

AUTOSPORT

OCTOBER 3, 1952

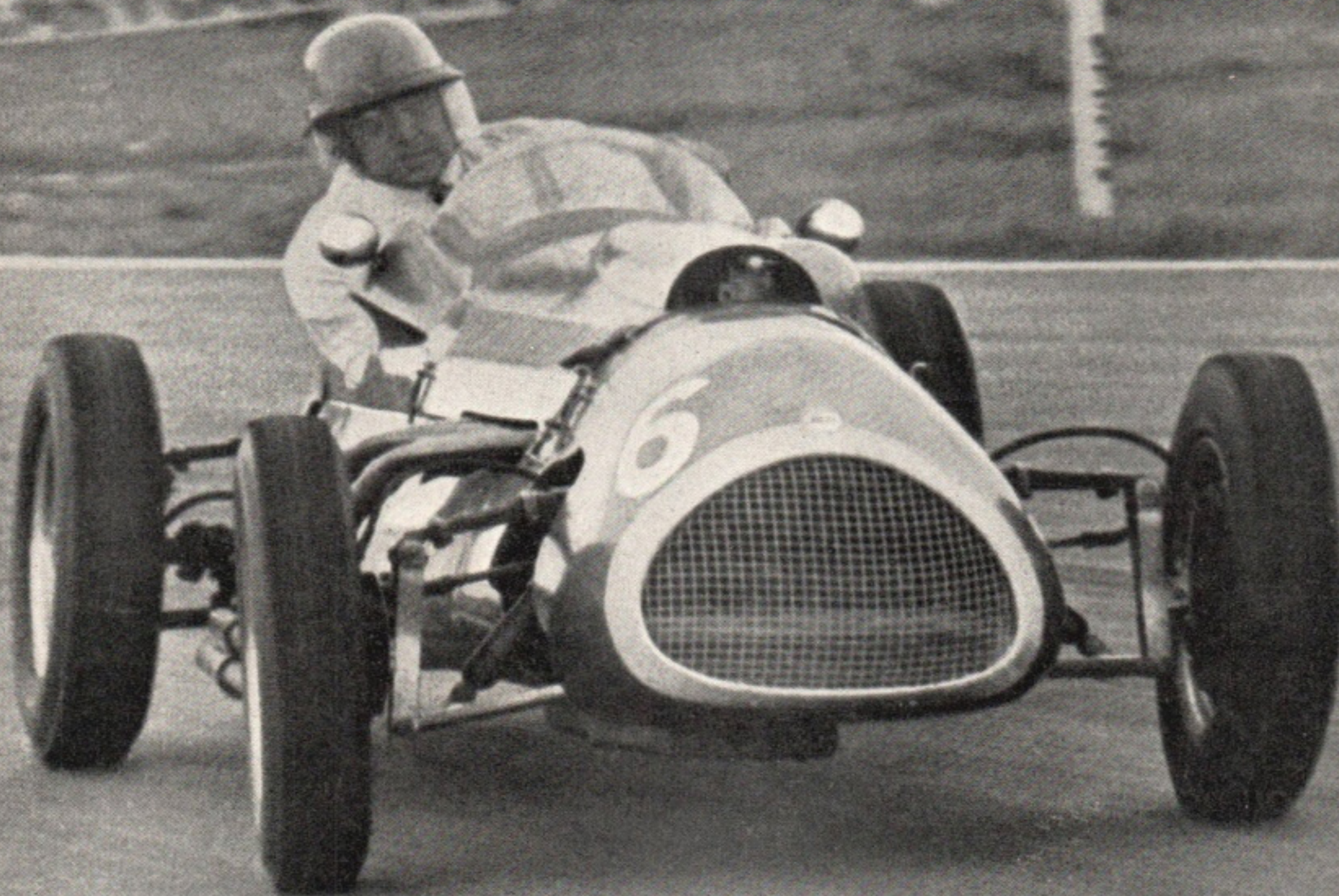
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EVERY FRIDAY

Vol. 5

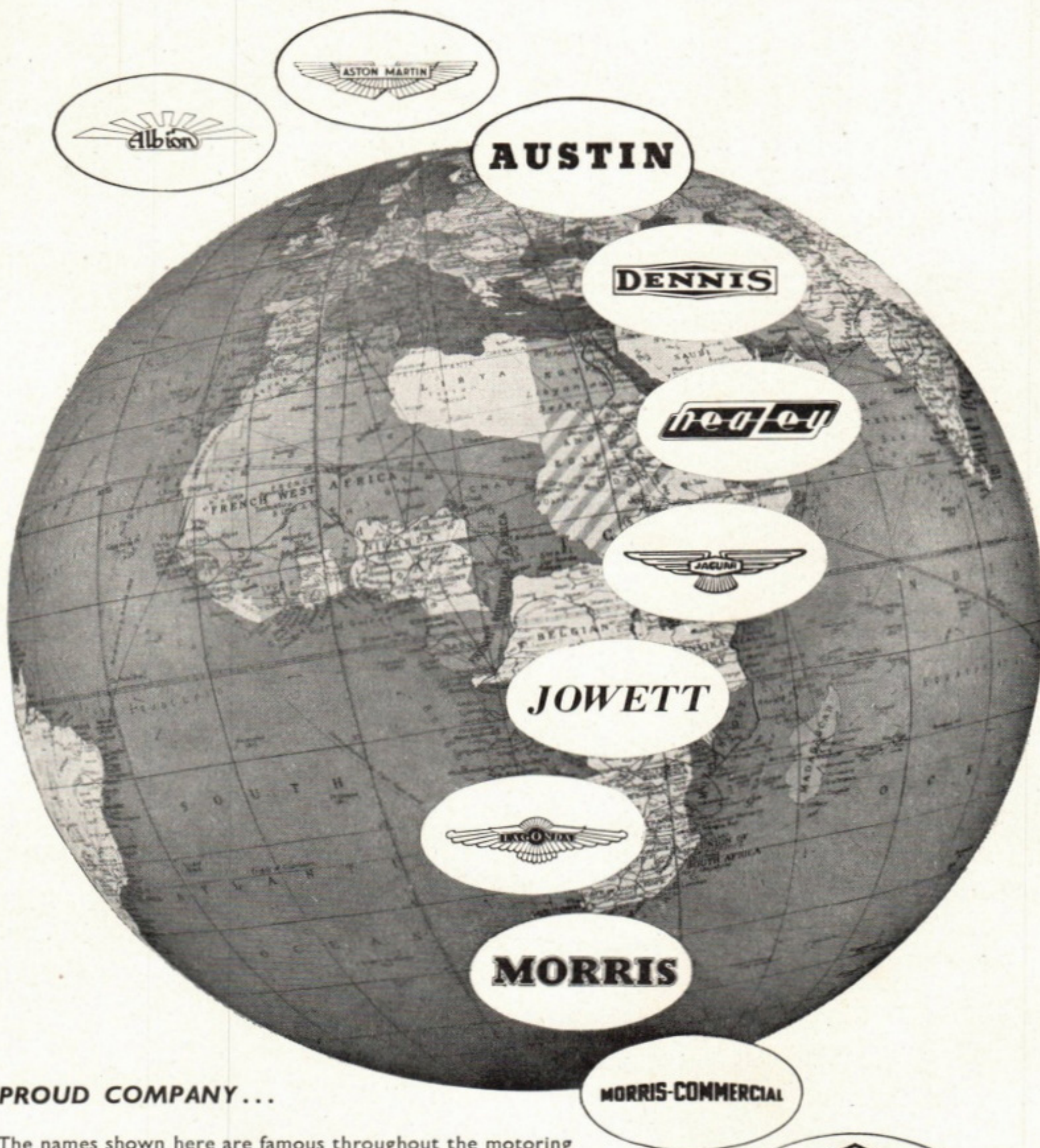
No. 14

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

B.A.R.C. INTERNATIONAL MEETING AT GOODWOOD : RACING IN CANADA : HILL-CLIMBS AT FIRLE AND
KNOCKAGH : THE KNOTT CUP TRIAL : SELECTIVE METHODS AT MONZA : THE LAKELAND "200" RALLY



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The names shown here are famous throughout the motoring world. Mintex — having its own share of fame — is proud to be associated with them; they are the names of vehicles produced by manufacturers who fit Mintex as original equipment.

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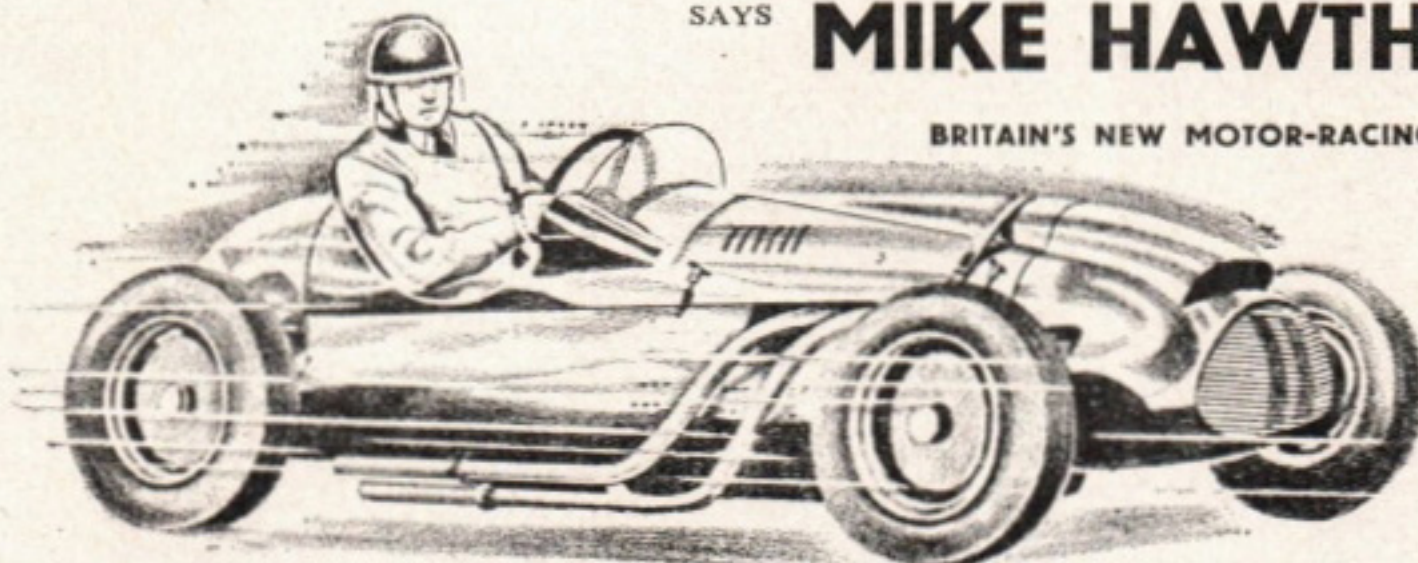
CLECKHEATON, YORKSHIRE and are obtainable from all Mintex Service Depots and stockists. B.B.A. are also the manufacturers of SCANDURA, the original P.V.C. fireproof conveyor belt.

"To my mind, a perfect smoke"

SAYS

MIKE HAWTHORN

BRITAIN'S NEW MOTOR-RACING STAR



MIKE HAWTHORN, tearaway winner of the Sussex International Trophy at Goodwood, first Britisher home in the Silverstone Grand Prix, has a great future in his capable hands. He's only one of the many sportsmen today who smoke Craven 'A.' "In this game," says Mike, "you need a cigarette that doesn't affect your throat."

P.S. That cork tip really does make a difference, you know. There's a lot more pleasure in a cigarette with an end that's always clean and dry, and firm between your lips.



CRAVEN 'A' smooth, clean smoking

IRON NERVES and cool split-second judgment are the qualities that bring drivers like 23-year-old Mike Hawthorn to the fore.

Mike, who is scoring triumphs in his 2-litre Cooper-Bristol, is particular about the cigarettes he smokes. "I want a really good cigarette—and I like a cork tip" he says. "That's why, when I smoke, I choose Craven 'A.'"

Blakes

THE Northern sports and RACING
car specialists offer five desirable
Sporting Vehicles

1948 ROVER 12 Export Model 4-Seater Sports-Tourer. Speedo reading 32,000 miles. Immaculate green coachwork with green upholstery and fawn hood. Sliding perspex sidescreens and overall tonneau. Tyres good. Mechanically good. £725

1939 JAGUAR 3½-litre "100" in black with red wheels and leather. 2 owners since new. Speedo reading 58,000 miles. The whole car is in mint condition and must be seen to be appreciated. This is a bargain for a Jaguar fan at £575

1938 BMW Type 320 4-seater drophead Coupe by Reutter. One owner since new and complete with original tools, instruction books, road equipment. Speedo reading 56,000 miles. Finished in grey with black hood and grey interior. A beautiful little motor-car. £550

1929 BENTLEY 4½-litre fabric V.D.P. 4-seater. New hood, screens, tyres and battery. Mechanically checked through by us. Re-fabricated, repainted and recarpeted. A nice one. Offers around £400

1939 (July) FIAT 500 4-seater convertible. Grey with new maroon top. New tyres and battery. Engine very recently reconditioned. (Bills available.) £325

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Motor Racing at
Brands Hatch
SUNDAY, OCT. 12 at 1.30 p.m.

Organised
by the

**HALF-LITRE
CAR CLUB**

FINAL MEETING FOR THE
**BRANDS HATCH
CHAMPIONSHIP**

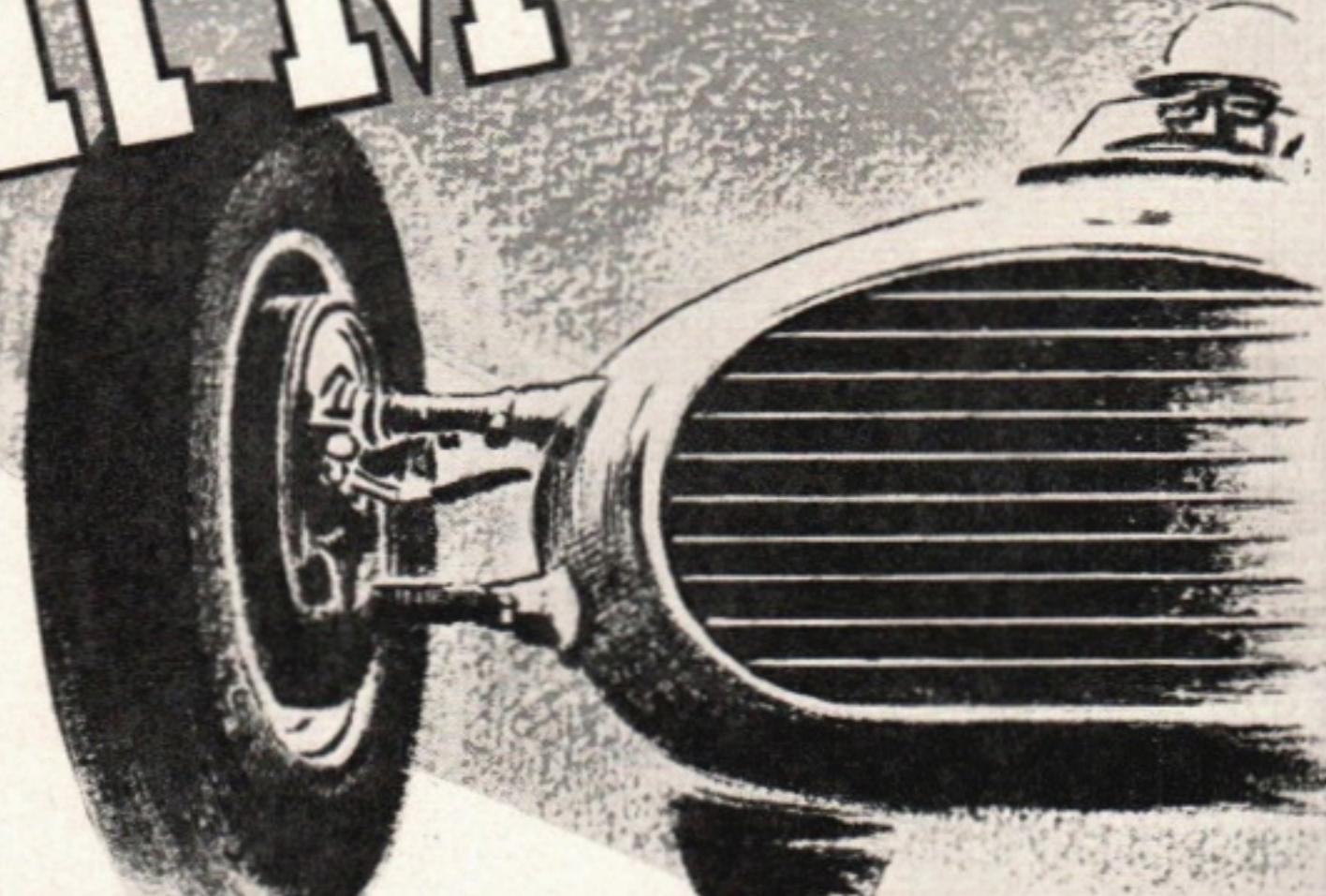


HOW TO GET THERE

The track is two miles south of Farningham on the London-Maidstone Road (A.20); by Green Line 703 from Victoria, or Nos. 21 and 478 buses from Swanley Junction (S.R.)

ADMISSION

ADULTS	3/-
CHILDREN	1/-
CAR PARK	5/-
MOTOR CYCLES	2/-
CYCLES	1/-



B.R.M. *wins*

GOODWOOD September 27th
GOODWOOD TROPHY

1. Gonzalez
2. Parnell
3. Wharton

WOODCOTE CUP

1. Gonzalez
3. Parnell (lap record)

Subject to official confirmation

Lubricated by



THE VIGZOL OIL COMPANY LTD., VIGZOL HOUSE, GREENWICH, S.E.10

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 14

October 3, 1952

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NOTICES

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EDITORIAL

WITH the opening of the Paris Salon this week, the world sees the first genuine "buyers' market" since before the 1939-45 war. No longer can salesmen dismiss inquiries with an airy wave of the hand indicating possible delivery in one's old age. Cars are on stands to be sold, only the very popular types remaining somewhat difficult to obtain without delay.

