbers, bricklayers, bartenders or, for that matter, anyone who is able to assure him of an abysmal mechanical ignorance. Any of these chaps, if they are worth their salt, can always be relied upon to squeeze an American standard nut on to a B.S.F. thread and they have an almost uncanny ability to sniff out and do everything which is listed in the manual under the heading "Under no circumstances must the following be done, etc." It goes without saying that the manual itself is never referred to—I believe this is considered cheating and is strictly frowned upon, of course.

The most remarkable thing about my car is the way it seems to change size; the true dimensions being experienced only when piloting the family around on Sunday afternoon. On the return journey, should my wife decide to take the helm while I scroonch into the back seat with

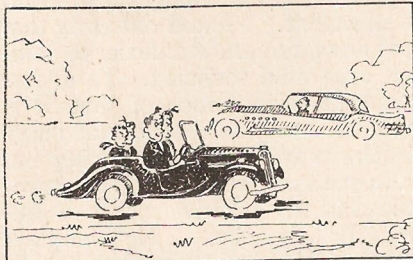
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"... Many dealers may have sold nothing but lawn mowers before they were introduced to the lucrative racket of selling British cars ..."

★



one of the children, the car feels as if the wheelbase is around 20 inches, but driving alone on one of my frequent long business trips, it is easy to dream it into a long, low, snarling monster capable of accelerating from 0 to 60 in 9 seconds, with a maximum in top an easily achieved

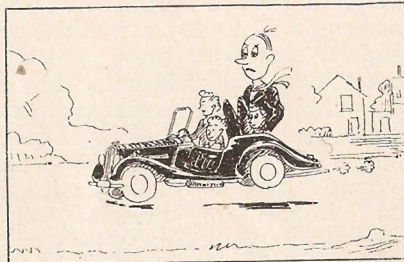


"The most remarkable thing about my car is the way it seems to change size . . ."

century. All this while really tootling along at a genuine 48 and with the full knowledge that I can exceed an honest 70 only on a down grade with a strong following wind. This ability to dream is one of the greatest single contributory factors towards deriving the utmost enjoyment from a British car. There are other ways of satiating one's sporting inclinations, however.

It is frequently rumoured that the small U.K. car couldn't out-accelerate a horse and cart. This is the sort of vicious propaganda suspected of being started by the big car dealers. I will swear to having beaten many of these vehicles to the getaway. For the benefit of those who have been too timid to try it, I will give my own tried and tested

method. Draw up beside a milk wagon, for instance. Without being obvious about it, look the nag over carefully. If he is not too young, and is tired and despondent of eye and bearing, everything is in order. Catch the milkman's eye and start giving intermittent light pressure to the accelerator in a suggestive manner. If he is a small size milkman, sneer slightly as well. As soon as

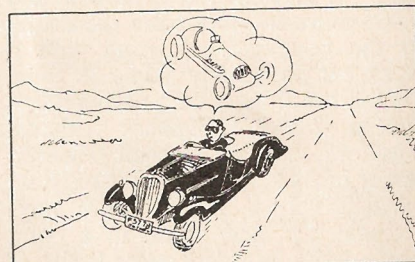


"... feels from the back seat as if the wheelbase is around 20 inches . . ."

the traffic light changes give her all she's got and it's in the bag, or should be. If the horse still pulls away from you, report the milkman to the S.P.C.A. for using a whip. This keeps the sport on a clean competitive level. I feel at this point I should warn readers about one American car which is even smaller and cheaper than British cars in general, and may look like easy meat. It is the diminutive 732 c.c. Crosley Super Sport or "Hot Shot". If one of these draws up beside you and the driver starts the old come-on revving routine, look the other way, brother; pretend to be busy fixing something under the dash. From a

standing start he could be six streets ahead of you before you are out of first gear!

In conclusion: the reason once given for the acceptability of the British car since VJ-Day has been the great shortage of "American" automobiles. To the majority of Canadians a car is an essential part of living; if it were not possible to get transportation by fair means, then the foul would have to suffice. When Windsor at last produced enough to meet the demand, and British cars still continued the same upward



"... alone, it is easy to dream it into a long, low, snarling monster . . ."

trend in sales, it is alleged that Windsor became rather cross about it.

This survey will have done much to explain an apparent paradox. The established market for the British car is one that Windsor cannot satisfy; they would understand why if they were aware of the mental make-up and desires of individual buyers as they have been so "brilliantly and clearly analysed" in this concise report.

FINE RACING AT GAMSTON

Double for Peter Collins — F. H. Howorth
(Jaguar) Wins Event for Fastest Sports-Cars

FOR once a fine day graced Gamston for the Nottingham S.C.C.'s closed meeting on 6th October.

A long programme revealed many consistent performances, Peter Reece, for example, with the Cooper-M.G. secured three second places; Walton (Frazer-Nash) a second and a third; D. A. Clarke (Frazer-Nash) a first and a third; Peter Collins (5½-litre Allard) a first and a third, and Greenall (Bugatti) two thirds.

A 5-lap match race for the fastest sports-cars brought Tyrer (BMW), F. H. Howorth (XK 120), P. Collins (Allard), J. H. Walton (Frazer-Nash) and E. P. Scragg (XK 120) to the line, a thrilling tussle resulting which compensated the

crowd for having to wait while Howorth adjusted his brakes.

Howorth made the pace, eventually winning at 82.80 m.p.h., but was given no quarter by Walton's Frazer-Nash, which finished .24 m.p.h. behind. Then followed, about 3 m.p.h. slower, P. Collins (Allard) and G. Tyrer (BMW) 1.11 m.p.h. behind. A wonderful race.

Observing the start of one event, we were horrified to see Scragg select reverse instead of a forward ratio—raising the eyebrows of poor Bagshaw (Alvis) into whom he ran. Neither car suffered greatly and immediately entered the fray. Gamston Corner saw contact made between Brown (M.G.) and Ryder

(Cooper-M.G.)—the latter having to retire.

Of blow-ups, few could have been more sensational than that of Labrum (Labrari) who, having won an event, found his engine showering hot metal on the track as he entered the paddock. Gerry Dunham made his first appearance at this track with the 2½-litre Alvis, achieving third place in a sports-car handicap.

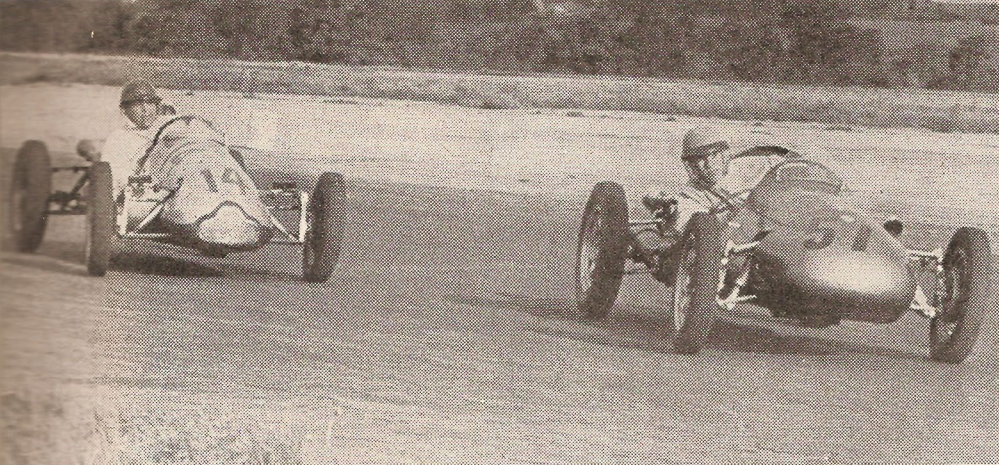
A good meeting, well organized, and suffering only from delay in starting the handicap events.

RESULTS

Event 1, Sports-Cars 750 c.c. S., up to 1,100 c.c., U/s., 5 laps: 1, D. A. Toon (Riley), 67.72 m.p.h.; 2, G. R. Stokes (Riley-M.G.), 67.05; 3, J. H. King (H.R.G.), 62.92.

Event 2, Non-Production Formula 3 Racing-Cars, 5 laps: 1, J. P. Labrum (Labrari), 68.59; 2, J. L. R. Rowbotham (J. L. R.), 67.96; 3, G. S. Whitby (500 Spl.), 67.90.

Continued on opposite page



GAMSTON: Peter Collins (J.B.S.) keeps ahead of Alan Brown (Cooper) at Portland Corner, to win the Formula 3 event.

After two laps, J. M. Garner (Cooper) came to the fore, though Spreckley kept well among the leaders for four circuits. Then A. D. Gill (Cooper) moved up to take charge, as Alan Rogers and Jack Reece (Coopers) threaded their way through from the background to be second and third. As the white flag came up to announce the last lap, it was still anybody's race, though Gill's lead was running out like the sand in an egg-timer as the other two pasted after him. Coming out of Welton he was still ahead, and the three finished under a handkerchief for a triumph of handicapping. The same thing applied in the second heat with J. Raper (B.R.S.) playing the hare to Don Parker's hounds, but this time Parker, as scratch man, did the pipping on the last stretch to get the verdict by a handful of yards. In the final Jack Reece and Don Parker found themselves paired on the scratch mark while Raper was reeling off the distance with Garner and Gill in attendance and Ashcroft keeping his damaged nose well above water. Messenger's Iota got amongst them and then his motor went sick. In the background, Headland, Reece and Parker were streaking for dear life in that order. Charles Headland seemed to find the Moss car a trifle tail-happy and was kept hard at work with the navigational department. Don Parker moved up on Reece and then dealt with the Kieft, as the three of them scrapped together through the Shrubbery on lap six. Into the final bend Gill was still ahead, but Jack had found some more horses and was neck and neck with Don. So they swirled down the straight to a spirited finish, Gill, Parker, Reece, a fitting climax to a splendid afternoon's sport, in a perfect setting, and with organization which only makes one regret that the larger four-wheelers are not catered for at this Mecca of racing on the East Coast.

RUSSELL LOWRY.

Event 3, Sports-Cars up to 750 c.c. S. and 1,500 U/s., 5 laps: 1, K. H. Downing (Connaught), 75.46; 2, P. B. Reece (Cooper-M.G.), 73.51; 3, T. C. Wise (Jowett Jupiter), 72.55.

Event 4, Sports-Cars up to 1,100 c.c. S. and 2,500 c.c. U/s.: 1, G. Tyrer (BMW), 82.92; 2, J. H. Walton (Frazer-Nash), 82.72; 3, D. A. Clarke (Frazer-Nash), 81.54.

Event 5, not exceeding 2,500 c.c. U/s. and 1,500 c.c. S.: 1, P. J. Collins (Allard J2), 81.73; 2, D. A. Truman (XK 120 Jaguar), 79.83; 3, E. P. Scragg (XK 120 Jaguar), 79.80.

Event 6, 5-lap Handicap Race for M.G. Cars: 1, J. Lant (750 c.c. Midget S), 72.30; 2, P. B. Reece (Cooper-M.G.), 71.94; 3, K. Shipside (TD Stage 2), 70.60.

Event 7, Racing-Cars Formula 3, 6 laps: 1, P. J. Collins (J.B.S.), 81.04; 2, A. Brown (Cooper), 80.85; 3, J. G. Reece (Cooper), 80.66.

Event 8, Vintage Cars 5-lap Handicap: 1, L. Sargent (1,496 c.c. Riley), 71.40; 2, C. K. W. Schellenberg (750 Austin), 63.82; 3, Hon. E. G. Greenall (2,300 c.c. Bugatti S.), 78.08.

Event 9, Racing-Cars Handicap, 5 laps: 1, K. H. Downing (Connaught), 75.49; 2, J. G. Reece (Cooper-M.G.), 82.40; 3, J. H. Walton (H.W.-Alta), 81.62.

Event 10, Racing-Cars Handicap, 5 laps: 1, C. K. W. Schellenberg (750 c.c. Austin), 64.60; 2, L. Sargent (Riley), 71.28; 3, D. A. Toon (Riley), 66.66.

Event 11, Racing-Cars (S.) Handicap, 5 laps: 1, D. A. Clarke (Frazer-Nash), 81.50; 2, B. G. W. Haynes (Healey), 78.91; 3, Hon. E. G. Greenall (2,300 c.c. Bugatti S.), 78.94.

Event 12, Match Race for Fastest Sports-Cars: 1, F. H. Howorth (Jaguar XK 120), 82.80; 2, J. H. Walton (Frazer-Nash), 82.56; 3, P. Collins (5,400 c.c. Allard), 81.58.

BIG CROWDS AT BROUGH

**Jack Reece (Cooper) Strikes Winning Form
—Eric Brandon (Cooper) Breaks Lap Record**

CROWDS stated to have attained 42,000 converged on Brough Aerodrome for the Blackburn W.M.C.s meeting last Sunday, where 500 c.c. car racing featured amidst the motor-cycle classes. Spectators lined the entire circuit four or five deep and followed all the racing with wrapt attention. The track itself had just been resurfaced, and, with the unusual circumstance of an easterly breeze blowing down the main straight, it was obvious that speeds were going to be high.

