

MARCH 28, 1952

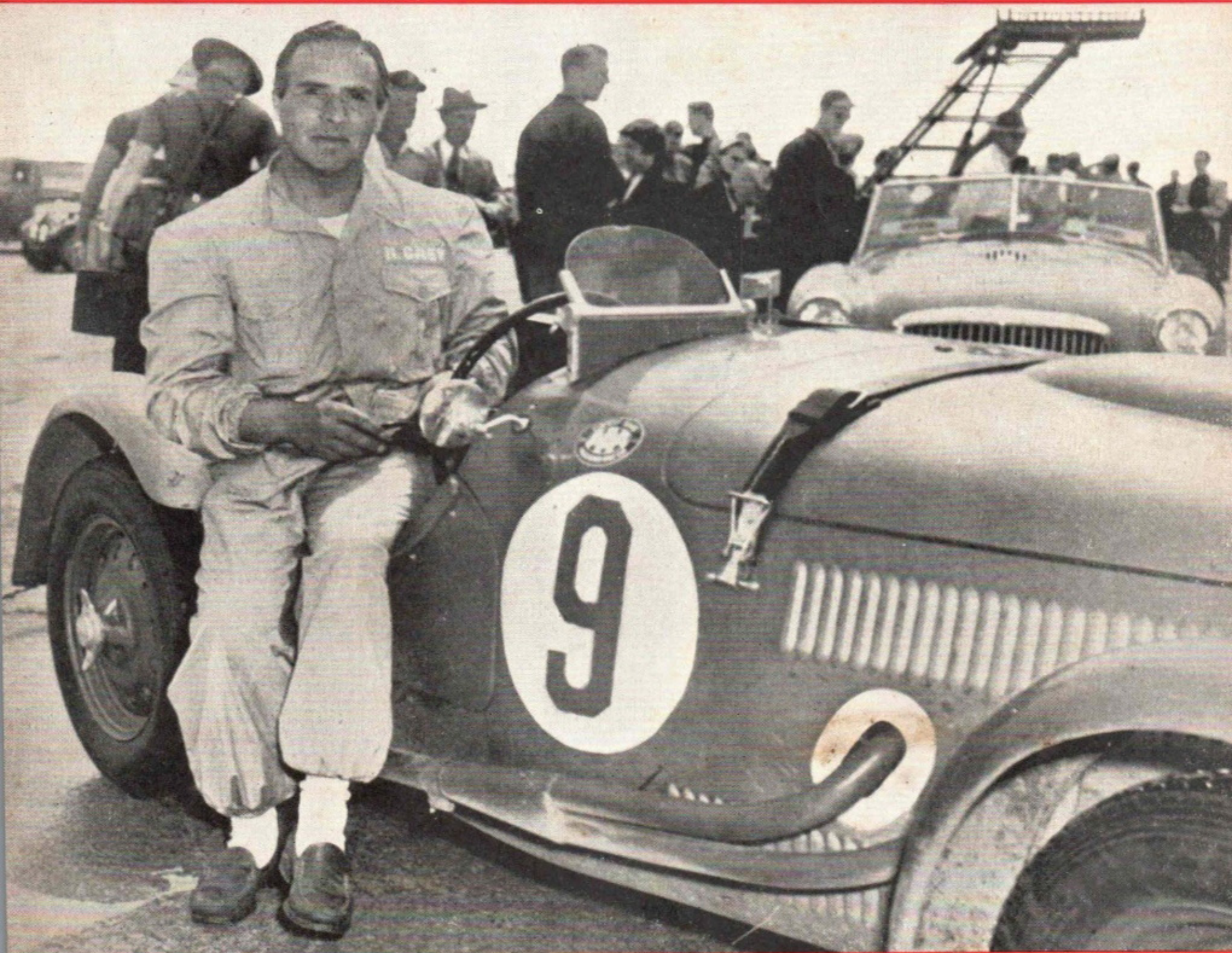
AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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EVERY FRIDAY

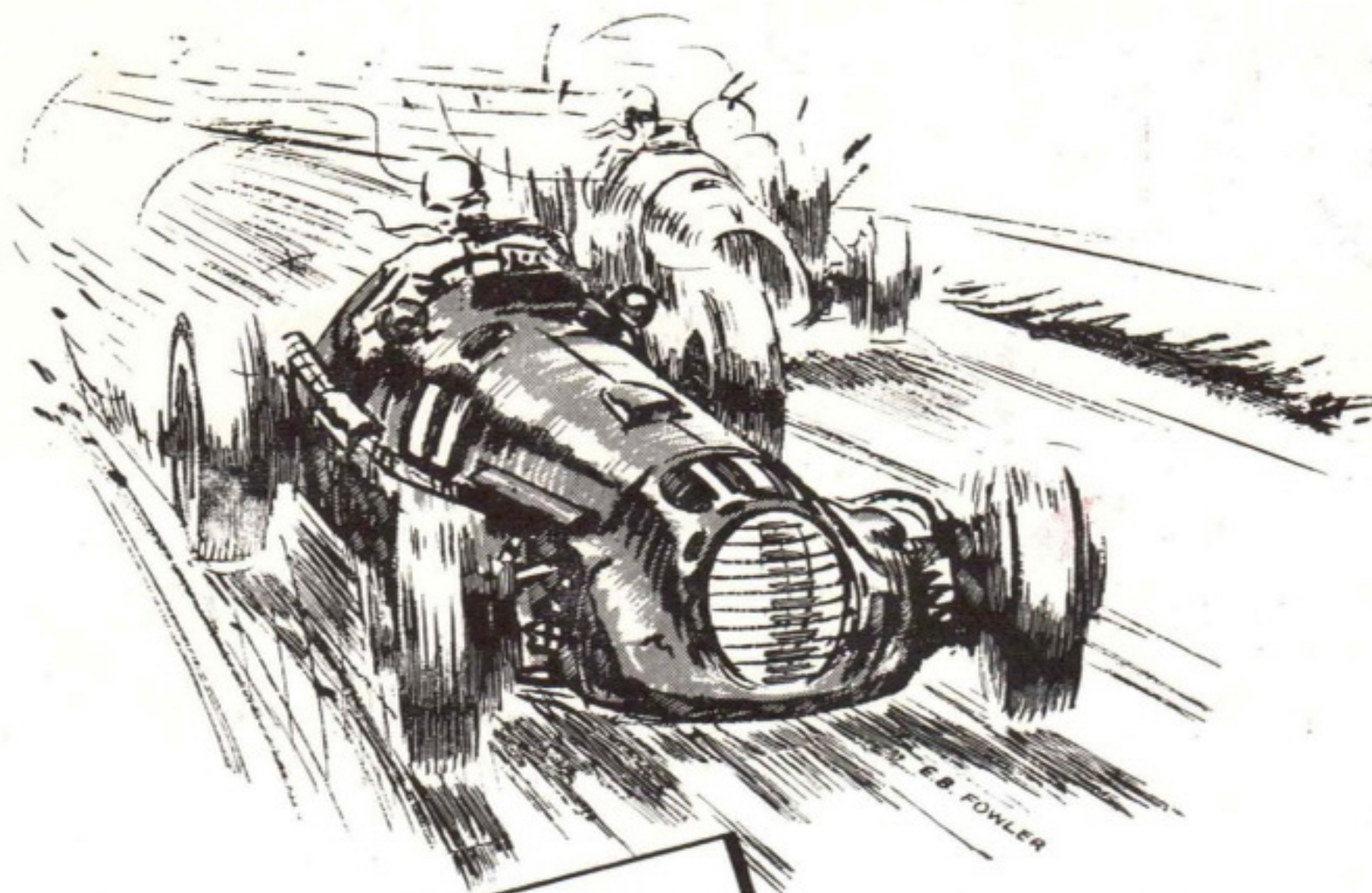
Vol. 4 No. 13



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JOHN BOLSTER • DUDLEY CORAM • STANLEY SEDGWICK • WILSON McCOMB • "AENEAS"



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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

Vol. 4. No. 13.

March 28, 1952

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NOTICES

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EDITORIAL

THE response to AUTOSPORT'S request as to whether or not regular trials drivers wished the present regulations changed showed that the "regulars" are overwhelmingly against any change whatsoever. However, many drivers added a rider to their postcards that they wanted to see a definite ban on cut or mutilated tyres, and the publication by the R.A.C. of a permitted list of covers. Several also agreed with the banning of motor-cycle tyres on the front wheels.

Nevertheless, the position does not solve the ever-increasing problem of the future trend of trials. One correspondent puts forward a possible reason for the recent decline in entry lists, and more or less argues that trials of today are organized solely for the benefit of a small percentage of the motor sporting public. This is undeniably true, but the fact remains that it is the solid support of the "regulars" which makes it possible for clubs to organize real tests of motor-cars by introducing extremely difficult hills.

The same correspondent emphasizes the drift to rally type of events by disgruntled, would-be trials entrants. Does not this very fact prove that the modern sporting trial is as much a different branch of the sport as are speed hill-climbs and circuit racing? It would be a bad thing altogether if the building of specials was to be discouraged by framing trials regulations to exclude them. There is room for both normal road car, and special trials car events, with the last-named making the strongest appeal to the driver who regards trials-driving as his (or her) particular hobby.

AUTOSPORT feels that trials car regulations should be as much a "free-for-all" as is possible, with strict scrutineering to ensure the non-entry of dangerous or ridiculous machines. Our normal life is so bound up with Red Tape, that it would be pleasurable to know that in motor sport, at least, we have a certain amount of freedom from petty restrictions.

* * *

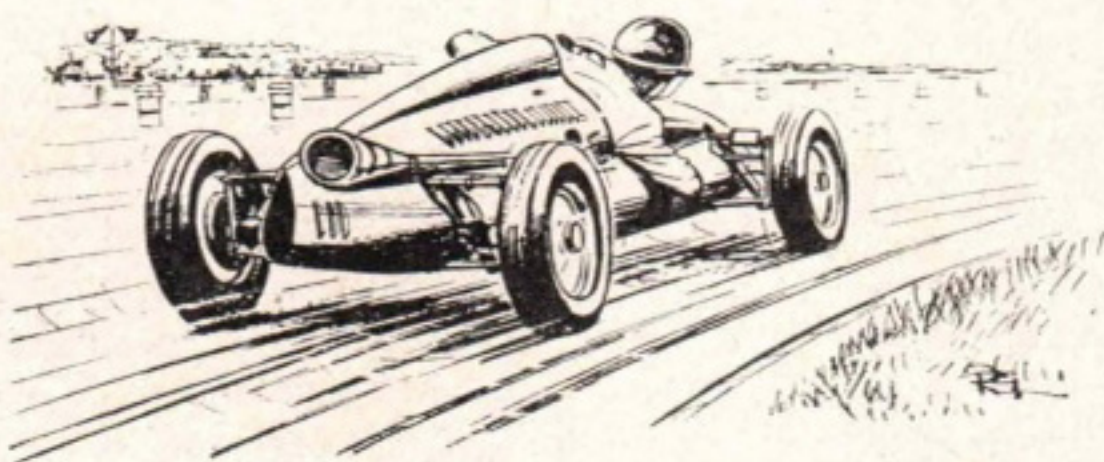
THE proprietors of AUTOSPORT once again announce the staging of the very popular £200 British National 500 c.c. Drivers' Championship. To the driver who amasses the largest number of points in R.A.C.-permitted British circuit races will go the AUTOSPORT Trophy and £100. The runner-up will receive £50. The AUTOSPORT Trophy for Non-Series-Production Cars and £50 will be awarded to the driver of that type of vehicle who finishes highest in the completed table at the end of the season. One innovation is that separate points will be awarded for the best times at the all-500 c.c. speed hill-climbs to be staged at Prescott.

Undoubtedly the existence of the Championship adds zest to the 500 c.c. racing, and, as was proved last year, greatly assists race-organizers to obtain really representative entries.

AUTOSPORT wishes every entrant "Good hunting".

OUR COVER PICTURE

SEBRING VICTOR: Harry Grey and the Frazer-Nash with which he and Larry Kulok won the International 12-Hours Sports-Car Race on 19th March, at Florida, U.S.A.



The "AUTOSPORT" £200 BRITISH 500 c.c. DRIVERS' CHAMPIONSHIP

**Full details of the Highly Popular Annual
Competition for Formula 3 Cars—Modified System
of Marking Adopted**

THE proprietors of AUTOSPORT once again offer a prize of £200 for the purpose of promoting a British 500 c.c. Championship, open to drivers in Great Britain and Northern Ireland, taking part in races organized on British soil. The prize will be awarded as follows: £100 cash and a Trophy to the driver who puts up the best performance in events run under R.A.C. permits, and £50 for the runner-up; £50 cash and a Trophy to the driver of a non-series-built 500 c.c. racing-car who puts up the best performance in similar events.

All holders of British National or International Competition licences are eligible to compete provided their registration is received by first post, 7th April, at the offices of AUTOSPORT. In no circumstances will non-registered drivers be included in this Championship.

The system of scoring will follow closely the Road Racing Star awarded annually by the B.R.D.C. In other words, marks will be awarded according to the length of races, and only events of 10 miles and over will be considered. There is no limit as to the number of events in which competitors may run, but they must be organized strictly under International Formula 3 Regulations and be timed by approved apparatus. The onus of claiming marks will rest on the competitors.

Marks will not be awarded for events which take place abroad, as the proprietors of AUTOSPORT consider that this would give an unfair advantage to drivers who may have preferential treatment in Continental races. Events counting for marks commenced on 15th March, 1952, with the 15-lap race at Newtownards airfield circuit, and will finish with the Brands Hatch meeting organized by the Half-Litre Club on 12th October, 1952. A complete list of approved circuits will be found in the Championship Regulations.

Competitors' positions in the Championship will be published in AUTOSPORT every Friday during the season following events which count for marking. These positions will

be, of course, subject to revision if any protests from competitors are upheld.

The method of claiming marks is as follows: (a) Claimants must address a postcard to reach the Editor of AUTOSPORT not later than first post on the Tuesday morning following the event. The result of each race for which marks are claimed must be given, and the marks claimed clearly indicated. If bonus marks are claimed for a lap record, the timekeepers' signatures must accompany the claim. The distance of each race must be included.

The system of marking is:—

For races of 10 miles and over, but not exceeding 20 miles—1st, 3 marks; 2nd, 2 marks; 3rd, 1 mark. **Over 20 miles, but not exceeding 30 miles**—1st, 5 marks; 2nd, 3 marks; 3rd, 2 marks; 4th, 1 mark. **Over 30 miles, but not exceeding 50 miles**—1st, 7 marks; 2nd, 5 marks; 3rd, 3 marks; 4th, 2 marks; 5th, 1 mark. **Over 50 miles, but not exceeding 75 miles**—1st, 8 marks; 2nd, 6 marks; 3rd, 4 marks; 4th, 3 marks; 5th, 2 marks; 6th, 1 mark. **Over 75 miles, but not exceeding 150 miles**—1st, 10 marks; 2nd, 8 marks; 3rd, 6 marks; 4th, 4 marks; 5th, 3 marks. All finishers, 2 marks. **Over 150 miles**—1st, 20 marks; 2nd, 16 marks; 3rd, 12 marks; 4th, 10 marks; 5th, 8 marks. All finishers, 6 marks. **For every official lap record** put up during and still standing at the end of the meeting, 2 bonus marks. **For fastest lap** in any race counting for marks in the Championship, where no lap record is established, 1 bonus mark.

Prescott 500 c.c. Hill-Climb Meeting.—Special points will be awarded for this first-ever meeting solely for 500 c.c. cars. Best Time of the Day, 6 marks; 2nd, 5 marks; 3rd, 4 marks; 4th, 3 marks; 5th, 2 marks; 6th, 1 mark. For every competitor who breaks the existing 500 c.c. class record for the hill, 3 bonus marks.

REGULATIONS

(1) All entrants must be in possession of a current British National, or International Competition Licence.

(2) Entrants' cars must comply with International Formula 3 Regulations.

(3) Entrants may drive any make of car for the Championship proper, but claimants for the non-series-built cars award may not drive the following makes of vehicle: Cooper, Emeryson, J.P., J.B.S., Kieft, D-B, Effyh, Monopoletta, Arnott, Mackson, or any make that has been advertised for sale as a series-built machine.

(4) All events must be run on recognized circuits approved by the R.A.C. These are as follows: Boreham (Essex), Brands Hatch, Brough, Castle Combe, Conington, Croft (Durham), Dundrod (N. Ireland), Gamston, Goodwood, Ibsley, Jersey (St. Helier), Longside (Scotland), Mullaghmore (N. Ireland), Newtownards (N. Ireland), Silverstone (G.P. and Club circuits), Charterhall (Scotland), Beveridge Park (Scotland), Snetterton.

(5) Races must be run under Closed, Closed-Invitation, National or International Permits.

(6) A minimum number of six starters must be obtained before a race will count for marking.

(7) All races must be from scratch. No form of handicap event will be allowed to count for marking, nor will events in which cars other than those conforming to the National 500 c.c. Formula take part.

(8) The minimum distance for each race will be 10 miles, and marks will not be awarded for heats. In cases where the results of heats are added to obtain the final results, marks will be awarded on those final results. Consequently, the race distance will be regarded as the length of the heat or heats plus the length of the final.

(9) Bonus marks for lap records will only be awarded if records are broken during actual racing. Special attempts on lap records will not count for marking purposes.

(10) In the event of dead-heats, the marks which would otherwise be awarded to the next place-winner will be added to the marks allotted for the place for which the drivers dead-heated, e.g., the result of a 10 miles race is as follows: 1, Smith and Brown (dead-heat); 3rd, Robinson. Marks allotted for this distance are: 1st, 3 marks; 2nd, 2 marks; 3rd, 1 mark. Therefore Smith and Brown will share a total of 5 marks, and Robinson will be awarded 1 mark. The same conditions apply to other places.

(11) In all cases, the results of races will be those issued by the organizing club. Marks can only be awarded to competitors who appear in the official results, and whose cars were still running when the race was declared at an end.

(12) Entrants for the Championship must always be the drivers in events for which marks are claimed. Thus if Smith nominated Robinson to drive his car, marks could only be claimed by Robinson.

(13) In meetings where there may be more than one race, entrants need not necessarily drive the same car, provided the car is indicated in the official programme. In the event of an entrant deciding to drive a different machine from the one entered, permission of the Stewards of the Meeting must be obtained *before* the start of the race.

(14) Entrants need not necessarily drive the one make car or same car throughout the season. However, marks claimed for the non-series-built cars award can only be awarded for races in which the non-series-built cars took part.

(15) Protests as to marks awarded must be sent in writing to the Editor, AUTOSPORT. Protests as to the results of races must be forwarded through the usual channels. In the event of a protest being upheld by the organizing club, or by the R.A.C., marks will be amended accordingly. Disputes involving marking will be examined by the Editor of AUTOSPORT, and if necessary will be the subject of arbitration by a panel consisting of an official from each of the following organizations: B.R.D.C., B.A.R.C., Half-Litre Club, R.S.A.C. and Ulster A.C.

(16) Marks awarded to entrants will be published in AUTOSPORT every Friday following events for which marks can be claimed.

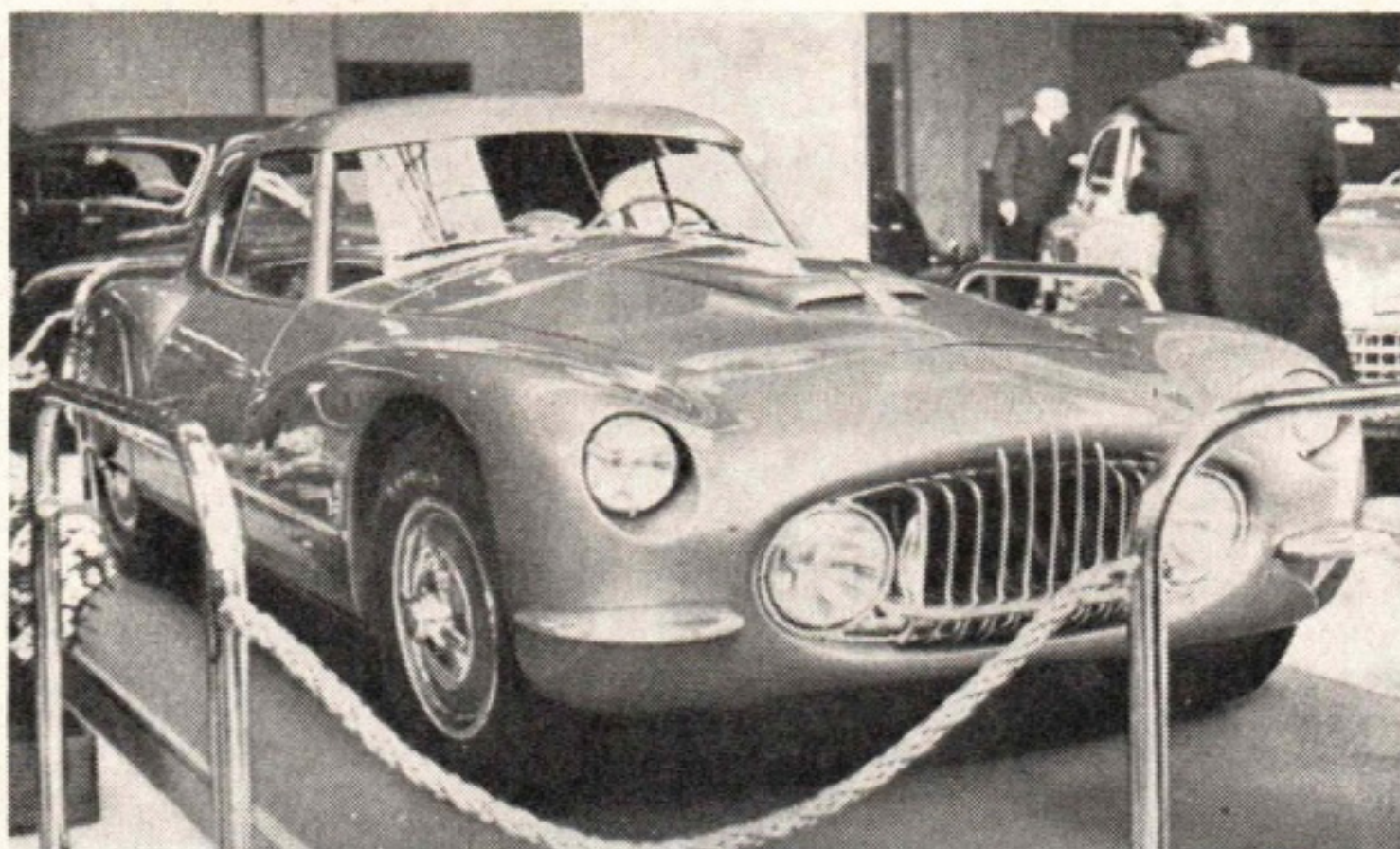
(17) Closing date for entries for the "Autosport" National 500 c.c. Championship is first post, Monday, 7th April. Entrants must give full name and address, R.A.C. Competition Licence Number, and enclose a registration fee of 10s. 6d. The type of car should also be given, together with the make of engine.

(18) In the event of two or more drivers finishing the season with the same number of marks, it may be necessary to arrange a special match race in order to determine the winner of the Championship. If two or more drivers should tie for the non-series-built award, the same ruling may have to apply.

APRIL SHELSLEY CANCELLED

THE Midland Automobile Club regrets that, due to insufficient entries, the International hill-climb meeting, which was to be held on 26th April, has had to be cancelled.

RUMOURED twin-o.h.c. Singer for Le Mans is a myth. Truth of the entry is that it is a modified 1½-litre SM Roadster, entered by French agent Jacques Savoye and sponsored by the Singer concern.



The new V-8 2-litre Fiat made its début at the Geneva Show. A maximum speed of 125 m.p.h. is claimed by the manufacturers for the standard sports coupé.

GORDON SHILLITO will probably team up with Arthur Gill, Johnny Lockett and Gordon Bedson to race the new Macksons.

GEOFF DUKE, motor-cycling's star rider, will almost certainly drive a DB3 Aston Martin in the B.R.D.C. Daily Express sports-car race on 10th May and possibly at Goodwood on 14th April.

LESLIE BROOKE and ex-dirt-track star Bill Pitcher are driving a Javelin in the Tulip Rally. "Brookie" plans to re-enter racing this year with something rather novel in the way of specials.

IT is now confirmed that the Swiss I.G.P. at Berne on 18th May will be for Formula 2 cars, over 60 laps of the Bremgarten circuit. An international race for over 1,500 c.c. sports-cars will be a feature of the meeting.

FESTIVAL OF MOTOR SPORT

A FESTIVAL of Motor Sport, the first of its kind in Britain, will be sponsored by the Daily Mail at Boreham, near Chelmsford, during the Bank Holiday week-end next August. It will consist of two International meetings; one for cars on Saturday, 2nd August, the other for motor-cycles on Monday, 4th August. Many of Europe's star drivers and riders will be competing

on the three-mile Boreham circuit for attractive prizes.

The car meeting, at which the Daily Mail is offering a total of nearly £2,500 in prizes, will be organized by the West Essex C.C. The motor-cycle event on Bank Holiday is being staged by the Auto-Cycle Union with the Chelmsford A.C.

Chief attraction at the International car meeting will be a 200-mile *Formule Libre* race. The prize money for this event will be divided equally between the Formula 1 cars and those built to Formula 2 specifications. There will actually be two races in one, with a prize of £500 for the first car home in each class.

The free-for-all nature of this race will give the fastest Formula 1 cars, including Ferrari and B.R.M., a chance to have an outing. This meeting will also include a 100-mile sports-car race, and an event for Formula 3 cars.

COOK'S Autotravel Service are arranging air and rail tours to Le Mans for the 24-hours race on 14th/15th June, each at under £25 inclusive of all transport, meals, and reserved seat at the race. Details from Berkeley Street, Piccadilly, W.1.

LETTER from Betty Haig in last week's Correspondence columns made reference to her "PA" M.G. in the Paris-St. Raphael Rally. This should, of course, have read "PB".

SPORTS- NEWS

THE LONDON TROPHY RACE International Formula 3 Race at Brands Hatch on Easter Monday

MAIN feature of the Half-Litre Club's race meeting at Brands Hatch on 14th April (Easter Monday) will be the London Trophy Race for Formula 3 cars to be run in a series of 20-lap heats and a 40-lap final. The number of heats will depend on the number of entries, but the 14 best placed competitors will be eligible for the final. The meeting will begin at 2 p.m.

The prize fund includes £30 to the best placed foreign driver, and £20 and £10 for second and third best.

