

SEPTEMBER 26, 1952

AUTOSPORT

1/6

EVERY FRIDAY

Vol. 5

No. 13

BRITAIN'S MOTOR SPORTING WEEKLY



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RACING AT SNETTERTON AND BRANDS HATCH : THE LONDON RALLY : BO'NESS HILL-CLIMB
IBSLEY AND BIRCOTES SPRINTS : THE TOUR DE FRANCE : GOODWOOD TO-MORROW
JOHN BOLSTER • KEN WHARTON • M. MORRIS-GOODALL • "AENEAS" • BARCLAY INGLIS



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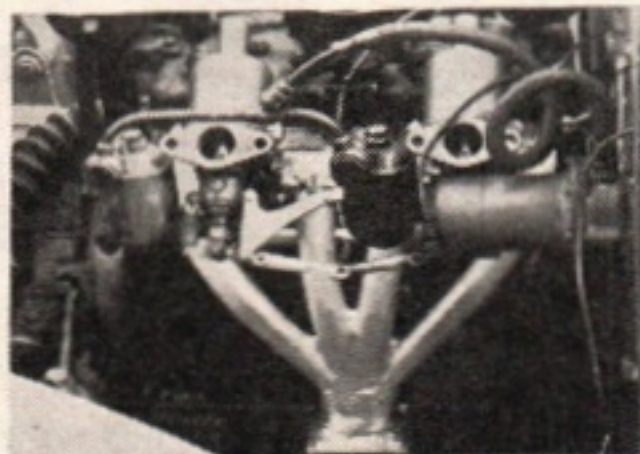
"Autocar" photograph

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APRILIA*

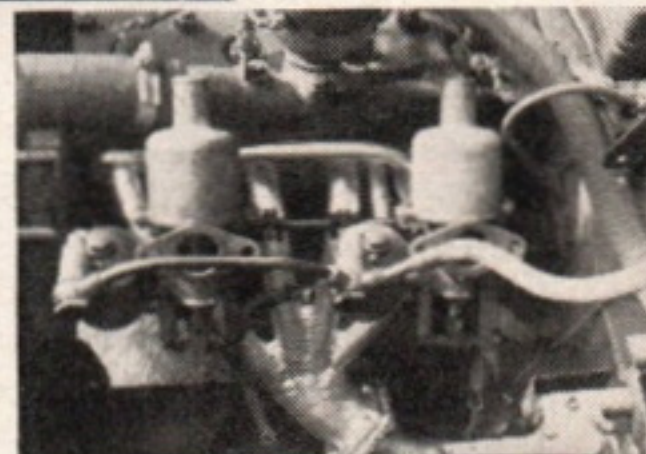
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 13

September 26, 1952

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NOTICES

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EDITORIAL

IN this issue Ken Wharton makes some pungent comments on trials of today. As British Trials Champion of 1948, 1949 and 1950, and probably the most versatile of all competition drivers, his views must command respect. It has been evident for some time now that all is not well in the sphere of mud-plugging. In fact, no other branch of motoring sport seems to produce so much mud-slinging amongst competitors and followers of the game. A driver has only to gain a moderate amount of success before he is subject to all sorts of accusations, varying from whispering campaigns to downright abuse. Ken Wharton was certainly the central figure in trials during the years of his active participation, and so many accusations of sharp practice were levelled at him, that to this day many people are thoroughly convinced that his incomparable number of successes were the results of "fiddling." However, as the "Emperor of Mud" points out, no one ever came forward with a direct protest, accompanied by the necessary fee.

That his supremacy in trials was due to exceptional driving skill, careful preparation and appreciation of the order of a Bobby Locke in golf, is unquestionable. Yet rather than admit this, detractors preferred to resort to innuendo. The fact that his famous KHA I was slavishly imitated by dozens of people remains a tribute to his great influence on trials in general.

It appears to AUTOSPORT that it is time a small minority grew up. Petty-mindedness, jealousy, incessant grumbling and so on have no place in our sport. If this sort of thing is allowed to continue unchecked, trials will lose the whole-hearted support of those earnest competitors and officials who motor in mud at week-ends just for the fun of the thing. After all, the sport can do without the trouble-makers, and it is to be hoped that fair-minded competitors, organizers and followers of trials will seek a speedy solution, in order that events can be staged in the spirit of true sportsmanship.

SIR WILLIAM ROOTES, speaking at Devonshire House last Tuesday to members of the Press, confided that the Rootes Group has established a very healthy export market. In introducing new-season models, Sir William confessed that the success of the Sunbeam-Talbot was largely due to the excellent performances of the marque in the Monte Carlo and "Alpine" Rallies. The concern had used these important events to develop the cars. Nevertheless he struck a grim note when he complained that whilst everyone was making an effort to increase production and bring down costs, the Iron and Steel Federation had actually introduced new price increases. This is a ridiculous state of affairs. The well-being of Great Britain's automobile industry is an essential factor in this country's economy. The Federation must think again, and try to reduce prices to consumers, otherwise our vital export markets may be seriously affected.

OUR COVER PICTURE

CHAMPIONS THREE: Alberto Ascari, 1952 Champion of the World, Juan Manuel Fangio, 1951 Champion, and Giuseppe Farina who won the honour in 1950.

Pit and Paddock

RECOUNT gives Comish Hunter (1½ M.G.) as winner of the closed car class in the recent M.G.C.C. (Scottish Centre) Rally, with a total of 227 marks.

ALBERTO ASCARI apparently took over Sighinolfi's Ferrari at Modena, and therefore shares third place.

ARISE out of an incident at Modena, the Maserati concern has lodged a protest to the organizers regarding the driving of Carini, who drove a privately-entered Maserati.

YELLS DEPT.: To Mr. and Mrs. Jack Fairman, an addition to the stable in the shape of a daughter!

DAVID FERGUSON has been appointed Sales and Service representative for Jowett cars in Scotland and Northern Ireland.

OUR issue dated 10th October will contain a full and illustrated review of the Paris Salon by John Bolster and George Phillips. Date of our Special Earls Court Show Number is 24th October.

BRISTOLS have reduced the price of the "401" to £2,000 (plus £1,112 12s. 3d.), which is a total cut of £420. Car-heaters, previously fitted as extra are now standard equipment, giving an additional saving of about £30.

PRODUCTION has been stopped of the Formula 3, Iota P.I. racing single-seater in order that the concern can concentrate on the development and early production of a vehicle on the lines of the miniature sports two-seater which was referred to in earlier numbers of AUTOSPORT. The Iota works are at 3 Alma Vale Road, Clifton, Bristol, 8.

MARCEL BECQUART'S Trophy, pictured in last week's issue was given to Roy Clarkson, who in turn handed it over to the B.T.D.A. to award to the best performance by a British amateur driver (of either sex) in International Rallies. The famous French rally-expert has offered to present a new trophy every year.



SCOTTISH ALLIANCE: Gordon McKerracher and Margaret Hynd, after their wedding at Ayr on 11th September. McKerracher is well known in the north as an Austin exponent in rallies.

SLEEKER lines, ventilated disc wheels, improved brakes and steering are features of the Rally-bred Sunbeam-Talbot "90" for 1953.

MIKE HAWTHORN was admitted to the London Clinic last week-end for an X-ray examination for suspected internal injuries following his practice crash at Modena. At the time of going to press, no bulletin as to the popular young driver's condition had been issued.

JOHAN WYER is slowly on the mend after his burns received during the "Nine Hours." Sam Clutton is also on the way to recovery, but Tim Seccombe is still in a Guildford hospital following a road crash.

PPRINTING error in circular accompanying the Regulations of the M.C.C./Daily Express National Rally of 12th/15th November made Bristol a starting point instead of Harrogate; entrants please note.

THE STOCKHOLM RACES

Rodney Nuckey Formula 3 Winner

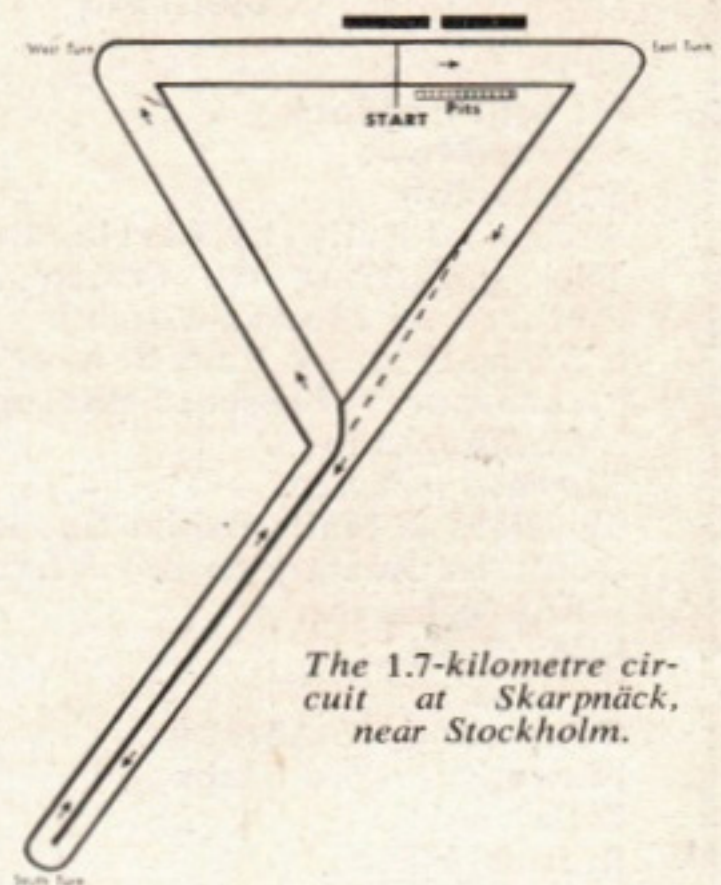
THE Stockholm races were held at Skarpnäck airfield on 14th September, and attracted entries from England, Ireland, Holland, Belgium, Germany and the Scandinavian countries. A circuit was laid out of about one mile, the F.1

cars had to cover 25 laps, and the F.3 machinery three qualifying five-lap heats and a 10-lap final. Chief interest was in the 500 c.c. event, which contained the names of Rodney Nuckey (Cooper), Lex Beels and Pim Richardson (Beels), Kurt Kuhuke (Cooper) from Germany, R. Nelleman from Denmark and the Irish lady-driver, Fay Taylour (Cooper).

In Heat 1, Nuckey led all the way from Richardson. Fay Taylour, after a slow start, managed to finish third in Heat 2. The Swedish driver S. Andersson (Effyh) won Heat 3, after a close struggle with L. Finnillä of Finland, with Lex Beels third.

The 15 fastest drivers lined up for the final. Nuckey shot into the lead and stayed there to win from the Finn, Loivaranta (Elhoo) and Kuhuke. Fay Taylour ran out of road and finished up amongst the straw bales when lying well up. She eventually came in 12th, and last.

Ford specials mainly made up the field for the F.1 event, with a Ferrari-engined and a Maserati-powered "Specials". The race was won by Carlsson of Sweden (Ford), with Lundgren (Ford) runner-up.



Four XK 120 Jaguars, three Allards, and a variety of Ford V-8s and Citroëns met in the over 1½-litre sports-car race. Nelleman (J2 Allard) won as he pleased. In the under 1½-litre category, Nathan (Porsche) was favourite, but Wahlberg's Veritas displayed surprising speed and overtook the Nürburgring class winner.

The races were attended by over 30,000 spectators, an indication of how the sport of motor-racing is gaining in popularity in Scandinavia.

HANS FRIES.

For the record, the results of the Skarpnäck races were:—

Formula 3: 1, R. Nuckey (Cooper), 10 min. 56.4 secs.; 2, P. Loivaranta (Elhoo), 11 mins. 1 sec.; 3, K. Kuhuke (Cooper); 4, L. Beels (Beels); 5, L. Hebin (Effyh); 6, N. Gagner (Effyh).

Formula 1: 1, G. Carlsson (Ford), 26 mins. 49.4 secs.; 2, E. Lundgren (Ford), 26 mins. 51.8 secs.; 3, J. Stousland (Ford); 4, V. Sterner (Ferrari Special); 5, A. Jonsson (B.J.S. Special); 6, E. Carlsson (Ford).

Sports-cars over 1,500 c.c.: 1, R. Nelleman (J2 Allard), 27 min. 59.2 secs.; 2, O. Swahn (Jaguar); 3, L. Edin (Jaguar); 4, B. Sandströms (Jaguar); 5, B. Martensson (Jaguar).

Under 1,500 c.c.: 1, G. Wahlberg (Veritas), 29 mins. 52 secs.; 2, A. Vessblad (Porsche), 30 mins. 3.5 secs.; 3, M. Nathan (Porsche); 4, R. Berg (Jupiter Le Mans); 5, O. Persson (Peugeot); 6, G. de Kando (Siata); 7, G. Forsberg (H.R.G.).



LEINSTER VETERAN: Dermot O'Clery's 1895 12 h.p. Arrol-Johnston leaving Phoenix Park at the start of the Leinster M.C.'s Veteran Car Run. This fine old machine is capable of over 40 m.p.h., and won the Premier Award in 1951 and this year.

SPORTS - NEWS

KIEFT PLANS

CYRIL KIEFT & CO., LTD. (CARS), will be producing sports and Formula 2 machines of up to 2-litres for 1953, in addition to the very successful "500". Gordon Bedson, designer of the Mackson, has been appointed a director of the company, and will take charge of future development and design.

Owing to the difficulties experienced in obtaining skilled labour in the Bridgend area, the Welsh factory is being closed, and production will commence at Wolverhampton before the end of October.

MONTLHERY, 21st SEPTEMBER RESULTS

Coupe de Tourisme

Over 2-litres: 1, Pobersky (DB2 Aston Martin), 73.85 m.p.h.; 2, Auriac (Delahaye); 3, Tenno (Delahaye); 4, Curie (Delahaye).

Fastest lap: Pobersky, 3 mins. 2.6 secs., 77.40 m.p.h.

Up to 2-litres: 1, Storez (Porsche), 68.85 m.p.h.; 2, Lahaye (Porsche); 3, Mme. Imbert (Porsche); 4, Profichet (B.M.W.).

Fastest lap: Storez, 72.95 m.p.h.

Up to 750 c.c.: 1, Beaulieux (Dyna-Panhard), 48.60 m.p.h.; 2, Leberquier (Dyna-Panhard); 3, Lelong (Dyna-Panhard); 4, Pellard (Dyna-Panhard).

Formula 3: 1, Hillier (HPN), 53.75 m.p.h.; 2, Bossaert (HB Spl.); 3, Guigou (DB); 4, Debuire (JB).

Fastest lap: Hillier, 57.45 m.p.h.

Coupe d'Automne

Up to 2-litres: 1, Balsa (BMW), 77.75 m.p.h.; 2, Bonnet (DB-Panhard); 3, Renaldo (Ferrari); 4, Rodansky (BMW).

Fastest lap: Balsa, 83.25 m.p.h.

Over 2-litres: 1, Levegh (Talbot), 84.45 m.p.h.; 2, Grignard (Talbot); 3, Auriach (Delahaye); 4, Roboly (Jaguar).

Fastest lap: Grignard, 89.35 m.p.h.

PARKER NEARS HIS

CENTURY

"Autosport" £200 Championship

WITH a victory at Brands Hatch, Don Parker (Kieft) has increased his total to 94 and appears to be virtually in an unassailable position. Les Leston is now only 1 point behind Stirling Moss, and Bicknell's 14 points with the Revis is being threatened by Leston in his Special and Ken Smith's Smith, both of whom have 7 marks. Leston gained 5 points with the Leston at Peterborough's Silverstone meeting.

Positions as at 23rd September

1. Don Parker	Kieft	94
2. Stirling Moss	Kieft/Cooper	46
3. Les Leston	Cooper/ Leston Spl.*	45
4. Charles Headland	Kieft/Arnott	39
5. George Wicken	Cooper	35
6. John Coombs	Cooper	30
7. Ninian Sanderson	Cooper	29
8. S. Lewis-Evans	Cooper	25
9. Alan Brown	Cooper	20
10. Bob Gerard	Cooper	15
11. R. G. Bicknell	Revis†	14
Don Truman	Cooper	14
12. Tom Leigh	Cooper	12
W. Webb	Cooper	12
13. A. J. Nurse	Cooper	11
14. André Loens	Kieft/Staride	10
15. Ken Smith	Smith†	7

* Includes 7 points for non-series production cars.

† Eligible for non-series production car award.

CHARTERHALL

THE Winfield Joint Committee's International Race Meeting at Charterhall on 11th October will consist of five races, as follows: an

80-mile *Formule Libre* race in which B.R.M. will compete, an 80-mile Formula 2 race, a 50-mile Formula 3 race, and two 40-mile sports-car events, for cars up to, and over 1,500 c.c.

The meeting will begin at 11 a.m. with the first sports-car race. Charterhall airfield is situated on road B6460, three miles east of Greenlaw, 18 miles west of Berwick-on-Tweed and 8 miles north of Coldstream.

KARANDUPONA HILL-CLIMB

THERE was a record crowd at the Karandupona Hill-Climb, organized by the Ceylon M.S.C. Best time of the day went to S. G. Bilton (497 Cooper-J.A.P.) with 57.9 secs., but undoubtedly the most outstanding performance was that of Edward Mason (2½-litre Riley), whose 68.5 secs. shattered the production car record.

Renaults had it all their own way in the 750 c.c. category, V. E. H. de Mel returning 82.1 secs. C. Upali de Silva's Morris Minor took 85 secs. to win the 751-1,100 c.c. class. Edward Mason's smaller Riley won the 1,101-1,500 c.c. class with 75 secs., whilst Allan Senanayake (M.G.) was best in the sports-car class with 66.8.

RESULTS

Up to 750 c.c.: 1, V. E. H. de Mel (Renault), 82.1; 2, Miss Rohini de Mel (Renault), 91.

751-1,100 c.c.: 1, C. Upali de Silva (Morris), 85; 2, R. Conekeratne (Morris), 85.3.

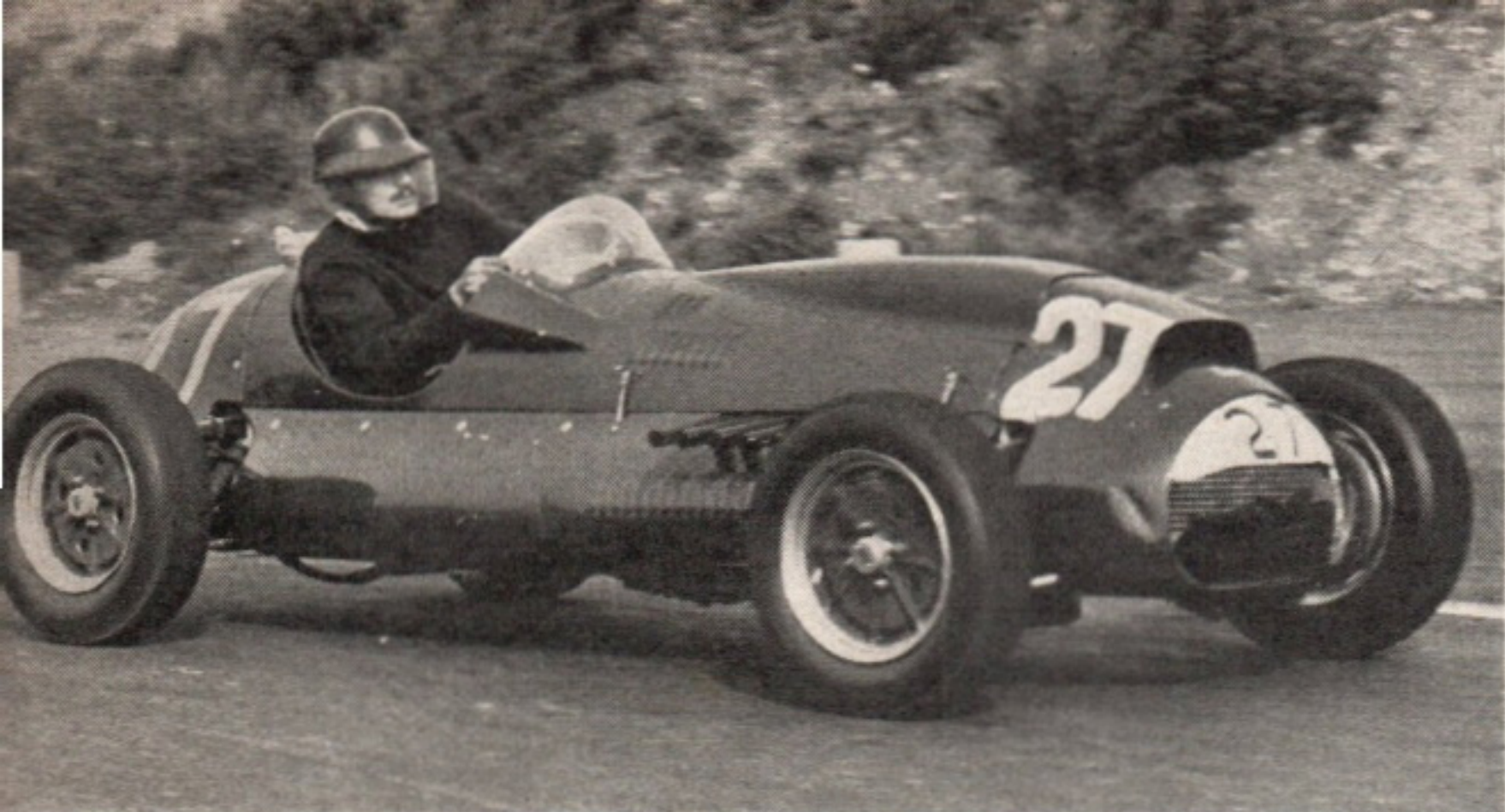
1,101-1,500 c.c.: 1, Edward Mason (Riley), 75; 2, R. de Costa (Peugeot), 76.6; 3, M. S. M. Mohideen (Riley), 77.5.

2,000-3,000 c.c.: 1, Edward Mason (Riley), 68.5; 2, M. S. M. Mohideen (Riley), 74.1.

Sports-cars: 1, Allan Senanayake (M.G.), 66.8; 2, Nihal Conekeratne (M.G.), 68.7; 3, T. S. Jinasena (M.G.), 69.4.

Racing-cars: 1, S. G. Bilton (Cooper), 57.9; 2, T. S. Jinasena (Magpie), 62.9; 3, M. Henderson (Riley), 65.

MAXIMUM entries of 450 have now been reached for the M.C.C. *Daily Express* Rally from 12th to 15th November, and no more applications can be entertained. Several reserve entries are being held.



AUTOSPORT, SEPTEMBER 26, 1952

John Barber, subject of the Prescott prize-winning photograph on page 400, on his way to victory in the Formule Libre race at Snetterton with his Cooper-Bristol.

SNETTERTON

**First-Class Racing at Well-Organized A.M.O.C. Event
— Ken Downing (Connaught) Makes Fastest Lap**

THE Aston Martin O.C.'s members' only race meeting at Snetterton last Saturday attracted a surprisingly large number of spectators, who saw a day of really good motor-racing.

First event was a high speed reliability trial—with a difference. Competitors in various classes were set average speeds which they had to maintain for 30 minutes on pain of one mark debit either for late or early arrival. A compulsory pit stop of not less than two minutes was instituted—during which sparking plugs had to be changed.

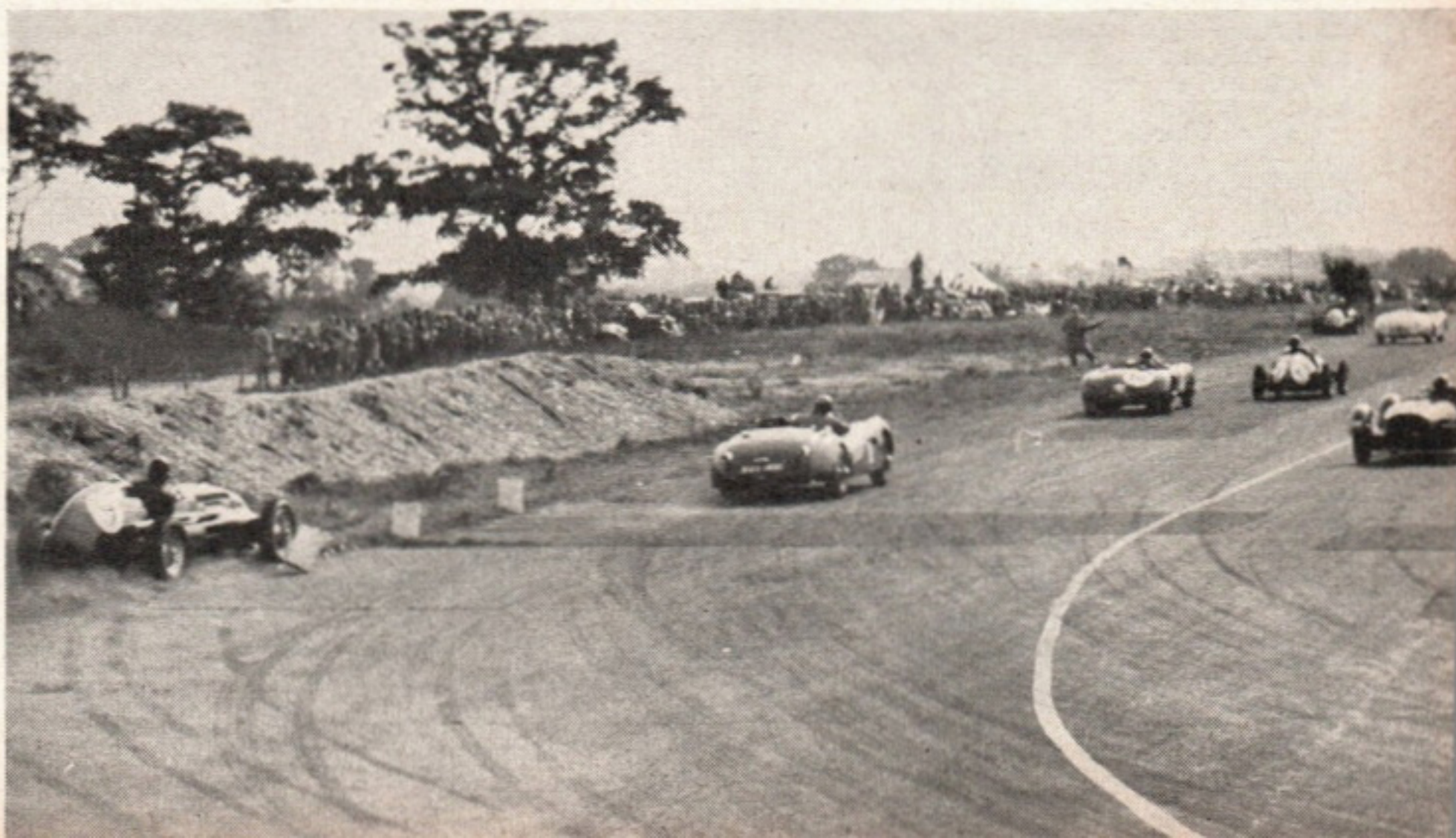
The majority of entrants set off at high speed for the first few laps, and then dawdled towards the end. Your chronicler, driving Ernest Stapleton's fine 2-litre Aston Martin, was somewhat disconcerted when the car shed its tail on the straight. Best performer was W. J. Smith (Jupiter) who finished with only three marks error.