In the first heat of the scratch race, Jack Reece, Alan Brown and Alan Rogers (Coopers) staved off Don Parker's challenge, the first two being particularly quick and each putting in a circuit at 63.5 m.p.h. The second heat found Eric Brandon (Cooper) in command, with Peter Collins (J.B.S.) and Charles Headland, driving Stirling Moss's famous Kieft (less the mystic mo'or), in third spot. After these pipe-openers the final promised to strike sparks, and we were not disappointed. Jack Reece got his nose in front as the field disappeared down the immaculate new straight. As they came round again Brandon was fighting every foot of the way. Behind

this a battle built up between Don Parker and Charles Headland for third place, the pair continually passing and re-passing. It was the Reece/Brandon dice, however, that had necks craning as they swirled through the Shrubbery then drifted into the little backwater on the far tip of Welton Bend, before the final flight down the finishing straight. A sophisticated crowd realized that almost a single r.p.m. too few would leave a gap, while one too many would send a car slithering out of the lead. Lap after lap this tension was repeated in all its fine balance, until an audible sigh of relief preceded the cheers as the chequered flag came out. Jack Reece had it by half a length, but in the process Eric Brandon had put the lap record up to 63.81 m.p.h. As a matter of comparison, the motor-cycle record was raised, raised and raised again, until Bill Doran notched it at 66.01.

Even after this, the handicap race was no anti-climax as starter W. Sharman did his step dance to get out of each successive competitor's way. R. Spreckley was first off in Mervyn Kearon's Cooper, the nose of which bore evidence of a new and perhaps over-enthusiastic hand.

RESULTS

Scratch Race

Heat 1: 1, J. Reece (Cooper), 61.2 m.p.h.; 2, A. Brown (Cooper), 3, A. Rogers (Cooper).

Heat 2: 1, E. Brandon (Cooper), 61.19 m.p.h.; 2, P. Collins (J.B.S.); 3, C. D. Headland (Cooper).

Final: 1, J. Reece (Cooper), 62.22 m.p.h.; 2, E. Brandon (Cooper); 3, D. Parker (J.B.S.).

Fastest Lap: E. Brandon, 63.81 m.p.h. (Record).

Handicap Race

Heat 1: 1, A. D. Gill (Cooper), 56.35 m.p.h.; 2, A. Rogers (Cooper); 3, J. Reece (Cooper).

Heat 2: 1, D. Parker (J.B.S.), 60.35 m.p.h.; 2, J. Raper (B.R.S.); 3, R. W. Messenger (Iota).

Final: 1, A. D. Gill (Cooper), 57.79 m.p.h.; 2, D. Parker (J.B.S.); 3, J. Reece (Cooper).



With John PARIS

NEW SPANISH SPORTS
SURPRISING ABS
PROTOTYPES — BIR

(Left) A general view of the Salon on opening day.

(Below) An alligator-type bonnet is used on the reintroduced, twin - o.h.c. "3.3" Bugatti.

THE Paris Salon, which since time immemorial has been the jumping-off point for new models, was curiously conservative this year. Among high-performance cars, to which this report is devoted, one saw mostly last year's types, refined perhaps in detail, but familiar in form. There was, it is true, a great deal of excitement about the possibility of a new Citroën being unveiled, and considerable disappointment was expressed in the French Press when only the three usual models were seen. It is certain that an almost futuristic vehicle of this name will eventually make its bow in the medium-sized class, but evidently the production stage has not yet been reached.

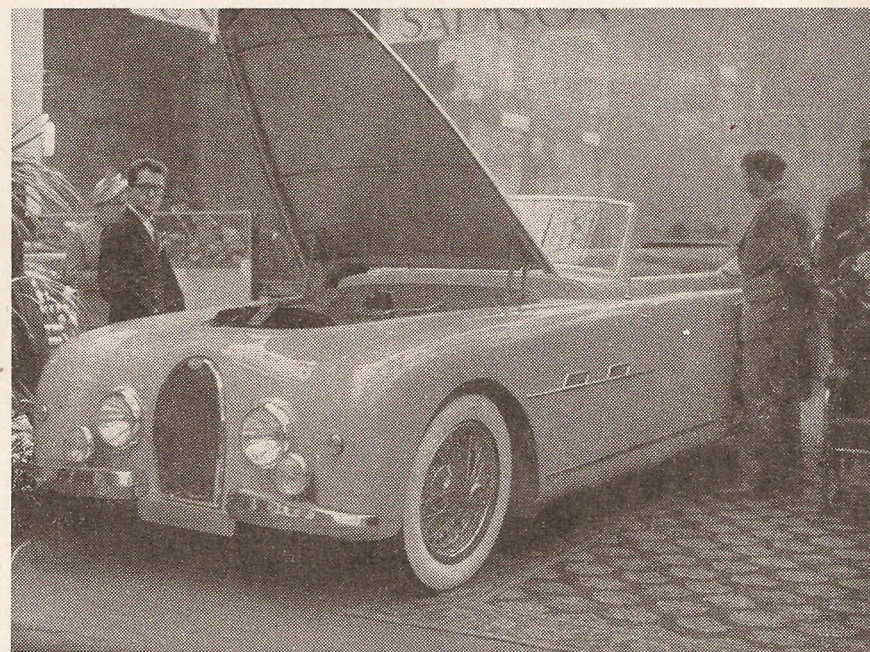
Admittedly, General Motors' experimental project, "Le Sabre", was to be seen in the flesh, or in the chromium, if you prefer it. This bears little relation to practical motoring, however, and the specification is too well known to warrant repetition here.

Nevertheless, there was one new car, a bolt from the blue, which held all admirers of speed models enthralled. It was the Spanish Pegaso.

The Pegaso

The Pegaso is produced by the vast national lorry manufacturing combine, E.N.A.S.A. It was designed by M. Ricart, who was responsible for the 12-cylinder racing Alfa Romeo, and it puts Spain right back where Marc Birkigt's lovely Hispano Suiza once placed it—in the middle of the motoring map. The representatives on the Pegaso stand had evidently been briefed to stress the high-speed touring attributes of the design, but if ever there was a potential winner of sports-car races, this is it. One might mention the next G.P. formula, too.

The integral body-cum-chassis has a wheelbase of only 7 ft. 8 ins., and the independent front suspension is by torsion bars and wishbones. Actually the



torsion bars are duplicated, and extend forward as well as to a rear anchorage on the fuselage, to distribute the stresses. At the back, a de Dion axle is employed, but the arrangement of the components is unconventional. The propeller shaft, carried very low, passes under the self-locking differential. The gearbox extends behind the final drive assembly, and the power enters through the layshaft.

There are five speeds, all indirect and in constant mesh, and the upper shaft of the box drives the pinion, which engages with the rear of the crown wheel. Articulated shafts take the urge to the road wheels, and the very large brakes are mounted inboard on the

transmission housing. The de Dion tube is secured in front of the hubs, and passes ahead of the differential. It is located by long radius arms, which meet at a point to the rear of the gearbox, and by a vertical channel in front of the housing. In effect, then, the usual de Dion layout is reversed, with all the mechanism behind the axle beam. This has palpable advantages, particularly as regards getting the weight well aft and providing adequate accommodation in the necessarily small body. The 16-in. wheels carry tyres of 5.50-in. section, and have Rudge hubs of abnormally large diameter, presumably to accommodate the bearings as far apart as possible. The suspension medium is

Bolster at the— SALON

**TS-CAR STEALS THE SHOW—
ENCE OF NOVELTIES AND
TISH CARS MUCH ADMIRERD**

again torsion bars, which are carried transversely above the transmission aggregate.

The engine is a V8 of 2,472 c.c., with a bore of 75 mm. and a stroke of 70 mm. The crankcase and the detachable heads are of light alloy, and the nitralloy crankshaft runs in five main bearings. Two overhead camshafts are carried in each head, driven by a train of gears for the competition engine, or chains for the normal job. The peak speeds for the respective models are 6,800 and 6,000 r.p.m. It was difficult to get much information on the stand regarding maximum output, but a maintained figure of 172 b.h.p. was mentioned.

A very low, red, fixed-head coupé and a green drophead, of similar shape, were shown, both being wide two-seaters with considerable luggage space. In either case, the total weight is just under a ton. Naturally, the price is a high one, being quoted as 3,400,000 francs, compared with, for instance, just over two million for the DB2 Aston Martin.

A 3-litre Mercedes-Benz

Another recent model, of very different type, is the 3-litre Mercedes-Benz. A stripped chassis was exhibited, in addition to a standard saloon and a speed model drophead coupé, though even the latter version is by no means a sports-car.

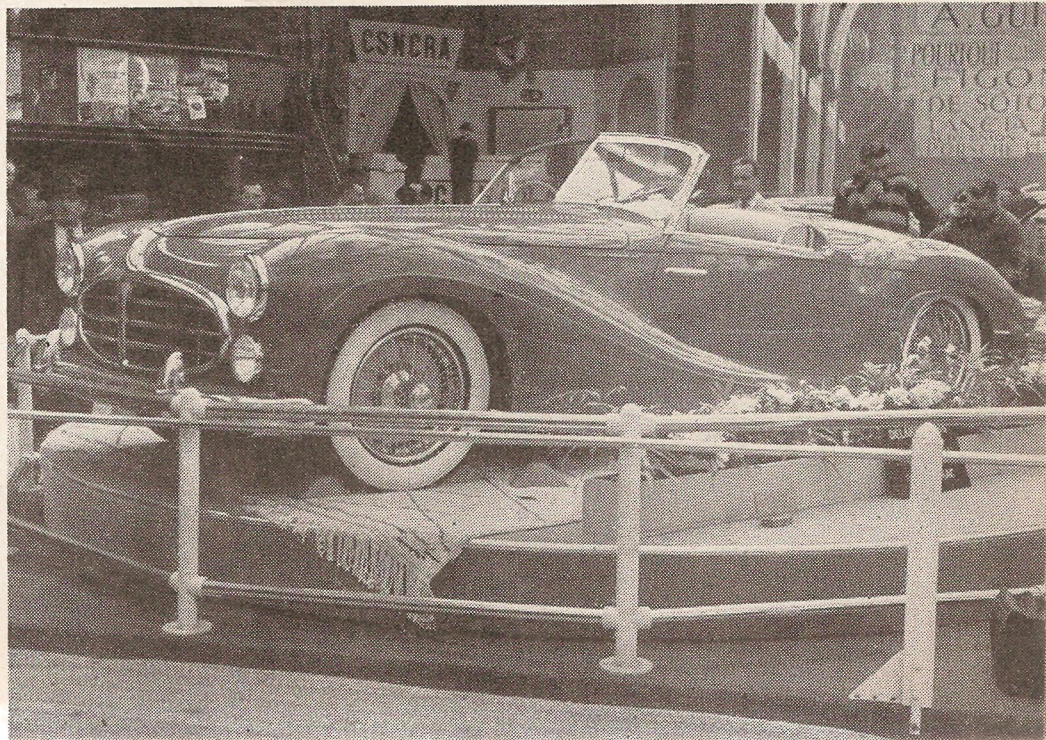
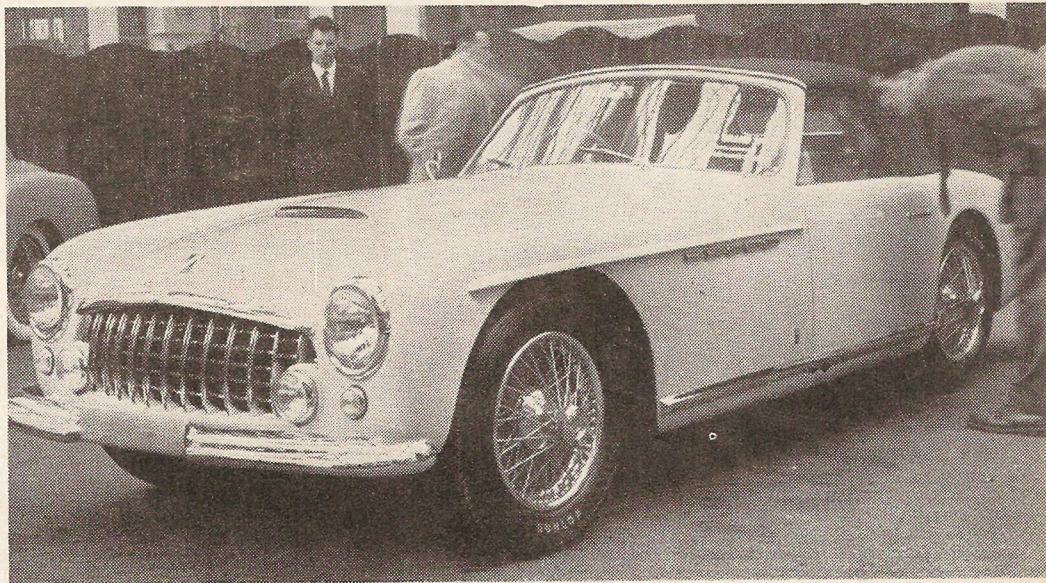
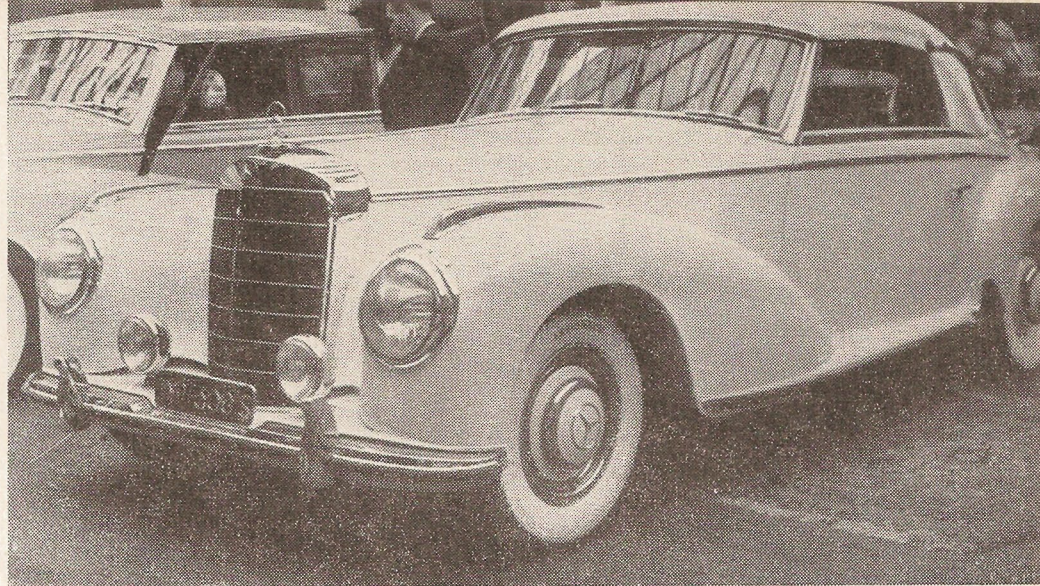
The chassis frame consists of two oval tubes, which approach each other at the centre of the car, and sweep out wider at each end, the body being supported on integral tubular outriggers. The front suspension is by wishbones, and the independent rear layout is by swing axles. The springs are helical, fore and aft, but auxiliary torsion bars can be brought into action at the back for heavy loads, an electric motor performing the actual engagement. Astonishingly small brake drums are shrouded within the