* * * FANGIO AGAIN

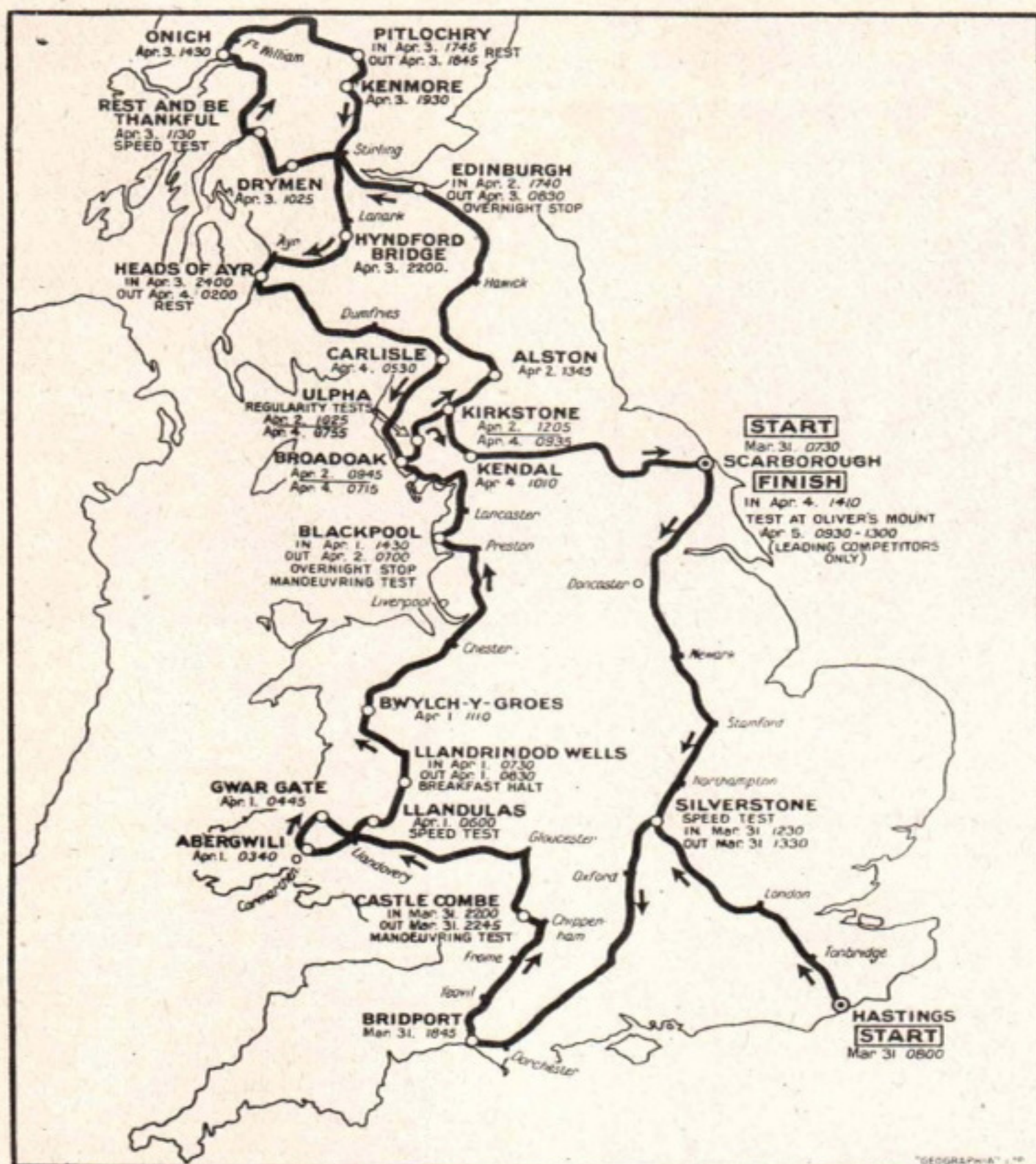
THE second *Gran Premio* on the new "17th October" Autodrome at Buenos Aires was run off on 16th March, and resulted in another victory for Juan Fangio and his 2-litre Ferrari. "Place-men" were Menditeguy (1½-litre Ferrari) and the Brazilian Landi (2-litre Ferrari). The two French Simcas were again unlucky, Manzon retiring a few laps from the end when lying second, whilst André Simon had incessant ignition trouble.

RESULTS

1, Fangio (Ferrari), 87.68 miles in 1 hr. 15 mins. 23.9 secs.; 2, Menditeguy (Ferrari); 3, Landi (Ferrari); 4, Crespo (Alfa Romeo); 5, Cantoni (Maserati); 6, Fontès (Maserati).



A combined oil radiator and cooler constructed for the Connaught Engineering Co. Ltd., by Gallay Ltd. The unit is designed to bring the oil temperature down to approximately that of the water temperature.



THE BIG RALLY: The route to be taken by the 249-competitors in the R.A.C. International Rally of Great Britain, which starts from Hastings and Scarborough next Monday, 31st March.

A BRIGHTER EARLS COURT

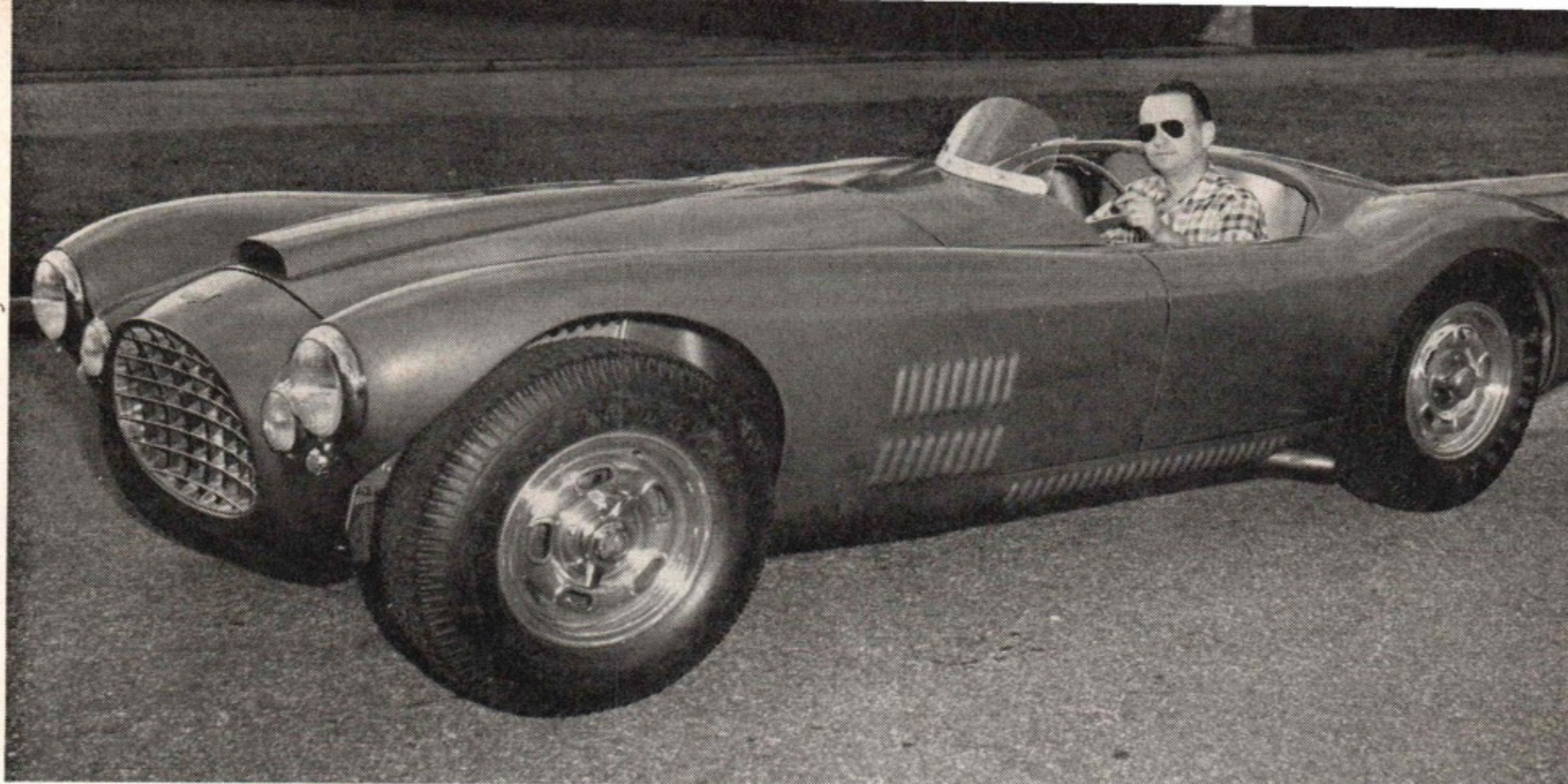
S.M.M. and T. Introduces Several
Innovations for 1952 Motor Show

IN addition to the composite exhibition of racing-cars at Earls Court next October during the Motor Show, the S.M.M. and T. has adopted a plan which will appeal to manufacturers and public alike. The rule specifying that only new cars may be shown on stands has been waived, and each manufacturer can, if wishing to do so, exhibit one car which has accomplished some particularly notable feat. For example, if this had been permitted in 1951, Jaguars would have been able to show the Le Mans-winning Type C, Jowetts the R.I. Jupiter and so on. The car exhibited must, of course, be included as part of the total number of vehicles shown by each

individual exhibitor, and is not an additional machine.

There is little doubt that the 1952 Motor Show will make a wide appeal to the general public who will not only have the opportunity of studying new vehicles, components and accessories, but will be able to see actual racing-cars, and machines of outstanding merit.

It is emphasized that the decision to introduce these innovations was taken entirely by the S.M.M. and T., who were not influenced by any outside source. It is the intention of the organization to make the 1952 Motor Show the most comprehensive and representative exhibition of post-war cars and accessories ever staged.



BANTED: The newest Cunningham has slimmer, sleeker lines. The front wings are cut high to ensure an adequate flow of air to the brakes.

AMERICA'S SPORTS-CAR CHALLENGE

**Improved Chrysler-Powered Cunningham a
Threat to European Supremacy at Le Mans**

PROFITING from the experiences in the 1951 Le Mans 24 Hours race, the American Cunningham cars in their newest form embody many improvements, both in appearance and mechanically.

Briggs S. Cunningham, that hyper-enthusiast of Connecticut and sponsor of the marque, is sparing no effort in his aim to produce an efficient, high-performance U.S.-built sports-car able to meet Ferrari, Jaguar and others on level terms.

The most obvious change is in the bodywork, which has lost its appearance of extreme solidity and now takes on a more graceful form somewhat reminiscent of the "Mille Miglia" Frazer-Nash. The chassis is of welded steel tube, the front suspension is by helical springs and wishbones, and the rear is de Dion-type, also suspended by helicals. The hydraulic brakes of the Cunningham have been improved considerably to minimize brake fade over long periods of usage, the 13-in. drums incorporating generous cooling fins disposed radially and projecting well into the air flow.

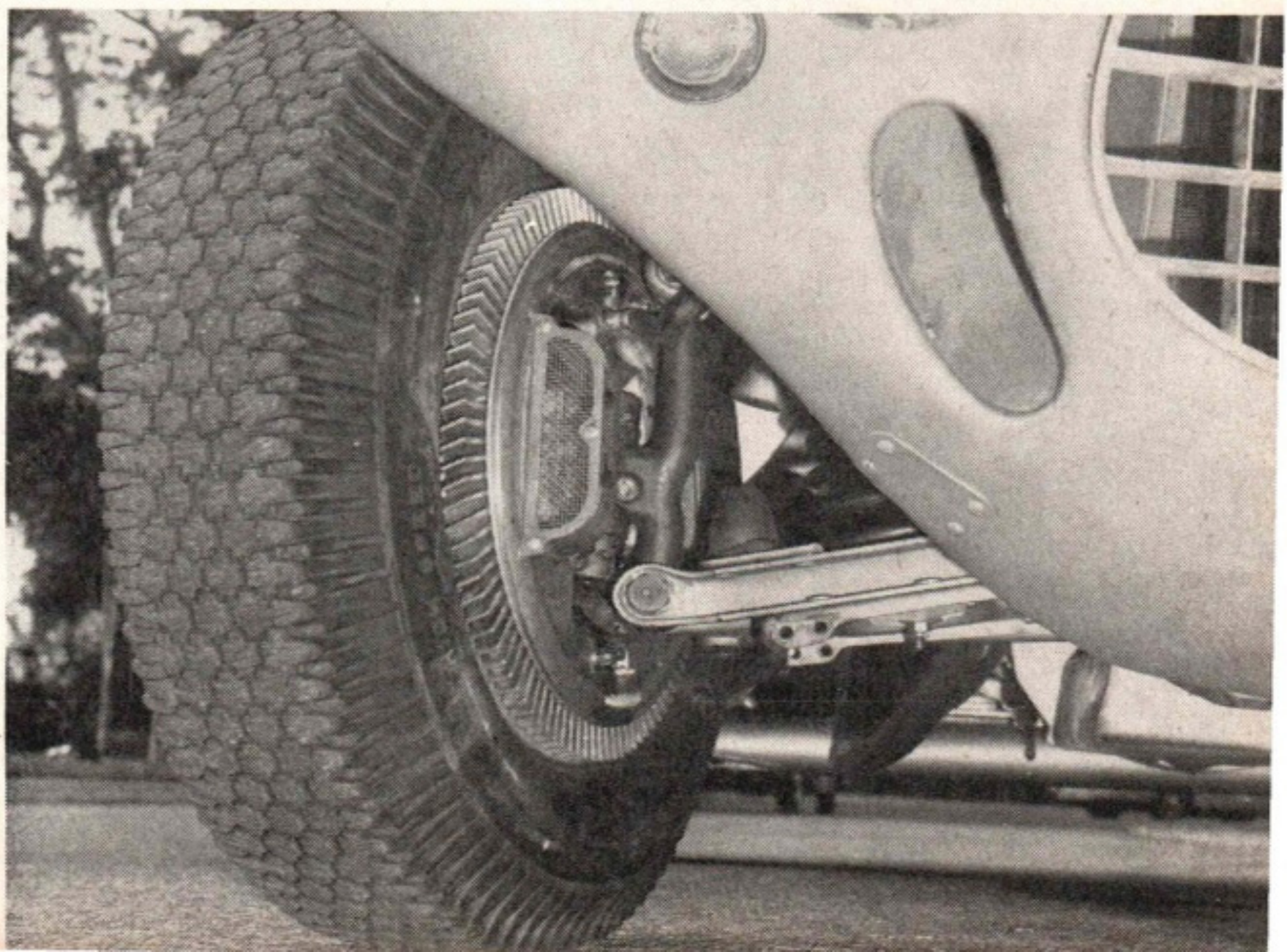
Last year's wire wheels have been replaced by magnesium disc-type, and the weight-saving all round is said to be considerable.

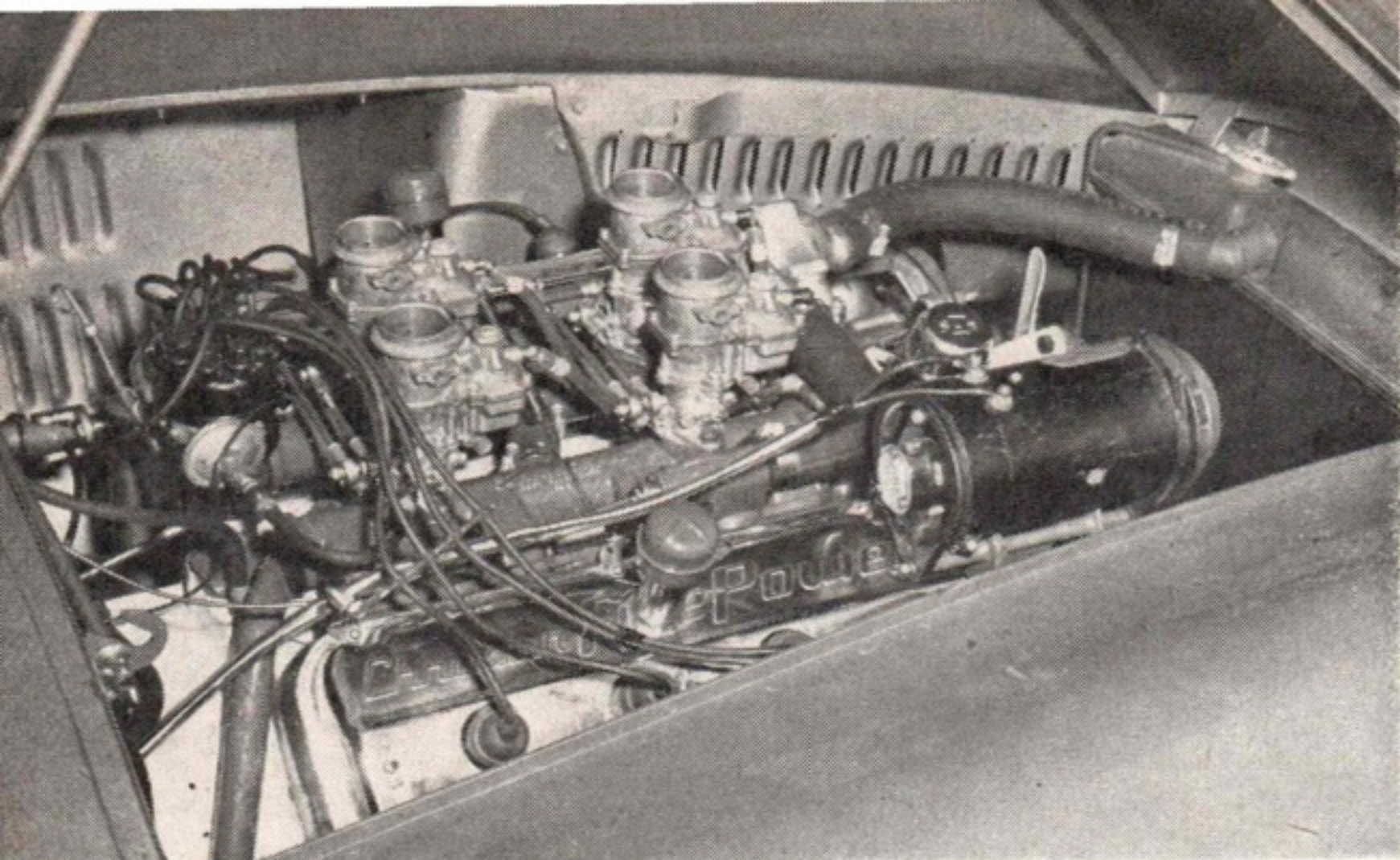
As before, the engine is a 5.4-litre V8 pushrod o.h.v. Chrysler "Fire-Power", developed to give 300 b.h.p. at 5,200 r.p.m. Auto-lite coil ignition and four Zenith car-

buretters are used. The drive is transmitted via a single-plate dry clutch to a 5-speed gearbox.

Three of these Cunninghams, designated the model C-4R, will compete as a team at Le Mans this year. In view of the performances of the earlier car in U.S.A. events after last year's G.P. d'Endurance,

AIDS TO COOLING: Generous finning on the Cunningham's brake drums, designed to dispel heat rapidly.





FIRE-POWER: The 5.4-litre V8 Chrysler engine of the Cunningham, with four Zenith carburettors installed.

their potentialities must be reckoned upon seriously.

SPECIFICATION

Engine: Chrysler V8, 96.8 mm. x 92.1 mm., 5,424.7 c.c. Piston area 91.328 sq. in. Pushrod operated o.h.v. Compression ratio 7.5 to 1. Max. b.h.p. 300 at 5,200 r.p.m. Four Zenith carburettors. Auto-lite ignition. Mechanical and electrical fuel pump; 6-volt electrical system.

Transmission: Single dry-plate clutch; 5-speed gearbox. Rear axle ratio 3.36 to 1.

Chassis Details: Welded steel tube frame. Helical spring suspension; front by wishbone links, rear de Dion "Oriflow" shock absorbers. Magnesium disc wheels. 7.00 x 16-in. tyres. Worm and roller steering gear. 17-in. spring steering wheel.

Dimensions: Wheelbase, 8 ft. 4 ins. Track, front, 4 ft. 6 ins., rear, 4 ft. 6 ins. Overall length, 155 ins. Overall width, 64 ins. Overall height, to scuttle, 39 ins. Fuel tank capacity, 50 galls. Ground clearance, 4 ins. Weight, approx. 2,410 lbs.

"500s" AT MONTLHERY

THE race meeting held on the Montlhéry "short circuit" last Sunday comprised three events. The first, for Formula 3 cars, was won by Piveteau's G.D.C. at approximately 50.5 m.p.h., with Hardy (Hardy), Remisezeur (J.B.), and Bernadet (J.B.) taking next three positions. Michel Aunaud (750 c.c. D.B.-Panhard) won the 750 c.c. racing class, and a Dyna-Panhard driven by Chancel was first in the 750 c.c. sports-car class.

THE G.P. de Paris, third round in the French Formula 2 Championship of 1952, will probably be held at Montlhéry and not in the Bois de Boulogne as originally anticipated.

CONNAUGHT PRICE REVISION

CONNAUGHT Engineering have revised the prices of their L3/SR model and chassis as follows:—

L3/SR, Basic price £1,250, P.T. £695 18s. 11d.; total £1,945 18s. 11d.

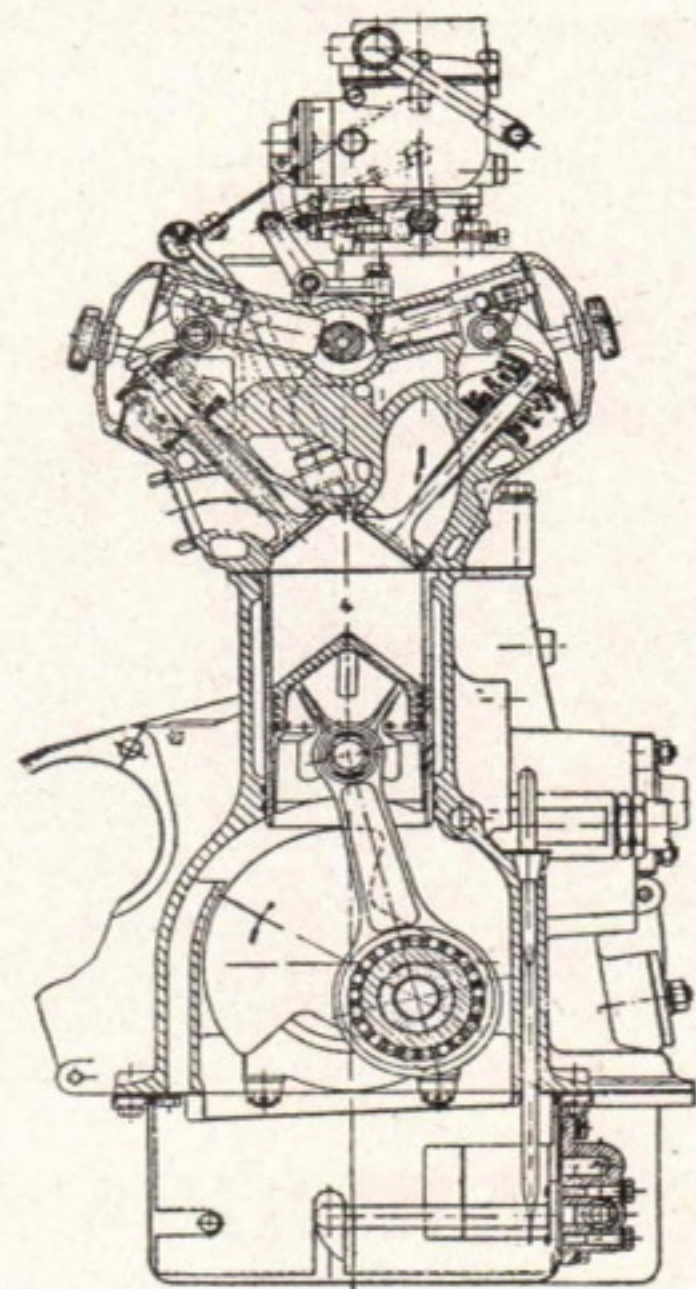
Chassis, Basic price £750, P.T. £209 1s. 8d.; total £959 1s. 8d.

These prices actually constitute a reduction on the previous ones.

* * *

URUGUAY RACE

FANGIO did it yet again last Sunday by winning the 94-mile race at Piriapolis, Montevideo, with his 2-litre Ferrari. Second was Chico Landi driving a new 4½-litre Ferrari provided by President Vargas of Brazil.



GERMAN 2-LITRE: A cross-section drawing of the new Formula 2 Veritas engine. A single o.h.c. operates inclined valves by means of short push-rods. Roller-bearing big ends are a feature. This engine will be seen in Ulmen's car at Silverstone on 10th May.

FOUND at the 500 M.R.C.I. Race Meeting at Newtownards on 15th March—a Voigtlander lens hood. Apply to Wilson McComb, 20 Slievedarragh Park, Belfast.



ACQUISITION: Mr. W. Lyons wishes "bon voyage" to Stirling Moss as the latter takes delivery of an XK 120 Jaguar coupé. He will be driving this car in the International Lyons-Charbonnières Rally.

MODEL CAR RACING

IN a recent article I believe that I damned the two-stroke engine with faint praise. It looks as though I shall have to take some of that back, for on 15th March I saw several of these units developing 150 b.h.p. per litre! It was at Hubert Dees's big garage, at Croydon, which had been temporarily converted into a model car racing stadium, and if the vehicles were miniatures, their performance was full-sized, to say the least.

I had been invited to do a commentary on the show, and I was curious to see what it was all about. As I knew that several racing drivers, including Rob Walker and Bob Gerard, were devotees of this relatively new sport, I watched with interest as the first car was attached to the steel cable, for this is the only way of ensuring that the racers circle the pylon, without running out of road. A few moments later, I was shaken to the core, for the sheer spectacle of these little projectiles at speed is quite shattering. The real experts stood around nonchalantly, but each time the virtually invisible sound and fury flashed past, I nearly lost my trousers in the slipstream. What on earth would happen if the string broke? One felt that an atom bomb would be mild by comparison.

The cars are divided into four classes: 1.5 c.c., 2.5 c.c., 5 c.c., and 10 c.c. In the two smallest categories tiny diesel engines are used, but the larger motors have either normal spark plug ignition or else a device called a glow plug is employed. This is "hotted up" from a temporary battery, but as soon as the revs. mount, the glow is maintained by the heat of successive explosions.

The tiny compression-ignition motors run on a blend of paraffin and oil as a rule, though all sorts of mixtures will do the trick. Eleven thousand r.p.m. is quite a common rate, and some go much higher. The spark and glow plug jobs consume methanol, to which a goodly proportion of castor oil is added for lubrication. Nitromethane may also form part of the fuel, a small percentage markedly increasing the revs., though nobody can tell me why. The experts mix up the most elaborate formulæ, and some of their bottles certainly give off a very interesting aroma.

Whereas the smaller cars have British power units, all the really quick 10 c.c. machines have the American Dooling engine. One of these made the fastest run on the occasion in question, averaging exactly 120 m.p.h. over a flying quarter mile. Mr. C. M. Catchpole, the owner, informed me that its ultimate maximum is a full 130 m.p.h., which entails holding 20,000 r.p.m.—or should it be printed R.P.M. in this case? About 1½ b.h.p. is developed, and the high scream of the exhaust is almost more than ear drums can stand.

Roadholding varies tremendously among the models, and appears to be influenced mainly by weight distribution and the exact point of attachment of the cable. Any unsteadiness or bouncing promotes wheelspin, and this seems to be one of the greatest problems. Most constructors have tried independent suspension, but



A. Snelling, who won the Dees Challenge Cup with his 1.5 c.c. car at the Croydon meeting held by Hubert Dees Ltd. (An Esso photograph.)

have found that in these small sizes a completely rigid construction is best, with only the soft rubber tyres to provide the necessary "give".

Some of the models are meticulously accurate scale copies of real racing-cars, whereas others are elaborately streamlined machines with no resemblance to any prototype. Among the latter are some of the front-driven devices, which have all the machinery in the nose and a pair of trailing wheels with knife-edged tyres. A very lovely replica of the type 51 G.P. Bugatti was run by W. P. Jones, which even had the correct type of springing, and working shock absorbers. Les Wilson, whom we have all seen attending real racing-cars on the starting lines of our bigger events, had a model of a Mercedes-Benz that went very well. There were several B.R.M.s, but George Thornton's 2.5 c.c. Lago Talbot was one of the prettiest cars in action, and did well over a mile a minute, too. A world record of 69.49 m.p.h. was established for the 1½ c.c. class, which is a simply marvellous performance.

This is very much a clubman's sport, just as ours is, and even though only one car can run at a time it is a fine spectacle. Certainly the crowd seemed most enthusiastic at Croydon. Inevitably, however, one asks the question: is this only a delightful hobby, or can anything useful be learned?

In the field of ignition, there may well be some lessons. Getting a contact breaker to "follow" on a 20,000 r.p.m. two-stroke is one example of this, and the tiny high-tension coils are worth examination. There was a magneto of the revolving magnet type on one car, and that seemed to work very well, too. Actual engine design cannot tell us much, for the very fine results are largely due to a rigidity of construction that could not be approached in a full-sized power unit.

