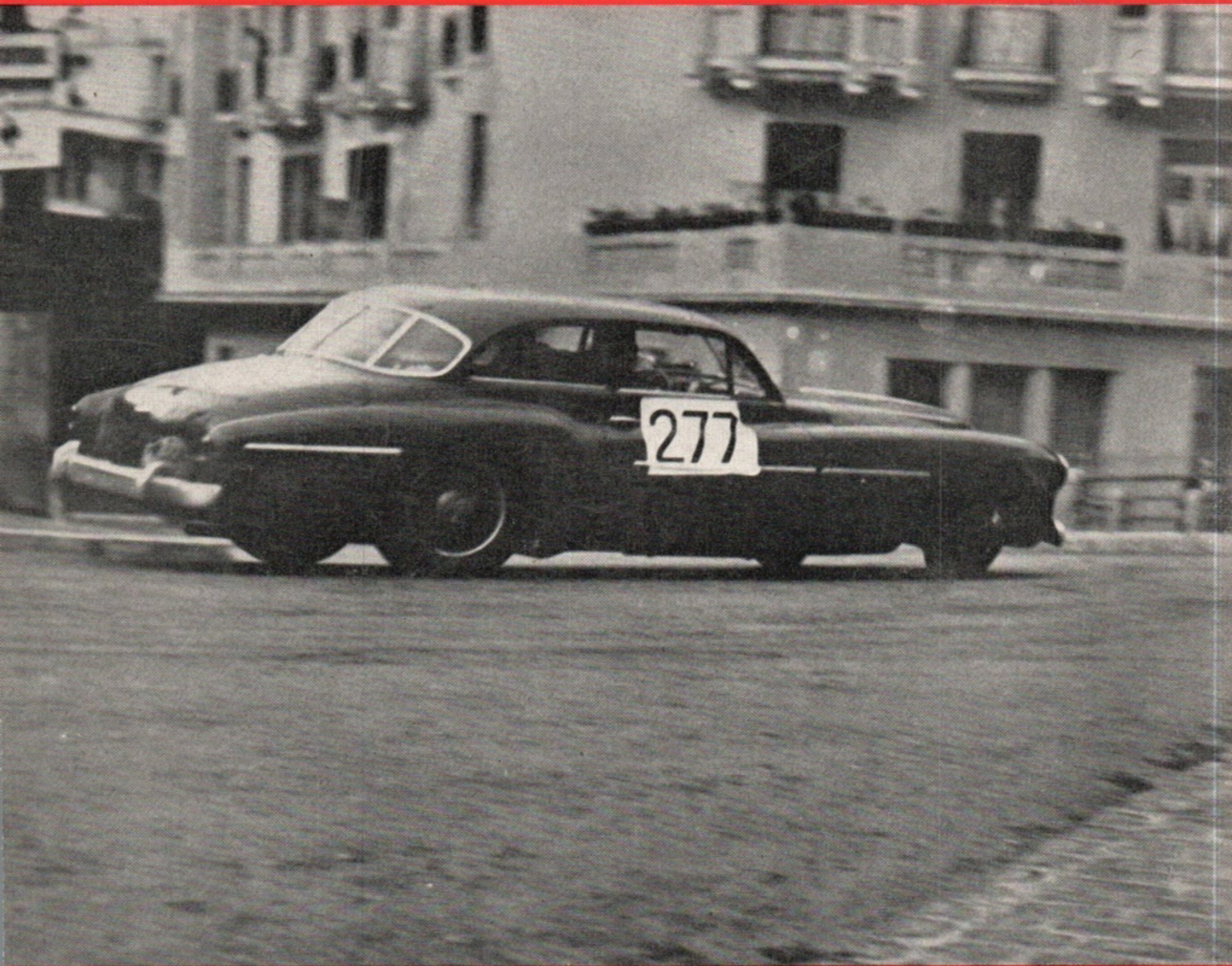


AUTOSPORT

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EVERY FRIDAY

Vol. 4 No. 2
January 11, 1952


BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

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A NEW H.W.M. FOR FORMULA 2—EARNING ITS
TYPE NUMBER: HOW THE XK 120 BECAME ONE

OF THE WORLD'S FASTEST PRODUCTION CARS—
JOHN BOLSTER—RUSSELL LOWRY—WILSON McCOMB
R. M. V. SUTTON — H. A. O'BRIEN — K. HEINRICH



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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

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January 11, 1952

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

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EDITORIAL

IT is rather extraordinary that, with such a spate of new Formula 2 cars, there is, as yet, no International event for this class of machine in Great Britain. H.W.M., Alta, Cooper, Connaught and rumoured new Frazer-Nash and E.R.A. single-seaters should provide the opportunity for some enterprising promoters to stage a pukka International Formula 2 race with the certainty of strong British opposition to Ferrari, Simca, Alfa Romeo, AFM, Veritas or whatever the Continentals might be encouraged to send over.

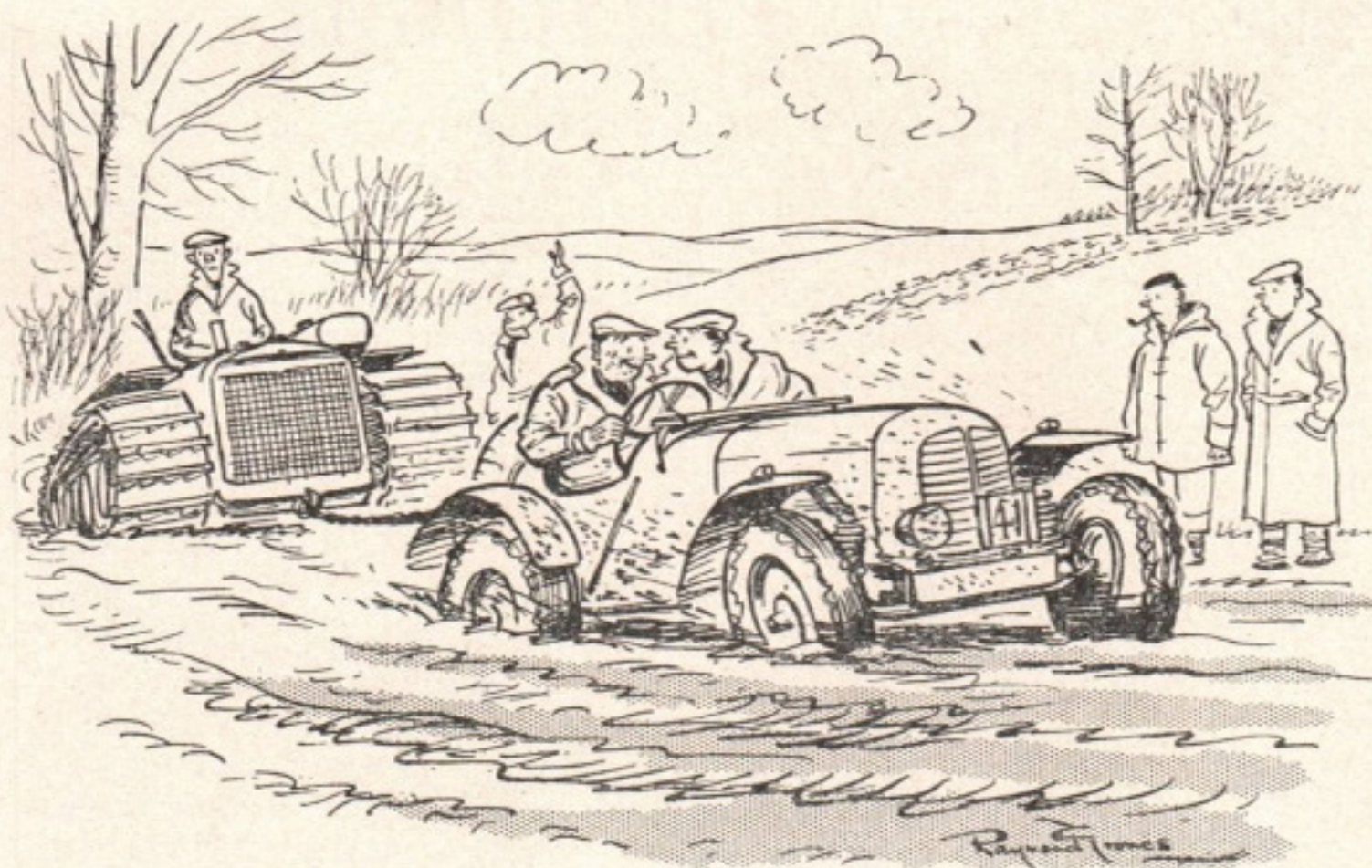
The Jersey M.C. and L.C.C. is considering the staging of a production car race for its International St. Helier meeting on 10th July. We quote the following from the club's magazine: "At the moment the idea is to run a production car race with a 'curtain raiser' of some other type. At one time it was hoped to make this latter race a 500 c.c. event, but certain experts have suggested that the course is not suitable for half-litre cars. There is very little point in trying to run a Formula 1 Grand Prix type of race as there are no British cars available to put up any sort of show against Continental entries. As the present formula will end in 1953 it is unlikely that a British car will be produced now. When the new formula comes in perhaps things might be different."

It would appear that the Jersey club does not consider that B.R.M. will offer serious enough opposition to justify the staging of a Formula 1 race. If the intention is to put on the most attractive event possible, then the fact that so many 1952 Continental G.P. races are for Formula 2 cars should give the organizers some idea of the growing popularity of events for this category. Having shown a reluctance to organize a 500 c.c. "curtain-raiser", the Jersey club might well consider the possibility of putting on a production-car race in its place, thus leaving the main event for pukka racing-cars, seen to advantage on the fast St. Helier circuit.

Nevertheless, race organizers in this country should not be unduly influenced by the wholesale switch-over to Formula 2 by the French. This move has largely been dictated by the introduction of a new championship for French national drivers of this class of machine. Grand Prix racing to Formula 1 must remain the greatest of all spectacles, embracing as it does the fastest road-racing machines in the world. The R.A.C., of course, is bound to promote the 1952 British G.P. as a proper *grande épreuve*: the existence of B.R.M. makes this imperative. However, the B.R.D.C. *Daily Express* meeting could quite easily include International events for *all* formulæ, as well as the popular one-hour production car races.

OUR COVER PICTURE

RALLY-DICER: The winning Delahaye driven by Jean Trevoux in the 1951 Monte Carlo Rally, during the "Round the Houses" speed regularity test. This will be superseded by the new mountain circuit regularity test in the 1952 event.



Pit and Paddock

PIERO TARUFFI is said to have been approached by B.R.M. to drive during 1952 and also to act as technical adviser.

STIRLING MOSS will live in a Scaravan on the Continent during the 1952 racing season. The van will be towed by a Jaguar XK 120 coupé.

NEXT WEEK'S issue will contain a road test report by John Bolster of the Jupiter two-seater, and Part 4 of Seasonal Survey dealing with sports-car racing.

A SECOND son was born on 4th January to Mr. and Mrs. W. R. Baird, of Belfast. Bobbie hopes to race Ferraris again this season, and may be seen at the wheel of a Formula 2 "four" and a 2½-litre sports-car.

DELLOWS are toying with the idea of producing an out-and-out trials special, following Wally Waring's R.A.C. Championship victory with a car built entirely at the Dellow works, with modifications suggested by Waring himself.

MONT BLANC A.C. may offer a Trophy for the best performance by an entrant who drives his (or her) car from the U.K. to the start

of the proposed Alpine Sporting Trial next June. Over 30 people have already applied to compete in this event.

KEN RAWLINGS is at present in Birmingham Accident Infirmary with severe injuries sustained when a car in which he was a passenger crashed. AUTOSPORT wishes the popular "Buttercup" driver the speediest possible recovery.

A SCOTTISH SPORTS-CAR TEAM

Edinburgh-based Jaguars to be Entered in 1952 Events—Four Drivers Form Ecurie Ecosse

THE formation is announced of a team of Scottish-based Jaguars for participation in sports-car races during the 1952 season. With H.Q. at Merchiston Motors Ltd., of Edinburgh, the new team will comprise Ian Stewart, Bill Dobson, Sir James Scott-Douglas, Bart., and David Murray. Tuning and supervision of the cars will be in the capable hands of "Wilkie" Wilkinson.

Ian Stewart is, of course, the driver who impressed everyone at Winfield last season. For 1952 he will be seen at the wheel of the latest XK 120C model. David Murray has had plenty of experience in Grand Prix and Formula 2 events and is easily the most prominent Scottish driver of today. Bill

FARINA model Mark VII Jaguar will be exhibited at the Brussels Motor Show which opens on 19th January.

BRISTOL M.C. and **L.C.C.** have ideas concerning a big International Formula 3 race meeting at Castle Combe next season.

THE increased page size of AUTOSPORT is equivalent to more than a page of reading matter in a 32-page issue—at no extra cost to readers!

VICTOR VAN DEN BREMPT, well-known Belgian 500 c.c. constructor, has just completed his new "Dodo", fitted with a twin-o.h.c. version of a Simca engine lined to 500 c.c.

PEGASO have applied for an entry of two cars at Le Mans. Spanish drivers are named as Fabregas and Bulto, the racing motor-cyclist.

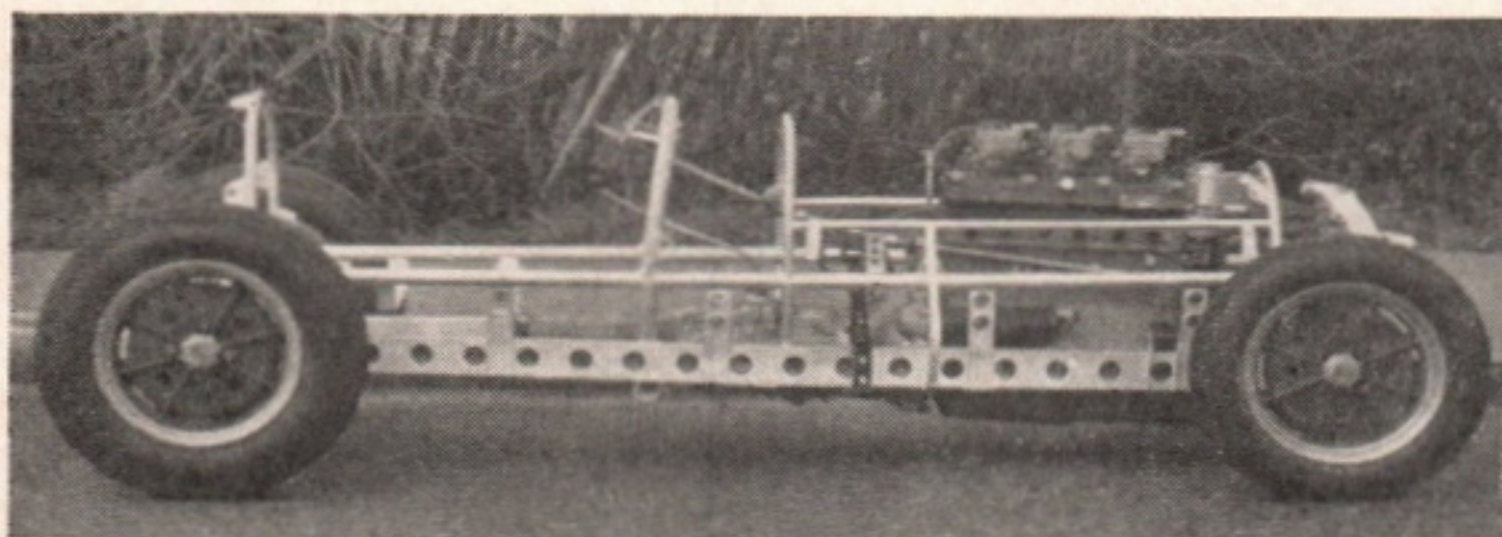
GERMAN motor-cyclist Mansfeld will drive a flat-twin Horex Imperator "500" in 1952 Formula 3 events.

LE MANS 3-litre Mercedes has been tested at Hockenheim by Karl Kling. The engine is reported to give over 170 b.h.p.

Dobson drove Murray's Ferrari at Winfield. Sir James Scott-Douglas, at 21, is the youngest member of the team. These three will handle XK 120s.

The intention is to enter three cars in at least 15 British events, with the possibility of participating in one or two Continental races. This is the first Scottish racing team of sports-cars ever to be formed and will be known as Ecurie Ecosse.

COMISH HUNTER, well known in Scotland as one of the pioneer 500 c.c. drivers North of the Border, is reported to be giving up racing owing to business commitments. He was seen at the wheel of both Cooper and J.P. machines.



NEARING COMPLETION: The chassis of the new Bristol-engined Cooper Formula 2 car will soon be ready for track-testing. The car was first illustrated in last week's issue of AUTOSPORT.

SPORTS - NEWS

MINX FOR RECORD ATTEMPT

LAST of the 13,000 vehicles to be flown across the English Channel in 1951 was a Hillman Minx on its way to South Africa to attempt the London-Capetown record. Drivers George Hinchcliffe and James Bullman arrived via Silver City Airways Freighter at 8.51 a.m. The first 114 miles of the trip had taken just 2 hrs. 21 mins.

OTTO DILLENIUS

THE death is reported from Holland of Otto Dillenius, one of the pioneer 500 c.c. Dutch drivers. He was often seen at the wheel of a Cooper, and competed regularly in rallies. Dillenius was well known to many 500 c.c. people in this country, and did a great deal to make British drivers feel at home when racing at Zandvoort.

THE JERSEY ROAD RACE

THE 10th July has been booked on the International Calendar by the Jersey M.C. and L.C.C. for their road race, and the Club's Road Race committee are now considering the type of event to be held.

It seems unlikely that a Formula 1 race will be held this time, in view, it is said, of the paucity of British cars able to combat Continental entrants. Instead, a production car race, possibly in heats and a final, may be run, many feeling this would have considerable appeal to spectators.

While appreciating the magnitude of the Jersey Club's task in promoting a Formula 1 event, and commiserating with them in their inability to hold their excellent road race last year, it must be pointed out

that, in the face of formidable Continental entries in previous Jersey races it was a British car, Bob Gerard's E.R.A., which won two years running, while British drivers Parnell and Whitehead won the remaining two events already staged, in 1947 and 1950. Britain, in fact, had a good look in.

If doubts of a successful British contender preclude the staging of a Formula 1 race, the existence of several British Formula 2 cars should at least ensure a successful race to this ruling, whilst British 500s, pre-eminent in international Formula 3 racing, have long established their stamina over long distances.

Production car racing, which brings together widely varying types of cars, may mean the complications of classes or handicapping. A racing-car event, a straightforward speed contest from A to B, with its spectacle and glamour, will always prove a greater attraction to visitors.

B.T.D.A. RALLY TROPHY

AS before, the British Trials Drivers' Association will be presenting a special Challenge Trophy to the highest-placed member in the Monte Carlo Rally. The Trophy is to be presented in Monte Carlo, and the winner also receives a souvenir award at the B.T.D.A. annual prize-giving.

"Monte" competitors who wish to qualify for the Challenge Trophy should send in their subscriptions (a mere 10s.) to the Secretary, D. G. Flather, to reach him by the day preceding the start of the Rally. His address is Standard Steel Works, Tinsley, Sheffield.

M.G.s FOR U.S.A.

DEMAND for TD M.G.s in U.S.A. is so great that the Nuffield organization has been forced to earmark the entire production for the first quarter of 1952 for the American market. Dollar sales of M.G.s in U.S.A. during 1951 exceeded six million dollars.

FREE CASTROL CHART FOR WOLSELEY OWNERS

CASTROL have added the 4-50 and 6-80 Wolseleys to their list of lubrication charts. Copies may be obtained free on request from C. C. Wakefield & Co., Ltd., 46 Grosvenor Street, London, W.1.

NEW RACING FILMS

Two new Castrol colour films have just received their première in London and will be available to motor and motor-cycle clubs within the next few weeks.

"European Motor Racing" covers six 1951 international car events including the G.P. of Europe, the British G.P. at Silverstone, Brands Hatch, the Dundrod T.T. and the Prescott hill-climb. *Pièce de résistance* in a colourful and exciting film is the German Grand Prix on the Nürburgring. Producer is Dick Habershon with commentary by George Williams, Castrol racing manager. The whole film lasts about 40 minutes.

"Motor-Cycle World Championships" tells the story of the eight classic races in 1951 which, together, qualify riders for the title of World Champion, the film being produced by S. A. Coles. The commentary is by Graham Walker who certainly needs no introduction to motor-cycling enthusiasts. The running time is 40 minutes.

Inquiries regarding either or both of these films should be addressed to C. C. Wakefield & Company Limited, 46 Grosvenor Street, London, W.1.

FARINA STAYS WITH ALFAS

GIUSEPPE FARINA has denied reports that he has signed for Enzo Ferrari for 1952 to drive in formula and sports-car races. The 1950 World Champion declares that he will continue to be a member of the Alfa Romeo team, even though there are rumours that the Milan concern will abandon full-scale Formula 1 racing in favour of heats and a final events, and sports-car races.

KIEFT PLANS FOR 1952

Possible Production of Four Cars a Month—Several Well-known Drivers Order Machines

PRODUCTION of the 500 c.c. racing Kieft is now well under way, despite raw material difficulties, and cars are coming off the line at Bridgend well up to schedule. Those for D. Powell Richards and Jack Westcott are already complete, and cars ordered by Ken Wharton, C. D. Headland, W. Webb and Don Parker should be in their hands well before the racing season commences.

Kieft chassis frames are in future to be manufactured by the Elms Metals Co. of Birmingham, a concern renowned for its production of the Earles light alloy racing motorcycle frame. Don Parker's and Ray Martin's engineering establishments

are also producing components for the Kieft. A production of four cars per month will, it is hoped, be possible in the near future.

Owing to recent wage increases in the engineering industry, plus the ever-rocketing costs of materials, the price of the Kieft "500" has had to be raised slightly from £682 10s. to £700 without engine and gearbox, and from £782 10s. to £800 with engine and gearbox, in both cases before purchase tax.

The 1952 Kieft will, of course, be based on the very successful machine raced last season by Stirling Moss, and designed by Ray Martin, John (Autocar) Cooper and Dean

Delamont. First production car was delivered to the Australian driver, L. Taylor, who drove it at the closing Brands Hatch meeting in October of last year.

A light but extremely robust tubular frame is a feature of the Kieft "500". Multiple aero-type elastic bands are used for the independent rear suspension, which is of the swing-axle pattern. At the front wishbones are employed in conjunction with torsional rubber units. The driver sits fairly far forward in the "tear-drop" body, the engine, of course, being located in the rear, and driving a close-ratio gearbox via the conventional primary and secondary chains.

BRITISH CARS—PRICE INCREASES

CONTINUED rises in manufacturing costs have forced the Austin Motor Co., Ltd., to increase the prices of all models in their range. New prices of the main vehicles are:—

Seven AS3 Saloon, £340 (P.T. £190 7s. 9d.).
A40 Devon Fixed-Head Saloon, £457 (£255 7s. 9d.).
A40 Devon Sliding-Head Saloon, £460 (£257 1s. 1d.).
A40 Sports £586 (£327 1s. 1d.).
A70 Hereford F.-H. Saloon, £627 (£349 16s. 8d.).
A70 Hereford S.-H. Saloon, £635 (£354 5s. 7d.).
A70 Coupé (Manual-operated), £783 (£436 10s.).
A70 Coupé (Power-operated), £804 (£448 3s. 4d.).
A70 Countryman, £739 (£412 1s. 1d.).
A90 Atlantic Sports Saloon, £919 (£512 1s. 1d.).
A125 Sheerline Saloon, £1,457 (£810 18s. 11d.).
A135 Princess Saloon, £1,767 (£983 3s. 4d.).

JOWETT

PRICES of Jowett cars have been increased with effect from 7th January as follows: Javelin Saloon, £1,129 5s. 7d., inclusive of P.T. (old price, £1,051 10s.). Javelin Saloon de Luxe, £1,261 10s., inclusive of P.T. (old price, £1,168 3s. 4d.). Jupiter convertible, £1,518 3s. 4d., inclusive of P.T. (old price, £1,393 14s. 5d.). The price of the Jupiter chassis remains unaltered at £690 15s., including P.T.

M.G.

CONCURRENT with the introduction of an improved version of the 1½-litre M.G. comes news of revised prices for both TD and YB models. The last-named is basically similar to the 1951 series "YA", but now has a hypoid rear axle, two leading shoes on the front brakes, a larger diameter (8 in.) clutch, larger size hydraulic dampers, and an anti-roll bar to the front suspension. Externally the car is little altered, but the bumpers are fitted with over-riders, and the rear wings have slightly deeper valances.

PRICES

TD two-seater, £530 (P.T. £295 18s. 11d.).
YB four-seater saloon, £635 (£354 5s. 6d.).

OTHER NUFFIELD MODELS

PRICE changes for the other cars in the Nuffield organization's range were also announced as follows:—

Morris Minor two-door saloon, £373 (P.T. £208 14s. 6d.).
Morris Minor four-door saloon, £405 (£226 10s.).
Morris Minor tourer, £373 (£208 14s. 6d.).
Morris Oxford saloon, £510 (£284 16s. 8d.).
Morris Six saloon, £640 (£357 1s. 1d.).
1½-litre Riley saloon, £860 (£479 5s. 6d.).
2½-litre Riley saloon, £1,055 (£587 12s. 2d.).
Four/Fifty Wolseley saloon, £660 (£368 3s. 4d.).
Six/Eighty Wolseley saloon, £720 (£401 10s.).

SINGER

THE list price of the SM 1500 saloon has been increased by £50 on all models delivered as from 1st

January, 1952. New price is:—
SM 1500 saloon, £725 (P.T. £404 5s. 6d.).

NEW TYRESOLES DEPT.

A COMPLETE tyre service dept. has been opened by Tyresoles Ltd., at 20/26 Cromwell Street, Glasgow, to facilitate the speedy return of retreaded covers to West of Scotland customers.

