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AUTOSPORT

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EVERY FRIDAY

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BRITAIN'S MOTOR SPORTING WEEKLY



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SEASONAL SURVEY, PART VI — HOME EVENTS : A MEMORABLE "MONTE"

TRIALS — WHAT NOW ? : WEEK-END TRIALS AND RALLY EVENTS

JOHN BOLSTER • RUSSELL LOWRY • H. A. O'BRIEN • C. P. TOOLEY • "AENEAS" • "HIGH PEAK"



GILBERT TYRER - 1951
N.S.C.C. Aggregate Performance Trophy, N.S.C.C. Unlimited Events Vitesse Trophy, 22 1st Places at important race meetings, states "I always use NOTWEN."

DENNIS POORE - 1951
Second in Hill-climb Ratings and winner of many racing events — 1951 confirms that "NOTWEN is the Oil for consistency and economy."



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593

214 Rally & Trial Awards
291 Racing & Speed Trial Awards
88 Hill-climb Awards

AWARDS-1951

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WALLY WARING - 1951
R.A.C. Trials Champion, relies on NOTWEN.

RON FAULKNER - 1951
Winner British Trials Drivers Association Star, agrees that "NOTWEN helps performance."



Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

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February 8, 1952

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EDITORIAL

THE decision of the R.A.C. in its forthcoming International Rally of Great Britain, to include only classes for open cars (any capacity) and closed cars of up to 2,500 c.c., and over 2,500 c.c., is being strongly criticized in competition circles. AUTOSPORT recently asked a past Monte Carlo Rally winner his opinion, and he was emphatic that it was wrong to organize an International event which made no provision for the most popular category of touring car, namely, under 1½-litres. He further added that, if the event were to be run on similar lines to the "Monte", it would not matter quite so much, but the inclusion of several speed, hill-climb, regularity and other tests, would be bound to favour the larger-capacity machines. He also believed that the absence of a smaller-capacity class or classes, would tend to reduce the number of probable entrants from the Continent.

However things are not as dismal as they appear. The R.A.C. assures AUTOSPORT that there is no question whatsoever of smaller-capacity cars being at a disadvantage. In all tests which involve the element of speed, qualifying times will be based on a formula worked out on engine size, probably in the recognized International classes. This means that, in computing the marks gained or lost in the series of tests, the three classes will be subdivided into many other categories. At the conclusion of the event, results will be calculated according to individual classes, the premier awards going to the best open car (irrespective of engine capacity), and to the best saloons up to, and over, 2,500 c.c.

Looking back on the 1951 event, it will encourage intending entrants of smaller capacity cars to know that in the closed car category up to 1,500 c.c., Jim Readings (1½-litre M.G.) lost 124.40 marks, compared to the 125.03 marks lost by the winner of the over 1,500 c.c. class, R. Harper (Vauxhall).

IT is reported that the Dutch G.P., one of the latest events to achieve the status of a *grande epreuve* is to be for Formula 2 cars. This adds yet another chapter to the sorry tale of the B.R.M., a car which is now ready to challenge the best of the Continental Formula 1 machines, but which, every day, appears to be denied the opportunity to show its paces in the company of Europe's fastest road-racing cars. The new Formula is not due to commence until 1954, but already there are signs that Continental race organizers have decided to abandon Formula 1 altogether.

Let us hope that other countries will not follow the example of Holland and France, for as the present formula is still applicable, it is only right and proper that the major Grands Prix should be for the fastest road-racing cars in the world, namely Formula 1.

OUR COVER PICTURE

WIND-CHEATER: The delightful lines of the Mille Miglia Frazer-Nash are emphasized in this picture of J. R. Stoop's fleet machine taken last year at Le Mans by George Phillips.



THE French Government is said to be considering offering many millions of francs to the most successful French-built racing car.

SUCCESSFUL German 500 c.c. exponent Walter Komossa plans to enter his BMW-powered Scampolo for one or two races at Silverstone and Brands Hatch this season.

THE eight Formula 2 Grands Prix in France this year will be limited to a maximum of 18 starters of any nationality in each event, and not French nationals as earlier announced.

JAGUARS are said to have fixed Stirling Moss, Pete Walker, Tony Rolt and Duncan Hamilton for Le Mans. Also whispered that Scotsman Ian Stewart may get a wheel.

THE Belgian agents for Nuffield productions received orders for a total of 5,000 vehicles during the recent Brussels Show. This is the same quantity sold there during the whole of 1951.

NOTTINGHAM Sports Car Club are trying hard for a permit to use Tollerton airport, Nottingham, for runway races this year, as a substitute for Gamston, now taken over by the R.A.F. Nottingham Town Clerk, T. J. Owen, thinks racing at Tollerton would bring the crowds—and the revenue.

THE American journal *Road and Track* has arranged for the bringing to the U.S.A. of a Type 159 Grand Prix Alfa Romeo, for display purposes. Car will be shown by various groups and organizations throughout the States.

Pit and Paddock

TANGO TERRITORY? What's this! Bill Whitehouse and Ken Carter in South America? No—not exactly; the picture was taken last year somewhere in France during the busy season for the Cooper Racing Team.

NUFFIELD'S newest production device, "The Brain", mills, taps, reams and counterbores a gearbox casing completely in 93 seconds. Installed at their engines branch at Coventry, it does the work of 18 machines, with a three-man team in charge.

ANDRÉ SIMON, Robert Manzon and Aldo Gordini are now on their way to the Argentine for the Buenos Aires races with two 1½-litre blown Simcas. They may also race in Uruguay, but will be back in Europe in time for the Formula 2 Pau G.P.

ALLARD AND MOSS HONoured

LAST Tuesday, at the Hyde Park Hotel, the B.A.R.C. staged a cocktail party and reception for Monte Carlo Rally victors, Sydney Allard and Stirling Moss, together with their crews, Guy Warburton and Tom Lush (Allard), and Desmond Scannell and John Cooper (Sunbeam-Talbot). Speeches were brief, but sparkling Professor A. M. Low, President of the B.A.R.C., made one of his typical orations. He was followed by Sydney Allard and Stirling Moss, both of whom were at their brightest and best. Allard raised many laughs when he referred to the Chiron-Bradnack episode, an incident which must be regarded as a Monte Carlo Rally classic.

TRICO motor accessories will be exhibited at Geneva, Paris, London, and at the British Industries Fair in Birmingham this year. It was a Trico windscreen washer which kept Sydney Allard's screen clean during his Monte Carlo Rally victory.

OWNERS of M.G. models, past and present, will be interested to learn that "Tuning and Maintenance of M.G.s" by Philip H. Smith, A.M.I.Mech.E., will shortly be published by Foulis. Both o.h.c. and push-rod models will be covered, the former being adapted from the popular series of articles which appeared in AUTOSPORT.

BUILDERS of specials in search of instruments and electrical equipment for their cars will be interested in an extensive list put out by the Aero Spares Company, in which much useful apparatus is offered at reasonable cost. Their main office is at 67-69 Church Street, London, N.W.8.

R E D E X BANQUET: Monte Carlo Rally winner Sydney Allard says a few words at the Redex Banquet in Monte Carlo at the conclusion of the rally. On his left are Mr. Wayne, V. Myers and Earl Howe. Redex gave 11 cups for this year's event, one of which was won by Allard/Warburton (Allard).



SPORTS-NEWS

RACING IN MOROCCO

THE Circuit of Agadir, run in three classes on 26th-27th January over a 2.45 kilometre circuit, saw successes scored by Landon (750 Renault), Picard (1,100 c.c. Porsche) and Pagnibon (Talbot). The latter returned the fastest winning speed, finishing ahead of de Tudert (Jaguar) and Berthomier (Jaguar).

* * *

HALF-LITRE RACING IN NORTHERN IRELAND

THE 500 Motor Racing Club of Ireland is promoting a series of races on Ards Airport, near Belfast, on Saturday, 15th March next, and is anxious to have some cross-channel representatives for the 500 class.

In order to decide what starting money will be paid and also to make arrangements for a reduced rate of transport to those coming over, the Club is anxious to have the names of intending competitors as soon as possible.

Those who would care to make the trip will be assured of an excellent day's sport and a real Ulster welcome. All inquiries regarding the event and entry forms should be sent to the Competitions Secretary, Mr. Andrew Jamieson, "Linden Lea", 151 King's Road, Knock, Belfast.

* * *

COOPER WIN IN SOUTH AFRICA

DRIVING a Mark V Cooper, Arthur Mackenzie won the Pat Fairfield Handicap race at Durban on 19th January by an easy margin from two 1,250 c.c. M.G.s driven by F. Sturgeon and H. L. Pierce. Sturgeon held the lead for 15 laps, when the Cooper caught him.

Basil Beall's E.R.A. started from the scratch mark, but suffered fuel mixture troubles, while Hilton Gray's monoposto Fiat stripped its timing gear. Fourth car to finish was Stanley Reed's successful rear-engined Citroën Special. The Junior Handicap race was won by Cliff Rushby (M.G.) after a close race with O. Pheasant (Austin 7). Twenty thousand spectators watched the racing in warm, dry weather; but three minutes after Mackenzie had crossed the line it poured with rain.

FINE MOBIL OIL COLOUR FILMS

MUCH in demand by motor clubs is the Mobil oil film, "Sport on Wheels, 1951", which covers Formula 1, 2 and 3 car racing, and also motor-cycling events, and runs for 37 minutes. An excellent "short" is the 15-minute film on the 1951 Ulster motor-cycle G.P.; commentary is provided in both cases by Frank Phillips.

Booking of these films may be arranged through any branch office of the Vacuum Oil Company, Ltd.

* * *

FORMULA 1 FIXTURES

THE switch-over by French organizers from Formula 1 to Formula 2 racing focuses attention on the remaining F.1 events in the season. A glance at the calendar might suggest these are numerous, but it is unlikely that every event in the list appended will take place. Several of the Scandinavian events are of highly "provisional" nature; the surprising number of races in Finland may be attributed to the fact that the 1952 Olympic Games take place in that country.

Of the better known events, it is considered very likely that the San Remo G.P. on 20th April and the Dutch G.P. on 17th August will become Formula 2 races; whether such a change will affect the newly-acquired *grande épreuve* status of the latter event, which now counts for the World Championship, remains to be seen. The Modena and

Turin races may also be changed, while the nature of the Jersey Road Race in July remains unsettled.

Further changes are expected in the next few weeks. Races still nominally to Formula 1 in the 1952 International Calendar are as follows:—

24th February — Swedish Race Meeting.

16th March—Syracuse G.P., Sicily.

20th April—San Remo G.P., Italy.*

11th May—Finnish G.P.

14th May — Tampere Meeting, Finland.

18th May—Swiss G.P.*

22nd May—Modena G.P., Italy.

25th May—Eifelrennen, Germany.

25th May—Turin G.P., Italy.

1st June—Albi G.P., France.

7th June—Ulster Trophy Race, N. Ireland.

22nd June — G.P. of Europe, Belgium.*

12th July—Jersey G.P.

19th July—British G.P.

3rd August—German G.P.*

15th August—Stockholm Meeting, Sweden.

17th August—Dutch G.P.*

17th August—Hivinkaa Meeting, Finland.

24th August—Savonlinna Meeting, Finland.

30th August — Kuopio Meeting, Finland.

7th September—Italian G.P.

14th September—Stockholm Meeting, Sweden.

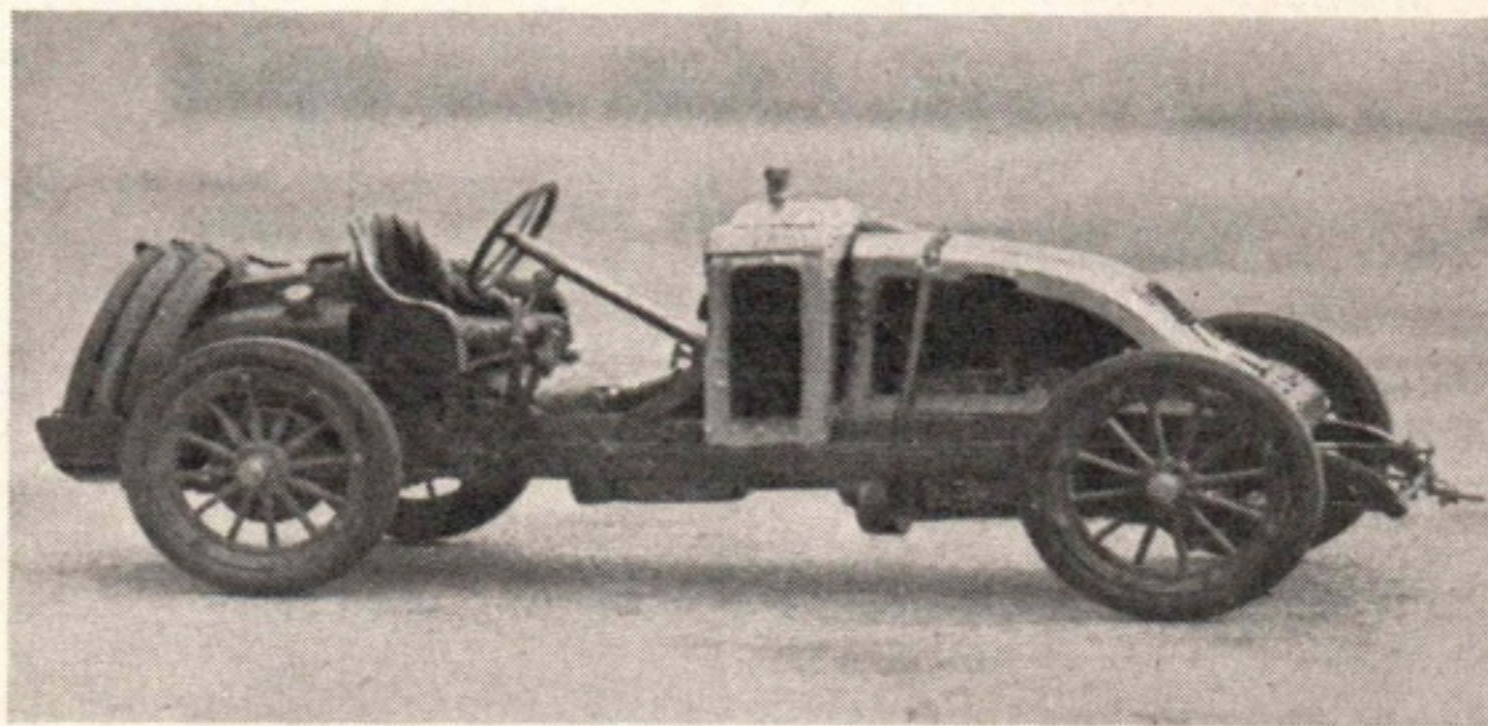
20th-21st September — Norwegian Meeting.

28th September — Avus G.P., Germany.

26th October—Spanish G.P.

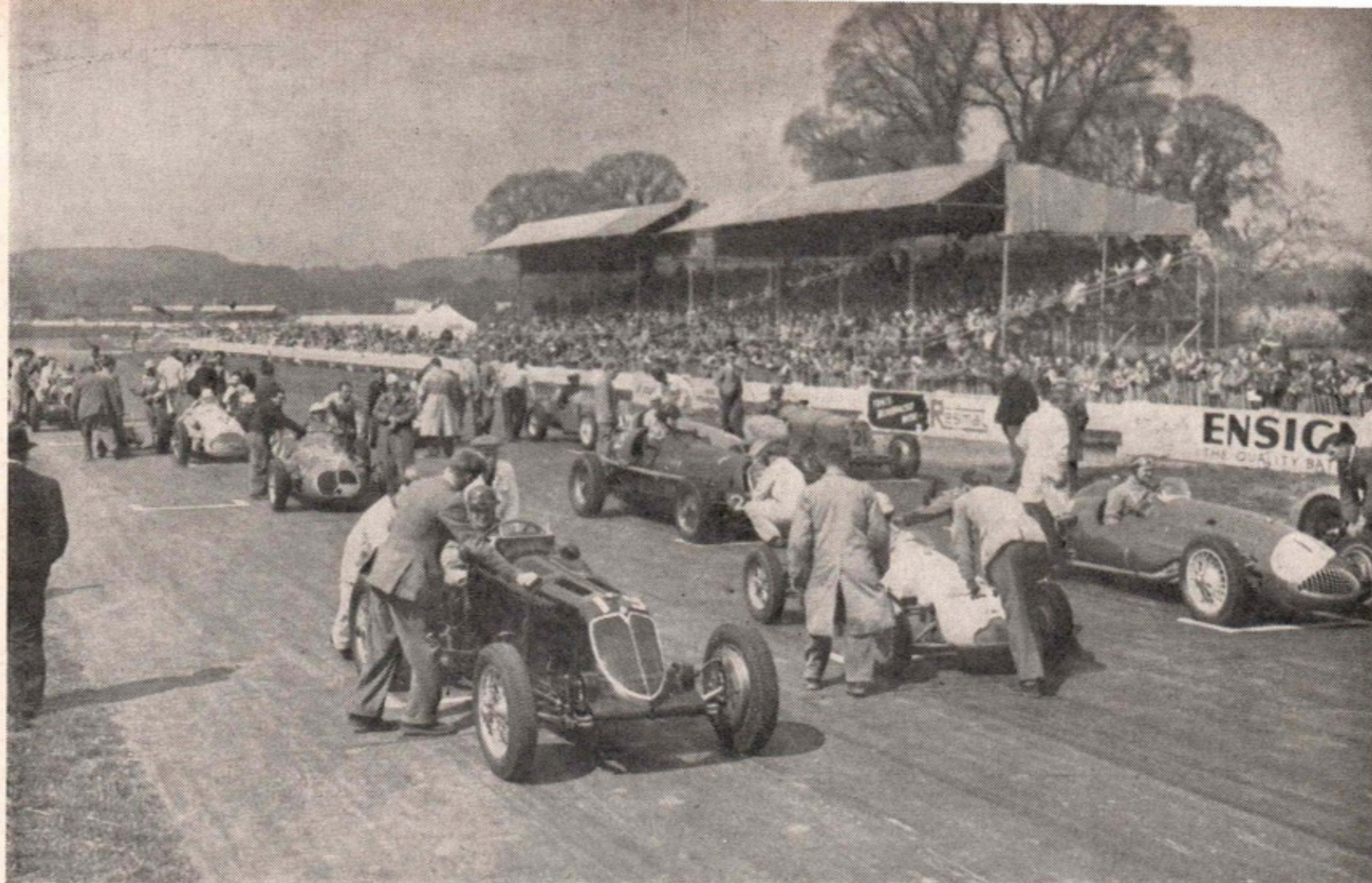
14th December—Rio G.P., Brazil.

*Rumoured may be for Formula 2.



(Photo by courtesy of "Model Maker")

GRAND PRIX WINNER, TENTH SCALE: Jack Moor, winner of the AUTOSPORT 500 c.c. Championship for non-series built cars with the Wasp-Norton, built this fine replica of the 1906 90 h.p. Renault which won the first Grand Prix.



GOODWOOD: A pre-start scene at the B.A.R.C.'s attractive Sussex circuit, where some superb racing took place during 1951.

SEASONAL SURVEY

PART VI—HOME EVENTS

• Ever-Mounting Popularity of Airfield Racing—A Brilliant Goodwood Season — Ken Wharton (Cooper) Becomes Hill-Climb Champion

IN an era when it is customary to bemoan the passing of "the good old days" when all things were plentiful, it comes as a surprise to realize that, in motor-racing at least, this country has been far better blessed since the war than before it. Donington Park, Brooklands and Crystal Palace were the sources of British circuit racing just prior to 1940; three circuits only, to serve the whole of England! We now have airfield courses in every part of the country—north, south, east and west; circuits which, if lacking in the character of a true road course like Donington, nevertheless do provide motor-racing—and a very great deal of it.

In 1938, the last full pre-war season, 18 race meetings on three circuits took place in this country; in 1951, 44 race meetings were held on 14 different circuits, excluding, in each case, big events such as the Donington and British G.P.s. That is the measure of our gain since airfield racing was introduced. With the 1951 season supplemented by more than two dozen hill-climbs and over a score of speed trial meetings, it becomes evident that the British sporting public has been exceptionally well catered for in the way of motor-racing during the past year.