It is of interest that the two-stroke reigns supreme, but again the usual heat-flow problems are non-existent with such compact designs. As with "real" two-cycle motors, the fuel consumption is relatively enormous at full speed. Naturally, the burning of "dope" and castor oil produces a very nostalgic aroma.

This week I have got a little bit off the beam, but I hope this peep into miniature motoring may be acceptable. Anyway, if you get a chance, go along and see for yourself, and I hope you will have as enjoyable an evening as I did.

PARRY THOMAS

On Pendine Sands, A Quarter-Century Ago This Month, A Great British Driver Lost His Life

TWENTY-FIVE years ago, in March, 1927, John Godfrey Parry Thomas, one of Britain's finest racing drivers, died on Pendine Sands while attempting to break the World's Land Speed Record.

Born in Wales, at Wrexham, in 1887, he died in Wales 40 years later, leaving a rich legacy of memories to all followers of motor-racing. Thomas was the idol of the Brooklands crowds in the mid-'20s, but he was more than a magnificent driver—he was a brilliant designer and technician, and a first-class engineer. Big, broad-shouldered and immensely strong, possessed of dauntless courage, Parry Thomas's sometimes forbidding appearance wholly belied his nature, for he was the most gentle and likeable of persons, and a great lover of children and animals.

His career was phenomenal. Before the Kaiser War he worked on electrical installations, notably with the Siemens concern, revealing something of a da Vinci versatility, designing an electrically-driven airship, an armoured road train, petrol-electric trams and trains, rail cars, electric transmissions and numerous smaller electro-mechanical devices. During the Great War he embarked on the design of aero engines for Leylands, the famous commercial vehicle manufacturers, producing a remarkable "Maltese Cross" eight-cylinder unit embodying numerous novelties. After the Armistice he designed and produced the 7.2-litre Leyland "eight" touring car, intended for the "expense no object" luxury market. This car reflected its maker's boldness and ingenuity, featuring torsion bar-assisted leaf springing with roll bar, leaf valve springs, overhead camshaft driven by coupled eccentrics, inclined valves and hemispherical heads. Its smooth, silent and effortless 145 b.h.p. and Thomas's nascent skill in high-speed

LAST JOURNEY: Parry Thomas and "Babs" during the fatal attempt on the World's Land Speed Record, 3rd March, 1927.

★
BROOKLANDS IDOL: Thomas's successes at Brooklands with Leyland and Thomas Special cars between 1922 and 1926 were innumerable.
★

motoring set his thoughts to Brooklands track and motor-racing.

Luxury, not speed was Leylands' objective in their new product, but they reluctantly yielded to his urgent persuasion—and the racing career of J. G. Parry Thomas began. It started inconspicuously at Easter, 1922, with transmission failure on the line, but in ensuing events Thomas rapidly established himself as a Brooklands star.

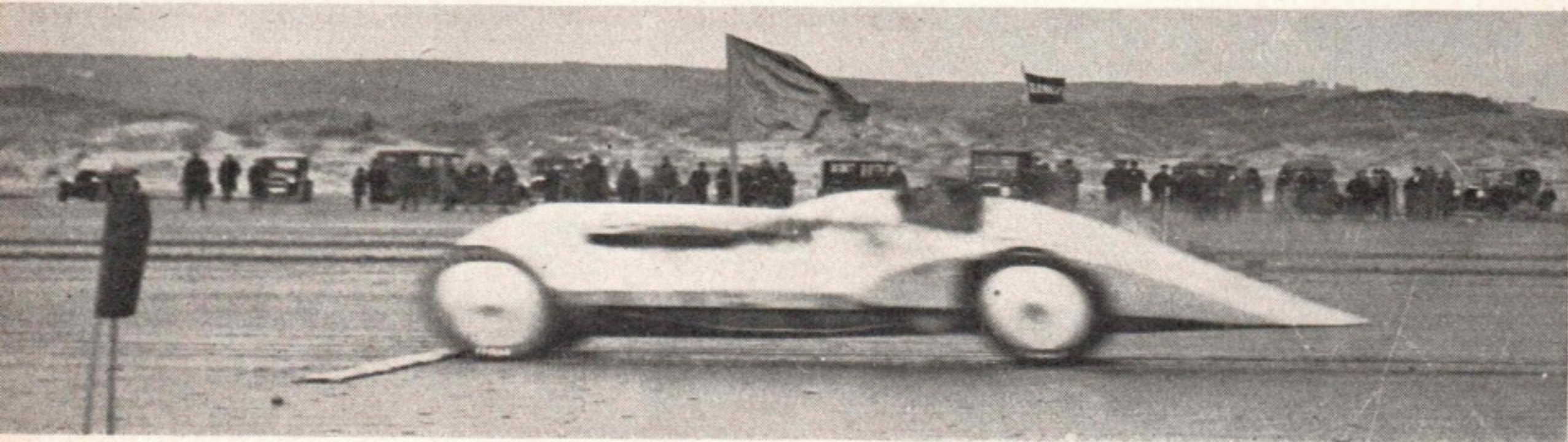
Races fell to the Thomas-Leyland combination like leaves in autumn; his realm was the Outer Circuit, where he raced the Leylands, a 40 h.p. Lanchester, a Vauxhall, and later his wonderful little 1½-litre Thomas Specials. The international speed records of all distances he amassed were legion, and inevitably he turned to the greatest goal of all, the World's Land Speed record, acquiring for the purpose the monster 27-litre Liberty aero-engined, chain-driven Higham Special, built in 1923 for Count Louis Zborowski. Parry Thomas rebuilt the car into "Babs", and in April, 1926, four years to the month after his début in motor-racing, he took it out on the Pendine Sands, Carmarthenshire, to attack Segrave's 152.33 m.p.h. record, achieved at Southport with the 4-litre Sunbeam.

Considering the antiquity of her components, "Babs's" speed was startling,

and in two successful essays Thomas became the new World's Record holder at 171.02 m.p.h. over the kilometre. Then that indefatigable record seeker, Capt. Malcolm Campbell, snatched "Babs's" record away in January of the following year with a speed of 174.8 m.p.h., whereupon Parry Thomas lost no time in returning to Pendine to retrieve the honour. His great white car had been further cleaned up, and on 3rd March, 1927, he made the attempt.

Luck was against him from the start, for he put up two very fast runs only to receive the galling news that the timing apparatus had failed and he would be obliged to repeat them. His third run was his last. He had reached a speed of over 170 m.p.h. when the off-side driving chain broke, smashed its way through the body side and struck Thomas's head. The car slid wildly, somersaulted and slewed crazily to a halt, its dead driver still in the cockpit.

They buried the wreckage of "Babs" where she stood, erecting a cairn to mark the scene of the tragedy. Later, alas, the spot was levelled by irreverent golfers who sought to improve their course. Even so, in the hearts of those who knew him, or knew of his great achievements, the memories of that great man, who died so violently 25 years ago, lived on still. C. P.



TONY RUMFITT'S "DOUBLE"

Victory For Cotton Driver in the Colmore and M.G. Chilterns Trials

THE "COLMORE"

THAT the seasons are indeed changing was proved on Saturday last when the Colmore Trophy Trial was held in the North Cotswolds under a bright blue sky, more reminiscent of late spring than customary Colmore weather which for a number of years has been wet indeed. To the organizers this was a bit of a blow as although they had been successful in finding six brand new hills out of the total of 10, even those, difficult though they were, were not equal to a combination of summer weather and the current trials special.

Shipston-on-Stour was again the scene of much activity shortly after 9 a.m. when early starters presented themselves for scrutineering, during which the only shower of the day occurred. That this would not have the effect the organizers required was obvious when the early numbers, led by Lew Tracey (1,172 Dellow S.), arrived at the first hill, Weston Wood, and made easy work of it. Weston Wood is quite a long hill which commences with a medium gradient on an adverse camber lined with trees. At the half-way point it turns sharply left and then, after a right-hand turn, climbs steeply on a somewhat firmer surface to the top where the gradient is of the order of one in three. Few competitors stopped low down, most failures occurring in the last section. One or two failed here through trying conclusions with a somewhat awkwardly situated tree at the very summit. Surprising failures were Gilbert Best (1,200 Austin S.) and Bill Sleeman (1,172 Sleeman).

From here the route led to the group of hills at Fish, near Broadway, first of which was "Fish Hairpin" as used last year. As a result of the good weather, clean climbs were the order of the day, and Godfrey Imhof (1,250 Imhof Spl. S.) made a particularly meteoric climb described by Ken Rawlings as reminiscent of "a jet-propelled crab"—this due, presumably, to the all-independent suspension of this motor-car. Fish II was also much easier than in previous years. Immediately after these two sections followed the first driving test, a figure of eight, half of which competitors were asked to cover in a forward direction and the other half in reverse. The best time was put up by Lou Oliver (1,172 Oliver) in 34.6 secs.

After a breathing space, competitors next headed for Guiting Wood, a new hill with a surface of Cotswold clay, fairly straight until just short of the top where it turned sharply to the left on a stiffening gradient. Here again the weather played havoc with Sunbac expectations as, although it had proved almost unclimbable only the previous week-end, on Saturday there were less than a dozen failures. Kinton, too, although modified this year by the inclusion of a sharp hairpin at the very top necessitating drivers climbing a steep grass bank, failed very few although several people misjudged the new hairpin, striking the pylons. A surprising failure for this reason was Pat Atkinson (1,225 Atkinson), while last year's Premier Award winner, Ron Faulkner

(1,192 Paul) literally shaved the pylon but just avoided a failure.

On the next hill, Corndean, there were few failures despite the placing of the start nearer the gradient than had been intended. Postlip, previously used in Colmore Trophies and the scene of a timed climb, came next and after that across country to the Royal Oak at Gretton where Sunbac had arranged refreshments for competitors before they set off to Stanway Wood where was situated the second driving test. This took place at the junction of five tracks all of which contained lines which had to be crossed, the surface being fairly loose but with a hard foundation. This was quite entertaining, one Dellow exponent removing his wing in an argument with a sapling and upon immediately reversing, ran over it! The best time was put up by Tony Rumfitt (1,172 Cotton II) in 29.8 secs. From here it was but a few yards to Jackdaw, a very short, very steep section commencing with a left-hand hairpin and followed immediately by a right-hand one, all on a gradient of one in three. The main snag here was the width of the hill at the top, considerably less than at the start. Owing to the gradient it was impossible to see one's position exactly on emerging from the right-hand turn and it was, therefore, a matter of good judgment on the part of the driver. This hill would be a real stopper in the wet and as it was, entirely dry, it failed more than 50 per cent. of the entry.

Returning to Fish, two fresh hills had been marked out, both somewhat shaking to those who did not know Fish particularly well, but in point of fact they did not present very much difficulty under the dry conditions. It was, therefore, with somewhat of a shock that competitors found that the final hill, Dovedale, was giving trouble. Its sheltered position had ensured that it did not dry out so quickly as the other sections, while a last-minute change in the layout of the hill paid dividends. Dovedale is a steep climb up a hillside between trees including a sharp left-hand turn up a bank off the road, a more gradual right-hand turn and a final left hairpin up to the finish. In the end only 12 clean climbs were registered and it was here that Jim Appleton (1,172 Appleton) lost the Colmore Trophy as he had up till then a clean sheet and the lowest aggregate test time. Among the successful were W. H. Waring (1,196 W. H. W. Dellow S.), A. G. Imhof, A. E. Rumfitt, the Trophy winner, and M. H. Lawson in his Lotus Special (with retractable front wings!). A number of people tried conclusions with trees, the award for the highest climb in this way surely being awarded to B. J. Bodenham in his Dellow. There is no doubt that, in Dovedale, Sunbac had found a hill which under the most unsuitable conditions very conclusively sorted out the award winners.

The general consensus of opinion at Shipston at the finish was that the course had been a good one and that the fortunate inclusion of Dovedale had compensated for the vagaries of the weather elsewhere.

Admittedly there were 10 clean sheets

at the end, but on a day when the mud was literally hard in some sections of the route even this number can be regarded as something of a triumph.

RESULTS

The Colmore Trophy (Best Performance): Tony Rumfitt (1,172 Cotton), 0 marks lost; test time, 86.0.

Rhode Cup (Under 1,300 c.c. U/s.): L. J. Oliver (1,172 Oliver), 0—86.4.

Shell Cup (1,300-3,000 c.c. U/s. and 1,300 c.c. S): Wally Waring (1,196 W.H.W. Dellow S), 0—86.6.

Club Team Trophy, "Southern Lights": Waring, Rumfitt and Ron Faulkner (1,192 Paul).

First Class Awards: Michael Lawson (1,172 Lotus), 0—90.2; H. Sinclair Sweeney (1,442 Jezebel S), 0—95; Godfrey Imhof (1,250 Imhof S), 0—95.8; Rex Chappell (1,172 Cotton), 0—96; Ted Spence (1,172 Spence), 0—102.2; E. J. Chandler (1,172 Chandler S), 0—106.2; Alan Day (1,199 Spence VI), 0—111.4; Gilbert Best (1,200 Austin S), 3—100.6; Jim Appleton (1,172 Appleton), 4—85.8; Ron Faulkner (1,192 Paul), 4—86.

E.D.R.

THE M.G. "CHILTERN"

TONY RUMFITT and his Cotton were at it again the following day, in the Chilterns Trial organized by the S.E. Centre of the M.G.C.C. Here again the weather had left the course too dry, and of the sections only Platt's Meadow gave any real trouble.

Twenty-one starters gathered at Little Gaddesden, amongst them C. D. F. Buckler, Alf Morrish, S. Pipe and J. Tucker Peake, running his Scarlet Runner in the Novice class. Only 10 drivers completed the course, Rumfitt coming out on top to win the Salmons Trophy as P.A., whilst six competitors carried off first class awards. T. C. Horn was the best novice, driving his standard TC M.G., and Alf Morrish with his familiar blown 939 c.c. M.G. gained the Banana Trophy.

RESULTS

Salmons Trophy: Tony Rumfitt (1,172 Cotton).

Banana Trophy: Alf Morrish (939 M.G. S).

Duckham Trophy: T. C. Horn (M.G.).

Invited Clubs' Trophy: A. C. Wood (Dellow).

First Class Awards: N. H. Overton (Overton); Derek Buckler (Buckler); S. Pipe (Ford); C. F. Crossby (Vauxhall); D. D. Render (P.S.B.); J. Tucker-Peake (Scarlet Runner).

M.G.C.C. OF IRELAND TRIAL

Groves Cup (8th March)

RESULTS

Groves Cup: Dr. McDougald (M.G. 1½ saloon), 75 marks.

Class 1—Experts Closed Cars: 1. M. O'Flaherty (Volkswagen), 67; 2. H. A. O'Brien (Morris Minor), 55; 3. L. Manthorpe (M.G. 1½-litre), 55.

Class 2—Novices Closed Cars: 1. Dr. McDougald (M.G. 1½-litre), 75; 2. J. Hanna (Morris), 67; 3. R. Bourke (M.G. 1½-litre), 59; 4. Mrs. Millard (M.G. 1½-litre), 53.

Class 3—Experts Open Cars: 1. R. J. Nash (M.G. TD), 41; 2. T. Lord (M.G. TC), 39.

Class 4—Novices Open Cars: 1. A. Milne (M.G. TD), 39; 2. Mrs. Flynn (M.G. TD), 32.

Class 5—Specials: 1. C. Vard (C.E.R.), 77; 2. T. Ohle (Dellow), 75; 3. M. Cavey (M.K.V.), 75.

Event 1 was a five-lapper for unsuper-charged machinery up to 1,100 c.c. After a brief challenge on the part of Len Gibbs (Riley) and Jim Sparrowe (Morgan), Mick Hawthorn (Riley) took charge on the second lap and won exactly as he pleased, nearly 22 secs. ahead of Gibbs.

The second event was for 1½-litre cars, and was dominated from start to finish by Cliff Davis (Cooper-M.G.) who established a long lead, and then eased up to win by 13.6 secs. from Jim Mayers (Lester-M.G.). Mayers, after stalling on the line, came right through the field, driving minus his brakes. Rather sur-

(Left) A grandstand view of Woodcote Corner.

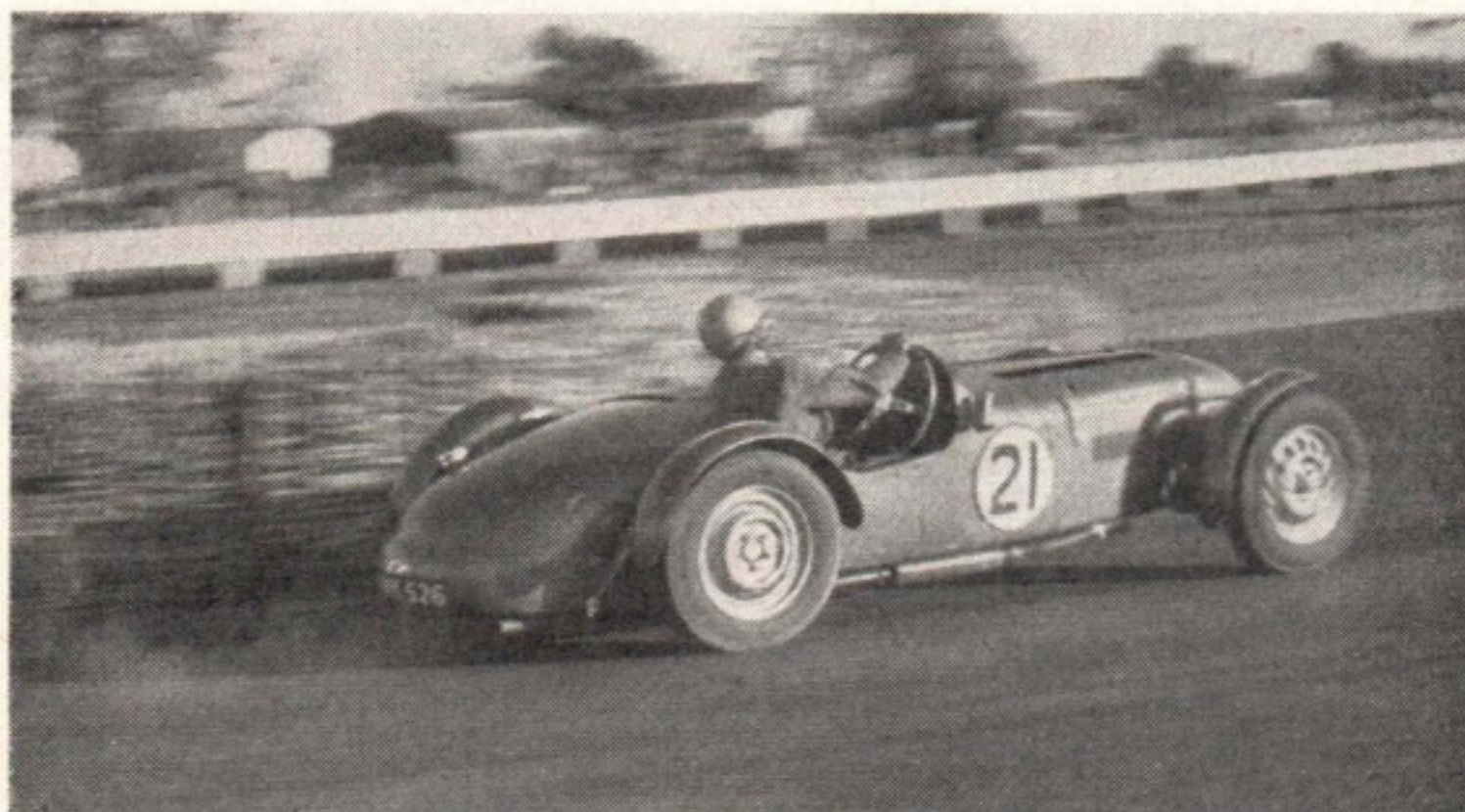
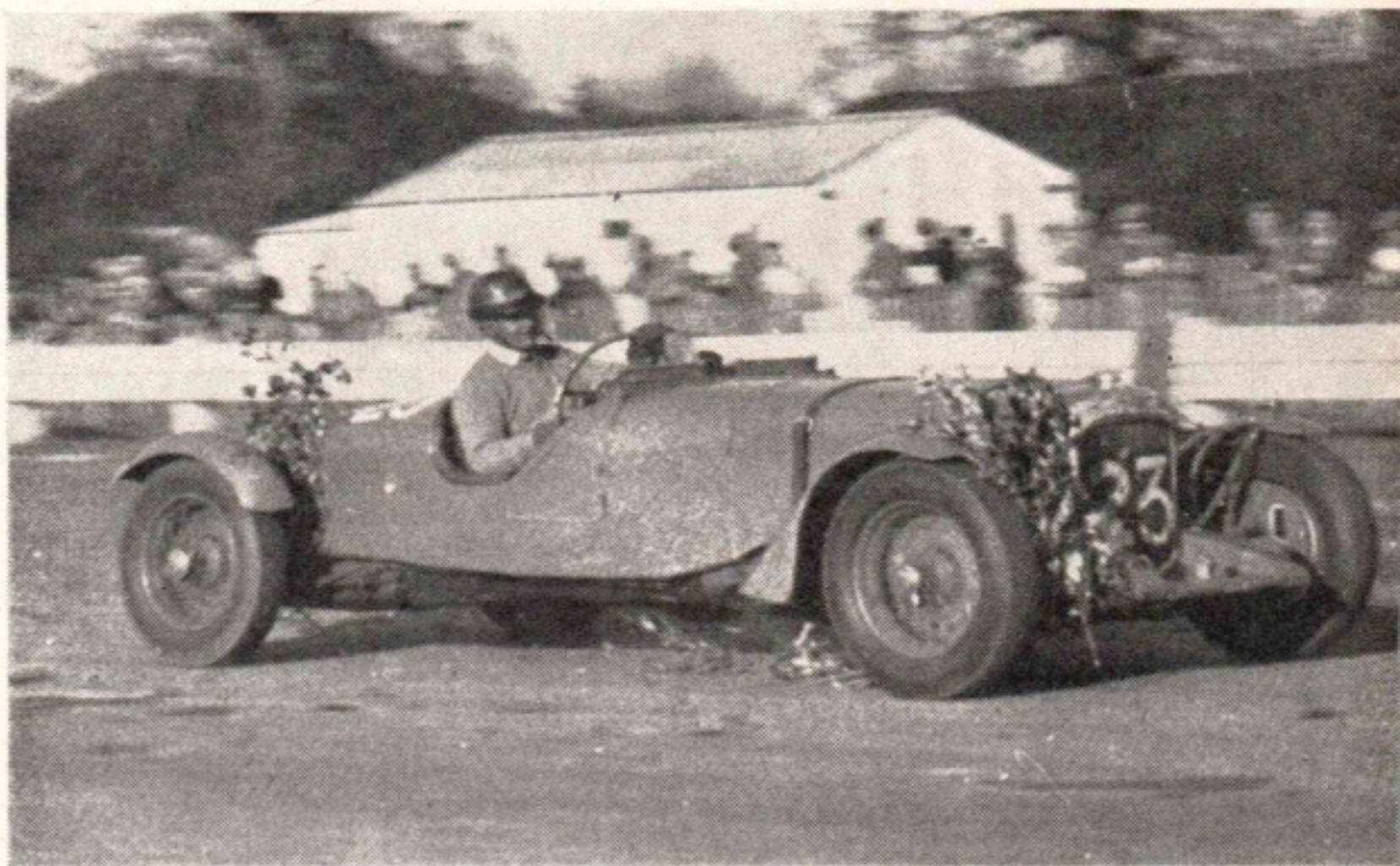
(Below) "To think that I should ever see, etc. . . ." J. Goodhew's Lagonda, just after it partly demolished the hedge at the new chicane.

GOODWOOD

Excellent Racing at Members' Day Meeting—Sports-Car Lap Record on Revised Circuit Falls to Oscar Moore (H.W.M.-Jaguar)

LAST Saturday the opening meeting at Goodwood for B.A.R.C. sports-car owners attracted a big crowd of enthusiasts and resulted in some first-class racing. The inclusion of a "snake" between Woodcote Corner and the grandstand straight added spice to the racing, and put something of a premium on driving ability.

Main highlights of a memorable afternoon were the startling performances of Cliff Davis's Cooper-M.G. and Oscar Moore's Jaguar-H.W.M. hybrid, the polished driving of Scotsman Bill Dobson (Jaguar), the verve of newcomer H. A. Mitchell (Frazer-Nash), and the inspired driving of Les Leston (Lester-M.G.) in a handicap event.

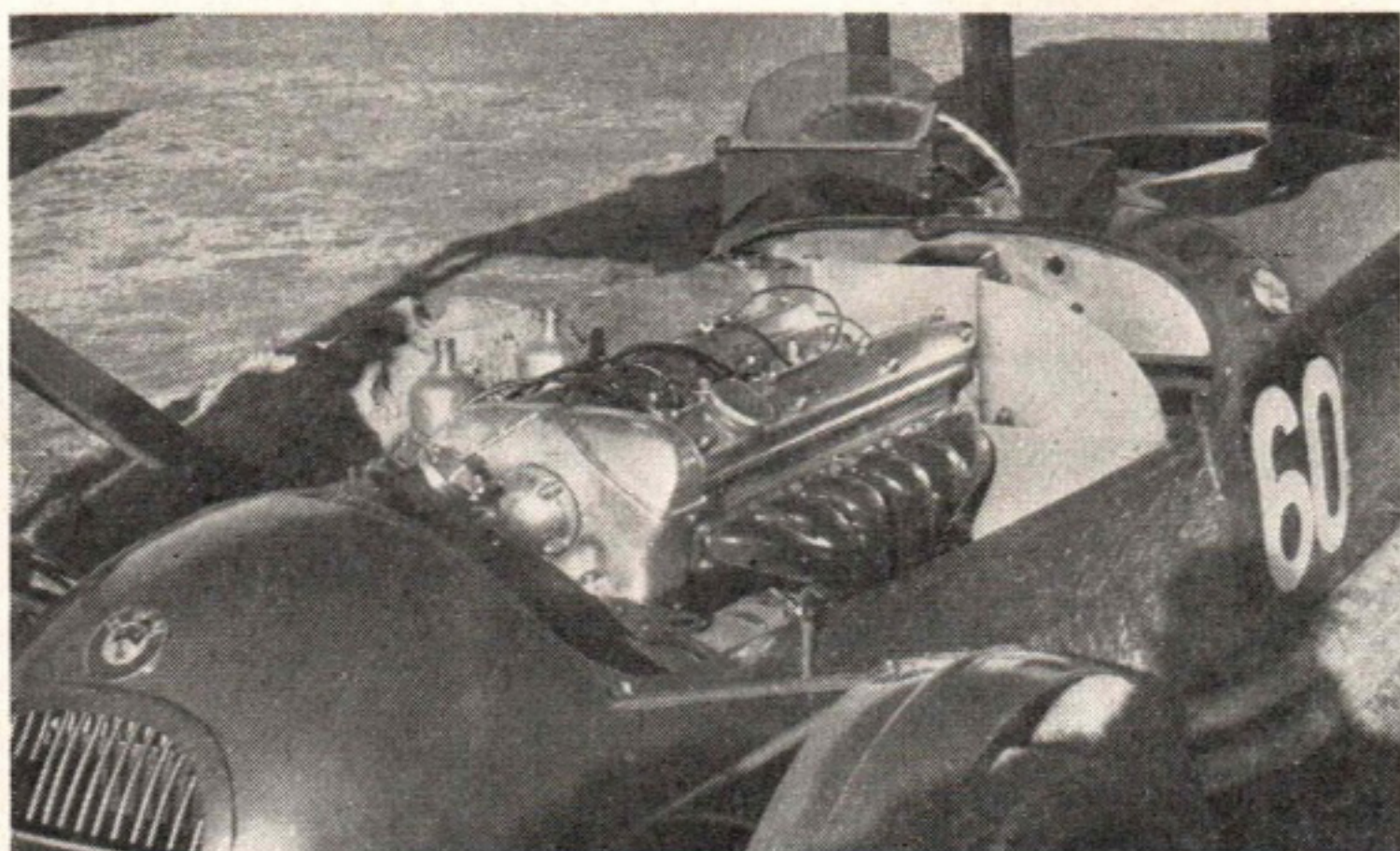


Les Leston, Formula 3 exponent, going on to win Handicap Event D in the "Monkey Stable" 1½-litre Lester-M.G.

prisingly both M.G.-engined cars out-paced Ken Downing's Connaught, of which great things had been hinted at during the close season.