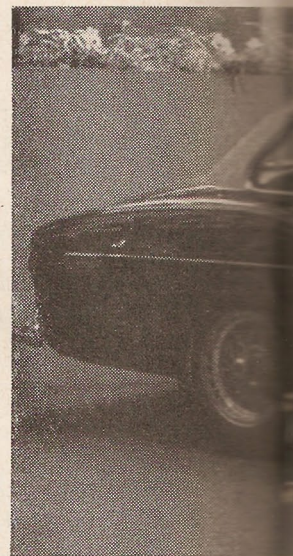
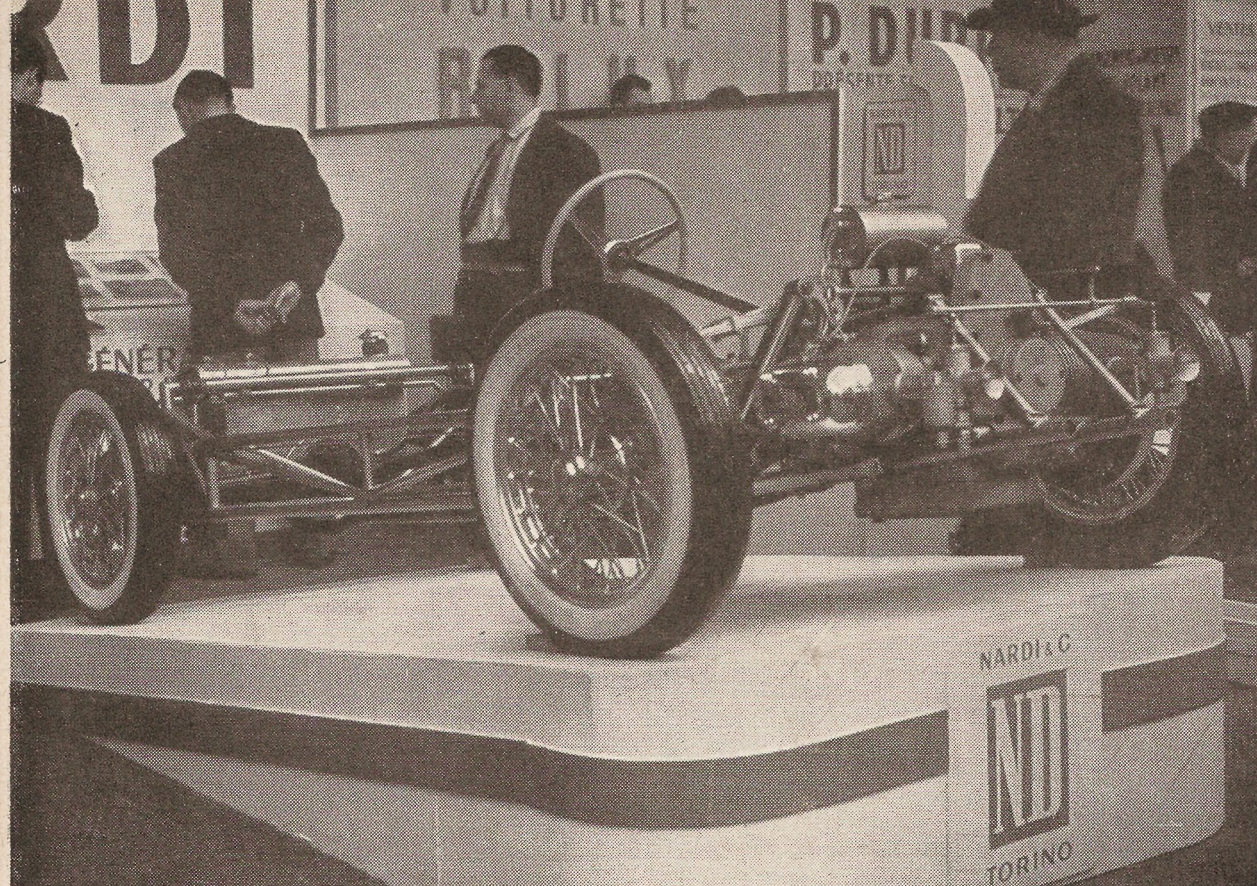
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(Top) A desirable piece of property; the new 3-litre Mercedes-Benz has an o.h.c., six-cylinder power-unit.

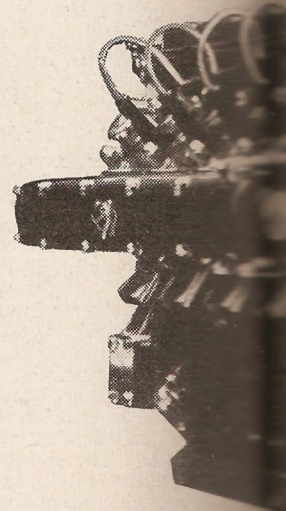
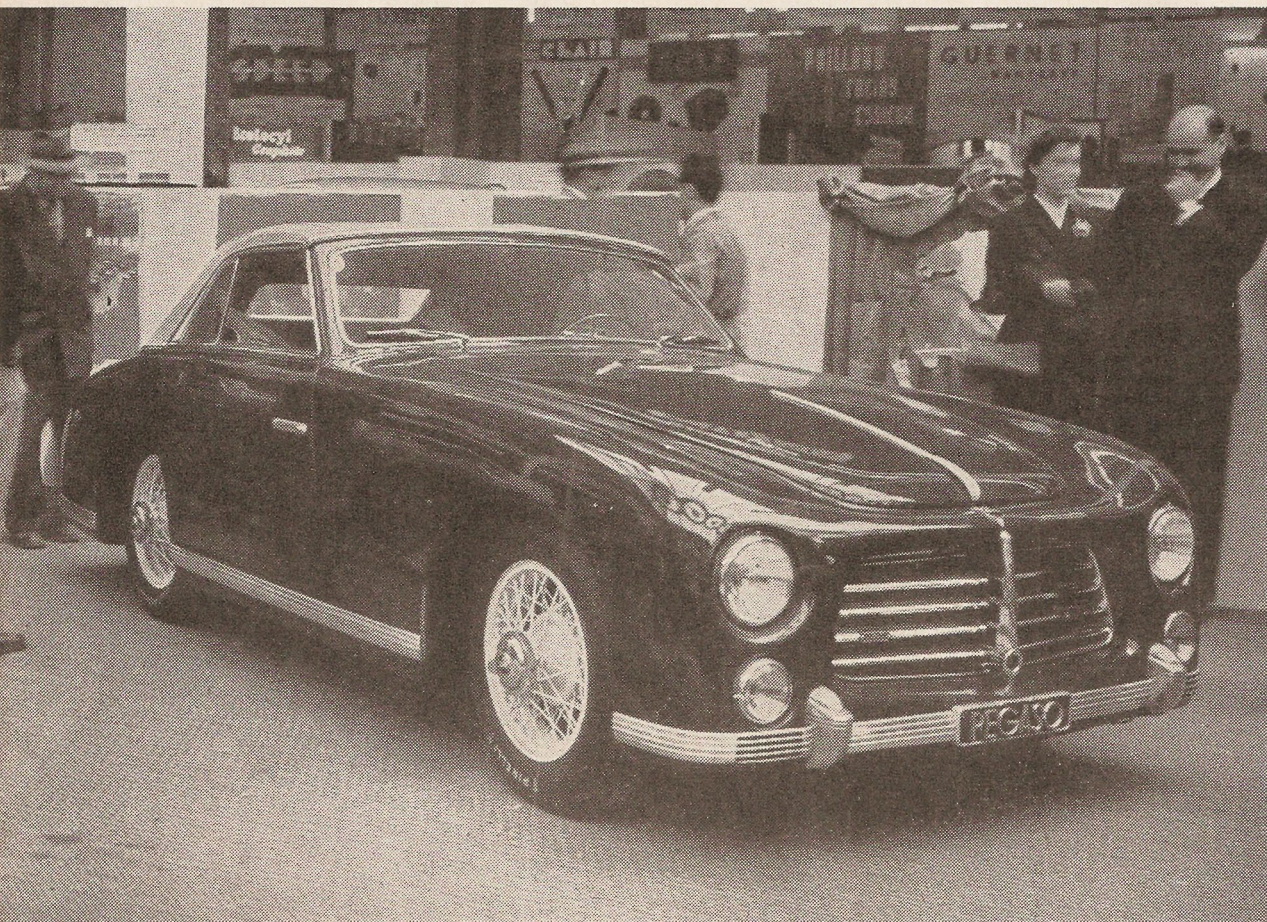
(Centre) The Talbot Lago Record appears at the Salon with a very transatlantic frontal aspect.

(Bottom) A 3.6-litre Delahaye, with entirely new body styling.

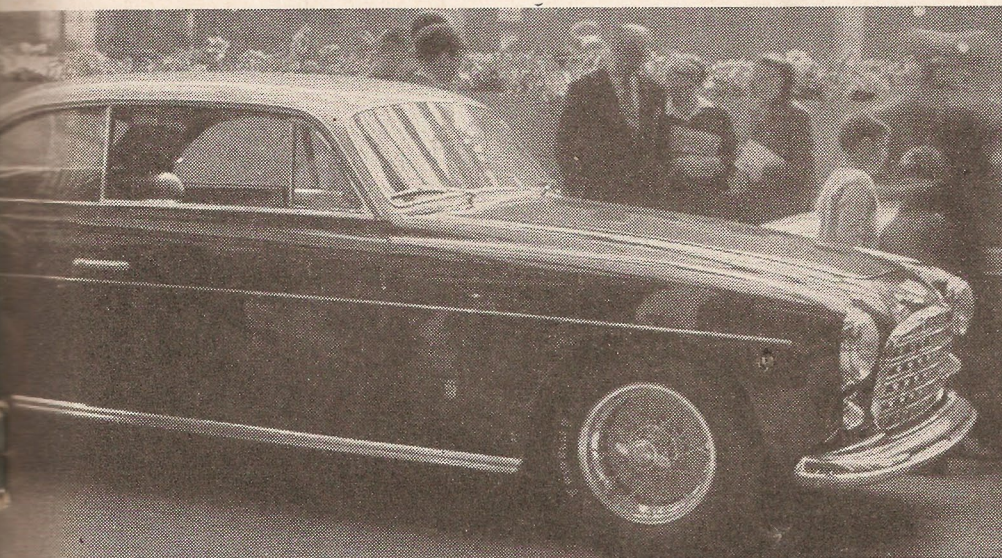




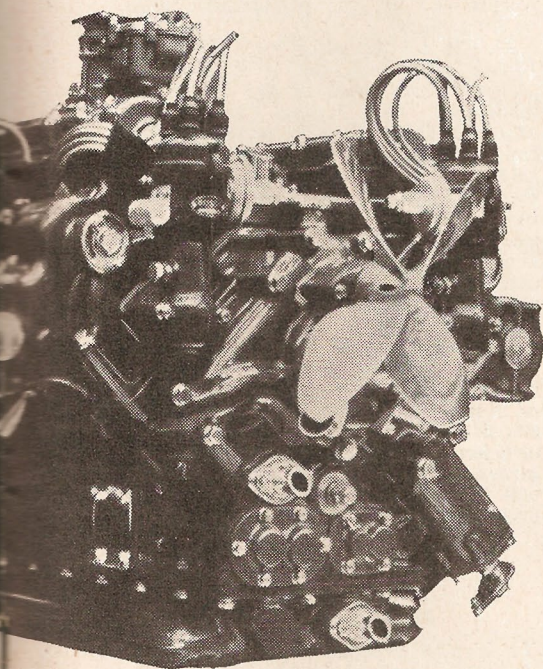
NARDI E DANESE: Car A horizontally - opposed twin-cylinder o.h.v. engine of 750 c.c., developing 15 b.h.p. propels the Nardi Danese. Chassis weight said to be 440 lb.



SPANISH: (Above) Peugeot V-8, 2½-litre engine is the real sensation of the Salon. (Left) The Peugeot is shown in convertible form. A novel form of De Dion axle is employed.



FERRARI "FOUR": For the first time, Ferrari has introduced a full four-seater saloon. This beautiful example is on the 4.1-litre chassis. The body is by Ghia.



pearance makes little concession to modernity, the coupé even retaining large external hood irons.