With such a welter of events packed into the eight months from March to

October, little space could be accorded to each in a survey of this kind. Some events, however, have been outstanding. The pleasantly situated Goodwood circuit has seen racing of a very high standard throughout the year, fully justifying its worthiness as the successor to Brooklands. Silverstone, whose value to the sport has been well testified by its use practically every week-end, but whose fate was in the balance when the R.A.C. announced it would not renew the lease on the course for 1952, has been reprieved by the B.R.D.C., who plan to make various improvements to the circuit. The future of Britain's premier hill-climb venues, Shelsley Walsh and Prescott, was also in doubt, to be secured again by the success of the Shelsley Jubilee meeting in June, and the Prescott "International" meeting in September. Hill-climbing in 1951 has been remarkable for the rise to stardom of Ken Wharton, that ultra-versatile driver who has succeeded in trials, rallies, sprints, and British and Continental races and hill-climbs. With his blown 1,100 c.c. J.A.P.-engined Cooper he put up B.T.D. at Shelsley, Prescott, Bo'ness and Bouley Bay, to win the R.A.C. Hill-climb Championship outright by three points from Dennis Poore.

As in 1950, airfield racing has flourished at the expense of sprint meetings, so popular before the war.

The more prominent of the two dozen or so events of this type held last year were notable for the diverse types of machinery competing, the most successful being Archie Butterworth's four-wheel-drive A.J.B., with Steyr V8 engine, and Lloyd Jones's aero-engined monster, the "Flying Saucer". Regular challengers throughout the season have been the very potent big-twin-engined Coopers and some of the swifter sports-cars.

* * * CIRCUIT RACING

NORTHERN Ireland started the ball rolling with the 500 M.R.C.I. meeting at Newtownards airport on St. Patrick's Day, 17th March. Well-mixed racing included saloon and open car handicaps, a 500 c.c. race and a free-for-all scratch affair. Winners were Marshall Watson (Citroën), Charles Headland (Cooper), Dr. Harvey Jackson (Ford Spl.) and W. R. Baird (4½-litre 8-carburettor Duesenberg-engined Meteor).

English racing began with the Goodwood meeting on Easter Monday, and although it was cold a big crowd turned up to see some fine sport. The five-lap Lavant Cup race gave the new single-seat H.W.M. its first outing—and victory, Stirling Moss winning from Brandon and Aston in 1,100 c.c. Cooper-J.A.P.s. The "big" Coopers made up for it in other races, Peter Collins winning one handicap

and John Cooper the other. Big attractions were the Chichester Cup five-lapper, won by Reg Parnell's Maserati from Shawe-Taylor's E.R.A. and Bira's new 4½-litre Formula 1 Osca; and the 12-lap Richmond Trophy, in which Bira headed Parnell to win at record speed. Reg, going like the devil to hold the Osca, went out in a cloud of smoke, and Bira raised the lap record from 89.26 m.p.h. to 90.38 m.p.h. L. Gibbs (H.R.G.) won the third handicap and John Claes was a popular winner in the last race with his yellow G.P. Talbot.

On the same day, the Nottingham S.C.C. held a meeting at their Gamston airfield circuit. Pouring rain was no encouragement but 4,000 spectators turned up and 10 races were determinedly run off. Plucky winners included Gillie Tyrer (BMW) and Ken Downing (Connaught), both of whom scored "doubles", and Geoffrey Richardson, who won the big race, the Nottingham Trophy, with his Maclure Riley derivative, the R.R.A.

Better weather graced the Bristol M.C. and L.C.C.'s meeting on the pleasant Castle Combe course. L. Hawthorn won two sports-car races with two Rileys, J. R. Stoop's Mille Miglia Frazer-Nash beat Peacock's starker Le Mans Replica in another event and Oscar Moore's 1950 2-seater H.W.M. was fastest winner of the day. B.A.R.C. members had a sunny day for their closed sports-car meeting at Goodwood three weeks later. Successful drivers were Stoop (Frazer-Nash), the late Eric Winterbottom (Frazer-Nash), Wilmshurst (Bentley), Kemp-Place (Healey), Harry Lester (Lester-M.G.), Ruddock (H.R.G.) and Guy Gale. The next day saw a com-

bined sprint/race meeting for Eastern Counties M.C. members at Fersfield aerodrome, near Diss, Norfolk. S. J. Boshier proved fastest in the sprints with his Connaught, while P. Rayner-Green (Ford) and L. Hatherell (M.G.) won handicap races.

Whitsun drew the crowds to Castle Combe, Goodwood and Gamston. Those at the Bristol circuit saw "doubles" scored by Mick Hawthorn with two Rileys, and by Tony Crook's Frazer-Nash, while A. C. B. Chapman's Lotus gained the first of a succession of "750" Formula wins. Monday's Goodwood was a Parnell benefit, Reg now having the 4½-litre Thin Wall Special Ferrari. Big race was the Festival of Britain Trophy, held in two heats and a final. Parnell won Heat 1 from de Graffenried's Maserati; Bira's Osca took Heat 2 ahead of Farina's Maserati, and the Final order was Parnell, Farina, de Graffenried, Bira's Osca "dying" *en route*. Farina lapped at 93.99 m.p.h., a stupendous rate in a Maserati, but Parnell bettered this with 94.54 m.p.h. in the Ferrari.

At the Sheffield and Hallamshire M.C.'s "Gamston", Miles Martin (E.R.A.) took the Sheffield Telegraph Trophy in front of G. Richardson's R.R.A. and Shillito's Riley. Among other race winners were Mick Hawthorn, Gillie Tyrer, K. Shipside and Peacock.

On the following Saturday there was racing in Scotland, organized at Crimond airfield by the Aberdeen and District M.C. An enormous crowd testified to the popularity of racing "up North", and race winners were Ian Stewart (Jaguar), Bill Dobson (BMW), T. V. Day

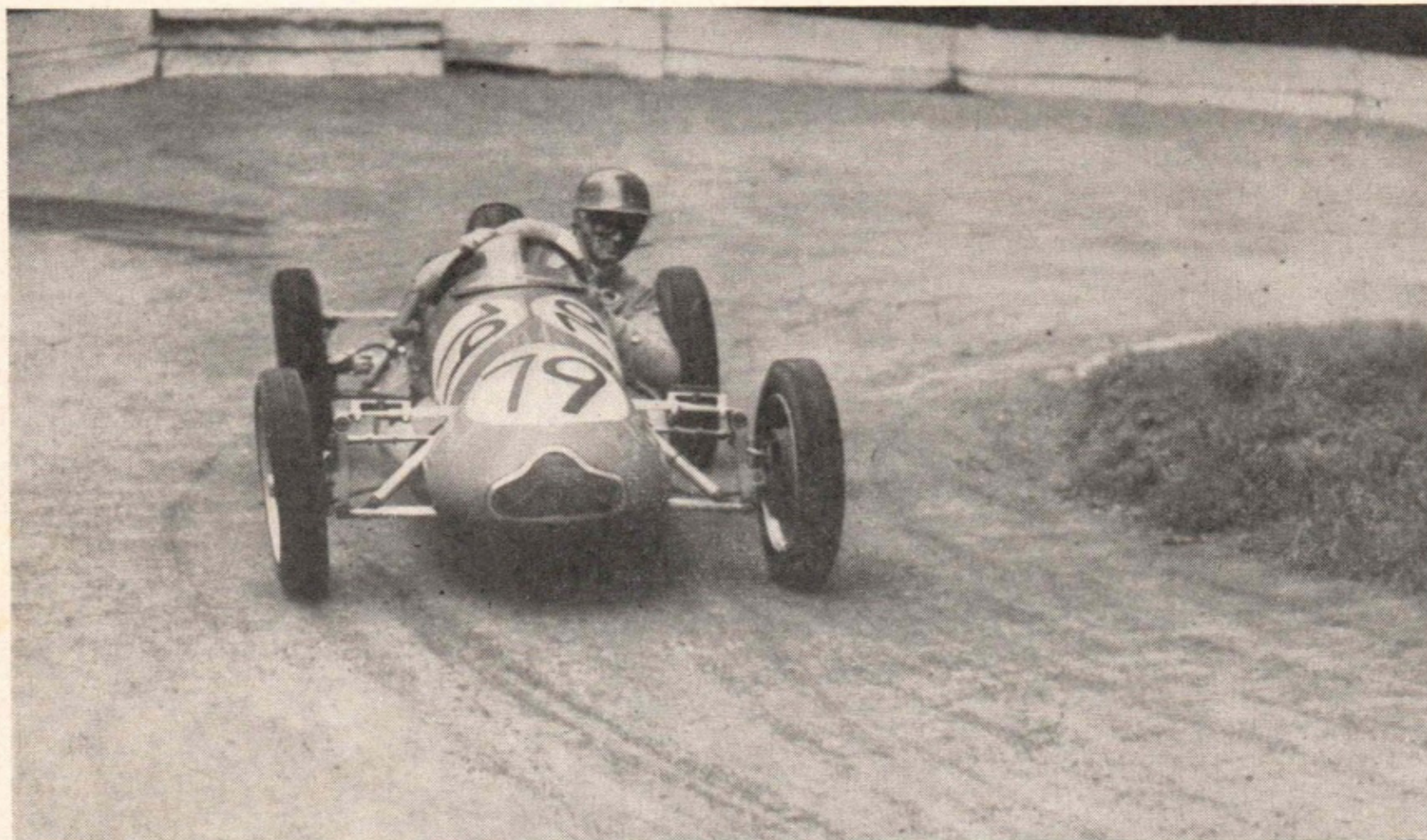
(M.G.) and Alex McGlashan (Cooper).

That same day the first of a long string of "Club Silverstones" took place, the Vintage S.C.C. running off eight races and a One Hour High Speed trial. Twenty-two cars qualified for the latter, whilst among the races the Seaman Memorial Trophy for Historic and Vintage racing-cars went to Dennis Poore's 3.8-litre Alfa Romeo, ahead of Goodhew (2.9 Alfa) and Clairmonte's Riley, Forest Lycett in the famous old 10½-litre Delage being first vintage finisher.

Now came the first "Boreham" on the West Essex C.C.'s new three-mile airfield course. Rain made the course very slippery and gyrations were the order of the day. In the *Formule libre* race Parnell's Maserati locked a brake and spun into the bales, Poore's Alfa winning from Tony Rolt's E-type E.R.A.-engined Delage Special. Croysdill (Lester-M.G.), Tony Crook (Frazer-Nash), Hugh Howorth (Jaguar), F. C. Davis (M.G.) and Guy Gale (Darracq) were other race winners.

Further westward that same day, the Maidstone and Mid-Kent M.C. enjoyed a miraculously dry circuit at Silverstone for their 12-race programme. Gillie Tyrer (how that name keeps turning up) won three events with his BMW, and Margulies (Talbot), Peacock (Frazer-Nash), J. Goodhew (Alfa and Lagonda) and Ken Downing (Connaught) were other familiar names amongst the winners.

The following Saturday the Eight Clubs took over the R.A.C. course, running two One-Hour High Speed trials and nine five-lap races, catering for every



PRESCOTT: A fine shot of Alan Rogers rounding the Hairpin in his Cooper during the successful International meeting on the Bugatti O.C.'s famous hill in September.

ALTCAR SPRINT: Peter Collins (750 c.c. Cooper-J.A.P.) on his way to breaking the course record at the Waterloo M.C.'s May meeting. He later bettered the new figure with his 1,200 c.c. Cooper-J.A.P.



Seasonal Survey—Continued

variety of sports-car in the country. K. S. Jeffery won the "750" Formula event, and Howorth's Jaguar and Goodhew's lengthy 4½-litre Lagonda did well. Three weeks later the Bugatti O.C. had a Silverstone session, wherein J. H. Pratt's Type 37 won the *pur sang* five-lap handicap, an M.G. team took a Handicap Relay race, Peter Collins won a saloon car handicap in a Ford Consul, J. Swift won a Jaguar race and J. J. Virr's Type 57 gained victory in the Allcomers race.

At Goodwood that day another B.A.R.C. "Members Only" was held, successful drivers being Mick Hawthorn (who won two races with his Rileys), Treen (Riley), Metcalfe (Fiat), J. Craig (Jaguar), Crook (Frazer-Nash) and Alan Whincop (3.3-litre Bugatti).

Further to crowd that week-end, Sunday saw racing again at Crimond and Fersfield. At the North Scottish course W. E. Wilkinson ("Wilkie") won the 12-lap *Formule libre* race with David Murray's Maserati, Ron Flockhart (998 J.P.-Vincent) just pipping J. H. Walton's H.W.-Alta for second place. Walton won a sports-car race with his Frazer-Nash, and Ian Stewart's XK 120 was also a winner.

The Eastern Counties M.C. invitation at Fersfield brought J. Wilmshurst a "double" in his 4½-litre Bentley, while S. J. Boshier (XK 120), Revitt (Connaught), C. M. Sears (Frazer-Nash), D. Moore (M.G.) and Rayner (Ford) also won races. Back at Silverstone a week later the V.S.C.C. held a second meeting, in which the G.P. Itala Trophy for vintage racing-cars went to V. J. Hern's 1,100 c.c. blown Amilcar "six" ahead of Clutton's 10½-litre Delage.

A second Newtownards meeting in Northern Ireland the following week-end brought out the ex-Ansell/Shaw-Taylor E.R.A., driven by new owner E. J. Wilkinson, who won the scratch race from W. R. Baird's 4CLT Maserati. Third man, Chris Lindsay (Nufor) also won the open handicap race. The second Boreham, also on 30th June, had far better weather than the first, and a large crowd saw much exciting racing. Race victors were Tony Rolt (E.R.A.-Delage), Ray Merrick in the very potent 1,132 c.c. Cooper-Nor.-J.A.P., Mick Hawthorn's Riley (what, again!) and Tony Crook's Frazer-Nash.

No rest for Silverstone! At the M.M.E.C.'s "mixed grill" that same day, Gillie Tyrer's BMW, Len Gibb's Riley, Sears's Frazer-Nash, Clairmonte's Riley,

Crozier's 8-litre Bentley, Headland's Cooper, Jack Moor's Wasp, Walton's Frazer-Nash and A. Joseph's Alvis all took "firsts".

Down in the South-West at Davidstow airfield on Bodmin Moor, the Cornwall Vintage C.C. held a "feeler" meeting on 8th July in which J. Martin Lewis's H.R.G., Simmons-Hodge's 4½-litre Bentley and Pritchard's 2-litre Lagonda did well. A fortnight later the third Gamston gathering beheld Bob Gerard winning his first 1951 victory with the E.R.A. in the 50-lap Kenning Trophy race. Chapman's Lotus, Howorth's Jaguar and Downing's Connaught took their usual "firsts" and Jack Newton's Frazer-Nash won the Formula 2 race.

The first 1951 Winfield meeting on the Scottish course near Berwick drew enormous crowds and a good entry. Philip Fotheringham-Parker (6-cylinder Maserati) won the Formula 1 race after D. Murray (Maserati), J. Kelly (Alta) and A. J. Butterworth (A.J.B.) had all dropped out. The indefatigable Tyrer/BMW combination was second, and also won the Formula 2 race from John Brown's H.W.M. Sports-car winners were J. Fisher (1½-litre Fisher Spl.) and Ian Stewart (Jaguar).

The seventh "Club Silverstone" was that of the Bentley Drivers' Club, and not unnaturally Bentleys figured prominently in the winners' lists, Wilmshurst's "4½" and Crozier's ex-Barnato Hassan 8-litre being outstanding. In Yorkshire a week later the Darlington and District M.C. held a meeting at Croft, where Gillie Tyrer's BMW added to its considerable booty by winning the *Formule libre* race from Curtis (Allard) and Flockhart's J.P.-Vincent.

The Aston Martin O.C. next caned the long-suffering Silverstone Club circuit on 28th July with a long and varied programme of events. C. Angell's 2-litre Aston Martin coupé won the St. John Horsfall Trophy handicap race from the 6 mins. 40 secs. mark, and other prominent performers were John Ching (Bugatti), P. A. Blakeley (H.R.G.), Miss H. Williams (Lotus) and J. Goodhew (Lagonda).

Racing on a new airfield course at Ibsley followed, staged by the West Hants and Dorset C.C. on Bank Holiday, 4th August. Here Dennis Poore's Alfa scored another success in the 20-lap *Formule libre* race, Ray Merrick's Cooper-Nor.-J.A.P. won a 10-lap handicap, making fastest lap of the day in the process, and other first-place men were Ken Downing (Connaught), Donald Pitt (Frazer-Nash), Sydney Allard (Allard) and Colin Chapman (Lotus).

In Ulster that same day Chris Lindsay drove E. J. Wilkinson's E.R.A. to victory in the scratch race at Newtownards, equalling the lap record, while Stanley Porter's Plus-Four Morgan won the handicap. On Bank Holiday Monday,

SALOON-CAR RACE: A feature of the October meeting at Winfield, Scotland, was the five-lap race for closed cars, won by T. C. Wise's Jowett Jupiter.



the Nottingham S.C.C. again had bad luck with the weather at Gamston. Reg Parnell turned out with Raymond Mays' famous black 2-litre E.R.A. and won the *Formule libre* race from Gerard (E.R.A.), Poore (Alfa Romeo) and Hampshire (E.R.A.). Sports-car winners were J. Lee (Connaught), Peter Collins (Cadillac-Allard) and Jack Newton (Frazer-Nash).

It rained again at Boreham on the 11th—and how it rained! Brian Shawe-Taylor drove a masterly race to win the *Formule Libre Daily Mail* Trophy from Graham Whitehead (E.R.A.) and Ray Merrick took the Formula 2 prize with his Nor.-J.A.P.-engined Cooper. Duncan Hamilton won two sports-car races with his XK 120.

The M.G.C.C. Silverstone that same soaking Saturday saw Gillie Tyrer notch up another win with his white BMW, while J. C. C. Mayers won the under 1,500 c.c. scratch event in a Lester-M.G. A complete climatic contrast was the third "Members" Goodwood the following Saturday, held in warm sunshine. Mick Hawthorn's T.T. Riley scored another win, so did "Taddy" Crook, while Sydney Allard, Nigel Mann and D. Lewis (both in Alfa Romeos), Ken Downing (Connaught), J. H. Bailey (1923 Bentley), and Merritt and Nicholson (M.G.s) all secured "firsts".

Next week-end came a daring and successful experiment by the 750 M.C. in the shape of a Six Hours Handicap Relay Race. An enormous and variegated entry of sports-cars came in, and a magnificent day's sport ended in victory for the Vintage S.C.C. team of Bentleys, comprising J. H. Bailey's 1923 3-litre, and the "4½s" of J. A. Williamson, D. J. R. Chapman, Hamish Orr-Ewing, R. H. B. Mason and C. B. H. Bradshaw. A Morgan 4/4 team was second, and the Chiltern H.R.G. team third. The 1952 repetition of this unique event is keenly anticipated by all club competitors.

A Sunbac session at Silverstone featured seven races, and familiar names among the winners were Downing, Newton, Colin Chapman and D. J. R. Chapman (Bentley), who won the All-comers' Handicap. Gillie Tyrer was at Turnberry the same day, at the meeting organized by the Scottish S.C.C. and sponsored by the *Scottish Daily Express*. His BMW won two races and R. B. Chassels (Riley), Ben Whitehouse (DB1 Aston Martin), Peter Reece (Aston Martin), J. Fisher (Fisher Spl.), J. A. Wilson (M.G.), W. P. S. Melville (30/98 Vauxhall) and Ian Stewart (XK 120) each won an event.

Next week-end Tyrer won another race at Croft, and Peter Collins (Cadillac-Allard) cracked the lap record. The Reece cousins, Peter and Jack had a good day with Aston Martin and Cooper-M.G. cars, while J. H. Walton did well with his H.W.-Alta and Frazer-Nash.

The M.C.C. held their One Hour High Speed Trials, five-lap scratch and handicap events and a 15-lap Relay Race in a crowded September afternoon at Silverstone. A vintage Bentley team won the relay event, members Chapman and Williamson also taking five-lap events with their "4½s". At the last 1951 Club meeting at Silverstone, promoted by the Peterborough M.C., Chapman's Bentley scored yet another win, as did Gerry Crozier's 8-litre, while Ken

Downing won two more races with his Connaught.

The last big Goodwood, the International meeting on 29th September, was tremendous. After being defeated at Whitsun in a Maserati, Giuseppe Farina brought a 159 G.P. Alfa Romeo with him this time, making a clean sweep to win the five-lap Woodcote Cup and the 15-lap *Daily Graphic* Trophy, both from Parnell's Thin Wall Ferrari. His successful afternoon's motor racing was completed by a win in an intensely exciting five-lap handicap race in which he caught Moss's H.W.M. by 2 secs. from scratch. Stirling Moss himself had a good day, winning the Madgwick Cup with the H.W.M. and two sports-car races with the works XK 120C Jaguar. Ken Wharton made the Cromard Spl. go as it never went before to win one handicap, while M. J. C. Keen's H.R.G. won another.

