

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

**THE B.A.R.C. INTERNATIONAL
GOODWOOD MEETING**

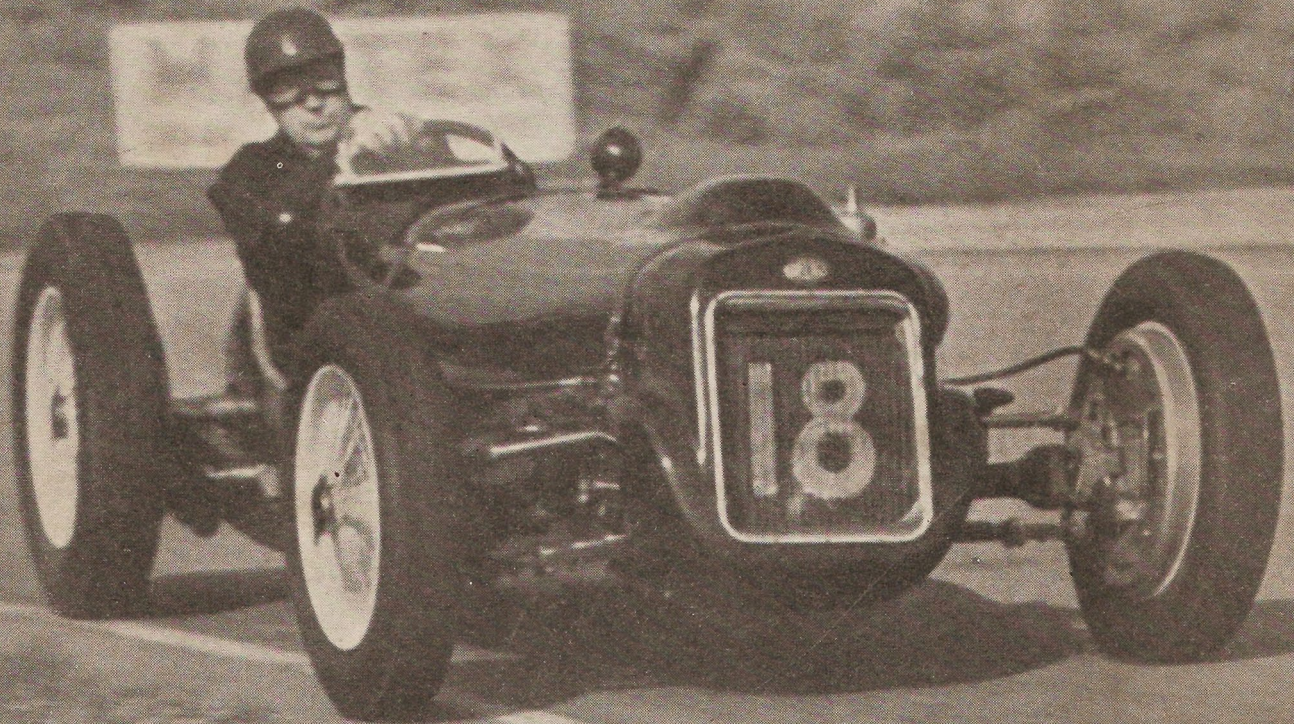
**EAST ANGLIAN C.C. AND
LANCASHIRE AND CHESHIRE
C.C. RALLIES**

BENTLEYS AT FIRLE HILL

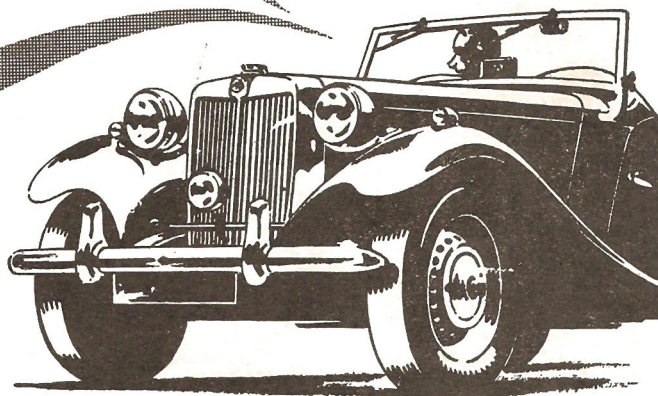
KNOCKAGH HILL-CLIMB

**John Bolster—Russell Lowry
Wilson McComb
Barclay Inglis**

**Vol. 3. No. 14.
October 5, 1951**



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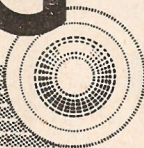
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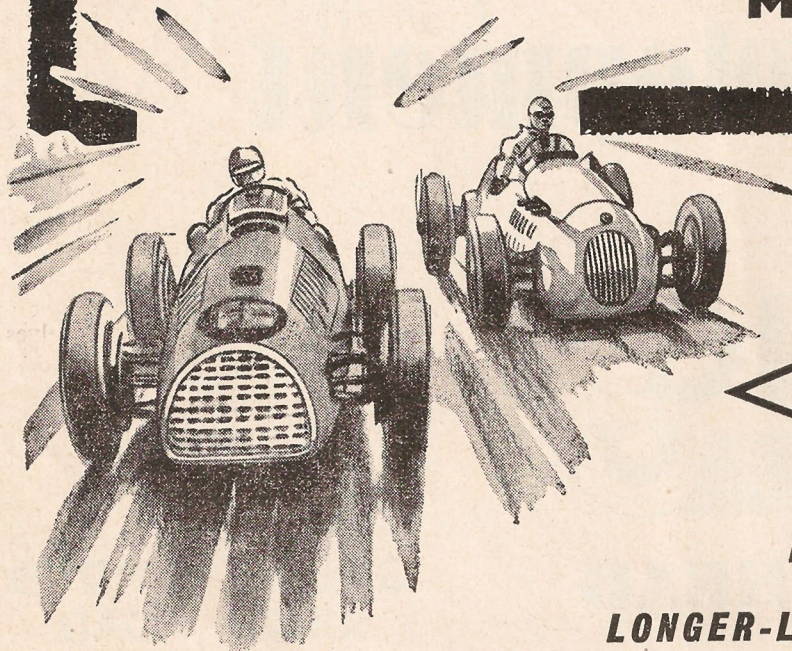
3RD GEO. ABECASSIS (H.W.M.)

(All subject to Official Confirmation)

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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 14.

October 5, 1951

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NOTICES

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EDITORIAL

SOME time ago AUTOSPORT expressed the opinion that Goodwood was not quite suitable for pukka Grand Prix racing in that it might be impracticable to provide satisfactory pit installations without drastic alterations to the existing course. A closer examination of the track reveals that there is adequate space directly in front of the paddock which could easily be converted to a pits area, and that there would be more than enough road room for the necessary pit stops.

It is felt that the staging of a major Grand Prix at the south coast circuit would greatly inconvenience enthusiasts from the Midlands and North of England, as well as from Scotland and Wales. However, knowing full well the long distances which the ordinary motor-racing public will travel to see really big-time racing, AUTOSPORT is convinced that this is not a primary objection. The Bognor and Chichester area is well provided with hotel accommodation, and the pleasant situation of Goodwood would be an added attraction for visitors from the Continent.