In the five-lap sports-car handicap, Hugh Howarth (Jaguar) did a gilhooley on his last lap when leading, and B. Wyatt (2.3 Bugatti) went on to win by

★
Mrs. Dudley Coram presenting a scale model DB2 to Peter Stewart, winner of the 10-lap handicap for Aston Martins of 2-litres and over.
★



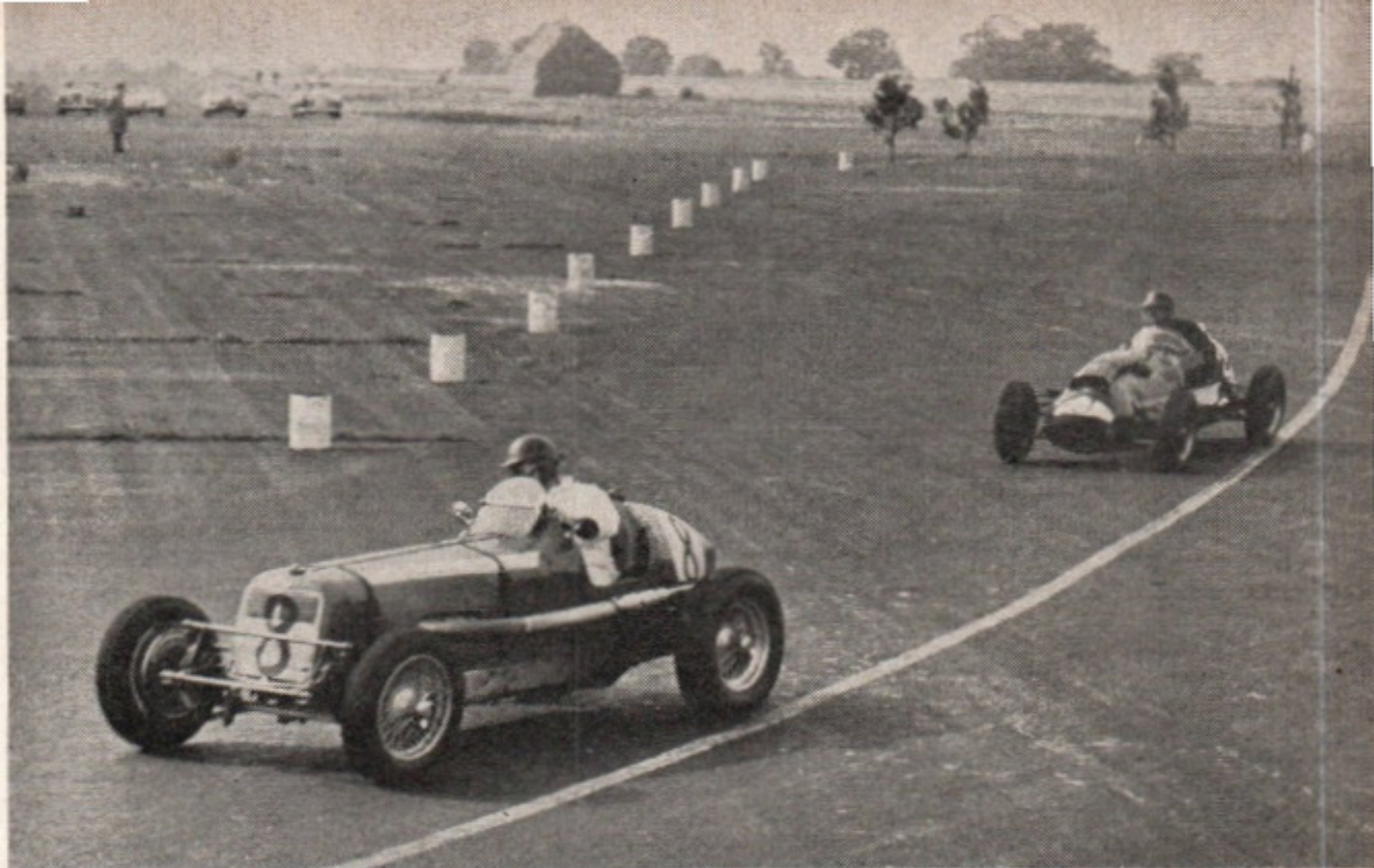
★
CAN-CAN: L. Manduca (Alfa) gets mixed up with the marker cans in the special invitation race, whilst Ken Downing (Connaught) pulls off the course. Cars nearest camera are S. J. Boshier's Jaguar and Ernest Stapleton's Aston Martin.
★



Jack Fairman, in the streamlined Le Mans Allard, was rather crowded out on the corner past the start by slower cars, took to the grass, and ploughed through a cabbage field, giving a fair imitation of a reaper before he rejoined the circuit. Leslie Marr (Connaught) went marker-bashing at the hairpin, whilst Ken Downing (Connaught) broke a throttle link before he completed the first lap.

Peter Woosley (4½ Bentley) won the second five-lap handicap, but had to go all out to hold off Mort Morris-Goodall (Aston Martin), newly returned from the Tour de France. To R. F. McNab Meredith (1½-litre Aston Martin) went the 10-lap Elwell Smith Trophy race by 7.8 secs. from Ivor Robertson's car. This event was confined to 1,500 c.c. Astons.

The special invitation five-lap race saw Jack Fairman (Allard), Hugh Howarth (Jaguar) Ken Downing (Connaught) and Alastair Birrell (E.R.A.) in an exciting scrap. Downing stopped



INVADER: Alastair Birrell (R1A E.R.A.) leading Barber's Cooper-Bristol in the Formule Libre race. The Scotsman won the Special Invitation Race.



TWO-THREE: B. Wyatt's Bugatti, winner of the sports-car handicap, about to be overtaken by Hugh Howarth (Jaguar) who revolved when in the lead.

with some obscure trouble, re-started and proceeded to put up fastest lap of the day. Fairman grimly held off Birrell, but the Scotsman equally determined, surged ahead on lap three and kept his lead till the end. Marr (Connaught) took Howarth to finish third.

G.

RESULTS

High Speed Trial

Group 1: 1, W. J. Davis (1,495 Aston Martin), 168 secs. out; 2, D. H. H. Adams (1,495 Aston Martin), 246.

Group 2: 1, Peter Sims (1,495 Aston Martin), 7; 2, M. R. P. Riley (1,495 Aston Martin), 9.

Group 3: 1, W. T. Smith (1,486 Jupiter), 3; 2, B. Baxter (1,950 Aston Martin), 25.

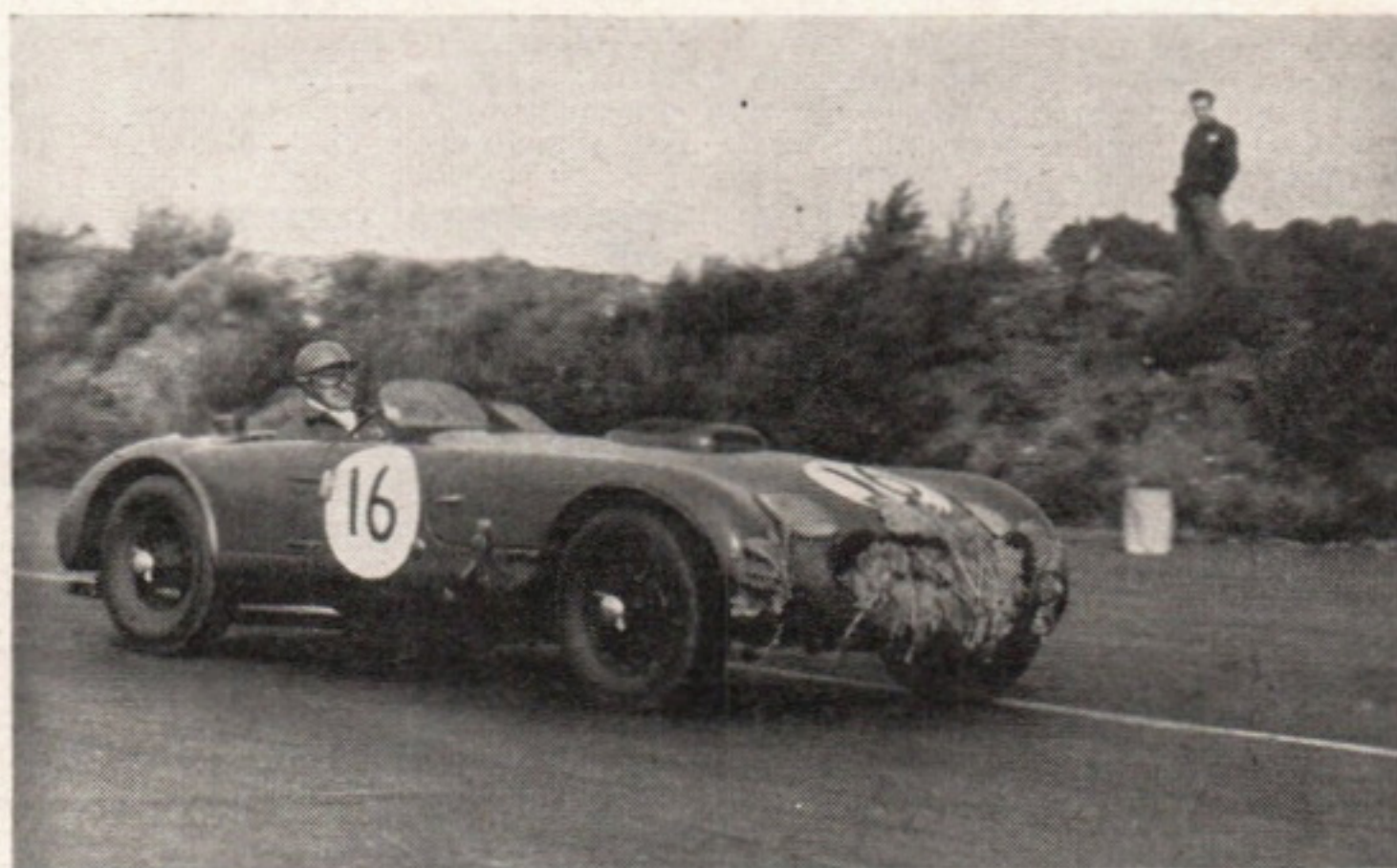
Group 4: 1, Hugh Howarth (3,442 Jaguar XK 120), 77.

Event 2a—5-lap Handicap for Sports- and Touring-Cars in Road Trim: 1, B. Wyatt (2,300 Bugatti S.), 12 mins. 00.4

secs. (71.46 m.p.h.); 2, Hugh Howarth (3,442 Jaguar XK 120), 12 mins. 02.2 secs.; 3, Ken Watkins (5,420 Allard); 4, W. B. Black (3,442 Jaguar XK 120); 5, Guy Gale (3,996 Darracq); 6, Peter Bucknall (1,087 M.G. S.).

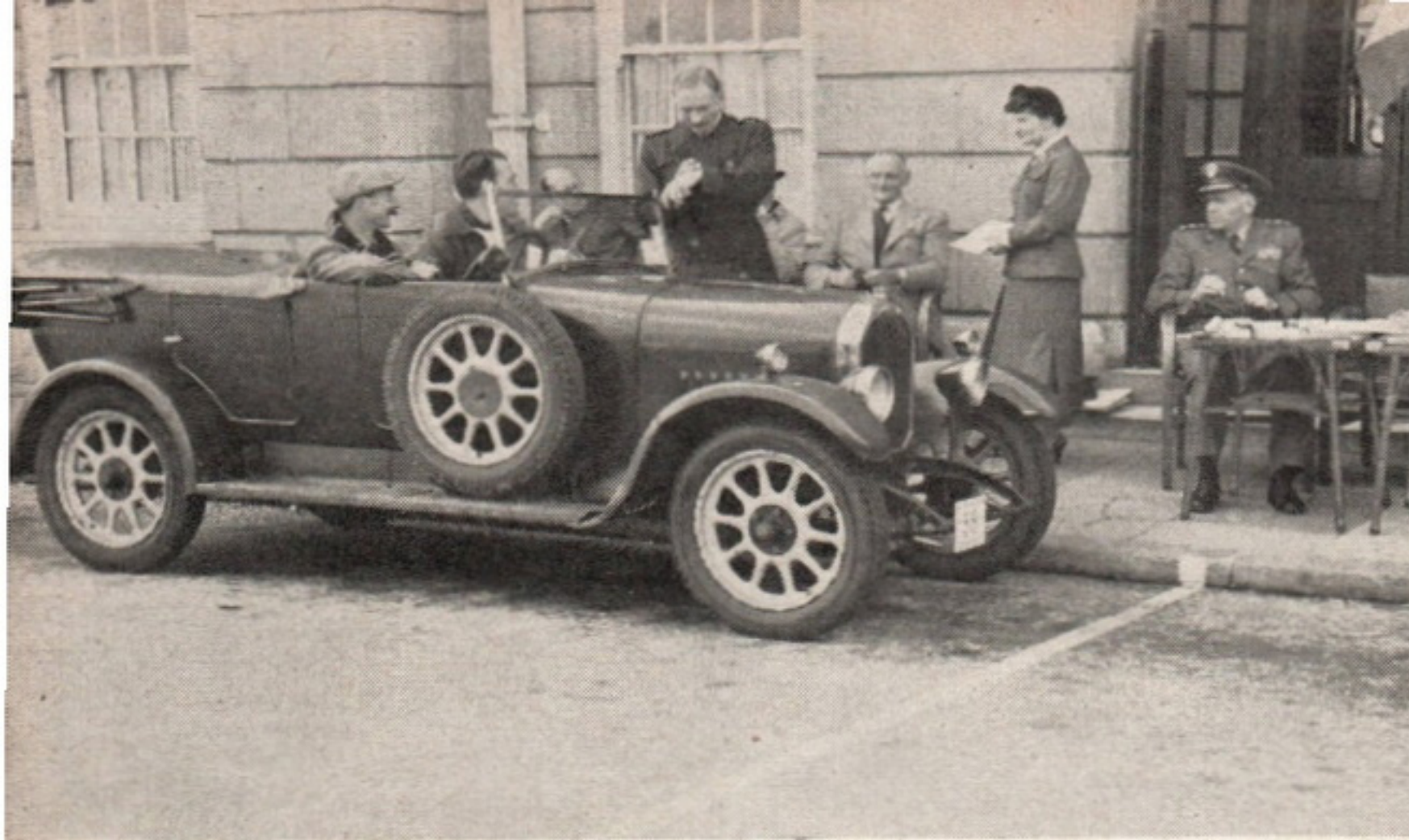
Event 6—10-lap Handicap Race for Aston Martins, 2-litres and over: 1, Peter Stewart (1,950 Aston Martin), 25 mins. 17.6 secs. (70.05 m.p.h.); 2, B. Baxter (1,950 Aston Martin), 25 mins. 48.2 secs.; 3, R. F. Collinson (1,950 Aston Martin); 4, George Abecassis (2,580 Aston DB2); 5, J. P. Hopps (1,950 Aston Martin); 6, G. Gartside (1,950 Aston Martin Spl.).

Event 5—15-lap "Formule Libre" Scratch Race: 1 John Barber (1,976 Cooper-Bristol), 30 mins. 12.4 secs. *continued on page 416*



CABBAGES AND THINGS festoon Jack Fairman's Allard after an involuntary excursion off circuit. The vegetables eventually caused his retirement owing to overheating.

ANGLO-AMERICAN CO-OPERATION: A. Aldridge (Humber) being checked out by Wing-Commander C. Newman. Sitting at the table is Maj.-General Francis H. Griswold, U.S.A.A.F. Goldie Gardner is also seen.



A CAPITAL RALLY

J. H. Ray and J. C. Dixon (Morgan Plus Four)
Outright Winners of This Year's London Rally

By *BARCLAY INGLIS*

THE London Motor Club's London Rally, elevated for the first time to national status, took place last weekend, the first car starting at half past two on the afternoon of Friday, 19th September, and the last due to finish by 11.30 the following night. The maximum of 300 entries was exceeded, but non-starters allowed all 12 reserves to run, and altogether 298 cars came under starter's orders at the London and Leeds starting points.

Four cars came through the testing and varied road section without penalty—Ian Appleyard, partnered by M. Wilson, in the famous cream XK 120; J. H. Ray and J. C. Dixon with a Plus Four Morgan; Pat Stark and Tony Ambrose in the former's well-known Vauxhall Velox OJO 1; and E. Ainsworth and J. Beckett in a Triumph 1800, fitted with a blower and therefore running in the Specials group. Of these Ian Appleyard had been expected to repeat his 1951 success, but for once the favourite faltered, stalling his engine in the last of the four driving tests en route, and had to content himself with the runner-up award in the winning class. The value of steady and consistent driving in the tests was shown by Ray and Dixon, who, though not among the six fastest in any of the tests, made (of those unpenalized in the road section) the best aggregate times overall to bring the Plus Four into a well-deserved first place. There were, in all, 75 retirements.

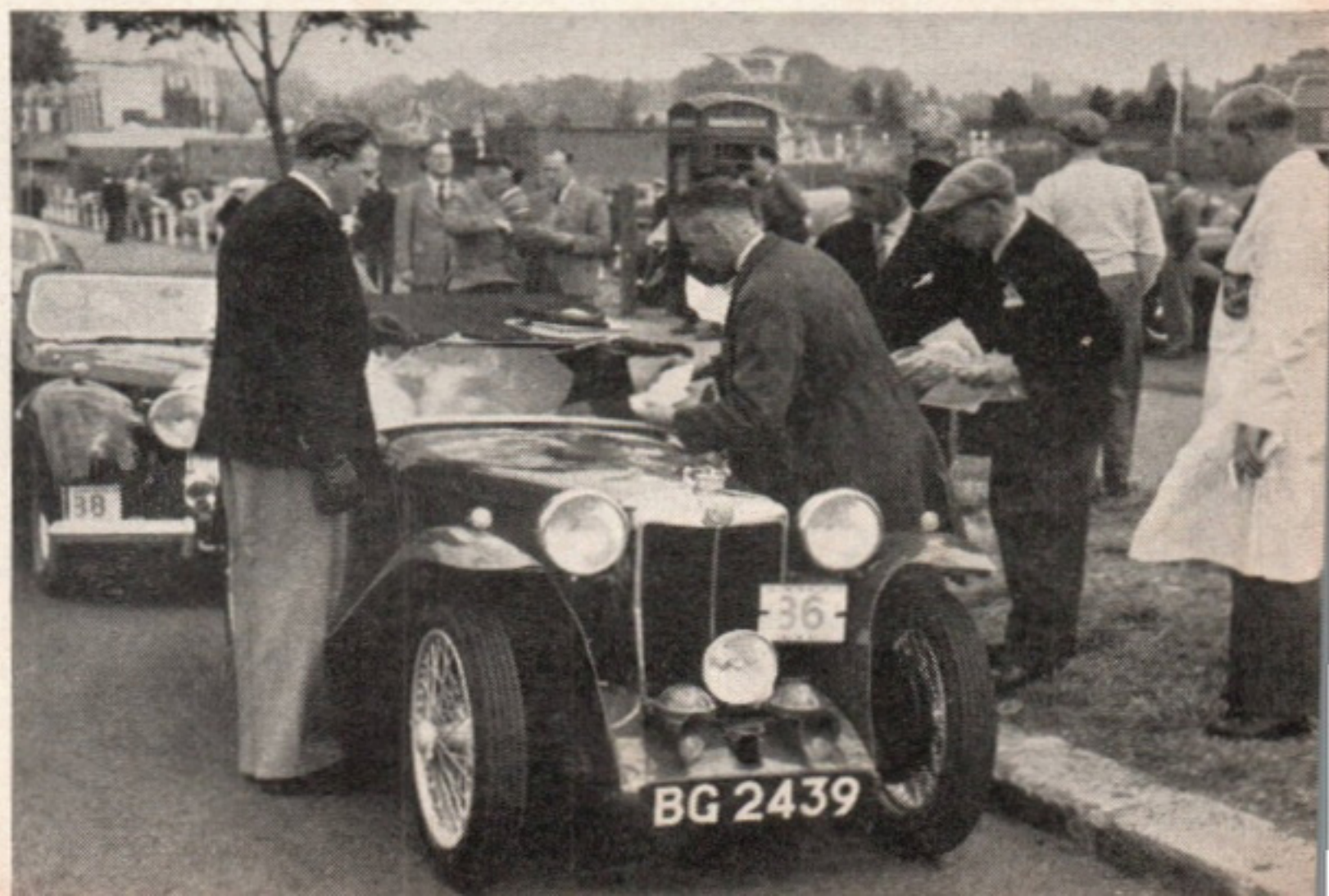
The organization was unimpeachable, the marshals efficient, helpful and good-humoured—even those who spent 12 hours or so in the open among the remoter parts of Wales retaining an un-

ruffled amiability—and the whole event went off without faltering; for which much credit must go to Goff and Nina Imhof and to Ian Mackenzie, the three on whom the bulk of the preliminary work had fallen. The road section was a model of its kind, a well-balanced assortment of roads and tracks designed to slow the driver in places while allowing him opportunities of restoring his average in others; and by the same token posing ever-changing problems to the navigator.

The standard of driving, on the other hand, was mixed. Any journey of 700 miles, which includes rough, narrow lanes and winding mountain roads, is likely to give rise to one or two incidents, and the total mileage covered by officials and competitors in the 36 hours was of the order of 250,000. But the number of crashes was entirely out of proportion to the difficulty of the

route, and most of them occurred where I should least have expected them. Some were undoubtedly due to the sort of bad luck which the law of averages seems to enforce, but others were not. I am all for pressing on when the conditions allow of doing so, but there is these days a tendency, which may well bring the sport into disrepute, for an irresponsible or inexperienced section of the entry in a road event to drive beyond the limit permitted by the terrain or by their own driving ability. Advance study of the maps had shown that each portion of the route contained enough in the way of good roads to offset the slower parts, and this was also true of the navigation tests which were taken unseen. Nor were the roads in a dangerous condition, for the weather, a few stray showers apart, was ideal throughout. Yet, as I drove round the route, I came upon one broken motor-car after another, and saw holes in hedges or tyre marks leading into ditches to tell the story of less serious troubles. Unfortunately, one fatal accident occurred when Brian J. Chamberlain, passengering in his Triumph, was thrown out when the car was in collision with a lorry on the open road west of Bridgnorth; and at least one member of the crew of A. E. Tumin's Standard tourer was reported to have been seriously injured when the car overturned on the Rhayader mountain road. Most of the rest were lucky enough to emerge more or less unhurt from incidents which could have ended differently. I wish to make it abundantly clear that these comments are not aimed at any individual drivers—without a full knowledge of the circumstances such criticism is obviously impossible, and I should not in any case take it upon myself to attempt anything of the sort—but it is not difficult to imagine what a sensation-seeking journalist might have put into the headlines of the Sunday papers had he been following the route, nor to foresee the possible banning of rallies if public

D. W. Watkin's M.G. being scrutineered at the London starting control of the London Rally.



opinion were fed on this kind of thing. And yet there was no danger inherent in the event, as the fact that a normal Vauxhall saloon completed it without penalty or damage, and two Hillman Minx saloons with the loss of only one mark each for a minute's lateness; the blame attaches not to the organizers but to those competitors who outran their discretion. I have devoted this paragraph to the matter by way of a plea to competitors in all rallies to bear well in mind that more, much more, than their own success in an event or than their personal safety depends upon the retention of common sense and the tempering of their keenness with reasonable restraint.

THE two Starting Controls, Appleyards of Leeds and the Aerodrome Hotel, Croydon, began to hum with activity shortly after one o'clock on Friday as competitors assembled for scrutineering. About a quarter of the entry had selected the Leeds start, with the result that the Croydon scrutineers had their work cut out to keep pace with the job, although somehow they managed to do so. Cars were due to leave at minute intervals from 2.32 p.m. onwards, irrespective of their starting point, and to make their way by a route of their own selection to the Rallying Point at Kidderminster, roughly equidistant from London and Leeds. One or two ran into trouble almost at once. As I drove out of London along Western Avenue, I found F. G. Rudling's Austin saloon standing by the roadside surrounded by the fragments of its windscreen, which had shattered of its own volition (users of the Portsmouth road please note). We lent them a couple of pairs of sun glasses to help them continue. In due course they turned up at Kidderminster, having meantime rigged up two aluminium aeroscreens, and their determination to continue seemed to have survived some showers of rain en route.

In the later evening it began to turn cold, and our own feelings were aptly summed up by Stanley Sedgwick's greeting "Some people never learn, do they?" However, the control at Kidderminster Motors provided some welcome warmth and a coffee-stall dispensed hot drinks and sandwiches. A time of 4 hrs. 40 mins. was officially allowed for the run of 140 miles to this rallying point, and almost everyone had an hour or more in hand, although, surprisingly, a few collected penalties for lateness.

The route to the next control, Wenlock Edge, was clearly set out in the road book; it lay over good roads and demanded an average of 27 m.p.h., presenting no particular difficulty. Here Rex Chappell and his wife timed competitors in and started them on the first of the driving tests, handing them, as they left, the ordnance maps on which the points of the night navigation test were marked. The test entailed a straightforward sprint up hill from a standard start to a flying finish, Hamish Orr-Ewing lurking in the hedgerow with stopwatch and field telephone linked with the start. It was at this control that my role of breakdown wagon began—a role which was to continue through most of the event. (The Regs. stated that no outside assistance was allowed beyond that ordinarily available to a traveller, but, as I always stop to lend



Miss V. A. Palmer, Miss J. A. Palmer and Miss P. Stephany with their A70 Austin convertible at the London starting control.

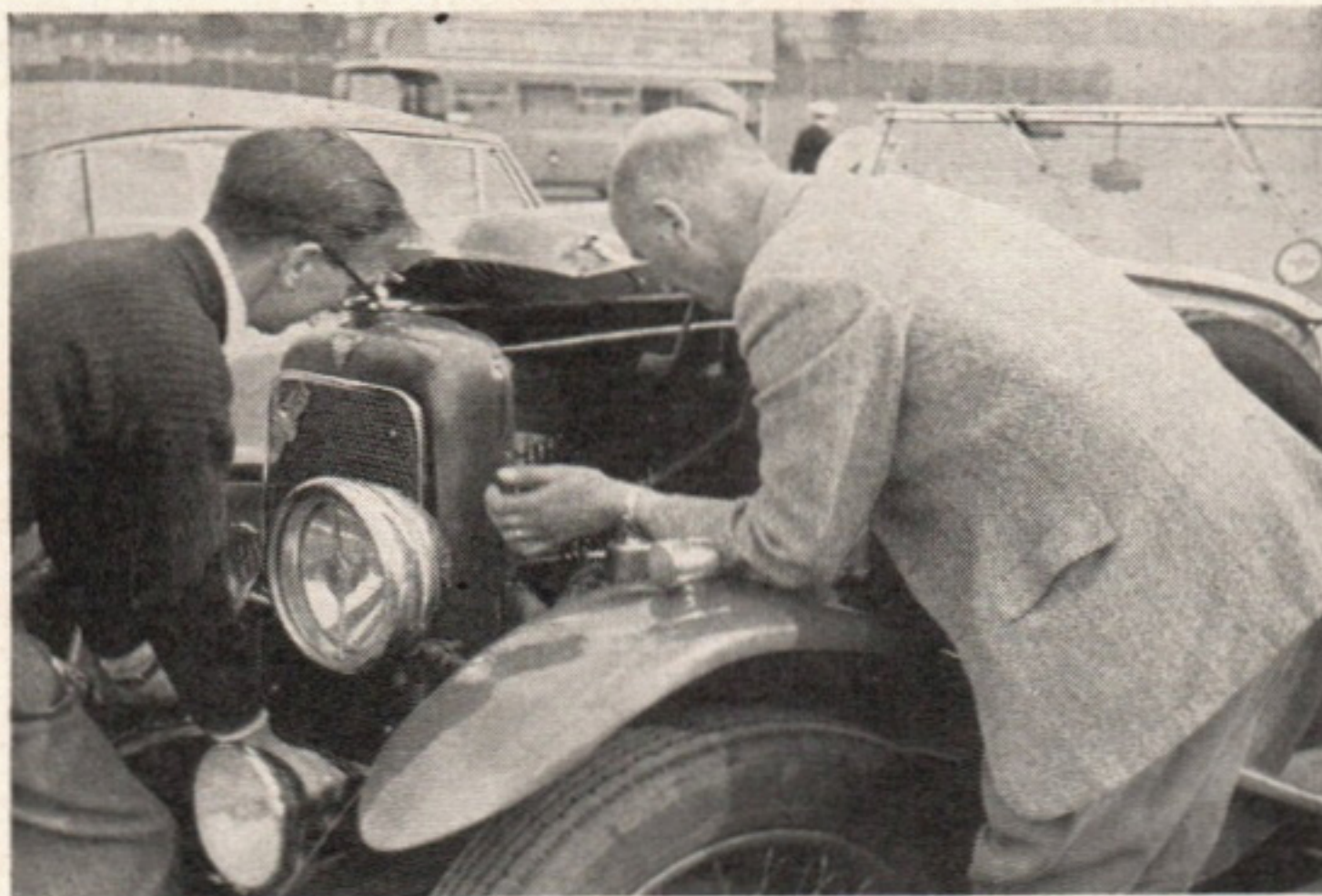
a hand when I can, we reckoned the wording covered us.) A dispirited competitor had run his car backwards into the bank, his battery was flat, he had forgotten to get petrol at Kidderminster and was already running low, and seemed to be reconciled to staying where he was. While we were fixing up my tow-rope, someone else came up looking for oil: he had holed the sump but plugged it with paper and hoped to be able to keep going. I found him a quart and then towed the other sufferer up the hill, thereafter backing off the road to study the maps. These consisted of the one-inch maps numbered 128 and 129, pasted together to form a continuous whole, nine points being marked and numbered from 3 to 11. We had been told by Mrs. Chappell that the Wenlock Edge control was No. 3, but this information seemed to have slipped past one competitor who, having stopped nearby and pored over his map, came over to ask me where No. 1 was. I told him "London or Leeds" and that he was now at No. 3, whereupon he enquired what the next one was. I recommended trying No. 4 and set off for it myself.