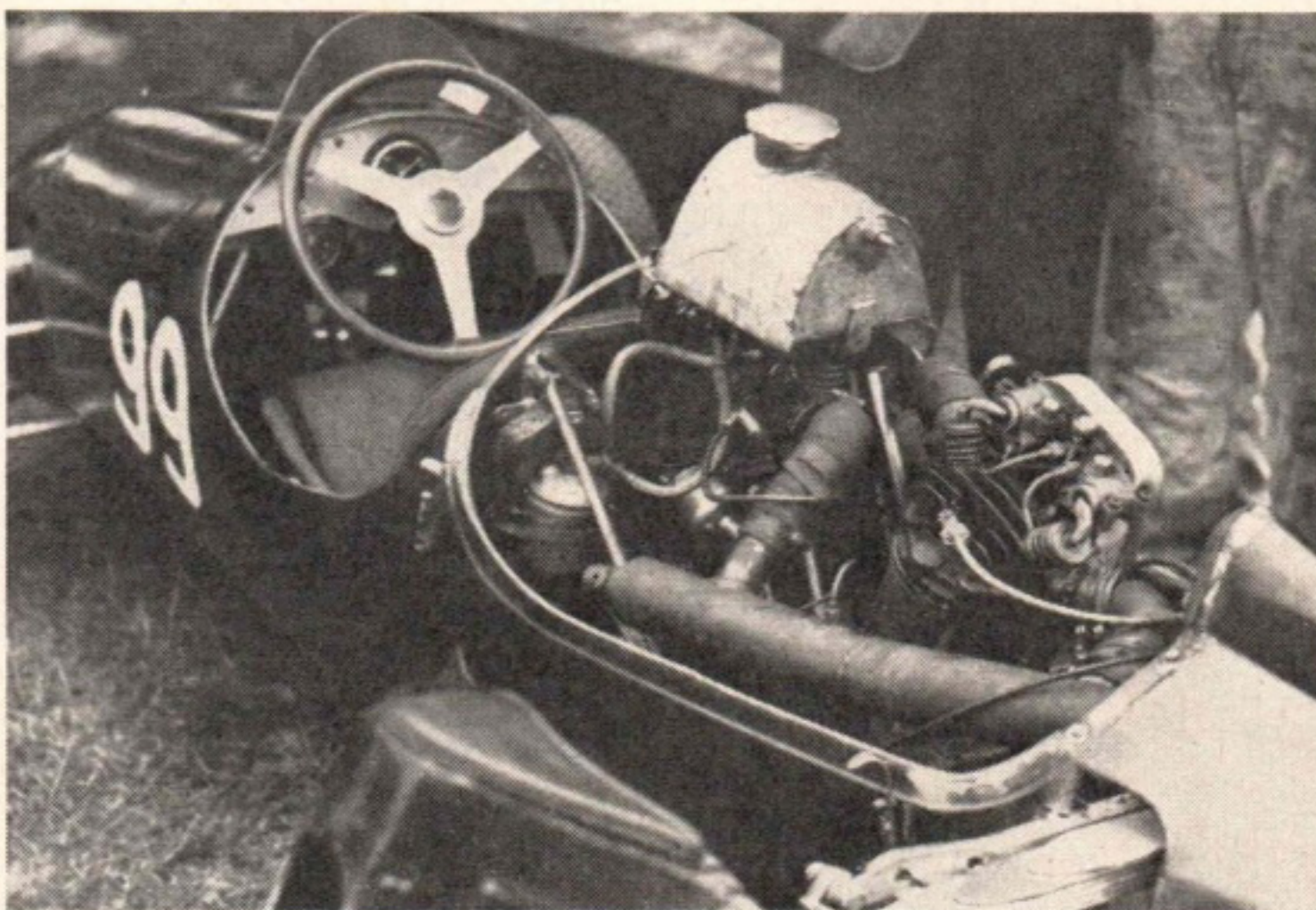
The last Castle Combe meeting saw victories by Bob Gerard (E.R.A.), Abecassis (H.W.M.), Wharton (E.R.A.),

Formula 2 event, Tyrer and Downing won their usual sports-car events, and Ian Stewart (Jaguar), A. M. Calder (Riley) and T. C. Wise (Jupiter) were other first place men.

SPEED TRIALS

THE British 1951 sprint season opened on 3rd March with the Cambridge University A.C.'s Speed Trial at Bottisham aerodrome. This venue was hastily selected after use of Bedwell Hey, originally planned, was banned, so the organizers did well to raise an entry of over 30 cars. C. A. Booker made Best Time of Day with his 1,100 c.c. Cooper, Stoop's beautiful Mille Miglia Frazer-Nash was fastest sports-car, beating Tony Crook's "Replica", and class winners were G. Wicken (Jaguar), Stoop, Scott-Brown and D. Moore (M.G.s).

At Boreham airfield a month later the West Essex C.C. held standing kilometre sprints along one runway. Archie Butterworth's V-8 Steyr-engined four-



URGE DEPT.: The supercharged 1,100 c.c. J.A.P. engine of Ken Wharton's Cooper, with which he won the 1951 Hill-climb Championship.

C. Davis (Cooper-M.G.) and Sydney Allard (Cadillac-Allard), while Gamston on the same day was notable for "doubles" scored by Peter Collins with Allard and J.B.S. cars, and Downing's Connaught. Howarth's Jaguar, D. A. Clarke's Frazer-Nash, and Tyrer's BMW were other winners.

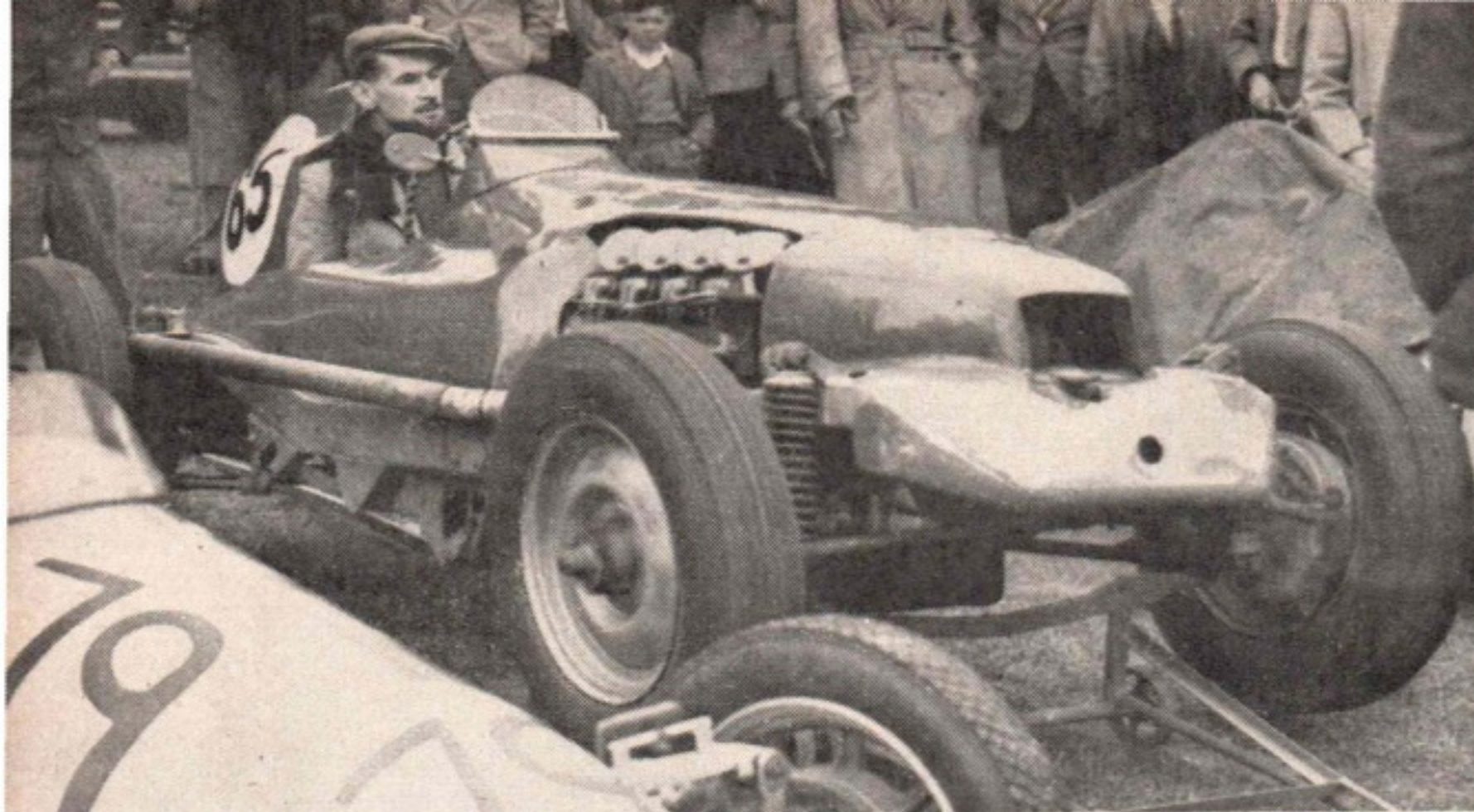
The tricky Fersfield course was the scene of a further Eastern Counties M.C. meeting on 7th October, in which C. M. Sears's Frazer-Nash, M. Rash (M.G.), H. Kemp-Place (Healey) and W. B. Black (Jaguar) all gained successes.

Winfield marked the close of what must surely have been the fullest season of circuit racing ever known in Great Britain. The Scottish meeting drew Parnell's Thin Wall Special Ferrari, the H.W.M. team and other prominent performers. Parnell won the free-for-all 25-lap race from Wharton (E.R.A.) and A. G. Whitehead (E.R.A.). Stirling Moss headed an H.W.M. 1-2-3 in the

wheel-drive A.J.B. made an incredible run in 25.12 secs. to score B.T.D. and a new record. Next fastest was Norris's 2-litre Alta Special and Gordon Parker's blown 2½-litre Jaguette was the swiftest sports-car.

The Gosport Club's meeting over a ¼-mile of a local flight test road saw J. Goodhew's 2.9-litre *monoposto* Alfa Romeo fastest, with the Norris Alta again second. Fastest sports-car was an American "hotrod", P. F. Payne's Ford, fresh from California. Claude Tipper's Monaco-Norton, the "Roller Skate", won the 500 c.c. class, Brake's Cooper the 1,100 c.c. class and Altas were 1-2-3 of the 2-litres. Amongst sports-car class winners were Harry Lester and Pat Griffiths in Lester-M.G.s, Greene's Frazer-Nash, Werth's Amilcar and G. Parker's Jaguette.

A classic speed trial venue, Madresfield, was brought back into use on 6th May by the Morgan Three-wheeler Club,



DOUBLE WARM-UP: Archie Butterworth warming up front and rear transmissions on his four-wheel-drive Steyr-engined A.J.B., an outstanding sprint car in 1951.

Seasonal Survey—continued

who laid out a standing $\frac{1}{4}$ -mile for timing. C. Hale's Special 998 c.c. Morgan-J.A.P. made best time, beating S. G. Withers by 2.1 secs. At Whitsun, four sprint events were held, one by the Waterloo and District M.C. at Altcar in Lancashire, one by the Falcon M.C. at Tewin Water, Herts, one by the Scottish S.C.C. at Turnberry aerodrome in Ayrshire, and one by the Cheltenham M.C. at Chedworth. At Altcar Peter Collins and C. Heath dead-heated for best time with twin-cylinder Cooper-J.A.P.s, while Guy Warburton made best sports-car time; Collins was fastest in the 750 c.c. class with a second Cooper twin, and Gillie Tyrer's BMW and Basil Davenport's immortal G.N. Spider were also class winners.

Fastest at Tewin Water was John Farley's 998 c.c. blown J.A.P.-engined Special, while C. Tipper's 500 c.c. Monaco won three classes. Yet another twin J.A.P.-powered car, Bob Haddow's Cooper, took the top honours at Turnberry, while best at Chedworth was Peter Stubberfield's 2.3-litre Bugatti, who beat Ted Lloyd-Jones's Rolls-Royce aero-engined "Flying Saucer" on the last run of all by $\frac{1}{2}$ of a second.

The second Gosport meeting in June brought Archie Butterworth another B.T.D. with his phenomenal A.J.B. Tipper's Monaco for once had to give best in the 500 class to Don Parker's J.B.S.; Lady Mary Grosvenor (Alta) won the 2-litre racing class and B. A. Chevell's fine-looking 4.3-litre Alvis was fastest sports-car.

At the Chester Club sprints at Queensferry, a week later, Lady Mary Grosvenor returned B.T.D. with her Alta, beating class winners Gillie Tyrer, Jack Reece (Cooper-M.G.), Walton (Frazer-Nash) and M. C. Kearon (Cooper). The Maidstone and Mid-Kent M.C.'s Ramsgate Speed Trials took place in July, Lloyd-Jones's Flying Saucer returning B.T.D.

Cooper-J.A.P. big twins were fastest both at Great Auclum a fortnight later, driver the late David Brake; and at Tewin Water on 6th August, when C. Heath beat Lloyd-Jones on a treacherously wet course by .2 sec. Then followed what may be termed the Speed Trial classic, the Brighton International meeting on 1st September. Rain again made things tricky for the racing classes, and Butterworth's winning time of 26.63 secs. in the A.J.B. was fantastic. Sydney Allard was next best in his

Cadillac-Allard, not unnaturally winning the unlimited sports-car class, his time of 27.4 secs. being a new sports record. Other record breakers were Lester's Lester-M.G., Gordon Parker's Jaguette and Forrest Lycett's 8-litre Bentley, while Don Parker (J.B.S.), Crook (Frazer-Nash), Bradnack (Cooper), Lloyd-Jones (Triangle Flying Saucer), Raven (Bugatti) and Mrs. Eleanor Allard (Allard) all scored class successes.

The second "Altcar" on 14th September gave C. Heath another B.T.D. with his 1,100 c.c. Cooper, Laurie Bond beat Kearon's Cooper in the 500 c.c. class, Tyrer scored another class win as did Davenport (G.N. Spider), while Downing (Connaught) scored two. On the following day the Southsea M.C. used a $\frac{1}{4}$ -mile of the Goodwood circuit for sports-car speed trials, when Leslie Allard (Cadillac-Allard) won a closely fought duel for B.T.D. with Payne's Ford "Hotrod" and Parker's Jaguette.

At Gosport J. Goodhew got his 2.9-litre Alfa Romeo going to great effect to make best time, while Phil Payne's "Hotrod" was again in the limelight as fastest sports-car. D. Parker (J.B.S.) won the 500 c.c. category. Next came the Gravesend Speed trials, where Gordon Parker scored B.T.D. with his Jaguette; while a week after, Peter Collins was fastest in his Cadillac-Allard at the Hagley Club's event at Westwood Park. He also took the 500 c.c. class with his J.B.S., beating Jack Moor (Wasp) and Ken Wharton (Kieft).

It was Bertie Bradnack's turn with his blown 1,100 Cooper J.A.P. at the Ramsgate Undercliff sprints, jointly organized on 30th September by the Herts County A. and A.C. and the North London E.C.C.. Best 500 this time was A. W. Richards' J.B.S., and Lloyd-Jones took the "unlimited". At Hoton aerodrome a week later Peter Stubberfield's Bugatti rocketed over the winding course to put up B.T.D. on the first run of the day; next fastest was Hugh Howorth's XK 120 Jaguar.

In the Wirral 100 M.C. sprints at Rhydymwyn (Ruddymewin, the way the natives say it) it was a 500 c.c. Cooper, that of Alan Rogers, which made the quickest run, ahead of Guy Warburton's Allard, the fastest sports-car. On the 21st October B. Bradnack won the 750 M.C./W.H. and D.C.C. event at Tarrant Rushton, and on the 27th two meetings, one at Snetterton and the other at Peplow, wound up the sprint season. Snetterton, in Norfolk, is a notable dis-

covery by the Aston Martin O.C., who inaugurated the circuit with an enterprising series of three-lap sprints. Out of an excellent entry, Ken Wharton's 2-litre E.R.A. proved fastest, with Poore's Alfa Romeo and Hamilton's H.W.M. next in order. Amongst class winners were Black's XK 120 Jaguar, Boshier's Cooper, Parker's J.B.S. 500, Howorth's Jaguar and Willis's BMW. The North Staffs M.C. sprints at Peplow, Shropshire, were marred by rain, but Lloyd-Jones got his incredible 21-litre monster, the Flying Saucer, over the 600 yards in 16 secs. to win from Bradnack's and Heath's Coopers. Tyrer's BMW was quickest in the sports classes and Headland's Cooper won the 500 class.

HILL-CLIMBS

STAR in the hill-climb world during the past season was undoubtedly Ken Wharton of Smethwick, Birmingham, who performed outstandingly wherever he competed, in E.R.A., Cooper and Kieft cars and fully deserved to win the R.A.C. Hill-climb Championship. He kicked off spiritedly in the first climb of the season, the Tenby Club's meeting at Lydstep, South Wales, on 24th March, by breaking his old record with his newly blown 1,100 c.c. Cooper, and winning the 500 c.c. class with a Kieft. Meanwhile, down at Trengwainton, in Cornwall, J. Broad set up B.T.D. in the West Cornwall M.C.'s Easter fixture in an Allard. At Enniskerry, in Ireland, Hector Graham scored another Cooper victory with his J.A.P. "Thou"; then he repeated the mixture at Cairncastle in May, breaking the hill records on both occasions.

The Herefordshire M.C. staged their first hill-climb on 29th April over a private road near Bucknell, Shropshire, when an S.S. 100 driven by J. McVitie made best time. The Prescott season opened with a bang in May, with two meetings in one week-end. At the first, the Bugatti O.C.'s event on Saturday, 19th May, Michael Christie's 1,100 c.c. Kieft-J.A.P. took the premier honours, though Peter Stubberfield set up an unofficial "fastest" with his 2.3-litre monopo-to-bodied Bugatti. N. L. Williams (Cooper) set up a new 500 c.c. class record, and Peter Collins (1,200 Cooper) gave the old 1,500 c.c. figure a jolt with a record climb in 47.13 secs.

In the North Staffs M.C. meeting on the Sunday B.T.D. went to Cecil Heath's 1,100 c.c. Cooper; Tyrer (BMW) was fastest sports-car driver and Headland (Cooper) won the 500 c.c. class. Rain spoiled both these meetings, and it was much in evidence at the Omagh M.C.'s June event at Syonfin, where Chris Lindsay's M.G.-Ford hybrid, the Nufor, tied with Noel Hillis in a pre-war 6-cylinder Maserati for the best time of day.

Rain at Shelsley Walsh is regarded by many as inevitable, but the Midland A.C. were blessed with fine weather and an equally fine entry for their 50th Anniversary meeting on 23rd June. All the hill-climb maestros took part, and

Seasonal Survey—continued

Ken Wharton cracked the hill record with a rousing climb in 37.27 secs. in the blown Cooper; Dennis Poore's big Alfa made second B.T.D. .11 secs. slower, and Archie Butterworth was third and took the "fastest unblown" category in his Steyr-powered A.J.B. Lloyd-Jones's monster Triangle "Flying Saucer" was fastest Shelsley Special, and Clive Lones (Iota) succeeded in beating Wharton's Cooper in the 500 c.c. class. Other winners were Bradnack (Cooper), P. Collins (Cooper) and Wharton (E.R.A.).

The Bugatti O.C. Members' meeting the following day proved a gift to Stubberfield's Bugatti, after Poore's Alfa, rushed from Shelsley, failed with clutch trouble. Clive Lones, Peter Collins, J. B. Norris (Alfa) and Oscar Moore (H.W.M.) all won class successes, the latter defeating Gillie Tyrer's BMW. Meanwhile another Irish climb, at Spelga Pass, marked Hector Graham's third success in the Cooper twin, with which he beat Baird and Hillis with Maseratis.

The International meeting at Bo'ness in Scotland on 30th June proved a truly record affair. No fewer than 18 records fell during the day, and Ken Wharton lifted principal honours with the blown Cooper, leaving the record at 34.6 secs. Dennis Poore's Alfa gave trouble in practice and did not run. Ian Hopper set up new 1,500 c.c. sports-car figures with his Lea-Francis-engined Hopper Special; Wharton borrowed Pat Prosser's Cooper and set up a new 500 c.c. record; then took the 2-litre class as well with his E.R.A.! Second B.T.D. and the unlimited racing class went to Sydney Allard's four-wheel-drive Steyr-Allard.