JARVIS & SONS, LTD., the Morris, Wolseley and M.G. agents, of Wimbledon, have changed their telephone number to Liberty 8221 (8 lines).

JERSEY M.C. AND L.C.C. 1952 PROGRAMME

OVER 20 fixtures are listed by the Jersey Motor-Cycle and Light Car Club for the coming season, some exclusively motor-cycle events, some mixed and some for cars only. The list is as follows:

31st January, Annual Dinner/Dance.
10th February, East v. West Trial.
23rd March, Spring Trial.
1st April, Motor Sport Ball.
3rd April, Flying Sprints.
14th April, Sand Race Meeting.
27th April, Liberation Trial.
8th May, Hill-Climb.
2nd June, Evening Sand Race Meeting.
12th June, Sand Race Meeting.
26th June, Sand Race Meeting.
3rd July, Car Rally.
10th July, International Road Race.
24th July, Bouley Bay Hill-Climb.
7th August, Concours d'Elegance.
11th September, Hill-Climb.
25th September, 50 Miles Car Race.
9th October, Standing Sprints.
12th October, Autumn Trial.
9th November, November Trial.
7th December, Winter Trial.
28th December, New Year Trial.

DRUNK IN CHARGE

THE problem of the allegedly drunken driver is one that has attracted attention not only from Government Committees but also from the public Press: both rightly agree that this unnecessary menace should be removed from the public highway. That magistrates also incline to this view is clearly shown by the recent case of a gentleman in evening dress, who, found drunk at the wheel in the early hours, appeared before a magistrate at 10 a.m., and not long after, still in evening dress, was *en route* to prison to serve two months.

Thus it well behoves the competition motorist, and more especially the successful competition motorist, carefully to consider the possible effects of overdoing it at the annual prizegiving.

Whilst not so savagely penal as the law in some Scandinavian countries, section 15, Road Traffic Act, 1930, not only gives a police constable the power of arrest without warrant, but carries a summary penalty of £50 or four months' imprisonment, and, except for "special reasons", compulsory disqualification from holding a driving licence for at least 12 months. Further, it has been made painfully clear by the High Court that imprisonment rather than a fine is the appropriate penalty, and that this is not an offence which should be dealt with by way of absolute or conditional discharge.

The offence is commonly, but mistakenly, known as "drunk in charge", probably because the Licensing Act, 1872, created the offences of drunk and incapable, drunk and disorderly, and drunk in charge of a carriage. The Road Traffic Act, 1930, however, goes far beyond the implications of mere drunkenness, and every word of section 15 is worthy of detailed consideration. The section reads:

"Any person who, when driving or attempting to drive, or when in charge of, a motor vehicle on a road or other public place, is under the influence of drink or drug to such an extent as to be incapable of having proper control of the vehicle, shall be liable to. . ."

The first point to note is that the car need not be in motion, nor need the accused be driving it. In fact, many persons have been convicted whilst "sleeping it off" in a stationary car.

Secondly, it must be proved that the accused was under the influence of drink or drug—and, by the ruling in *Thompson v. Knights*, 1947, the prosecution need not specify which—and was thereby incapable of having proper control of the motor vehicle.

In the absence of any accident or dangerous driving, this must usually be a matter of opinion, and normally the observation of the arresting police officer(s) is confirmed by the expert examination of a doctor. The accused, however, has the right of examination by his own doctor, and examination by the Police doctor, without the accused's consent, is not only improper but amounts in law to an assault, if force is used. Nevertheless, as clearly stated by Mr. Justice Humphreys in the case of *Rex v. Nowell*, it should not be assumed that a doctor, whether called by the prosecution or by

the defence, is other than "a professional man giving independent expert evidence with no other desire than to assist the Court".

In practice, if the Police doctor refuses to certify, the accused is usually released without a charge being preferred. This is not, however, a rule of law.

Whilst it might appear that pulling off the roadway would remove the risk of the car being found "on a road or other public place", care must be taken even in this apparently simple matter. "Road" includes the footpath. Even a private road may, if the public have access to it, come within the definition. Certainly a field, when the public are admitted, can become a "public place", as can a parking place behind a public house.

Thus although the precaution of pulling up off the road and trying to "sleep it off" will not prevent the offence being committed, it may be held as a "special reason", and so save the precious driving licence from suspension. Even this, however, is something of a forlorn hope, as the Lord Chief Justice made clear in the case of *Duck v. Peacock*, 1949.

The facts in that case were that Mr. Peacock, who had drunk two pints of beer and three or four glasses of whisky, drove his car for about ten minutes, but pulled up when he felt dizzy. He fell asleep, leaving the engine running, and remembered nothing more until awakened by the Police some time later, when he was found to be under the influence of drink. The magistrate did not disqualify, but, on appeal, the King's Bench Division remitted the case with a direction to do so.

In his judgment the Lord Chief Justice remarked: "If what is suggested here were a special reason, it would mean that a man who had taken too much to drink so that he was unfit to manage the car or to be in charge of it could escape the penalty of disqualification merely by stopping and going to sleep in the car. The court is not going to give any countenance to such a reason as that."

On the other hand, the opinion given by the King's Bench Division in the case of *Jowett-Shooter v. Franklin*, 1949, rather modified the uncompromising severity of the previous ruling.

Mr. Jowett-Shooter took two of his employees to a dance hall, where, as he did not apparently dance, he took too much to drink. Realizing this, he retired to his car to await the return of his employees, leaving his hat and gloves in the dance hall. He sat in the passenger's seat and made no attempt to drive, although he had the ignition key in his pocket. On appeal, the King's Bench Division held that these could be considered as "special reasons", and the driving licence was not suspended.

The fine distinction would seem to be that Mr. Peacock realized his condition after he had started to drive, but Mr. Jowett-Shooter appreciated it before he had made any attempt to do so. This opinion is somewhat confirmed by the ruling in *Hopper v. Stansfield*. The

accused had driven some six miles when her battery failed, and, when arrested by the Police, it was found that her car could not be driven and was without lights. The justices considered this a "special reason" and did not disqualify, but the High Court laid emphasis on the fact that the accused had driven some six miles before the failure, and returned the case to the justices

with a direction to disqualify for a period of not less than 12 months.

On balance, therefore, it would seem safer for the competition motorist, or indeed any motorist, attending a function where liquor is likely to be plentiful, to work on the slogan—"It's safer—if slower!—by public transport!"

RUSSELL
LOWRY'S

NORTHERN LIGHTS

WHOA THERE, DOBBIN—ANY OFFERS—NO GAUNTLET—ROUGH
AND TUMBLE—CONSTRUCTION AND USE—LLANFAIRAUTOSPORT

IT'S a bit awkward when godsons start arguing with their respected sponsors, and I'm not very sure of my ground in replying to correspondent Rupert Jones. Indeed, we of an older generation are apt to find ourselves on thin ice when entering into technicalities with schoolboy readers. The little blighters know too much, as I have often found to my cost.

We do at any rate seem to have established an idea of what a drift is and what it is not, together with a list of motor-cars capable of maintaining the manoeuvre. During the present mid-winter weeks hundreds of enthusiasts will be going to club film shows, and I am sure that at many of these Stirling Moss's demonstration of the drift will be well looked at. This is the Shell film to which I referred recently. It was among those shown by Jack Twyford at Shrewsbury after the Championship Trial. The whole subject is explained with models and then demonstrated with the aid of an XK 120, both in slow and normal motion.

I have one addition to submit for the list of eligible vehicles. It happened one morning as I was proceeding from my Christmas hiding place in the Welsh mountains to write, among other things, these "Northern Lights". Rounding a bend, the exposed outside edge of which lay some hundreds of feet above a roaring torrent, I met one of the more dashing local farmers coming in the opposite direction. He was quite definitely drifting a horse and cart. Very unnerving.

THE B.A.R.C.'s Annual Dinner/Dance at Harrogate was a great occasion and brought together most of the Powers That Be in the sporting North. At the same



HARROGATE DINNER: Mike Wilson, Barbara Wild and T. C. Harrison at the B.A.R.C. "Annual" gathering at Harrogate, Yorks.

time it offered an interesting illustration of the nonsense in this Racing v. Trials argument. The full name of the body is, of course, the British Automobile Racing Club, and it provides plenty of speed for its members, especially down South. But the accent of the evening was certainly on trials. The ample array of silverware was distributed to victors in events varying from the Sleuth Mug, the Wars of the Roses and the Wilson Trophy Trial to G. A. Roff's habitual capture of the Annual Golf Cup. Our collective object, therefore, is sport, as expressed in terms of motoring or fellowship with our own kind, so away with the argument and let each get his fun in the most suitable of sundry branches. Certainly, none could maintain that trials and events of this type have not got a large and enthusiastic following after passing an evening with the B.A.R.C.'s Yorkshire Centre.

AMONG topics being discussed at Harrogate was the cheerful endurance of lady trials passengers. Any enthusiast could make up a list of sporting wives, sisters and attachments who go through thick and thin with their lords and masters. The object of the banter was lassies who, having tasted mud of their own free will, had still come back for more. Among these were identified Barbara Wild, who has sat by Mark Tordoff "more than once", and Joan Henderson, who has done the same for Don Rayner. We managed to line up a picture of Barbara Wild with Mike Wilson and T. C. Harrison. We might almost buy a Special if we could be sure of a passenger like that.

TALKING of which, an awful challenge match was being arranged some weeks ago to take place in conjunction with the North Midlands' Kitching Trophy Trial. Among the people who were to be inveigled into driving borrowed steeds were Reg Parnell, Stirling Moss, Frankie Penn, John Bolster and yours truly. Apparently I was allotted Maurice Wilde's motor. It was rather a relief, on taking up the idea with the owner for confirmation, to get a reply straight out of Shaw's *Pygmalion*. So at least one of the contestants in this interesting needle match looks like being a non-starter.

ONE of the most "sporting" courses found during last year was apparently Don Rayner's Standard Car Trial, popularly known as the Stone Trough. Stone Age might have been more fitting in view of its brutality, though everyone loved it. Whether this trial will blossom into a full-blooded bog-and-rock-hop or revert to its intended status as a gentle afternoon for ordinary motor-cars, remains to be seen.

JACK REECE'S ill-fitting suit act has gained fame during the past 12 months, and now has a rival in Reg Phillip's Ruth Draper-type presentation of the Death of Nelson, performed with the aid of an empty bottle as a telescope. Several others are in rehearsal, including, we understand, C. D. Wilson in an epic reproduction of a Dying Duck in a Thunderstorm. C. D. also has his own conception of the qualifications of a perfect private secretary.

* * *

THE atmosphere at the B.A.R.C. Dinner at Harrogate suggested that the North was continuing to bear up with fortitude under its Championship defeat at Shrewsbury. Naturally, discussion still continues about cut tyres, and a new point emerged, which I do not think has been mentioned before, but which is certainly worth consideration. It seems to be distinctly open to doubt whether any existing insurance policy would remain valid when the car concerned was being run on mutilated tyres. This is not my opinion. It is the advice handed out by a kindly disposed insurance com-

pany to a trials competitor of some fame. Verb. somewhat sap.

* * *

WELL, there we are. "Northern Lights" can now retire once more to its unpronounceable Welsh resort. The presence in the hotel garage of a brace of Mark VI Bentleys, a couple of M.G.s and an open Jaguar should give assurance that the right sporting spirit will be maintained. There are, of course, vehicles of lesser standing as well. One of the owners endeared himself to us forever when we commiserated with him on a dent in the rear panel of his 1951 model.

"Oh," he said, "I backed into a daffodil." That spirit will be reinforced by certain pheasants and other fauna which have suffered sudden mechanical failure in recent days, and, as hosts, we have one who used to wear four wavy rings on his naval uniform, and has a corresponding taste in anecdotes. Given a piano he will play anything from Christmas carols to Alan Rogers' latest version of . . . But why bring that up? I only hope the festive farmer isn't doing another drift with his horse and cart round that corner as I find my way back.

Correspondence

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

The Trials/Racing Controversy

BELIEVING as I do, and increasingly with each succeeding year, that the vast and appalling sum of human misery and suffering recorded since history began can largely be attributed to intolerance, I am not entirely surprised at some of the letters on the subject of trials versus racing.

Is not the fact that a considerable body of people continue to support these events sufficient proof that they enjoy them, and if this is so, what more can be said, as surely this rare and fleeting emotion is one of the purposes of existence?

To scoff and deride someone who enjoys some harmless pursuit, simply because you yourself dislike it, and to presume that they are of necessity of doubtful intelligence because their views differ from your own is surely the supreme folly of intolerance.

If there is any truth in the tag, *Deus quos vult perdere, dementat prius*, some of your more bigoted correspondents might well look to their life insurance.

K. B. STEADMAN.

WOTTON-UNDER-EDGE, GLOS.

* * *

THOUGH rather reluctant to join in the current controversy on trials and reporting thereof, live and let live being the watchword as long as no harm is done to The Sport in general thereby, one thing struck me quite forcibly recently in connection with this; that was the Manchester U.M.C. Yorkshire Cup Rally, reported in AUTOSPORT, 21st December, 1951.

It seems to me that this is the type of event which deserves more attention, for readers' sake anyway, and I would prefer to see this with a bigger write up with illustrations, than many a "mud plug". The cars competing mean something to the reader who was not present on the occasion, also the terrain through which the rally ran.

Not being a competitor, although I do "my bit" in the capacity of a marshal, etc., in my own and other local club's events, I perhaps should not voice anything from the participants' point of view, yet I cannot help thinking that the type

of event mentioned above is a motor trial in the real sense of the words.

Thanking you for the pleasure afforded by your journal, and wishing you all success in 1952.

K. J. BLYTHE.

BOXMOOR, HERTS.

* * *

Those Dangling Dollies

TO get away from the subject of trials v. racing, would someone care to enlighten me about all the bobbing birdies, bouncing babies and dangling dollies that infest the rear windows of present-day bread and butter motor-cars.

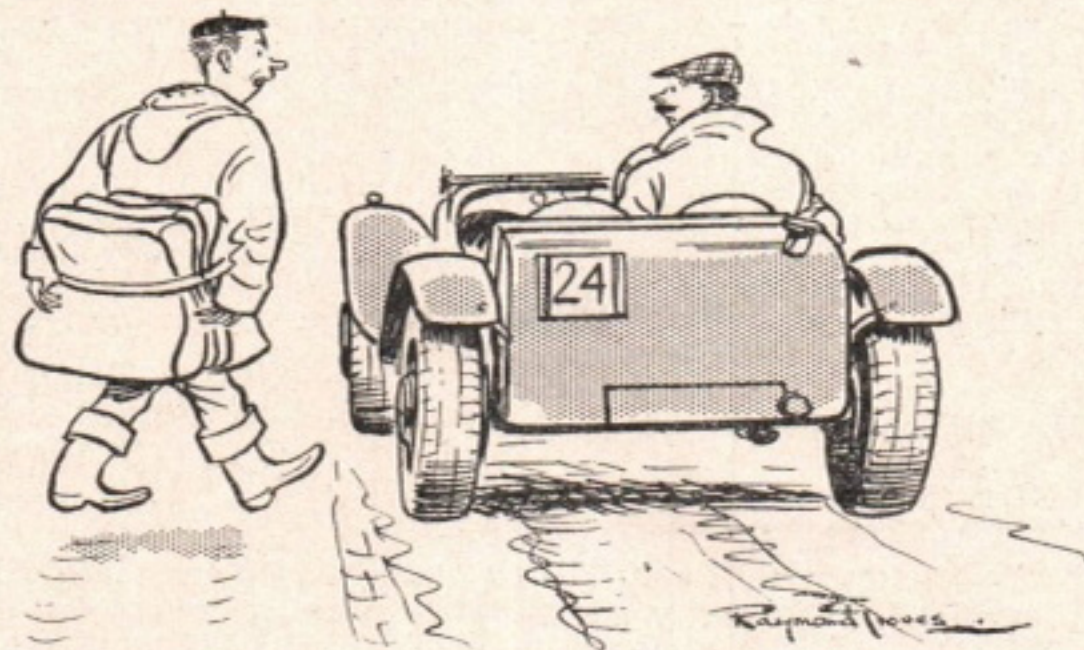
I admit there may have been some satisfaction in hanging a policeman by the neck as a vicarious revenge for a speed-trap fine, in the days when motorists were more persecuted than they are now, but I can find no excuse for a doll suspended by its waist band in the rear window of a luxury saloon.

Can it be the result of the regrettable disappearance of mascots from present-day cars? Some of the best of these came almost to assume the status of a trade mark, and the Alvis hare, the Hispano stork and the Rolls nymph were very pleasant to the eye.

The modern car, of course, has no individuality, and no place to put a mascot. Are the doll hangers seeking to recapture it by these additional adornments or are they put there to enable the owner to identify his machinery from his neighbours' in a car park? I suppose it saves him the trouble of learning his registration number.

RAGLAN, MON.

VINTAGENT.



On Front Wheel Drive

HAVING driven a twin-cylinder B.S.A. three-wheeler for the last five years, I feel I should like to congratulate Mr. G. Downe on his defence of the front-wheel-drive car. Although my meagre three-wheeler is often the cause of ridicule and joking to old and young folk alike, especially the young of school age, the thing does hold the road and corner in a manner equal and often above that of many rear-wheel-drive cars, be the road wet or dry. When applied to a four-wheel car, in my opinion front wheel drive must without a doubt be an advantage, as judged in the light of the experiences of my "tricycle". However, let the Alvis and Citroën owners start the next round.

G. DEAN.

ALTON, HANTS.

Four Speeds for an M-type Midget

MR. P. J. RAMSEY, who wrote asking if it is possible for him to indulge in the luxury of four speeds on his M-type M.G., will be glad to know that, providing he can get hold of a J2-type M.G. gearbox, the job is not unduly difficult.

The four-speed J2 box is naturally somewhat bulkier than the M box, and a small modification will be required to the cross-member at the appropriate point, to give more clearance. The output shaft flange from the M box will also have to be machined out to fit the J2 output shaft.

After fitting the box, complete with the modified flange, measurement of the distance between the spiders on axle and box will enable the amount of shortening required on the propeller shaft to be determined. When the shaft is refitted, care must be taken to assemble it with the universal joints in the correct relative plane.

As slight differences may exist between the new and old housings, some care is called for in adjusting the clutch withdrawal mechanism.

PHILIP H. SMITH, A.M.I.MECH.E.

MANCHESTER.

"750" Formula Cars

I was very intrigued to read Mr. Barlow's letter in AUTOSPORT dated 4th January, referring to the 750 Formula. As a member of the Lotus *équipe*, I should like to wish Mr. Barlow and Mr. Young the best of luck with their Specials, and I look forward to the day when there will be a car of this type capable of showing Lotus the way home.

If any of your readers are seriously thinking of competing in the 750 Formula events this year, would they please write to Mr. Birkett, 3 Pondtail Road, Fleet, Hants, giving particulars of their cars. If this is not done, there is a distinct possibility that there will be no events run for these cars.

MICHAEL ALLEN.

LONDON, N.22.

The Indispensable "Boots"

BEING very interested in 500 c.c. racing and also in your very well laid out and informative issues I should like to say a few words regarding the photograph in the top left-hand corner on page 10, of your issue of 4th January. It will be noted that John Cooper and "Ginger" Devlin are the persons mentioned in the caption, and I should like to mention the other chap, i.e. the one who can be seen running up behind the n/s. rear wheel. He is John Hume, known to very many "500" drivers and mechanics alike as "Boots". "Boots" having worked for the Cooper concern for a number of years has been directly responsible for a number of modifications in the building of "500s". He has also proved himself of great help to many drivers in difficulty at "Brands", Goodwood, Castle Combe, and Silverstone to mention but a few tracks where the shout "Boots!" can be often heard and where with his assistance yet another car has been able to get onto the grid.

J. W. ALDCOCK.

NEW MALDEN, SURREY.

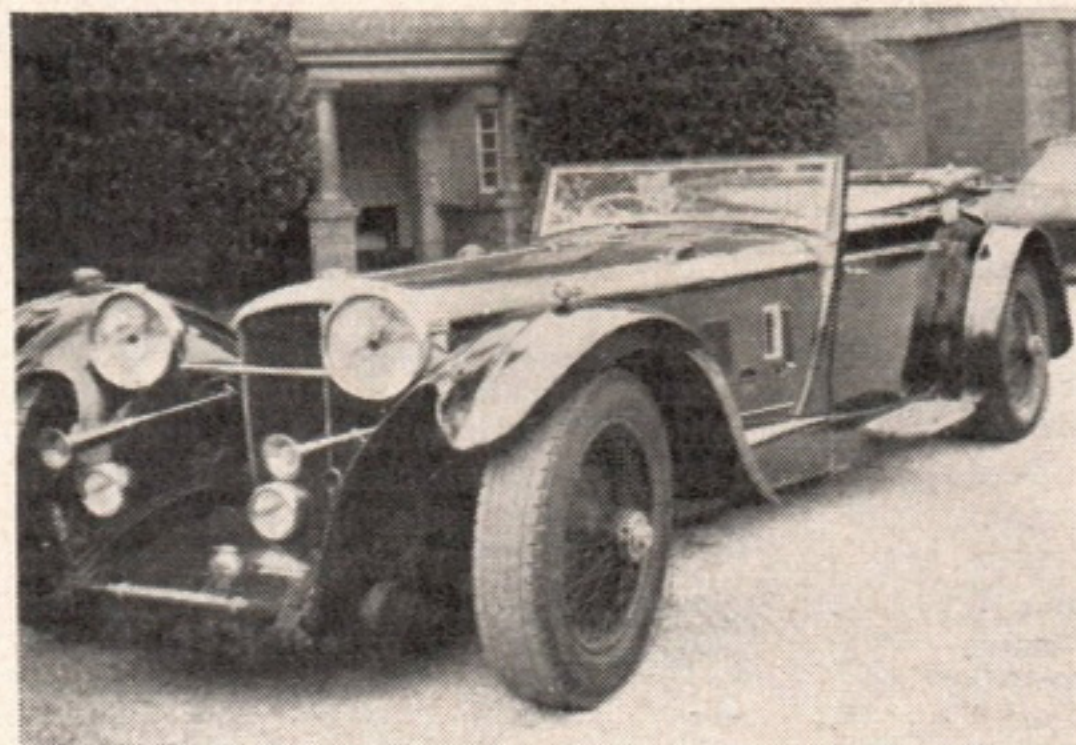
The Giant Daimler

IN "Northern Lights", of 19th October, Mr. Lowry described the Daimler Sports which he came upon in the streets of Liverpool. A few days prior to this I had the pleasure

of examining the car myself and was duly impressed. As I thought other readers of your excellent journal might be interested, I enclose a photograph of the monster.

H. POTTS.

BACKFORD.



DAIMLER "DOUBLE-SIX": A photograph taken by Backford reader H. Potts, whose letter appears above.

Our Christmas Quiz

I WAS most interested in your Christmas quiz and am less depressed now I see that others did not know all the answers. Two interesting points:—

Question 1. Have you forgotten the Cosmos air-cooled radial three-cylinder car, described in the technical papers after the Kaiser war, at about the same time as the Enfield-Allday five-cylinder?

Question 4. Have you forgotten that when both gearboxes are in reverse the car goes forward, giving 11 forward speeds, thus:—

4 x 4	4 x 3	4 x 2	4 x 1	=	4
	3 x 3	3 x 2	3 x 1	=	3
		2 x 2	2 x 1	=	2
			1 x 1	=	1
			R x R	=	1
					11 in all

SWINDON.

G. E. BEARD.

[Other readers have written pointing out this error, and we admit to forgetting completely about the fact that when the car is in two reverse gears, there is an additional forward speed giving 11 in all. This makes no difference to the result of the competition.—Ed.]

Trials v. Racing

THE Editorial in the issue of 14th December states: "... it is more than likely that there are more people actively engaged in trials in this country than there are folk actively participating in racing".

I maintain that the *non-participants* (usually so through circumstance) and therefore those who have few informative sources, are the ones who really need a journal such as AUTOSPORT if they are to be kept up-to-date.

(a) Of all the trials enthusiasts, probably 70 per cent. participate (in one way or another), leaving 30 per cent. requiring the need to be really well informed.

(b) Of all the racing enthusiasts 10 per cent. or even less are actively engaged and 90 per cent. must be "genned up" from other sources.

Assuming that there are at least 10 times as many racing fans, the ratio, in actual numbers, of non-participating racing enthusiasts to non-participating trials enthusiasts becomes 30:1!

A magazine's purpose should be to please most of the readers most of the year—

Most of the readers are mainly interested in racing—

Most of the year is not just the summer months—

Any dispute over figures could be settled by poll.