If Mercedes cover their new chassis with classical carrosserie, Bugatti hide ancient machinery with an envelope of the current style. The "Bug" still has a beam front axle and cart springs, though telescopic shock absorbers now replace the De Rams. Entirely unchanged, the 3.3-litre twin-cam motor is now concealed under an alligator bonnet. The air intake is still in the shape of the famous old radiator, but the general impression is rather one of new wine in old bottles.

On the Ferrari stand, the well-known Superleggera 2½-litre open two-seater was shown, and also the coupé. The 4.1-litre car, with one camshaft per block and three carburettors for its 12 cylinders, had a two-door, four-seater saloon body of superb proportions. Dark blue, with a grey top, and a large luggage boot to complete the ensemble, this is as fine a high-speed touring car as could well be imagined.

Delahaye, Delage and Talbot

The normal Delahayes remain unchanged, but the sports model has a new chassis called the "235". Lower and

ATTRACTIVE: (Below) A handsome convertible coupé Siata, which is based on the Fiat chassis.

lighter than before, a wide air intake of oval shape has transformed the frontal aspect of this old favourite. The 3½-litre engine has an improved camshaft and induction system, and, of course, the Cotal gearbox is still employed. Rudge type wire wheels are fitted, and steady development has made this a very fast car. The 4½-litre Delahaye is not now catalogued. On the same stand, the Delage chassis is an old friend, but the new body lines do not please.

Although the former radiator shape still shows on the touring Talbots, the Lago Record type now boasts a "mouth organ" front of massive proportions. This car has the 4½-litre six-cylinder engine and preselective gearbox of the G.P. racer, to which it is closely related. It was shown as a two-seater drophead coupé, a big, low car with speed in every line. The four-cylinder Lago Baby is of similar design, but has a synchromesh box and bolt-on wheels.

The Lancia Aurelia appeared in four-door form (9 ft. 4 ins. wheelbase), and as a two-door sports-saloon (8 ft. 8 ins. wheelbase). The latter car, the "Grand Tourisme", has a V6 engine of 72 mm. x 81.5 mm. bore and stroke, giving a capacity of 1,991 c.c. On a compression ratio of 8.4 to 1, it develops 75 b.h.p. at 5,000 r.p.m.

This machine weighs 19½ cwt., and can certainly exceed 100 m.p.h. The body has low drag characteristics and 25 m.p.g. can be obtained at high cruising speeds. With its very effective independent four-wheel suspension, this is one of the most desirable medium-sized cars.

The "Grand Sport" Hotchkiss

Little outward change appears in the Hotchkiss, though smoother and more silent running is claimed for the latest series. The 3½-litre, twin carburetter, short chassis "Grand Sport" is a fine, tough car, and as six times outright winner of the Monte Carlo Rally, it commands great respect. Through the years, the shape of the body has been gradually refined, and it is now reasonably well streamlined, while still looking unmistakably a Hotchkiss. Cotal or synchromesh gearboxes are available, and in either case the change is beneath the steering wheel.

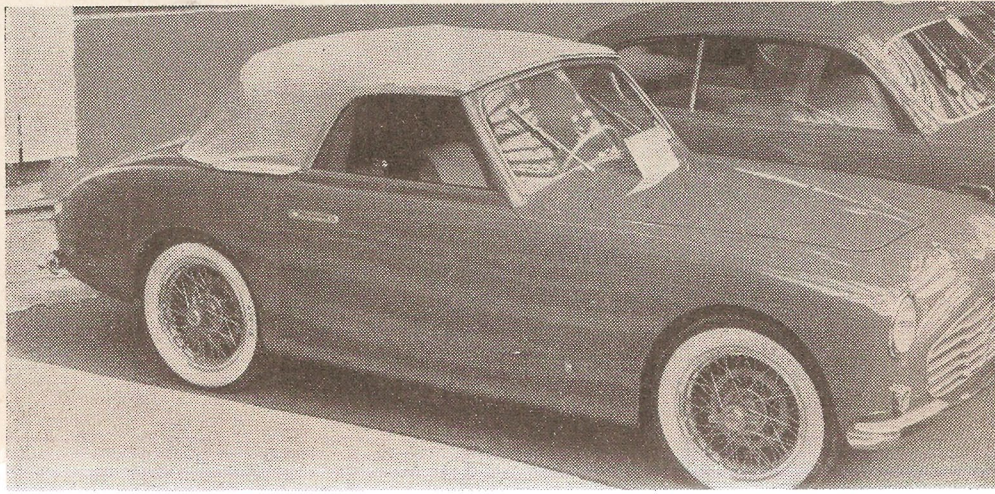
Though not a sports-car, the Hotchkiss Grégoire is of absorbing technical interest. The 2-litre flat four engine, of "square" stroke-bore ratio, is mounted well ahead of the driven front wheels.

continued overleaf

The Paris Salon—continued

disc wheels, and it would appear that fading must be a major problem.

The engine has a bore and stroke of 85 mm. x 88 mm. (2,996 c.c.). It has a single chain-driven overhead camshaft, vertical valves, and two downdraught carburettors. The gearbox is in unit with the engine, and a steering column control has been adopted. Throughout the car, the standard of engineering construction is beyond all praise. The ap-



FARINA: The latest example of a Farina-bodied Jowett Javelin attracted a great deal of attention.

The Paris Salon—continued.

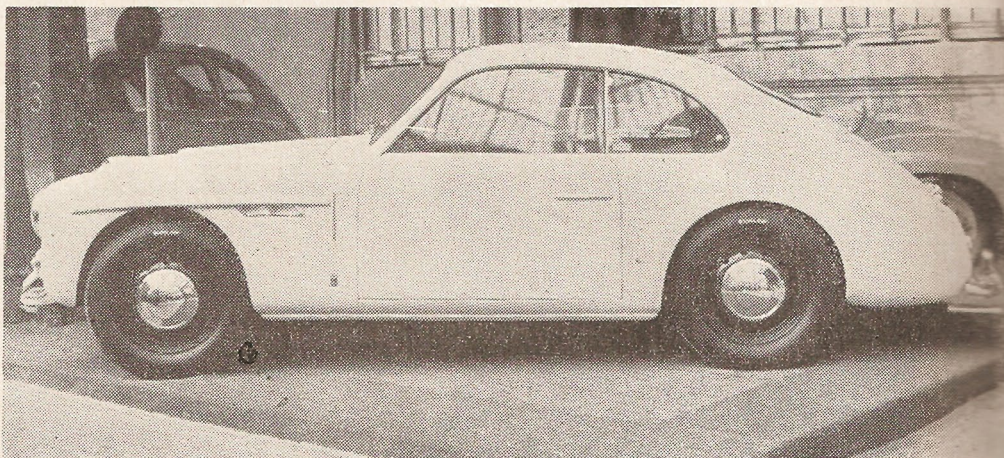
It is of light alloy construction, and propels the six-seater saloon in remarkable silence at over 90 m.p.h. The suspension is outstanding, but although quantity production is planned, the price is at present rather high.

The 2.2-litre Salmson is another car that is handicapped by being too expensive. The well-known twin overhead camshaft engine, with vertical shaft drive through skew gears, now has a light alloy block, which saves quite a lot of weight. With its Cotal gearbox and nicely made drophead body it is a likeable, if not ultra-modern, car, but at 1,480,000 francs, it just isn't competitive. The same applies to the 1.9- and 2.5-litre Alfa Romeos, which are fine cars though of no stupendous performance. For one reason or another they are priced so high that few buyers can even consider them.

Porsche Enterprise

The Porsche is surprisingly costly, considering that it is based on the Volkswagen, but a splendid publicity stunt was undertaken for which full marks must be given. Immediately prior to the show a Porsche successfully attacked long-distance class records at Montlhéry, and was then rushed to the Grand Palais a few hours before the show opened. It was still liberally smeared with dead flies and dirt, and attracted a considerable crowd to the stand.

Another successful competition car on show was the little "Ecurie Monopole" Panhard that covered itself with glory at Le Mans. On the Panhard stand, in addition to the standard range, various sporting derivatives were on view. The Callista is a very pretty, small four-seater drophead, and the D-B a two-seater of aerodynamic form, both with winding windows. In addition, there is a standard "Dyna Junior" two-seater that costs under £500 worth of francs.



The 610 c.c., 745 c.c., 745 c.c. Sprint, and 850 c.c. engines are available in all models, the b.h.p. ranging from 28 to 40. All these have the valves inclined at 30°, but special heads, with 90° valves and hairpin springs, were on view at the D-B stand in the gallery. The 500 c.c. engine did not appear.

During the last year, that wonderful little car, the 4CV Renault saloon, has been listed with a sports engine at extra cost. Its almost incredible performances in races and rallies are well known, and as one of these was AUTOSPORT's personal transport during the show, it will be discussed in greater detail in a future article. The new 2-litre Frégate model has not yet appeared in sports guise. Like the smaller type, it has independent suspension of all wheels, but the engine is at the front.

Although it is in no sense new, and a most popular car, one must mention the sheer beauty of line of the Simca sports-coupé. Surely this is one of the most perfectly proportioned cars, of any size, that one could wish to see. The Siata is also an attractive sports variation on the basic Fiat.

Interesting Nardi-Danese

Another pretty sight, to the mechanically minded, was the Nardi e Danese

tubular chassis. No complete car was on view, but it was, in any case, of more interest in stripped form. The i.f.s. is by transverse spring and wish-bones, and the conventional rear axle is on reversed quarter elliptic springs and radius arms. The Rudge wheels have duralumin rims, and the rear mounted petrol tank is of a similar material.

A flat twin engine of 78 mm. x 78 mm. (750 c.c.) gives 50 b.h.p. at 6,000 r.p.m. on pump fuel. As the complete outfit weighs 440 lb., the performance must be immense.

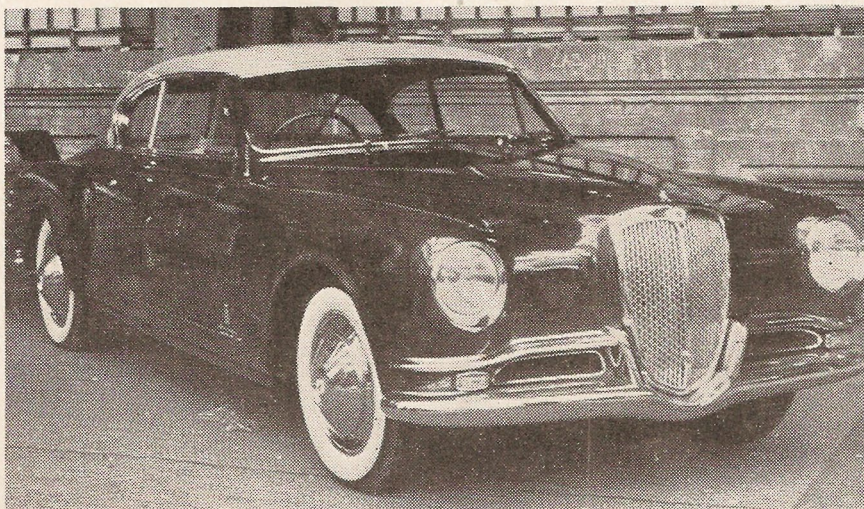
This is not the place for a review of British sports-cars, but it is necessary to speak with pride of the impression made by the Jaguars and Aston Martins. The XK 120 two-seater and coupé, flanked by the green XK 120C Le Mans winner, were always surrounded by their crowd of admirers. The DB2s, in two shades of blue, looked really lovely, and the French were ecstatic about their finish. One of our cheaper cars, however, was described in a newspaper as, "de type tout à fait Yankee". Ah well!

We must leave the Salon de Paris, for space is running out. Let us take a backward glance, though, at the shape of things to come. A Laffly 10-ton lorry chassis was actually shown with an internal-combustion turbine as its motive power, and very neat it looked, too. It was a 300 b.h.p. unit, and it would fit under the bonnet of any large car.

* * *

PORSCHE RECORDS

It is now reported that the Porsche which recently broke long-distance records at Montlhéry, was a 1½-litre, and not a 1,100 c.c. car as issued by a news agency, and published in last week's issue of AUTOSPORT. The Porsche broke 11 International Class F records, and a World's Record formerly held by the famous Citroën "Rosalie".



LANCIA: The "Grande Tourisme" model of the V6 Aurelia develops 75 b.h.p. at 5,000 r.p.m.

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

The B.R.M. and Foreign Drivers

As one of your original readers I have generally considered that your views on motor sport have been well-balanced, but I think that you rather went "off the beam" in your editorial on 28th September, regarding the choice of drivers for Britain's national racing-car.

The object of "Exercise B.R.M." is to produce a car that is capable of beating, not only the "also rans" of Formula 1 racing such as Talbot and Simca, etc., but also the two top teams—Alfa Romeo and Ferrari—and to do this B.R.M. Ltd. do not (or at any rate, should not) want men to whom you refer as "thoroughly competent drivers". They must have the best.

In the same way that the B.R.M. must be capable of beating the Alfas and Ferraris, so our drivers must be as good as, or better than, people of the calibre of Farina and Fangio, and the fact that someone put in a "fastest lap" or climbs a hill quickly is no qualification for full-scale G.P. racing.

As it is patently impossible to try out all the possible candidates in *Grandes Epreuves* we must make use of the best that we have, and of British racing drivers the one who has the most experience, most ability and the necessary grim determination to go out and win at all costs is Reg Parnell. Fortunately B.R.M. Ltd. have appreciated this and have appointed him No. 1 driver. For No. 2 the obvious choice is the man who appears never to be able to put a wheel wrong and who has consistently beaten more experienced drivers who have been piloting more powerful cars—Stirling Moss.