Dennis Poore had his revenge the following week-end at the Royal Scottish A.C.'s Rest-and-be-Thankful hill, breaking his old record with an electrifying climb in 56.32 secs., which bettered Wharton's best in the blown Cooper by .03 sec. The Birmingham *bergmeister* won his class and second B.T.D., however, and took third B.T.D. and the 1,500 c.c./3-litre class with his E.R.A.

Down in the Channel Islands, at Bouley Bay, Jersey, Wharton reversed the order, breaking his own record with the Cooper. Poore's larger, less wieldy Alfa was next best, 2 secs. slower, and Jerseyman Syd Logan's 1,098 c.c. Cooper was third. Trengwainton's record also fell on 4th August, to J. Bassett's Allard, but it was on Craigantlet the following Saturday, the next round in the R.A.C. hill-climb Championships, that interest was centred. Alas, only Sydney Allard of the contestants crossed to Ulster for this event, but he made it worth while by lowering his own record in the four-wheel-drive 4.4-litre Steyr-Allard. Second best was Chris Lindsay (E.R.A.), a bare 1.6 secs. slower.

A pleasantly informal meeting at Naish hill, was held on 1st September, when trials exponent Ken Burgess clocked B.T.D. with his Javelin-engined Burgess Special. Next day at Lydstep, Ken Wharton borrowed the Stirling Moss lightweight Kieft-Norton and broke Jack Moor's old 500 c.c. record, then put up best time of all with his blown Cooper. More records tottered at the memorable Prescott International on 9th September, and again it was the Wharton/Cooper combination which starred, reducing the "absolute" figure to 43.81 secs. Poore (Alfa) was second, winning his class, Sydney Allard's f.w.d. Steyr-Allard was



PRIVATE "MONTE": Rigorous testing on the Continent preceded the introduction, this week, of the new Austin A40 model, the Somerset, seen here in an Alpine setting.

fastest unblown car, Clive Lones's Tiger Kitten Iota beat C. A. N. May's Cooper in a brilliant, record-breaking 500 c.c. run, both these drivers beating Ken Wharton in the Moss Kieft.

Came the second Shelsley—and again Ken Wharton lowered the hill record, driving the blown Cooper. More than that, he also put up a new 500 c.c. record in the Kieft-Norton, and a new 1½-3-litre record with his 2-litre E.R.A.! The new Shelsley record, 36.62 secs., betters the old "absolute" figure held by George Brown's Vincent-H.R.D. motor-cycle. Poore's Alfa made third B.T.D., Sydney Allard was fastest "unblown", and T. A. D. Crook lowered the production-car record with his Frazer-Nash.

Less momentous was the Vintage S.C.C. Prescott the following day, won by Dr. W. A. Taylor driving Dick Caesar's A.C.-engined Caesar Special. The Bentley D.C.'s meeting on the attractively set Firlie Hill in Sussex, six days later, was marked by more record breaking, this time by Gerry Crozier's magnificent 8-litre Bentley. The Knockagh climb in Ulster was also in the fashion. Chris Lindsay's ugly but effective Nufor beating Ernie Wilkinson's E.R.A. and lopping a second off the old record.

J. H. Walton (Frazer-Nash) was fastest at the Scottish S.C.C.'s "Members" Bo'ness; and Ninian Sanderson (Cooper) beat Wharton's 500 c.c. record, making second B.T.D. The last British hill-climb fixture of 1951 was a Herefordshire M.C. climb at Bollard's Drive, Colwall, where Peter Walker, President of the Club, was fastest with an XK 120 Jaguar, 2.6 secs. quicker than runner-up J. MacVitie's S.S. 100 Jaguar.

LEICESTERSHIRE C.C. A.G.M.

At the Leicestershire C.C. Annual General Meeting held at the Bell Hotel, Leicester, on 30th January, the President referred to a most successful year's activities, and spoke of the record membership of approximately 200.

S.O.D.C. ANNIVERSARY DINNER

THE 1st February, 1952, was the 21st birthday of the Sporting Owner Drivers' Club, and to mark this notable anniversary a Gala Dinner and Dance was held at the Bell Inn, at Aston Clinton, Bucks.

Stirling Moss, one of the guests of honour, and President of the Club S. C. H. Davis, were unable to attend owing to commitments in Monte Carlo, but guest of honour Laurence Pomeroy, an old and valued friend of the Club, attended and made an amusing speech while proposing the Toast to the Sporting Owner Drivers' Club. O. Issard Davies proposed the Toast to the Visitors, and Michael Clayton, of the *Autocar*, replied. Before dancing commenced, Mrs. Payne, with assistance from Allan Moore, presented the Trophies and Awards to winning members for last years' sporting events. Good food and fellowship and a lively dance band combined to make a jolly evening which everyone enjoyed.

MORGAN 4/4 TREASURE HUNT

THE Morgan 4/4 Club will hold its first event for 1952 on Sunday, 17th February.

This event will take the form of a Winter Treasure Hunt, starting from the Co-operative Fruit Market, Pershore, Worcs at 2.30 p.m., and will finish in the same area.

The secretary, J. Sutton Atkins, will be pleased to hear from any Morgan 4/4 or Plus 4 owners who are interested in the Club but are not yet members. His address is 3 Friary Street, Derby.

FIRST CHICHESTER M.C. DANCE

THE first members and guests dance of the Chichester Motoring Club was held at the Bracklesham Bay Hotel, near Chichester, on Saturday, 26th January.

This proved a most enjoyable function. About 130 people attended, thus helping to give the Club an encouraging start.

RUSSELL
LOWRY'S

NORTHERN LIGHTS

FLUSHING MEADOWS (AND HOW NOT TO)—VELVET GAUNTLET
—FORE FOUR FOR—NO CHIROPODY—COUGH PLEASE—LIFE
SAVER—AVOIRDUPOIS

So Lowry is in the Doghouse again, this time on a charge of "Compromising Editorial Neutrality". Coo, them's real fighting words like they use at Peace Conferences. But the "anti-racing" cap can scarcely fit one whose earliest reading was Jarrott's *Ten Years of Motoring and Motor Racing*; whose first hero was the then Major H. O. D. Segrave; who raises his hat to all elderly Bentleys; subscribed his humble mite to the B.R.M., and has "covered" more than a few race meetings in these august pages without (he hopes) displaying noticeable nausea at the spectacle.

In fact the "Northern Lights" terms of reference don't include Neutrality. That lives in London. This job is rather to reflect other peoples' views and activities, adding our own merely as a garnish. And, of course, pulling the southern leg gently from time to time.

We dearly love racing in the North—after all, we produced correspondent John Hill as its spokesman and Gallup Poll expert—but since we lack a nationally or independently sponsored track, we depend on Motor Clubs to provide that racing, and whether you like it or not, the backbone of nine clubs out of 10 is the Trial, the Rally and the Gymkhana type of event. So, if there weren't any Trials, there wouldn't be any local racing and we should all have to spend our time reading about foreigners. Honestly, you'd soon get tired of it. Yes, three cheers for Formula 2 next year.

* * *

HAVING pushed back the insurgent racers for the moment, we'll climb over to the other side of the fence and join the bog-hoppers. Our complete rout by the South in the R.A.C. Championship has caused



FOR SERVICES RENDERED: Bert Rhodes, former secretary and committee member of the Yorkshire S.C.C. since its inception, receives a souvenir from Mrs. G. Dracup, wife of the Club President, at the Annual Dinner/Dance at Harrogate.

much heart searching and a good deal of ribaldry since the Battle of Meifod. Now we are beginning to get our breath back, and, with heads ensanguined but unbowed, are ready for the next round. Bob Wingfield points out that the Sheffield and Hallamshire Club are trailing their cloak over the Southern Border for the Harrison Trophy Trial by including among the Invited Clubs the North-West London M.C. and the Bristol M.C. and L.C.C. Also S.U.N.B.A.C., which may be taken as a borderline case. The hope is that there will be lots of teams on a North v. South basis and that southerners, flushed with success, will be willing to come and break a lance in Yorkshire. There is even a cut price for team entries. The start is at 11 a.m. on Sunday, 24th February, at the Norton Hotel, Meadowhead, Sheffield, and the finish over at Bamford. You may remember there are some very juicy sections not far from that particular village. If anyone thinks he's got a Green Hope of climbing Old Lees, this may be an opportunity.

* * *

HAVING been enlightened on the meaning of the Cemian M.C.'s title, I thought I'd clear up another little mystery and find out why the Y.S.C.C.'s ultra-sporting 4/44 Trial was so-called. Seems that Tim Wise, son of Tommy Wise, the donor of the main trophy, was born on 4th April, 1944, and working round for a name for the Trial they picked on Tim's birthday. As an additional reason, the Wise V-8 of those days, since sold to George Wood, and looking more like a water buffalo every day, carried the registration number 444.

* * *

IT is at the request of several of our elder statesmen, and should not, therefore, be counted as another Breach of Neutrality, that I put on record the fact that we, in the North, do not like, do not intend to use, and will by all means available discourage the use of, cut tyres in trials, whatever the official edict on the subject may be. Motor-cycle tyres, we don't see any particular harm in, but if they're banned—well, we don't mind. But cut toe-nails, no sir. For one thing, we've got too many rocks.

* * *

THE Team Award in last year's White Rose Trial was won by the irrepressible West Riders trio, Harrison/Wilde/Mosby. When they went up to get it the thing was found to be tastefully engraved "Novices' Prize". Well, well, well!

* * *

A FRIEND of ours smokes too many cigarettes—who doesn't these days?—so he coughs. T'other day he ran into a trials driving doctor, who, although highly preoccupied at the time, said, "Look—if it's the last thing I do, I'm going to cure that infernal graveyard of yours—take this". He scribbled hastily on a bit of paper and disappeared into the night.

Next day, the local apothecary peered over his spectacles and murmured that the prescription was indeed one of great potency, containing many choice herbs and rare essences, but unfortunately, he couldn't make it up as it was written in pencil. Would the patient please take it back to his doctor and have it written out properly as laid down in the Act. But he couldn't, because the doctor was on his way to Monte Carlo and, in fact, was next heard of patching up broken noses in Central France.

But the difficulty was overcome, the potion was duly distilled and a great peace has descended on one corner of this office. In fact Bill Duckworth has practically given up smoking.

* * *

As a deep admirer of all good drivers and particularly of the "heavies" and being a pedestrian, a disbeliever in the divine right of pedestrians, I find something almost blood-curdling in this eye-witnessed incident of the other morning. The road surface was sheet ice. Enter two double-decker buses full of passengers, travelling at a rational speed and with a proper interval between them.

Suddenly, and for no reason at all, a small girl hops blithely out into the road under the wheels of the first bus. Remember, the surface is just ice.

Brakes are obviously useless in such situations. The leading driver seemed to pick up his vehicle by the scruff of the neck and wrap it round the girl without touching her. While number one bus was performing its Lisbon turns, the second arrived on the scene and by equally masterly handling, avoided both the girl, the other bus, all the lamp-posts and all the people on both pavements. Then the drivers just sat there as white as sheets and not quite being sick.

The child? Oh, she just put out her tongue, said "Yah, missed me", and went contentedly on her way.

And that, my friends, is the sort of thing that good drivers are up against, so let's be grateful for good drivers.

* * *

MUCH preoccupation up here over the new restrictions and definitions said to have been laid down by the R.A.C. for the governing of Specials. Hardly anybody has seen a copy, but the general impression is that all the current motors are "out" except about three. So what good is that going to do us?

As an attempt to be constructive, thoughts are churning round the idea of a minimum weight for each engine category—and let the boys do the best they can with that boundary, which surely brings us back to the old-time Grand Prix formulæ. Hurrah for racing.

SCOTCH CORNER

— By "AENEAS"

SYDNEY ALLARD'S triumph in the Monte Carlo Rally is one that has given much pleasure north of the Border. Allard has been a familiar competitor in Scottish events and his good sportsmanship is known and recognized. We all feel that this is a well-deserved victory and a fitting reward for past endeavours, and there is a fine, warm glow in the complimentary remarks that salute Sydney Allard, his crew, and the car that bears his name.

In Scotland, too, there is an added respect for the abilities of Stirling Moss. To be the "young maestro" at speed events is one thing but to produce such a terrific performance in his first Monte Carlo Rally reveals a mastery of driving technique that would be difficult to match.

In a broadcast in our Scottish Home Service last Friday, A. K. Stevenson, Secretary of the R.S.A.C., indicated that he hoped to see the day when a regularity contest would not be the deciding factor in such an important event as the Monte Carlo. This is one of those points that cause endless discussion, and I think that in the back of everyone's mind there is the desire to see the major rallies settled "On The Road".

In A. K.'s opinion a regularity test is not a test of the car but a test of the driver and only a test of a particular ability—that of keeping the car going to realize a fixed average speed. To A. K. Stevenson's mind, and it is a point with which many must agree, on the arrival of the cars at the final destination in a major rally it should be the time of arrival that should be the last link in the chain that goes to make the result.

Discussing the matter, the R.S.A.C. Secretary was the first to admit the difficulties of the scheme. Somewhere, however, there is a route promising a variety

of road surfaces and a recognized inconsistency of weather conditions. This route, with its timed road sections interspersed with a selection of driving tests that are guaranteed to test entirely different types of driving ability, is the kind of rally Utopia that A. K. Stevenson and Monsieur Noghés must dream about.

Another point raised by A. K. Stevenson in his broadcast concerned the matter of the Concours de Confort. Can a small or even an average sized car hope to win the Grand Prix d'Honneur in this section of the Monte Carlo? Should it not be possible for them to do so? There can be no comparison in the comfort of Mike Couper's Bentley or Wally Waring's Jaguar as against the cramped confines of some of the tiny cars that were entered for the Rally, but should not the Grand Prix d'Honneur be awarded, not primarily for comfort, but for a car's suitability for general rallying and for the owner's modifications and additions that have added to this suitability? It's a talking point, isn't it, and surely the smallest car in the Monte Carlo might well be considered a more suitable vehicle for rallying than one of the larger and more opulent models.

Held in the Green Room of the R.S.A.C. on 29th January the Scottish Sporting-Car Club's film show was quite the best attended of the club's social evenings this winter. John Stenhouse welcomed the audience and introduced Reg Tanner, the Esso competition manager, who agreed to answer any questions that club members might care to put. Parrying the awkward ones very craftily and promising his company would give lots of attention to Scottish speed events this season, the Tanner man also indicated that there were definite hopes for the return of branded petrol in the spring. His comments on the "tied

garage" question seemed reasonable and he made an offer which was willingly taken up by his Scottish audience.

Most of you will know this but I understand few people have spotted it. There is a mistake in the Esso film about Le Mans. Tanner offered a set of Esso road maps to members of the audience spotting this mistake, and in handing out three sets at the end of the film, it was said that the S.S.C.C.'s batting average was the highest so far. The type who said he saw a Shell pump somewhere in the film did not get a set of maps, but John Melvin, besides spotting the known error got his eye on another one, which will result in the film being fine tooth-combed, just to make sure.

The mention of John Melvin's name reminds me that this young man has just taken delivery of a spanking brand-new Frazer-Nash. All he wants now is that the ice should disappear from our Scottish roads so that he can get the feel of the car. Naturally, he has lots of plans for this year's speed events, and, just as naturally, everyone will have an eye for his performances, so let's hope they'll be good ones. John's familiar H.R.G. has gone to a club mate, J. N. Marshall, another young man who is coming along very nicely and has been doing quite well in the S.S.C.C. rally events.

* * *

THE JACOBAN TROPHY TRIAL

By error the list of clubs invited to compete in the North London Euthusiasts' C.C. Jacoban Trophy Trial on 24th February included the Hants and Berks M.C. Invited Clubs are N.W. London, Maidstone and Mid-Kent, West Essex, Herts County A. and A.C., Chiltern, Kentish Border and "750". Entries close on 16th February.

The "Jacobean" starts at 10 a.m. from the White Horse, Hertingfordbury, near Hertford.

SPECIAL: J. C. Smith's vehicle breasting a hump during a South of England event.



TRIALS—WHAT NOW?

The Case for the Special—Standard Car Events and Regular Competitors

By "HIGH PEAK"

TRIALS organizers now find themselves in something of a quandary. Are events to continue much on the same lines as during the past few years, or are they to be completely altered in order to encourage owners of more or less standard motor-cars?

Admittedly, this is a 64-dollar question. Apart from the M.C.C. events, the major British trials are designed to defeat the specials, and the last-named are intended to attempt to defeat the organizers. It stands to reason that ordinary road cars will not look at anything in the nature of a sporting section comprising a greasy surface, stiff gradient and (perhaps) acute bends.

Experience has shown that normal weight distribution does not make for successful mud-plugging. The average sports-car, designed for fast touring, cannot have too much weight concentrated in the area of the driving wheels, otherwise it will have nose-light properties, making for poor road-holding and erratic steering.

It is undoubtedly true that trials do not develop useful road machines. In the 1930's, when, with the aid of "knobbles", fairly normal sports-cars could be entered in reasonably stiff events, manufacturers tended to produce cars with ridiculously low first and second gears, and a sufficiently low back-axle ratio to ensure plenty of revs., for acceleration.

The trials special of today is not,

on the whole, a pleasant road machine—nor is it meant to be. Its purpose is a purely functional one, and it is every bit as efficient as a Grand Prix racing-car, in its own particular sphere. This is an important point. Critics of trials specials are so apt to overlook the indisputable fact that many of these cars are first-class engineering jobs, designed and built by trained automobile engineers.

Enterprise is a thing that should always be encouraged, and in the design, construction, and driving of trials specials, a great many enthusiasts find an outlet for their skill which otherwise might be denied them. Although most followers of the Sport are deeply interested in racing, quite a sizable number have little or no ambition to take part in it. The reasons are not always financial. For instance, there must

be many married men who admit that there is always a certain amount of risk attached to racing, and in deciding to concentrate on trials, they feel that they are playing fair and square with their wives and families.

On the other hand, the vast majority of trials competitors enter events simply because that is the particular side of the Sport that makes the strongest appeal to them. To many people, trials are an escape from the ordinary everyday motor-ing, and in attempting to conquer difficult hills, they obtain the same sort of satisfaction that is felt by the racing man who finds his outlet in speed.

Standard Cars in Trials

The question of standard motor-cars in trials is one that requires careful thought. Unless aids to wheelgrip such as competition tyres, limited spin differentials, or even locked axles are permitted, the modern sporting trial may degenerate into a type of event which neither inspires competition, nor provides a decent day's sport. After all, half the fun in trials is in trying to get up difficult sections, and unless hazards are introduced which challenge the skill of drivers, and the efficiency of their vehicles to a greater extent than is usually the case in an event for standard cars, much of the sporting nature of trials will vanish.

The accusation, "chassis-breaking", is often levelled at certain trials. In point of fact, whilst these events may possibly tend to cause damage to normal road cars, they trouble specials not at all. Trials specials are designed and built to

STANDARD: Colin Hogan's family Hillman Minx exploring a stream in an Irish trial.



avoid damage on what are sometimes called "colonial" sections, whereas the standard car is not intended for anything resembling cross-country motoring. To convert a production sports-car into a vehicle capable of a useful cross-country performance would not only destroy its attraction as a fast-road machine, but might cost as much, or even more, than it would take to construct a typical Ford 10-cum-Austin 7 trials special.

A Specialized Sport

No matter which way one looks at it, trials have become a specialized sport. This is recognized by all

organized by the Motor Cycling Club, which invariably attract large numbers of standard-car owners. There are several reasons for this. Most entrants are people who treat the "Exeter", "Land's End" and "Edinburgh" as holiday week-ends during which they take an active part in motor-sport. The courses are not sufficiently difficult to stop the majority of reasonably good motor-cars, and many drivers whose everyday motoring consists of to-and-from the office and so on, find a certain spirit of adventure in an all-night run, followed by the chance to tackle well-known trials hills. As a matter of fact, these M.C.C. events

standard motor-cars then they would have organized them on these lines.

It is true to say that the nature of trials is dictated by the desires of the majority of competitors, and it has been found that regular entrants much prefer events which require specialized machines. It is the occasional competitor who shouts loudest for a return to standard car trials, but whenever he (or she) is given the opportunity to enter a specially-arranged event for normal road cars, it is surprising how few actually avail themselves of the opportunity.