True, several alterations will be required. For instance, a certain amount of road-widening might be necessary, without in any way interfering with the character of the circuit. The surface is undeniably excellent, as is borne out by the lap record now standing at over 97 m.p.h.

The B.A.R.C. has shown itself to be fully aware of the need for good spectator facilities, and few motor-racing circuits can provide the ordinary spectator with such excellent vantage points. Also, the Club provides first-class amenities for drivers, and such things as running hot water and a changing room add greatly to the comfort of all competitors.

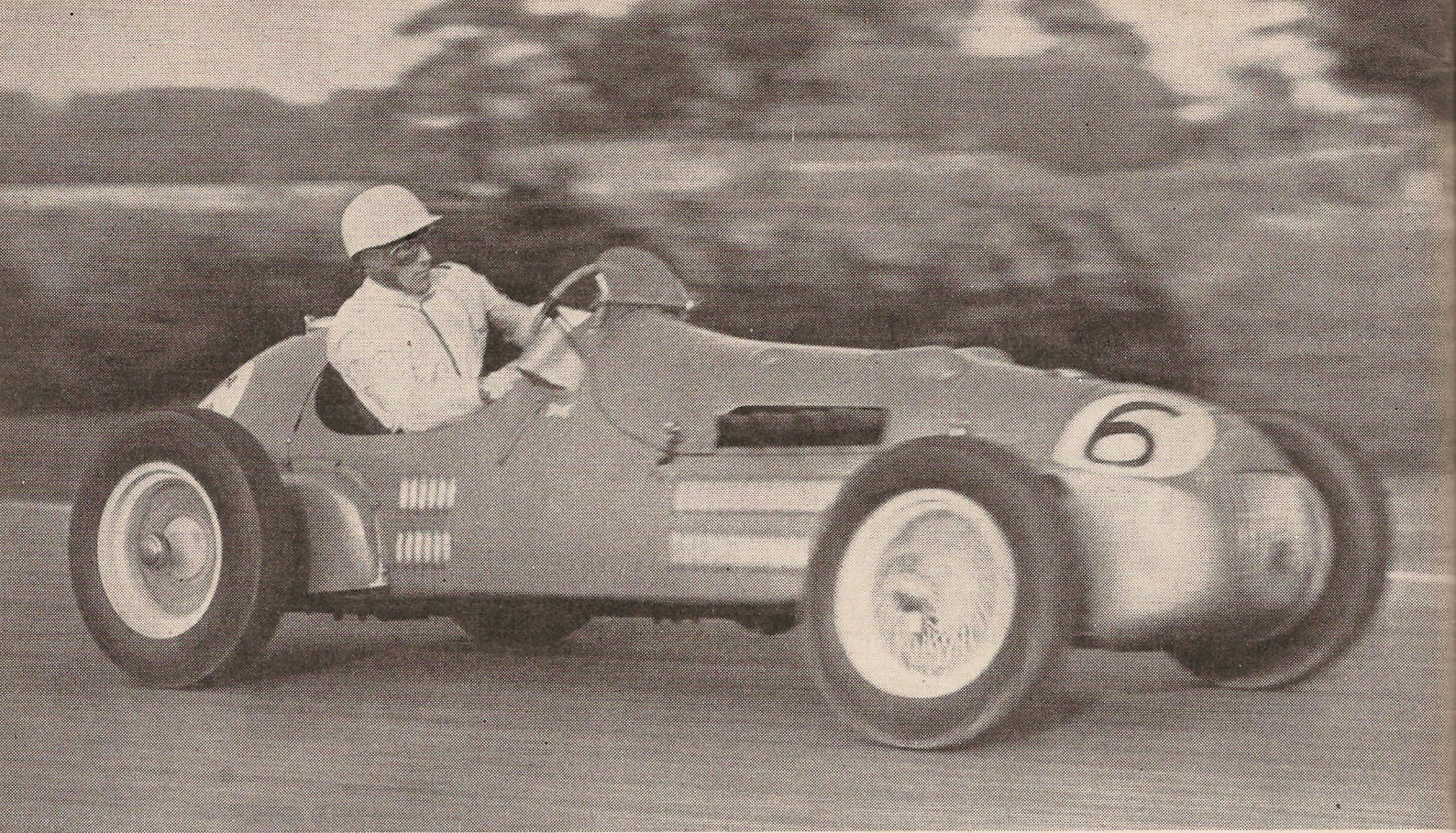
* * *

WE are glad to note that the well-informed *Sunday Times* objects strongly to the excessive hand-signalling which goes on in this country. AUTOSPORT agrees with the newspaper's view that far too much stress is placed on hand-flapping by publications such as the "Highway Code"; and by the insistence of a great deal of signalling by driving test examiners.

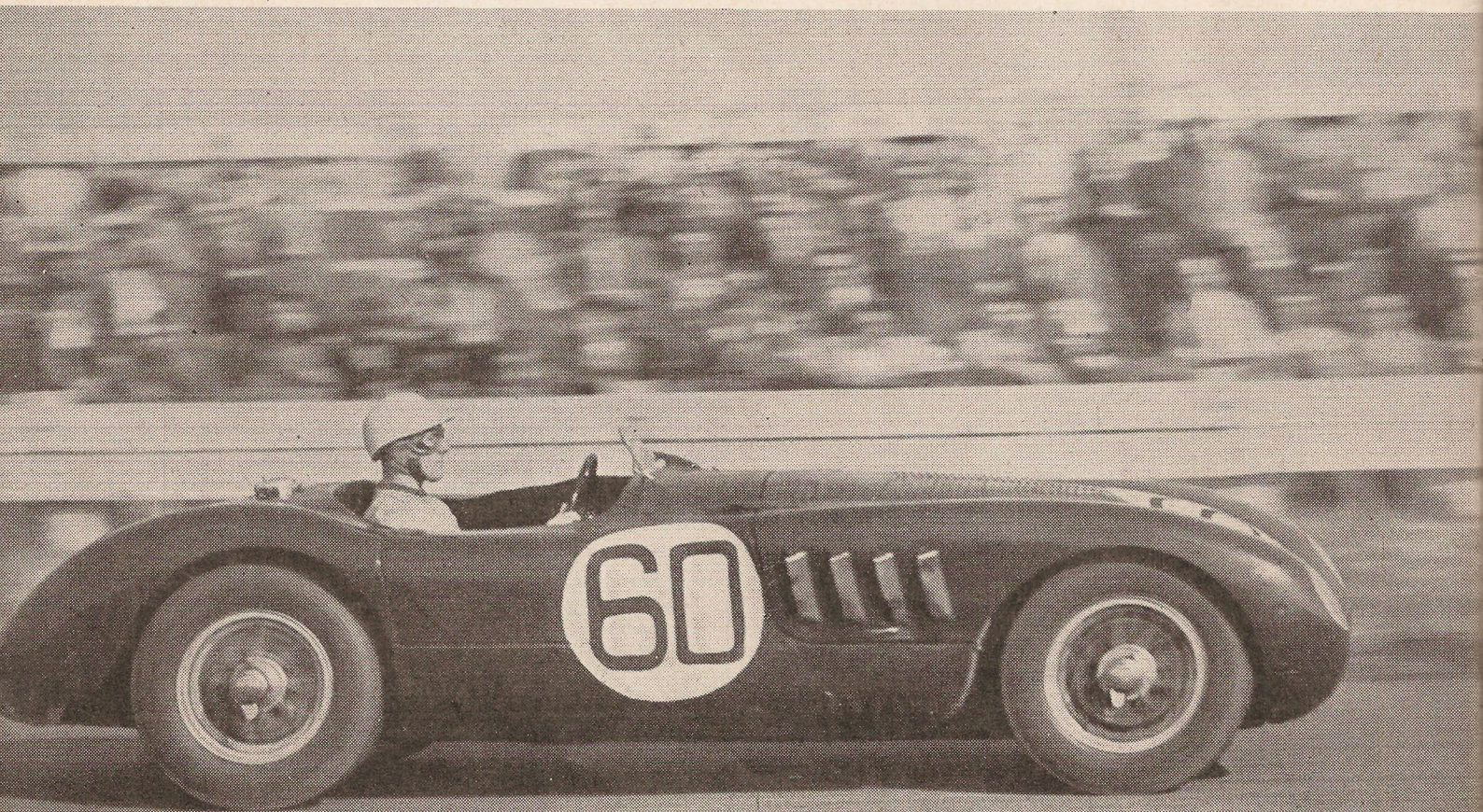
Normal road-users become increasingly indignant at hand-flapping maniacs who take unto themselves the right of telling competent drivers what they should do. Clearly given signals of intention to turn right or left, as the case may be, are understandably the essence of sensible driving, but the forest of madly waving arms encountered on the roads of Great Britain today is entirely without justification.

