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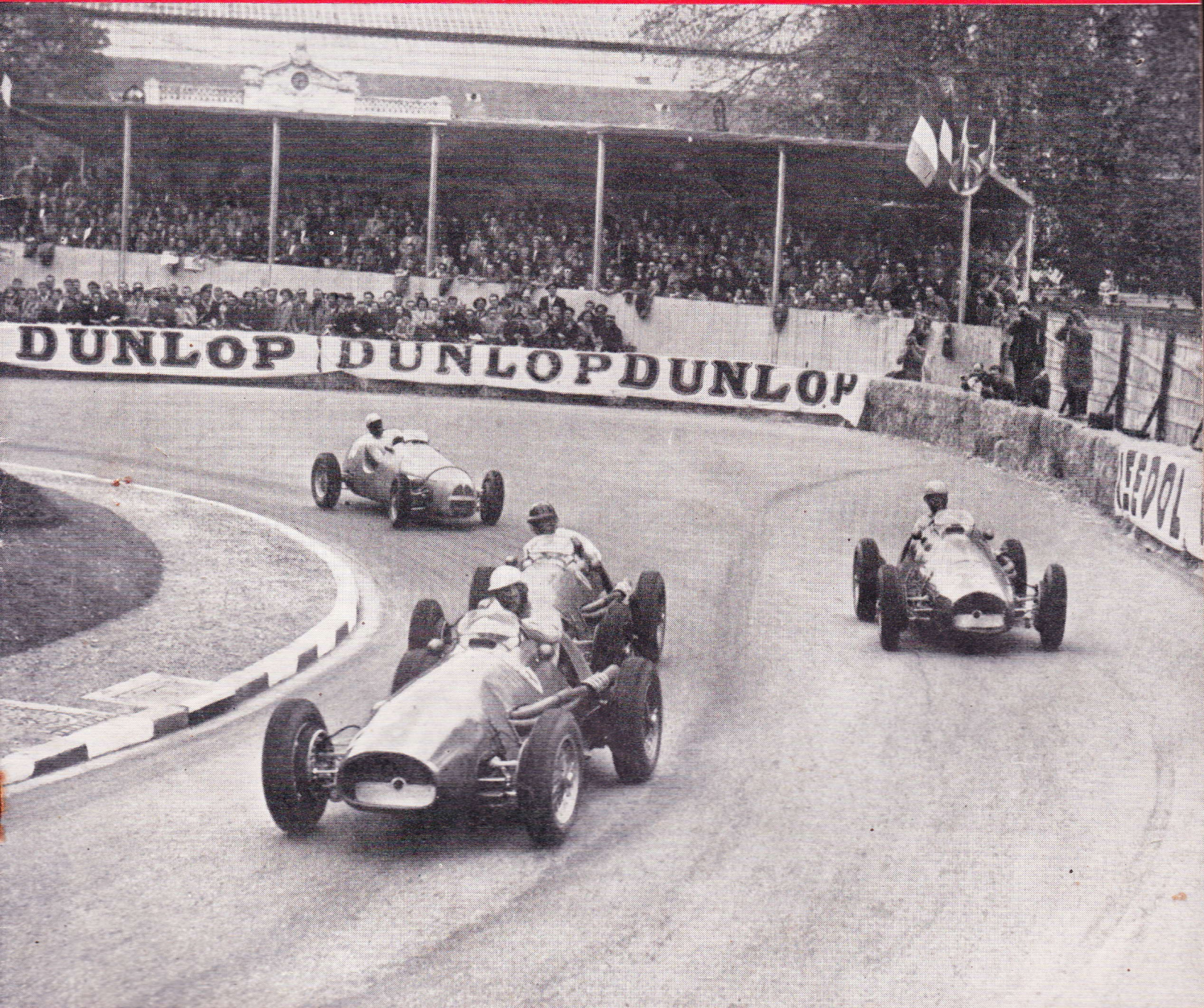
APRIL 24, 1953

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EVERY FRIDAY

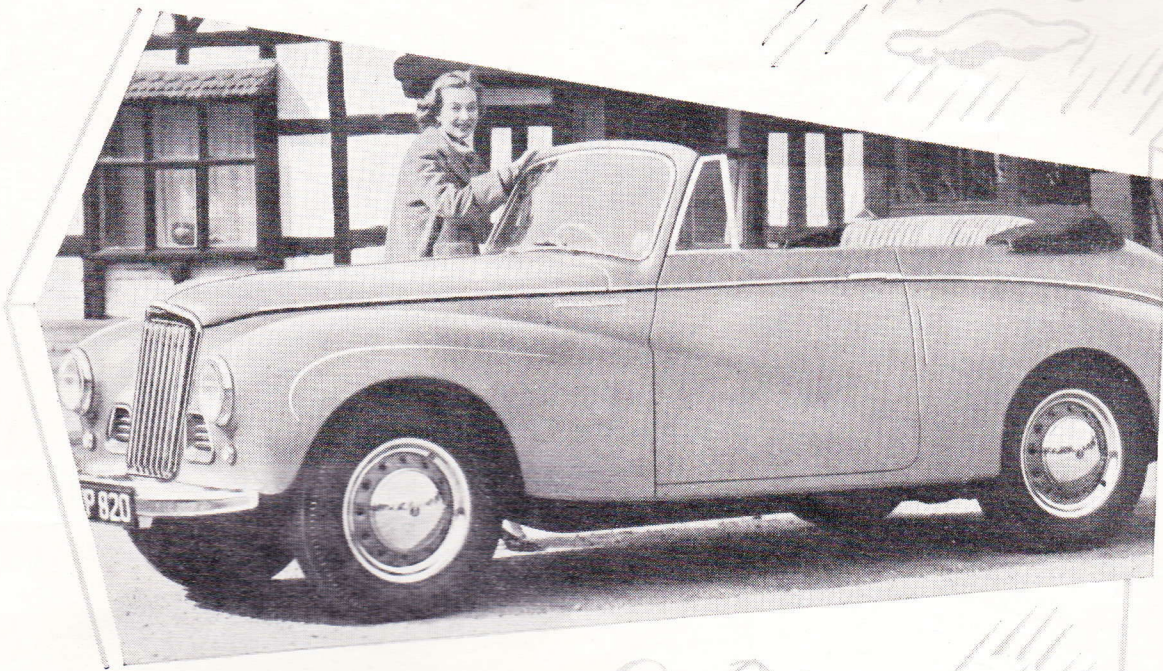
Vol. 6 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY



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NEW LANCIA MODELS : THE LITTLE RALLY : WEEK-END CLUB EVENTS : NEW CAR PRICES



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90's

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as standard equipment.

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MINTEX Brake and Clutch Liners are manufactured by British Belting & Asbestos Ltd.,
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 6 No. 17

April 24, 1953

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NOTICES

Published every Friday by AUTOSPORT
159, Praed Street, London, W. 2

Editorial and General Office

PADDington 7673

Advertisement Department

PADDington 7671-2

General Manager: PETER BAYLEY

Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.

Direct from the Publishers or all Newsagents

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EDITORIAL

THE new sports and touring car regulations for competitions, which have just been approved by the C.S.I., to take effect as from 1st January, 1954, contain several debatable provisos. A most curious decision is to permit the use of any type of fuel in the sports car category. Surely this is against the whole principle of sports car competitions? One of the main attractions of this form of motoring sport is that the engines used can be, and are, developed as future production power units. If success is obtained by the use of special chemical fuels not available to the general public, then much of the publicity value of sports car racing will be lost. It will, to all intents and purposes, become practically formula Grand Prix racing with road-equipped machines, and as such will not contribute very much to the development of engines to be sold to non-racing purchasers. AUTOSPORT is convinced that the leading manufacturers, without whose support it would be difficult to maintain full-scale International sports car racing, will not welcome the idea of no fuel limitations. After all, they regard motor racing as the best medium for publicizing and proving their products, and they will not be inclined to race machines which owe most of their performance to the use of "dope". It is to be hoped that certain Continental race organizers, in their desire to attract as fast sports cars to their events as possible, have not been allowed to influence delegates to the C.S.I., and possibly put the entire future of International sports car racing in jeopardy.

* * *

TOURING cars have also been defined by the C.S.I. Absolutely no modifications whatever are permitted which will affect performance. As at least 1,000 identical vehicles (500 if over 2-litres) have to be built in a 12-months' period before a vehicle is eligible to compete in the International Touring Category, manufacturers cannot introduce new models via competitions until the requisite number of machines have been constructed in accordance with the regulations, unless they are prepared to enter them in the modified production touring car class—a category which organizers of events such as the Monte Carlo Rally will choose to ignore. This means, in effect, that if a certain popular model appears at Motor Show time with modifications calculated to improve the performance, even if the modifications are of a minor nature, then the car cannot be accepted in the International Touring Category until sufficient numbers of similar vehicles have been produced to satisfy the regulations. The clause may not trouble the makers of quantity-produced cars who can ensure that the requisite number of cars has been built before announcing any alterations. However, it is rather hard on smaller concerns which have limited production facilities!

OUR COVER PICTURE

GRAND PRIX: Farina is tailed by Mike Hawthorn, whilst Ascari takes it wide soon after the start of the recent Pau G.P. Jean Behra (Gordini) is in pursuit of the three Ferraris.

PIT AND PADDOCK

FRANCO ROL was seriously injured when he crashed during the recent Tour of Sicily race.

OSCA, V-12, 4½-litre, ex-FI chassis has been fitted with a Zagato coupé body for sports car events.

NEW 2½-litre, four-cylinder, sports-racing Ferrari has successfully undergone tests at Monza. It will be seen in the Nürburgring "1,000 Kilometres".

ROBERT MANZON'S decision to quit the Gordini team was entirely due to his own wish to give up G.P. formula racing. He is taking part in sports car events with a Lancia Aurelia (Ecurie Provence).



Ken Best, formerly with the "Daily Express", has been appointed Competitions Manager for National Benzole.

MERCEDES-BENZ will probably return to sports car racing, as well as the *grandes épreuves* in 1954. It is reported that they will take part in the next Sebring 12 Hours Race (6th March, 1954).

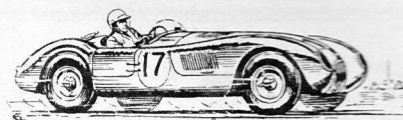
TARUFFI, driving his famous Tarf 500 fitted with a four-cylinder Gilera engine, has claimed a new International Class I Record for 50 kilometres, at an average speed of 166.42 k.p.h. (105.51 m.p.h.), on the Appian Way. The record was formerly held by John Cooper with 159.081 k.p.h.

UNIVERSITY MOTORS, LIMITED, announce that Mr. C. H. Singer has been appointed Assistant Sales Manager, Private Cars, at their showroom at Stratton House, 80 Piccadilly, W.1. He has been representing University Motors, Limited, in London, Home and Eastern Counties in their Bristol Wholesale Department.

L. F. WARD, LTD., of Hanover Court Yard, Hanover Street, W.1, have opened new showrooms at Grange Road Garage, Grange Road, Thornton Heath, Surrey.

CASTROL have now issued a lubrication chart for the Austin A.30. Copies, measuring 22 ins. by 17 ins., are available free on request from C. C. Wakefield & Co., Ltd., Grosvenor Street, London, W.1.

R. A.C. will be issuing yellow tinted headlight discs to all members applying for Continental touring documents, to comply with French law. Police and drivers in France feel very strongly about untreated white lights carried by foreign cars, and would like to see the yellow anti-dazzle discs legalized in other countries.



B.R.D.C. "DAILY EXPRESS" SILVERSTONE ENTRIES

International Trophy

A.F.M., Hans Stuck. **Alta-Bristol**, Joe Kelly. **Aston-Butterworth**, Bill Aston. **Alta**, Tony Gaze. **Cooper-Alfa**, Alan Brown. **Cooper-Alfa**, Stirling Moss. Tony Crook, Peter Whitehead. **Cooper-Bristol**, Eric Brandon, Bob Gerard, Ken Wharton. Tom Cole, Archie Bryde, Ninian Sanderson. **Connaught**, Roy Salvadori, Ken McAlpine, John Claes, X. J. Lyons, Leslie Marr, Ian Stewart, Tony Rolt. **Emeryson-Aston**, Paul Emery. **Ferrari**, Mike Hawthorn, Bobbie Baird. **Frazer-Nash**, Bill Skelly. **Gordini**, Jean Behra, Maurice Trintignant, Harry Schell. **H.W.M.**, Duncan Hamilton, Jack Fairman. George Abecassis, Peter Collins, Frank Curtis. **H.A.R.**, Horace Richards. **Kieft**, André Loens. **Maserati**, E. de Graffenried, B. Bira. **Rover**, Gerry Dunham. **R.R.A.**, Geoff Richardson. **Veritas**, G. de Kando. **Oscar**, Louis Chiron. **Ferrari**, Louis Rosier.

Formula 3

Cooper, Stuart Lewis-Evans, Don Truman, Don Gray, J. W. Burgoyne, A. J. Nurse, Stirling Moss, Frank Bacon, Alex McGlashan, Ninian Sanderson, Alan Brown, David Clarke, Eric Brandon, Hon. E. G. Greenall, George Wicken. **Erskine Staride**, Reg Bicknell. **C.B.P.**, T. J. Clarke. **Emeryson**, Paul Emery. **Grose**, Bill Grose. **J.B.S.**, Alan Moore. **Kieft**, Charles Headland, Don Parker, Bill Nicholson, André Loens, B. Ecclestone. **Leston Special**, Les Leston. **Mackson**, Arthur Gill. **Smith**, Ken Smith. **Tiger Kitten**, Clive Lones. **Wasp**, Jock Moor. **Cooper**, L. Lewis-Evans.

(Continued on page 519)

SPORTS AND TOURING CARS

C.S.I. Define Categories in International Events —Any Type of Fuel Permitted in Sports Car Class

AT the recent meeting in Paris, members of the C.S.I. at last agreed upon the regulations defining sports and touring cars in International events, as from 1st January, 1954. Briefly these are as follow:—

Production Touring Cars

Bodywork must be of closed or convertible type built to a definite series. For engines up to 2,000 c.c., at least 1,000 examples must have been built in a 12 months' period, and, over 2,000 c.c., at least 500 examples. Two-seater bodywork permitted up to 1,100 c.c.; over 1,100 c.c., at least four seats to be provided. No modifications whatever permitted likely to affect the performance of the vehicle. *Pump fuel only: maximum octane rating, 85.*

Modified Touring Cars

Regulations as for preceding category, but modifications permitted to mechanical components. These will have to be listed on entry forms for events, by all competitors. *Pump fuel only.*

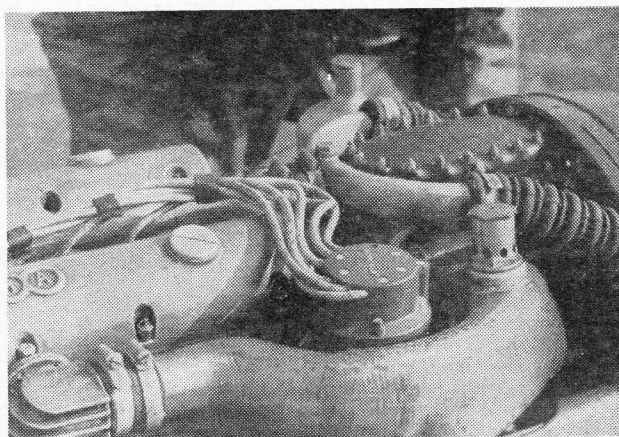
Production Sports Cars

At least 100 examples must have been constructed in a 12 months' period. *Pump fuel only.* Bodywork to be constructed either by manufacturer, or by coachbuilders contracted to do so. Bodies must conform to the requirements of Appendix C in the Sporting Code.

Sports Cars

Regulations as contained in Appendix C of the Sporting Code. *Any type of fuel may be used.*

GIANT PUFFER:
The enormous Wade supercharger which is now fitted to Peter Walker's Cooper-E.R.A. for sprint and Formule Libre events.



SPORTS-NEWS

GERMANY'S CHAMPIONSHIP RALLY

REGULATIONS have been issued by the A.D.A.C. for the 3rd International Travemünde, which takes place from 3rd to 7th June. This event ranks for marking towards the European Touring Championship. It comprises a 30 Hours run to Freiburg from any one of nine starting points: Aarhus, Bremen, Brussels, Clermont-Ferrand, Florence, Graz, Monte Carlo, Opatija or Paris, competitors reporting at as many as possible of 42 established control points en route.

A Hill-Climb at Freiburg is followed by a 450 km. Regularity Test, an acceleration and speed test on the Ingolstadt-Munich autobahn, and a 24 hours long-distance test, from Munich to Travemünde, where a final technical inspection concludes the Rally.

Regulations and entry forms are obtainable from the R.A.C., or from the A.D.A.C., Koniginstrasse 11a, Munich 22, Germany.

THE BELGIAN "24"

A HANDICAP class for all competitors will be an innovation in the Belgian 24 Hours race for sports and touring cars on 25th/26th July. The organizers plan to adopt a novel method of scoring which will enable spectators to follow the progress of the handicap without the usual confusion in this type of event. Cars will be required to cover a certain minimum number of laps according to their capacity and type, this number being indicated in black figures on the scoreboard at the start

of the race. As a car progresses through the field the number of laps on the scoreboard will decrease until the minimum is achieved, its advance thereafter being recorded by progressively mounting figures in red. Naturally the car with the highest figures in red at the end of the 24 hours will be the handicap winner.

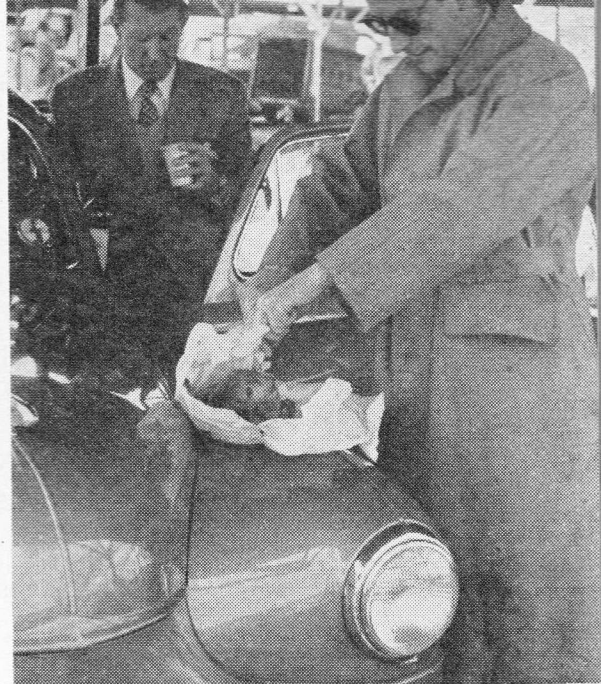
Other classifications in the race will be on distance covered during the race, by sports cars and touring cars of varying capacities. The outright winner will be that car which covers the greatest distance of all, irrespective of capacity or class.

At least 25 examples of any type of sports car entered must have been manufactured prior to 1st June, 1953; in the production car classes, the regulations require that, for vehicles of under 2 litres, at least 1,000 examples of the type entered must have been built, or, in the case of over 2-litre vehicles, a minimum of 500.

The entry list for the Belgian 24 Hours Race, organized by the R.A.C. Belge, Brussels, closes on 6th June.

AUTOSPORT SOUVENIR PHOTOGRAPHS

MANY enthusiasts wish to possess a permanent record of important motor races. To enable them to do this, AUTOSPORT has decided to make available, at specially reduced rates, souvenir sets of photographs taken by staff cameramen. Each set will consist of 8, fully-captioned, 8 ins. x 6 ins. photographs; the cost per set will be



VITTLES: An Easter Goodwood picture showing Tony Rolt determinedly tackling a chicken on the wing of a Vanguard, while Rob Walker quenches his thirst.

£1 1s. First set available is a record of the B.A.R.C. International Meeting at Goodwood on Easter Monday. Photographs include Taruffi at the wheel of the Thin Wall Special Ferrari, and action shots of Ken Wharton (B.R.M.), Baron de Graffenried (Maserati), Ron Flockhart in the ex-Mays E.R.A., and Stirling Moss (Cooper) duelling with Reg Bicknell (Staride).

The next souvenir set of AUTOSPORT photographs will be a record of the B.R.D.C. Daily Express International Trophy Meeting at Silverstone on 9th May.

In practically all cases, photographs in the souvenir set will not have been published before.

MONTLHERY RACE MEETING

SPARKEN'S DB2 Aston Martin which won the 2-3-litre production class in the sports car race meeting at Montlhéry on 12th April, beat a 3-litre Delage driven by Eminente and a supercharged Peugeot. By exceeding the speed of the over 3-litre class-winning Delahaye the British car won on general classification.

The sports car events resulted in further Gordini victories, F. Bordoni, the erstwhile Osca driver, winning the over 2-litre class from Pagnibon's Ferrari and Blanc's Talbot, whilst Bourély in the 1½-litre Gordini easily headed a Veritas, a BMW and a Ferrari in the 2-litre class. In the 750 c.c. category, Orsetti's Giaur from Italy was beaten by a Dyna-Panhard driven by Chancel.



JUGOSLAV ISSUE:

Four new stamps of interest from Yugoslavia, three to commemorate the International race meeting due to be held in May and one, depicting a 1½-litre M.G., publicizing the second Adriatic Rally. The car on the 50 dinar stamp (bottom, left) closely resembles the Ghia Chrysler. Photo was sent by Whitfield, King and Co., Ipswich philatelic experts.

LANCIA'S LAUNCH "1100"

New 1.1-litre "Appia" Model—2.5-litre Engine for "Gran Turismo" Aurelia

DURING a recent visit to the Lancia factory at Turin, I was privileged, by courtesy of Lancia's Commercial Director, Sig. Japelli, to have a preview of the new models which were revealed to the public last Tuesday at the opening of the 1953 Turin Motor Show.

An entirely new design is the 1.1-litre Appia, scheduled to replace the 900 c.c. "Ardea". Its combined chassis and body unit follows closely on "Aurelia" practice, and the complete car has the appearance of a miniature edition of that model. The four-door pillarless saloon body gives extremely adequate and comfortable accommodation for four persons, and the interior finish, if austere by British standards, is well up to current Continental requirements, and includes a Smith's heater of the recirculating type. The luggage compartment is very capacious for so small a car. (Wheelbase, 8 ft. 1½ ins.; overall length, 12 ft. 8 ins.)

Front suspension follows the classical Lancia arrangement, employing totally enclosed vertical coil springs. The rear axle is a conventional live unit, with differential driven by an open propeller shaft with two universal joints. This unit is located by, and suspended on, semi-elliptic springs, damped by vertically mounted telescopic shock absorbers, which may be adjusted from inside the luggage compartment. Brakes are hydraulic all round.

The power unit is typically Lancia in its arrangement of the four cylinder

THE CAR: (Right) The new Lancia Appia saloon, which replaces the "Ardea" and resembles a scaled-down Aurelia.

THE ENGINE: (Below) Typical of Lancia practice, the power unit is a narrow-angle Vee. The detachable head is of light alloy. Gear-driven camshafts, one each side, operate the o.h.v. via pushrods and unequal length rockers.

bores in a 10° angle staggered V4 in monobloc, but in other respects it breaks new ground. An aluminium alloy sump and crankcase carries a separate cast iron block, with cylinder bores of 68 mm. diameter, which coupled with a stroke of 75 mm. provide a cubic capacity of 1,089.6 c.c. The crankshaft is counterbalanced and carried in shell bearings. There are two camshafts placed in the block, one on each side of the crankshaft and gear-driven from its front end. These camshafts operate the valves through hydraulic tappets and pushrods and an ingenious arrangement of unequal length rockers, whereby all four inlet valves are operated from the offside camshaft and all four exhaust valves from the nearside. These rockers operate on twin rocker shafts carried on a light alloy head, embodying hemispherical combustion chambers. The compression ratio is 7.4 : 1, and 38 b.h.p. is produced at 4,800 r.p.m., using a single downdraught Solex carburettor.

The four-speed gearbox, with synchromesh on the upper three ratios, is bolted to the bell housing immediately behind the single dry plate clutch, and controlled from the steering column.

Performance claims made by the Lancia Company are normally conservative, and the Appia is said to have a maximum speed of 75 m.p.h. and an average fuel consumption of 35 m.p.g., with a kerb weight of 16 cwt.