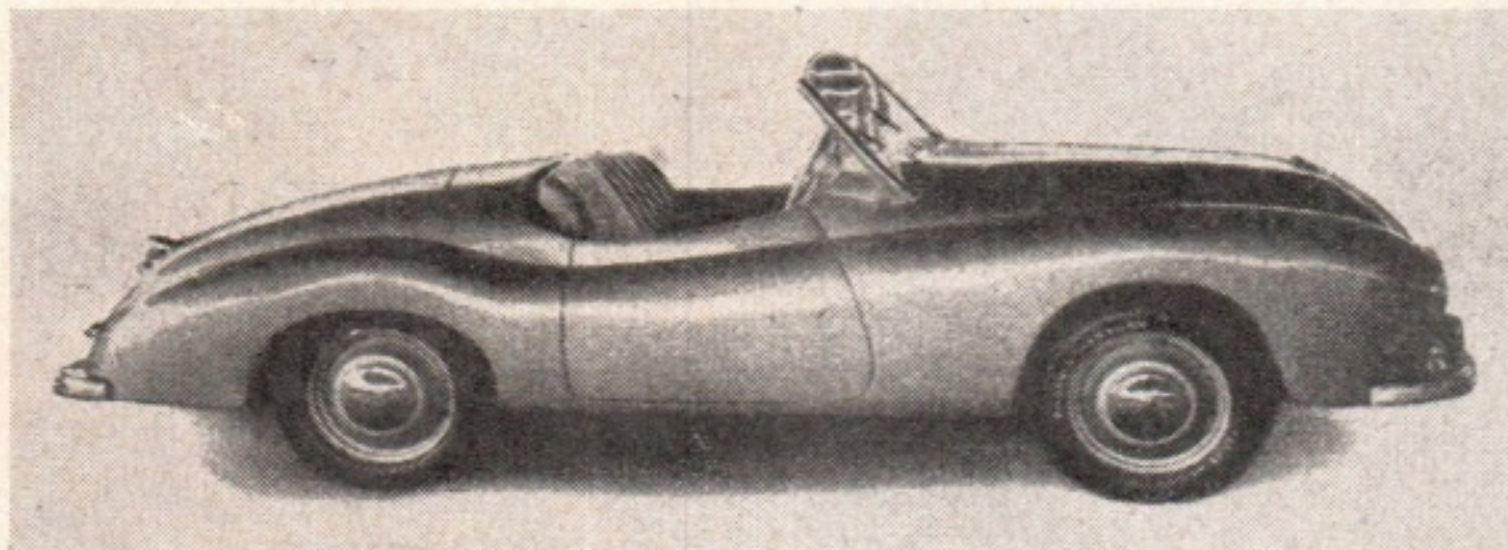
Vive l'AUTOSPORT!

B. ELLIS.

BASINGSTOKE.

(More Correspondence on page 64)

CARS FROM THE CONTINENT—3



MODERN TREND: The two-stroke, front-drive Gutbrod Superior Sports model has much of the XK 120 Jaguar in external styling.

WITH the ravages of six years of unrelenting war, and all it has meant in loss of buildings, plant and a stable economy, it is natural that the revitalized German motor industry should currently devote considerable attention to the designing of simple, inexpensive but efficient small cars.

Alongside the established producers of the utilitarian class of vehicle, represented by DKW and Hanomag, have sprung up a number of new concerns, amongst them being Gutbrod of Western Germany, whose neat little 593 c.c. "Superior" coupé model is to be seen in ever-increasing numbers on German roads, and is now supplemented by the pretty open sports model illustrated, for which a 75 m.p.h. maximum speed is claimed by the makers.

Continental Practice

Technically, the Gutbrod will be unconventional to British eyes, but the two-stroke engine/front wheel drive formula is a familiar one in Germany, employed also by DKW, Lloyd, Goliath and Hanomag. Where minimum weight is of primary importance, the lay-out has much to commend it, dispensing as it does with the propeller shaft and permitting a low floor line unimpeded by a central tunnel.

The Gutbrod engine is an in-line watercooled twin-cylinder 2-stroke, set ahead of the front axle line. Bore is 71 mm., stroke 75 mm., giving a capacity of 593 c.c., and producing 20 b.h.p. at 3,400 r.p.m. This unit drives through a three-speed gearbox aft of the axle line to the front wheels via jointed half shafts. Front suspension is by wishbone links and helical springs set above the half

shafts between the upper wishbone and a cross-structure over the transmission supporting the radiator.

A single carburetter with large air cleaner is normally fitted, but it is interesting that direct fuel injection is optional equipment on the Gutbrod power unit. The famous Stuttgart concern, Robert Bosch A.G., who have vast experience in the manufacture of diesel injection pumps and equipment, are responsible for this significant step forward in Continental automobile design. The petrol injection pump differs little from diesel practice save for its more compact dimensions and the necessity for positive lubrication, for which an oil pump is provided.

The requisite petrol mixture on which the Gutbrod two-stroke engine operates is achieved by the spraying of lubricant into the air intake pipe, a diaphragm therein controlling the rate of fuel flow from the pump. The injectors themselves screw into the head alongside the two sparking plugs. A better power

The 593 c.c. Gutbrod Superior

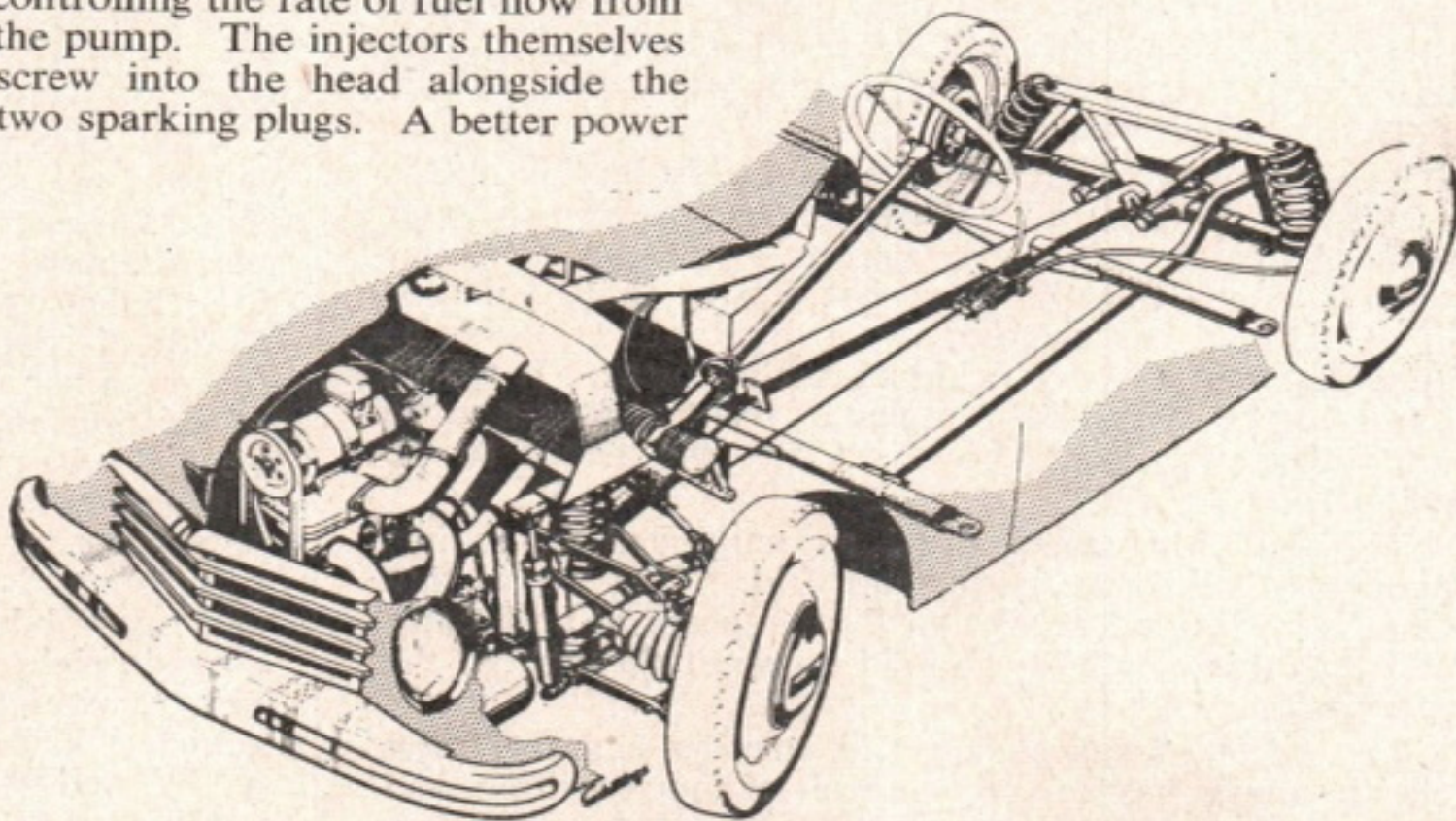
output and more even running is offered by fuel injection and the Gutbrod so equipped produces an extra 4 b.h.p., although petrol consumption is somewhat heavier.

Backbone Chassis

The frame of the "Superior" is of tubular backbone type with "tuning fork" pronged fore end supporting the power unit. Aft of the gearbox, tubular outriggers are welded to the backbone member for body supports. The rear swing axles are controlled by independent helical springs, damping being effected by telescopic hydraulic shock absorbers all round. The fuel tank holds about six gallons.

With the standard 2-3-seater coupé body, the Gutbrod Superior weighs approximately 13½ cwt., whilst the sports model, which first appeared at the Frankfurt Show in April, 1951, is appreciably lighter. The luggage boot on both models is surprisingly roomy, accommodating three fair sized suitcases with ease, with the spare wheel housed underneath, lying flat.

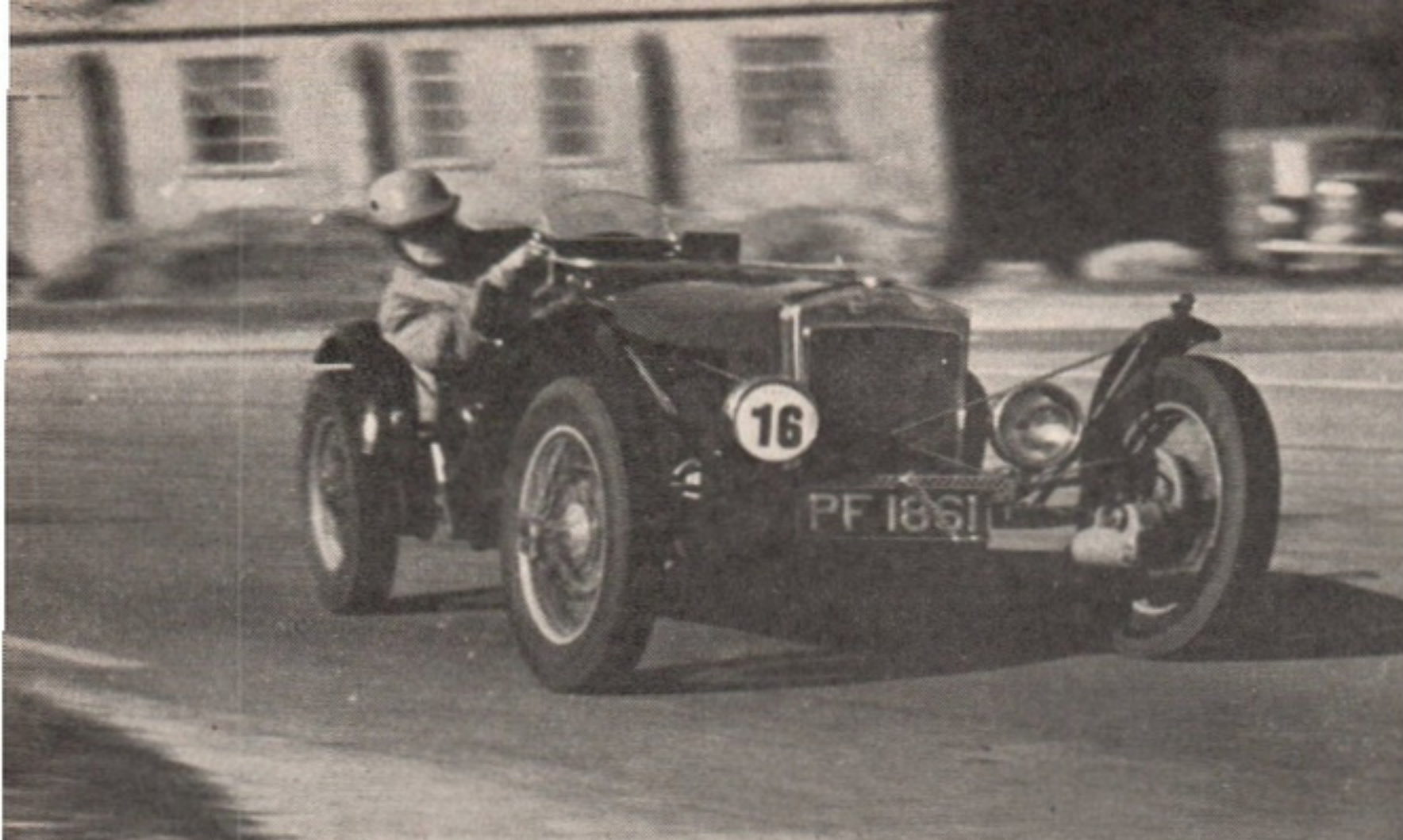
K. HEINRICH.



BACKBONE: Cutaway drawing of the Gutbrod, showing forward mounting of the engine and simple chassis lay-out.

*By***JOHN
BOLSTER**

FOUR WHEEL DRIFT



IN the issue of AUTOSPORT dated 15th September, 1950, there appeared an article by the present writer called "This Cornering Business". It was an exposition of the methods used by Grand Prix drivers in sliding their cars through the curves, and I do not propose to repeat any of that material. However, certain comments that I have read in another place make me feel that there is a further side to the problem. I refer to the purely mechanical aspect.

Broadly speaking, there are three sorts of cars. The first kind can be held in a drift so easily that even quite a moderate driver can achieve the much-admired technique. A second species of vehicle can be drifted, but only by the sixth-form boys. Finally, there are those machines which are fundamentally "undrifiable". (Have I invented a new, and horrid, word?)

To understand all that, let us go right back to the beginning. If a car is driven round a corner, a disturbing force, in this case centrifugal, tends to push it sideways off its course. As the tyres have lateral, as well as vertical, flexibility, their treads will give way to the pressure, and this will cause them to veer off the true line on which they are steered. This deviation is called the slip angle.

A tyre can "run out" quite appreciably by this means without skidding at all. If the rear slip angle is greater than the front, the car is said to oversteer, and vice versa. It will thus be seen that a very limited degree of drift, say, 10 degrees as a maximum, could be apparent, without any skidding taking place. It would be desirable for the slip angles at front and rear to be approximately equal, however, for the effect to be maintained.

The full four-wheel drift, as employed in racing, demands that all the tyres shall skid. That means that what is known as "breakaway" must occur at both ends, and that this condition be held constant throughout the negotiation of a bend.

The effect of suspension and steering characteristics on slip angles has been the subject of much writing, and these things are now well understood. Behaviour during, and beyond, the actual threshold of breakaway has not yet been thoroughly charted, and it varies widely

from car to car. Thus, a machine that has an acceptable degree of understeer when cornered just below the skidding point, may oversteer when actual sliding begins. Let me say, straight away, that the usual test of skating round a car park on more or less full lock, with first or second gear engaged, is an entirely worthless proceeding, and bears no relation to the conditions found in high-speed cornering.

Having established those few points, let me give just one example. Imagine a car going round a corner quite quickly, but without skidding. It is found that the slip angles are such that a few degrees of drift can be held. Let us then approach the same corner considerably faster, so that real sliding shall be enjoyed. If the roll stiffness of the rear suspension increases more rapidly than does the front, the back will breakaway first, and a genuine drift will be difficult, or impossible, to produce. Thus, a car that normally understeers may oversteer in extreme conditions.

When the front end slides a little more than the back, that is good, for by turning on more power the rear wheels can be slid into line. Such a car may be steered on the throttle, and perfect controllability, allied with a very real feeling of safety, is the result.

That brings me to the crux of the matter, which is the amount of power required when one gets up to these tricks. Quite obviously, a method of changing the direction of a heavy object, which entails dragging four laden tyres bodily sideways over a considerable length of road, must use up a lot of energy. For that reason, a car which, in itself, would be perfectly capable of drifting an 80 m.p.h. bend, could not do so if that were also its maximum speed. As the driver locked over, a momentary state of drift might be achieved, but the power consumed by sliding would rapidly reduce the velocity, and the drift would be lost. The same car with more b.h.p., and I mean a lot more, could hold its glissade right through the curve. Also, the greater the power, within reason, the more controllable a particular vehicle will become. Try a 2-litre E.R.A. after driving a "1½" and you'll see what I mean.

Obviously, deficient power can be augmented by gradient, and many is the downhill drift that has been relished by owners of the current Morris Minor. Such

delectable vehicles as the D.B.2 Aston Martin simply ask to be cornered in the authentic manner, but a certain popular small sports-car objects strongly to such goings on. A particular make of drophead coupé drifts like a dream, but the super-sports two-seater of the same species is not so amenable. Most "500s" are borderline cases.

As many race spectators will have observed, the skill of an exceptionally gifted driver can sometimes overcome the scruples of a car that is a reluctant drifter. As to the chap who doesn't know for certain whether he's

doing it right, one clue is that if he belongs to the revolvers' club, he's a non-drifter, for the two are as the poles apart.

It might be asked why this particular method of getting round curves has become so important. The answer is that the maximum cornering power of all four wheels is thereby developed, and so it must be the quickest way to do the job. Remember, too, that the small degree of understeer that confers stability is desirable for this work; that means, quite simply, that the fastest method is also the safest.

REMARKABLE NEW CITROEN

Air-Cooled "Flat Six" Engine—Four-speed Automatic Gearbox—Front-Wheel Drive—All-Independent Suspension—90 m.p.h. Maximum Speed

DETAILS have been issued of the new 8CV Citroën, prototypes of which have recently undergone rigorous testing in Scandinavia. The design has obviously been influenced by the success of the low-priced utility 2CV model, as the all-independent suspension comprises a modified version of the well-tried telescopic units. Undoubtedly the great Citroën factory, first in Europe to mass-produce cars with success, plans to streamline future production to enable cars to be sold in the world markets at as competitive a price as possible.

Front-wheel drive has been retained on the 8CV, with inboard, hydraulic brakes. The traditional Citroën three-speed gearbox has

been abandoned in favour of a fully automatic four-speed unit with steering column control.

Most unorthodox departure for Citroën is the use of an air-cooled, horizontally opposed, 1½-litre, six-cylinder engine. Overhead valves are operated by push-rods from a single camshaft, and two Solex 32 PB carburettors supply each bank of three separate cylinders. Presumably the engine is based on the 2CV twin to facilitate production.

Following the layout of the established four-cylinder and six-cylinder f.w.d. cars, the new Citroën has body-cum-chassis construction, so arranged that the entire engine, gearbox and front-drive assembly can be removed within a few minutes for servicing. Bodywork is of the full-width type, with seating for five to six persons and fully curved windscreen.

Careful thought has been given

to a proper streamlined shape, and maximum speed is stated to be over 90 m.p.h., with an average fuel consumption of over 30 m.p.g. at a 60 m.p.h. cruising speed.

The use of air-cooling is a departure which many experts predict will be found on many cars of the future. In addition to abolishing the risk of frost damage in winter, considerable saving in weight is effected. Again, by locating the brake drums on each side of the front-drive unit, these brakes are directly in the path of the incoming air-stream passing through the specially shaped front grille. This arrangement cuts out one of the main objections to all-enveloping body styles. Cooling air is also arranged to pass under the car, and be directed to the rear brake drums. The brakes themselves are of Lockheed manufacture, using twin master cylinders.



A NEW FUEL: (Above) John Cobb, fastest man on earth, has his A90 Austin filled up from the first-ever Mobilgas petrol pump in this country, at W. Jacobs and Son's Mill Garage, South Woodford. (Right) A group during the ceremony of introducing Mobilgas, with (R. to L.) J. N. Lister, Alan Hess, Charles Laurie (director, Vacuum Oil Co., Ltd.), Dick Jacobs, John Cobb, W. Jacobs and Miles Reid (director, Vacuum Oil Co. Ltd.).



CORRUGATED CULMORE

Jim Hyde (Dellow) Wins Rough N.I.M.C. Trial—Splendid Performance of Bob Chambers (Austin A.90 Saloon)

LAST Saturday's North of Ireland M.C. trial was intended to be an Inter-club Experts' event, and no one who completed the course would have mistaken it for a novices outing. Despite its



harrowing nature, however, competition was keen between the 14 entrants, and a "blanket" of half a mark covered third, fourth and fifth places, which went to Harry Reilly (TC M.G., Omagh M.C.), Trevor Spence (TC M.G., N.I.M.C.), and Tom Davison (Ford Spl., N.I.M.C.). By a couple of marks, Jim Hyde (Dellow, Armagh M.C.) won the Culmore Trophy from Billy Reid (Ford Spl., N.I.M.C.), and Bob Chambers (Omagh M.C.) won the Clooney Trophy for the best closed car performance by taking a splendid sixth place in his Austin A.90 saloon.

The first test was a timed climb of a loose-surfaced hill, where Billy Reid made a good start by taking his nicely-built Ford special up in 17.1 secs. He was beaten, however, by Stanley Porter, the solitary Ulster A.C. representative, who registered a neat but noisy 17 secs., his Plus-Four Morgan having lost its silencer en route to the course. A few miles further on, entrants were confronted by a notice reading: "Slow—Rough Surface".

This warning heralded the approach to a narrow lane, the surface consisting entirely of large, flat stones, over which the passage of a car at anything much above zero m.p.h. caused each particular stone to stand on end, like quills upon the fretful porcupine. Strangely enough, this section was unobserved, but merely led to a patch of deep mud in which a "see-saw" test was held. Trevor Spence made best time with 14.4 secs., Jim Hyde and Billy Reid being close behind with 14.6 secs.

More mud followed, in the shape of an observed section comprising a deeply-rutted track on the level, where everyone retained a clean sheet. Then came the



QUEUE: (Above) Abandoned cars, the drivers being away examining the toughest section.

FIXED FORD: (Left) Billy Reid (Ford Special) stops with a flat tyre in Test 5.

fourth test, a stop-and-restart on the club's favourite hairpin. Reid again made best performance, by a clear two seconds, with Jim Hyde and Joe Robinson (Vauxhall Saloon) tying for second place on the 20-second mark. After a brief respite on good roads, competitors found the yellow dye beguiling them on to another muddy track, through an exceedingly tricky water-splash—and back on to the main road again! The apparent pointlessness of this manoeuvre was due to a shortage of officials, that part of the route being an abandoned observed section.

But there was no shortage of onlookers at Test 5, their presence—and that of a tractor—being very necessary. So unlikely did the organizers think that any one would climb this long hill, that only five marks were lost by the 10 who failed to do so, while Hyde, Spence, Porter and Davison, who did reach the summit, were confronted with a water-splash which covered their floorboards. Bob Chambers made a determined assault, but the A.90 was just too wide. Aided by the tractor, he came out like a cork from a bottle, the paintwork looking rather the worse for wear. Harry Reilly and John McDowell (Bradford Van, N.I.M.C.) made splendid but unsuccessful attempts, while Billy Reid had his first stroke of bad luck when one front tyre collapsed after hitting a stone. As someone remarked at the time, it was "Wharton country", unfamiliar to Irish trials types.

In failing light, Walter Clokey (Ford Pilot, N.I.M.C.) was the only participant penalized at the ensuing pylon test, and the field pressed on to the final observed section. Much easier than the previous

one, it was climbed by the entire entry, Porter and Reid making particularly neat ascents. With Harry Torney (Omagh M.C.) lifting the front end of his Ford-engined "Torney Terror" round the sharper bends—because he had lost the use of his steering box—they returned to the Metropole Hotel, Londonderry, for food and results. There it was disclosed that the secret check mentioned in the route sheets consisted of a policeman club-member (in plain clothes) standing on a bend, and docking five marks from those who crossed the white line. Those Omagh irrepressibles, Robinson and Chambers, were the only two to suffer in consequence.

WILSON McCOMB.

RESULTS

Culmore Trophy: J. A. Hyde (Dellow, Armagh M.C.), 67.7 marks lost.

Clooney Trophy: R. Chambers (A.90 Saloon, Omagh M.C.), 84.1 marks lost. 14 starters—no retirements.

KITCHING TROPHY TRIAL

THE Kitching Trophy Trial organized by the North Midland M.C. starts at 10 a.m. on 17th February, from the Marquis of Granby Hotel, Bamford. It is anticipated that Stirling Moss will drive Cuth Harrison's Harford II, and that John Bolster will handle a super-charged Dellow. Reg Parnell may also drive. This will be an "N.M.M.C. week-end", as the annual dinner/dance will be held on 15th February.

CHELTENHAM FILMS AND A.G.M.

THE Cheltenham M.C. are holding a Film Show at their Club H.Q., Priory Lawn, on Sunday, 27th January, beginning at 7.30 p.m. The following evening their A.G.M. takes place; same place, same time.

Future plans include another Film Show on 12th February, a "Tramps' Dance" on the 16th, and the Forest Rally on 24th February.

EXPERTS BARRED

A. Coleman (TD) Best in Irish M.G. Trial

FOR want of a better name the M.G. C.C. (Irish Centre) called their recent trial the "Experts Barred" as it was intended to ban all the usual award winners. However, it became necessary to split the event into four separate classes making what was really a double trial. Class A was for open cars and admitted all drivers other than genuine novices and Class B was for novices in open cars only, the other two classes were Class C for closed cars and Class D novices in closed cars.

The course included no observed sections but six driving tests were dispersed over a total road distance of 28 miles. Two time checks were included and the average speed required was only 18 m.p.h.

The start was at Old Bawn, and the first test at Killinardon Cross Roads was a downhill acceleration test, at the end of which competitors had to brake to a standstill with front wheels in a short box. Fifty per cent. of a competitor's time was added for overshooting the box. Best here was H. A. O'Brien in a Hillman "Minx" saloon with 27 marks followed by Athole Milne (TD) with 26, Dermot Faulkner (Morris Minor saloon) 25 and Bill Horne in H. A. O'Brien's Morris Minor tourer (quickly substituted for his usual mount, a Volkswagen, which had earlier been involved in an accident) and Mrs. Millard (M.G. 1½ saloon), both with 24.

Test two was held at Brittas, and involved entering all four sections of a cross-roads crossing a line each time with the front wheels. Best here was N. Browne (TC) 27 marks with a tie for second best between Coleman's TD and Tom Lord's TC. From Brittas the course led through Kilbride and Old Court to Blessington Bridge over the lakes, where there was a time check and a wiggle-wobble test through a series of pylons. Best times in the wiggle-wobble

★

BEST SALOON: H. A. O'Brien, "Auto-sport's" Eire correspondent, in the Acceleration Test with a Hillman Minx. He won the closed experts' class and was third in general order.

