

# AUTOSPORT

**1/6**  
EVERY FRIDAY

Vol. 3    No. 23  
December 7, 1951

BRITAIN'S MOTOR SPORTING WEEKLY





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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 23.

December 7, 1951

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## NOTICES

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## EDITORIAL

THE annual R.A.C. Conference of Recognized Clubs brought to light many important issues, particularly the present confusion regarding the use of "cut" tyres and motor-cycle covers on trials cars. It would appear that the interpretation and application of certain regulations is a matter for clubs themselves. AUTOSPORT suggests that there is only one way to formulate more or less watertight regulations for the conduct of trials. The British Trials Drivers' Association should be delegated by the R.A.C. Competitions Committee to draw up an entirely new set of regulations, based on the suggestions of their own members and the wishes of organizing clubs. In this way, the B.T.D.A. could present the whole thing to the R.A.C. for approval, and eventual issue as part and parcel of the General Competition Rules. It is high time that trials were brought into line with racing, speed events and rallies for legislative purposes. It is the job of clubs to make their recommendations to the R.A.C., and no better method could be adopted than to do this via the B.T.D.A. A very definite set of rules and regulations for trials is an urgent requirement, and would do a great deal to eliminate the protests and grumbles which are tending to put this very fine sport in bad odour with fair-minded competitors.

\* \* \*

IT was gratifying to AUTOSPORT to see that several points which have received editorial mention have been brought to the notice of the R.A.C. Competitions Committee. For example, Col. Barnes himself introduced the subject of log books for racing-cars, and it is understood that this may be discussed with a view to adoption. Also, Tony Rolt's plea for the segregation of cars during practice periods for races is one that this magazine wholeheartedly endorses. The presence of very fast cars and not so quick machines on the same circuit could lead to serious accidents. It should be stressed, also, that in certain *Formule Libre* events, the field is so mixed in the quality of both cars and drivers, that once again the pilots of very fast cars are subjected to unnecessary risk. The practice of making up the entry by accepting almost anyone who is prepared to run is one that should be disparaged at once. *Formule Libre* races possess excellent programme value, and give the owners of certain racing-cars which are not generally catered for, the opportunity to put in a spot of circuit-racing. However, unlike handicap events where the field is generally more spread out, the start of a *Formule Libre* race can be, and often is, a highly dangerous moment—particularly if the first corner is placed near the starting grid!

## OUR COVER PICTURE

AIRBORNE: One way of having a looksee at modern trials chassis is to see them on Breakheart Hill. Here is H. Hopkinson's Special aviating during last Saturday's N.W. London M.C. Gloucester Trial.



# CLUB CONFERENCE

**R.A.C. Meet Delegates—B.R.D.C. Plea for Safer Circuits  
—Cut Tyres Controversy for Trials—Home Office Letter on  
Conduct of Events—Col. Barnes Suggests Log-Books  
for Racing Cars.**



Col. F. S. Barnes, Competitions Manager of the R.A.C., addressing delegates. On the left is Lord Howe, Chairman of the Competitions Committee, R.A.C. Portrait behind is that of Frederick R. Simms, founder of the Club.

THE annual meeting between the Competitions Committee of the R.A.C. and the representatives of recognized clubs took place at Pall Mall on 30th November. There was so much down for discussion that the meeting was held in three separate sessions, racing matters in the morning, trials and rallies after lunch, and general affairs after tea. Clubs from all over the country sent representatives, but strangely enough no Scottish clubs had delegates, although A. K. Stevenson (R.S.A.C.) sat as a member of the competitions committee.

The conference was opened by Mr. Wilfrid Andrews, chairman of the R.A.C., who pointed out that 50 meetings were held by the club during 1951 on motor sporting matters. He stressed the rising costs of so much activity, commenting that the R.A.C. is not a rich institution, and that it exists on the subscriptions of its members. Mr. Andrews also referred to the B.R.D.C. taking over Silverstone, and assured the conference that the R.A.C. would assist in every possible way.

Lord Howe, chairman of the Competitions Committee, R.A.C., quoted some figures to show the greatly increased work of the Committee, and also the Competitions Department of the club. There had been a record number of events in the 1951 National Calendar—640 in all and 8,000 competition licences were issued, of which 5,000 were 5s. restricted ones. His Lordship regretted that Ken Wharton, who was to have been presented with the Hill-climb and Trials Championship trophies, was unable to attend owing to illness. The ceremony would take place at Shrewsbury, at the conclusion of the 1951 Trials Championship on 15th December.

First upstanding delegate was Holland Birkett (750 Club) who made a plea that no other clubs should attempt to stage a 6-hours relay race, similar to the one organized at Silverstone. Leslie Onslow Bartlett (W. Hants and Dorset) asked the R.A.C. to circularize clubs with a copy of the A.C.U. calendar to try to avoid clashes of dates. The Lancashire A.C. delegate mentioned that clubs in the North usually have an A.C.U. member present at meetings.

Jack Woodhouse (Sunbac) thought that it was a tremendous task to go through a list of over 600 events and suggested that it was a better plan to get clubs to liaise with the nearest A.C.U. centre.

Wilcox (Herts County) brought up the matter of clubs running speed events for the first time, and subsequently having to change the venue. He asked the R.A.C. to allow the public to be present, as it would be economically impossible to hold events on different circuits. Lord Howe replied that the R.A.C. would look into the question of changed venues.

Rawnsley Gurd (Jersey) said that the Jersey club held its races on roads and on the sand, and could not keep the public out. Lord Howe replied that the R.A.C. had faith in the organization of the Jersey club.

## Tony Rolt's Plea for Safety Measures

Tony Rolt (B.R.D.C.) said that drivers were greatly concerned at the number of accidents during the past season. He drew attention to the need for close inspection of circuits before racing on airfields, as loose stones, pools of water due to the absence of proper drainage and other factors made the surfaces more hazardous than those of ordinary roads. Rolt also brought up the question of practising, and asked that cars should be segregated according to classes, each category having at least one to two hours clear. (This formed the subject of an editorial in AUTOSPORT issue dated 12th October.) He also made a plea for a Motor Racing Benevolent Fund, to alleviate much of the hardships suffered by drivers' dependants owing to crashes. He hoped that clubs were prepared to support this scheme, by allocating a certain percentage of the gate money, say 2½-3 per cent. as practised on the Continent, but if not, 6d. or so on the entrance fee.

Alfred Moss (Half-Litre) said that his club would give financial support to what he considered to be an excellent idea. Lord Howe replied that the

R.A.C. conducted careful enquiries to discover the true causes of accidents. One or two crashes were caused by poor surfaces. He thought that the segregation of cars for practising was a sound idea, and asked race promoters to take note.

Col. Stanley Barnes, Manager, Competitions Dept., R.A.C., believed that a log-book giving details of a racing-car's history showing damage, repairs, etc., would greatly assist the scrutineers' work. (Another AUTOSPORT suggestion.) Something not too elaborate would be worked out by clubs. In any case, the R.A.C. was going to put the subject of log-books before the Competitions Committee.

Maj.-General Davidson, Chairman R.A.C. Technical Committee, thought that after any accident involving a racing-car, stewards should ask the driver to explain his driving; not implying that he was to blame, but to assist enquiries—although there has been some curious driving once or twice.

Woodhouse (Sunbac) asked that the R.A.C. should circularize clubs as to the exact specification of the now compulsory crash helmets to be used in all speed events and races.

The Ulster A.C. representative queried as to whether or not compulsory medical examinations were solely for International events. Col. Barnes replied that they were for every type of event. A Lancashire and Cheshire speaker mentioned the possibility of his club having the use of a real road circuit in 1953, limited to five events a year. He added that it would be necessary to have paying gates, otherwise the scheme would not be possible from a financial angle.

Murray Austin (Midland A.C.) asked if it was possible for the R.A.C. to help



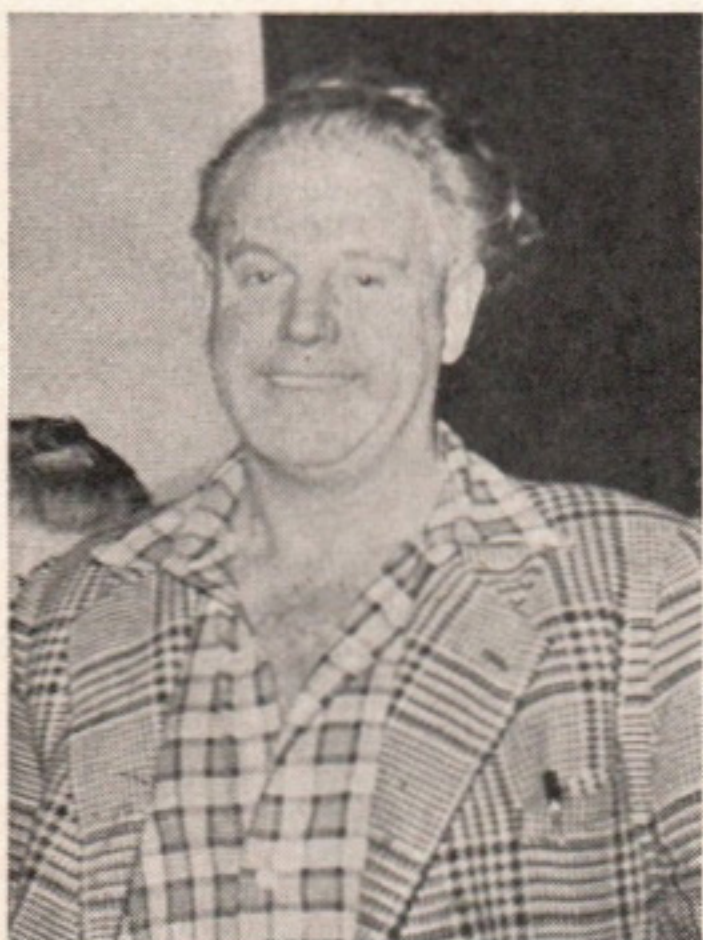
Delegates Peter Stubberfield (Bugatti O.C.) and Ernest Stapleton (Aston Martin O.C.) discuss next season's racing prospects during the tea break.



to reduce the crippling Entertainments Tax of 47 per cent. on gate receipts. He also raised the question of railway fares for R.A.C. stewards, and asked that it should be assessed at a fixed amount before application for the permit.

Onslow Bartlett wanted the R.A.C. to produce an account of the income obtained from recognized clubs, showing the way the money was spent in the interests of those clubs.

Lord Howe said that 5s. of the 7s. 6d. charged for spectators at Silverstone went to the Government. The R.A.C. has tried, and is still trying, to do something, but it has proved well-nigh impossible. Mr. Andrews remarked that the club had to proceed with caution when tackling the Chancellor of the Exchequer.



*Leslie Onslow Bartlett, who was the main spokesman on the subject of trials regs., and in particular the tyre-cutting problem.*

Mr. Sam Huggett (A.C.U.) said that the Speedway Control Board has spent about £2,000 in trying to contact the Treasury! Julian Jane (Veteran C.C.) remarked drily, amid laughter, that the Veterans had obtained tax exemption for the Dorking Speed Trials, on the grounds that it was a scientific exhibition.

In reply to the Huddersfield delegate's plea for scrutineers to be drawn from local or near-local people, instead of the R.A.C., Col. Barnes said that clubs are supplied with a list of names, and that contact between clubs and officials is direct.

After lunch, Lord Howe opened the discussion on trials and rallies by quoting a letter from the Home Office requesting more safety measures during rallies and meetings where the public was present.

Geoffrey Sykes (Brighton and Hove) said that the extra fee required for stewards meant that clubs would look out for stewards living nearest to the



*Maurice Toulmin (R.A.C.) replies to a query on trials regulations. On the left is Dean Delamont (Competitions Dept.) and on the right, Denis Flather (Competitions Committee). Both Toulmin and Flather are also B.T.D.A. committee members.*

event—not a good thing. Holland Birkett objected to the 300 miles limit for closed invitation and restricted events. Jackie Masters (M.C.C.) showed concern at this latest clause and pointed out that the M.C.C. run the three longest trials, namely, "Edinburgh", "Exeter" and "Lands End", which always attract big entries and are closed events. He wanted to know what the M.C.C.'s position was.

#### Onslow Bartlett on Trials

As the committee took in the purport of Jackie Masters's remarks, Leslie Onslow Bartlett rose to his feet to address the conference on the subject of trials. His main theme was the practice of cutting tyres to a width and depth of 13 mm., thus making them virtually pre-war "knobbles", and the practice of certain competitors in using motor-cycle covers on the front wheels. "The Chest" said emphatically that trials cars were freaks, and that the R.A.C. is to blame because they come within their own regulations. He implored the committee to insist that engines should be at least five feet from rear axles, and also brought up the problem of late entries made purposely in trials to try and get an easier course following the passage of many cars. Bartlett suggested that all entries should be balloted. He then accused certain clubs of "fiddling" the regs. of trials that had not gone according to plan,

and wound up by saying that super-charged cars in trials should be put in a separate class, and not put in the next higher category as was often done in races.

Maurice Toulmin (R.A.C.) harked back to the M.C.C. events, and remarked that it was possible that Jackie Masters would get round the 300 miles limit. The idea was to prevent some of the "mushroom-growth" clubs taking on more than they can chew. As regards tyre-cutting, this was a problem that could not be rushed.

Onslow Bartlett demanded: "Are cut tyres and motor-cycle front tyres barred now—yes or no?" Toulmin: "Events are run by scrutineers from clubs whose job it is to interpret regs. as they stand, otherwise we will get protests".

Bartlett: "Yes or no. Scrutineers don't know themselves—I've asked them. They want direction".

Dean Delamont (Competitions Dept., R.A.C.): "There is an appeal pending, and Mr. Toulmin is quite right in not giving a definite ruling. Motor-cycle tyres are not permitted but there is nothing to stop them being used".

Bartlett: "On 24th September the W. Hants and Dorset Club wrote to the Competitions Dept. for guidance, and we only received an answer two weeks ago. I say co-opt to the Committee two drivers participating in current

*(Continued overleaf)*



**Club Conference—continued**

events—not members of the Competitions Committee”.

Lord Howe: “The Committee is representative as far as is possible. The two other speakers gave you their answers.”

Bartlett: “Then why are the regs. in the state they are at the moment?”

Toulmin: “I have spent a lot of time with sub-committees since the war. The matters are under urgent consideration, and can only be thrashed out in time”.

Desmond Scannell (R.A.C.): “There are certain things one can and cannot do in motor-racing, but in this case it is really the responsibility of the organizing clubs—not the R.A.C. We do not want the Committee to do much legislating. Anyway, regs. are required for the cars, and not the events”.