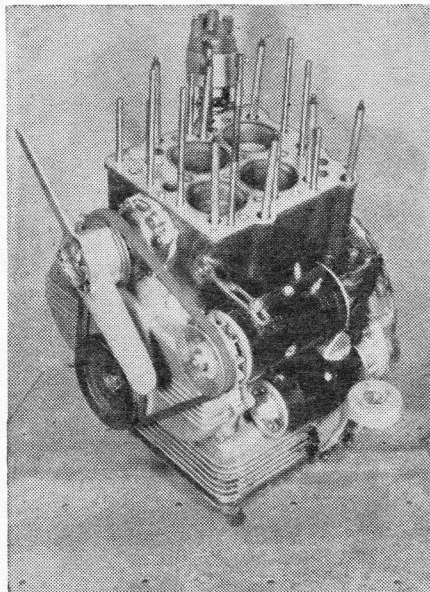
Although the car is initially to go into production as a non-sporting family saloon, its heredity, design and potential performance will doubtless lead to its early development for competition use.

The latest "Gran Turismo 2,500" has no chassis changes, and only very slight modifications to the body. There are detail changes in the rear wing shape, and in the head-lamps, and their mountings in the front wings.

The engine has, however, been enlarged to 2,451 c.c. (78 mm. by 85.5 mm.), against the old capacity of 1,991 c.c. (72 mm. by 81.5 mm.). This has been achieved by boring out the existing block, but a new, longer throw crankshaft has, of course, been necessary. The cylinder head has been slightly modified to improve breathing characteristics, and a Weber double choke carburettor is used. On a compression ratio of 8.1 : 1, the power output is 118 b.h.p. at 5,000 r.p.m. The torque curve is very good throughout the range, 2,000/5,000 r.p.m., reaching its maximum of 134.5 ft./lbs. at 3,600 r.p.m., at which speed the engine produces 94 b.h.p.

When one remembers the performance achieved by the 2-litre model B20 Gran Turismo on 80 b.h.p. (latterly increased to 90 b.h.p.), it is obvious that the new car will be outstandingly potent. The makers claim a maximum of 115 m.p.h. in full touring trim, and as the kerb weight of 22 cwt. gives over 100 b.h.p./ton, acceleration should be of a very high order.

The so-called works competition team is actually operated by a separate organization: "Scuderia Lancia", which, however, enjoys considerable works backing. For the time being it is using the G.T. 2,500, presumably with further tuning and enhanced power output. We have already heard of Taruffi's battle with Villorresi's 4.1-litre Ferrari in the tour of Sicily, and after his retirement Valenzano took another G.T. 2,500 into second place. Great secrecy surrounds the experimental 2.9-litre car which has been entered for Le Mans, but rumour suggests that it may be a V.8.



During my visit to the Lancia works, no example of the G.T. 2,500 was available for test, but I did enjoy a short drive in the latest and fastest of the standard four-door Aurelia saloons. This is the model B22, equipped with a 1,991 c.c. engine giving 90 b.h.p. at 5,000 r.p.m. with the aid of a compression ratio of 7.8 : 1 and a Weber double choke "40 DCF 5" carburettor. The final drive ratio has been raised to 9/40, giving overall ratios of 3.82, 5.55, 8.17 and

12.70 : 1. Larger (Gran Turismo) brakes are fitted to cope with the increased performance.

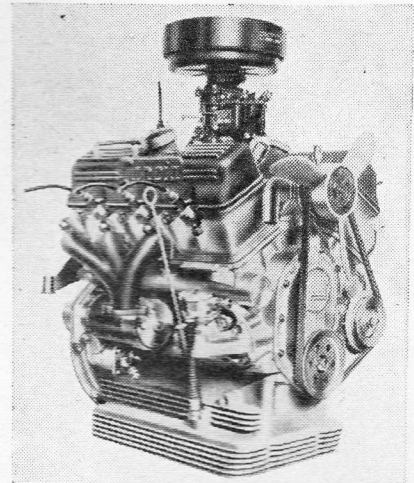
Maximum speed is a genuine 100 m.p.h., and 5,000 r.p.m. in the indirects gives 30, 46 and 68 m.p.h. The kerb weight is only 22½ cwt. Thus there is available a power/weight ratio of nearly 80 b.h.p./ton, and this, coupled with a fairly good aerodynamic shape, and road holding and brakes of the highest order, gives a road performance fully justifying the maker's remarks on the B22, to the effect that it has "... a very strong appeal to the motoring 'connoisseurs', who, whilst not intending to give up the full comfort of conventional bodies, require the performance of their cars to go very near to that of a sports one".

After Lancia's Sig. Brosio had given me a most masterly exhibition of the car's capabilities, including an indicated 165 k.p.h. on a far from good surface, with both hands off the wheel, in the very outskirts of Turin, my few miles at the wheel served but to stimulate an already whetted appetite!

Only snap impressions are possible: flexibility, as low as eight-tenths m.p.h.

in top gear, is extraordinary, but the engine really begins to bite at about 2,500 r.p.m., and one must therefore use the gearbox to enjoy real performance. The engine is dead smooth throughout its whole range, and reasonably quiet. An almost complete absence of wind noise resulted in the quietest 100 m.p.h. that I have ever experienced. The steering column change is very solid, and it seems almost impossible to "beat" the synchromesh with normal driving methods, even when dropping from top to second at 30/35 m.p.h. Steering is very light and sensitive and completely free from back-lash, but the car steers a straight line "hands off", even over villainous pot-holes at 60 m.p.h. I had no opportunity to "dice" the car, but even so short an acquaintance convinced me that the B22 Aurelia would respond to any reasonable (and probably most unreasonable!) demands.

Of course, there are no polished walnut veneers, and the upholstery is cloth, but something must be sacrificed when such a thoroughbred can be bought in its native country for the equivalent of little more than £1,000! PETER S. HUGHES.



PLUS 460 C.C.: The engine of the "Gran Turismo" Lancia has been enlarged to 2,451 c.c. by enlarging the bores and using a longer throw crankshaft. 118 b.h.p. at 5,000 r.p.m. is realized.

CEYLON'S EASTER HILL-CLIMB

A COOPER 500, driven by A. E. F. Filby, broke the Mahagastota hill-climb record with a time of 47.7 secs. at the Ceylon Motor Sports Club's annual Easter Sunday meeting. The course is on a tea estate road a few miles from Nuwara Eliya, one of Ceylon's coolest hill stations and a fashionable resort.

There were events for motor-cycles, production, sports and racing cars. Best sports car was A. D. Brooks's M.G. TC, whilst a Peugeot driven by Wally de Zylva returned best stock car time.

* * *

THE FIRST CRYSTAL PALACE MEETING

FOUR races, one each for 500 c.c. cars, Formula 2 cars, 1½-litre supercharged racing cars, and unblown sports cars 2-3½ litres, will form the B.A.R.C.'s programme at the revived Crystal Palace circuit on Whit Monday, 25th May.

When the London 2-mile circuit first came into use early in 1937, the opening event was the Coronation Trophy, contested in two heats and a final, and by a coincidence it is again with a Coronation Trophy race, also in two heats and a final, that the course is being re-opened in 1953. This time, however, the event is for Formula 2 cars, and with the support of the three other races, a very good day's racing should result.

As has already been announced in these pages, the circuit has been modified by the construction of a link road between the old Fisher-

man's Bend and Stadium Dip, which eliminates a very serpentine and slow section and reduces the lap distance from two miles to 1.39 miles. This should also raise the lap speed very considerably; the record for the old course stands to Raymond Mays in R4D, his famous 2-litre E.R.A. now owned by Ron Flockhart.

The Formula 2 race on Whit Monday will be run in two 10-lap heats and a 10-lap final; other events will each be over 10 laps. Regula-

tions and entry forms are now available from the B.A.R.C. The entry list is open until Monday, 4th May.

* * *

DISC BRAKES

OWING to transposition of a caption, the photograph in last week's issue, purporting to be of the Thin Wall Special Ferrari disc brake, actually showed the normal Maserati unit, as fitted on Baron de Graffenried's machine.

THE TULIP RALLY

THE fifth International Tulpen-Rallye starts this Sunday from The Hague, London, Brussels, Basle, Paris, Hamburg and Stuttgart. The entry of 269 cars, includes 66 British crews, the majority of whom have chosen the London starting point.

Amongst the well-known Continental rally drivers taking part are: Maurice Gatsonides (Ford Zephyr), Graaf van Zuylen van Nijvel (Javelin), A. J. M. van der Lof (M.G.), Greta Molander (Saab), K. S. Barendregt (Simca), W. Grosogeat (Panhard), Mme. Hammer-sley (Peugeot), M. Damonte (Fiat), A. Bossetti (Alfa Romeo), J. A. O. Herzet (Ferrari), Marcel Becquart (Javelin), F. van der Kaart (Porsche), Mme. Sigrand (Renault), W. Engel (Porsche) and G. Seibert (Citroën).

British drivers of note include Ian Appleyard (Jaguar), Denis Scott (Jaguar), H. C. O'Hara Moore (Frazer-Nash), the Reece cousins (Ford), Cuth Harrison and Reg Phillips (Ford), Peter Harper and Jack Kemsley (Sunbeam-Talbot) and "Goff" Imhof (Allard).

BRITISH ENTRIES

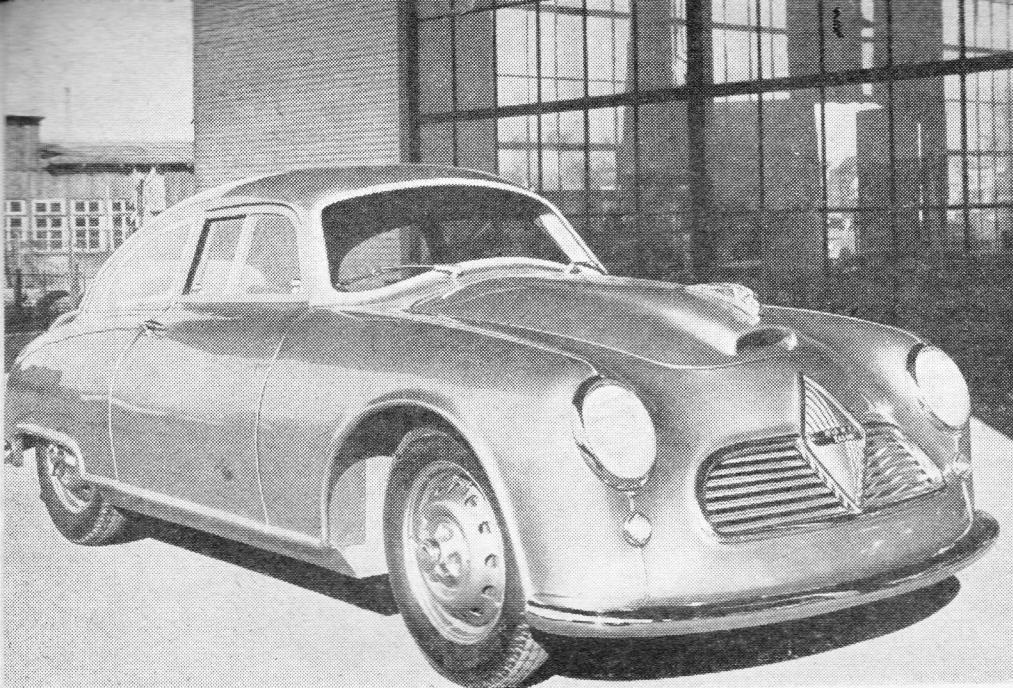
From London: D. G. Scott/J. H. Cunningham (Allard), T. N. Blockley/F. H. Hardman (Allard), S. R. Taylor/H. Palmer (Armstrong Siddeley), R. R. Nahum/G. H. Smith (Aston Martin), W. M. Baxter/J. Gourlay (BMW), G. B. Flewitt/J. E. Bourne (Austin), R. F. Ruggles/R. C. Ruggles (Austin), H. C. O'Hara Moore/John Gott (Frazer-

Nash), Mr. and Mrs. A. C. Wates (Bentley), Sir E. D. Verner/G. H. Bowman (H.R.G.), H. B. Murphy/Colin Edge (Healey), J. M. Proctor/H. M. Edwards (Healey), D. S. Pott/C. Oldbury (Hillman), R. S. Hen-on/S. T. Lenton (Jaguar), R. D. Mattock/C. A. Christian (Jaguar), E. J. Haddon/G. H. Sorrell (Jaguar), S. L. Neill/K. G. White (Jaguar), Mrs. L. Snow/Mrs. Tozzi (Jaguar), W. Pitcher/H. L. Brooke (Javelin), R. D. Burck/J. B. S. Campbell (Javelin), R. D. Godsmark/P. L. Worthington (M.G.), A. Patchett/H. Firth (M.G.), Mrs. O. Johnston/W. N. C. Waite (Riley), Mr. and Mrs. Potter Godinho (Riley), K. D. Frazer/C. A. McIntyre (Riley), N. Buchanan/E. M. Harte (Riley), A. P. Warren/T. N. Tannahill (Riley), J. G. Hadley/L. G. Browne (Riley), R. Froeh/L. T. Pilkington (Rover), S. Roston/P. Howard (Rover), J. H. Suter/D. H. Perring (Sunbeam-Talbot), A. G. Payne/J. D. Lampit (Sunbeam-Talbot), E. Elliott/Miss N. Elliott (Sunbeam-Talbot), T. A. Boothroyd/A. P. Rkin (Sunbeam-Talbot), A. J. Tatham/A. B. Shelley (Sunbeam-Talbot).

From The Hague: A. G. Imhof/"Jock" Ross (Allard), J. Watson/W. H. Brown-Rigg (Allard), M. G. Gillies/F. B. Milne (Aston Martin), J. W. S. Utley/E. S. Berry (Bristol), J. Risk/J. D. Alston (Ford), Mrs. Nancy Mitchell/Mrs. J. Levens (Ford), Jack Reece/Peter Reece (Ford), Cuth Harrison/Reg Phillips (Ford), D. H. Murray/M. P. Skarring (Frazer-Nash), Ian Appleyard/Mrs. P. Appleyard (Jaguar), W. H. Waring/W. H. Wadham (Jaguar), J. P. Boardman/N. R. Marshman (Jaguar), Frank Grounds/Mrs. L. Grounds (Javelin), R. Nelson Harris/X (Javelin), R. M. Menzies/W. G. Watson (Morris), Miss C. Sadler/Miss H. Dunham (Rover), R. H. Sleight/R. G. Martin (Singer), J. H. Kemsley/X (Sunbeam-Talbot), Peter Harper/X (Sunbeam-Talbot), E. Brinkman/X (Sunbeam-Talbot).

From Brussels: J. O. Grieve/N. T. Lithgow (H.R.G.), J. L. F. Martin/A. J. Pennings (Sunbeam-Talbot), Roy Clarkson/Gregor Grant (Morgan Saloon).

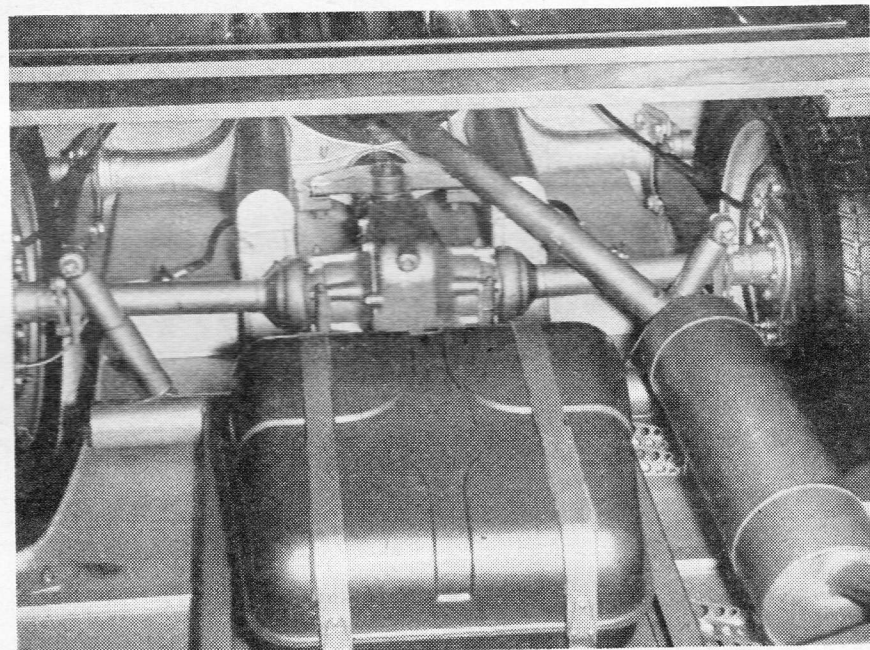
Germany's latest sports car, the new twin-o.h.c. 1½-litre Hansa.



A NEW HANSA

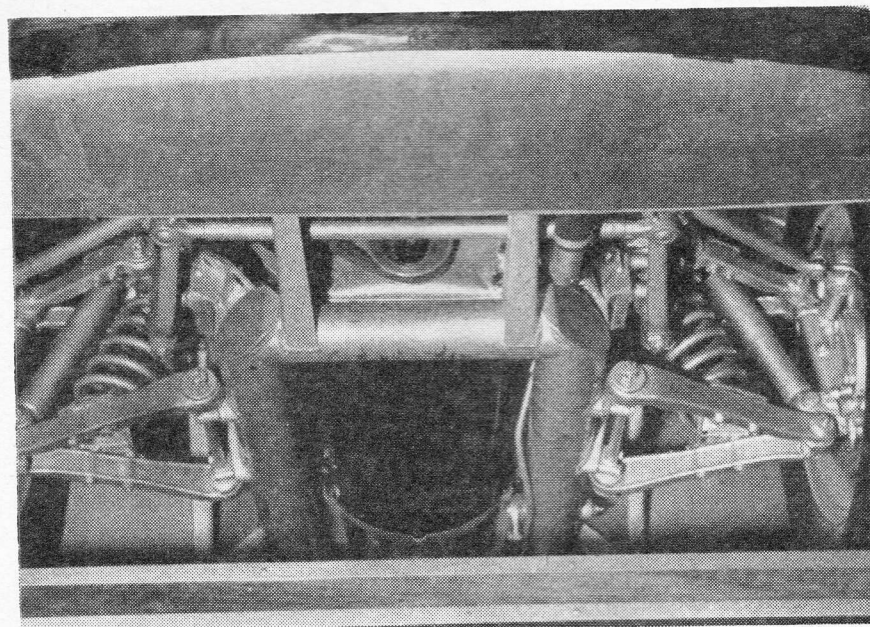
Over 140 m.p.h. claimed for
"1,500" Competition Coupé
by Borgward

BASED on the successful sports-racing Borgward two-seater, the new competition coupé Hansa was shown for the first time at the recent Frankfurt Show. It employs a twin-o.h.c. four-cylinder engine with a stated power-output of 110 b.h.p. The makers are also not very conservative regarding its performance. Maximum speed is given as 225 k.p.h. (144 m.p.h.)—a fantastic pace for an unsupercharged machine of



(Above) The trailing-arm, swing-axe rear suspension definitely owes a lot to the Porsche-V.W. system.

(Left) Double wishbones, inclined helical springs and telescopic hydraulic dampers form the i.f.s. The track-rod is a three-piece unit, operated from a rack-and-pinion. Two leading shoe hydraulic brakes are used.



SILVERSTONE, 9th MAY

CONTINENTAL entries for the C.B.R.D.C. Daily Express Silverstone meeting on 9th May (see page 514) include Mike Hawthorn (Ferrari), Behra, Trintignant and Schell (Gordini), Claes (Connaught), Rosier (Ferrari), de Graffenried (Maserati), Chiron (Osca) and Kando (Veritas). Entries are also likely from Fangio and Gonzalez (Maseratis).

BRITISH CARS — NEW PRICES

THE following are the new prices for British sporting and "performance" models, as revised by the manufacturers since the Chancellor of the Exchequer's reduction of Purchase Tax on new cars to 50 per cent.:—

Model	Basic Price £	P.T. £ s. d.	Total £ s. d.
ALLARD			
P1 Saloon ...	1,100	459 9 2	1,559 9 2
M2X D/h. Coupé ...	1,150	480 5 10	1,630 5 10
J2X 2-seater ...	1,100	459 9 2	1,559 9 2
J2X Le Mans ...	1,200	501 2 6	1,701 2 6
K3 3-seater ...	1,100	459 9 2	1,559 9 2
Palm Beach 3-seater (Consul engine) ...	800	334 9 2	1,134 9 2
Palm Beach 3-seater (Zephyr engine) ...	865	361 10 10	1,226 10 10
P2 Monte Carlo Saloon... ..	1,650	688 12 6	2,338 12 0
ALVIS			
3-litre Saloon ...	1,250	521 19 2	1,771 19 2
3-litre Coupé ...	1,325	553 4 2	1,878 4 2
ASTON MARTIN			
DB2 Saloon ...	1,750	730 5 10	2,480 5 10
DB2 D/h. Coupé ...	1,850	771 19 2	2,621 19 2
Extra for "Vantage" engine ...	100	41 13 4	141 13 4
ARMSTRONG SIDDELEY			
Hurricane D/h. Coupé ...	1,000	417 15 10	1,417 15 10
AUSTIN			
A40 Sports ...	586	245 5 10	831 5 10
BENTLEY			
Standard Saloon ...	3,160	1,292 15 10	4,452 15 10
Continental Saloon ...	4,890	2,038 12 6	6,928 12 6
BRISTOL			
"401" Saloon ...	2,000	834 9 2	2,834 9 2
DELLOW			
Mark II ...	448	187 15 10	635 15 10
Mark III ...	498	208 12 6	706 12 6
FORD			
Zephyr Saloon ...	532	222 15 10	754 15 10
Zephyr Convertible ...	677	283 4 2	960 4 2
FRAZER-NASH			
Le Mans Replica, Mk. II ...	2,000	834 9 2	2,834 9 2
Targa Florio Gran Sport ...	2,250	938 12 6	3,188 12 6
Targa Florio Turismo ...	1,950	813 12 6	2,763 12 6
Mille Miglia Turismo ...	2,100	876 2 6	2,976 2 6
HEALEY			
Tickford Saloon ...	1,218	508 12 6	1,726 12 6
Abbott D/h. Coupé ...	1,268	529 9 2	1,797 9 2
3-litre Sports Convertible ...	1,400	584 9 2	1,984 9 2
Austin-Healey "100" ...	850	355 5 10	1,205 5 10

Model	Basic Price £	P.T. £ s. d.	Total £ s. d.
H.R.G.			
"1100" ...	820	342 15 10	1,162 15 10
"1500" ...	895	374 0 10	1,269 0 10
HUMBER			
Super Snipe ...	1,045	436 10 10	1,481 10 10
JAGUAR			
XK 120 Open 2-seater ...	1,130	471 19 2	1,601 19 2
XK 120 Coupé ...	1,140	476 2 6	1,616 2 6
Mk. VII Saloon ...	1,140	476 2 6	1,616 2 6
JENSEN			
Interceptor Saloon and Convertible ...	1,700	709 9 2	2,409 9 2
JOWETT			
Javelin Saloon ...	625	261 10 10	886 10 10
Javelin de Luxe ...	675	282 7 6	957 7 6
Jupiter Mk. IA Convertible ...	795	332 7 6	1,127 7 6
LAGONDA			
Mk. II Saloon ...	1,925	803 4 2	2,728 4 2
LEA-FRANCIS			
D/h. Coupé ...	1,900	792 15 10	2,692 15 10
14 h.p. Saloon ...	890	371 19 2	1,261 19 2
14/70 Saloon ...	1,330	555 5 10	1,885 5 10
18 h.p. Saloon ...	1,380	576 2 6	1,956 2 6
2½-litre Open Sports ...	1,240	517 15 10	1,757 15 10
M.G.			
1½-litre Saloon ...	635	265 14 2	900 14 2
TD ...	530	221 19 2	751 19 2
TD Mk. II ...	585	244 17 6	829 17 6
MORGAN			
Plus Four 2-seater ...	565	236 10 10	801 10 10
Plus Four 4-seater ...	580	242 15 10	822 15 10
Plus Four Coupé ...	620	259 9 2	879 9 2
RENAULT			
750 c.c. Saloon ...	445	190 5 0	635 5 0
RILEY			
1½-litre Saloon ...	860	359 9 2	1,219 9 2
2½-litre Saloon ...	1,055	440 14 2	1,495 14 2
SINGER			
Sports 2-seater ...	519 15s.	217 13 9	737 8 9
SUNBEAM-TALBOT			
90 Saloon ...	865	361 10 10	1,226 10 10
90 Coupé ...	895	374 0 10	1,269 0 10
TRIUMPH			
2-litre Sports ...	555	232 7 6	787 7 6

Silverstone Entries—contd. from page 514

Production Sports Cars

Over 3,000 c.c.: Allard, Sydney Allard, Philip Fotheringham-Parker, Ken Watkins. Ferrari (4.1), Mike Hawthorn, Tom Cole. Jaguar (C), Stirling Moss, Tony Rolt, Peter Walker, Duncan Hamilton, Ian Stewart, Jimmy Stewart.