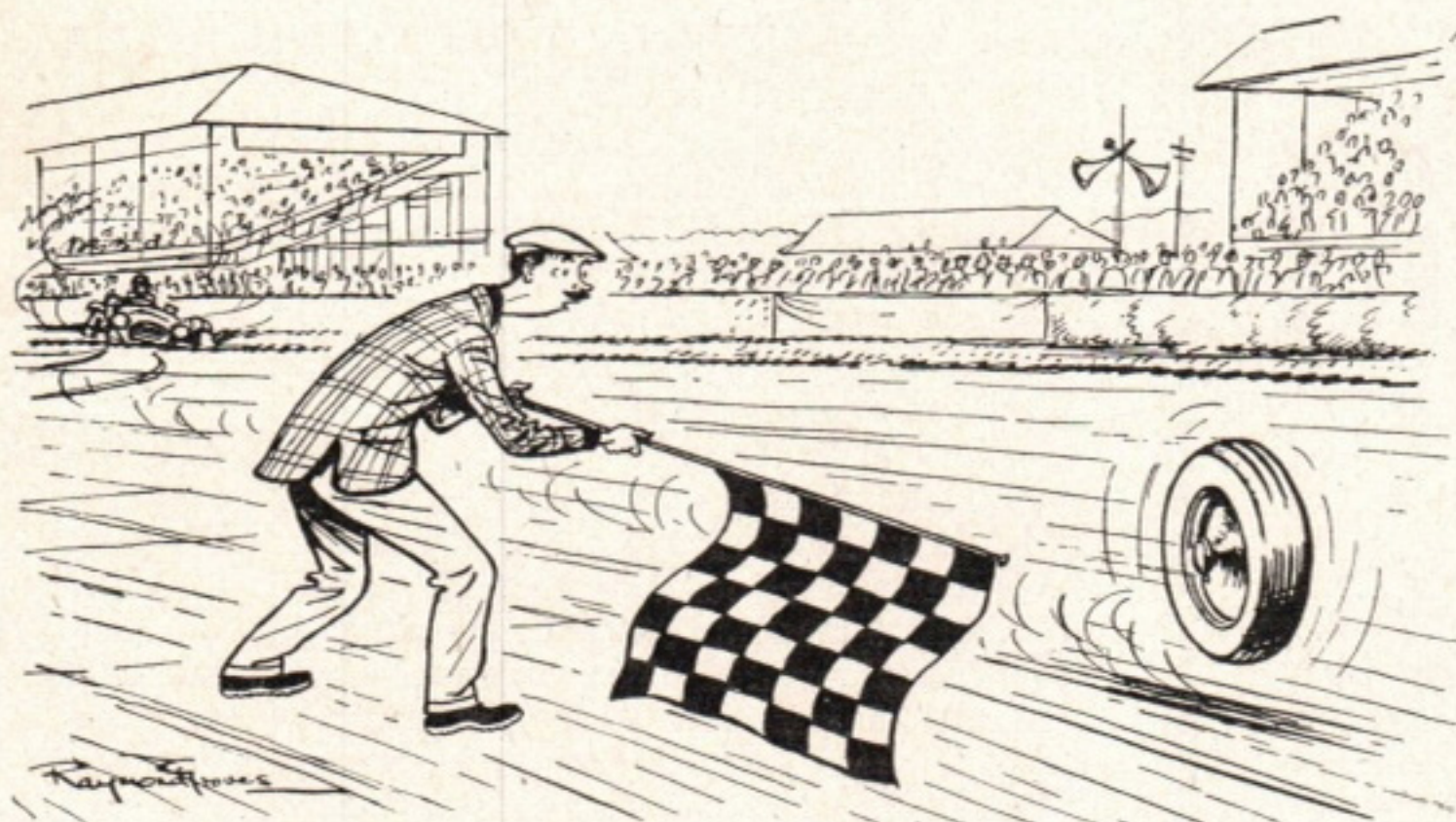
The market for high-performance cars, one of the most important from a currency-earning angle, has opened up considerably in the past year or two. Several new makes have come forward to challenge the already-established machines, and it is obvious that the struggle to impress potential buyers will lead to increased participation in International competitions by makers eager to sell their products. Everyone interested in this market realizes the tremendous value of successes in widely-publicized events. Any concern which has sufficient resources to "cash in" on a sudden increase in demand due to outstanding victories will almost certainly attempt to push their products in this manner. This not only applies to individual manufacturers, but to the countries themselves. The gaining of prestige is every bit as important as individual victories. One has only to think of Mercedes-Benz and Porsche as being partly responsible for the new boom in German-built cars, whilst the supremacy of Italy in post-war racing is reflected in a quite remarkable expansion of that country's motor and commercial vehicle industry. France itself has not been too successful in actual racing, but the competition successes of the little Renaults and Dyna-Panhard's have definitely played their part in consolidating the market for these machines. British automobile engineering prestige abroad cannot be maintained on past successes alone. It is vital to the market for our sporting and high-performance vehicles that important events are won by British-made cars, otherwise it will become increasingly difficult to convince potential buyers of their true worth.

* * *

WHILST the 1-2-3 victory of B.R.M. at Goodwood last Saturday will be acclaimed by supporters, it must be looked at in its proper perspective. The fact remains that, in the absence of Farina and the Thin Wall Special, with the possible exception of Rosier's Ferrari, B.R.M. had nothing in the way of comparable opposition. For three modern Formula 1 cars to finish a race of just over 36 miles cannot, by any stretch of imagination, be called an epoch-making event. Nevertheless it is some comfort to know that the Bourne people have not gone down without a fight. Given genuine financial support, and more independence combined with the presence of a "dictator" on the organizational side, that 1-2-3 might have been achieved earlier on in the more formidable company of a Grand Prix entry.

OUR COVER PICTURE

BROWN STUDY: Alan Brown at Woodcote Corner, with his Cooper-Bristol, during last Saturday's Goodwood International Meeting. His driving was one of the highspots of the day.



PIT AND PADDOCK

LES LESTON drove his Cooper at the Peterborough M.C.'s Silverstone meeting, and not his Leston Special. Consequently the 5 points awarded to him in the AUTOSPORT £200 Championship do not count towards the non-series-built car award.

AMONGST an excellent team of PA commentators at Goodwood last Saturday was James ("Green Cover") Tilling, who led the Singer O.C. team to victory in the recent 750 Club Relay Race.

OMITTING parentheses and / or commas for drivers and their cars often elevates the former to the distinguished category. In club magazines recently we have spotted Peter Binns O.M., and Ron Flockhart J.P.

PETER STEWART, who has done well in this season's sports-car events with his 2-litre Aston Martin, has acquired the ex-Tom Meyer two-seater H.W.M. Jim Mayers has sold his Lester-M.G. to U.S.A. for almighty dollars; Lionel Leonard's Copper-M.G. has gone to Bristol driver Gould.

BILL NICHOLSON, possibly the greatest of all "motocross" experts, and international trials rider, is deserting two wheels for four next season. He will drive a Kieft in Formula 3, powered with something special in the way of motors.

NOW we know what racing people do in the winter. Billed as an attraction for a local Putney theatre this week is "Harry Lester and his Comedians". Presumably there are also performing monkeys!

APARENTLY Enzo Ferrari did not, after all, drive his new car round Monza before the Italian G.P., as we reported. The driver was Franco Cornacchia's son.

DRIVING a new single-seater Frazer-Nash at Goodwood last Saturday was Dubliner Richard Odum, taking part in his first car-race. He hopes to be driving again at Castle Combe tomorrow, to pack in as much experience as possible before the season closes.

GAS - GUIDE: Novel arrangement of exhaust pipes on Stirling Moss's G-Type E.R.A. to prevent fumes being blown into the cockpit. The secondary pipe is carried to the rear.

"AUTOSPORT" £200 CHAMPIONSHIP

STIRLING MOSS's win at Goodwood gives him three points, but he is still 45 behind Don Parker who has taken part in a greater number of events. Reg Bicknell's third place at Goodwood now advances the non-series-production car leader to 10th place, which he shares with Bob Gerard. Future events which count towards the Championship are Castle Combe, Charterhall, Brands Hatch and Brough.

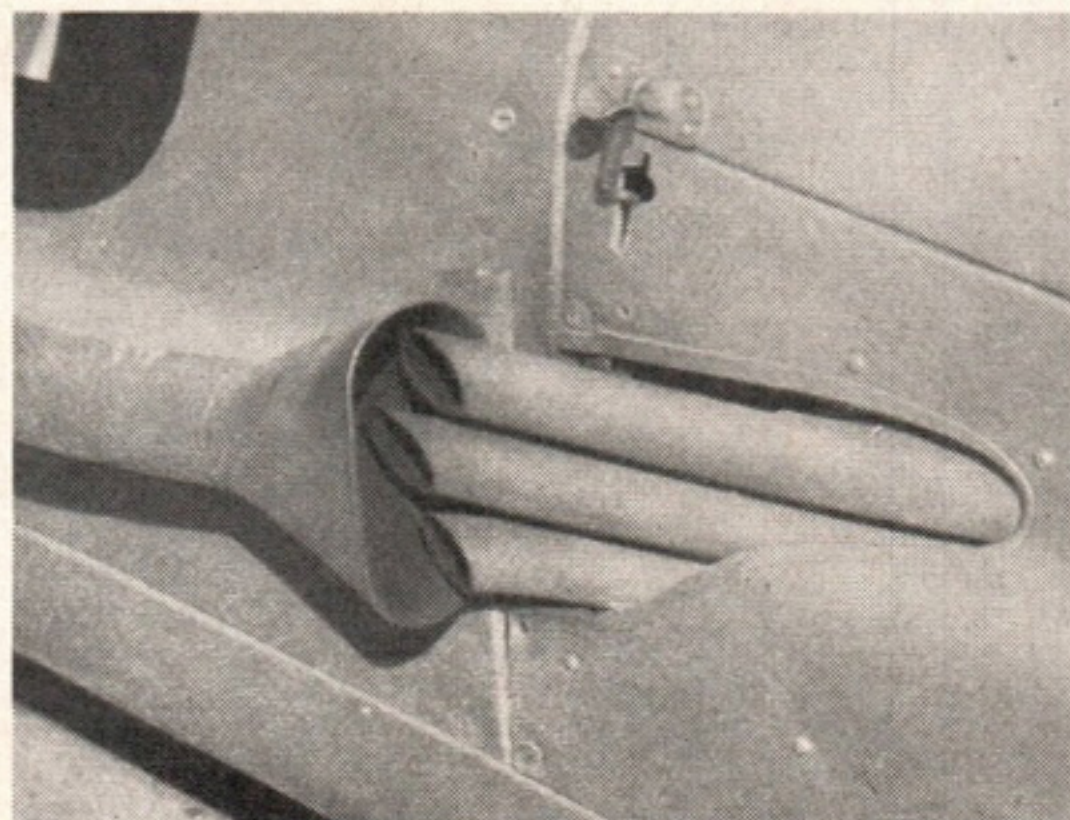
Positions as at 30th September

Driver	Car	Pts.
1. Don Parker	Kieft	94
2. Stirling Moss	Kieft/Cooper	49
3. Les Leston	Cooper/Leston Spl.*	47
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
R. G. Bicknell	Revis†	15
11. 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 2 points for non-series production cars.

†Eligible for non-series production car award.

PARIS SALON: A complete and fully-illustrated report of the sporting and high performance cars at the Paris Salon will appear in next week's issue, written by John Bolster and illustrated by George Phillips's camera. Wilson McComb comes over from Ireland to write up the Castle Combe meeting, with pictures by Frankie Penn.





FISCHER WINS AT AVUS

HEAVY rain marred the International race meeting at the very fast Avus track, outside Berlin, last Sunday. The home-based Formula 2 Veritas of Klenk and Riess were defeated by "Rudi" Fischer's four-cylinder Ferrari, which won at an average of over 115 m.p.h. Hans Stuck drove another Ferrari into fifth place.

In the sports-car classes Hugo Hartman in the new streamlined Borgward gained another success for a marque new to motor-racing in the 1½-litre class, Fritz Riess (Veritas) won the 2-litre class, and Heinz Brendel's Porsche was the first 1,100 c.c. car.

RESULTS

Racing-cars, 128.94 miles: 1, R. Fischer (Ferrari), 115.95 m.p.h.; 2, H. Klenk (Veritas); 3, F. Riess (Veritas); 4, A. Philippe (Ferrari); 5, H. Stuck (Ferrari).

Sports-cars, 750-1,100 c.c.: 1, H. Brendel (Porsche), 77.36 miles at 91.71 m.p.h.; 2, Sauter (Fiat); 3, Finke (Volkswagen). **1,100-1,500 c.c.:** 1, H. Hartman (Borgward), 104.39 m.p.h.; 2, Gloeckner (Porsche); 3, Brudes (Borgward). **1,500-2,000 c.c.:** 1, F. Riess (Veritas), 108.31 m.p.h.; 2, T. Ulmen (Veritas); 3, Seder (Veritas); 4, Mazino (Ferrari); 5, Klube (BMW).

SPORTS NEWS

THE INTERNATIONAL CALENDAR, 1953

SOME details of the 1953 International Calendar have been issued by the C.S.I. of the F.I.A. The major Grands Prix, or *grandes epreuves* are given in heavy type. A complete list of 1953 events will be published as soon as issued by the C.S.I.

January

18th. Grand Prix of Argentina (F2).

May

3rd. Circuit of Lisbon.

10th. Finnish G.P.

14th. Luxembourg G.P. (S).

25th. Grand Prix of Monaco (S).

30th. Indianapolis.

June

7th. Dutch G.P. (F2, F3, S).

21st. Belgian G.P. (F2).

July

5th. G.P. de l'A.C.F. (F2 or S).

11th-12th. Hedemora Races, Sweden (F3, S).

18th. British G.P. (F2, F3, S).

August

2nd. German G.P. (F2, S).

16th. Swiss G.P. (F2, S).

September

10th-13th. Rally Viking (Norway).

13th. Italian G.P. (F2).

October

26th. Spanish G.P.

November

19th-23rd. Pan-American Road Race (S, T).

F2—Formula 2. F3—Formula 3.
S—Sports. T—Touring.

THE BARI MEETING

THIS year's Bari G.P. meeting, run last Sunday over the Lungomare Circuit, was exclusively for sports-cars, and resulted in a victory in the over 2-litre class for "Chico" Landi, of Brazil, driving a 2.3-litre Ferrari. Second, 20 seconds behind, was Anglo-American Tom Cole with the 2.7-litre Ferrari, and third came Castellotti (Ferrari). Fastest lap was put up by Robert Manzon (Gordini), who finished 12th, a place ahead of his compatriot André Simon, driving a Ferrari.

Oscas scored a resounding 1-2-3-4 win in the 1,100 c.c. class, winning driver being Franco Bordini. Berardo Taraschi (Giaur) won the 750 c.c. class from Casella's Stanguellini by over a minute.

RESULTS

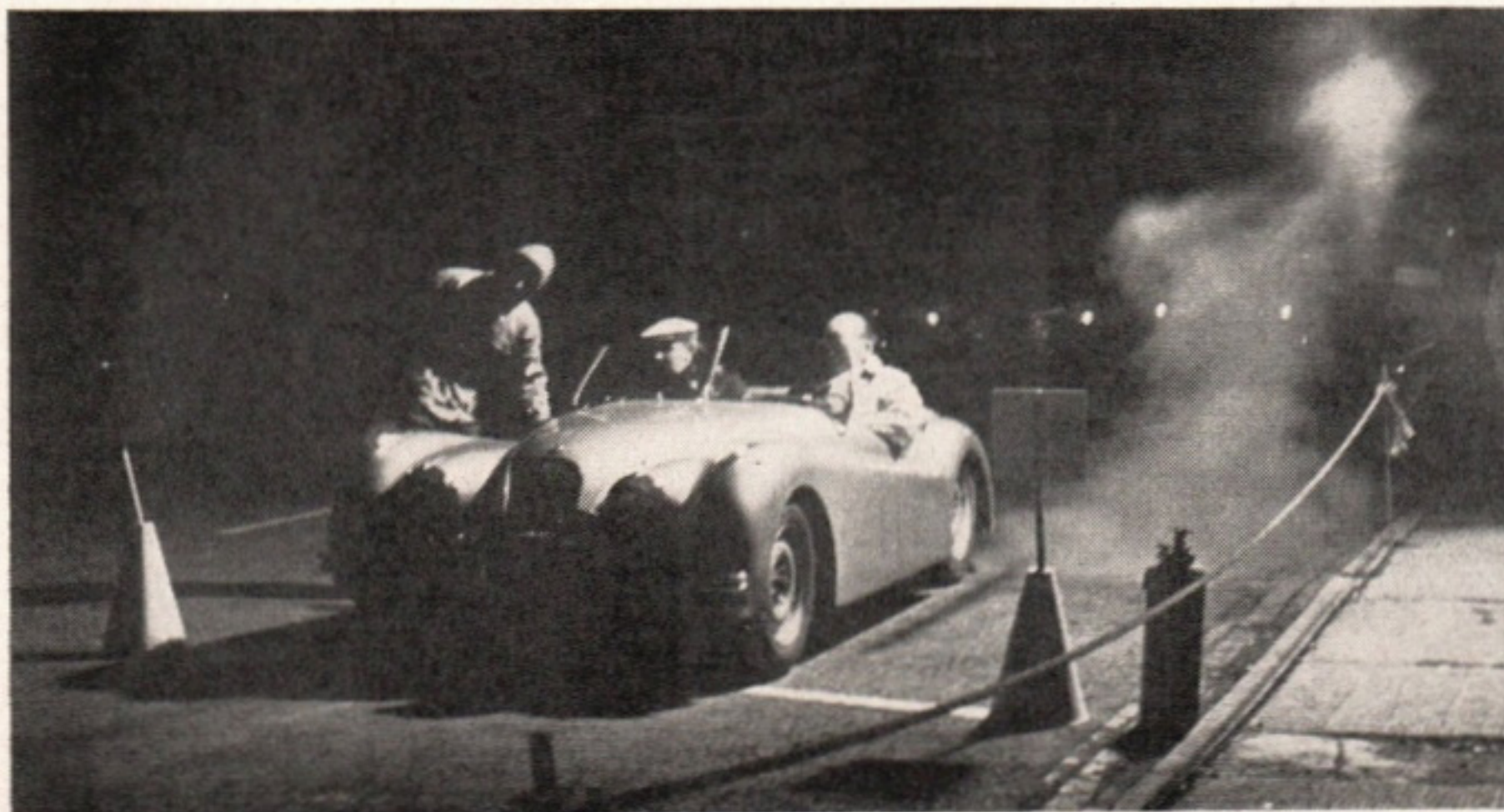
Over 2-litres: 1, Francisco Landi (2.3 Ferrari), 1 hr. 6 mins. 53 secs. (77.65 m.p.h.); 2, Tom Cole (2.7 Ferrari), 1 hr. 7 mins. 13 secs.; 3, Castellotti (2.7 Ferrari); 4, Sterzi (2.7 Ferrari); 5, Biondetti (Ferrari); 6, Capelli (8V Fiat).

Up to 1,100 c.c.: 1, Bordini (Osca), 41 mins. 44.2 secs. (74.65 m.p.h.); 2, Bagani (Osca); 3, Denezian (Osca); 4, Francois (Osca).

Up to 750 c.c.: 1, Taraschi (Giaur), 1 hr. 45 mins. 0.2 secs. (69.25 m.p.h.); 2, Casella (Stanguellini); 3, Bandini (Bandini).