Several Hundred Specials

There are, in Great Britain and Eire, several hundred special trials cars, of which about 100 are to be seen in half-a-dozen or more events in the season. On the mainland, this 100 comprises the genuine trials enthusiasts who compete regularly in as many events as possible. A few, very few, can be described as pot-hunters, although the existence of the R.A.C. Championship and the B.T.D.A. Gold Star, tends to make trials rather more cut-throat from a competitive angle, than many people like. Nevertheless, the possession of either honour really means something, and stamps the holders as the best trials drivers of the year.

In Northern Ireland, and in Eire, the number of trials entrants is increasing to a marked degree. The cult of the special has spread to the other side of the Irish Sea, although there are still a comparatively large number of standard cars to be seen in events. It is a great pity that Eire is regarded as a "foreign country" where competitions are concerned. It would be a highly popular move if the R.A.C. were to extend an invitation to Eire trials drivers to participate in the annual Championship, if this were at all possible.

Summing up, it would appear that the trials special is here to stay, but that in the near future, there may be regulations framed to exclude the more extreme vehicles. The other alternative is for organizers deliberately to include sections which will find the tail-heavy, nose-light, mud-plugging bolides at a decided disadvantage. Standard-car trials should be encouraged, but not at the expense of the established "classics". However, should there be distinct signs of a universal desire for "stock car" events, then the R.A.C. and the B.T.D.A. might well consider the possibility of organizing their Championship and Gold Star competitions for this type of vehicle.



TRIALS HILL: Only specials can hope to look at the average hill of the present-day sporting trial. This is Ken Burgess's Javelin-based machine.

clubs which organize our "classic" events, and in consequence these events attract the owners of special trials cars, many of whom would not have the slightest interest in taking part in standard-car affairs. Yet there are numerous requests for standard-car trials. In many cases, organizing clubs have tried to encourage standard-car owners to enter trials in which specials have been specifically barred. Strange to relate, these events attract few entries compared to those which are received for the really tough events—and many of the entrants are regular trials competitors driving either borrowed motor-cars, or their family barouches.

The exceptions are the events

are more or less institutions, and cannot be compared with the average club one-day, or half-day sporting trial.

The competitive side of out-and-out sporting trials has been encouraged by the R.A.C., with its annual British Trials Drivers' Championship, and by the British Trials Drivers' Association with its "Gold Star". Both of these awards could only be won by the owners of trials specials, for the qualifying events for the R.A.C. Championship, and the trials allotted a B.T.D.A. "Star" marking, are of the type now dominated by the specialists. If either the R.A.C., or the B.T.D.A. were convinced that one, or both of these competitions, should be for

Technical and Otherwise**by John Bolster****GRAND PRIX FORMULA**

THERE is nothing quite like motor racing in the grand manner, and it fulfils many objects. First of all, it is a magnificent sporting spectacle. Its participants must combine their uncanny skill with an exact measure of cold calculation and hot-blooded impetuosity. The best of them show a supreme indifference to personal risk: tempered with a knightly courtesy to their opponents. This is a breeding ground for heroes that no other sport excels.

Success in international rallies and sports-car races confers great prestige, both on the triumphant makes concerned and on their national industry as a whole. Nevertheless, Grand Prix racing has a sheer authority, a mass appeal, that is growing all the time, and any nation that ignores it in the future will do so at its peril. The stupendous demonstration of superiority that the German cars gave everywhere before the war had political as well as trading benefit. That the great expenditure involved was considered well worth while is about to be underlined, for when the new Formula comes into force, the white cars will be there in a very big way indeed.

In addition to its sporting and prestige attributes, Grand Prix racing is a most valuable proving ground for the rapid development of engines and chassis, and the fruits of this research can often be fed to the normal production line. I am glad for this reason that the emphasis is being taken off the supercharged engine. I wouldn't have missed a moment of my supercharged racing days, but I do not think that the type has any future among everyday cars. Twenty and more years ago, most makers of sporting machinery had a "blown" model in their range. To mention just a few of these, there were Alvis, Arrol-Aster, Austin, Bentley, Brough Superior, Frazer-Nash, H.E., Lagonda, Lea-Francis, M.G., Standard, Sunbeam and Triumph. Those are British examples only, but they have gone like the snows of yesteryear.

Supercharging, I maintain, is a blind alley, and, taken to its logical conclusion, it must produce an engine of such complexity that astronomic expense is involved. No formula can ever make first-line racing a poor man's sport, but if a costly development programme must be initiated on a type of power unit that has no practical future, the industry and its shareholders are apt to be unenthusiastic, to say the least.

I think that, when the present regulations are replaced by the new ones, there will be a tremendous revival of manufacturers' interest in Grand Prix racing. Theoretically, there is a 750 c.c. supercharged category, in addition to the naturally aspirated 2½-litre division, but in practice I can't see the former gaining any support. Two-and-a-half-litres is a useful size of engine for a saloon of medium proportions, and so the racing-car of today may once again become the touring car of tomorrow. Big-time racing has no future if it does not provide a spectacle, but I do not think that we shall be disappointed on that score. The problems of road-holding and stability in very light cars are now well understood, and it is almost certain that the most

successful designs will be of about the size that we have previously associated with the 1,100 c.c. class. The much smaller fuel tanks will also be a help in this direction, and as the supercharged cars have really had more power than they could use when leaving the slower bends, acceleration will not suffer too noticeably. A study of such matters as reduction of cooling drag, and the use of smaller section tyres, will be necessary if maximum speed is not to suffer; that only applies to those circuits with long straights, however. The greatest deficit will be that reserve of b.h.p. which is so useful in drifting really fast bends.

For any racing contested by amateurs, I am a great believer in the use of alcohol (for the cars, not the amateurs, of course). "Dope" allows the hotting-up of standard engines, without too many expensive modifications. It gives the chap with a cast-iron head a chance, especially if he can't afford sodium-cooled valves. When racing is intended to improve the breed, though, I think there is a strong case for the use of everyday fuel. With only 2½-litre of motor, a ban on high octane carburants would reduce speed too much, but one might make a case for allowing, say, an extra litre of piston swept volume as a bonus for burning ordinary pump petrol.

I have often wondered what sort of cars, and what calibre of racing, would result if pump fuel and no superchargers were the only conditions laid down. I am sure that cars of moderate size and weight would continue to be built, for in road racing there is no place for unwieldy monsters. One line of development that might accrue is a trend towards large, lightly stressed power units, designed for high volumetric and mechanical efficiency at low crankshaft speeds.

A typical motor of this kind is the "Gipsy-Six" aero-engine. It is not a modern unit, and was produced with long life and good fuel economy very much in mind. The interesting thing is, though, that it develops 205 b.h.p. and weighs 432 lbs. complete. Now both those figures are about what one would expect for a racing 2½-litre, running on dope. The old De Havilland, however, does its stuff at 2,300 r.p.m., and has a capacity of just over nine litres.

I am not trying to cook up a formula for aero-engined cars, but there was a fascination in the high-gearred giants of days gone by. At all events, a big, slow-speed motor can be very inexpensive to run, and in America there is a steady tendency towards larger engines in all but the cheapest vehicles. There are more ways than one of killing a cat, and such imaginary formulæ can form the basis for some most entertaining arguments, preferably conducted glass in hand.

Whatever the ideal formula may be, the fact remains that the matter is settled, for better or for worse, for the next few years. Le Mans and Monte Carlo are important enough, and those victories have done our country great service. Some resounding Grand Prix triumphs would be the final accolade, and the new formula at least gives us a chance to achieve this.



'T WAS A FAMOUS VICTORY

**Notes on the Great British Triumph
in the Severe 1952 Monte Carlo Rally**

NEVER before has a British victory in a motor sporting event been given such world-wide publicity. It is safe to say that the names of Sydney Allard and Stirling Moss are better known in the average household than (say) Fangio or Farina—such is the power of the B.B.C.!

Several things have emerged from this most severe event. Most important of all is the fact that the car which won is a direct development of a pre-war trials

special. It would appear that, notwithstanding the exceptional driving skill of Allard and Warburton, the Allard saloon has the road-holding qualities so essential for driving on snow and ice. The big 4,375 c.c. motor has excellent low-speed torque, and there is little doubt that this contributed to the very evident controllability which the car possesses.

Stirling Moss's Sunbeam-Talbot, on the other hand, is a direct descendant of that pleasant little machine of the early and middle 1930's, the Hillman Aero Minx, which became the Talbot Ten, then the Sunbeam-Talbot, and only a year or two ago was given an o.h.v. engine, and eventually increased to its present size of 2,267 c.c. The Sunbeam-Talbot is the story of a steady progress

to a medium-capacity high-performance car, much of the development being the result of participation in strenuous events such as the "Alpine" and the "Monte".

Dr. Angelvin's Simca, placed third in the general classification, is a sports coupé based on the production 1951 1,221 c.c. Simca, but with many modifications suggested by Amedée Gordini. This is the type which has a special Monviso-Mécanorma overdrive device, giving eight forward speeds. A great many of these cars are to be seen on the Continent. The engine is a 4-cylinder, push-rod o.h.v., with a bore and stroke of 72 mm. and 75 mm.

Cotton's Jaguar was a normal production Mark VII saloon, and Becquart's Jupiter a Farina-bodied coupé of the type shown at the 1950 Paris Salon. As the Monte Carlo Rally was publicized as an event for genuine production vehicles, many people have wondered why such cars are permitted. There is no mystery, Jowetts as manufacturers do supply a certain number of Jupiter chassis for specialized bodywork, and

these cars are covered by the regulations.

There were a great many clever devices on some cars. An Oldsmobile, for example, was fitted with hydraulically-operated ramps, in which were inserted spear-headed shafts facing forward at an angle of about 45 degrees. The purpose of these was to act as sprags, if the car should show any tendency to dive over the side into a ravine! Another car had small compressed air cylinders, operated by cranks on the rear damper arms. Every up and down movement caused pistons to compress air which was stored in reserve tanks. This compressed air was utilized to operate quick-lift jacks, and several emergency fittings.

Snow tyres were favoured by the

(Continued on page 178)



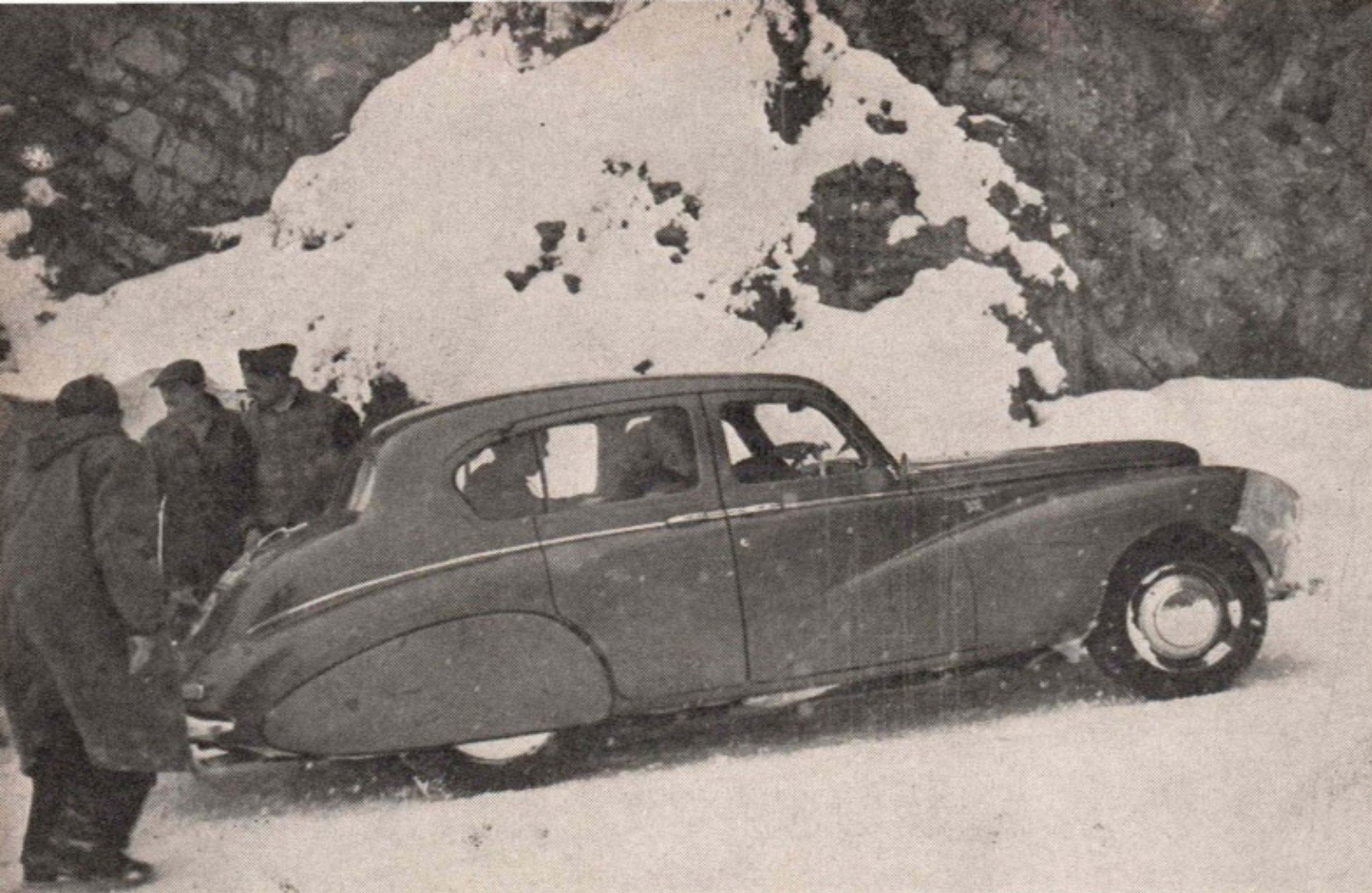
Recognize him? (Above) Pre-war Mercedes G.P. driver, Hermann Lang.

(Right) Bob Ellison's Jupiter at Lille: The car overturned on the Le Puy-Valence section, but the occupants were unhurt.



A MEMO

News-flashes from
by a British Crew



CONTRETEMPS: (Above) What is probably the most dramatic picture of the 1952 Monte Carlo Rally shows Stirling Moss's Sunbeam-Talbot after running into a snow-bank at the Castillon tunnel, in the regularity test, an incident which cost him about 40 seconds. The road was extremely slippery at this point.



SQUEEZE: (Above) The crew of Charles Eyre-Maunsell's Humber from Ulster lend a hand in getting the Editor's M.G. past their immobilized car on the Col de Cabre.

NUMBERS UP: (Below) Ernest Sneath and his crew of the highly-placed Sunbeam-Talbot wore special caps with their rally numbers displayed.



ALL MOD. CONS.: (Above) Maurice Anderson displays the practicability of the h. and c. basin on his Concours de Confort, class-winning Hillman Minx. The car was also awarded a special prize for the best Monte Carlo Rally type of coachwork in Category 2.



RABLE "MONTE"

e 22nd International Monte Carlo Rally, Won
a British Car for the First Time Since 1931



RY: (Above) Sydney Allard, Tom
and Guy Warburton, with some of
booty, immediately after the prize-
ceremony by Prince Rainier of
Monaco.

DRIFTER: (Below) Who says you can't
drift a Minx? Here is Phillip Fotheringham-
Parker doing his best with Jack Kemsley's
car near Digne.



RUNNERS-UP: (Above) Stirling Moss, Desmond Scannell and John Cooper with their Sunbeam-Talbot
after the prize-giving.

THIRD MAN: (Below) Dr. Angelvin (Simca Sport) and his co-driver, Mme. Angelvin. They made
third best performance, and won the 1½-litre class.



TEUTON TEAM: (Below) Hermann Lang, Karl Kling and Rudolf Caracciola (with trophy), who won
the Charles Faroux Challenge Cup for Mercedes-Benz. The donor is seen on the left.





ment came through the ordeal of snow, ice and fog, with flying colours. When a single dynamo and battery has to cope with (as on one car), four headlamps, two fog-lamps, two spot-lights, two "Death Rays", several interior lights, direction indicators, twin tail and stop-lights, heater, demisters, radio and so on, it is small wonder that the Monte Carlo Rally can be won or lost on the electrics. Several of the winners also had certain Marchal auxiliaries.

Apart from the unforgettable performances of Allard/Warburton/Lush and Moss/Scannell/Cooper, one must mention some remarkably meritorious efforts. The bringing of the vast 8-cyl. Daimler to Monte Carlo by Wisdom/Selsdon/Hume, was a herculean feat.

Bourchager's tiny Dyna-Panhard only lost 11 minutes, whilst the van de Kaart/Swaters Porsche was just 2.8 minutes late at Valence. David Murray and Peter Collins finished third in the 1,100 c.c. category with their 8 h.p. Ford Anglia.

REGULARITY TEST

The Best Twelve

1. A. G. Olsson/K. R. Lagersfam (Kaiser "Henry J.") ...	96
2. G. Norlander/B. H. Boeson (Jowett Javelin) ...	129
3. S. H. Allard/G. Warburton (Allard) ...	130
4. S. Moss/D. Scannell (Sunbeam-Talbot) ...	134
5. Dr. Angelvin/Mme. Angelvin (Simca Sport) ...	139
6. R. Cotton/L. Didier (Jaguar) ...	147
7. M. Becquart/H. Ziegler (Jupiter) ...	162
N. H. Anderson/J. Lumme (Alfa Romeo) ...	162
8. J. Heurtaux/M. Crespini (Jaguar) ...	181
9. M. Grosogeat/P. Biagini (Dyna-Panhard) ...	199
10. R. Caracciola/P. Kurrle (Mercedes-Benz) ...	204
11. C. de Cortanze/L. Crapez (Peugeot) ...	221
12. L. J. Rosier/L. Rosier (Talbot Lago) ...	249

(Top) Frank and Lola Grounds, seen at Lille with their Javelin.

(Centre) J. T. Spare and S. White in their Vauxhall Velox at the Digne control.

(Bottom) Eire competitors (l. to r.) Dr. G. Houston, S. Parks and B. McCaldin with their Sunbeam-Talbot. Brian McCaldin races under the name of "T. Flack".



'Twas a Famous Victory—continued.

more knowledgeable competitors, and it was noticeable that a big proportion of admittedly expert drivers did not use chains. These are a mixed blessing on an event such as the Monte Carlo Rally. Although invaluable for obtaining grip for getaway, prolonged use at fairly high speed does play havoc with covers, and increases the risk of punctures. Both Allard and Moss made use of Dunlop tyres with rather defined treads. It is clear, however, that normal road tyres are quite useless for rally average speeds on snow and ice, although several finishers found that "Wyre-soleing", was quite effective in obtaining grip.

The multitude of gadgets fitted on modern long-distance rally cars places a premium on the electrical system, and in this respect, the British Lucas equip-



Correspondence

Fair Play for the B.R.M.

I WISH to make a plea on behalf of the B.R.M. before it is finally too late.

The *Daily Express* Silverstone programme, it is announced, will contain no Formula 1 race, yet this meeting and the British Grand Prix might well provide the only serious outings for the B.R.M. this year.

All praise to the organizers for providing an outing for F.2, but the price to pay, exclusion of F.1, seems too high. Perhaps the F.2 event could have been run as two heats, best times to give the placings, and instead of the F.2, final, a race for F.1 held.

The *Daily Express* justifies the switch-over by saying that Formula 1 plans are too uncertain this year. This surely is not true of the B.R.M. and is the right way to discourage further F.1 plans being made in Italy and France at the present moment.