2,001-3,000 c.c.: Aston Martin (DB3), George Abecassis, Reg Parnell, Peter Collins, Geoff Duke, Graham Whitehead, Tony Gaze. Ferrari (2.9), Bobbie Baird.

1,501-2,000 c.c. Cooper, Tony Crook, Alan Brown. Frazer-Nash, H. A. Mitchell, Dick Jacobs,

Ken Wharton, Bob Gerard, J. R. Stoop. Kieft, Michael Christie.

1,101-1,500 c.c.: Cooper-M.G., Cliff Davis. Kieft-M.G., Jim Mayers, Pat Griffith, Michael Keen. Porsche, Baron von Hanstein, R. von Frankenberg, Hubert Patthey.

Reserves: 1. John Buncombe (Frazer-Nash), 2. Bill Black (Frazer-Nash). Ken Downing (Aston Martin DB3), Sir James Scott-Douglas (Jaguar "C").

Production Saloon Cars

750-1,100 c.c.: Morris Minor, Owen Davies. A. T. Foster. Dyna-Panhard, Len Potter, Gordon Wilkins. Renault, V. W. Derrington, Jack Newton.

1,101-1,500 c.c.: Austin A40, R. R. C. Palmer. Jowett Javelin, Frank Grounds, W. G. Wright, D. G. Dixon. M.G., Dick Jacobs, Gregor Grant. Riley, R. Spreckley. Simca Aronde, George Trouis.

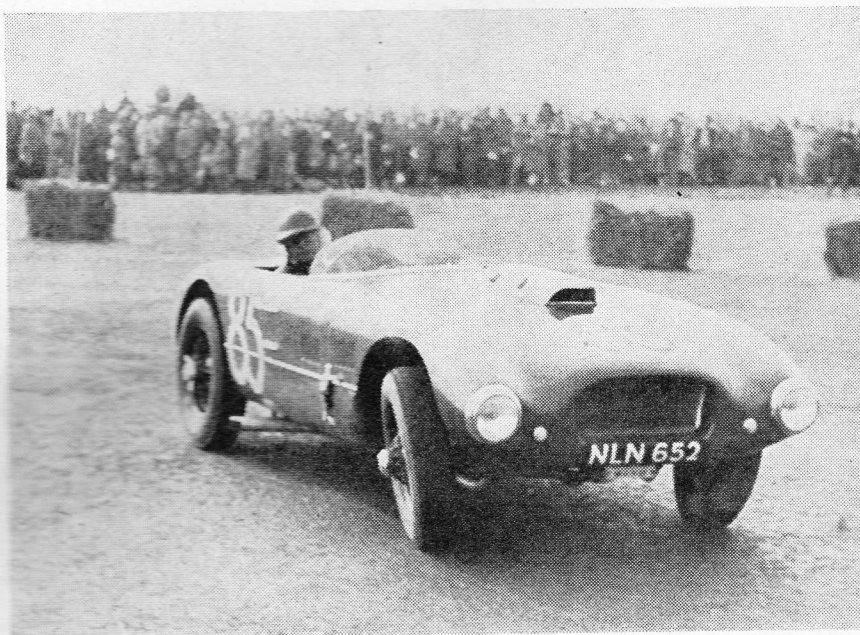
1,501-2,000 c.c.: Bristol, Tony Crook, Peter Buckley, W. D. Porter.

2,001-3,000 c.c.: Alvis, Gerry Dunham. Healey, A. P. Hitchings. Riley, A. P. O. Rogers, G. H. Grace, G. Geldberg. Sunbeam-Talbot, Ray Merrick.

Over 3,000 c.c.: Allard, Frank Curtis. Jaguar Mk. VII, Stirling Moss, J. P. Boardman.

IBSLEY

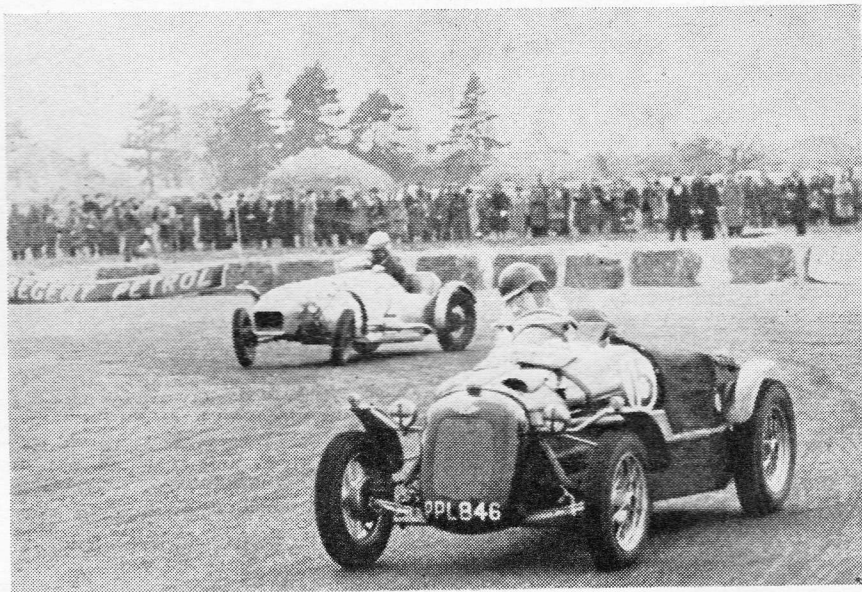
500c.c., 750 and 1,172 Formula Sports, Vintage and *Formule Libre* Races in West Hants and Dorset C.C. Airfield Meeting — Two Wins for Ian Stewart



(Above) Sydney Allard at Hairpin Corner with the new JR "Le Mans" Allard.

(Right) J. J. Macklin (Austin Special) waltzes at Hairpin Corner, whilst R. Lowe (Austin) passes through.

SOMETHING of everything, for everybody, was provided by the West Hants and Dorset C.C. at their first race meeting of the year, run last Saturday, 18th April, on that pleasant little 2.2 mile circuit at Ibsley airfield, near Ringwood, Hants. Exponents of the 750 and 1,172 Formulae, of 500 c.c., sports, *Formule Libre* and Vintage car racing all had their sessions in the well-organized 10-race programme. The usual chilly airfield wind was in attendance, but the sun made occasional efforts to improve what undoubtedly turned out a very successful afternoon's motor racing. Despite the clashing of dates with Snetterton, the entry list totalled 125, more than were received for last year's spring



the straights was comparatively modest, the rate at which some drivers took them through the turns was amazing.

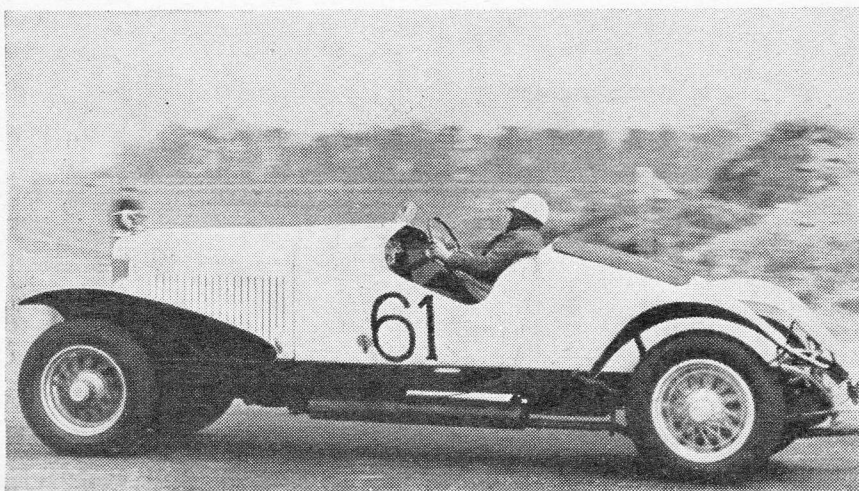
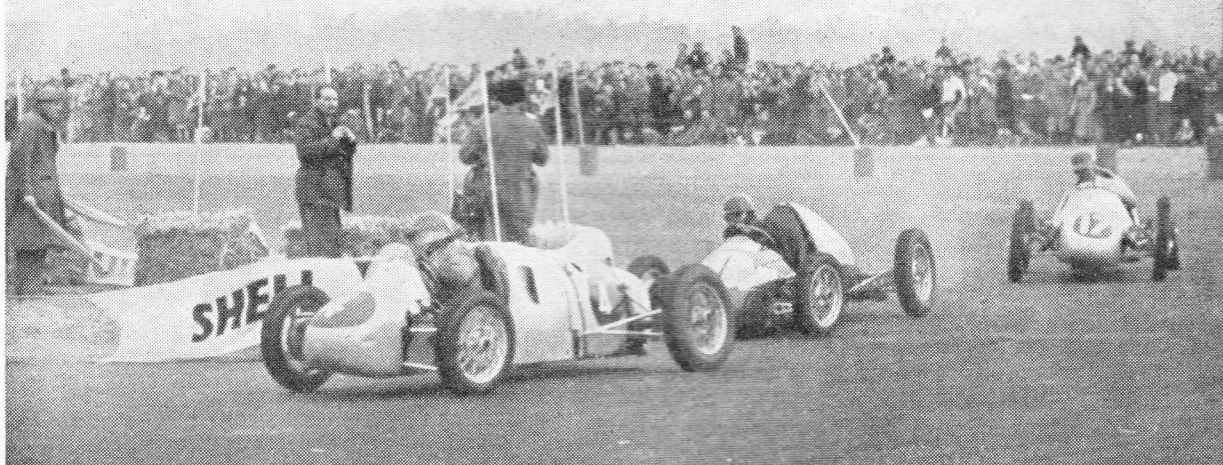
Next event was the first exclusively 1,172 Formula race to be run, and that good motor racing was also to be had under this—another 750 M.C. inspiration—was soon demonstrated. A. J. Currie (Lotus IIIb) got away to a fine start, and eluded D. H. Small (D.H.S.) and G. Tapp's Buckler for over four laps. Then fate did the dirty and Currie's engine reached unhealthy temperatures and blew its gasket, and with only one bend and a short straight between him and victory, Currie coasted sadly to a stop. Behind, Small tore round to win, while Tapp made a terrific last lap effort, to finish just over a second behind. R. Carnegie (Buckler), who halted briefly on the circuit on round one, rejoined the contest with an excess of zest,

D. Margulies (Delahaye) explodes the straw bales at Paddock Bend.

(Right) Swing-axle trio! Reg Bicknell (Staride) hotly pursued by André Loens (Kieft) and Don Taylor (Martin Special) at Hairpin Corner during one of the heats in the F3 race.

★

(Below) M. Scott and his giant 6.6-litre Hispano-Suiza in the event for vintage sports cars.



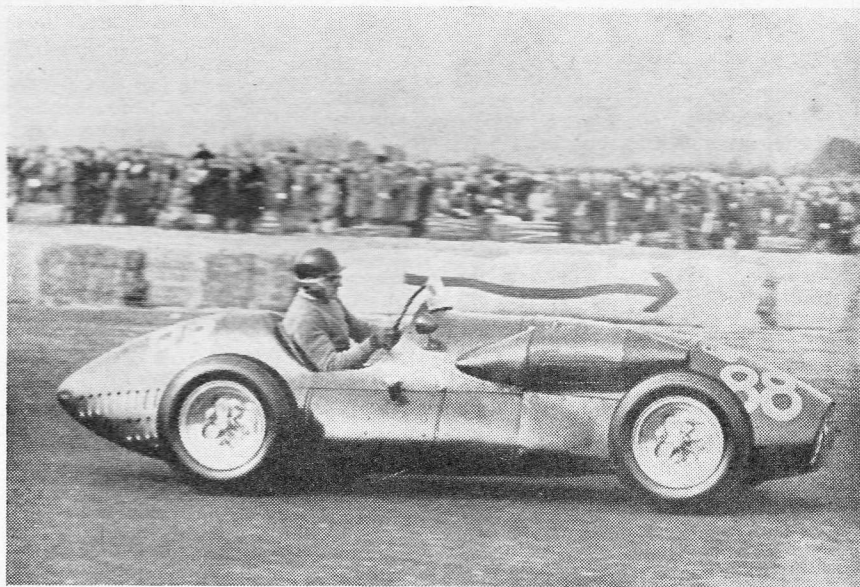
achieving the dubious distinction of revolving three times at the Hairpin.

Several of the 1,172 competitors had but a short rest session, coming out for the next event, for up to 750 c.c. blown, and up to 1½-litres unblown sports cars. The field contained two distinctly fast entries in Donald Beaman's ex-Hawthorn Riley, and Peter Gammon's yellow 1,497 M.G. Beaman had his eye on his instruments at the moment of flag-fall, so Gammon got away first to lead the opening round, while the blue Riley rapidly worked its way up. Then Gammon, trying hard to keep ahead, spun at the Hairpin, and Beaman led thereafter, to win yet another race in a still very young season. Gammon reconciled himself to second place and 1,172 Formula exponent G. Tapp was a good third. J. N. Dobbs, who, incidentally, only just reached the starting line in time, gyrated at the Hairpin and stalled his engine on the penultimate round, nearly doing it again on the final tour in his anxiety to make up time.

Vintage car racing featured next on the programme, with a five-lap handicap, in which diminutive Austins sported with Alvises, several Bentleys and two huge Hispano-Suizas, one Morin Scott's open white one of a mere 6,600 c.c., the other A. Nehorai's lordly coupé of 7,983 c.c. This car's passage through the turns occasioned much lip-biting and digging of finger nails into palms by those watching, so near did it seem each time to performing the "dreaded side-slip", but Nehorai had it well under control, though with its very vastness a built-in handicap it wasn't surprising that he didn't finish in the first three.

potent "singles", and out came the 500s for the first five-lap heat. With D. Taylor (Martin), Reg Bicknell (Staride) and André Loens (Kieft) amongst the runners, a keen tussle was indicated. Loens reached the first corner, Paddock, ahead of Bicknell, staving off the unhandsome but very fast yellow Staride for the opening round. Then Bicknell moved ahead, to remain there to the drop of the checkered flag. Taylor lay third behind Loens for three laps, then the clevis pin on his gear change lever sheared and he dropped out, Les Leston (Leston Spl.) moving up to finish third. Behind, G. G. Smith (Kent-Smith) unsuccessfully challenged A. D. Gill's Mackson for fourth spot, while T. J. Clarke's C.B.P. II expired within sight of the line and coasted into the finish.

Two events were combined into one in Event 6, the 750-1,500 c.c. supercharged and 1,501-3,000 c.c. unsuper-



Ian Stewart (Connaught) of "Ecurie Ecosse", winner of the Formula 1.6 race, and new 15sley lap record holder.

Easily the winner was R. Barker in J. S. French's 750 Formula "Simplicity Itself", followed by R. March's fruity-noted Alvis, but chief excitement was engendered by Hamish Orr-Ewing's and J. A. Williamson's terrific scrap in 4½-litre Bentleys, the pair scrambling for the line virtually neck and neck, Williamson making it by inches to take third place.

The throaty roar of Bentleys disappeared Paddock-wards, to be replaced by the staccato crackle of numerous

charged sports cars competing in one class, the over 3-litre sports cars contesting the other, each over seven laps. The former proved another benefit for that very fine young Frazer-Nash driver H. A. Mitchell, but runner-up M. L. Currie, also 'Nash mounted, never gave up trying, and made a race of it, followed by A. B. Fraser in the Hartwell 2,496 c.c. Sunbeam-Talbot, prototype of the new Sunbeam Alpine.

The over 3-litre class brought out three

magnificently resplendent blue XK 120C Jaguars of the Ecurie Ecosse, drivers Ian Stewart, James Stewart and Sir James Scott-Douglas. Of the opposition, the only car likely to trouble this trio was Sydney Allard's new JR Le Mans Allard, only completed by 7 o'clock that morning and having a V-8, 5.4-litre Cadillac engine installed. Despite its newness it went well, splitting the Scottish stable's victory formation by lying second between the two Stewarts, Ian and Jimmy. By lap five Allard had drawn close to Ian Stewart and next round he made a desperate bid for the lead, squeezing past the Jaguar just before the Hairpin, only to miss a gear emerging from it and revert to second place. Final order was Stewart, Allard, Stewart, Scott-Douglas, Margulies (Delahaye) and Nightingale (Jaguar).

Fenning's Fast Staride

Heat 2 of the 500 c.c. race brought out George Wicken (Cooper), J. Brown (Martin), J. Habin (Staride) and Charles Headland as potential leaders; W. E. Ford's Cooper appeared with a J.A.P. motor instead of its long-awaited Turner "four". At the start something vital in the clutch of I. L. Bueb's Arnott deranged itself, and the rest had long departed before it could join the race. Habin and Brown took a joint lead initially, but Headland soon thrust his Kieft to the fore, followed by E. Fenning in a new Erskine Staride and Wicken. Then Headland spun on round four, while J. Brown sported with the bales down at the Hairpin, altering their layout somewhat in his passage and departing in a wake of straw. Fenning led convincingly to the end; incidentally, he is not the ex-motor-cyclist our Easter Castle Combe report averred he was. With a lap to go a black Cooper-like machine called the Hybridus, driven by "Mr. Gerrings" did the "round and round" act at the Hairpin, T. J. H. Bennett (Cooper) effecting a simply phenomenal avoidance, while F. C. Corbin in Tom Bryant's attenuated Cobra got through unscathed as by a miracle.

The "Formule Libre" Race

Came the big race of the day, the 15-lapper for racing cars of over 500 c.c. Oscar Moore (H.W.M.), J. Goodhew (Alfa Romeo) and Paul Emery (2-litre Emeryson) were non-starters, but the Ecurie Ecosse were out in full and shining force with no fewer than five cars; three C type Jaguars (Sir J. Scott-Douglas, J. Stewart and J. N. Lawrence), Ian Stewart (new Connaught) and Ninian Sanderson (Cooper-Bristol). The JR Allard was there again, while an old friend in the ex-Parnell 16-valve Maserati (1947 Jersey winner, etc.) appeared in the hands of 500 c.c. driver John Habin.

When the flag dropped, Sanderson snarled away into the lead with the Cooper-Bristol, but Ian Stewart displaced him after a round, to lead uninterrupted thereafter. Behind, Sydney Allard kept off the Jaguars, soon, however, to be passed by Habin, driving the Maserati most determinedly. The leading order remained unchanged for 10 laps, then Habin was seen to be drawing markedly nearer to Sanderson. Two further laps and the Maserati was at the Cooper-Bristol's stumpy tail, only to spin round on the 13th lap. Ian Stewart won after

a typically impeccable drive, while Allard pulled out all the stops and in the dash for the finishing line drew level with Sanderson almost to dead heat for second position. Scott-Douglas was next, then came Habin, the two Ecurie Ecosse "juniors" J. Stewart and J. Lawrence, H. A. Mitchell (Frazer-Nash) and lastly R. F. Letcher's R type M.G. Midget.

Sanderson was given the black flag as a wishbone was seen to be broken. However the officials neglected to put up his racing number, and the Scotsman quite correctly did not stop on his next lap, and was awarded his second place.

Win for André Loens

Then out came the fastest of the half-litres to fight out their 15-lap Final. Bertie Bradnack's dark green Cooper was out before the race started with a gasket gone. Wicken, Bicknell and Leston were quickest away, but Bicknell's race was little longer than Bradnack's, for the track rod end on his Staride broke, and he went straight on at the first bend and ended up amidst the bales. Leston led for six laps, with A. Loens in close attendance, and when the leader had the misfortune to shear a selector arm bolt on his gearbox, leaving him with top gear only, the Kieft driver seized the lead, to retain it to the end.

Headland caught Leston on lap 10, but a round later his chances disappeared in a flurry of straw when he revolved at a turn, the fore-end of his Kieft suffering somewhat in contact with a bale. That put George Wicken up to second and Don Truman third, and in that order they finished, followed by Habin (Staride), Gill (Mackson), Fenning (Staride), J. Brown (Martin) and Leston. At the tail end, the Coopers of W. E. Ford and Austen May battled to the very end—and beyond it, lax work with the finishing flag affording them an extra lap in which to settle the issue.

Last race of the day was a seven-lap handicap, in which a two-stage Roots-supercharged 1,100 c.c. Rapier driven by D. Richmond caught limit men C. J. Hamilton (Invicta) and R. Letcher (M.G.). K. Nightingale (Jaguar) and H. A. Mitchell (Frazer-Nash) also passed the M.G. before the end. Sydney Allard tore round from scratch, but could only make sixth place, bare inches behind the M.G., despite turning the fastest lap at 75.38 m.p.h.

However it transpired that the Allard was given the start signal 20 secs. later than it should have been given. Corrected time gave him second place, to tie with Hamilton's Invicta.

C. P.

RESULTS

Race 1. 750 M.C. Formula (5 laps, 10.5 miles): 1, L. L. West (Austin), 11 mins. 23.2 secs.; 55.17 m.p.h.; 2, R. H. Grimsley (Austin), 11 mins. 24.6 secs.; 3, R. Lowe (Austin), 11 mins. 39 secs.

Fastest Lap: F. J. Tiedman (Austin), 2 mins. 9.8 secs., 58.08 m.p.h.

Race 2. 1,172 Formula (5 laps): 1, D. H. Small (D.H.S.), 10 mins. 6 secs., 62.76 m.p.h.; 2, G. Tapp (Buckler), 10 mins. 7.4 secs.; 3, P. A. Dessouter (Ford Lotus), 10 mins. 8.6 secs.

Fastest Lap: A. J. Currie (Lotus IIb), 1 min. 56.6 secs., 64.65 m.p.h.

Race 3. Sports Cars, up to 750 c.c. S., 1,500 c.c. U/s. (5 laps): 1, D. B. Beaman

(1,496 Riley), 9 mins. 3.8 secs., 69.31 m.p.h.; 2, P. D. Gammon (1,497 M.G.), 9 mins. 16 secs.; 3, G. Tapp (1,172 Buckler), 10 mins. 3 secs.

Fastest Lap: D. B. Beaman, 1 min. 46.4 secs., 70.85 m.p.h.

First in under 1,300 c.c. class: G. Tapp (Buckler).

Race 4. Vintage Cars Handicap (5 laps): 1, R. Barker (747 Simplicity Itself), H/cap. 130 secs., 11 mins. 2.6 secs., 56.89 m.p.h.; 2, R. C. R. March (2,168 Alvis), 110 secs., 11 mins. 40.8 secs.; 3, J. A. Williamson (4,398 Bentley), scr., 11 mins. 46 secs.

Fastest Lap: J. A. Williamson, 1 min. 49.4 secs., 68.91 m.p.h.

Race 5. 500 c.c. Racing Cars, Heat 1 (5 laps): 1, R. G. Bicknell (Staride), 8 mins. 31.6 secs., 73.67 m.p.h.; 2, A. Loens (Kieft), 8 mins. 39.6 secs.; 3, L. Leston (Leston Spl.), 8 mins. 44.4 secs.

Fastest Lap: R. G. Bicknell, 1 min. 40 secs., 75.38 m.p.h.

Race 6a. Sports Cars, 751-1,500 c.c. S., 1,501-3,000 c.c. U/s. (7 laps, 14.6 miles): 1, H. A. Mitchell (1,971 Frazer-Nash), 12 mins. 29.8 secs., 70.38 m.p.h.; 2, M. L. Currie (1,971 Frazer-Nash), 12 mins. 46 secs.; 3, A. B. Fraser (2,496 Sunbeam-Talbot), 12 mins. 18 secs. (6 laps).

Fastest Lap: H. A. Mitchell, 1 min. 41.8 secs., 74.05 m.p.h.