After these exchanges, several delegates made references to tyres in trials. Some wanted minimum tyre pressures regs., and others wanted motor-cycle covers to be banned completely. Abbott (Eastern Counties) objected to the trials freaks of today. Sykes (Brighton and Hove) supported Onslow Bartlett's plea for a five-foot minimum distance between engine and rear axle.

Returning to the subject of main road events, Fisher (Lagonda) thought that clubs must get out good regs. of their own, and these regs. should apply until such time as each club proves itself capable of staging events of more than 300 miles.

There followed quite a discussion on rallies and the issuing of National permits for events of over 300 miles. Holland Birkett said that to avoid upsetting the public, the absence of rally numbers would be a good thing as was done in the recent “Rallye Tele-

graphique”. He objected to the restrictions on the grounds that his club was doing pioneer work, and was being frustrated. Abbott (Eastern Counties) said that secret checks in rallies would definitely prevent driving at excessive speed between controls. His club was out to break down police prejudice.

Mr. Andrews replied that the R.A.C. did not think that the police had any prejudice—the Home Office letter was friendly.

Woodhouse (Sunbac), Jane (V.C.C.), Cookson (Maidstone and Mid-Kent) and delegates from Citroën, Leeds University and A.C. Owners' all had something to say on the subject of rallies, competition licences and the issuing of permits. M. W. B. May (Mid-Surrey A.C.) objected to his re-formed club being placed at the bottom of the list for permits. The club was formed originally in 1921.

The session concluded with remarks by Cambridge University and Hants and Berks representatives, the former insisting that main road events did not promote public disturbance. It was only on private land that disturbances were caused. Birkett interposed that on an annual Night Navigation rally, the organizers called on everyone who may be disturbed during the night, and 80-90 per cent. of those interviewed said they did not object. Trials are favourably received in this country (he added).

After tea, Col. Barnes produced a list of events for 1952, which he insisted was not a calendar, but merely a suggested list. Several general matters were discussed, and Julian Jane was assured by Col. Barnes that crash helmets and medical certificates were compulsory for all forms of speed events.

Bartlett (Vauxhall). D. Taylor/L. Tracey (Austin). E. W. Quero/F. V. Baldock (Minx). G. R. Hartwell/W. Chipperton (Sunbeam-Talbot). R. C. Porter/G. Patrick (Riley). G. Wilkins/R. Baxter (Jaguar Mk. VII). H. C. Hobson/G. D. C. Rose (Austin). R. Nelson-Harris (Jowett). L. D. G. Collen/R. Bird—Eire—(Morris Minor). H. Pilmore-Bedford/R. M. Carter (Humber). Cecil Vard/B. McCartney-Filgate — Eire — (Lagonda). M. B. Anderson/R. M. Hastie (Minx). Ian Appleyard/Mrs. Appleyard (Jaguar Mk. VII). T. A. Anderson (Sunbeam-Talbot). K. B. Miller/F. O. Lang (Alvis). Johnny Clegg (Sunbeam-Talbot). M. Wick/A. W. Richards (Jaguar Mk. VII). J. H. Kemsley / P. Fotheringham - Parker (Minx). R. Walshaw/H. Crossley (Minx). P. G. Walton (Bristol). J. R. Mansbridge/P. W. Taylor (Jaguar Mk. V). G. J. Fender/E. A. Tweney (Riley). R. F. Ellison (Jupiter). W. R. Flockhart/Ian Stewart (Jaguar Mk. VII). Les Odell/D. B. S. Ginn (Jowett). B. McCaldin / G. Houston (Sunbeam-Talbot). C. B. Offley/W. E. Offley (Sunbeam-Talbot). P. R. Bolton/P. H. Morrell (Vanguard). A. E. Brown (Consul). Colin Edge/B. Murphie (Austin). R. J. Adams/E. D. McGuire (Humber). R. V. Russell (Jowett). P. I. Zetter/B. C. H. Ward (A.C.). Mrs. E. Allard/Mrs. E. Wood (Allard). C. W. Eyre-Maunsell/Dr. W. Jones—N.I.—(Humber). E. N. Brinkman/M. Johnson (Riley). N. Blockley/S. Broomfield (Singer). R. Harper/G. Turnbull (Vauxhall). S. E. Croft-Pearson/C. F. Jenvey (Jaguar Mk. VII). J. D. Sleeman/R. W. Merrick (Sunbeam-Talbot). Miss D. M. Stanley-Turner/P. S. Wilson (Alvis). R. W. Austin/P. Jukes (Bentley). N. Garrad/J. A. Cutts (Sunbeam-Talbot). J. Blumer/S. H. Thomas (Ford Pilot). P. C. E. Harper (Minx). E. Brandon (Jaguar Mk. VII). A. Pownall (Sunbeam-Talbot). J. Stoddart/R. Burn (Vauxhall). S. H. Allard/Guy Warburton (Allard). W. H. Waring/W. H. Wadham (Jaguar Mk. VII).

*Continued on opposite page*

## SPORTS - NEWS

### BRITISH MONTE CARLO RALLY ACCEPTANCES

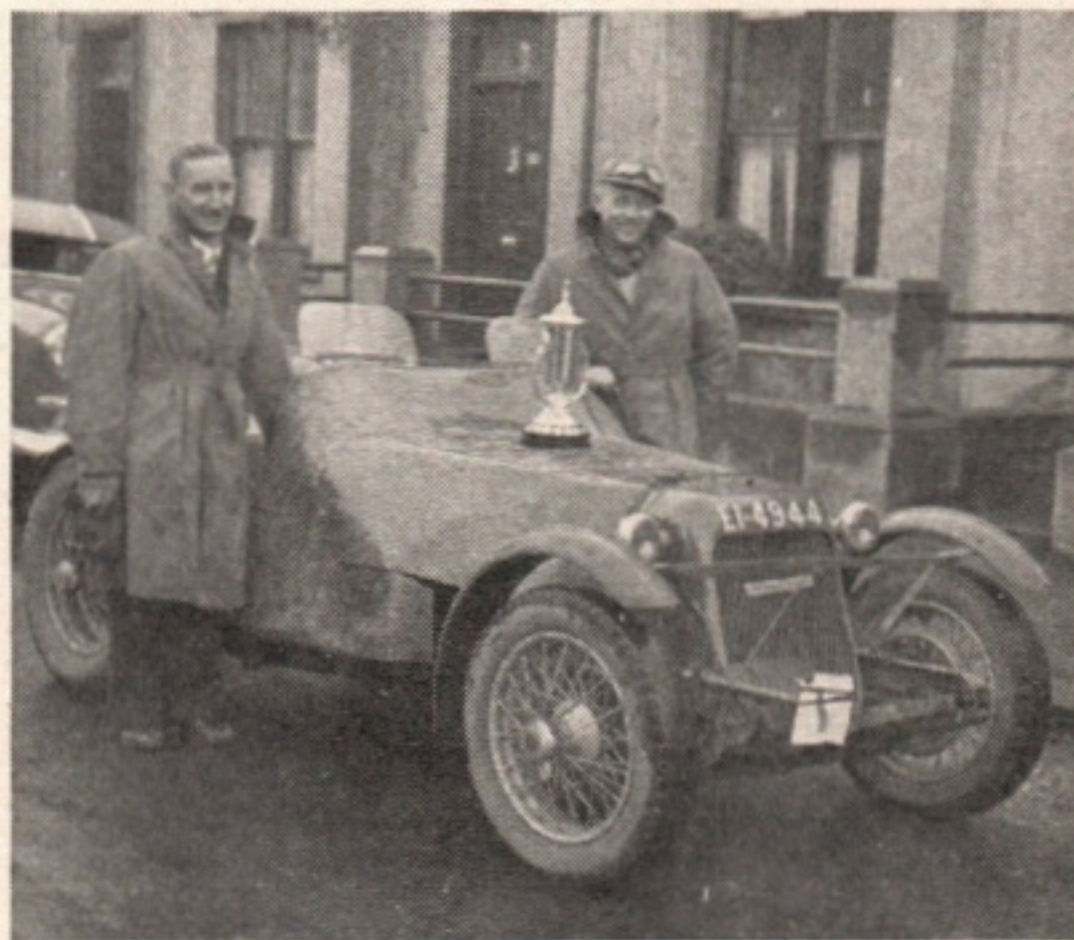
#### From Glasgow

J. G. Reece/P. B. Reece (Ford Anglia). E. S. Sneath/R. S. Sneath (Sunbeam-Talbot). Mrs. M. L. Vaughan/Mrs. L. F. Ashfield (Jowett). A. McCracken (Ford Prefect). Mrs. E. M. Wisdom/Miss S. Van Damm (Sunbeam-Talbot). J. W. E. Banks (Bristol). W. D. R. Lamb/J. Risk (Ford Pilot). G. McKerracher/T. H. Tannahill (Austin). D. C. Moore—Eire—(Volkswagen). R. E. Holt/B. Brown (M.G.). P. K. Braid/G. G. Eastwick-Field (Jowett). E. H. Channon/P. H. Channon (Wolseley). P. E. D. Kennedy/H. Newenham (Ford). G. N. Milton/D. S. Dove (Sunbeam-Talbot). Mrs. O. I. Johnson (Riley). F. P. Grounds (Jowett). D. G. Warwick/F. M. Warwick (Jaguar Mk. V). H. C. Roberts/A. T. Hall (Austin). T. W. Dargue/R. F. Frazer (Riley). J. P. Kehoe/J. C. McConnell (Jaguar Mk. VII). G. R. Holt/S. Asbury (Zephyr). E. B. Wadsworth/J. Broadhead (Vanguard). A. P. Warren/G. L. Carte (Riley). C. Corbishley/C. R. Hardman (Lanchester). C. F.

★

**EIRE CHAMPION:** Kevin Murray of Sligo, with his Mercury-engined M.M. Special, and his regular passenger/navigator Billy Tamplin. Murray has won the Hewison Trophy (seen on bonnet of car) for 1950-51—the equivalent in Eire of the British Trials Championship. He also won last weekend's Connacht trial, reported on page 718.

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December 7, 1951

**FERRARIS AGAIN!** Piero Taruffi and Luigi Chinetti (Ferrari) crossing the finishing line at Ciudad Juarez to win Mexico's great Pan-American road race. Villorresi and Ascari in another 2.6-litre Ferrari were runners-up.

#### From Lisbon

T. H. Wisdom/Lord Selsdon (Daimler). H. G. Martin (Riley). D. Murray (Ford Anglia). A. W. Lilley/Mrs. Lilley (Sunbeam-Talbot). P. Davis/R. Davis (Austin).

#### From Oslo

R. J. Morton (Vanguard). J. M. Tew (Humber).

#### From Munich

A. R. Foster/G. Holdsworth (Jowett). W. T. Franklin/D. R. Burgess (Austin).

#### From Monte Carlo

R. P. N. Stark/C. E. L. Powell (Vauxhall). W. M. Couper/F. G. Woosnam-Mills (Bentley). J. P. S. Slatter / L. Sherley-Price (Sunbeam-Talbot). J. A. McLaughlin/I. B. McLaughlin (Riley). M. Garson/Mrs. E. Garson (Daimler). F. E. Davis—Australia—(Austin). O. Moore/G. Saunders (Zephyr). Stirling Moss (Sunbeam-Talbot). W. L. Innes/R. Thorpe (Consul). Ken Wharton/J. Langelaan (Zephyr). J. T. Spare/S. White (Vauxhall). B. E. Bradnack/R. E. Stokes (Jaguar Mk VII). W. A. McKenzie (Sunbeam-Talbot). P. G. Weeks (Vauxhall).

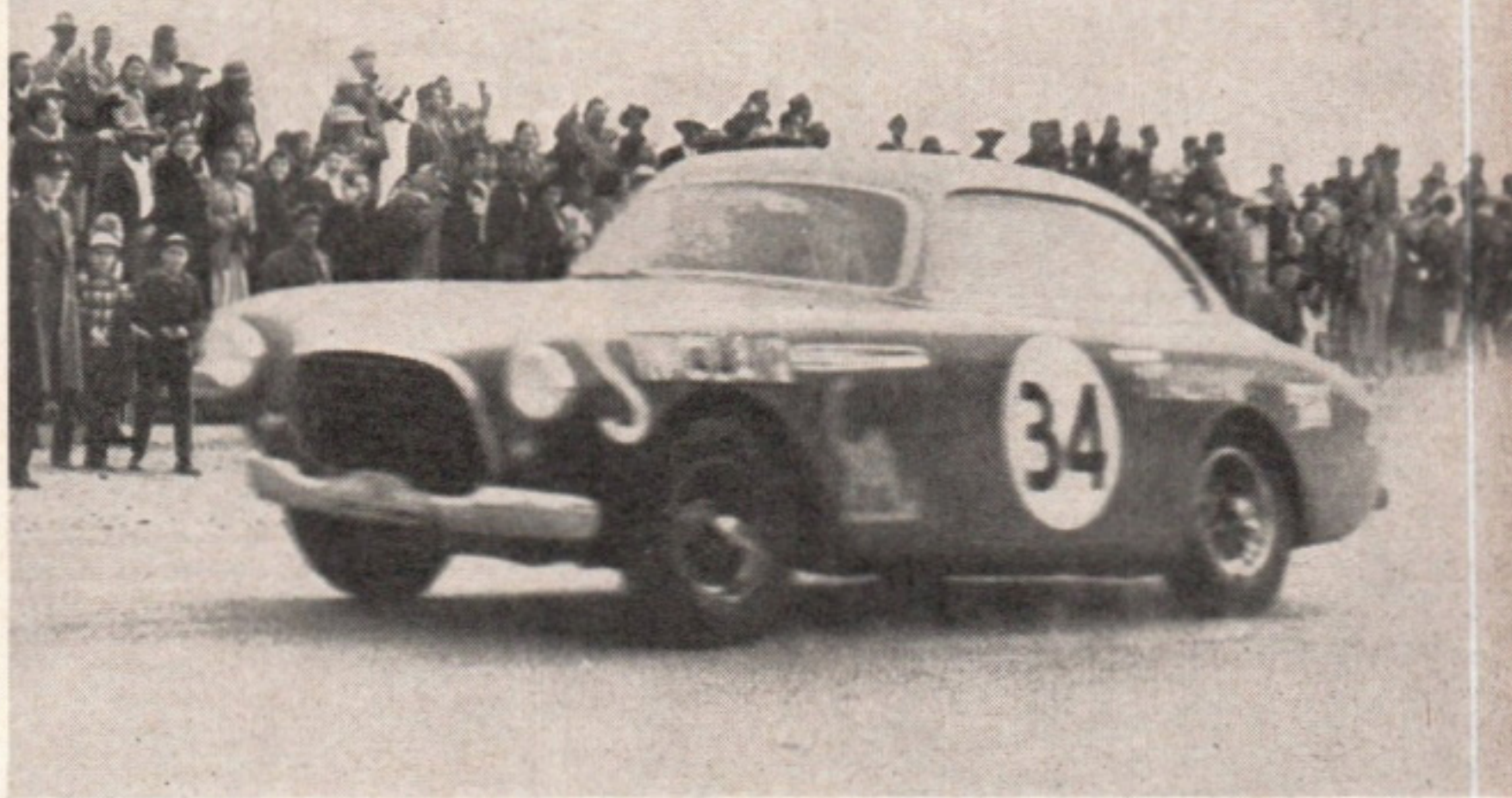
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#### STIRLING MOSS WINS B.R.D.C. GOLD STAR AGAIN

FOR the second consecutive year, Stirling Moss has been awarded the British Racing Drivers' Club Gold Star. In races this year he earned a total of 111 points, driving Jaguar, H.W.M., Kieft and Frazer-Nash cars. Runner-up is Alan Brown of the Ecurie Richmond, whose season with the 500 c.c.