If a third car is available I hope the B.R.M. selectors will remember that the target is Farina and Fangio and will choose accordingly. If the B.R.M. is going to be half as good as is promised it's no good having any Tom, Dick or Harry at the controls.

B. W. M. HARRIS.

EALING, W.13.

That B.R.M. Dictator

EVERYONE has been making suggestions about what should be done with the organization at Bourne, but it stands out as far as Brighton pier that what is really needed is a leader whose word is complete and utter law—a man with a real driving personality who can weld machine and man together

to work as one—a man who can demand the best and get it. There are those who say that it is impossible to find a man with these qualities, but I say that it is not only possible but a pure necessity if we are going to build a racing team to compete against the world.

It took a great sportsman like Raymond Mays to take the plunge and produce a car like the B.R.M., and we all owe a great debt to him for having the courage to face all the thousand and one problems which go with a project like this, but we live in a world of specialists and to run a team like this we need someone who can specialize in running the team to its best advantage.

This is no time to get sentimental about who should run the concern, because I'm sure that Mays would be very willing to stand down for someone else in order that he could see his dream come to a more successful end. Mays has given more than most of us in every way, and I do feel that the time has come when he should release some of the responsibility to a newcomer.

What's more, I think it is about time that the Government stopped looking at the project from the outside, and came across with some real financial help, because, after all, it will reap just as much benefit as the rest of the car industry, and anyway I think it is their duty to foster this little piece of private enterprise.

What has happened, of course, is what happens to all growing concerns—it has got out of hand and is bound to have growing pains of the most acute variety until something drastic is done. This action is overdue and it must be taken now, before it is too late.

We have the car. It has the greatest possibilities that any racing-car we have ever built before has had; please don't let's waste it . . . !

"ENTHUSIASTIC."

PUTNEY, S.W.15.

* * *

Brands Hatch Racing

HAVING been a witness of the rather unpleasant pile-up at the last Brands Hatch meeting, I was not very surprised to hear rumours that the R.A.C. were worried about the safety of spectators there. While I feel that if we spectators are willing to risk our necks watching our favourite sport it is our own concern, I do realize that such accidents help the opponents of car racing and render even more remote any possibility of pukka Grand Prix racing on public roads. So I would like to suggest one safety measure which would, I think, meet with the approval of spectators and drivers alike. That is the banning from future meetings of a certain wild "three-wheeled" driver.

E. MICHEL BOYD.

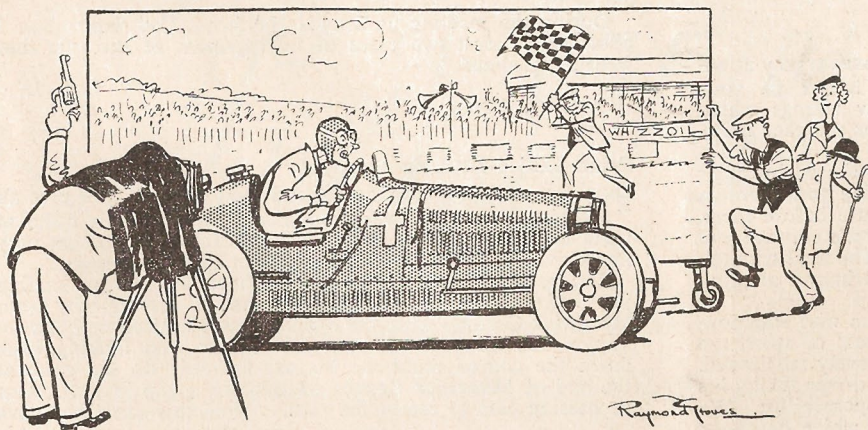
RICKMANSWORTH.

* * *

Steam Cars

MR. BODEN's rhapsody on steam provokes me to write to you. If he is lucky enough to find his steam car, and manages to recondition it, he will soon know only too well the reverse side of the picture—pilot lights that go out, boilers that blow back, on reigniting, with a hearty bang and clouds of black smoke, coils flooded with water, constant stops to fill up, and so forth.

It is true that every steam car shows promise of smoothness, and a performance such as no petrol car ever had, but it is also true that the early steam cars were only a little more reliable than the petrol cars of the same period, and were probably more exacting in maintenance. [In the late 'twenties and early 'thirties the Doble—there must be very few in-



deed in the country—did achieve a greater measure of reliability at the price of extreme complication. It takes an engineer to keep them in proper working order.]

I do not wish to belittle in any way the potentialities of the steam car. The reciprocating steam engine is, from a purely engineering point of view, far better suited to supply the power requirements of a motor-car than any other prime mover; and in my view other outside considerations are rapidly moving in a direction which will encourage a return to steam, and may even make it essential in the long run. But we who are actively working on this subject are aware that there are several, not insoluble, but quite difficult problems to be solved before a steam car can give the day after day performance, with no proper maintenance, that is expected of the least inspiring modern petrol car.

And so, Mr. Boden, if you buy your veteran steamer, you will only go "sailing gaily along" if in the back of your car you have a spare can of water, super-heater coil, pilot jet, can of methylated spirit, box of matches, and a variety of special tools; and if instead of abandoning yourself to the joys of the open road you are concentrating on the proper working of the bypass valve, the pumps, the burner, the fuel tank pressure.

Perhaps it may not be long before we can offer you something new that will be a little nearer your dreams—and mine.

M. F. YOUNG.

OSGODBY, LINCS.

* * *

Broadcast—for Schoolboys!

I REALLY don't know why correspondence columns are allowed to be polluted by people who write to complain about the radio commentaries of motor race meetings. I myself think that the B.B.C. team of Robin Richards, Raymond Baxter, and John Bolster is very good and one really gets the thrill of the race through the radio. Your magazine continues to give me great pleasure, especially the marvellous accounts of all race meetings.

ANDREW HEDGES (16 yrs.)

RADLEY COLLEGE,
ABINGDON.

* * *

Goodwood Lap Speeds

I ENDORSE your appeal to organizers to see that officially issued lap times and speeds agree with the speed table in the programme, but surely on this occasion AUTOSPORT failed to draw the correct conclusions from the data provided and the organizers were very wide awake and had observed that the track had shrunk approximately $42\frac{1}{2}$ yards between practising and racing and had amended the lap speeds accordingly.

You will notice that this is in fact so as shown by Stirling Moss whose practice lap of 1 min. 39 secs. gave a lap speed of 87.3 m.p.h. while his fastest race lap of 1 min. 39 secs. gave him a lap speed of 86.54 m.p.h.

Please could you append the author's name to all race reports and articles in your superb journal as it is interesting to tie up a certain style of interesting article with its author.

P. DENDY.

CHELMSFORD, ESSEX.

* * *

The Brands Hatch "No Revolving" Rule

AFTER reading the 5th October issue of AUTOSPORT, my attention has been drawn to two of the letters in your Correspondence Columns criticizing the new rulings which have been introduced into the Regulations for the race meetings organized at Brands Hatch by this Club.

In case the viewpoint of the critics are shared by other readers, I am taking this opportunity of asking you, through the medium of your columns, to place our case before them. In brief, motor-racing is a contest of the driver's courage and skill, coupled with ingenuity of the engineer. The final triumph of success, must be, and is in actual fact, a triumph of mind over matter.

It is my Committee's contention that drivers who lose control of their vehicles as a result of misjudgment of speed are displaying the very lack of skill which I previously mentioned. We as a Club do not particularly object to a driver taking his own life into his hands; that is his own responsibility. We do, however, strongly object to the danger in which he places

other competitors and/or members of the public to whom we have an even greater responsibility.

I would point out to your readers that of Britain's finest drivers today, Stirling Moss, one of our earliest Club members, ranks as one of the best. Stirling has attained this reputation through clean, courageous and skilful driving and, to my knowledge, has only revolved once in his life. If the people who are critical of our new rules are true devotees of the sport, I feel that they will retract their criticisms. If, however, they are merely people who attend race meetings with a view to seeing sensationalism or bad driving, then the rules will remain as unpopular as they are said to be.

Finally, I would point out to your correspondent, Mr. Kelly, that he is inaccurate in stating that the accident in which Mr. Burgess was involved was serious to both competitor and spectators. Whilst we do not underestimate the seriousness of the accident I must say that neither driver nor any spectator received injury of any nature.

K. A. GREGORY.

LONDON, N.W.3.

(Secretary, Half-Litre Club.)

* * *

MR. CARTLEDGE-ELLIS and Mr. Kelly (5th October issue) fail to realize that the "No-revolving . . ." rule was introduced as a SAFETY measure and is not the result of cussedness on the part of club officials (of whom a number are regular competitors at Brands Hatch).

Mr. Cartledge-Ellis suggests that the Clerk of the Course unfairly caused the Arnott to be flagged off when running second. The fact that the driver made no complaint speaks for itself.

I was standing near the stewards, who are responsible for the conduct of the meeting, and saw the Arnott being driven, at full speed, completely off the course for a distance of 30-40 yards within a few feet of the spectators' fence. At one time the wheels appeared to be nearly two feet off the ground and the car cannot have been under control. If Mr. Cartledge-Ellis had seen this I feel sure he would agree that action by the stewards was very necessary indeed!

Mr. Kelly is of the opinion that over-correction resulted in the Loens-Ecclestone-Leary-Whitehouse crash. In fact, Loens was forced on to the infield by a collision and it was when the car regained the track, apparently out of control, that the major pile-up took place, with unfortunate but luckily not tragic results.

It is said that the standard of driving at Brands Hatch is falling off, and since this provides a very real and uncalled for element of danger I believe that any steps taken to enforce a higher standard are fully justified.

NEIL A. SMITH.

LONDON, E.14.

* * *

I AGREE with the views of both Patrick Kelly and J. D. Cartledge-Ellis (AUTOSPORT, 5th October) about the "no revolving and cross-country motoring" rules. Although it is right that no competitor should be allowed the advantage (?) of deliberately taking "short cuts", is anything gained by "flagging off" a competitor who has taken to the grass, and in doing so has lost a considerable amount of ground? I think not.

During the meeting at Brands Hatch on 23rd September, I observed at least two cases of infringement of the rule that went unpenalized.

L. A. C.

HEMSWELL, LINCS.

* * *

Brian Shawe-Taylor's Accident

IN your report of the recent Goodwood Meeting you give an account of Mr. Shawe-Taylor's accident which is quite at variance with the facts, and I feel it is only fair to that very fine driver that an eye-witness account should be given.

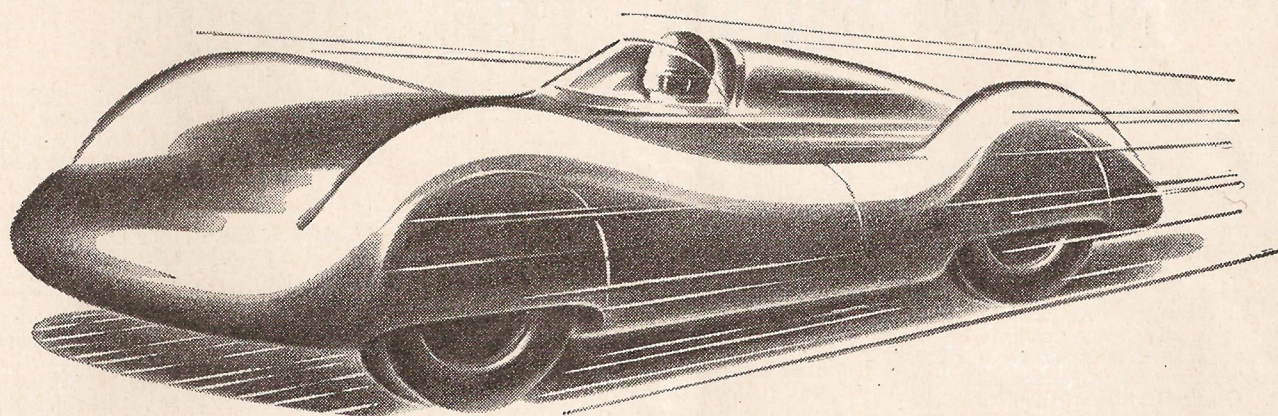
The sequence of events was as follows: I was standing just before the fast bend at the end of the straight from Madgwick Corner—after the opening laps I noticed that Shawe-Taylor had disappeared from the leaders, and looking back down the course could see his car standing on the grass at the end of Madgwick Corner waiting for a gap in the stream of passing cars to rejoin the race. When this came he drove

(Continued on page 474)

COOPER

CAR BREAKS

WORLD RECORDS



USING

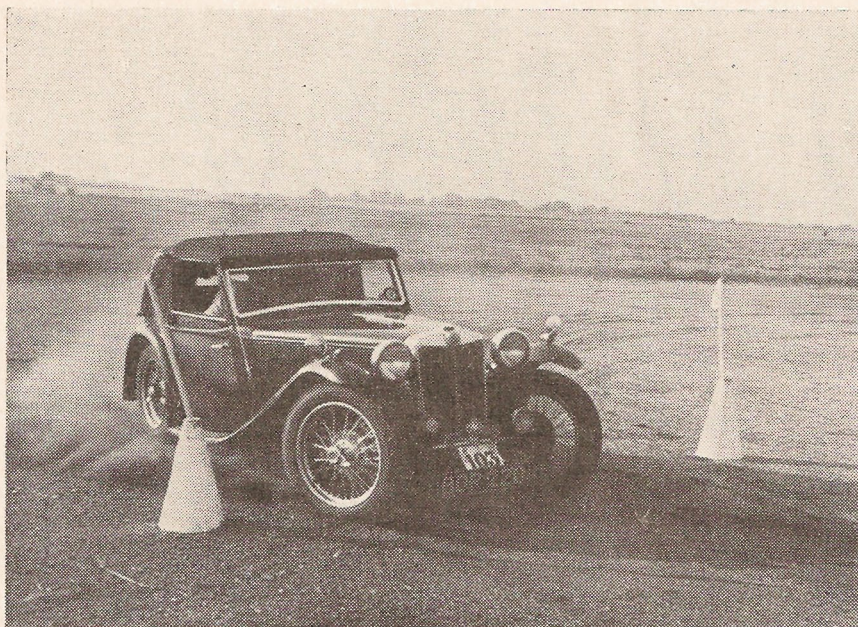
CASTROL

At Montlhéry on October 8th and 9th John Cooper and

Bill Aston broke six 350 c.c. and six 500 c.c. Class

World Records with their Cooper Car.