★

were those of Tom Lord and Coleman, both with 27 marks.

To Cross Chapel, then, where an uphill forward-reverse-forward test was held. Here Coleman (TD) and Browne (TC) tied for best performance with 27 marks followed by J. Crowley (TC) with 26 and Jack Pollard (TC) with 25. Many people suffered here through the lack of an efficient handbrake and many for being impatient enough to use reverse gear in the centre of the test instead of waiting for the car to roll back the required four feet.

From Cross Chapel the course took competitors through Rathmore and Kiltel to Johnstown House where test five was held. Here one had to drive out of a side road and back into it finishing over the starting line, the technique being, of course, to spin the car round on the handbrake, IF you could! This brought to light some real driving and Coleman made best performance in his third consecutive test equalled by Athole Milne (both TDs) with 27 marks, next best was Mrs. Harold Johnson in her husband's famous Lancia special with 26 marks, a very neat effort, and Faulkner with the



"Minor" saloon spun it round and was back in time to gain a very well-deserved 25.

The final test and check was at the Embankment, competitors being required to accelerate from dead engine on a slight uphill curve. With great determination and neat handling Mrs. "Bill" Young made the best performance, gaining 27 marks in her husband's well-known TC but was later equalled by Crowley and Pollard, also in TCs.

There were seven lady competitors altogether and, although not all award winners, they all acquitted themselves extremely well. Apart from Mrs. Young and Mrs. Millard there were Club secretary Miss Sheila O'Clery in her old Morris Ten, Miss A. Gibson (A.40), Mrs. Black (A.40), Mrs. Johnson (Lancia) and Mrs. Betty Connell in Noel Killingley's famous old C.M.Y.

A good trial, well organized and very entertaining.

H.A.O'B.

RESULTS

General Classification: 1, A. Coleman (TD), 157 marks; 2, T. Lord (TC), 138; 3, N. Browne (TC) and H. A. O'Brien (Hillman), 137; 4, M. O'Flaherty (TC), 132; 5, T. McGovern (TC) and A. Milne (TD), 130; 6, J. Pollard (TC), 128.

Class A, Open: 1, A. Coleman (TD); 2, T. Lord (TC); 3, N. Browne (TC).

Class B, Open Novices: 1, J. Pollard (TC); 2, Mrs. H. Johnson (Lancia); 3, Mrs. A. L. Young (TC).

Class C, Saloons: 1, H. A. O'Brien (Hillman); 2, D. Faulkner (Morris Minor); 3, Manley (Morris "Eight").

Class D, Saloons (Novices): 1, Mrs. J. C. Millard (1½ M.G.); 2, D. Black (Morris Minor); 3, Miss S. O'Clery (Morris 10).

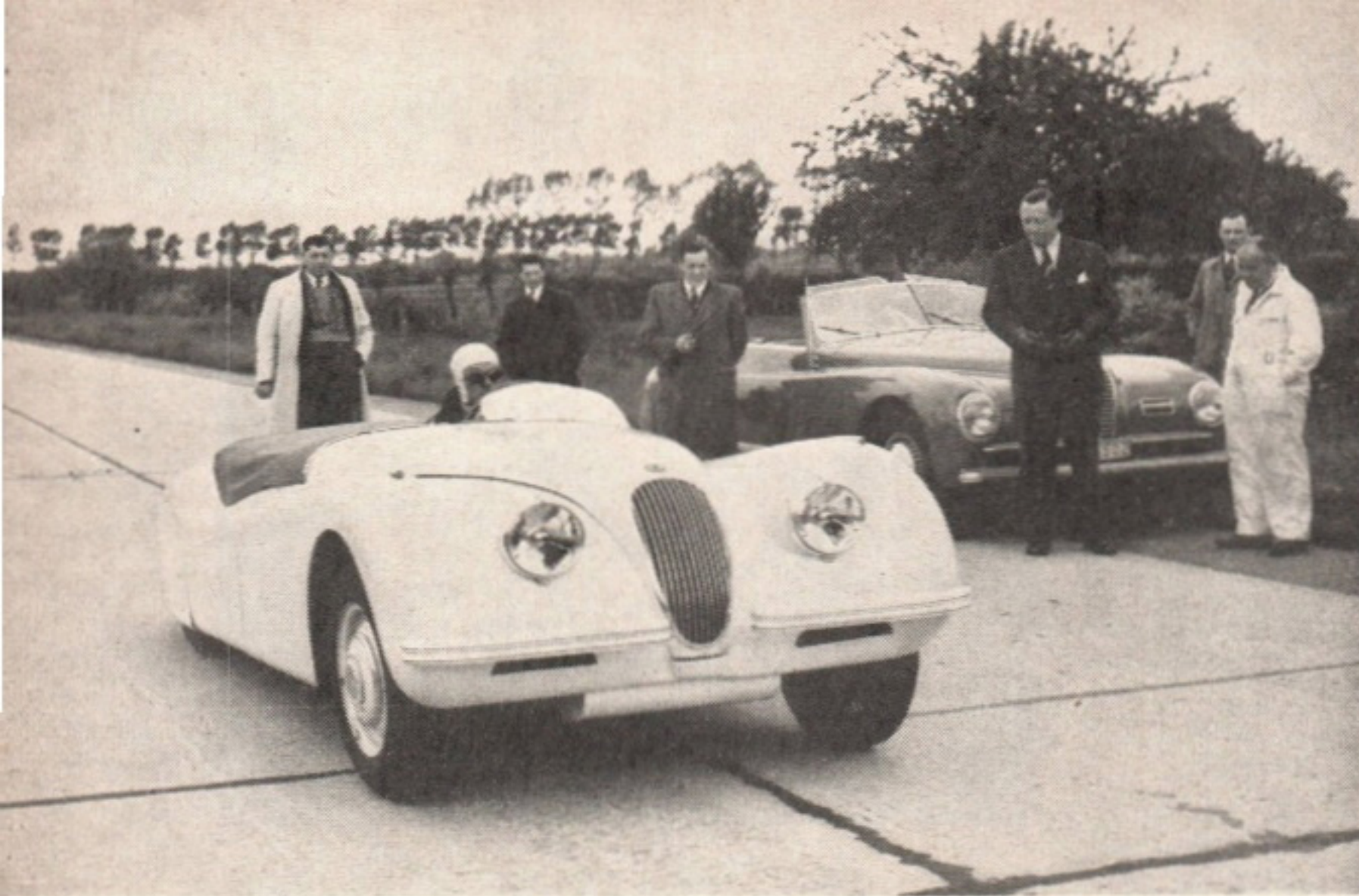
Ladies' Prize: Mrs. E. Connell (C.M.Y.).

Newcomers' Award: A. Gibson (A.40).



BEST OF THE LADIES: Mrs. Betty Connell with Mrs. Eileen Killingley in the famous little C.M.Y.

The author in the XK 120 Jaguar, with which he achieved a mean speed of 132.596 m.p.h. for the Flying Mile on the Jabbeke-Aeltre road near Ostend, in 1949.



EARNING ITS TYPE - NUMBER

**How the Jaguar XK 120 Justified the Belief of its Designers
that it was one of the World's Fastest Sports - Cars**

by

R. M. V. SUTTON

THE Jaguar XK 120 is today world-famed as one of the fastest, if not *the* fastest production car, and its numerous successes in competitions are too well known to need any repetition. Yet at one time, like any other new model straight from the drawing board, its potency had yet to be discovered, and it may be of interest to describe the early tests.

It will be recalled that the car made a successful debut at the 1948 Motor Show, where, although universally admired, doubts were expressed in some quarters as to whether performance would match the appearance. We, at the works, knew that it was outstanding, but had only a somewhat vague idea of the maximum speed we might expect, so the obvious thing was to find out. It was most desirable that, having named the car XK 120, that figure in terms of m.p.h. should be attained, and we confidently hoped it would be exceeded.

Now, a manufacturer's claims for speed are of no value unless backed up by independent witnesses, and it was decided to take the car to the Jabbeke-Aeltre road in Belgium where Goldie Gardner has put up so many records, and arrange for officially timed runs to be carried out under the auspices of the R.A.C. and the R.A.C. of Belgium. The British Press were also invited to be present, and a 27-seater plane was chartered to fly them over. It would

indeed have been a catastrophe had the car failed to do its stuff before the assembled multitude, so preliminary tests were carried out in this country.

There was, however, one little matter which was secretly worrying me. My fastest ever speed had been achieved in the dim and distant past; 1928 to be precise, when I clocked 112 m.p.h. at Brooklands on a Lea-Francis.

If there are any ex-Leaf exponents who think this is an exaggeration, I would inform them that the three special short wheelbase works cars (known as The Lobsters) fitted with No. 9 Cozette blowers could, and did, attain this speed, along the Railway Straight.

But this is by the way.

Now 20 years is a long time, and another 20 m.p.h. or so on the top of 112 m.p.h. quite a considerable step, and although I had kept my hand in to a certain extent by driving moderately fast cars in the interim, I had not exceeded my speed of a score years earlier, and I must confess to having some doubts as to my ability to cope.

It was essential that both the car and myself should be tried out before proceeding to Belgium, so I set out early one spring morning for a road where a five-mile straight was available.

I must admit that while waiting for the dawn at a transport café, consuming numerous cups of tea, I was a little apprehensive as both the car and myself were unknown quantities. Still, it was encouraging to know that no traffic would be met with on that particular road, but discouraging in the extreme to think that, in the event of "an unfortunate incident" no help would be at hand for a long time.

However, as soon as I let in the clutch all traces of nervousness vanished. That first run certainly felt fast—very fast indeed, the road

appearing to taper off to the width of a footpath, and I remember involuntarily ducking my head, as the telegraph wires, which crossed at one point, appeared to bear down upon me. A quick glance at the rev. counter showed the speed to be over 125 m.p.h., but I was quite comfortable and the car held the road perfectly.

The second and third runs gave the impression of being slower, as I had time to read all the instruments and make mental notes, yet now that the engine and transmission had thoroughly warmed up, the rev. counter recorded a speed of over 130 m.p.h.

Feeling quite satisfied, I returned to the café for more tea, which somehow tasted much better than before, and I was able to report to the works that all was well with the car; but what was of more importance to my mind, I had renewed confidence in myself. It may have been due to the superb way in which the car handled, but I was surprised to find that I felt less conscious of speed than I had been at 112 m.p.h. so many years before.

On my return to the works the Design Department appeared to be a little sceptical, so I repeated the run a few days later, this time with a mechanic.

So far so good, but the speed had, as yet, only been estimated by rev. counter, and the next step was to stage a dress rehearsal on the actual

road in Belgium and time the car over a mile.

Mr. "Wally" Hassan, Jaguar's Development Engineer and my immediate chief, was unfortunately indisposed and unable to accompany us, so I set out with one mechanic; none other than Jack Lea who had ridden with me in the 1930 T.T. and yet for some unknown reason, was willing to be my mechanic again.

Apart from part of the carburetter falling off in London (incidentally this was the only spare required throughout the tests) and embarking on the wrong boat, an error fortunately discovered in time, the journey to Ostend was uneventful, and we installed ourselves in one of the most palatial hotels.

This was a mistake, and we soon realized that if we had all our meals in this establishment, there would be no money with which to buy petrol, and very little for beer. Accordingly each day saw us sinking lower and lower in our choice of restaurants, until we finally finished up in little back street estaminets, where the food was surprisingly good in spite of their somewhat unprepossessing exteriors.

Naturally we took the first opportunity to inspect the Jabbeke-Aeltre road, which was ideal for our purpose, comprising two carriage ways, divided by a grass verge, and stretching dead straight for more miles than we required. The concrete surface was also very good, although unbelievably slippery when wet.

M. Wybo, who had assisted Goldie Gardner, was very helpful and came out with us, bringing the marking boards for the mile and kilometre. Fortunately he knew where their sockets were hidden in the grass, which saved us having to crawl on hands and knees for several kilometres. The official run, which, as I shall describe, took place a few weeks later, was of course, electrically timed and the road closed, but as this is a luxury which cannot be afforded very often, we had to be content, for the rehearsals, with hand timing on an open road.

I was told, before leaving Coventry, that very little traffic would be met with, but found this far from being the case. Every morning as soon as the inevitable fog had dispersed, lorries and cars rolled up by the score, many of them pulling up to watch the Jaguar, which did not help matters. However, we put in several runs at around 130 m.p.h. for the mile, and felt fairly satisfied.

On returning to the works it was

OFFICIAL SPEEDS

In Open Form

		Flying Mile		Flying Kilometre	
		M.P.H.	K.P.H.	M.P.H.	K.P.H.
North	Run	131.916	212.290	131.355	211.391
South	Run	133.283	214.490	133.388	214.660
Mean		132.596	213.390	132.362	213.017
Standing Mile (Mean) 86.434 m.p.h.					
Standing Kilo (Mean) 139.100 k.p.h.					

Hood and Sidescreens Erected

		Flying Mile		Flying Kilometre	
		M.P.H.	K.P.H.	M.P.H.	K.P.H.
North	Run	125.698	202.290	126.095	202.931
South	Run	127.253	204.790	127.038	204.545
Mean		126.448	203.490	126.594	203.735

decided to raise the axle ratio from 3.6 to 3.2, as with the former, revs were rather near the danger limit and it was thought that, besides playing for safety, the higher ratio would result in slightly increased speed, but as a matter of fact the practice and official runs were almost identical. It says much for the car that, apart from changing the axle ratio, no other work was carried out.

Wally Hassan had now fully recovered, and by virtue of his position and qualifications as a driver, was entitled to drive the car himself. This, however, he refused to do, saying that as I had done the spade work, it was only fair that I should have the credit, but that he would come over with us to assist in the organization and preparation of the car. This was indeed a most generous sporting gesture, and one that I shall never forget.

We returned to Belgium a few days before the "The Day", and, profiting by our previous mistake, stayed in a modest but pleasant hotel at Bruges, which, apart from the smell of the picturesque canal, is a delightful old city.

Fortunately, there was very little work to be done on the car, and we were able to amuse ourselves on "The Dodgems" at one of the most colossal fairs I have ever seen, occupying the whole of the Grande Place. I am afraid we made rather a nuisance of ourselves, and were informed by the proprietor, as he switched off the current, that, if we could not drive properly, we had better keep away.

It was part of the demonstration to run on pump petrol, and the day before the event the tank was drained and filled up with Shell petrol under observation, the filler cap, etc., then being sealed. We scanned the weather forecasts with no little anxiety, as unlike most record attempts when one can wait days or weeks for suitable conditions, this "show" had to be run to a strict schedule, as in addition to laying on the timekeepers, gendarmerie, etc., the guests were being

flown over, and had to return that afternoon. However, the gods were extremely kind to us. Just before the commencement there was a veritable cloudburst at each end of the road, but the section we were using remained as dry as a bone. The Belgium R.A.C.'s organization was most efficient; dozens of gendarmes rolled up, and in a very short time one carriageway was closed, a mile of wiring laid down, and the timekeepers and loudspeaker vans took up their position.

The electrical timing apparatus was actuated by a cotton thread stretched across the road, which, on breaking, in addition to starting watches, operated another instrument which recorded the time on a tape. This was inserted in yet another gadget something like a cash register, and the time came out printed on a ticket, to three places of decimals, and announced as soon as I had completed each run. No argument. No fuss.

The first runs were carried out with hood and sidescreens erected. These, together with the windscreens were then removed, the latter being replaced by a small cowl, and a tonneau cover fitted. As I wished to be absolutely certain of attaining peak r.p.m. before entering the measured mile I took a run of 2½ miles, but I was actually up to my maximum within a mile. Everything went according to plan, and for those interested in such things, I append the official speeds.

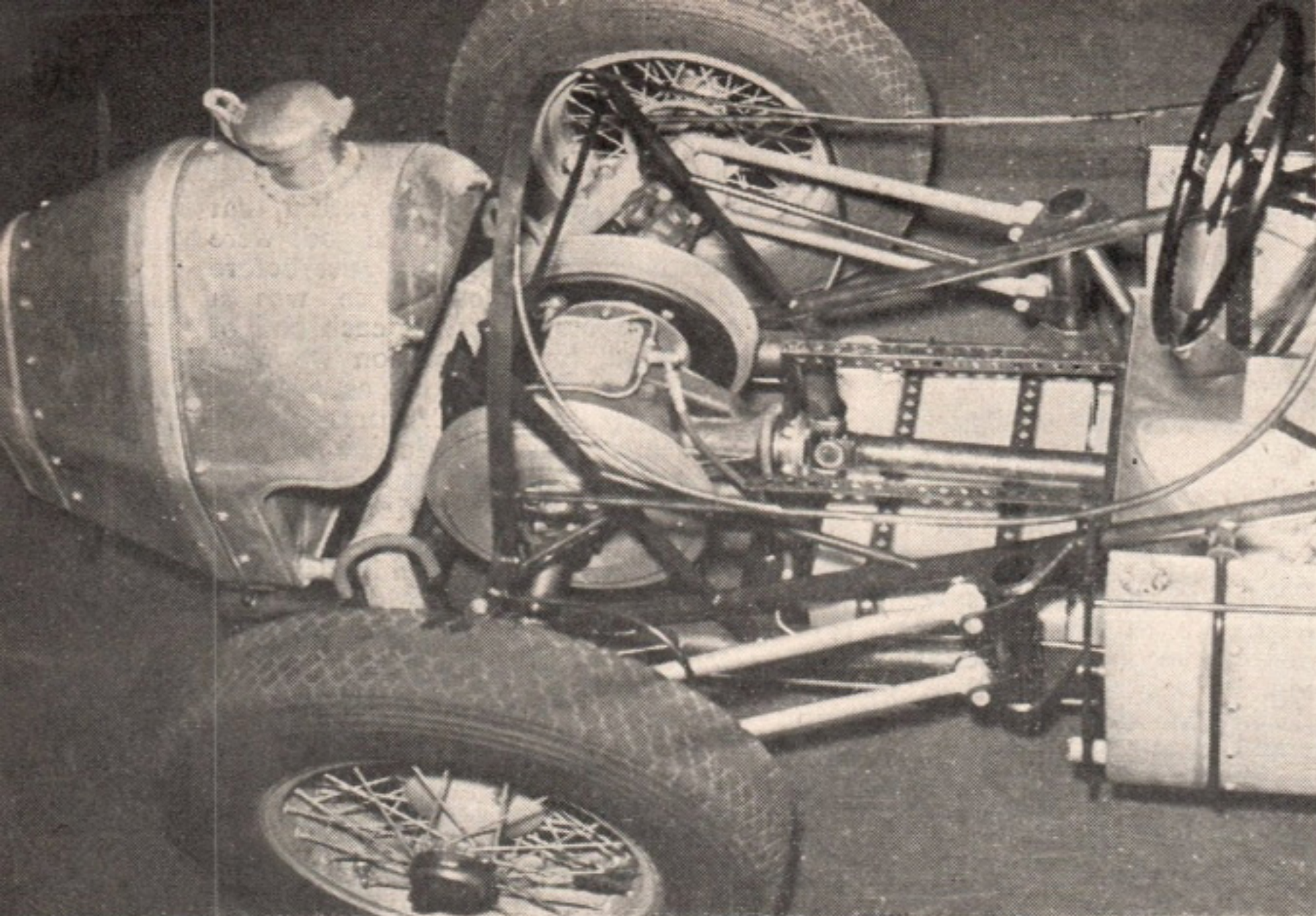
The photographers and film people got busy after it was all over and I had a close-up taken from a car travelling alongside at a speed which was supposed to be over 130 m.p.h., but was actually something under 30 m.p.h. Unfortunately, this section of film was spoiled, as, on being developed it was noted that I was smoking a cigarette with what looked like two inches of ash on the end!

We felt quite satisfied with the results and adjourned for a celebration lunch, while the Press party departed very happily to catch their plane.

I returned to the works the next day, and while I did not expect to find the flags out, was rather taken aback when welcomed by a senior member of the drawing office staff, who had been putting in some hectic work on his slide rule, with the words, "And why were you so slow?" Had he prefaced that remark by saying "Good morning", I should not have taken quite such a dim view about it.

A NEW H

**Torsion-bar Rear Suspension
Triangulated Tubular Frame
Axle, Inboard Rear Brakes and
output Alta-based Engine are
tures of latest Formula 2 Ca**



(Above) A view of the rear-end lay-out showing the dual radius arms located in a lug welded between the triangulated side members. The oil tank is mounted below the driver's seat.

THE H.W.M. cars, which had such a very successful season last year, have earned a tremendous reputation for themselves, both here and on the Continent. It was thus of the greatest interest to examine the 1952 model. Having done so, one is convinced that there is every chance that the already high reputation of the marque will be further enhanced in this year's races.

The object of the winter's work has been to produce a car which, while still complying with Formula 2 regulations, will have more power, less weight, and handle even better than its predecessor. At least 160 b.h.p. in a 10½ cwt. car is John Heath's aim.

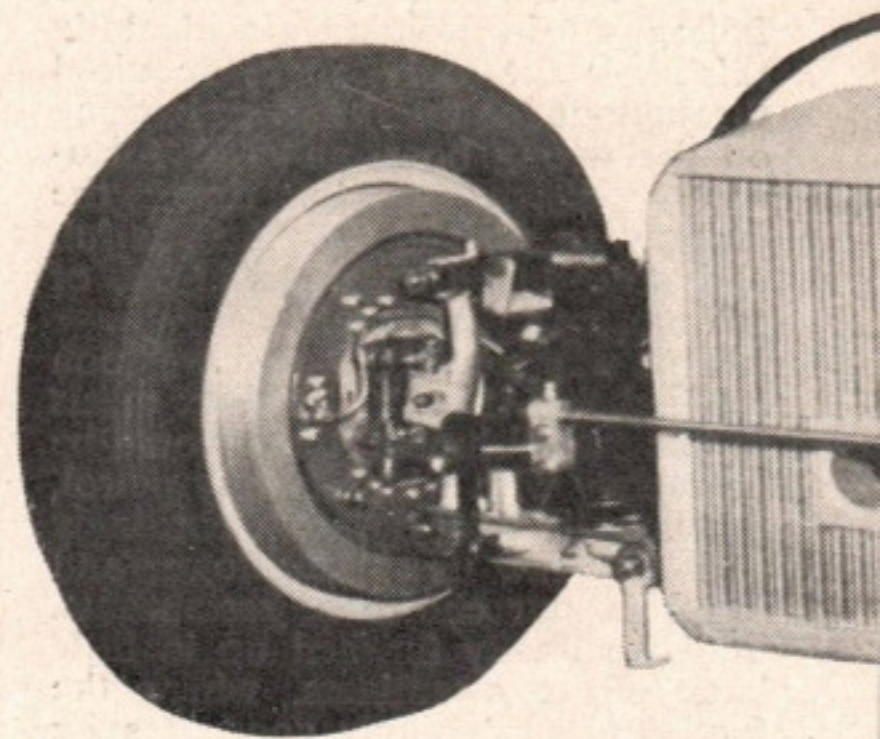
Modified Alta Engine

Taking the question of more power first, the well-tried Alta engine is again to be used, but modifications have been carried out to make it still more effective. This 2-litre, four-cylinder, 83.5 x 90 mm. unit is in light alloy, with wet liners. Complete with all accessories, it only weighs 330 lb. The head has been con-

siderably modified as a result of research by R. R. Jackson, port and valve sizes also coming in for his attention. New camshafts have also been developed. As a result, the breathing efficiency has been improved by 30 per cent.

Twin-choke Weber Carburettors

After exhaustive experiments, it has been decided that no useful results can be obtained from ramming pipes or exhaust extraction. Accordingly, short stub exhausts and two twin-choke horizontal Weber carburettors are retained. Such an improvement in the top-end of the engine naturally calls for greater strength down below, and a lovely new crankshaft, complete with special connecting rods and Wellworthy aero pis-



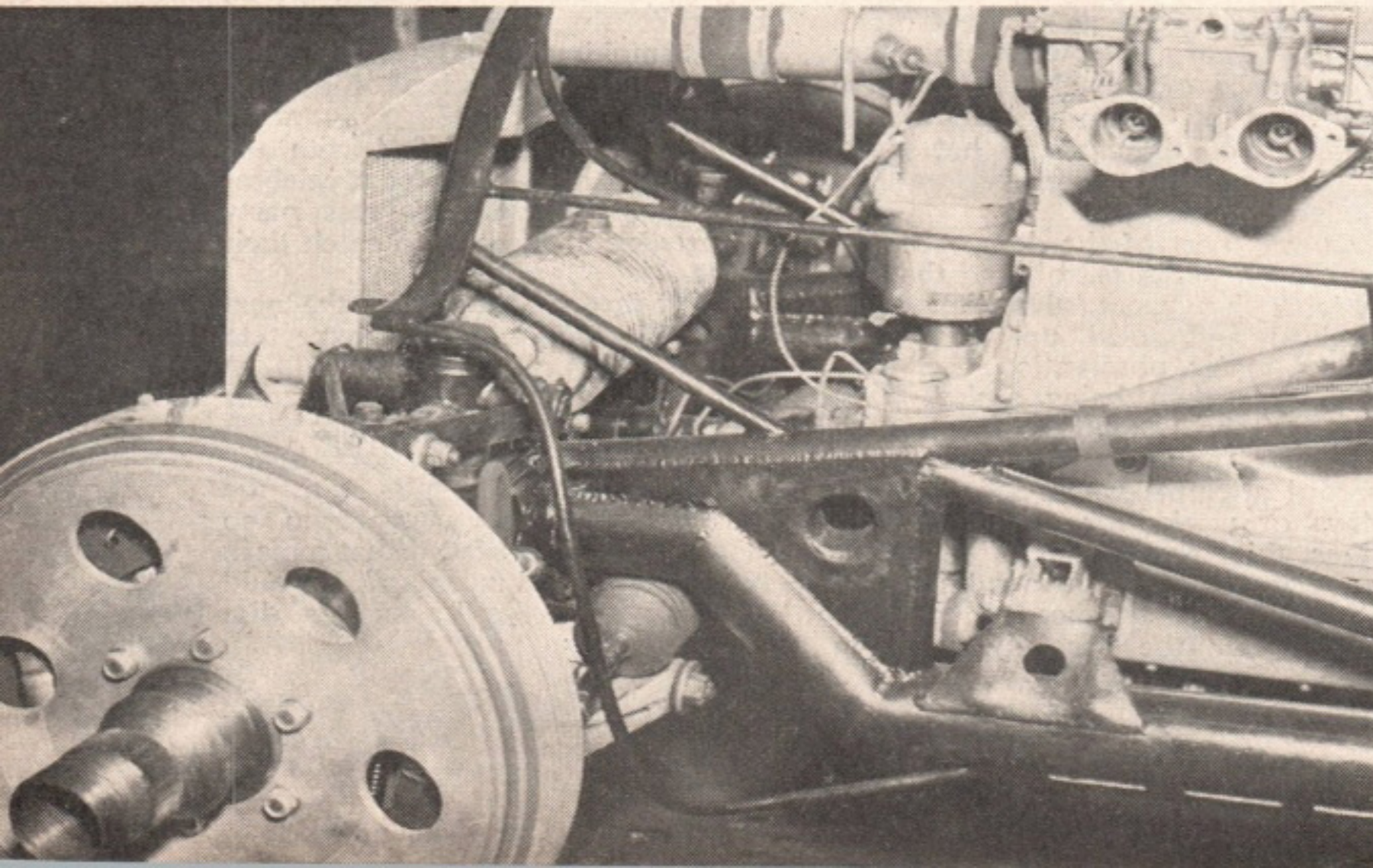
tons, will look after that side of the picture.