Race 6b. Sports Cars, over 3,000 c.c. U/s. (7 laps): 1, I. M. M. Stewart (3,442 Jaguar), 11 mins. 54.4 secs., 73.86 m.p.h.; 2, S. H. Allard (5,420 Allard), 11 mins. 55.2 secs.; 3, J. Stewart (3,442 Jaguar), 12 mins. 12 secs.

Fastest Lap: I. M. M. Stewart, 1 min. 39.2 secs., 75.99 m.p.h.

Race 7. 500 c.c. Racing Cars, Heat 2 (5 laps): 1, E. Fenning (Staride), 8 mins. 41.6 secs., 72.26 m.p.h.; 2, G. H. Wicken (Cooper), 8 mins. 48.8 secs.; 3, J. D. Habin (Staride), 8 mins. 49.4 secs.

Fastest Lap: E. Fenning, 1 min. 40.8 secs., 74.79 m.p.h.

Race 8. Racing Cars over 500 c.c. (15 laps, 31.4 miles): 1, I. M. M. Stewart (1,967 Connaught), 24 mins. 18.2 secs., 77.55 m.p.h.; 2, N. Sanderson (1,971 Cooper-Bristol), 25 mins. 21.4 secs.; 3, S. H. Allard (5,420 Allard), 25 mins. 21.6 secs.

Fastest Lap: I. M. M. Stewart, 1 min. 35.6 secs., 78.85 m.p.h.

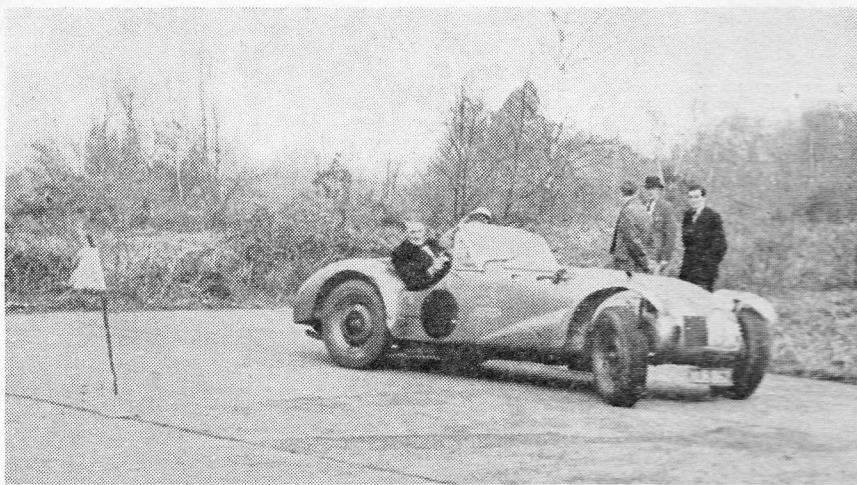
Race 9. 500 c.c. Racing Cars, Final (15 laps):* 1, A. Loens (Kieft), 24 mins. 24.8 secs., 72.05 m.p.h.; 2, G. H. Wicken (Cooper), 24 mins. 30 secs.; 3, D. Truman (Cooper), 24 mins. 30.4 secs.

Fastest Lap: A. Loens (1 min. 41.8 secs., 74.05 m.p.h.

Race 10. Handicap, any car over 500 c.c. (7 laps): 1, D. Richmond (1,094 Rapier S.), H/cap. 125 secs., 14 mins. 24.2 secs.; 2, C. J. Hamilton (4,500 Invicta), 150 secs., 14 mins. 25.8 secs., and S. H. Allard (5,420 Allard), 30 secs., 14 mins. 25.8 secs.; 4, K. F. T. Nightingale (3,442 Jaguar), 80 secs., 14 mins. 29.8 secs.

Fastest Lap: S. H. Allard, 1 min. 40 secs., 75.38 m.p.h.

*Only 14 laps covered, race inadvertently signalled as finished.



LAUDABLE LONDON "LITTLE"

Peter Jackson (Allard) Makes Best Performance

By DENNIS DENT

So the London Motor Club has done it again and competitors can only marvel at the way in which these efficient people run an event—a simply colossal entry (and remember it was "Closed to Club"), beautiful weather, a magnificent route in gorgeous scenery, eight tests and the full results announced 18 minutes after the last man clocked in—phew! Couple that with a cheery atmosphere from hordes of willing officials and helpers, a well-ordered and catered lunch stop and a bacon-and-egg meal at the end and what more can you want?

The familiar team of Goff and Nina Imhof and Ian Mackenzie, ably helped by Freddie Ridout and a host of others set out to provide a gentle trip and the route card was a marvel of accuracy and detail—there could have been no annoyance whatsoever to the general public since the cars didn't go through a town all day, with the exception of Reigate in the last 10 miles. Everything lay on country lanes and to be certain of giving the least possible offence, competitors carried no visible competition numbers, an excellent idea which could well be copied by others.

At the start from the Aerodrome Hotel, Croydon, there was the job of marshalling a host of interesting cars, ably supervised by Jim Appleton and scrutineered by Messrs. Sykes and Daniels who undertook the heavy task with great speed and had, unfortunately, to exclude three competitors. As cars came onto the line, to be started by Major-General F. Griswold, Commanding U.S. Air Force (a prominent Club member and great enthusiast), Sheila Van Damm handed each competitor an entry form for a most humorous quiz, under the eagle (?) eyes of the Stewards, Johnnie Morgan and Goldie Gardner, both of whom seemed unfamiliar in daylight at 7 a.m.—and I have their permission to say so!

Leaving Croydon, the route led by quiet lanes to a check at Dog Kennel Green in 19.7 miles and thence, frequently shown the correct road by many co-operative and cheerful members of

the Surrey County Constabulary, to the first time control at Winterfold Heath and immediately to the first two special tests.

Test 1 consisted of leaving line "A", taking a sharp hairpin right, stopping with all wheels over line "B", reversing into a garage and forward to stop astride the finish line.

Here there was a battle for best time, Peter Jackson (No. 19) doing 20½ secs., a time not bettered until the run of No. 176, G. M. White (Morgan) who managed 20 secs.—best of all! Poor Nancy Mitchell, whose two-carburettor Prefect-engined Anglia was apparently most potent, had the honour of being the first pylon-basher of the day, while Dave Price, Junior, celebrating his "passing out" in the R.A.F. by spending his leave on Dad's Dicing Wagon, had the misfortune to have his bottom water-hose burst, scalding his leg and causing his retirement a little later. An interesting car here was Maurice Wick's new Cadillac-Allard J2, a most powerful monster which produced much wheel-spin in spite of a very high (3.27) axle.

Test 2 was very amusing, consisting of a dice three times round a pylon in a very confined space returning to stop astride the start line. It was here that I decided there was not enough room, and mowed down a couple of trees that were in my way, the Gherkin suffering not a bit but leaving a little more space for the later numbers; even that was insufficient for Chris Smith (Allard Saloon) who removed some more scenery and needed two reverses. The number of people who went round the pylon four times instead of three was surprising! Best time here was made by H. J. Lotery with his M.G. (18.1 secs.) closely followed by M. R. G. Mostyn (Frazer-Nash) in 18.2 secs. and K. G. Cramp's Hillman Minx in the same time—blimey!

From these tests the route led gently to a time control and three more tests at Harting Combe under the general direction of Dave Price, Mostyn's Frazer-Nash, having made a navigational

PREMIER AWARD: Peter Jackson (Allard) during Test 2. He won the Londoner Challenge Trophy for best performance.

error, arriving with about 10 seconds in hand and Norman Veronique's Consul missing it entirely. Maurice Wick's thirsty Cadillac needed fuel, which made him late here, and brother Cyril's TD was also late due to exploring a lot of interesting roads that he shouldn't have seen at all!

Test 3 was the "scissors" test as at Blackpool in the R.A.C. Rally, best time going to D. S. Griffin (M.G.) in 10.8 secs. Test 4 was the usual "Cross-roads" test with a difference—on the last leg a tight bend had to be negotiated round a grass triangle and it was here that both Mostyn (Frazer-Nash) and Wally Waring (XK 120) blotted their copybooks by taking the wrong course, Peter Jackson making no errors with a fine run in 18.4 secs. which was not beaten.

Test 5, off line "A", turn right through gateposts with four wheels over line "B", reverse to start line, forward and stop astride "C", also fell to Peter Jackson in 16.1 secs. and then the long cavalcade wound its gentle (?) way to Coldhayes, where there was a route check and test 6, a forward-reverse-forward affair round a right-hand bend on a steep and slippery hill, supervised by Messrs. Reg Canham and D. Farquharson. Jackson did it again here (12.4 secs.) but shared best time with White's Morgan.

Via a route check at the Rufus Stone, in the New Forest, competitors went to the lunch stops, odd numbers to the Balmer Lawn Hotel and even numbers to the Burley Manor Hotel, all rejoining the common route later and pressing on to a control and test 7 at Stephen's Castle Down. On the way, D. J. Powell's Lancia was seen in an odd attitude in relation to both the road and a bent police car but we'd better draw a veil over this! Gilbert Best (Anglia) caused a few naughty words, albeit unwittingly, when his petrol pump gave up the ghost in a narrow lane leaving a long string of cars standing whilst the watchers moved inexorably round, but he got going again and the delay was easily made up.

Test 7 was the Cross-Roads test, beloved of Sunbac and loathed by me with the memorable transmission breakage of last year's rally engraved on my heart. This year I was slow but safe, while Peter Jackson again made no mistakes in his 16.6 secs. run—fastest once more. One member of the general public was a little unheeding of the marshal's warning and drove over the finish line at the same time as Toomer's XK arrived from the other direction, but all was well.

Some 20 miles farther on at Harting Hill was the last time control and Test 8, supervised by Peter Wain. This was a downhill test—accelerate off line "A", stop astride line "B" some 50 yards away, and the hill was steep! There was no penalty for overshooting, only a time loss in reversing back, and while Jackson, Mostyn and others managed it in just under the 7 secs. mark, Maurice Wick's 6.6 secs. was fastest, while my own 14 secs. (caused by much overshooting, to the vast amusement of the assembled multitude) must have been one of the slowest, though the doubtful honour

probably went to E. S. Shields (Allard) who ditched the car when over-shooting or to Peter Mallam who, having locked the handbrake while sliding, was unable to free the ratchet with both hands!

Now remained a quiet ambling drive home on a lovely evening, via a route check at Kingspark Wood, Plaistow and thence through Reigate to the finish at the Aerodrome Hotel, Croydon. It was in Reigate that fate struck a cruel blow at Stan Turner whose Allard stopped in the town with a seized back axle. A warm welcome greeted the finishers and there were few who came in with lost road marks, though Tom Sawell (Dellow) arrived with a bare 30 secs. in hand after following another competitor who was on the wrong road. It was here, too, that I heard Skelly Ginn saying: "It wasn't fair to tell me at the start that this was a gentle event! I stopped in Purley to

see my aunt on the way to the first test and arrived two minutes late!"

RESULTS

240 entries, 12 non-starters, 3 excluded by scrutineers, 37 lost marks on road section, 31 retirements.

Londoner Challenge Trophy and Replica (Best Performance): P. R. W. Jackson (Allard J2), 132.2 sec.

Club Challenge Trophy and Replica (Best opposite class): J. D. Frost/B. D. Frost (Standard), 144 secs.

Breakheart Trophy (Best Special): T. A. Parkes (Morg. n), 132.9 secs.

Coupe des Dames: 1, Miss P. L. White/Miss D. Hubner (M.G.), 152.3 secs.; 2, Mrs. P. Suter/Mrs. Perring (Renault), 174.5 secs.

Novices' Award: A. C. Pollard/R. G. Coles (M.G.), 135.8 secs.

Class Awards:

Class 1A: 1, H. J. Lotery (M.G.), 135.5 secs.; 2, K. Sloman/R. Troughton (M.G.), 137.4 secs.; 3, J. A. Ambrose (M.G.), 140.3 secs.

Class 1B: 1, P. R. W. Jackson (Allard), 132.2 secs.; 2, M. R. G. Mostyn (Frazer-Nash), 134.3 secs.; 3, A. Gordon (Morgan), 137 secs.

Class 2A: 1, K. Elder/G. Sabine (M.G.), 147.2 secs.; 2, C. W. Yates/A. Pine (Jowett), 151.2 secs.; 3, J. V. Dick/C. R. Shaw-Kew (M.G.), 152.3 secs.

Class 2B: 1, J. D. Frost/B. D. Frost (Standard), 144 secs.; 2, Dr. C. D. McCarthy (Allard), 148.4 secs.; 3, L. F. Parham/E. R. Parham (Bristol), 148.8 secs.

Class 3: 1, T. A. Parkes (Morgan), 132.9 secs.; 2, A. H. Grieg/D. M. Maun (M.G.), 136.8 secs.; 3, D. W. Watkin/Mrs. Watkin (Dellow), 138 secs.

Class Novice Awards:

Class 1A: M. G. Hawley/G. Baxter (M.G.), 142.1 secs.

Class 1B: G. J. E. Dixon (Healey), 139.4 secs.

Class 2A: N. L. Alexander/S. W. Harris (Austin), 154.8 sec.

Class 2B: F. E. de G. Allingham (Sunbeam-Talbot), 148.9 secs.

Class 3: G. P. L. Liddell (Overton Special), 164.6 sec.

Team Awards: 1, W. H. Waring/W. H. Wadham (Jaguar XK 120), W. Grant-Norton/M. Carson (Jaguar XK 120), J. G. S. Sears/D. J. F. Simmons (Jaguar XK 120), 452.3 secs.; 2, A. C. Westwood (Dellow), A. Gordon (Morgan), D. M. White/D. H. Evans (Morgan), 455.6 secs.

M.G.C.C. YN Y MYNYDDOEDD

Repeat Wins for J. R. Charlesworth (TD)

and G. K. Hale (1½)

(By Wilson McComb)

WHICH, being translated, means "M.G. Car Club in the mountains"—as, indeed, they were, for the fourth annual Welsh Rally of the club's Midland Centre on 18th/19th April. Like its predecessors, the 1953 event constituted a delightful week-end amid the magnificent scenery of North Wales. A certain amount of serious motoring was involved, but not too much, and even that was made relatively easy by the superlative organization of H. St. John Mitchell and his merry men.

Navigators were not exactly redundant, however, for last year's Concours d'Elegance was replaced by a regularity test. This, together with the road section and three other driving tests, effectively displayed the ability of the 1952 class winners, J. R. Charlesworth and G. K. Hale, both of whom repeated their victories, navigated by Miss M. L. Swindells and D. J. A. Smith.

The full entry of 50 cars (25 open and 25 saloons) left Roebuck Lane, West Bromwich, on Saturday morning, to head south-westwards for 72 miles to a control at Penybont, in Radnorshire. Rougher country followed, by way of Rhayader/Devil's Bridge to a check point, but the only folk who struck trouble were those who tried to seek out clever short cuts.

Northwards, then, for 38½ miles, through Staylittle to a second check at Dylife and a spot of sinuous motoring at the first driving test. A wide divergence in driving ability was seen here, only Hale (1½ saloon), S. A. Seccombe (1½), N. B. Jarrett (Dellow) and D. J. Sidebotham (TC) escaping penalty. Two of the five retirements, R. Botterill (Austin) and D. B. Baker (TC), were notified at this stage.

Still following the compass needle, the field passed through Dinas Mawddly and commenced the climb of Bwylch-y-Groes, now resurfaced and quite respectable. Obviously, the overall set average of 30 m.p.h. was causing little

concern, for the first man, A. J. Brown (1½), appeared at the check point 20 minutes early, followed by H. Parkes (Triumph Mayflower) and, surprisingly, D. D. Jewell (Ford), carrying number 12. But it seemed that his Anglia took exception to such indecent haste, stalling on the line at Test 2 and refusing to restart until half a dozen other competitors had gone ahead.

In the test itself, a reversing manoeuvre at a Y-junction with a loose surface, Hale and Sidebotham again showed up well. R. J. Sanders (Allard) had difficulty in restarting, and was also troubled by rear axle judder, but still managed a good performance. Also unpenalized were Brown, Charlesworth and A. H. Westwood (TC). Persistent and almost frightening rear axle tramp forced poor H. M. Denton (Morris Minor) into recording a lamentable time, as did J. Godrich (Austin A90) and R. H. Witton (TD).

A couple of miles later came Control 3 on the Bwylch-y-Groes summit, where the first penalties of the road section were doled out to nine unfortunates who were late. One, R. P. Lane (Riley 2½), kept losing his silencer and went piping down the valleys wild until he found a wire fence, parts of which he used to effect a repair. But it was not a success, and he lost even more time on the last 40 miles to Criccieth—bad luck, this, as he had fared well until then, and made a particularly good showing at the first test.

Also late at Criccieth were Sidebotham, E. D. Barnett, E. Millard (TC) and A. W. Powell (Railton), who later retired. Miss B. M. Bratt, however, failed to show up at all. Again it was Brown, Sanders, Charlesworth and Sidebotham who made the running in the test, joined by H. S. Shepherd (Sunbeam-Talbot). Staged on the sea-front at Criccieth, Test 3 comprised five "boxes", the farthest of which had to be the third visited.

No penalties had been recorded at a secret check between Portmadoc and Criccieth, and at the end of the day the order was Hale, Seccombe, Sanders in the closed class, and Charlesworth, R. F. Collins-Jones (TC), J. Beasley (TD) in the open category, Hale losing nine marks to Charlesworth's seven.

Sunday dawned bright and warm, a perfect dream of a day; with the 200-mile road section behind them, everyone seemed in holiday mood—except one or two casualties of the previous evening's festivities. A short run along A497 towards Pwllheli, then northwards to Four Crosses, brought competitors to the start of the regularity test, which was a figure-of-eight with a common control for the two loops. The first had to be covered at an average speed of between 20 and 25 m.p.h., and this average equalled on the second loop.

Of the entire field, very few went completely up a gum-tree, and most entrants lost only one or two marks. But on the other hand, only seven succeeded in clocking two times which differed by less than five seconds; they were R. W. Colton (Sunbeam-Talbot), S. E. Joberns (Rover), Shepherd, G. R. Priestman, H. F. Hamilton (Dellow), D. E. Teryn and G. T. E. Cheney (XK 120 Jaguar). The test over, competitors returned to Criccieth for lunch and—as the final touch in perfect organization—stencilled results sheets were turned out less than two hours later.

PROVISIONAL RESULTS

Bryant Trophy (Open Class): J. R. Charlesworth (M.G. TD), 9 marks lost.

Allen Trophy (Closed Class): G. K. Hale (M.G. 1½ saloon), 10 marks lost.

First Class Awards: A. J. Brown (1½), 52; R. J. Sanders (Allard), 49; H. B. Bryant (Morris Minor), 61; J. Beasley (TD), 48; R. F. Collins-Jones (TC), 37; G. J. Wilkes (TC), 55.

Second Class Awards: S. A. Seccombe (1½), 67; H. S. Shepherd (Sunbeam-Talbot), 61; N. B. Jarrett (Dellow), 62; P. J. Anton (M.G.), 60.

Navigators' Awards. **Class A:** Miss M. L. Swindells. **Class B:** D. J. A. Smith.

Team Award: G. K. Hale, S. A. Seccombe and J. R. Charlesworth.

Correspondence

Trials Car Data Sought

WOULD any experienced trials expert please help two novice "Special" enthusiasts with the following information:—

1. Does rack and pinion steering really improve the front end of a Ford Special. We would especially like to know how the push and pull rod is attached to the existing Ford stub axle. Is it possible to weld to the existing arm?

2. Is it possible to run a Ford 10 h.p. engine without a fan, but with the addition of a water pump? Would the result be overheating?

3. How do trialists arrange the Ford braking system when fitting an outside handbrake, so as to give braking on front or rear, when lever is pushed or pulled, as desired? Are special components needed, and if so, where obtainable?

We would appreciate any help, as we have never had the opportunity of examining a trials car incorporating the above, and have reached the stage where we are "In the mud" as far as carrying on. The information regarding steering would be our greatest grief over, as we are nervous of "Harry Tate" arrangements in this department.

T. JONES.

CARDIFF, S. WALES.

Let's Have a Goodwood Grand Prix

IT seems that the time is right for a few changes in the organization of the races at Goodwood and I would like to suggest a few alterations, which I feel would meet with the approval of most of those who spend not a small sum, two or three times a year, to go "racing".

Surely the time has come for a few really long distance races, where the added excitement of refuelling and tyre changing comes into play. These five-lap "tear ups" are O.K., as far as they go, but a lot of the real thrill of car racing is removed by the lack of time to get really down to some genuine driving. I know too well that at Goodwood the organizers have tried (and succeeded) in keeping the old Brooklands tradition going—even to the handicapper—and that they are looking after the club members who form the backbone of any such meetings, but I don't think a few Grand Prix style races would be out of place.

Apart from that, it would also give the more serious members of teams a good chance to practise their team organization on home ground rather than on the Continent. I think it would be generally agreed that these various teams should be given every possible chance to test out the machinery which will be raced abroad—and what better chance than at Goodwood in a 200-mile race?

The owners of Goodwood are business men in the truest sense of the word and I think it would be a good "draw" if they were to stage a couple of really first-class Grand Prix-style races instead of a series of five-lap handicap races.

Perhaps some of your other readers have other views—I expect they will!

M. C. STEVENS.

PUTNEY, S.W.15.

Discovery of a Chenard et Walcker

DURING the recent Easter Holidays I was caught one day in a rainstorm, and took shelter in a dilapidated cart shelter by the side of a muddy lane. What should I find sharing my shelter but an open car of the late 'twenties; wheel-less, rusty and apparently left to rot away.

The car had the sturdy build typical of its day, cart springs all round and typical vintage body (as far as one could judge from the remains). The radiator cowl, still shining bravely, carried a badge embodying an eagle and the name "Chenard et Walcker"; a make of which I had never heard previously.

Owing to there being no bonnet the engine was only made visible after the removal of much earth, dead leaves, etc. It was a four-cylinder side valve job, with combined inlet/exhaust manifold on the off side. At the near side, a casting in unit with the block projected to the side, enclosing a train of gears from the end of the camshaft. These had once driven the accessories, and possibly also carried a pulley for the fan belt.

On referring to "Stone and Cox" on my return, I found that Chenard et Walcker made cars up to 1931. I would be very glad if some of your knowledgeable readers could supply some information on these cars.

J. L. HARDEN.

The 1,172 Formula

I HAVE on occasions disagreed with the sentiments expressed by John Bolster in AUTOSPORT, but have never felt sufficiently strongly to dash into print about it.

However, as one of the "not-so-well-to-do" referred to in his article on the 1,172 Formula, I hasten to join him in deprecating any move to allow special camshafts or major block modifications. I know Holly Birkett has already contributed to your columns on these lines, but I feel that J. V. B. really gets down to the principles by advocating liberalism in chassis and transmission design whilst keeping the power unit within the economic bounds of the many. Having spent much time (but comparatively little cash) during the winter helping to rejuvenate the Godfrey Buckler for service with the Equipe Maritime this season, I consider it will, in a sense, have been wasted if on the grid beside me in a formula race is a car similar in all respects except for an engine modified regardless of expense and regarded as expendable by its fortunately placed owner.

Such an owner could surely afford an engine basically more suitable for open events anyway.

JOHN SEDDON.

SALE, CHESHIRE.

I WOULD like to reply to Mr. Lionel West by stating that the 1,200 c.c. race at Castle Combe is not a Formula event.

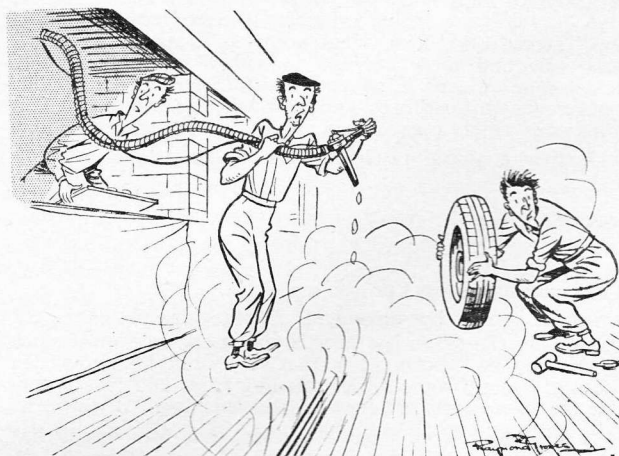
It is indeed gratifying to the 750 Club Committee to have 45 cars to compete in the 1,172 Formula events, but what I cannot understand (after reading replies to my original letter) is the fact that the 750 Formula register is larger *although there is no restriction on camshafts in this Class*.