The best times in Test 1 were:

E. I. Appleyard (Jaguar), 7.4 secs.
D. O'M. Taylor (Jaguar), 7.6.
P. R. W. Jackson (Allard), 7.6.
H. Sutcliffe (Frazer-Nash), 7.8.

Applying the principles evolved during some experience of night trials (Hants. and Berks. style), such as preferring a slightly longer main road route to a doubtful, if shorter, track, we found the navigation pretty easy, and in fact Margaret took me through it without a mistake. Maintaining the full average of 30, however, was another matter, for some of the route was very rough, some of the lanes extremely narrow and winding. Nevertheless, a brief survey of the best way from each control to the next revealed that a good deal of main road would help to make up for the slow stuff, and we set out with the intention of timing ourselves unofficially. Although the standard time was 2½ hours for the 75 miles, there was a permitted lateness making about three hours in all.

Control 4 was easily reached on good roads, but the next one was not quite so simple. A mile or two short of the



A Capital Rally—continued

point we found T. B. N. Jennings's Sunbeam-Talbot parked in the middle of nowhere, the gearbox seized up. We noted the map reference and promised to report the retirement and ask the officials to send help. In due time we found the marshals at the foot of a hill (preceded by a sharp sweeping right-hand corner) with a roaring fire, and an enthusiastic local inhabitant in attendance. The latter had assumed the self-imposed task of pulling cars out of ditches, and had already been busy. Amongst others, Miss E. G. Lee-Norman, he told us, had failed to negotiate the top corner and had gone into the ditch: but, with some help, had driven out again, changed a buckled wheel, and continued. The Welshman was obviously enjoying himself immensely, and this is perhaps the moment to record the striking courtesy shown by all the local road-users, who, at the first glimpse of a Rally car in their mirrors (and they used them), immediately pulled in and waved it on. Would that the public were as keen in the rest of these islands!

Control 6 lay a few miles to the west of Bishop's Castle and at one stage of our route there a sign warned of "Narrow road and bends for 1½ miles." This was no overstatement, and our tyres didn't stop protesting throughout the whole of that distance. From the marshals we learned of another retirement, R. J. W. Utley's Riley having run into trouble.

At the next point, near Clun, we heard that S. P. A. Freeman had had the misfortune to hole the sump of his M.G., and that a Dellow (unspecified) had turned over. On the way to Control 8, we were horrified to have our headlights pick out a car overturned at a fork in the road; we stopped, only to find that it was Rudling's Austin again. The roads changed levels at the fork, they had taken the upper one, backed to read the signpost and, in the dark, run it over the drop. No one was hurt, though the lady passenger had bumped her head slightly, thus curing a headache which had been bothering her until then. After

some manoeuvring about, I got my Allard placed so that we could attach the tow-rope to one of the chassis members, and we finally succeeded in pulling the Austin on to its wheels. It was still precariously poised at an angle, however, and an attempt to pull it out backwards over the gentler slope failed. Indeed, it looked so insecure that we stood two of the crew on the offside running board to balance it, while I looped the tow-rope round the column between the doors. Margaret had gone back a few hundred yards with a torch to signal approaching cars to slow down, for the road was blocked during the righting operations, and most cars were therefore stopping to offer help. We accepted it from one crew and they pushed while I pulled obliquely with the Allard, and off came the Austin on to the road again. Damage appeared to be superficial—the nearside doors wouldn't open—but, after we had filled the sump with the aid of a further quart of my oil, the engine started and the crew expressed their intention to carry on. I take my hat off to them—no windscreen, the shattering experience of slowly turning over, a long wait in the cold—enough to discourage the most hardy. For the record they completed the navigation test about an hour behind time and eventually reached the finish at Croydon with less than an hour's lateness. There should be a special award for such as this.

Continuing, we were again stopped by signs of a car having gone off the road—N. J. and G. D. Nisbet with a Ford Anglia. It seemed that the car had turned over and caught fire; they had got out, extinguished the flames, righted the car and were about to press on when we arrived. Sections 9 and 10 were close together to the north-east of Rhayader, whereafter a long main road section led to the Time Control a few miles north of Llandrindod Wells. While we were there, Ian Appleyard arrived in, with twelve minutes in hand, and three or four others had also escaped penalty, but the vast majority had found it impossible to avoid lateness. (Our own times had ceased to mean anything,

B. H. Thompson makes some last minute adjustments to his vintage Alvis before the start from Croydon.

as we had had so many stops.) Many well-known rally competitors had collected penalty marks over this section, including Mrs. Eleanor Allard, who had also sustained a burst tyre; Pat Appleyard and Margaret Holden in an XK; Sheila Van Damm with a Sunbeam-Talbot; Wally Waring and Gordon Wilkins in a Mark VII Jaguar; while Cyril Whitehall, second last year and a fancied candidate for the awards list, had been having back axle trouble and had retired at the beginning of the navigation section when it broke. Mrs. Lorna Snow (Jaguar) and Dr. C. R. Hardman (Dellow) were later excluded for infringing the control regulations.

The Metropole Hotel at Llandrindod Wells had been selected for an hour's compulsory rest stop, with late supper (or very early breakfast) to be had. The parking area behind it was floodlighted and here the second driving test was held as each competitor clocked out. This entailed driving forward into a garage, reversing out to cross a line and proceeding forward to finish astride another line. The attractions of a roaring fire in the hotel prevented my seeing more than a sample of the runs, but the results of the best seven are set out below. Inside there were the usual pleasant meetings and exchange of experiences. The irrepressible Jackie Reece produced, as is his wont, one of the best of the Rally stories. Off route in the navigation test, he had driven into a farmyard, discovered his error and swung into a barn to turn round. Suddenly the doors were closed. His speculation as to what was happening was soon ended by the appearance of the farmer, who told him that he was the thirty-sixth so-and-so who had been in there that night, and what was he going to do about it? A truce was negotiated, not without difficulty, and the Morgan was released to carry on.

Test 2:

P. R. W. Jackson (Allard), 13.6 secs.
D. S. Price (Dellow), 14.2.
D. G. Scott (M.G.), 14.2.
G. M. White (Morgan), 14.4.
J. V. S. Brown (H.R.G.), 14.4.
P. C. Harper (Hillman), 14.6.
W. A. G. Goodall (Morgan), 14.6.

Fed and warmed, crews set off to follow a written route to Afon Vyrnwy Bridge and on to Bala Lake. From this control of passage, the route continued down the main road to Bont Newydd, just north of Dolgelly and the most westerly point, and on through Van, near Llanidloes, to the Silian Control. We lingered for a little at Van, where the marshals had each independently obtained a pound of sausages as a contribution to the commissariat—a fact we learned when we offered them some.

At Silian the third and fourth driving tests were being held. The first of these, Test 3, involved starting just short of a cross roads where two tiny lanes intersected: driving over a line in the left turning, reversing over a line in the right-hand lane, and accelerating forwards to finish astride a line in the remaining leg of the four. Particularly spectacular here was Mrs. Allard, who

snaked out in reverse with wheelspin galore. The best times were:

Test 3:

Ian Appleyard (Jaguar), 18.4 secs.
R. A. Hopkinson (M.G.), 19.0.
P. C. Harper (Hillman), 19.8.
J. Lord (M.G.), 19.8.
Peter Jackson (Allard), 19.8.
Jack Reece (Morgan), 19.8.
J. H. Ray (Morgan), 20.0.

A few yards farther down the lane was Test 4—a matter of driving forwards to the left of a pylon, stopping astride a line, reversing past the other side of the pylon to straddle the starting line, and forwards to the left of the pylon to a flying finish. The lane was narrow and quite a few got into difficulties. One competitor, who shall be nameless, reversed into the bank, slowly and steadily, some six or seven times. Dave Price retired at this point with no gears, and we heard that J. Risk's Ford Pilot was ditched near Newtown.

Test 4:

Dr. C. R. Hardman (Dellow), 18.2 secs.
J. V. S. Brown (H.R.G.), 18.8.
Dave Price (Dellow), 19.2.
Peter Jackson (Allard), 19.4.
D. O'M. Taylor (Jaguar), 19.8.
G. A. Lewis (Morgan), 19.8.
D. G. Scott (M.G.), 19.8.
H. Crossley (Jaguar), 19.8.

A couple of miles farther on came the Lampeter Control, which was the start of the daylight map-reading section. Again a marked map was issued, showing three points to the south of Lampeter to be visited in the correct order on the way to the Dihewid Control to the north. An hour and forty-six minutes were allowed for the 53 miles, and this time we managed to record our own unofficial times. Margaret was by now becoming drowsy, and we made a few mistakes; in particular, as we went through the village of Brechfa, I asked for confirmation of the route. She agreed with my suggestion of crossing two bridges, but, when I later began to have some doubts and wakened her, I found that the previous conversation had taken place in her sleep. Nonetheless, we reached Dihewid with nine minutes in hand, and the majority of competitors had been much earlier than that.

The route next lay past the Devil's Bridge, where Michael Lawson was on duty, through the Elan Valley to Hay-on-Wye—some of the loveliest scenery imaginable. Shortly after Dihewid, we noticed skid marks leading to a rather dishevelled hedge on the outside of a corner, and, stopping, we found H. A. R. Fox's Buick standing, somewhat battered, in a field. The car had turned over twice after going through the hedge, but a tiny graze on the forehead of one of the crew was the only injury sustained. Further on, on the Rhayader mountain road, we found Tumin's Standard, damaged after overturning, but the crew had, we heard later, been taken to hospital by a following competitor. The Crown Hotel at Hay offered a half-hour's compulsory stop, and we were glad of it: I had now done close on 600 miles of pretty brisk motoring, and the Llandrindod stop was well over 300 miles behind us. Here we found that Peter Jackson was in trouble, with a

hole in the sump of the Allard, but although he had been doing well in the tests, he was virtually out of the running already, having lost many marks for lateness during the night navigation sections; he claimed to have been so much off route as to have reached the Menai Bridge!

The next section, via Michaelchurch Escley to the Station Hotel, Pandy Control, entailed some tricky map reading, was rough for much of the way, and very wet in parts. The Control at Pandy had much of the appearance of the end of a trials section, with mud-stained cars and equally muddy competitors, at least so far as the crews of the open cars were concerned. The Everstone Garage at Peterstow, near Ross-on-Wye, was organized as a refuelling point, but competitors were free to select their own routes to the Air Balloon, near Birdlip, where there was a further route check. It was over this stretch of road that the secret check was in operation to enforce the 40 m.p.h. average, but competitors were on their best behaviour and it claimed no victims.

From this route check the way lay to the Aerodrome Hotel at Croydon by any route whatever. At the end of the Oxford by-pass we overtook Ron Brown's TA M.G., and from there travelled in company with him, reaching the finish about 9.30. The car park was full of travel-stained vehicles, the hotel of weary competitors absorbing nourishment, both liquid and solid. Upstairs, a squad was at work on the results. The Control was due to remain open until 11.30, after which time any car not checked in would be retired as over its maximum lateness. A substantial number of competitors waited on for the announcement of the provisional results—something of a test of enthusiasm, for the bar closed at 10.30—and just before midnight Goff Imhof read them off over the loud-speaker. Thus ended a highly successful event on a truly ambitious scale, and every one of the many competitors to whom I spoke was loud in its praise and filled with enjoyment.

PROVISIONAL RESULTS

The Wick Challenge Trophy (for best performance by a standard car): J. H. Ray and J. C. Dixon (2,088 Morgan); 0 marks lost on road; aggregate test times, 65.6 secs.

The Nor'wester Challenge Trophy (for best performance by a standard car in the opposite class): R. P. N. Stark and J. A. Ambrose (2,275 Vauxhall); 0 marks lost on road; aggregate test times, 79.6.

The Juniper Challenge Trophy (for the best performance by a Special): E. Ainsworth and J. Beckett (1,800 Triumph (S)); 3 marks lost on road; aggregate test times, 75.8.

Coupe des Dames Trophy (for the best performance by an all-ladies crew): Mrs. Lola E. Grounds and Miss Doreen Reece (918 Morris); 48 marks lost on road; aggregate test times, 92.8.

The Committee Trophy (for runner-up in the winning class): E. I. Appleyard and M. Wilson (3,442 Jaguar); 0 marks lost on road; aggregate test times, 117.4

(including penalty time of 75 secs. for failure in Test 4).

Member's Trophy (for best performance by a L.M.C. member, not already winning an award): W. A. G. Goodall and T. Hall (2,088 Morgan); 2 marks lost on road; aggregate test times, 62.8.

The North-Point Award, for the navigator of the winning car: J. C. Dixon.

The Lynddyn Tankard, for the navigator of the car winning the Specials group: J. Beckett.

Team Prize: Team No. 31—J. D. Leavesley and H. H. A. Sanders (1,265 Hillman); P. C. Harper and J. Kemsley (1,265 Hillman); R. P. N. Stark and J. A. Ambrose (2,275 Vauxhall).

Runners-up Team Prize: Team No. 63—W. A. G. Goodall and T. Hall (2,088 Morgan); J. H. Ray and J. C. Dixon (2,088 Morgan); J. Reece and B. Davies (2,088 Morgan).

Class Trophies—Class 1A: B. Blundell and E. Hunt (1,250 M.G. TD); 4 marks lost on road; aggregate test times, 68.4.

Class 1B: A. S. Macdonald and R. Baxendale (1,496 H.R.G.); 0 marks lost on road; aggregate test times, 71.8.

Class 2A: P. G. Cooper and O. L. Leighton (1,265 Hillman); 1 mark lost on road; aggregate test times, 69.0.

Class 2B: P. H. Channon and H. C. O'Hara Moore (1,496 Riley); 2 marks lost on road; aggregate test times, 73.8.

Novices' Class Trophies—Class 1A: G. R. Newbery and P. J. Waterton (1,200 Austin); 18 marks lost on road; aggregate test times, 76.8.

Class 1B: J. Wishart and P. A. E. Roberts (1,496 H.R.G.); 72 marks lost on road; aggregate test times, 97.6.

Class 1C: L. West and D. B. Smith (2,088 Morgan); 11 marks lost on road; aggregate test times, 73.2.

Class 2A: D. R. Wilkinson and M. F. Ellis (1,200 Austin); 56 marks lost on road; aggregate test times, 82.0.

Class 2B: D. B. Watkinson and R. A. Watkinson (1,971 Frazer-Nash); 32 marks lost on road; aggregate test times, 92.8.

Class 2C: A. Alsop and P. Rennie (2,267 Sunbeam-Talbot); 2 marks lost on road; aggregate test times, 152.8.

Group 3: R. Neate and A. Cooper (1,496 Riley); 95 marks lost on road; aggregate test times, 75.0.

Best Mixed Crew: C. A. Leavens and Mrs. J. Leavens (1,496 Jowett); 2 marks lost on road; aggregate test times, 104.2.

* * *

ALVIS OWNER CLUB

(Northern Section)

A MAIN Road Time Trial will be held on Sunday, 19th October. There will be a closely timed road section of some 85 miles and driving tests will be held *en route*. The start and finish will be at the Crescent Hotel, Ilkley, Yorks. No starting time will be before 12.30 p.m.

Invited clubs are: Alvis 12/50, Aston Martin, Bentley Drivers, Bugatti, Lancia, Lagonda. Entries close 11th October. They should be sent to A. Ellison, Rylstone, Earnsdale Avenue, Darwen, Lancs.

THE 2nd TOUR DE FRANCE

A Competitor's Impressions of the Arduous Long-Distance Rally in which he competed with a DB2 Aston Martin - Sole British Entry

THE Second Tour de France Automobile started at 21.00 hrs. on Tuesday, 9th September, 1952, when Jean Lamy and Claud Pillet took their black XK 120 Jaguar over the starting line on the Promenade des Anglais at Nice. Eleven minutes later we followed, Nigel Mann at the wheel, in his DB2 Aston Martin. Last year Geoffrey Healey and Tom Kenny had started with a Healey, but this year Nigel and I were the only British entry in this 5,533 kilometre event.

The entry list was a little disappointing so far as the larger cars were concerned and consisted for the most part of class H, I and J (500 to 750 c.c.) and class F (1,100 to 1,500 c.c.). Actual starters by classes being as under:—

Class A, B and C, five cars; four Jaguars, one Delahaye. Class D, five cars; Ferrari, Aston Martin, Mercedes, Citroën and Austin. Class E, seven cars; Class F, 39 cars; including 11 Porsche and 13 Simcas. Class G, 16 cars; including five Porsche. Class H, I and J, 43 cars; including 29 Renaults and 12 Panhards.

The first stage, which finished at La Baule, was one of 2,352 kilometres and the regulations required a speed of 60 k.p.h. to be maintained. There were also checks at various places along the route, where it was not permitted to arrive before a certain time, in order to stop racing, the regulations said. This was worked out for each competitor on the basis of an 80 k.p.h. average.

The first night's run took us over the Esterels, through Aix-en-Provence, Nîmes, Beziers to Garin, where the first of the seven tests was held. This was a hill-climb, *Course de Cote de Peyresourde*, over a 4 km. 500 m. circuit.

We arrived for this test at 10.15 a.m. on Wednesday in perfect weather, and Nigel, who drove this test, found it a considerable advantage to have done it the previous year. He not only knew what to expect, but could profit from mistakes made then. He did so to such effect that he accomplished the climb in 3 mins. 35½ secs., as against 3 mins. 52 secs. which he took last year.

Fastest climb was made by Pagnibon in his 2.7 Ferrari, which rocketed up the hill in 3 mins. 4½ secs., and other good times were recorded by:—

M. and Mme. Peron (1,343 Osca), 3 mins. 21½ secs.; M. and Mme. Berthomier (XK 120 Jaguar), 3 mins. 25½ secs.; Gaudre-Chaix (1,393 Osca), 3 mins. 29½ secs.; Mlle. Thirion and Mme. Polensky (1,088 Porsche), 3 mins. 31½ secs.; Moffet-Marion (3,442 Jaguar XK 120), 3 mins. 33½ secs.; Herzet-Bianchi (3,442 Jaguar XK 120), 3 mins. 33½ secs.

The quickest Renault was that driven by Redele and Moser, which went up in 4 mins. 8 secs.

The course then took us over the Col d'Aspin (4,830 ft.), Col de Tourmalet (6,930 ft.) and the Col d'Aubisque (5,680 ft.) to Pau, and it was by no means easy to keep up the scheduled speed through these narrow Pyrenees

By

MORTIMER MORRIS-GOODALL

roads. We made it all right, but no less than 18 cars incurred penalization at Pau and 16 did not arrive at all. Some that did arrive showed unmistakable signs of impact with sundry hard objects, such as kilometre stones, etc.

We had time for a quick lunch at Pau and then, at 15.21 hrs., we set off again heading north-east for the Massif Central. This, to my mind, was the toughest part of the whole Tour; after leaving Valence-sur-Baize, for 538 kilometres, I don't think the road went in a straight line for more than 100 metres at a stretch. Nigel is not very good at driving by night and sleeps happily in the passenger's seat most of the time. I found myself pressing on through Condom, Nerac, Damazan, Cahors, Grèzes, Figeac, Aurillac, Murat, Massiac, Issoire, St. Nectaire, Randanne and finally Clermont-Ferrand, up and down, winding along valleys and through forests and passes with the head-lamp beams sweeping from side to side as the Aston rounded bend after bend. Already one night's sleep to the bad, this second night on the road was a bit too much like hard work and I found myself trying to keep awake by asking myself what on earth made me do it anyway and did I not need my brains tested in a big way.

However, came the dawn and the usual revival of spirits. The car was running like a dream and life wasn't so very bad after all. During that long night we had seemed to be the only car in France, with nary a sign of another

competitor. We found that if we set ourselves to average 70 k.p.h., we built up a useful amount of time in hand and weren't stressing the car in any way, and, what was more, were not wearing out our tyres unduly. Most other competitors, however, treated the whole thing as a race and we were being continually passed by very small cars going at a terrific pace and revving like a lot of angry bees. This led to an amusing incident later on when we were practically accused of cheating.

In the early morning we motored on through Montloucon, Bourges, Orléans and Epuisay to Le Mans, where there was the second test to be held on the famous straight of the Circuit de la Sarthe, a standing start, flying finish 3 km.

We arrived with about 1½ hours in hand and repaired to the Hostellerie des Ifs to renew our acquaintance with Mme. Dauvin, the patroness. We had a much-needed wash and brush up, shaved and had breakfast, then called on a few old friends and repaired to the circuit to try our luck in the sprint on the fast road into Le Mans. We had been pedalling along around the 80-m.p.h. mark when a pheasant had committed *hara-kiri* by flying head-on into our radiator grille. Consequently, the front of the car was covered in feathers, blood and what have you, which led to no end of wisecracks from all and sundry.

Nigel, who was driving this test, brought the car up to the line behind Pagnibon's Ferrari and we watched him streak off down the road making a noise just like a Ferrari! Then our turn came and Nigel made a good start, up to 5,500 in bottom, then second and third to hold about 5,100 in top, whilst I found time

RESULTS OF THE TOUR DE FRANCE

Over 3-litres: M. and Mme. Berthomier (Jaguar), 6,161.02 marks; 2, Lamy/Pillet (Jaguar), 6,479.88; 3, Herzet/Bianchi (Jaguar), 6,953.36; 4, Ghesquière/Francomme (Delahaye), 7,386.32.

2-3 litres: 1, Pagnibon/Macchievaldo (Ferrari), 5,379.90; 2, Nigel Mann/M. Morris-Goodall (DB2 Aston Martin), 6,205.12; 3, Trigani/Masse (Austin), 7,409.90; 4, Novelli/Ravan (Mercedes-Benz), 7,665.52.

1,501-2,000 c.c.: 1, Aprile/Bossetti (Alfa Romeo), 7,433.32; 2, Deramona/Bonnet (Citroën), 7,850.12; 3, Koehl/Fanfani (Renault), 8,371.24; 4, Dauche/Guido (Mercedes-Diesel), 9,296.54.

1,101-1,500 c.c.: 1, Armengaud/Chaix (Osca), 6,099.36; 2, Rinen/Loyer (Gordini), 6,128.52; 3, M. and Mme. Peron (Osca), 6,327.98; 4, Noguiera/Tojal (Porsche), 6,650.3. 7th, Latune/Thomas (Jowett).

751-1,100 c.c.: 1, Estager/Boussignac (Porsche), 7,384.92; 2, Sabine/Martin (Porsche), 7,697.12; 3, Giraud/Bardin (Dyna-Panhard), 7,724.08; 4, Guyot/Parcy (Dyna-Panhard), 8,182.70.

500-750 c.c.: 1, Redele/Moser (Renault), 7,199.80; 2, Stempert/Schwartz (Dyna-Panhard), 7,252.58; 3, Plantivaux/Mazalon (Dyna-Panhard), 7,375.90; 4, Dannenmuller/Rachel (D.B.-Panhard), 7,473.98.

GENERAL CLASSIFICATION

(On Index of Performance)

- Grand Prix de la Ville de Nice and £1,000:** M. and Mme. Gignoux (D.B.-Panhard), 4,523.804.
- Grand Prix de l'Équipement Français and £400:** Pagnibon/Macchievaldo (Ferrari), 4,691.272.
- £200:** Redele/Moser (Renault), 4,694.270.
- £150:** Armengaud/Chaix (Osca), 4,702.606.
- £75:** Stempert/Schwartz (Dyna-Panhard), 4,721.430.
- £50:** Plantivaux/Mazalon (Dyna-Panhard), 4,801.711.

Mann/Morris-Goodall (Aston Martin) were placed 20th out of 57 finishers with 5,378.994 marks.

Coupe des Dames: Mmes. Pochon/Trott/Boucher (Renault), 5,330.765.

to blow a blast or two on the horn and wave to Suzanne at the Hippodrome on the way. We crossed the finishing line at about 105 m.p.h. and continued on our way with me trying to stop Nigel, who had got the flavour, doing a lap of the circuit. The best times recorded were as follows:—

1, Pagnibon (Ferrari), 1 min. 4½ secs.; 2, Berthomier (XK 120 Jaguar), 1 min. 14½ secs.; 3, Peron (Osca), 1 min. 15½ secs.; and Mlle. Thirion (Porsche), 1 min. 15½ secs.; 5, Rinen (Gordini), 1 min. 16½ secs.; 6, Moffet (XK 120 Jaguar), 1 min. 16½ secs.; 7, Herzet (XK 120 Jaguar), 1 min. 17½ secs.; 8, Lamy (XK 120 Jaguar), 1 min. 18 secs.; 9, Gaudre (Osca), 1 min. 18½ secs.; and Mann (Aston Martin), 1 min. 18½ secs.

Incidentally, the "Ruban Jaune", which is carried by the car leading in general classification, was being carried by the Osca of M. and Mme. Peron, and they still led after this second test when the handicaps had been worked out. We were holding 26th position after the Le Mans test.

The run to La Baule, for which we had 4 hrs. 20 mins., was accomplished in 3 hrs., and we took the Aston to a garage and gave it a pretty thorough servicing. It was here, though, that occurred one of those stupid things that can happen so easily when one's brain is really fatigued.