Cooper-Norton gained him 56 points. His team-mate Eric Brandon takes third place in the *Star* scoring with 50 points. Fourth is Peter Whitehead (48 points) and fifth Reg Parnell with 47.

Amongst Stirling Moss's many 1951 successes are the *Daily Express* Production Car Race, Division 2, with an XK 120 Jaguar, the Ulster T.T. with the XK 120C, the British Empire Trophy Race in the Isle of Man with a Frazer-Nash, 500 c.c. wins with the lightweight Kieft at Silverstone, Brands Hatch and Zandvoort, and "firsts" in both the scratch and handicap events comprising the I.M.R.C.'s Wakefield Trophy with the 2-litre H.W.M., a car on which he has also scored a number of highly creditable "places" in Continental Formula 2 events.



#### PETER PARTNERSHIP IN E.R.A. CLUB TROPHY

THE E.R.A. Club Trophy, awarded to British drivers for the most meritorious performance in an International event, has been jointly awarded for 1951 to Peter Whitehead and Peter Walker, co-drivers of the winning XK 120C Jaguar in this year's 24 hours race at Le Mans.

\* \* \*

#### TONY CROOK'S CLASS E RECORD

WE were misinformed in stating in Pit and Paddock (30th November) that the tyre mishap—a thrown tread—on Tony Crook's Frazer-Nash at Montlhéry occurred on the 20th lap. It actually happened on the 100th lap of the 126 completed.

\* \* \*

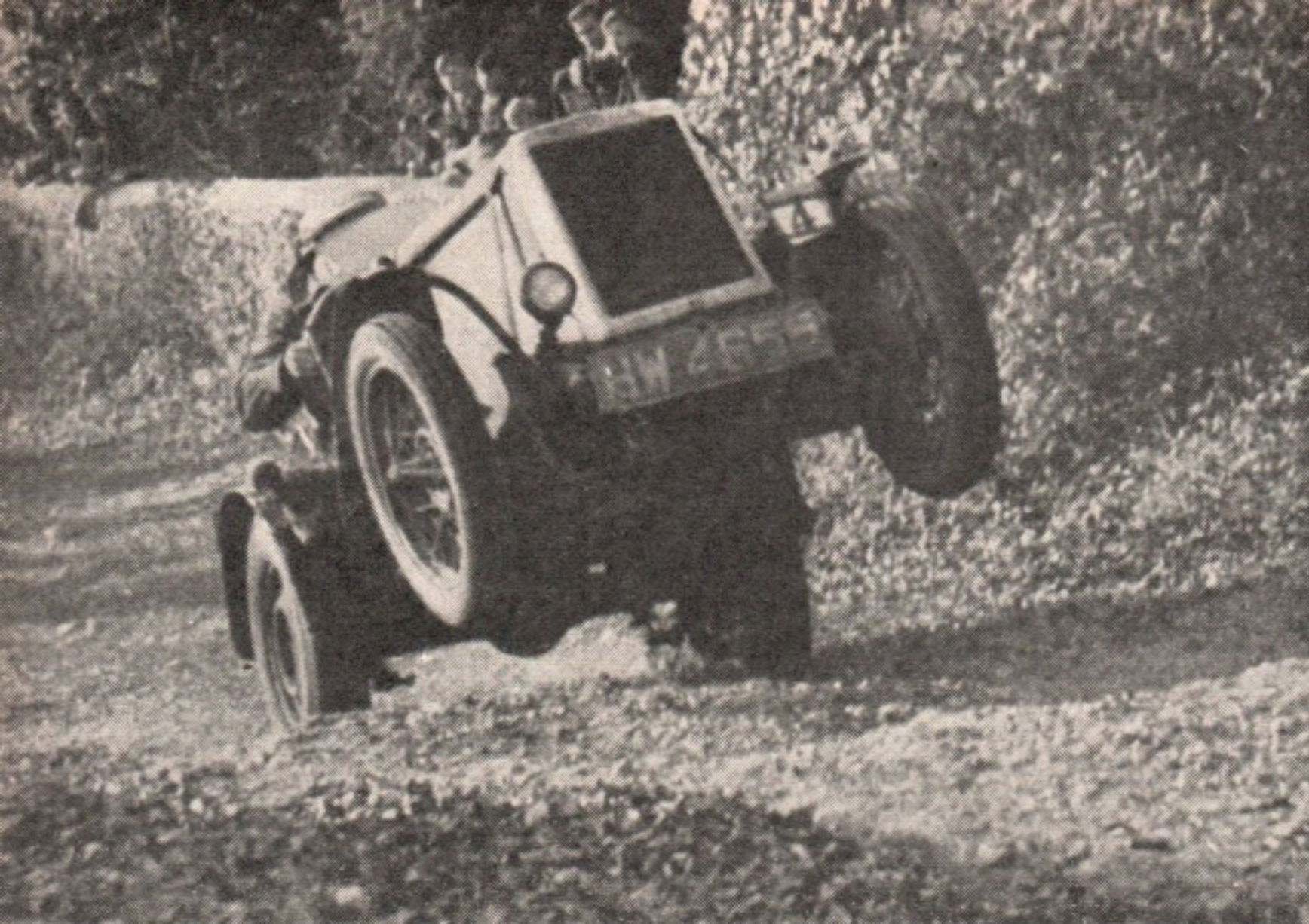
#### BLUE PETER JUBILEE

AUTO Tyre Services Ltd., makers of "Blue Peter" retreads, who are showing an increasing interest in competition matters, held their Silver Jubilee dinner at the Queens Hotel, Westcliff-on-Sea, on 29th November. The Blue Peter Cup was presented to W. M. (Monty) Wood by Alderman S. F. Johnson, J.P. Other speakers were W. G. W. Bird, H. J. de Keyser, I. H. Hayman, E. C. S. Barton, Councillor R. S. Smith and also (impromptu) Mrs. W. J. Wood, wife of the late W. J. Wood, founder of the concern. After dinner there was an excellent cabaret featuring the Skating Dexters, and that well-known Windmill Theatre magician, David Nixon.



★  
Gillie Tyrer gave up his bachelor status at St. Edmunds Church, Waterloo, last Friday, when he married Miss Margaret (Peggy) McKay.  
★





*THE LADDER: H. E. Roberts (Robros) hits the famous step on Nailsworth Ladder. This hill was as easy as it has ever been.*

GLORIOUS weather greeted competitors as they assembled for the start at the Bears Pool Café, Rodborough Common. E. W. M. Brookes was sent off to lead the odd numbers, whilst B. H. Dees headed the evens.

With competitors on different circuits, it will make the task of this chronicler more simple to treat sections in the order as tackled by the "odds", namely B.B., Camp, Breakheart, Nailsworth Ladder, Knapp Special Test, The Gulf, Henwood, Longridge, Saw Mills and the Steambridge Test.

B.B. was first conquered by J. W. Fleetwood (G.R.H.), and one or two people failed low down before bowler-hatted I. D. L. Lewis (Ford) showed how it should be done. A surprising failure was that of Sinclair Sweeney in the blown Vauxhall-powered Jezebel, who halted in section 3, Len Parker's A40-engined Parker stopped at the same point. Most exciting climbs were those of Ken Burgess (Allard) and Godfrey Imhof (Imhof). Of the later "evens" R. Y. Nuckey (Ford) was the first to succeed, and several folk halted before Cyril Corbishley (C.C.S.) started the ball rolling again. In all, 40 drivers dropped marks here.

## The "GLO'STER"

**Only Three Clean Sheets in North-West London M.C. "Classic"—Cuth Harrison Makes Best Performance.**

DRIVING his unsupercharged Ford Ten-engined Harford Mark II, Cuth Harrison won the Gloucester Cup in last Saturday's North-West London M.C. "classic", from a field of 70. This was a really first-class event, with tip-top organization and a sporting course. Only three drivers came through with clean sheets, Harrison, Wally Waring (W.H.W.) and Ron Faulkner (Paul). Main hazard was Sawmills, conquered by five stalwarts.

The introduction of the tricky Gulf and Henwood sections caused a fair amount of havoc, particularly amongst the early "evens". As in previous years, odd and even numbers tackled the trial on different circuits, each taking in the same sections.

Although the North took the P.A., Southern drivers put up a spirited challenge. In addition to making second and third best performances, people from below the imaginary "Birmingham Line", collected no less than 13 of the 26 awards gained. One of the most outstanding performances was that of Ken Burgess, who entered his big Allard at the last moment in place of his Javelin-powered special, and gained a 1st class award to give him a Gloucester Goblet.



*EXPERT: Winner Cuth Harrison makes an immaculate ascent of Breakheart in his Harford 2; the Morris Minor type of i.f.s. can clearly be seen.*



Camp claimed 36 victims, the majority failing near the top. A. A. Baring (Cotton) romped up, as did W. C. Cuff in the red Hell's Hammers VI. Nuckey was unlucky (no rhyme intended) to halt practically on the finish line, a fate that also befell Lew Tracey, Gerry Hancock (Dellow) and "Goff" Imhof, the latter having Tom Lush as passenger, giving Jock Ross a day off. It was on this hill that Gordon Mosby dropped the only mark he was to lose during the event.

So to Breakheart where competitors found John Haesendonck in charge, who steadfastly refused to permit people to have a look at the famous hill. This was a club regulation, and John was merely carrying out instructions. However, the general view was that as Breakheart can be fairly dangerous, for the sake of newcomers, everyone should have been allowed to have a peep.

Waring (W.H.W.) and Ron Faulkner (Paul) put up effortless performances. However, Breakheart still possesses a sting, as is witnessed by 38 victims.

A very clever little section was introduced in the form of The Gulf. This consisted of a short downhill stretch, followed by a sharp right-angle turn, a twist to the left between trees, and finally downstream to the next hazard, Henwood. Chief trouble here was the fact that tail-heavy specials were apt to slide downhill, making it difficult and often impossible for drivers to negotiate the first bend.

There was a fairly long list of failures amongst the early even numbers, and it wasn't until Lew Tracey (Dellow) arrived that observers Col. Mackenzie and his son Ian were able to mark up full marks. Sinclair Sweeney was excellent, but a very surprising failure was

Ken Rawlings (Buttercup) who slid nose first into the bank. Corbishley was most artistic, whilst Tim Crump halted on the crest of the second bend.

Anthony Baring (Cotton), first of the "odds", was excellent. I. D. L. Lewis (Ford) overshot, tried desperately to recover and mounted the bank. Ron Lowe (Dellow), aided by some hearty bouncing from Mrs. L., just managed to keep going after sliding the tail round a little too far. Ken Delingpole (Dellow) had the bad luck to cease forward motion for a fraction of a second to spoil what would have been a 100 per cent. effort. W. C. Cuff was another bank-rammer and jammed himself temporarily against a tree. Arthur Mallock (Austin) spun to a standstill after rounding the bottom bend.

Imhof made a spectacular recovery after taking the bottom bend too wide and steamed up at speed. Cuth Harrison took the precaution of mounting one spare wheel on the front, and made it all look just too simple. Edward Harrison was also excellent. Gordon Mosby (Ford) mounted the bank but continued non-stop, whilst "Bunty" Wilde showed real skill in her successful attempt.

Pat Atkinson (Atkinson) took it too fast and jammed against the bank. L. J. Oliver (Oliver) was even faster, but he did get round and up. Pam Price was well on the way to full marks when her motor died on her. However, Dave upheld the honour of the Prices.

Probably the finest effort of all was that of Ken Burgess who was convinced that it was impossible for an Allard. He all but demolished the trees, did a wall of death act on the bank, but never looked like failing. Ron Faulkner (Paul), after a studied reconnaissance, made it

**BREAKHEART:** (Left) Mrs. E. Wilde making a successful attempt to scale this well-known hill, in her husband's super-charged Ford.

**UNUSUAL LINE:** (Below) C. C. Evans (Dacy) chooses his own particular path on Nailsworth Ladder.



Fleetwood was first man up, the ex-Holt car sounding nice and crisp. Cuff was impressively fast, but Imhof took the palm for the most meteoric ascent—possibly the fastest-ever climb of Breakheart. The unlucky Len Parker broke his axle, whilst Ron Lowe (Dellow) surprisingly halted low down. Cuth Harrison (Harford II) was immaculate, but son Edward (Harford I) with Ken Scales as passenger spun to a standstill. Gordon Mosby (Ford) made it look all too simple, whilst there was a special cheer for Mrs. "Bunty" Wilde (Ford) who skilfully negotiated the dreaded turn and sailed majestically on to the top, whilst husband Maurice in the passenger's seat looked suitably frightened. Pam Price was also given a big hand for a successful attempt, following the example of father Dave Price. Ken Burgess bulldozed the white Allard to the top, grinning happily as he widened the turn for following competitors, his rear wheels flinging showers of dirt and stones at the spectators. Both Wally





**WIDE DOES IT:** "Doc" Lilley (Clegg) makes full use of the banking on Breakheart's tricky left-hand bend.

downhill again after sending your chronicler scurrying for dear life! Ken Burgess made a very gallant attempt, but just failed to clear the hump.

When the last competitor checked in, it was found that only Harrison, Waring and Faulkner had retained clean sheets. Results of the special tests gave the premier award to the Sheffield driver. Incidentally Alec Francis burst the rear axle of his H.R.G. Mercury on the Steambridge test, and "Doc" Hardman, after changing a gasket on his Dellow, retired with a suspected cracked cylinder head.