Fastest Lap: Manzon (2.3 Gordini), 2 mins. 35.7 secs. (80.1 m.p.h.).

THE A.C. of Argentina have asked the F.I.A. to include the Buenos Aires G.P.—a Formula 2 race next year—in the World Championship series of events.



★
4 A.M.: A fine photograph of an XK 120—C. J. Toomer's—about to start the driving test at Llandrindod Wells during the London M.C.'s successful London Rally on 19th/20th September.
★

SELECTIVE METHODS AT MONZA

Count Lurani Explains the Reasons for Adopting the "24 Fastest Drivers" Scheme for the 1952 G.P. of Italy

FOLLOWING the editorial in *AUTOSPORT* (issue of 12th September), which referred to the system adopted by the A.C. of Milan for the Monza race this year, Count Ing. G. Lurani, Chairman of the Competitions Committee of the A.C. of Milan, and a steward for the race, has communicated with us giving more detailed information as to the facts of the affair.

Count Lurani states: "In the official regulations of the 23rd Grand Prix of Italy, copies of which were sent to *all possible* entrants between 2nd and 3rd August, it was said in Article 3—on purpose printed with heavier lettering—that 'only the 24 fastest drivers would be admitted to start.' The regulations were also translated into French.

"I believe that the race promoters had every right to allow in the race only the really fast machines. This right is also used at Indianapolis, where only 33 cars are allowed to start, and this fact has never suggested any unfavourable comment.

"In the official practice the last of the 24 fastest cars had lapped in a time almost 12 seconds slower than the fastest ever, and we feel that on a fast course like Monza, such difference was enough. To all other entrants and drivers that had taken part in the official practice and had been left out of the selected 24, the Monza race promoters paid 50 *per cent. of the starting money* that had previously been agreed with them, and we feel that this gesture was very generous, because the pro-

motors were surely not obliged to this payment, as the rules were quite clear and that 'starting money' means exactly money to be paid after a start.

"I am not sure that at Indianapolis any financial provision whatsoever exists for drivers that fail to qualify for the race.

"It is a usual habit with drivers never to read the regulations! Having been a racing driver myself, I know this rather too popular attitude that I also have shared."

(Signed) COUNT ING. G. LURANI.

Whilst agreeing with most of what Count Lurani says, *AUTOSPORT* feels that the selective method used is open to criticism. We are assured by the team manager of one of the cars which just failed to qualify, that although the regulations included the clause regarding the 24 fastest drivers, the original terms of contract did not stipulate actual starting money. It was believed that the offer and acceptance of a figure was equivalent to a contract, and that there should be no question as to whether or not "starting money" as such should be paid. In any case, the drivers accepted for Monza could not know how many altogether had been asked to go by the promoters.

We feel that there should be no necessity for adopting a selective method by inviting more drivers than it is intended to permit to start. By all means invite reserves, but give them to understand that they will only start in the event of a full field not being available.

GEOFFREY TAYLOR AND FORMULA RACING

IN our correspondence columns recently several readers have put up suggestions for a pool of resources to produce an engine for the new Formula 1. Geoffrey Taylor of the Alta Car and Engineering Co., Ltd., does not subscribe to these views, and would like to make it clear that his concern has no intention of joining or associating itself with such a scheme.

Mr. Taylor says: "We have all recently seen the results of co-operative designing and manufacturing, which has reacted to the great

disadvantage, and one might almost say the ridicule, of the British racing-car. . . ."

He continues: "Our experience of the design and manufacture of racing engines dating back to long before the war has been not entirely unrewarded, and we can say that since the war, at any rate, our engine has been the most successful produced in this country. The new formula will demand a very exceptional engine indeed if it is going to be satisfactory in International races, and to this end we are commencing

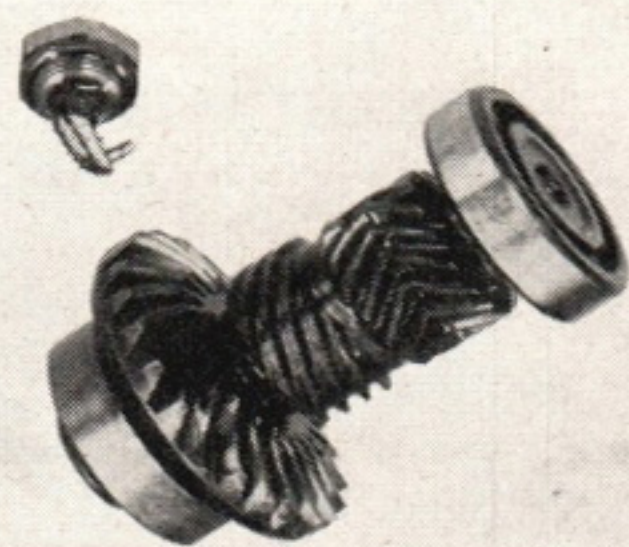
the prototype manufacture of the first unit, which will be a multi-cylinder of entirely new design, which we are confident will give 80 h.p. more than our present 2-litre racing-engine, which was designed initially in 1934, and has been running in races in only a slightly modified form from its inception. . . ."

Mr. Taylor quotes some interesting figures checked on a Heenan and Froude dynamometer by independent, qualified engineers, who also certified the accuracy of the installation. The standard 2-litre racing-engine has produced between 155 and 158 b.h.p., and the 1953 version will increase these figures by 22 b.h.p. The experience gained from this engine will be useful in the development of the Formula 1 unit.

The Alta chief further states that the new 2½-litre engine will be available to any formula racing-car manufacturer who satisfies the concern that his intentions are serious, and that he has had sufficient experience and backing to make a successful formula racing-car, provided the engine behaves itself as it should.

THE CHIP MAGNETPLUG

RETAINING magnetism in bar-steel under all conditions has long been a problem. However, a magnetplug device has been successfully used on the Continent for several years following the manufacture in Sweden of a new type of steel which has these properties.



The Chip Magnetplug with a piece of broken gear-tooth adhering to it.

The "Chip" Magnetplug prevents damage to engines by attracting particles of metal which might otherwise be circulated in the lubrication system. Magnetplugs, to be fitted in the sump, gearbox and/or rear-axle casing of cars can be supplied in this country by Parion Products, Ltd., Parion House, Witham, Essex.

THE FOURTH LAKELAND RALLY

Dr. Hardman (Dellow) Makes Best Performance in Lanes & Cheshire C.C. Event — Team Award to P. Reece, K. Bancroft and J. Reece

ORGANIZED by the Lancashire and Cheshire Car Club, this major northern closed invitation rally must surely be renamed the "Llandudno Rally", as since 1949 this hospitable seaside resort together with its famous promenade, and the North Wales terrain, has been its venue; and judging by its great success this year, even under terrible weather conditions, it will be a long time before it reverts to the Lakeland arena.

A record entry of 134 was received for this two-day event (27th/28th September), most classes being well supported, though in view of the opportunity of competing in the Rhyl Motor Club's Regal Trophy trial, which always takes place after the Sunday tests of the Lakeland, the expected large entry of specials did not materialize, only four cars making their appearance; but perhaps it is a little too soon for all the "roadworthy" mods. to have taken place. One greatly encouraging feature of the entry list was to observe that no fewer than 59 were novices, a very healthy state of affairs.

From starting points at Manchester, Birmingham, Leeds and Llandudno, entrants departed early on Saturday morning to face two days of consistent rain and cold winds, which did not let up for an instant. The first two routes converged at the Cat and Fiddle, near Buxton, whence all led to Nantwich to start the Rally proper, where the average speed was reduced from 30 m.p.h. to 24 m.p.h., an idea of things to come. Early arrivals at Nantwich reported thick mist and zero visibility on the "Cat" which caused many competitors without local Cheshire knowledge to be late at the first time control, as there was only one route via Macclesfield and



TEST TWO: C. M. Needham's beautiful Lancia Aurelia on the line at Lake Vyrnwy during the Lanes and Cheshire C.C.'s Lakeland Rally.

Holmes Chapel which agreed with the route card mileage—and short cuts over wild terrain did not pay off! The Morgan boys, Reece, Ray and Bancroft reported an easy run, while Dennis Scott ran out of petrol but was in on time. The next 40 miles led through Wrenbury, Malpas, Worthenbury and Overton, to Glyn Ceiriog, down the

Ceiriog Valley to Llanwmon D.C., up and over the old road to the deserted chapel at Efail-Rhyd.

Here was situated Test 1, consisting of a fork test on good surface. Cars were started from line A with engine running, proceeded forward for 40 yards, reversed uphill over line B, then again forward to stop astride line C.

Confusion at Test 1

Unfortunately the marshals here were not quite *au fait* with the regulations, misleading several competitors over the finish which they stated to be "flying". On being confronted with the regulations the following prize remark was forthcoming: "That's right—fly to line C and stop astride it". In all seriousness here, two competitors, both of whom should have known better, dispensed with passengers, entailing disqualification at a later date. This test was marred for the early numbers by a torrential rainstorm. AUTOSPORT must apologize to Mr. Childs in the big Humber for its representative behaving like a clot and baulking his first run, his only excuse being that he was waved on to proceed.

Better times in the classes were J. R. Hall (Morris), 24.2 secs.; J. E. O'Hanlon (Renault), 22 secs.; P. Clegg (Special), 18.9 secs.; W. C. Fielding (Vauxhall), 21.2 secs.; C. R. Hardman (Dellow), 18.3 secs.; and J. C. Wallwork (Standard), 21.5 secs.

On from here to Llanrhaidr, Y.M. and up through the mountains to Lake Vyrnwy where, after a leisurely drive round the lake with its magnificent mountain scenery, unfortunately covered by mist, appeared Test 2, which was a



TEST SIX: "Doc" Hardman, overall winner of the Rally, in action on the promenade at Llandudno. Large numbers of spectators gathered to watch this test.

The Fourth Lakeland Rally—continued
dead engine start from line A, cross line B, reverse back, forward again to stop astride line C; a total distance of some 60 yards. No great difficulty was experienced here except for some erratic starter motors; poor Cordingley's BMW just would not fire. Good times again were B. J. Smith (Ford), 16.4 secs.; J. Nightingale (Special), 17.2 secs.; J. F. Livingstone (Standard), 16.2 secs.; D. G. Scott (M.G.) and C. R. Hardman (Dellow), 14 secs.; J. C. Wallwork (Standard), 14.6 secs.; P. B. Reece (Morgan), 13.6.

This was followed by a mountain journey with time controls via Pen y Bont Fawr, Llanfillin, Dinas Mawddwy to the foot of the famous Bwlch y Groes test hill where was laid with low cunning the scene of Test 3. This was a straight acceleration test from 40 yards before the well-known hairpin with its 1 in 3 turn 40 yards after same, which involved the use of much power and a sliding technique. Fastest here were J. G. O'Hanlon (Renault), 19.1 secs.; J. S. Nightingale (Special), 17.3 secs.; J. Reece (Ford), 18.8 secs.; C. R. Hardman (Dellow), 17.1 secs.; J. C. Wallwork (Standard), 19.1 secs.; K. Bancroft (Morgan), 16 secs.

From here started some 60 miles of motoring against the watch through Bala, Cerig y Druidian, Llansannan, etc., and finally to Llandudno, none of which was very troublesome, though mechanical trouble attacked Ted Cunningham (Allard) and C. Hold (V-8), causing later

In Test 4 cars started from line A, went forward to pass between two pylons, a reverse through same, then forward through a tight chicane composed by straw bales to a flying finish, the whole electrically timed. Most competitors drove carefully and very efficiently, great praise going to Mesdames Appleyard and Newton, who handled their XK 120 to the manner born, while the Morgans, too, were superb. Ken Bancroft really got his teeth (new ones) into his run with a magnificent B.T.D.; a model performance. Ted Cunningham (Allard), in a wild drive, demolished the electrical timing gear, barrier and all, very nearly taking poor Jack Twyford, whose apparatus it was, with him *en passant*. Times, again by classes, were J. P. O'Hanlon (Renault), 19.1 secs.; J. S. Nightingale (Special), 17.3 secs.; J. Reece (Ford), 18.8 secs.; C. R. Hardman (Dellow), 17.1 secs.; J. C. Wallwork (Standard), 19.1 secs.; K. Bancroft (Morgan), 16 secs.

Hardman the Leader

When the first day's times were displayed, the position of the overall leaders was C. R. Hardman, 49.4 marks, P. B. Reece, 49.3; and D. Howard, 50.4. Sunday morning again was a soaker as the first competitors left at 8 a.m. on a short 45-mile route, whilst the hard-working organizers set the scene on the promenade for the real "do", the final test.

with engine running, proceeded forward to stop astride line B, reverse to stop astride line C, continue forward to stop astride line D, reverse to stop astride line E and forward to stop in a box. This was a most complicated test, well performed on the average. Times by classes were R. A. Hopkinson (M.G.), 26.4 secs.; J. Reece (Ford), 28.3 secs.; P. Clegg (Special), 24.5 secs.; T. Edmenton (Sunbeam-Talbot), 32.6 secs.; E. I. Appleyard (XK 120), 26.9 secs.; and J. P. O'Hanlon (Renault), 27.9 secs.

Big Draw

Test 6 was the one the crowd of many hundreds of spectators who braved the elements from 10.30 a.m. till nearly 2 p.m. were waiting for—real action stuff. Starting from line A, cars proceeded through an avenue of straw bales between two pylons, round a single pylon, return through the two pylons, through the avenue of straw bales, to stop and reverse in the centre, continuing out of the avenue with a bad right-hand turn and back to a flying finish. The great problem was the turn out of the avenue, which was just not on without sliding the back round, or a reverse. Here the experts starred, Peter Reece with the Morgan making his second run a perfect example with beautifully controlled slide, to record 34.5 secs., this remaining B.T.D. until near the end.

The XK 120s driven by the Appleyards, Jack Broadhead and Miss Newton were all perfect, but they could not better Reece's time in the Saloons. F. M. Marsh (Healey) made a beautiful run, so again did O'Hanlon's little Renault; Charlie Hardman was good, just good enough it seemed, by quick reckoning, to keep the lead. Jack Reece in the Anglia was neat, Ben Hepton in the Silverstone Healey fast, then just before the end it happened; Dennis Scott (TD), who had unfortunately misjudged the previous test, broke the record by a full second, his slide out of the avenue a joy to behold. This was a perfect run, unfortunately too late to put him in the running.

Thus ended a well organized and very enjoyable Rally. Great tribute must be paid Ken Bailey and Eric Bloor, who, working like beavers, yet still had time to be courteous and helpful over times and queries. To these two gentlemen may your scribe render thanks; if the same treatment could be met always, life would be a bed of roses.

FRANCIS PENN.

RESULTS

Jack Harrop Memorial Trophy (Best performance): C. R. Hardman (Dellow), 109.7 marks.

B. K. Thompson Trophy (Closed cars up to 1,000 c.c.): J. S. O'Hanlon, 126 marks.

Jill Lilley Trophy (Open cars up to 1,000 c.c.): J. R. Hall, 144.2 marks.

Riley Trophy (Closed cars 1,000 c.c. to 1,500 c.c.): J. Reece, 125.7 marks.

Lakeland Trophy (Open cars, 1,000 to 1,500 c.c.): K. N. Lee, 117.2 marks.

Sackville Trophy (Closed cars over 1,500 c.c.): T. A. Smith, 140.9 marks.

Tom Leigh Trophy (Open cars over 1,500 c.c.): P. B. Reece, 111.8 marks.

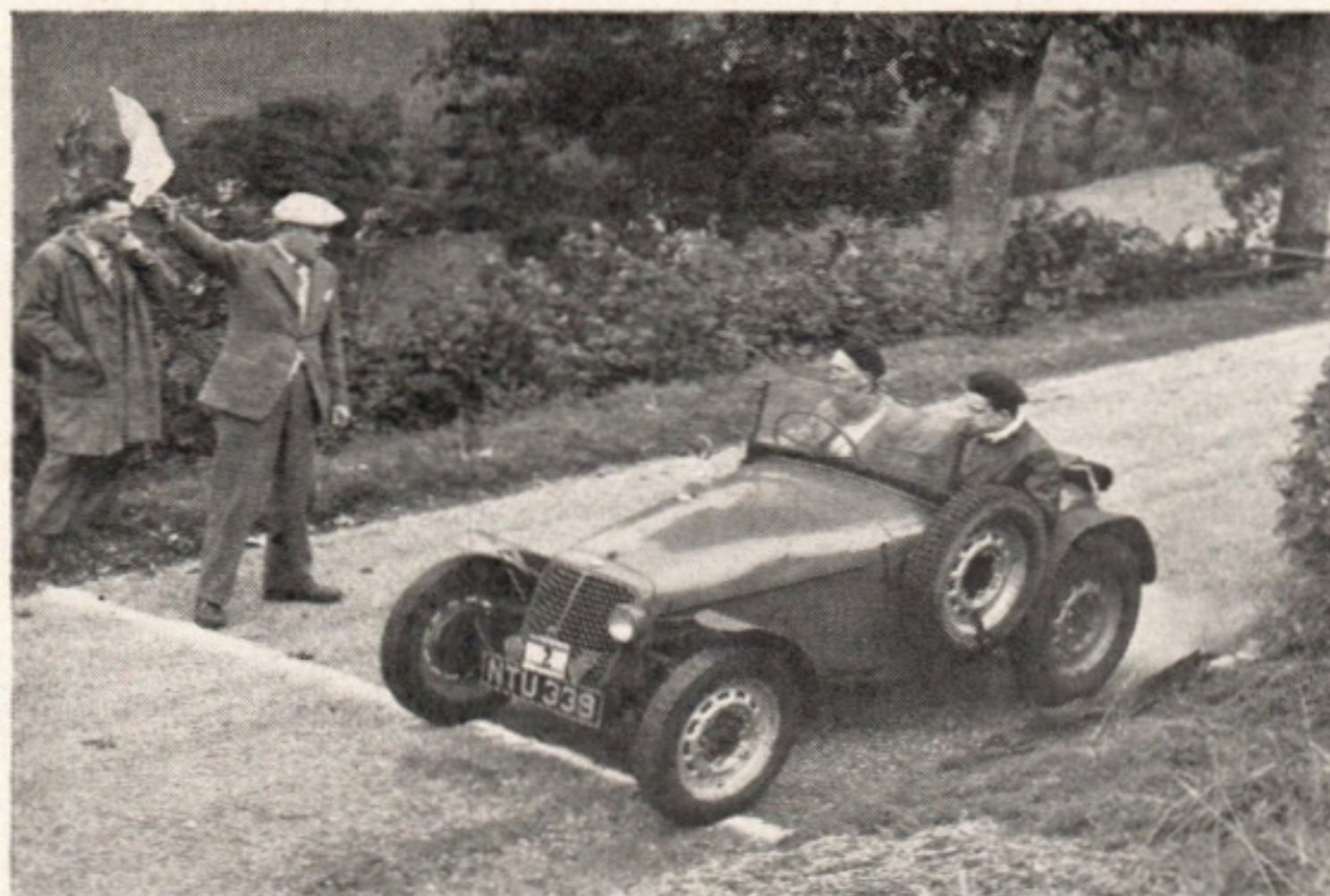
Great Orme Trophy (Specials): P. Clegg, 119.4 marks.