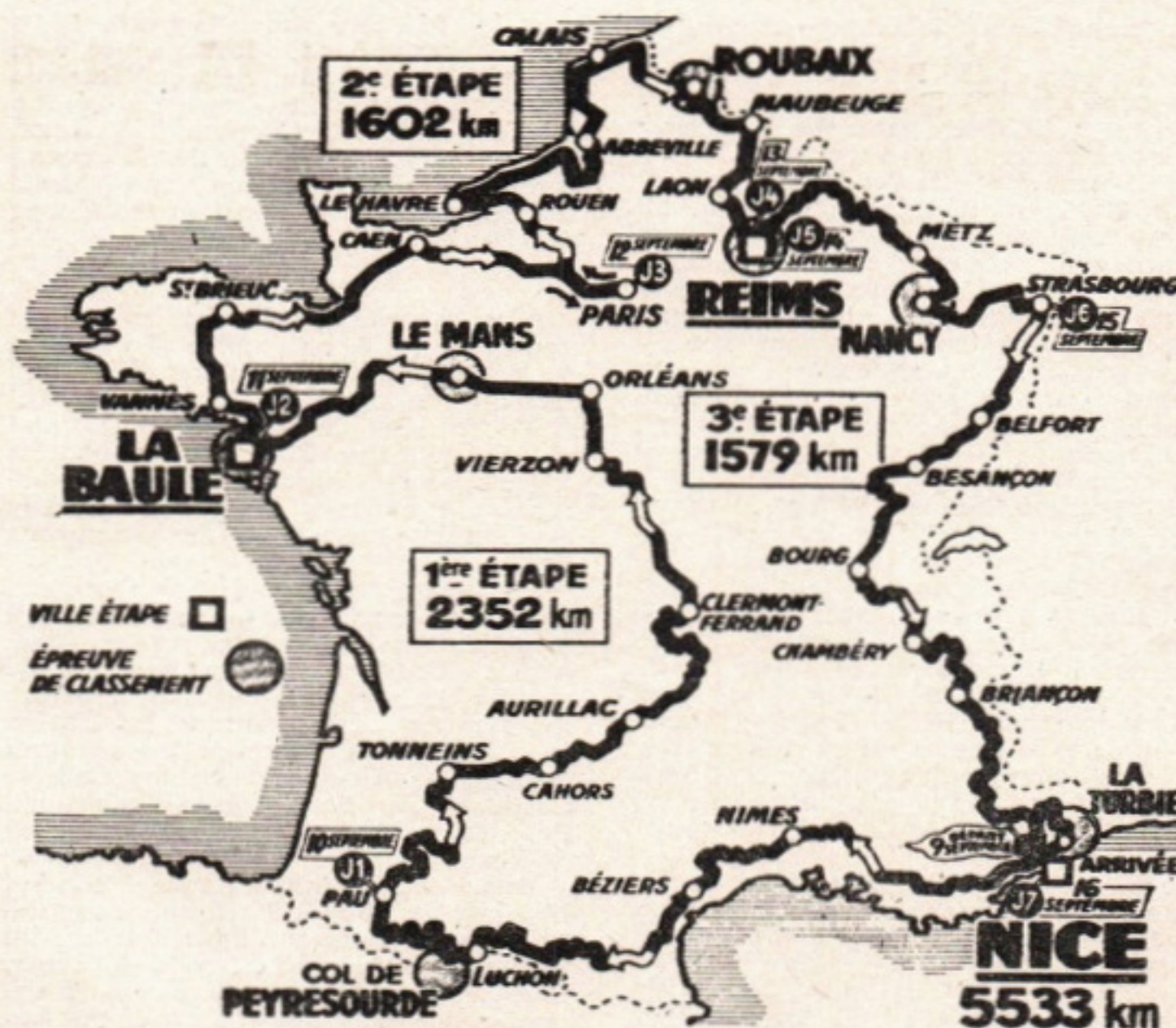
The 24-hour clock was, of course, being used, and our Carnet de Route had been stamped with our scheduled time of arrival in La Baule as 15.56 hrs. I had transferred this to our route sheet, which we were using for navigating, as 5.56 instead of 3.56. We had arrived in La Baule at 1.30 or so and, the servicing of the car having been completed, Nigel and I were sitting about waiting to go into the control when, for some unknown reason, I looked at the Carnet de Route. I saw the time written there, 15.56 hrs., looked at my watch and saw it was five minutes to four! I yelled at Nigel to get in the flaming car and went through Le Baule at about 100 m.p.h. We arrived at the control and leapt out of the car to get the book stamped, but, alas, we were 2 mins. late and incurred a penalty of 40 points. It really was infuriating, but entirely my own fault.

In our fatigued state this blow seemed much more serious than it actually was and Nigel and I walked back to our hotel feeling very depressed. We were considerably cheered, however, when, on looking up to investigate a lot of horn-blowing, we perceived Desmond and Joan Scannell of the B.R.D.C., who themselves had been somewhat startled to see us. Anyway, we adjourned to a convenient bar and had one—or three. After which we had an early dinner and then retired to bed, and—oh boy!—did I sleep.

We had to be in the "Parc Fermé" at 06.56 hrs. on the Friday morning and, in no time at all it seemed, someone was banging on my door and informing me that it was six o'clock.

The third test, consisting of a standing start 500 metres with a standing finish astride the stop line, was held at the beginning of the second stage, and this one I was due to drive. I wasn't very pleased with my effort as I braked too early and achieved a time of 27½ secs. The 10 best times were:—

1, Pagnibon (Ferrari), 23½ secs.; 2,



The 3,460 mile route taken by competitors in the marathon Tour de France.

Peron (Osca), 24½ secs.; 3, Mlle. Thirion (Porsche), 25½ secs.; and Rinen (Gordini), 25½ secs.; 5, Molinelli (Porsche), 25½ secs.; 6, Lamy (XK 120), 26 secs.; 7, Gaudre (Osca), 26½ secs.; Nogueira (Porsche), 26½ secs.; Graca (Porsche), 26½ secs.; 10, de Mascarenhas (Porsche), 27 secs. Then came our DB2 ahead of all the Jaguars, but we dropped in general classification to 32, due entirely to our 40-point penalty.

The first part of this stage was comparatively easy motoring to Paris, and here we had laid on a complete service for the car at the Shell service station in Rue du Beri. So we arrived two hours ahead of schedule and left the Aston to their tender mercies. It was washed and polished and oil was changed in the engine, gearbox and back axle whilst we had dinner and a shower, also at the service station. I am referring to the shower and not the dinner, which we had just opposite—and very nice, too.

Then, refreshed and in good heart, we went into the control at L'Action Automobile near the Etoile in the Avenue d'Iena. Here there was a reception for us, where food and drink could be had for the asking, but we went back to Shell service where they very kindly allowed us to use their waiting room as a bedroom and we snatched a couple of hours' sleep.

We left Paris at 21.44 hours on the next part of this stage, through Rouen, Le Havre, Dieppe, Boulogne and Dunkerque to Roubaix, which is near Lille and is all pavé. The run was uneventful, except for rather a lot of mist, and Nigel and I were quite fresh after our rest in Paris. The fourth test was to be held at Roubaix and consisted only of a standing start 500 metres with flying

finish. Nigel again drove this one, making no mistake to record sixth best time of 22 seconds. This started our creep back up the General Classification list.

The 10 best times were:—

1, Pagnibon (Ferrari), 18½ secs.; 2, Peron (Osca), 20½ secs.; 3, Moffet (XK 120), 21 secs.; 4, Lamy (XK 120), 21½ secs.; Molinelli (Porsche), 21½ secs.; 6, Berthomier (XK 120), 22 secs.; Mann (Aston Martin), 22 secs.; Nogueira (Porsche), 22 secs.; Graca (Porsche), 22 secs.; 10, Mlle. Thirion (Porsche), 22½ secs.; and de Mascarenhas (Porsche), 22½ secs.

That accomplished, we were left with a straightforward run to Rheims for which we were allowed 3 hours, 44 minutes. This gave us time to have the car serviced again and to change plugs, put up our tyre pressures and do what we could to ensure that the Aston would go as well as possible in the fifth test, 14 laps of the famous Gueux circuit which was due to unroll itself on the morrow. We then went into the control and put the car in the parc fermé. There was a banquet laid on in Rheims that night in the cellars of Maison Taittinger, but Nigel and I decided that bed was a better place although now I'm not so sure we weren't wrong!

However, morning saw us all taken up to the circuit in convoy and then we had to hang about all day as we were in the last of the three races. The first, for the smallest cars, started at 11.00 a.m. and was won by José Scaron in a 1,221 c.c. Simca at an average of 114 km. 480 for the 100 km.

The second race started at 14.30 hrs. and was won, after an exciting struggle with Dannenmuller (D.B.-Panhard), by

The Second Tour de France—continued

Jean Estager (1,086 Porsche) at an average of nearly 120 k.p.h.

Then, at 16.00 hrs. came the third race in which I was to drive the Aston. The flag fell and I was rather badly hemmed in by the Porsches of Mlle. Thirion and Graca and, having got by them, found considerable difficulty in passing Lang's Jaguar; after that, however, I settled down and thoroughly enjoyed myself. Except for Pagnibon, who went past us like a bullet on my sixth lap, I was not passed by anyone and eventually finished fourth behind the Ferrari, one Osca and the Gordini.

The best times were:—

1, Pagnibon (Ferrari), 14 laps, 39 mins. 49½ secs. (average 159 km. 800); 2, Rinen (Gordini), 13 laps, 44 mins. 7½ secs.; 3, Gaudre (Osca), 13 laps, 44 mins. 18½ secs.; 4, Goodall (Aston Martin), 13 laps, 45 mins. 15½ secs.; 5, Mlle. Thirion (Porsche), 13 laps, 46 mins. 5½ secs.; 6, Berthomier (XK 120 Jaguar), and Peron (Osca), 13 laps, 46 mins. 9½ secs.; 8, Herzet (XK 120), 12 laps, 48 mins. 30½ secs.; 9, Lamy (XK 120), 12 laps, 48 mins. 41½ secs.; 10, Nogueira (Porsche), 12 laps, 49 mins. 40½ secs.

The cars were then put away in the parc fermé and we were taken back to Rheims by bus. The very lovely looking Maserati of Schwob d'Hericourt met its Waterloo in this test when the clutch flew to pieces; two of the Jaguars also had bother, that of George Moffet and Georges Marion not being seen again.

An Amusing Incident

It was in the bar of the A.C. de Champagne that the amusing incident referred to previously occurred. Nigel and I were having a quiet couple when two Porsche drivers, not recognising us, were talking about the day's events. Said one, "The Aston was in front of me at the first corner and, as I can always pass it on the road, I thought I would go past but I ran off the road". Said the other, "I can't understand why, when we can always pass it on the road, it always goes so fast in the tests. It isn't fair". We finished our drink and departed 'ere they discovered who we were!

The third and last stage began for us at 0841 hrs. on Monday morning when we motored north to Sedan over that horrible pavé again and then down through Montmédy and Metz to Nancy, where the sixth test, a flying 1,500 metres was held on a new military road outside the town. I drove this one again and wound the old Aston up to about 5,200 r.p.m. when we crossed the start line and 5,200 she held all the way to the finish sounding as sweet as honey but with a noise like the wrath of God being left in her wake. For the record, here are the fastest 10:—

1, Pagnibon (Ferrari), 27½ secs. (average 198 km. 529); 2, Berthomier (XK 120), 31½ secs. (171 km. 965); 3, Goodall (Aston Martin), 31½ secs. (169 km. 820); 4, Gaudre (Osca), 32 secs. (168 km. 750); 5, Peron (Osca), 32½ secs.; Mlle. Thirion (Porsche), 32½ secs.; 7, Lamy (XK 120), Rinen (Gordini), 32½ secs.; 9, Bianco (Porsche), 34½ secs.; 10, Molinelli (Porsche), Ghesquiere (Delahaye), 35½ secs.

After that little effort, we had got back to 25th place in general category and were and always had been second to the Ferrari in our class. The Ruban Jaune by the way, had been taken

over by M. and Mme. Gignoux on a D.B.-Panhard after the Rheims race, won back by M. and Mme. Peron after the Nancy test and then regained by the Gignoux when the Perons had clutch trouble and arrived late at the Strasbourg control. Mlle. Thirion and Mme. Polensky were well ahead in the Coupe des Dames.

The Last Night

After Strasbourg, the last night was upon us—and what a night. To average 60 k.p.h. over the Galibier (8,385 ft.), Lauteret (6,750 ft.), Col de l'Izoard (7,743 ft.), Col de Vars (6,930 ft.), and the Col d'Allos (7,382 ft.), at night is not everybody's idea of peaceful motoring and I must say it needed a steady nerve when one was in the passenger's seat.

The weather was kind to us, however, and we made it O.K. The Aston behaved magnificently and never put a wheel wrong. Thus we arrived at Nice in time to give her a general check over before the last test, the notorious La Turbie hill-climb to be followed by a course through the Alps including the Cols de Castillon, de Braus, Saint-Roche and Peira-Cava but at a reduced speed of 50 k.p.h.

Before we left on this tour, I had led Nigel by the hand to La Turbie and said, "Now, you go up and down this 'ere 'ill 10 times", and he had. It paid dividends. Last year, besides nearly going off the road and overturning the car at the first corner, he went up in 4 mins. 56 secs. This year he drove really well to record the fifth fastest time, 4 mins. 26½ secs. and I wasn't really frightened—much!

Fastest—Guess who? Right.

1, Pagnibon (Ferrari), 4 mins. 1½ secs.; 2, Peron (Osca), 4 mins. 17½ secs.; 3, Gaudre (Osca), 4 mins. 21 secs.; 4, Rinen (Gordini), 4 mins. 23½ secs.; 5, Mann (Aston Martin), 4 mins. 26½ secs.; 6, Berthomier (XK 120), 4 mins. 27½ secs.; 7, Herzet (XK 120), 4 mins. 29 secs.; 8, Mlle. Thirion (Porsche), 4 mins. 34½ secs.; 9, Nogueira (Porsche), 4 mins. 44½ secs.; 10, Lamy (XK 120), 4 mins. 48½ secs.

Oh, Those Tyres!

Then, after a brief respite at Monte Carlo, off we set like scalded cats up to Sospel; oh, those tyres!—but we hadn't got time to worry about them. Slowly we built up a bit of time in hand and slowly I began to realise that, barring accidents, we should do it all right and—we did, arriving back at Nice behind Pagnibon's Ferrari. We were taken up to the final control one at a time in the order of our arrival then into the parc fermé for the last time where our car was examined carefully to see that we hadn't changed the engine *en route*, and then back to our hotel for a spot of food, a bath and—bed.

We had pulled up to 20th in general classification and, other than the Ferrari, we were the next of the big cars, beating Berthomier's Jaguar by three places, our 40 penalty marks cost us two places, we could have been 18th but we were still second in our class and that put us in the money, which was all to the good.

Drama crept into the closing stages, when Mlle. Thirion, after a brilliant drive, was disqualified. It appears that Mr. Polensky, who is a very clever chap and who works for Mr. Porsche, had followed his wife around and tuned up the car here and there. That, of course, is definitely against the spirit and letter of

the regulations and so, poor Mlle. Thirion suffered. This let in Mmes. Pochon and Trott-Boucher to win the Coupes des Dames.

The Tour this year was certainly better than last year. It was much, much tougher. I shan't forget that drive through the Massif Central in a hurry, nor the night in the north between Paris and Le Havre where we had nasty patchy mist which, at one time, had looked like making us lose too much time, but which had cleared in the nick of time.

The Gendarmerie were wonderful, they practically closed the roads for us and one inoffensive little motor-cyclist who inadvertently wandered across my bows but didn't derange me in the least, was pounced upon by three very large policemen, all blowing whistles furiously, and practically demolished on the spot. They were on duty at the most out-of-the-way places directing the competitors.

The event, as last year, aroused tremendous interest and the Aston came in for a lot of praise. It behaved beautifully and we had a completely trouble free run. The refuelling and servicing arrangements were very good and very quick and the officials at the controls were extremely helpful. To sum up, it was a thoroughly well organized event which has left one with a distinct desire to do it again!

Here's to the third Tour de France Automobile.

* * *

CRANFIELD DRIVING TESTS

TWENTY-FOUR entrants took part in another of the Newry M.C.'s popular Cranfield aerodrome events on Wednesday, 3rd September, which consisted of four driving tests, and a repeat of the team relay test instituted by this Club. Once again Paddy Newel gained the premier award, driving Wilbert Todd's Todd Special, and he also gained second place in the open class with the ex-Hyde Dellow. Jim Hyde himself took the saloon class in his Ford Anglia, and Robin McKinney, the Dellow's present owner, was fourth to Eileen Atkinson (Ford Special) in the open car class. The Dowling brothers, too, fared well in the saloon category, Jim Dowling (Ford Utility) being second and Esdale Dowling (Austin A40) third.

RESULTS

Warrenpoint Cup and Replica: P. J. Newel (Todd Special).

First Saloon (Club Souvenir): J. A. Hyde (Ford Anglia).

Second Saloon (Club Souvenir): J. L. Dowling (Ford Utility).

Team Test: Tie between D. McDermott (Austin A70), P. Newel (Dellow), J. E. Dowling (A40) and C. Atkinson (Ford Special), G. R. Hyde (Ford Anglia), J. A. Hyde (Ford Prefect).

* * *

WELSH COUNTIES C.C.

A MEETING has been arranged by the Welsh Counties M.C. for 6th October, at the Albert Hotel, St. Mary, Cardiff, to discuss the Club's winter programme and next year's sporting events. The Albert Hotel has been selected as a venue owing to its convenient situation; a room is available for regular meetings, and car park space is kindly offered by a member.

Technical and Otherwise**by John Bolster**

CARBURATION

CARBURATION is now an exact science, and almost all its problems are amenable to calculation. Nevertheless, this is a most complicated subject, and deserves the closest study. It is amazing how many people will gaily fabricate a manifold, choose and fit a carburetter or carburetters, and then carry out some most haphazard "tuning", without understanding even the most elementary facts involved. Most of us have a smattering of carburetter lore, but a little knowledge is a dangerous thing. What we need is some intensive grounding in the basic principles, and that means the conscientious study of suitable books.

I have just gone through a refresher course in carburation, and it has been a most useful experience. This task has been made much easier by the newly published third edition of *Carburation*, by Charles H. Fisher, M.I.Mech.E., M.S.A.E. It is now in two volumes, which are produced by Chapman and Hall for 36s. each. That may seem a considerable investment, but for anyone who has to work with carburetters, these books are all but indispensable.

Broadly speaking, volume one is pure theory, and volume two deals with such practical matters as installation and service adjustment. What is so impressive is the immense pains to which the author has gone to substantiate each assertion. Every single facet of carburetter performance is related to an elaborate series of experiments, and the results are exhibited in the form of easily read graphs. We can all follow these quickly enough, even though the mathematical formulæ are heavy going for some of us.

Fuel Injection Included

Naturally, one can't just analyze the behaviour of the carburetter alone, and let it go at that. It is necessary to relate it to the design of the induction tract, porting, valve timing, and (perhaps most important of all) firing order. These matters are all fully explored and a theoretical and practical exposition of fuel injection is also included. For those who, like myself, consider that all racing-cars will soon inject their fuel, this is a most valuable section, even though Mr. Fisher does not include our sport in his curriculum, and concentrates largely on aircraft applications.

Before I make a few general remarks on carburation, inspired by the study of these books, I had better complete my literary criticism. I would say, straight away, that the general arrangement of the material is first class, and both volumes are thus equally useful as works of reference or text-books. Once I had really immersed myself in the subject, I found it difficult to ration the doses, and I must admit to burning a good deal of midnight oil over some of the more interesting passages. It is thus a pity that the proof reading has not been as effective as it should have been, and if the errors cannot be corrected, I think it is essential that a small slip should be pasted in future volumes to avoid misleading the reader. It is true that these misprints are relatively few, but if a mere amateur like myself can spot them, they should have stood out a mile to the cognoscenti.

Naturally, I am not going to cross swords with an expert like Mr. Fisher, but there are two points that I would like, very respectfully, to raise with him. To me it would appear that he is less than fair to the constant vacuum type of carburetter, and that he has a tiny bias in favour of the open choke instrument. In particular, he infers that the constant vacuum pattern cannot reap the full advantages of the downdraught position. Now I am no technician, and it may well be that I am prejudiced, but I have had some splendid results from the S.U. in downdraught form, and the semi-downdraught version is a power producer of great excellence, as many AUTOSPORT readers know.

The Question of Hot-Spots

The other matter over which I cannot agree with Mr. Fisher is the question of hot-spots. He is a great believer in the thermostatically controlled type, in which a bi-metal spring operates a flap valve in the exhaust system. This may be all right in theory, but I have owned several cars so equipped, and in every case the infernal thing soon became inoperative and had to be wired up. However, perhaps I bought the wrong sort of cars!

There is one section of Vol. I that deals with the elementary hydraulics of the carburetter. The flow of fuel through the jets is studied minutely, and it is amazing what tiny things can affect the volume passed profoundly. For instance, if there is a very slight chamfer, instead of a geometrically square-edged orifice at the upstream end of the passage, considerably more fuel will get through; the actual angle of the chamfer is fairly critical, the best figure lying between 20 deg. and 60 deg. Pause, therefore, young man, before trying to broach, drill, reamer or solder your jets, for they may behave in a totally unexpected manner.

It is well known that the density and viscosity of a liquid vary inversely as the temperature and, of course, that means your jets will pass more fuel when they are warm. Over the normal range of working temperatures, petrol does not alter greatly, but benzole slows down appreciably under cold weather conditions. Alcohol is terribly sensitive, and the figures are such that a racing engine, running on methanol, would require a jet increase of something like 30 per cent. if it had to be run in the depths of winter. In practice, naturally, one would arrange for carburetter heating. Another temperature effect is the very rich mixture that is required for cold starting. This is because it is only possible to evaporate the lighter fractions of the petrol, and the rest of the fuel passes right through the engine in an inert state.

The question of firing orders in multi-cylinder engines is a most interesting one, and I cannot deal with it in my present space. Suffice it to say that siamesed ports are a terrible disadvantage where high efficiency is the aim, for with most engines this means overlapping inlet pulsations in the same section of the induction tract, which is death to good distribution; but of all this, more anon.



FIRST PRIZE of £5 goes to B. D. Slade for his fine photograph (above) of John Barber coming out of Pardon Hairpin with his Cooper-Bristol. This conveys the very spirit of speed hill-climbing.

THE standard of photography in our Prescott Hill-Climb competition was of such a high standard, that the judges had considerable difficulty in selecting winners. After a great deal of deliberation, the first prize of £5 was awarded to B. D. Slade, 239 Gander Green Lane, Cheam, Surrey, for his excellent study of John Barber (Cooper-Bristol). To F. C. Taylor, 119 Gloucester Avenue, Regent's Park, London, N.W.1, went the second prize of £2 for his Michael Christie picture. Consolation prizes are awarded to D. S. Shale and K. J. Miller, and the Bugatti O.C. has generously chipped in with an offer to non-member winners to supply them with free passes for all 1953 B.O.C. events. It is all the more creditable that all photographs submitted were taken from spectators' enclosures.

★

SECOND PRIZE (right) of £2 goes to F. C. Taylor who submitted a first-class "light and shade" study of Michael Christie making his wonderful run with the unsupercharged Cooper-J.A.P.