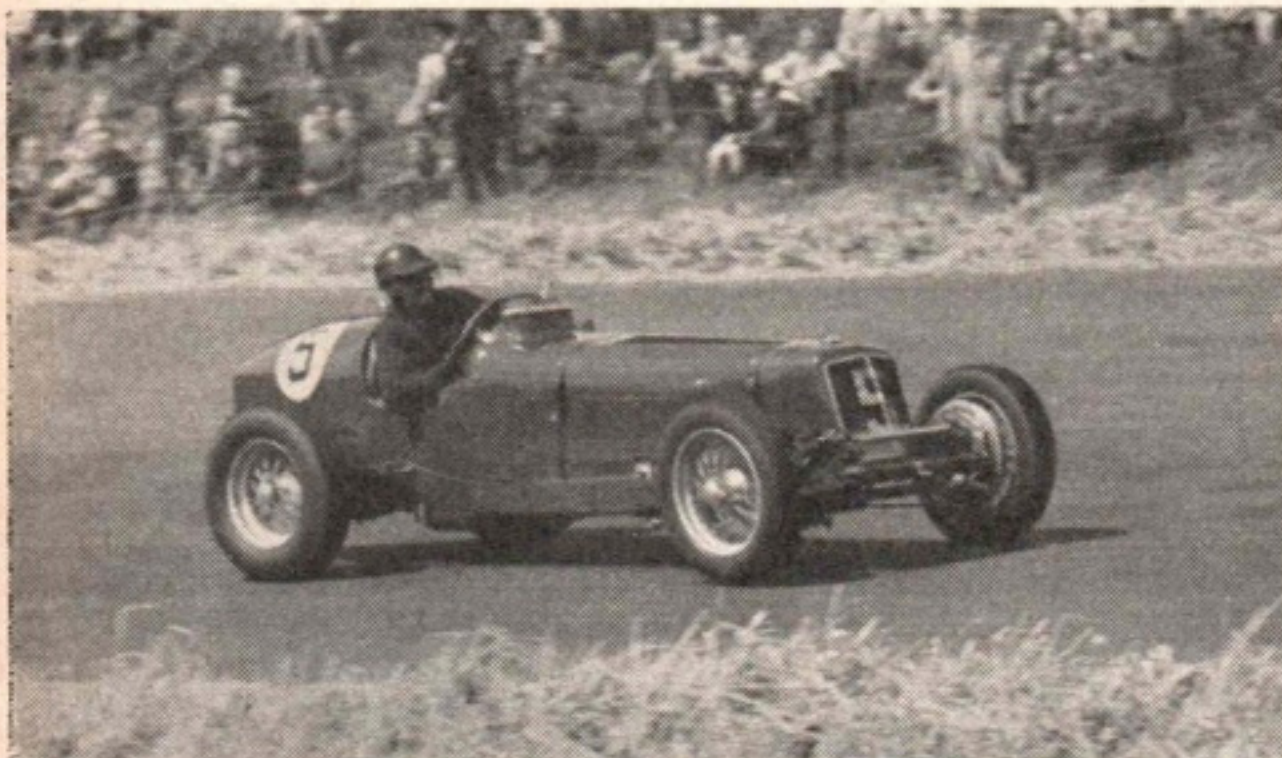
P. DENDY.

CHELMSFORD, ESSEX.

* * *

Four-Wheel Drift

I WOULD like to thank "Draughty Drifter" and David Bradley for their interest in my article, "Four Wheel Drift". Actually, that contribution described only the mechanical aspect, for I covered the driving side in "This Cornering Business" (15th September, 1950). The true drift is at all times recognizable by the front wheels being steered well towards the inside of the bend throughout its negotiation, notwithstanding the visible outward sliding of the rear end. Most photographs of this manifestation are taken "end on" for spectacular effect, but I enclose a very instructive side view



J.V.B. drifting the 1½-litre E.R.A. at Zandvoort.

in which Maestro Klementaski catches me in the act, just to laugh "Draughty Drifter" out of his i.f.s. theories.

I think I have covered most of David Bradley's points in earlier articles, but if there is a general demand for some more stuff about suspension, slip angles, and stability, I'll gladly oblige. I'm afraid he misunderstands the H.W.M. back axle arrangements, for with this layout rear-end steering is (a) almost negligible, (b) always in an understeering direction, and (c) quite unaffected by the torsion bar links.

JOHN V. BOLSTER.

WROTHAM, KENT.

* * *

The A.R.M.

I AM tempted to make a few remarks concerning the A.R.M. These are not only criticisms, but also suggestions. The calculations involved are, I trust, not too complicated.

The first point I wish to make concerns the choice of engine. Those who favour the 750 blown type are storing up

trouble for themselves. During the last season we have seen that cars of 1,500 c.c. blown are equal in performance to those of 4,500 c.c. unblown. This is a ratio of 3/1. Now, in the new Formula this ratio is increased to 3.34/1 and thus tends to favour the larger engine. In addition the 750 with its small bore and stroke, multi-cylinders and high boost pressures, is full of complications, which can only be overcome by a large capital outlay and a long period of time.

Coming now to the A.R.M. engine, there are one or two points about which I am bothered. The bottom half will, in its present form, give some trouble. The main journal diameters should be reduced and the length of the journal increased. Though this will tend to lengthen the crankshaft I think that this vice is less than that of a "squeeze" effect on the oil film. Due to the short length of the journals this squeeze may become very considerable. The large ratio of diameter/length now existing will, in my opinion, cause the majority of the bearing area to be subject to end effect. Mr. Smith's suggestion for sealing the lower end of the liners will be perfectly alright. It is a standard method to be found in all textbooks. Several people have expressed their ideas on the method of cooling to be employed. Here is mine. The water from the pump would be led via individual distributor pipes to the exhaust valve seats and spark plug bosses. To prevent the water going over to the inlet side of the head I would fit a deflector rib along the centreline of the head. The water take-offs on the exhaust side would be arranged so as to cause the majority of the water to travel the length of the head. The inlet side and block would be thermo-siphon cooled.

Turning now to the latest article. Assuming a top speed of 160 m.p.h. and a minimum speed around a hairpin of 20 m.p.h. we have a speed range of 8. The gearbox range quoted is 1 to 1.9. Therefore, the engine running range is 4.21. As a result of this the engine runs between 2,400 and 10,000 r.p.m. This is quite considerable and requires a large amount of development to obtain a good torque curve. The max. torque will be at 8,100 r.p.m., i.e., near the top of the range. My suggestion is that the max. torque be obtained at 7,000 r.p.m. This will, theoretically, make the bottom gear 2.92 to 1, and, as a result, the engine running range decreases to 2.74, i.e., 3,650 to 10,000 r.p.m. Further, the max. torque is now in the centre of the engine range and the torque curve will be easier to keep flat. My values for the gear ratios are 1 to 1, 1.43 to 1, 2.04 to 1, 2.92 to 1. (These are the theoretical ratios.) They tend to be somewhat wide, but the top and third can be made close ratios.

Other people writing on this A.R.M. engine have suggested that a four or six cylinder engine might be preferred. As I see it, the problem is whether the designer is after good bottom end torque or top end and power. As far as torque is concerned it is only a multiple of the b.m.e.p., for a given engine capacity. Now with the better combustion obtained through good stroke/bore ratio the 4-cyl. or 6-cyl. unit will have better torque. The long stroke, causing a small piston area, means that top end power will suffer.

IVOR H. SMART.

LONDON, N.W.2.

* * *

The Formula Change-over

As an enthusiastic supporter of motor-racing, and of Grand Prix events in particular, I am, as a loyal B.R.M. Association member, extremely concerned regarding the present trend on the Continent towards the elimination altogether of Formula 1 races this, and presumably next, year.

It is difficult to see exactly what is to be gained by holding the classic Grands Prix as Formula 2 events—surely this defeats the whole object of the series of *Grandes Epreuves* which should be for the fastest vehicles it is possible to construct within the limits of the existing Grand Prix Formula. The F.I.A. having ratified the next Formula for 1954 onwards, the object now seems to be to kill the present Formula and pack it in completely. When the new Formula was finally agreed upon last October, I was under the impression that there would be two further years during which we would see a continuance of the classic Alfa Romeo-Ferrari battles which have so enlivened the past season, with our own B.R.M. participating on level terms after its disappointments of the past two years. Now it appears, if the rumour reported in the

Press recently is true, practically every International race abroad this year will be for Formula 2 cars.

On the face of it, apart from the existence of B.R.M., this should suit Great Britain well because of the large number of excellent new unsupercharged 2-litre cars now being produced in this country. However, when one studies the rules for the forthcoming French National Championship for Formula 2 cars one sees that possibly no less than 18 of the starters will be French Nationals,* which will mean that very few competitors from other countries will be welcomed, and some very selective methods of obtaining these additional entries will surely result. This means that the H.W.M. will rightly be given priority from this country, as you pointed out in AUTOSPORT 18th January issue, but this is rather hard luck on our new Coopers, Altas, Connaughts, etc., which will have little chance of proving themselves against Continental opposition.

The object of this move on the part of the organizers of this Championship would seem to be to ensure a French driver in a French car being victorious in all the series. Certainly a patriotic move on their part, but one which is likely to make the victories somewhat hollow in effect in view of the International status of these events.

Presumably there will be sufficient 2-litre French cars available for these races, but what is the reason behind this rumoured change of the Belgian, Dutch, Swiss and German Grands Prix—certainly Mercedes cannot be very pleased about it, for I believe they intend to race modified versions of the pre-war 1½-litre cars this year. The organizers of these events seem to have forgotten the effect this possible change may have on the attendances at these races, for the full Grand Prix cars are bound to attract bigger crowds by virtue of their greater spectator appeal.

If these classics are confined to Formula 2 cars complications are likely to develop, because from a glance at the International Calendar for 1952 it can be seen that on the 17th August there is the Dutch Grand Prix—which this year counts towards the World's Championship. Yet on the same day there takes place the La Baule Grand Prix, itself one of the events for the French National Championship!

To abandon Formula 1 racing when it had achieved such a high level of excitement as last season, seems to me to be the height of folly. I suggest that it is time the F.I.A. decided finally before the start of the season under which category the *Grandes Epreuves* are to be run, and countries should be debarred from changing the class of their events after the F.I.A.'s decision has been made known. What is the use of spending all the winter preparing team cars for the next season's events only to find that they are ineligible? It is obvious, I think, that Talbot were not consulted by the French authorities when they decided upon the shape of their National Championship, which must be rather galling. Surely the very existence of so many Formula 1 cars is sufficient justification for retaining this status for the classic Grands Prix.

I sincerely hope that the R.A.C., as the controlling body of the sport in this country, will register strong disapproval to the F.I.A. on this impending change, should it come into effect, and I believe that every possible effort should be made in order to secure the retention of these races as Formula 1 events.

G. F. WHITWORTH.

PURLEY, SURREY.

* The regs. now do not specifically state French Nationals.—Ed.

"Medicals"

HAVING had the honour and pleasure of knowing and driving with Squadron-Ldr. Sid Greene I am completely dumbfounded that there should be any suggestion of barring him from taking part in sprint events.

Surely the R.A.C. will judge by records and merits and allow this man to take part in his only pastime. After all, the laws of this country allow him to drive on the roads, which in my opinion is far more hazardous and requiring far more skill than a closed sprint meeting.

LONDON, W.12. CLIFF DAVIS.

ALTHOUGH one is naturally reluctant to criticise without being aware of the facts, I must confess to some professional distaste for the decision, reported

in your issue of 28th December, to impose a rigid medical examination upon all drivers taking part in future races and speed events. If this be correct, I deduce that only the wholly sound in limb, free from organic disease or its effects and with no defect of sight or hearing will be allowed to compete, all of which suggests that there will be one or two racing-cars to be offered for sale within the next few months.

Now, I am not for one moment going to suggest that medical examinations are unnecessary; that would be ridiculous. My objection (and I do many "medicals") is to the unvarying inflexibility of the questionnaire, an inflexibility based entirely upon the out-of-date theory that a disability, whether caused by accident or disease, must necessarily preclude an individual from doing something he desires to do, even though he may have been doing it for years and thereby demonstrated his ability to triumph over his physical handicap.

I trust, therefore, should medical examinations become the rule, the requirements drivers will have to fulfil will be broad in both conception and interpretation, and that functional efficiency rather than theoretical opinions on the limitations of any physical defect will be uppermost in the minds of those framing any medical questionnaire.

The case of Squadron-Leader Greene, for instance, presents no problem at all. He, like his famous war-time colleague, has demonstrated quite conclusively that his physical loss does not impair his efficiency, and should he encounter difficulty in obtaining the apparently all-important medical signature to enable him to participate in future sprint events, he need not hesitate to ask for mine.

Apart from one remarkable case of suicide in a racing-car, I do not remember a crash which subsequent inquiry proved was caused by acute or chronic illness or by physical defect of the driver or drivers involved and which previous medical examination might have prevented. Today, life in Britain revolves more and more around the medical "sustificate" and at the rate we are going the day cannot be far off when no one will be permitted to do anything without the O.K. from we Bevan boys. The necessity for its introduction into the realms of motoring sport is hardly justified; but if the safety of both competitors and spectators is to be enhanced, this might be better achieved by the polite banning of those drivers whose skill and enthusiasm are in inverse ratio to one another; the clueless constitute the greatest of all dangers.

LONDON, S.E.7.

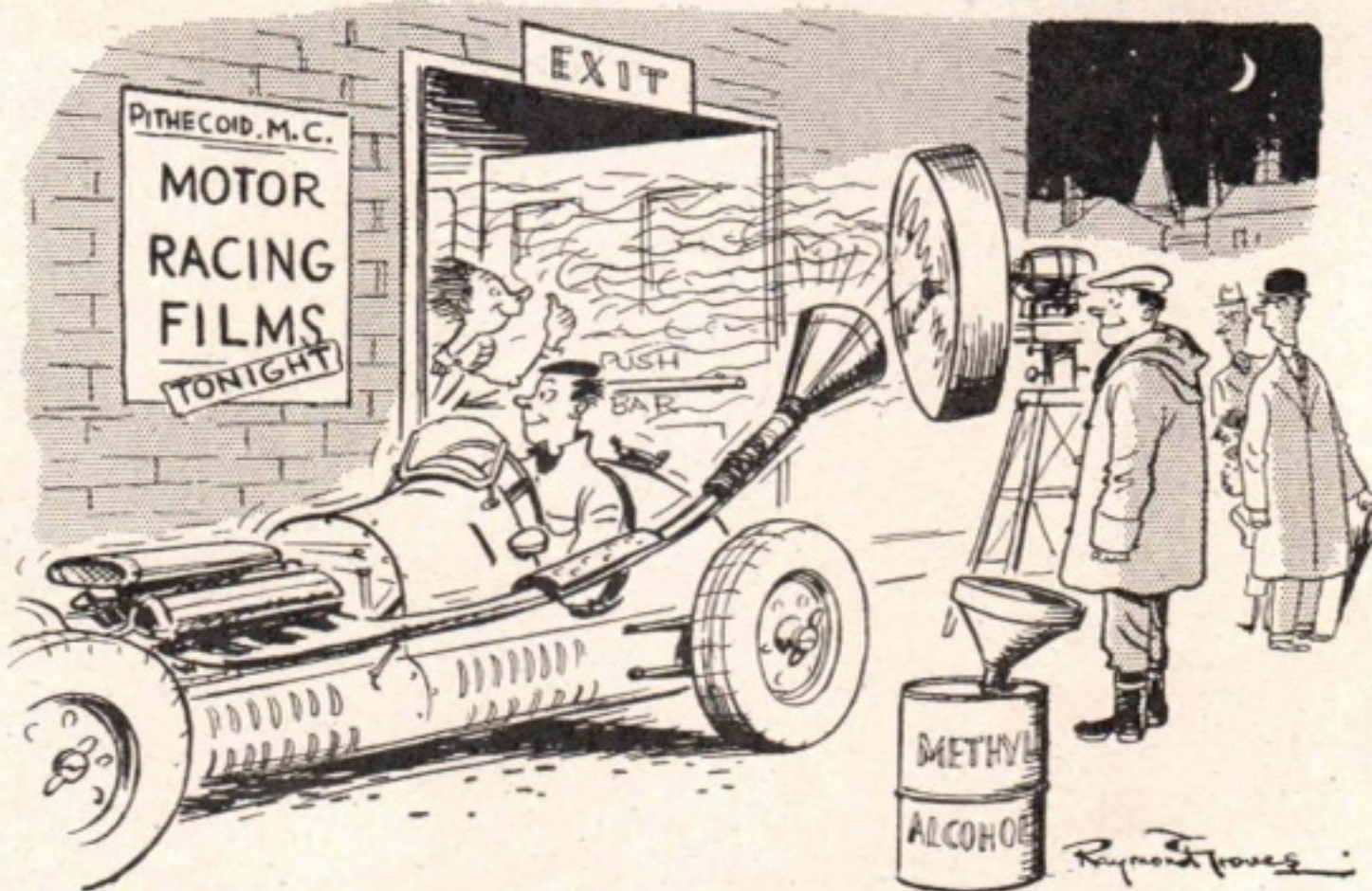
DR. JOSEPH BAYLEY.

INFORMATION REQUIRED

READER A. Birtwistle of 77 Church Road, New Mills, near Stockport, Cheshire, seeks information on the fitting of a P type M.G. gearbox to a Ford 10 engine; would this combination, he asks, be suitable for his PA Midget, or would a Ford engine and gearbox be a better proposition?

PETER MESSENGER of 61 Berrisdale Avenue, Hove 3, Sussex, is very anxious to get in touch with anybody having knowledge and/or experience of the 2-litre D6, 11S Delage. He seeks all possible information on the car.

INFORMATION on horse power, compression ratio, etc., of the straight 8 o.h.v. Marmon, circa 1929, is sought by W. R. Cox of 23 Nithsdale Avenue, Market Harborough, Leics.





In many lands in many languages the world's press has paid generous tribute to the Jaguar. Let their words on the Mark VII Saloon speak for themselves. "Indescribable beauty . . .¹ remarkably modern, yet in impeccable good taste."² Its roomy body seats six in comfort.³ Four large suit-cases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed.⁴ With its famous XK120 engine, it can do a hundred plus miles an hour.⁵ Britain's most outstanding car—and the fastest.⁶"

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JAGUAR

Powered by the world-famous XK120 engine

AN ICY LIMERICK WINTER TRIAL

Kevin Murray Wins Again

WITH two members away on the Monte Carlo Rally, the Limerick L.C.C. seemingly decided to give their less fortunate friends a sample of "Monte" conditions in their Winter Trial this year. With the start alongside the docks in Limerick, two observed sections on frosty grass, an ice-bound watersplash, a timed hill-climb (including a bend) on ice, an observed section (icy lane), a drive round a triangle both forward and in reverse (on ice), a timed watersplash with icy hill leading into and out of it, and a timed downhill run including three bends (two of them hairpins) on a steep mountain road *on ice!*—if that isn't a taste of the real thing then what is?

Thirty-four cars checked in at the starting point on the Dock Road at Limerick and after about seven miles of icy main roads, were faced with the first observed section, Birdhill. This was divided into two parts and consisted of a frosty grass track up the side of a steep hill. All competitors were clear on the first part and on the second part only Noel Thompson's Morris "Minor" saloon came to rest with spinning wheels. "Teefy's Tit-bit" was a most deceptive watersplash which was covered in thick ice until this was broken by the first car through, John Murphy's Morris "Minor" saloon, which removed its rear bumper in the effort and later came to rest in the centre. The splash was observed but not timed, and the number of failures in this apparently, simple aquatic operation was surprising.

Fastest on the timed hill-climb at Ballycahane, which included an ice-covered right-hand bend, was Kevin Murray in the M.M. special in 25.1 secs. Next came "Derry's Dilemma", a steep, icy lane which was much trickier than it looked. Amongst numerous failures here were Dermott O'Clery's J2 M.G. and, amazingly enough, trials expert Johnnie Bell's famous little Ford Special.

"Cromwell's Triangle" was a timed turning test in which competitors were required to motor forwards around a short triangular course on an icy surface and then repeat the performance in reverse. R. J. Nash (M.G. TD) was fastest in this test with an excellent run in 33.4 secs. Jimmy Grew (Ford Special) did it in 33.6 secs. and Dermott O'Clery put up an even 35 secs. with his little "J2".

The braking and accelerating test took place after lunch over a long straight stretch of main road near Ballywilliam. All went well until an elderly and peaceful citizen in a large American automobile ignored all slow-up signals, tucked in behind Swanton's nicely hot-up "Prefect" and stopped when he stopped, oblivious of the fact that the "Prefect" was about to reverse very rapidly indeed. Everyone braced themselves for the bang but Swanton was equal to the occasion and finding himself



DOWNHILL DICE: Maurice Cavey controlling a tremendous slide in the "Freddie's Fright", a speed test down a twisting, ice-bound mountain road, during the Limerick Winter Trial.

swooping down upon what looked like a chromium-plated waterfall he harshly appealed to Mr. Girling and stopped with very few inches to spare—the elderly cit. nearly had heart failure; so did everyone else!

After Ballywilliam came a most unique affair aptly named "Freddie's Fright". Branching down from a narrow lane was an icy track ending in a shallow river near the top of a small water-fall, in the centre of the river and as near the top of the water-fall as they dare the organizers had placed a flag. Competitors were requested to start in the lane, dice down the track into the river, round the flag, without falling over the water-fall for preference, return up the track to the lane, turn a sharp-right hairpin into it and finish on a line a few yards further on! The local boys seemed not in the least disconcerted by all this, but the contingent from the Dublin area gazed at the whole set-up very dubiously! However, when they took the plunge, literally, they were good and very neat. Best time here was that of Nash (M.G.) who did the round trip in a smart 24.3 secs. followed by a tie between Bell's Special and O'Connell's "Anglia" in 24.4 secs.