PYLON-SWERVING: M. J. Hughes, in his drophead coupé TA M.G., during the Earls Colne driving tests in the East Anglian C.C.'s recent Clacton Rally.

Kehl (7 h.p. Jowett), 4 mins. 15 secs. The third event, an amusing race for lady passengers, was won by Mrs. K. White.

The final event of the 1951 season will be a Novices' Point to Point Map Reading Contest, commencing at Mill Hill at 10.30 a.m., on 28th October. The route will take participants through the unspoilt countryside of Central Hertfordshire and will end at a pleasant inn in time for tea.

Full particulars of Southern Jowett Car Club membership, etc., may be obtained from the Hon. Secretary, R. Knight, 390 Hoe Street, Walthamstow, E.17.

* * *

C.A.A.E. DANCE

A DANCE for past and present students of the College of Automobile and Aeronautical Engineering (Chelsea) is

NEWS FROM THE CLUBS

MIDLAND M.E.C.

A MINIMUM Mileage and Route-finding competition will take place on 21st October. R.V. is the Talbot, Hartlebury, and cars will be sent off from 11.15 a.m.. Total distance is about 90 miles, finishing up at the Talbot around 6 p.m. Entries (3s. 6d.) close on 18th October. Joan Angell has recently had to resign as Hon. Sec., and has been made an Honorary Life Member of the Club, as a slight appreciation of the enormous amount of work she has done in pulling the Club together since early 1949. Gordon Pattison and Stan Cornthwaite will take over Hon. Gen. Sec., and Hon. Competitions Sec. respectively.

* * *

"BERKO" FILM SHOW

"BERKO" will welcome all members and friends of the club to a film show on Friday evening, 19th October, at The King's Arms, Berkhamsted. Also this will be the usual "get together" which can be enjoyed every week at the same hostelry, to which all who are interested in motor topics will find an open door.

The club's dinner and annual prize-giving will be held on 17th November.

* * *

SINGER OWNERS' CLUB

HALF way through the rally section of the Singer Owners' Club closed competition on 30th September the remote control housing on Treasurer Jack Sewell's Singer Nine snapped.

However, he finished the course with his passenger holding the housing in place and found that he was leading N. Prescott (1½-litre Singer) by four points.

At "California in England", near

Wokingham, Berks, where the second half of the competition was due to be held, Sewell wired the remote control extension in place. Then he drove in the driving tests on a bumpy field and finished fourth.

His combined marks and time placed him second in the competition and he was congratulated for refusing to give up when the position seemed hopeless.

Sewell was runner-up to a TA M.G. driven by associate member M. Silberad, who led by 8½ points. There were some blushes amongst the club officials when it was announced that a rival marque headed the final placing list, but it was a popular win.

PROVISIONAL RESULTS

1, M. Silberad (TA M.G.); 2, J. Sewell (972 Singer); 3, A. S. Bennett (1½-litre Singer); 4, C. J. Preston (1,074 Singer).

* * *

SOUTHERN JOWETT CAR CLUB

THE September Rally was held at

Tewin, near Welwyn, on 30th September. The first test required drivers to follow a marked-out course, finally reversing to a line of bricks on their nearside and thence to an additional line at the rear. Only a few drivers stopped at the required distance from these barriers. The results, after allowing for penalties, were: 1, J. Fitzpatrick (Standard 8), 1 min. 45 secs.; 2, M. Foy (7 h.p. Jowett), 1 min. 48 secs.; 3, A. Scholes (7 h.p. Jowett), 2 mins. 39 secs. The second test involved reversing twice up and down a slope along taped lanes and finally forward up to the brow of a short hill to the finishing post. Result: 1, J. Fitzpatrick (Standard 8), 1 min. 59 secs.; 2, P. Kehl (7 h.p. Jowett), 3 mins. 29 secs.; 3, Mrs. P.

being held at The Chenil Galleries, King's Road, Chelsea, on Friday, 26th October, 1951. Tickets can be obtained from the Secretary, Sydney Street, S.W.3.

* * *

THE HAGLEY AND DISTRICT LIGHT CAR CLUB

Speed Trials at Westwood Park

TYPICAL motor sporting weather of the stair-rod variety greeted the first competitors in the practice session of the Hagley Club's Speed Trials at Westwood Park, near Droitwich, on 23rd September, but as the morning progressed the rain stopped and conditions became ideal.

The course was a 700-yard stretch of concrete roadway, with a long right-hand curve after the start, leading to a sharper left-hand bend, and a slightly uphill straight to the finishing line. The event was due to open at 1.15 p.m. and quite a good muster of spectators were present. Each of the 58 competitors had two runs, the faster time to count.

In the saloon-car class (under 1,200 c.c.), G. Jones, driving an A40 sports, improved the 33 seconds of his first run to 32.8, and this was followed by the 1,201-2,000 c.c. class, in which G. N. Mansell (Javelin) and Norman Lawrence (Citroën) tied with 33.6, which, in the re-run, was improved by Mansell to 33.2. In the "over 2,000 c.c." saloon class, J. F. Kemp (Jaguar) clocked a very creditable 30.4.

Times were much reduced as the sports-cars took the field, notably Threlfall, in his Lester M.G., with 26 secs., and Mrs. Lowe in her blown Dellow, with 26.4.

In class eight, S. K. Ridley, who was driving Ken Rawlings's "Buttercup",

Continued on page 472

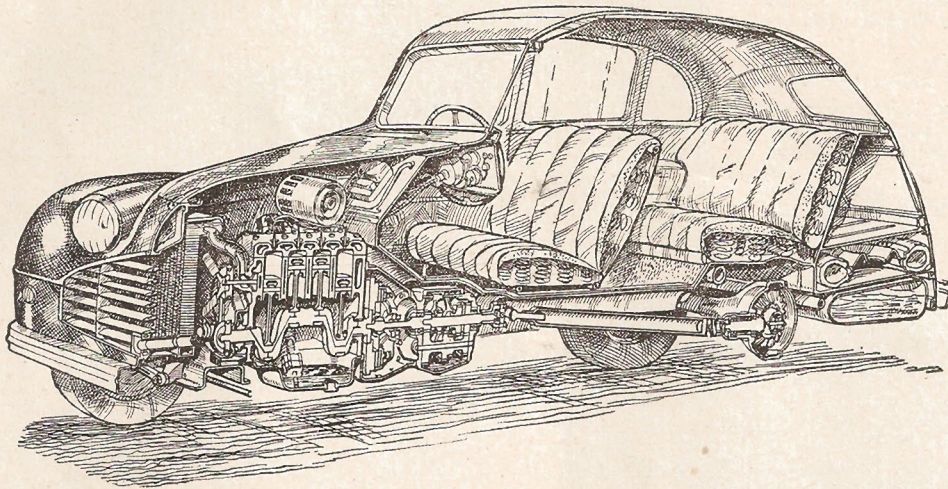
MOTOR SHOW

Stand Number

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1st Floor, Ave. P.

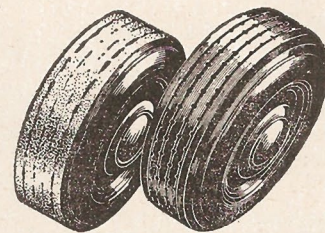
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News from the Clubs—Continued

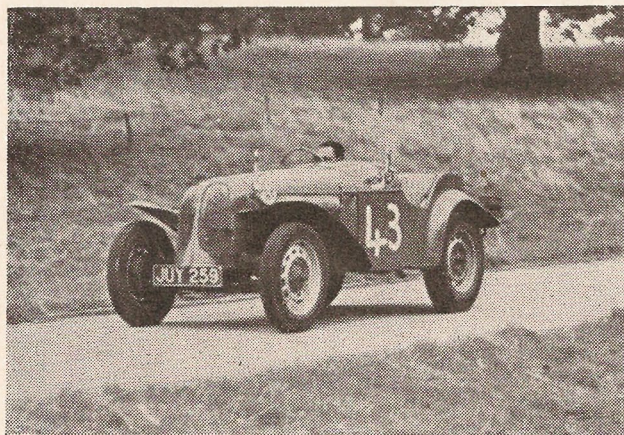
registered 26.4, while in the "over 3,000 c.c." sports-cars class, Peter Collins, driving the Cadillac-Allard, shook the assembled populace with a masterly 22.2, which proved to be the best time of the day. C. Brough (Jaguar Special 100) managed 23.8, but in his second run apparently selected the wrong cog, and added a couple of seconds to his time.

Amongst the 500 c.c. boys, Jack Moor in the famous "Wasp" registered 23.4, while J. Ebdon (Iota) clocked 23.8, both of which times were shattered again by Peter Collins, this time in his J.B.S., with 22.8 seconds. Ken Wharton (Kieft) returned 23.6.

The results were as follows:—

Best Time of the Day: 1, Peter Collins (Cadillac-Allard), 22.2 secs.; 2, Peter Collins (J.B.S.), 22.8 secs.; 3, Jack Moor (Wasp), 23.4 secs.

Class 1 (racing-cars up to 500 c.c.): 1, P. Collins (499 J.B.S.); 2, J. Moor (497 Wasp); 3, K. Wharton (499 Kieft).



WESTWOOD PARK.
(Above) G. Jones (Austin A40 Sports) at the start of his run in the Hagley and District L.C.C. Speed Trials

★

(Left) Doug Lawton in his supercharged Dellow, on the finishing straight

Class 2 (saloon-cars up to 1,200 c.c.): 1, G. Jones (1,200 Austin); 2, R. W. Horton (1,200 Austin).

Class 3 (saloon-cars 1,201-2,000 c.c.): 1, G. N. Mansell (Jowett Javelin); 2, N. Lawrence (1,911 Citroën).

Class 4 (saloon-cars over 2,000 c.c.): 1, J. F. Kemp (3,485 Jaguar); 2, E. Robbins (2,660 Austin).

Class 6 (sports-cars 751-1,200 c.c. and up to 750 c.c. S): 1, L. Oliver (1,172 Oliver); 2, J. Rhodes (1,172 Rhodes); 3, S. A. Cracknell (1,172 H.P. Special).

Class 7 (sports-cars 1,201-1,500 c.c. and 751-1,200 c.c. S): 1, R. J. L. Threlfall (1,467 Lester M.G.); 2, Mrs. Lowe (1,172 Dellow); 3, Mrs. J. Cooke (1,098 Dellow).

Class 8 (sports-cars 1,501-3,000 c.c. and 1,201-1,500 c.c. S): 1, S. K. Ridley (2,088 Vanguard Spl.); 2, W. A. G. Goodall (2,088 Morgan).

Class 9 (sports-cars over 3,000 c.c.): 1, P. Collins (5,420 Cadillac-Allard); 2, C. Brough (3,485 Jaguar); 3, D. O'M. Taylor (3,442 Jaguar XK).



KENTISH BORDER C.C.
FORTHCOMING events to be staged by the Kentish Border are the Stafford Clark Cup Trial, a closed event, on 14th October (this Sunday), which starts from Fairwarp, Sussex, at 1 p.m.; and, on 25th November, the closed invitation Sporting Trial, which qualifies for the R.A.C. Championship and the B.T.D.A. Gold Star.

LUDGERSHALL HILL-CLIMB

THE B.A.R.C. (South Western Centre) is holding a Hill-climb at Ludgershall, near Andover on 14th October. This event, which is a closed meeting to the B.A.R.C. only, is taking the place of the North Devon Rally which has had to be cancelled.

S.S.C.C. MEMBERS' "BO'NESS"

Seven Class Records Fall

AS reported in last week's issue, John Walton (Frazer-Nash) returned B.T.D. at the S.S.C.C. Members' Bo'ness Hill-climb on 29th September. Oddly enough, his 38.28 secs. was accomplished in the 1,501-2,000 c.c. production car class. Earlier he had shattered Tyrer's BMW sports-car class record (40.3) with 38.30 secs. Ken Wharton's Class Zero (500 c.c.) record went for six. The promising young driver, Ninian Sanderson (Cooper) returned 38.30 secs., making second B.T.D.

Jack Fisher (Fisher Special) was unlucky enough to overturn at the snake bend in practice and suffered broken ribs and a fractured shoulder blade. Bob Haddow (J.P.) also pranged in practice but escaped with a shaking.

John Brown (H.W.M.) had a slight argument with the piled-up tyres in Courtyard Bend as a result of a half-shaft breaking, otherwise the actual event was free from untoward incidents.

Class record-breaking started with Ian Hopper (Hopper Spl.) who clipped 0.3 secs. off his own figures. C. W. I. Jeffrey just managed to beat J. O. L. Melvin in an H.R.G. battle (production cars, 1,101-1,500 c.c.) by 0.1 secs.

J. R. Stewart (Healey) duelled with W. A. Brearley (Healey) in both production and sports-car classes (U/s, 2,001-3,000 c.c.). Stewart had the satisfaction of establishing new records in each category. Pat Melville's 30/98 Vauxhall was invincible in the vintage class, being fully two seconds quicker than F. S. Strang's Lea-Francis.

