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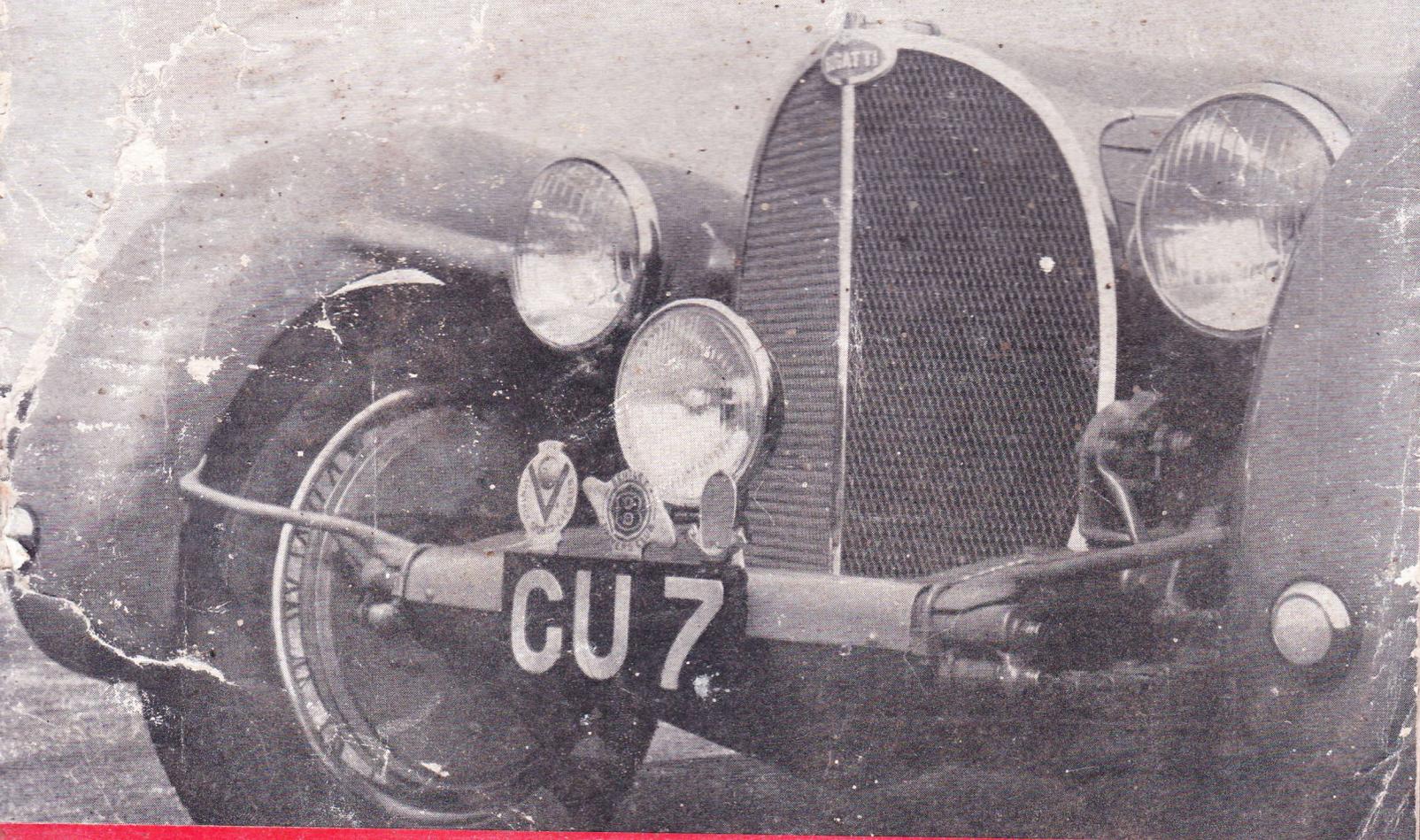
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EVERY FRIDAY

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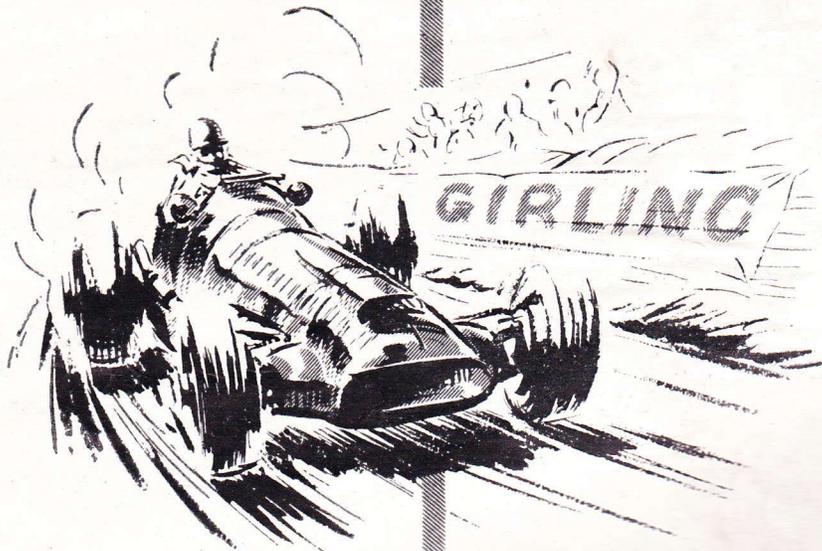
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE MILLE MIGLIA—ILLUSTRATED REPORT : MOTOR RACING MERRY-GO-ROUND
RACING AT BEVERIDGE PARK, SNETTERTON AND CASTLE COMBE : ENNISKERRY HILL-CLIMB

Once Again



GIRLING BRAKES AND DAMPERS

have proved
themselves in another
year of outstanding
racing successes

GIRLING



ARE WAY OUT AHEAD →

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 6 No. 18

May 1, 1953

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NOTICES

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EDITORIAL

WHAT is behind the German decision to ask the F.I.A. to withdraw the title Grand Prix of Europe from the German G.P. at Nürburgring next August? This was the first time that the honour had been given to the German *grande épreuve*, and it is curious that the A.D.A.C. should now wish to have it annulled. Probably the reason is that the promoters feel that, at the moment, there is no German-built Formula 2 car capable of meeting and beating the products of Italy, Great Britain and France. Both A.F.M. and Veritas, Germany's contributions to post-war Grand Prix racing, are comparatively small concerns, and as such cannot be expected to compete with established racing marques. It is not difficult to understand the Germans' reluctance to stage Europe's most important motor race without the support of Mercedes-Benz, either in the Grand Prix itself or in any supporting events. After 1952's spectacular triumph of the 300 SL in sports car events, it would come as an anti-climax if no really strong German opposition to other makes was forthcoming. Which makes it seem even more likely that the organizers will not apply for another G.P. de l'Europe designation, until such time as Germany has, once more, a team of factory cars from Unterturkheim.

* * *

RETURNING to the "any type of fuel" decision, as contained in the new F.I.A. regulations relating to sports cars in competitions, this will obviously affect club events. With memories of past occasions, it is more than certain that some organizers will insist on adopting International rules, and others will restrict cars to the use of pump fuel. Competitors whose engines react favourably to high compression ratios and "dope" fuels will assuredly choose the meetings for which their cars are eligible, and leave the "pump fuel" events severely alone. This may mean that many clubs who, in fairness to their own members, will not permit the use of special fuels, may find it difficult to attract the faster machines in their more important events.

* * *

THE recent announcement of a reduction in the price of petroleum products, including motor spirit, "owing to the fall in world tanker freight rates", will hardly bring forth a storm of abuse from motorists. On the other hand, they are unlikely to become delirious with joy at the thought of a $\frac{3}{4}$ d. cut, although the oil companies' action will be appreciated as a step in the right direction. For a really giant stride, we must look to Mr. Butler, who has the power to remove some at least of the iniquitous 2s. 6d. tax.

OUR COVER PICTURE

BUGATTI: Although the Molsheim concern has taken little part in post-war activities, the works of "Le Patron" still command admiration all over the world. This is a front view of Bill Cook's magnificent Type 57 S.C.

PIT AND PADDOCK

OWING to the fact that prototypes had to be officially entered before 1st February for Le Mans, the 3½-litre Frazer-Nash was listed before A.F.N. Ltd. had done much more than preliminary development. By permission of the A.C. de l'Ouest, this entry has now been given to a 2-litre Frazer-Nash.

GERMANY does not wish next August's German Grand Prix at Nürburgring to be the G.P. de l'Europe. The title will be given to another *grande épreuve*, possibly the Italian G.P. at Monza.

THERE will be no Jersey International Road Race this year, but the Jersey M.C. and L.C.C. intend to revive the event in 1954.

DAVID BLAKELEY, well-known D.H.R.G. exponent, has joined John Heath's H.W.M. staff.

ENTRANTS for the AUTOSPORT £200 British National Championship and Non-Series-Production Car Awards, are reminded that entries close on 8th May. First list of placings will be given in the issue of 15th May.

PETER REECE's new supercharged Cooper "1,100" will appear at the Bugatti O.C.'s hill-climb at Prescott on 17th May.



CIRCUIT MAKER: A bulldozer at work clearing the terrain at Oulton Park, Tarporley, where Cheshire's new racing circuit is under construction.

BRITISH Grand Prix at Silverstone on 18th July will probably prevent Mike Hawthorn from taking part in the "Alpine". Scuderia Ferrari wish to field their strongest team, Ascari, Hawthorn, Farina and Villoresi.

SUPERCHARGED, ultra-lightweight "750s" are receiving close attention by at least two marques for the 1954 Formula.

ITALIAN specialists already have ideas for a "Gran Turismo" version of the new, twin-camshaft Lancia "Appia".

MORE than likely that American "Hot Rod" National Championships at Bonneville will eventually figure in the International calendar, to attract possible European record-breakers in "streamline" category.

ROBERT MANZON intends to compete in the Tourist Trophy race next September with a Lancia Aurelia.

JOHN BOLSTER's next road test feature will deal with the Ford Zephyr.

SILVER GARTER is the intriguing name given to the annual Ladies' Award in rallies, newly instituted by the B.T.D.A.



RALLY STYLES 1953: Knitted woolen cap, short tailored duffle coat, blue velvet cavalry cut slacks, socks of gay colour and ballet-type slippers—tout ensemble by Mrs. Joan Ross, a crew member in the recent Circuit of Ireland.

CROMARD liners, product of Laystalls, are now listed in the M.G. Car Company's official spare parts list.

SUNDAY'S BORDEAUX G.P.

AN excellent entry has been received for the Formula 2 Grand Prix to be run on the Bordeaux circuit this week-end. Ascari, Villoresi and Farina will drive Ferraris, Macklin, Collins and Cabantous H.W.M.s, and Trintignant, Schell and Simon Gordinis. Chiron will drive his Osca, de Graffenried his Maserati, Rosier his Ferrari, Claes his Connaught and Peter Whitehead his Cooper-Alta, whilst there is a possibility of a fourth Gordini running, to be handled by Fangio or Gonzalez.

OLLY AIR SERVICES LTD., Croydon Airport, Surrey, are running an excursion flight to Le Mans and back, leaving Croydon at 9.30 a.m., 13th June, and returning at 6 p.m., 14th June. Return fare is £15 15s.

PERFORMANCE CARS TROPHY

HEREWITH provisional placings for the Performance Cars "1500" Trophy:—

1. F. C. Davis (Cooper-M.G.) 10
2. P. D. Gammon (M.G.) 9
3. D. B. Beauman (Riley) 8
4. H. J. Goldschmidt
(Performance Car).
5. R. F. Fyson (Aston Martin).

SPORTS-NEWS

FIBREGLASS BODIES FOR GT. BRITAIN

FIBREGLASS, the virtually unbreakable material which is being used increasingly in the United States for the manufacture of car bodies, has now come to the British Isles. R. G. Shattock, of R.G.S. Automobile Components, Ltd., informs us that he is ready to market an all-enveloping, sports two-seater body shell, adaptable within limits to varying combinations of wheelbase and track. Weight of the shell compares favourably with that of the usual alloy types, and the cost will be less than £100 delivered.

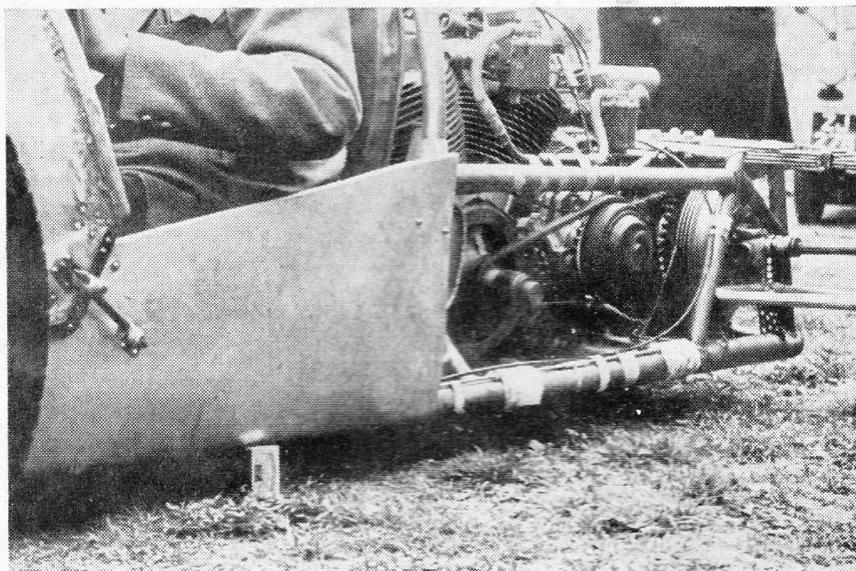
TEXAS AIRFIELD RACING

SUCCESSES by Jaguar, Allard, Porsche, Ferrari, Osca and Nardi were scored at the Lone Star National Sports Car meeting at Bergstrom Air Force base, Austin, Texas, on 12th April.

Jim Kimberley's Ferrari headed the C-type Jaguars of Phil Hill and M. Gregory in the 200 miles race, while the Osca of Bob Said won the 100 miles event for under 1,500 c.c. cars, followed by Von Neuman's Gloeckler Porsche and another Osca. E. T. Newcomer's Jaguar XK 120 won the 50 miles production sports car race, and Bill Spear's Ferrari the 75 miler for modified machines.

THE EIFELRENNEN

GERMANY'S International Eifel Races at the Nürburgring take place on 31st May. Regulations have recently been issued by the



ALL-TIME LOW: Just how near Redmond Gallagher gets to the road in his 998 c.c. J.A.P.-engined Leprechaun is shown by the matchbox. The car, photographed at the Enniskerry hill-climb, has inboard brakes, rack and pinion steering and Kieft front end.

organizers, the A.D.A.C., the programme comprising sports car races for 1,100 c.c. and 1,500 c.c. cars, Formula 3 and Formula 2 racing events, and four motor-cycle races.

The Formula 2 race, main event of the day, will be run over seven laps of the circuit, making a distance of approximately 99.2 miles. F3 cars will race over five laps (approximately 70.8 miles). Entries for the meeting will be accepted up to 5th May by the A.D.A.C., sporting section, Königinstrasse 11a, Munich 22.

BRITISH EMPIRE TROPHY RACE

LACK of public support may mean that this year's British Empire Trophy race on Thursday, 18th June, will be the last to be contested over the 3.8-mile road circuit

at Douglas, Isle of Man. However, revision of the regulations to allow the entry of any sports car, whether in active production or not, should certainly ensure full support in so far as actual competitors are concerned, and the organizers, the B.R.D.C., anticipate full entry lists for the 1953 event, 15th of the series.

The race will be run in two or more heats of eight laps (about 31 miles) and a 16-lap (about 62 miles) final.

* * *
CRYSTAL PALACE race meeting on Whit Monday, 25th May, is a full International fixture, the B.A.R.C. are anxious to emphasize. Practice takes place on Saturday, 23rd May.

WAY OUT: (Left) Holland's International Tulip Rally began on Sunday last, 26th April. Here we see former M.G. exponent Denis Scott leaving the London starting point, the Metropolis Garage, Olympia, in his new "Palm Beach" Allard.

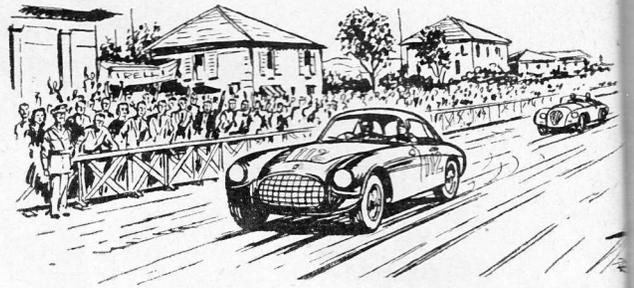
WEIGH-IN: (Below) Charles Oldbury was required to make up for his lack of weight with ballast, here being checked on the scales by Dean Delamont.



FERRARIS' SIXTH SUCCESSIVE WIN IN THE MILLE MIGLIA

Giannino Marzotto the Victor at Record Speed—New Alfa Romeo and Lancia Models Second and Third—Reg Parnell (Aston Martin) Best Britisher in 5th Place

Reported by
ANTHONY HUME



Rome 27/4/1953.

THE 20th Mille Miglia, run yesterday under perfect weather conditions, and before one of the greatest crowds ever

from the start, and the other two XK 120Cs, driven by Tony Rolt and Leslie Johnson, both of whom had practised conscientiously, were also

assailed by troubles, in Johnson's case a split fuel tank, neither reaching Pescara. The Jaguar driven by the Frenchman, Descollanges, crashed badly before Ravenna, Descollanges being seriously injured, and his co-driver, Ugnon, dying shortly after admission to hospital. The other French driver of an XK 120C, Heurtaux, with Madame Heurtaux as passenger owing to the non-arrival of Crespin, passed the Rome control late, but did not appear in any further results.

Thus ended the ten-strong Jaguar threat, offered by some of the world's best drivers, including the old-time Alfa Romeo Mille Miglia expert, Mario Tadini.

As for the race itself, despite the magnificent show put up by all the classes, Renault and Dyna-Panhard in the 750 c.c., Fiat in the 1,300 c.c. with new cars, Alfa Romeo in the 2,000 (all touring categories), and D.B. in the 750, Osca 1,100, Maserati 2,000 (all sports), the furious battle between the chief protagonists in the big cars over-shadowed all else.

Alfa Romeo Coupés

Ferrari, Alfa Romeo, and Lancia all had new cars, Ferrari running the 4.1 litre car with new chassis frame, gear-box, and rear axle, all modified after Pan-American experiences. Rumour was rife regarding the Alfa Romeo cars prior to the race, it being said that the "Disco Volante" had proved directionally unstable at maximum speed and was being shelved. In the race itself the cars (although still being designated as Dischi Volante) had 6-cylinder 3,600 c.c. twin o.h.v. engines and very business-like looking coupé bodies with long tails, the wing profile continuing throughout and finishing with embryo fin sections; the chassis appeared as before, with brakes identical with the



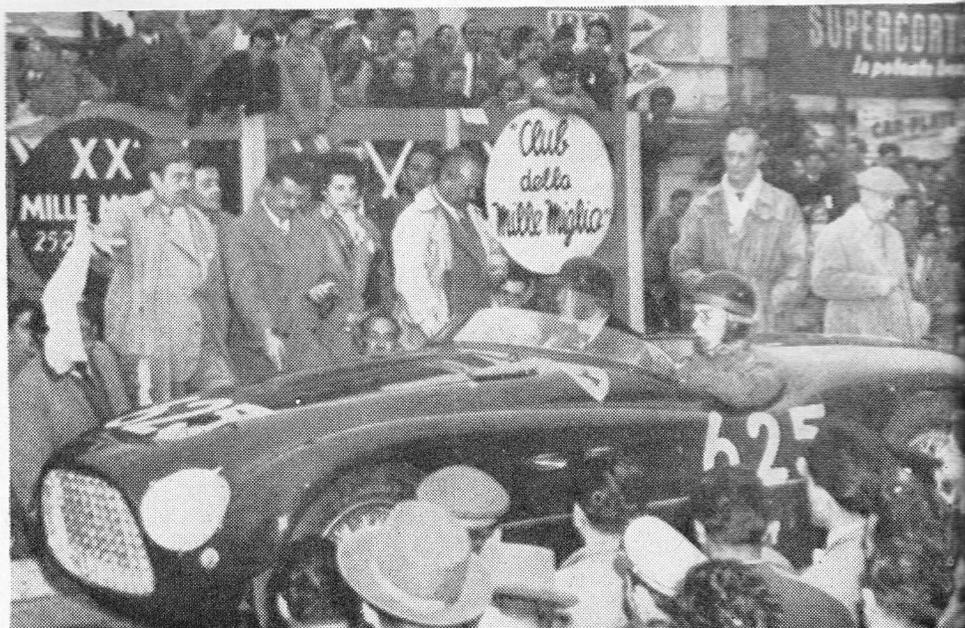
TOWN TO TOWN: (Left) The unique Mille Miglia circuit over the public roads of Italy. This year's course measured 939½ miles, a distance including many sinuous mountain sections, yet covered by the winner in just over 10½ hours.