Following "Freddie's Fright" was the now notorious downhill dice on ice, held on a twisty mountain road through some slate quarries. Murray, Bell and Young shared best time and Maurice Cavey in his Ford Special was next best.

The last test was a timed forward and reverse run along a twisty cutting between two high vertical banks barely wider than the saloon cars. Murray was best here, followed by Cavey and O'Clery, who tied, and "Bill" Young. Those who tried to reverse too quickly found that the rocks embedded in the banks were of a most damaging nature! The Club are to be congratulated upon their novel event, upon the organization, and for their hospitality. Their timing

and marking, however, left a little to be desired in more than one instance. In one particular case this observer could give the connection; Cavey was marked as a failure in the first watersplash, but certainly did not fail at this point! Anyway, a good time was had by all and our old friend Kevin Murray once again earned a really well-deserved premier award with the help of navigator "Billy" Tamplin and the faithful M.M. Special.

H. A. O'B.

RESULTS

Premier Award: K. P. Murray (M.M. Special), 117½ marks.

1st Class Awards: R. J. Nash (M.G.), 109½; J. A. Bell (Ford Spl.), 108; M. Cavey (M.K.V.), 103; A. L. Young (M.G.), 102; D. O'Clery (M.G.), 99½.

2nd Class Awards: J. Wolfe (Ford Spl.), 90; J. Grew (Ford Spl.), 88; G. Baker (Ford Spl.), 85; D. O'Leary (M.G.), 81½.

Best Saloon: C. Hogan (Hillman Minx), and F. Aldritt (Ford Zephyr), 81.

* * *

TUNBRIDGE WELLS NAVIGATIONAL RUN

JOINTLY organized by K. Higginson and W. J. Donnelly of the Tunbridge Wells M.C., a navigation run entitled "Bordering Lunacy" will take place on 17th February. Starting point will be High Rocks Hotel, and starting time, 3.15 p.m. The course will be about 50-60 miles in length, in the Kentish border areas, and competitors will require 1-in. Ordnance maps 170/183, covering London, S.W., and Eastbourne.

Non-members of the organizing club may compete (entry fee 2s. 6d.), and the Secretary of the Meeting is K. Higginson of 76C London Road, Tunbridge Wells, Kent.

MONTE CARLO RALLY

THE TOUGHEST TEST FOR CARS AND DRIVERS

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G. Warburton



ALLARD

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Desmond Scannell



SUNBEAM-TALBOT

Dr. Angelvin
Mrs. Angelvin



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News from the Clubs

WELSH COUNTIES TRIAL

ON Sunday, 27th January, the Welsh Counties Car Club held a trial over the same course as that used last December. However, hard ground caused by a dry spell and a hard frost made the course much easier. The winner, G. Turner, completed the course without loss of marks, but the winner of the December trial, J. Dyer, could manage no better than a second class award.

PROVISIONAL RESULTS

A. E. Harris Challenge Cup for the Best Performance: G. Turner (Austin 7 Spl.), 58 marks.

First Class Award: D. G. Evans (Ford Spl.), 53.

Second Class Award: J. Dyer (Austin 7 Spl.), 53.

SEVERN VALLEY TRIAL

THE Severn Valley M.C.'s Production Car Trial, held on 27th January, drew a record entry for a closed event and was won by A. H. Westwood, of Wolverhampton, driving an M.G.

Competitors started from the Brooklands Hotel, Shrewsbury, at four-minute intervals for the first observed section at Pulley, where a good trials lane was divided into three sections. Here P. Thompson (Singer), showing a complete disregard for the natural hazards, gave the most spectacular climb of the day. The route then led via Lyth Hill, where a stop astride the line and restart test proved somewhat tricky to many, then to Westley and Test 2. This was a timed water-splash, where A. H. Westwood proved unbeatable. The next observed section at Church Pulverbatch put A. Painter (P-type M.G.) and R. Tart (TC-type M.G.) out of the running, neither of whom had lost any marks up to this

point. This section also kept the Land Rover busy with the tow rope. A. H. Westwood was the only competitor to climb observed Section 5 at Habberley, from where a 15-mile route to the finish at Shrewsbury had to be covered at an average speed of 15 m.p.h. In this G. Rowlands (Sunbeam-Talbot) was best with only 5 marks lost. An excellent tea was provided for competitors, marshals and spectators at the Bell Hotel, Shrewsbury, where the results were announced.

Congratulations go to P. D. Fullwood for a most enjoyable and well organized event, his first as Competition Secretary.

RESULTS

1, A. H. Westwood (TC M.G.); 2, P. L. Thompson (Singer); 3, J. Barrow (Singer); 4, D. R. Phillips (Riley); 5, S. R. H. Loxton (1½ M.G.).

THAMES ESTUARY NIGHT TRIAL

THE Thames Estuary A.C.'s first 1952 event, a Night Navigation and Map Reading Trial, was held on Friday, 25th January. Forty-three entries were received and the first competitor was sent on his way by Mr. Henry Channon, M.P. Despite a clear night with no fog, 17 competitors failed to complete the course. Several cars found themselves confronted with a locked level-crossing and no keeper, necessitating a 10-mile detour!

However, everybody enjoyed themselves, especially Dr. E. Sita-Lumsden (Lea-Francis) and Jack Clarke (Alvis), who lost no marks either on the five time checks or on excess mileage. T. R. Troughton (Dellow), R. B. Brittain and D. H. Linnell gained first class awards, and Brittain won the novices' prize.

A. R. H. Parsons, E. H. Wallner, D. Smith and H. J. Sweet were second class

winners, and the ladies' prize was won by Mrs. H. Parsons—the only lady to complete the course. The official mileage was 84, though someone clipped this to 81, whilst an overkeen member made it 102!

About 60 members and friends sat down to supper afterwards at the Queens Hotel, Westcliff, a fitting finale to a most successful night. The Club's next event is a Sporting Trial on Sunday, 17th February.

BUGATTI O.C. PRIZE

DISTRIBUTION AND FILM SHOW

THE annual distribution of awards won during 1951 at Bugatti O.C. events will be held at the Welcombe Hotel, Stratford-on-Avon, on Sunday, 17th February.

This venue has been chosen for its convenient central position, in order to give all award winners who come from a distance time to get there and back during the day. After lunch, awards will be presented by Mr. and Mrs. F. R. Gerard, and this ceremony will be followed by the showing of the new film, "European Motor Racing, 1951", by B.O.C. member Mr. R. P. R. Habershon.

Tickets, including lunch and tea, are available at one guinea each from E. J. Newton, Esq., at 33 Woodcock Street, Birmingham, 4.

N.W. LONDON'S LITTLE RALLY

ON 19th April, one week after Easter, the N.W. London M.C. are staging a novel event termed the Little Rally, which will comprise a 199-mile run, starting from Hindhead, Surrey, and heading, via the prettier class B roads, in the direction of the New Forest. Some good, straightforward tests, no tricky navigation, good food, drinks, and a social evening with dancing, sound like the ingredients for a good event.

In compliance with new R.A.C. regs., this will be a closed event (non-members desiring to take part in the Little Rally should join by 29th March). The Little Rally is suitable for any type of car, and full details are obtainable from the Hon. Sec. of the Meeting, Mrs. Nina Imhof, of Robin Hill, Coombe Hill Road, Kingston-on-Thames.

CORNWALL VINTAGE A.G.M.

THE Annual General Meeting of the Cornwall Vintage C.C. takes place tomorrow, 9th February, at the Goomrea Hotel, Perran-ar-Worthal, near Truro, at 7.30 p.m. This Club has been successful in again securing the use of Davidstow aerodrome this year for driving test and speed events.

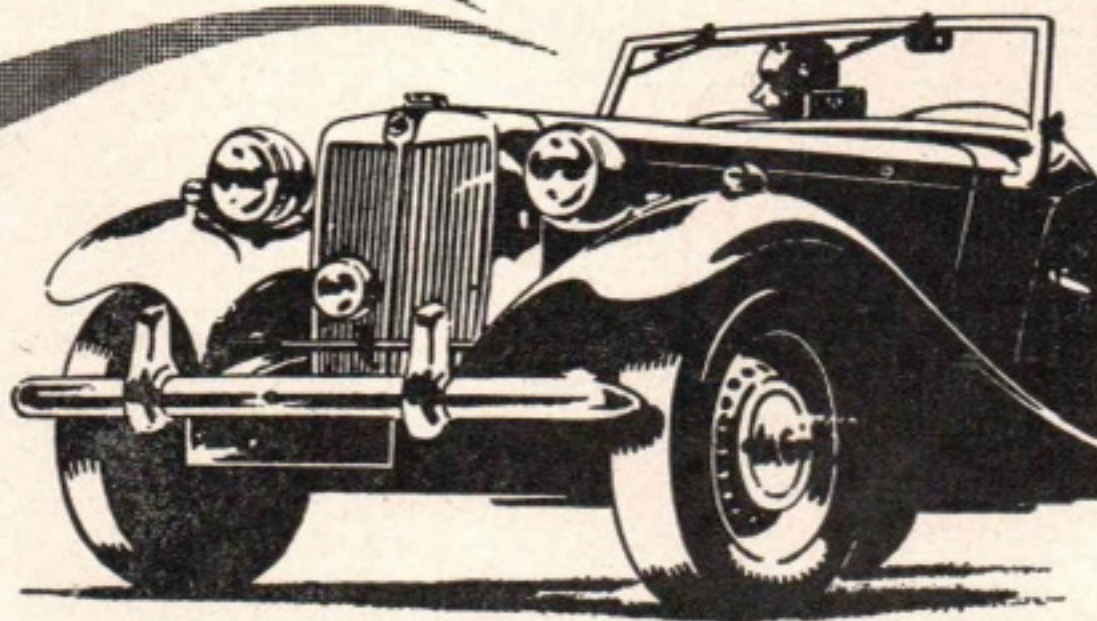
Future C.V.C.C. plans include a Night Navigation run on 1st March and a film show at St. Agnes, also in March.

(More News from the Clubs on page 186)



WHEEL IT IN: The victorious West-riders with the Thomas Ramsden Trophy at the Yorkshire S.C.C. Dinner. The Trophy had to be wheeled in on the special trolley. (L. to r.): "Doghouse" Mosby, "Wilde" Man, "Cootaboot" Harrison.

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HOWARTH TROPHY RALLY

Monte Carlo Conditions in M.U.M.C. Event—J. Storrar
(Allard) Sole Competitor to Complete Course

FULL credit goes to everyone who started on the Manchester University Motor Club's Howarth Trophy Rally, run on Sunday, 27th January, and it was, therefore, a supreme achievement of J. Storrar to be the only car to complete the course. Driving a Mercury-engined Allard (on the same day as the Monte Carlo Rally results were announced) he lost only 40 marks.

The start, at the University, had the suppressed excitement that is always found at the beginning of Rallies. Last minute adjustments, final checks, the crowd of curious onlookers, the Special Test and the roar of cars setting out for the unknown amid hails of "Good Luck!" shouts, and upturned thumbs. Route cards were issued five minutes before the start and these denoted the position of checks and controls by map reference numbers.

The first route check in the Goyt Valley had to be cancelled. Drifts of snow many feet deep made the road impassable so, instead, competitors made straight for the village of Wetton just off the Buxton-Ashbourne road. This provided the taste, a mere *apéritif* of the shape of things yet to come. The hard-packed snow had been treated in places by the misguided local council and the resultant slush, now refrozen, gave a surface resembling a bas-relief of the Himalayas. All the fun of driving a G.P. car at high speed could be obtained from the family saloon tootling along at 50 m.p.h. plus.

Leaving Wetton the real motoring started, and it was on the steep hill at Waterslack that Don Cressey (A.C.) and Jimmy Ray (Morgan Plus 4) were seen to be stopped having difficulty with tyre grip on the soft snow. The drive down the A53 from Leek to Market Drayton can only be described as "exhilarating"—one perfectly smooth sheet of ice from start to finish and, with the local populace wisely staying by their firesides, there was hardly another car on the road. One check *en route* was to find the first line of the inscription above the door of the very beautiful Norman church at Bagnall.

The next control was an airfield at Childs Ercall where 30 minutes were provided for a lunch break. It was just after leaving this control that one competitor (known but unnamed) approached a corner at an impossible speed, turned off his radio, sat up straight, accepted the challenge—and clouted the bank a fearful wallop! No damage was done. Moving across country to Ruyton of the Eleven Towns the landlord of the Bridge Inn was the information required; thence into Wales to Sarnau where the number of the village telephone box had to be found. It was just beyond here that Derek Slater and Roy Cummings (both in Standard 8s) took a wrong turning, went down a steep hill into a farm yard and, like lobsters in a pot, couldn't get out again. From Sarnau competitors made for Meifod and it was on the treacherous road from this last town to Llanfihangel yng Ngwynfa that many competitors lost

valuable time. Peter Riley (Austin 10) was seen to be using a shovel to great effect at one point and Don Cressey made a lightning ascent up one hill by enticing some local yokels to stand on his rear bumper and bounce.

By now daylight was fading and most competitors began to feel awfully lonely and insignificant in the depths of the Welsh massif. The road to Pont Eunant on Lake Vyrnwy where the next control was situated must have been made by the very Devil himself, man, in a moment of wild and delightful abandon. H. Klomarides (Hillman) was seen to be wearing snow chains out at a goodly rate and scattering them over the countryside. The next check point, near Bala, was the cause of everyone's downfall—except Storrar, who made the detour of 40 miles to get the required information. Many competitors attempted the impossible by trying to get over the Cwm Hirnant road which just disappeared into vast walls of snow. It was here that Harry Jacoby (M.G.) and Tom Mason (Riley) were seen to be commiserating with one another—the former running short of oil, the latter getting low on petrol. Meanwhile, Tony Carlisle (M.G.), Derek Scott (Austin) and Jimmy Ray were making their way in convoy over the Craig Wen road from Llangynog to Bala. Having seen a Land Rover come down they presumed it was open and, covering one mile in four hours, they reached a point where the Rover's tracks just finished—or started, and beyond that mountains of snow obliterated the road, so, like the nursery tale of the 10 little nigger boys, they too retired. Neville Silverston (Singer), being skilfully navigated to the next control at Llawnt, was assured by his navigator (who was engrossed in his map reading) that the road they were travelling along must have been taken by all previous competitors. . . . Except for a few rabbit spoor the virgin snow was untouched. . . . Confidence shaken!

The last control was at Shocklach. Then to the "Four Ways" at Delamere where good food and drinks were waiting. Many and long were the tales of endurance, driving skill, and amusing incidents that were exchanged over hot rums. Yet competitors were full of praise for the marshals who had sat for hours at lonely outposts in temperatures 20 below—and great credit goes to the Trial Secretaries David Clegg and Roger Dobson for organizing the event. Verily a memorable day. N. A. SILVERSTON.

RHYL RALLY

THE Rhyl and District Motor Club will be holding their Annual Rally on 16th-17th February for the "Braid Trophy" and other awards. This Rally will again be run as a closed invitation event over North and Mid-Wales. Competitors who were awarded prizes for the last run are cordially invited to attend a Dinner and Dance at the "Marine Hydro" Rhyl on 13th February.

CAMBRIDGE LENT TERM RALLY

A TWO-DAY, 300-mile, invitation Rally is to be held by the Cambridge University Automobile Club on 23rd and 24th February. This event, entitled the Second Lent Term Rally, is open to members of the following clubs: C.U.A.C., Manchester U.M.C., Oxford U.M.D.C., Leeds U.M.C., B.A.R.C., Yorkshire S.C.C. and Vintage S.C.C. Entries, limited to 100, must reach the Hon. Sec., T. G. Wood, at St. John's College, Cambridge, not later than Saturday, 16th February. Cars will be divided into three categories: A, up to 1,200 c.c., B, up to 2,000 c.c., C, over 2,000 c.c.

THE LAGONDA "24"

TAKING place on 1st and 2nd March, and organized by the Lagonda Club, this event is a 24-hour Rally starting with a 75-mile bonus run to the start near Banbury. The 300-mile road section will include a standing quarter-mile, a regularity test in the Welsh hills, an observed section of non-chassis damaging character and a number of other tests of men and machines. Generous meal stops are provided for, and the finish is near Malvern.

The Lagonda "24" is open by invitation to the Bentley D.C., The Lancia M.C., Aston Martin O.C., Riley M.C., M.G. C.C., Vintage S.C.C. and the Hants & Berks M.C. Entry fee is 25s., and entries close on 18th February. Secretary of the meeting is A. Jeddere Fisher, of Apsley Cottage, Kingston Blount, Oxon.

THE B.D.C. EASTBOURNE RALLY

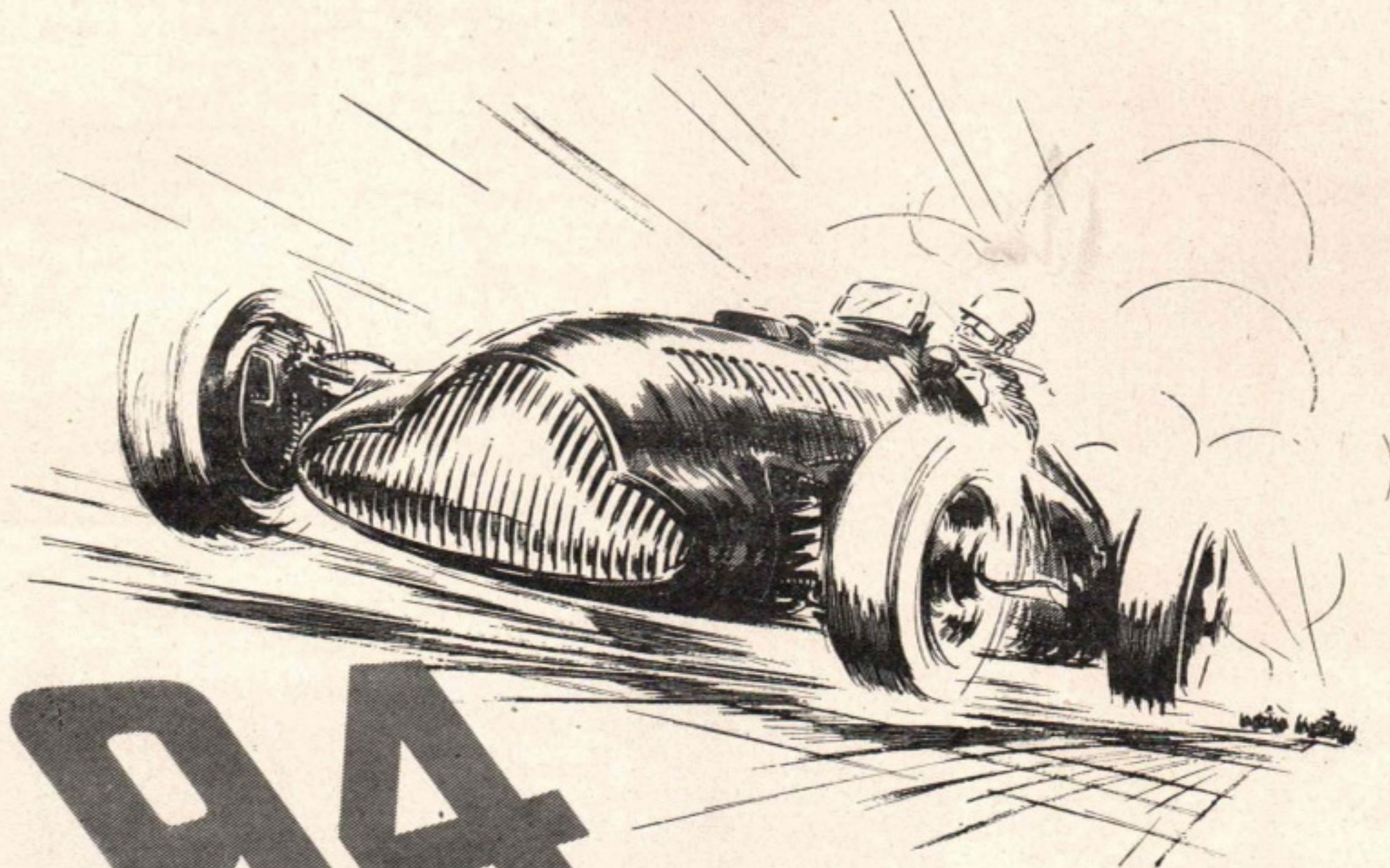
THE Bentley Drivers Club's Annual Eastbourne Rally takes place from 28th-30th March. Competitors have a choice of six starting points; London, Alveston, Newmarket, Fordingbridge, Atherstone or Uckfield, and converge on Aston Rowant and thence to Box Hill. On the second day they all head for Goodwood and the Regularity/Speed Test on the B.A.R.C.'s excellent circuit there, and reach Eastbourne in time for lunch. Driving tests on the front follow in the afternoon, and on the third day competitors proceed to Bo-peep Hill at Firle for the hill-climb test. Non-Rally competitors may enter for the hill-climb on a supplementary basis.