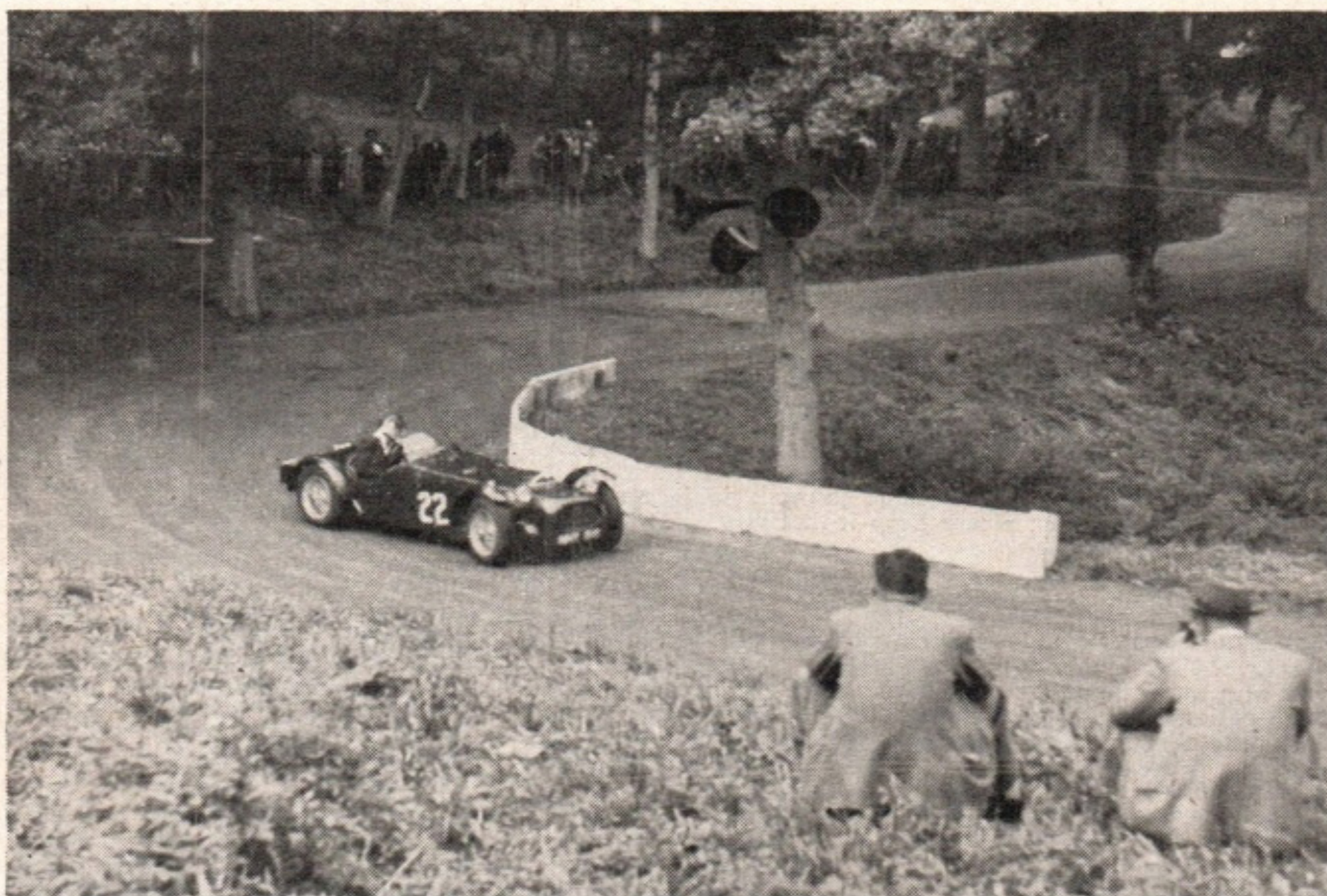


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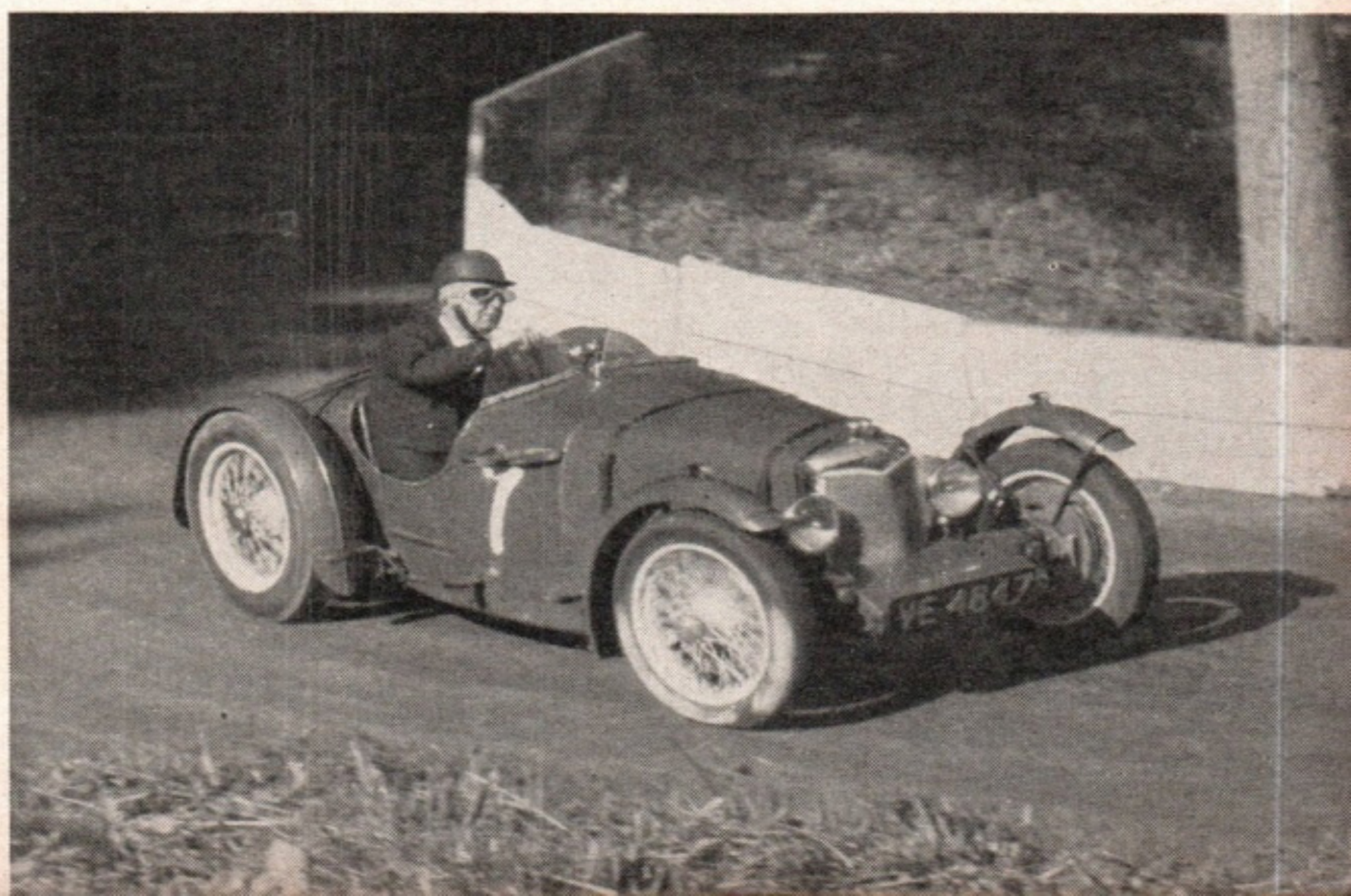
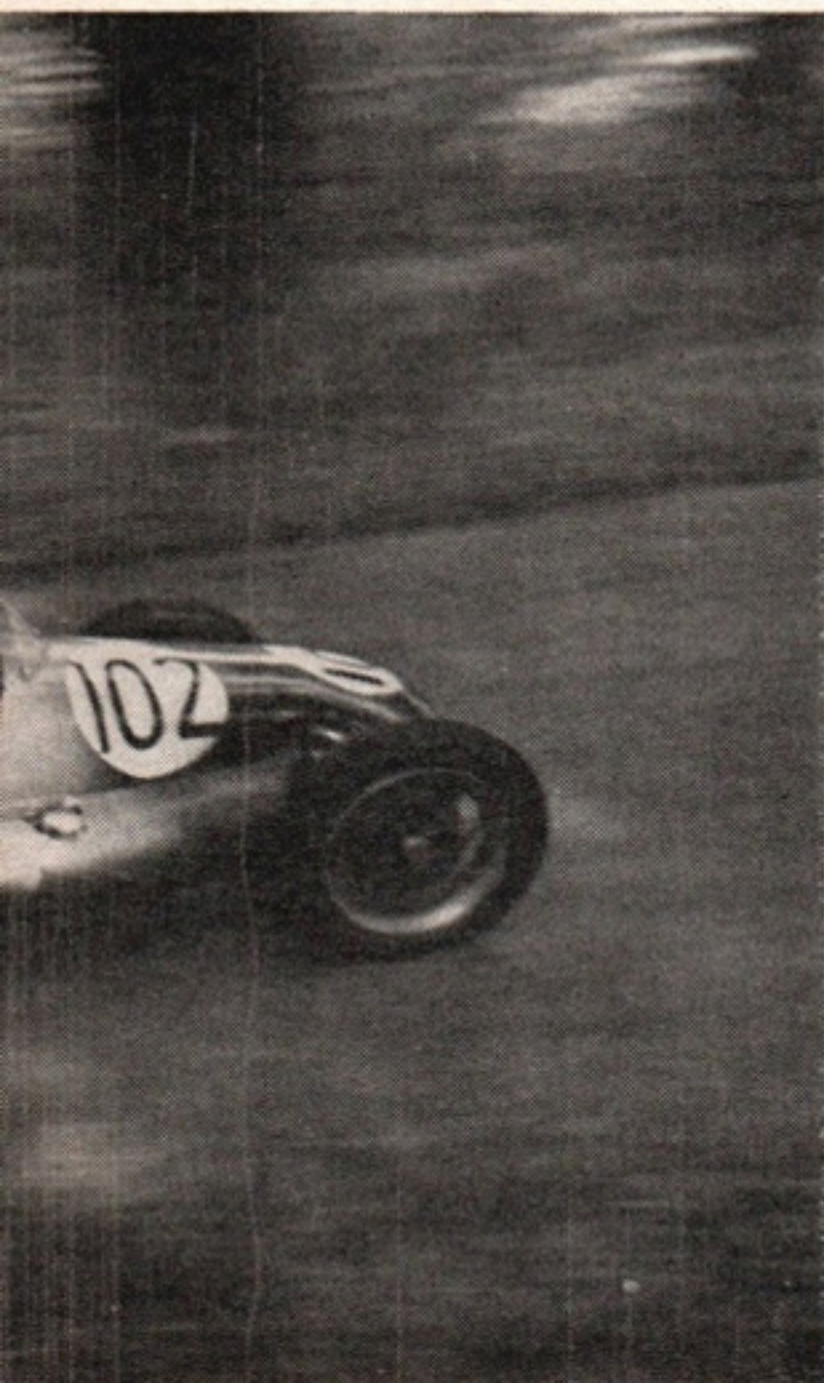
PHOTOGRAPHIC COMPETITION

Many Entries for Prescott Hill-Climb Camera Contest—First Prize Goes to Cheam Entrant, B. D. Slade — F. C. Taylor of London, N.W.1, Runner-Up

★
CONSOLATION
AWARD (right) goes
to D. S. Shale, Rye
Hill House, Church
Hampton, Northants,
for this shot of the
Esses featuring J.
Weber's Weber
Special.



★
CONSOLATION AWARD (below) also goes to K. J. Miller, 8 Hurst View Road, South Croydon, Surrey, who has caught K. M. Towle (Riley) just coming into the Esses.



CORRESPONDENCE

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

The Italian G.P.

WHILE on holiday here in Ireland I was delighted to obtain a copy of AUTOSPORT of 12th September, and read your full account of Monza, on which I congratulate you most heartily. The pictures were excellent and captured for us the fine flavour of true motor-racing, with the little Maseratis busily tantalizing the Ferrari team who have had all their own way just a while too long.

Most readers, I am sure, will have enjoyed reading of the fine drive by Froilan Gonzalez after his heart-breaking catastrophe with the B.R.M. Given a good car he must be one of the best and most colourful racing men of our time. It was pleasant, too, to see that Fangio is about again after his Monza accident; these two Argentinians seem to get along extremely well together, and so here's hoping that it will not be long until both are on the road together, bringing back to enthusiasts the thrill of real racing, instead of the monotonous week-end procession, about which we have read so much lately.

Good luck to your very popular journal; it is certainly compiled for enthusiasts; please keep it that way.

BELFAST.

R. V. SCOTT.

The Best Dozen

DURING the course of an argument after a recent race-meeting, a heated discussion broke out amongst several enthusiasts as to who were the best racing drivers of today. This was put to the ballot, and the result reflects the opinion of 30 people, all of whom follow Grand Prix racing very closely:—

1, Juan Manuel Fangio; 2, Alberto Ascari; 3, Giuseppe Farina; 4, Stirling Moss; 5, Luigi Villoresi; 6, Reg Parnell; 7, Robert Manzon; 8, Mike Hawthorn; 9, Tony Rolt; 10, Froilan Gonzalez; 11, Piero Taruffi; 12, Jean Behra/George Abecassis/Maurice Trintignant/Ken Wharton.

It is interesting to note that 25 of the 30 ballot papers filled in gave Fangio as "No. 1." The remaining five favoured Ascari (four) and Farina (one). Stirling Moss was only beaten to third place by two votes.

LONDON, N.2.

K. E. ROBERTS.

Formula 2—Capt. Weston Replies

IN reply to Mr. Bolster's remarks in his "In reply to yours", wherein he accuses me of belittling our drivers: nowhere in my letter to which he refers, have I belittled the efforts of our drivers, and I would never dream of doing so for one moment. Since that accusation stands against my name in print, I trust that in all fairness Mr. Bolster will withdraw his remark on that point.

As to the "detailed abuse" that I am supposed to have heaped on our Formula 2 machines, surely this is rather a magnification of what I actually did say. Apparently it is in order to shower "abuse" on the unfortunate B.R.M. but lay off our Formula 2 machines.

However, what I did say of our Formula 2 cars has been borne out by no less a person than Mr. George Abecassis himself when he says that we have not yet produced a two-litre engine (I would add—racing) to challenge those of the Continentals. He apparently is not alone in having reached this decision as most of the motoring press has something to say on this matter this week.

The fact remains that our Formula 2 cars have failed against the "works" cars of Ferrari, when at the beginning of the year everyone was saying now that the Grands Prix had switched over to Formula 2 we stood a much better chance to win than if it remained Formula 1. Apparently B.R.M.s are not the only people who have excuses for their failures. Give credit where it is due, Mr. Bolster and admit that it has been more difficult for B.R.M. than it has been for our Formula 2 manufacturers to turn out a race-winning machine. As for mentioning the low cost of the Cooper-Bristol, surely Mr. Bolster forgets that the initial costs of producing and proving the Bristol engine fell to the Car Division of the Bristol Aeroplane Co., Ltd., and not upon Coopers. And even they, Bristols, had a well-proven design with which to start.

ANERLEY, S.E.20.

I. D. WESTON (CAPT.).

A New British Engine

WE seem to be waking up; AUTOSPORT's Editorial and letters from George Abecassis, C. W. Kieft, J. F. B. Harper and myself in the same issue speak with one voice for a new British engine. Right! Let's raise our voices a little, let's raise our voices a lot, make a noise and others will join us; let's have some action!!

How? Well, read last week's letter from George Abecassis and then read it again. Speaking of H.W.M., Ltd., he says, "A fraction of the sum spent on the B.R.M. would have produced an engine with which we should have swept through Europe like a flame with victory after victory." For "would have" and "should have" read "will" and we have a focal point for our endeavours and a man who knows he can succeed if we give him the chance.

Can we give him the chance? Well we can try and we just have to try. There must be thousands, like myself, keen followers of the game who would provide financial support if they knew where it could be put to good use. I have a piece of folding money ready for despatch the moment George Abecassis wants it or the moment an H.W.M. club is formed and I am ready to do all I can to help start, run or further the interests of such a club.

A new British engine *must* be produced; this means money *must* be found with no strings to it or management committees appointed to hamper development work as the B.R.M. was hampered, so let all that can humanly be done, be done and let us also hope for the Editorial "Santa Claus".

CHELMSFORD.

P. DENDY.

ALTHOUGH usually a staunch supporter of J. V. B., I'm wondering whether or not Capt. Weston "has something". His statement with regard to none of our Formula 2 cars pulling a first out of the hat against works Ferraris would seem to be correct.

I do, however, appreciate the efforts that have been made with limited resources.

(Continued on page 412)



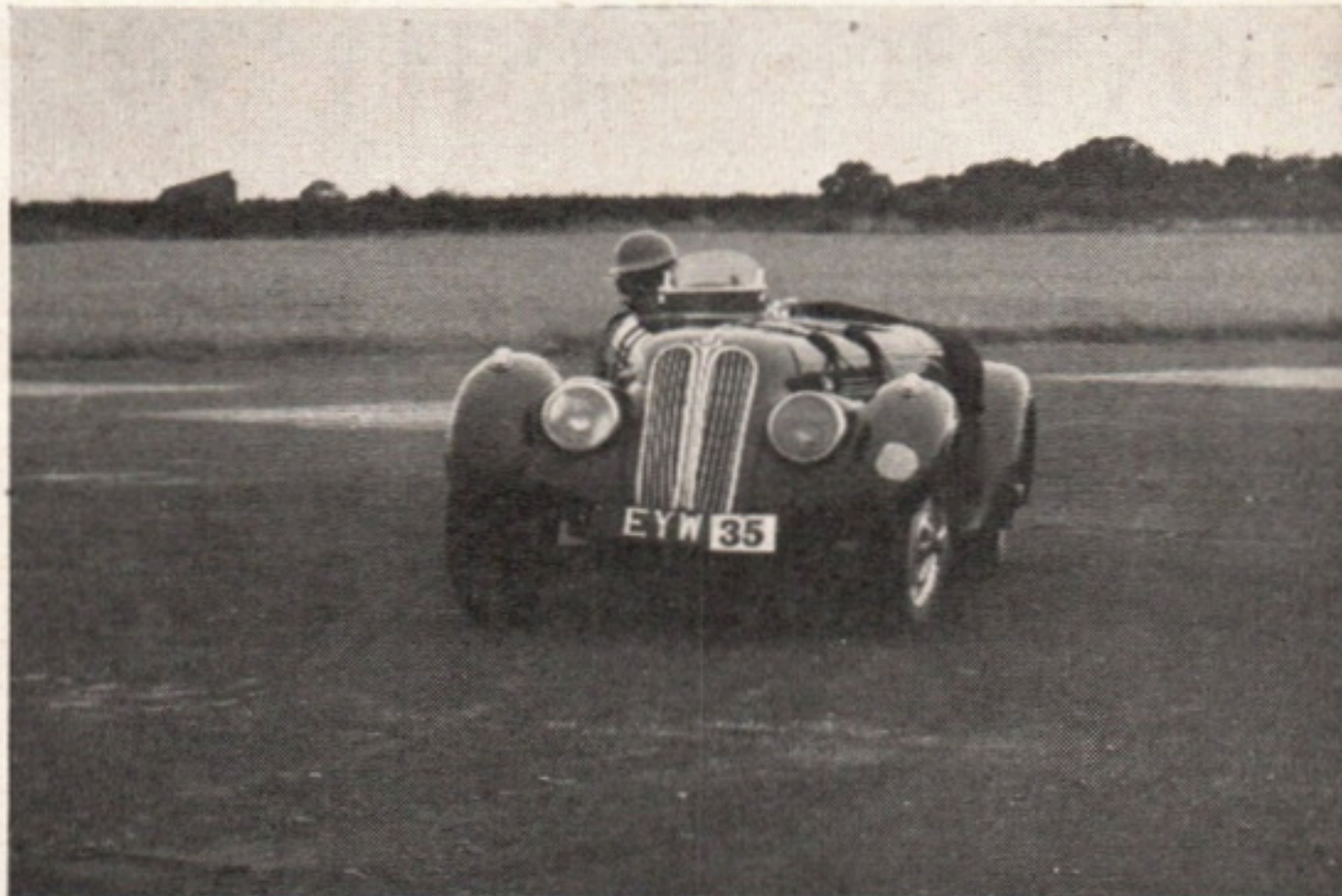
FASTEST: Stan Jenkins putting up best time of the day with Beardshaw's BMW.

THE Sheffield and Hallamshire Speed Trial, held on 14th September at Bircotes Aerodrome, near Bawtry, was in the nature of a try-out for things to come as an unusual sprint course had been chosen, for sports-, touring- and saloon-cars.

Competitors had to lap a mile-circuit comprised of a half-mile of perimeter track through a left-hand artificial chicane then a similar right-hander, round a pylon, then back to the start, the reverse way through the chicanes. Surface was good but splatterings of loose gravel added to the excitement.

Although this meeting was strictly closed to club members, an amazingly large crowd watched the performance of some 30 competitors where for once open and closed cars competed together, the fastest saloon in each class received a special award.

Class 2 (up to 1,200 c.c.) brought one Ford Spl. and the ex-Reece "Monte" Anglia driven in turn by Harry Myers



SHEFFIELD AND HALLAMSHIRE SPEED TRIALS

Stan Jenkins (BMW) Makes Best Time of the Day at Bircotes Airfield

and Ken Scales who, after a tie, came a good second and third to the Special driven by I. Grant.

Class 3 (up to 1,500 c.c.) brought the usual gaggle of M.G. T.C.s and T.D.s, a Buckler, a couple of Jupiters and an oldish Le Mans Aston Martin. This class produced a good battle, an M.G. TD driven by Ken Scales just pipping Binns's Buckler by $\frac{1}{2}$ sec. which in turn won by $\frac{1}{2}$ sec. from Clarke's Jupiter. All the cars in this class were exceedingly well driven.

Class 4 (up to 2,500 c.c.) really did produce fireworks. Stan Jenkins in Mike Beardshaw's 328 BMW making B.T.D. by 2 secs. from John Brown's Healey Silverstone, with Thompson's Lea Francis tourer a very good third. Mention must

be made of a very good run by Edgar Wadsworth in a Healey Saloon and a very bad slide well corrected by C. Morton in a similar car.

Class 5 (cars over 2,500 c.c.) produced only two runners. J. Chapman (Mercury) was eliminated when attempting a chicane too fast; he left the course, incurring slight damage through demolishing a wire fence. The second competitor, Ernest Sneath, driving a magnificent $3\frac{1}{2}$ Bentley tourer, put up a very polished performance and recorded an astonishingly fast time.

To wind up the proceedings a relay race was held with three teams, each of three competitors on a handicap basis, total times to count:—

Team 1: E. Sneath (Bentley); J. Clarke

(Jupiter); J. Jenkins (BMW). Time 3 mins. 13.6 secs. Scratch.

Team 2: W. Binns (Buckler); J. Brown (Healey); E. Wadsworth (Healey). Time 3 mins. 10.1 secs. Received .5 secs.

Team 3: J. Thompson (Lea Francis); K. Scales (M.G. TD); J. Bates (M.G. TD). Time 3 mins. 23.9 secs. Received 3.5 secs.

Team No. 3 lost a great deal of ground through a bad slide and a complete revolution by Bates's TD. To sum up, a very pleasant afternoon's sport, a great change from the usual straight sprint and a course with a future.

FRANCIS PENN.

PROVISIONAL RESULTS

Cars up to 1,200 c.c.: 1, I. Grant (Ford), 1 min. 12 secs.; 2, K. Scales (Ford), 1 min. 16.6 secs.; 3, H. Myers (Ford), 1 min. 17.9 secs.

Cars up to 1,500 c.c.: 1, K. Scales (M.G.), 1 min. 4.5 secs.; 2, W. Binns (Buckler), 1 min. 5.3 secs.; 3, J. Clarke (Jupiter), 1 min. 5.6 secs.

Cars up to 2,500 c.c.: 1, J. Jenkins (BMW), 1 min. 0 secs., B.T.D.; 2, J. Brown (Healey), 1 min. 2 secs.; 3, J. Thompson (Lea-Francis), 1 min. 2.3 secs.; Saloon, E. Wadsworth (Healey), 1 min. 5.1 secs.

Cars over 2,500 c.c.: E. Sneath (Bentley), 1 min. 7.3 secs.

WEST ESSEX C.C.

ATALK on 500 c.c. Racing was given by John (Autocar) Cooper to the West Essex C.C. at their last meeting, on 17th September. Over 100 members attended, spending a thoroughly enjoyable evening.

BEST SALOON: Edgar Wadsworth (Healey), quickest of the closed-cars at Bircotes.



DON'T BE BEASTLY TO THE VICTORS

SAYS

KEN WHARTON

British Trials Champion, 1948, 1949,
1950: British Hill-Climb Champion,
1951, 1952: B.R.M. Team Driver;
International Rally Competitor



Ken Wharton

ONE seldom finds that the successful participant in any walk of life or form of sport has a grudge against other things or people. More often than not, it is the indifferent and lackadaisical individual who spends most of his time criticizing the deeds of others and when it comes to trials, it fits like a glove.

I am confident that the vast majority of people who in recent years have made repeated efforts to destroy the good sport and fellowship of the trials world are those who seldom, if ever, achieve success or for that matter compete at all.

I recall, only too well, that in the winter of 1946 or thereabouts, the V8 Ford was supreme in every form of trial that one encountered, and at that time, the main idea was at all costs to acquire a V8 Ford Special. Many people purchased these monsters; some of them met with success, whilst an enthusiastic band of folk still pinned their faith in the small car and were able to pull off many awards, yet were never heard to complain that they were at a great disadvantage to their more powerful brethren. Slowly, but surely, the small car began to replace its larger counterpart, the principal reasons being a far greater degree of economy, both in maintenance and operation, a far greater degree of reliability and, what is more, a far more potent hill-climbing weapon, until the large car virtually died a natural death, which was a great pity, as intelligently driven, on a "give and take course", these fine V8 Specials were more than a match for most midgets.

By 1948, it was an accepted thing that one must have a small car to figure in the awards list. In consequence, one found many competitors, who in the past had willingly forked out large sums of money for V8 Specials, turning to the smaller and less expensive trials machine. It was interesting, however, that many of these drivers could not break themselves of the blood and thunder tactics that were so typical of the heavier machines, so quite naturally they still failed to achieve any marked success. Week-end after week-end they could be seen blasting their way around the countryside, as a new golfer would on his first fairway, without stopping for one moment to think "is this the way to drive the machine?" No,

some would be heard, usually in the local pub after the trial, complaining bitterly as to how or why so and so got farther up such and such a hill better than someone else.

I think that by this time I was perhaps the most unpopular and unwelcome competitor in any trial, primarily because I sometimes won. I know only too well that it was the feeling of the majority that my car had some magic device or for the want of a better word, a self-locking axle, which enabled me to climb many hills that others failed, yet throughout the whole of my trials experience I cannot ever recall a single person having sufficient courage of his own convictions to come forward with £1 for a protest (I would willingly have supplied this); yet, how many times have I overheard, again in the local pub after the trial, that "Wharton obviously must be on the fiddle."

My only regret is that no one would come forward and say it to me. Let's get this straight once and for all. If the man has not got the brain to drive the machine, ZFs,

chains and the kitchen stove won't help, and now just as the last straw, I see from last week's AUTOSPORT that it is contemplated that checks for tight diffs. may be instituted, thereby putting another nail in the trials coffin. In the Gloucester of '47 or '48, a certain Allard was checked, I believe, three times before the diff. was free enough to satisfy the scrutineers, but still did not get up many hills. Impound a car and strip the axle once in a while, if you suspect it, it's much more sensible. If only the organizers and the fanatics, who never win, would realize that tight axles and the rest have little or no bearing on the performance of an intelligently driven trials car, life would be much easier for everyone. The one and only time that I failed Juniper and Breakheart was when using a locked axle (permitted by the Regs.) and I would not use one today, even if permitted.

A word about transport. The majority of people who participate regularly in trials, and these are the only ones that matter, have a second car. Many years ago, I was foolish enough to do a trial at Bristol on Saturday and Sheffield on Sunday, getting soaked in the process and thinking I was a clever man. In the latter years, I had the good sense to use a trailer and travel in comfort, which cost less in maintenance and personal health than ever did the trials car. Make no mistake that the trials car without dynamo, hood and what have you is better than its more orthodox counterpart. Weight is not critical, so long as it is in the right place, so enough of this nonsense of transporting one's car in a sensible manner.

Finally, the new regulations. The buck has been passed so many times that no one really knows who started the thing. I attended as a spectator a Midland meeting some months ago to thrash out this supposedly necessary change of regulations. The whole afternoon was spent in back biting, back slapping and what have you. Its only good point was a reasonable tea at the end, and one wonders if it is not this great band of non-competitive and non-winning trials enthusiasts who have brought about this unwarranted change in the life of trials. KHA 1, a car with which I had a fair amount of

(Continued on page 416)



RILEY RALLY

THIS extremely well-organized affair, reminiscent of the old Riley Welsh 24 pre-war trials, took place over the weekend of 20th/21st September; with starting controls at London, Leamington, Leeds, Cardiff, Dumfries and Manchester, some 50 assorted types of Riley cars descended on Buxton, all having travelled a route of some 160 miles to converge on Llangollen, then by set route to Buxton Spa.

After the lunch control the Rally proper started, beginning with a most complicated pylon test situated on the adjacent car park. Competitors had to zig-zag forward between three single pylons, enter two sets of two, one to be taken in reverse, the whole then to be completed the reverse way to stop astride a line.

It seemed a certainty that the Sprites, Imps and other forms of open Riley machinery with their shorter wheelbases would gain the better times, but this was quickly disproved when K. James, driving a modern "1½" saloon, put up a cracking 42.4 secs. which was only beaten by J. V. Holt's Sprite with 41.8 secs. Most of the competitors were going far too wide and leaving themselves complicated reverses; other good times were J. Williamson's "2½" saloon, 46.8 and T. B. Hague's Sprite, 47.2. Mrs. K. Hague only managed a 52.4 but your scribe learned afterwards her car was only being run in!

After this, the route led for the next ten miles over secondary to worse roads, thick with white dust, through Worm Hill, Monks Dale and Whetton to Test 1, the braking test near Little Hucklow. This was downhill on loose gravel; starting from Line A drivers had to stop astride lines B, C, and D, situated at intervals some 75 yards apart. Very few people performed this test correctly, mostly imagining that they had stopped when the rear wheels were still moving. Good times were made by T. B. Hague's Sprite and J. H. Comsty, similarly mounted, with 25½ secs., J. V. Holt's Sprite 25½ secs., Dr. Malcolm's 1½ saloon

25½ secs. and L. O. Sims's 2½ saloon with 26 secs.

On through Abney Moors for some five miles to Hope Valley, where was situated Test 2, comprising a T-junction driving test. Best times here were J. V. Holt's Sprite with 25 secs., J. H. Comsty's Sprite with 26 secs.; best saloon was K. H. James's 1½ with 25½ secs. and J. Williamson's 2½ with 25½ secs. On through some grassy lanes up Bole Hill to Test 3 at Bamford Clough, a backward fork test with dead engine start. Times here proved T. B. Hague best with 29.5 secs., next J. V. Holt in 30 secs.; saloons, J. Williamson, 28 secs. and D. B. Bowles 29.5 secs., the greater weight of the closed cars counting here!

Dr. Parry's 2½-litre saloon in the arrival test in the municipal car park during the Riley M.C.'s Buxton "200" Rally.

Followed some 20 miles of exceptionally rough stuff through Thornhill, Edale, Peakdale, to Dove Holes to Test 4, a straight acceleration test over a standing ¼-mile of good tarmac surface with a gentle rise of perhaps 1 in 20. Here Comsty and Holt recorded 13.4 and 14 secs. and Sims a good 14 secs. with the 2½ saloon. Proceedings for the day ended with an impromptu dinner/dance at the Spa Hotel.