## RESULTS

**The Gloucester Cup:** Cuth Harrison (Harford II), 64 marks. Aggregate in special tests, 22.4 secs.

**The Thomas Cup:** Wally Waring (W.H.S.), 64, 23.8.

**1st Class Awards:** Ron Faulkner (Paul), 64, 23.6; Pat Atkinson (Atkinson), 54, 24.4; Dave Price (Price), 58, 25.4; Ken Burgess (Allard), 57, 24.2; E. Harrison (Harford I), 53, 24.8; Ted Spence (Spence V), 52, 24.8; Godfrey Imhof (Imhof), 57, 23.8; Gordon Mosby (Ford), 63, 23.0.

**2nd Class:** J. W. Fleetwood (G.R.H.), 48, 25.4; I. D. L. Lewis (Ford), 50, 23.2; Cyril Corbishley (C.C.S.), 53, 22.4; L. J. Oliver (Oliver), A. W. Lilley (Clegg), 55, 24.6; Dr. J. T. Spare (Whiteford), 51, 26.2; H. Hopkinson (Austin/Ford), 57, 26.6; Mrs. E. Wilde (Ford), 53, 24.2.

**3rd Class:** Gerry Pentony (Cyclops), 51, 24.8; W. C. Cuff (Cuff), 44, 23.2; A. A. Baring (Cotton), 45, 23.2; H. Sinclair Sweeney (Jezebel), 48, 24.2; Ron Lowe (Dellow), 48, 25.4; Miss Pam Price (Ford), 45, 29.8; Jim Readings (Regent), 53, 25.0.

**Team Award:** West Riders (T. C. Harrison, E. Harrison and G. Mosby); runners-up, Southern Lights (Crump, Waring and Faulkner).

**Gloucester Goblets:** Harrison, Mosby, Phillips and Burgess.



### The "Gloster"—continued

look like a main-road manoeuvre. The Gulf took a toll of 33 hopefuls.

The adjoining Henwood section was practically impossible for the early numbers, and even the tractor could scarcely get sufficient grip. Car after car struggled to move, and there were some nine complete halts before J. C. Smith (J.C.S.) proved that it was possible. "Sweeney Todd" scored another success, but Cyril Corbishley stopped half-way up. Tim Crump (Marden) dropped the maximum amount of marks, but thereafter the section astonishingly became easier, and there were scarcely any failures subsequently. In all, 14 people dropped marks—practically all amongst the early "evens".

Hardly anyone had much trouble on Nailsworth Ladder, which had dried out considerably within the past day or two. Only five folk dropped marks. It was the same with Longridge which could claim a mere 11 victims.

Sawmills, on the other hand, was a very different kettle of fish. The very steep gradient defeated car after car. Marshal Sidney Allard was beginning to believe that no one would ever climb it. By the time Wally Waring arrived, 29 people had failed. Waring took a good look, chose an immaculate line, and rocketed to the top with what looked like the greatest of ease. He alone of the "evens" scored full marks, and indeed was the only one to get past the "hump".

C. M. Seward raised hopes of another "clean", but the sharp right-hand turn at the top was his undoing. Like "The Gulf", this bit was put in to try the nose-light specials, and required very careful judgment to avoid sliding straight

on to the undergrowth. Pat Atkinson also fell victim to the turn, whilst Imhof surprisingly failed to surmount the "hump".

It was left to Cuth Harrison to make the second clean climb, which he did with all the dexterity and restraint of the really expert trials driver. Not to be outshone, Gordon Mosby achieved a brilliant climb to chalk up yet another West Riders success.

Reg Phillips (Austin) was caught out by the turn at the top, but two more victories over Sawmills were registered by Ron Faulkner—what poke that motor has!—and "Doc" Lilley (Clegg). Jim Readings (Regent) arrived minus front wings and with a peculiar exhaust note; he stopped on the hump. H. Hopkinson (Hopkinson) got up all right, but ran over the markers, nearly collided with a stationary tractor, and all but returned



**WHEELS AWAY:** R. Skinner (S.H.S.) rushes the Nailsworth Ladder step but to no avail—he stopped a few yards farther up.



Technical and Otherwiseby John Bolster**DESIGNERS' DIGEST**

"DESIGNING a World-Beater", which appeared in the 16th November issue, has attracted some most interesting correspondence. As several of the letters are rather long, and the correspondence columns are of limited size, I propose to write a précis of a few of the more interesting ones. I hope this will give, in compact form, a general idea of readers' reactions to this project, and that it may also inspire the senior conspirator to a further attack upon his drawing board.

The letter that I was most pleased to receive was from Archie Butterworth. He has made an incredibly rapid recovery from his very bad crash at Shelsley, and though it will be a month or two before he can do a full day's work, he is already tackling the completion of his flat-four engine.

Archie suggests, as do several other correspondents, that we should sacrifice the theoretical perfection of standing the plug up directly between the valves. He wants to move it over slightly, which would entail inclining the whole 12 in a forward or backward direction. This would put the bougie in the conventional motor-cycle position, and would allow an increase in valve diameter (though others suggest that we are over-valved already!). It would certainly allow a reduced angle between the valves to be used.

A. J. B. next attacks the ports, and suggests that we can straighten out the inlet tract a lot, at the expense of slightly inclining the carburetters. J. N. Swift also wants to do this, and he rather unkindly likens our present effort to a dog's hind leg. Both Butterworth and Swift want to straighten out the exhaust port, too, but whereas the former wants to protect the stem with a longer guide, the latter thinks the guide is too long already. Swift would like to reduce the valve stem length if possible, in the interest of inertia and clearances.

Archie is the only writer who criticizes the bottom end of the engine. He does not like the lightening of the big end, achieved by removing metal outside the bolt centres, for he thinks this may lead to bolt-bending if the rod deforms at the top of the stroke. He wants to use bigger main bearings on the crank, as he is afraid of torsionals. He doubts whether we need all those cylinders, but does not go as far as Joseph Bayley, who reckons that four would be quite enough. He doesn't hold with all this talk about piston area, and thinks that the big American "fours" would see off the Ferrari boys in no uncertain manner. He is, in fact, so four-cylinder minded that I wonder why I have often seen him driving a six-cylinder car!

Bayley takes a very ugly view of our big exhaust valve, and wants a much smaller pipe to increase the gas velocity and get better extraction. Certainly, the modern motor-cycle designer seems to be on his side. On the other hand, motor-cycle practice is going right

away from big cylinders, and the Italian 500 c.c. "fours" give much more power than our best "singles". Doc Bayley might suggest that that is because four-cylinders have some particular magic, but I say it's piston area, see!

Nobody has yet produced a timing diagram, but the valve gear has come in for a good deal of discussion. Two or three people don't like using a single camshaft for the inlet valves of both blocks, though none of them advance any very good reason. Mr. D. I. Cowie, on the other hand, rather rubs my nose in some of my earlier work. He says that in my article on multi-sine-wave cams I explained how a pushrod engine could be made to work as efficiently as an overhead camshaft unit. Why, then, he asks, is the A.R.M. not a pushrod job? I admit that that is a crafty one, but neither my article, nor the paper in *Automobile Engineer*, dealt with speeds of 10,000 r.p.m. I think that, with all the new patent cams in the world, such speeds demand the minimum reciprocating mass in the valve gear. A couple of letters deny the possibility of exceeding about 8,000 r.p.m. with an unsupercharged engine. The answer is that it has already been done by small multi-cylindrical motor-cycle units. Archie Butterworth wants our target horsepower to be higher than 220, but we purposely avoided making any too extravagant claims. An anonymous critic wants to know what will happen if a valve sticks open. It will, of course, be hit by the other valve and the piston, which should certainly teach it a lesson!

J. L. Clarke suggests that we have put the cart before the horse, and that we should design the car first, and then see what size and shape of engine it will accommodate. That would be a reasonable approach, perhaps, with a supercharged motor, but I still think that we were right to start off with the most efficient unsupercharged unit that could be produced relatively quickly, without a lot of research into unknown fields. Anyway, Mr. Clarke sends some beautiful drawings, and I shall probably refer to these later.

That, then, is the reader-reaction so far, and I hope it will encourage those who have not yet written to let us have the benefit of their ideas. There is no reason to be diffident, and we are here to be shot at.

A gentleman who shows no diffidence at all has already applied for the job of Racing Manager, P.R.O., and Team Organizer. He shows a touching faith in the eventual flowering of our project, and suggests that he be sent to Switzerland and Italy for a couple of months to get fit for the job. He would require a Mark VI Bentley, too, and there are various other perquisites that he would be willing to accept. It all sounds rather queer to me, but perhaps I had better not give his name in case he is instantly snapped up by some rival team!





## CONNACHT WINTER TRIAL

Another Premier for Kevin Murray (M.M. Special)

**H**ELD in the beautiful lake district around Cleveragh, near Sligo, in Western Ireland, the Connacht Motor Club's Winter Trial resulted in another win for Kevin Murray in his famous Mercury-engined Triumph chassis M.M. Special.

Fine weather during the trial was welcomed after a wet night which had left the course in a trickily sticky condition at all points where tests were held. Fifteen entrants arrived at the start; disappointingly Maurice Cavey was a non-starter. This was a very reasonable entry for an event run so far West in Eire. A sensible point of the trial was the fact that the road sections totalled only 15 miles which included two circuits of the 7.5-mile course and six special tests. The first test at Cleveragh was aptly named "Test Tube" owing to its likeness to that instrument when viewed in plan form. Best performance was made by the mercurial Johnnie Bell in his successful little Ford Special ably passenger-assisted and navigated by that ultra-cheerful motor-cyclist Arthur Jolly, next best was Murray, closely followed by "Bill" Young (M.G. TC). A magnificent effort by Cecil Vard in Lance Young's TC was unhappily spoiled by the extra long exhaust tail pipe just tipping the last pylon after a very fast run in three beautifully controlled tail slides.

Test 2 consisted of a timed climb on a grassy road section and by far the quickest was Tom Ohle (Supercharged Dellow) with 10 marks against the next best, a tie between Murray and Alec Macarthur (Dellow), with four marks. Test 3 "Appendicitis" included an incredible number of forward-reverse manoeuvres and once again the best performance was that of Ohle with nine marks, closely followed by Vard with 10 and Jimmie Millard (1,172 c.c. Millpool) with 6½.

Test 5 "Grip Tightly" was a complicated double climb effort on a very sticky

surface using two steep gravel tracks leading off in Y form from a muddy lane. During the manoeuvre competitors had to climb a short distance up one track then reverse back into the lane and reverse up the other then down again, forwards and over a line in the lane. Bell was best here with five marks, followed by Murray with four and Leslie Rawlinson with three. Incidentally, Rawlinson's car brought back many pre-war memories for it was none other than one of the famous 1½-litre "Autosports" Singers of the mid-thirties—still in most beautiful condition.

The last test, "Jezebel", was more in the nature of a young speed trial than anything else! Competitors were released by a marshal in a lane and had to motor along a narrow twisty little road which terminated after about 200 yards in a large sand pit where they had to make a circuit of a central pylon and return down the little road to the starting point, all "on the watch" and very ex-

*Johnnie Bell (Ford Spl.), assisted by acrobatic passenger Arthur Jolly, making B.T.D. in "Test Tube".*

citing. Best time here was made by Vard followed by Murray and Millard. Some exciting slides were demonstrated by tail-heavy trials machines dashing round the final curve of the approach road and entering the sand pit at speed. Tom Ohle made a very fast circuit with the result that he slid the nose of the Dellow into a large pile of pebbles at terrific speed, fairly showering these dangerous objects over your reporter and his camera. Billy Tamplin's little Renault saloon was another car to slide wide into the pile of pebbles, leaping so high in the front that at one stage it looked very like a small animal sitting up on its hind legs to beg!

An amusing feature of the trial was the persistence with which "Paddy" Le Fanu's new Ford Special would ram its nose into every available solid bank. Each time this happened a front radius rod would bend and one front brake remain locked-on solid, and each time "Paddy" would borrow a large iron bar, straighten the offending rod and press on again! Alec Macarthur was collecting marks fast, but had the misfortune to have to retire just at the end of the second lap. Another retirement towards the end of the trial was that of Dermott O'Clery in the very game little J3 M.G. Midget with which he did so well in the recent I.M.R.C. Autumn Trial. He suffered suspected half-shaft trouble.

It is claimed that Arthur Jolly's renderings of well-known operatic songs at the top of his voice, whilst undergoing tests as passenger in Bell's special, are made merely to enable him to keep his nerve whilst being subjected to some of Johnnie's wilder manoeuvres!!

H. A. O'BRIEN.

### RESULTS

**Premier Award:** Kevin Murray (M.M. Special), 28½ marks; 2, J. Bell (Ford Spl.), 24½; 3, T. P. Ohle (Dellow s/c.), 19; 4, C. Vard (M.G. TC), 18½; 5, J. C. Millard (Millpool), 2½, L. R. Rawlinson (Singer), 2½; 6, Mrs. E. Atkinson (Ford Spl.), 18½.

★  
*Mrs. Eileen Atkinson (Ford) in Test 1. She finished sixth in the general placings, driving her husband's car.*  
★





**RUSSELL  
LOWRY'S**

# NORTHERN LIGHTS

GET THE DRIFT?—B.B.C. AGAIN—COFFEE IN THE LOUNGE—TWINKLE  
TWINKLE PITCHERS—AFTER YOU, CLAUDE!—FIRE DOWN BELOW

THE tempest continues to rage loud and long about this "drifting" business, regarding which we stuck out our necks recently. The "opposition" is adequately expressed by correspondent C. A. S. Brooks, writing from Dukinfield and citing a photograph in Charles Mortimer's book *Racing a Sports Car*, where, on page 71, there is apparently a picture of two sports-cars executing the debated manoeuvre in fine style. Unfortunately, somebody has borrowed the "Northern Lights" copy of Mortimer's book and not returned it, so I can't comment, but the letter writer's remark that "... if they are not (drifting) the photographer must have had a rough time," gives a pretty good indication that they *are*. Let it only be added that the office discussion took place not between lookers-on like myself, but among chance-met visitors, of whom three were respected members of the British Racing Drivers' Club, calculated to know from experience what they were arguing about.