The Bentley Eastbourne Rally has always proved an excellent event, and members of invited clubs who take part may be assured of a pleasant and entertaining three days. Clubs invited are A.M.O.C., Lancia M.C., Lagonda Club and Vintage S.C.C., and members of the Metropolitan Police Motor Driving School Sports Club. Entries, at £2 12s. 6d., including third-party legal liability insurance and garage accommodation at Eastbourne, should be sent to the Secretary of the Meeting, Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, near Aylesbury, Bucks, to arrive not later than 3rd March. Teams of three cars can be entered at an additional fee of one guinea.

N.L.E.C.C. SECRETARY—CHANGE OF ADDRESS

THE address of the Hon. Sec., N. London Enthusiasts' C.C., is changed from Hendon to 17 Elms Avenue, Muswell Hill, London, N.W.10.

(More News from the Clubs on page 188)



94

**successes from 130
international races**

94 placings 1st 2nd & 3rd fastest time
of day and new class records were
obtained on complete or part
GIRLING installations during the
1951 season

GIRLING

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Lowe (Dellow) and W. C. Cuff (Hells Hammers V).

PROVISIONAL RESULTS

Best Performance (Clee Hill Trophy): I. D. L. Lewis (1,172 Ford), 20 marks lost.

Under 1,050 c.c. Class (Bell Cup): J. B. Hollingsworth (747 Austin), 52½.

Under 1,300 c.c. (Hagley Cup): W. C. Cuff (1,172 Hells Hammers), 23.

Over 1,300 c.c. U/s, over 1,050 c.c. S: (Bromsgrove Cup): R. W. Phillips (1,486 Austin-Javelin), 22.

1st Class Awards: J. Deeley (1,512 Cranford), 22; R. B. Lowe (1,172 Dellow S), 23; L. J. Oliver (1,172 Oliver), 24; C. M. Seward (1,099 Freakin), 25; J. S. Jenkins (1,172 Morris); A. W. Lilley (1,172 Clegg S), 27.

2nd Class Awards: F. E. Wall (1,172 Dellow S), 29; F. D. Woodhall (1,184 H.F.B. S), 36; N. H. Lawrence (972 Singer), 61.

Team Award: Madhatters (Cuff, Lewis and Seward).

CLEE HILL: (Above) Reg and Peggy Phillips take it very seriously with the "New Look" Austin/Javelin on Envile II, during last Sunday's Hagley and D.C.C. Clee Hill Trial.

(Right) Godfrey Imhof (Imhof) smacks a tree good and hard on the same hill.

BOWLER-HAT WIN IN "CLEE HILL"

THE North and Midlands once again had to give best to an invader. This time, bowler-hatted I. D. L. Lewis (1,172 Ford) from Bristol, won the Hagley and District L.C.C.'s classic Clee Hill Trial last Sunday, from an entry of 47. As is now customary with Clee Hill events, there was plenty of snow around.

However, after lunch it thawed, and the course became extremely difficult, particularly the four Envile hills. Lewis's closest rivals for P.A. were Reg Phillips (Austin-Javelin), J. Deeley (Cranford), Ron



STOCK-TAKING BARGAINS

Lagonda V12 crown wheel and pinion, gaskets etc. Numerous used racing tyres mostly 525 x 16 suitable roadwork or re-treading. Large quantity of Lodge 18mm. and 14mm. plugs at only 2/6 each. Wire wheels (ex-H.W.M.) with tyres and tubes. Scintilla Vertex magneto, Bosch magnetos and starters, suitable BMW or Mercedes-Benz. 12 volt electric fuel pumps. Alfa Romeo super-charger end plates and vanes (2.9 litre). Various light-weight fuel tanks (Alfa Romeo and BMW) suitable all cars.

Telefunken 6 volt car radio, excellent set off BMW. Miscellaneous spares kit of parts for Healey Silverstone including set of pistons etc. for only £8.0.0. Runbaken oil coils. Fiat 500 starter motor. Fram oil filters, Snow chains all sizes only £1.10.0 each. Metric spanner sets £1.15.0 each. Sports-car luggage rack (chromium) suitable Alfa Romeo etc. £4.0.0.

APPLETON SPECIAL 1100c.c. supercharged Racing-car £750 complete and ready to race. Two large boxes of 1100c.c. Riley parts of all sorts.

Huge quantity of BMW spares including 2-litre engines, gear boxes, crown wheels, pinions, starters, dynamos, one shot systems, prop shaft, instruments etc. 328 body parts. Write stating BMW requirements. Aero Screens, perspex and glass to fit most sports-cars, supercharger pressure gauges. Assortment of wings and mudguards and wing stays etc. (ex-Alfa Romeo but adaptable for most sports-cars). 2.9-litre Alfa Romeo valves, valve springs etc. Assorted speedometers, rev counters etc. Solex double downdraught carburettors.

All the above must be cleared and all offers or enquiries will receive our most careful attention. Many of these spares are from our racing department and therefore in excellent condition and merely surplus to current requirements.

ANTHONY CROOK MOTORS LTD.

TOWN END, CATERHAM HILL, SURREY
Telephone: CATERHAM 2232-3

WROTHAM SOCIAL EVENING

THE V.C.C. (S.E. Centre) held a social evening on 1st February at the Bull Hotel, Wrotham. Short talks were given by "Bunny" Tubbs, John Bolster and Col. George Felton, the well-known American motoring enthusiast. Afterwards there was a buffet supper and in spite of the terribly cold night several stalwarts drove home in antique automobiles.

CAMBRIDGE U.A.C. "ANNUAL" AND BOTTISHAM SPEED TRIALS

THE C.U.A.C. holds its annual dinner on 1st March at the University Arms, Cambridge. On the following day comes the first of the season's speed trials, at Bottisham. Last year this was a very well-supported event, and the C.U.A.C. hope that it will be even more so this time. Dinner tickets and speed trial regs. can be obtained from Mike Hilton, St. John's College, Cambridge.

A.C. OWNERS' PHOTOGRAPHIC EVENING

ABOUT 40 members attended the A.C.O.C.'s first meeting at its new R.V., "The Marlborough Head", North Audley Street, W.1, on 30th January, when an epidiascope show of photographs from the Club's file was given. This was followed by a film, taken and projected by "Jock" Henderson, of last September's Redhill Driving Test event.

The Club's second Annual Dinner/Dance and presentation of awards occurs tomorrow evening at the "Rembrandt", South Kensington.

COMING ATTRACTIONS

February 10th. M.G.C.C. (S.E.)
Chilterns Trial.

Southsea M.C. Presidents' Trophy Trial. Start, Welcome Hotel, Petersfield, 9.30 a.m.

Yorks S.C.C. White Rose Trial, Wharfedale. Start, Royd Hill, Sutton-in-Craven, 10.30 a.m.

Tipperary L.C. and M.C.C. Traders' Cup Trial, Eire.

Plymouth M.C. Manor Trophy Trial, Standard Production Cars.

February 16th. Ulster A.C. Trial,
Northern Ireland.

M.G.C.C. (Irish Centre) Experts' Trial.

Torbay M.C. Driving Tests, Dartmoor.

February 16th/17th. Rhyl and District
Braid Trophy Trial, North Wales.

Peterborough M.C. Night Navigational Rally. Start, Crown Inn, Great North Road, Eaton Socon, Beds.

February 17th. Presidente Peron
G.P., Buenos Aires (Formule libre).

North Midland M.C. Kitching Trophy Trial, Derbyshire.

Birmingham U.M.C. Trial, Worcs/Warwicks.

Lothian C.C. Trial, Edinburgh.

CLUB FIXTURES

Shenstone and District C.C.—Annual Dance and Presentation of Awards, 8th February. Parson and Clerk Hotel, Chester Road, Streetly, Staffs, 8 p.m.

Warrington and District M.C.—Meeting, 8th February. Clubroom, Bridge Foot Garage; Wilderspool Causeway, Warrington, Lancs, 8 p.m. All welcome.

Royal Scottish A.C.—Cocktail Party and Film Show, 8th February. Green Room, Blythswood Square, Glasgow.

Allard O.C. (Northern).—Inaugural Meeting, 8th February. Parkway Hotel, Otley Road, Bramhope, near Leeds, 7.30 p.m.

West Essex C.C.—Vacuum Oil Film Show, 9th February. Club H.Q.

Bentley D.C.—Meetings, 9th February. Halfway Hotel, Exeter-Sidmouth Road, 6 p.m.; and Red Lion Hotel, Petersfield, Hants, 7.30 p.m.

Eastern Region G.M.—11th February. Old Anchor Road House, Feering, near Kelvedon, Essex.

12th February. Hen and Chickens, Causeway Green, Langley, Warwicks; and King's Head Inn, Old Bexley.

14th February. White Lion, High Street, Edgware, 7.30 p.m.

Cambridge 50 C.C.—Annual Dinner/Dance, 11th February. Guildhall, Cambridge, 7 p.m. for 7.30.

Allard O.C.—Monthly meeting, 12th February. Anchor Hotel, Shepperton, 7.30 p.m.

Cheltenham M.C.—Film Show, 12th February. Priory Lawn, Cheltenham, 7.30 p.m.

Ulster A.C.—A.G.M., 14th February. Club Rooms, Saxone House, Donegall Place, Belfast, 7.30 p.m.

Vintage S.C.C. (Midland).—Second Thursday Meeting, 14th February. Red Lion, Church Street, Birmingham.

Southsea M.C.—Film Show, 14th February. Club H.Q.

(More News from the Clubs on page 192)

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1937 ALVIS speed 25 Charlesworth saloon, very good order **£475**

1932 ALVIS 12'50 TJ 4-door saloon, good order, all new tyres, taxed **£175**

1926 3-litre Red Label **BENTLEY** Van den Plas tourer, above average condition **£325**

1926 HOTCHKISS 16 h.p. AM2 tourer, very good order **£55**

Part exchange welcomed. H.P. arranged. Demonstrations gladly arranged 150 miles radius to genuine enquirers.

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BOX NUMBERS: Facilities are available to advertisers at an additional charge of 1/- to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for. Box Numbers may not be used for 1951 and current model cars.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

CARS FOR SALE

ALVIS

ALTON GARAGE, "The Alvis People", offer a large number of ALVIS 1925-1940 models. We give every assistance to prospective purchasers, and the most informal hire purchase terms on any car irrespective of age or price.—Alton Garage, 17-19 Brook Mews North, Craven Road, W.2. Padd. 3952.

ALVIS 12/60 11.9 h.p. type T.L., 1,645 c.c. beetleback sports 2-seater, August 1932. One of the last of this famous marque. Knowledgeable enthusiasts will appreciate the opportunity of purchasing such a car in specimen condition. Detailed accounts may be viewed for work carried out, including sleeving block to standard size, regrinding crankshaft, new timing wheels, etc., etc. Parts supplied by Alvis. Taxed and ready for the season. Price £245.—P. Weaver, High Street, Melton Mowbray. Phone 533.

1931 SILVER EAGLE 16/95 Beetleback. Fine example of rare model. Maintained only by well-known Tuner. Bodywork above average, with excellent weather equipment. Tractable car with very high performance. Owner going to smaller class for competition purposes. £290 or near offer.—Speir, BAYSWATER 5554.

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100 M.P.H. CHASSIS complete, bonnet, scuttle, lamps. Rebores, five new 18 in. tyres. Perfect running order. Offers. Anything considered.—257 Southmead Road, Bristol.

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BASIL ROY, LTD., B.S.A. Scout spares, complete stock, wholesale and retail.—161 Gt. Portland Street, W.1. Langham 7733.
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FORD Prefect 1940 tourer, reconditioned last year for projected Continental tour. New hood and sidescreens, reconditioned engine, clutch, gearbox, steering assembly and rear axle overhauled with new parts where necessary. Fitted Ford loose covers, Smith's heater, radio, twin Lucas spotlights, trafficators, etc. Excellent car, suitable club trials, rallies, etc. £375.—Macklin, Bure Lane, Mudeford, Christchurch. Phone: Highcliffe 16 or Christchurch 112.

HEALEY

HEALEY 1952 models of both saloon and drop-head coupé delivery dates now available.—Apply distributors, Northampton Motor Services, Ltd., Northampton. Telephone No.: 2862.

1950 HEALEY Silverstone 2-seater, low mileage. Exceptional condition, pale blue, £1,025.—Rose and Young, Ltd., 65-69 Sternhold Avenue, Streatham Hill, S.W.2. Tel.: Tulse Hill 6464 and 8182.

JAGUAR

S.S. JAGUAR 100 2-seater, 1937, good condition, offers over £400.—Dawson, 1 Bridge Road, Ansdell, Lytham, Lancs. Tel.: 6711.
1938 3½-LITRE JAGUAR SS100, completely reconditioned. £500.—J. A. Ashall, 211 Tarbock Road, Huyton, Nr. Liverpool. Phone: Huyton 3732.

LANCIA

LANCIA Aprilia 1938 saloon, bodywork good, transmission good, steering overhauled. £550.—373 Norwood Road, S.E.27.

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

LANCIA Augusta 1936 de luxe saloon, one owner since 1940. Good mechanical condition. Recent new cylinder block and head, front springs, battery, etc. May be seen in London by appointment.—Apply R. E. Lloyd, Phone: Walton-on-Thames 3410.

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M.G. 1939 TA MODEL
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Price £375.

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Genuine J4 M.G. 746 c.c. Sports/Racing 2-seater. Supercharger, close ratio gearbox. Scintilla vertex, outside exhausts. Large diameter brakes. Special steering. Racing filler caps. Good tyres. Full touring equipment. Good hood. Taxed. Believed only nine of this type produced. Chassis No. J4006. £350.

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1946 TC M.G., absolutely as new and fitted with over £150 worth of extras. Offers around £650.—Erskine, 24 Commercial Road, Woking.

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M.G. J2 ENGINE and gearbox complete. Also set of swept wings. £25 the lot.—Phone: Crowborough 267 after 7.30 p.m.

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Alvis 12/50 spares, including reconditioned engine, etc.

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CHILTERN CARS are interested purchasers of the better Continental and English cars, especially Alfa Romeo, open or closed.—11a Water Lane, Leighton Buzzard, Bedfordshire. Telephone 2060.

FIAT. Highest spot cash for all models.—Mayfair Garages Ltd. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5.

1932 **FORD** 14.9 chassis or car wanted, any condition. Also V-8 engine, box and bits for special.—54 Hedge Lane, N.13. PAL 2924.

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E. J. Chandler and his Ford Ten-powered Chandler Special, won last Sunday's Herts County Auto and Aero Club's Winter Trial.



Herts County Winter Cup Trial

E. J. Chandler Makes Best Performance

WEATHER conditions were ideal for the Herts County's annual invitation trial held on 3rd February over a 60-mile course in the Chilterns. A heavy night frost made the earlier chalk-surfaced sections extremely slippery. And as the sun caught the later sections, the mud soon became sticky.

Though held over well known and, by modern standards, "soft" trials country, the organizers had thought up different ways of attacking the sections, and from everyone's point of view the idea was highly successful. Winners were picked out on hill-climbing prowess without having to consider the special test results.

E. J. Chandler, in his blown Ford Ten-powered Special, made best performance of the day, and D. W. Price gained the award for the best effort by a member of the promoting club.

The start was at the Lambert Arms, Aston Rowant. Before the "off" at 11 o'clock, tales were being told of dreaded slideslips being encountered on the way and the best method of tackling chalk plus ice was being discussed.

The whole entry, with one unlucky exception, got up the first section on Crowell so the correct method must have been agreed. The second Crowell section was in good form with frozen chalk and leaf mould in abundance. Only 10 cars got to the top unassisted; Wood's Dellow came to grief higher than the other failures.

Lewknor Hill was the scene of the special test. Here, one had to rush up the track, turn into a gateway, reverse downhill to stop astride a line (Wot! no weight on the front wheels?) and then uphill again to a flying finish. Watridge in his Beasmarch Special made best time here with Chandler only half a second slower. Several folk became involved in their tactics and had to stop and ask which way they should be pointing.

Then on to Maidensgrove. Here an artificial barrier had been installed half-way up to encourage the crossing of some ruts. The five who failed did so at the start due to excessive wheelspin

on frozen chalk. Cooper in his Austin-Ford just made it with some highly energetic bouncing.

At Shillingridge, tapes between the trees involved a spot of heavy motoring and only Tucker Peake and Chandler made clean climbs.

It was a perfect day for a trial, and quite a large number of spectators congregated on the afternoon sections.

The usual track up Cockshoots was ignored and a taped course involved a sharp right turn into the steepest part of the section. The polished mud at this point defeated everyone except Watridge, Pettit and Overton who got into the second sub-section before spinning to a stop. Pettit got farthest of all in his 2½-litre Jaguar-engined Bugatti front-ended Special—this shook everyone who, nevertheless, quickly unshook themselves and gave him a rousing cheer. Lang's Austin unfortunately sheared its timing gears while getting under way. Smith's J.C.S. had a steady run up to the corner, then nearly took-off in a full-blooded lunge at the incline.

Featherbed was a colonial section and looked more horrifying than it was. That is, if you do not mind driving for a quarter-mile looking like a cross between the Flying Enterprise and a bucking bronco—if that is possible. Anyway, the section was possible and only two cars failed, one surprisingly a blown Dellow.

The last section on Little Boys Hill was only 15 yards long, but it involved climbing up the roadside bank at an angle that looked impossible and highly exciting. Everyone had a most enthusiastic go and several, determined to do it, had one or two shots. Not, I hasten to add, to be reckoned as clean if they made it—which a few did. The only first-timers were Chandler, Smart and Overton.

Then back to Berko for tea. Results were announced and the Herts County folk cheered like anything when it was heard that club members had won the trial and the team award.

RESULTS

Best Individual Performance, Challenge Cup and Replica: E. J. Chandler (Chandler).

Best Individual Performance by a Herts County Club Member: D. W. Price.

1st Class Awards: N. H. Overton, H. R. Smart, J. J. Walker.

2nd Class Awards: G. Pettit, J. C. Smith.

Team Award, Herts County Team: E. J. Chandler, D. W. Price, J. C. Smith.

RUMFITT BEST IN "BEST"

THE Kentish Border C.C.'s Best Cup Trial took place last Sunday, and though a closed event was supported in the usual Kentish Border manner with an entry of 28, of which 26 presented themselves for a thorough scrutineering.

The Best Cup was won by Tony Rumfitt, driving his Cotton II, with a clear lead of one and a half hills, and the opposite class by Lew Notley in the Cox Special.

First of the seven sections was climbed only by Tony Rumfitt with Lew Notley only inches from the "Observed Section Ends" sign. Other outstanding attempts were made by Michael Lawson (Lotus 1) with Rex Chappell and Bill Vero on "blown" Dellow.

After two more sections of unusual severity on which excellent attempts were made by Rex Chappell and Bernard Dees (Dellow) competitors moved to the notorious freak hill "Le Grimpe" where again, in spite of being No. 1 and suffering fuel starvation, Rex Chappell made a vigorous attempt as did the "blown" Dellow of Froy, Vero and Sawell, Notley's Cox Special and Curwen's 750 Austin Special, although again only Rumfitt passed the "Section Ends" notice.

After the "Special Test" came the last hill, comprising almost a speed hill climb in the lower slopes but finishing with a series of slow tight turns again sorted out the entry in a very certain manner with polished ascents going to A. E. A. Day with his Spence Special, J. V. Lewis (1,172 Chigford), D. Reed (Dellow) and S. Seeley with the Alpine.

So forceful was Rumfitt's driving on the tougher sections that passenger Pamela Rumfitt was reported to have suffered a broken rib!

The Best Cup: A. E. Rumfitt (1,172 Cotton II).

Class A. 1st Class Award: R. F. Chappell (1,172 Dellow S.).

2nd Class Award: B. H. Dees (1,172 Dellow S.).

Winner of Opposite Class: L. F. G. Notley (1,172 Cox Special).

Class B. 1st Class Awards: D. Reed (1,172 Dellow); S. R. Seeley (1,172 Alpine).

2nd Class Awards: J. V. Lewis (1,172 Chigford); R. W. Norton (932 Phoenix); T. J. Sawell (1,172 Dellow S.).

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