Sunday dawned fine and clear but by the time competitors and marshals had made their way to Winnats Pass, that 1 in 5 climb surrounded by towering peaks where was to be held a ¼-mile near speed hill-climb with a stop and restart on the steepest portion, the heavens emptied and the pass was filled with driving rain and low cloud. Each competitor was allowed two runs, the faster to count, and right well did they try, the better times being:—

J. H. Comsty (Sprite), 28½ secs.; T. B. Hague (Sprite), 32½; L. O. Sims (2½ saloon), 32½; J. Barnes (2½ saloon), 33½; G. Haigh (1½ saloon), 36½; G. G. O'Neill (Imp 9 h.p.), 36½.

So back to lunch at the Spa, presided over by Vic Riley himself, together with local dignitaries. Before announcing the results, great tribute was paid to Eric Grindrod, on whose capable shoulders most of the hard work had fallen.

FRANCIS PENN.

RESULTS

Best Performance: J. V. Holt (Riley Sprite).

Class C. 1½ saloons: J. Williamson.

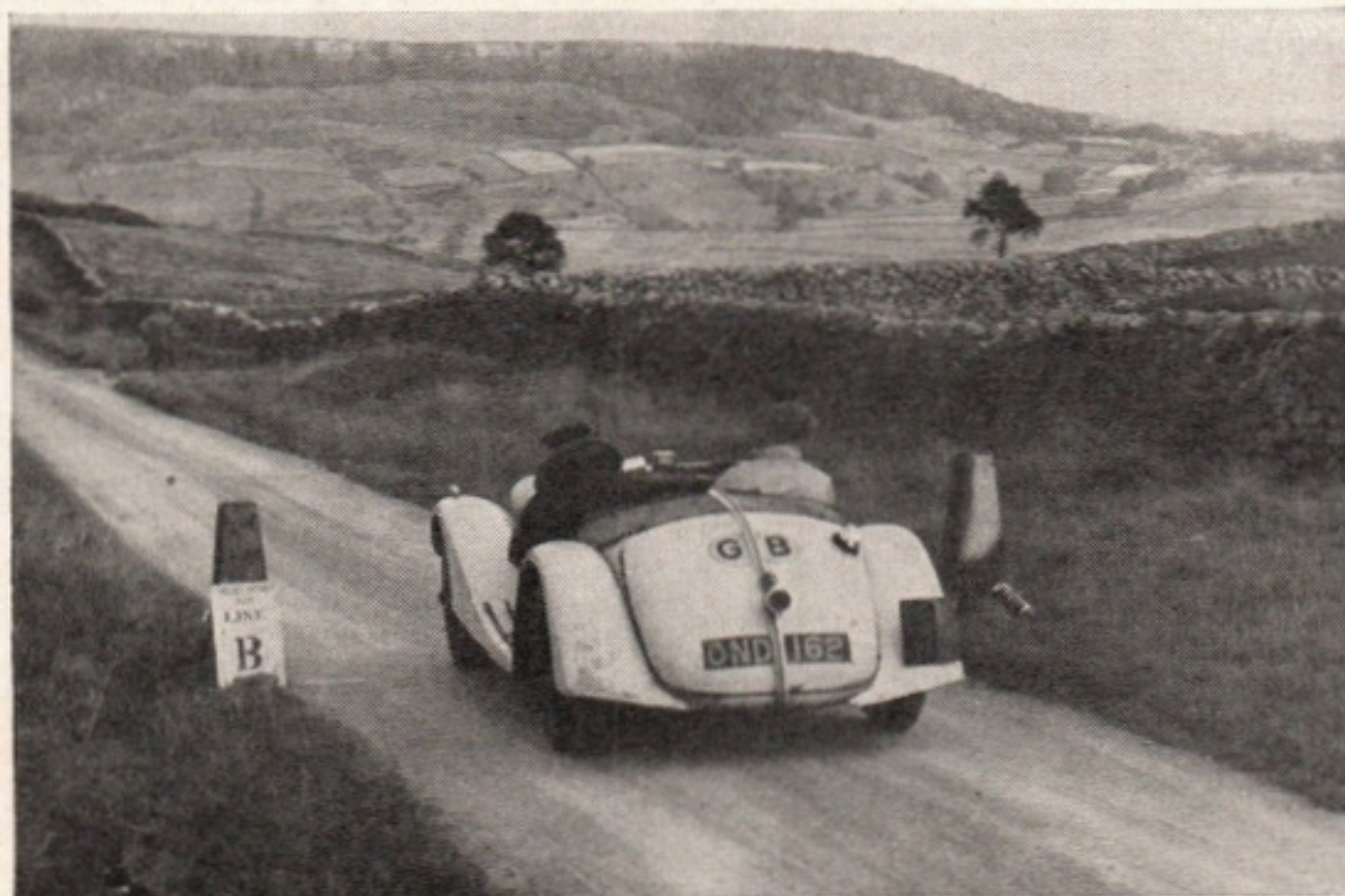
Class D. Open cars: J. V. Holt.

Class E. 2½ saloons: L. O. Sims.

Team Award: North Eastern Centre: T. B. Hague, Mrs. K. Hague and J. V. Holt.

Novice: L. O. Sims.

First Class Awards: T. B. Hague, H. M. Wilkinson, G. N. Booth, Mrs. K. Hague.



Tom Hague (Sprite) places his car just where he wanted it in the braking test.

BO'NESS

Eight Records Fall at Kinneil—Five go to Home Scots — Jack Walton Collects Two and Makes B.T.D.

LAST Saturday's Autumn Speed Hill-Climb at Bo'ness was not particularly well supported by either spectators or competitors but it provided a good afternoon's sport with some speedy and interesting displays of driving and the friendly atmosphere which makes this club meeting a very pleasant one. Jack Walton's truly remarkable Le Mans Replica Frazer-Nash went with even more celerity than we have come to expect but young John Melvin never gave up trying with his "Replica" and drove very well indeed.

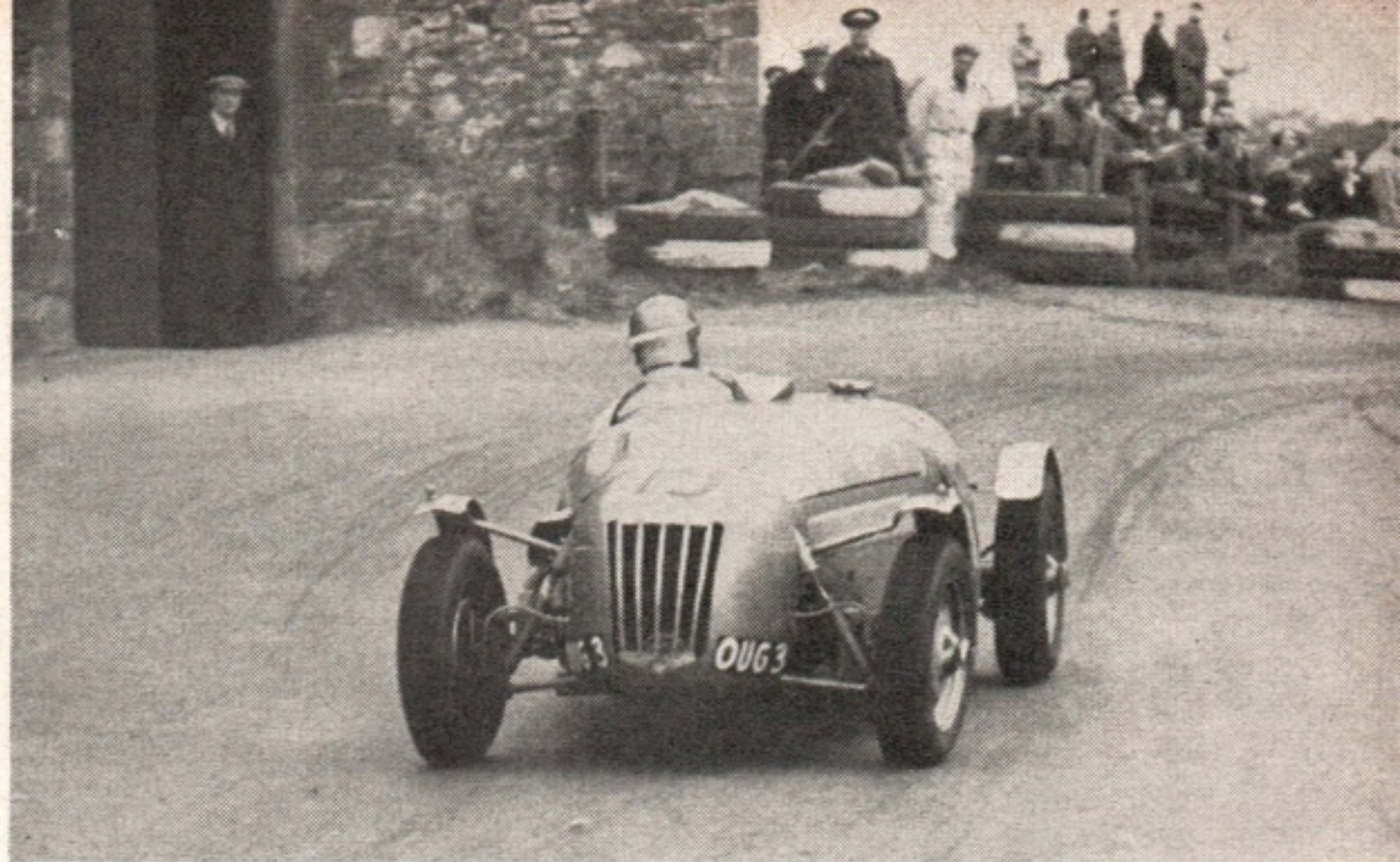
The sports-car classes opened the meeting and were off to a good start when Nigel Kennedy's Burdmonk set the ball rolling by breaking the 751 to 1,100 c.c. record. This new Kennedy Special showed grand road holding qualities and, on both occasions, was neatly manoeuvred through Snake Bend, clipping a tenth of a second from the record in its first climb and a full half second in its final effort. The Burdmonk was followed by J. F. Borland's Lagonda Rapier and although this car did not set the heather on fire with its speed the turn-out was a credit to its owner.

In the class for supercharged sports-cars of 751 to 1,199 c.c. Archie Craig was the only entrant in his M.G. Special. The class may have lacked quantity but it didn't lack quality. Archie trimmed the record by a full half second in two displays that mowed the grass off the Courtyard banking.

Ian Hopper was right at the top of the class among the non-supercharged sports-cars of 1,101 to 1,500 c.c., being 2.1 secs. better than his nearest opponent C. W. I. Jeffrey (H.R.G.). The Hopper Special sounded very much *au point* but Ian gives a deal of the credit for his performance to the improved surface in Snake Bend.

Although thumping the banking with his tail end Derek Buckler got the Buckler through both Paddock Bend and the Snake with great gusto and was also among the record breakers but it was in the class for non s/c sports-cars of 1,501 to 2,000 c.c. that the day's most interesting contest took place. Jack Walton's driving was a delight. The Frazer-Nash took Paddock Bend in a controlled drift; Jack was through the Snake with a hugging of the left bank which never lost him an instant. Try as he might, both in this class and in the production class from 1,501 to 2,000 c.c., John Melvin's Frazer-Nash was just no match for the phenomenal S.U.-tuned car of Walton.

Jimmy Stewart drove neatly in his first run in the Healey to clock 42 seconds in the non s/c sports-cars class from 2,001 to 3,000 c.c. and we were looking forward to his second go but, in the production car class of the same capacity, the Healey faltered going through the Snake and driving instructor James



COMPLEAT CLIMBER: Jack Walton with his Frazer-Nash in the Courtyard Bend at Bo'ness during his B.T.D. run.

Stewart reported to O.C. Paddock that he had valve gear trouble and would make no more runs that day.

Best in the class for sports-cars of 3,001 c.c. and over was the irrepressible Freddie Mort and though his Jaguar sounded as though it was mis-firing it clocked a useful 39.9. Freddie, however, will have to watch his protégée Sylvia Black. With each meeting this young lady's skill increases and her 42.7 in the Jaguar bettered some of the performances made by more experienced male drivers.

In the vintage car class "Cheery" Melville drove his wonderful old 30/98 Vauxhall with the same enthusiasm and skill that he expends over its maintenance and was suitably rewarded by reducing his own record time by the handsome total of 2.72 seconds. Nice going, Pat!

The half-litre racing-car class was won by C. L. Graham (Cooper-J.A.P.), but David Blane was unfortunate in his J.P., a first run of 43.6 suggested that gearbox trouble that had cropped up in practice had been surmounted but, in the second run, the bothers recurred and David limped over the brow of the hill to clock a disappointing 64.6. Even more unfortunate was Ninian Sanderson. Ninian had not entered his own Cooper and Charlie Graham volunteered the use of his machine. Poor Sanderson never got away from the line for, as he made the first use of his gear-lever, there were highly ominous grindings.

In the racing-car class from 751 to 1,100 c.c. J. H. White was the sole performer in his tiny Mackay Special. This car never seems to have solved its transmission problems and Saturday was no exception. With its wheels crabbing alarmingly the Mackay came through the courtyard at a high velocity and was well on its way to the Snake but J. H. left his gear change too late, decided he couldn't make the bend and made for the water-filled drums to spray marshals and dent the Mackay's nose. That, however, was the sum total of the injury and, after being scrutineered once more, the Mackay went up the hill a bit more sedately to clock a useful 39.8 and add its quota to a satisfactory day's sport which deserved a better attendance, if the Scottish Sporting Car Club are to continue to organize it. A. N. F.

RESULTS

Showing the best times of every competitor

Fastest Time of the Day: J. H. Walton (Frazer-Nash), 37.5 secs.

Sports-car Classes

751 c.c. to 1,100 c.c. non s/c: 1, N. Kennedy (Burdmonk), 45.2*; 2, J. F. Borland (Lagonda Rapier), 48.5.

751 c.c. to 1,100 c.c. s/c: A. H. B. Craig (M.G. Special), 42.0*.

1,101 c.c. to 1,500 c.c. non s/c: 1, I. Hopper (Hopper Spl.), 41.2*; 2, C. W. I. Jeffrey (H.R.G.), 43.3; 3, N. T. Lithgow (H.R.G.), 43.7; 4, T. Lund (M.G.), 44.2; 5, H. C. Ballantine (Riley), 46.8; 6, W. A. Brearley (Jupiter), 46.9; 7, R. C. Greenlees (M.G.), 53.9; 8, G. H. Paton (Wolseley Hornet Spl.), 60.2.

1,101 c.c. to 1,500 c.c. s/c: C. D. F. Buckler (Buckler), 42.0*.

1,501 c.c. to 2,000 c.c. non s/c: 1, J. H. Walton (Frazer-Nash), 37.5*; 2, J. D. L. Melvin (Frazer-Nash), 38.9; 3, J. F. Gibbon (Rover Spl.), 39.6.

2,001 c.c. to 3,000 c.c. non s/c: 1, J. R. Stewart (Healey), 42.0; 2, J. G. McWilliam (Alvis), 51.3.

3,001 c.c. and over non s/c: 1, F. S. Mort (Jaguar), 39.9; 2, P. Denham-Cookes (Jaguar), 41.3; 3, Sylvia Black (Jaguar), 42.7; 4, P. S. Hughes (Allard), 43.4; 5, G. Wolfe (W.D. Spl.), 44.6.

Production Car Classes

1,101 c.c. to 1,500 c.c.: 1, C. W. I. Jeffrey (H.R.G.), 42.9*; 2, N. T. Lithgow (H.R.G.), 43.0.

1,501 c.c. to 2,000 c.c.: 1, J. H. Walton (Frazer-Nash), 37.5*; 2, J. D. L. Melvin (Frazer-Nash), 39.1.

2,001 c.c. to 3,000 c.c.: J. R. Stewart (Healey), 43.2.

3,001 c.c. and over: 1, P. S. Hughes (Allard), 43.6; 2, J. A. H. Broadbent (Allard), 48.5.

Vintage Car Class: 1, W. P. S. Melville (Vauxhall), 41.4*; 2, J. G. Lockhart (Bentley), 43.9.

Racing-car Classes

Up to 500 c.c.: 1, C. L. Graham (Cooper-J.A.P.), 39.7; 2, J. Walker (J.P.), 40.9; 3, D. J. Blane (J.P.), 43.6.

751 c.c. to 1,100 c.c.: J. H. White (Mackay Spl.), 39.8.

*Denotes new class records.

GOODWOOD TOMORROW

Gonzalez, Parnell and Wharton in B.R.M.s
Farina to Drive Thin Wall Special

TOMORROW'S big International meeting at Goodwood, organized by the B.A.R.C., and sponsored by the *Daily Graphic*, has attracted a very representative entry of racing and sports-cars. Chief event is the Goodwood Trophy for *Formule Libre* machines, which contains the names of Reg Parnell, Ken Wharton and Froilan Gonzalez as drivers of B.R.M.s. G. A. Vandervell has entered his Ferrari Thin Wall Special, to be driven by Giuseppe Farina, and from France comes Louis Rosier with his 4½-litre Ferrari. Tony Gaze will handle Boyce's 2.9-litre Maserati with which he did so well at Turnberry, whilst Roy Salvadori will also be at the wheel of a supercharged Maserati. Bob Gerard's and Graham Whitehead's veteran E.R.A.s are also in, whilst the several Formula 2 aspirants include Cooper-Bristol, E.R.A. and Connaught, Peter Walker will drive his supercharged Cooper-E.R.A., and Peter Whitehead his Ferrari. More or less the same entry will contest the Woodcote Cup.

The Madgwick Cup scratch race for Formula 2 cars sees Bobbie Baird with the Ferrari Four, Bill Dobson in Ecurie Ecosse's Ferrari V-12, Peter Whitehead, Gordon Watson and O. E. Simpson in Altas, Stirling Moss (E.R.A.), Ninian Sanderson, Eric Brandon, Alan Brown, John Barber, André Loens and Mike Hawthorn in Cooper-Bristols, five Connaughts (Dennis Poore, Ken McAlpine, Ken Downing, L. Marr and A. N. Other), Bill Aston's Aston-Butterworth and Ken Wharton—car not known.

No less than five Jaguar C-types are down to run in the sports-car race, drivers Stirling Moss, Mike Hawthorn, Duncan Hamilton, Bill Holt and Ian Stewart. Sir James Scott Douglas and Bill Dobson are prominent among the five XK 120 drivers, Salvadori has a 2.7 Ferrari, Oscar Moore his H.W.M.-Jaguar, Eric Thompson his DB2 Aston Martin, whilst Ken Wharton, H. A. Mitchell, David Clarke and Dick Jacobs have Frazer-Nashes.

The prospect of a tremendous C-type Jaguar duel is intriguing, particularly as this will be the first occasion on which Hawthorn and Moss will be in similar cars.

In addition to handicap events, there is the ever-popular Formula 3 race with top-line drivers such as Les Leston (Cooper), Don Parker (Kieft), Stirling Moss (Cooper), Ecurie Richmond Coopers (Brown and Brandon), André Loens (Kieft), John Coombs (Cooper), Paul Emery (Emeryson) and many others. Bill Aston will pilot a Kieft, whilst it is rumoured that Mike Hawthorn may be seen in a Cooper. As we go to press, however, there is no news as to whether or not he will be fit to drive after his Modena accident.

"DAILY GRAPHIC" GOODWOOD TROPHY

Entrants and Drivers

L. Rosier, Ferrari; G. A. Vandervell (Dvr., G. Farina), Ferrari Thin Wall Special; Scuderia Ambrosiana (Dvr., W. A. Dobson), Ferrari; P. N. Whitehead, Ferrari S/c; B.R.M. Ltd. (Dvr., R. Parnell), B.R.M. S/c; B.R.M. Ltd. (Dvr., K. Wharton), B.R.M. S/c; B.R.M. Ltd. (Dvr., F. Gonzalez), B.R.M. S/c; F. R. Gerard, E.R.A. S/c; A. G. Whitehead, E.R.A. S/c; G. Caprara (Dvr., R. F. Salvadori), Maserati Spl. S/c; J. M. James, Maserati S/c; L. W. Boyce (Dvr., F. A. O. Gaze), Maserati S/c; L. D. Hawthorn (Dvr., J. M. Hawthorn), Cooper-Bristol; Ecurie Richmond (Dvr., E. Brandon), Cooper-Bristol; Ecurie Richmond (Dvr., Alan Brown), Cooper-Bristol; E.R.A. Ltd. (Dvr., Stirling Moss), E.R.A.; R. R. C. Walker (Dvr., A. P. R. Rolt), Delage S/c; P. D. C. Walker, Cooper-E.R.A. S/c; Connaught Racing Syndicate (Dvr., R. D. Poore), Connaught; Connaught Racing Syndicate (Dvr., K. McAlpine), Connaught.

Reserves

1, Alba Union (Dvr., A. W. Birrell), E.R.A. S/c; 2, J. Barber, Cooper-Bristol; 3, K. H. Downing, Connaught; 4, G. Hartwell (Dvr., A. Loens), Cooper-Bristol.

WOODCOTE CUP

Entrants and Drivers

L. Rosier, Ferrari; G. A. Vandervell (Dvr., G. Farina), Ferrari Thin Wall Special; P. N. Whitehead, Ferrari S/c; B.R.M. Ltd. (Dvr., R. Parnell), B.R.M. S/c; B.R.M. Ltd. (Dvr., K. Wharton), B.R.M. S/c; B.R.M. Ltd. (Dvr., F. Gonzalez), B.R.M. S/c; F. R. Gerard, E.R.A. S/c; A. G. Whitehead, E.R.A. S/c; G. Caprara (Dvr., R. Baird), Maserati Spl. S/c; J. M. James, Maserati S/c; L. W. Boyce (Dvr., F. A. O. Gaze), Maserati S/c; L. D. Hawthorn (Dvr., J. M. Hawthorn), Cooper-Bristol; Ecurie Richmond (Dvr., E. Brandon), Cooper-Bristol; Ecurie Richmond (Dvr., Alan Brown), Cooper-Bristol; E.R.A. Ltd. (Dvr., Stirling Moss), E.R.A.; R. R. C. Walker (Dvr., A. P. R. Rolt), Delage S/c; P. D. C. Walker, Cooper S/c; Alba Union (Dvr., A. W. Birrell), E.R.A. S/c; K. Downing, Connaught; O. A. F. Finch (Dvr., F. W. Kennington), Maserati S/c.

Reserves

1, G. M. Watson, Alta; 2, G. Hartwell (Dvr., A. Loens), Cooper-Bristol; 3, P. Mould, Alta S/c; 4, J. Barber, Cooper-Bristol.

MADGWICK CUP (From Scratch) (Formula 2)

Entrants and Drivers

G. Caprara (Dvr., R. Baird), Ferrari; Scuderia Ambrosiana (Dvr., W. A. Dobson), Ferrari; P. N. Whitehead, Alta; G. M. Watson, Alta; R. York (Dvr., O. E. Simpson), Alta; R. E. Odum, Frazer-Nash; E.R.A. Ltd. (Dvr., Stirling Moss), E.R.A.; L. D. Hawthorn (Dvr., J. M. Hawthorn), Cooper-Bristol; Ecurie Ecosse (Dvr., N. Sanderson), Cooper-Bristol; Ecurie Richmond (Dvr., E. Brandon), Cooper-Bristol; Ecurie Richmond (Dvr., Alan Brown), Cooper-Bristol; J. Barber, Cooper-Bristol; G. Hartwell (Dvr., A. Loens), Cooper-Bristol; Connaught Racing Syndicate (Dvr., R. D. Poore), Connaught; Connaught Racing Syndicate (Dvr., K. McAlpine), Connaught; Connaught Racing Syndicate (Dvr., to be nominated), Connaught; K. H. Downing, Connaught; L. Marr, Connaught; W. S. Aston, Aston-Butterworth; K. Wharton.

Reserves

1, W. J. Skelly, Frazer-Nash; 2, H. A. Richards, H.A.R.

SECOND SEPTEMBER HANDICAP

Entrants and Drivers

J. Duncan Hamilton, Jaguar XK 120C; E. W. Holt, Jaguar XK 120C; Ecurie Ecosse (Dvr., Ian Stewart), Jaguar XK 120C; Ecurie Ecosse (Dvr., Sir James Scott-Douglas), Jaguar XK 120; Ecurie Ecosse (Dvr., to be nominated), Jaguar XK 120; G. Caprara (Dvr., R. Baird), Ferrari; O. Moore (Dvr., T. Moore), H.W.M.; E. Thompson (Dvr., Entrant or D. Emmet), Aston Martin DB2; K. Wharton, Frazer-Nash; H. A. Mitchell (Dvr., P. Scott-Russell), Frazer-Nash; D. A. Clarke, Frazer-Nash; S. G. Greene (Dvr., R. W. Jacobs), Frazer-Nash; B. G. W. Haynes, Healey; M. W. Head, Jaguar XK 120; C. A. S. Brooks, Healey; D. T. Russell, Jaguar XK 120; J. Venn, Healey; P. G. Gammon, Morgan; B. Tye, Jaguar XK 120; M. Solomon (Dvr., C. Walsh), Jaguar XK 120.

Reserves

1, J. H. Craig, Jaguar XK 120; 2, W. B. Black, Jaguar XK 120; 3, W. D. R. Lamb (Dvr., E. P. Going), Healey; 4, J. Beckwith-Smith, Frazer-Nash/BMW.

HANDICAP—RACING-CARS

Entrants and Drivers

Louis Rosier, Ferrari; G. A. Vandervell (Dvr., G. Farina), Ferrari Thin Wall Special; R. E. Odum, Frazer-Nash; J. Barber, Cooper-Bristol; P. N. Whitehead (Dvr., Entrant or A. G. Whitehead), Alta; Ecurie Ecosse (Dvr., N. Sanderson), Cooper-Bristol; Scuderia Ambrosiana (Dvr., W. A. Dobson), Ferrari; R. York (Dvr., O. E. Simpson), Alta; G. Caprara (Dvr., R. F. Salvadori), Ferrari; W. J. Skelly, Frazer-Nash; W. S. Aston, Aston-Butterworth; H. A. Richards, H.A.R.; Alba Union (Dvr., A. W. Birrell), E.R.A. S/c; P. N. Whitehead (Dvr., Entrant or A. G. Whitehead), Ferrari S/c; P. D. C. Walker (Dvr., J. E. Fairman), Cooper S/c; R. R. C. Walker (Dvr., A. P. R. Rolt), Delage S/c; O. A. F. Finch (Dvr., Frank Kennington), Maserati S/c; P. Mould, Alta S/c; Mrs. J. Howard (Dvr., Peter Clark), Cromard Special; J. Goodhew, Alfa Romeo S/c.

Reserves

1, L. W. Boyce (Dvr., F. A. O. Gaze), Maserati S/c; 2, J. H. Webb, Turner S/c; 3, C. G. H. Dunham (Dvr., G. Dunham), Rover; 4, L. Marr, Connaught.

SPORTS-CAR RACE

Entrants and Drivers

T. H. Wisdom and B. F. Cannell (Dvr., Stirling Moss), Jaguar XK 120C; L. D. Hawthorn (Dvr., J. M. Hawthorn), Jaguar XK 120C; J. Duncan Hamilton, Jaguar XK 120C; E. W. Holt, Jaguar XK 120C; Ecurie Ecosse (Dvr., Ian Stewart), Jaguar XK 120C; Ecurie Ecosse (Dvr., Sir James Scott-Douglas), Jaguar XK 120; Ecurie Ecosse (Dvr., W. Dobson), Jaguar XK 120; J. H. Craig, Jaguar XK 120; J. B. Swift, Jaguar XK 120; W. B. Black, Jaguar XK 120; G. Caprara (Dvr., R. F. Salvadori), Ferrari; O. Moore, H.W.M.; Eric Thompson, Aston Martin DB2; K. Wharton, Frazer-Nash; H. A. Mitchell, Frazer-Nash; D. A. Clarke, Frazer-Nash; S. G. Greene (Dvr., R. W. Jacobs), Frazer-Nash; J. Beckwith-Smith, Frazer-Nash/BMW; W. D. R. Lamb (Dvr., E. P. Going), Healey; A. D. Tasker, Healey.