Since that day I have held converse with frightfully high authorities—so high that I won't mention their names as they're quite capable of stating their own opinions. The consensus seems to be that you can put almost any car into a drift, especially with things described as "fortuitous aids", such as gradient—but you can't keep it there, and if you try you'll eventually stall the engine altogether. It is agreed that the attitude of a car in a drift involves the front wheels pointing with the rest of the vehicle right off the road towards the inside of the bend. It is thought that AUTOSPORT'S cover picture of Duncan Hamilton showed the driver doing a corrective twitch during such a drift. Why tractive resistance should be sufficient to stall the engine when the front wheels are pointing inwards, but not when they are pointing outwards in the ordinary attitude of skid correction, rather defeats this writer. The Brooks' statement that "it is impossible to classify all sports vehicles as capable or incapable of performing fourwheel drifts, as the execution of same is surely dependent on the car having a degree of understeer, in addition to sufficient power to control the drift," has the smack of authority, but rather brings us back to the original theory that lots of people who think they are drifting are not, as they haven't got sufficient power available. Classified non-drifting sports-cars so far include all the smaller models, with the exception of the Cooper-M.G. The debate continues.

\* \* \*

AS far as I'm aware, no Northern trial has yet been put over on the T.V.; it is said that only technical difficulties prevented the recent Pennine Trophy from being shown. If it should ever be a case of "Who thought of it first?" then let the Yorkshire Sports Car Club's name be recorded among the early ones. The B.B.C.'s willingness to co-operate is borne out by a

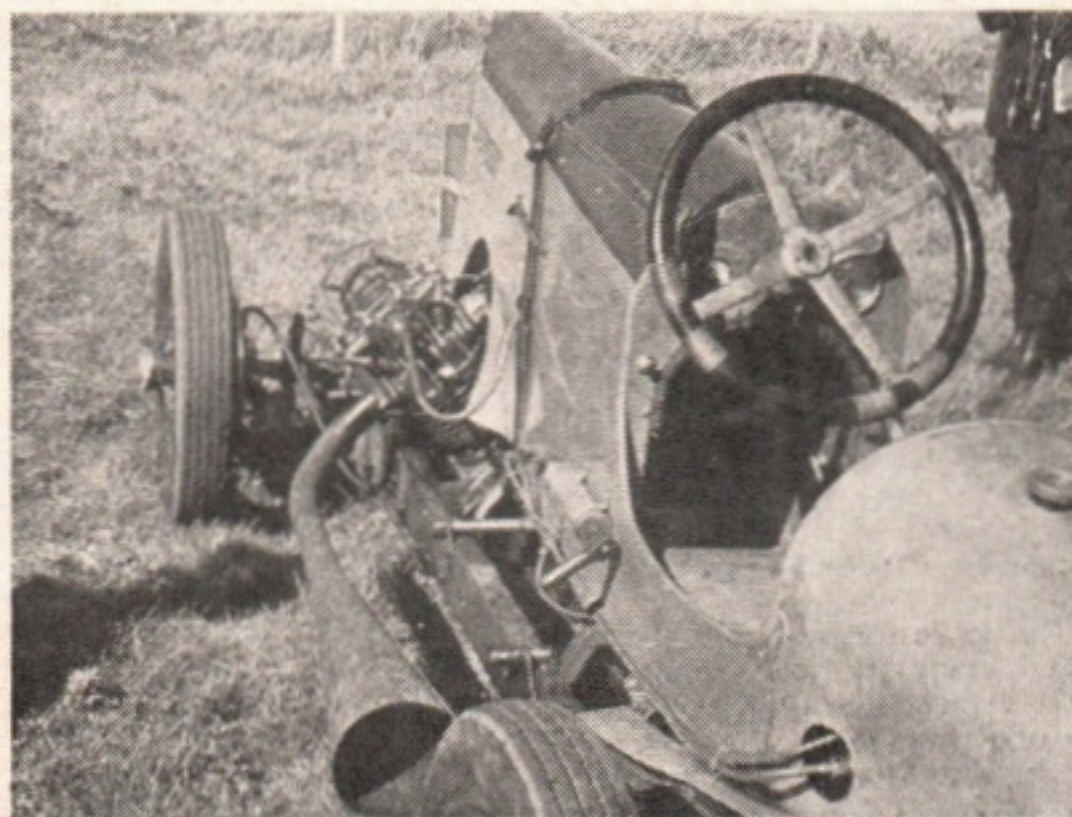
'phone chat after my last gentle broadside was fired at them. The Northern Regional people are only too anxious to play ball, but they've got so much news available, anyhow, that it's no use clubs arriving, as they so often do, at the last moment with requests for a spot in the local programme. They should make their hopes known well in advance so that proper arrangements can be made.

\* \* \*

ANOTHER happy sidelight on the Pennine comes with the service of tea and coffee on the day, the necessary crockery being lent to the local pub by the local church. With so much prejudice abroad in the world, it's nice to hear of such a human reaction. I don't suppose the lenders of the crockery will see this, but their action was appreciated. They might like to know of another pub up here in the north where the ruling form of dissipation is dominoes, which is played with the utmost concentration—except on Sunday. Indeed, one villager, who acquired a worn-out set of "bones", wouldn't even take them away on a Sunday. And that particular village hasn't got a church.

\* \* \*

FOR all our vaunted northern supremacy, the state of the poll in the B.T.D.A. Star, as shown by Denis Flather's latest bulletin, puts a southerner, Wally Waring, well in the lead, up to and including the Cheltenham on 10th November. Northern pursuit was going strongly with Cuth Harrison in fourth place and Maurice Wilde almost tying with Johnny Clegg for fifth. Since then, however, Ron Faulkner, who hails from the south, has netted 25 points for the Cottingham Trophy, which brings him well up on the leader board. We shall see what we shall see.



PHON DEPARTMENT: Business end view of Basil Davenport's immortal G.N. "Spider", taken at Altcar this year.



THE Sheffield and Hallamshire Club makes a great feature of its films, and other secretaries may be interested to know that the S. & H. will be pleased to lend the High Peak and Gamston pictures, for which application should be made to Eric Hodgson, Cambridge Arcade, Sheffield, 1. Other film news is that the new Habershon racing picture, this time in Technicolor, will be ready very shortly.

Jack Twyford will be giving a film show to the North-Western M.G. types at the Royal Oak, Chorley, on 19th December. Apart from the natives there will also be some new colour films borrowed from Esso, and the 1951 Monte Carlo film.

\* \* \*

THE new zebra-striped crossings have been freely in the news lately, and as far as the north is concerned it must be said they are serving pretty well. For once in a while pedestrians and drivers can treat each other with decent restraint. That restraint *does* work both

ways, as I saw when approaching a particularly busy crossing the other day, just as a dapper policewoman had decided that the pedestrians had had their share and it was time to let the traffic move. One would-be late crosser wasn't having this interference with his normal jay-walking, and stepped off blithely as the wheels began to move. The hand that rocks the cradle shot out, seized him smartly by the slack of his waistcoat and lifted him back on to the pavement. One face went remarkably red, and it wasn't the policewoman's.

Before we leave the lighthearted section let us record the experience of a reader who came across a motorist obviously in trouble, with the bonnet open. Judging from the strange gestures being made he felt that something unusual must be afoot, so stopped to help. It turned out that a dead short on the main battery cable was setting fire to things which our friend was busily engaged in trying to extinguish by fanning the battery with his hat!

## 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.*

### Tyres in Trials

AS one who annually attempts impartially to interpret the R.A.C. Regulations to the satisfaction of all competitors—without, as yet, having achieved this modest ambition!—I was somewhat heartened by the letters of those stars of the trials world, Leslie Onslow Bartlett and "Goff" Imhof.

Each has carefully considered the R.A.C. Tyre Regulations, yet each comes to a diametrically opposed view about the cutting of tyres. Leslie states that it is allowed; "Goff" states that it is not. Yet each obviously believes he is correct, and I could not agree more with "Goff" when he states that every competitor is entitled to do what he thinks the Regulations permit.

On the vexed question of "motor-cycle sports tyres", what is the definition of such a tyre? It is nowhere mentioned in the Regulations, which talk of "tyres of a type designed for use by private cars running on a highway". Obviously, the only person who can give a definite ruling as to whether the tyre comes within this definition is the designer himself—although each is entitled to his opinion.

As pointed out in your Editorial, trials are rapidly acquiring the unenviable reputation of giving rise to more protests than any other branch of motor sport, and the only way to stop this is for the R.A.C. Competitions Committee to issue Regulations capable of only one interpretation.

In so far as tyres are concerned, the simplest way would be again to issue a list of permitted types, and to make it clear that no others will be allowed. Such a list should, of course, be compiled with the assistance of the B.T.D.A.

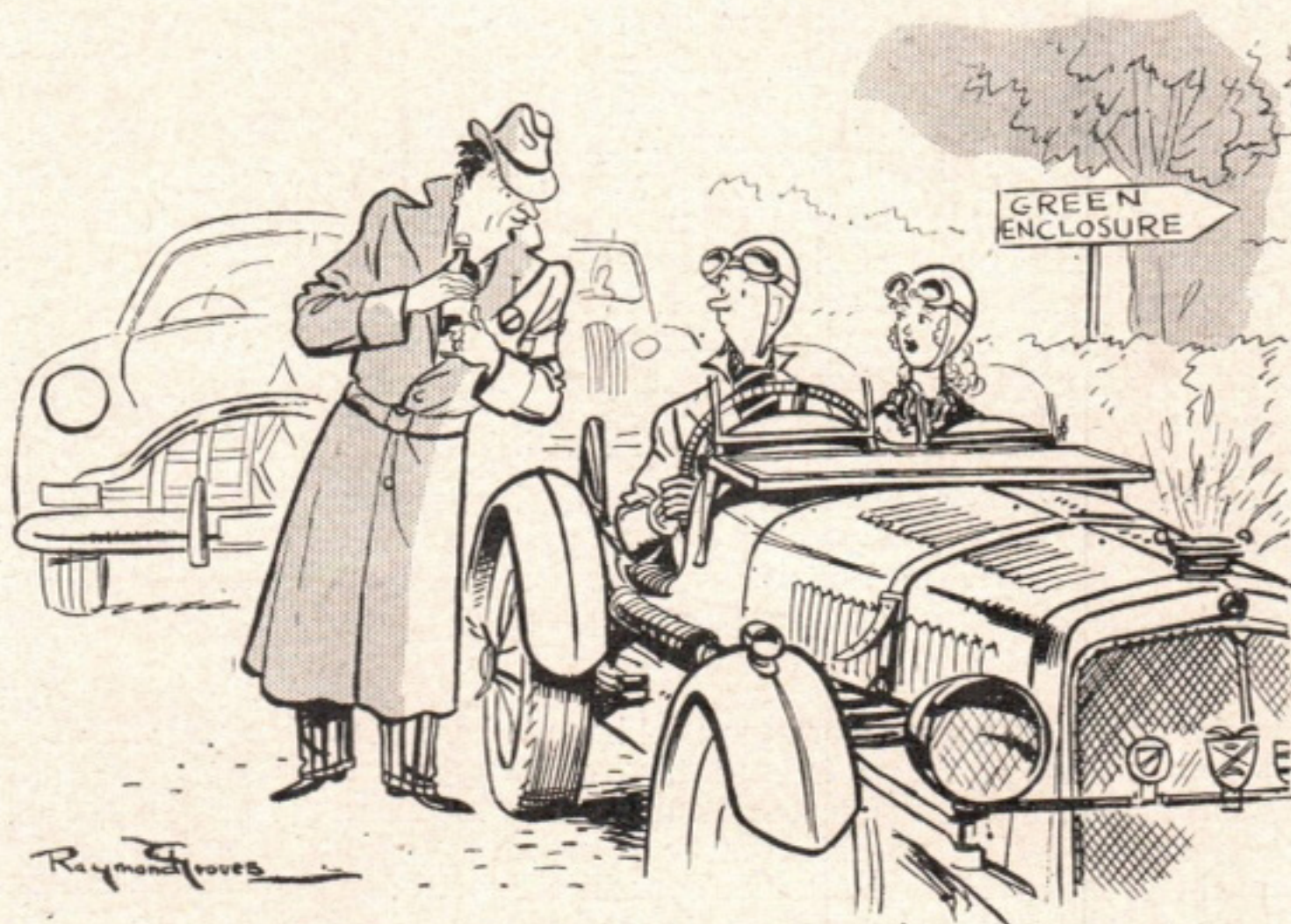
JOHN GOTT.

ST. ALBANS.

\* \* \*

### Trials Horrors

I HAVE been brooding silently for some time about this matter of trials. I do not question their entertainment value for those taking part in them, or watching, but with the appearance in AUTOSPORT issue dated 30th November of a picture of Mr. Roy Clarkson's "Special" I consider the all-time high in mechanical monstrosities has been perpetrated,



"Want any dead flies or genuine hand-gathered dust, chum?"



# NEWS FROM THE CLUBS

## LOCKHART-BOSSINGHAM TRIAL

THE Berkhamsted M.C. and C.C. will hold their annual "mud plug", the Lockhart-Bossingham Trial, this Sunday, 9th December, starting from the Humming Bird Garage on the Watford-St. Albans road at 10.30 a.m. The course, of approximately 50 miles, lies in the Luton-Dunstable area, and finishes at The Kings Arms, Berkhamsted, for tea. New ground will be covered this year, with many diversions including a quarry or two! There will be three special tests, one of which will be used to decide ties.

For the benefit of sightseers (and would-be helpers) three of the best sections will not be far from the start, and directions can be obtained from the starter or officials at the start.

The invited clubs are Chiltern, North-West London, M.G. (S.E. Centre), The Falcon, "750", and Kentish Border.

## HARROW CLUB FILM SHOW

ON the 13th December the Harrow C.C. will be holding a Film Show at the Tithe Farm Hotel, Alexandra Avenue, South Harrow, beginning at 7.30 p.m. Members of other clubs will be welcome.

Harrow's Annual Dinner is fixed for 17th January, at the Tithe Farm Hotel.

## ASSOCIATION OF NORTHERN CAR CLUBS

THE provisional list of 1952 fixtures for the northern half of England was drawn up at the 18th meeting of the A.N.C.C., which took place at the Grand Hotel, Manchester. The fixture list, containing over 60 events, was arranged pending receipt of the R.A.C. circular setting out policy on the sport in 1952, and is subject to alteration should the position be modified materially.

The Ilkley M.C. and the Leeds University Union M.C. were elected as members, and the Cumberland S.C.C. have also applied for membership.

The Lancashire and Cheshire Car Club raised the question of interpretation of artificial boundaries on trials sections. At present crossing or touching an artificial line or marker could mean either failure on that section, loss of points or carry no penalty at all, depending upon the individual club's interpretation of their own regulations. There had been cases where no penalty was exacted, and deliberate crossing of an artificial boundary had enabled some competitors to register a clean climb where no competitor not crossing the line had succeeded. The Lancashire and Cheshire Club thought that this position was detrimental to the best interests of the sport and asked the Association for a ruling on the matter. The meeting agreed to place this matter before their individual committees and to report back.