THE "OFF": (Below) Mike Hawthorn, one of the official Ferrari team drivers, gets the starting flag from Ciro Boni, the Mayor of Brescia. (Wirephoto)

to watch a motor race, produced speeds which make many a Grand Prix appear slow, and a result, with the first three places filled respectively by the three great Italian manufacturers of racing and sports cars, which has not been paralleled in the history of this, the last of the old time Town-to-Town classics.

Jaguar Disappointments

To British readers the results, in spite of Parnell's magnificent drive into fifth place in one of the fastest races of all time, must be a shade disappointing in view of the promise of the greatest British effort ever made in this race. Both Aston Martin and Jaguar made every effort to ensure adequate preparation of cars and drivers, and Stirling Moss had covered some 6,000 miles on the course prior to the event. From the information at present available, it appears that Moss went out with engine trouble at Rovigo, about 100 miles



last 159 Grand Prix cars, and with de Dion rear axles. The real sensation was the new 3-litre Lancia. It impressed one as very small, rather like the old 1,100 Fiat in size and looks. It is powered with a V 6 engine of 2.9-litres capacity, with four overhead camshafts, said to be developing upwards of 200 b.h.p. against the 270 claimed by Alfa Romeo and Ferrari. The brakes are inboard both front and rear, universally jointed shafts being brought in from the front wheels almost to the centre of the car, where there are two brake drums of very small diameter but great width, placed in the airstream from the main air intake.

From the start of the race it appeared obvious that the three teams had the same idea, i.e., to send out a pace-maker with the idea of breaking up the opposition. From the arrival of the



TOUCH OF GLAMOUR: Ingrid Bergman emotionally embraces her husband, film director Roberto Rossellini, on his arrival at Rome. He drove a Ferrari but retired. (Wirephoto)

cars at the end of the long fast stretch to Pescara all previous estimates of the speed at which the race would be run had gone by the board, the leaders there being Sanesi at the fantastic average of 109.855 m.p.h., followed by Farina (Ferrari) 4 minutes later, Kling (Alfa), 1 minute behind Farina, and Fangio a further 30 seconds in arrears. A little further behind the leaders were Giannino Marzotto (open 2-seater 4,100 c.c. Ferrari) and Bracco (Ferrari), with Bonetto and Maglioli (3-litre Lancias) and Paolo Marzotto (4,100 Ferrari coupé), all within striking distance. John Fitch (Nash-Healey) went out at Ravenna with a fractured brake pipe, while Tommy Wisdom's Aston Martin with DB3 engine was another retirement, with transmission trouble.

Farina Slows, Sanesi Retires

At Aquila the first results of the battle became evident. Farina had run into trouble, and, although he continued for some time, it was at a touring speed. Sanesi also had shot his bolt, and disappeared before the Rome control. Here the leaders were Kling (Alfa Romeo) at 95.78 m.p.h., Fangio (Alfa Romeo) 30 seconds behind, Giannino Marzotto (Ferrari) and Bonetto (Lancia).

On the Radicofani Pass Karl Kling ran out of road, leaving Fangio the first into Siena by 1 minute 45 seconds from

PROVISIONAL RESULTS

General Classification: 1, G. Marzotto/Crosara (4,100 Ferrari), 10 hrs. 37 mins. 19 secs., 88.45 m.p.h. 2, Fangio/Sala (3,600 Alfa Romeo), 10 hrs. 49 mins., 3 secs. 3, Bonetto/Peruzzi (3,000 Lancia), 11 hrs. 7 mins. 40 secs. 4, Cole/Vandelli (Ferrari), 11 hrs. 20 mins. 39 secs. 5, Parnell/Klementaski (Aston Martin), 11 hrs. 32 mins. 43 secs. 6, Giletti/Bertocchi (Maserati), 11 hrs. 38 mins. 42 secs. 7, Anselmi/Maggio (Lancia), 11 hrs. 41 mins. 7 secs. 8, Biondetti/Barovero (Lancia), 11 hrs. 49 mins. 49 secs. 9, Cabianca/Roghi (Ferrari), 11 hrs. 51 mins. 39 secs. 10, Mantovani/Palazzi (Maserati), 11 hrs. 51 mins. 56 secs. 11, Militello/Piodi (Lancia), 12 hrs. 1 min. 39 secs. 12, Venezian/Albarelli (Osca), 12 hrs. 4 mins. 50 secs. 13, Casella/Puccini (Gordini), 12 hrs. 5 mins. 39 secs. 14, Cortese/Feroldi (Fiat 8-V), 12 hrs. 9 mins. 19 secs. 15, Sani/Bianchi (Osca), 12 hrs. 26 mins. 35 secs. 16, Sterzi/E. Rossi (Ferrari), 12 hrs. 15 mins. 49 secs. 17, Collins/Keene (Aston Martin), 12 hrs. 22 mins. 20 secs. 18, Mosters/Vitali (Fiat 8-V), 12 hrs. 29 mins. 18 secs.

Class Results:

750 c.c. Touring: 1, Angelelli/Recchi (Renault), 15 hrs. 46 mins. 12 secs., 95.878 k.p.h. 2, Bianchedi/Tabonelli (Panhard), 15 hrs. 50 mins. 55 secs. 3, Porfiri/Caratti (Panhard), 15 hrs. 59 mins. 8 secs.

1,300 c.c. Touring: 1, Mancini/Mancini (Fiat 1,100), 14 hrs. 5 mins. 16 secs., 107.271 k.p.h. 2,

Serena/Piccolo, 14 hrs. 5 mins. 31 secs. 3, Gidoni/Testolini, 14 hrs. 10 mins. 52 secs.

2,000 c.c. Touring: 1, Pagliai/Pardini (Alfa Romeo), 12 hrs. 34 mins. 5 secs., 120.305 k.p.h. 2, Stagnoli (Alfa Romeo), 12 hrs. 37 mins. 33 secs. 3, Bormioli/Marchiori (Alfa Romeo), 12 hrs. 40 mins. 46 secs.

750 c.c. Sports: 1, Touzot/Persillon (D.B.-Panhard), 14 hrs. 15 mins. 36 secs., 106.031 k.p.h. 2, Castellarin/Capaccioli (Panhard), 14 hrs. 42 mins. 46 secs. 3, Signora Anna Maria Peduzzi/Goldan (Fiat Stanguellini), 14 hrs. 48 mins. 57 secs.

1,100 c.c. Sports: 1, Venezian/Albarelli (Osca), 12 hrs. 4 mins. 50 secs., 125.160 k.p.h. 2, Sani/Bianchi (Osca), 12 hrs. 26 mins. 35 secs. 3, Bormioli/Ficai (Fiat), 14 hrs. 4 mins. 34 secs.

2,000 c.c. Sports: 1, Giletti/Bertocchi (Maserati), 11 hrs. 38 mins. 42 secs., 129.841 k.p.h. 2, Mantovani/Palazzi (Maserati), 11 hrs. 51 mins. 56 secs. 3, Casella/Puccini (Gordini), 12 hrs. 5 mins. 39 secs. 4, Cortese/Feroldi (Fiat 8-V), 12 hrs. 9 mins. 19 secs.

Over 2,000 c.c. Sports: 1, G. Marzotto/Crosara (Ferrari), 10 hrs. 37 mins. 19 secs., 142.347 k.p.h. 2, Fangio/Sala (Alfa Romeo), 10 hrs. 49 mins. 3 secs. 3, Bonetto/Peruzzi (Lancia), 11 hrs. 7 mins. 40 secs. 4, Cole/Vandelli (Ferrari), 11 hrs. 20 mins. 39 secs. 5, Parnell/Klementaski (Aston Martin), 11 hrs. 32 mins. 43 secs.

Giannino Marzotto, with brother Paolo third, bare seconds behind.

The same placings held at Florence, but, over the difficult passes of the Futa and the Raticosa, the superior local knowledge of the young Marzotto proved invaluable, and the positions were well and truly reversed by the time that Bologna was reached, the position then being Marzotto 1st, at an overall average of 85.7 m.p.h. with Fangio 2nd, 3 minutes behind, Paolo Marzotto 3rd and Bonetto 4th, Tom Cole (4,100 Ferrari) now appearing for the first time with the leaders in a very well deserved 5th place.

Biondetti's Course Record Falls

On the long, very fast stretches to the finish, the probably slightly higher maximum speed of the Ferrari held good and Giannino Marzotto finished a magnificent 1st for the second time (he won in 1950 in the rain) at the almost unbelievable average speed (over open roads of the most give-and-take character) of 88.45 m.p.h., thus at last beating Biondetti's long-standing course record. It is interesting that Marzotto has recently married and had declared that he had finished racing, only asking Count Maggi to include him in the entry list two days before the race.

Paolo Marzotto had his car catch fire at Modena and did not finish, Fangio coming in 2nd, 12 minutes behind Gian-

nino, after suffering ignition trouble on the final stretch. Bonetto with the new Lancia was 3rd and Tom Cole 4th. Parnell, with Klementaski as passenger, had driven one of the best races of his life, and managed to gain 5th place in spite of the fact that, at Rome, his car showed evidence of a slight prang on the nearside rear wing, and his door appeared difficult to keep closed. This effort on Reg's part puts him well up in the class of the world's best drivers, particularly in view of the fact that it is accepted in Italy that a driver needs to cover the course under racing conditions at least three times before getting in the first ten places. It appeared at the Rome control that both Collins and Abecassis would stand a good chance of finishing high up, but Collins was finally placed 17th, while Abecassis does not appear on the first list of finishers.

It would seem from the results of this race, and from the really tremendous efforts now being exerted by the three main Italian manufacturers to attain supremacy in the sports car field, that subsequent sports car races for this season, particularly Le Mans, are going to have an interest lacking for many years. The Mille Miglia shows that Ferrari, Lancia and Alfa Romeo are very equally matched, with the advantage going very slightly with the cylinder capacity.

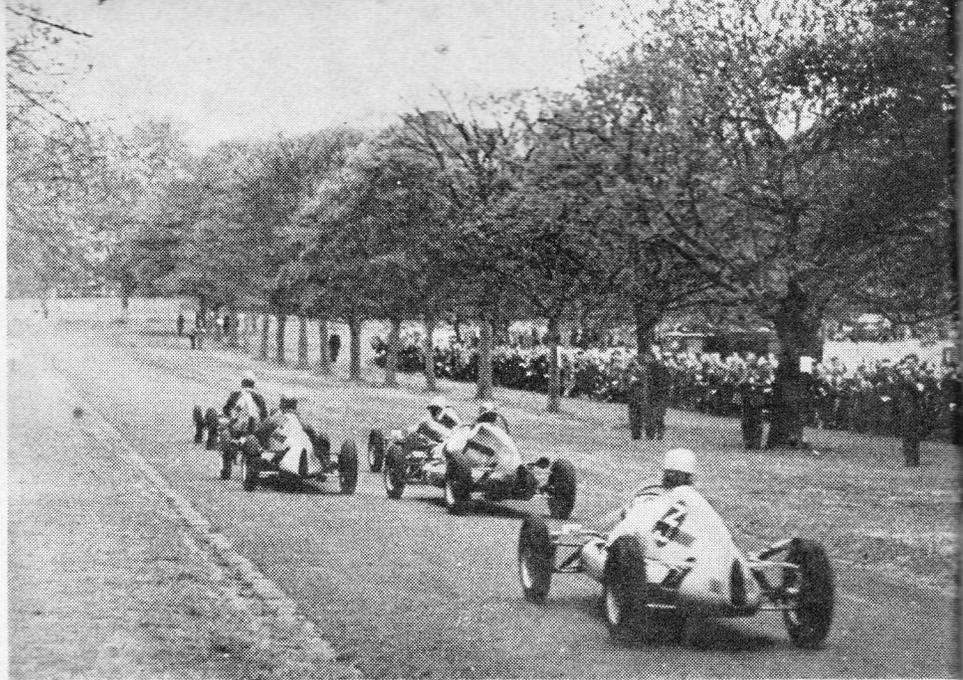


FLYING START: As it might have been, had Alfas run their original "Disco Volante" model in the Mille Miglia!

AWAY THEY GO: Ian McKay's Cooper leads that of A. J. Nurse and J. Walker's J.P. during Race 1, Heat 2, at Beveridge Park.

THIS year's "500" meeting at Beveridge Park, Kirkcaldy, was again a very pleasant day's racing to which the attractive surroundings contributed handsomely. A tree-lined circuit that wends its way round tennis courts and boating ponds has much to commend it and the only fault at this meeting, which was organized by the Scottish Motor Racing Club, lies in the fact that the mile-and-three-eighths track is very narrow, so that passing is often a tricky and hazardous business.

Charles Headland recouped a little for last year's misfortunes when, as may be remembered, he was involved in one of the most spectacular crashes of the season. In breaking his own track



“SCHWEPPERVESCENT” BEVERIDGE

Charles Headland (Kieft) has Mixed Fortunes in Scottish
500 c.c. Meeting—Newcomer K. Tyrrell (Cooper) does well

record on Saturday last, he was, however, unable to beat K. Tyrrell (Cooper), making his first appearance at Kirkcaldy and driving very well indeed. Scotland's "native" aces—the dashing Ninian Sanderson and the crafty Alex McGlashan in Mark VI Coopers which have been brought up to Mark VII standard—motored with their usual consistency but the luck of the draw and a spot of engine trouble with both the Kieft and the Cooper prevented a duel between Headland and Sanderson, which would have been a very interesting scrap indeed.

During practice David Blane wrapped the rear end of his J.P. around a tree trunk and, although he was uninjured, the car was unfit to compete. Colin Clark stove in the side of his J.P. at practically the same place on the track while, after getting through the Snake, C. Stewart Jones bent the nose of his Cooper, but not enough to keep him out of the sport.

The day's programme consisted of two races each with four five-lap heats and a ten-lap final and, in the very first heat, Ninian Sanderson (Cooper) chalked up a victory against Gosforth driver J. K. Hall, who provided fairly serious opposition in his J.A.P.-engined mount of the same marque.

Austin Nurse (Cooper) took the second heat while young Ian McKay, who motored so well at the club meeting at Charterhall, did not seem to get to grips with this tricky little circuit and went off the track at Railway Dip without mishap to self or car.

Peter Gordon (Cooper) spun his car off at the Snake in the first lap of heat three while, in the second lap, Johnnie Higham was flagged off with a buckled wheel on his J.P. This left K. Tyrrell with a fair lead over Alex McGlashan (Cooper) which he maintained.

The fourth heat was Headland's all the way, but D. K. Swan and H. C. Allison waged a grand duel in their

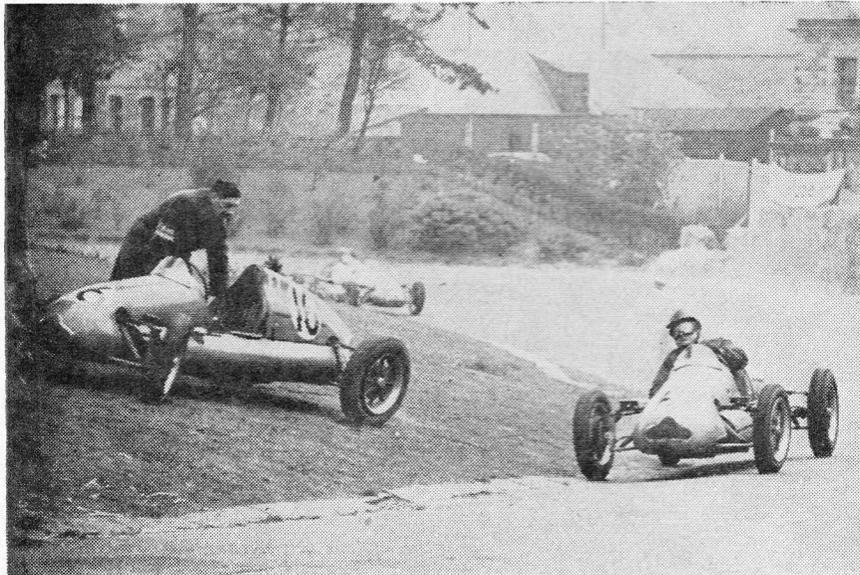
Coopers and the award for second place could have been anybody's till Allison's engine packed up in the fourth lap.

The first final should have seen Ninian Sanderson and Charles Headland in combat but, on the warming-up lap, the Kieft stalled and Charles was pushed into the shrubbery to watch Ninian go like the clappers for the first three laps and then build up a good lead from K. Tyrrell's Cooper. Entering the chancy Raith Bend J. Nicholson skidded his Cooper right across the nose of the McGlashan Cooper and, in taking avoiding action, Alex went in among the flower beds to lose a full lap before getting under way again.

The first heat of the second race resulted in a victory for the Headland Kieft against his nearest opponent Alex McGlashan. In the second heat, Bob Haddow (Cooper) was unlucky enough to have a chain break right on the starting line. Peter Gordon, in his first day's racing, drove remarkably well in this heat. Despite going grass cutting in the second lap and falling back to the tail-end he took his Cooper back through the entry to finish a keen second to A. A. Anderson (Cooper).

In heat three Austin Nurse (Cooper) almost met his match in the similarly mounted J. K. Hall. Their duel went on for four grand laps in which neither asked for quarter and it was a pity that, while leading in the fourth lap, Hall's J.A.P. engine decided to call it a day. The last heat saw K. Tyrrell (Cooper) have things very much his own way against N. Sanderson who effectively nursed an ailing engine into second place but lost the opportunity to take part in the second final.

In this, 500s at their best were witnessed in a really terrific duel between Charles Headland (Kieft) and K. Tyrrell



SEQUEL—to the top picture, with McKay's Cooper now out of the race, after mounting the bank at Railway Dip, while heat winner A. J. Nurse (Cooper) leads J. Nicholson round the bend.

(Cooper). It says much for Tyrrell that he managed to hold a good first lap getaway against the more experienced Headland. And Charles was definitely motoring! That Kieft went round the circuit like the hammers, so much so that Charles broke his own lap record by two clear seconds. Yet he still couldn't take Tyrrell, but I believe another hundred yards might have done it and the Cooper driver was highly delighted to see the chequered flag.

A. N. FORD.

RESULTS

RACE 1, Heat 1 (5 laps): 1, N. Sanderson (Cooper), 7 mins. 6.6 secs., 58 m.p.h.; 2, C. L. Graham (Cooper).

Heat 2: 1, A. J. Nurse (Cooper), 7 mins. 7.3 secs., 57.9 m.p.h.; 2, J. Nicholson (Cooper).

Heat 3: 1, K. Tyrrell (Cooper), 6 mins. 51.4 secs., 60.2 m.p.h.; 2, A. McGlashan (Cooper).

Heat 4: 1, C. Headland (Kieft), 7 mins. 9.8 secs., 57.5 m.p.h.; 2, D. K. Swan (Cooper).

Final (10 laps): N. Sanderson (Cooper), 13 mins. 36 secs., 60.7 m.p.h.; 2, K. Tyrrell (Cooper); 3, A. J. Nurse (Cooper).

RACE 2, Heat 1 (5 laps): 1, C. Headland (Kieft), 6 mins. 48.6 secs., 60.6 m.p.h.; 2, A. McGlashan (Cooper).

Heat 2: 1, A. A. Anderson (Cooper), 7 mins. 28 secs., 55.2 m.p.h.; 2, P. Gordon (Cooper).

Heat 3: 1, A. J. Nurse (Cooper), 6 mins. 53.5 secs., 59.9 m.p.h.; 2, J. Nicholson (Cooper).

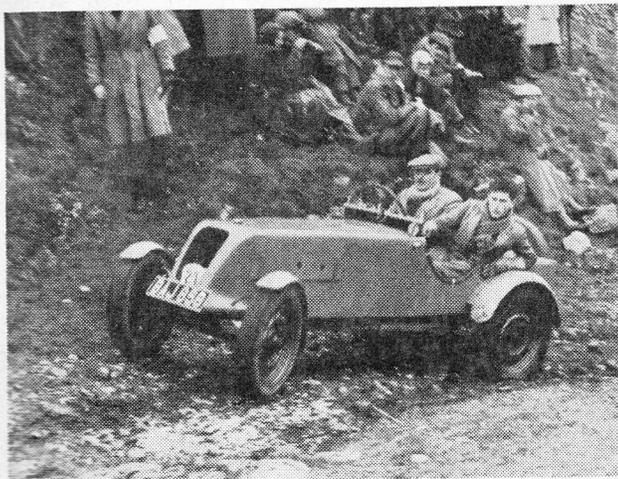
Heat 4: 1, K. Tyrrell (Cooper), 6 mins. 47.8 secs., 60.7 m.p.h.; 2, N. Sanderson (Cooper).

Final (10 laps): 1, K. Tyrrell (Cooper), 13 mins. 22.6 secs., 61.8 m.p.h.; 2, C. Headland (Kieft); 3, A. McGlashan (Cooper).

Fastest Lap of Day: C. Headland (Kieft), 1 min. 18.2 secs., 63.4 m.p.h. (New Record).

S.O.D.C. SUNSET TRIAL

RESULTS of the Sporting O.D.C.'s Sunset Trial on 18th-19th April are as follows: **Sunset Trial Cup.** G. Parrish (Rover 75). **Members' Award.** W. J. Park (Alvis). **First Class Award.** E. Dives (Vauxhall). **Second Class Award.** S. R. Dodd (Morris).