Reserves

1, B. G. W. Haynes, Healey; 2, M. W. Head, Jaguar XK 120; 3, C. A. S. Brooks, Healey; 4, D. T. Russell, Jaguar XK 120.

500 C.C. RACE

(including reserves)

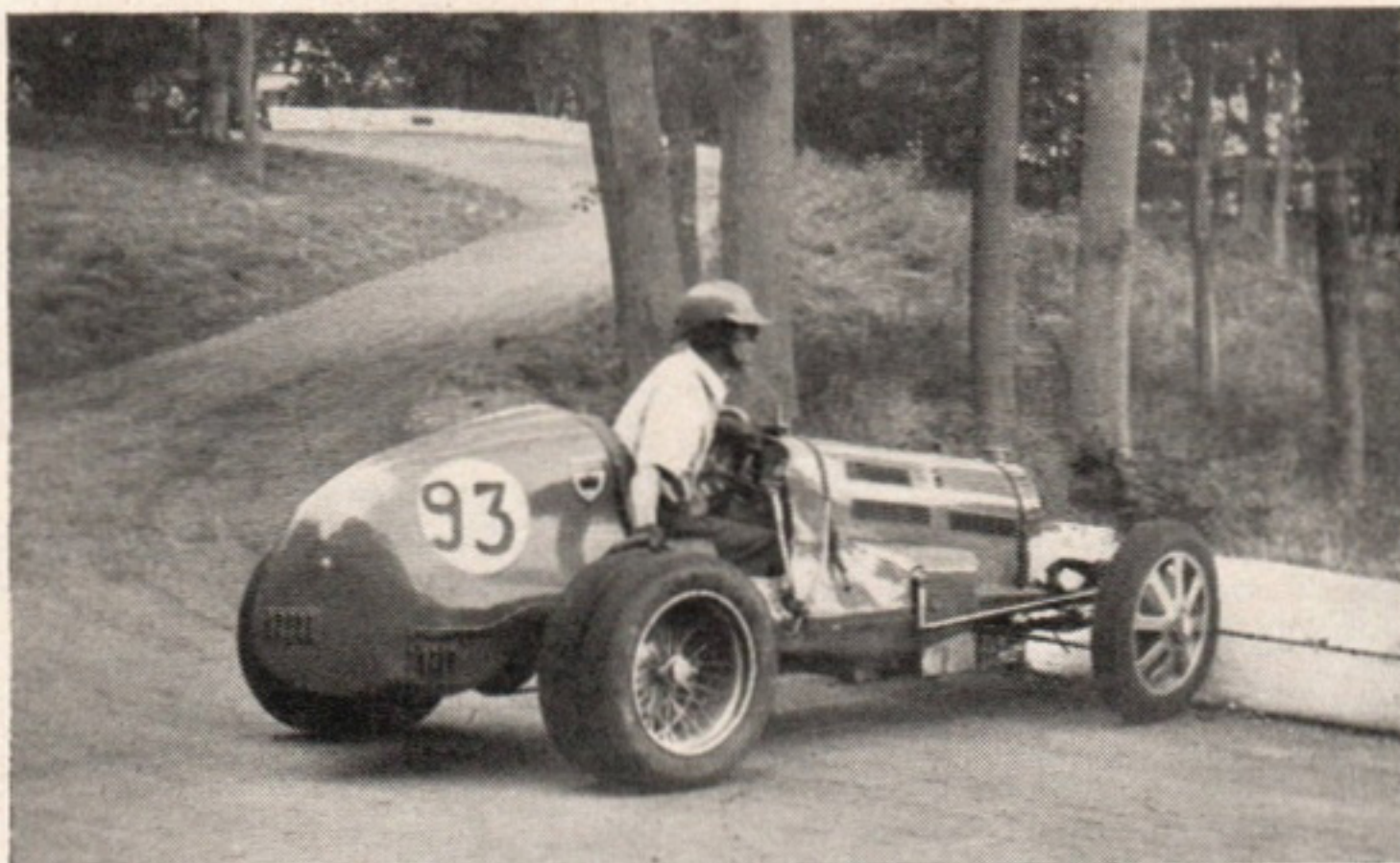
Entrants and Drivers

R. G. Hill (Dvr., R. Owen), Hill; C. Kieft (Dvr., J. Byrnes), Kieft; R. G. Bicknell, Revis; D. M. Arnott (Dvr., W. S. Aston), Arnott; F. R. Gerard, Cooper; J. F. Westcott, Kieft; A. J. Nurse, Cooper; Ecurie Londres (Dvr., L. Leston), Leston Spl.; P. R. Emery, Emeryson; K. W. Smith, Smith 500; A. Loens, Kieft; D. Truman, Cooper; D. Parker, Kieft; C. Headland, Kieft; J. K. B. Brise, Cooper; Ecurie Blounts (Dvr., D. F. Annable), Kieft; G. H. Thornton (Dvr., W. R. Croysdill), Cooper; A. W. Richards, J.B.S.; Ecurie Richmond (Dvr., Alan Brown), Cooper; Ecurie Richmond (Dvr., E. Brandon), Cooper; A. M. H. Bryde (Dvr., G. E. Thomas), Cooper; Stirling Moss, Cooper; G. A. Vandervell (Dvr., to be nominated), Cooper; J. Coombs, Cooper; L. Wood, J.B.S.

* * *

CEMIAN M.C.

THE Cemián Motor Club Social run, "Country Capers", held on Sunday, 21st September, was won by Mr. Lofts driving a Jowett Javelin. The runner-up was Mr. Lunnon driving a Morris 8.



OH, MR. STUBBERFIELD! The 2.3 Bugatti driver makes his own road-block at Orchard Corner during the 14th September Prescott meeting—an unusual occurrence for this very skilful conductor. He later climbed in the best time ever recorded by a Bugatti on the hill.

News from the Clubs

B.A.R.C. SOUTH-WESTERN CENTRE North Devon Rally

THE South-Western Centre of the B.A.R.C. are this year reviving the popular North Devon Rally for the first time since pre-war days. It will take place on 4th and 5th October, and a large number of entries is confidently expected. It is in no way a speed event, nor is it injurious to motor-cars. It is purely a test of driving ability and navigational skill, and is ideally suitable for the everyday motor-car. The route does not deviate from metalled surfaces, and most important of all, is not too long or strenuous. In short, it presents the ordinary B.A.R.C. member with the opportunity of a pleasant week-end tour in the West Country, with a competitive element to add interest, and a dinner-dance thrown in for good measure.

The Rally will start from the Centre's Headquarters, the Little Testwood Country Club, Totton, near Southampton, at 9 a.m. on 4th October, and will cover a total distance of approximately 250 miles. There will be five special tests, and the final control point will be in Bideford where the dinner and dance will be held on Saturday evening.

Regulations and entry forms are now available, and may be obtained from the Competitions Secretary, Mr. R. E. Orman, 51 Bassett Green Road, Southampton.

ALLARD O.C.

FOLLOWING the recent successful club evening at which Tom Lush spoke in detail of his recent experiences when navigating "Goff" Imhof's Allard J2 in the Alpine Rally, the next meeting will be held on 14th October at the Abbey Hotel, North Circular Road, N.W.10, at 7.30 p.m.

A sound film of the Alpine Rally and other films will be shown at 8 p.m., to which all are welcome, including non-members. Food, drink and pleasant surroundings should guarantee a first-class evening, and members are asked

to bring as many friends as they can crowd into their cars—the more the merrier!

Club evenings such as this are held on the second Tuesday of each month, and accommodation is almost unlimited.

CAMBRIDGE 50 C.C.

THE hill-climb organized by the Cambridge 50 C.C., due to take place on 21st September, will now happen on Sunday, 28th September. Future Cambridge 50 C.C. events are: 4th/5th October, Night Trial; 19th October, Speed Trial; 9th November, Sporting Trial.

KNOWLAND TROPHY TRIAL

THE Cemian Motor Club will be holding their 5th Annual Knowland Trophy Trial on 9th November, starting from the "Royal Huts" Hotel, Hindhead, at 10 a.m. This is a qualifying trial for the B.T.D.A. Gold Star and the R.A.C. Trials Championship.

The course will, as before, consist of some ten sections including several new ones. These are all fairly close together so that intending spectators should have no trouble in seeing most of the trial. Two special tests will be used to decide possible ties.

The event is open to members of the promoting club, Bristol M.C. & L.C.C., Hants and Berks C.C., "750" C.C., West Hants and Dorset C.C., London C.C., Kentish Border C.C., and those persons who have entered for either the B.T.D.A. Gold Star or the R.A.C. Trials Championship series.

Entry forms will shortly be available from the secretary of the meeting, M. Wilby, 16 Glenloch Road, London, N.W.3.

WINDSOR C.C. "POINT-TO-POINT"

ON 21st September, Windsor C.C. staged a most successful point-to-point, map-reading contest in the Bracknell area. Once an initial drawback in

the way of a shortage of suitable maps had been overcome, competitors were sent off in two different directions to answer questions given on the route-card.

All went well until entrants reached a point where a marshal was supposed to be but wasn't. Apparently this gentleman, who set off in a Daimler, had lent his maps to a competitor, and accordingly posted himself on the wrong road. What with local inhabitants being challenged as marshals, and other incidents, it was quite a mix up. However, sporting instincts overcame all difficulties and the results were announced in the "Devonshire Arms" as follow:—

1, (Tie) J. Wood (Wolseley 14), self-navigated; M. Vaughan (Delage), navigator, C. Robertson.

Runner-up: J. White (Volkswagen).

WAR OF THE ROSES

IN the B.A.R.C. "War of the Roses" competition, Yorkshire Centre retained the Centre Challenge Shield.

Results were:—Yorkshire, 328; North-Western, 1,835.5.

Individual Results

Saloon Class: 1, W. L. T. Winder (Jowett)+44; 2, P. B. Eastwood (Jowett)+19; 3, Mrs. Y. B. Jackson (Riley)—1.

Open Class: 1, R. L. Haley (M.G.)—73; 2, D. Brook (M.G.)—128; 3, S. G. Haithwaite (Dellow)—189.

WOLSELEY HORNET SPECIAL CLUB

THE Wolseley Hornet Special Club's Midland Rally takes place on 5th October, at Atherstone Airfield, where a series of driving tests will be staged from 11 a.m. onwards. Entries close tomorrow (27th September).

FIRLE HILL

THE Bentley D.C. Firle Hill-Climb takes place on Sunday (28th September). This popular event has attracted a large number of Bentleys, and also cars of other make entered by invited clubs, Aston Martin, Lancia, Lagonda, Frazer-Nash section of V.S.C.C., Brighton and Hove and 20-Ghost (Rolls-Royce).

BERKO ACTIVITIES

THE close of the summer months sees no lessening in the activities of the Berkhamsted M.C. and C.C.; the schedule for the next month includes a "Noggin and Natter", at the Chequers Inn, at Whipsnade. 1st October will see an afternoon visit to the Vauxhall Motor works at Luton. All interested should get into touch with M. Todd, 253 Stockinestone Road, Luton, as soon as possible. On Sunday, 12th October, a Club Treasure Hunt takes place.

Then, looking a bit further ahead, in November there is a Firework Run on the 5th, and on 28th the Annual Dinner and Dance, at which the awards for the year will be presented.

News from the Clubs—continued

C. & A.M.C. DRIVING COMPETITION

THE evening driving competition held by the Caernarvonshire and Anglesey Motor Club on Saturday for the W. R. Evans Challenge Cup, resulted in a good win for W. H. Blunt (Alvis) with 548½ marks. R. Williams (Morgan 3-wheeler) was second with 481 marks and W. Jarlett (Ford 8) third with 471 marks.

A 33-mile road section was preceded by two special tests near the start at Bethesda in the highly suitable precincts of a factory provided for the purpose by chairman George Edwards and vice-chairman Ernest Chidley (who organized the event). The first consisted of driving "round the block" with one hand, and holding an egg on a spoon in the other. Three of the club's most experienced drivers, H. D. Pritchard (L.M.B.), W. N. Owen (Riley) and Niall Campbell-Blair (B.M.W.), all succeeded in dropping their eggs. No one could better the times of H. W. Owen (Standard) and W. Matthews (Singer) who each took 31 secs. A wheel changing test was won by W. H. Blunt in 2 mins. 35 secs.; Matthews was second with 3 mins.

The road section was fairly involved; mileage recorders and speedometers were obliterated, and an average of 28 m.p.h. maintained. D. Dixon Bate (Ford) and Jarlett each lost only 20 marks on the road section.

After ham-and-egg suppers at the Tea Caddy, Rhosneigr, Mrs. Evans, wife of member W. R. Evans, of Bethesda, who presented the cup (and who competed) handed the handsome trophy over to the winner.

THE "W.O." CLUB

A CERTAIN amount of confusion has arisen from the similarity in name between the Bentley Drivers' Club and the Bentley Owners' Club, which was formed some time ago to cater primarily for West Country Bentley enthusiasts. The latter club has accordingly changed its name, with the generous approval of Mr. W. O. Bentley himself, to the "W.O." Club.

R.A.C. recognition has been granted to the club under its new title.

ALTCAR OCTOBER SPRINTS

REGULATIONS are out for the Waterloo and District M.C.'s Sprint meeting on 4th October at Altcar Rifle Range, Hightown, on the main Liverpool-Southport Road. Entries close tonight, Friday, 26th September, and clubs invited to take part are Liverpool M.C., Lancs and Cheshire M.C., Wirral 100 M.C., Midlands M.E.C., Mid-Cheshire C.C., N.W.C., Blackpool and Fylde, and Yorkshire S.C.C. There are numerous classes for sports- and racing-cars. Secretary of the meeting is G. Wright, of 38a Merton Road, Bootle, Liverpool, 20. (ARGosy 7140.)

B.R.M.A.

FOLLOWING on the decision of the B.R.M. Trust to offer B.R.M. Ltd. for sale, and to wind up the company should no buyer be forthcoming, the British Racing Motors Association held a Committee meeting at which it was agreed

COMING ATTRACTIONS

September 26th/28th. East Anglian M.C. Clacton Rally. Start, Luton.

September 27th. B.A.R.C. Race Meeting, Goodwood. Start, 2 p.m. Ulster A.C. Knockagh Hill-climb, N. Ireland.

U.H. and U.L.M.C. Rally.

M.G.C.C. (S.W.) Totnes Rally, Devon

M.G.C.C. (Eire) "Experts Barred" Trial.

September 27th/28th. Lancs and Cheshire C.C. Lakeland 300 Rally. Starting Points, Manchester, Leeds, Llandudno and Birmingham. Sunbeam-Talbot O.C. Rally, Scarborough.

September 27th/29th. Scottish S.C.C. Heather Rally, Oban.

September 28th. Bari G.P. (F2, S.), Italy.

Avus Race Meeting (F2, 3, S.), Germany.

Tyrolean Rally (S.T.), Austria.

Circuit of Agen (T.), France.

West Hants and Dorset C.C. Knott Cup Trial. Start, Bovington Camp, 12 noon.

Bentley D.C. Hill-Climb, Bo-Peep Hill, Fittle, Sussex.

Furness Dist. M.C. Towers Leck Trophy Trial. Start, The Gill, Ulverston, 11 a.m.

Rhyl and Dist. M.C. Regal Trophy Trial, N. Wales (following Lakeland Rally). Start, Red Garage, West Shore, Llandudno, 2 p.m.

Thames Estuary A.C. Autumn Rally.

Sunbac Rallyette, Shropshire.

A.C.O.C. Driving Tests, Redhill Aerodrome.

N. London Enth. C.C. Point-to-Point. Start, Whelpley Hill, near Chesham, Bucks. 11 a.m.

Torbay M.C. Rally, S. Devon.

Kentish Border C.C. Driving Test. Burnhope and Dist. C.C. Rally, Durham.

Cambridge 50 M.C. Hill-Climb.

October 2nd/12th. International Motor Exhibition, Paris.

to postpone any action regarding the possible winding up of the Association until after their A.G.M., which is provisionally fixed for 19th November.

Meanwhile, the Committee will meet again on 21st October to consider any developments which may have occurred by that date. The B.R.M.A. has sportingly taken on responsibility for B.R.M. racing expenses at Goodwood and Charterhall, the costs to be deducted from the £3,500 already donated to the Trust for racing purposes. The balance of this sum is to be returned to the Association.

Various suggestions have been made by members regarding future activities of the Association, amongst them the provision of prizes for the most outstanding driver or manufacturer of a racing-car, support in producing an engine for the 1954 Formula 1, and support in the construction of a Continental type racing circuit in this country. Further proposals from Branch Secretaries will be welcomed, and it will be the B.R.M.A.'s endeavour to continue to support British motor-racing in whatever way is possible.

KENTISH BORDER C.C. DRIVING TESTS

THE Driving Tests held at Detling by the Kentish Border C.C. on 21st September saw the Gregg Goblet, for Best Performance, go to R. E. Chappell and his Dellow. R. Brooks (E.R.P.) won the under 1,500 c.c. Open Class, H. Cox (Ford 10) was best in the Saloon Class, and this driver shared the Team Award with Chappell.

NORTH LONDON M.C.

DURING the Treasure Hunt on 14th September, members of the North London M.C. found a clue calling on them to visit the Queen Mother's birthplace. As the run had been in the vicinity of Barnet, Northaw, Essendon, Ayot St. Lawrence, the members hardly expected to embark on a journey to Glamis Castle, in Scotland, which most members erroneously thought was the Royal birthplace. However, some of the more erudite proceeded correctly to St. Paul's Walden, Herts, where Her Majesty was born at Bury House, and in addition christened in the Parish Church.

After further hazards, including a clue in the Vauxhall Motor Co.'s works at Luton, the Hunt proceeded to the Chequers Inn, Whipsnade, for tea, where controversy still raged as to the accuracy of the information. However, the doubters were finally convinced—proving that Treasure Hunts can be educational as well as entertaining!

The next event, which will be on 5th October, at 2.15 p.m., starting from the slip-road at Hadley Highstone, Barnet, will be a "Scrounge" run to The Swan Hotel, Thaxted, Essex, where tea has been arranged at a cost of approximately 2s. 3d. per head.

During the course of this event members will be expected to gather or otherwise "acquire" certain articles easily obtainable, a list of which will be handed to entrants at Hadley Highstone.

All members and their friends and any motorist interested in joining this Club will be very welcome. Applications for membership may be submitted to the Hon. Secretary, G. F. Luck, 27 Forney Road, East Barnet, Herts, for consideration by the committee.

CLUB FIXTURES

North London M.C.—Evening Run, 26th September, Salisbury Crest, Essendon, Herts.

Hants and Berks M.C.—Last Friday meeting, 26th September, New Inn, Eversley.

Mid-Cheshire C.C.—Club Night, 26th September, White Barn.

750 M.C. (N.W.)—Last Friday meeting, 26th September, Pelican Hotel, Sale, Cheshire.

Aston Martin O.C.—Gathering, 26th September, Whyte Hart, Bletchingley.

Bentley Drivers' Club.—Meeting, 27th September, White Horse, Chilgrove, Sussex (before and after Goodwood).

Morgan 3-Wheeler Club (N.W.)—Social Evening, and A.G.M., 27th/28th September, Brandon Hall Hotel, Coventry.

"W.O." Club.—Social Outing, 28th September, Rufus Stone, New Forest, 4 p.m.; then at White Hart, Whiteparish (A.27) from 7 p.m.

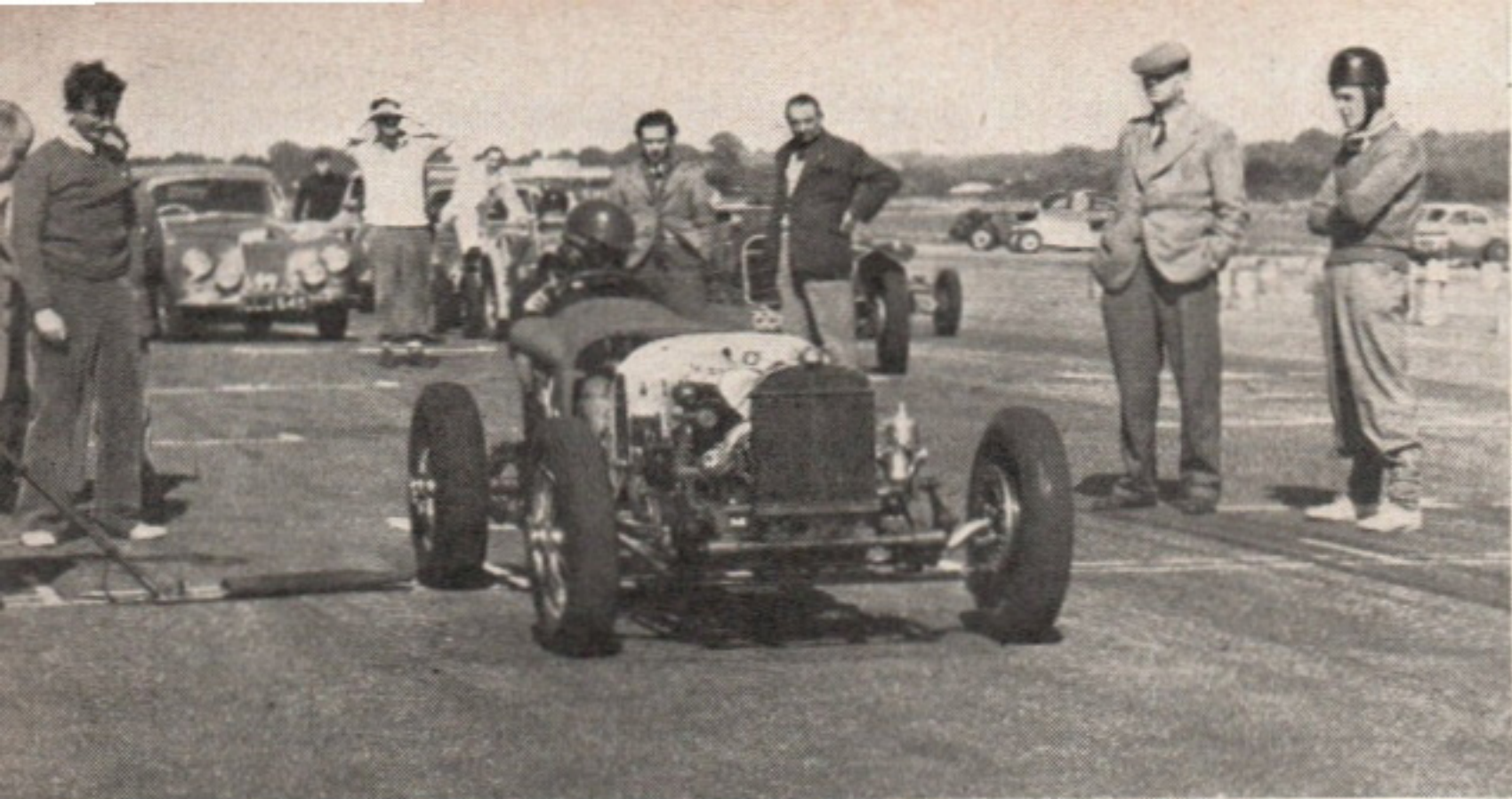
Lagonda Club (S.E.)—Meeting, 28th September, The Rock, Chiddingstone Heath (after Firlie hill-climb).

West Essex C.C.—Film Show, 1st October, Club Room, 8.30 p.m.

Dance, 3rd October, Ye Olde King's Head.

Nottingham S.C.C.—First Thursday meeting, 2nd October, Five Ways, Valley Road, Nottingham. From 7 p.m.

Vintage S.C.C.—First Thursday meeting, 2nd October, The Phoenix, Hartley Wintney, Hants.



The meeting ended officially at 6 p.m., despite the fact that the timing gear went on strike now and then, generally when the unfortunate Cottle appeared on the line! The driver who stalled three times running shall be nameless!

Drivers, spectators and officials all went home vowing to attend the repeat performance, by the same two clubs, at Tarrant Rushton, later, in October.

A. H.

PROVISIONAL RESULTS (Subject to Confirmation)

Class 1. 750 c.c. Formula Cars: 1, D. Adamson (747 Austin), 38.87 secs.; 2, Stanton (747 Austin), 40.99; 3, V. N. Hood (747 Austin), 42.92.

Class 2. Sports-cars up to 3,000 c.c.: 1, J. N. Dobbs (1,172 JND Special),

IBSLEY

Two-stage Lagonda Rapier Makes B.T.D.—Miles Martin's Jaguar Fastest Sports-Car in Combined 750 and W.H. & D.C.C. Event

THE West Hants and Dorset Car Club and the 750 Club combined last Saturday, to run a very successful sprint meeting at Ibsley. The course, consisting of one of the straight runways on the airfield, with a right-hand bend, leading on to a section of perimeter track, was of sufficient length to enable most people to get into top, and to cause some of the faster cars to reach astronomical revs in third, crossing the finishing line! The weather was fine, though a cold wind blew at the end, and reminded us that we are nearing the end of the season. The meeting was run with the usual efficiency that one comes to expect of these two clubs, but there was a pleasant absence of red tape, and a cheerful "family" atmosphere.

An entry of approximately 45 cars was received, ranging from Malan's very standard Ford 10 saloon, to Raven's potent Bugatti, sundry Coopers and a couple of XK 120s.

Everett's H.R.G. was the ex-Ruddock car, and was on good form, Geoff Coles's rather naked M.G. Special only made one practice run, and sheared its blower drive. Geoff's second car, the immaculate little J4 Midget, made a number of rapid runs, driven by Coles and Smith. Adamson's Austin arrived with suspicious beads of moisture coming from the cylinder head studs, but he overcame the trouble long enough to make some good runs to win the 750 Formula class.