Novice Awards:
(Closed cars): C. M. Watson-Smyth, 142.6 marks.

(Open cars): K. W. Fleuriot, 124 marks.

Team Award: P. B. Reece
K. Bancroft } 360.2 marks.
J. Reece }

Ladies' Award: Miss A. Newton.



SPECIALS CLASS WINNER: Percy Clegg won the Great Orme Trophy for best performance with a Special. Here he is at Test 1, on the old chapel road at Efail-Rhyd.

retirements. Dennis Scott had an adventure with a prime porker which showed amazing acceleration, went into a full four-wheel drift, lost control and disappeared at high speed through a hedge backwards, the telling of which caused great hilarity!

Next came the arrival test on Llandudno's West Promenade, an ideal venue as a three-foot concrete wall runs both sides, behind which multitudes of spectators braved the elements to watch some fine driving.

The route average on the rough stuff around Llanrwst was dropped to 18 m.p.h. and the going was a little stiff for the saloons, causing two or three retirements. Poor John Wallwork, who on past performance would have been a good bet for the big saloon class, lost a wheel, hub and all, but appeared later all O.K. again. F. Roden, with a Morris, retired with gearbox trouble and several others could not face the final tests; hard luck so close to the end.

In Test 5, cars started from line A,

HAVE WE SEEN THE LAST OF FIRLE HILL- CLIMB?

Depressing Forecast from Bentley D.C. President

ADDRESSING the crowd at the Bentley D.C.'s annual Invitation Hill-Climb at Firle, near Lewes, last Sunday, Stanley Sedgwick, club President, drew attention to the disappointing number of Bentleys in the list of entrants—a mere 15 out of a total of some 60 entries. He attributed this sad state of affairs as one almost entirely due to finance and principally due to the question of tyres. He remarked that the Club was going to make a very strong and reasoned appeal to the R.A.C. to remove the ban on remoulded and retreaded tyres for events of this nature. He said that the whole season had seen many clubs embarrassed by the lack of entries for speed events which, in a strong measure, was due to the tyre question. The matter would be brought up at the R.A.C. Club Conference in October and he sincerely hoped that other clubs would support their appeal. He felt that he was not the only one to foresee the end of club sport, as we all know it, early next season, unless something was done to right this matter. He ended, however, on a more optimistic note, thanking the competitors who were there and wishing all present a good day's sport and what he hoped would *not* be the last hill-climb at this wonderful spot.

The entry was more of a mixed bag than usual, although the familiar invited clubs were in attendance in some strength including the Aston Martin Owners, the Frazer-Nash "Chain Gang", the Lagonda Car Club, the Lancia Motor Club, the various marques of the Brighton and Hove Club, and, for the first time, beautiful old vintage and veteran Rolls-Royces of the 20-Ghost Club.



SLITHERY: In the Aston Martin Mk. II and International 1½-litre class at Firle, P. M. Sims, here sliding out on a slippery right-hander, finished third, .4 secs. slower than D. Edwards.

Outstanding runs of the day from the Bentleys were those of Peter Woolley (long chassis 4½), 33 secs., which was afterwards corrected to 34 secs. to include a penalty of one second for a too "trigger happy" start; the special 4½s of G. Burton and Major J. H. Bailey clocking 33 secs. and 32 secs. respectively; the amazingly fine run of Gerry Crozier with the Barnato-Hassan clocking 30.8, just .6 secs. slower than his own previous record for the hill of 30.20, and Evan Cooke, with a modern 4½ tourer, 35.2 secs. The best of the Aston Martins was Bill Elwell-Smith who put up a time of 36 secs. and beat his own A.M.O.C. record for the hill of 36.51, but challenging him very closely was Leslie Marr with his Ulster clocking a best time of 36.2 secs.

For the first time an Aston Martin DB2 competed and in the hands of its owner could not better 38.4 secs., but when driven as a B.D.C. odds and ends

entry by A. Godsel, made 35 secs. dead.

The fastest "Chain Ganger" was R. Truscott, but I do not think that the regulation F-N motor was under the bonnet, so it is fairer to take the best genuine F-N time as R. C. C. Palmer's 34 secs. Both the Lagondas of Goodhew and Hunt made almost faultless climbs of 33 secs. and 33.2 secs. respectively, with Bob Freeman Wright, a well-known performer, putting in his last run in a deluge of rain in the excellent time of 33.4 secs.

The B.D.C. added once more to their bad luck with the weather history, when a really solid downpour commenced as the cars were being marshalled for the second runs. In consequence of the Niagara effect of the hill at times—one almost imagined one was at Shelsley—nearly all the second runs were much slower. This was really unkind as most of the drivers were saving their best efforts, in the usual way, for the last run.

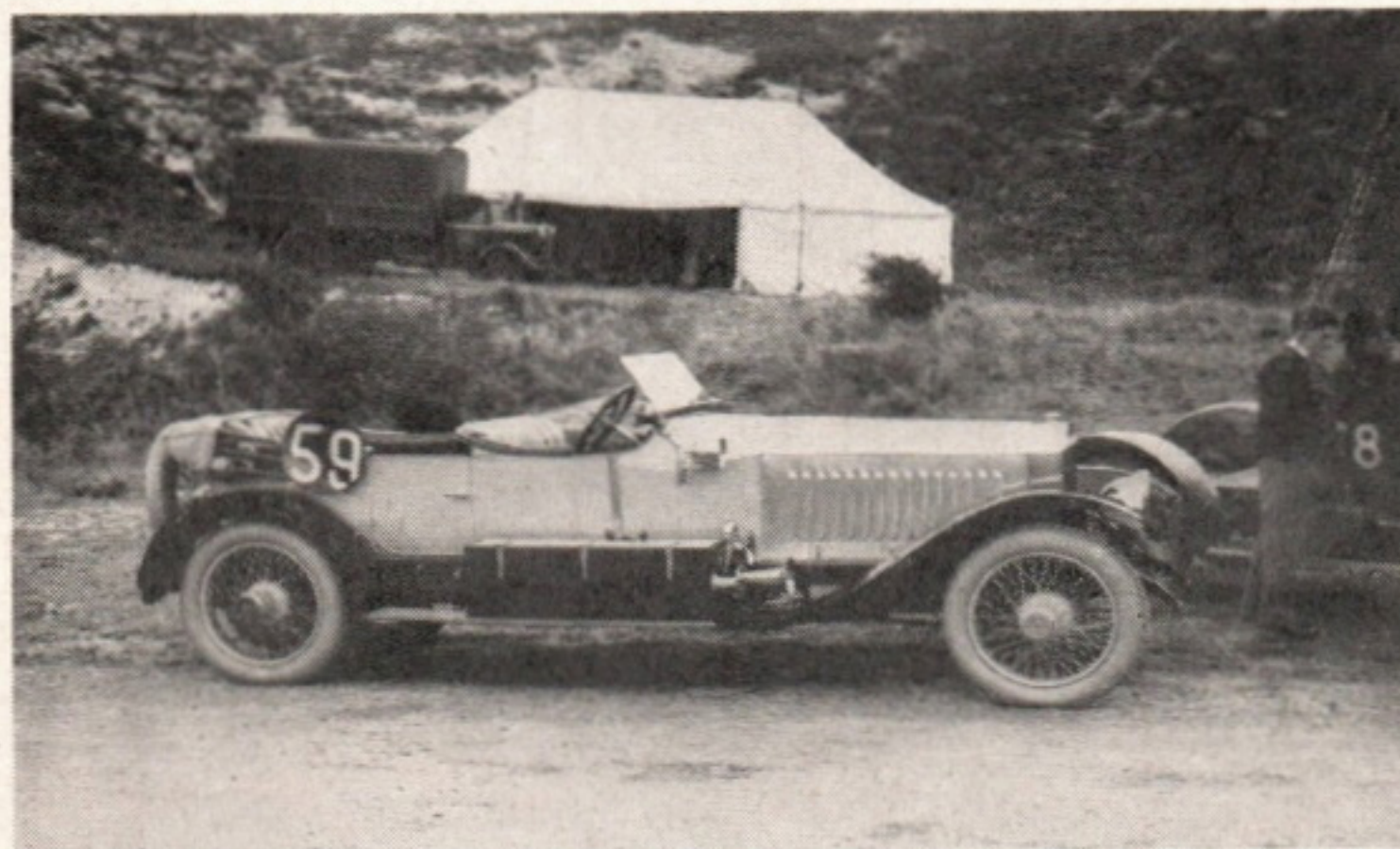
May we hope that Stanley Sedgwick's plea does not go unanswered and that this very popular and extremely sporting event is saved for the National Calendar.

D. C.

RESULTS

(Subject to Official Confirmation)

- 3-litre Bentleys: A. N. Kennard, 55.6 secs.
 4½-litre (10 ft. 10 ins.): 1. Peter Woolley, 34. 2. A. J. Hollington, 37.8. 3. A. L. Hine, 41.4.
 4½-litres (not eligible for above): 1. J. H. Bailey, 32. 2. G. H. G. Burton, 33.
 4½ (S), 6½ and 8-litres: 1. Gerry Crozier (8-litre), 30.8. 2. G. H. Richardson (8-litre), 32.4. 3. O. A. Batten (8-litre) and B. H. Bowring (4½-litre S), 36.6.
 3½ and 4½-litres: J. E. Evan Cook, 35.2.
 Any Makes (driven by B.D.C. Members): 1. D. Hely (Frazer-Nash), 30.8. 2. W. A. L. Cook (Bugatti), 33.4. 3. H. Kemp-Place (Jaguar), 34.6.
 Aston Martin Mk. 2 and 1½-litre: 1. D. Elwell-Smith, 36. 2. D. Edwards, 38. 3. P. M. Sims, 38.4.
 Aston Martin Ulster: L. Marr, 36.2.
 Aston Martin 2-litre: C. Angell, 45.
 Aston Martin DB2: D. A. R. Emmett, 38.4.
 Frazer-Nash (chain-driven): 1. R. Truscott, 33.8. 2. R. C. C. Palmer, 34. 3. P. Major, 39.6.
 Lagonda 2-litre (S) and 4½-litre: 1. J. Goodhew, 33. 2. P. A. Hunt, 33.2. 3. R. F. Wright, 33.4.
 B. and H.M.C.: 1. G. A. Ruddock (Lester-M.G.), 31.6. 2. Gordon Parker (Jaguar) and K. M. Rudd (Healey), 31.8.
 Rolls-Royce 40/50: W. F. Watson, 47.
 Rolls-Royce 20/20-25/25-30 and Wraith: W. F. Watson, 46.8.



ALPINE ROLLS: E. E. Sears's magnificent pre-Great War 7,400 c.c. "Alpine" Rolls-Royce clocked 50.6 secs. at Firle.



THE BOWL: Cyril Corbishley (L.M.C.) tackling a section during the West Hants and Dorset Club's Knott Cup Trial over their classic course on Bovington Heath.

CHAPPELL WINS KNOTT CUP TRIAL

THE West Hants and Dorset C.C.'s Knott Cup Trial is generally reckoned to be one of the toughest events in the trials calendar, and this year's meeting on Sunday last proved to be no exception. Situated in the centre of Bovington Heath, in Dorset, the course consists of sand, heath and a particularly clinging type of black mud. Presiding genius (possibly less fortunate competitors have another word in mind!) is Onslow-Bartlett, who can usually be seen on the day before, going round the course on a bull-dozer, just to make things more interesting. The course was arranged, as usual, in three sections; The Bowl, Gallows and Heather, with the much discussed Moto-Cross as a final test. The latter consisted of going from points A to B and back again, which sounds easy on paper, but, after the heavy rain which had fallen during the past few days, most people had a job to keep going at all, let alone get round against the stopwatch!

The weather was unkind. It poured with rain during the morning session—not just a gentle drizzle, but a biting downpour, driven hard by a cold wind, which whipped it into people's faces, and made visibility difficult just when it was most needed. After a great struggle, the sun came out in time for the final test.

Most of the hills in the "Bowl" section were more or less straightforward, but there was one nasty effort, zig-zagging upwards over a series of steps, which caught practically everyone. It was a matter of lock instead of power, and the cautious approach paid dividends. Wally Waring, last year's winner, was among the outstanding performers here.

From the Bowl, the cars headed for Gallows, which was, as usual unclimbable, and then on to the final group of hills, known as "Heather". It was on this section that Pike's E.P.S. put a fan blade through its radiator, and lost all its water. The owner, after much

searching, found a large jug of rather utilitarian appearance, with which he refilled at regular intervals.

From "Heather", competitors went to the final test, the Moto-Cross, first handing in their route cards, and drawing final instructions from marshals, who directed them with the air of bidding farewell to someone embarking on a long and perilous voyage!

From outward appearances, it was highly spectacular. Cars were sliding broadside, in all directions, at full throttle, diving through water splashes in great sheets of flying mud and spray, with steam and water going everywhere, all much to the delight of the spectators, whose facial expressions were almost as entertaining to watch as those of the drivers!

Outstanding among the early runs was W. C. Cuff, who was airborne most of the time and, on one occasion, completely disappeared from view in a huge cloud of spray. Waring went through confidently, as did Rumfitt and Chappell,

both award winners. Ron Faulkner (Paul Spl.) fairly tore through, as did Lawson on the Lotus, both working overtime with the wheel. A number of unfortunates bogged-in during the early stages, and a perspiring crowd of marshals worked hard on the end of a long rope.

The later runs were enlivened by the final obstacle, a tank trap, which had filled with water, and had broken up, very cunningly, below the surface, leaving a deep pit, into which car after car sank, gurgling despairingly, water washing into the cockpit, and, in some cases, over the rear wheels! Fortunately, the breakdown lorry was standing by, and several competitors crossed the finishing line at the end of a rope, notably Faulkner, and the unfortunate Dees, who, at one fearful moment, looked as though he was going to submerge completely.

Leslie Bartlett, with his new and astonishing special, decided that he was going to drown the motor anyway, and did it in great style, to the great joy of all the spectators. After the last car had completed the course, the unfortunate Press Secretary had the unenviable task of working out the results from sheets that were rendered a pulp by rain, with most of the information washed away into a meaningless blur. Small wonder, then, that the results given out soon after six o'clock could only be taken as provisional, and are to be confirmed later.

A. H.

PROVISIONAL RESULTS

Knott Cup: R. Chappell (1,172 Cotton II), 405 ft. unclimbed.

Visitors' Cup: A. E. Rumfitt (1,180 Cotton II), 557 ft.

Ship Cup: R. W. Faulkner (1,172 Paul Spl.), 604 ft.

Class I: E. G. Spence (1,172 Spence VII), 677 ft.

Class II: No award.

Class III: E. B. Wadsworth (1,172 Ford S), 732 ft.

Simon Trophy (Best performance in the Moto-Cross): To be announced later.



MOTO-CROSS: The novel final test in the form of a timed cross-country run proved highly spectacular. Here J. Bullivant's Vauxford takes to the water.



JOHN COBB

IN John Cobb, Britain has lost the best ambassador she ever had. As "Fastest Man on Earth", he had a fame throughout the world that no other motor sporting personality has ever approached. In spite of the many years during which he was right at the top of the tree, he had a genuine modesty, one might almost say humility, that made everyone who had the pleasure of meeting him feel at once that they had made a true friend.

One cannot mention John Cobb without speaking of Brooklands, for it was there that he made his name. His first appearances were in the mechanic's seat of Ernest Eldridge's enormous Isotta-Maybach, and when he became a driver himself, he always had a preference for big motors. In the early 1920s he was a regular competitor in Warde's 10-litre Fiat (now owned by Anthony Heal), and he then came right to the front in one of the 3-litre T.T. Vauxhalls.

Around 1930, the very fast 10-litre, 12-cylinder Delage (now owned by Sam Clutton) became his mount, and his many duels with Sir Henry Birkin's Bentley will never be forgotten. In 1933 he appeared with an even bigger car, the 23-litre Napier-Railton. With this machine, he broke and rebroke the Brook-

AT MONTLHERY: John Cobb with his highly successful aero-engined Napier-Railton during an early try-out on the Montlhéry Piste de Vitesse in 1933. He broke a large number of records pre-war, and twice won the B.R.D.C. 500 Miles Race with this car.

lands lap record, in close competition with Oliver Bertram's Barnato-Hassan. It is fitting that his final figure—143.4 m.p.h.—will stand for ever as Brooklands' best.

Subsequently, he drove a four-wheel driven, twin Napier aero-engined car, also of Reid Railton's design, in which he was the first man to achieve 350 m.p.h., and subsequently 400 m.p.h., on land. His land speed record stands today at a two-way average of 394.2 m.p.h.

Seeking new worlds to conquer, he then took to the water, in his Railton - designed, jet - propelled "Crusader". It was in this machine that he lost his life at Loch Ness on 29th September, 1952. Just before he died, he was the first man ever to exceed 200 m.p.h. on water, and although this is not an official record, the honour will always be his.

JOHN BOLSTER.

* * *

GORDINI WIN AT AGEN

THE French International sports-car race on the Agen Circuit last Sunday resulted in victory for Maurice Trintignant in his 2.3-litre sports Gordini, who beat Pagnibon's Ferrari by a comfortable margin in the 33.55-mile race. Jaguars driven by Simone, Heurteaux and Roboly occupied third, fifth and seventh places.

Armengaud (Osca), Rispal (Renault) and Barthe (Simca) all recorded class wins, while Trintignant's lap at 53.56 m.p.h. proved the fastest of the day.

RESULTS

Over 1,500 c.c.: 1, Maurice Trintignant (2.3 Gordini), 38 mins. 48 secs. (52.5 m.p.h.); 2, Pagnibon (2.7 Ferrari), 39 mins. 21 secs.; 3, Simone (XK 120 Jaguar), 2 laps behind; 4, Pozzi (1.4 Cisitalia); 5, Heurteaux (XK 120 Jaguar); 6, Renaldo (2.3 Ferrari).



OFF TO THE U.S.A.: Donald Monro's famous 4½-litre Invicta, "Red Gauntlet", has been purchased by Harvey Beeler, of Houston, Texas, who drove it on a 4,000-mile tour through Europe recently.

Fastest Lap: Trintignant, 1 min. 11 secs. (53.56 m.p.h.).

Under 1,500 c.c.: 1, Armengaud (1.4 Osca), 41 mins. 11 secs. (49.50 m.p.h.); 2, Barthe (1.1 Simca); 3, Pousse (Dyna-Panhard); 4, Desbruchard (Dyna-Panhard); 5, Vidilles (Renault).