## SUNBAC A.G.M.

SUNBAC, whose full title, rarely used, is the Sutton Coldfield and North Birmingham Automobile Club, will hold their Annual General Meeting on Friday, 14th December, at Queens' College Chambers, Paradise Street, Birmingham, beginning at 7 p.m.

## MAIDSTONE AND MID-KENT M.C.

THE Maidstone and Mid-Kent M.C.'s annual dinner and dance took place at the Tudor House, Bearsted, on 16th November, and some 240 persons were present, a larger figure than last year, amongst them being the Mayor and Mayoress of Maidstone and Mr. A. C. Bosson, M.P. for Maidstone.

In the course of the speeches, a welcome was given to the Club's new President, Mr. Leslie Riley, who replaces Sir Garrard Tyrwhitt-Drake. Stress was laid on the essential sporting nature of the club and its members and to the fact that a protest by a member of the club when competing in events was almost unheard of.

Amongst the array of silverware presented after the dinner, was the magnificent Margate Corporation Challenge Trophy, given as the premier award in the Margate Rally and won this year by Wally Freed (XK Jaguar). The year's most prominent winner among the club



members was again Gordon Parker and his famous Jaguette.

The Club's first Conducted Trial of the season takes place on 9th December, starting from Haywards Garage at Ashford. The course will be of a semi-sporting and non-chassis-breaking nature over about 15 miles of the Wye-Stowting-Elham area and there will be classes for saloons, sports-cars and trials' specials. It is a closed event, starting at 11 a.m.

## HYDE WINS LAST ARMAGH TRIAL

THE recently-revived Armagh and District M.C. and C.C. held their last trial of the present season in Gosford Demesne, Markethill, recently. Included in the 30-mile course was a regularity section of undisclosed length, which proved the deciding factor of the event.

### RESULTS

**Open Car Class:** 1, J. A. Hyde (Dellow); 2, G. Savage (TD M.G.); 3, J. Glendinning (TC M.G.).

**Closed Car Class:** 1, J. Peile (Hillman Minx); 2, B. McCaldin (Hillman Minx); 3, G. Sloane (Ford Anglia).

## ANOTHER WORKERS' PLAYTIME

### Esdale Dowling Wins U.A.C.'s Second "Officials' Trial"

WHEN, last January, Ernie Robb and his merry band of regular competitors first laid out a set of tests for the U.A.C. officials, all were agreed that they could never be equalled for ingenuity or complexity. But on arriving at Newtownards Airfield in their borrowed motor-cars on 24th November, the officials found a brand new batch awaiting them. Many an erstwhile test-plotter, gritting his teeth and whirling his elbows, was heard to mutter, "Darn good one, this. Must give them a taste of it in the next trial!"

The first of the eight Competitors' Conundrums to confront the harassed 23 starters was a double see-saw in a 7-ft. channel, with a pylon at one end. On the first lap Esdale Dowling, in Wilbert Todd's Humber and Ernie Robb's red woolly nightcap, rang the bell with a fearsome bout in 33.6 secs., Rollo McClure setting an astonishingly good 35.6 secs. in a Riley saloon. On the second lap Dowling got down to 31.8 secs., but Charlie Ross did unbelievable things with his ex-Allard Allard to defeat him with 31.6 secs.

A channel also figured in the second test, together with a small circle inside

which the nearside front wheel had to be stopped. Vice-Chairman Jacky Harrison, at the wheel of Billy Chambers' TD, set a nine-second time which was neatly equalled by time-keeper Brian Morton, in Billy Scott's F-type Magna. Just to prove he had got this test completely taped, Morton clocked 7.8 secs. on his second attempt, which Ross, perilously close to inversion as he left the channel, gaily equalled.

Press Secretary Jim Dowling (A40 Sports) clearly knew his way around the next test, a timed dash between assorted markers. Drifting the little car to perfection, he made best time on both laps with 28.8 secs. and 28.4 secs. He retained his supremacy at the fourth test, a forward-and-reverse affair with four adjacent boxes, closed at alternate ends, registering 46.4 secs. on his first lap and 46.2 secs. on his second.

Then brother Esdale, who had been drifting in one direction or another since the trial began, did so to good purpose in a T-shaped manoeuvre to set best times of 20.4 secs. and 18.8 secs. Charlie Ross had the misfortune to lose the accelerator jet control of the Allard,



**News from the Clubs—continued**

and stall in one arm of the "T", minutes (and penalties) ticking up while he endeavoured to restart.

Still more channels and boxes constituted Test 6, and Harvey McWhir had a busy afternoon explaining its intricacies to the officials, some of whom had by this time decided that they were "Getting Too Old" for the game. Jacky Harrison, however, adopted it as his very own, and stayed out in front on both laps. Last year's winner, time-keeper Denis Boyd, seemed to like the seventh, which Circuit of Ireland competitors recognized as the Bantry garaging test. In Chris Lindsay's blown Dellow, Boyd clocked exactly the same time—26.2 secs.—for each attempt, with journalist Billy McMaster, in Ronnie Jennings' Ford, close behind with 26.4 secs.

The final test, however, was the *pièce de résistance*—through a double chicane, round a pylon, and back through the chicane again. Harrison made it in 28.4 secs. on the first lap, Esdale Dowling in 27.2 secs. on the second, and Charles Smith (M.G.) tried to keep his



**PRESS (ON) SECRETARY:** Jim Dowling swings his A40 Austin Sports out of Test 5 in the Ulster A.C.'s Officials' Trial.

**SECRETARY AND SON:** (Left) U.A.C. Hon. Sec. Gordon Neill and Master Malcolm Neill await the word "go" in their TD M.G. They finished third.



time down by asserting that the shortest distance between two points is a straight line—to the detriment of the markers. So thrilled were the officials by its potentialities that they kept coming back for another go, until Ernie Robb took the markers away, lest the airfield become littered with corpses and the competitors have to take up officiating permanently.

**RESULTS**

**Best Performance:** J. E. Dowling (Humber Spl.), 467.8 marks lost.

**Second:** D. A. Boyd (Dellow S/c.), 470.4.

**Saloon Award:** J. A. Kirkwood (Morris Minor), 583.0.

**Ladies' Prize:** Mrs. S. J. Harrison (Riley 2½), 820.8.

**N.W. LONDON versus KENTISH BORDER**

ON 15th November at the first of the North-West London Motor Club's regular monthly meetings at the "Mason's Arms", Maddox Street, W.1, a large crowd turned out to attend the inaugural quiz contest against the Kentish Border Car Club.

Unfortunately Quiz-Master Eric Findon was indisposed but at the last moment a great sacrifice was made by the North-West London Motor Club in allowing their pet quiz "brain" Philip Turner to step into the breach, which he did with his usual aplomb. It was also rather shattering to find Sidney Allard—President of North-West London Motor Club—captaining the opposing team and it was even more shattering to learn that

he is also President of Kentish Border Car Club.

After a long and hard-fought battle, punctuated by loud "noises off", the Kentish Border Car Club proved to be the victors on the last question of the evening, after having been led all the way up till then. A return match will be arranged in the near future.

\* \* \*

**CEMIAN M.C.**

THE Cemian Motor Club Christmas party will be held on Thursday, 20th December, and not Wednesday, 19th December, as shown in the Club Calendar. The venue will again be "The Gloucester", Sloane Street, and the preliminary warming-up will commence at 6 p.m.

The club's annual dinner and dance will be held on January 5th at the Rembrandt Hotel, reception from 6 p.m. for 6.30 p.m. Tickets from Hon. Sec., R. L. Sadler, 8 Beaumont Mews, Weymouth Street, W.1.

\* \* \*

**BENTLEY O.C. NEW YEAR PARTY**

A DINNER/DANCE and Party will be held by the Bentley Owners' Club on New Year's Eve (31st December), at the Grand Atlantic Hotel, Weston-Super-Mare. All B.O.C. members wishing to attend are requested to advise the Hon. Secretary, "Puck" Llewellyn-Evans, as soon as possible. His office address is now Agriculture House, 5a Hammet Street, Taunton, Somerset.



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**(World Champion 1951**  
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*NEARLY! : Edgar Wadsworth's Ford almost rams the wall on Parson's Precipice, beyond the gate.*



## North Midland Sporting Trial

**Reg Phillips (Austin) on Top Again—  
Enjoyable Event Won on the Hills**

TWENTY-NINE, out of an entry of 32, faced the starter at the Devonshire Arms Hotel, Baslow, for the North Midland Motor Club's Sporting Trial on 2nd December. The first scheduled hill was Lover's Leap, divided into 10 sub-sections, and promising to be one of the main sorter-outers. Unexpected circumstances—in the shape of local blasting—caused a hasty evacuation of the position and a transfer of the opening gambit to Hanging Flat, with its leaf-strewn surface gradually steepening round right- and left-hand bends on to a final pitch of grass. The bends were obviously going to be a problem for long wheel-base cars, as was demonstrated by Don Rayner (Allard) and Arnold Pownall (Rojah). Gordon Mosby (Ford) caused a gasp of surprise by clouting the wall and coming to rest, losing marks which, unfortunately, could not be regained by his subsequent restart! Reg Phillips (Austin) got his nose out in front by penetrating into sub-section nine, where he was eventually joined by a much later number, Bill Underwood (Underwood), employing Nuvolari tactics with much wrist work. Tony Alldred went up well, but Maurice Wilde's storm-trooping stuff did not carry him into the higher reaches, in spite of Mrs. Wilde's hard work. Peter Clay (Phoenix) made a splendid effort which finished only at section seven, but Percy Clegg (Ford) nearly eliminated a marshal on the first corner and disappeared into the trees.

Then came Ghost Quarry, with a muddy take-off leading to grass. Unfortunate competitors were halted at section 8, where they had to restart and negotiate the last two sub-sections. Gordon Mosby got all his stripes back by making the only "clean" climb of the whole affair, but Reg Phillips (Austin), retained his lead, failing only at the very top in section 10. Mike Beardshaw (Wharton), Peter Clay (Phoenix) and Tony

Alldred (Austin) also joined the elect in this section. Beardshaw scored by blazing a new trail over the first part of the climb.

Parson's Precipice consolidated Reg Phillips' lead with a "clean" climb, and Tony Alldred also began to work up to the front, next best being Gordon Mosby, who made section five, while Stan Jenkins—a welcome newcomer, if such an old hand can be so considered—scored fourth best by getting up to section 4 with his Morris Special. A heavy shower made the climb well nigh impossible for late comers.

After a lunch stop at the Miners' Standard at Winster, competitors pressed on to Millclose to face four really luscious sections, each subdivided and starting with a long twisty climb in the quarry bottom and coming out on a path through thick shrubs. Reg Phillips, having no nonsense, climbed clean as a whistle. Mosby, trying hard to wipe out his earlier indiscretion, also made a storming climb, after which there was a string of failures, broken only by Underwood, who fairly danced to the top. Section two of the hill consisted of smooth slime alongside a copse and with a slight right-hand bend. Big news seemed to break with a failure by Reg Phillips, especially as clean climbs were registered by Bill Fleetwood (G.R.H.), Don Rayner (Allard), Mike Beardshaw (Wharton), Peter Clay (Phoenix), Gordon Mosby (Ford), Ken Bailey (Riley) and Bill Underwood (Underwood). Arnold Pownall put up a noble effort with the Rojah, failing only within yards of the "Section Ends" cards, but this was not really a happy day for the big motors.

On section three, Bill Underwood

*Continued on page 734*

*STALL: View of Parson's Precipice from the gate, with Donald Ackernley coming to a standstill on Section 2. The hill was unclimbable to the late numbers due to rain.*





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**North Midland Trial—Continued**

recovered lost ground by reaching subsection eight, which proved to be the highest of the day on this particular piece. Lowest went to the unfortunate Pownall, who dropped into a ditch while manoeuvring for the start.

Chapter four of Millclose found Phillips back in command with a storming climb, though Gordon Mosby was still fighting every inch of the way. Ken Bailey was also "clean", as was Bill Fleetwood with the ex-Geoff Holt car, now re-horsed to cope with additional crew weight.

The special test didn't really come into play—a state of affairs with which few will grumble. All these hills divided into so many sub-sections had attended to the winner-finding problems, though it will be seen that each of the potential leaders scored an unexpected blob on one obstacle apiece. As a matter of honour, however, Maurice Wilde put up best time in this test.

There were three retirements, Arnold Pownall, A. Warburton and Tony Alldred, the latter being particularly hard luck, as Tony, on the second time out since his return, was level-pegging with the eventual winner up to the time that his transmission called for its cards.

**RESULTS**

**Best Performance, Members' Trophy:** Reg Phillips (Austin), 12 marks lost.

**2nd Best Performance, Committee Cup:** Gordon Mosby (Ford Special), 18.

**3rd Best Performance, Club Cup:** Ken Bailey (Riley), 24.

**Souvenir Awards:** 4th Place, Bill Underwood (Underwood), 25; 5th Place, Bill Fleetwood (G.R.H.), 28; 6th Place, Mike Beardshaw (Wharton), 30; 7th Place, Peter Clay (Phoenix), 34.

**Norton Team Trophy, Red Rose Team:** Johnny Clegg (Ford), Ken Bailey (Riley), Bill Underwood (Underwood), 90. Runners-up: Hallamshire Team, 93.

**LANCS AND CHESHIRE TRIAL POSTPONED**

THE Lancashire and Cheshire Club's Trial, due to take place in Cheshire this Sunday, has been postponed until 27th January.

**MARGATE CLUB FILM SHOW**

THE Margate and District Car Club held their first Film Show on Tuesday, 27th November. More than 60 motorists met at the St. George's Hotel, Cliftonville, and the evening was voted a great success.

**N. OF I. M.C. A.G.M.**

AT the A.G.M. of the North of Ireland M.C., held in Londonderry recently, the following officers were elected for the coming season: Chairman (Car Section), J. McDowell; Hon. Sec. and Treasurer, C. E. B. Stuart; Committee, Messrs. W. O. Reid, L. Reid, G. Beedham, T. Davidson, J. E. Eaton and T. Spence.

**MUNSTER CLUB ACTIVITIES**

SUNDAY week, 16th December, will witness the final event of the 1951 season in Cork, the Open Winter Trial. It will be held over a 55-mile route from Cork to Fermoy and back, a break for lunch being made at Fermoy. Ten driving tests will be on the programme and it is hoped saloon cars will be able to compete on an equal basis with their sporting counterparts. Intending entrants are requested to send their entries to the Club Rooms, 113 Oliver Plunkett Street, Cork, before Thursday, 13th December.