OUR COVER PICTURE

YOUNG MAN IN A HURRY: Tony Rolt, cornering at Woodcote, with Rob Walker's E-type E.R.A.-engined Delage, during last Saturday's Goodwood meeting. He finished third in two races to Farina (Alfa Romeo) and Reg Parnell (Thin Wall Spl. Ferrari).



MOSS THE MAGNIFICENT: Two fine action pictures (by George Phillips) of Stirling Moss at Goodwood. Above shows him during his win in the opening five-lap race with John Heath's Alta-engined H.W.M., and below, travelling at over 120 m.p.h. in the new XK 120C Jaguar, with which he scored an easy win in the sports-car race.



Pit and Paddock

A POPULAR H.W.M. driver appears to suffer from mutilation of his name rather more than most. Book-maker Alf Prince's blackboard at Goodwood last Saturday bore the strange moniker of "G. Abcesses".

* * *

DESPITE the excellence of the Goodwood programme, the absence of a 500 c.c. race was commented on by a great many people. There is little doubt that Formula 3 has a very large following in this country.

* * *

AT a few events this season P.A. technical faults have been in evidence, with speakers completely out of action for long and irritating periods. We must say that for all-round perfection of equipment, the Antone concern must now be in a class by itself; Tony Curtis has worked out a trouble-shooting

BACK ROOM BOY



ALPHONS FRANCIS, chief mechanic of the H.W.M. team, wears a pleased smile as he watches his cars return a 1-2-3 victory at Goodwood. Alf has attended over 50 races on the Continent with the successful Heath-Abecassis equipe.

system which ensures that the very slightest failure can be traced and rectified without delay.

* * *

JOHNNY CLAES may race in South America, early next year, with his Talbot.

* * *

NEXT week's issue will contain a fully illustrated report of the Paris Salon, and Castle Combe races. The 19th October issue will be a special Earls Court Show Number.

* * *

NEW fast-tourer Healey will be powered by the six-cylinder, o.h.v., 3-litre Alvis engine.

* * *

PRACTICALLY certain that Ferrari will have a full works team for Le Mans next year. Italian sports-car manufacturers are more than a trifle worried concerning the increasing successes of British cars.

* * *

ENTRANTS and drivers are often confused. For example, at Brands Hatch a week past on Sunday, John Coombs drove F. Hobart Smith's J.B.S. to third place in the championship race, and not the entrant.

* * *

KEN WHARTON will not defend his R.A.C. Trials Championship title this season. Who will be the first new name on the Trophy is a 64 dollar question, and this year may see the strongest-ever challenge to North and Midlands domination.

* * *

R.A.C. gave a delightful luncheon last Friday to successful British competitors in the "Alpine". Main guests were, of course, Mr. and Mrs. Ian Appleyard, Mr. and Mrs. Tommy Wisdom, George Duff, Godfrey Imhof, R. W. Robertson, John Gott, W. Gillespie, Edgar Wadsworth and Cyril Corbishley. The Press was well represented, and manufacturers comprised Sidney Allard (Allard), W. Lyons (Jaguar) and H. J. Aldington (Frazer-Nash). Ian Appleyard replied to Wilfrid Andrews (R.A.C.), and the Jaguar chief also said a few words.

RENAULT, so soon as regs. for Monte Carlo Rally were known, immediately decided to build 40 more of the new Type 1,063 "Rally".

* * *

ROLAND DUTT is urgently seeking an improver or fully fledged mechanic to assist in his motor business, with prospects of racing work in the background.

* * *

BILL ASTON and John Cooper plan to attack International Class I and J records, with the streamlined Cooper-J.A.P., at Montlhéry on 8th and 9th October.

* * *

NEXT YEAR there will probably be a large number of British entrants for the Liège-Rome-Liège and Tour de France.

* * *

LAST Sunday, French 500 c.c. builders had a small meeting at Montlhéry. Amongst the 12 cars present were three J.B.s built by Jean Bernardet (two with J.A.P. motors and one with BMW), F.R.S.-BMW (ex-Freiss), Bossaert-Zündapp, Simca-Surva, Gaillard-J.A.P., Scherz - Zündapp, Debuire - Monet-Goyon and Antem-Motobécane. Fastest lap, in torrential rain, was turned in by Bossaert at 83 m.p.h.

* * *

FORD PRICE INCREASE

FORD Motor Company Limited announce that, as a result of rises in material and other costs, prices of Ford cars and Thames light commercial vehicles have been increased as from Monday, 1st October, 1951.

Prices of the principal models affected are listed below:—

Anglia Saloon, New Price, Basic £307, P.T. £172 1s. 1d.; Old Price, Basic £280, P.T. £157 1s. 1d. Prefect Saloon, New Price, Basic £367, P.T. £205 7s. 9d.; Old Price, Basic £335, P.T. £187 12s. 3d. Consul Saloon, New Price, Basic £460, P.T. £257 1s. 1d.; Old Price, Basic £425, P.T. £237 12s. 3d. Zephyr Six Saloon, New Price, Basic £524, P.T. £292 12s. 3d.; Old Price, Basic £487, P.T. £272 1s. 1d. Thames 5-Cwt. Van, New Price, Basic £261, P.T. £56 3s. 2d.; Old Price, Basic £238, P.T. £51 4s. 10d. Thames 10-Cwt. Van, Old Price, Basic £356, P.T. £70 6s. 7d.; Old Price, Basic £325, P.T. £64 5s. 5d.