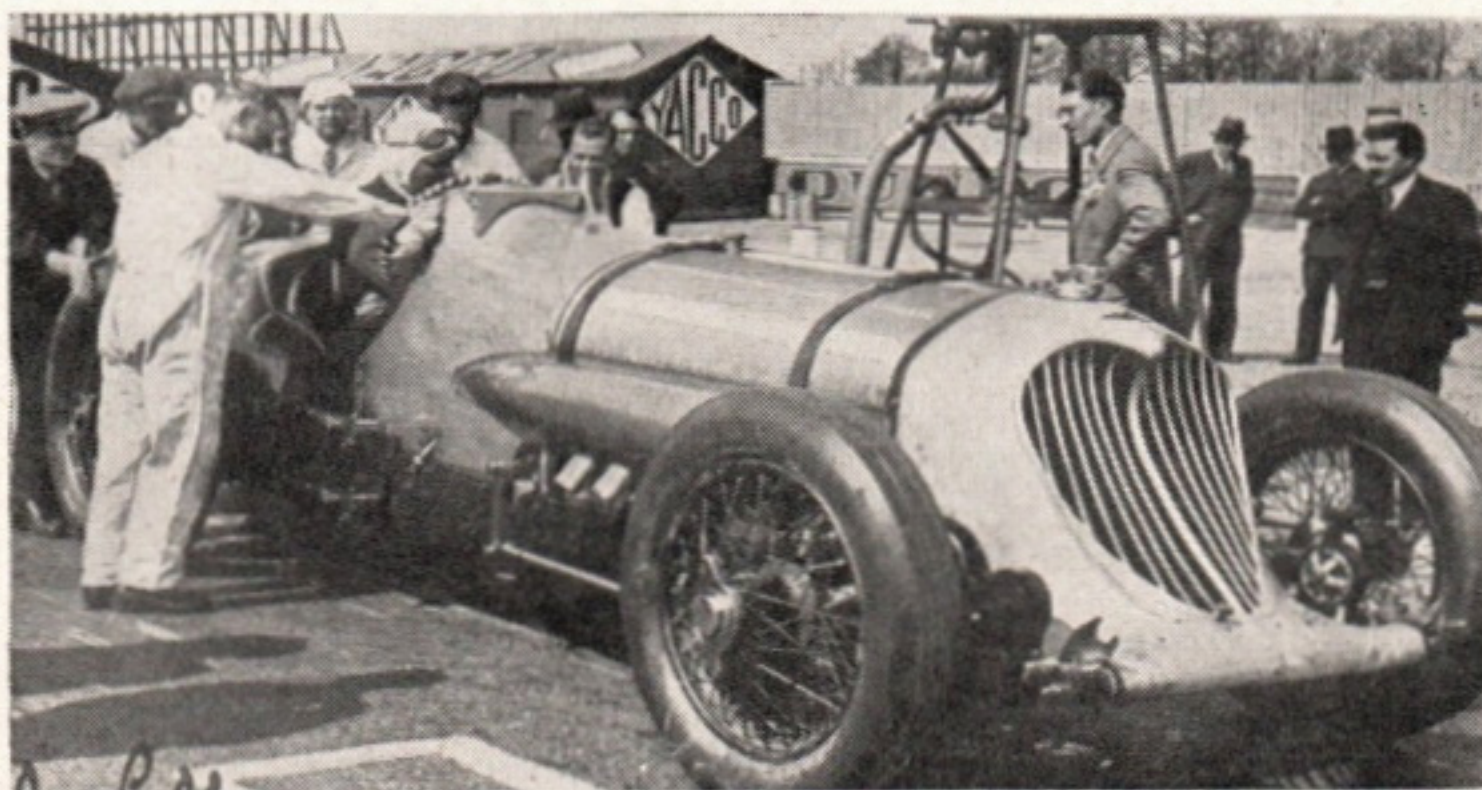
Fastest Lap: Peron (1.4 Osca), 1 min. 14 secs. (51.80 m.p.h.).

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"THE AUTOCAR" DIARY, 1953

A PART from its normal functions, *The Autocar Motorists' Diary* contains much reference material of use to both ordinary and sporting motorists. Those driving abroad will appreciate the information on Continental conditions, giving rules of the road in various countries, conversion figures, data on road signs, etc.; British highways, mileages to London, steep hills, and driving signals are all dealt with, and race results are also included.

Prices are: Rexine, 4s. 7d.; Morocco leather, 6s. 1½d., P.T. inclusive. Publishers are Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.



W. R. Morrison (TC M.G.) being chased by John Panks (Sunbeam-Talbot), winner of the over 1½-litre production-car race.

corner with Hayes and Hoan right on his tail, followed by the rest of the field, of whom Hanna (M.G. TD) performed a very wide slide. Goldman fell back to third spot on lap 1, letting Hayes and Hoan through. Lap speeds increased and on the third Hoan edged past Hayes at Zag whilst Kerner's Singer sports, sounding and going really well, moved into fourth place. The pace was terrific and on the fourth lap E. Glowacke (Siata) fell out with transmission trouble whilst W. Huffman (M.G. TD) ran a bearing. Hayes

RACING IN CANADA

A Well-supported Event on Edenvale Airfield Circuit

THE Sports Car Club of Canada, with headquarters in Toronto, organized a sports-car race meeting on Saturday, 2nd August, at the Edenvale circuit, situated 75 miles north of the city. The track, with a width of 100 ft. and lap of 1.75 miles, was similar to the airfield circuits of Britain, and such remarks as "Pity it doesn't have a few more trees", "Why can't we have a real road circuit", were often overheard.

The start and finish line lay half-way along the main straight, and from the start cars entered Grey Mare corner, leading to fast bends on the back straight through Brad's bend to Collins corner, a hairpin of 165 deg. From there were two stretches of 300 yards through Zig and Zag back to the straight and finish line.

Racing commenced at 12 noon under a cloudless sky, while a moderate warm breeze, continuing for the rest of the day, contributed much to the success of the event. All races were scratch, five-lap events, except the major event, the one-hour Le Mans Formula.

Templar's Morris Minor pulled

★
Tommy Hoan, winner of the "One Hour" sports-car race, cornering with his very fast TC M.G.
★

out a lead from the start of Event 1, a race for cars up to 1,100 c.c., which he increased each lap, winning at 48.3 m.p.h. from F. Mallard and P. Dillnutt in similar cars.

TC Tussle

Event 2, for cars of 1,100-1,500 c.c., brought out a field of eight, and from the fall of the flag a race-long duel ensued between Tommy Hoan (M.G. TC) and Peter Hayes (M.G. TC), the latter a late entry. M. Goldman (Siata) led into the first

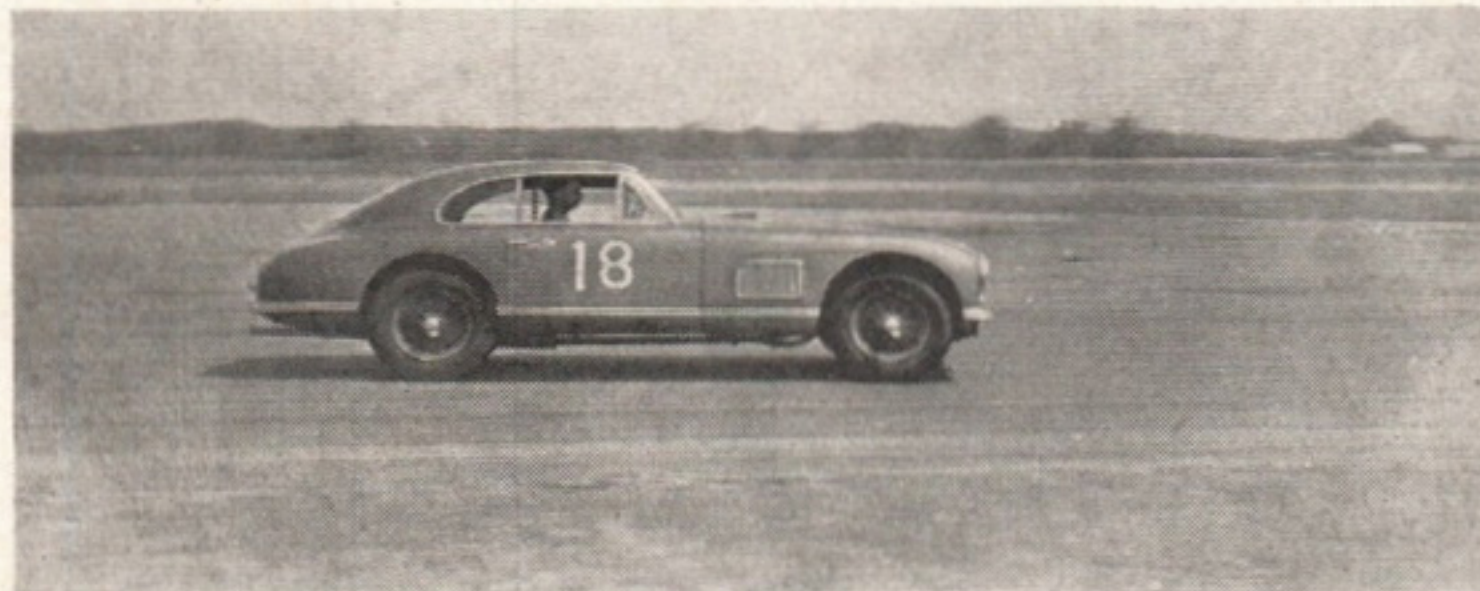
was unable to catch the flying Hoan who led him across the line by 2 secs., averaging 62.00 m.p.h.

Charles Wheaton in his DB2 Aston Martin was favourite for Event 3 for cars of 2,000-3,000 c.c., and from start to finish led the field of six. Interesting was Panks's 2-litre Sunbeam-Talbot lapping at 59.2 m.p.h., ahead of W. R. Morrison's 1,400 c.c. supercharged M.G. TC, finally leading him by 4½ secs. for second place. Other Sunbeam-Talbots took fourth, fifth and sixth positions, their speeds of 51.2 m.p.h. comparing with the 56.3 m.p.h. of the winner.

Kerner's Singer once again showed what it could do by winning the under 1,500 c.c. production car race from I. Garrad in a Hillman Minx by 2½ secs., and lapping, rather in cruising fashion, at 50.00 m.p.h.

The fifth event was notable for the entry of J. W. Fergusson's Nash Rambler together with the Sunbeam-

C. F. Wheaton with his DB2 Aston Martin at Brad's Bend.



ULSTER SPEED SEASON CLOSES

Baird (Ferrari) Equals Knockagh Record

IN weather which, if not exactly dry, was at least better than the unforgettable deluge at this year's Craigantlet, the last speed event of the Ulster season took place at Knockagh, Co. Antrim, last Saturday. The Ulster A.C.'s Knockagh event has always been a popular "clubman's climb", but even the organizing club was surprised to receive a total of 50 main and secondary entries—the largest entry for any of the five Northern Irish climbs held this year.

Bobbie Baird had brought both his 2,685 c.c. sports Ferrari and the Gryphon (Gryphon, Griffin, Griffen—he still hasn't decided!) to the paddock, but decided to use the more easily spelt motor-car: with it he equalled Christopher Lindsay's 1951 record of 59.4 secs., established with the then-blown "Nufor", on his first competitive run. His second run was a determined attempt to regain the record, which he had previously held for two years, but an over-enthusiastic slide at the last bend spoiled his chances.

The first competitor to cross the starting line was Charles Maunsell (Hillman Minx), who clocked 88.8 secs. Later, Dr. W. N. Jones (Singer) achieved 87.4 secs., but on its telephonic trip to the bottom of the hill, 10 secs. were accidentally added to this time. During the second runs Maunsell managed 87.8 secs., only to find that the class had, after all, been won by Jones.

The large saloons followed, Bob Chambers (Sunbeam-Talbot) setting 82.0 secs., Sidney Pentland (Citroën) 81.8 secs., and Dr. Geoff Houston (Sunbeam-Talbot) 79.2 secs. As the second attempts took place on a wet road, these times were not improved, leaving Houston with the class trophy—a well-deserved compensation for his hollow victory at Craigantlet, when he was the only entrant in this class!

There was never any doubt about the victor in Class 3, once Malcolm MacGregor (M.G. TC) had steamed up the hill in 73.4 secs., still finding time for his usual salute to your reporter as he passed. Brian McCaldin (TD) was second fastest with 76.0 secs., and of the other four TC conductors, the best was Harry Reilly with 77.6 secs. J. Thompson (A40 Sports) made a climb with hood folded in 88.8 secs., and Emily Dowling (A40 Sports), with hood erect, returned 81.6 secs.—a performance which could scarcely be attributed entirely to reduced wind resistance. The large sports-cars followed, Baird equalling the record (59.4 secs.) on his first run with apparent ease. Then, with feelings close to amazement, we saw the usually-impeccable Desmond Titterton overtake his J2 Allard at the first bend, endowing the nicely rounded tail with an end-of-season dent which seemed very out of place.

Baird, too, got a wiggle on—in the less happy sense—during his second run, to record 60.2 secs., but Titterton could only manage 65.4 secs. Now it was time for the Almighty Ford, of which there were six straining at the leash—if one may include a Dellow. Fastest of the Ford-powered Fords, so to speak, was Arthur Clapham's Kieft-sprung model, at 71.0 secs., while John McDonagh's

★
THE BAIRD BOWLER is strapped in place, and W. R. B. takes the 2.7-litre Ferrari up Knockagh Hill to equal the course record.



Buckler achieved 73.8 secs. Billy Leeper's *monoposto* TC special registered 67.2 secs., but Ernest McMillen, "fighting every inch" in classic style, took the TC-powered "Nufor" up in 66 secs. to gain the lead in class and on handicap. Which was just as well, for on his second climb the "Nufor" developed one of its not-infrequent rents in the gear bag.

In the "racing" class Hubert Chambers clocked 67.6 secs. with the Vauxhall Special, from which time Redmond Gallagher removed 6 secs. with the "Leprechaun", and Marshall Watson, after a bout of clutch trouble, stalled the J.P.-Vincent on the line. Of the secondary entrants, the irrepressible David Archibald left the line in top gear and a cloud of smoke with the "Nufor", only to clout the bank right heartily when he tried to take the bends in the same ratio. Chris Lindsay's first run in his blown Dellow occupied 69.8 secs., but his second ended in a fine display of waterworks as he crossed the finishing line with a blown gasket. Then out came the tow ropes, and the lads went back to spanner-heaving until next year.

WILSON MCCOMB.

RESULTS

Best Time of the Day: W. R. Baird (Ferrari), 59.4 secs. (equals record).

Class 1 (Std. closed, under 1,300 c.c.): 1. Dr. W. N. Jones (1,074 Singer), 87.4 secs. 2. C. W. E. Maunsell (1,265 Hillman), 87.8 secs.

Class 2 (Std. closed, over 1,300 c.c.): Dr. G. W. Houston (Sunbeam-Talbot), 79.2 secs.

Class 3 (Std. open, under 1,300 c.c.): 1. R. M. D. MacGregor (1,250 M.G.), 73.4 secs. 2. B. McCaldin (1,250 M.G.), 76 secs.

Class 4 (Std. open, over 1,300 c.c.): 1. W. R. Baird (2,685 Ferrari), 59.4 secs. 2. J. D. Titterton (3,917 Allard), 65.4 secs.

Class 5 (Open, non-racing, under 1,300 c.c.): 1. E. T. McMillen (1,250 "Nufor"), 66 secs. 2. W. Leeper (1,250 M.G. Spl.), 67.2 secs.

Class 6 (Open, non-racing, over 1,300 c.c.): W. R. Baird.

Class 7 (Open, incl. racing): 1. W. R. Baird. 2. R. Gallagher (995 "Leprechaun"), 71.6 secs.

Class 8 (General Handicap): 1. E. T. McMillen, recd. 12 secs., net time 54 secs. 2. W. R. Baird, recd. 4 secs., and R. M. D. MacGregor, recd. 18 secs., net time 55.4 secs. each.

750 CLUB SPRINTS

THE Closed Invitation Speed Trials at Tarrant Rushon Airfield, near Blandford, organized jointly by the 750 and West Hants and Dorset Clubs, will be held on 26th October, on a ½-mile course. Invited clubs are B.A.R.C., Hants and Be-ks, Gosport A.C., Bristol M.C. and L.C.C., Half-Litre and Aston Martin.

COVENTRY AND WARWICKS M.C.

THE Winter Social season will commence at 8 p.m. on 6th October with a "Noggin and Natter" at the Hare and Squirrel, Cow Lane.

There will also be a dance at the Masonic Hall, Coventry, on 10th October. Tickets, price 10s. each, may be obtained from Mrs. E. W. Commander, 8 Andrews Road, Earlsdon, Coventry.

VINTAGE BENTLEY EXHIBITION AT FILTON

"THE Story of the Bentley, in 12 easy lessons", was the keynote of an exhibition and demonstration given by members of the Bentley Drivers' Club, at the R.A.F. Station, Filton, near Bristol, on the occasion of the Battle of Britain At-Home Day Display on 20th September, which had been arranged in co-operation with the Royal Air Force by the Mid-West Region of the B.D.C.

The actual exhibit consisting of 12 examples of the marque, ranged from the third production chassis 3-litre (1921), to the famous "Barnato-Hassan" 8-litre, and covered the entire range of vintage Bentley products.

During the day these cars were arranged in a special park for inspection by the public and proved a great attraction. Later in the day the cars carried out a demonstration run, in formation, along the length of the "Brabazon" run-way: "To the thunder of their exhausts was added the roar of the 'Brab' itself, as it slowly passed overhead; at that moment it was interesting to ponder upon the numbers of b.h.p. being generated, both upon the ground and in the air!" At the conclusion of the formation run the cars returned singly to demonstrate their individual paces, but due to the vastness of the run-way, little impression of speed was given to the spectators, though several of the cars topped the "ton" during their runs.

On returning to the car park, the drivers were met by the Air Officer Commanding No. 62 Group R.A.F. who inspected the cars. The Royal Air Force very kindly entertained the crews of these cars to tea during the afternoon; and later, to dinner and a party in the Officers' Mess, at Pucklechurch R.A.F. Station, which was attended by a very large number of members, the car park being literally choked with Bentleys of every description.

THE DE ROVIN

A Small Sports-Car with Exceptional Roadholding, tried by Peter Collins



Peter Collins at Montlhéry with the little De Rovin.

THE Bol d'Or is the ideal playground for specials builders and crazy enthusiasts. All sorts of vehicles have been found guilty of lapping merrily round Montlhéry or St. Germain in the course of this gruelling contest. Therefore, the spectators were not surprised to see at the start of this year's event the very small de Rovin driven by Jean Bernardet, technical editor and road-tester of our contemporary *l'Automobile*. To attempt a 24-hours race single-handed (no relief drivers are allowed) on such a small car, particularly on the fast Montlhéry 6,281 km. track, bears the mark of undaunted enthusiasm and boundless patience! As for the results, suffice to say that Bernardet enjoyed an almost trouble-free run to win his class and break the record at the average of 37 m.p.h. despite a longish pit stop due to an unsuspected broken H.T. wire.