Please will somebody tell me why there is this difference, and why the 750 Formula has not suffered as all your other correspondents on this subject seem to imagine the 1,172 Formula would.

Most replies to my letters quote the question of cost as the reason for the restriction, but may I suggest that the difference in cost of modifying a camshaft and valves and using only one carburettor instead of the usual twin set, should not worry the special builder with £300 to £400 to spend, and it should give a far better all-round performance without breaking the crankshaft—unless the bearings are out of line.

Mr. Bolster also mentions money bags and brains, and I agree with him; give the latter a chance by deleting the camshaft clause. Now I enjoy reading J. V. B. but I must disagree with him re that a special camshaft would curtail the getaway and give him a nasty inflexible engine. This is entirely opposite to fact in my experience, but, of course, this depends on the cam design.

Regarding making the cylinder block unacceptable on the exchange engine scheme, I would not dream of exchanging the block or crankshaft and con-rods after the hours of polishing, etc., spent on this job and am sure I am not alone on this point. The remark regarding "double knocker" heads at £250



"Fill up—and feel the difference!"

a time should be treated in a similar vein as Mr. Bryant's £1,000 assembly—both are entirely irrelevant to the matter in question.

I am a proud member of the 750 M.C., a club which has a most efficient band of workers with the right idea regarding the necessity of 750 and 1,172 Formula for the man with limited means. But surely what is good for the 750 is also good for the 1,172.

Finally, the best of luck to all the Formula boys, not forgetting J. V. B.

H. PORTEOUS.

BODELWYDDAN, N. WALES.

* * *

The 1,172 Formula—A Challenge from Ulster

AS the pioneer of Ford 8 and 10 h.p. specials in Ireland (1934) I have followed with interest the correspondence in AUTOSPORT regarding the 1,172 c.c. Formula, and the views of readers regarding special camshafts, cylinder heads, enlarged inlet valves, double valve springs and specially balanced rods and crankshaft, etc. As one who with a fair measure of success has raced in road races with a Ford 8 and 10 special off and on over the last 19 years I wonder if it is possible for the owner or builder of any of these much-talked-about, modified Ford 8 or 10 side valve engines to enter his car in one of the Irish road races—the Ulster Trophy, Leinster Trophy or Curragh events—and compete against a more or less standard Ford 10 chassis with home built body, the engine of which has standard pistons, valves, cast iron head, standard camshaft, crankshaft and rods, single valve springs and one carburetter. If the owners of much-modified Ford 10s have £50 to spare I suggest that all those with any unproved notions regarding them deposit £50 with AUTOSPORT. I will be pleased to do the same, winner to take all.

FRED D. SMYTH.

BELFAST.

* * *

Bolster, Swing Axles and Megaphones

MAY I comment on John Bolster's "Paddock Prowl" article. Talking of swing axle rear suspension with "no roll resistance", he says that "this type of car may be likened to a three-wheeler, with a single central rear tyre". This is, of course, perfectly true, but only holds good for moderate deflections. Large deflections bring the axle against a stop either way, usually a cable on bump and a pad on rebound and then surely there's bags of roll resistance. Your illustrations clearly show this. On the near side of the Walker Special the check cable is slack but on the offside some of the slack is taken up. If the offside wheel were lifted the check wire would become taut, and then the car would lift. The Labrani clearly shows the rebound stops on the top of the dampers.

The original intention of the megaphone, I've always understood, was to continue a regular sectioned exhaust pipe tuned for maximum power over the desired range of r.p.m. (for example, a 1½ in. diam. pipe terminating under the gearbox), to where racing regulations demanded that it should end—at or after the rear wheel spindle. To do this a device of different section was required and a megaphone filled the bill. On this basis a plain megaphone wouldn't give appreciable advantage over a lack of same since the *effective* pipe of regular section would be the same length whether it were bare or had a "mega" tacked on. This, I am prepared to agree, is only a general rule and there may be individual exceptions. The reversed cone "mega" is, of course, a different kettle of fish. My reference to gearboxes and rear wheel spindles refer to motor-cycles, where megaphones were first used to any degree.

A further criticism of John Bolster—his articles are too short!

C. J. CORNER.

TUNBRIDGE WELLS.

* * *

America and the Sports Car

ALTHOUGH your correspondent George Joseph, Jr., of Colorado, claims he has been a sports car enthusiast since 1947 and that he "knows the market very well", his knowledge appears to contain some rather startling gaps; and it is unfortunate that these gaps concern the achievements of British cars.

It is hard to believe from his letter, that Mr. Joseph has heard of the recent Sebring race; I would remind him that in this not unimportant event British cars finished second, third,

fourth and fifth, ahead of all the Italian cars. It is, in fact, hard to believe that he has ever heard of the Aston Martin DB3 or the XK 120C Jaguar at all.

We are not surprised, therefore, that he has not apparently heard of the Austin-Healey "Hundred" either; but if he turns to page 487 of last week's AUTOSPORT he may be surprised and perhaps gratified to find that this car was awarded the Grand Prix at the New York Sports Car Show, in competition with the best France, Germany, Italy and America could produce. So much for Mr. Joseph's extravagantly-expressed contention that our manufacturers are losing their footing in the American market through lethargy and general clottishness.

Unlike Mr. Joseph I do not claim to "know the market", but I cannot see the prospective American sports car buyer choosing a Ferrari instead of a Jaguar, or a Porsche or Osca instead of an M.G., unless he has plenty of dollars to throw around on these expensive Continental vehicles. Even those who have sometimes prefer a Bentley, Frazer-Nash or Aston Martin.

While Mr. Joseph's letter may appeal to those who prostrate themselves at the name of Mercedes-Benz, or despair at the name of Ferrari, to those who are concerned with facts rather than fiction it must appear arrant nonsense.

PATRICK KELLY.

HARROW, MIDDXX.

* * *

Cost of Lubricating Oils

IN the course of my business, I know that the wholesale imported prices of lubricating oils have fallen by (on average) 50 per cent. over the past six months. Yet, so far as I know, not one penny of this reduction has been passed on to the ordinary private motorist.

J. R. MCGILDOWNY.

LONDON, S.W.1.

* * *

Sports Car Regulations

I WAS very interested in your correspondent's letter under the above heading because we, as a firm, have always suffered from the same trouble.

It is difficult to apportion the blame to any particular section, whether it is manufacturers, organizers or private owners.

As most manufacturers race for publicity, then it is understandable why they produce, if not entirely different models than they sell, then at least "wolves in sheep's clothing". Their position is that they have got to sell thousands of cars and, if the cheapest form of publicity is racing, then it is worth while making a team of entirely special cars or, for that matter, to "lay down" sufficient special cars to satisfy the regulations.

They also argue that the average buyer is not knowledgeable and, in any case, does not want to buy cars suitable for competition, nor will the private owner pay for such a car when he realises how costly cars made for competition are to produce.

The organizers want to make a race and, if the regulations are too strict, then there are few entries, and if the newspapers are backing the race, well then they want to see that it is a "thumping success" which means lots of entries and lots of spectators, and so the organizers "waive" the "regs" at the last moment.

Of course, the R.A.C. could control it more by advising adherence to the International regulations, but the organizers, for the above reasons, have the right to introduce supplementary regulations which can make the International regulations a farce.

The motoring journals also have a part in this because the advertising revenue is considerable, especially when a big manufacturer enters the sports car field with a new or imitation

Continued on page 535

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

THE BUDGET

What Bolster says Today – Butler does Tomorrow !

I ADMIRE Mr. Butler tremendously; I think he is the best Chancellor we have ever had, and when one sees him in action on the platform, one cannot but be impressed by the sheer brains and absolute integrity of the man. Consequently, I am sorry that I have had to start a private war against him, and I almost regret that, up to now, I am on the winning side!

It happened this way. When the flat rate car tax was introduced, it seemed iniquitous that older machines should still stagger under the burden of the "horse power" assessment. I campaigned assiduously for fair treatment, and wrote an article in AUTOSPORT on the subject. I am lucky enough to have that most active member, Sir Waldron Smithers, as my M.P., and so I put my case before him. He drew "Rab" Butler's attention to what I had written, and then the feathers began to fly.

As a literary critic, Mr. Butler is about the most ruthless de-bunker that I have come across. He tore my little effort into very small shreds, and if my head was unbowed, it was certainly bloody. Although I continued my agitation, I secretly felt that I had "had it". It was therefore with amazement that I heard the glorious news. For 1953, all cars were to bear the same flat rate (except a few very small ones), and one was no longer considered to be a plutocrat if one ran an old warrior. I forgave the Chancellor for his treatment of my article, in fact, in company with some friends of like minds, I simultaneously drank his health and increased his beer tax receipts.

For a short time, all was peace, but then I began to interest myself in the smallest and cheapest cars. Now, I am well aware that some readers deplore these "motor mowers on wheels". Their theory seems to be that one should either drive an XK 120 or keep off the road. Nevertheless, modern economic conditions underline the importance of smaller and less expensive vehicles, and to ignore this is to be unrealistic. Consequently, I have covered quite a few miles in the lightest and simplest machines on the market, and have had some very enjoyable motoring, too.

During these researches, I discovered that, whereas the working man's 30 m.p.h. three-wheeler bore the same double purchase tax as a Silver Wraith, a high-performance 1,000 c.c. motor-cycle and sidecar was punished at only half that rate. This seemed most unfair, and, as usual, I took my complaint to Sir Waldron. The Chancellor took longer to reply on this occasion, but when my M.P. forwarded the curt note to me, it once again told me where I got off. As before, I gave up all hope, but this latest budget, to my enormous surprise, puts three-wheeler cars with motor-cycles, which have had their rate reduced, too. Thus, the purchaser of a "tricycle" now pays only 25 per cent., instead of 66 $\frac{2}{3}$ per cent. as formerly. Thank you, Mr. Butler!

It is extremely pleasant that the purchase tax on all cars has come down to 50 per cent. from 66 $\frac{2}{3}$ per cent., and we hope that future budgets will follow this tendency. There is, however, one very important requirement, which is that the motor industry should continue to export at a high level. To do this, the

reputation of British goods for high quality must be upheld, or we shall lose our markets. Yet one hears stories from abroad of shoddily finished and inadequately tested cars, with no proper arrangements for service after purchase. Even in our temperate climate, one sees almost new cars of which the body cellulose and plated parts have started to get shabby. It just won't do, and if the British motor industry expects preferential treatment in future budgets, it had better get down to producing cars of that high quality that once made our name famous. Perhaps the S.M.M. and T. could appoint a committee of scrutineers to ban the export of badly made vehicles.

To return to the budget, there is the abolition of entertainment duty on amateur sport. It is a curious thing that, although most racing drivers are amateurs, it will be very difficult to run the meetings in such a way that advantage can be taken of this provision. For instance, the payment of starting money would be taboo, though "reasonable prizes" are allowed. At present we have nothing between the frankly commercial "big time" event, that is outside the scope of the new benefit, and the typical club meeting, where the paying public is not admitted. What is needed, now, is a new type of event, graded between these two extremes. Although it is forbidden to make a profit, all is well as long as the money is "ploughed back". Thus, a new club could run amateur-only meetings, and devote the "gate" to acquiring all the essential equipment that is so expensive to hire. Such a club could later take the plunge and organize full-scale events, though the duty would then be payable.

I think that it would be well worth while to take legal advice on this new provision. On the Continent, races are being cancelled in great numbers, simply because money has been lost in previous years. There is not the slightest doubt that the post-war novelty appeal of motor racing has subsided, and interest has fallen to a more normal level. Under the circumstances, it is unlikely that our fairy godmothers, the daily press, will continue to support our shows in the same lavish manner. Club committees would be well advised to think twice before deciding that they are too big to organize amateur-only meetings. The lesson of Boreham is too recent to be forgotten.

As to the future, it is certain that many people who were hesitating will now buy new cars, and the essential home market, without which we cannot export effectively, will be kept going. I cannot help feeling, though, that a reduction in the petrol tax is the next thing to work for, and that is to be the target for my own personal political agitation. So many vehicles besides cars use petrol. Producers, such as farmers, spend vast sums on it, and every time any sort of delivery van fills up, the tax goes on to the public's cost of living. Nobody would quarrel with a reasonable duty on petrol, but the present figure is beyond all reason, and is almost paralysing many trades. If you feel as I do in this matter, please write to your M.P. about it, and keep on writing!

It only remains for me to congratulate "Rab" Butler on an excellent budget, and to assure him that if ever he wants any good advice, Bolster's the name!

A.M.O.C. AT S

Ken Wharton (Cooper-Bristol) Wins Formula Libre race, during which he set up a new Snetterton circuit record.
Record — "Doubles" for R. F. Fyson (Tojeiro) — Eric Thompson

two rivals invariably closed up when they reached the hairpin, but the silver machine always streaked away again through the Esses. Meanwhile, on lap 3, the limit man Baxter and his Healey packed in when away out in front, letting W. J. Jacobs's red J2 Allard into the lead, a lead which everyone believed to be unassailable, as he had started 90 secs. ahead of the scrapping trio. B.

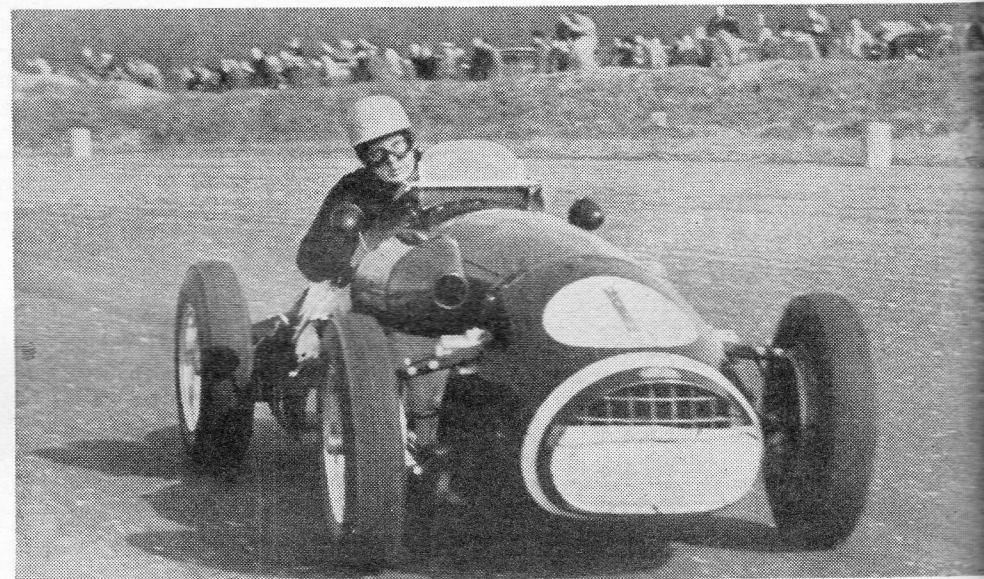
RECORD-MAKER: (Above) Ken Wharton (Cooper-Bristol) winning the Formula Libre race, during which he set up a new Snetterton circuit record.

FORMULA 2 WINNER: (Right) Eric Thompson (Connaught) in the Esses, on his way to victory in the Formula 2 race.

UNLIKE the unlucky West Essex Club, the Aston Martin people appear to have a special arrangement with the Clerk of the Weather. The closed to club meeting at Snetterton last Saturday attracted the usual generous ration of sunshine, and a fairly large crowd of spectators saw some really first-rate racing on the 2.7 miles circuit. It would seem that East Anglian folk have now solved the problem of what to do on Saturday afternoons during the motor racing season. The many hours of hard work put in by Oliver Sear and his associates is rapidly paying dividends, and the future of Snetterton as an important racing circuit seems assured.

The long programme kicked off with a 10-lap sports car handicap at the almost indecent hour of 11 a.m. R. F. Fyson (Aston Martin Le Mans) went so well from the 4 mins. 10 secs. mark that he scored what amounted to a runaway victory from D. A. Green's similar model, which had another minute start. This race saw some forceful driving by Ben Baxter in his very fast Speed Model Aston Martin, who came through from scratch to take third place, putting up the fastest lap in the process.

Next came another 10-lap handicap for sporting devices. This developed into a tremendous battle featuring Cliff Davis (Tojeiro), Roy Salvadori (Frazer-Nash) and Hugh Howarth (XK 120



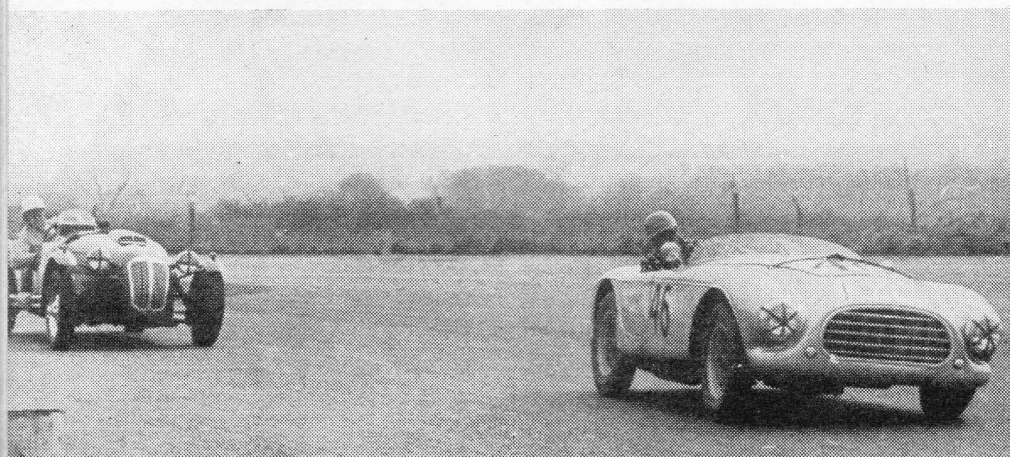
Jaguar), all virtually on the scratch mark in the absence of Hamilton's C-type and Baird's Ferrari. Davis made a bad start, and, ripping past Tony Crook (Frazer-Nash), rapidly closed up on his rivals. As they came through on lap 1, it was Salvadori, Howarth, Davis and Crook; the three first-named became involved in a spate of passing and re-passing, and there were not a few excursions into the "rough". On lap 2 the Tojeiro motored for some distance in the cabbage patch at Riches Corner, but Davis safely regained the road without lifting his foot.

It was all very exciting. Davis's car displayed remarkable pace on the Norwich straight, and hurtled ahead. His

Litchfield's DB2 moved up into second spot. However, they hadn't quite reckoned on the incredible Davis, who proceeded to carve many seconds per lap off the Allard's lead; in fact, on one tour he cut no less than 16 secs. off.

W. A. McMillan in the ex-Tyrer BMW "Brescia" retired to look for a missing cylinder. On lap 9 Davis was right on the tail of the Allard, and had completely outpaced Salvadori, Howarth and Crook. The normally all-conquering Frazer-Nashes had to give best to the latest addition to Britain's sports-racing machines. Howarth, completely fagged out by lack of sleep during preparation of his car, was not in his best form—but his Jaguar is obviously extremely swift. Davis eventually won at the excellent speed of 78.53 m.p.h., setting up a new sports car record of 2 mins. 1 sec. (80.32 m.p.h.) during his exciting drive. Both Salvadori and Howarth failed to catch Jacobs's Allard for second spot.

After this absorbing struggle, the 25-lap race for Aston Martins was a more relaxing contest to watch. It was a great pity that Peter Clark's supercharged DB2 was a non-starter, but Eric Thompson did some fast motoring from



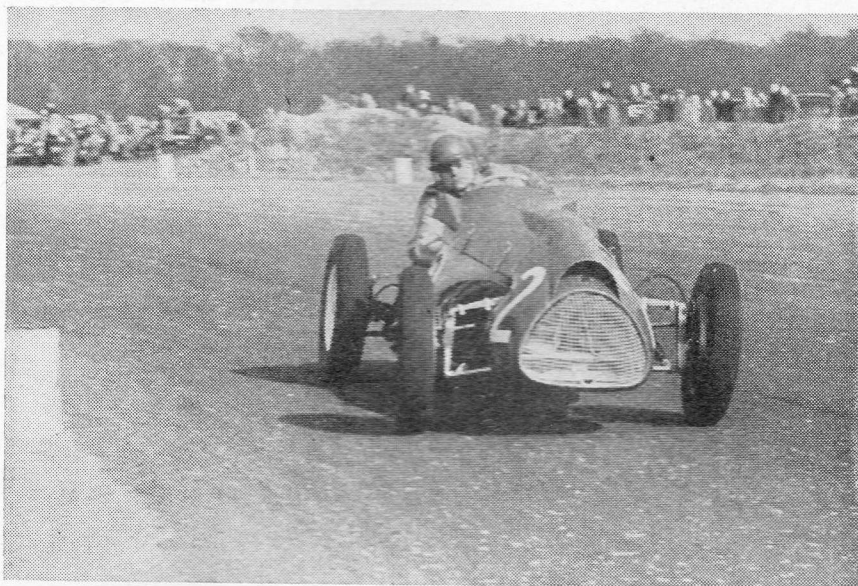
DUELLISTS: Cliff Davis (Tojeiro) and Roy Salvadori (Frazer-Nash), whose battles were a feature of both handicap and scratch sports car events.

SNETTERTON

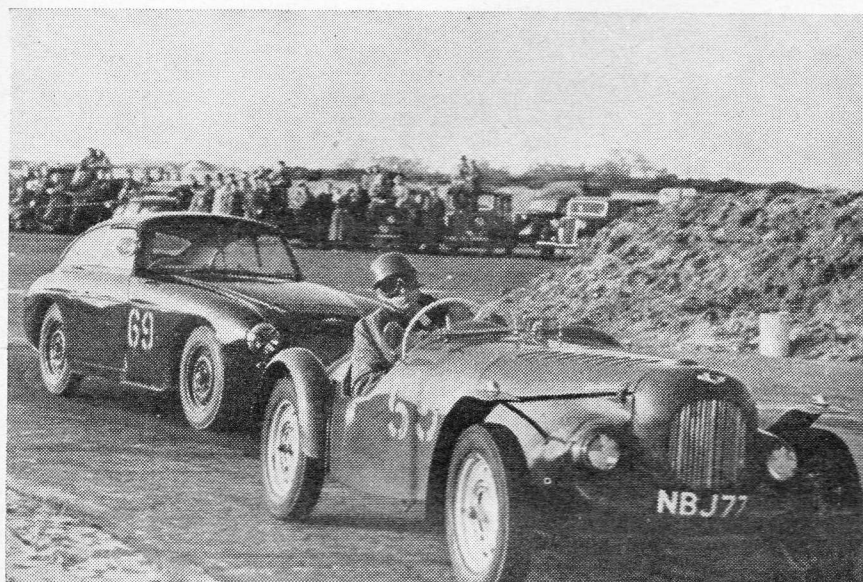
Formula Libre Race and Breaks Lap
(Aston Martin) and Cliff Davis
(Connaught) Formula 2 Winner

scratch with his DB2, only to retire about half-distance after setting up the quickest lap. Fyson's Le Mans was again to the fore, and with a credit of five laps and 2 mins. 5 secs., was virtually uncatchable. Ivor Robertson (Ulster) careered through the field to take second place from D. A. Green's Le Mans, within sight of Dudley Coram's cheque-ed flag.

In the 10-lap F2 race, "Pathfinder" Bennett (Cooper-Vincent) and Rodney Nuckey were last-minute additions to a field of seven, after the Cooper-Bristols of Joe Kelly and Ben Baxter were announced as non-starters. Crook's Frazer-Nash, Davis's Tojeiro and Wyatt's



(Above) Bob Gerard, cornering very fast through Coram Curve with his Mark II Cooper-Bristol.