SPORTS - NEWS

MEASHAM AUTUMN CAR EXHIBITION

THE Measham Motor Sales Organization recently staged an exhibition of over 500 used motor vehicles at Measham, near Burton-on-Trent.

Many choice examples of luxury and popular cars were shown, with Cutler's 500 c.c. Norton-engined Special providing novelty. Prizes, presented by Alan Hess, Austin P.R.O., were awarded for condition of cars exhibited by dealers.

RESULTS

Class 1: (Rolls-Royce, Bentley or Daimler cars). 1938 Daimler 15 h.p. Saloon, entered by E. G. Pritchard, Ltd., of Sittingbourne, Kent.

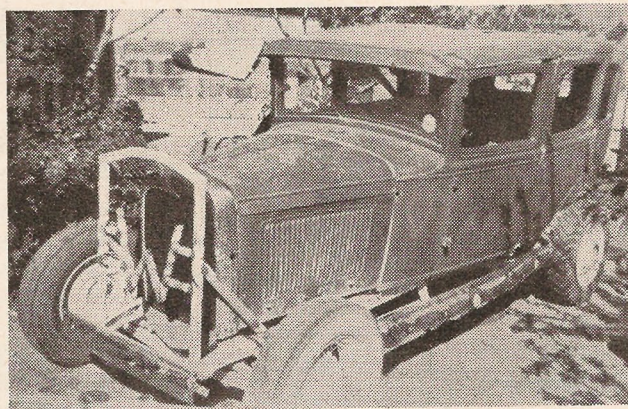
Class 2: (Post-war Cars up to 12 h.p.). 1947 Rover 12 Sports Saloon, entered by Richard Taylor (Garages), Ltd., of Stourbridge, Worcs.

Class 3: (Post-war Cars over 12 h.p.). 1948 Jaguar 1½-litre Saloon, entered by J. H. Jones, of Shrewsbury.

Class 4: (Pre-war Cars up to 12 h.p.). 1936 Austin 10 Saloon, entered by G. K. Hunter, Ltd., of Peterborough.

Class 5: (Pre-war Cars over 12 h.p.). 1938 Alvis 25 h.p. Saloon, entered by H. J. Picton, of Wolverhampton.

G. P. JALOPY:
1930 Model A
Ford suitably
stripped and forti-
fied for American
local racing.



ROUGH AND TUMBLE

American "Small Town" Racing with Old Stock Cars

MOTOR-RACING in America isn't all Offenhauser and Meyer-Drake and Breakfast Laxative Indianapolis Specials, nor even "Caddy"-Allard-Ferrari sports-car brushes at "Bridgehampton and elsewhere"; the small town boys have a much less expensive way of burning up the rubber. Take a road grader, scrape out a quarter-mile oval in a stretch of waste ground, and the "bowl" is ready for racing. It's rough and tumble, and the speeds attained aren't very high, which is perhaps as well, but from the competitors' and the uninitiated spectators' point of view it is satisfying. The cars are retired stock

saloons and two-seaters—Fords, Chevrolets, Plymouths, etc., mildly hotted up. Most superfluous fittings, if not removed, are soon shaken off, which saves trouble.

Cost to bring this "backyard" racing to the public is very low, and almost any small town has enough chaps—women too—who are interested in participating to make it worth promoting. How they keep local authorities and unsympathetic residents quiet, leave alone get insurance coverage for their lives and those of spectators, is their problem. Maybe they don't worry, but they get their racing.

ROAD RACING IN THE UNITED STATES

Success of the Cunninghams at Watkins Glen — George Weaver's "Double"

THE Watkins Glen G.P., rapidly becoming established as the U.S.A.'s premier road race, was run off for the fourth time on 15th September. The programme consisted of three events; the Seneca Cup over eight laps, for *formule libre* cars, which was won by George Weaver in a 3-litre eight-cylinder Maserati of the type which was so successful at Indianapolis a few years back; the Queen Catherine Montour Cup for sports-cars up to 1½-litres, again won by George Weaver, this time in a Le Mans Jowett Jupiter; and the Grand Prix itself, over 15 laps,

which went to America's new sports-car, the Chrysler V8-engined Cunningham, driven by Phil Walters, with two sister cars, second and fourth, sandwiching W. Spear's "America" Ferrari. The Cunningham victory was no gentle one, for Walters, who drove magnificently throughout, set up a new absolute record for the 6.6-mile circuit at 78.7 m.p.h. Class wins were registered by Jaguar XK 120, 2-litre Ferrari and Connaught.

The Jupiter which won the Queen Catherine Cup was the car driven at Le Mans by Wise and Wisdom.

RESULTS

Watkins Glen G.P. (15 laps, 99 miles): 1, P. Walters (Cunningham), 1 hr. 16 mins. 26.6 secs., 77.65 m.p.h.; 2, J. Fitch (Cunningham); 3, W. Spear (Ferrari); 4, B. Cunningham (Cunningham); 5, J. B. Sabal (Allard-Chrysler); 6, G. B. Harris (Allard-Cadillac).

CLASS SUCCESSES

5,001-8,000 c.c.: 1, P. Walters (Cunningham); 2, J. Fitch (Cunningham); 3, B. Cunningham.

4,001-5,000 c.c.: 1, W. Spear (Ferrari).
3,001-4,000 c.c.: 1, S. Johnston (Jaguar).

1,951-3,000 c.c.: 1, J. Kimberley (Ferrari).

1,501-1,950 c.c.: 1, H. Grey (Connaught).

Seneca Cup (Formule Libre, 8 laps, 52.8 miles): 1, G. Weaver (3-litre Maserati S), 75.79 m.p.h.; 2, J. Fitch (2.5-litre Ferrari); 3, B. Cunningham (Ferrari).

Queen Catherine Montour Cup (up to 1,500 c.c., 11 laps, 72.6 miles): 1, G. Weaver (1,486 Jowett Jupiter), 68.95 m.p.h.; 2, D. Viall (Lester M.G.); 3, F. Kosier (H.R.G.).

BO'NESS: Ninian Sanderson (Cooper), setting up 2nd B.T.D. at last Saturday's S.S.C.C. Bo'ness Hill-Climb. His 38.30 secs. beat Ken Wharton's Class Zero (500 c.c.) record.

MORE PORSCHE RECORDS

SEVERAL International Class G records were broken early in the week at Montlhéry, by Mueller, Glockler, von Anstein, Ramelow and von Frankenberg, driving a 1,100 c.c. Porsche. The 500-miles, 1,000 - kilometres, and six - hours records formerly stood to the credit of G. E. T. Eyston and Albert Denly (Riley).

The new records, subject to the usual confirmation are as follows:

(Old Records in Parentheses)

500 Miles: 161.83 k.p.h. (158.002 k.p.h.).

1,000 Kilometres: 162.96 k.p.h. (159.756 k.p.h.).

Six Hours: 976.918 kilometres, 162.82 k.p.h. (956.585 kilometres, 159.431 k.p.h.).