The chassis frame is entirely new, and is of triangulated tubular construction. The main tubes have a diameter of 2½ ins., and the upper tubes 1½ in., all being of 17 gauge T40 high tensile steel, gas welded at the joints. This frame is only two-thirds the weight of last year's, but more than twice as rigid torsionally.

In front, the i.f.s. is similar to the earlier type, with helical springs, and a Girling damper is incorporated in the top wishbone. Judicious lightening and tidying-up has occurred here, and the Morris Minor type of rack and pinion steering still appears. An anti-roll torsion bar has been added, which, in conjunction with softer rear suspension, should ensure an understeering characteristic.

Live Axle Lay-out

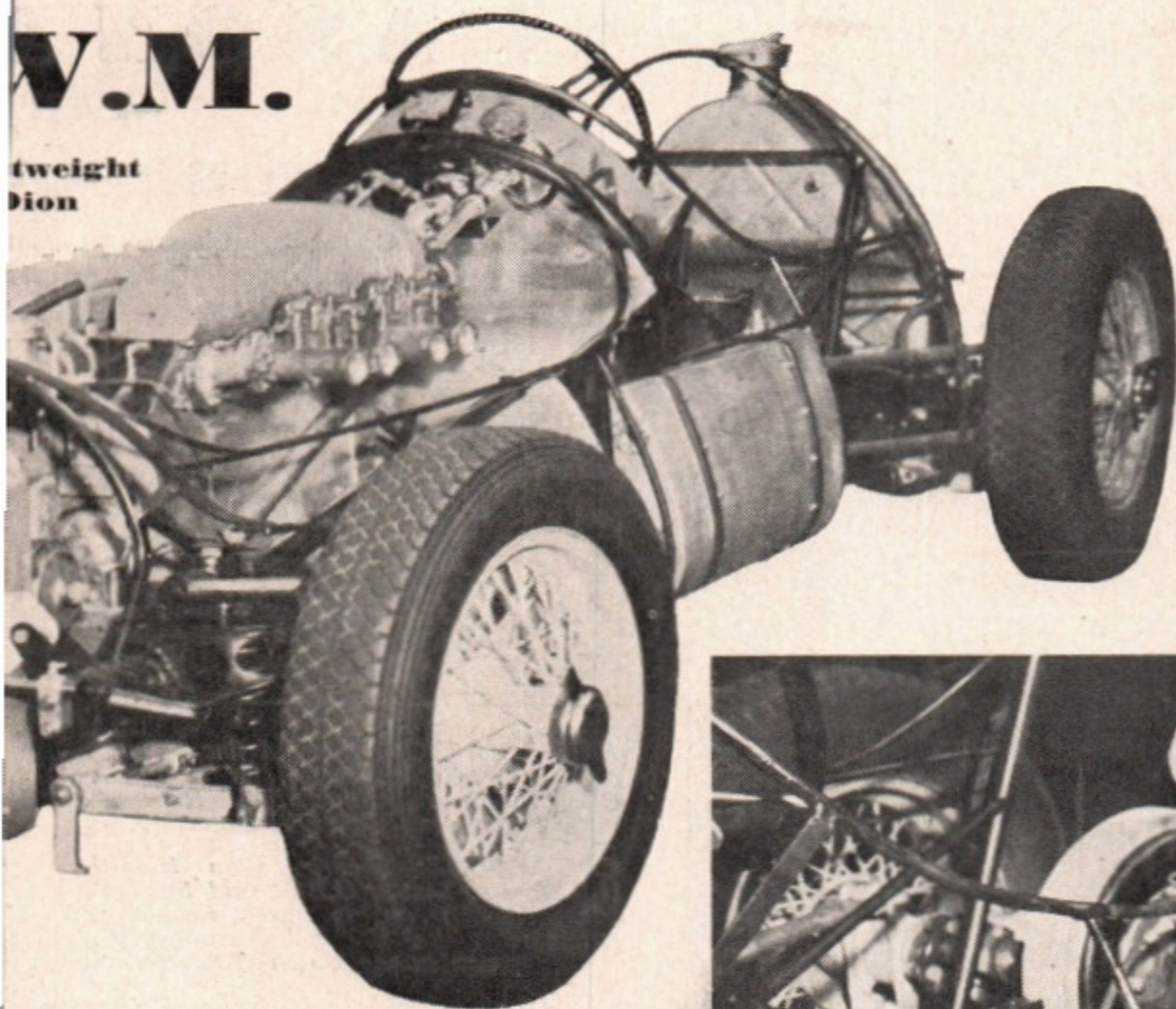
At the back, there is much alteration. The power passes through an Armstrong Siddeley close-ratio preselective gearbox, which is in unit with the engine, and is conveyed through a Hardy Spicer propeller shaft to a Salisbury final drive unit. This is of the type already used, but now incorporates a Z.F. differential. The brakes have been moved inboard from the wheels, and heavier Hardy Spicer articulated side shafts are employed. The suspension is entirely different, for the quarter-elliptic springs have been deleted in favour of torsion bars, which are anchored beneath the lower frame tubes. Lateral location is by a sliding bronze block which is carried on a Silentbloc bush, and the super-imposed twin tubular radius arms each side are also Silentbloc mounted. The



(Left) The tubular frame is triangulated, and the main side members are cranked at the front end.

H.W.M.

weight
Dion



(Above) The almost-completed chassis of the 1952 2-litre H.W.M.

(Right) Dual radius rods are used for the rear suspension, and two side-mounted fuel tanks are fitted in addition to the tail unit.

geometry gives truly parallel motion, and articulation of the axle tube is thus avoided. Much weight has been saved in the hubs by simplifying the driving shafts. These now take the weight as well as driving and braking torque, and each runs in a pair of Timken races.

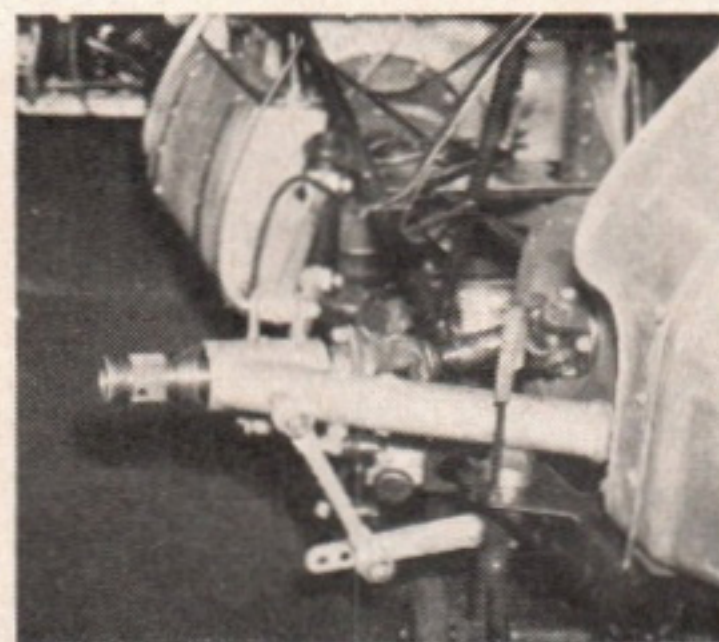
Girling hydraulic brakes are used, 2L.S. in front, with 12 ins. by 2 ins. drums. The back drums are 11 ins. by 2½ ins. The fuel is carried in a 21-gallon rear tank, and two five-gallon flank tanks. These, and the dry sump tank beneath the seat, are of light alloy. The wheel-base is 7 ft. 9 ins. and track 4 ft. 1 in.

Lance Macklin will be the No. 1 driver, and George Abecassis, John Heath's partner, will drive a great deal more than he did last year. Other drivers who may handle the cars are Peter Collins and Duncan Hamilton, and Heath will sometimes conduct himself.

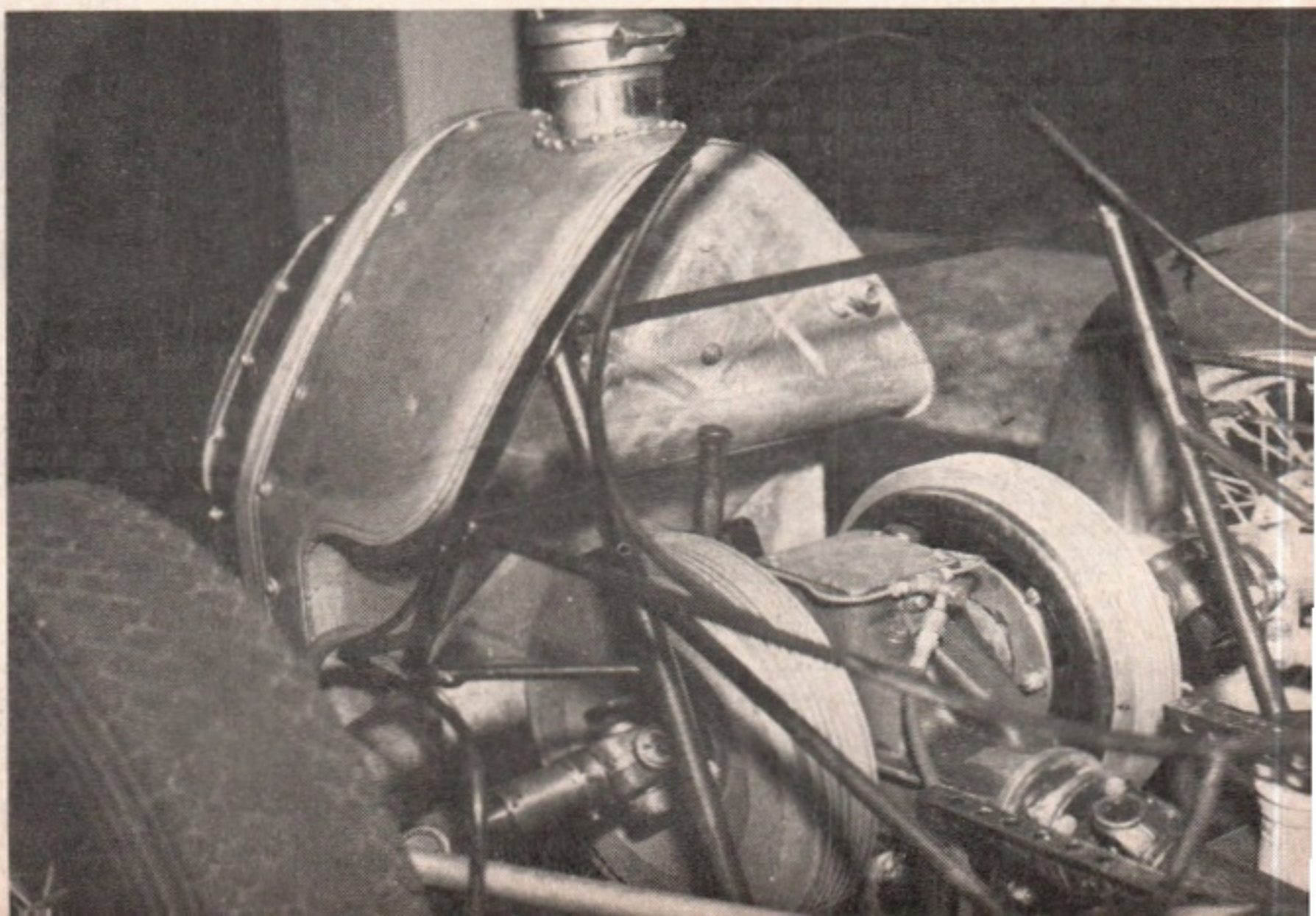
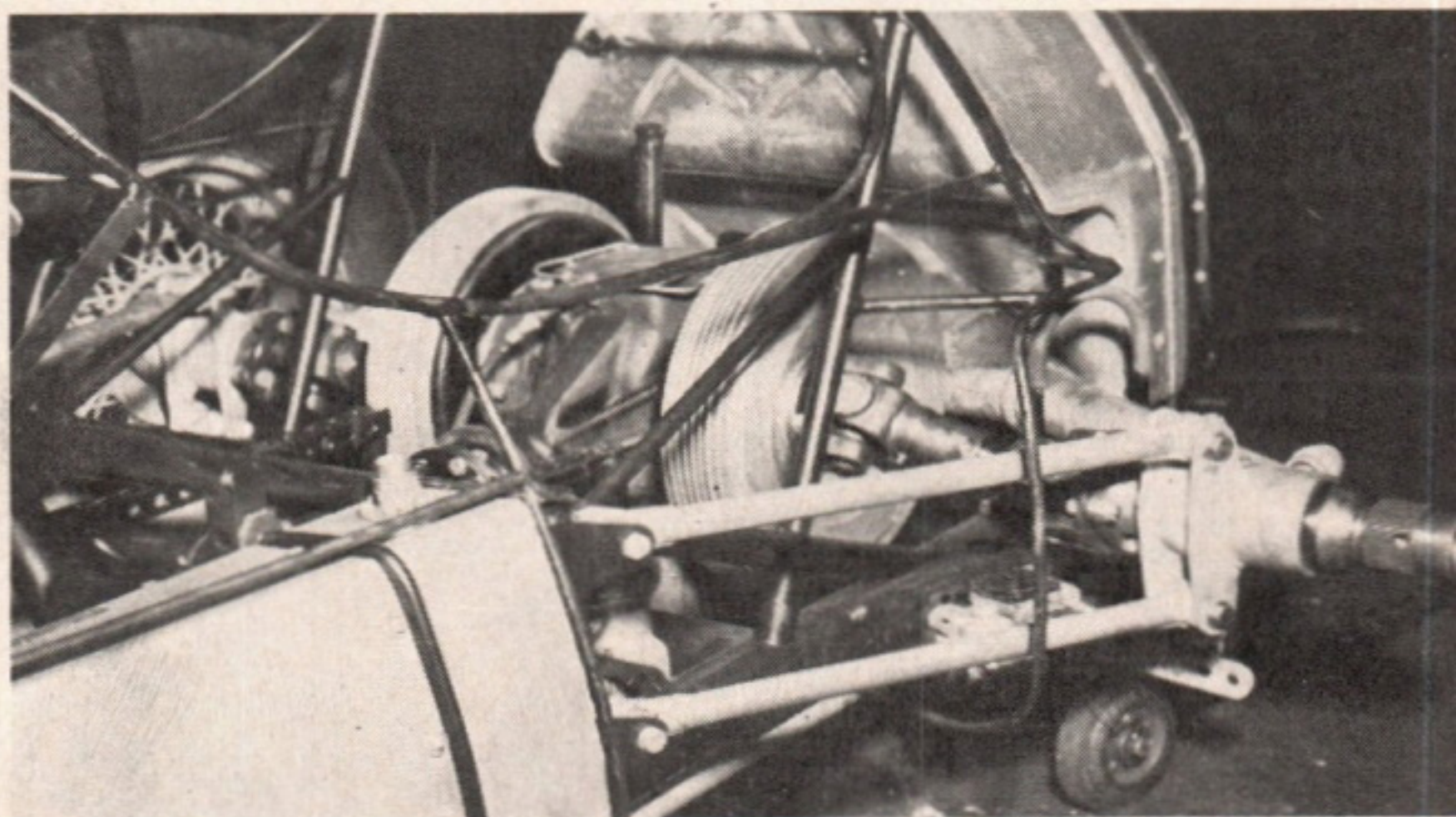
The new H.W.M.s are beautifully made and finished, and reflect the greatest credit on John Heath and H.W. Motors Ltd. of Walton-on-Thames. AUTOSPORT wishes them the best of luck in upholding British prestige in 1952.

J. V. B.

(Right) Ultra-short articulated driving shafts are used on the H.W.M. owing to the use of inboard hydraulic brakes. The rear axle is of the De Dion pattern, with Salisbury final drive unit.



Rear suspension detail, showing the arrangement for varying the torsion bar tension. The 1951 cars had quarter-elliptic springs at the rear.



AUTOSPORT, JANUARY 11, 1952

SEASON A

-PART

FORMULA

**British Cars Supreme in International
Success of Ecurie Richmond**

tical twin is said to be most disappointing unless *mit kompressor*. Komossa's dreams of DKW-powered Scampolos ended when he realized that the water-cooled two-strokes did little else other than emit a wonderful "yowl". The same can be said of the Italian Giaur, the Fiat-based engines of which were scarcely powerful enough for serious road-racing.

In France, the attractive Panhard-powered D.B.s were hopelessly outclassed by the British cars, and in consequence there is an understandable lack of

ERIC BRANDON: (Left) A fine picture of the Ecurie Richmond star with his Cooper-Norton at Silverstone. He won the AUTOSPORT £200 Championship.

ZANDVOORT: (Below) John Habin (J.B.S.), Les Leston (J.B.S.) and Stirling Moss (Kieft) during their race-long struggle in the 500 c.c. event which preceded the Dutch G.P.

THE year that has passed certainly consolidated Great Britain's supremacy in International Formula 3 racing. Although sheer weight of numbers in respect of machines built has obviously swung the balance in favour of this country, the combination of twin-o.h.c. Norton engine and Cooper chassis was so powerful that the "foreign challenge" was well on the way to defeat before the start of any race. Germany is the only other country which possesses 500 c.c. racing-cars in any quantity, but it was proved beyond doubt that the horizontally opposed push-rod BMW engine, without the aid of forced induction, is a very ordinary power-unit.

Naturally the successes of British-made cars have been due to the remarkable dominance of Norton motor-cycles in road-racing. Although the latest Italian "multis" are undeniably much faster than the British singles, the Bracebridge Street concern was able to meet and beat the allegedly formidable Gileras, MVs and Guzzis in practically every important International road race. At the present time, the Italian racing "multis" have not been made generally available for car-racing, but there are signs that in spite of a reluctance to stage pukka Formula 3 events for 1952, Italian constructors are going ahead with entirely new designs.

Before recapping the 1951 season's results, it would be as well to refer briefly to the future of Formula 3 in other countries. There is little doubt that the continued supremacy of British cars and drivers has, to a certain extent, blunted the enthusiasm of many Continental builders, who failed to appreciate that the class would be developed every bit as quickly as any other formula. In Germany, many drivers have been

bitterly disappointed at the failure of the BMW and NSU concerns to take other than a mild interest in what was obviously a type of racing that would appeal to the great majority of enthusiastic amateur racing men. Both Monopoletti and Scampolo machines have been handicapped by the lack of suitable engines, the push-rod BMW being stressed far beyond its limits in an endeavour to make it compete with the Norton-engined British cars. The hush-hush, twin-o.h.c., fuel-injection BMW motor seems booked solely for "works" motor-cycle teams, whilst the NSU ver-

interest in 500 c.c. racing, an interest which would have been considerably stimulated by French wins in International events.

Although the name Cooper appears with almost monotonous regularity in the table of results, both Kieft and J.B.S. put up a spirited challenge. The J.B.S. venture was, of course, marred by a tragic series of events which began when Alf Bottoms lost his life during practice for the Luxembourg Grand Prix in May. "Pop" Bottoms bravely carried on; his youngest son was killed in a motor-cycle accident, and the eldest boy, Charlie,

SURVEY

THREE

RACING

ional Events — Remarkable oss Introduces the New Kieft

1951. The former won the newly introduced AUTOSPORT £200 British National 500 c.c. Drivers' Championship, whilst Brown won the Half-Litre Club's Championship and "The Light Car" Cup, and was runner-up to Moss for the B.R.D.C. Gold Star. Stirling Moss made very few appearances in 500 c.c. events, and was not concerned with any of the Championships mentioned above.

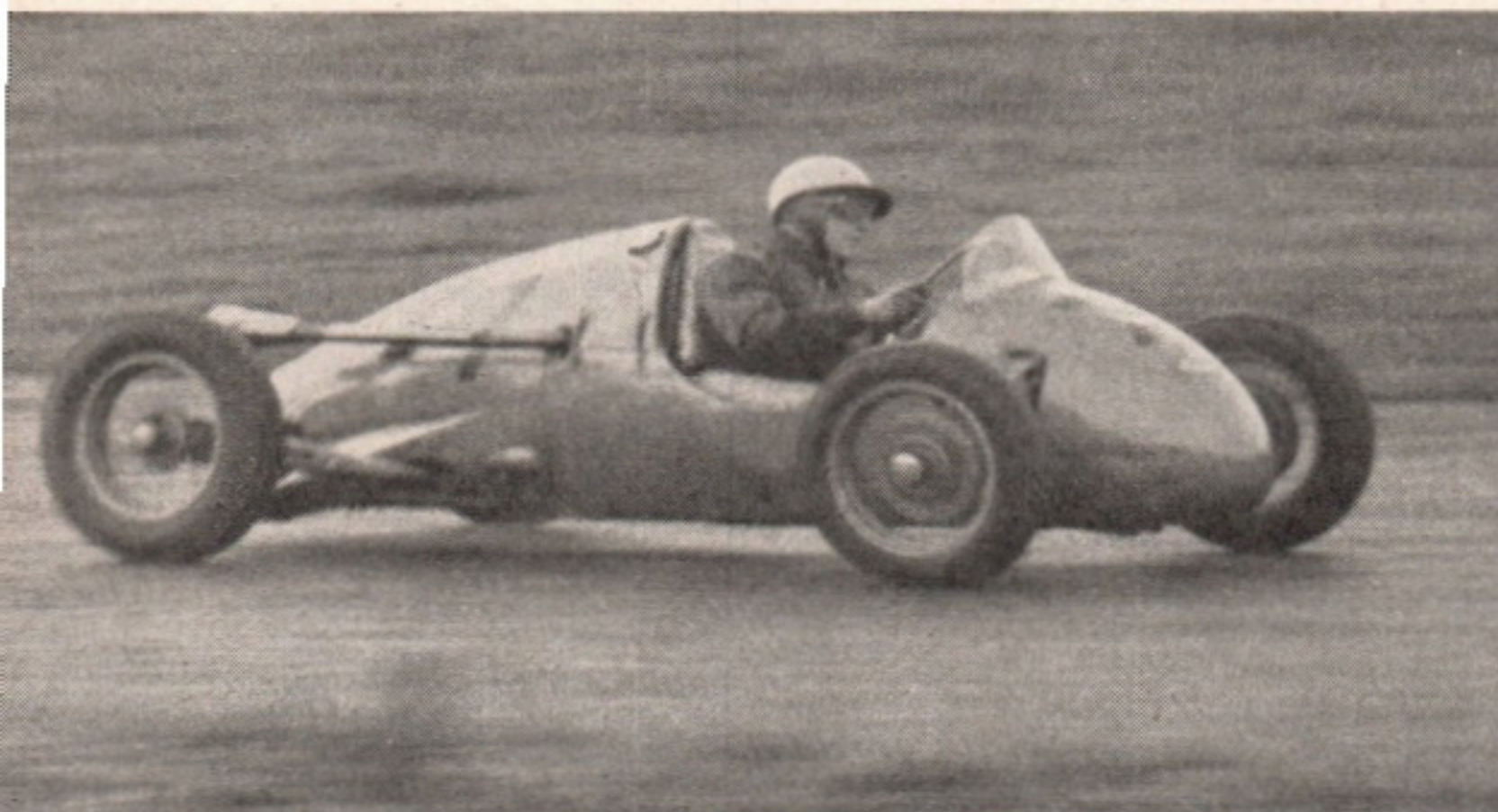
The Season Opens

On Easter Monday the five-lap Formula 3 race for the Earl of March

Trophy at Goodwood resulted in a win for J.B.S., with Alf Bottoms and Curly Dryden filling the first two places. Ray Merrick (Cooper-Norton) and Don Parker (J.B.S.-J.A.P.) won at Gamston and Brough respectively, on the same week-end. Whilst racing was getting under way in Great Britain, the first of the season's International Formula 3 events was being staged at Pau. This resulted in a win for Philippe Schell (Cooper-J.A.P.), with Harry Schell and Robin Montgomerie-Charrington second and third, both in Cooper-J.A.P.s.