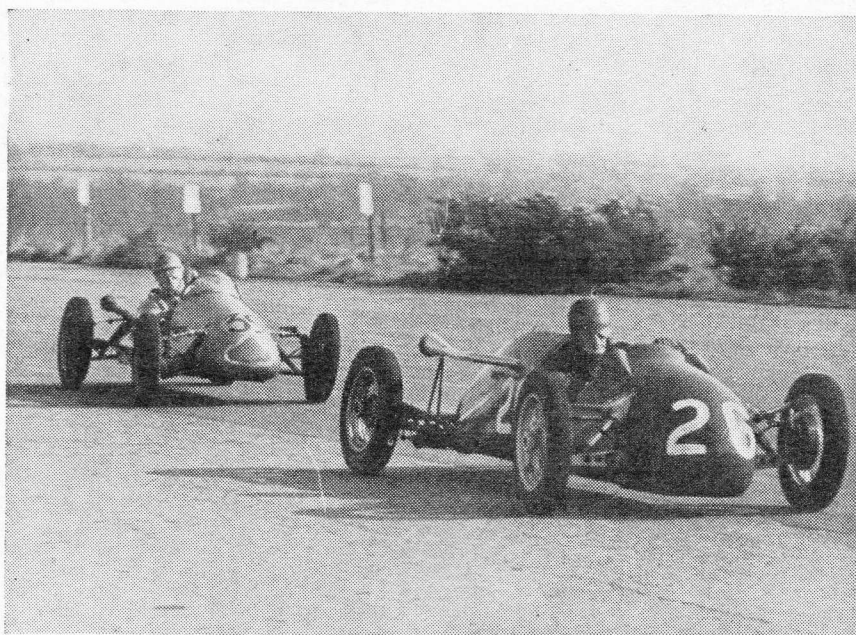
(Left) G. N. Hennessy's Vice Consul Special, being pursued by Roy Clarkson's Morgan saloon during a handicap event.

well that the slightest error would allow the Leicester man to shoot ahead—and Gerard is one of the most difficult drivers to retake once he has assumed the advantage.

Both drivers put everything they had into their battle, and gradually drew away from Whitehead. On lap 6, Thompson had 5 secs. lead, but next time round this was cut to 3 secs. Gerard strove hard to get on level terms, but just hadn't the power to overtake the speedy Connaught. On the last lap, the Cooper-Bristol came even closer, and when they flashed over the finishing line there was only 1.8 secs. between them. Baird moved up to fourth place behind

Frazer-Nash also failed to turn up on the grid, Davis having decided to reserve his car for a later race, the touring-type clutch not being quite up to the mark.

Owing to some confusion regarding practice times, starting positions were balloted. Ken Wharton (Frazer-Nash) made a lightning getaway from the second row, and hurtled into Riches Corner in the lead, only to break a universal joint at Sear Corner and retire. Eric Thompson, in Rob Walker's Connaught, thereupon seized the lead, with Bob Gerard (Cooper-Bristol) almost breathing down the back of his neck. Bobbie Baird's Ferrari was also in the hunt, but the red car shot off the course at the hairpin, letting Peter Whitehead's Cooper-Alta into second place. Baird returned to the fray and proceeded to motor very quickly indeed in his efforts to overhaul the leaders. Thompson skillfully kept Gerard at bay, knowing full



Don Parker (Kieft), winner of the F3 race, shadowed by Rodney Nuckey (Cooper).



Whitehead, and had the satisfaction of establishing a new circuit record of 1 min. 51 secs. (87.55 m.p.h.).

Bob Gerard was also very much in the picture in the 10-lap F3 race, when he was involved in a fierce struggle with Don Parker (Kieft) and Rodney Nuckey (Cooper). Parker led for a couple of tours, then Nuckey forged ahead with Gerard almost level pegging. Bob then retook Nuckey, and held off Parker for two whole circuits. The Kieft driver again went ahead, but Gerard was not to be denied and Don had to pull out all the stops to keep in front. Nuckey tried to take both of them, and then failed to come round on lap 6, letting Ken Smith's "one-off" Smith into third place. Gerard overdid things at the hairpin and shot straight through a miniature "lake", but regained the course and set off again in pursuit of the 1952 AUTOSPORT Championship winner. By then it was Parker's race, and he finished over 3 secs. ahead, with the gallant Smith in third place.

Pete Walker, whose Cooper-E.R.A. had suffered from cracked brake drums in practice, was able to start in the 10-lap *Formule Libre* event, after new wheels had been rushed by road from Surbiton. Graham Whitehead's B-type E.R.A. was a non-starter with piston trouble, whilst Roy Salvadori took Baird's seat in the Ferrari "Four".

Ron Flockhart (E.R.A.) made a superb start, and the young Scotsman streaked into the lead, followed by Wharton (Cooper-Bristol), Salvadori (Ferrari), Walker (Cooper-E.R.A.) and Whitehead (Cooper-Alta). Poor Flockhart's lead was short-lived. Just after entering his second lap the ZF diff. packed up, and the ex-Mays car was overtaken by the rest of the field.

From that point, Wharton drove a storm of a race; Salvadori tried desperately to get to grips with the yellow-nosed machine, but the Smethwick man was out to repeat his B.R.M. showing at Goodwood. Pete Walker's blown Cooper-E.R.A. unaccountably slowed slightly, although still sounding as healthy as ever, and he was overtaken by Thompson, and then by Gerard. Duncan Hamilton's blue Talbot was not displaying its usual pace, and fell back behind Tony Gaze's 2.9 Maserati and Nuckey's Cooper-Bristol. Gaze, after a slow start, was picking up noticeably, only to pack up with a sudden engine failure.

Wharton went on to win at the remarkable speed of 86.46 m.p.h.—the fastest-ever race at Snetterton—followed by the tenacious Salvadori not quite

used to the somewhat tricky Italian machine. Thompson took third place, a couple of seconds in front of Bob Gerard. During his meteoric drive, Ken Wharton set up a new circuit lap record of 1 min. 50.8 secs. (87.72 m.p.h.).

Cliff Davis's JOY 500 was put on scratch for the third sports car handicap race in which Roy Clarkson's pretty Morgan, Ferrari-like saloon, was permitted to start by the stewards in place of an earlier event. John Goldschmidt's Leaf-powered Performance Special went like a bomb from the 60 secs. mark, and was too fast to be overtaken by Davis, although the Cooper-M.G. caught every other car in the race, finishing just 26.8 secs. behind Goldschmidt, who drove a very fine race. Davis managed to urge his little car round in 2 mins. 8 secs., 75.9 m.p.h. Archie Scott-Brown did well to bring his 1½-litre size M.G. TD into third place, his cornering being particularly rapid. He finished 5.2 secs. behind Cliff Davis, and about 30 secs. ahead of Tom Dargue's M.G. TD, over which he had 50 minutes start. Clarkson's Morgan also went quickly, although troubled by rear wheel patter and brake fade.

The sports car invitation scratch race wound up a grand day's sport, and once again featured a Davis, Salvadori, Howarth battle. The Tojeiro seized an early lead, which it held throughout the entire distance, challenged all the way by Salvadori in Sid Greene's Frazer-Nash. Roy really went to town in this event, and in chasing Davis equalled the Tojeiro's newly established sports car lap record. However, the "Toj" was not to be caught, and Davis romped home at 78.76 m.p.h., followed by Salvadori, Howarth and Tony Crook in that order.

In truth, a day of interesting racing. However, there would appear to be too great a time lag between races, which, in a programme of mainly 10-lap events, tends to make it a long day for most people. This point should receive consideration when the next Snetterton meeting is staged.

G. G.

RESULTS

Handicap Events

First 10-lap Sports Car Race: 1, R. F. Fyson (Aston Martin Le Mans), recd. 4 mins. 10 secs., 26 mins. 53.4 secs., 62.57 m.p.h.; 2, D. A. Green (Aston Martin Le Mans), 5 mins. 10 secs.; 3, B. Baxter (Aston Martin Speed Model), scr.; 4, W. B. Fowler (Aston Martin Le Mans), 4 mins. 10 secs. **Fastest lap:** Baxter, 2 mins. 20.4 secs., 69.22 m.p.h.

ASTONS ALL: Line-up at the start of the 25-lap race at Snetterton, confined to Feltham products. It was won by R. F. Fyson's "Le Mans".

Second Sports Car Race: 1, Cliff Davis (Tojeiro), 50 secs., 22 mins. 37.8 secs., 78.53 m.p.h.; 2, W. J. Jacobs (Allard), 2 mins. 20 secs.; 3, Roy Salvadori (Frazer-Nash), 50 secs.; 4, Hugh Howarth (Jaguar), 50 secs. **Fastest lap:** Davis, 2 mins. 1 sec., 80.32 m.p.h.

Third Sports Car Race: 1, John Goldschmidt (Performance Spl.), 1 min., 25 mins. 14.2 secs., 72.86 m.p.h.; 2, Cliff Davis (Cooper-M.G.), scr.; 3, Archie Scott-Brown (M.G. TD), 1 min. 50 secs.; 4, Tom Dargue (M.G. TD), 1 min. **Fastest lap:** Davis, 2 mins. 8 secs., 75.9 m.p.h.

25-lap Race for Aston Martins: 1, R. F. Fyson (Le Mans), 5 laps credit plus 2 mins. 5 secs., 52 mins. 24.6 secs., 61.84 m.p.h.; 2, Ivor Robertson (Ulster), 5 laps; 3, D. A. Green (Le Mans), 6 laps plus 1 min. 20 secs.; 3, W. B. Fowler (Le Mans), 5 laps, 2 mins. 5 secs. **Fastest lap:** E. Thompson (DB2), 2 mins. 10.2 secs., 74.67 m.p.h.

Scratch 10-lap Races

Formula 3: 1, Don Parker (Kieft), 20 mins. 46 secs., 78.01 m.p.h.; 2, Bob Gerard (Cooper), 20 mins. 49.4 secs.; 3, Ken Smith (Smith), 21 mins. 8.4 secs.; 4, Austin Nurse (Cooper), 21 mins. 50 secs. **Fastest lap:** Parker, 2 mins. 1.2 secs., 80.20 m.p.h.

Formula 2: 1, Eric Thompson (Connaught), 10 mins. 11 secs., 84.44 m.p.h.; 2, Bob Gerard (Cooper-Bristol), 19 mins. 12.8 secs.; 3, Peter Whitehead (Cooper-Alta), 19 mins. 24 secs.; 4, Bobbie Baird (Ferrari), 19 mins. 38.2 secs. **Fastest lap:** Baird, 1 min. 51 secs., 87.55 m.p.h.

Formule Libre: 1, Ken Wharton (Cooper-Bristol), 18 mins. 44.2 secs., 86.46 m.p.h.; 2, Roy Salvadori (Ferrari), 18 mins. 50.2 secs.; 3, Eric Thompson (Connaught), 19 mins. 8.4 secs.; 4, Bob Gerard (Cooper-Bristol), 19 mins. 10.4 secs. **Fastest lap:** Wharton, 1 min. 50.8 secs., 87.72 m.p.h.

Sports Cars: 1, Cliff Davis (Tojeiro), 20 mins. 34.2 secs., 78.76 m.p.h.; 2, Roy Salvadori (Frazer-Nash), 20 mins. 40.4 secs.; 3, Hugh Howarth (Jaguar), 20 mins. 52.2 secs.; 4, Tony Crook (Frazer-Nash), 21 mins. 35 secs. **Fastest lap:** Salvadori, 2 mins. 1 sec., 80.32 m.p.h.

Lap Records Established During Meeting

Circuit: Ken Wharton (Cooper-Bristol), 1 min. 50.8 secs., 87.72 m.p.h.

Formule Libre: Wharton.

Formula 2: Bobbie Baird (Ferrari), 1 min. 51 secs., 87.55 m.p.h.

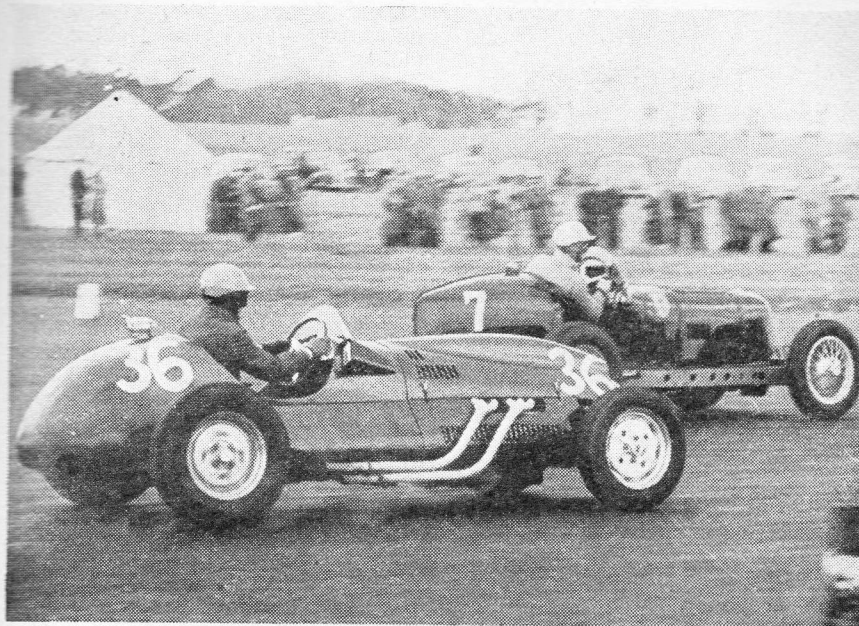
Formula 3: Don Parker (Kieft), 2 mins. 1.2 secs., 80.20 m.p.h.

Sports Cars: Cliff Davis (Tojeiro) and Roy Salvadori (Frazer-Nash), 2 mins. 1 sec., 80.32 m.p.h.

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LE MANS—BY AIR

A FEW seats are still available on the Dove aircraft chartered by the Hatfield Technical College M.C. for a visit to Le Mans. Readers who may be interested are invited to contact W. S. Bowker, Crabb's Close, Old Park Road, Hitchin, Herts.



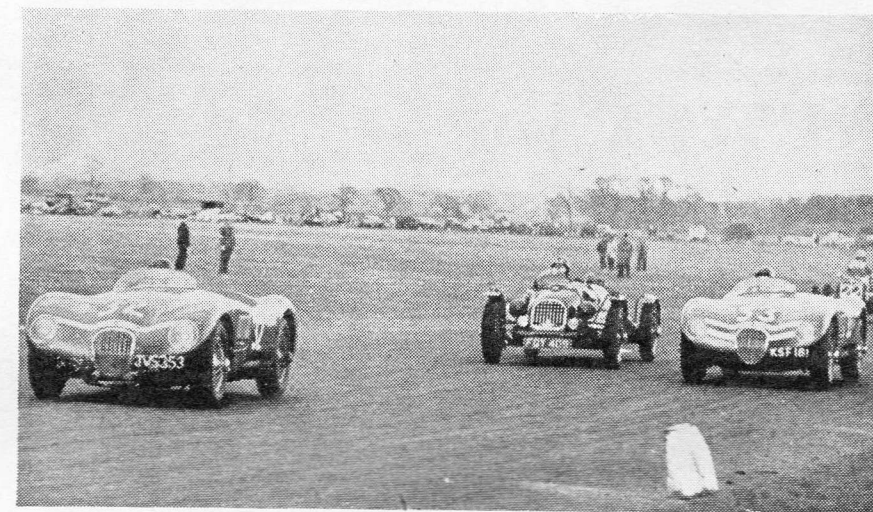
CLUB CHARTERHALL

IN view of the reduced opportunities for circuit racing in Scotland the number of competitors entered for the Winfield Joint Committee's first race meeting of the season on 12th April was rather disappointing. This was particularly the case in the smaller capacity sports car races and the saloon car event and one would have thought there would have been a lot more of our Scottish enthusiasts anxious to try out the track improvements which have been made at Kames Curve and Paddock Bend prior to the National event coming off on the circuit on 23rd May.

The day's sport, however, was enjoyable, not the least interesting event being the 10 lap race for the half-litre gentry. Of the 11 cars only four managed to finish and, for the first five laps, we had a terrific wheel to wheel battle involving Ninian Sanderson and Alex McGlashan in their Coopers, who were being aided and abetted by David Blane in the latest production from the Bellshill establishment of Joe Potts. Both Blane and Sanderson were driving remarkably well and it was most unfortunate that Ninian's brakes should lock and he should go off the track at Lodge Corner on the fifth lap while, on the sixth, the engine of David Blane's J.P. seized up completely.

They were not the only unlucky entrants for, on the third lap, fuel starvation in Bob Haddow's smart little Cooper resulted in a burnt out piston and J. Nicholson (Cooper) had to retire with a broken chain. After the sixth lap Alex McGlashan had things pretty much his own way and although J. K. Hall (Cooper) tried hard he was no match for the wily Glasgow man who was driving with all his old skill.

Among the 10 entrants in the five lap race for sports cars of unlimited capacity were the three beautifully maintained C type Jaguars of Ecurie Ecosse. This resulted in a spirited duel between Ian and Jimmy Stewart. Jimmy led for two laps but spun off at Lodge Corner where-



upon Ian nipped into the first place. Both these Stewarts were driving wonderfully well, but Ian was just that little bit better on the bends, enabling him to stay in front, while Jimmy Neilson in a Frazer-Nash drove very capably, indeed, to stay in front of Ninian Sanderson who was driving the third of the Ecurie Ecosse Jaguars.

Another grand race was the 15-lapper for racing cars of unlimited capacity, the only thing missing being David Murray's new Connaught which had cylinder head trouble. The event opened with five of the fastest laps I have seen in a long time from Jock McBain in the ex-Brandon Cooper-Bristol. It looked much too good to last and, in the sixth, Jock drew into the pits with valve trouble. Thereafter Ninian Sanderson (Cooper-Bristol) took the lead, held it for eight laps against Ron Flockhart's ex-Mays E.R.A. and then, rounding Kames Curve and Paddock Bend, the healthy note of the Cooper-Bristol turned very sickly indeed. Flockhart went through like the proverbial train, his E.R.A. going magnificently, but Ninian never stopped trying. From a field of 10 cars, ranging from three C type Jaguars to a brace of 30/98

Vauxhalls, Sanderson's Cooper-Bristol was the one to separate the E.R.A.s of Flockhart and Birrell in the first three placings. At the end of the race "Wilkie" Wilkinson practically dived under the bonnet to diagnose and there, to his chagrin and dismay, he found that a stone flung up from the track had lodged in one of the Cooper's carburetters.

Two small capacity sports car races, a saloon car race and three very hot contributions from the two-wheel brigade added to the day's sport, which was graced with fine weather and made a pleasant introduction to this year's Scottish circuit racing season.

A. N. F.

PIPPED: (Left) Ron Flockhart takes the 2-litre E.R.A. past Ninian Sanderson's Cooper-Bristol at Toft's Turn to win the Formule Libre race.

STEWART SANDWICH: (Below) J. E. Robertson (Aston Martin) with Ian Stewart to his right and Jimmy Stewart to his left, both in Ecurie Ecosse Jaguars.

RESULTS

Sports Cars, up to 1,200 c.c. S, 1,500 c.c. U/s (5 laps): 1, W. A. Brearley (Jowett Jupiter), 10 mins. 9.9 secs. (59.2 m.p.h.); 2, J. Brown (M.G.); 3, D. I. Adamson (M.G.).

Sports Cars, up to 1,500 c.c. S, 2,500 c.c. U/s (5 laps): 1, P. J. Kenneth (Frazer-Nash), 8 mins. 14.2 secs. (72.7 m.p.h.); 2, J. Neilson (Frazer-Nash); 3, J. E. Robinson (Aston Martin).

Sports Cars, any capacity (5 laps): 1, I. M. M. Stewart (Jaguar XK 120C), 7 mins. 55.6 secs. (75.8 m.p.h.); 2, J. R. Stewart (Jaguar XK 120C); 3, P. J. Kenneth (Frazer-Nash).

Saloon Cars, any capacity (5 laps): 1, E. B. Wadsworth (Healey), 9 mins. 29.5 secs. (63.2 m.p.h.); 2, W. A. Brearley (Jowett Jupiter); 3, N. V. L. Barclay (Allard).

500 c.c. Racing Cars (10 laps): 1, A. McGlashan (Cooper), 16 mins. 40.2 secs. (70.00 m.p.h.); 2, J. K. Hall (Cooper); 3, C. Clark (J.P.).

"Formule Libre" Racing Cars (15 laps): 1, R. Flockhart (E.R.A.) (79.5 m.p.h.); 2, N. Sanderson (Cooper-Bristol); 3, A. W. Birrell (E.R.A.).

STATIC AT STONEY: Competitors in the M.C.C.'s Land's End Trial, during the Easter week-end, await their turn to climb Stoney Street.

NATIONAL CHARTERHALL MEETING

ENTRIES close on Wednesday, 6th May, for the next meeting at Charterhall, Berwickshire, organized by the Berwick and D.M.C., Lothian C.C. and Hawick and B.G. & M.C.C., which starts at 2 p.m. on Saturday, 23rd May. The secretary of the organizing committee is Bryan Groom, Hall Place, Galashiels, and there will be classes for sports cars, vintage cars and racing cars to Formulae 2, 3 and Libre.

THIRD EDINBURGH RALLY

ONCE again the M.C.C.'s "Edinburgh" will this year take the form of a rally, starting from Kenilworth at 11 p.m. on Friday, 22nd May, and finishing in Edinburgh the following day. The event is open to members of the B.A.R.C., M.G.C.C., Lancashire A.C., Aston Martin O.C., Riley M.C., Bristol M.C. & L.C.C., Vincent O.C. and Army M.C.A., and entries close on Saturday, 2nd May. Regs. from J. A. Masters, 76 Kinnerton Street, Knightsbridge, S.W.1, or from the secretaries of invited clubs.

SNETTERTON '53 SEASON

FOLLOWING last Saturday's meeting of the Aston Martin O.C. at Snetterton, six further fixtures are due at the Norfolk circuit this year. They comprise two West Essex O.C. meetings on 30th May and 27th June, an Eastern Counties C.C. meeting on 11th June, the United States Air Force race meeting to be promoted by the A.M.O.C. on 25th July, a further A.M.O.C. session on 12th September, and the W.E.C.C.'s third date, the last of the season, on 17th October.

VETERAN C.C. RALLIES

ENTRIES close on Monday, 27th April, for the Veteran C.C.'s (N.W. Section) Chester Rally on Sunday, 17th May. Cars divided into two classes (Class A, manufactured prior to 1905, and Class B, prior to 1917) will rally to Little Roodee, Chester, before commencing a timed run to the Four Ways Country Club, Oakmere, with Class A averaging 10 m.p.h. to Class B's 20 m.p.h. The Secretary of the Meeting is Miss J. E. Nagle, c/o Sandfield House, Whiston, Lanes.

In the Leicester Rally and Driving Tests on Saturday, 11th April, Class A was won by H. T. Clarke (1904 de Dion Bouton) and Class B by H. R. Timmis (1910-Mercedes). Results of the driving tests were: **Class 1:** A. Tyler (1899 Decauville). **Class 2:** 1, D. G. Blackford (1903 White Steamer); 2, C. R. Southall (1902 Baker Electric); 3, A. T. Seaton (1903 de Dion Bouton). **Class 3:** 1, R. J. T. Granger (1910 Stanley Steamer); 2, Dr. W. O. Attlee (1910 Rolls-Royce); 3, H. R. Timmis (1910 Mercedes). **Class 4:** 1, H. R. Smith (1911 Renault); 2, Flt.-Sgt. J. Noakes (1911 Delahaye); 3, Major W. T. Pitt (1912 Hispano Suiza).

More News from the Clubs on page 534

NEWS FROM THE CLUBS

By Wilson McComb

ACCORDING to the R.A.C. fixture list which has at last reached the light of day, no less than 208 recognized motoring clubs at present exist in the United Kingdom. In addition, there are a number of southern Irish associations, under R.I.A.C. jurisdiction, and many British clubs which have not yet been recognized. Whether one-make, regional, or purely racing, they are remarkably active for the most part in organizing every conceivable type of competition or social function, and many man-hours are devoted to the production of club bulletins, some of which are publications of a very high standard indeed.

The impression one gathers from a detailed fixture list, that every one of these clubs is organizing a Coronation Rally, Coronation Trophy Race, Coronation Hill-Climb, or simply a Coronation Noggin and Natter, is understandable but not entirely justified. Sunbac, for example, have resisted the temptation; I quote from their bulletin, "the 1953 Rally, which we have refrained from calling the Coronation Rally. . ."

But there is one Coronation Rally which *does* seem worthy of the title—that planned by the Veteran C.C. for Sunday, 7th June. From all parts of the country, cars manufactured before 1917 will rally to Hyde Park; at 8.30 a.m. the Mayor of Westminster will start the entrants on a timed run to Windsor. At 11.30 a.m. there will be a Cavalcade past Windsor Castle and through Park Street to the Home Park, where drivers will be received by the Mayor of Windsor and the Deputy Constable and Lt.-Governor of Windsor Castle.