This was, in fact, a "works" entry, specially prepared under Bernardet's expert guidance. Apart from external modifications like the removal of the windscreen and its pillar, the hood, and fairing of the headlamps, the engine has been worked on mainly for reliability and the lubrication line altered. Also there is a slightly raised compression ratio, a Solex double-choke carburetter and a special inlet pipe together with an almost "straight-through" exhaust. Of course, there are different ratios from standard in the gearbox and back-axle casing, but it must be understood that this car is no real super-sports job. It does enjoy splendid roadholding, but the pulling from the flat-twin side-valve engine is not startling. The appearance is quite amusing and the finish is very good for it will be on display on the Rovin stand at the "Salon de l'auto". Although a one-off job, it is hoped to build a few replicas should customers be found.

I thought it would be amusing to have the smallest actual sports racing-car in the world tried by one of Britain's fastest drivers, Peter Collins of the H.W.M. team. It was thus that, on a very windy afternoon Peter drove me to Montlhéry where the small blue car awaited us. It was soon obvious that Collins knew his stuff. "I have never seen one of my cars going like that round a corner, and never more will I see it again," said Mr. de Rovin, son of the constructor! Unfortunately, owing to a badly-assembled carburetter pump the pick-up was rather poor; in fact, it was not even possible to put one's foot flat after a corner without risking "choking" the engine. Also the strong wind prevented the little machine from winding itself to maximum speed (72 m.p.h.) on the "saucer". A very amusing experience, anyway!

GERARD CROMBAC.

Peter Collins's Impressions

ON arrival I found a car even smaller than a Bond, emitting a noise normally associated with a lawn-mower or a milking machine. It was, however, very well finished and quite amazing in its simplicity. The first impression one has is the incredibly small size of the wheels, and to find out which is the front is a problem, both ends being pressed out by the same machine. Sitting in the car, however, one is rather surprised to find more room than one expects and the driving position is really comfortable. The only complaint about it is that the edge of the door comes rather close to the elbow. The starting control is a small lever which, together with the hand brake and gear-lever, is situated between the driver's and the passenger's seat. I found that all the instruments and controls, with

the exception of the gear-lever, were very well situated from the driver's point of view.

On the road this car hums along at quite a happy 50 m.p.h. and I found the suspension was very comfortable, indeed. The steering is, I am inclined to think, a bit high-gear. I found myself looking forward to the first corner with a certain amount of trepidation and was rather surprised to find the roadholding of this little car exceptionally good, considering that it seems to possess quite an exceptional amount of oversteer, which is certainly derived from its rear-mounted engine. The car as a whole gives the impression, certainly not of fantastic speed, but definitely of complete safety at the speeds within its capabilities. This is further confirmed by remarkably efficient brakes considering their size. The engine, although of a clever design is, I think, rather over-worked when accelerating and the car seems to spend agonizingly long periods in the indirect gears.

However, I found that it certainly was a very amusing little car, very stable and manoeuvrable for town work. The standard model is equipped with windscreen and hood of quite clever design, and is every bit as manoeuvrable as its smaller British counterpart; the Bond.

Specifications and Performance Data:

Car tested: DE ROVIN special "Bol d'Or" type. Price: about 500,000 fr.

Engine: Two cylinders, flat-twin, 70 mm. x 60 mm. (462 c.c.), side valves. Water-cooled (Thermosiphon). 15 b.h.p. at 4,500 r.p.m. Compression ratio: about 6.5/1. Double-choke Solex carburetter. Coil and battery ignition.

Transmission: Dry single-plate clutch, unit gearbox, rear-engine, rear-wheel drive. 3-speed with central gear-lever, no synchromesh.

Chassis: Unit construction. Independent front suspension by two superimposed transverse leaf springs. Independent rear suspension; transverse wishbones and coil springs. Friction shock absorbers throughout. 2.70 x 90 tyres. Rack and pinion steering. Mechanical brakes.

Equipment: 12 volts lighting and starting, speedometer, water temperature gauge, ammeter, clock. Tonneau cover on passenger's seat. Single Perspex windscreen in front of the driver.

Dimensions: Wheelbase 6 ft.; track 3 ft. 2 ins.; overall length 12 ft. 4 ins.; width 3 ft. 9 ins.; turning circle 12 ft.; weight, laden, 9 cwt.

Performance: Maximum speed (with wind) 60 m.p.h.. Average speed on Montlhéry, 9.1 km. (45.6 m.p.h.).

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.

Red Rag to a "Pampas Bull"

As one who acted as interpreter to Sr. Gonzalez at Goodwood, I must protest at the cartoon on page 402 of your issue of 26th September, in which a bull-fighter with a red rag is shown to that Argentine driver as he passes the pits. It should be made clearly known that bull-fighting is not practised in the Argentine and that such a pit signal would have no more significance to Fangio or Gonzalez than, say, a springbok displayed to an Australian driver or a kangaroo proffered to a South African competitor. These misconceptions are lamentably commonplace and reveal a disregard for national characteristics liable to promote animosity. An instance, though unconnected with motor sport, is the belief that the tango is a Spanish dance, whereas it originated in the Argentine and is no more practised in Spain than in England.

I have seen Gonzalez's full name frequently misrendered in print and it might be as well to note that it is José Froilán González, he being known among his personal circle by his first onomastic equivalent to Joseph, or as Pepe, meaning Joe.

F. L. VERGARA,
A.M.I.MECH.E.

LONDON, N.W.1.

[He is also known in motor-racing circles as the "Pampas Bull"—hence the cartoon.—Ed.]

B.R.M. as Advanced Trainer?

HAVING followed these correspondence pages since the early days of AUTOSPORT, and even more closely since the B.R.M. was "put up for sale", I am rather surprised that the suggestion which I wish to make now, has not been made before.

Why can't the B.R.M. be bought by the B.R.D.C., R.A.C., A.A., S.M.M.T. (or what have you) for use as a training car for the younger racing drivers of this country? The B.R.M. supporters will say: "The B.R.M. as a hack car—NEVER!" but I am a staunch B.R.M. supporter, and I feel that the car will be better used to train the young drivers for the future races, than to beat, easily, non-existent opposition.

This country needs a full scale project to train the drivers and pit staff and to build a thoroughbred racing-car and surely, in this country, we have the people who are more than capable of doing these things.

I feel that Raymond Mays would be more than pleased to help in such a project, because I know he would feel it is another step towards putting Great Britain in the forefront of Grand Prix racing.

As for the new Formula 1, the B.R.M. episode has, I feel sure, whetted his appetite to put a British car consistently in the forefront. Make no mistakes, he will turn up again with a new car—and given a little more luck, and a lot less adverse criticism, it will be the world-beater that the present B.R.M. might well have been.

THOMAS C. MILES.

EDGWARE.

The Butterworth Engine—and Monkhouse Chassis

THE fortunes of our various aspirants for Formula 2 racing honours have no doubt occupied the attention of many of us. It has been made abundantly clear that, although we have several able and enthusiastic constructors, and a number of talented drivers, both groups of which have done well this year, there is no power unit of British manufacture available, which will give them the final honours.

At least that is how it has appeared so far in practice, but there is one, which in theory at least, is capable of developing something like the necessary b.h.p. I refer to the Butterworth, for which, in an article in AUTOSPORT (February, 1951) "J.V.B." had hopes of 180 b.h.p. This is getting near the mark!

Now a "flat" engine, as in the Butterworth, spells a rear-

engined car to me, not that I have any particular liking for the type, and, thinking of that, the Formula 2 car designed by the late Peter Monkhouse came to mind (AUTOSPORT, December, 1950). Our friend John Bolster thought quite a lot of this design at the time.

Could not the flat four-engine be used instead of the two twin Vincents as was proposed by Monkhouse, and a real challenger for G.P. honours result? If it was successful it would be a good tribute to Peter Monkhouse, and success to "Archie" Butterworth, quite apart from putting this country in the position as a potent contender for Grands Prix.

Modifications would have to be carried out to the rear suspension with the change of engine and drive, and I should like to see the forward-located fuel tank put behind the driver, as on Auto Unions. No doubt also, would the drivers! In addition to lessening the danger aspect, it would allow for better weight distribution as the tank emptied during racing. The nose could take an oil cooler if it is necessary.

Such modifications might result in a car of longer wheel-base, and rear track, but that would not make for anything excessive as the original was very small for a 2-litre.

K. J. BLYTHE.

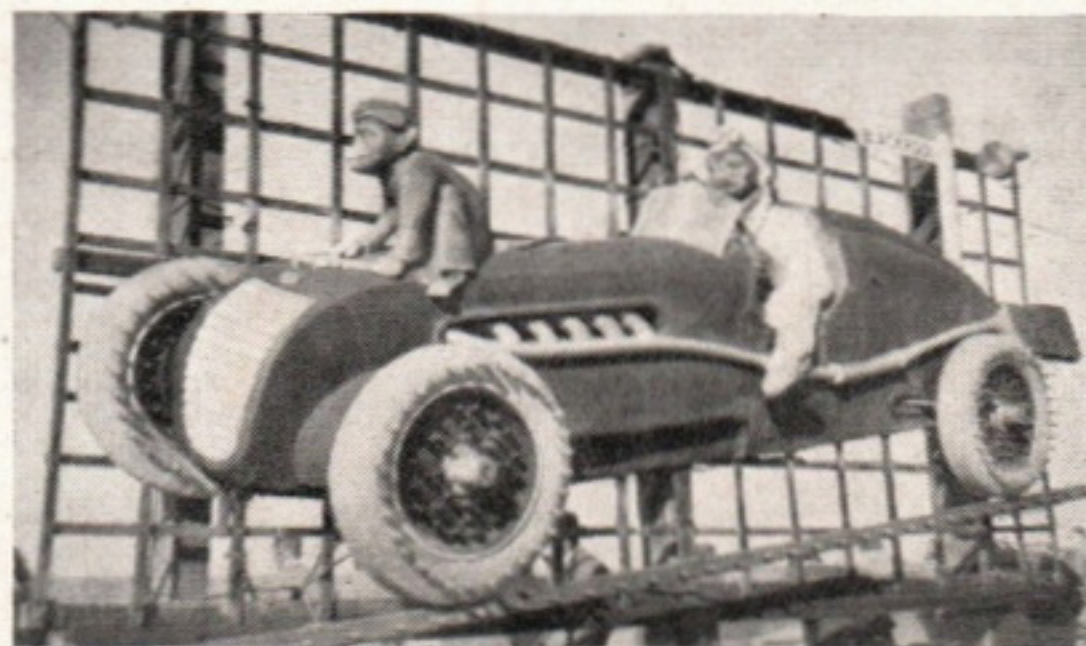
BOXMOOR, HERTS.

Monkey Stable at Blackpool?

WE have just visited the Blackpool and Morecambe Illuminations, and on our arrival at Blackpool were surprised to see a beautifully executed racing-car, complete with two monkeys. As we know Michael Keen (co-driver to Jim Mayers in Goodwood Nine Hours) very well, it was rather funny to arrive up there and be reminded of home.

ANN PERKINS.

HIGH WYCOMBE.



Blackpool Monkey—see letter from Ann Perkins.

The Conference of Clubs

THERE is nothing new in Keith McDowall's letter (issue 19th September) regarding representation of small clubs on the R.A.C. Competitions Committee; in substance, many letters have been written on the same score and it was raised, I believe, at the 1950 R.A.C. Conference of Clubs. Nevertheless, his point is a valid one insofar as pre-determination of policy is concerned and, on the assumption that he will represent the Singer O.C. at the forthcoming Conference at Pall Mall on 31st October, I suggest that he should frame a proposition based on the formation of Centres, as the A.C.U. does, and subsequent representation of those Centres on the Competitions Committee. One of the main snags from his point of view is that such representatives would need to be financially independent and willing to travel, as I feel sure that the Committee is a comparatively hard-working body.

I await with interest to hear the outcome of such action on Mr. McDowall's part.

JOHN CORDON,
HON. JOINT PRESS SECRETARY,
BRISTOL M.C. & L.C.C., LTD.

BRISTOL, 8.

More Correspondence on page 443

East Anglian Excellence—continued

"B" about 40 yards ahead, reversing on right lock to stop astride line "C" which was a continuation of line "B" and finally accelerating forward to stop astride line "D", a continuation of the starting line. This test was to be used to decide the winners in the event of a tie on marks.

Best performances here were, Class 1: D. D. Bernard (Anglia), 18.4 secs. Class 2 and 3: J. Earl (Vanguard), 20.2 secs. Class 4: R. J. Randall (M.G. TC) 17.2 secs. Class 5: Alex Gordon (Plus-Four), 18 secs. dead. Class 6: Dennis Taylor (XK 120), 16.4 secs.

The second test consisted of driving from line "A" forward about 50 yards, through a chicane, forward about 75 yards, round a pylon, returning through the chicane to brake astride the finishing line, a continuation of the starting line. Time was taken as the front wheels crossed the finish with a penalty of 10 secs. for overshooting. This test caused much dicing and no little heartache for those who overshot the finish, for the test was a fast one due to the distances involved.

Best performances here were, Class 1: D. Bernard (Anglia), R. Sidwell (1½ M.G.) and S. D. Silverthorne (Anglia), 52 secs. dead. Class 2 and 3: D. J. Morley (Austin A.90), 51 secs. Class 4: G. T. Greenhalgh (TD), 46 secs. Class 5: Harry Sutcliffe (Frazer-Nash), 42 secs. Class 6: Lew Tracey (XK 120), 45 secs.

The route now led back to Clacton, the road into the town being well marked by Boy Scouts holding up arrows on each corner, and A.A. signs and policemen speeded drivers on their way. At the Clacton control, competitors adjourned for lunch, after which there was to be one more test.

A happy thought of the organizers provided real rivalry for this test—duplicated sheets were handed out during the lunch break, giving the position up to the beginning of Test 3 and several interesting details came to light. A bonus system of marking was employed, bonuses being given on the road for doing various things correctly and class bonuses being given in the tests—fastest in class, 15 marks, second fastest, 10 marks and third fastest, 5 marks. The lunch time position showed that Harry Sutcliffe was leading with 135 marks and he only had to be third fastest in his class to get a five-mark bonus and be unbeatable. The only other competitor capable of obtaining 140 marks was Lew Tracey who had, however, been slower than Sutcliffe on Test "A", the tie-decider.

The last test was a complicated affair indeed, entailing a dead-engine start, two 75-yard sprints up a 7-foot wide channel, six changes of direction and stopping astride a line. Phew!

There were some remarkable performances in this test—Bernard's spectacular handling of the Anglia (39.2 secs.) giving him a time only beaten by six competitors including two XKs and an Allard! In the other saloon classes run together, fastest was Earl's Vanguard in 43.2 secs., Risk's Pilot (50 secs. dead), and Range's Riley (50.1 secs.) being next best. Among the small open cars, some of the M.G.s were really beautifully handled, C. A. Pilley's 38 secs. dead in the TC was only beaten by an XK 120 while Cyril Wick's TD and R. J. Randall's TC tied for third fastest of the day with 38.2 secs., a time equalled only by Dent's Allard.

With the Class 5 runs, excitement

mounted. Times were getting faster; D. O. Hastings (Plus-Four), 42.3 secs., A. J. Range (Plus-Four), 41.5 secs., Alex Gordon (Plus-Four), 40.5 secs. and then came Harry Sutcliffe. The immaculate white car snarled off the line but, as it stopped to reverse, a groan went up from the crowd as the engine stalled. The time (53.6 secs.) left Sutcliffe without a class bonus and with 135 marks.

Now came the real struggle. Three competitors could now win the rally, Harry Sutcliffe himself included. If Lew Tracey (125 marks) could be fastest in the class and get a 15-mark bonus, he would win the rally with 140 marks, and if Dennis Dent (120) were to be fastest and get the bonus, he could tie Sutcliffe but win by being fastest in Test "A". If, however, Dennis Taylor (115) were fastest, he could not win the rally, but he could displace both Dent and Tracey for the class win and at the same time, if any other car in the class were to be faster than these three, the whole class position would change.

And so they ran off—the J2 Allard (52.5), the K2 (43.2) and Jacobs' XK (59.8). Now came Dennis Taylor. The Jaguar roared off, flashed through the test, magnificently driven, to record 37.6 secs., easily the fastest so far. Next Lew Tracey—a beautiful start, typical of a trials driver, into the constant changes of direction and—the engine stalled. Lew recovered quickly and went on—39 secs. dead. Followed Dennis Dent (Allard 4-seater). The big green car fled down the course to record 38.2 secs., second to Taylor. Now there was no one who could beat Sutcliffe and if no one else in the class could beat Tracey's time, there would be a triple tie on marks for the class prize. Only two more competitors to go . . . Alston's XK dashed off and returned 47 secs. dead. The crowd held its collective breath, as did the drivers involved. Last man was Farquharson (XK 120). Away he went, very fast indeed, neatly through the necessary gyrations and over the line . . . but he overshot; time, 38.3 secs. plus a 10 secs. penalty. And so with Taylor (115) getting 15 bonus, Dent (120), 10 bonus, and Tracey (125), 5 marks bonus, there was a triple tie on marks at 130 for the class. What about the times in the tie-decider? Taylor's and Dent's road books both showed 16.6 secs., which looked like another tie, but reference to the time-keeper's sheet on Test "A" showed Taylor's time as 16.4 secs., and so he won the class, an exciting finish indeed. And so to festivities and bed.

The next morning, brilliant sunshine greeted the competitors in the Concours d'Elegance, held on the front at the entrance to the pier. Milling crowds, shining cars and music from the loud-speakers lent a Continental atmosphere to the proceedings as the judges began the very difficult task of finding the winners.

In the class for pre-1941 open cars, the decision went to the beautifully kept vintage Bentley of C. C. Wells (3-litre chassis, 4½-litre engine) and, there being no entries for the pre-1941 closed class, a special prize was given to C. W. Amey's magnificently rebuilt M-type M.G.

The prize for the best post-1941 closed car went to Miss C. M. Kirk's green 1½-litre Riley and that for the best post-1941 open car to Alston's lovely blue XK 120, complete with fitted cocktail cabinet, first-aid kit, twin aerials on the

rear bumper brackets and many other refinements.

As the winners were announced, they drove their cars through a lane in the crowd and were interviewed over the P.A. system to the huge delight of their fellow-competitors. And so to the prize giving in the Town Hall, presided over by the Chairman of the Clacton Council, whose gracious lady kindly presented the prizes.

That, then, was the 1952 Clacton Rally, easily the best of the series and an augury of good things to come.

"ANTHONY PETERS".