Race 3 (1,500-3,000 c.c.) provided a shock for all when newcomer H. A. Mitchell, in the ex-Crook Frazer-Nash, headed Tony Crook in his latest car, and Dickie Stoop in the Mille Miglia. Crook fell out with a broken fuel pump, leaving Mitchell to win by just over 5 secs. from Stoop. Tasker in a Healey came home in third place ahead of de Edwards's similar car.

On paper, the over 3-litre race looked to be a good thing for Guy Gale and his famous Darracq, as Oscar Moore's H.W.M., with Jaguar engine installed, had not gone particularly quickly in practice, and little was known of the Ecurie Ecosse entrant Bill Dobson (XK 120 Jaguar). Right from the start, Gale made the running, but he was hotly pressed by Dobson who emerged as an extremely polished performer with a very fast car. Oscar Moore then began to get the feel of his hybrid, and rocketed past Dobson on the straight.



The last-named, however, closed up again on the corners, only to fall back when the full acceleration of the light H.W.M. made itself felt. Meanwhile, the Darracq had a plug lead come adrift, and Moore swept into a lead he never lost. Dobson made a magnificent last-minute effort to overhaul him, but the acceleration of the H.W.M. coming out of the chicane told once more, and the Scotsman finished just 1.8 secs. in arrears, with the crippled Darracq in third place.

E. C. C. Harewood's well-prepared supercharged PB M.G. won the first handicap event from the 24 secs. mark, catching G. V. Coles's 750 c.c. M.G.—one of the two limit men—on the last lap. The second race was made exciting by the tremendous effort of Cliff Davis (Cooper-M.G.) from the 36 secs. mark, to catch Jack Fairman in Stewart's 2-litre Aston Martin. Undoubtedly the handicappers made Fairman a present of this race, by giving him 84 secs. start over the scratch car, Nigel Mann's 2.6-litre Alfa Romeo. Davis drove to such purpose that he reduced Fairman's advantage from 48 secs. to 13.8 secs. at the finish, and in so doing lapped at 75.79 m.p.h., a time which was equalled by Mann's supercharged Alfa. Light relief was provided by J. Goodhew, who went hedging at the chicane with his red 4½-litre Lagonda, and emerged covered from bonnet to tail with most of Johnny Morgan's prized foliage.

In the next race, A. D. Tasker and D. A. W. Jacobs were uncatchable in their Silverstone Healeys from 68 secs. and 75 secs. marks respectively. Mitchell in the Frazer-Nash hurtled round at high velocity, lapping at 76.32 m.p.h. in the process, and just failed to catch the winning Healey, finishing 1 sec. behind the second man, Jacobs. Dobson outstripped the remaining Jaguars, but just failed by a fraction to catch Downing's blue Connaught.

Event 8 produced some purposeful driving by Les Leston (Lester-M.G.), who became involved in a race-long duel with Goodhew's big Lagonda. It was

Guy Gale (Darracq) entering the new chicane, tailed by P. E. B. Stewart's Aston Martin in Handicap Event D.



Personalities—(Above) "Wilkie" Wilkinson of Ecurie Ecosse, and Ken Downing, the Connaught driver, pose for George Phillips's camera.

Multum in Parvo: The 3½-litre XK 120 Jaguar engine installed in Oscar Moore's two-seater H.W.M.

most entertaining to watch the big red machine tailed and finally passed by the little green car. Nigel Mann (Alfa Romeo) took rather more than his share of road at Madgwick, and finished up on the grass. Oscar Moore came through in a tearing hurry, setting up a course record (revised circuit) at 76.73 m.p.h., and by the narrow margin of 0.4 secs. was beaten by Goodhew to second place.

The final race seemed to be a cert. for Harewood in his blown PB M.G. from the 75 secs. mark, but re-handicapping to 42 secs. made the knowledgeable look around for another likely winner. Quite a number of people rather fancied the chances of Tony Stokes in Manduca's pre-war SS 100, for practice times around the 2 mins. mark indicated that Stokes wasn't exactly hanging around. As it so happened, Stokes drove the veteran car to the limit of its capabilities, came through the field from the 25 secs. mark, drawing away from Downing's Connaught and Symondson's 3.3 Bugatti in the process, and won by 1.6 secs. from Harewood, who had every right to be surprised when a pre-war Jag 100 passed his very hot blown PB on the last lap. But for Stokes's very fast cornering, the race would have been a gift for Harewood—even allowing for his greatly reduced handicap.

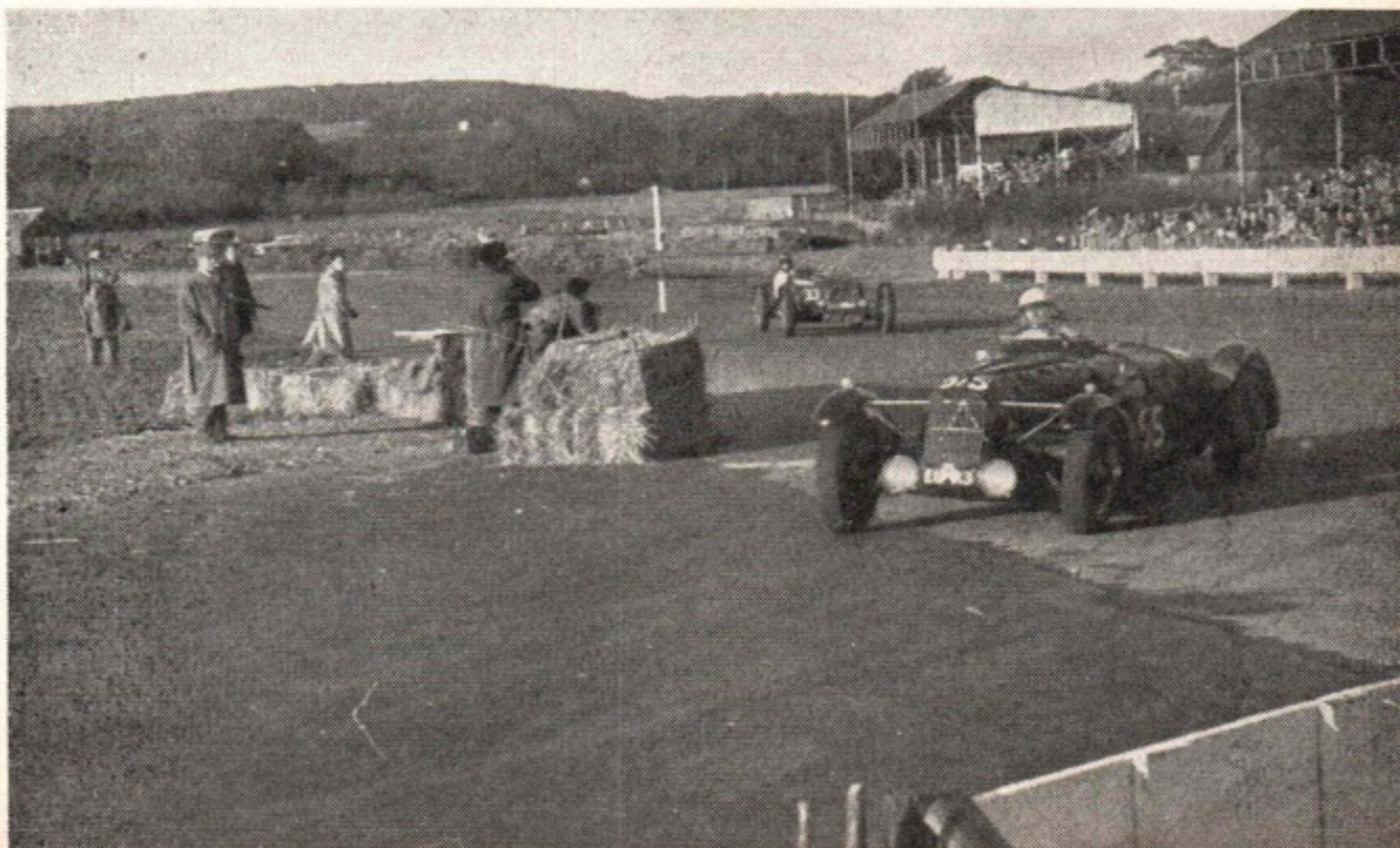
Altogether a delightful day of racing in real "Glorious Goodwood" weather. Paddock folk were delighted to see Brian Shawe-Taylor walking around, looking unfamiliar in a beret, in place of that well-worn cap he formerly affected.

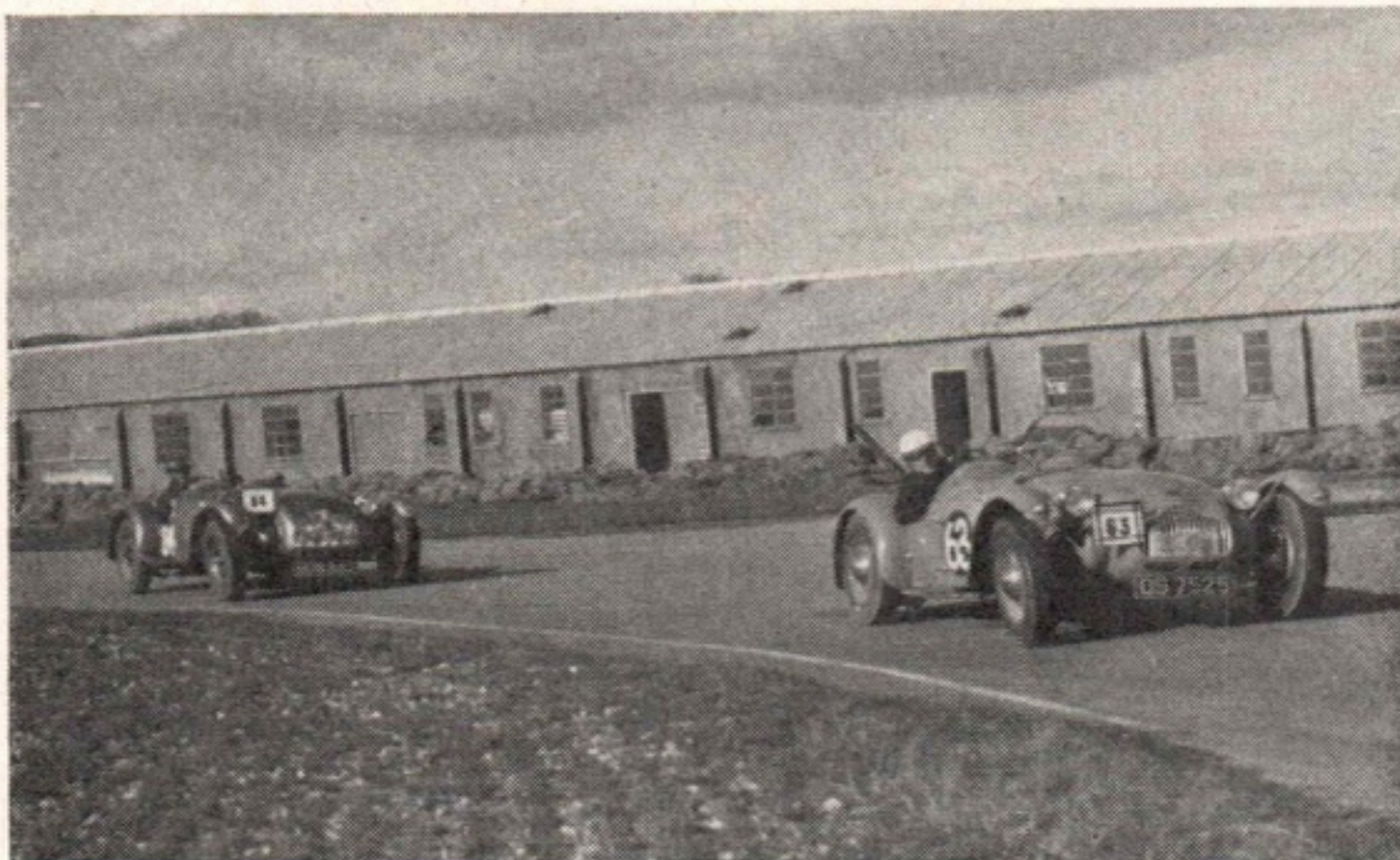
RESULTS

5-lap Scratch Races

Up to 1,100 c.c. U/s.: 1, Mick Hawthorn (Riley), 11 mins 6.4 secs.; 2, Len Gibbs (Riley); 3, Jim Sparrowe (Morgan); 4, E. W. Cuff Miller (Riley). Won by 21.6 secs at 64.86 m.p.h. Fastest lap, Hawthorn, 66.87 m.p.h. Also started, C. le S. Metcalfe (Fiat), C. Treen (Treen-Riley), B. A. Stafford (M.G.), R. J. B. Gentry (M.G.) and N. R. Helyer (Riley).

1,100-1,500 c.c. U/s.: 1, Cliff Davis (Cooper-M.G.), 9 mins. 58 secs.; 2, Jim





O. E. Simpson (Allard) leading P. R. W. Jackson (Allard) in a five-lap scratch race. Their duel was a feature of this race.

Goodwood Results—continued

Mayers (Lester-M.G.); 3, Ken Downing (Connaught); 4, W. R. Croysdill (Lamgia). Won by 13.6 secs., at 72.24 m.p.h. Fastest lap, Davis, 73.72 m.p.h. Also started, Mrs. R. B. Gibbs (H.R.G.), G. N. Tughan (M.G.), M. R. G. Llewellyn (M.G.), T. A. M. Pigott (M.G.), P. B. Merritt (M.G.), W. H. Robinson (Jupiter), T. W. Dargue (M.G.), P. D. Gammon (M.G.), D. M. D. Blakely (H.R.G.).

1,500-3,000 c.c. U/s.: 1, H. A. Mitchell (Frazer-Nash), 9 mins. 51.8 secs.; 2, Dickie Stoop (Frazer-Nash); 3, A. D. Tasker (Healey); 4, J. B. de Edwards (Healey). Won by 5.2 secs. Fastest lap, at 75 m.p.h. by Mitchell, Crook and Stoop—all Frazer-Nashes. Also started, Tony Crook (Frazer-Nash), A. E. Hely (Frazer-Nash), C. A. S. Brooks (Healey), D. H. Sessions (Healey), D. A. W. Jacobs (Healey), R. F. Collinson (Aston Martin).

Over 3,000 c.c. U/s.: 1, Oscar Moore (H.W.M.-Jaguar), 9 mins. 57.2 secs.; 2, Bill Dobson (Jaguar); 3, Guy Gale (Darracq); 4, R. C. Symondson (Bugatti). Won by 1.8 secs. at 72.36 m.p.h. Fastest lap, Moore, 75.39 m.p.h. Also started, Bill Black (Jaguar), S. J. Boshier (Jaguar), G. E. Thomas (Jaguar), R. A. Page (Allard), J. B. Swift (Jaguar), O. E. Simpson (Allard), L. F. Manduca (SS Jaguar), P. R. W. Jackson (Allard).

5-lap Handicap Races

Event A: 1, E. C. C. Harewood (PB M.G. S.), recd. 24 secs., 11 mins. 34.8 secs.; 2, G. V. Coles (747 M.G.), 77 secs.; 3, M. R. G. Llewellyn (TD M.G.), 37 secs.; 4, J. M. Sparrowe (1,098 Morgan), 17 secs. Won by 0.2 sec. at 67.29 m.p.h. Fastest lap, Harewood, 69.12 m.p.h. Also started, L. Gibbs (Riley), scr.; J. Nicholson (847 M.G. S.), 2 secs.; C. le S. Metcalfe (995 Fiat), 17 secs.; Mrs. R. B. Gibbs (1½ H.R.G.), 17 secs.; C. Treen (1,089 Treen-Riley), 21 secs.; E. W. Cuff-Miller (1,089 Riley), 28 secs.; J. Rolfe (PB M.G.), 37 secs.; P. Desoutter, G. N. Tughan, T. A. M. Pigott, A. H. A. Pilkington (all 1,250 M.G.s), 37 secs.; M. C. Sleep (1,074 H.R.G.), 42 secs.; R. J. B. Gentry (747 M.G.), 77 secs.

Event B: 1, Jack Fairman (1,949 Aston Martin), recd. 84 secs., 10 mins. 53 secs.; 2, Cliff Davis (1,467 Cooper-M.G.), 36 secs.; 3, D. M. D. Blakely (1½ H.R.G.), 74 secs.; 4, Nigel Mann (2,600 Alfa Romeo S.), scr. Won by 13.8 secs. at 70.02 m.p.h. Fastest lap, Davis and Man, 75.79 m.p.h. Also started, J. Goodhew (4,500 Lagonda), 24 secs.; P. B. Merritt (1,426 M.G.), 36 secs.; W. H. Robinson (1,486 Jupiter), 39 secs.; T. W. Dargue (1,426 M.G.), 51 secs.; J. C. G. Gilbert (1½ H.R.G.), 79 secs.; H. B. Stutchbury (1,250 M.G.), 99 secs.; A. Marsh (1,496 Alvis), 120 secs.

Event C: 1, A. D. Tasker (2.4 Healey), recd. 68 secs., 10 mins. 35.8 secs.; 2, D. A. W. Jacobs (2.4 Healey), 75 secs.; 3, H. A. Mitchell (1,971 Frazer-Nash), 23 secs.; 4, Ken Downing (1½ Connaught), 35 secs. Won by 3.8 secs. at 68.68 m.p.h. Fastest lap, Mitchell, 76.32 m.p.h. Also started, J. R. Stoop (1,971 Frazer-Nash), 17 secs.; D. A. Hely (1,971 Frazer-Nash), 23 secs.; Bill Dobson (Jaguar), 23 secs.; Bill Black (Jaguar), 28 secs.; S. J. Boshier (Jaguar), 28 secs.; G. E. Thomas (Jaguar), 28 secs.; J. B. de Edwards (2.4 Healey), 57 secs.; C. A. S. Brooks (2.4 Healey), 68 secs.; R. G. Whalen (2.4 Healey), 75 secs.

Event D: 1, Les Leston (1½ Lester-M.G.), recd. 43 secs., 10 mins. 57 secs.; 2, J. Goodhew (4.5 Lagonda), 50 secs.; 3, Oscar Moore (H.W.M.-Jaguar), 33 secs.; 4, A. C. Whincop (3.3 Bugatti), 45 secs. Won by 3 secs. at 73.22 m.p.h. Fastest lap, Moore, 76.73 m.p.h. (fastest lap of the day and course record). Also started, Guy Gale (3.9 Darracq), 16 secs.; Nigel Mann (2.6 Alfa Romeo S.), 26 secs.; J. B. Swift (Jaguar), 33 secs.; Eric Thompson (3.5 Delahaye), 36 secs.; O. E. Simpson (3.9 Allard), 40 secs.; Jack Fairman (3.6 Abbott-Bentley), 55 secs.; J. A. Young (2.4 Healey), 70 secs.; P. A. B. Stewart (1,949 Aston Martin), rehandicapped from 110 secs. to 45 secs.

Event E: 1, Tony Stokes (3,485 SS Jaguar), recd. 25 secs., 11 mins. 25.8 secs.; 2, E. C. C. Harewood (939 M.G. S.), 42 secs.; 3, R. F. Collinson (1,950 Aston Martin), 75 secs.; 4, Ken Downing (Connaught), 5 secs. Won by 1.6 secs.

at 70.59 m.p.h. Fastest lap, Downing, 73.59 m.p.h. Also started, R. C. Symondson (3.3 Bugatti), scr.; H. J. Wilmhurst (4½ Bentley), 30 secs.; T. W. Dargue (1½ M.G.), 42 secs.; J. D. Wotherspoon (2.6 SS Jaguar), 55 secs.; E. N. Petch (2.6 SS 100), A. S. Lusty (1,250 M.G.), 90 secs.; R. E. Greene (1,250 M.G.), 90 secs.; W. P. U. Constable (1,250 M.G.), 90 secs.; J. Foreman (3-litre Bentley), 99 secs.

THE EIGHT CLUBS

At a meeting of the Member Clubs held on 19th March it was decided to pay Starting Money to all starters in the Silverstone Meeting on 2nd June, 1951, at the rate of 22s. in the £ of their entry fees (team entries apart). The Committee points out that each meeting is treated on its merits and it must not therefore be assumed that as high a rate will necessarily be paid in future years. Cheques will be posted to competitors about the end of March.

Consideration was given to a suggestion that a substantial donation be first made to the proposed British Racing Drivers' Benevolent Fund, but, while the proposal was viewed with favour, the Committee decided that the wording of the 1951 Supplementary Regulations obliged it to divide the entire surplus amongst starters without any such deduction. Entry fees this year will be increased by a small sum to be handed over to the Benevolent Fund.

Plans for 1952 include a Silverstone Race Meeting on Saturday, 7th June, for which Regs. will be sent to all members during April; and a Rally, with more than one starting point, involving a night road section, driving tests at Eastbourne and possibly a speed hill-climb, between Friday night, 17th October, and Sunday, 19th October.

The Hon. Sec. is Barclay Inglis, 35 Frognaal, London, N.W.3.

* * *

N.W. RILEY NAVIGATION TRIAL

THE North-Western Centre of the Riley Motor Club is organizing a sporting event on 25th May. This will be over a glorious area in Derbyshire, and will call for navigational skill on the part of the passenger. Ordnance Survey Map 111 (new series), Buxton and Matlock, will be required, and navigation from one control to another will be by the map grid reference only, with a variety of driving tests interspersed.

Entry closing date is 19th May. The Hon. Sec. is E. M. Wainwright, "Denmor", Heybridge Lane, Prestbury, Cheshire.

* * *

SCOTTISH LOWLAND RILEY CENTRE

A CONSTANT headache for Rae Falconer of the Scottish Lowland Centre is the fact that he is convinced there are lots of Riley owners who do not know that the Riley Club has a Lowland Centre with officials in Edinburgh and Glasgow. As he has changed his address, this keen and energetic secretary hopes that interested Riley owners will get in touch with him at 47 Danes Drive, Scotstoun, Glasgow, W.4.



THE ORGANIZATION OF CLUB COMPETITIONS

PART 1: INTRODUCTION—PRELIMINARY CONSIDERATIONS —THE DRAFTING OF SUPPLEMENTARY REGULATIONS

IN the ordinary course of things the organization of club competitions is brought into the limelight only when it is bad or conspicuous by its absence, and first-class organization attracts little publicity. Nevertheless, faultless organization has its own rewards in the dispersal of a happy band of competitors—and officials—at the conclusion of an event and in the swollen entry lists on subsequent occasions.

It is an undoubted fact that an event is a success or failure—excluding the weather—before the day of the meeting, according to the amount of forethought and staff work which has been put into the organization of the competition. It is proposed to consider some of the broad questions of principle and policy and some of the smallest details of procedure which arise when a club committee contemplates the organizing of one or other of the manifestations of motoring sport. These thoughts are by no means exhaustive, but may serve as a guide to newcomers to this sort of thing and save them from pitfalls which are all too often experienced by clubs which should know better.

Preliminary Considerations

Perhaps the most important factor to be tackled when a competition is first contemplated is the down-to-earth financial aspect. Few clubs can afford to sponsor an event which is expected to make a loss and consequent inroads

By

STANLEY SEDGWICK

into the general funds of the clubs concerned. Indeed, where a club purports to cater for its members whether or not they are interested in the competition side of motoring, it might be difficult to justify any considerable encroachment on club funds for the benefit of part only of the membership.

On these pages appears the first part of a fully detailed exposition on a task which every growing motor club faces, that of the promotion and organizing of competitions. These articles, written by one with full knowledge and experience of behind-the-scenes organizational problems, will prove an invaluable guide to "adolescent" clubs embarking on their first competitions, while its comprehensive information will be of value to all Competition Secretaries.

It is, therefore, almost invariably a condition precedent that an event must be planned to make a profit or, at the worst, to break even, although a policy aimed at breaking even over a season's competitions may justify the running of one or more meetings at a loss if other more profitable occasions can be relied upon to offset such deficiencies.

There are three possible sources of income which fall to be considered. The fundamental revenue of club meetings arises from entry fees payable by competitors. The amount of the entry fee must be fixed by reference to the estimated cost of organizing the event and to the pockets of the potential entrants. It is possible to assess with some accuracy the actual expenditure to which the club will be put in respect of each individual entrant. Thus, in a rally, the compulsory Third Party Insurance premiums may be 5s. per head; the road-books cost 2s. each and a pair of rally plates 3s.; in which case it would be known that 10s. of each entry fee would be directly applied to these items. Having drawn up a budget of the remaining expenses to be incurred in connection with the competition, including permit fee, timekeepers' and scrutineers' fees and expenses, printing, postages, stationery, armbands, travelling expenses, ambulance, fire, police and breakdown services, hire of telephone and public address equipment, and the several heads of expenditure peculiar to

the event under consideration, it is not difficult to equate the total cost to the number of probable entrants and to arrive at an entry fee which should balance the books. Continuing the example referred to above, if the general expenses of the proposed meeting are estimated at £100, then the entry fee would need to be 30s. (i.e., 10s. + £100/20) if 100 entries were expected, but if only 50 are likely then the fee would have to be increased to 50s. if the event was to be self-balancing. In determining the amount of an entry fee it should not be overlooked that the number of potential entrants at a fee of £1 may be considerably greater than if the fee was three guineas. Only by careful balancing of all these factors in the light of particular circumstances can the organizing committee hope to reach the desired conclusion—a balanced revenue account.

The second and third possible sources of income are admission charges and/or car parking fees collected from spectators and the net surplus on the sale of programmes. In the majority of cases it is unlikely that the competition will be of sufficient interest to warrant a charge being made for spectating and the conditions upon which the course is used frequently preclude the making of such a charge or even limit the class of persons who may turn up to watch. Likewise an event which may be seen from adjoining land open to the public may exclude admission charges as a possible source of income. The admission of paying spectators brings with it separate problems, not the least of which concerns Entertainments Tax, and consideration of such factors is thought to be outside the scope of the present article. The possibility of charging a fee for car parking, in addition to, or instead of, an admission charge, merits investigation, but the charge should be reasonable and commensurate with the facilities offered and a paid attendant with no interest in motor-racing may well prove more profitable than a well-meaning member of the club.

The sale of programmes is closely connected with the number of interested spectators likely to be present. I say interested advisedly as there have been cases where hundreds of passers-by with nothing better to do have swollen to prodigious proportions the crowd of spectators at a free show, but they would no more think of buying a programme than of taking part in the competition. The problems connected with the production of programmes include the nature and extent of the contents, cost of printing, the selling price, the number and kind of advertisements to be sought and the rates to be charged, and, perhaps the most tricky problem of all, how many to print. Only experience gained the hard way can supply the answers to these questions and, even after an event has been held on several occasions, it is easy to make a wrong assessment of the demand—with costly results. Generally speaking, programmes are a risky undertaking and, unless a large part of the cost of printing can be covered by selling advertising space, the possibility of incurring a loss is not one to be dismissed too lightly.

Should an examination of the financial prospects reveal that the club cannot command sufficient support from its own members to warrant the organization of

an event, there remains one alternative to drastic curtailment or abandonment of the project—it is the invitation of other clubs to participate, thereby increasing the potential number of entrants and the income from entry fees. This procedure is frequently adopted and such arrangements have made possible the running of competitions which participating clubs could not alone undertake. As well as additional entries the invited clubs usually provide marshals and officials from amongst their members and generally undertake a share of the work involved. Whilst on the subject of invited clubs it should be noted that the acceptance of an invitation by a club is no guarantee that any of its members will, in fact, take part in the event. In view of the increasing number of meetings it is wise to ask a club which it is proposed to invite whether an estimate can be made of the support likely to be forthcoming. Careful watch should be kept upon the number of members of the organizing club taking part in these Closed Invitation meetings in comparison with those of invited clubs. In my opinion, should the number of entries from invited clubs exceed half the total entries, it is time for the organizing club's committee to consider whether or not it is exceeding its functions. Cases have been known recently in which it has been difficult to distinguish competing members of the organizing club amid the overwhelming members from the invited clubs and, whilst such meetings may have been financial successes and provided a good day's sport, the meetings suffered a loss of character and caused discontent among members.