It is said (although proof is lacking)

that a procession of cars through Windsor took place in 1902, as part of the celebrations in connection with the coronation of King Edward VII. If this is true, the Veteran C.C.'s Coronation Rally will be a wonderful repetition of history; even if it is not, the event promises to be both colourful and spectacular, in the true Coronation tradition.

WHIT MONDAY DAVIDSTOW MEETING

THE Cornwall Motor Racing Association (joint committee of the Cornwall Vintage C.C. and the Plymouth M.C.) have planned a fine programme of sports car and F.3 races for the meeting at Davidstow on Whit Monday, 25th May, starting at 2 p.m. As J. H. W. Pritchard pointed out in a letter to AUTOSPORT last month, this 2-mile circuit on Bodmin Moor has been lapped at 85 m.p.h. by Ken Watkins' Cadillac-Allard, and it looks as if really high speeds may be obtained. The circuit is halfway between Launceston and Bodmin on the main Launceston/Camelford road (A.395), and admission charges have been kept at a very reasonable level.

Prize money totals £300, and increased starting money is being offered to early F3 entrants. Details from J. W. Limmer, Little Meadows, Toldish, St. Columb, Cornwall.

DATE CHANGES

THE Midlands Rally of the Pathfinders and Derby M.C., due to take place on 25th/26th April, has been postponed until a date to be announced later, owing to the illness of several members of the organizing committee.

Two Silverstone meetings have changed their position in the calendar. The M.C.C.'s one-hour high-speed trials and 5-lap races will be held on Saturday, 20th June, *not* 12th September. Saturday, 8th August, *not* 27th June, is the new date for the Nottingham S.C.C.'s programme of sports and racing car events.



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ALL MORRIS, WOLSELEY AND M.G. CARS**

B.A.R.C. AT BRUNTON

THE S.E. Centre of the B.A.R.C. staged their fifth Brunton Hill-Climb at Collingbourne Kingston, near Rudgershall, Wilts, on Sunday, 12 April. An entry of 43 was divided into 10 classes, four for saloons and six for sports cars. No records fell, owing to a steady drizzle which persisted throughout most of the day, making the course rather tricky; however, there was only one "incident", fortunately without injury to man or machine.

Best time of the day was made by C. H. Threlfall (1,467 c.c. Tojeiro) who, with much wheelspin and tail-wagging, fought his way to the summit in 29.17 secs. Second came C. M. B. Kite (Jaguar XK 120) in 29.68 secs., and third W. L. Cripps in the Cripps Special, which combination set up the record for the hill last September in 27.03 secs. The fastest lady driver was Miss Betty Haig (Healey), with 32.93 secs.

The closed car classes were run off first, Class 1 being for saloons up to 1,300 c.c. The three runners in this class all came from Dagenham, one being a Prefect and two of them Anglias with 10 h.p. engines. One of the latter, driven by P. H. W. Kinggett, was an easy winner in 41.71 secs. Class 2 brought only one entrant to the line, as did Class 4. The non-appearance of two Austins in the small sports car class made it a gift to G. V. Coles' J4, running unblown; he climbed in 33.74 secs., just beating R. M. Smith, who achieved 33.99 secs. with the same car.

Three Silverstone Healeys in Class 9 completely outclassed P. J. Morgan's 1927 3-litre Bentley, the gear ratios of which were obviously unsuitable. Five of the nine runners in Class 10 were XK 120s; giving trouble in supercharged form, the Cripps Special had to be rapidly converted to unblown form to take second place in the class.

Results

Class 1 (Closed, up to 1,300 c.c.): 1, P. W. Kinggett (Ford), 41.71 secs.; 2, D. Silverthorne (Ford), 47.03 secs.; 3, W. J. Abbott (Ford), 47.37 secs.

Class 2 (Closed, 1,301 to 1,800 c.c.): 1, G. A. Robins (Vauxhall), 46.07 secs.

Class 3 (Closed, 1,801 to 3,000 c.c.): 1, A. P. O. Rogers (Riley), 35.40 secs.; 2, F. Downs (Sunbeam-Talbot), 36.99 secs.; 3, R. Carnegie (Ford), 38.66 secs.

Class 4 (Closed, over 3,000 c.c.): 1, J. A. Shutler (Invicta), 31.62 secs.

Class 5 (Sports, up to 750 c.c. U/s): 1, G. V. Coles (M.G.), 33.74 secs.; 2, R. M. Smith (M.G.), 33.99 secs.; 3, D. E. Corke (Austin), 52.29 secs.

Class 6 (Sports, 751 to 1,100 c.c. U/s, up to 750 c.c. S.): 1, Mrs. D. Cawsey (Morgan), 41.01 secs.

Class 7 (Sports, 1,101 to 1,500 c.c. U/s, 751 to 1,100 c.c. S.): 1, C. H. Threlfall (Tojeiro), 29.17 secs.; 2, J. N. Dobbs (J.N.D.), 32.00 secs.; 3, I. Hammond (H.R.G.), 34.71 secs.; 4, T. Haig (M.G.), 34.72 secs.

Class 8 (Sports, 1,501 to 2,000 c.c. U/s, 1,101 to 1,500 c.c. S.): 1, D. W. Davis (M.G. S.), 30.26 secs.; 2, R. Truscott (Frazer-Nash), 31.29 secs.

Class 9 (Sports, 2,001 to 3,000 c.c. U/s, 1,501 to 2,000 c.c. S.): 1, D. M. Sessions (Healey), 29.91 secs.; 2, H. J. Hunter

(Healey), 30.95 secs.; 3, Miss B. Haig (Healey), 32.93 secs.

Class 10 (Sports, over 3,000 c.c. U/s, over 2,000 c.c. S.): 1, C. M. B. Kite (Jaguar), 29.68 secs.; 2, W. L. Cripps (Cripps Spl.), 29.84 secs.; 3, K. F. T. Nightingale (Jaguar), 29.91.

MID-CHESHIRE CHANGES

ON Monday, 27th April, an extraordinary general meeting of the Mid-Cheshire C.C. will be held in the White Barn Hotel, Cuddington, starting at 8 p.m. A proposal will be made to change the name of the club to the Mid-Cheshire Motor Club, to allow for motor-cycle membership, and to form a limited company.

MANCHESTER U.M.C. RALLY

ENTRIES close next Friday, 1st May, for the Manchester U.M.C.'s 100-mile rally which starts from Five Ways Hotel, Hazel Grove, Stockport, at 1 p.m. on Sunday, 3rd May. The event is open to motorists and motor-cyclists, and the Secretary of the Meeting is Nigel Green, The University Union, Manchester, 15.

PETERBOROUGH NIGHT RALLY

SATURDAY, 2nd May, is the new date for the Peterborough M.C.'s postponed Night Navigational Rally. Entries close on Wednesday, 29th April, with J. R. L. Barrett, 34a Priestgate, Peterborough, and invited clubs are the Vintage S.C.C., Falcon M.C., Hants and Berks M.C., Northampton and D.C.C., A.C.O.C. and Herts County A. and A.C.

LANCS AND CHES "DERBYSHIRE" RESULTS

The Quick Trophy (Best Performance): R. F. Chappell (Cotton III), 11 marks lost.

The Kukla Brewer Trophy: 2, B. H. Dees (Deeford), 13.

The Higher Road Trophy: 3, E. J. Chandler (Chandler Spl.), 15.

The Mawrey Trophy (Best Performance Member Organising Club): P. Clegg (Clegg), R. Oakes (E.R.H.), tie, 26.

1st Class Awards: A. D. Aildred (Austin Bassinett), 15; A. Richardson (Ford), 18; N. H. Coates (N.H.C.), 19; E. A. Jauncey (The Otter), 19; H. Illingworth (C.I. Spl.), 20; E. Harrison (Harford IV), 20; T. C. Harrison (Harford III), 23; J. H. Appleton (Appleton), 25; F. Harrison (F.H. III), 25; J. Clegg (Clegg), 26.

Team Trophy: "The Southerners" (Chappell, Dees and Appleton).

Novice Award: E. E. Dibble (Harford), 27.

(Report and pictures next week)

A.C.O.C. "GUEST DAY"

THIRTY-ONE disabled ex-Servicemen were entertained by the A.C. Owners' Club on Sunday, 12th April, to a very successful outing which included a picnic at Goodwood and a run to Bognor for tea. As it rained all day, the Goodwood Estate Office kindly placed one of the buildings on the circuit at the party's disposal; afterwards, much to the delight of the guests, they were allowed to do a few laps of the course itself.

More News from the Clubs on page 536

"AUTOSPORT" DIRECTORY OF THE CLUBS—43

The Eight Clubs



(Formed 1949)

The Eight Clubs is an Association of the undernoted Clubs, formed for the purpose of running combined events. Its existence in no way deprives the Member Clubs of their own independence and individuality.

Member Clubs:—

The Hants and Berks Motor Club
The Harrow Car Club
The Cemian Motor Club
The Chiltern Car Club
The Seven-Fifty Motor Club
The Lagonda Club
The Lancia Motor Club
The A.C. Owners' Club

Chairman: Holland Birkett.

Principal Events: Silverstone Race Meeting—first Saturday in June.
Eastbourne Rally—mid-October.

Membership of one of the Member Clubs automatically carries with it the right to participate in the Eight Clubs' events. There is no entry fee or annual subscription to the Eight Clubs as such. Approximate membership is 2,500.

Hon. Secretary: Barclay Inglis, 35 Froggnal, London, N.W.3. Telephone: HAMPSstead 6228.

Correspondence—continued

sports car, and by "imitation", I am not belittling the models because they fill a long-felt want, and in the long run they are enlarging the sports car market, which surely is a good thing.

The private owner, of course, is in a very difficult position because clearly he has not a hope of winning against the Works cars and, therefore, not wanting always to be at the tag end of the field and to hear the caustic comments of his friends on lack of driving ability, decides to warm up his model.

Having warned it up according to how deep his pocket is, he then finds the car is not eligible for those few races which are confined to production cars, and though he can console himself that even our International Tourist Trophy Race, in which he thought he would have a chance, was abandoned, he may find it will actually be run again this year.

The private owner will probably find matters even more difficult for him this year with the advent of last year's single-seaters made into sprint five-lap sports cars this year, and as, no doubt, they will be running with their racing engines, without any equipment and very light bodies, they will be quite formidable because they have not been made for Targa Florio and Mille Miglia.

All that has been written above will not help your correspondent, A.C.B., but we trust at least it will make him aware of some of the difficulties, and the only thing he can do is to ask the clubs of which he is a member to have a race now and again for genuine sports cars with full equipment, and if he can afford the money, to go abroad for long distance road races where at least he will gain fantastic experience which he will never obtain in this country, and he will not be up against so many "freak" models because they cannot "live" under road racing conditions.

Of course, if he can persuade the R.A.C. to adopt the R.I.A.C. attitude towards motor racing, then all will be well because certainly the Italian authorities understand that, first of all, production car racing is a business and a very serious business, and they do not allow established manufacturers' reputations to be jeopardised by "freak" cars running in production races. So if he enters for races in Italy, he can rely on the regulations being adhered to and not altered at the last moment in order to increase the entry list.

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ISLEWORTH.

* * *

The B.R.M.A.

CONGRATULATIONS, AUTOSPORT, for your recent editorial comments on the B.R.M.A. and for producing the best suggestion yet for helping those firms who are so gallantly striving to produce a worthy challenger to the Continental motors.

This suggestion should be given every consideration by the B.R.M.A. Committee as it is so sound and fits into the general idea behind the B.R.M.A. Should this body adopt the idea I will renew my subscription at once.

P. DENDY.

CHELMSFORD.

* * *

Fuel Injection

THIS fuel injection is a grand idea but it does rather smack of forced induction. And I'm thinking that the "Powers That Be" may lay down a stipulation that Formula 2 is confined to 2-litre normally aspirated engines and that the pistons have to oblige with the aspirating off their own bat!

ALLAN ARNOLD.

PRESTBURY, CHESHIRE.

* * *

Catering Costs

AT Brands Hatch on Easter Monday, at an enormous motor buffet above the straight I was charged 2s. 2d. for a cup of tea, a cheese roll and a slice of cake. No wonder so many spectators brought their own food!

Promoters would gain public goodwill by insisting that lists of charges be prominently displayed at all refreshment sites.

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M.G.C.C. NAVIGATION RALLY

THERE was a splendid entry for the M.G.C.C.'s (N.E.) Navigational Rally, which started from Lawnswood Garage on the main Leeds-Otley road on a very wet Sunday morning, 12th April. The first man was away at 11 a.m. and at the end of the day there were only nine clean sheets on the road section.

Two driving tests were incorporated, one being on Middle Tongue, which was used in the recent R.A.C. Rally, but this test was a little more complicated as it took in the water-splash at the bottom of the hill; it also incorporated stopping, reversing and restarting on the hill, which took a big toll of competitors.

R. Godsmark in an M.G. 1½ saloon was very neat and tidy, but D. Butterwick (TD) had the best time of the day with 31.1 secs. G. W. Binns (Sunbeam-Talbot 90) caused quite a lot of amusement, for when he reached the top of the hill and opened the car windows, clouds of fumes poured out, his clutch having suffered considerable slip and burning.

The next test, at the top of the hill,

was on a loose surface and one or two cars seemed to get a little out of control. K. Pointing (Sunbeam-Talbot) mixed his gears up, but eventually sorted them out and got his car moving again. S. Bailey (1½ saloon) decided to go round a pylon the wrong way. The best time was made by V. Lewis (TD) in 29.5 secs., and second was P. Bolton (1½ saloon) in 30 secs. dead.

The afternoon section consisted of another 80 miles through various hills, dales and plains of Yorkshire, finishing up at the Crown Hotel, Boroughbridge. Four of the starters failed to report at the final control.

W. K. W.

RESULTS

Class 1 (Open): 1, P. Riddell (M.G. TC), 413 points; 2, V. Lewis (M.G. TD), 421.

Class 2 (Saloon Cars): 1, R. Godsmark (M.G. 1½), 422; 2, P. R. Bolton (M.G. 1½), 424.

Novices' Prize: J. M. Pearson (M.G. TC), 422.

Special Ladies' Prize: Miss Royle (M.G. TD), 476.

ANOTHER MUNICH?

NO, not another world crisis, but a plan is afoot for members of the recently-formed BMW C.C. to visit the works at Munich. Members who are interested in this idea are asked to contact R. J. T. Hewitt, 5 St. Leonard's Court, East Sheen, London, S.W.14.

The club's first event, the Aylesbury Rally on Sunday, 1st March, brought together over 40 cars, including the first privately-owned BMW in the country. Tea and a "Shell" film show followed, and the club badge for the member travelling the greatest distance to the Rally was presented to C. Horrax, who came from Old Colwyn in a 327/55 cabriolet which had left the paint shop only the previous day. On Sunday, 26th April, a gymkhana will be held at Measham.

KENTISH BORDER A.G.M.

AN increase in the size of the committee was decided upon at the A.G.M. of the Kentish Border C.C., held at the Bickley Arms, Chislehurst. Officers elected were: *President*, Sydney Allard. *Vice-President*, S. L. Chappell. *Committee*, K. Shackle (Chairman), H. Alderton (Hon. Secretary), T. Day (Hon. Treasurer), J. Hebdon and R. Rushbrook (Joint Social Secs.), R. F. Chappell (Press Sec.), and Messrs. G. Morgan, R. Wilkins, P. Pety, W. Armstrong, R. Williams, J. Scali, P. Powell, D. Martin and B. Cox.

Next event for members will be a series of driving tests at Detling, Kent, on Sunday, 3rd May; this will be the first to count towards a new saloon car trophy which has been presented to the club.

KCIWRETTUB: Or, if you prefer it, Butterwick backwards; he is reversing in Test 2 near Patley Bridge, in the M.G.C.C.'s (N.E.) Navigational Rally.

ALLARD SPRINT MEETING

A STRAIGHT sprint, with cars running in pairs, and a timed run over a U-shaped course will make up the Allard O.C.'s second annual sprint meeting at Goodwood on Saturday, 30th May. There are six classes for Allards and one for other makes, and the first event will start at 10 a.m. Details from the Allard O.C., 24/28 Clapham High Street, London, S.W.4.

COVENTRY AND WARWICKS TRIAL

REGS. are now available from Mrs. H. S. Wolseley, 532 Allesley Old Road, Coventry, for the Coventry and Warwicks M.C.'s M.C.C. Cup Trial on Sunday, 17th May. The event is suitable for standard cars, including saloons, and will probably be held in the Cotswolds area.

SUNBEAM REGISTER RALLY

NEXT event for the Sunbeam Register is a rally-cum-treasure hunt starting from the "Whyte Harte", Bletchingley, at 2 p.m. on Sunday, 3rd May. Both Talbots and Sunbeams may take part, and entries close on Monday, 27th April, with Mrs. W. Boddy, "Carmel", Wood Lane, Fleet, Hants.

VINTAGE S.C.C. SILVERSTONE MEETING

NINE scratch and handicap races, including a 10-lap event for the 1908 G.P. Itala Cup, and a one-hour high-speed trial, make up the programme for the Vintage S.C.C.'s Silverstone Race Meeting on Saturday, 2nd May. The Trophy was presented to the club by R. Wil-de-Gose, who drove the 1908 G.P. Itala at Brooklands in 1910.

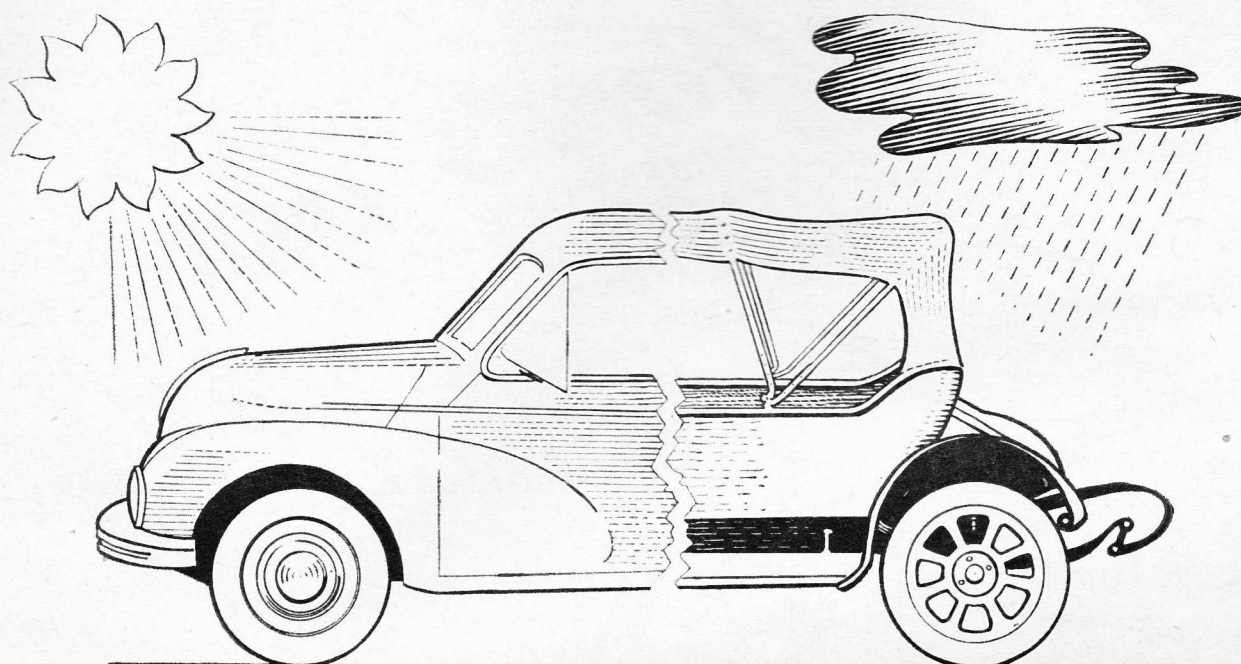
CIRCUIT OF DOWN

TOMORROW at 10 a.m. the Newry and D.M.C.'s annual Circuit of Down Trial starts from the New Car Park, Soho Place, Newry, Co. Down; as usual, the 200-mile route will lie within Down throughout its length. It is interesting to note that under the handicapping system applied to this event to even up the differences between saloons, sports cars and specials, Dells have been included in the "specials" class.

SUNBAC LLANDUDNO RALLY

A HANDICAP system, based on that devised by the Hagley and D.M.C., will be applied to the entries for Sunbac's annual rally on 2nd/3rd May, which this year starts from the Lyttelton Arms Hotel, Hagley, Worcestershire, and covers a 200-mile route to Llandudno, where driving tests will be held. Numbers will not be carried during the road section, but issued at the finish for the final tests.

More News from the Clubs on page 539



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I attach list of events in which I expect to compete.

Name

Address

Make of Car.....Year.....

Engine Capacity.....

News from the Clubs—continued

ARMAGH CLUB TRIAL

Another Success for Gordon McNally (Dellow)

THE Armagh and D.M.C. and C.C. held their second trial this year in and around the village of Richhill, Co. Armagh, on Saturday, 11th April. The course consisted of six tests, of which numbers 3-6 were traversed twice. In addition, it was decided, time permitting, to hold a seventh test in the village main street. The number of entries was limited to 25, consisting of 14 open cars, some of hybrid extraction, and nine closed cars. Test 1, held in the village, consisted of a long, left-hand curve, terminating with great squealing of brakes, the nearside front wheel lodged in an 18-in. circle on the edge of the road. Very craftily, the circle was not visible until half the curve had been rounded.

By a cannie approach the first competitors were successful but slow; subsequent entrants, however, tended to overshoot the mark by as much as 10 feet by approaching too fast. Jim Hyde (Dellow) made best time with a very smooth run up and well-judged braking.

The saloon class, generally, piled up too much momentum and overshot the circle. Andy Hutchinson, driving his superhotted Wolseley 8, misjudged his line but with a last-minute, serpentine wiggle dropped his front wheel in the ring, and stole the honours in his class.

Test 2 involved a long reverse in a farmyard, with plenty of wheelspin on the soft going. E. W. Beaumont in his efficient Lotus Special gained B.T.D. in the open class, and Andy Hutchinson again forged ahead, whipping round the circle each way with what looked like a single lock. Beaumont again headed the "opens" in the third test, with John Peile's Minx the best of the closed cars.

For Test 4 a T-junction with a triangular island featured a pylon in the centre of the main road. R. H. Nesbitt (Dellow) made best time in the open class, whilst Derek Walker (Hillman Minx), driving with gay abandon, took the closed class just 3 secs. behind the former. The fifth test saw Robin McKinney (Dellow) with shortest time, followed by H. Millar in his Austin A40, five secs. behind. Another Dellow, driven by Gordon McNally, figured in Test 6, and D. L. Brown topped the closed class in spite of a slipping clutch in his Morris Minor.

Then competitors assembled in the

COMING ATTRACTIONS

April 25th. Bristol M.C. and L.C.C. Race Meeting, Casile Combe, nr. Chippenham, Wilts. Start, 1.30 p.m.

Eastern Counties M.C. Race Meeting, Snetterton, nr. Thetford, Norfolk. Start, 2 p.m.

Hants and Berks M.C. Versatility Trial. Start, Ibsley aerodrome, nr. Ringwood, Hants, 9.30 a.m.

King's College M.C. Sprint Meeting, Blagdon, Seaton Burn, Northumberland. Start, 1 p.m.

Newry and D.M.C. Circuit of Down. Start, Soho Place, Newry, N. Ireland, 10 a.m.

April 25th/26th. Third Deux-Sèvres Rally, France.

B.A.R.C. (Yorks) Scarborough Rally. Start, "White Hart", Pool-in-Wharfedale, Yorks, and Marine Parade, Scarborough, 1 p.m.

Falcon M.C. Night Navigational Trial. Start, Nag's Head Hotel, Bishops Cleeve, 9.30 p.m.

Rhys and D.M.C. North Wales Rally.

Stockport M.C. Blackpool Rally.

April 26th. Mille Miglia (S. T.), Italy.

B.A.R.C. (Yorks) Wilson Trophy Trial. Start, Mallyan Spout Hotel, Goathland, nr. Whitby, 1 p.m.

Gosport A.C. Sprint Meeting, Gosport, nr. Portsmouth. Start, 12 noon.