★
HALF-MILE CLIMB: A. Richardson's neat special on Cowlow, a long, muddy bridle path which brought many cars to an enforced halt.
 ★



NEARLY, BUT NOT QUITE: Winner Rex Chappell makes a valiant attempt at unclimbable Slack I. He reached the last bend, highest up of all competitors.

REX CHAPPELL'S "DERBYSHIRE" Strong Entry in Lancashire and Cheshire C.C. Classic Trial

A LARGE Coronation starting banner, flags, programme sellers, public address, a B.B.C. recording unit and all the other regalia that is now normal procedure at the start of a North Country trial greeted competitors when they arrived at Hurdlow for the 12th Derbyshire Sporting Trial of the Lancs and Cheshire Car Club on Sunday, 19th April.

The entry of 47 was much higher than in any previous classic this year and contained many names new to the trials world; this may well be an indication of renewed and fresh interest in trials now that the upheaval and discontent caused by the new trials car regulations is dying down.

After careful scrutineering, during which it was found that the Spence III of Bill Durling had its engine positioned

one inch outside the new regulation position and was accordingly excluded from the results, the competitors moved off to Waterloo, the only easy section in a very tough course laid out by Bernard Thompson and "Doc" Lilley, both well known trials competitors. Waterloo caused little trouble and served mainly as an approach to the first special test, a short speed hill-climb, where Ernest Chandler (Chandler Spl.) slipped into a closely contested first place in 11.4 secs.

A short drive across the misty and very cold Derbyshire hills brought competitors to Slack Hills I and II, both unclimbable sections, and the start of the real battle for victory in this, the last R.A.C. and B.T.D.A. Championship event until the Knott Cup in September. The first of these, an elongated "ess" bend up a grass covered hillside with a large hump halfway up (just where it was not wanted), was a section that became more slippery as each car attempted it and was therefore an "early numbers" hill. Of these, only Rex Chappell (Cotton III), got his front wheels into the last bend with Bill Durling a couple of feet behind and Ernest Chandler (Chandler) some yards behind this.

The best of the others managed their front wheels into sub-section 2 though Tony Aldred (Austin-Bassinette), in choosing a new route around the offending hump, forcefully ascended a few extra feet.

Slack II, a steep downhill approach to a sharp right-hand bend, followed by a steep climb up the hillside, was also unclimbable and was novel in having three distinct stopping places for competitors, the first with front wheels in the tapes, the second round the bend with front wheels in sub-section 2 and

the third where Ernest (highest-up) Chandler stopped.

After the vacuum in the rear tyres, required for grass hills, had been replaced by air, another short drive across country brought competitors to Mycock I, a taped section that wandered up a boulder-strewn hillside, with an ingeniously placed starting line that a quarter of the cars failed to leave, and a finish line just round a left-hand bend with a very steep approach that failed all but a select handful. First clean climb here, after some 20 failures, was by H. Illingworth (C.I. Spl.) with the most effortless climb of all, followed by successful attempts by Durling, Chappell, A. Richardson (Ford Spl.) and Bernard Dees (Deeford). Very stout attempts by Tony Alldred, Edward Harrison (Harford IV) and Ralph Smart with his B.S.T., now unblown, ended with only inches required to clear the "section ends" card.

Mycock II, of similar pattern but more tightly taped, again failed the majority, including Rex Chappell, who was now leading the field by a short head from Dees and Durling.

Woodale, the first section after a lunch stop at the ever-hospitable Devonshire Arms in Buxton, was this year again used as a straight grass climb, and proved a complete stopper, being, like Slack I, very much more difficult for the late numbers, though highest-up drivers like Jack Clegg (Clegg), Chandler, Durling, Alldred, Dees, Jim Appleton (Appleton) and Eric Jauncey, who overturned his Otter when reversing down, fortunately without injury or damage, all stopped in the same place.

The second special test, held on the grass track between Woodale and Cow Low, consisted of a dice from line A

★
STOPPER: Nobody succeeded in topping Woodale, a straight, steep, grass climb, but E. J. Chandler is here having a good try.
 ★



around a circuit with Brooklands-style banking, to a stop astride line B, then a reverse back to a flying finish over line A and was, as usual in events in this part of the country, electrically timed under the watchful eye of Jack Twyford. Best time here in 25.7 secs. gave the writer, driving Doc Lilley's very fine Wharton II, highest aggregate time in the tests, and was the only good thing about "one of those days" when nothing goes right.

On Cow Low, tackled next, the organizers had reverted to the traditional course by following the mud-covered bridle path that winds for fully half a mile up the steep hillside. Though not as stiff as on some occasions, it nevertheless claimed amongst its victims trials champion Cuth Harrison (Harford III), also experiencing "one of those days". Amongst the successful here were included

Jack Clegg, D. H. Dickinson (Bailey), Denis Flather (Keystone) and Ken Rawlings, who persuaded Buttercup up the long slope in finest Prescott style.

Ghost Quarry in very mild form failed few, and Mike Beardshaw (Wharton I), who unexpectedly stopped on the steepest slope, restarted again without difficulty.

The last sections, Denniff I and II, ingeniously marked across terrain that allowed only drivers with really delicate throttle control to cover them unpenalized, brought to a close a most enjoyable day's sport. The provisional results, announced less than an hour after the last competitor signed off, showed that there had again, in a 1953 event, been a battle for first place between Bernard Dees and Rex Chappell, with victory going to the latter by two marks.

A. E. RUMFITT.

(Results were published in last week's issue.)

MID-SURREY GRAND CUP TRIAL

ON Sunday, 19th April, the Mid-Surrey A.C. held their annual Grand Cup Trial, primarily intended for the more sporting type of car and those owners of the everyday saloon who are prepared to "have a go". In contrast to last year's event, held in torrential rain, when a clean climb of even one hill was an achievement in touring classes, this year's trial was comparatively easy and although there was not a single clean sheet in this category the more potent trials specials treated it as a pleasant afternoon's run.

The entry was divided into four classes: two for closed cars, one for open cars, and one for the more sporting type of trials car, whilst the trials special as such carried a further handicap of ten marks. Most of the course was over W.D. ground near Pirbright, and consisted of eight observed sections and three tests condensed into a distance of five miles.

Tunnel Hill, the first observed climb claimed six failures, mostly with closed cars, although E. L. Mungeam's 18-year-old but beautifully preserved Austin 10 made it look simple. Following this came a garaging test; "boxes" were wide enough to encourage high-speed motoring, and D. Read put his Dellow away twice and got it out again in no more than 16 secs. He recorded the best time by a comfortable margin which, in the final reckoning, gained him the Sopwith Trophy from last year's winner, A. F.

Erskine (Erskine Spl., S), who was fighting hard against his 10-mark handicap.

A few hundred yards farther on came a type of regularity test, consisting of two standing laps of a 250-yards circuit, the second of which had to be covered in 80 per cent of the time taken for the first. This time Erskine made no mistake, returning 32.6 secs. and only 0.9 secs. error to gain the best figure of merit. G. E. Pellett handled his big Oldsmobile saloon in an enterprising manner, taking only 36.8 secs. with 0.4 secs. error to achieve the next best performance.

A winding descent into a valley, followed by a more direct route out again, provided the second observed section, by far the most difficult. It stopped everyone except Major, Read, Bubear, Erskine and Gray (Allard). Section 3, running parallel to section 2, was neither as long nor as steep, and caused little trouble. Formidable in appearance, with a rutted approach over a grassy surface, section 4 proved quite simple under the prevailing conditions, since the warm sunshine had dried the approach. Many cars had little power to spare, but Gray's Allard shot up at speed and Major's Frazer-Nash discarded some transmission appliance as being quite unnecessary.

An unofficial hazard in the form of a severe hump on an otherwise level section produced scraping noises from

some of the lower-built cars, but caused no serious damage. After a very steep descent the touring classes by-passed section 5 which, although also steep and loose, produced a good deal of wheel spin but no actual failures. Both sections 6 and 7 were easy, and following these came a brake-and-acceleration test over about 50 yards of slightly falling ground. Erskine made best time here followed by Gray, Bubear and Major.

The final hill stopped six cars including, unexpectedly, that of R. Bayford (A.C. saloon), who had until then only one failure. Again the approach wound through trees and grass to a short, steep climb, but there was sufficient grip to see most people through, much to the disappointment of the large crowd of spectators.

V. H. T.

PROVISIONAL RESULTS

Sopwith Cup: D. Read (Dellow), 59.4 pts.

Class A (Open Cars): 1, P. Major (Frazer-Nash), 58.8; 2, and Novice Award, R. J. Bubear (M.G.), 54.9; 3, J. V. Jasper (M.G.), 38.7.

Class B (Closed Cars up to 1,500 c.c.): 1, E. L. Mungeam (Austin), 45.1; 2, G. Guy (S.S.), 14.6.

Class C (Closed Cars over 1,500 c.c.): 1, T. R. J. Smith (Triumph), 40.3; 2, R. Bayford (A.C.), 25.8.

Class D (Super-Sports): 1, D. Read (Dellow), 59.4; 2, G. Gray (Allard), 55.2.

Special Award: A. F. Erskine (Erskine Special, S), 63.0.

OVER THE AERO SCREEN: Drivers' view of the starting line at Snetterton.



AN interesting and enthusiastic entry, good handicapping, and efficient but not officious organization made a happy affair of the Eastern Counties M.C. race meeting at Snetterton last Saturday, 25th April. A spot more sun and less of the cold wind would have been welcome, but the Club were hardly to blame for such deficiencies.

First race, a combined five-lap scratch one for 1,100 c.c. and 1,500 c.c. cars, brought out a mixed collection of vehicles. Don Moore's little M.G. special leapt into the lead but was soon passed by the Tojeiro-J.A.P., driven as never before by Archie Scott-Brown. This pair drew away from the rest of the field to finish 24 secs. ahead of R. M. Rash in the bored-out M.G. PB, who in turn was 2 secs. ahead of the first

EASTERN COUNTIES M.C. AT SNETTERTON

1,500 c.c. car, the Rayner Buckler, now sporting a Morris Minor four-speed gearbox.

Then the big boys came to the line. After a somewhat dangerous looking start, in which some rather silly exhibitions of driving were seen, the cars disappeared round the first bend with Tony Murkett (XK 120) in the lead closely followed by Bill Jacobs (J2 Ardun Allard) and Harry Kemp-Place. By lap two, young W. T. Smith driving the fast ex-Sarginson XK 120 had come into first place and continued to increase his lead for the rest of the race. Kemp-Place dropped back, but Murkett, seemingly faster than of yore, kept second place while the Allard, despite its agricultural noise, could not be displaced from its third position.

Then came the most popular race of the day, the grid filling with a motley assortment of closed cars for a three-lap handicap race. The entries varied from a £3,000 Bristol to a £30 V8 Ford, and included an overdrive Vanguard estate car, a Healey, a Renault, and an interesting Morris Minor propelled by a Vauxhall engine. At the end of lap one Tony Giles's V8 Pick-up came round in the lead but P. Rayner Green in the white—well it was once!—V8 coupé was celebrating his return to racing in no uncertain manner. Lap two brought the same order but with the coupé much nearer to the leaders and with R. Playford (Healey) trying hard to keep up with it. First to come into view before the finish was the Pick-up with the coupé close behind, but just when it seemed Giles would keep his lead, the motor cut out, and Rayner Green roared past to beat his business partner by 0.1 of a second.

After this event the up to 1,500 c.c. handicap seemed much quieter. It proved to be another Moore-Scott-Brown duel, but this time Archie was driving his own much modified M.G. TD. Just when it seemed the TD might catch the PA the hairpin once again proved too much for Archie, for he

spun round three times and although he pressed on at unabated speed, the time loss proved too great.

The big car handicap resulted in another win for the Smith Jaguar from the scratch position, closely followed by Jacobs from the 10-second mark. It was pleasing to see Tony Hind in the ex-Whincop Bugatti in third position—but surely this car was built as the XK 120 slayer without needing a 60-second start!

The final five-lap handicap was for specials, in which the Tojeiro was on scratch, giving 5 seconds to Don Moore's M.G. and over a minute to the rest of the field. After one lap the cars had to be flagged in and restarted when it was found that the starter had done his stuff too early owing to the timekeeper falling over himself and prodding him in the back at the wrong moment! This extra lap proved too much for the new Kemp-Place-Westwood K3 Magnette Special, which had been misbehaving all day. Despite the heavy handicap, Scott-Brown in the "Toj" came through the field to win by 9 secs.

Finally came the relay race. Because of retirements the entry had been narrowed down to three teams. The misfortunes which befell Team 2 when Westwood's sparking plug wouldn't bite after he had taken it out at his pit stop and when Dick Rayner demonstrated Buckler straight line braking and came into his pit backwards, had a large influence on the results.

J. R. ALEY.

RESULTS

Race 1a. Up to 1,100 c.c., scratch (5 laps): 1, A. Scott-Brown (1,097 Tojeiro), 11 mins. 44.2 secs., 69.1 m.p.h.; 2, D. Moore (950 M.G.), 11 mins. 50.2 secs.; 3, R. Rash (1,052 M.G.), 12 mins. 14 secs.

Race 1b. 1,101-1,500 c.c., scratch (5 laps): 1, R. R. Rayner (1,172 Rayner Spl.), 12 mins. 16.2 secs., 66 m.p.h.

Race 2a. 1,501-2,500 c.c., scratch (5

laps): 1, A. C. Baxter (2,443 Healey), 12 mins. 7.4 secs.

Race 2b. Over 2,500 c.c., scratch (5 laps): 1, W. T. Smith (3,442 Jaguar), 10 mins. 54.4 secs., 73.4 m.p.h.; 2, E. A. Murkett (3,442 Jaguar), 11 mins. 3.4 secs.; 3, W. J. Jacobs (3,917 Allard), 11 mins. 4.6 secs.

Race 3. Saloon Car Handicap (3 laps): 1, P. Rayner Green (3,917 Ford), H/cap 12 secs., 8 mins. 20.2 secs., 58.2 m.p.h.; 2, J. A. Giles (3,622 Ford), H/cap 35 secs., 8 mins. 20.3 secs.; 3, R. G. Playford (2,443 Healey), H/cap 12 secs., 8 mins. 23.2 secs.

Race 4. Over 1,500 c.c. Handicap (5 laps): 1, W. T. Smith (3,442 Jaguar), scratch, 12 mins. 42.2 secs., 63.8 m.p.h.; 2, W. J. Jacobs (3,917 Allard), H/cap 10 secs. 12 mins. 42.8 secs.; 3, A. Hind (3,257 Bugatti), H/cap 60 secs., 12 mins. 44 secs.

Race 5. Up to 1,500 c.c. Handicap (5 laps): 1, D. Moore (950 M.G.), H/cap 10 secs., 12 mins. 32.4 secs., 64.6 m.p.h.; 2, A. Scott-Brown (1,467 M.G.), scratch, 12 mins. 41.4 secs.; 3, P. Wren (1,052 M.G.), H/cap 20 secs., 13 mins. 7 secs.

Race 6. Specials Handicap (5 laps): 1, A. Scott-Brown (1,097 Tojeiro), scratch, 12 mins. 35.2 secs., 64.3 m.p.h.; 2, R. R. Rayner (1,172 Rayner Spl.), H/cap 80 secs., 12 mins. 44.4 secs.; 3, P. Wren (1,052 M.G.), H/cap 70 secs., 12 mins. 45.4 secs.

Race 7. Team Relay Race (3 laps): 1, Team A: W. J. Jacobs (Allard), J. E. A. Fison (Riley) and B. L. Gosling (Austin-Buckler), 26 mins. 10 secs., 55.7 m.p.h.; 2, Team C: R. G. Playford (Healey), R. R. Rayner (Rayner Spl.) and A. C. Westwood (Healey), 27 mins. 31 secs.; 3, Team B: A. Hind (Bugatti), H. Kemp-Place (Healey) and E. H. Cutting (M.G.), 33 mins. 39 secs.

* * *

MAIDSTONE AND MID-KENT SILVERSTONE

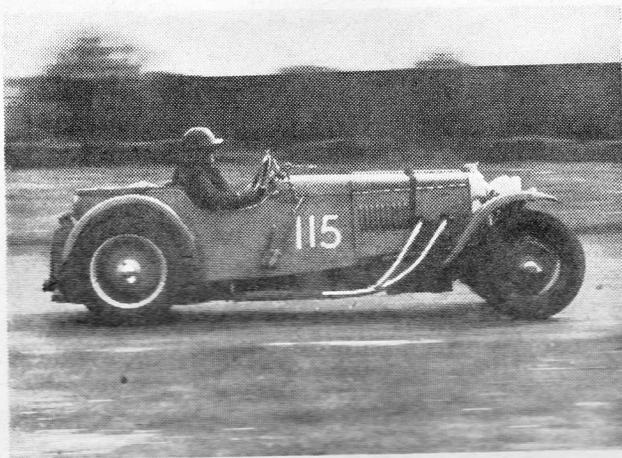
MEMBERS of the B.R.D.C., B.A.R.C., Vintage C.C., Bugatti O.C., N.L.E.C.C., Peterborough M.C. and Half-Litre C.C. are invited to the Maidstone and Mid-Kent M.C.'s Silverstone meeting on Saturday, 16th May, where eight races will be staged for racing cars, 500s, sports cars and saloons. Entries close next Wednesday, 6th May, with P. A. Elvidge, 79a Wincheap, Canterbury, Kent.

CASTLE COMBE AGAIN

Bristol M.C. and L.C.C./
750 M.C. Joint Meeting

ON Saturday last, 25th April, the Bristol M.C. & L.C.C. and 750 Club held a successful race meeting on the Castle Combe circuit. The event was confined to members of the two clubs, but a good entry, including some very fast cars, was received. The weather was fine, and even the usual Castle Combe wind seemed warmer than usual!

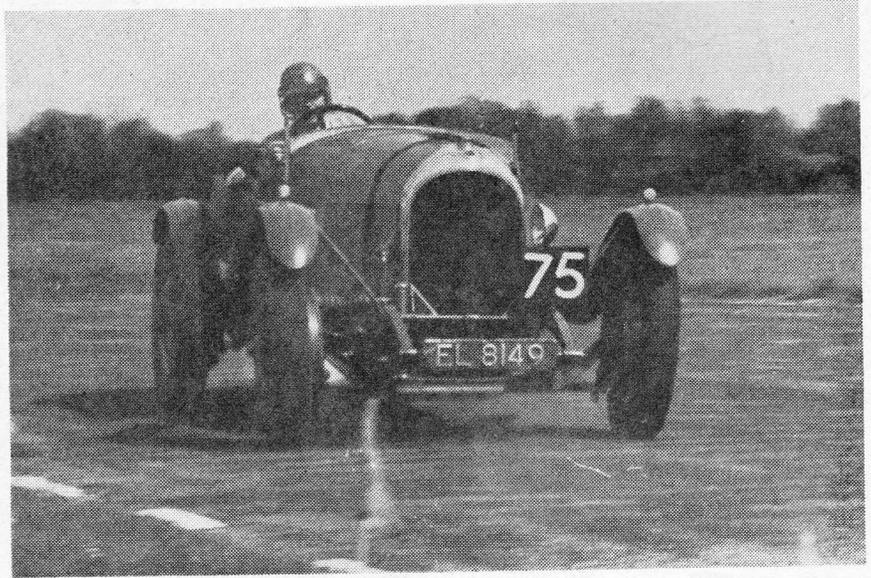
The first race, for cars of up to 1,200 c.c., brought a number of Bucklers to the line. An unfortunate melée occurred on Old Paddock Bend, when A. J.



Currie's Lotus and J. N. Dobbs J.N.D. became involved with a slower car. Currie slid off the road on the outside, then back again, and the two cars collided. Dobbs appeared to go end-over-end, in front of the whole pack, and was thrown out on to the grass. Reports stated that he escaped with a broken wrist and a shaking; both cars were fairly extensively damaged. This left Desoutter (Lotus) in the lead, where he stayed to the finish, while a battle royal ensued between Tapp, Liddell and Small, all on Buckler-based machines.

Race two saw a convincing win for J. A. Williamson's grand old Bentley. The big green car thundered round in fine style, while second place was taken by Bickerton's beautiful Frazer-Nash, and R. W. Ashley ousted Colvin's Invicta from third place in the closing laps. Cross's Frazer-Nash seemed to suffer from wheel patter, but Howse and Marpole fought it out grimly with their Austins.

The next race brought out some faster cars, and on lap one Gammon's very fleet M.G. led narrowly from Cliff Davis's Cooper-M.G., but next time round the positions were reversed. Both drivers were working hard, and obviously enjoying themselves, but try as he might Gammon could not overtake Davis before the finish. Goldschmidt's "Performance" certainly performed, with fantastic four-wheel drifts in which the



ENGLISH VINTAGE: (Above) J. A. Williamson's 4½-litre Bentley, winner of the five-lap Vintage scratch race, takes Tower Corner. (Left) R. Bickerton's 1,660 c.c. Frazer-Nash, runner-up to the Bentley.

front wheels assumed some very odd angles. However, he overdid the drifting process on Tower Corner, and rotated rapidly on to the grass. He quickly recovered, and continued at unabated speed, with part of the under-tray trailing on the track. Once again the backmarkers had a great battle, in which Tapp and Desoutter were prominent. Gould cornered at the limit with the Cooper-M.G. and was placed fourth.