Having sorted out the financial position, the club organizing a meeting is then faced with the problem of fixing the date. This is a task which can be of great complexity. It is desirable to choose a day which will be convenient to likely competitors and in this connection every effort should be made to avoid events of other clubs which might split the entry—likewise the more important International and National meetings which members are likely to attend as spectators should be avoided. The avoidance of clashes is not made any easier by reason of the fact that all the clubs are attempting the same job without a clear knowledge of each other's intentions. Some guidance, however, may be found by reference to the previous year's calendar as there is a growing tendency amongst clubs to run their events as nearly as possible on the same dates each year. It is also surprising to note that clubs have held meetings just before 26th March or just after 30th September, thereby automatically excluding entries from members who are not licensing their cars for the two winter quarters.

The Drafting of Supplementary Regulations

The problems of finance and date having been settled, for better or worse, and the outline of the proposed competition having been agreed, the next task to be faced is the drafting of Supplementary Regulations to govern the event. It is a condition precedent to tackling this job that the person(s) concerned should be conversant with the International Sporting Code of the Federation Internationale de l'Automobile

and the General Competition Rules of the Royal Automobile Club, as both these publications govern all competitive motoring sport in this country and any provisions to be included in the Supplementary Regulations must be in conformity with the rules of the governing bodies. It should be noted that anything in the Supplementary Regulations which is inconsistent with the International Sporting Code and the General Competition Rules is void and that if the Supplementary Regulations are silent on any points germane to the competition in question, the rules of the F.I.A. and the R.A.C. will apply.

The essential aim of Supplementary Regulations is to convey to potential entrants in a clear, concise and complete manner the nature of the event and details of the way in which it will be conducted and to this end the R.A.C. have from time to time issued, for the benefit of organizing clubs, a guide to their compilation. The great variety of motoring events and the differing considerations arising make it impossible to lay down any hard and fast form in which Supplementary Regulations should be produced, but the R.A.C. notes on this subject will prove useful to would-be organizers—and those following the *pro forma* will find that the securing of a permit is facilitated.

All too often Supplementary Regulations are published which are confined to one sheet of paper containing the barest facts about the competition concerned and, while it is not suggested that the more regulations the better the event, there is no excuse for inviting entries for a competition without fully informing the potential participants of what they are letting themselves in for. For example, to describe an event merely as a series of driving tests is totally inadequate and gives a member no guide as to whether or not his car is likely to prove a suitable vehicle, nor does it allow him (or her) to assess the nature and degree of the stresses and strains to which he (or she) will have to put the car in order to stand a chance of success. In the absence of any special reason to the contrary, the Supplementary Regulations should contain a detailed description of each test, together with a diagram if the manoeuvre is not of the simplest, and a statement of the method of assessing marks by reference to the time taken and the penalty marks to be incurred for infringements of the regulations.

Standardized nomenclature is essential to the proper understanding of Supplementary Regulations and may be strengthened by the inclusion of definitions of terms used repeatedly or where words or expressions have meanings other than their usual interpretations. Diagrams should be simple and self-explanatory and, if they are not to scale, this fact should be stated.

When the Supplementary Regulations are in a form approaching finality—and several drafts may have been discarded by the time this stage is reached—they should be passed to a non-competing member of the club with a knowledge of the type of competition to be organized. If he is a keen, active competitor in similar events, so much the better, but he must have patience and the ability to scrutinize, analyse and criticize the draft. His job is to sort out ambiguities, inconsistencies and loop-holes and it is surprising how much good can come

from a constructive criticism however carefully the draftsman has tackled the task. This work is taken a stage further when the draft Supplementary Regulations are submitted to the Competitions Department, together with an application for a permit. Sometimes the points raised by this Department appear trivial and hair-splitting, but there is usually a very good reason for any suggested amendment. It is easy to become too parochial in one's outlook and thereby to miss overriding considerations of a national or international character. More often than not the scrutiny of Supplementary Regulations by the R.A.C. passes on to the organizing club the benefit of mistakes made by other clubs and reduces the likelihood of protests being lodged.

The addition of an index to a lengthy set of Supplementary Regulations facilitates reference to the mutual advantage of both officials and com-

petitors and encourages the pursuit of knowledge on doubtful points.

Avoid printing the entry form on the back of a page of the Supplementary Regulations—few things are more exasperating to an entrant than to find he has to post half the regulations back to the Secretary of the meeting.

It is important that the Clerk of the Course should know the Supplementary Regulations from start to finish and this can be achieved most satisfactorily if he has grown up with them from the first draft to the printed copy. A thorough knowledge backed by familiarity with the problems and considerations which arose in the formulation of the Supplementary Regulations enables the Clerk of the Course to answer multifarious questions with speed and conviction. All persons concerned with the organization and conduct of a meeting should note points in the Supplementary Regulations which have caused doubt or

difficulty and immediately after the competition is concluded these imperfections should be corrected on a "master" copy to be put aside until the time comes for drafting the Supplementary Regulations for a subsequent meeting.

One final word on the subject of Supplementary Regulations—do make them as comprehensive as possible. It is customary to send Final Instructions to competitors just before the event and they have the same force as the Supplementary Regulations, but it is very annoying to receive a set of Final Instructions twice the length of the Supplementary Regulations or to receive post-Final Instructions on arrival at the Start. A little forethought can avoid the necessity for such procedures and all matters to be dealt with in the Supplementary Regulations should be under consideration many months before the event is due to take place.

(To be continued)

SCOTCH CORNER

By "AENEAS"

KIRKCALDY PREPARATIONS—
ECOSSE ESSAY—TURNBERRY—
THE RALLY AND THE "REST"

ARTHUR CLARKSON tells me that the Royal Scottish Automobile and Scottish Motor Racing clubs are now getting down to business for their jointly organized "500" meeting at Kirkcaldy's Beveridge Park on 26th April. To ensure a first-class entry for the two main races of the day the clubs have sent out invitations to the Half-Litre Club, the B.R.D.C., the B.A.R.C., the Yorkshire Sports C.C. and to our three premier Scottish clubs.

These two races will, of course, be for Formula 3 cars and the intention is to run them off in heats of five. For each heat there will be a first prize of £3 and a second of £2 and, for the finals, first, second and third prizes of £25, £15 and £10, with an additional prize of £10 for the day's fastest lap.

This new road circuit is set amidst pleasantly wooded parkland and received favourable comment from Col. F. Stanley Barnes on his recent visit to Scotland; it is to be hoped that a good entry from the South for our first "500" meeting will be forthcoming. There is little need to mention the hospitality of their hosts from North of the Border.

By the way, the new secretary of the Scottish Motor Racing Club is E. B. Gange of 34 Castle Street, Edinburgh.

THE XK 120s of *Ecurie Ecosse*, in racing trim, have been tried out on the Winfield circuit and David Murray is going through all the motions of radiating quiet confidence. The blue cars give every promise of excellent performance—but what exactly they



"LARGE AND LIKEABLE": Sir James Scott Douglas snapped at Goodwood.

achieved on the circuit has not so far been disclosed.

Your Caledonian correspondent is getting to feel like the villain in a Nat Gould novel. Next thing you know the cold grey light of dawn will find him lurking behind Berwickshire hedges—muffled and great-coated to the eyebrows—but ready to snap his stop watch at the first sound of an engine.

This, I imagine, will bring great gales of laughter from Sir James Scott Douglas who, with David Murray, Bill Dobson and Ian Stewart make up *Ecurie Ecosse*. Sir James is very large and likeable, but a bit of a dark horse so far as ability is concerned. If that equals his enthusiasm he should not be completely outclassed by the *haute école* of his stablemates.

H.R.G. driver John Brown is the purchaser of Bill Lamb's notable Dellow—but not for his own use. The car is presently reposing in the John

Brown showrooms and John will remain faithful to his Hurg, although he talks of business commitments that will not allow him to compete overmuch this season. Bad news this, as the Brown v. Tyrer duels were a pleasant feature of last season's Scottish circuit races.

TOMORROW sees the first of this season's speed events—the S.S.C.C. sprint meeting at Turnberry. This is a members' meeting, but the fires are kindled and the final touches are now being applied to all those rumoured modifications and skilful adaptations. Ian Cunningham is road-testing his Alfa Romeo, after spending most of the winter on it, and I hear strange tales of a certain Bugatti. An award winner in the recent M.G.C.C. (Scottish Centre) Sports Rally, W. A. Brearley, looks like forsaking the Healey marque which has been serving him so well recently. I understand he has bought the Tommy Wise Jowett Jupiter and, as the first two or three circuit meetings take place, it will be interesting to see just what all the changes amount to and how effective they will prove. We have some good young drivers coming along and, although the calendar seems a bit overloaded, it does mean they will get their schooling more quickly and bring fresh personality to the sport.

THE most eye-catching event right now is, of course, the R.A.C. Rally of Great Britain. With an overnight stop in Edinburgh and the test next day on Rest-and-be-Thankful there will be an opportunity for us to get a glimpse of old acquaintances. The speed climb of the "Rest" is always a spectacle, and in this R.A.C. Rally, with its great variety of cars, there should be some interesting and revealing performances.

Certainly the afternoon of 2nd April should be a crowded one and the sight of some 249 cars going up the "Rest" is one that I would not like to miss. I don't envy officials on these occasions, and when so many untoward things can occur in a small club rally I would not be surprised to hear of a certain amount of bulk buying of aspirin at R.A.C. headquarters.

THE SAGA OF THE ASTON MARTIN—Part 3

by DUDLEY CORAM

THE MARK II 1½-LITRE

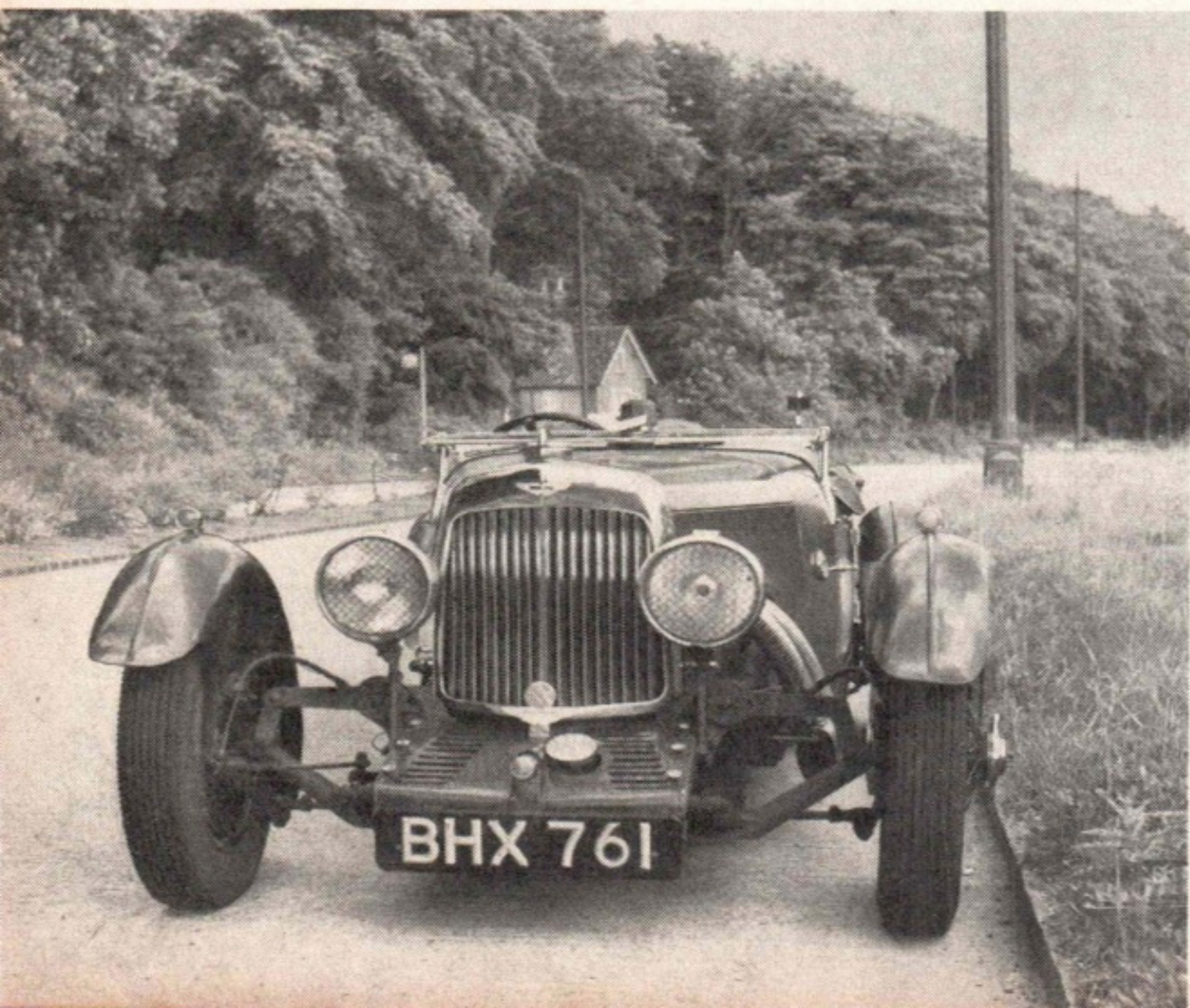
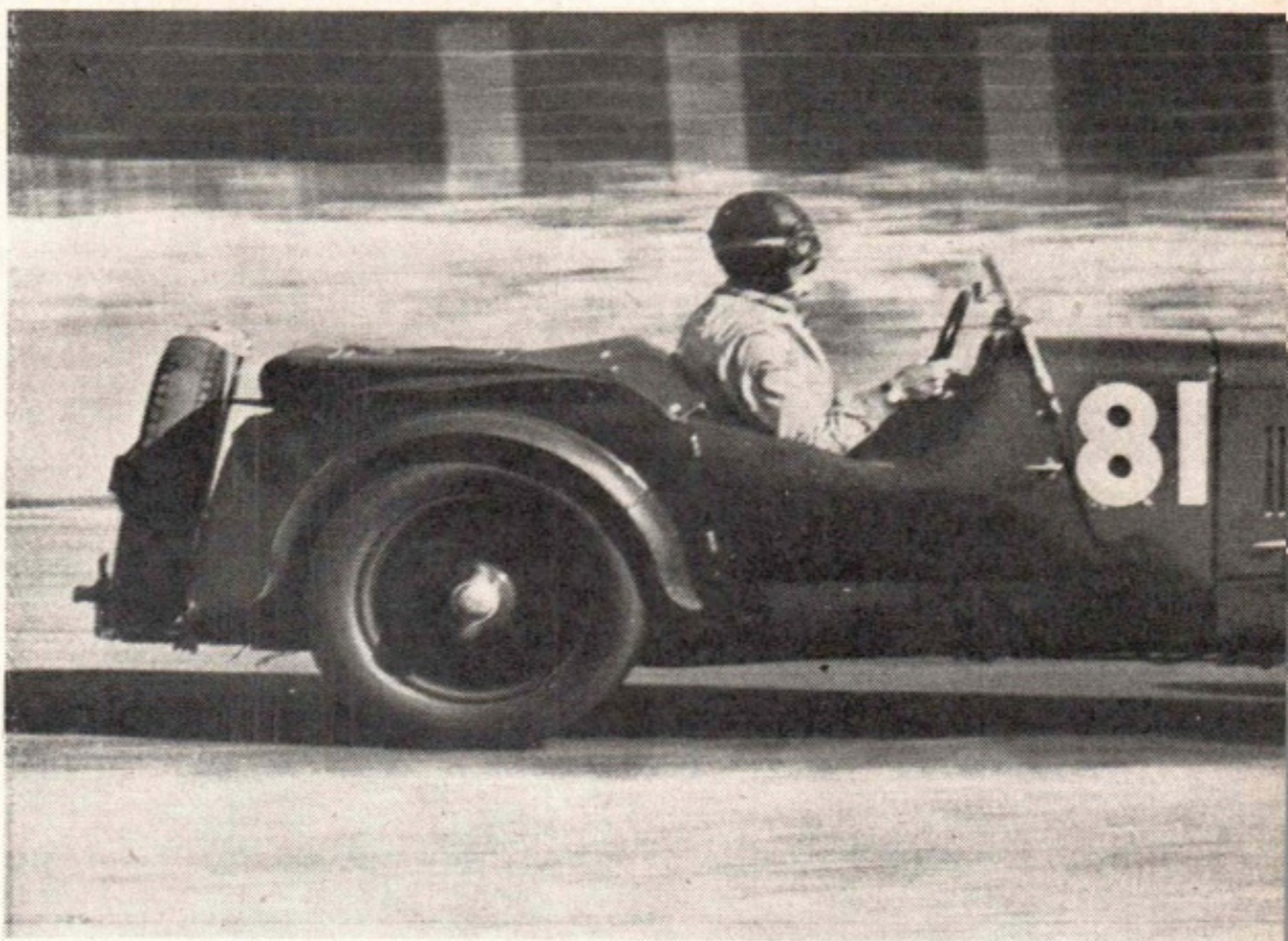
THE two previous articles in this series dealt with production models from 1928 to early 1934—the “International” and the “Le Mans”. In connection with the first of the two I hang my head in shame. I described the final transmission of the International as “fully floating bevel”, which, of course, applies to the Le Mans and Standard models that followed. The description should have read “fully floating worm and bevel”. Needless to say many pairs of observant A.M.O.C. eyes fixed themselves on this phrase and my error has been mentioned on more than one occasion, and I am now wondering if I will ever be allowed to forget it.

D.C.

MANY of those who had been completely satisfied with the Le Mans model as being all they could wish for in a 2/4-seater sports-tourer were inclined to look upon the Mark II, on its “show” appearance in 1934, as a retrograde step. I believe I am right in saying that the “T” series had much the same effect on M.G. fans who had learned to appreciate the “J” and “P” models and did not go much on the intro-

duction of “added refinements”. These types, I believe, however, were very much in the minority for

when the Mark II was road-tested it was appraised on all sides. The new model represented the culmination



of design of the 1½-litre sports-touring Aston Martin, and with the exception of the “Ulster” was to be last of the marque in 1,500 c.c. form.

Whereas the “Le Mans” was the result of gradual changes from the original wet-sump tourers and the “Internationals” the new Mark II embodied a number of distinctive and decisive changes to engine, chassis and body.

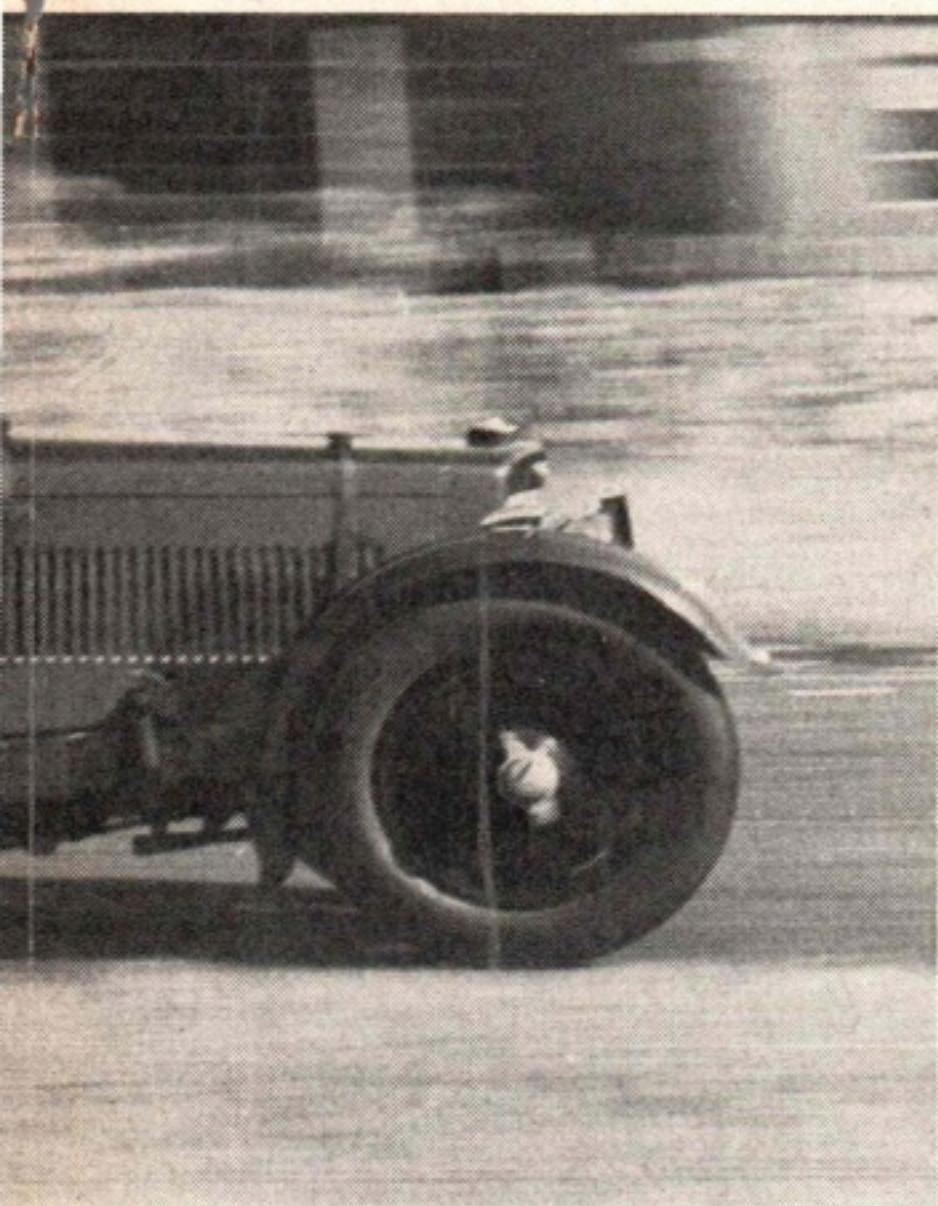
The engine had a new type crankshaft, a higher lift camshaft, a new head, a new design crankcase incorporating a new method of oil filtration, a new gearbox and a different form of dynamo drive. Some of the earlier cars, however, still had the Le Mans camshaft and the Le Mans dynamo drive.

The crankshaft was fully counter-balanced, being turned up from a solid billet, the camshaft was timed at two inches on the fly-wheel before top dead centre, an increase of an

MARK II RECOGNITION: (Left) “... in the front look for the radiator shutters”.

CLASSIC LINES: (Right) The 1½-litre short 2¼-seater, Mark II, in profile.

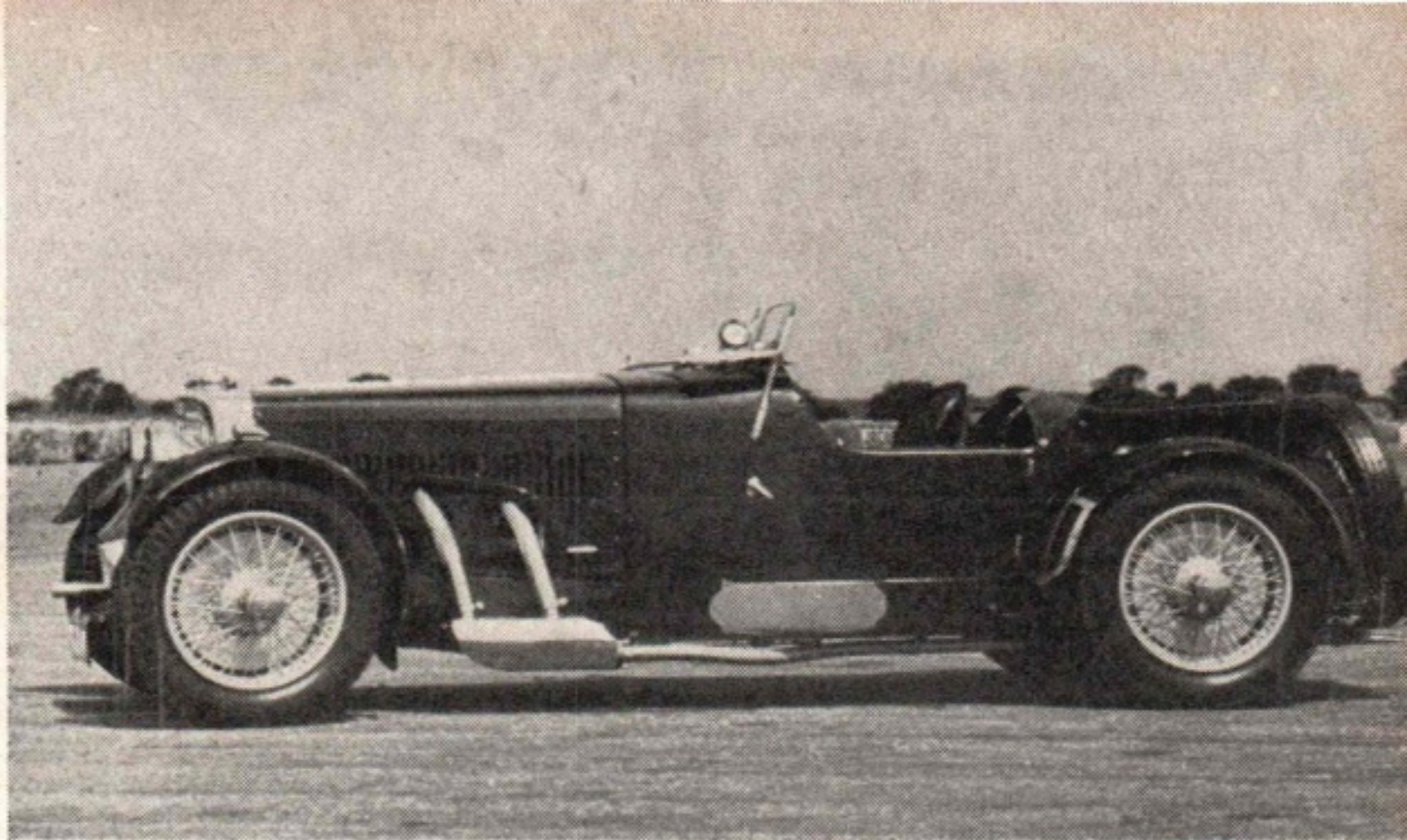
MARK II MOTORING: (Below) Peter Doyle racing at Silverstone during a Club meeting.



inch and a quarter on the old design, with consequently increased valve clearances. The head had straight-sided combustion chambers which, with high compression pistons, increased the compression ratio if desired, but made for a smoother engine if left at $7\frac{1}{2}$ -1. The shape of the valve rockers was also altered slightly to fit in with the new camshaft.

With the new crankcase came the abandonment of the long gallery oil filter which had been used on all models up to now. The new oil filter was of the full-flow variety which can be cleaned by means of a turn of a "tap" handle each time the bonnet is raised. Those who own "Le Mans" or "International" Astons will agree with me that this method is to be preferred to the removal of a number of large bolts surrounding the oil gallery.

ASTON AT EASTBOURNE: (Right) A Mark II seen during an Eastbourne Rally. At meetings big or small, and at any gathering of the public, these imposing cars will draw an admiring crowd.



The chassis remained exactly the same in layout as the previous model but was now much more sturdy—but, alas, much heavier. All cross-member joints were now gusseted and six cross-members were used, three tubular and three channel sections to stiffen the frame, and the friction type shock-absorbers were now mounted transversely direct on to the axle proper, instead of on the front spring holding-down brackets as hitherto.

The radiator now became more pointed, had a new streamline quick-filler cap to replace the orthodox racing pattern and had the addition of built-in thermostatically controlled perpendicular shutters.