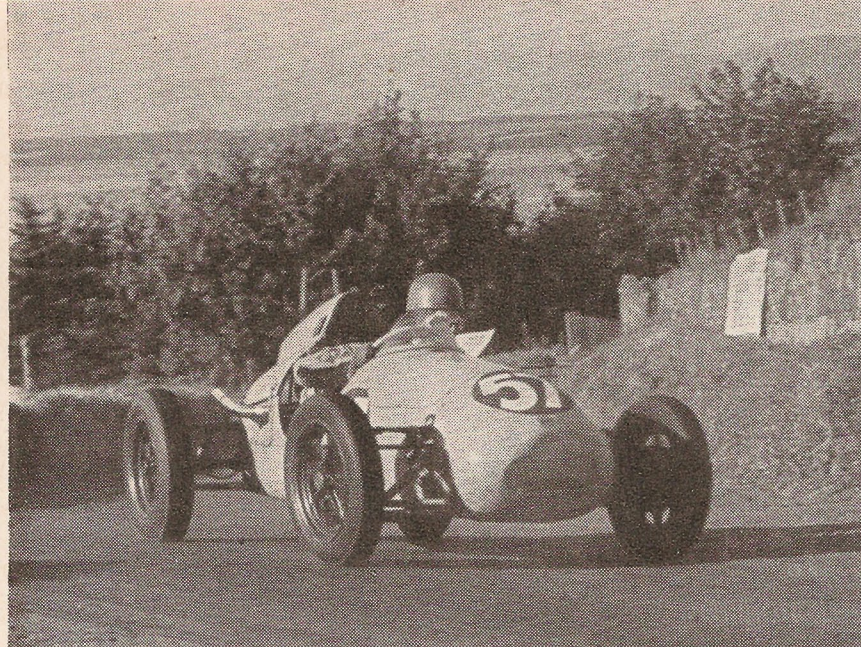
2,000 kilometres: 159.040 k.p.h. **3,000 kilometres:** 158.960 k.p.h. **4,000 kilometres:** 159.130 k.p.h. (127.89 k.p.h.).

5,000 kilometres: 159.190 k.p.h. (126.08 k.p.h.).

WARNING TO MOTORISTS— ARMY MANŒUVRES

THE first of the autumn Army manœuvres will take place between 4th and 9th October, and motorists are warned by the Royal Automobile Club that civilian traffic in certain parts of the South Midlands is likely to be seriously affected.

B.T.D.: John Walton (Frazer-Nash), rounding the Courtyard Bend at Bo'ness to return 38.28 secs.—best time of the day. This also ranks as a sports-car record.



Official Statement re Gearbox Trouble on the B.R.M. Cars at Monza

THE failure of the gearbox has been found after examination of the parts to be in no way due to the design, material or construction of the gears themselves or of the selector mechanism.

The failure was in the internal lubrication system of the gear box which has shown up to be deficient in certain respects if high car speeds are maintained for very long periods. The lubrication system performs excellently if the car speed is changing frequently over a wide range, or is maintained at a low figure, but if the car is run continuously at very high road speeds, centrifugal effects inside the box interfere with lubrication to some of the gears.

Examination of the internals of the box have shown that the trouble was exactly as diagnosed on the Sunday morning at Monza before the race, namely, one gear was in the process of seizing to its shaft which created the possibility that if the driver was at any moment in any of the other gears, a full seizure of this gear would have locked the back wheels.

This defect was not in any way affected by the way the car was driven and has only been revealed by actually testing the car on such a track as Monza, where continuous high speed can be maintained.

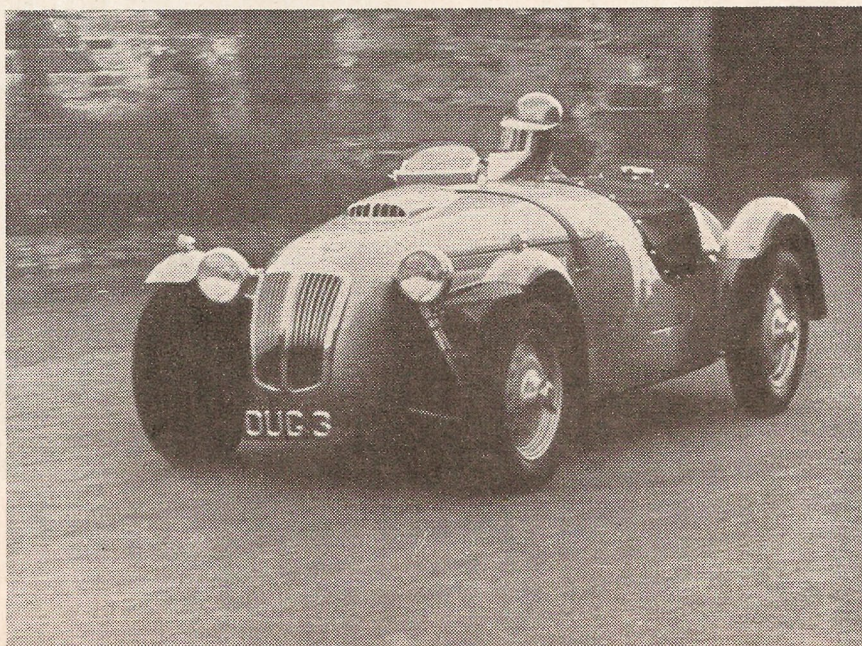
Modifications are in hand for further tests at Monza to overcome this trouble.

WINFIELD NEXT SATURDAY

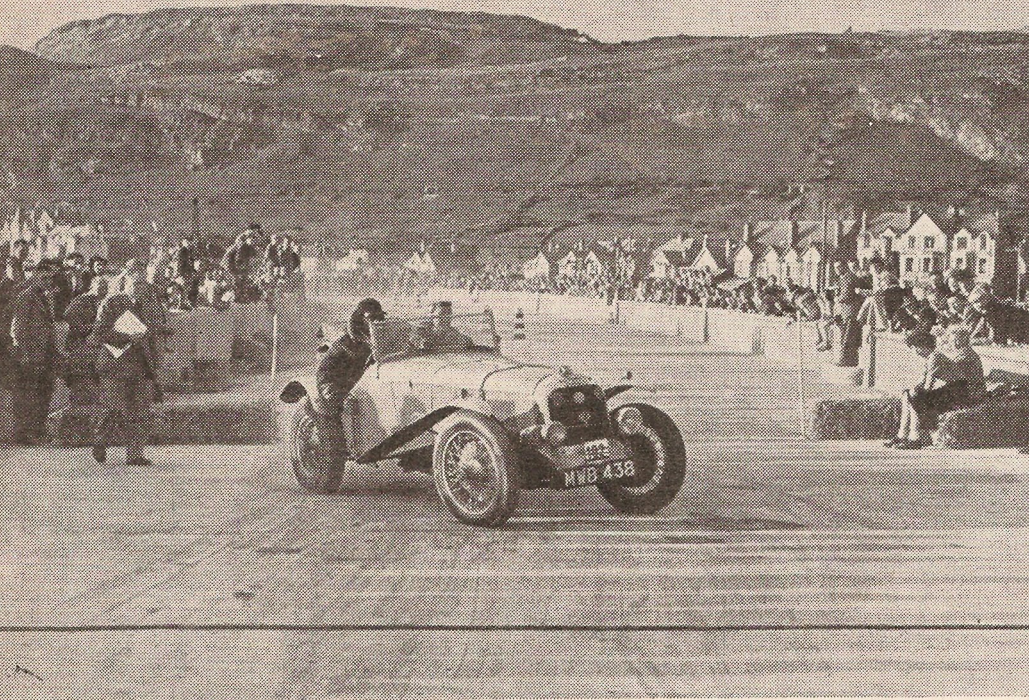
MANY prominent British drivers have entered for the final Race Meeting of the season on the Winfield Circuit, near Berwick-on-Tweed on Saturday, 13th October.