Then came a combination of two classes, including some big stuff. Sir James Scott-Douglas (Jaguar) led all the way, although in the early stages Davis was right on his tail with the Tojeiro, until a minor ailment put him out. Goldschmidt was outstanding again, drifting wide on Old Paddock Bend and leading Gammon's M.G. Williamson's Bentley left the road at the same corner and became airborne, but regained the course safely.

The early laps of the 500 c.c. race were very exciting, all the leaders being in a close-packed bunch. On the first round Ebdon's Iota led, but was soon engulfed. Loens then went into the lead, with Leston, Bueb and Taylor following in that order. For five laps these four were at it, hammer and tongs and wheel to wheel. Then Taylor passed Bueb and both dropped back, but Loens and Leston continued their battle. Bueb had a moment on the loose gravel on the

outside, while Byrnes (Kieft) tried to pass Jack Moor on the outside at Paddock, with drastic results. Clarke's suspension suddenly assumed a peculiar shape, and the Emeryson coasted to a standstill with ominous clouds of smoke coming from the engine.

By comparison, the 750 c.c. race which followed seemed rather an anti-climax. After the pack sorted itself out, West went into the lead with his streamlined car and won comfortably. Grimsley, Howse and French indulged in an excellent scrap, and the cars came round Quarry in tight bunches. Several people drifted in the grand manner, while others had some frightening moments.

A. HOLLISTER.

RESULTS

Race 1.—Sports Cars up to 1,200 c.c. (5 laps): 1, P. A. Desoutter (1,098 Ford-Lotus), 8 mins. 17 secs., 66.60 m.p.h.; 2, W. F. Maurice (1,089 Cooper-Riley), 8 mins. 24 secs.; 3, D. H. Small (1,172 D.H.S.), 8 mins. 27 secs.

Race 2.—Sports Cars (Vintage) of any capacity (5 laps): 1, J. A. Williamson (4,398 Bentley), 8 mins. 8 secs., 67.88 m.p.h.; 2, R. Bickerton (1,660 Frazer-Nash), 8 mins. 25 secs.; 3, R. W. Ashley (1,496 Frazer-Nash), 9 mins. 2 secs.

Race 3.—Sports Cars up to 1,500 c.c. (5 laps): 1, F. C. Davis (1,496 Cooper-M.G.), 7 mins. 28 secs., 73.87 m.p.h.; 2, P. D. Gammon (1,497 M.G.), 7 mins. 31 secs.; 3, H. J. Goldschmidt (1,496 Performance), 7 mins. 47 secs.

Race 4.—Sports Cars up to 3,000 c.c. and Sports Cars unlimited, combined (5 laps): 1, Sir J. L. F. Scott-Douglas (3,442 Jaguar), 7 mins. 26 secs., 74.20 m.p.h.; 2, H. J. Goldschmidt (1,496 Performance), 7 mins. 28 secs.; 3, P. D. Gammon (1,947 M.G.), 7 mins. 32 secs.

Race 5.—Racing Cars up to 500 c.c. (10 laps): 1, A. Loens (Kieft), 14 mins. 11 secs., 77.90 m.p.h.; 2, L. Leston (Leston Spl.), 14 mins. 12 secs.; 3, D. Taylor (Martin Spl.), 14 mins. 22 secs.

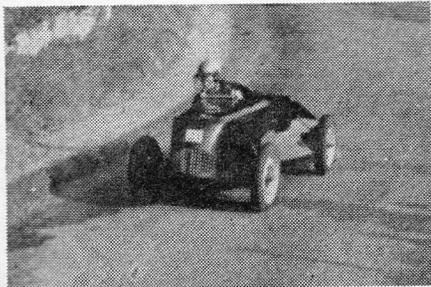
Race 6.—Sports Cars up to 750 c.c. (750 Club formula) (5 laps): 1, L. L. West (747 Austin), 9 mins. 27 secs., 58.5 m.p.h.; R. H. Grimsley (747 Austin), 9 mins. 36 secs.; 3, C. T. Howse (747 Austin), 9 mins. 37 secs.

ENNISKERRY

Titterington (Allard) Makes B.T.D. in First Irish Hill-Climb of the Season

AN entry of disappointingly poor quality was received by the Irish Motor Racing Club for their annual hill-climb at Enniskerry, Co. Wicklow, on 18th April. However, the few really good entries which did come in were no disappointment, including as they did Redmond Gallagher's two little Leprechauns, Joe Kelly's Bristol-engined G.P. Alta special, Dick Lovell-Butt's monoposto K3 Magnette, Ernie McMillen's now rebodied "Nufor", Titterington's J2-Allard, with which on this hill last year he equalled Bobbie Baird's time in the Maserati-based "Griffin", and a newcomer to Irish motor sport, Dick Odlum, with a single-seater Frazer-Nash.

The weather was fine and a sizeable crowd waited expectantly on the hill as first man up, V. Hennessy in an A40-based Austin special, left the line with the limit handicap of 15 seconds. This car, normally used for trials, proved faster than was expected and Hennessy returned a time of 56.27 secs., which he steadily improved with successive runs until finally, on his fourth run, he returned 52.93 secs. winning thereby the 1,250 c.c. handicap class with the overall figure of 41.27 secs. Mrs. Joan Carvill, driving her husband's magnificent, short-chassis, 2-litre Aston Martin, only made two runs with a best overall time of 44.54 secs., winning the over 1,250 c.c. handicap. Nat Preston whistled up in his very quick M.G. TC, making second best performance in the 1,250 c.c. handicap and taking third place in the 1,500 c.c. scratch event, but lost the tail of the car right at the finish, rolling over and



NEW NUFOR: In its latest guise, E. T. McMillen's Ford-cum-M.G. "Nufor" is scarcely handsome, but the performance is excellent.

almost writing-off the officials and timing gear in the process. Fortunately Nat was unhurt except for minor abrasions, this being the second successive year in which the now compulsory crash-hat has, almost certainly, saved a driver's life.

Noel Gleeson (TD), fresh from his well-earned second place in the Circuit of Ireland Trial, and Tom Lord (TC) were M.G. drivers who handled their cars extremely well, Lord winning the Open Handicap with a climb in 51.04 secs. (—8 secs.), Gleeson being third best in the 1,250 c.c. handicap with a best run in 51.57 (—8 secs.). McMillen electrified the crowd with his Hawthorn-style



IMMACULATE: Once again driving his J2 Allard to perfection, Desmond Titterington collected four awards with four climbs of the Co. Wicklow hill, at the I.M.R.C.'s Enniskerry event on Saturday, 18th April.

handling of the tricky little "Nufor", and certainly earned his win in the 1,500 c.c. scratch event and fourth place in the open scratch class. Gallagher's Leprechaun II, now fitted with a twin-cylinder 497 c.c. B.S.A. engine instead of the double-knocker Norton used previously, sounded very much nicer but was not as quick as hitherto; quick enough, however, to take second place in the 1,100 c.c. scratch class, fastest being the same driver in the J.A.P. twin-engined 998 c.c. Leprechaun I. In both these cars Gallagher gave, as usual, a perfect exhibition of calm and accurate control in a very potent vehicle.

Dick Lovell-Butt's K3-Magnette really did sound as a racing car should, and, what's more, performed like one, too, being placed second in both the open scratch and the under 1,500 s/c scratch classes. Odlum was disappointing in the monoposto Frazer-Nash, he driving extremely well but the engine obviously screaming for harder plugs and mixture to suit; despite this, he managed a fifth place in the open scratch class with 48.13 secs. Joe Kelly's Alta-Bristol was also rather disappointing, and obviously somewhat heavy in the chassis for an unblown 2-litre to pull up sprint hills, although all right for road racing. Kelly certainly did his best, and 47.42 secs. gave him fourth spot in the open scratch class.

Desmond Titterington made four absolutely faultless runs in the J2-Allard, winning the Meath Trophy for fastest climb of the day, the open scratch class, the over 1,500 c.c. u/s class and second place in the over 1,250 c.c. handicap, a magnificent performance with a fully-equipped sports car and one deserving of the utmost praise.

Paul Soden, handling the fast but extremely tricky M.M. 1 V/8-engined trials car perfectly, appeared to have everything very nicely under control. Len Earl really went motoring in the ex-Charley Norton Vanguard-engined special, the engine of which sounded very healthy, and gained second place in the open handicap and third in the over 1,250 c.c. handicap class.

H. A. O'BRIEN.

RESULTS

Meath Trophy (B.T.D.): J. D. Titterington (Allard), 44.43 secs.

Scratch, up to 1,100 c.c.: 1, R. Gallagher (998 c.c. Leprechaun), 46.09; 2, R. Gallagher (497 c.c. Leprechaun), 48.36.

Scratch, 1,101 to 1,500 c.c.: 1, E. T. McMillen (Nufor), 46.85; 2, T. N. Large (M.G.), 49.74; 3, J. N. Preston (M.G.), 50.42.

Scratch, under 1,500 c.c. S. and over 1,500 c.c. U/s: 1, J. D. Titterington; 2, R. G. Lovell-Butt (M.G. Spl.), 45.01; 3, L. G. Earl (Vanguard Spl.), 49.10.

Scratch, unlimited capacity: 1, J. D. Titterington; 2, R. G. Lovell-Butt; 3, R. Gallagher; 4, E. T. McMillen; 5, J. Kelly (Alta-Bristol), 47.42; 6, R. E. Odlum (Frazer-Nash), 48.13.

Handicap, up to 1,250 c.c.: 1, V. Hennessy (Austin Spl.), rec'd 15 secs., net 41.27 secs.; 2, J. N. Preston (M.G.), rec'd 7 secs., net 43.42 secs.; 3, N. E. Gleeson (M.G.), rec'd 8 secs., net 43.57 secs.

Handicap, over 1,250 c.c.: 1, Mrs. J. Carvill (Aston Martin), rec'd 14 secs., net 44.54 secs.; 2, J. D. Titterington, rec'd 1.5 secs., net 44.68 secs.; 3, L. G. Earl, rec'd 7 secs., net 45.14 secs.

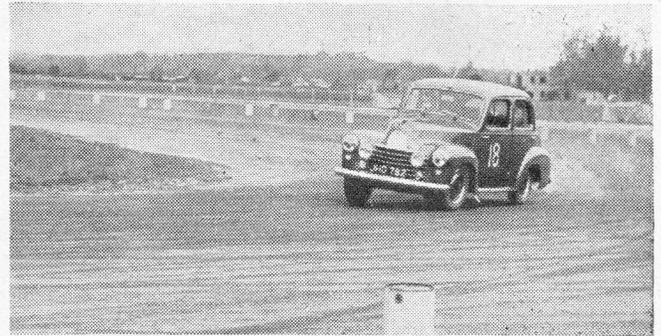
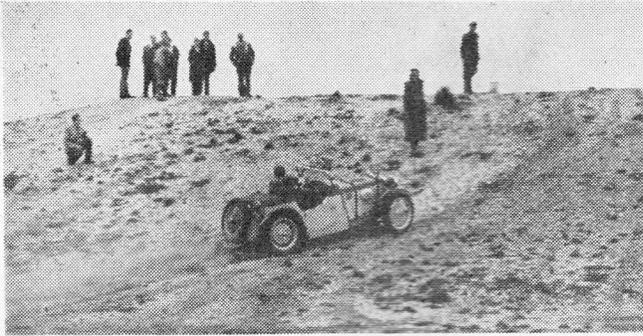
Open Handicap: 1, T. D. Lord (M.G.), rec'd 8 secs., net 43.04 secs.; 2, L. G. Earl, rec'd 7 secs., net 43.17 secs.; 3, R. G. Lovell-Butt, rec'd 2 secs., net 43.17 secs.

* * *

SHANN TROPHY TRIAL RESULTS

AMENDED results of the Sheffield and Hallamshire M.C.'s Shann Trophy Trial on 6th April are as follows:—**Shann Cup:** Mrs. Coates, 10 marks lost. **Novices' Awards:** 1, R. Needham, 22; 2, S. Hitchen, 30; **Standard Car Awards:** 1, K. Scales, 16; 2, D. Woolas, 23. **Team Award:** Needham and F. Harrison.

The club's Scavenger Hunt on Saturday, 18th April, was won by E. S. Sneath (Sunbeam-Talbot) who, with his crew, also won the quiz which followed at the Norfolk Arms, Ringinglow, near Sheffield.



ALL IN THE DAY'S WORK: R. W. Christmas (M.G.) tackles the side of Hampton Hillock (left) and (right) G. A. Robins (Vauxhall) corners fast at Ibsley. Such varying problems—and a coachwork test—made up the Hants and Berks M.C.'s Versatility Trial.

HANTS AND BERKS "VERSATILITY"

Sunbeam-Talbot Saloon Takes Premier Award

AS the name implies, the object of this event is to find the best all-round car and driver. To this end the trial is in three distinct sections, 40 per cent. of the possible total marks being awarded for a speed test, 40 per cent. on a number of mild trial hills and the remaining 20 per cent. for the car's amenities.

This year the venue of the speed test was the West Hants and Dorset Club's circuit at Ibsley aerodrome in the New Forest, where the 19 starters were assembled at 9.30 a.m. on Saturday, 25th April, for scrutineering. A panel of three judged amenities whilst the entrants were awaiting their turn to do some practice lappery. Weather protection and seating accommodation formed the main basis of marking, but account was taken of doors, luggage space, comfort, general appearance, lights and gadgets. Quite an amusing business this, with proud owners producing lists of all the extras their cars boasted and eager to impress the judges by displaying hoods, side-screens and home-made comforts by the dozen. The writer was surprised to find no toilet or sleeping arrangements, although several possessed means of fortifying the inner man with the minimum of delay. A Jowett Javelin driven by D. J. I. Garstin was awarded the best marking with G. A. Robins' Vauxhall Wyvern a close second.

The speed test circuit consisted of one runway and half the perimeter track, which provided two interesting corners—at either end of the runway—two long straights, and several fast curves. After all competitors had done their allowance of three practice laps the timed tests proper began. Cars were started from roughly half-way down the main straight and were timed for four laps with standing start and flying finish. Although these speed tests were run in groups of four similarly-powered cars, bunching was avoided this year by starting everyone at about half-minute intervals. Best time was made by the Mille Miglia Frazer-Nash of J. S. Drewett—an impressive sight on the long straight and completely at home on the corners. An Allard driven by F. L. Rourke was second and, rather surprisingly, J. E. Talbot (Dellow) was

third, largely because of his very neat cornering.

After a break for lunch the early numbers set off in a southerly direction to the first two trials hills, Speedway I and II, so named because of their proximity to a motor-cycle speedway. Speedway I was simple, being a firm if dusty climb, and caused few failures. Speedway II was much steeper and the sand more deeply rutted. Some failed to get away at all, while those who did climbed without further trouble. The deep sand was too much for the rear axle of J. B. Morley's Morgan, which had to be pushed away—hard luck so early in the trials section.

The next hill, Latchmore Ford, was so easy that an aging and noisy Austin 10 was seen to make light work of it. Gorley, a hill near the village of the same name, was short and steep with a right-angle turn at the bottom, but good wheel grip was provided by a firm base. From here the route led to Hampton Hillock, a rectangular mound about 10 feet higher than the surrounding country, with steep sides. None succeeded in climbing clean from a standing start, few reached Section 2 and many never moved at all. After reversing down, competitors had to rush the hill to reach the flat top for the start of the special test. This was a timed rush from line "A" at the top to line "B" half-way down another side, and back to "A"—with the choice of reversing back up from "B" or carrying on down, dicing around on the level sand and rushing back up across "B" to "A". Several tried reversing but only G. Pettit (Pettit Spl.) managed it.

The sixth hill, Mr. Green's Dean, was a long climb on chalk and again easy, but would have been quite a different matter had the grass covering not been absolutely dry. Much the same was true of Barclays Bank, although the bottom of this was a tight hairpin and had to be rushed if grip was not to be lost in a diagonal rut. Buckholt Bank looked a stopper, being a steep climb between trees, with a leafy and chalky surface. But even some of the saloons made it—although most were short of power rather than grip. The last hill, White-shoot, had a taped-out, zig-zag course, with many sub-sections, which proved

to be easy if one had the power to get started. The event finished at the White Horse Hotel, Romsey, where high tea was served and the provisional results promptly announced.

The outright winner, S. B. Southcombe (Sunbeam-Talbot 90), was placed only third in the amenities test, but was consistently good in the speed tests—where he lost only 10 points—and on the hills; truly a versatile driver in a versatile machine. It is interesting to note that this is the first time the event has been won by a saloon—an achievement previously considered by many to be impossible. Only two points behind was G. Pettit in the Pettit Spl., who was best on the hills, slightly better than the winner in the speed test, but suffered on amenities.

GORDON MADGWICK.

Provisional Results

Birkett Trophy: S. B. Southcombe (Sunbeam-Talbot 90).

Up to 1½-litres U/s. or 1-litre S. Open: 1, J. E. Talbot (Dellow). 2, G. B. Hewitt (M.G.). 3, J. A. Ambrose (M.G.) **Closed:** 1, G. A. Robins (Vauxhall Wyvern). 2, C. A. Leavens (Jowett Javelin).

Over 1½-litres U/s. or up to 1½-litres S. Open: G. Pettit (Pettit Spl.). **Closed:** S. B. Southcombe.

Team Award: W. Hants and Dorset (Southcombe, J. S. Drewett and F. Downes).

* * *

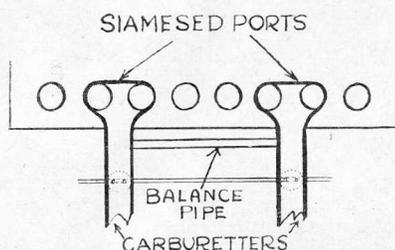
SOUTH ESSEX NIGHT TRIAL

IN the South Essex M.C.'s Riley Cup Trial on Saturday, 18th April, a circular course starting at the Orsett Cock at 7.30 p.m. was defined by map references, and governed by a set average of 25 m.p.h. On returning to the "Cock", competitors took part in a regularity test, consisting of two laps of a 2½-mile course, to be completed at exactly the same speed. The event finished at the club's headquarters at Horndon-on-the-Hill, and attracted a large entry. J. Ludlow (Hillman Minx) won the premier award, and D. Holdaway (Morris Oxford) and L. W. G. Kidd (Morris 10) were second and third.

CARBURATION AND THE 4-CYL. ENGINE

ALTHOUGH all racing cars from now on will have fuel injection, it is probable that the vehicles which we drive upon the road will still be fitted with carburetters for a year or two yet. Accordingly, it might be profitable to consider the carburation of common types of power unit, and this week I am taking the four-cylinder engine.

It is well known that a carburetter which is subjected to violent pulsations in the mixture flow will give entirely different results, and demand completely changed settings, from a similar instrument that is inspiring a smoother current of air. When a single carburetter is applied to a four-cylinder engine, the latter condition exists, and thus tuning should be quite straightforward. The single carburetter layout is imperfect, however, in two respects. First of all,



(Fig 1) **WRONG:** Each carburetter feeds two valves which have overlapping suction impulses, rendering even filling impossible.

whatever pattern one uses, there must be a sharp T bend, or its equivalent, that not only tends to cause pumping losses, but requires heat to be supplied, thus lowering the volumetric efficiency. Secondly, we come up against the problem of the firing order.

4-cyl. Firing Orders

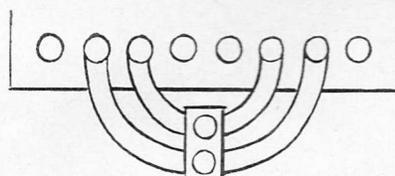
There are two possible firing orders for a vertical, in-line, four-cylinder engine. These are 1-3-4-2, and 1-2-4-3, of which the first is most often met. If one expresses it as 3-4-2-1, it is easy to see that it has an unfortunate characteristic in common with the 1-2-4-3 order. It stands to reason that similar considerations apply to the exhaust system, and overlapping impulses should be kept apart in the mani-

fold to avoid interferences (see Fig. 3). In both cases, the end pairs of cylinders follow each other, and therefore two adjacent inlet valves must overlap, with one starting to open well before the other closes.

Take cylinder No. 3 in the first case, for instance. Its inlet valve opens shortly before top dead centre, and closes some 40 deg.—or it may even be 60 deg.—after bottom dead centre. If it were left to mind its own business, the mixture column would continue to pile into the cylinder in face of the rising piston, because of the momentum it had attained on the suction stroke. However, by B.D.C. for No. 3, the inlet valve of No. 4 cylinder has already started to open, and its falling piston robs its neighbour of the free boost occasioned by the ram effect.