Next British meeting was at Castle Combe, where Ken Wharton won with his Norton-engined Cooper. In Morocco, Coopers finished 1-2-3-4 in a Formula 3 event, the victor being one Jacquier Bret. The 8th April saw Chaussat score a D.B. victory for France in the Coupe d'Or race at Monthéry, with Nigel Rowland second in a Cooper. Brands Hatch opened before a large crowd of spectators the same day. Alf Bottoms (J.B.S.), Ken Carter (Cooper) and Eric Brandon (Cooper) were winners of the main events, whilst motor-cyclist B. C. Ecclestone (Cooper-J.A.P.) scored in the Junior Championship. Brandon equalled the existing lap record of 54.2 secs. (67.67 m.p.h.). A fortnight later saw the record for the one-mile circuit raised to 68.44 m.p.h. by no less than four drivers, Eric Brandon (Cooper-Norton), Alan Brown (Cooper-Norton), Bob Gerard (Cooper-Norton) and Don Parker (J.B.S.-J.A.P.). Parker, Brandon and Bottoms were successful in the main races, and Bob Gerard, new-comer to Formula 3, carried off the Junior event.

The stage was now set for the first



STIRLING MOSS: (Above) The Kieft-Norton in action at Brands Hatch.

MONZA VICTOR: (Right) John Cooper, after winning the Corrado Filippini Cup race at Monza. On the right is Stirling Moss, who retired when in the lead.

was involved in an accident at Brands Hatch. It says a great deal for the indomitable spirit and courage of Bottoms, senr., that he continued to provide the facilities for building and racing the fine little cars designed by his son Alf.

Drivers rallied round to assist in keeping the business going. Curly Dryden, Don Parker, Frank Aikens and Alan Moore kept the J.B.S. flag flying, and they were joined by Les Leston, Peter Collins, John Habin and many others. However, the hoodoo still persisted, and in the last race-meeting of 1951, at Castle Combe, popular Curly Dryden lost his life in a first-lap crash.

The genius of Stirling Moss and the extraordinary stability and road-holding of the new Kieft combined to produce a new force in the "500" field. This rather unorthodox machine proved to be almost unbeatable in the hands of Moss, and will undoubtedly be a serious rival to Cooper in the races of 1952. Other promising cars which appeared last season were the Arnott, the lightweight J.P., and the modified Emeryson. The new Mackson will make its debut this season.

The Ecurie Richmond drivers Eric Brandon and Alan Brown were easily the most outstanding Formula 3 pilots of





LUXEMBOURG SIDELIGHT: (Above) The Editor's M.G. comes to the rescue of Count Hercolani's *Giaur*, when the 4-cylinder "500" broke down during practice for the Luxembourg G.P.

GERMAN-BUILT: (Right) Walter Schluter in his BMW-powered *Mono-poletta* at Luxembourg.

Seasonal Survey—continued

really important International events of the season, the B.R.D.C. *Daily Express* race at Silverstone, and the Luxembourg Grand Prix. In the Silverstone event, veteran Clive Lones (Iota-J.A.P.) provided a shock for the Cooper and J.B.S. folk by taking the lead on a dampish circuit. For nearly half the race it looked as if Lones would repeat Aikens's 1949 success for the Bristol-built Iota, but relentlessly the thundering Norton-engined Ecurie Richmond Coopers of Brandon and Brown pressed on and overhauled the flying red car. Brandon received the chequered flag, with Brown second and the gallant Lones third.

The Luxembourg Grand Prix

Luxembourg marked a new era for 500 c.c. racing, for it was the first National Grand Prix for Formula 3 cars, and attracted entries from France, Germany, Italy, Belgium, Luxembourg, and a strong force of British drivers. A huge crowd—probably the greatest that has ever attended a motor-race meeting in Luxembourg—saw a thrilling battle between Don Parker (J.B.S.-J.A.P.), Curly Dryden (J.B.S.-Norton), Ken Carter (Cooper-Norton) and Alan Brown (Cooper-Norton) in the final (the race was run in two heats and a final). Dryden won the first heat at 73.65 m.p.h. from John Cooper (Cooper-Norton) and Alan Brown. Don Parker scored in Heat 2 at 73 m.p.h. from Eric Brandon (Cooper-Norton) and Bill Whitehouse (Cooper-Norton). The Continental cars were disappointingly slow, although



Helmut Deutz showed up remarkably well with the DKW-engined *Scampolo*.

The fiercely fought heats took their toll of mechanical bothers, and Brandon failed to come to the line for the final. Brown shot off at high velocity, but was soon challenged by Dryden. Don Parker stalled on the line, got away last, but shook everyone by arriving in third place at the end of the first lap. Dryden and Brown battled grimly, and eventually the Ecurie Richmond driver collided with the rear of the J.B.S. and suffered a badly crumpled front-end. Dryden retired with chain trouble, then Ken Carter took the lead after Brown stopped to refuel from two-gallon cans. His tank was leaking badly, and the exhaust pipe of the Norton was coming adrift. Carter's lead was short-lived for he packed up with gearbox trouble, and Alan Brown went on to be the first British driver of a British car to win a Continental G.P. since Segrave's Spanish victory in 1924. Into second place came Alan Rippon (Cooper-J.A.P.), with veteran Sir Francis Samuelson (Cooper-J.A.P.) third. Stirling Moss started with

a poorly prepared, old-type Kieft, but retired after four laps. The majority of the British drivers went off like a flash to compete in the Silverstone race which was held a couple of days later, but that same week-end Philippe Schell scored another victory for Coopers at Orléans, winning by 5 secs. from a D.B.-Panhard with another Cooper third.

Event followed event with no respite for hard-worked mechanics. At Gamston on the same day as Goodwood, Alan Rogers (Cooper-Norton) and W. Webb (Cooper-J.A.P.) won the two six-lap 500 c.c. races. Brands Hatch staged its first International meeting of the season on 12th May, once again sponsored by the *Daily Telegraph*. Eric Brandon won the Open Challenge race, but the International Trophy went to Don Gray and his J.A.P.-powered Cooper, with Alan Brown second and Paul Emery (Emerson-Norton) third. One of the most remarkable things ever to occur at Brands was the lap record of 53 secs. (69.23 m.p.h.), alleged to have been achieved by Harry Schell (Cooper-J.A.P.) when lying well back in the very first

heat. Despite the well-known verve of the Franco-American driver, it is difficult to believe that he got round the awkward one-mile circuit faster than anyone else had ever gone. Once more foreign opposition was woefully weak, the Swedish Effyhs, Liagr 's D.B., and the two Dutch Beels not showing up well against the British cars. Taruffi drove a Cooper, but was obviously unfamiliar with both car and track.

John Cooper's Monza Victory

At Monza the following day, John Cooper won the Corrado Filippini Cup with his Norton-engined Mark V Cooper, after Ken Carter (Cooper-Norton) fell back with engine trouble following a first-heat win. Second man was popular Count Filippo Hercolani in his lovely little four-cylinder Giaur.

Carter managed to achieve third place despite his bothers. John Cooper's average for the two heats worked out at 81 m.p.h.

Remarkable D  but for New Kieft

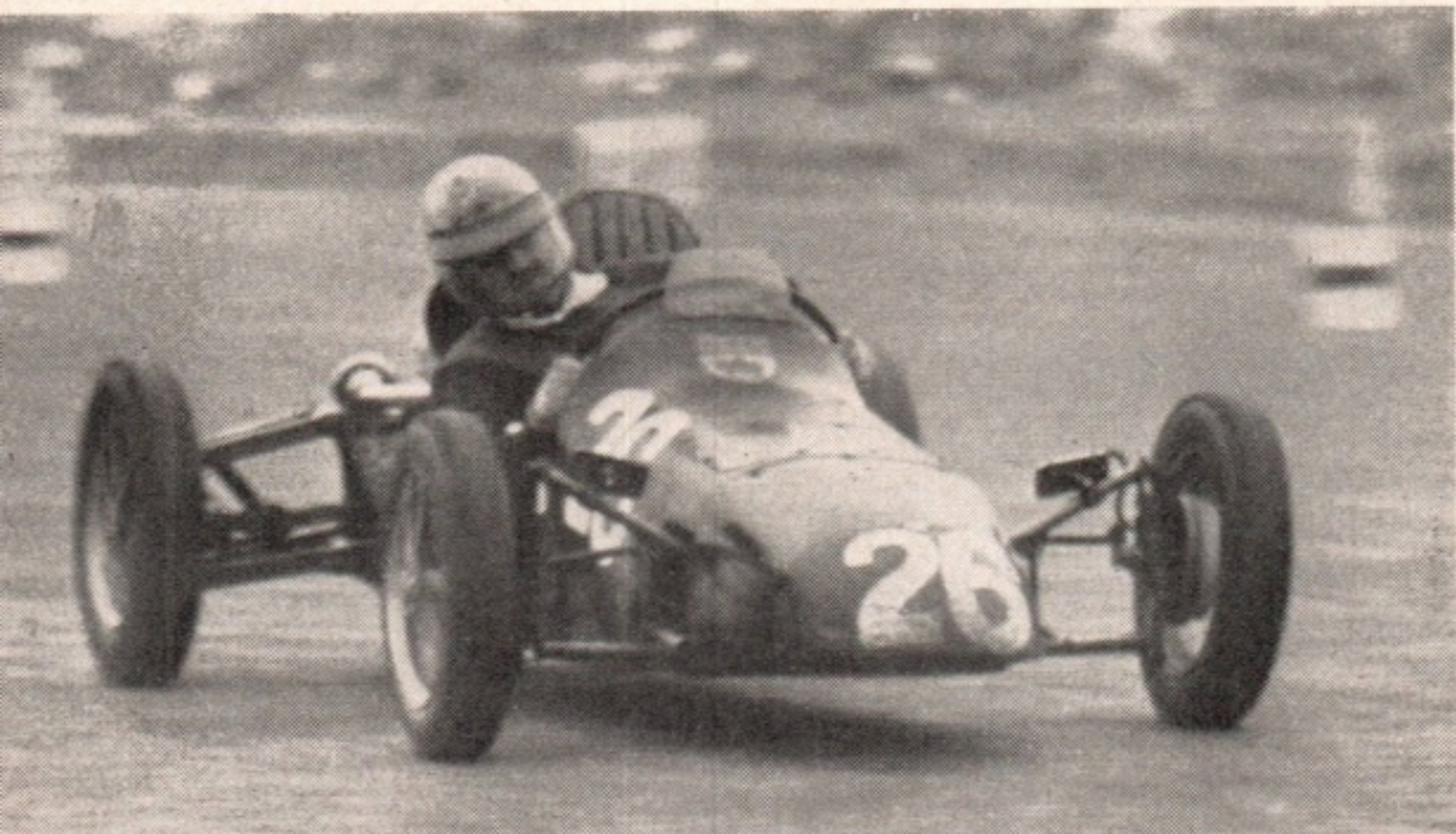
Stirling Moss upset the Ecurie Richmond appiecart in the International Goodwood meeting on 14th May. Piero Taruffi was due to drive a Cooper, but the stewards ruled him out on the grounds that he had not completed the three necessary practice laps. Eric Brandon rather easily won Heat one, with David Clarke (Cooper-Norton) runner-up. Ecurie Richmond scored again in Heat two, with Brandon in first place after Moss dropped back with a stretched throttle cable on the new Kieft-Norton, and only just managed to qualify for the final.

Brandon and Brown streaked ahead on lap one of the 15-lap final, but Moss was seen to close up very rapidly, and indeed looked as if he was playing cat and mouse with the formidable Ecurie Richmond pair. He passed Brown on lap two to the latter's astonishment, and then sat on Brandon's tail till lap four when he sailed ahead. Eric dropped back with mechanical trouble, and it was left to his team-mate to finish in second spot, way behind Stirling and the amazing Kieft. Moss shot the Goodwood 500 c.c. lap record up to the fantastic pace of 84.55 m.p.h., and won at 82.28 m.p.h.

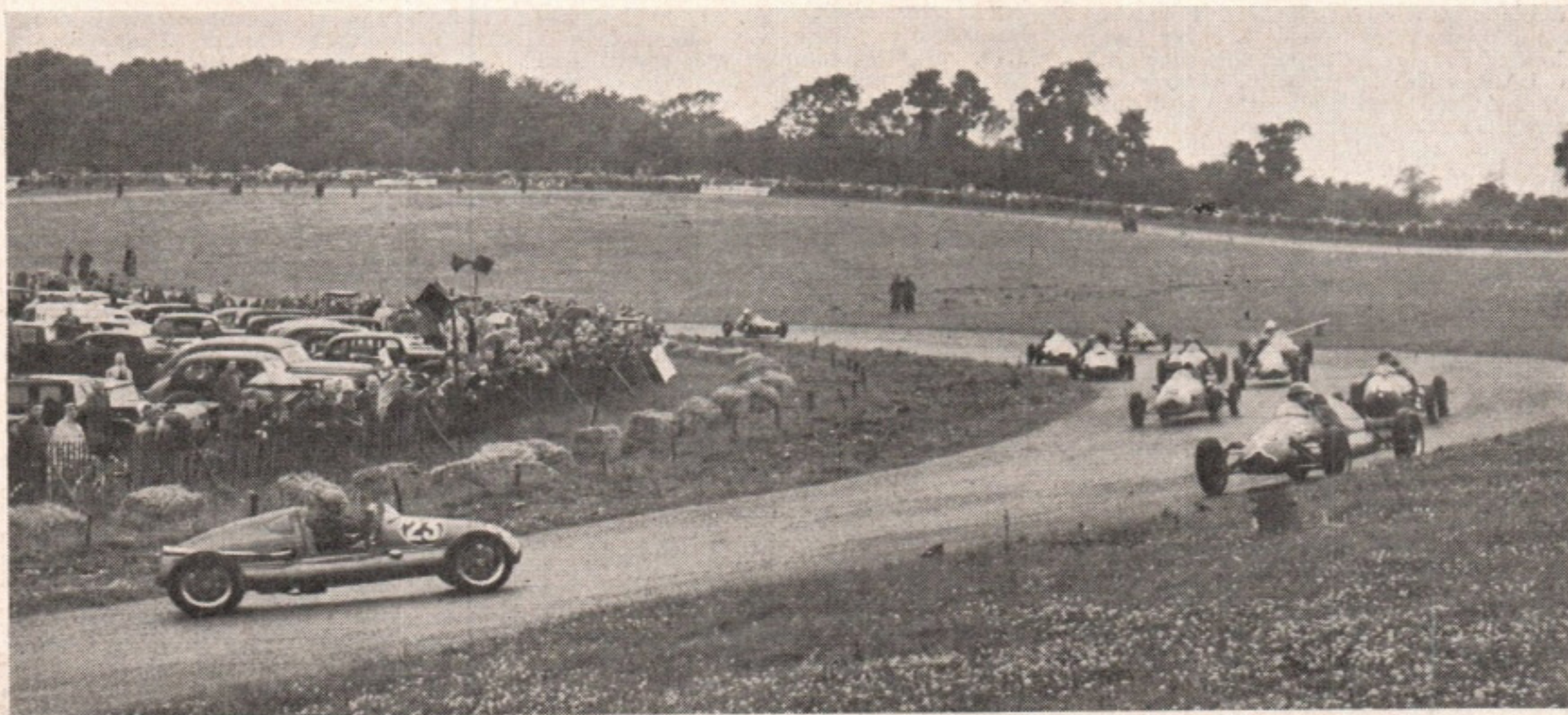
Coopers took a back-seat for once at Hockenheim, where Helmut Glockler in a very fast D.B. won after a wonderful scrap with Ted Frost's Emeryson, with Toni Kreuzer's Cooper third. Ted Frost turned the record lap on this fast circuit at 87.5 m.p.h.

A week later, Ken Carter (Cooper-Norton) was victorious at Genoa, followed by Bill Whitehouse, Ken Wharton and John Cooper—all in Cooper-Nortons. Carter also set the lap record with 72.74 m.p.h., and his winning speed was 69.26 m.p.h. This race appeared at first to be a cert for Moss in the Kieft, but he retired with suspension trouble when well in the lead. The Italians trotted out their new Gilera-engined Volpinis, but all fell victims to transmission bothers.

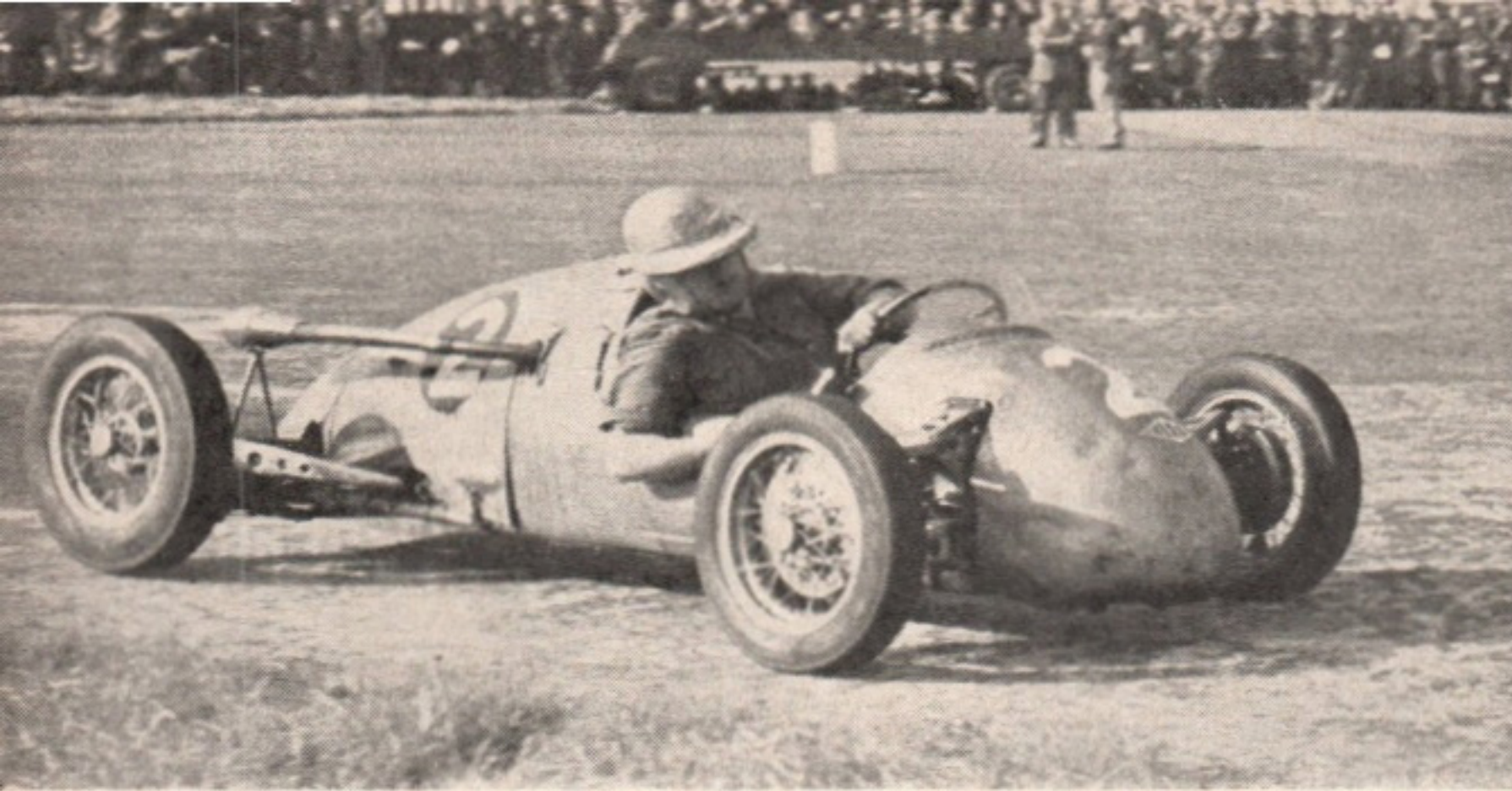
The West Essex C.C.'s Boreham circuit opened on 26th May with a resounding victory for Eric Brandon in the Formula 3 race. This was an extraordinary event, a soaking wet course causing cars to spin off in all directions, and giving Railway Corner its now



WASP: (Left) Jack Moor (Wasp-Norton) was easily the most successful non-series-built car driver of 1951. He won the AUTOSPORT Championship for this class of machine.



REVOLVER: The Half-Litre Club introduced safety measures to prevent this sort of thing becoming a habit on the one-mile circuit.



NORTHERN LIGHT: (Above) Charles Headland, who won many races with his Cooper-Norton, was victorious at Castle Combe with the Moss Kieft.

J.B.S. CRACK: (Right) Peter Collins, who had a highly-successful season in British events with his Norton-powered J.B.S.

Seasonal Survey—continued

accepted name of Gilhooley Corner. Brandon won Heat one with Les Leston (J.B.S.-Norton) second, whilst Heat two went to Peter Collins (J.B.S.-Norton) with Jack Westcott (J.B.S.-Norton) runner-up. Collins was second to Brandon in the final, and third man was Ken MacAlpine in his newly acquired J.B.S.-Norton. At Silverstone, Jack Moor won the Maidstone and Mid-Kent C.C.'s Formula 3 race with his Norton-powered Wasp.

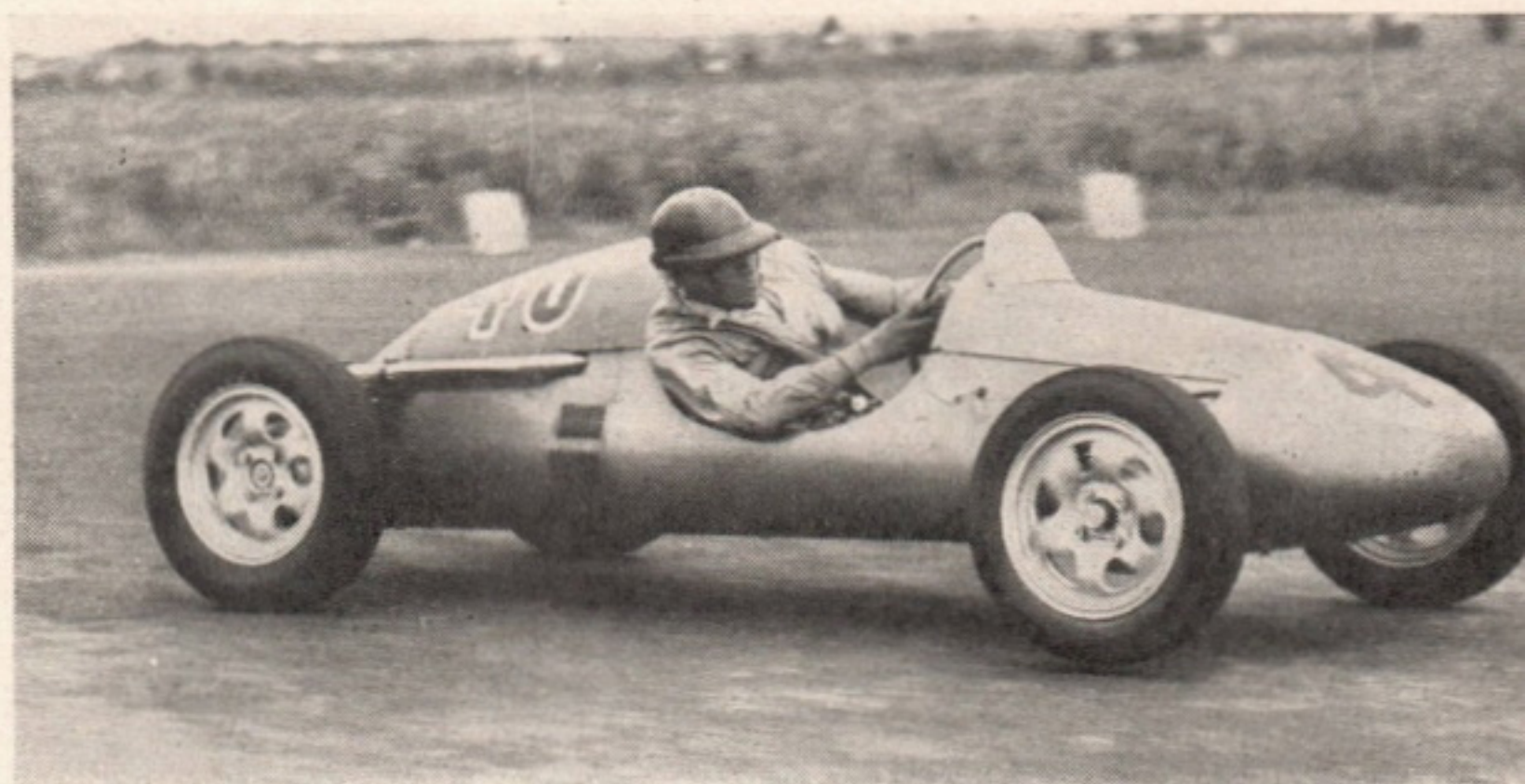
Over in Northern Ireland, Peter Collins (J.B.S.-Norton) won the poorly supported Formula 3 race at Dundrod with Redmond Gallagher (Leprechaun-Norton) second. At Nürburgring, Ian Burgess (Cooper-Norton) scored a fine win in the Eifelrennen at 63.81 m.p.h. from Ken Wharton (Cooper-Norton) and Bill Whitehouse (Cooper-Norton). First German driver was Toni Kreuzer, who finished fifth in a Cooper, this time with a J.A.P. engine. Burgess's victory was all the more creditable, as he had done very little racing up till then.

In the North-East of Scotland, Ian Sutherland (J.P.-Vincent) was victorious in his Scottish-built car from the Coopers of McBain and McGlashan at Crimond, near Aberdeen, in a 12-lap Formula 3 event.

Brands Hatch staged its second International meeting on 23rd June, and once again Don Gray (Cooper-J.A.P.) carried off the main event. The other race went to Curly Dryden and his J.B.S.-Norton. On the Draguignan circuit near Toulon, Brown and Brandon (Cooper-Nortons) scored a one-two win for Ecurie Richmond.

The Avus Race

The revival of racing at Avus proved a setback to British cars, although Lex Beels and the winner P. Richardson (both in Beels-J.A.P.s) were reported to the stewards, and later fined for baulking. Ken Carter (Cooper-Norton) made fastest lap at 92.15 m.p.h., but could only finish in sixth place. At Boreham on 1st July, Ecurie Richmond again scooped the pool, with Brandon winning the final of the 500 c.c. race at 80.76 m.p.h., and Brown in second spot.