The body, which resembled the Le Mans in almost every detail, was the object of a number of "refining" attentions. The bonnet clips were now of the enclosed pattern, the aero screens were now easily converted to side-screens by undoing

four milled nuts, the spare wheel had an improved and more imposing mounting, the rear compartment was properly upholstered and could be used as a seat and the instrument panel carried more and conventional-sized instruments.

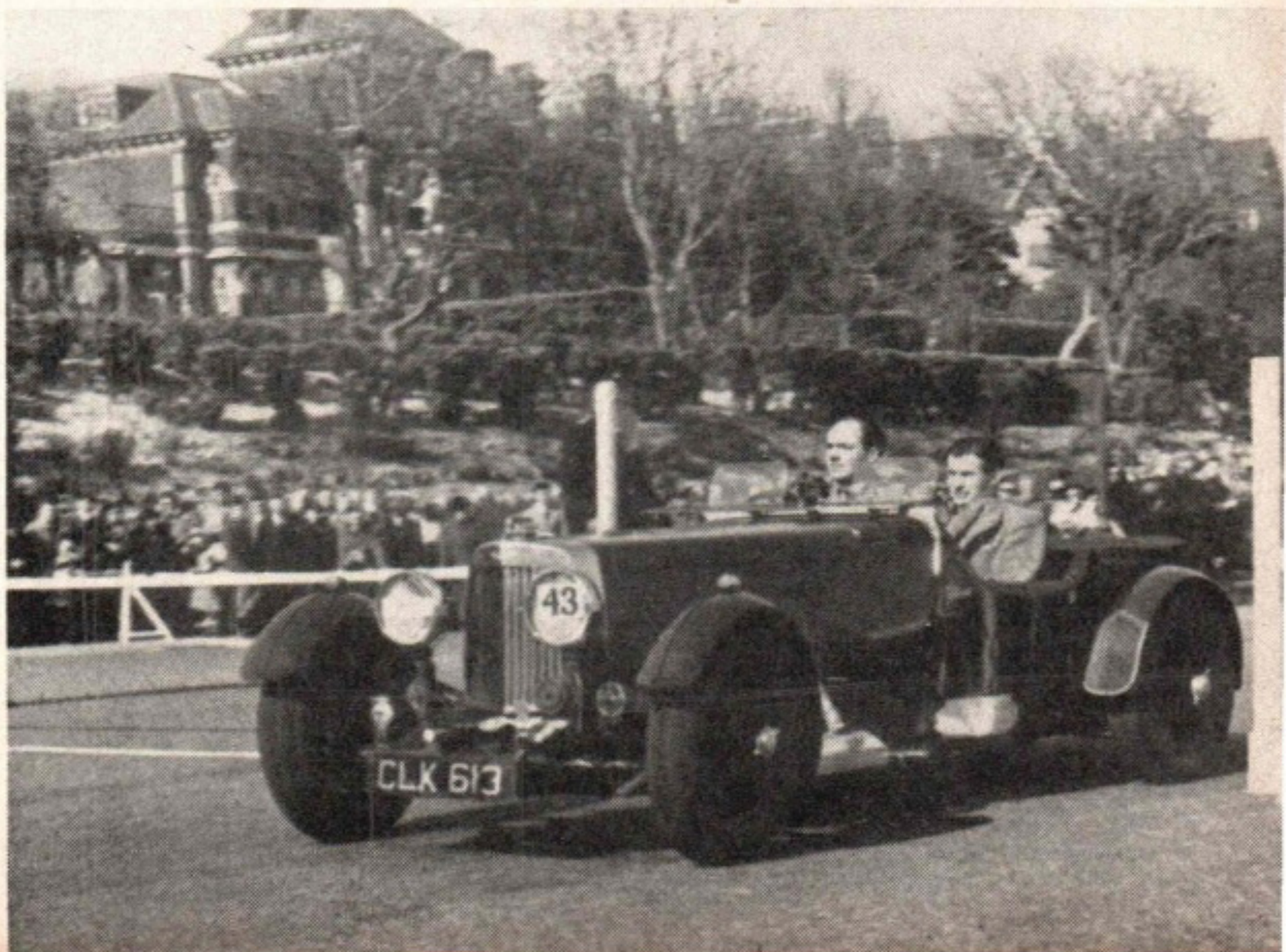
Mechanical improvements included Ki-gass starting and constant length brake cables.

To sum up the changes of appearance, the way in which a Mark II can be very quickly distinguished from a Le Mans is by looking at the front for the radiator shutters and at the rear for the vertical spare wheel mounting.

The rest of the car remained the same, and all the old features for which Astons were known, including the extended gear change, the full cycle type wings and the dry sump lubrication system were there.

The new model was a quieter, smoother vehicle with more power

(continued overleaf)



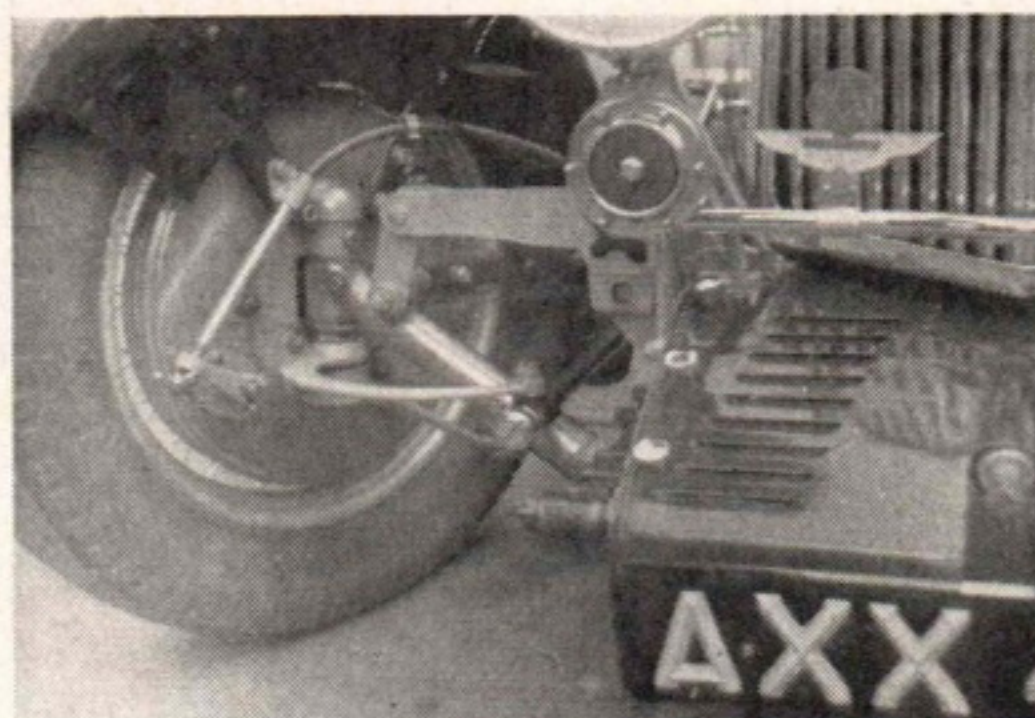
Saga of the Aston Martin—continued

available which was unfortunately offset by the increase in weight accrued from the new, but heavier, engine, chassis and body and in consequence the acceleration figures up to 40 m.p.h. remained much the same as the previous model. At speeds over 40 m.p.h., however, the extra power made itself felt and the whole car had a more powerful feel than the Le Mans. Contemporary road tests gave the short chassis a maximum of 90 m.p.h.

A well-maintained short 2/4 Mark II will draw an admiring crowd almost anywhere today even when placed alongside modern ironmongery, and when I say almost anywhere, that includes the U.S.A. About this time last year the "Motorama" Motor Show was held in California and this is what an American pressman had to say of one of the three known pre-war Astons in the States:

"Another trend-setter was this rakish, olive-green Mark II Aston Martin dating from the early 'thirties. These cars increased the marque's very solid competition footing and indicated the body lines that were to become characteristic of the British sports-car. The specimen exhibited at Motorama, the property of Al Crundell, is probably the only vintage Aston Martin in America. The little car has a 91 cu. in. engine of four cylinders with single overhead camshaft, and dry sump lubrication, Scintilla ignition, and two

★
MARK II MINUTIAE: Close up of the front axle layout, off-side.
★



carburetters. External exhaust flex-pipes aid engine cooling while adding to the car's very sporty look".

In all 164 Mark IIs were made and the Aston Martin Owners' Club has over 100 of these registered as being in use at the present time.

Production finished in 1936 with the coming of the 2-litre models. The four types of bodywork available were the long and the short open tourers, the saloon and a very few (I believe only six) drophead coupés, and prices were between £500 and £600.

CHASSIS AND SPECIFICATION DETAILS

Aston Martin 1½-litre Mark II Model, 1934 to 1936 (Two/four short open tourer, four-seater long open tourer, saloon and drophead coupé).

ENGINE: 69.3 x 99 mm. bore and stroke —1,495 c.c. R.A.C. rating 11.9 h.p.

Firing order 1, 3, 4, 2. Valve clearances inlet and exhaust 0.12. Timing: Inlet opens 2 in. before T.D.C. Rad. Temperature 70/80 deg. C. Plugs: (Champion) R.3., 16., 17., 18., and 13—hard to soft; (K.L.G.) M.100, M.80 and M.60—hard to soft—all gaps 15 thou. Max. Revs. 4,750. Oil pressure 30 lbs. Min. safe hot, 15 lbs. Compression 7.5-1.

COMPONENT CAPACITIES: Oil 2.9 galls. Cooling system 3½ galls. Fuel 13 galls. Tyres 18 x 5.25—pressure 25 lbs.

DRY WEIGHT: 1 ton approximately.

GROUND CLEARANCE: 6 ins.

PETROL CONSUMPTION: (not Pool) 26/27 m.p.g.

GEAR RATIOS: (engine speed of 4,750 r.p.m.)

1st	14.06-1	28 m.p.h.
2nd	8.737	45 m.p.h.
3rd	5.91	66 m.p.h.
Top	4.66	84 m.p.h.
1st	12.968-1	30 m.p.h.
2nd	8.105	48 m.p.h.
3rd	5.91	66 m.p.h.
Top	4.66	84 m.p.h.

SHOULD TRIALS BE CHANGED?

Majority of Regular Competitors Not in Favour of Changing Present Regulations

IT is evident from the postcards received by AUTOSPORT that the majority of regular trials competitors are perfectly satisfied with trials car regulations at present in force. To the query "Are you satisfied with the present regulations?" 78 per cent of the postcards received stated an emphatic "Yes".

However, most drivers are of the opinion that cut or mutilated tyres should be banned altogether, and a number are dead against any move to permit locked, lockable, self-locking, limited spin or "tight" differentials.

In view of the results of this poll, it will be interesting to see how the drivers' own organization, the B.T.D.A., formulate the proposed changes to the R.A.C.



MEN AT WORK

No. 1

PIERO TARUFFI

TARUFFI is one of the few technicians who combine exceptional engineering skill with real G.P. driving ability. During 1952 he will be seen at the wheel of Ferrari formula and sports-cars, as a member of the official works team along with Ascari, Villolosi and Farina.



WELL HEELED, SIR! George Savage motors his TD rapidly round a marker in Test 4 of the Armagh M.C.'s Trial. He won the open car class.

clutch of Neilson's Alfa, understandably irked by so much dawdling, firmly and finally ceased to withdraw, and the *mot juste* came from an English spectator—"Are these events sponsored by the trade?"

MID-CHESHIRE GOODWOOD EXCURSION

THE Mid-Cheshire Car Club is running a coach to Goodwood for the 9-hour sports-car race in August. The coach will be leaving the Mid-Cheshire area early on Saturday morning and returning on Sunday morning.

The total cost of the journey will be only 25s., plus cost of admission to the course, and the Club will be pleased to allocate seats to Northern enthusiasts, whether Mid-Cheshire Car Club members or not, who

DOINGS IN THE DEMESNE

George Savage (TD M.G.) Wins Armagh Trial

GOSFORD DEMESNE, Markethill, was again the scene of motoring activity last Saturday, when the Armagh M.C. held a trial in the grounds. Starting at 2 p.m., it was of necessity a brief affair, for at 6 p.m. the Army was due to commence one of those intensive manoeuvres, beloved of officers who do not participate in them.

First test for the 15 starters comprised a 27 m.p.h. regularity section on a rough track round the demesne, and George Savage (TD) struck winning form right away, the best saloon being Arthur McAnerney's Sunbeam-Talbot. This was followed by a dicey double see-saw complete with Y-junction, where Jim Hyde (Dellow) rang the bell in the open class, and Monte Carlo competitor Brian McCaldin (Hillman Minx) was the fastest saloon driver.

Gosford Castle, built at a cost of some £250,000, is said to be the largest house in Ireland. Certainly the courtyard is more suited to the setting out of tests than the average backyard. Where Dean Swift once walked, George Savage motored, setting fastest time in the third test. Always at home in his A90 sports saloon, the imperturbable Bob Chambers made the tyres squeal as he registered the shortest time in the opposite class.

Test 4 consisted of two laps of the yard, Chambers tying with Derek Walker (Hillman Minx) in the saloon class, and Jim Hyde's Dellow being the fastest open car. Eric Rowland (Ford-M.G.) went off-course somewhat at the tightest bend, but enjoyed himself so much that he would have done a third lap, had officials not restrained him. Spectators watched, fascinated, as the exhaust of Jack Neilson's 1½-litre Alfa drooped lower and lower, and finally a loud clang announced that the expected break-away had occurred.

PROVISIONAL RESULTS

Open Car Class: 1, G. Savage (TD M.G.); 2, J. Clendinning (TC M.G.); 3, E. Rowland (Ford-M.G.).

Closed Car Class: 1, R. F. Sadlier (Hillman Minx); 2, B. McCaldin (Hillman Minx); 3, R. Chambers (Austin A90).



CLUTCH CRUELTY: Not a funeral, but a slow-driving test, featuring Jack Neilson at the wheel of his vintage Alfa Romeo. Shortly afterwards the clutch gave out.

About 50 yards had to be covered in the slowest possible time for the fifth test at the castle. Fortunately for the entrants, but unfortunately for their vehicles, clutch-slipping was allowed, and only sheer boredom prevented one or two from spending the entire night at it. Robin Sadlier (Hillman Minx) actually clocked over eight minutes, but John Peile's similar car quietly seized solid after a yard or two.

Army trucks began to rumble into the yard as competitors commenced the final test, a backwards and forwards wigglegoggle, with a "Le Mans" start. The markers being set very close together, a good deal of manoeuvring was called for, but Savage really showed how it should be done, edging his TD round with little movement of the wheel. The

for reasons of high cost or lack of time do not wish to book hotel accommodation in the Goodwood area.

Although the meeting is some time off, early application is advisable.

The organization is in the hands of Mr. H. Williamson, "Oak Lea", 26 King Street, Hartford, Northwich, Cheshire.

CHELTEMHAM SPEED TRIALS AT STAVERTON

A CLOSED Speed Trial will be held tomorrow, 29th March, by the Cheltenham M.C. over a U-shaped kilometre of the perimeter track at Staverton airfield. The event is open to racing-cars, sports- and super sports-cars and saloons, and begins at 1.30 p.m.

Unashamedly based on the Ferrari Mille Miglia body, the little Cooper-M.G. is almost perfectly proportioned.*

the unit to overheat; in point of fact, under normal road conditions the engine is, if anything, rather over-cooled.

Practically no modifications were required to the Cooper chassis, beyond the fitting of Mintex racing brake linings to the 2LS Lockheed system, and the employment of an ENV 4 to 1 rear axle. A 24-gallon fuel tank is housed in the tail, whilst a rear locker contains the spare wheel and provides a surprising amount of space for carrying odds and ends. As an added safety precaution, Cliff Davis has cleverly contrived padded knee rests in the

The 1½-LITRE COOPER-M.G.

Test Impressions of the 114 m.p.h. Two-seater Which Caused
Such a Sensation at the Opening Goodwood Meeting

OUT of Abingdon, by Surbiton, influenced by Modena, realized by Leonard and developed by Davis—that, in a nutshell, describes what is assuredly the fastest and most delightful, unsupercharged sports-car in Great Britain at the present time. Why this country does not reproduce this type of machine in mild quantity for the export market is something of a mystery. Here we have a lightweight vehicle of infinite charm, which, by its performance at the opening Goodwood meeting on 22nd March, proved beyond argument that it is more than a match for any car in its class.

Originally conceived by Lionel Leonard, the "Cooperari" is basically one of the standard Cooper sports chassis. Body work is unashamedly Ferrari Mille Miglia, with decidedly more handsome contours due to a lower build and altogether slimmer outline. The power-unit is TC/TD M.G. bored out to give almost 1,500 c.c., and fitted with a Stage 2 type of cylinder head incorporating several Leonard mods., KE 965 valves, Martlet pistons, large-bore S.U. carburetters and other aids to ultimate performance. The Leonard-Davis engine was the direct outcome of the extremely

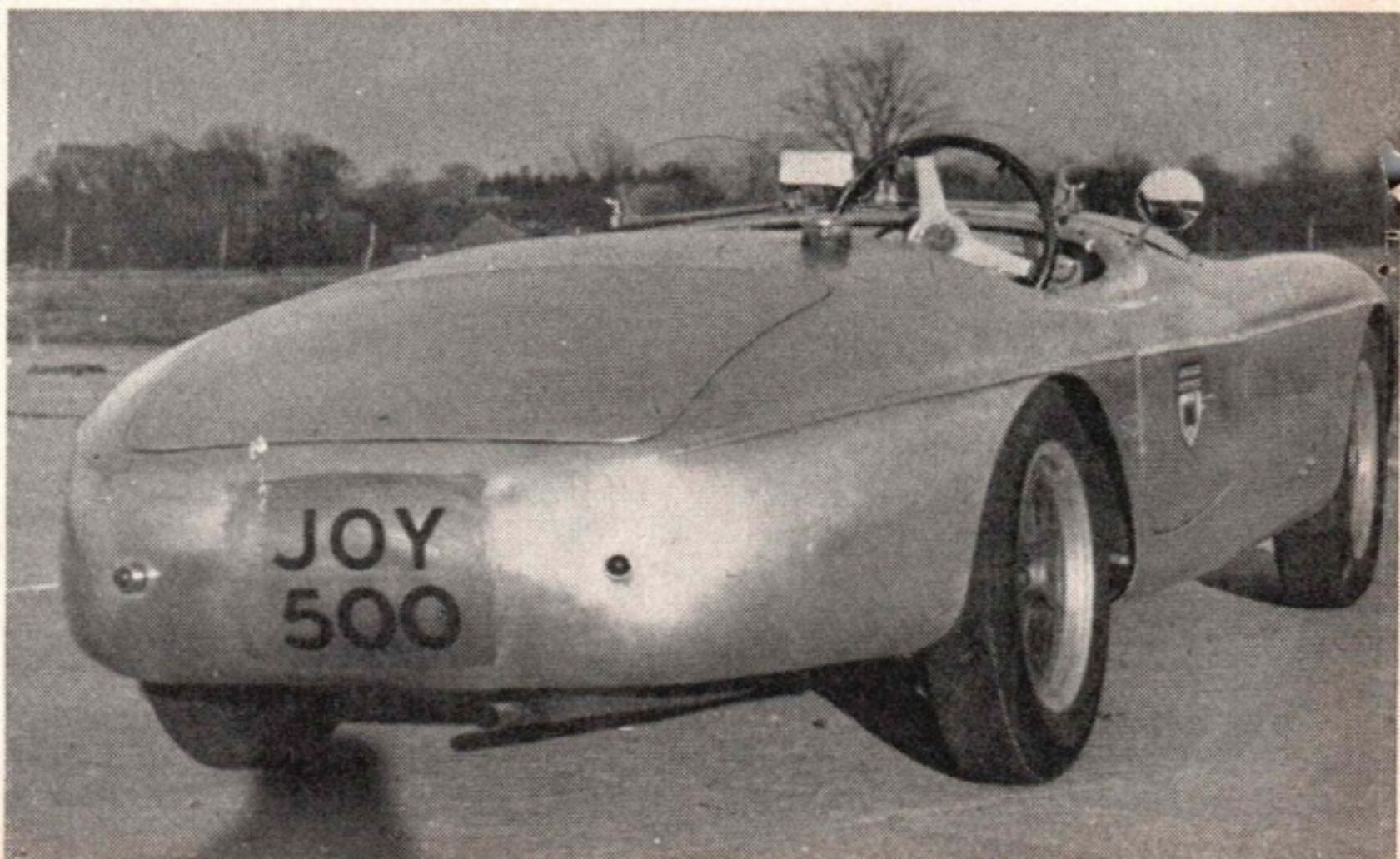
successful 1,250 c.c. TC unit assembled by George Phillips for his 1949/50 Le Mans two-seater. Indeed, the Cooper-M.G. had one of Phillips's engines installed in it last year.

Careful tuning and meticulous assembly has resulted in a 1½-litre, push-rod engine, developing approximately 85 b.h.p. at 5,800 r.p.m., with an 8 to 1 compression ratio, and running on Esso 80 octane fuel. It will run well over 6,000 r.p.m. without a suspicion of detonation or any sign of valve-bounce. Indeed, for a four-cylinder unit of such proved potency the M.G. possesses exceptional smoothness, allied to almost perfect traffic manners. No fan is fitted, but it is impossible to cause

driving compartment to prevent any tendency for the driver to slide about on the seat during a race.

Cliff generously offered his car to AUTOSPORT for the week-end before the Goodwood meeting, an offer which was accepted with alacrity. Several hundreds of miles were covered within the space of a couple of days, including acceleration and maximum speed tests, and finishing up with some fast circuits of Goodwood on members' practice day. During the period the car was in our hands it behaved impeccably. The engine never lost the sharp edge of its tune, and one was left with the impression that it would run for ever at near maximum r.p.m.

The neat tail contains a fairly commodious locker, carrying spare wheel, tools and so on.



With only the driver in the car, the handling of the Cooper-M.G. is beyond criticism. However, with a crew whose weight totals some 26 stone, there is evidence of slight oversteer characteristics, which may, or may not, be due to over-suppleness of the transverse leaf springs. At first, the brakes were disappointing and appeared to require more pedal pressure than one is normally accustomed to with hydraulics. After about 100 miles of fast road-work, the linings bedded down rapidly, and the system improved almost beyond belief. We learned that brand-new linings had just been fitted, ready for the opening of the racing season.

With two up, there was a slight suspicion that the clutch was not quite up to the power-output of the 1½-litre engine, as a certain amount of slip was experienced during rapid take-off from standstill. As this is the standard TD M.G. unit, it was obviously not designed to transmit over 80 b.h.p. Nevertheless, with only the driver at the wheel, there is no trace of slip whatsoever. Wheel-spin is strangely absent on the car, giving proof of good engine torque and excellent weight distribution. The road adhesion during rapid acceleration has to be tried to be

speed figures, and are also able to give the approximate maximum speeds in the gears as recorded on the revolution-counter, and worked out according to the Dunlop formula. The maximum will surprise all sports-car owners. Over a measured distance, and taking an average of four runs (two in each direction), the Cooper-M.G. recorded 112.8 m.p.h. The fastest run (slight following wind) worked out at 114.6 m.p.h.—with the r.p.m. indicator needle well past the "six thou" mark crossing the line.

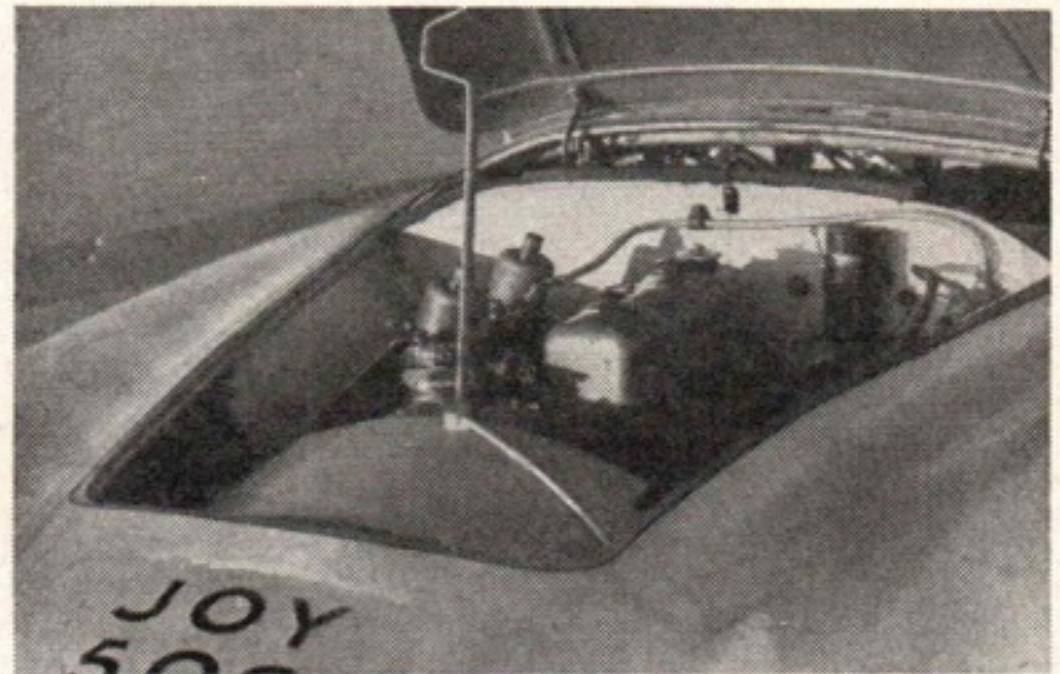
These figures will help to appreci-

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(Right) The M.G. engine is set well back in the frame; the bonnet lid is secured by quick-release screws.

(Below) . . . handling of the Cooper-M.G. is beyond criticism. It is seen here during some fast cornering on an East Anglian airfield circuit.

★



appreciated, and this undoubtedly contributes largely to the exceptional acceleration possessed by the car. Under very favourable weather conditions, with practically no wind, and on a dry concrete surface, a standing quarter-mile was accomplished in 18.25 secs., using all the gears. As no opportunity was available for checking the speedometer, it was decided to leave over figures which depend on the accuracy of the instrument until such times as it can be checked.

However we did obtain maximum

ate how Cliff Davis was able to lap the revised Goodwood circuit, which now includes a chicane, in a fraction under 1 min. 54 secs. (75.79 m.p.h.). The present sports-car record for the circuit stands to the credit of Oscar Moore and his XK 120 Jaguar-powered H.W.M. with 1 min. 53.2 secs. (76.73 m.p.h.)—3½ litres against 1½ litres.

The contributing factor to the remarkable performance of Cliff Davis's pretty little car is the excellent power-weight ratio. In full sports-car racing trim, with about

eight gallons of fuel in the tank, oil, water, spare wheel, battery, lamps, dynamo, starter, etc., the Cooper-M.G. scales just 11 cwt. 2 lb. This gives a starting line p.w.r. of over 150 b.h.p. per ton, which is roughly similar to a good J.A.P.-engined Cooper "500".

As we said at the beginning of this article, the type of car which is exemplified by the admirable Leonard-Davis machine would make a valuable contribution to our high-performance car exports in the highly specialized market for sports-racing cars. It is delightfully simple

in general conception and is just the kind of machine which would make an instant appeal to the type of owner who prefers a highly individual vehicle. G.

SPECIFICATION AND PERFORMANCE DATA

Engine: Four cylinders, o.h.v. (push-rod) M.G. 72 mm. x 90 mm. (1,467 c.c.), 85 b.h.p. at 5,800 r.p.m. with 8.3 to 1 c.r. and on Esso 80 Octane. Twin S.U. carburettors; single S.U. fuel pump. Lucas coil and distributor.

Transmission: M.G. 4-speed gearbox; ratios, 4, 5.54, 8.28 and 14 to 1. Borg and Beck clutch; Hardy Spicer open propeller shaft; ENV spiral-bevel rear axle.