Two Carburetters

If two carburetters are fitted, the first supplying the front pair of cylinders and the second the rear, this trouble will still be experienced. It is true that the T bend and the hot spot have been eliminated, but the aforementioned "robbery" still prevents equal charging of each pair of cylinders. In addition, each carburetter now has a pulsating flow to deal with, for after the two overlapping suction impulses, nothing happens for about 300 deg. of crankshaft rotation, and then the



(Fig. 2) **RIGHT:** Even suction intervals, without overlap, ensure equal charging of all cylinders.

★
(Fig. 3) **EXHAUST:** Extraction effects rely on proper cognisance of firing order. The popular "bunch of bananas" is not admissible.

whole process is repeated. With twin carburetters arranged in this way, it is thus impossible to ensure that all cylinders have a similar mixture or are filled equally.

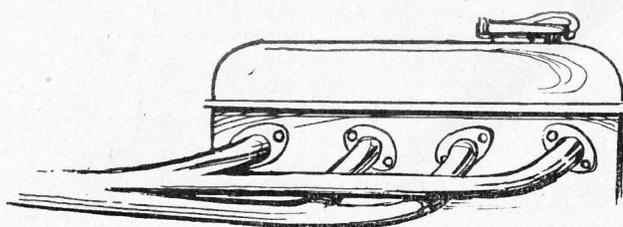
Siamesed Inlet Ports

Many engines have siamesed inlet ports, and in that case nothing can be done. For the aforementioned reasons a very great improvement cannot be expected when two carburetters replace a single unit, provided that the induction design is equally good in both cases. Some engines, in fact, perform better on one carburetter than on two, which is rather discouraging when one has spent a lot of money on a second instrument. I hasten to add that there are several proprietary twin-carburetter induction systems which successfully increase the performance of certain popular cars. That is because the original layout was not designed for speed, and the greater breathing capacity provided by the new arrangement at once allows extra power to be developed.

Where the ports are separate for each valve, a better plan becomes possible. In this case the two end cylinders and the two middle ones are paired, which results in equal and regular mixture pulsations, and no overlapping valve opening. A twin-choke downdraught carburetter may conveniently be used, in place of two separate units. Unfortunately, some heat will be required at the point beneath the carburetter, and this is the only disadvantage of this layout, compared with the more usual location which we have been discussing.

Finally, we come to one carburetter per cylinder, or one barrel of a multi-choke instrument. In this case, there are no power-wasting bends, no heat is required, and induction tracts of equal length can

Continued on page 559.



Correspondence

A Green Cover for B.R.M.?

REGARDING John Bolster's column "Paddock Prowl", in AUTOSPORT of 17th April, much as we appreciate Mr. Bolster's ability in writing same, his remarks re the B.R.M. and the sting in the tail—"the B.R.M. has always been surrounded by a lot of hot air"—were petty and uncalled for.

The most ardent fans of the B.R.M. will admit that its past failures have been a bitter disappointment but "Rome wasn't built in a day", and such a vast project as Mr. Raymond Mays has undertaken in his endeavour to put a British car in the front rank of motor racing is a feat to be encouraged—not "downed".

One cannot help feeling that AUTOSPORT is slightly prejudiced against the B.R.M.: surely Ken Wharton's win in same at Goodwood on Easter Monday justified a green cover? and I think it is not just a vain hope that in the not too distant future, providing Mr. Mays is not hampered by petty committees and lack of finance, the B.R.M. will bring many green covers to your interesting magazine.

F. M. WHEELER.

EDGBASTON.

(Surely victory in a 36-mile race against only one genuine Formula 1 car does not qualify for a "green cover" tribute?—ED.).

Wot—No Punctures!

WHAT are things coming too! Having recently taken delivery of a 10 h.p. saloon of well-known make I was somewhat surprised to find that no foot pump was included. A letter to the makers proved that this was correct. Curiously enough a tyre lever is supplied, so presumably the modern motorist is supposed to possess a pair of high pressure lungs!

T. R. K. DAVEY.

SOUTH SHIELDS.

Advantages of Fuel Injection

SURELY Mr. Bolster is rather losing sight of the qualities and attributes of Fuel Injection, and may, perhaps, be overstating the case. As I understand it, the main advantage of F.I. is to eliminate distribution bias; this implies that only multi-cylinder engines can benefit substantially and in practice this becomes 6-cyl. or more as 4-cyl. engines can evidently be satisfactory with four carburettors.*

If this is true what is the point of F.3 builders—namely, Norton and J.A.P.—going to this complication?

There should also accrue some slight advantage to F.I. in respect of full-throttle performance due to somewhat less obstructed inlet tracts, but since a throttle of some kind is obligatory in any case, there cannot be much gain. Against this, the disadvantage of an extra box of tricks, drive and so on, have to be carefully weighed. In racing, of course, this consideration need not weigh too heavily and the distribution advantage is obviously considered desirable by some.

Further to this it may be as well to note that there are two distinct F.I. systems; (a) Low-pressure; the injector is upstream of the inlet valve, and (b) High-pressure; the injector is in the cylinder head.

The L.P. system has been worked and reported on years ago, but the H.P. system is only lately the subject of experimental work and patents, in the U.S. The latter system may be manipulated to bring about important changes in the combustion process, which L.P. cannot do. The obvious difficulties of H.P. include finding room for the injector (in addition to spark plug), getting the injector to stand up to the heat, and there are probably some problems in the hydraulics of the system. Being profes-

sionally not unacquainted with injection of gas oil, I feel that the C.I. engine industry could be of considerable help in developing H.P. F.I. (volatile fuels) and at the same time could help itself. This system is likely to pay better in the long run, as judged from present published knowledge.

P. J. IVENS.

PETERBOROUGH.

*(The most satisfactory results seem to have been obtained with 4-cyl. Offenhauser engines.—ED.).

An Expert Drivers' Club?

MORIN SCOTT'S letter re an "Expert Drivers' Club" interested me considerably.

During the past year or two on "Off duty" motoring runs (motor engineering is my profession) I have been able to help a score or so of stranded motorists in one way or another, either finding them with bonnet up, looking bewildered at the mechanism thereunder, or sitting by the roadside endeavouring to ease the jack which hasn't worked for years.

I always make a point of carrying items mentioned by Morin Scott with the addition of spare bulbs, coil, condensers, plugs, points, a little first-aid, etc. Their carrying has proved worth-while and I have enjoyed giving assistance and will continue to do so.

Like Morin Scott, I do not like the suggested Club name but let's get cracking on these lines.

R. BYLES.

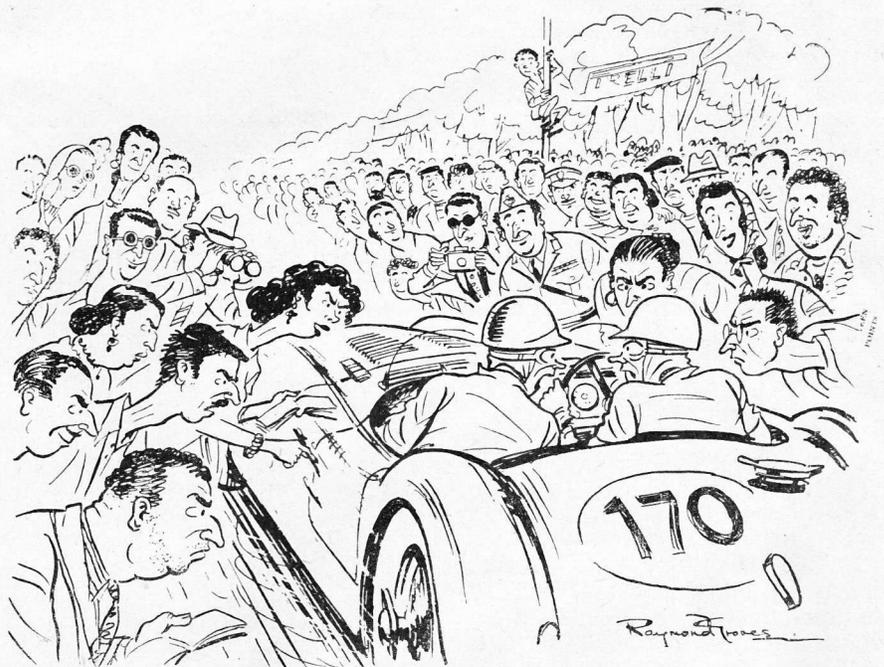
SHOLING, HANTS.

The 1,172 and 750 Formulae

WE are gratified that you regard the 750 Club's cadet racing scheme as being worthy of continued space in the correspondence columns.

So Mr. Porteous is still unconvinced? He asks why the 1,172 formula restricts camshafts while the 750 version does not, and points out that there are more 750s, therefore our restriction is against popular demand.

In the first place we had two and a half seasons' experience of 750 formula before compiling the 1,172 version, and the great discrepancy between the Austin Lotus and the others had made it obvious that a tightening up of engine development scope was necessary if we were to preserve the near-equality of opposition which is the basic purpose of any



"There's a rumour that Ingrid Bergman is co-driving with Rita Hayworth!"

racing formula. As the Austin Seven range includes several different types of camshaft we could hardly exclude any of them as most are found in standard sports models. In point of fact, attention to inlet valve and port design on the Austin gives a bigger power increase than anything you can do with the camshafts, so that an engine so tuned, even with touring cams, can easily be made to break a two-bearing crank as used by nearly all the formula competitors. The Ford engine is in marked distinction, as it offers no appreciable scope for inlet valve development, and has a safety factor of crank and rod assembly unlikely to be overcome within the limits of tuning allowed by the standard camshaft. Experiences in Ireland, on the other hand, make it clear that unrestricted development is likely to cause the occasional blow-up, and we consider it part of our self-appointed task to protect our competitors from this if we can.

Another point which nobody has yet mentioned is that the remarkably flat-topped power curve given by the Ford touring camshaft is well suited to the narrow choice of gear ratios, both final drive and gearbox, which is the unhappy lot of the impecunious constructor. The restriction is, therefore, likely to discourage the use of double reduction final-drive units with quick-change pinions, etc. This is no doubt what John Bolster had in mind when he referred to a "nasty inflexible engine", and it is certainly true of the fiercer types of Austin Seven camshaft.

Fred Smyth's challenge is most intriguing, and I know one 1,172 driver who will give serious thought to taking it up. If he does I can vouch for the remarkable hospitality and helpfulness displayed by the Belfast motoring enthusiasts. It would be interesting to match long experience against the tuning facilities offered by Lotus, Aquaplane and others in this country. Most of our cars are still in the development stage, but I notice that Mr. Smyth gives no time limit.

HOLLAND BIRKETT,
Chairman, Seven Fifty M.C.

FLEET, HANTS.

* * *

Stability with Three Wheels and Four

JOHN BOLSTER is mistaken, I feel, in comparing cars with no roll stiffness in the rear suspension to three-wheelers.

In the case of the three-wheeler under cornering conditions, the overturning couple arising from the rear wheel lateral location height above the ground is taken torsionally by the frame and is a contributory overturning couple thereon.

In the case of the four-wheel car with no roll stiffness in the rear suspension, there is a similar couple, but this couple cannot be transferred to the frame by virtue of the absence of roll stiffness.

The three-wheeler is therefore more likely to overturn than the four-wheel arrangement referred to.

RODNEY CLARKE,
Connaught Engineering.

SEND, SURREY.

* * *

B.R.M.A. Funds

I FEEL sure that the majority of B.R.M.A. members are in complete agreement with the views expressed in your Editorial article in your 10th April issue on the subject of B.R.M.A. funds, and it is to be hoped that something will be done along the lines suggested.

The Association seems to have drifted along rather aimlessly up till now, and one hopes that it may receive some

stimulus from the belated success of the B.R.M. In connection with the latter, one wonders why John Bolster should see fit to sneer about "hot air" when the car wins a 15-lap race at Goodwood at an average speed considerably in excess of the previous lap record. Personally, I would like to see the chicane abolished for the September Goodwood meeting, when, given fine weather, I would back the B.R.M. to beat Farina's pre-chicane lap record and establish beyond doubt that it is in fact the fastest Formula 1 car in existence, which with more support and less criticism it might well have done two years ago. But it is no use talking about what might have been—what we all want is to see a British car winning important races abroad, and from my observations at Goodwood on Easter Monday I am convinced that we have a real chance of doing so this year with the fuel injection Connaught, given a few more drivers of Salvadori's calibre, and if funds are needed, then surely it is the duty of B.R.M.A. to assist.

R. E. A. DAY
(B.R.M.A.).

LETCHWORTH, HERTS.

Catering Costs at Brands Hatch

REGARDING the paragraph headed "Catering Costs" in your 24th April issue, I note that Mr. Ashwood of Edenbridge is complaining of overcharging.

To my knowledge, and on my insistence, lists of charges are displayed, and the remedy was entirely in his own hands. He should have refused to pay it. At the same time I regret he was overcharged, and I should be grateful if all such cases of overcharging are reported to me.

H. JOHN HALL,
Managing Director,
Brands Hatch Stadium, Ltd.

FAWKHAM, KENT.

* * *

America and the Sport Car

IN reference to the letters of Mr. George Joseph, Jr., and Mr. Patrick Kelly, I would like to clear up a few points that Mr. Kelly didn't seem to understand.

Why do M.G. and Jaguar (the largest selling foreign cars in U.S.A.) try to ride so long on their reputation? They have won the honours, but are in a position to lose them because of no changes, i.e., better and/or faster cars.

An American who buys a foreign car usually wants two things: (a) a different car than his neighbours have; (b) a car which will win in competitions.

If the body style isn't changed the individuality of the car will be lost, hence the manufacturer loses the market he has built up. Americans love to win, but if there is no chance even from the start, what is the use of buying that car? Result: More lost sales.

The automotive field is one that never stands still. The manufacturer who doesn't move with it will be out of business. If British automobile manufacturers wish to export the quantity of cars they have in the past, they must progress with other countries or lose their export market in U.S.A.

To sum up, both men are right in their thoughts, but Mr. Joseph had in mind the cheaper English cars that already have mass appeal.

DAVID J. CLARK,
U.S.A.F.

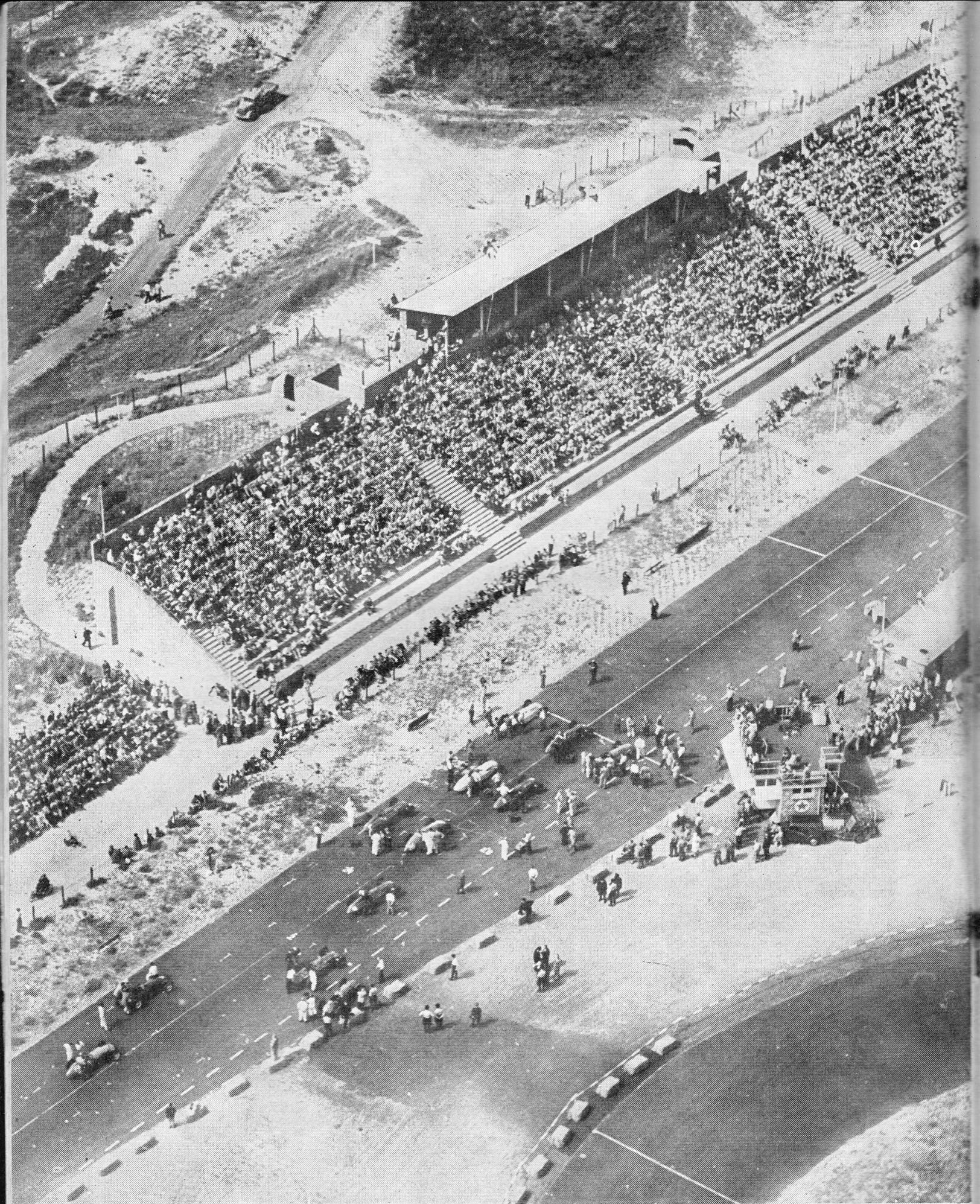
LAKENHEATH, SUFFOLK.

Carburation and the 4-cyl. Engine—cont.
be chosen for optimum ramming effects. The one drawback is the violently pulsating flow of mixture which passes through each carburetter. As long as this is realized, and the instruments tuned accordingly, that need not cause any trouble. It must be understood, however, that the slow-running, compensating, and accelerating arrangements should all be differently proportioned, and it is failure to correct these several variables that has given multi-

carburetter layouts their undeserved reputation for inflexibility.

An engine with four carburetters can be just as smooth and responsive as with only one "gas works", and if the mechanic knows his job, tuning is actually easier. Where one or two carburetters are used, it is seldom possible to ensure that every cylinder has its correct mixture at all speeds. Thus, the settings are a matter of compromise, which does not arise where there are four instruments.

I am afraid that many amateurs, when planning a new induction system, think only of smooth flow and increased breathing capacity. In matters appertaining to carburation, it is firing order that should be considered, first, last, and all the time. Unfortunately, many of us have engines with siamesed ports, and for these there is no remedy. I hope it is a design feature which will not be allowed to mar any engines which are now on the drawing board.



FOR the eager visitor who, on the day of days—this year the 7th of June, when the world's most famous racing drivers are giving battle in the Formula 2 Grand Prix of Holland—is looking down from the grandstand on the busy scene, there are many details which make him (or her) ask "What's it all about?" That is why I would like to give some quick angles on the everyday life of a Grand Prix racing circuit.

First of all: the Zandvoort circuit is rented on certain conditions to all motor racing organizations. The races are completely their concern and there is definitely no point in being very cross with the poor managing director when, during Grand Prix practice, one is told that Juan Manuel Fangio will be a non-starter. The burden of such a calamity rests on other, less frail, shoulders!

Anyway, there is much work to do all the year round. During 1952,

newal of wooden poles and fencing, etc., etc., etc. And mind you, this is only a random choice from the list of chores!

It would be very attractive to give a long survey of all that happens in a year. This is, however, impossible in the limited scope of an article. I would therefore like to give just a few glimpses of the richly varied life of the Zandvoort circuit.

28th April, 1952

With a swishing of tyres and a low, throaty engine-roar a beautiful streamlined Bentley flashes past a small group of connoisseurs who have come to the track in the early morning to see the most expensive road car that ever turned its wheels on the circuit. For such is the Bentley Continental Sports Saloon, as the completely crazy import taxes on cars bring the price up to Fl. 77,000—but the car is fantastically fast, beautifully built

we? . . . has all the fencing down the middle of the paddock got to go, or can we leave the middle part? . . . is it all right for the road-sweeping machine from Haarlem to arrive half an hour later? . . . Mr. X wants to know if his grandstand tickets are reserved . . . the Burgomaster is visited by three Belgian colleagues, can you just show them the Circuit? . . . at what time do we have to open the pits? . . . there is a phone call from (just put in anything you can possibly think of, from the completely unknown outsider who demands 10 special tickets for the paddock on the strength of being an old acquaintance, to the beautiful secretary, regretfully left behind in the office in the village, who wants to know where I have hidden the notes of the Meeting of the Board of 12th March!).

Record day

For more than half an hour

Motor Racing MERRY-GO-ROUND

Zandvoort Track Manager John Hugenholtz Reveals Behind - the - Scenes Activities

just to give you an example, the circuit was used on 76 days for races, practice, records, individual practice, tests, and so on, not counting the daily visitors on weekdays and non-racing Sundays. These daily visits brought more than 11,000 cars and 3,500 motor-cycles with drivers and passengers.