The joint organizers, the Berwick and District, Hawick and Border, and the Lothian Car Clubs anticipate that the event will prove the biggest either Scotland or the North of England has ever seen.

Reg Parnell and Bob Gerard with E.R.A.s and David Murray with his 2-litre unsupercharged Ferrari have now been joined amongst the entrants by A. G. Whitehead (E.R.A.), Joe Kelly of Dublin (Alta), W. R. Baird of Belfast (Maserati), David Hampshire (E.R.A.), Tony Rolt (Delage Spl.), Ken Wharton (E.R.A. and Cooper), and Gillie Tyrer in his BMW. Latest news is that Stirling Moss will drive an H.W.M.



LLANDUDNO: Dennis Flather (Keystone Special), making best time in the arrival test during the Lancashire and Cheshire C.C.'s Third Lakeland 300 Rally.



THE LAKELAND RALLY

B. J. Warr (M.G.) Makes Best Performance in Lancashire and Cheshire Event—Ladies' Prize Goes to Pat Appleyard (Jaguar).

PROVISIONAL results of the 1951 Lakeland 300 Rally, organized by the Lancashire and Cheshire C.C., show the winner to be B. J. Warr, of Cheadle, driving an M.G. Based on Llandudno and routed around North Wales, the name of this event is carried over from the 1949 rally, which was held in the Lake District but moved last year to Llandudno, where better facilities were offered. A record entry of 120 was received for this two-day event, which can be said to be the organizing club's greatest achievement yet. Even now, before the awards have been made, there is talk of bigger and better things at Llandudno next year. The absence of a night section is thought to have increased the popularity of the event, while a host of specials were attracted by the opportunity of competing in the Rhyl and District M.C.'s Regal Trial after the Sunday tests of the Lakeland Rally. Special consideration was also given to small cars by the creation of classes for open and closed cars under 1,000 c.c.

Great thought had been given to equalizing the chances of varying sizes of motor. The promenade tests were tried out by the Secretary of the Meeting, Bernard Thompson, in both small and large cars and arranged to favour the smaller entries as the larger jobs were expected to fare better on the tests *en route*. In actual fact it will be seen that a small car did win, but the

aggregate marks for the six tests were only seven-tenths of a second better than second place winner, who was R. Rimmel in an open Healey. Third man was Alan Hopkinson with his Mark II TD who, amusingly enough, is marked in the programme as a novice, but whom we know to have several successes behind him, most notably this year's Circuit of Ireland Trial. Only one-tenth of a second separated second and

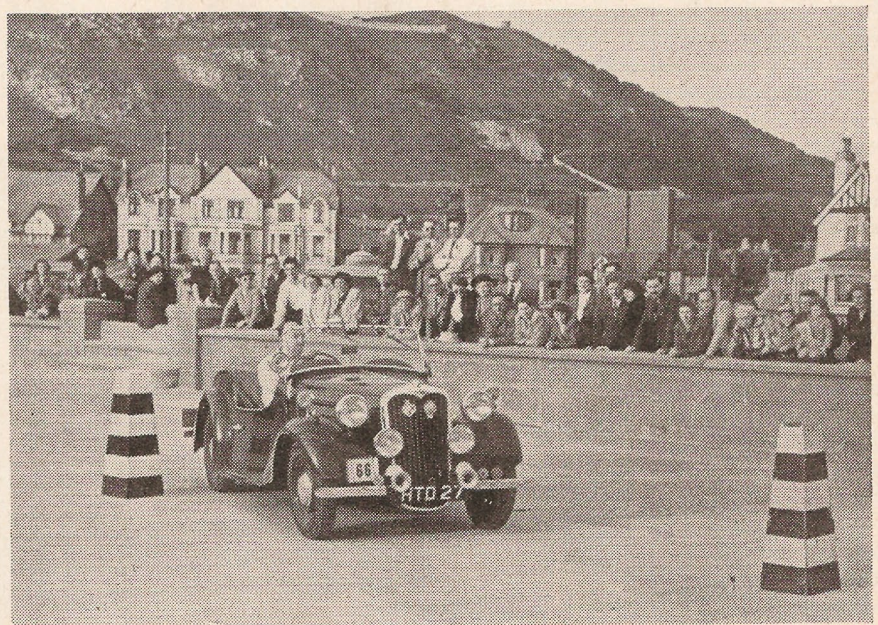
third positions, so it will be seen that the whole show was very closely fought, superbly organized and, in the excellent weather that pertained, will remain a very pleasant memory among all competitors.

Having started in the foggy early hours of Saturday morning, competitors from the five starting controls of Llandudno, Manchester, Leeds, Birmingham and London began to arrive at the first control of Ruabon from 10.30 a.m. G. S. Sabders, of Holywell, was first to arrive in his Lagonda, while last to report, at 1.14 p.m., was Mrs. Appleyard in the same famous white XK 120 that has done so well on two Alpine Trials and almost countless home events. Ian was in the unaccustomed position of co-driver, but Pat did all the tests and was a credit to her husband.

From Ruabon the rally proper commenced. After an easy run to Llangollen competitors took to the mountains and were soon confronted with a timed hill-climb. This was up a one in eight section of the rough and narrow Alt-y-Bady, but being only 220 yards in length caused no difficulties. As marks were only lost by those with times below the average of their class plus 10 per cent., they did not show comparative placings.

Although 30 m.p.h. had to be averaged as far as Ruabon, the 24 miles to the next control at Pen-y-Bont-Fawr was held to be too difficult for even 28 m.p.h. and an extra 15 minutes were allowed. From this control for the remaining 117 miles a strict 28 miles per hour had to be averaged, which meant pressing on, with little time to spare.

Thirty miles from Ruabon the second



ROADSTER: George Altham (Singer), slips between the pylons in the Llandudno arrival test.

test was discovered among the mountain moorlands. Efficient starters were at a premium here as it was a dead engine start before a short dash to cross and then reverse over a middle line, finally finishing astride a line 50 yards from the start. Best time here was Dennis Flather with his Keystone Special (13.2 secs.) but with lateness on the road section, this was of little avail. Best production car was B. A. Crabtree's M.G. (13.8) followed by F. Conningham, of Warrington, with his Riley Special (14.2) who was, unfortunately, to be late at the next control, Bwlch-y-Groes.