Rouen, venue of the 1952 French G.P., saw victory for John Cooper, after Ken Carter dropped back five laps from the finish when in the lead, and after putting in fastest lap at 70.6 m.p.h. Second man home was Chaussat in a D.B. Bill Whitehouse was disqualified for being push-started, and there was altogether a more than usual amount of red tape and officialdom than is normally found in Continental events.

On 14th July, the long run of Cooper victories in International events was halted at Silverstone in the R.A.C. race by Stirling Moss and his Kieft. He won as he pleased at 82.04 m.p.h. A feature of this race was the inspired driving of Ken Wharton (Cooper-Norton) who, after being left at the post with a recalcitrant motor, stormed his way to second spot, and indulged in a mighty duel with Jack Moor and his home-built Wasp-Norton, who drove the race of his life to finish third, 1.2 secs. behind Wharton.

Triangular Battle at Zandvoort

Stirling Moss (Kieft), Les Leston (J.B.S.) and John Habin fought a fierce battle at Zandvoort which whipped the crowd into a frenzy of excitement. Habin led for three laps, was caught by Moss, but regained his lead on the next tour. However, Leston managed to edge ahead of his rivals on lap six. This pair continued to pass and repass, with Moss playing a watching game. With two laps to go, Stirling whipped the tear-drop Kieft in front and stayed there

till the end, followed by Leston and Habin, with Ray Merrick and Austen May (Coopers) some distance behind.

At Gamston, H. L. Williams gained a notable victory for the f.w.d. Emeryson in a special 25-lap Formula 3 event for the Clumber Stakes. In Scotland, Peter Collins (J.B.S.-Norton) won at Winfield, with Comish Hunter (J.P.-J.A.P.) in second place. Croft Airfield saw a 500 c.c. race organized by the Darlington and D.M.C., which was won by Jack Moor (Wasp-Norton) from Curly Dryden (J.B.S.-Norton) and Mick Beardshaw (Cooper-J.A.P.).

Nürburgring on 29th July was an 85-mile race, and 49 cars faced the starter. Stirling Moss (Kieft) was the sensation in practice, for he managed to shatter the existing lap record by no less than 40

whole seconds and averaged over 73 m.p.h. for the tortuous circuit. After two laps of the race proper, Moss was actually 58 secs. ahead of second man Brandon, when he fell out with steering arm trouble. Brandon finally won at 69.87 m.p.h., with Brown second, Bill Whitehouse third, and "Monty" Charrington fourth. Schluter's Monopoletta went very fast for most of the distance but fell by the wayside with mechanical trouble.

Bank Holiday week-end provided a very full programme, with races at Ibsley, Brands Hatch, and Gamston. Peter Collins (J.B.S.-Norton) won at Ibsley, followed by André Loens (J.B.S.-Norton) and Eric Brandon (Cooper-Norton). Heat winners were Peter Braid (Cooper-Norton) and Collins. The last named was also victorious at Gamston, with Bob Gerard (Cooper-Norton) running into second place.

Win for Whitehouse

Bill Whitehouse (Cooper-Norton) won the third *Daily Telegraph* International Trophy at Brands Hatch, with Alan Rogers (Cooper-J.A.P.) and Norman Pugh (Cooper-J.A.P.) in second and third places respectively.

On 12th August, rain again fell at Boreham and racing was carried out under appalling conditions. The Formula 3 event was yet another Ecurie Richmond triumph, with Alan Brown winning from Curly Dryden, after the latter and Peter Collins (both J.B.S.-

(Continued on page 56)

"ECURIE RICHMOND"

(The leading 500 c.c. team)

ALAN BROWN  ERIC BRANDON

MAIN 1951 SUCCESSES

1st GRAND PRIX of LUXEMBOURG

1st & 2nd GERMAN GRAND PRIX

**1st & 2nd DAILY EXPRESS 500
TROPHY, SILVERSTONE**

**1st & 2nd INTERNATIONAL CIRCUIT
of DRAGUIGNAN, FRANCE**

**1st & 2nd INTERNATIONAL RACE
GRENZLANDRING, GERMANY**

**1st INTERNATIONAL RACE
MADRID, SPAIN**

(Subject to official confirmation)

all on MOBIL OIL

VACUUM OIL COMPANY LIMITED, LONDON, S.W.1

Seasonal Survey—continued

Nortons) had won their heats. This meeting was tragic, in that David Brake succumbed to injuries received when his car overturned—the first fatal accident ever to occur in a British Formula 3 race.

The 100 Miles Race

Silverstone, on 18th August, saw a record entry of 89 cars for the Half-Litre Club's 100 Miles Race. Undoubtedly the quest for points for the AUTOSPORT Championship had more than a little to do with this large entry. Anyway, the event was split into two separate races, Alan Brown (Cooper-Norton) winning the first, and Les Leston (J.B.S.-J.A.P.) the second. Ken Smith (Smith-J.A.P.) confounded the prophets by defeating Jack Moor (Wasp-Norton) in an event for non-production cars. Charles Headland (Cooper-Norton) won the two remaining short races. Ken Gregory drove the Moss Kieft extremely well, and finished second to Les Leston in the 100 miles event.

Peter Collins (J.B.S.-Norton) vanquished the Ecurie Richmond pair at Silverstone the following week-end at the Sunbac meeting, while Ninian Sanderson (Cooper-J.A.P.) scored against a flock of J.P.s at Turnberry in a S.S.C.C. event.

At Grenzlandring in Germany on 9th September Alan Brown and Eric Brandon indulged in a near photo-finish to average 96.60 m.p.h. Brown thus became the winner of the fastest-ever Formula 3 race to be run. Australian driver Bill Paterson astonishingly brought a J.A.P.-engined Cooper into third place, just ahead of "Monty" Charrington's car, also fitted with J.A.P. motor. First Continental driver of the 38 entries was



ALAN BROWN, the other driving half of Ecurie Richmond, after his victory at Grenzlandring.

Walter Komossa in his BMW-engined Scampola.

The same week-end saw Charles Headland win at Croft with his Cooper-Norton; Ken Carter (Cooper-Norton), J. K. Brise (Cooper-J.A.P.) and Don Parker (J.B.S.-J.A.P.) were successful at Brands Hatch. A fortnight later Eric Brandon won the Silverstone race organized by the Peterborough club, and at Brands Hatch the main winners were John Habin (J.B.S.-Norton), R. W. A. Frost (J.B.S.-Norton) and Ken Carter (Cooper-Norton).

There was no 500 c.c. race at the

Goodwood International meeting on 29th September, but the week following there were events at Castle Combe, Brough and Gamston. Overshadowed by the fatal accident to Curly Dryden, the Bristol 500 c.c. race was won by Charles Headland (Kieft-Norton), the heats going to Don Parker (J.B.S.-J.A.P.) and Les Leston (J.B.S.-Norton). Peter Collins (J.B.S.-Norton) won at Gamston, whilst Jack Reece (Cooper-Norton) came in ahead of Brandon at Brough.

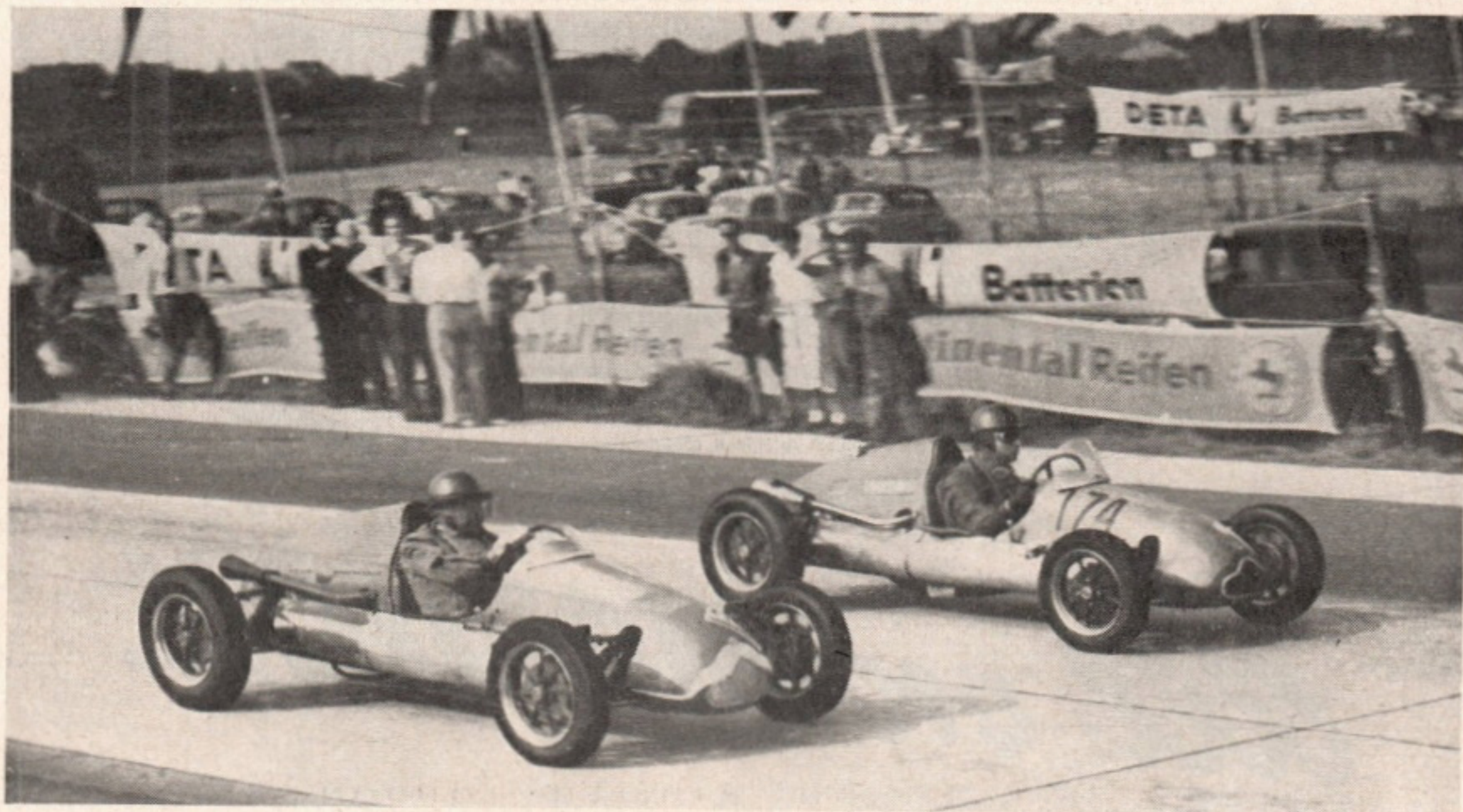
Bob Gerard scored his first important Formula 3 victory at Winfield on 13th October, with his Cooper-Norton, after a thrilling bonnet-to-bonnet struggle with Jack Reece (Cooper-Norton) and Don Parker (J.B.S.-J.A.P.). This race did more than anything else to impress the Scottish crowd with the possibilities of 500 c.c. racing. The present season will see Formula 3 events staged on a proper road circuit at Beveridge Park, Kirkcaldy.

The Continental season closed with yet another Ecurie Richmond victory, Eric Brandon winning in the Retiro Park, Madrid, from J. Coombs (J.B.S.-Norton) and A. D. Gill (Cooper-Norton). Ken Carter turned in the fastest lap. The curtain rang down on the British season at Brands Hatch, where victories were scored by S. Lewis-Evans (Cooper-Norton), and Stirling Moss (Kieft-Norton). Moss was absolutely unbeatable, and was never seriously challenged in any of his heats. Tragedy ended the racing year, as mechanic Harry Parker crashed in a special mechanics' race, and died from his injuries.

With such a heavy programme of races, it must have been some relief to drivers and over-worked mechanics to let up for several months.

G.

(Table of Results on page 57)



ECURIE RICHMOND in a near photo-finish at Grenzlandring with their Coopers. Both averaged over 96 m.p.h. —the fastest speed at which a Formula 3 race has been run.

1951 INTERNATIONAL FORMULA 3 RACE RESULTS

Date	Race	Circuit, Number of Laps, and Distance	First	Second	Third	Winner's Speed	Fastest Lap
25th March	Coupe des Racers, France	Pau. 25 laps. 43 miles	P. Schell (Cooper-J.A.P.)	H. Schell (Cooper-J.A.P.)	R. Montgomerie- Charrington (Cooper-J.A.P.)	52.3 m.p.h.	—
1st April	Circuit of Marra- kech, Morocco	Marrakech	Jacquier-Bret (Cooper-J.A.P.)	Limousin (Cooper-J.A.P.)	Lucas (Cooper-J.A.P.)	—	—
8th April	Coupe d'Or, France	Montlhéry. 25 laps. 51.5 miles	Chaussat (D.B.-Panhard)	N. Rowland (Cooper-J.A.P.)	Gaillard (Gaillard Spl.)	—	—
3rd May	Luxembourg G.P.	Findel, Luxembourg Heat 1 (12 laps, 28.1 miles) Heat 2 (12 laps, 28.1 miles) Final (25 laps, 58.59 miles)	R. M. Dryden (J.B.S.-Norton) D. Parker (J.B.S.-J.A.P.) A. Brown (Cooper-Norton)	J. N. Cooper (Cooper-Norton) E. Brandon (Cooper-Norton) A. Rippon (Cooper-J.A.P.)	A. Brown (Cooper-Norton) K. Carter (Cooper-Norton) Sir F. Samuelson (Cooper-J.A.P.)	73.05 m.p.h. 72.17 m.p.h. 69.68 m.p.h.	A. Brown (Cooper-Norton) 75.3 m.p.h.
5th May	B.R.D.C. Race (Daily Express Meeting)	Silverstone. 15 laps. 43.33 miles	E. Brandon (Cooper-Norton)	A. Brown (Cooper-Norton)	C. Lones (Iota-J.A.P.)	78.19 m.p.h.	—
6th May	Circuit of Orléans, France	Orléans. Two 10-lap Heats and a 15-lap Final Final (28.5 miles)	P. Schell (Cooper-J.A.P.)	R. Bonnet (D.B.-Panhard)	Jacquier-Bret (Cooper-J.A.P.)	52.35 m.p.h.	P. Schell (Cooper-J.A.P.) 57.67 m.p.h.
12th May	Daily Telegraph International Trophy	Brands Hatch. Four 10-lap heats and a 40-lap Final Final (40 miles)	D. H. R. Gray (Cooper-J.A.P.)	A. Brown (Cooper-Norton)	P. Emery (Emeryson- Norton)	65.43 m.p.h.	H. Schell (Cooper-J.A.P.) 69.23 m.p.h.
13th May	Corrado Filippini Cup, Italy	Monza Heat 1 (12 laps, 46.9 miles) Heat 2 (12 laps, 46.9 miles) Final (aggregate of two Races)	K. Carter (Cooper-Norton) J. N. Cooper (Cooper-Norton) J. N. Cooper (Cooper-Norton)	W. Whitehouse (Cooper-Norton) B. Taraschi (Giaur) Count P. Herculani (Giaur)	H. Schell (Cooper-J.A.P.) Count P. Herculani (Giaur) K. Carter (Cooper-Norton)	82.22 m.p.h. 83.11 m.p.h. 81.56 m.p.h.	J. N. Cooper (Cooper) 85.41 m.p.h.
14th May	Goodwood International Trophy	Goodwood. Two 7-lap heats and 15-lap Final Final (36 miles)	S. Moss (Kieft-Norton)	A. Brown (Cooper-Norton)	D. A. Clarke (Cooper-Norton)	82.28 m.p.h.	S. Moss (Kieft) 84.55 m.p.h.
14th May	Hockenheim Meeting, Germany	Hockenheim. Two 10-lap heats and a 12-lap Final Final (57.5 miles)	H. Glockler (D.B.-BMW)	E. Frost (Emeryson- Norton)	T. Kreuzer (Cooper-J.A.P.)	86 m.p.h.	E. Frost (Emeryson) 87.5 m.p.h.
20th May	Coppa Foce, Italy	Genoa. 25 laps. 75 miles	K. Carter (Cooper-Norton)	W. Whitehouse (Cooper-Norton)	K. Wharton (Cooper-J.A.P.)	68.83 m.p.h.	K. Carter (Cooper) 72.74 m.p.h.
2nd June	Ulster Trophy 500 c.c. Race	Dundrod. 5 laps. 37.1 miles	P. Collins (J.B.S.-Norton)	R. Gallagher (Leprechaun- Norton)	N. Pugh (Cooper-J.A.P.)	71.38 m.p.h.	N. Pugh (Cooper) 72.94 m.p.h.
3rd June	Eifelrennen, Germany	Nürburgring. 6 laps. 85 miles	I. Burgess (Cooper-Norton)	K. Wharton (Cooper-Norton)	W. Whitehouse (Cooper-Norton)	63.81 m.p.h.	—
23rd June	Daily Telegraph International Trophy	Brands Hatch. Four 10-lap heats and a 40-lap Final Final (40 miles)	D. H. R. Gray (Cooper-J.A.P.)	J. N. Cooper (Cooper-Norton)	D. Parker (J.B.S.-J.A.P.)	63.49 m.p.h.	—
24th June	Circuit of Draguignan, France	Draguignan. Three heats and a 25-lap Final Final (approx. 37.5 miles)	A. Brown (Cooper-Norton)	E. Brandon (Cooper-Norton)	P. Schell (Cooper-J.A.P.)	—	—
1st July	Avusrennen, Germany	Avus. 8 laps. 41.2 miles	P. Richardson (Beels-J.A.P.)	O. Hansen (Effyh-J.A.P.)	O. Frank (Kieft-Norton)	87.85 m.p.h.	K. Carter (Cooper) 92.15 m.p.h.
8th July	Circuit of Rouen, France	Rouen. 24 laps. 76.1 miles	J. N. Cooper (Cooper-Norton)	Chaussat (D.B.-Panhard)	Liagré (D.B.-Panhard)	67.1 m.p.h.	K. Carter (Cooper) 70.6 m.p.h.
14th July	R.A.C. 500 c.c. Race. (British G.P. meeting)	Silverstone. 20 laps. 57.8 miles	S. Moss (Kieft-Norton)	K. Wharton (Cooper-Norton)	E. J. Moor (Wasp-Norton)	82.13 m.p.h.	S. Moss (Kieft) 85.23 m.p.h.

(Continued on page 60)

NEWS FROM THE CLUBS

VINTAGE S.C.C. 1952 FIXTURES

RALLIES, trials, races and hill-climbs all feature in this year's fixture list of the Vintage S.C.C. The main events are as follows:—

17th February.—Bisley Rally.
22nd-23rd March.—Pomeroy Trophy.
19th April.—Northern Trial.
3rd May.—Race Meeting, Silverstone.
12th July.—Race Meeting, Silverstone.
27th July.—Madresfield Rally.
16th August.—Prescott Hill-climb.
4th-5th October.—Welsh Rally.
1st November.—Nidderdale Trial.
7th December.—Bisley Rally.

In addition, regular monthly meetings are held in the South, Midlands and Northern regions. On the first Thursday members gather at the Phoenix, Hartley Wintney, Hants; on the third at the White Lion, Cobham, and on the last Thursday at the Jolly Farmer, Enfield, Middlesex. The Midland Section meets on the second Thursday at the Red Lion, Church Street, Birmingham, and the Northern Section gathers at the Crescent, Ilkley, Yorks, on the last Thursday.

Secretary of the V.S.C.C. is Tim Carson, Mellah, Pack Lane, Kempshott, Basingstoke.

NORTH LONDON ENTHUSIASTS DINE AND DANCE

THE Annual Dinner/Dance of the N. London Enthusiasts' C.C. takes place tonight, 11th January, at the Hendon Hall Hotel, N.W.4, festivities commencing at 7.30 p.m.

N.L.E.C.C. CHRISTMAS TRIAL

THE Christmas Trial, held in Buckinghamshire, by the N. London Enthusiasts' C.C., on 16th December, saw A. G. B. Wood (Hillman), A. D. C.

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

Gordon (H.R.G.) and J. G. Hardes (Austin) the most successful performers.

There were 25 starters, and Wood lost a total of 82 marks to Gordon's 89, the latter's unlucky failure on Northchurch deciding the issue.

RESULTS

First Class Awards: A. G. B. Wood (Hillman), lost 82 marks; A. D. C. Gordon (H.R.G.), 89; J. G. Hardes (Austin), 96.

Second Class Awards: F. G. Bampton (Ford Pilot), 100; A. G. Hitchcock (Fiat), 101; K. G. Jones (M.G.), 101.

Ladies' Award: Mrs. A. F. Rivers Fletcher (Riley), 131.

YORKS B.A.R.C. FILM SHOWS

THE Yorkshire centre of the B.A.R.C. will hold a film show on Thursday, 24th January, at the Mansion, Roundhay Park, Leeds. The programme, which begins at 7.30 p.m., consists of the Esso films of Le Mans, 1951, Goodwood, Brands Hatch, Silverstone, Ulster Trophy, etc.

On Thursday, 7th February, at 7.30 p.m., the Mobiloil racing films will be shown at the Parkway Hotel, Otley Road, Leeds. They feature the year's European and American racing seasons, while "Safety Fast", an M.G. film, will also be shown.

The two new Castrol films, announced elsewhere in this issue, will be shown on 3rd April at the Cricket Pavilion, Park Avenue, Bradford.

M.G. KIMBER TROPHY TRIAL

M.G. C.C. S.W. Centre succeeded in enticing 17 starters from their firesides to The Mile 3 Roadhouse on Boxing Day, but was nearly unsuccessful in getting some of them out of it for the frosty start of the Kimber Trophy Trial—hot coffee was the rival.

Proceedings started with the first test, acceleration-brake-reverse, and repeat to a flying (if possible) finish on a slippery up-grade—largely a matter of adhesion. C. M. Seward (Freakin) gripped firmest in 23.8 secs., and second equal were H. E. Roberts (Robros) and Ken Burgess (Burgess) in 24.8 secs.

Observed sections were in two compact bundles. Brockley Coombe had three hills, and the first needed a rope to let climbers down, after Seward had only just been saved from inversion on his return by a kindly tree's support. Six cars made the grade, but the neighbouring Brockley Bend stopped all bar H. E. Roberts.

So to grassy Goblin Coombe for test two, a slimy acute hairpin, forward up and reverse down, where short chassis were in fashion and, the "new lock" (20 ft. circle type) shone. Again Roberts was to the fore with 32.4 secs., his nearest rival clocking 36.2, while R. Earle, suffered steering maladies and made a gallant 106.

Now for the Seven hills, an organizer's paradise of section leading left and right from a central valley, all within hailing distance of the chief marshal. Never a dull moment, someone doing something somewhere and always in sight. "Trees" was the worst stopper, a winding alley between the trunks on leaf-mould and clay—many a wagon leaned embarrassingly on the bark, to be pushed back clear. However, it was old favourite "Timber Track" which drew the crowd. There was a sporting chance this time, for the start was part-way up the opposite bank and allowed all to have a run at it. Eight drivers managed to crest the abrupt sky-line. Roberts and Burgess seemed airborne and Gilbert Best brilliantly coaxed his blown P.B. over the top. This party over, the return to Mile 3 nearly got everyone into a wedding reception, but someone seemed to think that M.G. clothes weren't quite right—a pity! Nevertheless, the tea was good—it helped to get the results out by five o'clock, to everyone's satisfaction (so far).

CLOGGERS' OWN

THE Bolton Le-Moors C.C. now issue a regular club news letter entitled the "Monthly Gazette". Members get it free, of course, but it is also available at 5s. per annum to non-members. The Editor is J. W. Horridge, of Castle Hill, Birtle, Bury, and he would welcome contributions from members.

OLD NUMBER 1: The first M.G. ever to be built surrounded by an admiring crowd at Silverstone during the M.G. Car Club's summer meeting. John Thornley used "No. 1" to open the course.



SUNBAC PARTY

THE Town Hall, Sutton Coldfield, was crammed to capacity on 4th January for Sunbac's annual party. Guest of honour was the Mayor of Sutton Coldfield, Councillor A. G. B. (B.R.M.) Owen, O.B.E., who ably proposed the toast of "The Club". Reply was in the hands of the president, Ken Sumner, and the "Press and Guests" was proposed by H. J. Manzoni, C.B.E. Brightest speech of the evening came from Eric Findon, who replied for the Press and Guests, and made some very topical references to Birmingham's no-way traffic system.

An interesting ceremony was the presentation of souvenir awards to past presidents of Sunbac, and amongst those present to accept these awards were L. Burnett, H. Manzoni, H. Wilson, H. Squire and E. Oliver.

The regretted absence of club captain Ken Rawlings rather made for a subdued background "orchestra", although one or two people produced raucous sounds with bulb horns, bugles, toy trumpets and other Sunbac instruments.

H. & B./U.H. & U.L.M.C. NIGHT RALLY

THE Night Navigation Rally to be run jointly by the Hants and Berks M.C. and the United Hospitals and University of London M.C. on 26th/27th January, will be a closed event similar to the Hants and Berks annual affair, but shorter in length, less arduous, lower in entry fee (7s. 6d.) and with more emphasis on road navigation. The start and

finish will be at the Queen of Hearts Café, Hindhead, Surrey, the first cars leaving at 9 p.m.

The course, 80 to 100 miles in length, will be entirely on Sheet 169 of the 1 in. Ordnance maps. A field of about 50 competitors is expected.

TAUNTON'S ALLEN TROPHY TRIAL

THE date for the Taunton M.C.'s Allen Trophy trial, which counts for the 1952 B.T.D.A. Gold Star, was inadvertently given as 12th September in our list published last week. This should have read 12th October.