A very important role is played by the two guards, who have supervised the track daily since April, 1950. This is evident when I mention just a few of their jobs: regular repairs to the barbed-wire fencing all around the site and the track (this fencing extends to over 10 miles and must be inspected daily as it is sometimes cut in 20 places in one night!), cleaning of buildings, repairs and maintenance to locks and hinges, paintwork, small repairs, bricklaying, cleaning the entire track every morning, work on the verges of the track when rain has damaged them, the distributing of sifted garbage and ashes on the banks bordering the circuit, to stimulate the growth of short grass and other vegetation, the planting of helm, marking the track in white paint, the selling of tickets, picture post-cards and car badges, digging, re-

and finished. At the end of the grandstand I take my foot off the accelerator when the speedometer indicates a genuine 167 k.p.h. The works driver who travels with this masterpiece on the Continent (he is the perfect prototype of a typical Briton, very correct, unassuming but very capable) contentedly asks me "Do you like her, sir?" and allows the corners of his mouth to move 1/64th inch upwards; his equivalent of a broad smile. Do I like her . . . ?

Summer morning before a race

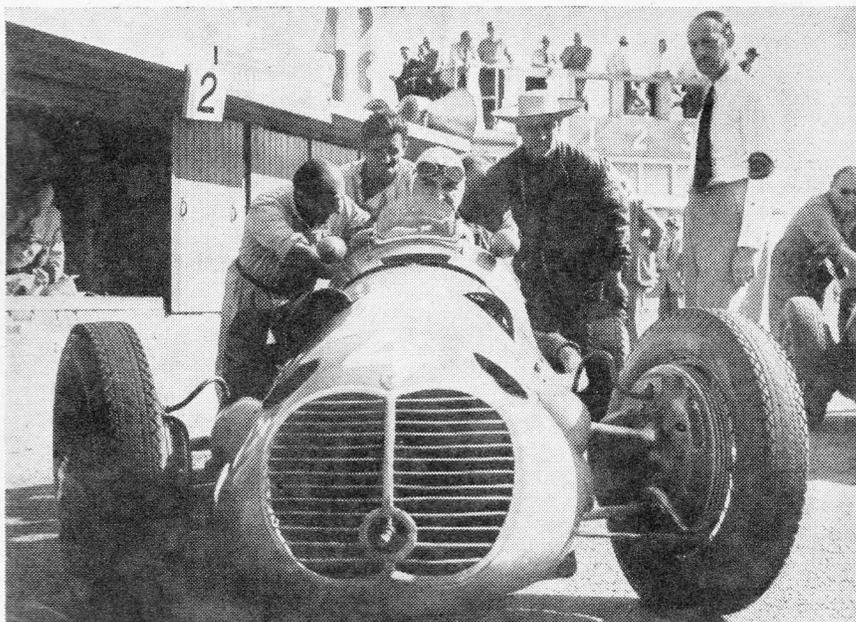
At 7 a.m. the keepers are already on duty to help with the arrival of 200 straw bales. Together with William, the head keeper, I go over the work for this morning. More straw bales are arriving, and then things just start . . . there is a phone call for you from the Vredestein tyre people . . . there is a phone call from Philips, Eindhoven, about the electrical time-keeping apparatus . . . Mr. van Noort wants to know if spare chairs have to be ordered for the timekeepers' house . . . Mr. Westra asks for 24 extra tickets for his personnel . . . the paint of the starting line still isn't dry, should

already the low-built red sports car has been circling the track at an average of 109 k.p.h., more than enough to break the existing record in that class, which stands at 103.75 k.p.h. In one of the pits, the pit-crew, friends and helpers are busy with stop-watches and time tables. Mr. van Haaren of the Competitions Department of the Royal Netherlands Automobile Club keeps an eye on everything in the neighbourhood of the timekeepers' house and chats with timekeeper Reydt who sits stolid and immovable behind his row of gleaming watches. Only 15 minutes to go and the hour-record will be in the bag. Lookers-on saunter to the coffee stand in the paddock to have a warm drink . . . then, suddenly and electrically, everybody senses trouble: the car is overdue. After 2 mins. 8 secs. she should appear at the beginning of the straight, but she is already 15 secs. late! People are peering down the road, a quick-minded person starts the Red-Cross ambulance, but here she comes! With a broken exhaust note and appreciably slower, the red car comes down the straight and stops at the pit. A quick diagnosis indicates a faulty

SECONDS TO GO: A magnificent picture of Zandvoort taken from the air, just before the start of the 1951 Grand Prix of the Netherlands.

sparkling plug in No. 3 cylinder. In a jiffy the plug is changed and with a loss of only 2 mins. 24 secs. on the time-table the record breaker starts for the last 10 mins. When she hurtles past the pit again, the exhaust is singing its customary deep-toned song and everybody cheers up. She does it; here she comes for the last time, the record is broken but the average has dropped to 105.35 k.p.h.

And so life on the circuit goes on and on, and slowly things are changed, renewed and built up. It's a fascinating business, with thrills, suspense, hard work and sharp contrasts. There are always new faces along with the old stars, and with every race the whole cavalcade of agents, dealers, visitors, drivers, officials, photographers, and enthusiasts comes back along the wide entrance road, to take possession for the day, of their "own" track, the Zandvoort racing circuit.



ZANDVOORT VISITOR: José Froilan Gonzalez in a San Remo Maserati at Zandvoort during practice for the 1950 G.P. John Hugenholtz is seen on the right, wearing armband.

A RALI FOR RAY

Jimmy Ray (Morgan) Wins Rali Gogledd Cymru

THE Rhyl and D.M.C.'s North Wales Rally, always a tough but popular event, was held on Saturday and Sunday, 25th and 26th April. Drawing some sixty-odd competitors who this year had the option of starting from Chester or Rhyl controls, zero hour was 7 p.m., and after 30 miles of main road motoring both routes converged at Dafarn Dywyrch to start the rally proper.

Very shortly came the first time control at the Horseshoe Pass, where was situated Test 1. This comprised a regularity test with a descent of the new pass and an ascent of the old (which before the war was a motor-cycle test hill), to be done against the watch to competitor's own times. Next day, drivers had to repeat their times to the half-minute, reversing the procedure of ascent and descent. All agreed that this test was good enough to be included in the major rallies, timed, perhaps, to 5 secs. Jimmy Ray, the eventual winner, took 14 mins. 37 secs. to 14 mins. 42 secs., but could have speeded up on this if necessary.

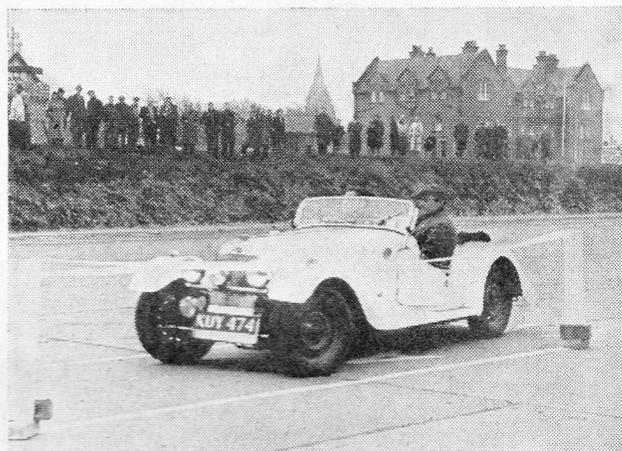
From here the route ran via Llangollen and Glyn Ceriog to Llawn for the first flag check, then on through Llanfyllin, Dinas Mawddwy, Bwlch y Groes and Llangower to Bala. This section brought three casualties and retirements—D. Bell (Jaguar), G. Rutt (Austin) and H. Whiteside (M.G.). Next came a tough colonial section through an area known as Arenig, which runs alongside Bala Lake, and on to Trawsfynydd and Portmadoc, where a rest stop of one hour was enforced.

Competitors then proceeded by way of Tremadoc, Beddgelert and Groeslon to the Menai Bridge time control, where G. L. Corlett (Minor), W. Dobson, Miss

★

J. H. Ray, winner of the Rhyl Traders' Trophy, puts his white Morgan through the final test.

★



D. Ogle (Hillman) and Miss B. Ogle (M.G.) were retired. From here the route led through a maze of Welsh villages in Anglesey to finish at Amlwch time control; unfortunately, in this area a marshal mistook his post, allowing some 16 cars to pass through unchecked.

Back then, via Llys Dulas, Llandegai and Penmaenmawr over the Sychnant Pass, where J. A. Utting suffered a slight *contretemps*, ditching his Alvis. From here through Pentrevoilas and Cerrig y Druidion to Dafarn Dywyrch and Test 2 at the Horseshoe Pass. Following an easy route, competitors made their way to Rhyl for breakfast, where it was found that only 13 had clean sheets. At Rhyl Car Park a most elaborate test was negotiated. Jimmy Ray, in the Morgan, made a perfect run, 6 secs. faster than anybody else.

FRANCIS PENN.

Provisional Results

Rhyl Motor Traders' Trophy: J. H. Ray (Morgan).

Class A1 (closed, up to 1,500 c.c.): Glynne Edwards (Morris Minor).

Class A2 (closed, over 1,500 c.c.): I. L. Watkins (Sunbeam-Talbot).

Class B1 (Open, up to 1,500 c.c.): R. H. Gouldbourn (M.G.).

Glynne Edwards Trophy (Best Member): B. B. Davies (Morgan).

Chitwell Davies Shield (Winning Navigator): J. C. Dixon.

First Class Awards

A. H. Rutt (Jowett Javelin), E. Lambert (Morris Minor), T. A. Gold (M.G. TC), S. Kennedy (S.S. Jaguar 100) and H. V. Best (Rover).

* * *

WALLASEY CORONATION RALLY

MEMBERS of the Chester M.C., Lincs and Ches. C.C., Lincs A.C., M.G.C.C. (N.W.) and Rhyl and D.M.C. are invited to take part in the Wirral 100 M.C.'s Wallasey Coronation Rally on 30th-31st May, for which entries close on Saturday, 16th May. The route will cover some 500 miles in England and Wales, starting from the New Brighton Promenade, Wallasey, at 2 p.m. on the 30th.



'National' is the ideal blend of both

However good petrol may be, blending Benzole with it makes it better for your car. *Better for starting*, because Benzole so very easily turns into a dry, easily-ignited vapour even on icy days. *Better for smooth, quiet running*, because Benzole is a fine anti-knock agent as well as a fuel, giving the piston a powerful shove in place of a harsh, hefty wallop. And best of all—*Benzole is better for more miles per gallon* because Nature herself has packed into every drop of Benzole more power—more energy—than she has packed into petrol.

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NEWS FROM THE CLUBS

By Wilson McComb

THE news that fibreglass bodies have at last reached these shores should be of particular interest to special-builders, for this material could revolutionize that fascinating branch of our hobby. Most enthusiasts have sufficient know-how to turn out a satisfactory chassis, but panel-beating is an art beyond the ability of the amateur, and the average special, in consequence, carries a body euphemistically termed "functional".

If fibreglass body shells become cheaply and readily available, there is no reason why the home-built special should not sport a body as handsome as that of any Ferrari. Moreover, it will stay handsome, for the proverbial run-and-jump will not do more than flake the paint; even that amount of damage may be avoided, for special flexible paints are being developed. That *bête noire* of the shallow-pocketed, expensive repair jobs, may become a thing of the past, and looking right into the future, we may even foresee a time when insurance premiums are reduced because cars can go a-bumping with impunity.

What a glorious vista this opens up! Tatty specials converted overnight into showroom specimens, taking their rightful place in every *Concours d'Élégance*; hard tops for every sports car owner, screwed into place in September and not removed until Easter; electrical wiring incorporated in the non-conducting bodywork, safe and sound from Demon Damp — and — who knows — bumping races on land as well as water!

HARROW C.C. NIGHT RALLY

STARTING from Waters' Garage, Hatfield, Herts, on the evening of Saturday, 16th May, the Harrow C.C.'s fourth Invitation Rally and Night Navigational Competition will consist of a 250-mile road section, and a series of driving tests after breakfast the following day. Invited clubs are the Chiltern C.C., London M.C., Sporting O.D.C., Thames Estuary A.C., Vintage S.C.C. and M.G.C.C., and entries close on Wednesday, 6th May. The Secretary of the Meeting is M. Paige, 22 The Close, Rayners Lane, Pinner, Middlesex.

JOINT MEETING AT THRUXTON

SEVEN races for sports cars, racing cars to Formulae 3 and *libre*, and U/s closed cars, make up the programme for the Bristol L.C. & M.C.C. and Sporting O.D.C.'s race meeting at Thrupton Aerodrome, Thrupton, near Andover, starting at 1.30 p.m. on Whit Monday, 25th May. Entries close on Monday, 11th May, with Mrs. E. A. Burgess or W. G. Kay, "Kelso", Nore Road, Portishead, Somerset, and invited clubs are the B.R.D.C., B.A.R.C., West Hants and Dorset C.C., Nottingham S.C.C. and West Essex C.C.

★
WELSH WINNERS: The M.G.s of G. K. Hale, J. R. Charlesworth and S. A. Seccombe, team award winners in the M.G.C.C.'s (Midland) Welsh Rally, posed outside Rally H.Q. in Crickieth.



SOUTHERN ASSOCIATION MEETING

A MEETING of the Association of Southern Motor Clubs will be held at "The Red Cow", Hammersmith, on Thursday, 14th May, starting at 7 p.m. Discussion will centre on the minutes of the A.G.M. on 29th January, and the amalgamation of future events.

KING'S LYNN ACTIVITIES

MEMBERSHIP of the King's Lynn and D.M.C., formed at the end of January last, has already passed the 100 mark. Twenty-four members took part in the club's first road event, a 60-mile treasure hunt won by A. R. Thompson (Austin). Dr. C. R. F. Hewlett (Standard Vanguard) and R. L. Freeman-Taylor (M.G.) were second and third.

Next event for members will be a "shortest distance" rally on Sunday, 31st May. Officers of the club are: *President*, Roger North. *Chairman*, R. G. Howe. *Secretary*, J. B. Clarke, 85 Gayton Road, King's Lynn, and *Treasurer*, J. B. Chadburn.

LEA-FRANCIS OWNERS' CLUB

FUTURE plans for the newly-formed Lea-Francis O.C. are well under way, following the inaugural meeting which was held recently. A social meeting will be held on Wednesday, 13th May, at "The Albert", Kingston-on-Thames, starting at 7.30 p.m.

750 POINT-TO-POINT

MEMBERS of the 750 M.C. and of any other R.A.C.-recognized club are invited to take part in a Point-to-Point which will start from the Spring Cabin, Wrotham, Kent, at 1.30 p.m. on Sunday, 3rd May. Full details may be had from W. A. Ross, The Ship Cabin, Lime Street, London, E.C.3.

LANCS AND CHES NAVIGATIONAL TRIAL

ENTRY closing date for the Lincs and Ches C.C.'s Navigational Trial on Sunday, 10th May, is Friday, 8th May, and the Secretary of the Meeting is A. W. Lilley, "Herries", Barrow Lane, Hale, Cheshire. Classes for open and closed cars are included, and the event will start (aptly enough!) from the Navigation Hotel, Woodley, near Bredbury, at 2 p.m.

COOK'S ARRANGEMENTS FOR LE MANS

FOR those who wish to visit Le Mans, Cook's Autotravel Service offers a choice of two trips, by rail or by air. The rail tour leaves London (Victoria) at 1.30 p.m. on Friday, 12th June, crossing via Folkestone/Calais. Visitors spend the night in Paris, and travel by coach to Le Mans the following day. The night of Sunday, 14th June, is also spent in Paris, and visitors arrive back in London at 4 p.m. on the 15th. The air trip leaves London (Waterloo Air Station) at 7.30 p.m. on the 12th, returning at 11 a.m. on the 15th; it costs 25 guineas (including hotel accommodation and grandstand tickets, etc.), and the rail trip 24 guineas.

Thomas Cook & Son, Ltd., of Berkeley Street, Piccadilly, S.W.1, also offer to make all arrangements for those taking part in the International Alpine Rally on 10th/16th July, including the booking of hotels, reservation of shipping space, and issue of all relevant documents.

WEST ESSEX SNETTERTON MEETING

A PROGRAMME of scratch and handicap races for sports cars and racing cars to Formulae 2, 3 and *Libre*, and the Tim Birkin Memorial Trophy Race for Bentley cars, will be staged at Snetterton on Saturday, 30th May, the first race commencing at 1.30 p.m. This is a National meeting, organized by the West Essex C.C., and the Secretary of the Meeting is G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex. Entries close on Monday, 25th May.

WELSH COUNTIES' CORONATION RALLY

CLUBS invited to take part in the Welsh Counties C.C.'s Coronation Rally on 29th/30th May are the Barry C.C. (who assist with the organization), Hereford C.C., South Wales A.C., Brecon C.C., Hagley and D.M.C., Severn Valley M.C. and Bugatti O.C. The event, of between 350 and 450 miles, will start from the Memorial Hall, Barry, at 8.30 p.m. on the 29th, and finish with the eliminating test at Barry at 2 p.m. the following day. There will be four classes for open and closed cars, and a special award for the highest-placed pre-1935 car. Details from W. G. Woodroffe, 146 Marlborough Road, Roath, Cardiff. *More News from the Clubs on page 566*



Grace...Space...Pace.... **JAGUAR**

The finest car of its class in the world

CADGERS TROPHY ROAD TRIAL

A FEW years ago the Falkirk and D.M.C. organized the toughest trials in Scotland, and their Cadgers Trophy event was reckoned a really "rough do", organized by experts for experts. Times have changed and there are so few trials specials in Scotland that the Falkirk club have had to face up to facts. On Sunday, 19th April, the tough trial of two years ago became an afternoon rally with five road sections and four driving tests.

The road sections were documented with the usual Falkirk cunning—spot-on for accuracy but showing few place names to guide the entry when they erred. In the first section Duncan Robertson (Jaguar) disappeared right off the route sheet, and in the second one—which went over moorland roads above Harthill—David Horne (Torrance), Andy Hunter (Standard) and Tom Waddell (Vauxhall) collected the maximum number of penalties.

The first test—a dash round a hairpin, plus a turnabout and an astride—was negotiated with the utmost rapidity by David Horne (Torrance) but that valiant trials type, Tom Leggett, motoring in comfort with a Ford Pilot, took to the rough with glee and was a good second. Wilf Young, in his Young Spl., drove through a pool of water on the road with so much *élan* that he succeeded in emptying it, to the great satisfaction of following competitors.

In the third road section Andy Hunter (Standard) motored merrily over a stretch of dampish road to catch up time. He found an oily mixture oozing up from old pit workings, which dulled his windscreen and provided an alibi for latecoming. Wilf Young (Young Spl.) was also late on this section.

The second test—a forward and reverse circle involving penalty blocks—was done very neatly by Mrs. J. MacRae (Hillman), but Alistair Ross (Riley) made the best time, while Jock Muir (M.G.) was unlucky to spoil a good run by stalling his engine in reverse.

The fourth road section—by Forth, Carnwath and Bathgate—saw everyone with clean sheets and led to a test involving yet another hairpin, where Duncan Robertson did his Jaguar a bit of no good on a stalwart fence post. The best performance was made by David Turner (Buckler) but young Sandy Morrison (Singer) and David Horne (Torrance) made nice going to share second place.

The final road section found David Turner (Buckler) well off the beam, and even the capable Jack Halby (Austin) got things a bit tangled, but they did arrive at the Bonyde Hotel eventually. Once there a light-hearted test was staged, in which blind-folded competitors had to find their motor-cars and get them started.

A. N. F.

Results

Cadgers Trophy: T. Leggett (Ford), 174 marks. **Open Cars Under 1,500 c.c.:** 1, W. Young (Young Spl.), 168; 2, A. Morrison (Singer), 164. **Closed Cars Under 1,500 c.c.:** Mrs. J. MacRae (Hillman), 151, and J. B. Yuill (Ford), 151. **Open Cars Over 1,500 c.c.:** 1, A. J. Ross (Riley), 165; 2, D. Hunter (Austin A90), 159. **Closed Cars Over 1,500 c.c.:** 1, T. Leggett; 2, J. Hally (Austin), 156.

COVENTRY AND WARWICKS T.G. JOHN CUP TRIAL

THREE regularity sections were included in the 60-mile route of the Coventry and Warwicks M.C.'s T. G. John Cup Trial on Sunday, 19th April. The only competitor to get into serious trouble on them was A. Rollason, who dropped over the side of his Triumph the egg-timer which he was using instead of a stopwatch! Several entrants suffered from temporary loss of memory at the first driving test, three garages to be entered in a certain order, at a sandpit near Baginton. R. B. James (M.G. 1½ saloon) made the best time, and B. T. Rose overtook his Morris Minor, fortunately without injury to himself or his passenger.

D. Parmenter, driving Ken Rawlings' original "Buttercup", was noteworthy at the second driving test. Several modern saloons failed at the Duck Pond, an observed section on a grass-covered hill. On the last part of the road section, to the finish at Stoneleigh Deer Park, a number of competitors were penalized for early arrival, including J. C. Winby (M.G. TD), who had until then been driving well. In the final test F. G. Arbuckle (1,172 Poros) set the best time, and good performances were also made by P. Jacques (Morgan Plus Four) and Dr. Sumner (Austin A90), both of whom were new comers to the game. R. B. J.