The Annual Dinner Dance and Prize-Giving will be held on the preceding night at the Grand Hotel, Crosshaven. Competitors the following day would be well advised to retire early.



**CORNISH VINTAGENT:** Major H. B. Austin presenting the Dewey Challenge Cup for best performance during the season to J. W. H. Pritchard, secretary of the Cornwall V.C.C., at the club's annual dinner last Saturday.

**CORNWALL VINTAGE DINNER**

THE Cornwall Vintage Car Club held its Annual Dinner at the Western Hotel, Newquay, on 1st December, when some 50 members and their friends were present. The Chairman, Lt.-Col. G. R. Dewey, presided and, after the dinner, the season's competition awards were presented by Major H. B. Austin, a member of the Council of the B.A.R.C. and Chairman of the Disabled Drivers' Club.

The Williamson Challenge Trophy was presented to John Martin-Lewis (H.R.G.) for the best performance in the season's events with a non-vintage car, whilst the Dewey Challenge Cup for the best performance with a vintage car went to J. W. H. Pritchard (2-litre Lagonda).

After the presentation of awards, those present had the treat of a really delightful impromptu after-dinner speech from Major Austin, who will long be remembered as a successful exponent of the Brescia Bugatti in the middle 'twenties at Brooklands and elsewhere.

The toast of "The Guests" was proposed by the Hon. Sec., and Mr. G. H. Turnbull (Plymouth M.C.) responded.

**ALVIS O.C., NORTHERN SECTION**

A SOCIAL evening and Film Show (by kind permission of Shell-Mex and B.P., Ltd.) has been arranged for Thursday, 13th December, at the Crescent Hotel, Ilkley. Dinner will be served from 7 p.m. and will be followed by the Film Show at 8.30 p.m. approx. Club members and friends welcome. Reservations for dinner to A. Ellison, Rylstone, Earnsdale Avenue, Darwen, Lancs.

**RUNNING IN?** : One way of chalking up mileage—Chiltern C.C. member Scott takes his brand new Plus-Four Morgan through Quarry during last Sunday's Chiltern Hills Trial.



## VINTAGE BISLEY RALLY

GOOD weather, a good entry, and some fine driving made the Vintage Sports Car Club's Annual Bisley Rally a highly successful affair.

The meeting comprised a series of driving tests, some appearing simple which turned out to be difficult, and others seemingly complicated which were easily accomplished, on Army ground at Frith Hill on the Blackwater Road, near Bisley, Surrey. A goodly gathering of highly interested spectators saw a fine array of impeccably preserved vintage machines, amongst them Peter Binns's grand old 30/98 Vauxhall, Julian Jane and Murray Austin with their Lancias, Firkins's 1914 Darracq and examples of Lanchester, Riley, Bentley, Bugatti, Calcott, Lea-Francis, Frazer-Nash, Alfa Romeo, Austin, etc. "Floretta", the 1908 G.P. Itala, was not present on this occasion, but joint-owner Dr. Ewen was there, driving a Calcott.

Arnold Forster's spritely 1925 Frazer-Nash did well in every test, coming out on top in the up-to-1,500 c.c. Vintage class ahead of Gahagan's Bugatti, whilst Peter Binns and his deep-throated Vauxhall were best amongst the bigger cars. The "Thoroughbred" category, which brought together quality cars of a later era, went to a 1933 A.C. driven spiritedly by P. C. Sanders, ahead of Brown's Frazer-Nash, a year younger, and Dr. Pinkerton's 1931 Austin 7, these two gaining an equal second place.

The Bisley Rally was the final event counting for the V.S.C.C.'s annual competition awards, the Edwardian Trophy being won by G. D. Firkins (1914 Darracq) and the Lycett Trophy by P. Binns (Vauxhall).

## RESULTS

**Up to 1,500 c.c. Vintage:** 1, N. Arnold Forster (1925 Frazer-Nash); 2, D. R. Gahagan (1926 Bugatti); 3, H. Spence (1930 Lea-Francis); 4, A. Hyde-East (1928 Alfa Romeo).

**Over 1,500 c.c. Vintage:** 1, P. J. E. Binns (1924 30/98 Vauxhall); 2, J. Jane (1925 Lancia); 3, G. D. Firkins (1914 Darracq); 4, L. M. Austin (1929 Lancia).

**"Thoroughbred" Class:** 1, P. C. Sanders (1933 A.C.); 2, B. E. Brown (1934 Frazer-Nash) and Dr. G. E. Pinkerton (1931 Austin 7).

**Best Light Car:** D. F. H. Wood (1923 Riley).

\* \* \*

## WINDSOR C.C. A.G.M.

At the third A.G.M. of the Windsor C.C., held at the Castle Hotel, Windsor, recently, reports indicated encouraging progress by this comparatively young motor club. Stirling Moss was elected as Vice-President and Colin Brightman as Chairman. Vice-Chairman and Competitions Secretary is M. Vaughan, and K. Brown is Treasurer.

New members are still welcome, and those interested should contact the Hon. Secretary, E. Norton, at 21 Westlands Avenue, Slough, Bucks.

## COMING ATTRACTIONS

**December 7th.** Manchester Univ. M.C. Night Rally.

Scottish S.C.C. Evening Rally. Start Blythswood Square, Glasgow, C2, 7.30 p.m.

**December 7th-8th.** Bugatti O.C. Welsh Rally. Start Lake Vyrnwy, N. Wales, 9.30 a.m.

**December 7th-10th.** Conference of Circuit Managers, Place de la Concorde 8, Paris.

**December 8th.** Birmingham Univ. M.C. Trial, Warwick.  
N. Ireland M.C. Trial, Londonderry.

Herts County A. and A.C. Night Navigation Trial.

**December 8th-9th.** M.G. C.C. (N.E.) Rally, Goathland Moors.

**December 9th.** Berkhamsted M.C. and C.C. Lockhart-Bossingham Trial, Herts. Start, Humming Bird Garage, Watford-St. Albans Road, 10.30 a.m.

Shenstone and District M.C. Chase Trophy Trial. Start, Bowling Green Hotel, Lichfield, 10 a.m.

Grimsby M.C. Trial.

Maidstone and Mid-Kent M.C. Trial, Kent.

Taunton M.C. Trial, Somerset.

W. Hants and Dorset C.C. Trial, Hants.

**December 12th.** Sunbac Night Trial.

**December 15th.** R.A.C. Trials Championship, N. Wales. Start at 10 a.m.

**December 16th.** Blackpool and Fylde M.C. Trial, Lancs.

N. London Enthusiasts' C.C. Christmas Trial. Start Whelpley Hill, Bucks.

Rhyl and District M.C. Trial, N. Wales.

## M.G. BOXING DAY TRIAL

THE days when Boxing Day was devoted to recovery from the Christmas Day stodging are long past, and that most energetic affair of the S.W. Centre of the M.G. Car Club, the Cecil Kimber Trophy Trial, is fast becoming a traditional 26th December event. It begins at the Mile 3 Roadhouse on the Bristol-Bridgwater road, at noon, competitors covering a 25-mile course containing at least six abrupt trials hills, followed by two special tests.

There are two classes, one for unblown cars up to 1,500 c.c. and one for over 1,500 c.c. unblown, and all blown cars. There is a special award, the Welch Cup, for the best performance by an M.G.C.C. member driving an M.G. car. Clubs invited to compete are Bristol M.C. and L.C.C., Taunton M.C., N.W. London M.C., Sunbac, W. Hants and Dorset C.C. and the Cheltenham M.C. Entries close on Wednesday, 19th December, and should be addressed to the Secretary of the Meeting, M. D. King, the Fosse Way, Stow-on-the-Wold, Glos.

## SHENSTONE'S CHASE TROPHY TRIAL

THE Shenstone and District Car Club will hold their annual closed invitation Chase Trophy Trial on Sunday, 9th December. Starting time is 10 a.m. from the Bowling Green Hotel, Lichfield, and the course is approximately 70 miles long, covering various parts of Staffordshire, the Cannock Chase area and the Abbots Bromley area. The finish will be at the Bull Hotel, Fradley.

The Clubs taking part are Sunbac, Hagley and District C.C., Leicestershire C.C., Sheffield and Hallamshire C.C., North Midland M.C. and the Nottingham S.C.C.

Entries close on the first post on Monday, 3rd December, and applications should be made to Miss H. Haines, of Hayfin House, Castle Bromwich.

## CLUB FIXTURES

**Brighton and Hove M.C.**—Annual Dinner/Dance, 7th December, Grand Hotel, King's Road, Brighton.

**Mid-Surrey A.C.**—Club Night, 7th December, Queen Adelaide Hotel, Ewell, Surrey.

**Aston Martin O.C.**—First Friday Meeting, 7th December, Lamb and Flag, James Street, Oxford Street, London, S.W.1. Second Tuesday Meeting, 11th December, The Plough, Ruislip.

**Bentley Drivers' Club.**—Meetings: 8th December, Elcot Park Hotel, Newbury, Berks, 6.30 p.m.; 10th December, The Anchor, near Feering, Kelvedon, Essex, 7.15 p.m.; 12th December, Kings Head Inn.

**M.G. C.C. (S.W.).**—A.G.M., Prize Giving and Dance, 8th December, Ship Hotel, Alveston, near Bristol, 5.30 p.m.

**Alvis O.C. (S.E.).**—Christmas Party and Dance, 8th December, Hanworth Park Hotel, Feltham, Middx.

**W. Essex C.C.**—Film Show, 10th December, Manor Hall, Chigwell, Essex, 8.30 p.m.

**Lagonda Club.**—Prize Giving and Film Show, 11th December, Sun and Horseshoe, Mortimer Street, London, W.1, 7 p.m.

**Hants and Berks M.C.**—Annual Prize Giving and Dance, 12th December, Grove Hall Hotel, Twyford, Berks.

**Southsea M.C.**—Down-stage Dance, 12th December, Hilsea Lido, 8 p.m.

**N.W. London M.C.**—Dinner/Dance, 12th December, Frascati's Restaurant, London, W.1.

**Lancs and Cheshire C.C.**—Annual Hotpot, 12th December, Nags Head Hotel, Jackson's Row, Manchester, 2.

**Vintage S.C.C.**—Second Thursday Meeting, 13th December, Red Lion Hotel, Church Street, Birmingham.

**Bristol M.C. and L.C.C.**—Dinner/Dance, 13th December.

**W. Hants and Dorset C.C.**—Dinner/Dance, 13th December.

**B.R.D.C.**—Dinner/Dance, 14th December.

**B.T.D.A.**—Annual Dinner, 15th December, Lion Hotel, Shrewsbury.

**Harrow C.C.**—Film Show, 13th December, Tithe Farm Hotel, Alexandra Avenue, S. Harrow.

**Riley M.C. (N.W. Centre).**—Annual Dinner/Dance, 14th December, Harrogate.



### FIVE GUINEAS FOR A BADGE DESIGN

THE Tenby M.C. are offering a prize of 5 guineas for a suitable Club badge design. Closing date for submitting of designs is 31st December. All correspondence concerning the Club should be addressed to the Tenby M.C., Lydstep House, Lydstep, near Tenby, Wales.

### HARROW FILMS

ON 13th December, at 7.30 p.m., the Harrow C.C. will hold a film show at the Tithe Farm Hotel, Alexandra Avenue, South Harrow. Members of other clubs will be welcome at this meeting.

Harrow C.C.'s Annual Dinner and Dance also takes place at the Tithe Farm Hotel, on 17th January.

### ALVIS O.C.

THE Midland section of the Alvis Owner Club will be gathering at the "Falcon Hotel", Bridgnorth, Shropshire, on Sunday, 16th December. The meeting begins at noon.

### JERSEY CLUB A.G.M.

THE annual general meeting of the Jersey M.C. and L.C.C. took place at "Swanson's Hotel", St. Helier, on 13th November. About 70 members attended, the President, R. L. Sangan, opening the meeting. He spoke of the very successful 1951 season the Club had enjoyed,

and of the high standard of racing and sportsmanship shown. The annual report was adopted unanimously, then the Hon. Treasurer, P. F. Duvey, in presenting the statement of accounts, reported that the Club had paid its way satisfactorily in the past year, aided by favourable weather, improved publicity and good, sound racing. He thanked those members who had assisted with collections, programmes, subs., etc.

Mr. R. L. Sangan was unanimously re-elected President of the Club, and Mrs. P. Oxenden, whom Booklands habitués will remember for her driving of an 1,100 c.c. Alta before the war, was elected Vice-President. Three additional Vice-Presidents, P. G. Wakeham, S. G. Gilley and S. Logan, the Cooper exponent, were also elected for the coming year. Other appointments are Hon. Treasurer, P. F. Duvey (as last year), Hon. Secretary, L. A. Osment (as last year), and Car Captain and Vice-Captain, G. L. Aspland and Frank le Gallais. H. W. Rawnsley-Gurd is reappointed Gen. Secretary.

### THE M.C.C. JUBILEE

OLDEST of all the Clubs devoted to the sport and pastime of motoring and motor-cycling, the M.C.C. celebrates its Jubilee this year. Founded in 1901 as the Motor-Cycling Club, this ever active body retains its original title despite an 80 per cent. membership of car owners and drivers.

Classic events organized by the M.C.C. include the London-Edinburgh run, which first took place in 1904; the London-Land's End, inaugurated by Charles Jarrott in 1910; and the London-Exeter. These three events were held annually at Whitsun, August Bank Holiday and Boxing Day respectively for many years, and were immensely popular with sporting motorists.

Current M.C.C. events include the classic "Land's End"; the "Edinburgh's" modern descendant, the Edinburgh Rally; an annual race meeting at Silverstone; the Sporting Trial and the National Rally, sponsored by the *Daily Express*.

The provisional Calendar of 1952 M.C.C. events includes an Opening Run in March, the Land's End Trial on 11th/12th April, the Edinburgh Rally on 30th/31st May, a Continental Tour in June, a race meeting, probably at Silverstone, on 13th September, the Sporting Trial in October, and the M.C.C./*Daily Express* Rally on 5th/8th November.

### DATE SWITCH

THE Talk on Motor Racing which was to be given by John Eason Gibson to the North London Enthusiasts' C.C., on 14th December, has been postponed until the 21st. Venue will be the same, namely the "Black Bull", 1466 High Street, Whetstone, London, N.20.