Veteran A. E. H. McGregor Whitton (XK 120 Jaguar) took the "over 3,001 c.c." production car class from a strong challenge by Mr. and Mrs. Whyte, in Jaguar and Allard respectively. Ted Lund (Magnalta) and J. H. White (Mackay) drove well in the racing category, but only Sanderson broke a class record.

Continued on page 473.

News from the Clubs—continued

S.S.C.C. BO'NESS HILL-CLIMB

29th September, 1951

Results and best times of every competitor.

Best Time of the Day: J. H. Walton (Frazer-Nash), 38.28 secs.

Class 1 (C) (Sports-cars, 501 c.c. to 750 c.c.): Mrs. I. G. Wilson (M.G.), 49.59

Class 2 (B) (U/S Sports-cars, 751 c.c. to 1,100 c.c.): 1, J. F. Borland (Lagonda Rapier), 48.20. 2, J. C. Moncrieff (Singer), 48.28. 3, A. W. Birrell (Riley), 55.01.

Class 2 (C) (Sports-cars (S), 751 c.c. to 1,100 c.c.): A. H. B. Craig (M.G. Spl.), 45.27.

Class 3 (B) (U/S Sports-cars, 1,101 c.c. to 1,500 c.c.): 1, Ian Hopper (Hopper Spl.), 41.68 (New class record). 2, J. F. Gibbon (Rover Spl.), 42.71. 3, J. D. L. Melvin (H.R.G.), 44.43. G. S. Scott (H.R.G.), 44.59. Ted Lund (M.G.), 44.69. C. W. I. Jeffrey (H.R.G.), 44.82. J. B. Moncrieff (Singer), 45.12. J. S. Clark (M.G.), 46.29. A. Hutchison (M.G.), 49.57. R. M. Gray (M.G.), 50.12. K. Melville (F.N./BMW), 51.00. H. J. Barrington (M.G.), 51.39.

Class 3 (B) (U/S Sports-cars, 1,101 c.c. to 1,500 c.c.): J. A. C. Hunter (M.G.), 46.46.

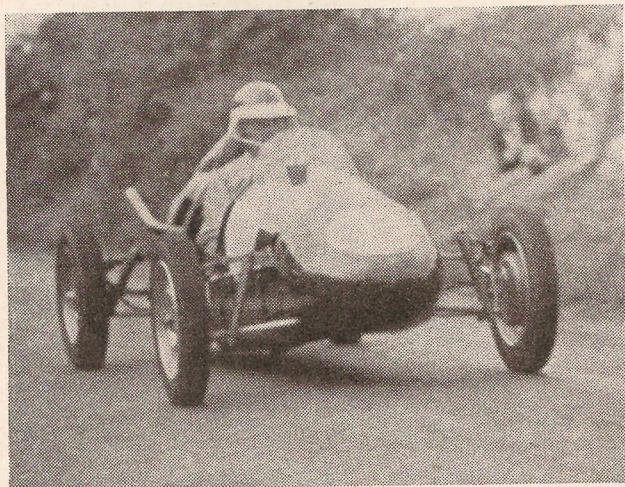
Class 3 (D) (Production Cars, 1,101 c.c. to 1,500 c.c.): 1, C. W. I. Jeffrey (H.R.G.), 44.06 (Class record). 2, J. D. L. Melvin (H.R.G.), 45.07. 3, W. Shepherd (H.R.G.), 46.92. J. E. Milne (M.G.), 50.14. H. Sturrock (M.G.), 54.71. N. L. Patterson (M.G.), 57.95.

Class 4 (B) (U/S Sports-cars, 1,501 c.c. to 2,000 c.c.): 1, J. H. Walton (Frazer-Nash), 38.39 (Class record). 2, Alex Reid (Omega), 40.88. 3, W. Morrison Thomson (H.W.M.), 42.42. J. McCubbin (Jackal), 47.02.

Class 4 (D) (Production Cars, 1,501 c.c. to 2,000 c.c.): J. H. Walton (Frazer-Nash), 38.28 (B.T.D.).

Class 5 (B) (U/S Sports-cars, 2,001 c.c. to 3,000 c.c.): 1, J. R. Stewart (Healey), 42.05 (Class record). 2, W. A. Brearley (Healey), 43.78. 3, A. R. Bateman (S.S. Jag.), 48.66.

Class 5 (D) (Production Cars, 2,001 c.c. to 3,000 c.c.): 1, J. R. Stewart (Healey), 41.35 (Class record). 2, W. A. Brearley (Healey), 44.07.



FASTEST: (Left) Redmond Gallagher (Leprechaun) putting up B.T.D. in the Dublin U.M.C. and L.C.C. Stepside Hill-Climb. He was also fastest at Lisdoonvarna, Galway Bay, last Sunday.

TWELVE-SIXTY: Cheering the hearts of Alvis enthusiasts, R. E. Newell on the way up with his 1,645 c.c. 12/60 model.

Class 6 (B) (U/S Sports-cars, 3,001 c.c. and over): 1, G. R. Miller (S.S. 100), 42.21. 2, L. Mitchell (Mitchell Spl.), 46.03. 3, E. Harris-Gilbert (Harris-Gilbert Spl.), 48.06.

Class 6 (D) (Production Cars, 3,001 c.c. and over): 1, A. E. H. McGregor Whitton (Jaguar), 48.33. 2, H. W. Whyte (XK 120), 48.75. 3, Mrs. Sheila Whyte (Allard), 49.34.

Class 7 (Vintage Cars): 1, W. P. S. Melville (Vauxhall), 43.54 (Class record). 2, F. S. Stang (Lea-Francis), 45.55. 3, I. W. Grant (Mercedes-Benz), 51.63. I. L. Struthers (Bentley), 51.66.

Class Zero Racing-cars (Up to 500 c.c.): 1, N. Sanderson (Cooper), 38.30 (Class record). 2, D. J. Blane (J.P.), 38.61. 3, C. Hunter (J.P.), 39.48. D. P. B. Prosser (Cooper), 39.74. R. Dickson (J.P.), 39.85. A. McGlashan (Cooper), 39.93. J. Potts, Jr. (J.P.), 40.69. W. L. Sleigh, Jr. (J.P.), 40.96. C. Carter (J.P.), 41.79. A. Wake (Cooper), 42.69.

Class 1 (A) Racing-cars (501 c.c. to 750 c.c.): H. Wilson (M.G.), 52.06.

Class 2 (A) Racing-cars (751 c.c. to 1,100 c.c.): 1, J. H. White (Mackay), 40.99. 2, R. T. Haddow (Cooper), 41.49. 3, Ted Lund (Magnalta), 45.32.

Class 3 (A) Racing-cars (1,101 c.c. to 1,500 c.c.): M. Gillespie (M.G.), 49.48.

Class 4 (A) Racing-cars (1,501 c.c. to 2,000 c.c.): Ted Lund (Magnalta), 46.68.

STEPASIDE HILL-CLIMB

Redmond Gallagher's Leprechaun Faster Than the Motor-Cycles

THE Dublin University Motor-Cycle and Light Car Club held their open hill-climb on the lower section of the mountain road at Stepside, Co. Dublin. Both cars and motor-cycles competed and it is a great credit to Redmond Gallagher's driving and the performance of his magnificent little Leprechaun that as a combination they returned a better time than the fastest motor-cycle. The Leprechaun was fitted with the 996 c.c. J.A.P. twin engine and Gallagher's best time was 50.21 secs. (58.39 m.p.h.), which was .05 sec. better than J. J. McGovern's 498 c.c. Triumph motor-cycle. First runs were in the dry and Cecil Vard (XK 120 Jaguar) was only 2.36 secs. slower than the Leprechaun. Another Jaguar driver, new to the marque, was Frank Bigger who, although not so fast as Vard and driving a car not fully run-in, was extremely steady with a nicely judged climb. Bigger also made a very neat climb in his well-known ex-Large TD M.G. Exactly half the car entry consisted of M.G.s of some type or other, the TDs displaying their ability to lean over without loss of wheel adhe-

sion on the corners whilst the TCs slid both front and rear wheels as usual.

With the second runs came the rain and a very, very slippery surface, resulting in two unhappy incidents, one when Cyril Martin's Riley-based Special shot up the bank and overturned, the other when Victor Ross's nice new Javelin received a severe denting after a slide, both fortunately, without serious injury to the drivers.

Cecil Vard managed to keep the big Jaguar in a straight line with only the very slightest of tail wags, tremendous wheel-spin and enough speed to make him easily the fastest in the wet, while Bobby Newell (Alvis), Joe Flynn (Morris 10 engined TC), Irwin Catherwood (Bugatti-Ford) and Alec Macarthur (Trifor) all made lively climbs under tricky conditions. The whole event was well run but the hill is a poor one for drivers, spectators and organizers.

RESULTS

Best Time of Day: R. Gallagher (996 Leprechaun-J.A.P.), 50.21 secs.

1,250 c.c. Handicap: 1, R. Gallagher (Leprechaun, scratch), 50.21 secs.; 2, J. G. Stevenson (1,250 M.G., 7 secs.), 52.82; 3, C. Martin (1,089 M.S.R.A., 9 secs.), 52.99.

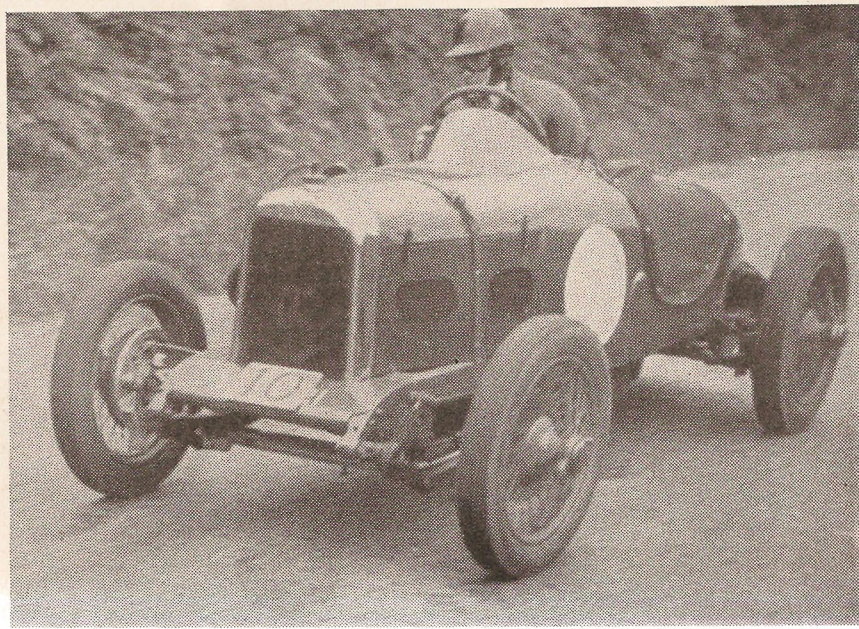
Over 1,250 c.c. Handicap: 1, C. Vard (3,442 Jaguar, 3 secs.), 49.57; 2, R. E. Newell (1,645 Alvis, 9 secs.), 52.07; 3, R. G. Lovell-Butt (1,287 M.G., 2½ secs.), 52.72.

Unlimited c.c. Handicap: 1, R. E. Newell (Alvis, 9 secs.), 52.50; 2, J. N. Preston (1,250 M.G., 7 secs.), 56.08; 3, C. Vard (3,442 Jaguar, 3 secs.), 56.36.

1,000 c.c. Scratch (U/s.): 1, R. Gallagher (Leprechaun), 50.21; 2, J. B. Taylor (499 Cooper), 62.40.

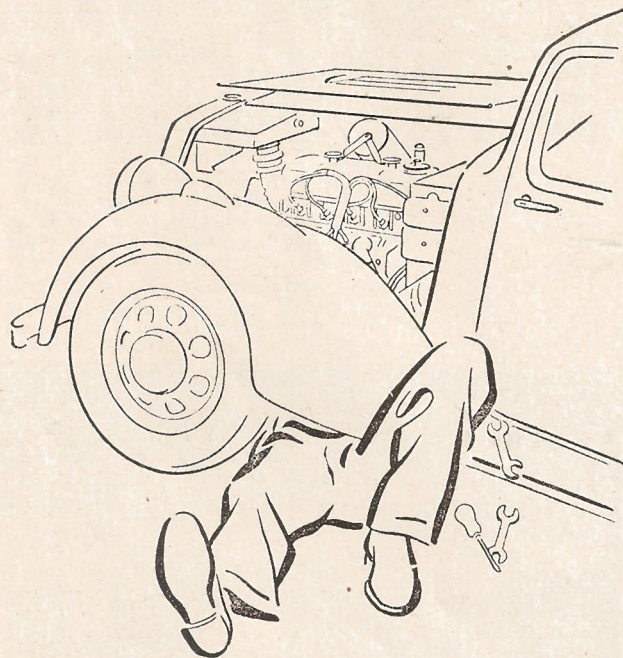
1,500 c.c. Scratch (U/s.): 1, R. Gallagher (Leprechaun), 50.21; 2, J. G. Stevenson (M.G.), 59.82; 3, J. N. Preston (M.G.), 60.84.

Open Scratch: 1, R. Gallagher (Leprechaun), 50.21; 2, C. Vard (Jaguar), 52.57; 3, R. G. Lovell-Butt (M.G.), 55.22.