In the same list, the date for the M.C.C. Sporting Trial was given as 11th September, whereas this event takes place a day before the Taunton Club's Allen Trophy Trial, i.e. on 11th October.

RHYL AND DISTRICT M.C. A.G.M.

THE Annual General Meeting of the Rhyl and District M.C. will be held at the Marine Hydro, Rhyl, on 17th January, beginning at 7.30 p.m.

OUR COVER PICTURE, 28th DECEMBER

IT appears that the cover picture in our issue of 28th December depicted an incident in the Chiltern C.C.'s Chiltern Hills Trial on 2nd December and not in the Falcon M.C. event as stated in our caption.

JOHN HEATH BECOMES CITROËN C.C. PRESIDENT

JOHN HEATH, of H.W.M. fame has honoured the Citroën Car Club by becoming its president. A dinner and dance has been arranged to celebrate this event and will take place on Friday evening, 29th February, at the Berkeley Rooms, Zeeta House, High Street, Putney.

Tickets are now available at 21s. each, and as numbers will be restricted, members are advised to make application to John B. Layton, Gen. Sec., C.C.C., 103 Kingston Hill, Surrey, as soon as possible. During the evening the Kendall Trophy and other awards for 1951 won by members will be presented, followed by dancing until 12.30 a.m.

The Citroën Club has now over 300 members and is expanding rapidly. Many interesting events have already been arranged for 1952, the immediate fixture list being as follows:—

12th January. Club visit to Citroën Works, Slough. Meet at Slough, 10.30 a.m.

18th January. Monthly Get-together at White Hart, Bletchingley, Surrey.

29th February. Dinner/Dance.

20th March. Monthly Get-together at The Gun Inn, Findon, Nr. Worthing, Sussex.

4th April. Monthly Get-together and Film Show at the Albert Hotel, Kingston.

26th April. Night Reliability Trial.

10th May. Monthly Get-together at the Thames Hotel, Maidenhead.

8th June. Mystery Run.

(Continued overleaf)

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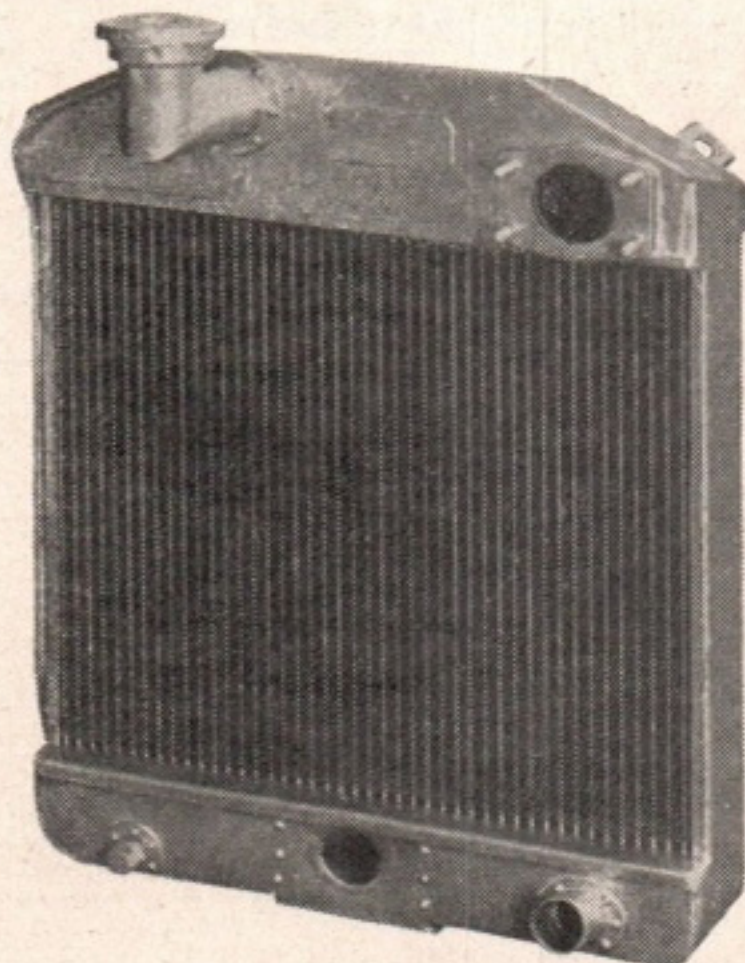


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News from the Clubs—continued.

SOLIHULL CLUB ESTABLISHED

THE newly formed Solihull Motor Enthusiasts' Club will hold its first meeting on 24th January at the Mason's Arms, High Street, Solihull, commencing at 7.30 p.m. Thereafter a regular meeting on the third Thursday of each month will take place.

TYRWHITT-DRAKE CUP TRIAL

THE Maidstone and Mid-Kent Club's Trial for the Tyrwhitt-Drake Cup will be held in the Doddington-Charing area of Kent over a 15-mile course, on Sunday, 20th January. Starting point will be the Tudor House, Bearsted, at 11 a.m.

There are classes for saloons, standard sports-cars and trials-cars, and entries close on Wednesday next, 16th January. The Secretary of the Meeting is N. P. Higgins, of 28 Gordon Road, Gillingham, Kent, from whom entry forms can be obtained.

The "Tyrwhitt-Drake" has been won twice in succession by Michael Lawson, and it will be interesting to see if he achieves the hat-trick this year.

IRISH M.G. DINNER/DANCE

ON Wednesday, 6th February, the M.G. Car Club of Ireland will be holding their third Annual Prize Distribution and Dinner/Dance, from 8 p.m. to 2 a.m., at Dublin Airport, Collinstown. Tickets, at one guinea, are available from C. E. Ryan, 71 Palmerston Road, Dublin, and as accommodation will be strictly limited, members are advised to apply at once.

HARROW DINNER

HARROW C.C.'s annual Dinner/Dance takes place in South Harrow on Thursday, 17th January.

CHILTERN FILM SHOW

ANOTHER of the Chiltern Car Club's popular film shows has been arranged to take place at the Borlase Hall,

COMING ATTRACTIONS

January 13th. *N. Midland M.C. Semi-Sporting Trial, Derbyshire. Munster M.C. and C.C. Trial, Eire.*

January 16th-17th. *Peterborough M.C. Night Rally, East Anglia.*

January 18th. *Ulster A.C. Night Trial. Start Montgomery Road, Belfast, 7 p.m.*

January 19th-30th. *Brussels International Motor Show.*

January 20th. *Maidstone and Mid-Kent M.C. Tyrwhitt-Drake Cup Trial. Start Tudor House, Bearsted, 11 a.m.*

January 22nd-29th. *Monte Carlo Rally.*

January 27th. *Circuit of Agadir (T) Morocco.*

Beaconsfield (main Oxford-London road, A40), at 7.30 p.m. on 11th January. Over 80 members and friends attended the last film show and it is hoped that even more will attend this one. The show will consist of three films, dealing with the most interesting motoring events of 1951. All are welcome. Refreshments will be available at popular prices.

The club also meets on the last Wednesday evening in each month at the Club Headquarters, the George Hotel, Beaconsfield. Members of other clubs are invited to join in on any of these evenings and exchange ideas for the betterment of motor sport.

LANCS AND CHESHIRE WINTER SPORTING TRIAL

THE Winter Sporting Trial of the Lincs and Cheshire C.C. takes place on 27th January, starting at the Waggon and Horses Hotel, Mottram, near Ashton-under-Lyne, at 10.30 a.m. This will be of the "follow-my-leader" type, and will take place in entirely new territory in South-East Lancashire. Entries (12s. 6d.) must be received by R. M. Powell, 63 Kingsfield Drive,

Manchester 20, not later than 21st January. Awards include the Winter Trophy, special team prize (to be won outright) and a special award (to be won outright) for the best novice. There will also be an award for best performance in the regularity test.

* * *

NEW BRISTOL M.C. AND L.C.C. PRESS SECRETARY

B. E. (JOHN) CORDON, of 20 Richmond Park Road, Bristol 8 (Tel.: Bristol 33129), has taken over the duties of Press Secretary to the Bristol M.C. and L.C.C.

* * *

CLUB FIXTURES

Sheffield and Hallamshire M.C.—Annual Dinner/Dance, 11th January. Grand Hotel, Sheffield.

N. London E.C.C.—Annual Dinner/Dance, 11th January. Hendon Hall Hotel, London, N.W.4.

Tenby M.C.—Annual Dinner/Dance, 11th January. Royal Gate House Hotel, Tenby, Pems.

Chiltern C.C.—Film Show, 11th January. Borlase Hall, Beaconsfield, Bucks, 7.30 p.m.

B.A.R.C.—Midnight Film Show, 11th January. Curzon Cinema, Mayfair, 11.15 p.m.

Bentley Drivers' Club.—Noggin and Natter meetings, 12th January. Red Lion Hotel, Petersfield, Hants. From 7 p.m.

14th January. Woolpack Inn, Coggeshall, Essex, 8 p.m.
17th January. Waggon and Horses, Elstree, Herts.

Hants and Berks M.C.—Point-to-point, 13th January. Start George and Dragon, Wargrave, near Henley-on-Thames, 11 a.m.

M.G.C.C. (S.W.)—Esso Film Show, 12th January.

Ulster A.C.—Castrol Film Show, 16th January. Club Rooms, 8 p.m.

Vintage S.C.C.—Third Thursday meeting, 17th January. White Lion, Cobham, Surrey.

Mid-Cheshire C.C.—A.G.M., 18th January, White Barn Hotel, 8 p.m.

1951 INTERNATIONAL FORMULA 3 RACE RESULTS—continued from page 57.

Date	Race	Circuit, Number of Laps, and Distance	First	Second	Third	Winner's Speed	Fastest Lap
22nd July	Zandvoort 500 c.c. Race (Dutch G.P. meeting)	Zandvoort. 17 laps. 44.2 miles	S. Moss (Kieft-Norton)	L. Leston (J.B.S.-J.A.P.)	J. D. Habin (J.B.S.-Norton)	72.83 m.p.h.	S. Moss (Kieft) 76.83 m.p.h.
29th July	German G.P. 500 c.c. Race	Nürburgring 6 laps. 35 miles	E. Brandon (Cooper-Norton)	A. Brown (Cooper-Norton)	W. J. Whitehouse (Cooper-Norton)	69.87 m.p.h.	S. Moss (Kieft-Norton) 72.7 m.p.h.
6th Aug.	Daily Telegraph International Trophy	Brands Hatch. Four 10-lap heats and a 40-lap Final. (40 miles)	W. J. Whitehouse (Cooper-Norton)	A. Rogers (Cooper-J.A.P.)	N. Pugh (Cooper-J.A.P.)	50.25 m.p.h.	—
9th Sept.	Grenzlandrennen, Germany	Grenzlandring. 10 laps. 55.9 miles	A. Brown (Cooper-Norton)	E. Brandon (Cooper-Norton)	G. W. Patterson (Cooper-J.A.P.)	96.0 m.p.h.	—
21st Oct.	Madrid Races, Spain	Retiro Park. Two 22-lap heats and a 28-lap Final (31.64 miles)	E. Brandon (Cooper-Norton)	J. Coombs (J.B.S.-Norton)	A. D. Gill (Cooper-Norton)	—	K. Carter (Cooper) 66.0 m.p.h.

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 1938 M.G. 1½-litre tourer, choice of two .. £450 and £395
 1936 M.G. 2-litre d/h. foursome .. £385
 1938 M.G. 2-litre tourer .. £345
 1937 M.G. TA 2-seater, choice of two .. £395 and £365
 1934 M.G. PA 8 h.p. 4-seater .. £295
 1934 M.G. NA Magnette 2-seater .. £295
 1934 M.G. J2 2-seater, choice of two .. £245 and £235
 1934 M.G. J2 2-seater .. £125
 1949 MORRIS Minor de luxe saloon .. £765
 1937 MORRIS 8 4-seater tourer .. £255
 1933 MORRIS Minor 8 h.p. 2-seater .. £95
 1950 RILEY 2½-litre roadster, low mileage, one owner .. £1,350
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1937 A.C. 16/80 foursome drophead, black and silver, fitted oil coil, Burgess silencer, twin petrol pumps. A mechanically sound and handsome vehicle, with excellent performance. £325.—12 Bloxham Road, Banbury.

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BENTLEY 3-litre Red Label, Vanden Plas 4-seater. Must be seen to be appreciated. Also spare axles, steering box, springs, engine, carbs. Owner building 750 c.c. racing-car. Needs cash.—"Eastcote", Broad Lane, Wood End, Hockley Heath.

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THE STAFONAK supercharged FORD 10 engine, standard chassis, two gearboxes giving 13 forward speeds, lowest 86.5 to 1. Fully described in "Top Gear", September 1950. Suitable for Trials, Gymkhanas, Speed Events; many awards gained. Offers around £250.—Nigel Kennedy, Windy Knowe, Killearn, Glasgow.

£325 O.N.O. Red Cross Special open 4-seater, Hornet special engine, Jaguar chassis. £10 tax. First registered July 1951. 19 m.p.h. per 1,000 r.p.m.—Redford, 24 Hart Grove, Ealing, W.5. Tel.: Acorn 4457.

1950 REG. FORD V8, Mercury engine, special 2-seater, green. All new tyres, battery and lighting system. 7 ft. 3 in. wheelbase. £210. £10 taxed and insured. In perfect mechanical condition. Perfect road car.—Lewis, Attleboro' Farm, Water Orton, B'ham. Castle Bromwich 2218.

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1935 TRIUMPH Gloria Vitesse saloon, 10.8 h.p., resprayed, part rechromed. Offers.—Banks, 39A Elgin Crescent, W.11. BAY 8163.

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195 GUINEAS 1936 WOLSELEY de luxe saloon.—Autosnips, 5 High Road, Balham. Phone: Balham 1509.

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Photograph of the car appeared in "Autosport," 4th Jan. 1952

Enquiries and offers to owner's sole agents:

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Baker Street, Weybridge
Phone: Weybridge 117

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1949 December M.G. TC 2-seater, finished blue, 15,000 miles. £725.

Another finished green, 13,000 miles. £725.

1947 July TC 2-seater, black. £595.

1946 August TC 2-seater, black. £545.

1949 August TRIUMPH 2000 roadster coupé, excellent condition. £995.

Phone: Waterloo 1484 (Gil Tyrer).

LITHERLAND MOTORS (Liverpool), LTD.,
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FOR SPECIAL BUILDERS.—One chassis, complete with front and rear axles, wheels, etc., one fully reconditioned Mercury engine with new block and registered at £10 tax. Offers wanted for lot with log book.

1940 SINGER 10 sports engine, rebored, but crankshaft slightly oval. £35.

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DOUBLE KNOCKER NORTON 500 c.c. engine, specially prepared by Francis Beart for Alan Brown during 1951, ready to race.—Alan Brown, Tel.: Guildford 62677.

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MISCELLANEOUS

"AUTOSPORT", Vols. 1-3, perfect, offers. *Motor Sport*, Feb. 1951, wanted.—Etchell, 178 School Grove, Manchester, 20.

ALTON GARAGE of Paddington offer any of the following part exchange bargains for a deposit of £40 only: £95 Standard 10 saloon; £95 Hillman Minx saloon; £90 Morris Minor saloon; £85 Austin 16 de luxe; £85 Alvis 12/50 sports saloon; £85 Morris Oxford 2-seater. Many others are available and although some require a little attention, every facility to inspection is afforded.—Alton Garage, "The Alvis People", 17-19 Brook Mews North, Craven Road, W.2. Paddington 3952.

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FIAT 500 ENGINE in good condition, or cylinder block.—Details and price to E. J. Newton, 15 Holt Street, B'ham 7.

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MAYFAIR GARAGES LTD., particularly want all models Fiat cars for cash. Phone or write for buyer to call.—Mayfair Garages, Ltd., Fiat Sales and Service, Balderton Street, W.1. Mayfair 3104-5.

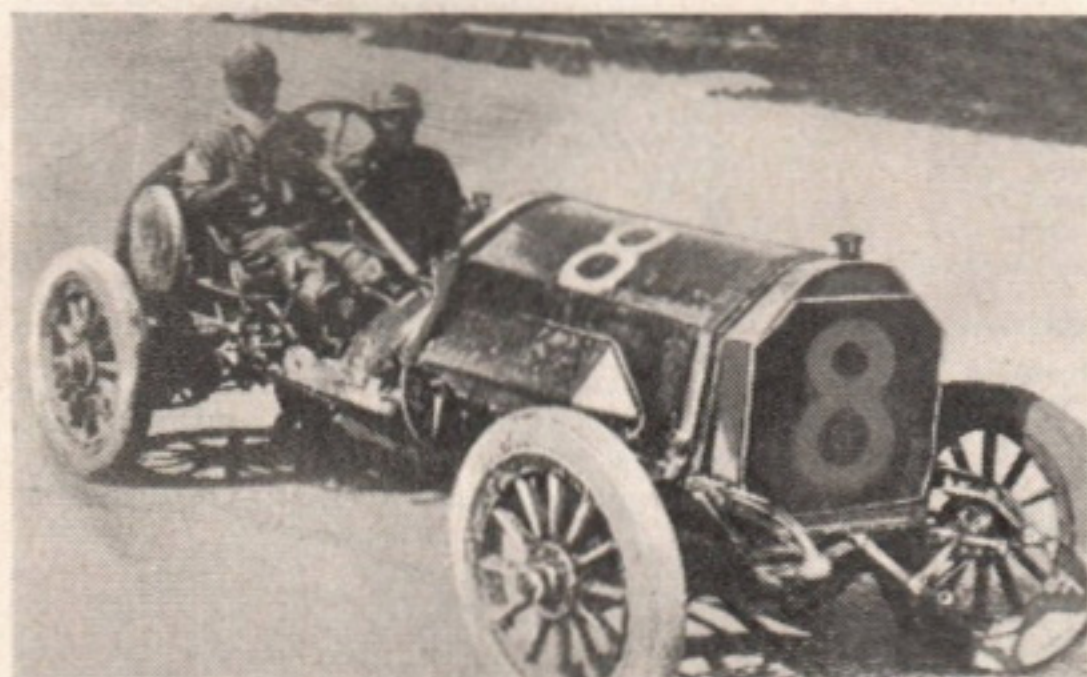
STAGE ONE A or Standard TD M.G. cylinder head required.—R. B. James, 128 Daventry Road, Coventry.

WANTED.—Manx Norton less engine.—Heeley, St. John's Place, Holmfirth, Yorkshire.

Correspondence—continued from page 40

The Supercharged Chadwick

I HAVE been greatly intrigued in the answers to your Christmas Quiz to learn that the American Chadwick was the first supercharged racing-car. I am certain that it would be most



A rare photograph of the 1908 90 h.p. 6-cylinder American-built Chadwick—first supercharged racing-car. It had a centrifugal blower working at six times engine speed.

interesting to all readers of AUTOSPORT to see what this historic machine looked like.

P. R. DOWNS.

MANCHESTER.

* * *

Secret Checks in Rallies

IN common with many others I have derived a great deal of pleasure over a very long period by taking part in rallies held in these islands. A considerable part of this pleasure arose from the fact that the need to be at a certain place by or before a certain time gave point and purpose to fast motoring and added zest thereto. In this there is nothing wrong. The law of the land, based upon public opinion, decrees no limitation of speed, other than in built-up areas. If, therefore, one adheres strictly to the speed limits where they operate and does not cause danger or inconvenience to pedestrians or other road users, no legal objection can arise. In spite of this, however, the R.A.C. have stipulated that all Rallies during 1952 must incorporate secret checks.

From what I can remember of these horrible devices, they consist of the stipulation of an average speed for an event, together with a small margin of time outside of which a competitor may not pass an undisclosed check point without incurring a penalty. Now since the average speed to be stipulated is unlikely to exceed 30 m.p.h., unless the time allowance at the secret check is very wide or the approximate location of such a check is specified, all competitors would have to drive as near as possible to 30 m.p.h. for the entire event!!

Most competition motorists think no better of secret checks than they do of police speed-traps. They have no desire to

drive at 30 m.p.h. for considerable distances outside restricted areas but do not want to be deprived of the pleasure of competing in rallies.

I believe that the great majority of those who are attracted to motor sporting events, to the extent of taking part in them, are people who take a great interest in driving and are therefore generally better drivers than the ordinary motorist and therefore better qualified to drive fast.

As I have already shown, there can be no legal objection to speed in itself. The commercial traveller is entitled to drive as fast as he likes, provided he keeps to the rules of the road and the law of the land. If he does not do those things he will be brought to book sooner or later but, in the meantime, I and all the other road users are not penalized because of his misbehaviour. In the same way I cannot see why I, and most other rally competitors, should be penalized because a few bad or inconsiderate drivers need to be restrained. That surely is the job of the police force, which is maintained in order to ensure compliance with the law of the land.

I think that the R.A.C. have made a bad decision in this and that this decision should be resisted by the competitors for whose pleasure these events are run. If there is any public resentment, and I have certainly not read of or seen any myself, instead, why not prohibit the use of competition numbers, using for identification the registration numbers of the car? If that were done the public would not even know that a rally was occurring so they could hardly resent it.

In addition this might also have the effect of removing from some strange mentalities the idea that because it is obvious to all other road users that they are taking part in a competitive motor sporting event, they may do things on the road that they would not do otherwise, and be excused for so doing.

So might two birds be very effectively killed with the one stone.

MICHAEL H. LAWSON.

THORNTON HEATH.

* * *

Austin Seven Performance

HAVING purchased a 1937 Austin 7 in very good condition, I would be very interested to know how many readers would recommend livening up the engine without loss of reliability. For example, what improvement can be obtained by fitting an aluminium cylinder head?

Wishing AUTOSPORT the very best wishes for 1952.

"JAMBO".

WARRENPOINT, CO. DOWN.

* * *

"Double Take"

I HASTEN to disagree with the observation made in respect of your "Double Take" feature, in the 28th December issue, showing Peter Clark in his Aston Martin DB2 at Silverstone. Although at first glance both pictures appear to be identical, it seems to me that the angle of the road, the position of the driver in relation to the windscreen pillar, and the fact that the inside rear wheel is on the point of lifting, would indicate that the car is actually travelling faster in the top picture, and not in the bottom one. Please correct me if I am wrong.

J. R. MORTON.

LONDON, N.W.3.

[Mr. Morton is quite right. Unfortunately the photographs were transposed and, according to the caption, the bottom picture should have been on the top, and vice versa.—Ed.]

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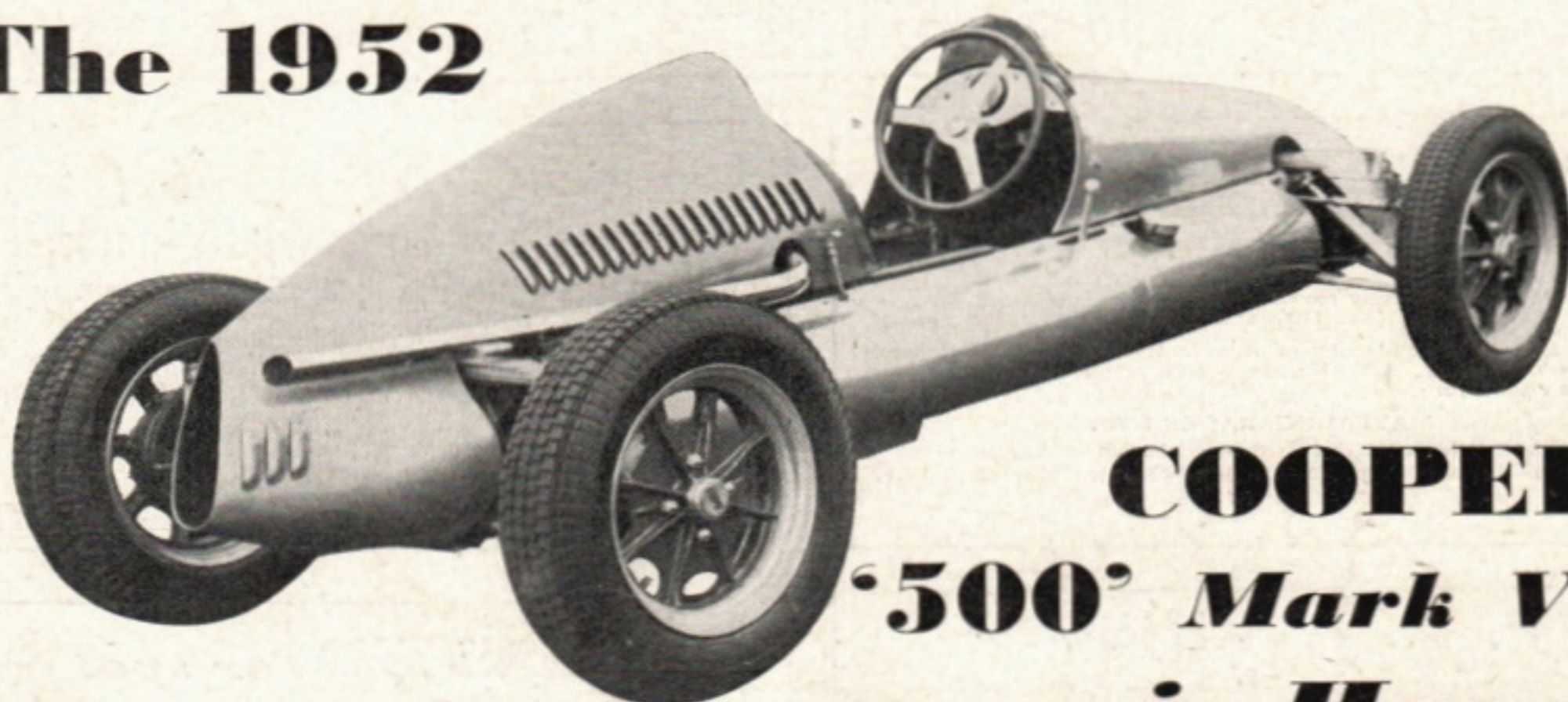
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