Holding a magnetic attraction for all rallies that pass through Wales, this famous hill held no terrors on this occasion. Being seen by many experienced rallyists for the first time in daylight it was only used for a down-

1,000-1,500 c.c. class was A. H. Senior in an Austin A40 (45.7) who had R. Walshaw (Hillman) and R. Bolton (M.G.) but one-tenth of a second behind him. Leading specialist was J. S. Nightingale in his Harley Special (44.5).

Sunday's road section was very short, running south to Llanrwst, thence into the mountains and over the Sychnant Pass, and so through Conway and back to Llandudno. There is some talk amongst competitors to claim a rebate from the organizers for the 6d. required to cross the Conway Toll Bridge. With an average speed of only 25 m.p.h. this was quite an easy run. By now there had been six retirements but even with the seven non-starters the field was little reduced.

Both the tests on Sunday were on the West Shore Promenade at Llandudno.

by Warr (33.4). P. R. Bolton, of Leeds, in his raised compression M.G. 1½-litre saloon won his class with 35.4 secs.

Last year's winner, J. Kingston-Whittaker, found his Railton rather large for this type of work but did well to take fourth place in his class in the final placings. Pilkington, who led after the first day, dropped to fourth place for the whole rally; A. H. Senior, also dropped to fourth place in his class.

D. A. WILKINS.

Provisional Results

Up to 1,000 c.c. (closed): P. S. Wilson (Renault), 107.2.

Up to 1,000 c.c. (open): M. A. Reid (Morris Minor), 120.0.

1,000 c.c. to 1,500 c.c. (closed): 1, P. R. Bolton (M.G.), 100.2; 2, R. Walshaw (Hillman), 101.8; 3, C. A. Mudie (M.G.), 104.8.

1,000 c.c. to 1,500 c.c. (open): 1, B. J. Warr (M.G.), 96.2 (best overall performance); 2, A. Hopkinson (M.G.), 97.0 (third best performance); 3, V. R. Pilkington (M.G.), 97.5.

Over 1,500 c.c. (closed): 1, E. S. Sneath (Healey), 110.7; 2, J. C. Wallwork (Standard Vanguard), 114.2; 3, R. Brierley (Vauxhall), 114.4.

Over 1,500 c.c. (open): 1, R. Rimmel (Healey), 96.9 (second best performance); 2, H. Crossley (Jaguar XK 120), 98.0; 3, S. Kennedy (Jaguar XK 120), 103.3.

Specials: 1, R. W. Farnworth (Ward Special), 98.4; 2, J. S. Nightingale (Harley Special), 102.1.

Best Lady: Mrs. Appleyard (Jaguar XK 120), 106.0.

Team Award: J. Kingston-Whittaker (Railton), R. Walshaw (Hillman Minx), H. Crossley (Jaguar XK 120), 305.2.

CLUB FIXTURES

Aston Martin O.C.—"First Friday" meeting, 5th October, Lamb and Flag, James Street, Oxford Street, W.1.

Morgan 4/4 Club.—Driving Tests, 7th October, Queensford Aerodrome, Dorchester-on-Thames. Start Broad Street, Oxford. 2.45 p.m.

A.C.O.C.—Social Rally, 7th October, The Cross Hands, Old Sodbury, Glos.

Harrow C.C.—"Snakes and Ladders" Social run, 7th October. Start Red Lion, Potters End, near Berkhamsted, Herts. 2.15 p.m.

Alvis O.C. (Scottish Section).—Coachwork contest, 7th October, Newhouse Hotel, near Coatbridge. 3 p.m.

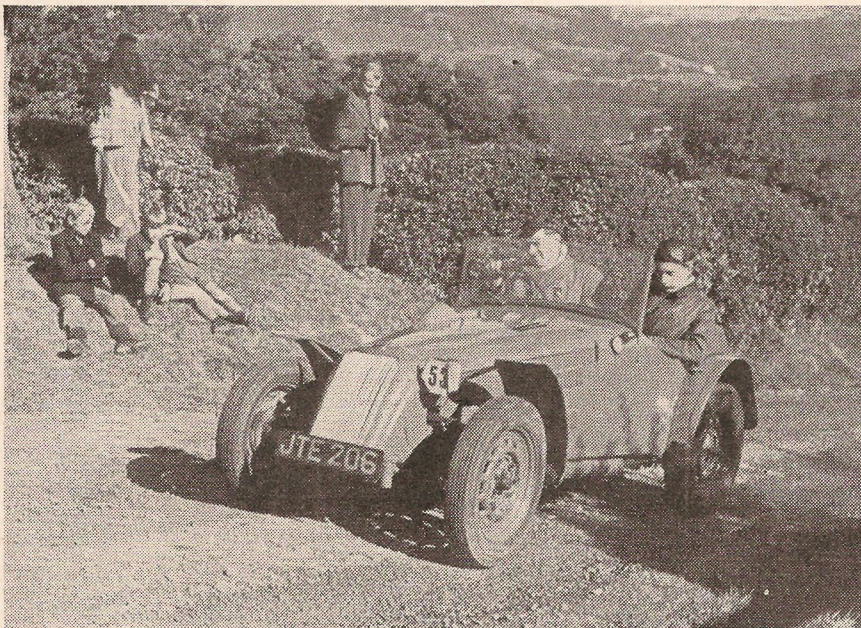
United Hospitals and University of London M.C.—Film Show, 9th October, University College, Gower Street, W.1. 7.30 p.m.

Aston Martin O.C.—"Second Tuesday" meeting, 9th October, The Plough, Ruislip, Middx.

Lagonda C.C.—A.G.M., 10th October, "Prince of Wales", Drury Lane, W.C.2. 7 p.m.

Vintage S.C.C.—"Second Thursday" meeting, 11th October, Red Lion Hotel, Church Street, Birmingham.

Alvis 12/50 Register.—"Second Wednesday" meeting, 7.30 p.m., 10th October, Albert Hotel, Kingston Hill.



ALT-Y-BADY: Alan Butler (Clegg Special), during the timed climb in the "Lakeland 300".

hill engine-off braking test and as the distance was only 80 yards times were very close in all classes. This was not so in the arrival test at Llandudno. With the pylons set at an angle to help the smaller cars this was a twin-pylon dash over 150 yards with a pull up within 10 yards of the finishing line. Dr. C. R. Hardman, of Blackpool, driving a Dellow beat a group of four specials by a tenth of a second by returning 10.3 secs.