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Correspondence—continued from page 468.

on, and as he approached the end of the straight he was behind Branca at a distance of quite 50 yards. I was watching him closely as he passed and could see a collection of grass adhering to the lower end of the operating pivot of the car's Girling rear brakes. He entered the bend as usual, going very quickly and steadily, and I then saw, just as he must have done, that Branca had slid broadside to the left and was travelling sideways very fast, with about two-thirds of his car on the left-side grass verge. Shawe-Taylor had no alternative but to turn to his right, and would probably have succeeded in avoiding the other car had it not responded to the driver's correction, and returned to the road, still travelling at perhaps 30-40 m.p.h. on a converging course. A collision was inevitable, and unhappily the E.R.A. immediately began to roll end over end, throwing the driver high into the air.

The accident was also seen by four friends standing in two separate groups nearby and we are all quite sure that this is the true sequence of events.

G. F. H.

TUNBRIDGE WELLS.

* * *

I SHOULD like to place on record the facts concerning the distressing accident in which Brian Shawe-Taylor was involved at Goodwood.

Branca was leading Shawe-Taylor through the first right-hand bend after the short top straight when the back end of the Maserati, for no apparent reason, broke away to the outside and the car slid completely broadside across Brian's path. It serves no useful purpose to give a detailed description of the subsequent gyrations but it is worthwhile to mention that without the danger of the controversial straw bales we are so used to on our uninteresting airfield circuits, Brian and Branca both took to the stubble without the possibility of being up-ended, until the final appalling crash sent the E.R.A. into the air and its driver was thrown out.

I am sure all your readers will join me in wishing this delightful personality a quick recovery.

H. R. LANGRISHE.

TRUMPINGTON.

* * *

Firle Hill

AS one of the competitors in the Bentley Drivers' Firle Hill-Climb, I must take you to task over a couple of points in your otherwise excellent report.

Firstly, whilst not wishing to detract from the excellence of A. M. Cook's run, I feel that the implied comparison between his time and that of J. C. Bartlett-Day should be shown in its proper perspective, as it tends to show the latter in an unfair light.

Both cars are TA M.G.s, not TCs, but there the similarity ends. Cook's has a bored-out (1,500 c.c.) and carefully prepared TC engine, whilst he himself is no novice to this branch of motor sport. On the other hand, Bartlett-Day's car is a standard TA M.G. in no way specially prepared. It was also the driver's first attempt at hill-climbing.

I hope this will show why there is such a large discrepancy in the two times.

My second point concerns the figure quoted for the capacity of Davis's Magnette. According to the report it is 1,087 c.c., whereas I understand that the Magnette was a 6-cylinder, 1½-litre car.*

K. N. RUDD.

WORTHING.

* [The M.G. Magnette was originally produced in 1932 as a 1,087 c.c. (57 x 71 mm.) saloon, type-named K.1 or KA. A 1,286 c.c. (57 x 84 mm.) model, the K.2 or KD was introduced in 1933, and was continued as the famous KN pillarless saloon from mid-1934 to the end of 1935. The NA, and the NE T.T. 2-str., were based on this model. The K.3 was only produced in 1,087 c.c. form. So far as is known, the only 1½-litre machine ever produced by M.G.s, was the 4-cyl. touring VA, 1,548 c.c. (69.5 x 102 mm.). The original Magna was of 1,271 c.c. (57 x 83 mm.), but the later L-Type was of 1,087 c.c.—Ed.]

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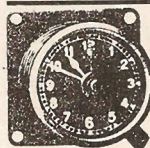
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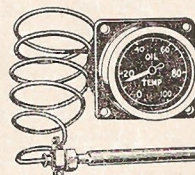
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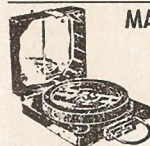
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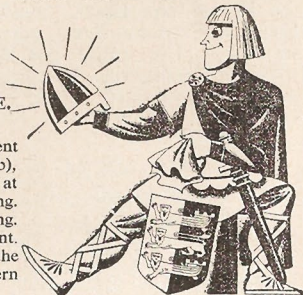
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Saturday, 10th November:

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SOUTH ESSEX M.C.

THE second "Norman Cup" Touring Trial was held on 1st October over main and secondary roads. This year it was made an all-day event and members had to keep to an observed route which had to be traversed at an average speed of 30 m.p.h., and also complete a specially timed circuit of $3\frac{1}{2}$ miles which was one of the hazards awaiting them when they arrived at a spot in the vicinity of Little Waltham. Lunch was held at the White Hart Hotel, Braintree, and after this welcome break, a massed start was made and competitors had to travel to Hedley's Road, West Thurrock by the shortest possible route. At Hedley's Road, each entrant had to perform a series of timed and observed driving tests.

The outright winner of the trial and the holder for the next year of the "Norman Cup" was R. Cordon, driving a Ford Anglia saloon. Other results were as follows: 2nd R. Andrassey (Andrassey-Ford Special); 3rd E. Pearson (Standard 9 saloon).

The event was considered to be one of the best run by the club as it enabled whole families to participate (one car had a babe in arms!) and share the fun "with father!".

HANTS AND BERKS NIGHT NAVIGATION

THE Hants and Berks M.C. have received over 100 entries for their Night Navigation Rally which takes place tomorrow night over a course of approximately 150 miles. Start and finish will be at the Hog's Back Hotel, on the Guildford-Farnham road, first car going off at 9.30 p.m. An active night for competitors may be depended upon; amongst the navigational apparatus recommended is a pocket compass. Breakfast, if and when entrants emerge from their nocturnal trials, will be at the Hog's Back Hotel.

THE "HIGH PEAK"

THE sixth running of the Sheffield and Hallamshire M.C.'s High Peak Sporting Trial takes place on 21st October. This is a classic event, eligible for the R.A.C. and B.T.D.A. Championships. Members of the organizing club and of the M.C.C., Lancs and Cheshire C.C., Yorkshire S.C.C., Sunbac, Lancs A.C. and Bristol M.C. and L.C.C. are eligible to compete, and the trial will start from the Rising Sun Hotel, Bamford, on the Sheffield-Castleton Road, zero time being 10 a.m. The route covers about 50 miles of Derbyshire, and finishing point will be the Palace Hotel, Buxton.

TALK ON LE MANS

ERIC THOMPSON will give a talk entitled "Aston Martins at Le Mans, 1951", to members of the North London Enthusiasts' Car Club, on Friday, 19th October, at the Black Bull, 1446, High Road, Whetstone, N.20. The meeting commences at 7.30 p.m.

COMING ATTRACTIONS

October 13th. *Berwick, Lothian and Hawick Clubs Joint Race Meeting, Winfield circuit, near Berwick-on-Tweed, Scotland. Start 2 p.m.*
S. Wales A.C. Rally, Porthcawl.
N. Ireland M.C. Trial, Londonderry.

M.G.C.C. (S.W.) Weston Rally, Weston-Super-Mare. Start Mile 3 Roadhouse, Bishopsworth (Bristol-Bridgwater Road).

October 13th/14th. *Hants and Berks M.C. Night Navigation Rally. Start "Hog's Back Hotel", Guildford-Farnham Road, 9 p.m.*
Shenstone and District C.C. Buxton Rally. Starting points Shenstone, near Lichfield, Staffs, and Penistone, Yorks.

October 14th. *Huddersfield M.C. Trial, Yorkshire.*
Kentish Border C.C. Stafford Cup Trial (C.). Start Fairwarp, Sussex, 1 p.m.

M.G.C.C. (N.W.) Trial, Lancs.
Pathfinders and Derby M.C. Driving Tests, Derbyshire.

Riley M.C. (N.E.) Team Trial, Ilkley, Yorks.

Taunton M.C. Allen Trophy Trial. Start Otter Vale Garage, near Honiton, Devon, 10.30 a.m.

M.G.C.C. (Scottish) Trial, East and Mid-Lothian.

M.G.C.C. (Midland) Trial, Worcs.
B.A.R.C. (S.W.) Hill-Climb, Ludgershall, near Andover.

October 16th. *Brighton and Hove M.C. Night Trial, Sussex.*

October 17th-27th. *International Motor Exhibition, Earls Court.*

EDINBURGH UNIVERSITY NIGHT RALLY

A CLOSED Night Rally over a route of 150 miles will be held on 19th-20th October by the Edinburgh University M.C. Competitors set off from the start half a mile north of North Queensferry, first car leaving at 11.01 p.m., and the finish is at the Fourways Restaurant, Dunblane, E.T.A. being between 6.19 and 6.58 a.m. The route takes in Loch Tay, Loch Achray and the Trossachs.

The E.U.M.C.'s annual dinner takes place on 7th November, at the "Royal Bristol Hotel", Edinburgh, and a Film Show is scheduled for 14th November at the Usher Institute. Interested past and present members of Edinburgh should contact the Competitions Secretary, G. W. Dakin, at the Royal (Dick) Veterinary College, Edinburgh.

HORSHAM TRIAL

THE Jackson Cup Trial, organized by the Horsham District M.C. and L.C.C., took place on Sunday, 7th October. A closed to club event, 48 competitors took part, including three motor-cyclists. The route consisted of 110 miles of main and secondary roads, starting from Horsham.

The morning route wound its way via

the Surrey Hills to near Petersfield to the lunch stop. A stop and restart test resulted in best time being made by V. Lofts (Ford V-8). The afternoon route was notable for a few tight checks, and the event finished at Hindhead.

RESULTS

Jackson Cup: E. G. Smith (Morris 8), 3 marks lost.

First Class Awards: C. G. Baker (Ford 8), 15; M. P. Upstone (Morris 8), 15.

Second Class Awards: T. Argent (Ford 8), 20; P. S. Gibson (Morris 8), 20.

Novice Award: Miss G. J. Harrison (Ford 8), 15.

Team Award: M. P. Upstone and T. Argent.

TONY RUMFITT WINS WROTHAM CUP

THE 750 M.C.'s Wrotham Cup Trial was held last Sunday under fine weather conditions. Of the 29 entries only nine gained awards, which testifies to the toughness of the event. One section, "David's Ditch", was scrubbed by the stewards after 12 attempts failed. Pollyfield, in contrast, netted only three failures, but Michael's Mount and Old Soar II saw clean climbs by only eight competitors.

Tony Rumfitt in the 1,172 c.c. Cotton Special made best performance, losing no marks at all, while best 750 M.C. member, driving a "750" formula car was M. R. Cannon (Cannon Austin).

RESULTS

Best Performance, Wrotham Cup: A. E. Rumfitt (1,172 Cotton Spl.), no marks lost.

Best Performance by 750 M.C. Member in 750 Car, Walsingham Cup: M. R. Cannon (750 Cannon Austin), 43 marks lost.

Best Performance up to 1-litre, Committee Cup: C. H. Harris (M.H. Spl.), 31 marks lost.

First Class Awards: W. H. Durling (747 Austin); R. W. Faulkner (1,172 Paul Spl.); M. H. Lawson (Lotus 1); G. Pentony (Cyclops).

Second Class Awards: R. Chappell (1,172 Dellow); D. W. Price (1,080 Clayton Spl.).

CLUB FIXTURES

D.K.W. Owners' Club.—Inaugural Meeting, 14th October, "Chequers Hotel" Whipsnade, 12 noon.

Leicestershire C.C.—Social Run, 14th October.

Southsea M.C.—Photographic Treasure Hunt, 14th October. Start Portsdown Hill, 2.30 p.m.

Bentley Owners' Club.—Social Run, 14th October, meet 1 p.m., "Bath Arms Hotel", Cheddar.

Vintage S.C.C.—Meeting, 18th October, "White Lion Hotel", Cobham, Surrey.

Berkhamsted M.C.—Special Club Night and Film Show, 19th October, Blue Room, "King's Arms", Berkhamsted, 7.30 p.m.

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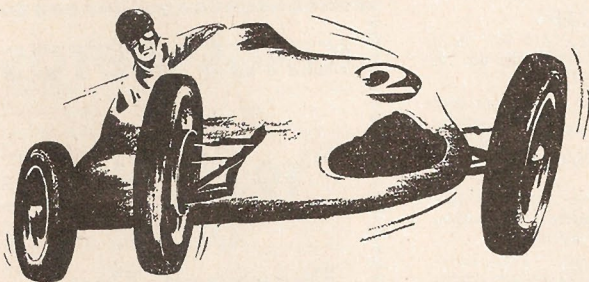
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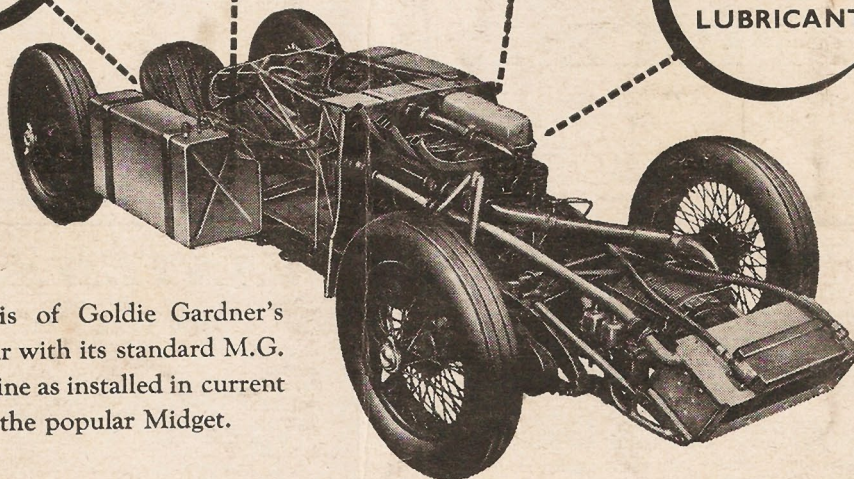
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