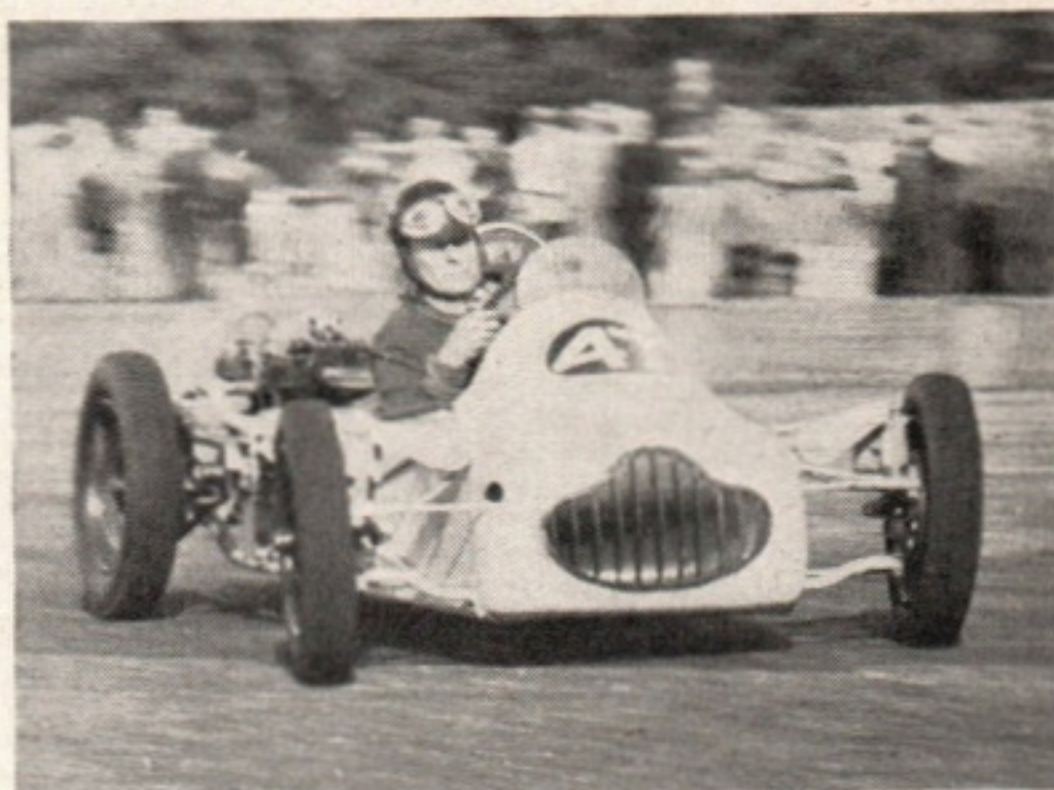
A glance round the paddock showed a number of gleaming motor-cars, notably Miles Martin's Jaguar, with C-type engine, L. Williams's Austin which made a delightful whine from the blower, and the silver Allard saloon of J. C. Bugg, which, unfortunately, suffered a serious derangement in the rear axle, and was removed by a breakdown lorry.

The first runs were observed from the right-handed "Paddock" bend, and there was an interesting divergence of styles. Adamson's Austin drifted the corner in classic style, as did Sparrowe's Morgan and Everett's H.R.G. Walters sawed desperately at the wheel of his M.G., the front suspension seeming

SKELETON SPECIAL: (Above) Mrs. Richmond leaving the line with the two-stage supercharged Lagonda Rapier with which her husband later made Best Time of the Day.

★

SIDE - MOTORED: Tom Bryant and his interesting Norton-powered Cobra "500".



a little unsteady. Miles Martin went through at a tremendous speed, in a huge drift, but Mrs. Martin was cautious, to win the ladies' prize, probably obeying her husband's orders not to bend his motor-car!

The Cripps Special was steady, and sounded very American, but its very rapid times belied its appearance. Bat-trick's big Lagonda appeared to be a bit of a handful, but was well driven. Wadsworth's Healey was outstanding in the saloon class, while a squadron of Sunbeam-Talbots dipped and squealed their way through the corner.

Of the racing-cars, Tommy Bryant took the bend very fast with the yellow Cobra, indulging in a huge slide when leaving the corner, but was beaten by the Coopers. Raven appeared to have difficulty in judging his approach, but smoked his tyres out of the bend. Richmond's ear-splitting Rapier, with no bodywork, and two-stage blowing, cornered neatly, and eventually made best time. Miles Martin, on one occasion, did a little grass cutting but lost no time.

Most people improved their times on the second runs, and there was a great struggle for best time, the honour being first held by the Cripps Special, Miles Martin's Jaguar, and Raven's Bugatti. Cripps and Raven both burnt much rubber getting away from the line, despite twin wheels on the latter's car. Raven's triumph was short-lived, however, for Richmond, on his last run, took the honours with a well-judged run of 31.24 secs.

35.68; 2, L. Williams (747 Austin S), 36.26; 3, G. V. Coles (746 M.G.), 36.76.

Class 3. Sports-cars over 3,000 c.c.: 1, E. Miles Martin (3,442 Jaguar), 31.68; 2, W. L. Cripps (5,300 Cripps Special), 31.84; 3, J. A. F. Cripps (5,300 Cripps Special), 33.2.

Class 4. Closed cars up to 1,750 c.c.: 1, M. Malan (1,496 H.R.G.), 38.81; 2, G. Cottle (1,485 Lancia), 40.8.

Class 5. Closed cars over 1,750 c.c.: 1, E. B. Wadsworth (2,440 Healey), 36.4; 2, F. Downs (2,246 Sunbeam-Talbot), 39.27; 3, S. B. Southcombe (2,267 Sunbeam-Talbot), 40.79.

Class 6. Racing-cars up to 500 c.c.: 1, H. G. Norton (497 Cooper), 32.26; 2, K. N. Rudd (496 Cooper), 32.73; 3, R. M. J. Sleight (497 Cooper), 32.81.

Class 7. Racing-cars over 500 c.c.: 1, D. Richmond (1,094 Lagonda Rapier), 31.24; 2, A. S. Raven (2,992 Bugatti), 31.44; 3, E. Miles Martin (3,442 Jaguar), 31.68.

Fastest Lady: Mrs. E. M. Martin (3,442 Jaguar), 35.8.

N.L.E.C.C./HERTS COUNTY

MEMBERS of the North London Enthusiasts' and Herts Co. Auto and Aero clubs were entertained last week to a film show at the "Goat and Compass", Euston Road, London, featuring J. S. Abbott's "Ramsgate Speed Trials", and several other films brought along by A. F. Rivers-Fletcher. Prizes for the Ramsgate Speed Trials were presented by Mrs. Eric Findon.

BRANDS HATCH

ON Sunday, 21st September, another excellent meeting was organized at Brands Hatch by the Half-Litre Club. If some of the stars were elsewhere, there was still quite a useful entry, and a most enjoyable day's racing was provided. As usual, a Junior Race and a Senior Race were followed by a Consolation event for the less fortunate drivers, and finally by an exciting Juniors v. Seniors handicap. Spice was added by the presence of Leslie Johnson's "Century" Jaguar which did a lap of honour.

The Junior Race consisted of three 10-lap heats and a 15-lap final. In the first heat, N. Berrow-Johnson's Cooper took the lead at the start, but was soon taken by Don Truman's similar car. These two soon completely outdistanced the field, and by the seventh lap they were lapping the tail-enders. Then Truman, whose "double-knocker" Norton engine had been sounding particularly healthy, suddenly slowed and was immediately passed by Berrow-Johnson. The order remained the same to the end, and Reg. Croysdill, who was third, was a full half-minute behind.

D. Taylor's J.B.S. got in front at the beginning of the second heat, and stayed there till the end. G. G. Smith was second throughout in an Arnott, and R. D. Brown was third in a similar car, after disposing of Stoneham's Cooper. This was something of a procession.

V. J. Firm's J.B.S. leapt away when the flag fell for the third heat, and R. E. Paulson, by a fine piece of driving, soon had his Kieft in second position. Then, the September sunshine was suddenly replaced by driving rain, and Firm immediately slid wildly coming out of Clearways Bend, and shot harmlessly off the course. Paulson led as far as Paddock Bend, and then he went into a long broadside, allowing Reg Owen to take the lead with the new Kieft-like Hill, which he retained to the end.

R. D. Brown's Arnott led the Junior Final, but he was soon overwhelmed by D. Taylor's J.B.S., with Don Truman in third place. On the second lap, Denley's Iota and Lowe's Kieft got into difficulty on Paddock Bend, and motored smartly into each other, the Kieft losing a wheel in the process. Around half distance, Don Truman got in front, and Smith involved himself in a tussle with Taylor for second place. The Arnott was going particularly well, and Smith was soon after Truman, whom he trounced decisively. Baulking by tail-enders was nearly Smith's downfall, but he kept ahead of Truman after a wild dice.

There were two Senior heats. The first one was an opportunity for Stuart Lewis-Evans to show his superb mastery on a wet course. He drove immensely fast without a single mistake, and if the rain had continued he would have run away with the whole programme. He won his heat with consummate ease, but André Loens, who was less happy, performed a most abject gillhooley. He then pointedly ignored the black flag, and was very properly reprimanded by the clerk of the course.

The second heat was Don Parker's. A. W. Richards led at first in his J.B.S., but the little man soon had the Kieft in front. The rain had stopped, though the drying road was still too slippery for

liberties to be taken. Don drove with just the right combination of dash and caution, and even such doughty performers as Webb and Emery could not cope with him.

Don Parker had it all his own way in the Final, too. He snatched first place right at the start, and held it easily throughout. J. Brown, in Les. Leston's Special, kept ahead of the latter driver, who was Cooper-mounted. Just behind, Bicknell, Emery and Lewis-Evans were involved in alarming goings-on, in which Charles Headland also briefly figured.

The Consolation Race produced a high mortality, several careless motorists spinning off the road, though the course was now perfectly dry; mechanical troubles were also in evidence. J. Habin (Erskine-Staride) made a splendid start, but Loens led by the end of the first lap. In spite of several attempts by Habin to regain his lead, Loens was just able to keep him at bay till the chequered flag. The rest were a very bad nowhere.

The afternoon's sport concluded with one of the always popular Juniors v. Seniors handicaps, in which the "boys" had 30 seconds start for a 12-lap race. Actually, this handicap was a little too severe, principally through the surprising speed of the Arnott driven by Smith. He soon took the lead from Truman, and kept it all the way, chased by Taylor's J.B.S. when Don fell back. Among the Seniors, Don Parker tried far too hard, and an alarming moment at Clearways was followed by a final

full-stop against the fence of Paddock Bend. The feature of the race was a stirring duel between Leston and Brown, but Les. just managed to beat his own Special and took Paulson's Kieft on the run in to the finish for third place.

J. V. B.

RESULTS

The Junior Race

Heat 1: 1, N. Berrow-Johnson (Cooper), 65.15 m.p.h.; 2, D. Truman (Cooper); 3, R. Croysdill (Cooper).

Heat 2: 1, D. Taylor (J.B.S.), 65.98 m.p.h.; 2, G. G. Smith (Arnott); 3, R. D. Brown (Arnott).

Heat 3: 1, R. Owen (Hill), 60.65 m.p.h.; 2, R. E. Paulson (Kieft); 3, R. Button (Cooper).

Final: 1, G. G. Smith (Arnott), 63.57 m.p.h.; 2, D. Truman (Cooper); 3, D. Taylor (J.B.S.).

The Senior Race

Heat 1: 1, S. Lewis-Evans (Cooper), 59.58 m.p.h.; 2, H. L. Daniell (Emeryson); 3, R. G. Bicknell (Revis).

Heat 2: 1, D. Parker (Kieft), 59.48 m.p.h.; 2, A. W. Richards (J.B.S.); 3, W. Webb (Kieft).

Final: 1, D. Parker (Kieft), 68.36 m.p.h.; 2, J. Brown (Leston Special); 3, L. Leston (Cooper).

The Consolation Race

1, A. Loens (Kieft), 67.16 m.p.h.; 2, J. Habin (Erskine-Staride); 3, R. K. Tyrrell (Cooper).

Juniors v. Seniors Handicap

1, G. G. Smith (Arnott) (30 secs.), 66.57 m.p.h.; 2, D. Taylor (J.B.S.) (30 secs.); 3, L. Leston (Cooper) (Scr.).

"AUTOSPORT" DIRECTORY OF THE CLUBS-13

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PETERBOROUGH'S "SILVERSTONE"

Les Leston Wins Formula 3 Event—Threlfall's Tojiero Pleases—Thrilling Bailey-Williamson Bentley Duel

DESPITE the attraction of the London Rally and Snetterton, the Peterborough Motor Club had a full entry for their race meeting at Silverstone on Saturday, 20th September. The weather prophets said rain but the morning dawned bright and clear. Practice started on time, with the Chairman of the club, who was a steward, late after running out of road at Thrapston.

The tone of the meeting was set by Shale, driving an A90 Austin, coming off at Becketts in his first two laps. Les Leston lost one corner of his Cooper at Becketts and set to work to make his car raceworthy. Of the 95 entries there were only two non-arrivals. Poor Mr. Swift, having mislaid his medical certificate, couldn't give his Jaguar an outing, which was bad luck after motoring all the way from Stoke-on-Trent.

During a short midday break Dick Millington, a worthy newcomer to the Bentley Boys, was seen to devour an outsize in sandwiches by the handicapper, who thought the result of the weight of the sandwich and Millington would be far too much even for a 4½-litre Bentley.

Promptly at 1.30 p.m. the meeting got away with a five-lap handicap race for Vintage Sports-Cars. Out of an entry of 18, MacDonald's Bentley was a non-starter due to internal disarrangement acquired at the M.C.C. meeting and J. H. Pratt's Bugatti had played silly bugattis the night before, straining its crankshaft.

Off the limit mark, Dick Walsh's Bugatti led, challenged by Anthony Marsh in the ex-Powys Lybbe Alvis. In the last lap they were passed by a trio of Rileys and the race ended with Len Gibbs ½ sec. ahead of Treen, followed 4 secs. later by L. A. Sargent who had given them both 20 secs. start. Of the scratch men Bailey and Williamson in their Bentleys diced merrily giving marshals heart-stopping moments at Copse. Williamson revolved on his second lap, letting Bailey get away from him.

Race 2 was the first heat of a five-lap handicap for sports-cars. Walsh held his lead to win from Anthony Marsh with B. J. Thorne a creditable third in his Ford Special. Rumour has it that Thorne's car was tuned by the R.A.C. Scrutineer Bob Soames.

In the second heat Jacobs in his Allard came from scratch to finish a mere 1½ secs. behind T. W. Dargue's M.G. off the 10-secs. mark, with Stokes in his Riley Special third. Mrs. Gibbs's H.R.G. raised its wing and saluted the scrutineers as it circulated. Stokes drove well to finish third.

Heat 3 saw some brilliant driving by L. A. Sargent in his Riley. Starting from the 50-secs. mark he held Sinclair's Connaught, Threlfall's Tojiero M.G. and Chris Sears's Frazer-Nash to finish first. Tony Murkett's XK 120 came up from the 30-secs. mark to finish third to Sinclair's second.

A seven-lap handicap for Bentleys, Mercs, 30/98's and Sunbeams followed with Major Bailey and Jack Williamson from scratch giving 21 secs. to J. A.

Walker in "Bluebell" and 35 secs. to Powell's Merc and Millington's Bentley. McKenzie's 3-litre led to be passed by Edmund Smith's "41", which seemed to have fully recovered from its encounter with "Bluebell's" pristine flanks at the Bentley Driver's meeting. Walker's driving was fast and steady to bring him into first place, after passing his stable companion Millington on the last lap. The finishing order was Walker first, Edmund Smith second and Millington third. Jack Williamson, driving very fast, was unable to better his handicap and finished fourth.

The highlight of the day, a 12-lap scratch race for the 500 boys, attracted an entry of 32 of which only two were non-starters. After jockeying for position from paddock to start line, the Chief Time Keeper Stan Nicholls got the field away to an excellent start with the exception of Labrum in the Labrari who deposited a chain on the line.

The fearful sight of the field approaching the sound barrier and Copse on the first tour was too much for the marshals who frantically waved Blue and Yellow flags and took to their slit trenches.

By now it could be seen that Coombs, Leston and Headland were in the van. At Woodcote, Tyrrell revolved and was pushed hard into the earthworks by a following competitor, and marshals pushed them off the corner. Bicknell in the Revis spun and stalled his engine and was unable to restart. In the meantime Headland had gyrated at Becketts and the field was settling down led by Coombs followed by Les Leston who took the lead at half way to finish first at 73.4 m.p.h. followed by Coombs 2½ secs. behind with Headland third.

Race 7 was a five-lap scratch race for sports-cars in two classes: Class 3, 2,001 c.c. to 2,500 c.c.; Class 4, over 2,501 c.c.

The race was uneventful until Hull in Hemsworth's XK 120 and O. Moore in the H.W.M. arrived at Woodcote on their last lap together. Moore, trying hard to take the lead, spun completely round and crossed the finishing line backwards to finish second to Hull who also took to the grass, but remained pointing in the right direction. Peter Bland, in his XK 120, finished third.

In Class 3, D. Hely (Healey) came home well ahead of J. Venn (Healey).

Race 8, a five-lap scratch for sports-cars in two classes: Class 1, up to 1,500 c.c.; Class 2, 1,501 to 2,000 c.c., was won by Threlfall's Tojiero from Sargent's Riley with Chris Sears (Frazer-Nash) third. Class 2 was won easily by Sinclair (Connaught) with Steed (blown Ford Special) second and A. L. Evans (Nimrod) third.

Race 9, a 12-lap scratch race for XK 120's for the Murkett Trophy presented by Messrs. Murkett Bros., was poorly supported and was won by J. R. Hemsworth at 71.19 m.p.h. from D. T. Russell second with Tony Murkett, third.

Race 10 was a five-lap handicap race for the Motor Sport Silverstone Trophy Competition and the qualifiers were:—Hemsworth (XK 120), scratch; Sargent (Riley), 20 secs.; Murkett (XK 120), 20

secs.; Sudborough (XK 120), 25; C. M. Sears (Frazer-Nash), 35 secs.; Dargue (M.G.), 35 secs.; Smith (Bentley), 1.05 secs.; Venn (Healey), 1.05 secs.; Jacobs (Allard), 1.05 secs.; Walsh (Bugatti), 1.25 secs.; Thorne (Ford Special), 1.35 secs.; Shale (A90), 1.35 secs.; Marsh (Alvis), 1.35 secs.; Parsons (A90), 1.35 secs.; Seddon (Buckler), 1.35 secs.

Chris Sears, who was leading in this competition on points, was severely handicapped and did well driving with his usual skill to finish in the first six. The actual race was won by Jacobs (Allard), with Venn (Healey) second and Thorne, who was improving with each lap, did well to finish in third place.

BRANDS HATCH AGAIN

NEXT race meeting of the Half-Litre Club at Brands Hatch takes place on 12th October. Closing date for entries is 28th September. Programme comprises Junior, Senior and Consolation races, the meeting starting at 1.30 p.m.

More News from the Clubs on page 416

Correspondence—contd. from page 402

The thing is, have we an engine in existence that could be developed to beat the Italian engines, given the necessary capital? I refer, of course, to the 2,000 c.c. u/s class for after all the Bristol engine, which would appear to be our best, was originally designed to propel a saloon.

George Abecassis seems to have great faith in the Alta engine and if this is well founded the sooner H.W.M., Ltd., are handed the "lolly" either by some public benefactor or public subscription, the better.

As the leading country in aviation circles we owe a lot to Rolls-Royce; what a pity they can't be persuaded to enter the lists in Grand Prix racing again with Bentleys. They might even be able to afford it.

G. BELLAMY.

MALVERN.

"Auto-Cross"

IN writing his letter to you with regard to a proposed course for a "Scramble" or "Auto-Cross" type of event, it seems a pity that Mr. Clarkson specifically singled out the London Motor Club by name as being one of the clubs showing little interest in the idea, for this is far from accurate.

It will be appreciated that this club has put on a very ambitious programme for a single year's motoring and it has merely been this fact, with the resulting lack of additional organizing time, that has prevented our going ahead with the idea in the current season. The addition of the French Sporting Trial and the very successful "Little Rally" in the Club Calendar without an increase in the size of the Committee left us a little out of breath, for we do not, as a club, like to attempt any event which cannot have our full attention and result in a competition which reflects well on the club.

Provided that no unexpected snags arise, it is our intention to organize an event of the type suggested next season.

F. DENNIS DENT,
Press Secretary,
London M.C.

LONDON, N.W.10.

AUTOSPORT

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1929 A.C. Magna and principal parts of similar model. Mechanically sound, body poor. Present owner 17 years. Reasonable offers. —Downland, Surrey, 4329 (Day-time).

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ALVIS Firefly 1934 sports saloon, 11.9 h.p., pre-sel. box, oil negligible, good gen. condition, £165.—Green, 33 Green Street, Sunbury.

£350! MAGNIFICENT 1935/6 Speed 20 sports saloon. Late property of enthusiast now abroad. Superb appearance in light and dark grey cellulose, red hide interior, special wheel discs, P100s, etc., mechanically excellent.—Alton Garage, 17-19 Brook Mews North, W.2. PADDINGTON 3952.

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RICHARDS AND CARR offer: 1939 Roadster, £395; 1948 Light 15 saloon, £645; 1949 Light 15 saloon, £765; 1946 Light 15, £485.—35 Kinnerton Street, Wilton Place, S.W.1. Tel.: SLOane 5424.

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(continued overleaf)

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Classified Advertisements—continued

M.G.—continued

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£190 J2 M.G. 1933, very nice condition.—Richards and Brown, Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

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500 C.C. RACING for £95. Wanted: three partners interested in ½-litre racing at £95 each, for equal share in racing-car, for the 1953 season.—All enquiries to RAVensbourne 6105 during business hours.

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1932 Riley 9 Monaco saloon £125

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SPORTS CARS

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 1938 M.G. VA 1½-litre 12 h.p. drophead f'some coupé, Tickford coachwork, new hood.
 1939 M.G. VA 1½-litre sports saloon, late registration, £90 bills for overhaul.
 1939 M.G. VA 1½-litre 12 h.p. drophead four-some coupé, fitted new hood and tyres.
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 1939 JAGUAR 3½-litre Competition model, 100, an immaculate one owner car, £150 bills.
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Classified Advertisements—continued

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News from the Clubs—continued

CASTLE COMBE ON 4th OCTOBER

MANY prominent names and motor-cars are to be found in the entry list for the Bristol M.C. & L.C.C.'s National Race Meeting at Castle Combe on 4th October. In the large entry for the Formula 3 events, there are Stirling Moss, S. Lewis-Evans, Bob Gerard, Michael Christie, John Coombs (Coopers), Don Parker, André Loens, Charles Headland, W. Webb (Kiefts), Jack Moor's Wasp, Bicknell's Revis, Richards's J.B.S., Bueb's Iota, Habin's Staride, Emery's Emeryson, the Arnotts, Smith's Smith and many others.

Connaughts will be driven by Downing, Marr and McAlpine in the 30-lap Formula 2 race, Bryde and Sanderson will handle Cooper-Bristols, Wharton a Frazer-Nash, Moss the G-Type E.R.A., Dobson a V-12 Ferrari, Dunham his Rover, and Whitehead and Simpson Alfas.

Four supercharged E.R.A.s (Hamilton, G. Whitehead, Wharton and Gerard), Moss's G-Type, Pete Walker's Cooper-E.R.A., Moore's H.W.M.-Jaguar, Ian Stewart's C-Type Jaguar, Fairman's and Watkins's Allard, and Eric Thompson in the Delage Spl. are amongst the entrants in the 15-lap *Formule Libre* race.

There are also 10-lap 1½-litre racing, and two sports-car events. In the 1½-litre sports class, there are the Lester-M.G.s, one of which may be driven by Moss, Threlfall's Tojiero and Davis's Cooper-M.G. The larger class will see a stern Allard-Frazer-Nash-Jaguar struggle, with intervention by Stapleton's Aston Martin, Waring's Talbot, and Moore's H.W.M.-Jaguar and several Healeys.

First race is at 1.30 p.m. Admission is 1s. (Children 6d.).

ALLEN TROPHY TRIAL

THE Taunton M.C. have rescinded their decision to run the Allen Trophy Trial on 12th October to the new R.A.C. Trials Formula, and are reverting to the current regulations.

A closed invitation event, the "Allen" is open to members of the Bristol M.C. and L.C.C., London M.C., Plymouth M.C., Sunbac, West of England M.C., W. Hants and Dorset M.C., and the N. Devon M.C. The Trial is one of the R.A.C. Championship qualifying trials, and counts for the B.T.D.A. Trials Star.

Starting point is the Otter Vale Garage, near Honiton, Devon, first driver leaving at 10.30 a.m. The course will cover about 40 miles. Entries must reach the Secretary of the Meeting, L. J. Tolman, not later than Monday, 6th October. His address is 4 East Reach, Taunton, Somerset.

HIGHLAND HILL-CLIMB

ON 14th September, the Scottish Highland Centre of the Riley M.C. held its first hill-climb with hard working secretary John Garden keeping his fingers crossed that everything would go smoothly. Everything did and the 400-yard hill with its double S bend and very short straight in Balquholly House Estate proved extremely interesting and testing for the competitors.

Best time of the day was made by Aberdonian Joe Little in his new Mille Miglia Frazer-Nash, which is now going

very sweetly after its early clutch complications. D. G. Duncan (XK 120 Jaguar) made two excellent climbs and J. B. G. Campbell (M.G. TD) and R. D. Barrack (Jowett) who did so well as a team in this year's Tulip Rally, showed themselves to be more than capable as individual drivers.

Top man driving the club marque was A. Wildgoose in his beautifully kept Riley Lynx of 1933 vintage. Making best time in the 1,100 c.c. class Adam completed his hat trick in this year's club events; below are listed the class winners in an enjoyable event which Riley officials hope will be the beginning of a series.

A. N. F.

RESULTS

Open and Saloon classes (up to 1,100 c.c.): A. Wildgoose (Riley Lynx), 34.2 secs.

Open and Saloon classes (up to 1,500 c.c.): J. B. G. Campbell (M.G. TD), 33.0 secs.

Open and Closed Cars (unlimited capacity): Joe Little (Frazer-Nash), 30.2 secs.

Snetterton Results—continued

(80.45 m.p.h.); 2, Eric Thompson (1,498 Delage S.), 30 mins. 24.2 secs.; 3, Ken Watkins (5,420 Allard); 4, Hugh Howarth (3,442 Jaguar XK 120); 5, Leslie Marr (1,964 Connaught); 6, W. B. Black (3,442 Jaguar XK 120).

Event 2b—5-lap Handicap Race for Sports- and Touring-Cars in Road Trim: 1, P. Wooley (4,398 Bentley), 12 mins. 32.6 secs. (70.17 m.p.h.); 2, M. Morris-Goodall (1,950 Aston Martin), 12 mins. 47.4 secs.; 3, D. S. Boston (2,443 Healey); 4, A. M. Campbell (3,669 Bentley); 5, W. T. Smith (1,486 Jupiter); 6, D. Edwards (1,495 Aston Martin).

Event 4—10-lap Handicap Race for 1½-litre Aston Martins: 1, R. F. McNab Meredith (1,495 Aston Martin S.), 28 mins. 04.2 secs. (64.84 m.p.h.); 2, Ivor Robertson (1,495 Aston Martin), 28 mins. 12.0 secs.; 3, R. F. Fyson (1,495 Aston Martin); 4, Dennis Campbell (1,495 Aston Martin).

Special Invitation Race: 1, A. W. Birrell (1,496 E.R.A. S.), 10 mins. 28.4 secs. (77.34 m.p.h.); 2, Jack Fairman (5,420 Allard), 10 mins. 33 secs.; 3, Leslie Marr (1,964 Connaught); 4, Hugh Howarth (3,443 Jaguar XK 120).

Fastest Lap: Ken Downing (1,964 Connaught), 83.51 m.p.h.

Don't be Beastly to the Victors—

continued

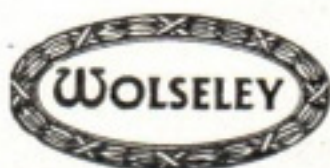
success, including the winning of the Championship, still conforms. I understand, to this new formula, without even the slightest modification, and that car would climb any hill, anywhere, at any time, so you see we are now right back where we started.

I have always understood that the object of the exercise is to go out and win it, in sport or business, so long as you play fair, and I commend to all those worried folk that they should "study it, understand it and go after it" (trials—I mean), but for heaven's sake, don't complain about it. Try and win.

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His victories during the 1952 season include:—

GOODWOOD—EASTER MEETING

Lavant Cup Race—1st Chichester Cup Race—1st

GOODWOOD—WHITSUN MEETING

Sussex International Trophy Race—1st

ISLE OF MAN British Empire Trophy Race—3rd place and class winner

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SILVERSTONE

British Grand Prix Race—3rd

BOREHAM Formula II Trophy Race (International Meeting)—1st

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