RESULTS

Clacton Challenge Trophy and Replica: H. Sutcliffe (Frazer-Nash), 135 marks.

Arthur J. Greene Challenge Trophy and Replica (for Navigator of winning car): Mrs. H. Sutcliffe.
Eric Golightly Memorial Trophy and Replica (Best performance by E.A.M.C. Member): H. Sutcliffe (Frazer-Nash).

Class Awards

Class 1: 1. J. M. Shand (Peugeot 203), 110.
2. Miss C. M. Kirk (1½-litre Riley), 100.
Class 2: J. Earl (Standard Vanguard), 97½.
Class 3: J. Risk (Ford Pilot), 102½.
Class 4: 1. R. J. Randall (M.G.), 120. 2. C. Wick (M.G.), 120.
Class 5: H. Sutcliffe (Frazer-Nash), 135.
Class 6: D. O'M. Taylor (Jaguar XK 120), 130.
Team Awards: Ecurie Cannes (L. J. Tracey (Jaguar), D. O'M. Taylor (Jaguar) and H. Sutcliffe (Frazer-Nash)), aggregate 395.

* * *

CASTLE COMBE TOMORROW

THE Bristol M.C. and L.C.C.'s race meeting at Castle Combe, near Chippenham, Wilts, has attracted a very fine entry of cars and drivers. Stirling Moss (E.R.A. G-type), Ken Downing (Connaught), Ken Wharton (Frazer-Nash and E.R.A.), Whitehead (Alta), Peter Walker (Cooper-E.R.A.), Ian Stewart (C-type Jaguar), Jack Fairman (Allard), Bob Gerard (E.R.A.), Ninian Sanderson (Cooper-Bristol), Ken McAlpine (Connaught) and Oscar Moore (H.W.M.-Jaguar) will all be there. The 500 c.c. race list contains most of Britain's Formula 3 stars, including Don Parker, Stirling Moss, Stuart Lewis-Evans, Bob Gerard, John Coombs, Paul Emery and André Loens.

The meeting begins at 1.30 p.m.

* * *

LEINSTER M.C. VETERAN RUN**RESULTS**

Naas Trophy (Best mechanical and coachwork preservation): D. O'Clery (1895 Arrol-Johnston 12 h.p.).

Goff Cup (Best up to 1904): D. Dickson (1901 De Dion 8 h.p.).

Briggs and McCrae Cup (Best 1905 to 1911): T. G. Wells (1911 Belsize 11 h.p.).

Findlater Cup (Best 1912 to 1918): M. O'Brien (1912 Ford 24 h.p.).

Semper Idem Cup (Best 1919 to 1925): D. F. Ryder (1920 Singer 10 h.p.).

Hard Luck Trophy: J. C. Millard (1913 Wolseley 21 h.p.).

Cup for the Best Crew (Costumes, etc.): J. C. Millard (1913 Wolseley 21 h.p.).

Cup for the Second Best Crew (Costumes, etc.): H. J. Roe (1911 Rolls-Royce 49 h.p.).

Cup for Best Lady's Costume, etc.: Mrs. O'Brien.

Cup for Best Gent's Costume, etc.: Dudley Colley.

(Report will be published next week)

NEWS FROM THE CLUBS

SINGER RALLY AT BEXHILL

DRIZZLE before 7 a.m. and fine weather before 11 a.m. was the order of the day on 21st September, when competitors set out from their respective homes to travel to Bexhill at a set average speed and to arrive not later than mid-day. Everyone arrived at Bexhill on time, with muttered comments "too easy", "Wish I had raised my average speed", "Did you see the secret check?", etc. When, however, the results of the road section were made known, certain faces took a definitely reddish hue, for on the secret check section between Horsebridge and Bexhill, the invisible marshal and his aides had done a lot of mathematical calculations which proved that some members had exceeded their average speed on this section by as much as 8 m.p.h., with consequent loss of marks, and some "control lurkers", taking their leisure in the precincts of Bexhill, were likewise penalized. After the scrutineering in the car park, some 60 club members sat down to lunch in the De La Warr Pavilion Restaurant, with the Mayor and Mayoress as principal guests. After a speech of welcome to Bexhill by the Mayor, he presented the Regnis Trophy to the Club on behalf of the donors, Mr. and Mrs. J. J. Whitmarsh. After lunch the six driving tests took place in the car park, with about 1,000 spectators enjoying the fun, although one very heavy shower of rain caused competitors and spectators alike to take shelter.

During the tests the "tyre screechers", although spectacular, did not always put up as good a time as the "careful men". In the "clover leaf" test, where the competitors were required to encircle four pylons, pass over a metal disc with their nearside front wheel, and come to rest with all four wheels on two parallel planks, there were only three competitors who had clean sheets.

The final test finished at about 5.30 p.m., after which tea was taken, while the "back room" boys juggled the figures to produce the results, which were as follows:—

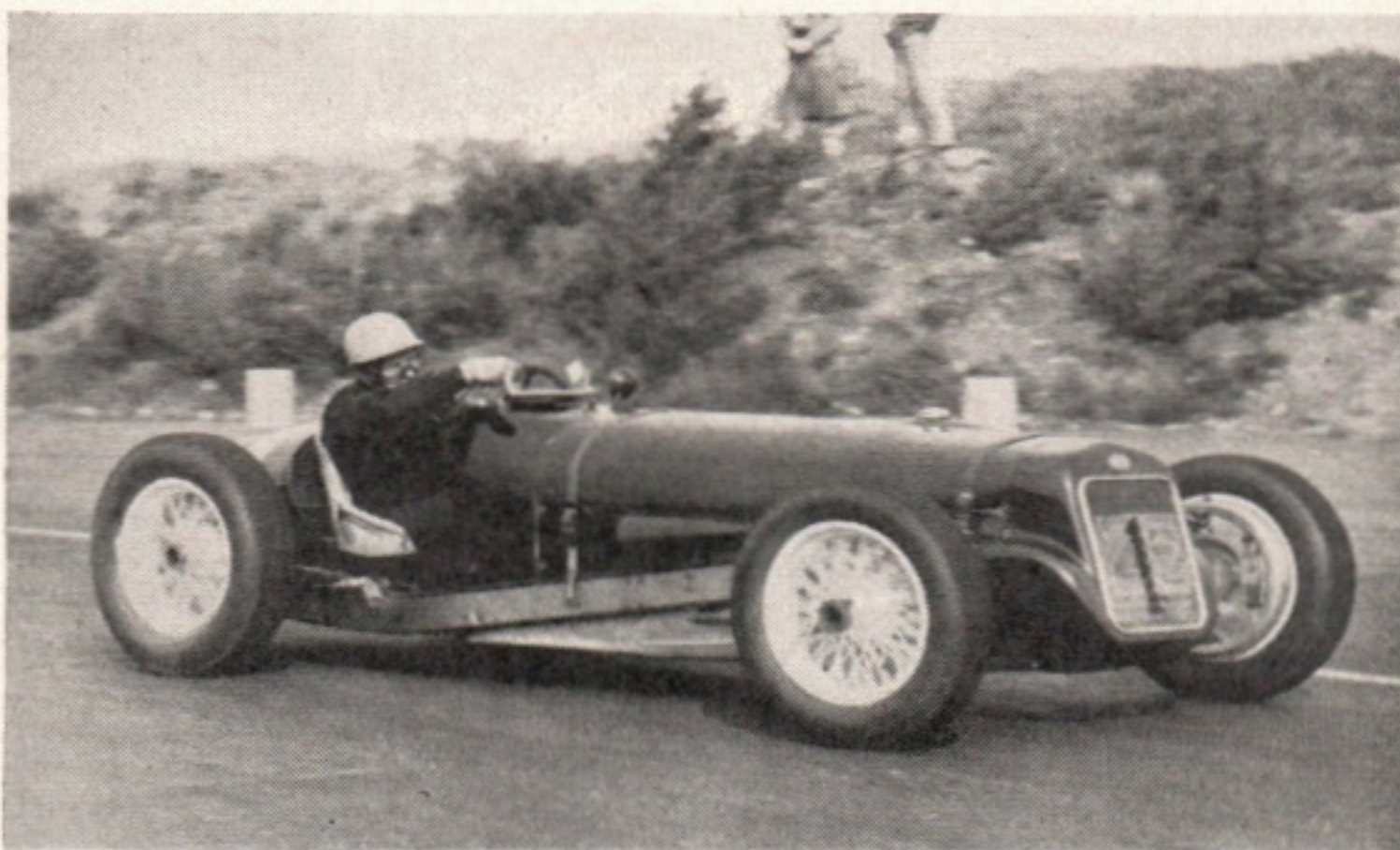
1, A. S. Bennett (1936 1½-litre Le Mans) (Winner of Regnis Trophy); 2, R. T. Davis (1934 9 h.p. Le Mans 4-str.) (1st Class Award); 3, J. S. Richmond (1939 Roadster) (Winner of Roadster Award); 4, P. G. Champion (1932 M-type M.G.) (2nd Class Award).

MAIDSTONE AND MID-KENT C.C.

THE Maidstone and Mid-Kent Car Club are holding their ninth Annual Dinner and Dance at the Tudor House, Bearsted, near Maidstone, on Friday, 14th November, 1952.

Tickets at 25s. each can be obtained from the Social Secretary: V. G. M. Butler, 14 Queens Road, Maidstone. Phone: 86402.

Early application is advisable for this popular event.



TRYING HARD: Eric Thompson in Rob Walker's Delage Special at Snetterton, in hot pursuit of Barber's winning Cooper-Bristol at the A.M.O.C.'s recent meeting.

MERCEDES-BENZ CLUB

FOLLOWING upon the successful Rallies held recently, a further Rally will be held at The King's Arms Hotel, Lion Gate, Hampton Court, on 11th October, from 7.30 p.m. The King's Arms Hotel is situated close to the Lion Gate, opposite Bushey Park entrance on A308, Kingston-Staines Road (Hampton Court Road).

Members requiring dinner please book in advance direct to the hotel (Telephone: Molesey 1337).

The Club has been promised the loan of the 1952 Le Mans 24 Hour Race Film as soon as it is released.

LIVERPOOL M.C. OCTOBER NIGHT RALLY

SUPPLEMENTARY Regulations are now out for the Liverpool Motor Club's Night Rally, which will start at Liverpool and be run over a route of approximately 200 miles in the Mid- and North Lancashire area on 18th/19th October. The finish will be in the Preston district.

Entries at 15s. close on Wednesday, 15th October, and are limited to the first 50 received, but team entries may be made up to the time of the start. The four classes are for cars up to and over 1,500 c.c., Open and Closed, with blown cars up to 1½-litres being permitted to compete, but in the larger classes.

Secretary of the Meeting is Ian J. Hall, 15 Piemont Road, Stoneycroft, Liverpool, to whom any enquiries should be addressed.

FALCON M.C. COTSWOLD RALLY

STARTING from The Chalet, Mardley Hill, Welwyn, on 21st September, the Falcon M.C. held their first Cotswold Rally. This event was based upon the half-day Rally held last year, but had been expanded to a full-sized event of some 200 miles, and while the average speeds were no more than 30 m.p.h. the road-section was by no means easy.

The route took competitors through Aylesbury to the first time check between Bicester and Chipping Norton, then competitors had to map-read their way

through Moreton-in-the-Marsh to the next time check and first test. This involved accelerating from line A over line B, turning round in a narrow road and returning to line A.

The next test was a simple stop and restart on a 1 in 4 hill near Winchcombe, after which competitors were faced with a Colonial section similar to some of the observed sections used in M.C.C. events, upon the steepest part of which, again 1 in 4 gradient, competitors were required to do a double stop and restart.

The final test was a very interesting one involving two hairpin bends on a fairly steep gradient, which were separately timed, and upon which competitors lost one mark for each fifth of a second variation in the two times, further interest being added to this by the fact that ties were to be decided by the fastest aggregate.

After this there was one more time check near Tring before the finish back at Mardley Hill.

RESULTS

Best Performance: P. Harper (Hillman).

Best Class 1 (under 1,100 c.c. closed): M. Lawrence (Austin).

Best Class 2 (under 1,100 c.c. open): P. Elbra (Morris Minor).

Best Class 3 (over 1,100 c.c.): C. J. Abbott (Allard).

Souvenir Awards: R. Randall (M.G.), J. T. Peake (Scarlet Runner).

FURNESS D.M.C.

THE Autumn Consistency Trial of the Furness District M.C. was run over 60 miles of lanes on 21st September. All 26 entrants completed the course.

RESULTS

Premier Award: C. Jarvis.

Runner-up and Ladies' Award: Mrs. Buck.

Second Class Award: J. Smetton.

Third Class Award: D. Gorst.

Team Award: Mrs. Buck, A. Harley and F. A. Love.



SAUCE FOR THE GOOSE

U.A.C. Competitors Organize Another Trial for Officials

IT was early in 1951 that Ernie Robb of the Ulster A.C. first decided to incite a band of regular competitors to arrange a trial for the club's officials: to his surprise (for they laid on a tough one), the officials flung aside their stop-watches with almost indecent haste, rushed to borrow suitable vehicles, swung gleefully into action, and clamoured for more when it was all over. So another "Officials' Trial" took place before the year was out, and a third was held last Saturday. The standard of driving, and of organization, suggested that these greybeards can still twiddle a nimble steering-wheel, and if the competitors of today are the officials of tomorrow, the Ulster club has nothing to fear from the future.

Newtownards airfield not being available, the trial commenced with a short but tricky road section to Maghaberry Airfield, where most of the driving tests were set out. Nineteen starters left Belfast, searching for a checkpoint near Lambeg, followed by a control at Aghalishone. Bob Henry, however, drunk with ecstasy in a borrowed H.R.G., made a beeline straight for the control, then had to put in some even faster motoring when realization dawned. Ted Hayes (Austin) was penalized for approaching the check from the wrong direction, and five competitors were late at the control.

At the first test, a "see-saw" on a hill, Hugo Wilson (Todd Special) started the way he meant to go on by setting the fastest time. After a little more navigation to the airfield, he was again fastest in a complicated "cross-roads", which various entrants attempted in a variety of ways, but with less success. At the third test, a pair of channels in the form of a cross, he scored another victory, with Henry Catchpole (TD M.G.) and Hugh Bryson (Dellow) tying for second place. It was the same story at Test 4, an affair of garaging, but Bryson defeated him at last—by 0.4 sec.—in the fifth, the double pylon which is a familiar feature of the Circuit of Ireland.

Test 6 was a novel one, involving the negotiation of the letters U, A and C, marked out with cans on the runway: Denis Boyd, however, came to an involuntary full-stop between the initials when the Todd-Humber Special developed a puncture (impulse to refer to punctuation successfully resisted). Hugo Wilson was, of course, fastest in this and in the final test, the circling of three pylons. But when the field returned to Test 2 to have another attempt at each, he registered a slower time before getting into his stride again. Bryson forged ahead with a neat 43 secs., and Dr. J. F. Bereen clocked an astonishing 43.8 secs., lifting one wheel of Jim Dowling's Ford Utility high in the air as he did so. Other contestants in the saloon class could not touch the performance of the deceptively docile-looking Ford (whose engine is said to be Smyth-tuned), but last year's winner of this category, Jack Kirkwood (Morris Minor), was having a private battle with AUTOSPORT'S Wilson McComb, similarly mounted.

After a meal at the Woodbourne Hotel, Suffolk, the final touch of good organization was provided by the distribution of stencilled results soon after 8 p.m. The company was delighted to observe that Wilbert Todd, now recovering from a recent operation, was there to see his car win, and to welcome as runner-up Hugh Bryson, a founder member of the 27-year-old club. WILSON McCOMB.

RESULTS

Open Car Class: 1, W. H. Wilson (Todd Special), 387.2 marks lost; 2, H. A. Bryson (Dellow), 418.8; 3, C. G. Neill (TD M.G.), 464.2.

Closed Car Class: 1, Dr. J. F. Bereen (Ford Utility), 469.6; 2, J. A. Kirkwood (Morris Minor), 476.4; 3, F. W. McComb (Morris Minor), 489.6.

The "Competitors' Cup": W. H. Wilson. **Runner-up:** H. A. Bryson.

Ladies' Prize: Mrs. H. J. Catchpole (Ford), 669.2 marks lost.

Healey Estate car owned by U.A.C. Hon. Sec. Gordon Neill, being driven by Mrs. Neill at Maghaberry Airfield, in the "Officials' Trial", whilst Harvey McWhir clicks the watches.

DISABLED DRIVERS' RALLY

THE Disabled Drivers' Club, now over 600 strong, held their first Rally at Comber's Meadow, Handcross, Sussex, on Sunday, 14th September. Co-organizers of the event were the Handcross Motor Sports Club and the Crawley and District M.C.C.

A varied programme of driving tests were devised, including garage reversing, accurate parking, height judging and slow driving, and both legless and handless drivers achieved them successfully. Twenty-five members took part in the tests, W. J. Hinds (Dellow) winning the Rally Tankard for Best Performance with 52 points, to 48 points scored by the runner-up, C. W. Lane (Austin). R. Densham (Invacar) and Hinds tied in the high speed "wobble wobble" test, in which Jack Sears put up a stirring drive with the 1914 T.T. Sunbeam.

RESULTS

Best Performance: W. J. Hinds (Dellow), 52 pts.

Second Best Performance: C. W. Lane (Austin), 48.

Best Performance, Lady Drivers: Mrs. Horton (Morris), 31.

Treasure Hunt: S. E. Sears.

* * *

THE CUMBERLAND SPORTING C.C.'s SECOND FESTIVAL RALLY

STARTING from Carlisle, competitors followed a route through the lakes and the border counties for 165 miles, the 30 entrants climbed Honister, Newlands and Whinlatter Pass, and on to a lunch stop near Penrith. In the afternoon the route went north to Penton and Canonbie to the finish in Rickerby Park, Carlisle. Only two competitors failed to complete the course, although a great number were heavily penalized for getting ahead of time and running into secret checks.

RESULTS

1, Bobbie Dickson (Vanguard); 2, H. E. Couzens (M.G.); 3, G. D. Frankland (M.G.); 4, J. R. Robinson (Hillman Minx).

* * *

SUNBEAM REGISTER

THE annual rally to Sandhurst on 21st September included a Concours d'Elegance, judged during a parade on the Old Building Square at the Royal Military Academy, and a series of driving tests prepared and marshalled by Officer-Cadets under the efficient direction of Capt. B. Wood. An entry of 21 Wolverhampton-built Sunbeams was received.

RESULTS

Concours: John Hampton (1912 12/16 2-seater).

Tests: 1, E. A. Price (1926 20 tourer), 989 marks; 2, S. Darbishire (1926 14/40 tourer), 975; 3, L. A. C. Dopping-Hepenstal (1929 16 coupé), 972.

More News from the Clubs on page 444.