Alvis Register Abingdon Rally. Start, Esso House, Abingdon, 11 a.m.

Lloyd's M.C. Spring Rally and Driving Tests, Sevenoaks.

Oxford M.C. Driving Tests, Stanton Harcourt Airfield. Start, 2 p.m.

Newcastle and D.M.C. Jesmond Vase Trial. Start, Benwell House Hotel, Newcastle-upon-Tyne, 2 p.m.

Southsea M.C. Arnold Trophy Trial. Start, George Inn, Portsdown Hill, 2.30 p.m.

Thames Estuary M.C. Driving Tests, Wormingford Aerodrome, Essex. Start, 11.30 a.m.

Peterborough M.C. Spring Rally.

Tipperary County M.C. Hill-Climb, Dungarvon, Eire.

April 26th/May 2nd. Tulip Rally, Holland.

main street of Richhill for a long wiggle-wobble, with eight pylons in line for the open, and five for the closed cars. In each case, the last three pylons were, deceptively, closer together—an old trick which always works. It fell to Beaumont again to make the cleanest run in the best time, while Bill McDonagh and S. Moore (Dellow) tied for second place, little more than a second behind.

ERIC MATCHETT.

RESULTS

Open Class: 1, D. G. McNally (Dellow); 2, W. McDonagh (Dellow); 3, R. C. McKinney (Dellow); 4, J. Clendinning (M.G.).

Closed Class: 1, A. Hutchinson (Wolseley); 2, D. J. Walker (Hillman); 3, H. Millar (Austin); 4, J. Peile (Hillman).

CLUB FIXTURES

750 M.C.—N.W. Meeting, 24th April, Royal Thorn Hotel, Wythenshawe, Manchester. **Midland** Meeting, 29th April, Forest Hotel, Dorridge. **Southern** Meeting, 29th April, Red Lion, Bursledon, nr. Southampton.

Hants and Berks.—Last Friday Meeting, 24th April, The New Inn, Eversley.

Cheltenham M.C.—Whist Drive, 24th April, Priory Lawn, Cheltenham, 7.30 p.m.

Bentley D.C.—A.G.M., 25th April, Star and Garter, Hotel, Richmond Hill, Richmond, Surrey, 3 p.m. Meeting, 28th April, Blacksmith's Arms, Thornwood Common, nr. Epping, 8 p.m.

A.C.O.C.—Social Run, 26th April. Start, Marlborough Head, Dedham, nr. Colchester, 11.30 a.m. A.G.M., 29th April, Marlborough Head, North Audley Street, London, W.1, 8.30 p.m.

BMW C.C.—Gymkhana, 26th April, Measham, nr. Ashby-de-la-Zouch. Start, 2.30 p.m.

"W.O." Club.—Picnic tea, 26th April, Bewlaze Cove, nr. Weymouth, Dorset, 4 p.m. Social evening, The Gloucester Hotel, Weymouth, 7 p.m.

Mid-Cheshire C.C.—Extraordinary General Meeting, 27th April, White Barn Hotel, Cuddington, 8 p.m.

Huddersfield M.C.—Talk and Film Show, 27th April, Northumberland St. Schoolrooms, Huddersfield, 7.30 p.m.

London M.C.—Fourth Tuesday Meeting, 28th April, The Paviour's Arms, Page Street, Westminster, S.W.1.

Eastern Counties M.C.—Last Tuesday Meeting, 28th April, "Red Lion", Martlesham, nr. Woodbridge.

Singer O.C. (N.E.).—Last Tuesday Meeting, 28th April, Angel Hotel, Bruntcliffe, Leeds.

Lagonda C.C.—Last Tuesday Meeting, 28th April, "Red Lion", Heddon-on-Spalding-Moor.

Chiltern C.C.—Last Wednesday Meeting, 29th April, George Hotel, Beaconsfield.

B.A.R.C. (S.W.).—Last Wednesday Meeting, 29th April, Little Testwood Club, Totton, 8 p.m.

Vintage S.C.C.—Last Thursday Meetings, 30th April, "Jolly Farmers", Enfield Road, Enfield, Smoker Inn, Plumley, nr. Northwich, and Crescent Hotel, Ilkley.

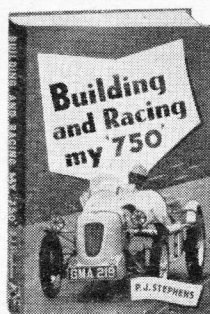
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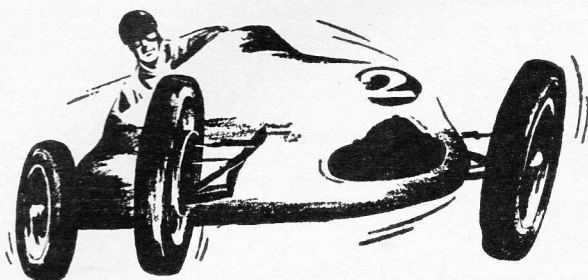
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Next Meeting: Sunday, 3rd May, at 2 p.m.



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(Whitsun Week-end)

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SEVEN-FIFTY CLUB NIGHT TRIAL

John Bremner (Lancia) Makes Best Performance in New Forest Event

HAVING staged two closed Night Trials last year of the thematic and somewhat frivolous type, the Seven-Fifty Club is now entering the Night Navigation Trial arena in earnest. The event on 11th/12th April was an invitation affair and was entrusted to the very active Southern Centre, the chief executives being Arthur Footner and Mike Drewitt. The Hants and Berks Experts' Night Trial last October was the primary inspiration, and a strong entry of about 60 left the Lunways Inn, near Winchester, and soon became dispersed about the New Forest to enjoy a simplified version of that memorable event.

In marked distinction to some recent similar exercises many of the points were comparatively easy to find, which served to keep the entry moving and to sustain competitors' morale. Consequently the event was highly enjoyed by novice and expert alike, and the one or two difficult points were tackled with enthusiasm.

The latitude and longitude used to define one point, however carefully plotted and rechecked, persisted in leading baffled competitors into a wood wholly occupied by Territorials under canvas, to the mutual embarrassment of everybody. The marshal had tactfully withdrawn to the other side of the road and was discovered treed beside the famous Rufus Stone. This trifling lapse of accuracy naturally floored most of the experts unless they were lucky enough to be led to the point by a less gifted competitor. Some considerable perturbation was also caused by the unhappy breakdown of a device whereby the competitor received a telephone number at a control and thereafter had to phone this number for the next map reference. The sleepy marshal inadvertently scrambled the digits in some cases, causing an innocent non-combatant to be persistently rung up by navigators determined to stand no nonsense from frivolous officials. A large proportion of those favoured with the correct number were given, by reason of a misunderstanding concerning a nought and an eight, a reference just half a mile away from the spot occupied by the marshal. This character was eventually

driven by loneliness to waving down passing cars and insisting on signing their cards; that is if they happened to be competitors. The organizers later resolved this tricky situation by deleting the section entirely from their calculations.

Any slight loss of prestige suffered by the directorate as a result of these trifling contingencies was magnificently redeemed by their ingenious development of the H. and B. "Compass Test". In this the lucky member of a crew finding the marshal on a hilltop was asked to summon his colleagues together with all their navigational equipment (one crew even had a periscope) whereupon they were shown a red light shining on the horizon and bidden to proceed to a point distant 2.18 miles, and 34½ degrees east of the direction of the light starting NOW, maximum time allowance 20 minutes and in using those dividers don't scratch my LAGONDA.

By the time one's brain and compass had stopped spinning a lot of the time allowance would have elapsed, but the Very Expert noticed on the map a long track describing an almost perfect arc of the correct radius and centre, lying in the right general direction. Hurrying away to motor along this brought excellent results, while the more gullible were wrestling with Annual Variation of Magnetic North and other hideous imponderables.

The driving test, in a gravel pit at Mudeford, was a tight figure eight concluding with a tricky piece of braking all between two lines on a loose surface. A mark, equivalent to each minute late at any control, was to be docked for every second taken in this test, with heavy penalties for braking too soon or sliding too far. As both Bremner and Sam Moore had circulated the road section without loss of marks the winner was decided in this way, and the former's Aprilia prevailed over the latter's TC. Best time of 19.4 went to Bob Yeats in the 1,172 Topolino, with an anxious-looking Bickle clutching the struggling-bar beside him. The russet-hued Austin Ruby driven by the writer was persuaded to defeat the whole of

the rest of the field with 20 secs. dead, using methods of firmness.

The so-called Special Test was again the essence of Hants and Berkness, being a small dinghy with ill-fitting oars which had to be propelled round a buoy in a flooded part of the quarry. It was understood to be designed to founder under the weight of the Chairman, but it fell to the equally large Wilks to suffer this fate, the former's buoyant spirits no doubt assisting in the maintenance of an appreciable freeboard.

At the finish it was found that the only recorded accident in this memorable competition proved to be that of Bob Yeats, who arrived without the nearside front wing. He explained that this had been wantonly torn off by a laurel bush on which the car was resting in the course of investigating one of Bickle's short cuts.

HOLLAND BIRKETT.

PROVISIONAL RESULTS

Best Performance: J. I. Bremner (Lancia Aprilia), 22 marks lost; 2, S. Moore (M.G. TC), 23; 3, B. Bowring (Citroën Light 15), 30; 4, Holland Birkett (Austin Ruby), 35.

NORTH MIDLAND A.G.M.

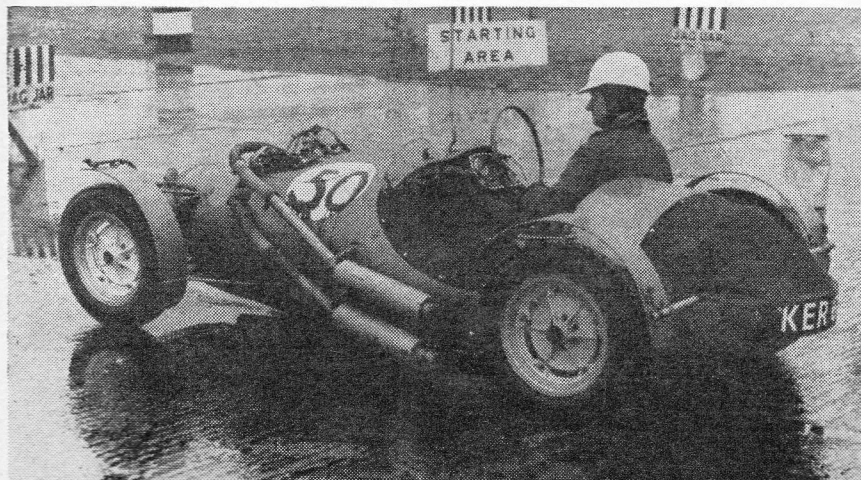
At the recent A.G.M. of the North Midland M.C., the following members were elected as officials for the coming twelve months: *Chairman*, J. W. Fleetwood; *Vice-Chairman and Chairman of Social Committee*, E. R. Hodgson; *Hon. Secretary*, R. P. R. Habershon, "Tiegenna"; *Baslow, Derbys; Hon. Asst. Secretary*, R. C. G. Costigan; *Trials Secretary*, T. C. Harrison, 53/61 London Road, Sheffield, 2; *Hon. Treasurer*, E. C. Hamlyn; *Captain*, K. A. Scales; *Equipment Officer*, J. P. Chapman; *Press Secretary*, M. D. O. Mayne; *Committee*, G. R. Crosby, D. J. A. Parker, E. S. Sneath, R. F. Beasley and R. C. Kirby.

A hearty vote of thanks was accorded to the members of last year's committee, in particular to Les Rew who has been compelled to resign his secretaryship due to pressure of business.

EASTERN COUNTIES RALLY AND CONCOURS

MEMBERS of the B.A.R.C., Chiltern C.C., East Anglian M.C., M.G.C.C., S.C.C. of Norfolk, Thames Estuary A.C. and West Essex C.C. are invited to take part in the Eastern Counties M.C.'s Coronation Felixstowe Rally, which starts from the Cavendish Hotel, Felixstowe, at 11 p.m. on Friday, 22nd May, and the Concours d'Élégance in Felixstowe, at 2.30 p.m. on Sunday, 24th May. Entries for the Rally close on Friday, 8th May, at ordinary fee, or 15th May with late fee, with the Secretary of the Rally, H. F. Murland, 28a Church Street, Woodbridge, Suffolk. For the Concours, which is open to all, entries close on Monday, 18th May, with Dr. A. Sherlock, 58 Orwell Road, Felixstowe, Suffolk.

More News from the Clubs on page 544



TIDEBOUND TOJEIRO: The West Essex C.C. brought their own weather to Snetterton for the recent April sprint meeting. Here Brian Lister's twin-cylinder J.A.P.-engined Tojeiro stands on a streaming track awaiting the "go" signal.

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J2 ALLARD 1950, 7,000 miles, never raced, fitted Mercury 4.4 bored and stroked engine, with high compression heads. Many extras, £725 o.n.o.—7 Markham Square, S.W.3.

1952 MONTE CARLO Winning Allard saloon, carefully maintained, mechanically perfect, £850 or nearest.—F. G. Curtis, 33 Groat Market, Newcastle-on-Tyne.

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1939 1½-LITRE Jaguar saloon, green, good tyres, leather upholstery, exceptionally well maintained, outstanding condition throughout. £350. Terms, exchanges.—Arling Motors, Ltd., Tel.: Romford 7234.

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1934 SPECIAL 3-litre coachbuilt bodied two-seater, with two-seater dickie or lockable boot. Built 1952. Mains ground in line 6,000 ago. Top overhaul and new twin exhaust system fitted last month. This car must be sold. £250 o.n.o. Taxed for year. Excellent tyres. Genuine.—Tattenhall, Near Chester, 281.

LANCIA

1938 LANCIA Aprilia saloon, good running order, good tyres, leather upholstery, £295.—T. P. Breen Ltd., High Road, Whetstone, N.20. HILLside 2393.

M.G.

J2 COMPLETE mechanical rebuild, including engine gearbox and back axle, reconditioned dynamo and starter, new balanced carburettors, now running in, bills available for £250 spent in last 12 months, oil pressure 60 when hot, four new tyres, luggage grid, aero screens, tonneau bucket seats, loose covers, oversize headlamps, spot, oil and water thermometers, recellulosed black, sports coil, deep note exhaust, Toulmin oil seal. Owner requires larger car. £200 or offer.—Phone: GLA 7191.

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M.G. SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon, S.W.19. LIBerty 3083.

M.G. OPEN sports two-seater, 8 h.p. J2 Cream, red upholstery, twin carbs. Five good tyres, sprint guards, slab tanks, hood and side screens. Exceptionally good value. £160.—Phone: Romford 2226.

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£295 1939 M.G. TA 2-seater in cream, fitted cycle wings, aero screens, new hood and tonneau, A very clean car.

£295 1933 ASTON MARTIN LE-MANS 2-seater in superb condition. Recent £150 overhaul, new hood, full tonneau, an excellent example.

£275 1938 TALBOT 10 4-seater d/h coupe, resprayed, dark blue, very smart.

£255 1936 M.G. PB 2-seater in red, an immaculate car in every way.

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£185 1934 SINGER LE-MANS 2-seater, in blue, new hood, very clean.

£175 1932 LAGONDA 2-litre sports model, open 4-seater, resprayed, new hood, nice runner.

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1951 MOTO-GUZZI 500 c.c. motor-cycle, exchange sports car, cash either way.—4 Hillside Road, Norwich.

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MARK V COOPER 500. Perfect condition, re-sprayed B.R. green. Norton gearbox and clutch. Also suitable trailer. £315. Norton engine available.—Ron Stoneham's Garage. Phone: Bec 5451.

NEW J.B.S. 500 chassis fitted new 1,100 J.A.P. Seen Gosport sprints this Sunday or apply K. N. Rudd, 65 Victoria Road, Worthing 4635. Evenings. Hove 35905.

ONE 1952 Formula 3 KIEFT racing car, successful, for sale at £400, or near offer. The car is in excellent condition ex-Bill Webb and prepared for racing. Can be inspected and tried by appointment.—Kieft Cars, Derry Street, Wolverhampton.

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RENAULT Mona Stella saloon, 12 h.p., reg. 1935, recently overhauled, very sound condition. £65.—Carpenter, Wellnigh, Woodmansterne Lane, Banstead.

R.G.S. ATALANTA

R.G.S. ATALANTA.—For disposal complete secondhand ATALANTA chassis, less engine and gearbox, partly modified to current production specification. Many extras offered. Also for disposal, high-compression pistons and Vandervell big end shells for 14-litre Lea-Francis. Several fuel tanks, radiators and front cowling available.—Full details from R.G.S. Automobile Components Ltd., Brookside Garage, Winkfield, Berks. Winkfield Row 91.

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BROOKLANDS RILEY. Very good mechanical condition. Good tyres. At present fitted with slab tank body. Original long tail available.—Apply: R. Denton, Davenham, Northwich, Cheshire.

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RILEY 9, Monaco, 34-in. rebored, nice condition. £120 or exchange small car.—EDG 5473.

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FOR SALE OR EXCHANGE for small h.p. saloon, FORD 8 h.p. special, fitted with Morris 8 h.p. chassis. Just six months old, not yet been raced. £150. Business reason for sale.—J. Tudor Junr., New House Farm, Lea, Preston, Lancs. Phone: Preston 86071.

THE well-known and successful "Otter Special", winner of numerous awards, qualified in last year's Trials Championship, tenth in B.T.D.A. Gold Star. Complies with current regulations. Offers around £200.—E. A. Jauncey, Otter Vale Garage, Honiton, Devon. Phone: Up-Ottery 246.

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TALBOT 110. Rare 4-door, all-metal sports saloon. Superb car with fine lines, in black and chrome. 1936 similar to 1939. Photos available. Taxed. £285 o.n.o.—Reid, 12 Corporation Road, Ilkeston, Derbyshire. Tel.: Ilkeston 1089. Six miles west Nottingham.

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£135 TRIUMPH Gloria, 13 h.p., 1934, four-seater tourer. New tyres and batteries. Completely overhauled recently. Owner going abroad, must sell. No reasonable offer refused.—GUL 6300.

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BOOKS

MICHELIN GUIDE TO FRANCE, 20s. 6d.; Raymond Mays' *Split Seconds*, 21s. 6d.; Goldie Gardner's *Car Racing*, 1953, 2s. 9d.; *Building and Racing My "750"*, 12s. 6d.; Gregor Grant's *Formula 2*, 13s.; *Trader Handbook* (technical guide for motor trade), 13s.; Floyd Clymer's *Motor Scrapbook No. 6*, 15s.; 1929-52 M.G. "Midget" *Handbook*, 15s. 6d.; *Book Catalogue FREE!* Mail order only.—Vivian Gray (A), Hurstpierpoint, Sussex.

CELLULOSE

CAR SPRAYING HANDBOOK (1952 Ed.) 3s. 6d., Cellulose and Synthetic Paints and Allied Spraying Materials. Catalogue free.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Phone: Ingrebourne 2560.

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MORRIS 8, 918 c.c. Competition engine, suitable Morris 8 S.E. 1939/48 or Special. Light alloy head, polished. Lightweight crank, balanced and polished. Big valves and ports, polished. Double valve springs, reconditioned throughout, needs running-in, £40.—All Spares (Coventry), 171 Lockhurst Lane, Coventry. Phone Cov. 89269.

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(Continued overleaf)

Classified Advertisements—continued

MISCELLANEOUS

AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. RIVerside 6496.

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HEADLAMP REFLECTORS heavily electro-plated, 100 per cent. silver, mirror finish, guaranteed. 5s. 9d. each, returned day received. Send P.O.—R. E. Packer, Sion Place, Clifton, Bristol.

LE MANS.—Scots enthusiast spectating on tight time schedule requests advice re best vantage points, car parks, etc. All information welcomed, postage refunded.—Box 1102.

ONE DOZEN good quality bucket seats trimmed in high-grade leatherette and fitted spring-filled squab. Money returned if dissatisfied. £3 10s. each.—Rudds, 65 Victoria Road, Worthing 4635.

SOLID DRAWN, exhaust and flexible steel tubes, steel bars, light alloys, etc., from Stockists C. S. Harbour, Ltd., Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.

PHOTOGRAPHS

"AUTOSPORT" SOUVENIR PHOTOGRAPHS AS an additional service to readers AUTOSPORT has decided to make available at specially reduced terms souvenir sets of photographs taken by the AUTOSPORT team of staff photographers at certain of the main international motor racing events this season. Each set will consist of eight fully captioned photographs (8 ins. x 6 ins. glossy or matt finished as per choice). The usual price of each of these photographs in this size would be four shillings. The price for an AUTOSPORT souvenir set of eight photographs will, however, be only one guinea.

The first souvenir set available is that depicting the Easter B.A.R.C. International Meeting held at Goodwood. Photographs in this set include action photographs of Ken Wharton driving the B.R.M., Stirling Moss (Cooper) and Reg Bicknell (Staride), Baron de Graffenried at the wheel of his new Maserati and Ron Flockhart driving the ex-Raymond Mays E.R.A. There is also a photograph of Taruffi in the Thin Wall Spec 1.

The next souvenir set of AUTOSPORT photographs will depict the B.R.D.C. International Meeting to be held at Silverstone on 9th May.

Readers wishing to obtain either of these sets, or any of the further sets, availability of which will be announced in AUTOSPORT from time to time, should write to AUTOSPORT, Souvenir Photos Dept., 159 Praed Street, London, W.2, ordering the set they require by name (i.e., Easter Goodwood Set, Silverstone 9th May Set) and enclosing remittance of one guinea for each set required.

EVERY COMPETITOR at Ibsley, and London M.C. "Little Rally". A few at Snetterton.—Charles Dun, Greenleaves, Woking, Surrey. Telephone: Woking 3737.

News from the Clubs—continued

SUNBEAM-TALBOT O.C.
SOUTHPORT RALLY

STARTING from 12 different points, a total of 100 cars took part in the Sunbeam-Talbot O.C.'s 200-mile Southport Rally on 18th/19th April. G. Briggs of Leeds won the premier award, and R. Walshaw of Halifax was runner-up. First and second in the "Hillman" class were R. A. Dando and Barry Campbell. The Concours d'Elégance was won by the oldest car in the event, J. Nott's 10 h.p. tourer; last year's winner, P. Rawlin, was second, and S. H. Nixon third.

BRANDS HATCH SPRINTS

It is now revealed that, at the recent Tunbridge Wells M.C. sprints at

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YELLOW headlamp bulbs for Continental driving available for most makes.—Beverley Motors, Alric Avenue, New Malden, MALden 4403.

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JAGUAR 100 or similar. Also 1938/9 1½ Jaguar drophead or saloon. We are interested purchasers of attractive cars.—Rudds, Central Station Approach, Worthing 4635.

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MORGAN 4/4 CLUB A.G.M.

ON Saturday, 11th April, the A.G.M. of the Morgan 4/4 Club was held at the Warwick Arms Hotel, Warwick, when it was decided that the annual subscription should be reduced to 30s. After the dinner which followed, the new President, Peter Morgan, presented the year's awards, including the Challenge Shield for the best all-round performance to Miss A. M. Jervis.

Enquiries concerning the club should now be addressed to Barrie Phipps, Top o' th' Hill, Wyre Piddle, Pershore, Worcs., who has taken over from S. G. Dyke as hon. secretary and treasurer.

On Sunday, 3rd May, a film show will be held at 4 p.m. in the Angel Hotel, Pershore, Worcs., to which members of the Singer O.C., 750 Club, Worcs M.C., Lancia M.C. and Morgan Three-Wheeler Club are also invited. Details from T. A. Parkes, "Brook Bank", Pinvin, Pershore.

Brands Hatch, Class III was won by A. B. Stewart (Aston Martin), with M. J. Dible (Singer) runner-up.

B.T.D.A. PLANS

AN award for the best performance by a lady driver competing in Silver Star events will in future be presented, it was decided at a meeting of the B.T.D.A. executive committee in Buxton on 19th April. The R.A.C. Rally will be taken into account in the marking, and entry forms may be obtained from D. G. Flather, Standard Steel Works, Tinsley, Sheffield.

The cocktail parties held at the finish of the Daily Express and R.A.C. Rallies having been such a success, it was resolved to arrange similar functions at the end of the Morecambe and R.S.A.C. Gleneagles Rallies. Invitations will be handed to all competitors at the finish of each event.

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