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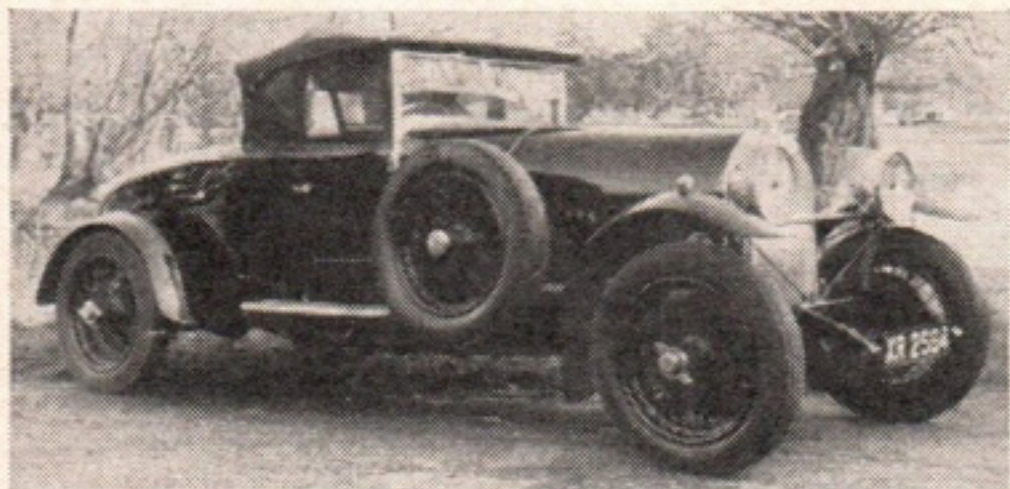
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| 1936 M.G. PB 9 h.p. 2-seater, fitted radio             | £295          |
| 1937 M.G. NA Magnette tourer                           | £325          |
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**CHILTERN CARS** offer a supercharged 1,750 c.c. Ten Million Series ALFA ROMEO Zagato 2-seater, engine and gearbox rebuilt during last 7,000 miles, cylinders ground, new Martlet pistons, new valves, crankshaft ground, brakes relined, six new tyres. £595. We are interested purchasers of Alfa Romeo cars.—11a Water Lane, Leighton Buzzard, Bedfordshire. Telephone 2060.

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**ALTON GARAGE, "The Alvis People"**—£695 1947 14 h.p. utility (private); £495 Speed 25 with 7-seater limousine coachwork; £450 1937 "17" Silver Crest; £425 Speed 20 Mayfair sports saloon; £425 Speed 20 V.D.P. saloon; £395 Speed 20 saloon; two owners; £365 "17" touring saloon; £345 1935 14 h.p. sports saloon; £325 "17" saloon, well maintained; £295 Speed 20 V.D.P. sports saloon; £285 1934 12 h.p. sports saloon; £265 1931 12/60 super sports beetleback; £245 1935 14 h.p. saloon; £235 1936 "17" sports saloon; £185 1928 12/50 beetleback "big port"; £135 12/50 2-seater and dickey; £110 12/50 sports saloon. Our specially arranged easy payment terms apply to any car in stock, and the few formalities are completed in an instant.—Alton Garage, 17-19 Brook Mews North, Craven Road, W.2. PADdington 3952.

**1934 MODEL (Oct. 1933) ALVIS** Speed 20 2-door saloon, i.f.s., almost immaculate, good tyres. Snip at £175. Want Bentley, Riley, Lancia, rough would do.—435 Hackney Road, London, E.2. Phone: SHO 8209.

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**1939 ASTON MARTIN**, short chassis, 2-seater. In exceptionally good condition. All new tyres. Further details upon request. Terms arranged.—Hunts Motor Co. Ltd., St. Neots, Hunts.

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**AUSTIN 8** tourer, ex W.D., first reg. 1948. £295.—Tudor Motors, London Road, Hounslow, Middx. Tel.: HOunslow 4314.

**NIPPY AUSTIN 7** sports 2-seater, metallic blue, new tyres. £75 overhaul. £235. Taxed.—Wadcol Motors, 150-6 West End Lane, N.W.6. Hampstead 1177.

**1929 AUSTIN 7** saloon, partly-built body, later type engine, steering reconditioned, £35. offer. Take interesting car in exchange. Cash either way.—435 Hackney Road, London, E.2. Phone: SHO 8209.

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**STARK 4½-litre BENTLEY** (engine No. FT3207) on 3-litre chassis. A very potent motor-car. What offers?—Box 543.

**£165 3-LITRE** Gurney Nutting Blue Label 1926 tourer in original condition throughout. Uses no oil, makers recommended oil pressure. Good tyres and battery, full weather equipment, taxed, twin spares and S.U.'s. Riley 9 Kestrel wanted.—C. Arnold, 8 Homestead Way, Northampton. Tel. 5001.

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**IMPORTANT NOTICE:** Only vehicles not subject to the B.M.T.A. Covenant, or similar restrictions, may be advertised for sale in *Autosport*. Submission of an advertisement is an implied acceptance of this condition.

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**1949 BUICK** convertible drophead foursome, power-operated head and windows, Dynaflo, gear change automatic. 10,000 miles only.—Offers to W. R. Baird, *Belfast Telegraph*, Belfast.

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**1934 DAIMLER 15 Sportsman's saloon.** Specimen. £245.—Montroe Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

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**1932** MORGAN, excellent condition throughout, £135.—Tudor Motors, London Road, Hounslow, Middx. Tel.: Hounslow 4314.

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**1939** MORRIS 8 tourer, nice condition. £325.—Tudor Motors, London Road, Hounslow, Middx. Tel.: Hounslow 4314.

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1946

**SUNBEAM-TALBOT**

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Exceptional condition.

£695.

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(Continued overleaf)

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Special Flywheels and Couplings for above. £3 new.  
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Three New S.U. Carbs., 1½ in., with special light alloy racing dashpots. £20.  
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ROLLS-ROYCE 21.6 h.p. SPARES. Reground crankshaft and remetalled rods (unused). £18.  
Starter, £4. Distributor, £2. Coil, £2. Autovac, £3. Steering box column and wheel, £4. Back axle, £10. Radiator, £7. Gearbox, £8. All other spares available.—Prices on demand to G. & T. Autos, Blackwell Street, Kidderminster, Worcs. Phone 3228.

1934 AUSTIN 7 complete chassis with all instruments, four-speed box, etc., less engine, suitable conversion to sports-car, most parts available from stock to complete, with log-book, £35. Two-seater body shells, dropped axle and spring sets, special manifolds, alloy cylinder heads, 15 in and 16 in. wheels, dynamos, radiator blocks, starters exchange from stock, including most listed parts, new Girling type brake drums now available. S.a.e. lists.—Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Telephone: Richmond 2126.

V-8 ENGINE available Manchester at nominal figure, buyer collects.—Box 541.

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THE MOTOR 1903, 1904 and 1905, 4 Vols., £6.  
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(formerly D. & W. Garages)

Welcome inquiries for Specialist Maintenance, Tuning, Repairs and first-class sports-car service.  
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Tel.: LADBroke 0532.

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

"BETWEEN YOU AND ME, old chap, the steering is just a wee bit vague on the road." Whatever the reason for towing your trials- or racing-car have a proper trailer for the job. We specialize in trailers for conveying motor-cars. As supplied to T. C. Harrison, Tony Brooke, Maurice Wilde, and others. Tow in absolute safety and complete peace of mind.—Barnes and Winder Ltd., White Cross, Guiseley, Leeds. Phone: Guiseley 186.

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SOLID drawn steel tubes, bright and H.T. steel bars, light alloys etc., from stockists.—C. S. Harbour, Syon Hill Garage, Great West Road, Isleworth Middx Tel.: HOU 6613.

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## News from the Clubs—continued.

## CHAIN GANG PARTY

THE Swan Hotel, Tewkesbury, resounded last week-end to the crackle of exhausts from many carefully nurtured Frazer-Nashes. Beside this imposing array of chain-driven machinery in the "Swan's" garage was a solitary M.G. saloon, looking, it is alleged, more than suitably humble and apologetic for having that awful thing called a spiral-bevel rear axle.

Occasion was the annual Christmas Party of the Frazer-Nash section of the Vintage S.C.C. Dr. D. P. ("Dippy") Harris was in the chair, and guests of the Club were Mike Porter of the Renold Chain Co., and the Editor of AUTOSPORT.

Apart from a brief address by Dr. Harris, and a more than brief reply by Bill Wykes, there were, as is F-Nash custom, no speeches—even during the presentation of awards by Mike Porter.

Thereafter the talk veered to many things but always returned to the subject of chain-driven machines. Alec and Chris Sears were there to argue that they stopped making honest sports-cars when the last chain-driver was assembled. Tony Hemmens even produced a chain-driven watch, whilst Arnold Forster displayed a curio in the shape of a side valve Anzani crankshaft with odd-shaped cams which looked perfectly

capable of keeping the valves open for longer than any other cams ever devised. Dick Bickerton, who boasts three twin-float Amals on his Blackburne motor, was intrigued to find that Rex Palmer had managed to install a couple of T.T.10 Amals on his Meadows—and they work!

The presence of "Midland Giants" Hugh Leigh and Bill Wykes tended to make the bar of the "Swan" seem rather crowded. One of the party, who shall be nameless, was unlucky enough to be sandwiched between them—a good way of getting one's suit pressed without taking it off!

CITROEN "GET TOGETHER"  
FILM SHOW

THE Citroën C.C.'s next monthly "Get Together" will be held on 11th December at the Albert Hotel, Kingston Hill, where Ida Winterbottom is keeping the flag flying so admirably.

The meeting begins at 7 p.m., and the evening's entertainment will include a showing of the latest Shell Mex racing films. All members, their friends and Citroën enthusiasts will be welcome.

## UNIVERSITY FILM SHOW

A FILM SHOW will be held by the U.H.U.L.M.C. at the University

College, Gower Street, W.C.1, on 7th December, at 7.30 p.m., in the Mechanical Lecture Room.

The films to be shown are, "1951 Monte Carlo Rally", "Festival Log Book, 1951" and "Racing Personalities", the latter featuring Stirling Moss.

## WELSH COUNTIES TRIAL

THE Welsh Counties C.C. held its Autumn Trial on Sunday, 2nd December, for the MacLeod-Carey Challenge Cup. The weather was dry and the first three hills not too difficult. Section 4 was timed, competitors having to maintain a set average. The fifth and sixth sections were observed hills, with a stop and restart test on No. 5. Section 7 included a brake test.

A further hill, new to the Club, proved a "stopper" to all competitors, although some managed three of its sections. John Dyer in his Austin 7 Spl. went through the first seven sections without loss of marks, to win the Challenge Trophy.

## PROVISIONAL RESULTS

Best Performance: J. Dyer (Austin 7 Spl.), 62 marks.

1st Class Awards: K. Kitchen (M.G.), 56; A. Ford (M.G.), 54.

2nd Class Awards: D. Evans (Ford Spl.), 53; J. Whitehead (Lancia), 53.



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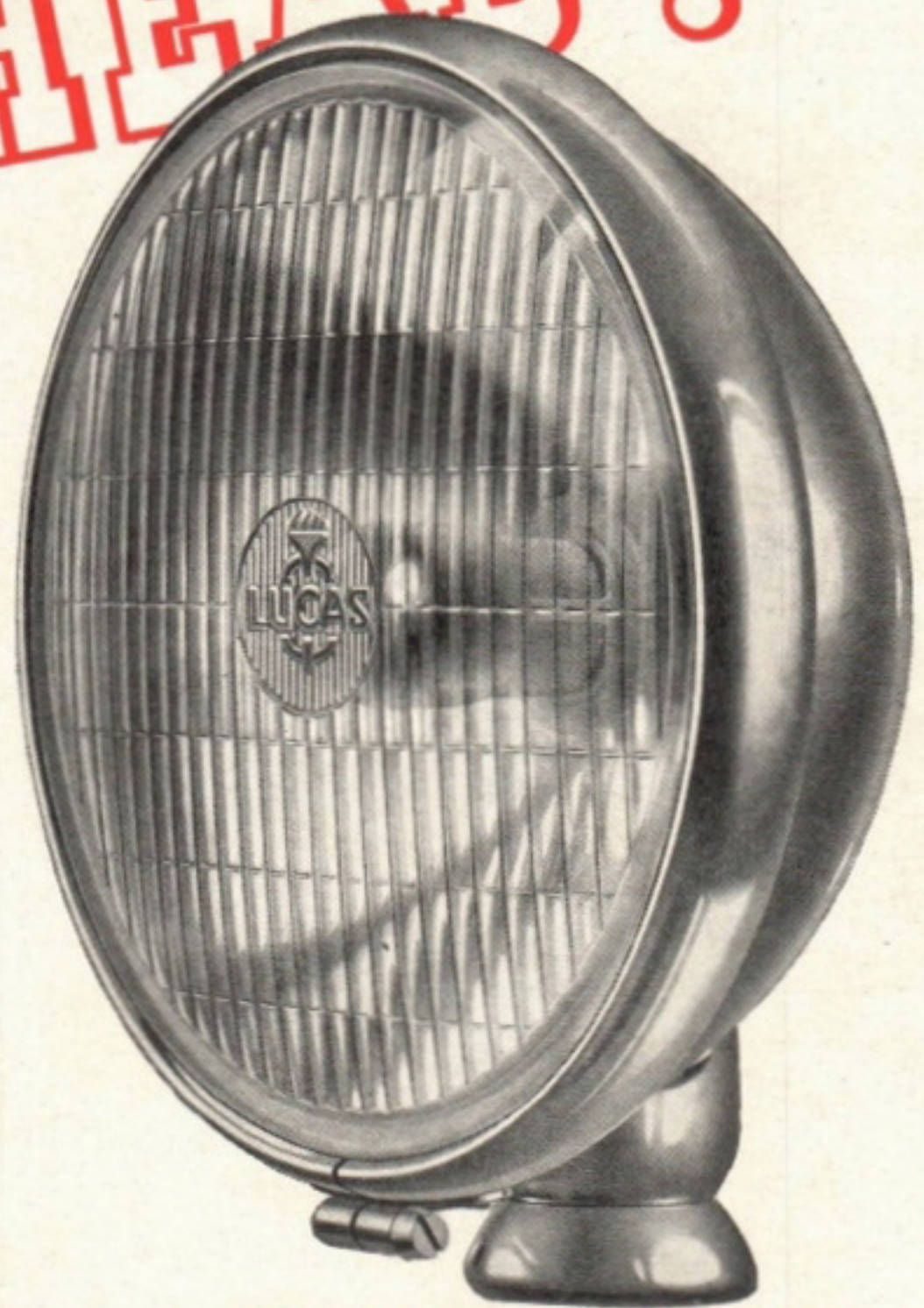
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