Suspension: Independent to all wheels by transverse leaf springs and wishbones; Girling hydraulic telescopic dampers.

General: Lucas 12-volt electrical equipment; rack and pinion steering; 24-gallon rear fuel tank; Cooper integral-brake-drum alloy wheels; 15 x 500 Dunlop tyres; Lockheed 2LS hydraulic brakes with Mintex linings. Wheel-base, 7 ft. 1 in. Track, 4 ft. 1 in. Ground clearance, 5½ ins. Weight (Wet, as tested), 11 cwt. 2 lbs.

Performance: Maximum speeds in gears: 1st, 33 m.p.h.; 2nd, 55 m.p.h.; 3rd, 83 m.p.h.; 4th, 114.6 m.p.h. Mean maximum (average 4 runs, 2 in each direction), 112.8 m.p.h. Standing ¼-mile, 18.25 secs. Average, 4 runs, 2 in each direction, 19.8 secs.

Chassis Manufacturers: The Cooper Car Co. Ltd., Ewell Road, Surbiton, Surrey.

Correspondence

The Trials Regulations Question

WHILST I cannot at the moment claim to be a regular trials driver and so truthfully answer the questions you have asked with regard to the current regulations covering car specifications, I should like to make some observations on the present situation from a slightly different point of view.

The fact that I actually competed in 58 trials in three seasons does suggest that I have some knowledge of the post-war trials situation and I would say quite categorically that I gave up competing in trials largely because of the present regulations, and it is my contention that mine cannot be the only case.

I think you will agree that every major trial in 1951 had a smaller entry than in 1950 and that, by and large, trials entries are getting smaller whilst rally entries are getting bigger, and even get trials catering for a different type of car increased entries, e.g., the long distance M.C.C. events.

It seems to me that at present the whole trials organizing ability of Great Britain is concentrated on providing sport for a few dozen individuals who make up the regular trials competitors. There are perhaps fifty competitors who might be termed "regular" and possibly another hundred or two who might be termed "casual" and I should point out that even major trials like the "Gloucester" never exceed an entry of 100 and in fact the latter received 84 last year.

We are informed that the R.A.C. issued some 8,000 Competition Licences in 1951 and, assuming that a third of these were racing competitors, that still leaves some 5,300 licences to be spread over the rest of motor sport. In my opinion very many of these drivers are potential trials drivers who would be only too happy to "have a go" if the regulations or the course made it possible for them to run a more normal motor-car with a reasonable chance of success, or at least of finishing with the car more or less in one piece.

Frankly, I cannot see why the whole trials world should be kept to an exclusive little group who number far less than the number of officials who, throughout the season turn out every week-end to provide the sport, of which much of the organizing expense must be subsidized from club funds, which in turn are built up of the subscriptions of the ordinary club member who cannot, and will not, risk a respectable motor-car in some of the freak events which are now being put on.

I think that there is one point which needs to be clarified in everybody's mind. There has been a great deal of talk about the necessity for a change, but nobody is really clear as to where it started or who it is who wants the change. I am informed by certain competitors with whom I have spoken that a 'phone call to the R.A.C. produces the answer "the B.T.D.A. want a change", whilst a 'phone call to the Secretary of the B.T.D.A. brings a reply of "the R.A.C. want a change". May we please have the truth; is it the R.A.C., or the Home Office, or the B.T.D.A., or the Present Competitor, or the Would-be Competitor, or the Club Officials who have to find these freak courses?

Undoubtedly something should be done to put at rest the minds of present and would-be competitors and I would certainly like to see the Sport spread to the extent that everybody can enjoy trials if he (or she) wants to, without the necessity of having to build, garage and maintain a special motor-car for the express purpose of driving in a freak event in which only an "agricultural implement" has any hope of surviving.

LONDON, W.3.

F. DENNIS DENT.

Experience of the 1938 Fiat "1,100" Required

I own a 1937 Lancia Aprilia which I find rather expensive to maintain. I have the opportunity to acquire a 1938 1,100 c.c. Fiat saloon, a car of which I know nothing. Can any reader please supply any particulars of performance figures, petrol consumption, road holding, etc., so that I could compare it with my present car?

R. A. LITTLE.

"CÔTILS", HASLEMERE, SURREY.

Steyr Information Sought

I HAVE contemplated buying a Steyr motor-car, but know nothing of the makers, nor am I acquainted with anybody who has experience of the marque. The car is a Type 30, and I am wondering if anyone can offer information, such as year of manufacture, reputation and availability of spares in this country.

I append particulars, taken from the dash-plate: Type 30, 8/40 h.p. 70 mm. bore x 90 mm. stroke, six-cylinders, 2,065 c.c. Chassis No. 302061. Engine No. 302061. Reg. No. GGN487.

MICHAEL L. H. PAGE,
LIEUT. (E.) R.N.

ROYAL NAVAL ENGINEERING COLLEGE, "MANSDON", PLYMOUTH.

The Curragh Mix-up, 1949

RE the article "The Alta Story", published in the 21st March issue of the AUTOSPORT, I should like to point out that the paragraph referring to the Walker-Salvadori-Watson mix-up in the Wakefield Trophy Race at Curragh is misleading, giving the impression that Salvadori's Maserati rammed the Alta. The facts are as follows:—

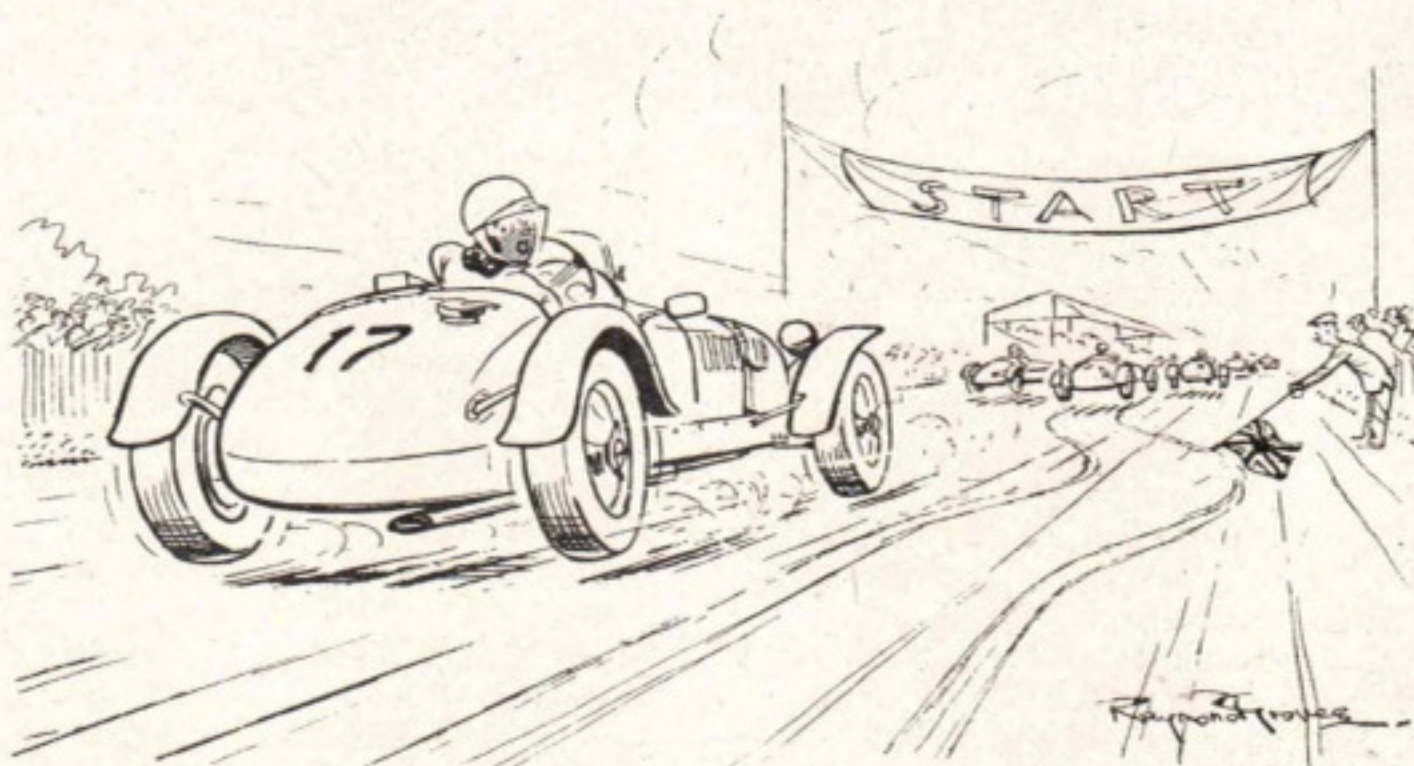
The race started in heavy rain. Peter Walker (E-Type E.R.A.), who took the lead immediately after the start, approached Kildare hairpin bend too fast. Realizing this, he did not attempt to take the corner but overshot. Salvadori, seeing his plight, braked earlier and was in a position to take the corner when Gordon Watson's Alta arrived at a terrific speed and ran straight into the rear of Salvadori's Maserati. This collision exploded the Maserati petrol tank, the whole car being a mass of flames in a few seconds. The fire must then have attacked the Lockheed pipe lines as Salvadori found the brakes useless, and seeing no future in this, he jumped out of the car at speed. The car then hit a bank at the side of the road and was completely burned out. Meanwhile, Gordon Watson's Alta, also on fire and out of control, collided with Walker's E.R.A. Fortunately, the fire which threatened both these cars was quickly extinguished.

Obviously, as recorded versions of this or similar happenings should be accurate, I thought this information should be given and corrected.

W. J. MANSFIELD.

LONDON, N.17.

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



News from the Clubs

SCOTTISH RILEY TEAM TRIAL

IAN BENNIE, trials convener of the Riley M.C.'s Scottish Lowland Centre, figured out five excellent diversions for the club's team trial on 16th March, and it was a pity that the entry was not as large as it could have been. However, Craigend Castle car park made an excellent spot for the tests and the inhabitants of Milngavie, as well as the club members and their friends were treated to some nice displays of plain and fancy motoring.

W. Dennison (Riley) was the day's best performer, giving top-notch displays in two of the tests, but A. Mould (Riley) wasn't far behind and he also made B.T.D. in two tests. The fifth test fell to another Riley exponent, Dennis Francis, but Ray Falconer, the club's hard working secretary, was attending to business as usual and got himself on to the prize list.

The day's best incident did not fall to the Riley marque but to Tom Knight's little "Chummy" Austin Special. Not in the list of competitors, it was a case of anything a Riley can do I can do better—in a spirit of good clean fun, of course—but it just so happened that it wasn't Tom's day. And while he and Ian Welch, to say nothing of the dog, were having a go, spectators were surprised to see Tom and the dog go flying into the air while the little Austin played "Roll over, like a good doggie!" Ian was pinned beneath the car but no casualties were reported except that the odd dent will have our bold Knight panel beating instead of breast plate beating.

One, two and three on the results sheet were Riley owners, W. Dennison (2445), A. Mould (2461) and Ray Falconer (2628).

NEW STYLE MOSS TROPHY TRIAL

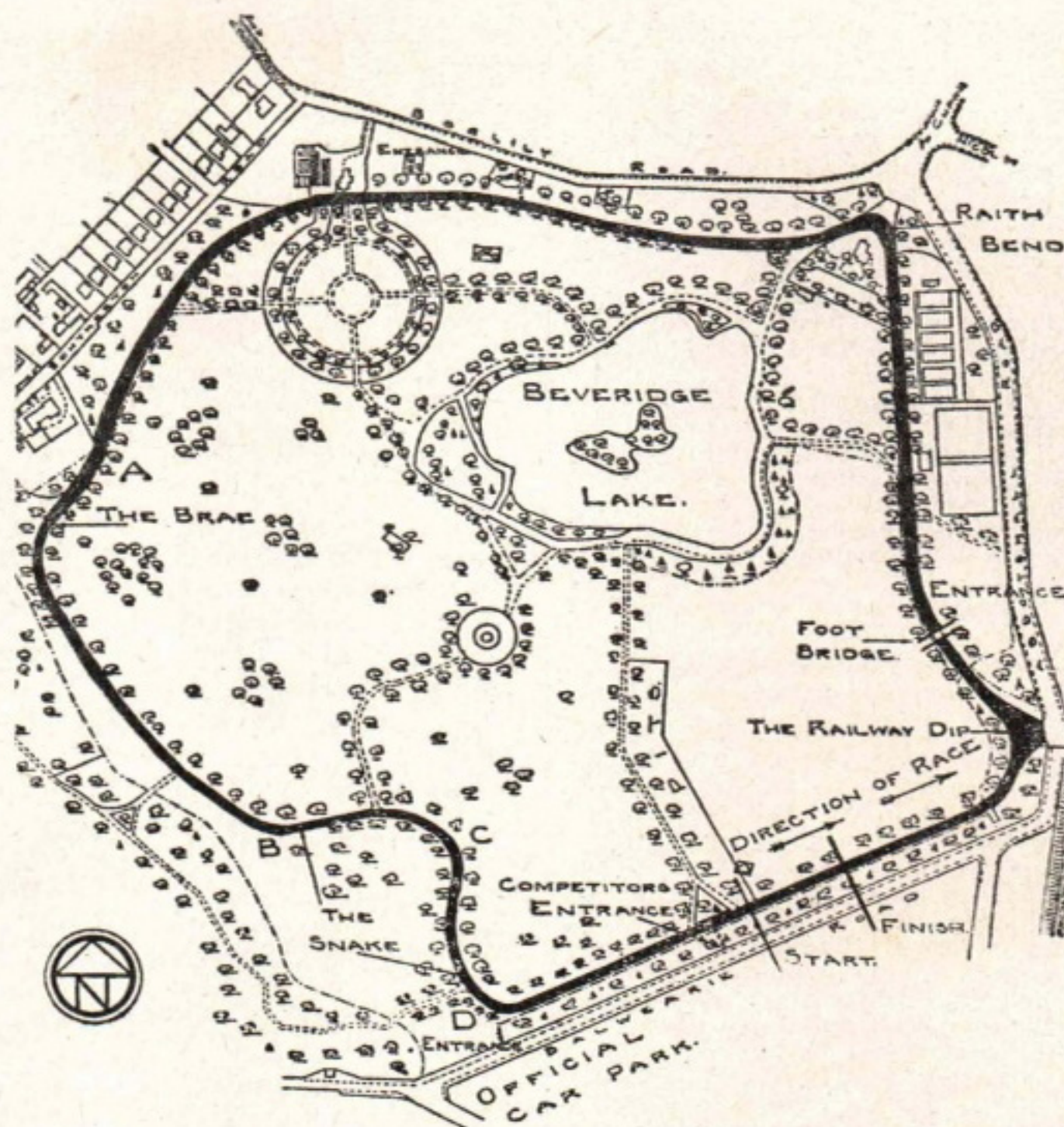
THE Harrow Car Club's Moss Trophy Trial on 16th March was run off in a form entirely different to that of previous years. It incorporated two reliability runs, the first at a set average of 25 m.p.h., the second with sealed speedometers, the shortest possible distance having to be covered. This brought competitors to an aerodrome, where driving and special tests were carried out, and the eventual winner proved to be P. Linney in a 1½-litre H.R.G., with Stanley Tett (A40 Austin) the runner-up. Full results herewith:—

Moss Trophy. P. Linney (1,500 c.c. H.R.G.).

Cullen Cup: S. G. E. Tett (Austin).

First Class Awards: C. Audrey (Riley); F. Allott (H.R.G.).

Second Class Awards: F. Tricklebank (Morris); G. C. Bishop (Riley).



SCOTTISH HALF-LITRE CIRCUIT: Beveridge Park, Kirkcaldy, where the Scottish M.R.C. and the R.S.A.C. will jointly organize an invitation 500 c.c. race meeting on 26th April. The course is used for motor-cycle racing in an anti-clockwise direction as shown, but the cars will race clockwise. (Map reproduced from "The Motor World".)

A RENAULT CLUB

A CLUB has been formed for all Renault car owners, and especially those owning 750 and 760 models. New members will be welcomed; full details can be obtained from the Hon. Secretary, Renault Owners' Club, Norman H. Atkinson, of 7 Belle Vue, Hill Rise, Greenford, Middlesex.

The Club aims to provide many items of interest to Renault motorists as well as an attractive social calendar. Entrance fee is 10s. 6d., and subscription fee 10s. 6d. per annum.

PLYMOUTH "ANON" TROPHY

WELL known in motor-cycling circles, Bob Harris and C. M. Ray, driving specials, were among the competitors in the Plymouth Motor Club's 11th Annual "Anon" Trophy Trial, 16th March, which started from Wrangaton. Forder, the first hill, failed E. Ellis and G. Edwards. Coarswell was deemed unfit after inspection by the Stewards on Sunday morning, so Bondman was the next observed section, a large gallery of spectators cheering on some remarkable attempts. R. Hartnoll made a valiant effort, but had the bad luck to strike the gate-post. B. Harris and A. B. Napper, however, rocketed to the top bringing to nine the total of clean climbs on this formidable hill.

After the lunch break at Loddiswell,

the trial continued to Bridle Path, which took a further toll of failures. The getaway at Alston Wash was surprisingly difficult and there was much wheelspin on the greasy corner. Snails Castle was easier than usual, and four only of the entry failed. B. Harris and A. B. Napper were the only competitors to complete the course without loss of marks, the winner being decided in the special tests.

RESULTS

Anon Trophy and Souvenir: B. Harris (1,172 Ford Special), 50 marks gained. Special test time 32.2 secs.

Runner-up: A. B. Napper (1,172 Ford Special), 50 marks gained. Special test time 36.1 secs.

First Class Award: E. R. Jauncey (Marden Special), 45 marks gained.

HALF-LITRE BUFFET DANCE

FOLLOWING the London Trophy Formula 3 race at Brands Hatch on Easter Monday, the Half-Litre Club will hold a Buffet Dance for members and friends in the evening, at the Greenway Country Club, near West Malling. An informal Dinner takes place at 7 p.m., followed by dancing from 8 p.m. to 1 a.m., with prize distribution at 11.30 p.m. Tickets can be obtained from Ken Carter, 100 Station Road, Sidcup, Kent.

News from the Clubs—continued

S.W. B.A.R.C. HILL-CLIMB

THE South Western Centre of the B.A.R.C. are staging a Speed Hill-climb at Brunton, near Ludgershall, on 6th April, this event replacing the Goodwood Speed Trials originally booked for this date. The Brunton climb is open to members of the B.A.R.C. and invited clubs, and there are classes for open and closed cars sub-divided into capacity classes, and non-standard blown and un-blown cars conforming to R.A.C. trials and rally regulations. The hill is approximately one-third of a mile in length, of good metalled surface.

Entries, at one guinea per car, should reach the Secretary of the Meeting, G. Holland, by Wednesday, 2nd April. His address is 98 Stockbridge Road, Winchester.

WIRRAL 100 SPRINTS AT RHYDYMWYN

TOMORROW'S Wirral 100 M.C. Sprint meeting on the twisty half-mile course at Rhydymwyn has attracted an excellent entry of 34, with probably a few more to come. Amongst the runners are record-holder Alan Rogers, the Reece cousins Jack and Peter, C. A. N. May, Lady Mary Grosvenor, D. Truman, Arnold Pownall and Basil Davenport with his immortal "Spider".

The course is three miles from Mold, on the Mold-Denbigh road, and the meeting begins at 1 p.m.

CHESTER M.C.'s BARTLEY TROPHY TRIAL

THE Chester Motor Club is holding its Bartley Trophy Trial on 6th April, over a course in North Wales which includes many hills entirely new to trials drivers.

The event is open by invitation to members of the Crewe and S. Cheshire, Lincs and Cheshire, Lincs A.C., Liverpool, Sheffield and Hallamshire, Mid-Cheshire and Wirral 100 Clubs. The start will be at 11 a.m., from Kaye's Garage, Gwersyllt, near Wrexham, and the trial finishes at the Liver Inn, Rhydiallog.

"750" CLUB, N.W. CENTRE

A NEW Centre of the 750 M.C. has recently been formed in the North-West, where there are a great many enthusiasts for this type of car. R. Pilgrim, of 17 Marland Avenue, Cheadle Hulme, Cheshire, is the Secretary and members meet regularly on the last Friday of each month at the Pelican Hotel, Sale, Cheshire. Next "date" is 28th March, i.e., tonight.

The new Centre plans to enter a team for the 6-Hours Relay Race at Silverstone in August.

A.C.O.C. NOVICES' POINT-TO-POINT

THE A.C. Owners' Club's second annual Novices' Point-to-Point will take place on Sunday, 25th May. It is open to anyone, club member or not, who has not already competed in more than one map-reading event, and who failed to secure honourable mention in

that. This eligibility also applies to all members of crews.

Start and finish will be the Chase Hotel, Ingatestone, Essex (on A12), and the route, covering about 40-50 miles of good road, will involve no gumboots, torches, climbing-irons, compasses or other complications. The organizers have in fact, aimed at providing a simple navigational exercise combined with a pleasant afternoon's motoring.

Starting time will be about 1.30 p.m.; the entry fee is 7s. 6d., and the map required is the Ordnance Survey 1 in. National Grid Sheet No. 161. Lunches and teas can be arranged. Entry forms, etc., from: N. L. Drew, 54 London Road, Brentwood, Essex.

ALLARD O.C. A.G.M.

THE Annual General Meeting of the Allard Owners' Club was held on Wednesday, 12th March, at the "Masons Arms", Maddox Street, W.1, under the Chairmanship of Sydney Allard.

The following officials were elected for 1952:—

Chairman and Treasurer: S. H. Allard.

Secretary: J. H. Appleton.

SECOND TIME SUCCESSFUL

THE MAIDSTONE AND MID-KENT CLUB'S NIGHT NAVIGATION TRIAL

DISAPPOINTED when their first attempt at organizing a night navigation trial two years ago was not exactly a success, Maidstone and Mid-Kent M.C. tried again on the night of 15th/16th March, and they did not stop worrying until the first few competitors returned to base in the early hours of the morning.

Then it was clear that—thanks to tip-top organization—the trial was a great success and will probably mean that such trials will become regular events in Mid-Kent.

The start and finish were at the Swan Hotel, Charing (six miles from Ashford), and there were 36 competitors. There were 10 check points and they varied from a small bivouac in the middle of four acres of gorse and scrub to a well built canvas lean-to in a dip at the top of a miniature mud precipice. The latter was complete with blazing log fire and portable wireless neither of which could be seen or heard from the road. Several of the competitors confessed later that this particular check point had been pin-pointed more accurately by the smell of frying sausages wafted downwind than by the usual six figure map reference!

The use of decoys was not overdone and the general attitude of the marshals went a long way to ensuring the success of the event. One competitor, who arrived back at "The Swan" with a completed route card, was heard to mumble, "Can't understand these marshals—they're all so — cheerful!"

All the check-points were within a nine-miles radius of Doddington, the total length of the course was about 80 miles, and sheet 172 of the O.S. map was required. Several competitors provided their own "aids to navigation" with large scale maps and squares of accurately marked mica.

Press Representative: F. Dennis Dent.

Committee: F. C. Cyprien, A. G. Imhof, J. Lockyer, S. T. H. Lush, Dr. A. McCarthy, J. Reynolds, F. Rogers, A. E. Rumfitt.

The many visitors included Jack Reiss, Chairman of the Northern Centre, which was recently inaugurated.

Amongst the many events which are planned for 1952 are two Gymkhanas and an air-trip to Le Mans, about which information will be published shortly.

LEICESTERSHIRE LARKS

"HUNTING the Beetle" would appear to be a combination of treasure hunt and beetle drive, but, be that as it may, it is the title of an event which has been arranged for Leics C.C. members by Roy Ingham for this Sunday, 30th March. There are certain essentials for the full enjoyment of the run, these being an Ordnance Survey map of Leicestershire, a tube of glue and a pair of scissors. The start is at Lee Street Car Park at 2.30 p.m.

A special section on the concrete circuit of Detling airfield, which would have settled any argument in the event of a tie, was well served by an Austin Seven trials special provided by Secretary Harry Fuller. It was to have been a full conversion job but was only half completed when something else turned up! However, everything worked and many competitors successfully negotiated a long line of empty oil drums.

Secretary Fuller toured the check points during the night and returned shortly before 4 a.m. to find that some of the entrants had returned. They were unable to enter the hotel because the place was locked up and the manager had also been touring the course with Mr. Fuller.

Those who finished early missed the fog which made the road surface damp and which turned to heavy rain soon after dawn.

Breakfast was greatly appreciated and the first results were announced at 7.45 a.m. From these it was clear that, in Kent at least, the humble "eight" could do just as well in a night navigation trial as the bigger motors.

There were no untoward incidents and no serious grumbles; in fact the bouquets came rolling in—even at four o'clock in the morning!

Winner of the cup awarded for the best performance was J. I. Bremner (Lancia Aprilia) who dropped only nine points. His crew-members were R. D. Kingdon and J. G. Hedley.

A tankard for the next best performance went to L. J. Stretton in his faithful Alvis 12/50 (SS3382) who dropped 74 points. Another tankard for third best went to J. Pocock of Maidstone (80 points) and a consolation prize went to R. S. Howard (Consul) who dropped 87 points.

MIDLANDS RALLY TO SCARBOROUGH

THE Pathfinders and Derby M.C. have now issued regulations for their Midlands-Scarborough Rally, due to take place on Friday and Saturday, 25th/26th April. Clubs invited to compete in this Rally are the County C.C. (Derbyshire Sports - Cars), Grimsby M.C., Leics. C.C., M.C.C., Nottingham S.C.C., Scarborough and District M.C. and the Shenstone and District C.C.

Any type of vehicle complying with R.A.C. Regs. for Trials and Rallies will be eligible, and there are separate awards for standard cars and "specials". The Rally starts from the Markeaton Hotel, Allestree Lane, Derby, first competitor leaving at 10.01 p.m. on Friday evening. The course will be between 300 and 400 miles in length, over non-damaging roads, finishing at Scarborough, where final tests will be held in the Albert Road. The week-end concludes with a *Concours d'Elegance* on the Marine Drive on Sunday.

Entries close on Wednesday, 9th April, and should be sent to the Secretary of the Rally, J. A. Leyland, at 15, Eastwood Drive, Littleover, Derby.

BOULEY BAY "INTERNATIONAL"

REGULATIONS for the Jersey M.C. and L.C.C.'s Bouley Bay International hill-climb on 24th July have been issued well in advance to enable competitors to secure accommodation on the Island. The popularity of Jersey as a holiday resort has resulted in many hotels being fully booked up for the season already, and intending participants are advised to get accommodation fixed up as soon as possible.

Bouley Bay awards include £100 and a Trophy for B.T.D., £50 and £25 for second and third, and £10 for each class win. Entry forms and all communications relating to the event should be addressed to the General Secretary, H. W. Rawnsley-Gurd, Lyndhurst, Raleigh Avenue, St. Helier, Jersey.

MID-CHESHIRE'S SPRING TRIAL

THE Spring Sporting Trial run by the Mid-Cheshire C.C. on 16th March was won by Bill Underwood's Ford Special, with Edgar Wadsworth's blown special the runner-up. The following are the provisional results:

Best Performance: W. Underwood (Underwood); 2, E. B. Wadsworth (Ford Spl. S); 3, J. Raynor (Ford Spl. S); 4, H. D. Pritchard (Ford Spl.).

1,500 c.c. U/s.: 1, W. Underwood; 2, H. D. Pritchard.

1,500 c.c. S: 1, E. B. Wadsworth; 2, J. Raynor.

CASTLE COMBE ON 12th APRIL

THE Bristol M.C. and L.C.C. have issued Regulations for their Race Meeting at Castle Combe on Saturday, 12th April. The programme will comprise six races, of which four are for sports-cars, one for Formula 3 cars (in 6-lap heats and a 10-lap final), and one a Relay Team Race.