Results

T. G. John Cup: G. A. Lewis (H.R.G.), 13 marks lost.

First Class Awards, Open: B. S. March (Austin), 22; P. Jacques (Morgan), 23; J. C. Winby (M.G.), 25; and D. Parmenter (Rawlings Spl.), 26.

First Class Awards, Closed: D. Underwood (Aero Minx), 24; B. J. Smith (Ford), 25; D. A. Pattison (Sunbeam-

Talbot), 29; and L. K. Lord (Triumph), 32.

Second Class Awards, Open: H. R. Harper (M.G.), 30; A. J. Hammersley (Lewis Major), 34; F. G. Arbuckle (Poros), 35; and G. March (Morris Spl.), 38.

Second Class Awards, Closed: R. B. James (M.G.), 32; V. W. Wise (Sunbeam-Talbot), 38; P. D. Hinder (Hillman), 41; and C. Jobling (Ford), 41.

Ladies' Award: Mrs. Joy Cook (Ford), 45.

Team Award: "The Terriers" (Pattison, Harper and W. E. Langton).

MORGAN SPEED TRIALS

CATTLE, developing a taste for p.v.c. insulation, almost ruined the Morgan Three-Wheeler Club's Speed Trials at Madresfield on Sunday, 12th April, when their activities deranged the timing apparatus, and most of the runs had to be hand-timed. Nevertheless, the event was a success, with an entry of 39 Morgans of all types doing battle on the ½-mile s.s. course, and even continual rain did not damp the spirits of the competitors. C. Hale's best time of 30.3 secs. breaks his own 1951 record of 30.9 secs.

Results

Sidevalve 2-cylinder or Ford 8 Engines: 1, G. W. Bullock (J.A.P.), 42.2 secs.; 2, J. B. Everitt (Ford 8), 42.7 secs.; 3, R. Longley (J.A.P.), 44.8.

O.h.v. 2-cylinder or 10 h.p. 4-cylinder Engines: 1, R. G. Davies (Blackburne), 33.8 secs.; 2, J. G. King (J.A.P.), 34.2 secs.; 3, R. Hilderley (J.A.P.), 35.3 secs.

Racing Morgans, any type: 1, C. Hale (J.A.P.), 30.3 secs.; 2, J. G. King (J.A.P.), 33.4 secs.; 3, R. G. Davies (Blackburne), 33.6 secs.

More News from the Clubs on page 568

"AUTOSPORT" DIRECTORY OF THE CLUBS—44

Exmoor Motor Club



(Founded 1946)

President: The Earl of Lytton, O.B.E.

Open to: All interested in motoring and motor-cycling.

Caters for: Trials, Rallies and social events.

Principal Events: Spring Sporting Trial—April.
Rally—June.

Autumn Sporting Trial—November.

Headquarters: Minehead, Somerset.

Meetings: Monthly.

Bulletin: Monthly; duplicated; about 12 pp. Editor: P. A. White, 34 Bampton Street, Minehead.

Whether associated with R.A.C.: No. (Recognized by R.A.C. and affiliated to A.C.U.)

Approximate Membership: 180.

Annual Subscription and Entry Fee: No Entry Fee. Annual Subscription: 10s. 6d.

Hon. Secretary: Miss M. M. Nydrle, 1 The Chalets, North Hill, Minehead, Somerset. Telephone: Minehead 143.



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KING'S COLLEGE BLAGDON SPRINT

VISCOUNT RIDLEY'S estate at Blagdon, Northumberland, was the scene of a sprint meeting on Saturday, 25th April, organized by the King's College M.C. A very successful event, it was attended by members of the Newcastle, Burnhope, Cumberland and Berwick clubs to provide a total of 44 starters. A portion of the drive formed a one-third mile course of an exaggerated S shape, where the first car was started at 1 p.m. by Lord Ridley.

There were 12 entrants in the 1,300 c.c. class, which was won by Dennis Vernon's M.G. TC with a time of 28.4 secs., just 1.2 secs. slower than his B.T.D. at last year's "closed" meeting. Schellenberg's blown Ulster Austin could not better 29.2 secs., but the tables were turned when both competed in the 1,750 c.c. class: the Austin clocked 28.0 secs. and the M.G. managed only 28.8 secs.

Javelins, Aprilias, Consuls and one Mercedes turned out for the 1,750 c.c. saloon class, which at first appeared the property of Jack Lawson and his Javelin, with a time of 30.8 secs. On the second runs, however, Peter Gill (Lancia), who had missed a gear-change at his first attempt, took the class with 30.2 secs., although Lawson improved his time to 30.6 secs. In the 3-litre open class J. Goodwin (Silverstone Healey) and Bob Sinclair (Jaguar 2½) tied at 25.8 secs., from which Sinclair neatly sliced 0.6 secs. on a tie-deciding re-run, setting the best time so far.

Another tie, between Schellenberg (Bristol 401) and T. A. Irvine (Tickford Healey) occurred in the 3-litre saloon class. When the re-run was staged, Irvine equalled his first time of 28.4 secs., and Schellenberg used the grass verge to record 27.8 secs. As Goodwin had not entered the "unlimited" open car class, this became a battle between Sinclair and Gordon Shanley (Jaguar XK 120). The white XK was 0.2 sec. slower than the "2½" on the first runs, but they tied at 25.8 secs. when the second attempts came, necessitating yet another re-run, when Shanley equalled Sinclair's B.T.D. Sinclair and Shanley were offered re-runs to decide this tie, but wisely decided to give their motor-cars a rest.

Results

Up to 1,000 c.c. Open: M. G. Spark (M.G.), K.C.M.C. **Closed:** P. G. Walton (Renault), Newcastle.

Up to 1,300 c.c. Open: D. S. Vernon (M.G.), K.C.M.C. **Closed:** P. G. Walton (Renault), Newcastle.

Up to 1,750 c.c. Open: C. K. W. Schellenberg (Austin S), Berwick. **Closed:** O. Gill (Lancia), Newcastle.

Up to 3,000 c.c. Open: R. I. Sinclair (Jaguar), K.C.M.C. **Closed:** C. K. W. Schellenberg (Bristol), Berwick.

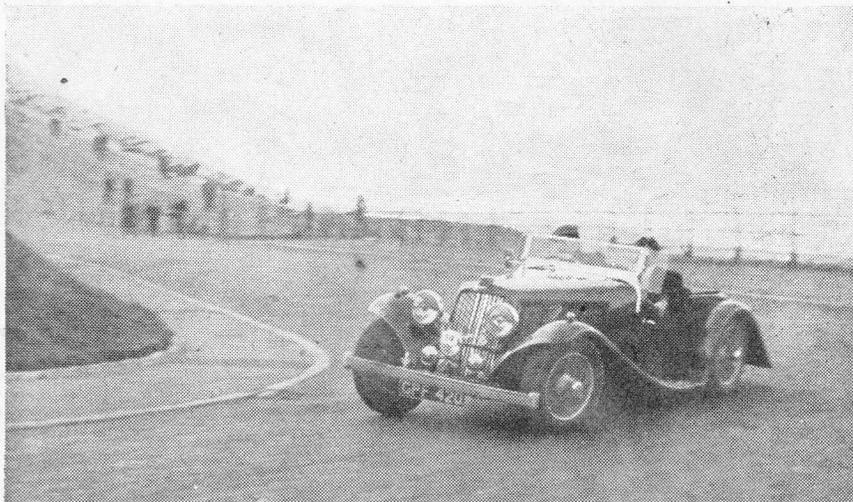
Unlimited capacity Open: T. G. Shanley (Jaguar), Newcastle. **Closed:** I. A. Armstrong (Jaguar), K.C.M.C.

Blagdon Bowl (B.T.D.): R. I. Sinclair and T. G. Shanley (tie).

Undergraduates' Cup: R. I. Sinclair.

Tyne Tankard (Members' Award): R. R. Joicey (Jaguar).

Team Award: "Jack's Boys" (J. H. Lawson (Healey), P. W. E. Heppell (Standard) and S. A. Middleton (Standard), Newcastle).



SCARBOROUGH RALLY: J. L. Braime (Aston Martin) negotiates the "Scarborough-Tulip" test in last Saturday's B.A.R.C. (Yorks) event. A report of this event, and of their Wilson Trophy Trial, will appear in our next issue.

IRISH MIDGET RACING

THE M.R.C.C. of Ireland's 1953 season was formally opened by C. Count McCormack on Saturday, 18th April, at Chapelizod Stadium. Three four-lap scratch races were won by George Reddy, Noel Murphy and Leo Manthorpe. In the final of the Liffey Open Handicap (six laps), Leo Mulvanny (received 6 secs.) won from Manthorpe (8 secs.) and Terry Hegarty (2 secs.).

In the *An Tostal* National Championship races, Reddy won the 1,200 c.c. class, Hegarty the 1,000 c.c. and Manthorpe the 850 c.c. class. Manthorpe (12 secs.) also won the Chapelizod Trophy Handicap (12 laps) from Mulvanny (12 secs.) and Norbert Duffy (8 secs.).

* * *

HASLEMERE M.C. TREASURE HUNT

THE recently-formed Haslemere Motor Club held its first event on Sunday, 19th April, in the form of a treasure hunt. Competitors received final instructions three days before the event, in which they were told their starting time, the plot, and such intriguing information as that messages would be left in certain shop windows, certain cars must be stopped, and red cardboard triangles must be collected; there were, too, sinister rumours of other possible incidents.

In spite of this, 40 cars turned up at Russell Relf's garage and were despatched at two-minute intervals, armed with a route card which took them through 40 miles of delightful scenery—although whether they had time to look at it is a different matter. On certain parts of the route card appeared little poems which, correctly interpreted, led to hidden tins containing cards (each card worth 10 points). One of these tins turned out to be afloat on a lake, another in a loaf of bread in a baker's shop, a third on a rock in the middle of a wide stream. In the midst of all this, competitors were called upon to do a motoring quiz and involved in a tyre pressure test. They also discovered that some mysterious hand had attached red triangles to their

cars, and as three of these could be collected there was a certain amount of sharp practice. On the loneliest part of the course two delightful young ladies appeared, armed with pistols, who refused to let competitors pass unless the password could be given.

Results

Premier: K. J. Hendry. **Best Sunbeam Member:** G. F. Little. **Best Chichester Member:** G. Bleach. **Best Haslemere Member:** J. O. Crawford. **Souvenir Awards:** J. S. West, R. Burden, T. Ash and R. Westcott.

* * *

V.S.C.C. BAWTRY RALLY AND BLUBBERHOUSES TRIAL

18th/19th April

RESULTS

RALLY—Class A, Vintage Cars under 1,500 c.c.: 1st Class Award, J. Noakes (1911 Delahaye). 2nd Class, P. J. Binns (1930 Riley). 3rd Class, F. E. Day (1928 Austin).

Class B, Vintage Cars over 1,500 c.c.: 1st Class Award, A. Jeddere-Fisher (1927 Lancia). 2nd Class, N. B. Routledge (1924 Morris). 3rd Class, R. J. B. Leedall (1923 Morris) and L. M. Austin (1929 Lancia).

Class C, Thoroughbred Post-Vintage Cars: 1st Class Award, B. Berry (1934 Bugatti). 2nd Class, L. S. Richards (1932 Alvis). 3rd Class, G. S. Sanders (1935 Lagonda).

Special Award: B.T.D., Sports Car Class, B. Berry (1934 Bugatti).

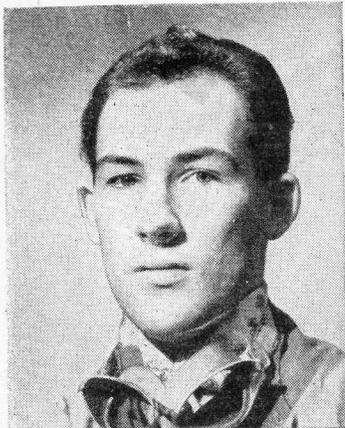
TRIAL: 1st Class Awards, J. W. Rowley (1925 Morris), J. A. R. Grice (1923 Jowett). 2nd Class Awards, F. E. Day (1928 Austin), L. M. Austin (1929 Lancia). 3rd Class Awards, N. Arnold Forster (1926 Trojan), A. Turney (1929 Riley).

Best Post-Vintage Thoroughbred: Dr. D. B. Harris (1934 Frazer-Nash).

Best Light Car: W. L. T. Winder (1924 Humber).

Special Awards: F. E. Day (1928 Austin "7"), L. M. Austin (1929 Lancia).

More News from the Clubs on page 570



I choose Ferodo brake linings!

Says Stirling Moss

"You see", he goes on, "lapping at high speed calls for hard, fierce braking. Your brake linings take terrific punishment at every bend, and they must be really tough to stand it! If you can depend on them to 'take it', lap after lap and still stay efficient, then you can go into bends faster . . . more confidently—and that wins races!

"That's why I always choose Ferodo! They're everything a racing driver looks for in a brake lining . . . efficient, tremendously tough and, most important, reliable and long lasting!"

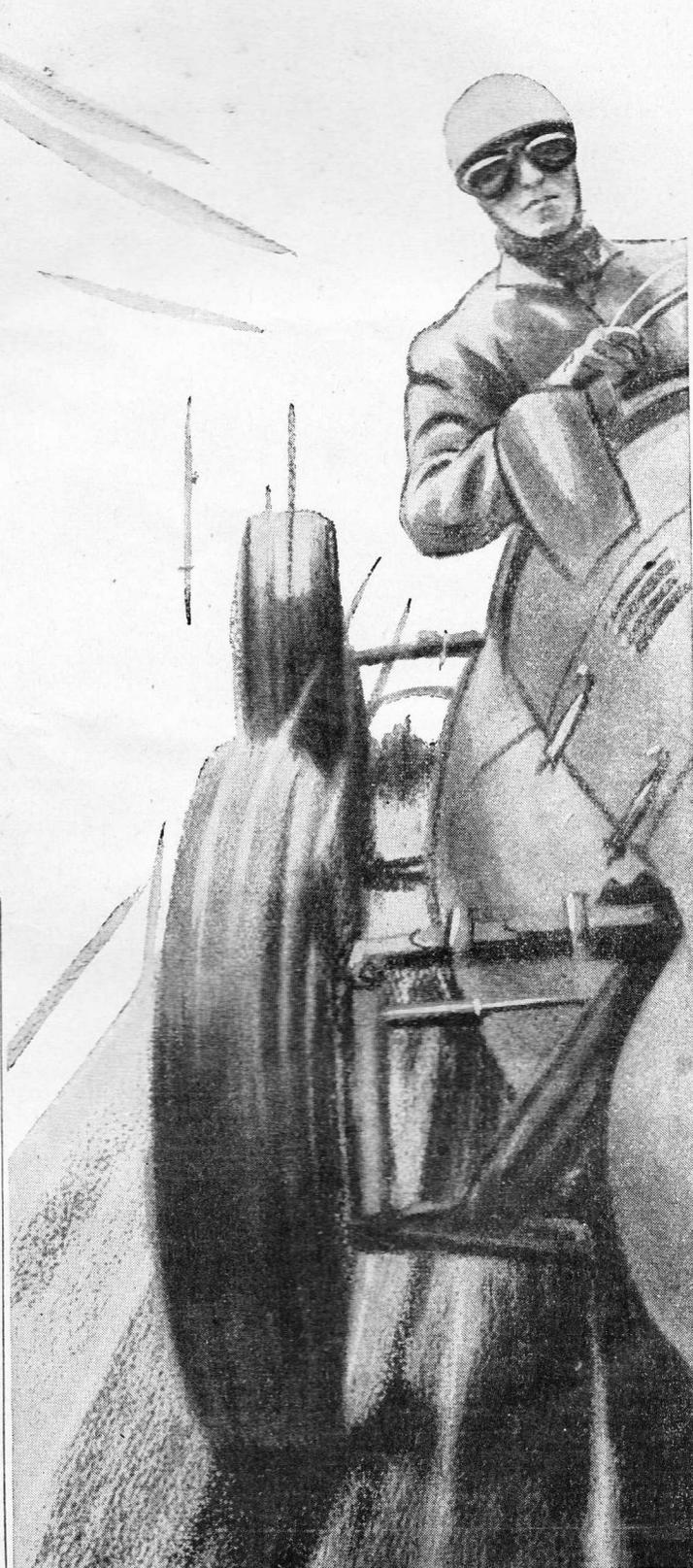
*Stirling Moss
Specifies*

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PETERBOROUGH WARCO TRIAL

Tied Win for Tinsley and Green

THE Peterborough M.C. ran the Warco Cup Sporting Trial on Sunday, 19th April, over a course 10 miles long. The first six sections were laid out on the banks of the Nene, and section 1, a grass slope with two corners on adverse cambers, stopped the whole entry, Wykes, Tinsley, Thompson and Owen Williams making sub-section 5. Waterworth II, a steep hill in two parts with a level piece in the centre, had a step midway and stopped all but six, Tinsley and Ken Robinson making fast well-timed passages over the hump. On to the Lynch where a most deceptively innocent patch of mud at sub-section 1 played havoc with the entry, only Tinsley, Owen Williams and Harry Green getting through it, only to be stopped on sub-section 7. The other Lynch section was climbed by nine entrants, Jack Goodwin in his "last-minute, first-time-out" special unluckily just failing to make a clean climb.

Lunch at the Wheatshaf, Alwalton, was followed by section 5, a grass climb on an adverse camber around a small hill. All but five made the grade. Ken Robinson's Ford Special was put well and truly in the boundary hedge. Section 6, a hill with a close bend approached through a muddy farm gateway, was dry but surprisingly defeated all but four. Cleghorn made an excellent job of the two difficult corners. Then on to Oundle where in a spinney a special test consisting of a short, tricky timed circuit saw Ken Robinson put up the best time of 15½ secs., Kemp in his Dellow being next with a fine 16 secs.

Mary's Copse followed, a circuit with two hills, where Cleghorn again demonstrated his amazing skill with only one arm. It was now apparent that Tinsley and Green in their Ford-based Specials were hot favourites; on section 8 neither made any mistakes and all but one of the entry succeeded on this section.

A crowd had gathered on Winningfoot for the last section; interest was sharpened when it was realised that the hill was too dry, and marshals had contrived a tricky circuit, twice entering a very muddy stream with steep, awkward approaches. Bud Mayes played pioneer and just made sub-section 7, and Bill Wykes, with blower screaming and negative tyre pressures, showed the way out of the mud. Tinsley, despite a horrible roll to starboard on the steeply cambered approach, scored a clean ten marks. Interest became markedly intense and the crowd, hilariously vocal, scattered when J. L. Thompson's very fine Singer Special threw mud at them. Harry Green, with vigorous help from his passenger, scored a clean ten points.

Tinsley and Harry Green, having tied with 81 marks, also had ties on the special test, thereby setting the committee a pretty problem.

W. J. W.

Results

Premier Award: W. G. Tinsley and W. H. Green (tie), 81 marks.
Adams Trophy: E. G. Kemp, 73.
First Class Award: A. E. Cleghorn, 67.
Second Class Awards: O. F. Williams, 66, and K. G. Robinson, 64.

More News from the Clubs on page 572



"LITTLE" START: Watched by Mrs. Nina Imhof and Lt.-Col. Goldie Gardner (right), W. Rosson (Austin A40) leaves the Croydon starting point of the London M.C.'s "Little Rally".

SCOTTISH "TEST TEASERS"

ON 18th April, at Newhouse Industrial Estate, on the main Glasgow-Edinburgh road, the M.G.C.C.'s Scottish Centre laid on their annual event so aptly named "Test Teasers". Consisting of half-a-dozen crafty driving tests of assorted shapes and sizes, the afternoon's sport provided something for everybody, from the memory experts who revel in tests with complicated instructions, to the "have a bash" lads who like tests that give them a chance to put the foot down, without over-exerting brain-box and gearbox in conjunction.

The first test was an intricate one involving many pylons, a multiplicity of lines and much forward and reverse motion. "Mickey" Gillespie, motoring a Vauxhall saloon with the same verve formerly displayed in an M.G. TD, made the day's best time but clattered a pylon, which rather spoiled things and made George Gibson (M.G. TD) top of the class. Second was Nigel Kennedy's Burdmonk, which has received much attention during the winter and now motors with interesting rapidity. Among the saloon drivers Victor Brown (M.G.) was quite the most competent.

The second test—a double dash around a roundabout, interrupted by occasional reverses—saw Charles Robertson making his Morgan go merrily in the shortest time, with Nigel Kennedy only slightly behind and Jack Hally (Jaguar) as third man, despite a prodigious amount of wheelspin.

Third test was a right-hand and then a left-hand progression round two proposed factory sites, with odd pauses to stop astride. Jack Wilson motored his little Austin A30 with commendable celerity but was no match for the Hally Jaguar or the H.R.G. of Willum Stewart, and Nick Cuthbert very definitely made his Silverstone Healey get round that concrete.

In the fourth test—a forward dash on a straight stretch, curving into a garage and stopping suddenly—the generally consistent Lewis Mitchell (Austin A40) was the only competitor to hit the oil drums, and Jack Hally (Jaguar) clocked

a time almost 2 secs. better than that of his rival, Charles Robertson (Morgan). Best saloon driver was Victor Brown (M.G.), with Jack Glass (Javelin) giving him a run for his money.