Correspondence—continued

Juan Manuel Fangio

THE letter from Sir James Scott Douglas, Bart. (issue dated 19th September), has indeed put into print what motor-racing enthusiasts everywhere must have thought.

To know that Juan Manuel is about again is the best news for weeks. His 1951 World Championship, coming as it did in the face of such tremendous opposition, must rank as a classic of all time, for we must remember that not only was he ranged against Ascari, Villoresi and Gonzalez, mounted on cars which had at long last found the measure of the Alfa, but also I suppose he was still second string to his team-mate, Farina.

RUSHDEN.

ROLAND E. BAYES.

London Rally

I AM pleased to inform you that my accident in the London Rally was not as serious as your reporter suggested. My co-driver had a cracked rib and I dislocated my shoulder.

I should like to thank those who gave or offered assistance and also the organizers and officials of this excellent event.

CHELTENHAM.

A. E. TUMIN.

Make Trials Cars More Like Sports-Cars

IN his article (AUTOSPORT, 26th September, 1952) Mr. Wharton seems to think that those who have advocated a change in the trials regs have a grudge against him personally and all other victors in trials. The inference is that people have been campaigning for a change in the regs which, they hope, will benefit themselves to the detriment of the regular winners of trials. Whatever the regs in force, whether the old or the new, or just a free for all, it will always be the best combination of man and machine that features in the awards lists.

I fully agree with your Editorial in the same issue that "petty-mindedness, jealousy, incessant grumbling and so on, have no place in our sport". The advocacy of a change in the regs has been put forward by many people with a genuine desire to keep the sport alive and to widen its appeal. It has been pointed out (and admitted) time and again, that the entry lists in trials are getting smaller and the reason is not that people are getting tired of the same names continually appearing in the awards lists, but that the type of "special" which is common in trials at present is useless for anything else; a factor which also has to be taken into account when considering expenses for a whole year. Some people will, no doubt, accuse me of harping on an old theme, but I see no reason why a trials motor should not bear a much closer resemblance to an ordinary sports-car, and for that reason I have supported the campaign for new regs. Trials are, after all, one form of sport to be indulged in with motor-cars so if a car is called a "sports" car it ought to be able to indulge in all forms of the sport—I pity the individual who would enter a "sports" car in a present-day trial.

Mr. Wharton gives his reason for adopting a trailer for his trials car, and therein lies a good reason for modified regs. If the regs had been laid down so that a special had to conform with orthodox layout, he would have found that he would have had room for dry clothing behind the seats, and that with a full-width screen and proper weather equipment his journey from Bristol to Sheffield would have been in comfort. (I completed the M.C.C. Daily Express Rally, and many other long-distance rallies and trials in my RBW last year in complete comfort and without getting wet.)

The new regs will, I hope, eliminate the absolute freak vehicle, but I note with regret that the seating position is still to be allowed as far back as before, so that the trials car will still be of little use in any other form of sport.

LUTON.

ROBIN N. RICHARDS.

Those Mysterious Fins

MANY readers have written to AUTOSPORT asking the purpose of the triangulated fins behind the front wheels which are found on several racing-cars today. These are merely anti-splash guards, and were believed to have been introduced by Alfa Romeo on the Type 159 on the suggestion of Felice Bonetto. On a wet circuit, they are extremely effective in preventing mud and spray being flung up by the front wheels, and possibly obscuring the driver's vision. They have been used on B.R.M., Ferrari, H.W.M., H.A.R. and others.—ED.

First

GERMAN
INTERNATIONAL500 c.c. ROAD RACE
GRENZLANDRING

1st

COOPER

John Cooper 102.64 m.p.h.

2nd COOPER

Eric Brandon

3rd COOPER

Stirling Moss

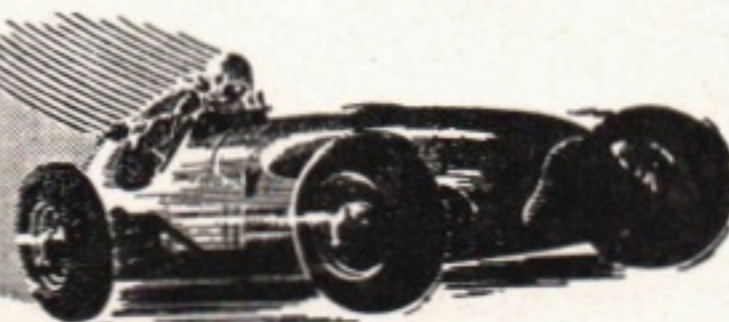
(Subject to Official Confirmation)

In winning the race, John Cooper driving the famous streamlined Cooper achieved the following:—

FIRST 500 c.c. car to win a race at over 100 m.p.h.

FIRST 500 c.c. car to lap a road circuit at over 100 m.p.h.
(his record lap was at 106.62 m.p.h.)

FIRST British car and driver ever to win a road race
at over 100 m.p.h.



using



MOTOR OIL

FUEL BY SHELL

News from the Clubs—continued

OXFORD UNIVERSITY MOTOR
DRIVERS' CLUB

THIS club is open to past and present members of the University, both owners and non-owners of vehicles, who have a genuine interest in motoring of any type. Regular meetings are held every Thursday during term at the "Dolphin and Anchor", which is situated near Folly Bridge.

The programme for the coming Trinity Term includes talks by several well-known motoring personalities, an annual dinner and film-show, a Closed Handicap Rally on 23rd November and invitations to compete in several events. The Hon. Sec., whose address is Jesus College, Oxford, would like to hear from prospective members who are desirous of competing in the Inter-Varsity Rally on 25th/26th October, so that teams may be formed.

New members are urgently required in order that the club may continue to exist. The subscription rates are 5s. entry fee, 10s. Annual Sub. for "Veteran" Members and 5s. Terminal Sub. for those who are "Up" at Oxford.

EASTERN COUNTIES M.C. SPRINTS

A SPRINT meeting will take place at Snetterton on 4th October, on a half-mile straight. This will be run under an R.A.C. closed permit, and supplementary regulations are available from H. F. Murland, 28a Church Street, Woodbridge, Suffolk.

SOUTHSEA M.C.

THE draft regulations for the Inter-Team Trial on 5th October were submitted to the R.A.C. for approval, but no confirmation was received in time to organize the event. In consequence it has been postponed pending notification from the R.A.C.

CORNWALL COUNTRY RALLY
(28th September)

PROVISIONAL RESULTS

Open Cars: 1, W. G. Brand (Healey), 49.7 marks lost; 2, S. G. Guttridge (A.F.S.), 49.9; 3, W. Marett (Singer), 50.6.

Closed Cars: 1, L. Chard (Ford), 48.5; 2, A. Sandicott (M.G.), 54.2; 3, C. Parsons (Ford), 58.4.

LAGONDA CLUB

EIGHTY-TWO Lagondas assembled for the Annual General Meeting and Concours d'Elegance at Thame. The Prix d'Honneur was won by J. G. Vessey's 1922 11.9; the 2-litre class by J. Hobly's 1932 2-litre, and the open class by Freeman Wright's 1937 4½ Rapide. At the A.G.M. the total membership was announced at 525. The spares registrar, Ivan Forshaw, told members that he had written no less than 1,700 letters in the previous year. The Club Officers were re-elected with the exception of Jeddere Fisher, who announced his resignation from the club. The new Competition Secretary will be Sqd.-Leader S. Wrexford Welch, M.R.C.S., 124 Clarence Gate Gardens, N.W.1.

COMING ATTRACTIONS

October 4th. Bristol M.C. and L.C.C. National Race Meeting, Castle Combe, near Chippenham, Wilts. Start, 1.30 p.m.

Waterloo and District M.C. Speed Trials, Altcar Rifle Range, Hightown, near Formby. Start, 2 p.m.
Lancs A.C. Davis Trophy Trial, Armagh and District M.C. Trial, Co. Armagh.

Leinster M.C. Vigzol Cup Trial, Eastern Counties M.C. Speed Trials, Snetterton.

Berkhamsted M.C. and C.C. Speed Party, Tewin Water.

October 4th/5th. Vintage S.C.C. Welsh Rally, Presteign, Radnorshire.

B.A.R.C. (S.W.) Rally, N. Devon. Start, Little Testwood Country Club, Totton, near Southampton, 9 a.m. Finish, Ilfracombe.

Hants and Berks M.C. Night Navigation Rally. Start, Elcot Park, Newbury-Bath Road.

Fernie C.C. Trial, Cotswolds.
Riley M.C. Rally, Lake District.
Cambridge 50 C.C. Night Trial.
S. Caernarvonshire M.C. Rally, N. Wales.

October 5th. Coupe du Salon (S, T.), Monthéry, France.

Giro d'Italia (S, T.), Italy.
Blackburn Welfare M.C. Race Meeting, Brough, E. Yorks. Start, 12.30 p.m.

Hagley and District L.C.C. Trial, Worcs.

N. Devon M.C. Trial, N. Devon.
Civil Service M. Association Trial, Wolseley Hornet Special Club Midland Rally, Atherstone Airfield, near Stratford-on-Avon. Start, 11 a.m.

Horsham and District M.C. and L.C.C. Jackson and Latilla Cups Trial, Petworth, Sussex.

Aston Martin O.C. Surrey Rally and Treasure Hunt. Starting point, "Whyte Harte", Bletchingley.

October 9th. Jersey M.C. and L.C.C. Sprint Meeting, St. Ouen sands.

MORGAN 4/4 CLUB

THE second annual night rally will take place on 29th/30th November. There will be four starting points, namely, Hertford, Gloucester, Manchester and Burton-on-Trent. All routes will converge on Leicester.

The second annual driving tests will happen on 12th October, at the Pershore C.W.S. Lorry Park, Pershore, Worcs.

NORTH MIDLAND M.C. TRIAL

A SEMI-SPORTING trial for standard sports-cars and saloons, over a route which is entirely non-damaging, is the fare for members of the North Midland M.C. in the Hopkinson Cup Trial which starts from the Devonshire Arms Hotel, Baslow, at 2.30 p.m. on Sunday, 19th October. The course is under 40 miles long and driving tests are to be kept to a minimum. A good entry is anticipated in the two classes—Open Cars and Saloons, and besides the Hopkinson Cup

for Best Performance of the Day, there is the Harrison Trophy for the best car in the opposite class. There are also awards for second and third in each class. Provisional results will be announced shortly after the finish, which is also at the Devonshire Arms.

Entries (not later than 17th October) to the Secretary of the Meeting, R. C. G. Costigan, of 175 Somersall Lane, Walton, Chesterfield.

HANTS AND BERKS
DRIVING TESTS

ON Sunday, 12th October, the Hants & Berks M.C. will hold a Driving Test meeting at California-in-England, near Wokingham, Berks, commencing at 11 a.m.

BOREHAM MEMBERS' MEETING

ON Saturday, 18th October, the Boreham three-mile circuit will be the scene of the West Essex C.C.'s first Members' meeting, comprising a series of five-lap races for saloons and sports-cars.

Entries must reach F. G. Crossley, c/o 179 Chigwell Road, South Woodford, London, E.18, by 11th October.

B.A.R.C. (S.W. CENTRE)

FINISHING point for the North Devon Rally on 4th/5th October will be Ilfracombe, and not Bideford as announced.

MID-CHESHIRE C.C.

POOR attendances at recent standard car trials organized by the Mid-Cheshire C.C., prompted the club to put on a half-day outing with a number of tests not involving a time factor, to encourage entrants who are apparently frightened off by the name "trial". This was called a Mystery Run, and so successful was it that a more ambitious and similar event will be staged on 26th October, in place of the Standard Car Trial already booked for that date.

CLUB FIXTURES

West Essex C.C.—Dance, 3rd October, Ye Olde King's Head.

Cornwall Vintage C.C.—Meeting, 3rd October, Chiverton Arms, Blackwater, 8 p.m.

"W.O." Club.—Social Evening, 4th October, Cross Hands Hotel, Chipping Sodbury, Glos. (After Castle Combe.)

Bentley D.C. (Mid-West).—Meeting, 4th October, Bacon Arms Hotel, Newbury, Berks, from 7 p.m.

N. London M.C.—"Scrounge" Run, 5th October. Start, Hadley Highstone Sliproad, Barnet, 2.15 p.m.

Welsh Counties C.C.—Meeting, 6th October, Albert Hotel, St. Mary Street, Cardiff.

750 M.C.—Meeting and Film Show, 6th October, Abbey Hotel, N. Circular Road, Stonebridge Park, N.W.10.

Wolseley Hornet Spl. Club.—Meeting, 6th October, Railway Tavern, Bollo Lane, Chiswick, 7.30 p.m.

Vintage S.C.C.—Second Thursday Meeting, 9th October. Midland Section: Red Lion, Church Street, Birmingham; Northern Section: The Wheatsheaf, Baslow, Derbyshire.

Sunbac.—Talk by Sgt. Barton, Dist. Traffic Officer, 9th October, Boar's Head.

News from the Clubs—continued

PLYMOUTH M.C.

THE Combined "Marina and Turnbull" Challenge Trophy Trials, for Standard Production Saloon Cars, were held by Plymouth Motor Club on 21st September, in conditions which led to the competitors arriving at the final check point at Slapton, with their vehicles mud-bespattered and shorn of the pristine beauty displayed at the start, at Central Car Park, Plymouth.

Just enough rain had fallen overnight to make some parts of the course decidedly tricky, and as one or two of the hills used are noted for their unpredictable condition, considerable skill was necessary to climb successfully.

The three driving tests, cunningly placed to make the most of awkward corners and gradients took their toll of failures, but with tea at Slapton, an always popular rendezvous, most drivers struggled on.

RESULTS

"Marina" Trophy (Best Standard Production Sports Car): W. C. Marett (Singer Roadster), 66 marks decided on special test.

Runner-up: L. B. Fredman (Singer Roadster), 66.

Class II Award: A. L. Chard (Ford saloon), 65.

"Turnbull" Trophy (for saloon cars): A. L. Chard, 65; Mrs. J. M. Hussell, 63; B. K. Harper, 55.

Winning Team: L. B. Fredman, W. Roseveare, W. C. Marett.

PLYMOUTH "200"

PLYMOUTH MOTOR CLUB'S "200" Challenge Trophy Trial has now been definitely fixed for 16th November, and the Car Competition Committee are sitting with ice bags on heads, organizing and trying to find a suitable course for this B.T.D.A. event. Regulations can be obtained from the new Car Competition Secretary, L. B. Fredman, 91 Efford Road, Plymouth.

The Annual Dinner, Dance and Presentation of Awards will take place on 5th December, and the last event of 1952, the "Mancunian" Trophy fully sporting-car trial, 14th December.

JERSEY 50-MILE RACE

THE Jersey M.C. & L.C.C. have been fortunate this year in having good weather for all of their events. The sand-race meeting at St. Ouen on 25th September saw the first break in their run of luck. A south-westerly wind of almost gale force blew throughout the event. Miniature sandstorms swept across the course, blinding spectators and stinging the faces of the drivers. The cars also suffered and pit stops were frequent.

Conditions did not improve and when the "50" Mile Car Race started the weather was at its worst and for a short period rain fell making driving an arduous business. The drivers did their best, most did better than they expected, and the spectators—of whom there was an extremely large number—must have been filled with admiration. Wet sand

pulling at the wheel, blinding sand from the car in front, fighting all the time and trying to go faster and faster. It was certainly a fight against odds!

There were 15 cars in the massed start and as they waited there was a lull, the wind seemed to hold itself, but not for long; as the cars streaked away the wind lifted the surface of the sand and cars disappeared from sight. Here and there a bonnet could be seen, drivers with their faces covered by goggles and handkerchiefs peered forward, urging more and more speed.

Frank le Gallais, in his Sand-hopper, was scratch and really set a scorching pace, as also did W. D. W. Knight (L.T.S.I.), also from scratch. First car to hit trouble was W. J. Reynolds (Taylor Special), but high-speed pit work quickly got the car back on the circuit. Other cars soon called at the pits; some remained, others went on.

Amongst those who were going

extremely well was B. J. Jones (Jaguar Special), who had previously won this race in 1948, 1950 and 1951, three times out of four attempts and a firm favourite for the 1952 race.

Frank le Gallais, who had really got the best out of his car, was forced to retire at half-distance. W. D. W. Knight retired with engine trouble after 40 laps.

The field had thinned out under the gruelling pace. W. Alluto in his A.F.S. held the lead for some time, but eventually lost it to D. J. Vardon (V.M. Special). B. J. Jones then held second place. P. Chapman (Austin) also passed Alluto to take third place.

RESULTS

1, D. J. Vardon (1,800 V.M. Special) [three laps credit]; 2, B. J. Jones (1,776 Jaguar Special) [two laps credit]; 3, P. Chapman (747 Austin) [four laps]; 4, W. Alluto (1,172 A.F.S.) [seven laps]; 5, J. Gray (747 Austin) [nine laps].

"AUTOSPORT" DIRECTORY OF THE CLUBS—14

British Automobile Racing Club

(Founded 1912 as Cyclecar Club, later Junior Car Club)



President: His Grace The Duke of Richmond and Gordon.

Chairman: Professor A. M. Low, D.Sc., A.C.G.I.

Open to: Holders of driving licences.

Caters for: All persons interested in motor sport.

Principal Events:

Goodwood International Race Meetings: Easter, Whitsun, August, September.

Goodwood Club Meetings: Three annually.

Eastbourne Rally.

Midnight Concours d'Elegance.

Concours de Confort.

Joint organizers of the Jersey International Road Race.

Headquarters: 55 Park Lane, London, W.1.

Meetings: Social events, film shows, dinner/dances, etc., as announced in Bulletin.

Bulletin: B.A.R.C. Gazette. 32 pp., illustrated. Bi-monthly.

Whether Associated with R.A.C.: Yes.

Approximate Membership: 5,300.

Prominent Past or Present Members: All the best known motor-racing drivers are, or have been, members of the B.A.R.C., which was formerly the Junior Car Club, e.g., Segrave, Campbell, Eyston, Lord Howe, and practically all the current generation of British racing drivers.

Annual Subscription and Entry Fee: Entry Fee, 10s. 6d. Annual Subscription, £1 11s. 6d.

Branch Secretaries:

Yorkshire: S. G. Haithwaite, Castle Hill, Bardsley, Nr. Leeds.

North-Western: J. R. Inkester, 216 Wallasey Road, Wallasey, Cheshire.

South-Western: Gordon Holland, 14a City Road, Winchester, Hants.

East Sussex: R. L. J. Ticehurst, 77 Peppercombe Road, Eastbourne.

General Secretary: H. J. Morgan, British Automobile Racing Club, 55 Park Lane, London, W.1. Telephone: GROsvenor 4471/2.

AUTOSPORT

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ALLARD

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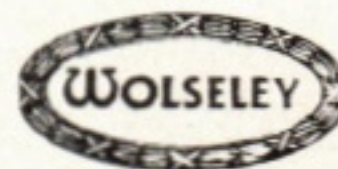
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