Clubs invited to compete are the Bugatti O.C., Half-Titre Club, Hants and Berks M.C., Vintage S.C.C., and West Hants and Dorset C.C. Entries



VINTAGE GALLANT: D. M. Davis's Invicta on Chorley Farm Hill during last Sunday's Chilterns Trial of the M.G.C.C. (S.E. Centra). He was dogged by bad luck, suffering a puncture, then hitting a stump and bending the front axle.

must reach the Secretary of the Meeting, E. Storey, by 31st March. His address is 21 St. Oswald's Road, Bristol 6 (Tel.: 36529).

LEICS. C.C.'s BROWETT TROPHY TRIAL

THE Browett Trophy trial was run on 16th March, 1952, over a sporting course, with a small but enthusiastic entry of "specials".

Ken Towle, the Honorary Comp. Secretary, found over a dozen sections, several of which were new, and most of which were good and "sticky". Smeeton, where the route lay through a pond, proved to be the worst, with no competitor getting by without loss of marks.

Provisional results were announced as follows:—

Browett Trophy & Replica: O. F. Williams (Dellow S).

1st Class Award: H. H. Mayes (Mayes Spl.).

2nd Class Award: H. F. Chambers (Dellow).

Novice Award: W. E. Wykes (Dellow S).

SUNBAC EVENING FROLIC

A two- to three-hour night navigation run is planned by Sunbac on 4th April. Following a Noggin and Natter at the Lyttleton Arms, near Hagley, competitors will set off at 9 p.m., armed with O.S. map, torch and so on, into the night. What lies before them is not revealed, but survivors return to the Lyttleton for supper between 11 p.m. and midnight.

Details will shortly be available on the second Sunbac Rally to Weston-super-Mare, which takes place on 4th May. Specials, saloons, sports-cars and motor-cycles will hobnob together on this outing, which features a *Concours*, a Queen of the Rally competition,

and tea with the Mayor in the Town Hall.

NORTH MIDLAND A.G.M.

ON 17th March, the North Midland M.C. held their Annual General Meeting at the Devonshire Arms Hotel, Baslow.

The following Officers and members of the Committee were elected:—

Chairman: J. H. Hudson.

Vice-Chairman: J. W. Fleetwood.

Treasurer: E. C. Hamlyn.

Trials Secretary: T. C. Harrison.

General Secretary: L. H. Rew.

Assistant General Secretary: R. Costigan.

Captain: R. F. Beasley.

Equipment Officer: P. Chapman.

Chairman Social Committee: K. A. Scales.

Press Secretary: Mrs. M. Parker.

Committee: D. J. A. Parker, E. Hodgson, R. Kirby and P. Maine.

VERSATILITY TRIAL

ONCE again the Versatility Trial, joint effort of the Hants and Berks and the Bristol Clubs, comes round, its second running taking place on 26th April. Open to sports and touring cars and designed as a one-day test of driver and car versatility, the event is open to members of the two organizing bodies and to the Cheltenham, London, 750, Sunbac, Vintage and West Hants and Dorset Clubs. Best performer wins the Birkett Trophy and a special award.

Entry closing date is 19th April, and the Secretary of the meeting is Douglas Johns, of 48 Reading Road, Woodley, Reading, Berks.

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

ARTHUR MALLOCK WINS HARTWELL CUP

A "Special" Wins the Second "Jesty Experiment"

FOR some years past the Hartwell Cup Trial, organized by the West Hants and Dorset C.C., has been held in West Dorset and has been a fairly difficult one for the ordinary car, but a walk-over for the special. To restore the balance between the types, a method of taking into account the weight distribution of the car was first tried last year and became known as the Jesty Experiment. It was perfectly simple: marks were awarded in the usual way but they were then multiplied by the weight on the front wheels and divided by that on the back. The result was an overwhelming win for the normal car, because several succeeded in climbing all the hills, as did the "specials", but the latter were then pushed right out of it when the formula was applied.

This year it did not work out that way at all. In the first place A. M. R. Mallock (1,081 c.c. Austin Spl.) added two cwt. of metal ballast to the front of his car and thus obtained nearly fifty-fifty weight distribution at the expense of some increase in total weight. In the second place, a new route in the Purbeck Hills was tried which consisted largely of grass hills on chalk. It rained and very few competitors could climb them with normal cars, whereas Arthur Mallock climbed all seven and so gained 70 marks. Application of the formula reduced this slightly to 67.9. The next best competitors gained 50 marks by climbing five hills. These were: D. C. E. Johns (Austin A90), G. N. Dear (Ford 10 saloon), and A. Saunders (Hillman Spl.). The latter had made no attempt to alter the rear concentration of weight, so that the figures, after applying the formula, were: 50.5; 50; and 31; respectively.

The first hill, Blashenwell, near Corfe Castle, was a very long one rising out of

a farmyard. It looked very rough because since the Club had surveyed it the farmer had put down several loads of rough stones, and given it a somewhat formidable appearance. It was divided into two sections and had to be tackled twice. The first time round the first section gave little trouble, the second failing about half the entry. On the next time round rain had made the second section so difficult that that part of the hill was deleted. Section Two, Cucknowle, caused only four failures out of the 33 starters, though P. G. Cooper (Ford Spl.) was unlucky in shearing an axle shaft key.

The next two hills, Sledmere I and Sledmere II, were straight chalk climbs which caused many failures in the rain. Johns (who, incidentally, had spent the previous night in the A.C. Owners' Club Night Trial and had thus had no sleep) and G. N. Dear were both excellent on the first, but failed on the second. A. Saunders with the Hillman Special was the only driver, other than Mallock, to climb Sledmere II, but failing on the first part through lifting his foot at the wrong moment, lost the advantage that would have gained him.

The last hill, Afflington, would have been quite simple on a dry day. In the rain, only Mallock even looked like climbing it, and thereby consolidated his lead.

The event finished at the Grosvenor Hotel, Swanage, where the provisional results were announced within 15 minutes of the end of the trial. Although the new route was rather rougher than the Club had intended it to be, the only competitor to suffer real damage was John Jesty himself. His Riley holed its petrol tank, and the loss of so much petrol at 4s. 3d. a gallon was quite heart-rending.



PROVISIONAL RESULTS

Hartwell Cup, Best Performance of the Day: A. M. R. Mallock (1,081 Austin Spl.), 70 marks gross, 67.9 nett.

Merchant Cup, Best Performance in opposite Class: D. C. E. Johns (2,660 Austin), 50 marks gross, 50.5 nett.

Other Award Winners: G. N. Dear (1,172 Ford), 50 gross, 50 nett; G. W. Cottle (Lancia), 40 gross, 44 nett; H. R. Jesty (1,265 Hillman), 40 gross, 44 nett; Lt.-Col. O'Hara Moore (1,971 Bristol), 40 marks gross, 42 nett; F. Downs (Sunbeam-Talbot 90), 40 marks gross, 39.6 nett; G. C. Langdon (Sunbeam-Talbot 90), 40 marks gross, 39.4 nett.

SNETTERTON RACE MEETING

AN extensive programme of races is planned by the Aston Martin O.C. for their race meeting at Snetterton airfield on 3rd May.

There will be 10-lap races for *Formule libre* and Formula 2 cars, with a first prize of £50 in each; a sports-car event in 5-lap heats and a 5-lap final, for which the winner gets £25; and a 5-lap race for Aston Martins with another £25 for first place.

For the sports-car race, handicapping will be accomplished by chicanes of varying severity, a system devised pre-war by the Junior Car Club for their very successful International Trophy races at Brooklands.

Clubs invited to compete will include the Bentley D.C., B.A.R.C., C.U.A.C., W.E.C.C., M.G. and M.C.C. Closing date for entries is 21st April. Secretary of the Meeting is Tom Stewart, and his address: 98 Hillfield Court, Belsize Avenue, London, N.W.3.

A.C.O.C. NIGHT TRIAL

Provisional Results

Winner: W. S. Cave (Navigator D. L. Coats), Chiltern C.C. (Standard Vanguard), 21 marks lost.

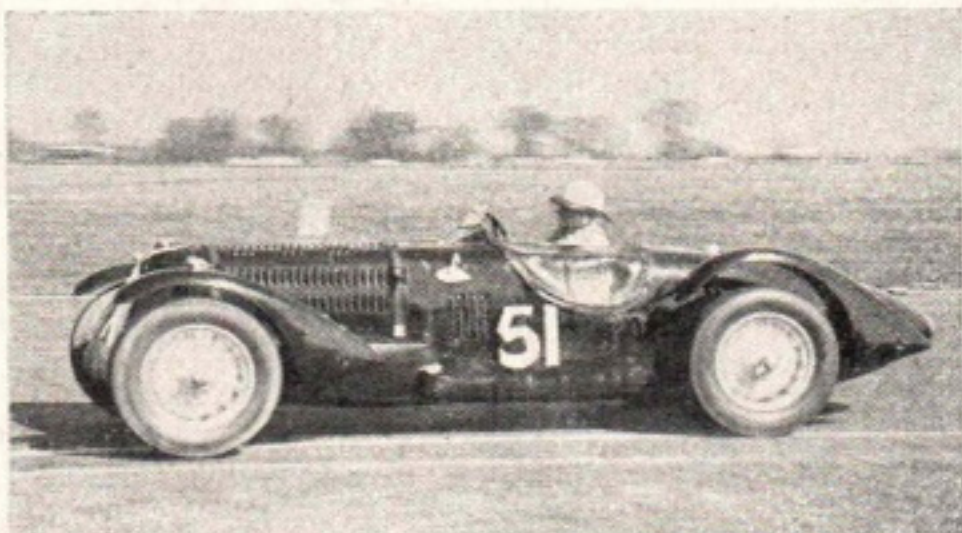
1st Class Awards: H. B. Cundall, H. and B. (Riley 9), 33 marks lost; P. J. Haffenden, N.L.E.C.C. (Morris), 40; J. A. Higginson, H. and B. (Standard 14), 43; R. P. N. Stark, H. and B. (Vauxhall Velox), 47.

2nd Class Awards: J. R. Kynaston, N.L.E.C.C. (Austin A40), 62 marks lost; S. E. Salmon, A.C.O.C. (A.C.), 66 (and Buckland Trophy for best A.C.O.C. member driving an A.C.); P. A. Bartlett, H.C.A. and A.C. (2½-litre Riley), 69; J. R. L. Barrett, H. and B. (Jowett Javelin), 71; W. H. Barber, H. and B. (Volkswagen), 72; M. E. Nixon, H.C.A. and A.C. (Railton), 77; K. E. Westover, H.C.A. and A.C. (Morris Minor), 94; R. G. Henderson, A.C.O.C. (A.C.), 96. (Full report to be published next week.)

ANOTHER SOUTHERN SUCCESS

GODFREY IMHOF (1,250 Imhof S) won last Sunday's M.G.C.C. (N.W. Centre) Cockshoot Trial, held in the North Wales area. Full results of this "classic" will be published in next week's issue.

1 in 1: Ken Bailey's Bailey on "The Rise" during the M.G.C.C. (N.W. Centre) Cockshoot Trial last week-end.

FOR SALE

Major Guy Gale is offering his well-known 4-litre Lago Special TALBOT-DARRACQ for sale.

This car is the holder of the course record at Bo'ness (40.5 sec. old course), Syston sports-car record, and has held the sports-car record at Shelsley Walsh, 42.21 sec., from 1939-51.

Brooklands lap speed, 129.36 m.p.h.

Standing kilometre, Brighton, 30 sec.

Standing quarter-mile, 15.98 sec.

Successes are too numerous to mention (see *Motor Sport*, June, 1951). Road equipped with full windscreens, two up, 0-60 m.p.h., 9.5. sec.: 0-100 m.p.h., 21 sec. Speed on present axles, 118 m.p.h. Ready for 1952. season. Apply to:

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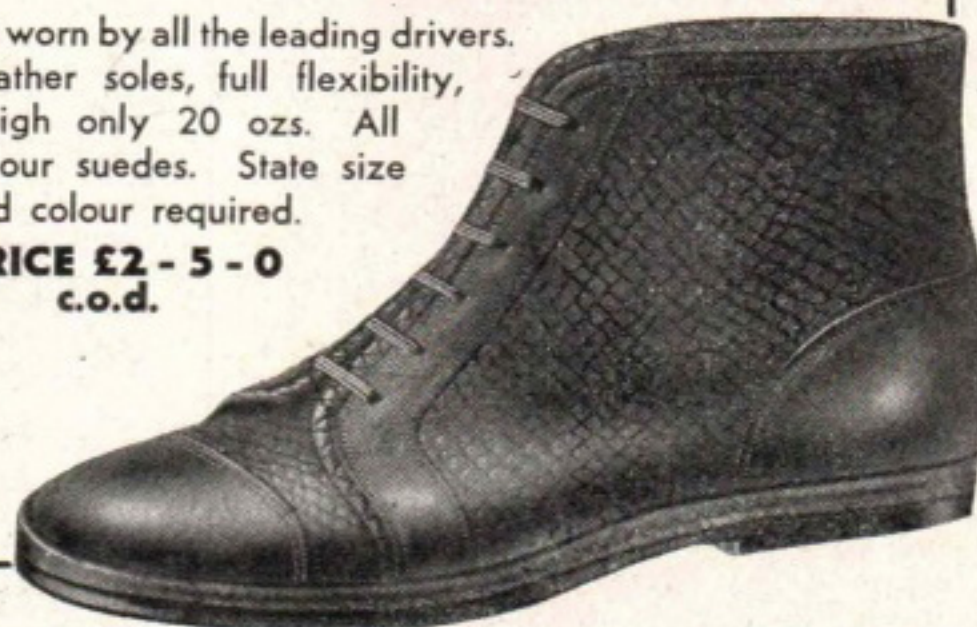
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News from the Clubs—contd.

**NORTHAMPTON & DIST. C.C.'s
FIRST ANNUAL DINNER**

THE remarkable growth of the Northampton and District C.C. in the one year of its existence drew comments from Reg Parnell, Club Secretary B. J. Thorne and the Mayor of Northampton, Cllr. Frank Lee, at the Club's first annual dinner, held at Overstone on 14th March. Twelve months ago the Club was formed by less than a dozen enthusiasts, yet membership now stands at 283.

Speaking on the subject of the B.R.M., Reg Parnell said that while, theoretically, the car is a world-beater, he "could not stand another season waiting for it to run." P. A. Thornton, proposing the toast to "Motor-Sport", called it "the sport of the wealthy enjoyed by the poor". In his reply, John Bolster observed that the value of club life to the sport as a whole could not be over-estimated.

1952 V.C.C. EVENTS

THE Veteran Car Club's programme of events this year includes the following:—

12th April. Rally to Esso House, Abingdon, and Driving Tests.

26th April. Rally to Metropolitan Police Motor Driving School, Hendon, and Driving Tests.

24th May. Rally to Sheringham, Norfolk.

31st May. Rally to Stourbridge, and Driving Tests.

21st June. Rally to Hastings, and Speed Trials.

6th July. Shuttleworth Memorial Trophy Meeting—Rally to Biggleswade and Speed Trials.

26th July. A Speed Hill-Climb at Dorking.

9th August. Yeovil-Montacute Rally.

7th September. Hull-Scarborough Run and Concours d'Elegance.

13th September. Rally to Chester.

"I.Q. ON THE RUN"

THE Cemian M.C.'s Social Event on 23rd March entitled "I.Q. on the Run" resulted in a win for Michael Day, driving a Ford Pilot. Runner-up was Bernard Winchester (Standard 8).

Cemian's Chiltern Cup Trial takes place on 27th April. This event is suitable for standard cars, and starts from Holtspur, near Beaconsfield, at 2.15 p.m. Entries will be limited to 25.

**THE HIGHLAND THREE-DAYS'
RALLY**

THE Scottish S.C.C.'s popular Easter week-end event will be in the form of a Rally only this year, and will be centred on luxurious Gleneagles Hotel, Perthshire. The start will be on Saturday, 12th April, from Falkirk Ice Rink and an interesting route through some of Scotland's most beautiful countryside leads to Gleneagles and the first-class amenities of the hotel.

On the Sunday afternoon a short road section through Fife will enable competitors to see some of the well-known beauty spots of the "Kingdom". Monday's route leads farther north and

COMING ATTRACTIONS

March 28th-30th. Lyons-Charbonnières Rally, France.

Bentley Drivers' Club Eastbourne Rally.

March 29th. Scottish S.C.C. Turnberry Sprint Meeting.

B.A.R.C. (Yorks) Rally, West Riding.

Cheltenham M.C. Rally (C.)

M.G.C.C. (S.W.) Trial, Mendips.

M.G.C.C. (N.E.) Rally, Yorkshire.

Wirral 100 M.C. Speed Trials,

Rhydymwyn. Start 1 p.m.

March 29th-30th. Maidstone and Mid-Kent M.C. Trial, Kent.

March 30th. A.C.I.F. Montlhéry Race Meeting (S. and T.), France.

West Essex C.C. Chelmsford Speed Trials, Boreham Airfield. Start

10.30 a.m.

Severn Valley M.C. Driving Tests.

East Anglian M.C. Driving Tests.

Furness District M.C. Millbrow

Trophy Trial.

Yorkshire S.C.C. White Rose Trial.

Connacht M.C. Henderson Cup

Trial.

March 31st-April 5th. R.A.C. International Rally of Great Britain.

Starting points Scarborough and Hastings.

April 3rd. Jersey M.C. and L.C.C. Speed Trials, St. Ouen.

April 4th-9th. Rallye du Soleil, Cannes (T.), France.

ends at the "Golden Lion" in Stirling, where results will be announced in the evening. There will be tests on each day and a most enjoyable week-end's motoring is promised for the low entry fee of £1. The extremely reasonable rate of £4 15s. per head for meals and accommodation from Saturday evening until the final dinner at Stirling, including all the Gleneagles facilities and a packed lunch on Monday, should prove most popular in these days of expensive rallying.

There are classes for open and closed cars over and under 1,500 c.c. and there will be no outright winner, prizes going to first and second in each class and the best lady competitor.

Entries close on 31st March and should be sent to Bill Callander, 100 West Regent Street, Glasgow.

**BENTLEY D.C. EASTBOURNE
RALLY**

TODAY (28th March), tomorrow and Sunday will see the Bentley Drivers' Club staging their most ambitious Club event of the year, the annual Eastbourne Rally. A total of 90 entries includes 48 Bentleys, plus representatives from the Aston Martin, Lancia, and Lagonda one-make clubs, also from the Vintage S.C.C. and the mobile police.

Competitors have the choice of six starting points: London, Atherstone, Newmarket, Alveston, Fordingbridge and Uckfield. That familiar venue the "Lambert Arms", Aston Rowant, is the first control point for all but the London contingent, who drive via Baldock. From Aston Rowant the route heads for Box Hill, Surrey, this stage being "secret" and containing nine check points.

Following breakfast, the Goodwood circuit and a regularity speed test are the next objectives; then comes the run into Eastbourne, the six special tests on the front, and finally, on the Sunday, the Fille hill-climb. Principal award is the Eastbourne Challenge Trophy, presented by the Eastbourne Corporation, for the driver who accumulates the smallest number of debit marks during the three-days' event.

**EASTERN COUNTIES TOURING
TRIAL**

AN entry of 24 cars assembled in Chelworth Avenue, Ipswich, on Saturday, 15th March, for the start of a Touring Trial at 2.30 p.m. The route took competitors first to Reydon aerodrome for a special test to decide any ties in the road section, then along a fast route, with a secret check about midway, to Thetford where an excellent tea was obtained at the Anglian Café. After tea competitors were sent off in the gathering dusk on the *pièce de résistance* of the Trial—70-odd miles of unclassified roads along a route defined by six-figure map references. Here the average speed was set low at approximately 22 m.p.h. although some completed the route in the region of 28 m.p.h. average. The finish was at the Red Lion Hotel, Martlesham, where provisional results were announced by closing time. This was the most ambitious and toughest navigational trial organized by the Club and placemen can be proud of their achievement.

RESULTS

1, N. Perkins (Healey Roadster), no marks lost; 2, R. Barton (Standard saloon), 5; 3, W. Jacobs (Allard tourer), 7.

ASTON MARTIN O.C. FILMS

ON Wednesday, 19th March, the Aston Martin O.C. held a very successful Film Show at the British Council Cinema, Hanover Street, London, W.1. The programme was excellent, beginning with a pleasing pot-pourri of club events, featuring many Aston Martins, with delightful commentary by Tom Stewart. Two K.L.G. motor-cycle films, one on trials, the other on racing, drew gasps from the audience, the advent of Geoff Duke in car-racing with a DB3 being subsequently viewed with more than trepidation. Castrol's Habershon/Williams "European Motor Racing" gained well-merited applause, while the concluding film was the Socony Vacuum "Indianapolis", remarkable for the colourful cars, the even more colourful shirts, and some magnificent racing. Truly a great evening's entertainment.

CLUB FIXTURES

750 M.C. (N.W. Centre).—Monthly meeting, 28th March, Pelican Hotel, Sale, Cheshire.

Bentley D.C.—Meetings (prior to start of Eastbourne Rally), 28th March, Ship Hotel, Alveston, Glos., 6 p.m.

Red Lion, Atherstone, Warwicks., 6 p.m.

Hants and Berks M.C.—A.G.M., 28th March, New Inn, Eversley, Hants, 8 p.m.

B.A.R.C.—Dinner/Dance, 29th March, Hyde Park Hotel, Knightsbridge, S.W.1, 7 for 7.30 p.m.

Bentley O.C.—Social Evening, 29th March, Ship Hotel, Alveston, Glos.

Southern Jowett C.C.—Mystery Run, 30th March.

Alvis O.C. (Midland).—A.G.M., 30th March, Six Hills Hotel, near Leicester.

Vintage S.C.C.—First Thursday meeting, 3rd April. The Phoenix, Hartley Wintney, Hants.

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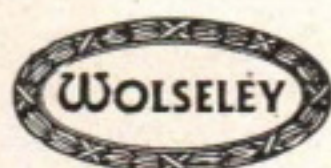
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M.G. STAGE 2 HEAD by Toulmin, with valves, only used five sprint races. £30. Stoke-on-Trent.—Box 609.

M.G. TC 19 in. wheel, newly respoked, £4 10s. **M.G. PA** gearbox £15, exhaust 25s. K3 cylinder head bare £7 10s. Blower manifold £3. Valve cover 35s. Magnette exhausts £2 10s. J2 slab tank and straps £5, sump 25s., valve cover £1. M-type cylinder head camshaft, etc., £4. Block £3, rear housing 10s., clutch, flywheel 25s., sump 15s. New P/N rear hub and half shaft £4 10s. Pair new hub bearings rear £3. New water temperature gauge £2 5s. 6 in. speedo, complete, recently overhauled £5. New sports coil 25s. M.G. pattern aero screen 30s. Wanted Rev-counter and NA Magnette engine parts.—Box 612.

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1,000 c.c. Mk. 8/80 J.A.P. racing engine with alloy barrels, 100 per cent. renewed condition. Large collection of spare parts to be sold with engine, including steel barrels, con rods, big ends, etc.

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B.S.A. TWIN 9 h.p. o.h.v., valve rockers, or engine for spares. 1930/36.—Steen-son, 43 Island Street, Belfast.

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ONE PAIR H.R.G. front wings, good or repairable condition.—Tozer, Speedwell 1022.

SUPERCHARGER, suitable for 2-litre engine, Wade or similar type considered.—Box 614.

WANTED.—AUSTIN 7 Ulster or Nippy.—Phone Streatham 7432. Evenings Streatham 0574.

WANTED.—Taper inlet manifold for L-type Magna.—Quote price, carb. separation and stud-hole centres, to McComb, Box 611.

WHEELS WANTED.—Offers required to rebuild four Rudge Whitworth wheels and fit new Duralumin rims.—Box 606.

1,100 C.C. J.A.P. racing engine wanted. Condition immaterial, preferably good.—Box 610.

WALTER SCOTT LTD.,

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GOOD USED CAR

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ALL types of Wheels in stock. Any wheels made to your specification.—Turner and Knight, 34 Ealing Road, Brentford, Middx. EALing 4298.



DEVIATION: Jimmy Millard (Morford) runs a spot wild during a reversing manœuvre.

ST. PATRICK'S DAY TRIAL

Murray's New Special Wins Premier

THE Irish Motor Racing Club's St. Patrick's Day Trial, held in conjunction with a motor-cycle trial run by the Dublin and District Motor-Cycle Club, proved a fairly tough event covering nearly 120 miles of mountainous and extremely rough roads. The average speed of 24 m.p.h. demanded by the organizers sounded easy but in view of the stiff and long climbs and bad surfaces it permitted no one to dawdle. The route covered the areas of Ballysmutton, Wicklow Gap, Glendalough, Troopers-town, Glenmalur, Glen of Imaal and Blessington and for any that had time to look around them it was indeed most magnificent scenery.

The car trial was split into two separate categories—saloons and open cars, for which certain tests and parts of the route differed. The morning run to the Royal Hotel, Glendalough, included four tests and four time checks and, after a lunch stop of 1½ hours, the return route included six tests and seven checks. The tests were well designed but spoiled by the fact that only one of them was run on a decent smooth and firm surface, the remainder leaving the saloons at an enormous disadvantage, a condition made far worse by the fact that the specials and open cars ran through first, leaving the surface in a very chewed-up condition in most places. Of the 10 tests, Kevin Murray in his new special, the M.M. Mark 2, made best performance in four, was second best in three and third best in another. Johnnie Bell in his Belford Special was best in two tests, second in one and third best in two. Jack Gibney in his Ford Special won one test, shared winning time with Torrie Large's M.G. TC in another, was second best in one and third in two. Large also was third best in one difficult test and generally drove magnificently the whole day, his being the only standard sports-car to win a first class award.

For some strange reason, presumably connected with the long climbs in low gear, a number of competitors suffered petrol pump troubles, including Jack Stevenson in a Hillman "Minx" saloon,

and AUTOSPORT's reporter, competing in a similar car. An excellent performance was put up by M. P. O'Flaherty driving a Volkswagen saloon; he was extremely neat and fast in all tests and won the saloon class despite a reverse gear which sounded as if it was about one thousand to one in ratio.

Murray's famous old Mercury-engined M.M. special appeared in the hands of Paul Soden who handled this extremely potent and tricky vehicle very well, making best time in one test and winning a second class award. Colin Hogan drove his Hillman "Minx" very well but is a somewhat hairy "novice" to win the Novices' Award! It amazes us that Johnnie Bell is able to pilot his famous little vehicle at all without the aid of a periscope and a gas mask, there is such a volume of smoke in the cockpit these days. However, that he can, and to good effect, is proved by the fact that he won a good first class award with third place behind Jack Gibney. Cecil Vard discarded his new and very fine special to appear in a Ford "Consul" saloon, which he drove to such good purpose as to be placed second in the saloon class despite a somewhat poor steering lock for tests.

The usual order changed for the Ohle brothers, Jack in his unblown Dellow managing to finish 2½ marks ahead of Tom in his potent blown edition of the same model, both taking first class awards.

Altogether this was a good and very well-organized trial but far too rough over the road sections and too sticky in the tests for normal saloons, at least at the average speeds set for them.

H. A. O'B.

RESULTS

Spring Cup: K. P. Murray (M.M.2), 81½ marks.
First Class Awards: J. Gibney (Ford Spl.), 69; J. Bell (Belford), 66½; J. C. Millard (Morford), 56½; J. Ohle (Dellow), 55; T. Ohle (Dellow), 52½; M. Cavey (M.K.V.), 51½; T. N. Large (M.G.), 48½.
Second Class Awards: H. C. Johnson (Lancia Spl.), 46; R. A. Laird (Dellow), 36; R. B. Le Fanu (Ford Spl.), 33½; T. D. Lord (M.G.), 32½; A. L. Young (M.G.), 31½; P. Soden (M.M.1), 30; N. Gleeson (M.G.), 27; H. W. Irwin (M.G.), 27.
Saloon Class: M. P. O'Flaherty (Volkswagen), 18; C. Vard (Ford), 17½; Mrs. E. Flynn (M.G.), 13.
Novice Award: M. C. Hogan (Hillman), 6½.

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