In a complicated navigation test finishing with a wheel-in-circle, the Robertson Morgan just missed an astride stop; Mickey Gillespie was very neat in his Vauxhall, but again Hally was the best performer.

Finally, there came a proper introduction to circuit racing, consisting of a fair-sized course round four blocks of factories, complete with chicanes. Tom Leggett, in his redoubtable Crocus Special, went very speedily indeed to become the day's first bank clouter and bender of track rods. The Kennedy Burdmonk did well as did the Glass Javelin but, once more, the Hally Jaguar was without peer, his time of 73.9 secs. being approached only by N. Cuthbert's 75.4 secs. in the Healey.

The thirty-odd entrants enjoyed the afternoon's sport and results were produced rapidly by Ted Paterson and Co.

A. N. F.

Results

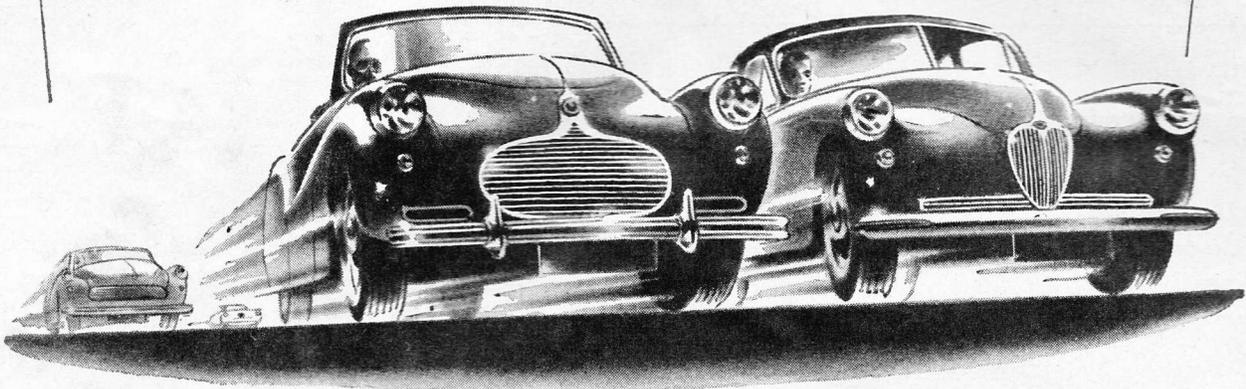
Premier Award: N. Cuthbert (Healey), 211 marks. **Best Closed, Under 1,500 c.c.:** C. V. Brown (M.G.), 161. **Best Closed, Over 1,500 c.c.:** J. Hally (Jaguar), 210; **Best Open, Under 1,500:** J. E. Milne (M.G.), 208. **Team Award:** C. R. S. Robertson (Morgan), C. M. M. Gillespie (Vauxhall) and N. Cuthbert (Healey).

* * *

EAST ANGLIAN M.C. VISIT
POLICE SCHOOL

INSTRUCTION in the gentle art of safe skidding was given to members of the East Anglian M.C., when they visited the Chelmsford Police Driving School, by permission of Inspector Priestly, on Sunday, 19th April. The visit also included a particularly interesting and instructive tour around the mechanical side of the school, and the club are indebted to Inspector Priestly and his staff for a fascinating afternoon.

CASTROL WINS



13TH CIRCUIT OF SICILY

INTERNATIONAL GRAND TOURING CATEGORY

1100 c.c. Class **1st** Zagato (Fiat Zagato)

750 c.c. Class **1st** Brichetti (Dyna Panhard)

INTERNATIONAL TOURING CATEGORY

1500 c.c. Class **1st** Monaco (Fiat 1400)

1100 c.c. Class **1st** Mancini (Fiat 1100/103)

750 c.c. Class **1st** La Rosa (Fiat 500)

(Subject to Official Confirmation)

INTERNATIONAL SPORTS CATEGORY

2000 c.c. Class **1st** Musitelli (Ferrari)

1100 c.c. Class **1st** Brandi (Ermini)

750 c.c. Class **1st** Piccolo (Nardi Danese)

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COMING ATTRACTIONS

May 1st/15th. Adriatic Rally, Yugoslavia.

May 2nd. B.A.R.C. 12th Members' Meeting, Goodwood, nr. Chichester. Start, 2 p.m.

Vintage S.C.C. Race Meeting, Silverstone, nr. Towcester. Start, 12.15 p.m.

500 M.R.C.I. Hill-climb, Cairncastle, nr. Ballygally, Co. Antrim. Veteran C.C. (S.W.) Yeovil Rally and Trial, Handford Manor, Handford, Yeovil.

Peterborough M.C. Night Navigational Rally.

May 2nd/3rd. Sunbac Llandudno Rally. Start, Lytleton Arms Hotel, Hagley, Worcs, 8 a.m.

B.A.R.C. (S.W.) North Devon

Rally. Start, Little Testwood C.C., Totton, nr. Southampton, 8 p.m.

May 3rd. Bordeaux G.P. (F.2), France.

Brussels G.P. (F.3), Belgium. Half-Litre C.C. Race Meeting, Brands Hatch. Start, 2 p.m.

Furness D.M.C. Spring Consistency Trial. Start, The Gill, Ulverston, 1 p.m.

Leics. C.C. Sturgess Trophy Trial. Start, Sturgess' Garage, Braunstone Gate, Leicester, 11 a.m.

Manchester U.M.C. Committee Cup Rally. Start, Five Ways Hotel, Hazel Grove, Stockport, 1 p.m.

Grimsby M.C. Driving Tests, N. Lincs.

MARGATE JOHNSON CUP RALLY

IN the Margate and D.C.C.'s Johnson Cup Rally on Sunday, 12th April, the only casualty was a member who fell heavily (and in duplicate) in a three-legged race, developing a black eye as a result. Other fun and games during the afternoon gymkhana included egg-and-spoon races and tilting a bucket of water. The morning was given over to a photographic rally which sent competitors seeking out barns and counting bridges. L. Pout (Jaguar) took first place, followed by R. Linnington (Austin) and W. Wiseman (Rover).

WINDSOR "GEN. HUNT"

THIRTY-SIX cars assembled in Taplow on Sunday, 19th April, for the Windsor C.C.'s annual "Spring Gen. Hunt", a light-hearted affair over a course of about 30 miles in the Thames Valley. Competitors, in cars ranging from a 1924 Fiat to a Jaguar XK 120, had a very enjoyable day's motoring, finishing the event at "The Catherine Wheel", Henley, for tea. The results were: 1, M. Vaughan (Delage), navigated by P. Garner; 2, C. Brightman (Triumph Mayflower); 3, J. Wood (Ford Pilot).

CLUB FIXTURES

Cornwall Vintage C.C.—Special Meeting, 1st May, Victoria Inn, Roche.

Bentley D.C.—Meetings, 2nd May, "The Crown", Brackley, Northants, after V.S.C.C. Silverstone. "The White Horse", Chilgrove, Sussex, after B.A.R.C. Goodwood. "Red Lion", Cheam Village, Surrey.

M.G.C.C. (Switzerland).—Point-to-point Rally, 2nd May.

Malden and D.M.C.—Photo Run, 3rd May, Littleworth Common Road, Esher, 2.30 p.m.

Sunbeam Register.—Rally and Treasure Hunt, 3rd May. Start, "Whyte Harte", Bletchingley, 2 p.m.

Morgan 4/4 Club.—Film Show, 3rd May, Angel Hotel, Pershore, Worcs, 4 p.m.

Sunbeam-Talbot O.C.—Gymkhana, 3rd May, Essex.

Craven and D.M.C.—Mystery Run, 3rd May. Start, Fortress Garage, Silsden, Yorks, 10 a.m.

Wolseley Hornet S.C.—Noggin and Natter, 4th May, "Derby Arms", Upper Richmond Road, Sheen, S.W.14, 7.30 p.m.

750 M.C.—Meeting, 4th May, Abbey Hotel, Neasden, N.W.10, 7.30 p.m. **Western Meeting,** 5th May, "Queen's Arms", Ble. don.

Oxford M.C.—Film Show and Meeting, 4th May, George Restaurant, Oxford, 7.30 p.m.

Northampton and D.C.C.—Noggin and Natter, 5th May, "The Crown", Hartwell.

Vintage S.C.C.—Meetings, 5th May, "The Woolpack", Cogresho II, Essex. 7th May, Phoenix Hotel, Hartley Wintney, Hants, "King's Head", Telby, nr. Market Rasen, Lincs, and Scott's, Rose Street, Edinburgh.

West Essex C.C.—Talk by Leslie Johnson, 6th May, "Three Jolly Wheelers", Woodford Bridge, Essex, 8.15 p.m.

Nottingham S.C.C.—Meeting, 7th May, "Five Ways", Valley Road, Nottingham, 7 p.m.

Magnette Register.—Film Show, 7th May, Horse-shoe Hotel, Tottenham Court Road, W.1, 7.30 p.m.

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EASTERN COUNTIES MOTOR CLUB LIMITED

FELIXSTOWE RALLY

22-23 MAY, 1953

Invited Clubs:

*B.A.R.C., Chiltern C.C., East Anglian M.C.,
M.G.C.C., S.C.C. of Norfolk, Thames
Estuary A.C., West Essex C.C.*

Entries close May 8 (late entries up to May 15)

CONCOURS D'ELEGANCE

on May 24 Open to all

Secretary of the Rally

H. F. MURLAND

28a, Church Street, Woodbridge, Suffolk

ISLE OF WIGHT RALLY

ONCE again the Isle of Wight C.C. had a rather small entry for their annual Isle of Wight Rally, but decided to go ahead with its organization. Their decision will be applauded by the 42 competitors, who enjoyed a well-planned event in which only seven clean sheets were retained at the conclusion of the 200-mile road section.

At Shanklin on the evening of Friday, 24th April, each competitor was issued with a route card ten minutes before his scheduled starting time. As the route showed map references of 25 controls to be located, there was no time to spare, even on a 25 m.p.h. set average—and much of the course lay over second and third class roads.

After breakfast at Shanklin next morning the field (minus three retirements) went to Sandown for the three final tests, which were followed by a Concours d'Elégance. Results of the Rally were as follows:

Daily Telegraph Cup: C. A. Pilley (M.G.), 176 mks. lost. **Red Funnel Steamers Cup:** W. J. H. Snelgrove (Vauxhall), 182. **Open Cars up to 1,500 c.c.:** 1, C. A. Pilley; 2, O. L. Leighton (M.G.). **Closed Cars, up to 1,500 c.c.:** 1, D. W. Price (Jowett Javelin); 2, E. J. Crinage (M.G.). **Open, up to 3,000 c.c.:** 1, E. P. Walmsley (Sunbeam-Talbot). **Closed, up to 3,000 c.c.:** 1, W. J. H. Snelgrove; 2, L. F. Parhan (Bristol). **Open, over 3,000 c.c.:** 1, E. B. Landsler (Lagonda). **Closed, over 3,000 c.c.:** No award. **Specials and s/c:** D. W. Watkins (Dellow). **Ladies' Trophy:** no finishers.

"YOO-HOO" DRIVING TESTS

ENTRIES close on Monday, 4th May, for the U.H. and U.L.M.C.'s Rally and Driving Tests on Sunday, 10th May, to which are invited the Hants and Berks M.C., Southern Jowett C.C., Chiltern C.C., Lloyd's M.C., Oxford U.M.D.C. and 750 M.C. Regs. from G. E. E. Tapp, Summerdale, King's Road, Fleet, Hants.

ROLLS-ROYCE RALLY

A UNIQUE assembly of Rolls-Royce models should be seen on Sunday, 19th July, when the 20 Ghost Club are holding a Concours d'Elégance opposite the Albert Hall in Kensington Gardens.

All types of Rolls-Royce cars will be on view, from a 1905 "20" and the original Silver Ghost to the latest models.

This competition will also be open to non-members of the 20 Ghost Club, provided, of course, that they are R.R. owners. Details from George Frost, 27 Nevern Square, London, S.W.5, enclosing a recent photograph (which will be returned) of the car.

MARCONI A.C. TREASURE HUNT

NOW recognized by the R.A.C., the Marconi Auto Club staged a treasure hunt on Sunday, 19th April. Starting from Danbury, the event covered 80 miles in the area between Hutton, Witham and Latchingdon, and was won by J. H. Gibson (Ford 10). Other placings were: 2, D. G. Gulliver (Bentley). 3, F. H. Steele (B.S.A.). 4, M. I. Akehurst (M.G.), and 5, P. R. Max (Ford).

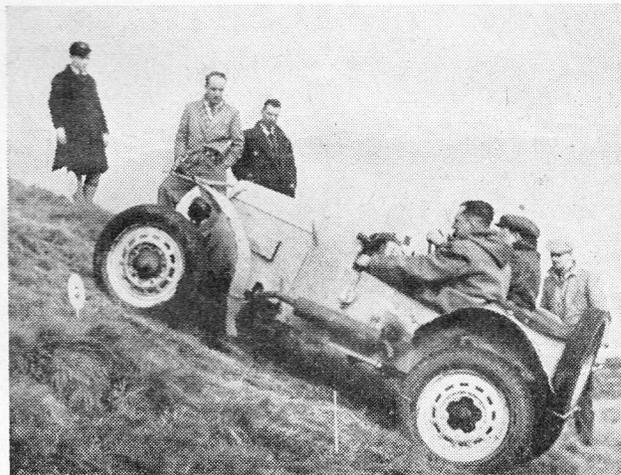
HORSHAM GUILDFORD RALLY

THE first rally of the Horsham and D.M. and L.C.C., on Sunday, 19th April, attracted 28 competitors. A route of 65 miles led through various control points from Horsham to Newlands Corner, the first part being fairly straightforward, but followed by some more difficult map reading; one elusive pillar box was located by only six entrants. Best time in a stop-and-restart test was made by a motor-cycle, but C. G. Carpenter (Ford Consul) managed a speedy plug change in 52 secs. The entire car entry, with the exception of M. R. C. Quick (M.G.), came to grief in a parking test. One of the motorcyclists, T. Andrews, won the premier award, and first-class awards were won by C. W. Wood and J. J. Butcher, both driving Ford "Tens".

N.I.M.C. TRIAL

ONLY twelve members took part in the North of Ireland M.C.'s trial on Saturday, 18th April, as the Londonderry district is suffering from rather a surfeit of such events at present. The short course was covered twice, and 14 different driving tests negotiated; of these, S. Moore (Dellow) set best time in no less than ten. R. Garvin over-turned his Hillman Minx at the second test, but cheerfully took part as soon as the car was righted again. Results were:—**Open Car Class:** 1, S. Moore (Dellow), 362.6 mks. lost; 2, C. E. B. Stuart (Ford Spl.), 386.9; 3, W. O. Reid (Ford Spl.), 397.9. **Closed Car Class:** 1, A. Hutchinson (Wolseley), 391.3; 2, R. G. McBurney (Singer), 408.3; 3, M. Glover (Sunbeam-Talbot), 436.3.

★
WINDER ON HIS WAY: A memory of the Yorkshire S.C.C.'s "4-44", with Leslie Winder making a determined attack on Quarry 1.
★



BURNHAM-ON-SEA TREASURE HUNT

A SUCCESSFUL treasure hunt over a 27-mile course formed the Burnham-on-Sea M.C.'s first outside event, on Sunday, 12th April. Thirty entrants set off from the Royal Clarence Hotel at one-minute intervals, bearing photographic clues to seven controls, at each of which simple tests of equipment carried by competitors were imposed. Some 80 people attended the tea at the finish on top of the Mendips. Placings were: 1, C. B. Carlyle (A.C.), 60 pts.; 2, J. H. Pruen (Standard), 59; 3, C. W. King (Austin), 58; and 4, C. E. Way (Daimler), 57.

The club's next function will be a run to Heaven's Gate and Longleat House, starting at 11 a.m. on Sunday, 10th May. Picnic lunches will be carried, and tea provided at the finish.

CHILTERN C.C. "LUNAR LARK"

MOONLIGHT, apparently, held little charm for one marshal on the Chiltern C.C.'s "Lunar Lark" on Saturday, 11th April, for he was found fast asleep in the wood where he was stationed. A total of seven controls, located by map references and each with a clue to be collected, made up the course of over 70 miles. The event finished at the Bell House Hotel, Gerrards Cross, and was won by club-member Wilkinson (Triumph Roadster).

FRENCH TRIAL AT ANNECY

THE sporting trial which was staged successfully at Annecy, Haute-Savoie, France, last year, will be repeated this year on Sunday, 21st June, organized by the London M.C. and the A.C. du Mont Blanc. Entries close on Wednesday, 3rd June, and should be sent to F. Dennis Dent, 28 Alexander Avenue, Brondesbury Park, N.W.10.

BUGATTI O.C. OPENING RALLY

PRESCOTT HILL resounded to the whine of blowers and the staccato noise of half-litre machines on Saturday, 11th April, when the Bugatti O.C. staged their opening rally at this venue. There were many interesting cars to be seen (as well as heard!), and much fun had by the members, making repeated climbs of the hill itself. Climbing continued on Sunday, despite rain which, mercifully, cleared at 4 p.m., in time for the annual display of Bugattis and Concours d'Elégance, followed by tea at Prescott House. Ian Sievewright (Type 35) won the **George Harris Trophy** for the best-kept car, considering age and mileage, Ken Carter (Types 57 and 46) the **Percy Fawcett Challenge Cup** for two or more cars with one owner, and T. A. Roberts (Type 43) the **Jacques Challenge Cup** for the best-kept "Bug" in daily use. The **Taylor Trophy**, for the best-kept car of any make, went to Archer Smith for his Type 57 Bugatti.

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1939 A.C. 4-door saloon, black with beige up-
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ALLARD K2 2-seater sports 1951 (June), one
owner. This car is the property of an enthu-
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dual petrol pump and demister, is finished in electric
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HILLside 6841, after 6 o'clock. Any trial.

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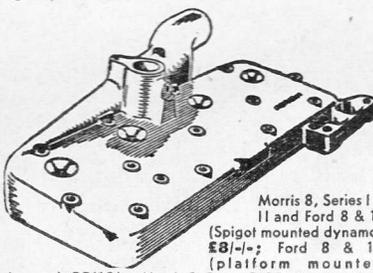
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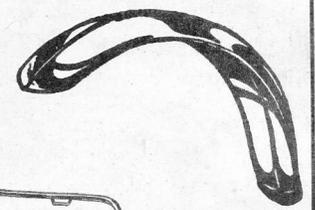
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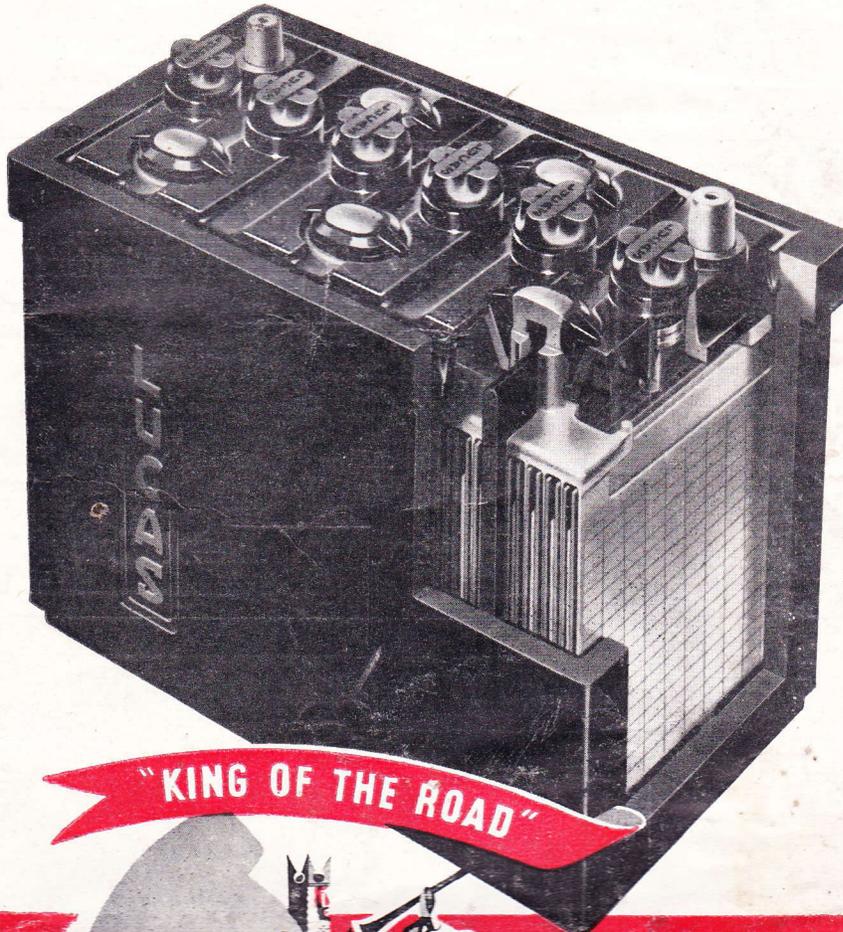
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