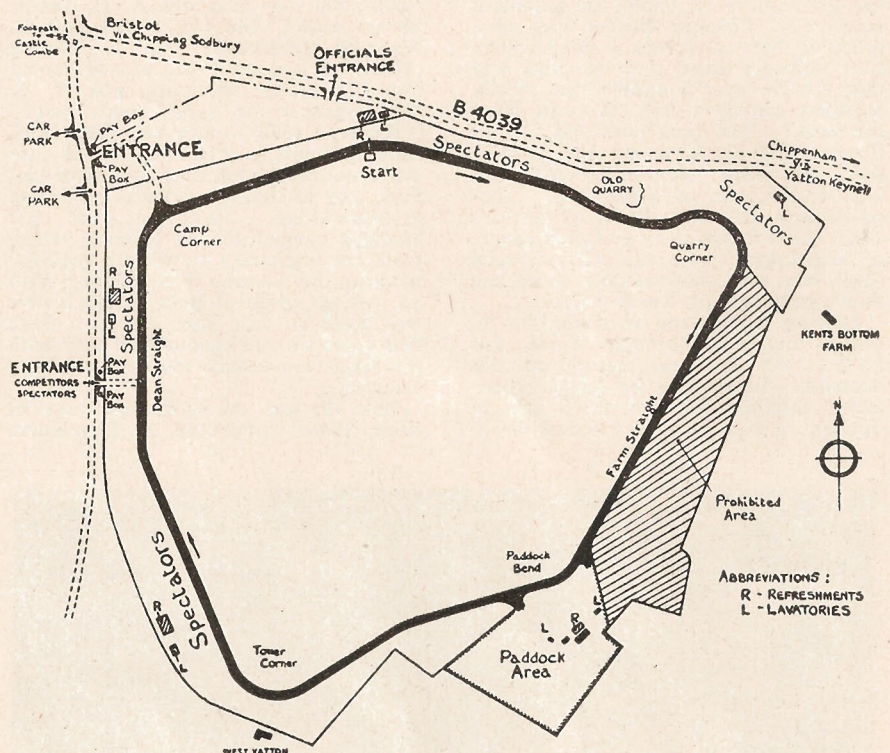
Saturday night's provisional results showed the leader to be V. R. Pilkington, of Bolton, with a total of 42.9 marks lost, driving an M.G. TC which, it is understood, he bought only 12 hours before the commencement of the Rally, having entered an XK 120 for the event. Close behind with 43.5 came R. Rimmel (Healey) then B. J. Warr (M.G.). Leading the under 1,000 c.c. class was B. B. Davies, of Liverpool, in a Morris Minor (46.5) while first man in the closed

The first was over a length of 60 yards requiring navigation of two longitudinally placed pylons, 17 ft. apart, both forward and in reverse in the opposite direction and so forward with a swing left to stop astride the finishing line. Best times for specials and non-specials went respectively to Dennis Flather (16.2) and "Doc" Hardman (17.0). The final test was a most exciting affair, combining a little bit of everything. After a straight dice for 180 yards, a swing round a pylon (road width 40 ft.) was followed by a further swing between two close set pylons and a passage through a 10 ft.-wide channel. After a compulsory reverse to turn to the original direction, the finish was beyond the first pylon and required stopping astride two lines, one along the line of approach and the other transverse to this. Flather took this too, with 32.4 secs. Star performer, however, was H. Crossley in an XK 120 (33.2) followed

CASTLE COMBE

Bristol M.C. and L.C.C.'s National Race Meeting Tomorrow

Two races for sports-cars, a 500 c.c. event in two heats and a final, and other racing events for cars up to 1,500 c.c., 2,500 c.c. and *Formule Libre* make up the programme for tomorrow's big meeting to be organized by the Bristol M.C. and L.C.C. at the Castle Combe circuit in Wiltshire. The very full entry lists include over 40 500 c.c. cars with Curly Dryden, Bob Gerard, Charles Headland, Ken Wharton, John Cooper, Don Parker, Jack Moor, Clive Lones, Bill Whitehouse, Ken Carter, Don Gray, and Ken Gregory amongst the drivers; Sidney Allard (Allard), D. Margulies (Talbot), Donald Pitt (Frazer-Nash), Pat Griffiths and R. Threlfall (Lester-M.G.) amongst the sports-car runners; and, in the over 500 c.c. racing-car lists, Graham or Peter Whitehead, Ken Wharton, Tim Secombe and Bob Gerard with E.R.A.s, Tony Rolt (Delage Spl.), Ray Merrick (Cooper-Nor-J.A.P.) and Stirling Moss or



The 1.84-mile Castle Combe circuit.

easily reached from Bristol and Bath, and bus services are available from Bristol, Bath and Chipping Sodbury. The meeting starts at 1.30 p.m.

CASTLE COMBE ENTRIES

First 7-Lap Heat for Racing-Cars up to 500 c.c.: F. R. Gerard (Cooper-Norton), D. T. Taylor (Iota-Norton), O. Izzard-Davies (Cooper-J.A.P.), C. D. Headland or K. Gregory (Kieft or Cooper-Norton), M. Lambert (J.B.S.-Norton), H. S. F. Hay (Iota-J.A.P.), J. Neill (Kieft-Vincent H.R.D.), J. Cooper (Cooper-Norton), P. de F. C. Pycroft (Emeryson-Norton), P. K. Braid (Cooper-Norton), D. F. Annale (Cooper-J.A.P.), D. Parker (J.B.S.-J.A.P.), K. Wharton (Kieft), C. G. Arengo (Arengo-J.A.P.), J. Moor (Wasp-Norton), W. Webb (Cooper-J.A.P.), D. C. Pitt (Turner-Vincent H.R.D. or Norton), O. Poppe (Mezzollire-B.S.A.), F. Tuck (Iota-Norjap), K. Watkins (Emeryson-J.A.P.), E. Fenning (Cooper-J.A.P.), J. O. Coundlay (A.E.F.-J.A.P.), J. Brown or R. D. Brown (Arnott-J.A.P.).

10-Lap Race for Sports-Cars over 1,500 c.c.: T. Moore (H.W.M.), D. J. R. Chapman (Bentley), K. Flint (Neale Special), H. A. Mitchell (Frazer-Nash), D. Margulies (Talbot), J. Buncombe (Healey), J. K. Hemsworth (Jaguar), C. H. Swain (Jaguar), W. H. Battrick (Lagonda), J. Venn (Healey), S. H. Allard (Allard), D. C. Pitt (Frazer-Nash), K. Watkins (Allard), P. J. Simpson (Healey), L. Manduca (Jaguar), C. Brough (Jaguar). **Reserve:** H. J. Wilmshurst (Bentley).

20-Lap Race for Racing-Cars over 500 c.c. and not exceeding 1,500 c.c.: A. G. Whitehead or P. N. Whitehead (E.R.A.), F. R. Gerard (E.R.A.), C. J. Hamilton (E.R.A.), B. R. Beebee (Delage), Tim Secombe (E.R.A.), A. P. R. Rolt (Delage Spl.), Ray Merrick (Cooper-Nor-Jap), J. H. Webb (Turner), J. M. James (Maserati), Ken Wharton (E.R.A.).

10-Lap Race for Racing-Cars of 1,500 c.c. and not exceeding 2,500 c.c.: R. F. Peacock (Frazer-Nash), C. S. Henderson (Bugatti), A. S. Heal (Sunbeam), Stirling Moss or Duncan Hamilton (H.W.M.), George Abecassis (H.W.M.), B. G. P. de Mattos (Cromard Spl.), C. J. R. Willment (Ferrari), T. M. Meyer (H.W.M.).

10-Lap Race for Racing-Cars (to Formule Libre): N. B. Johnson (Cooper-J.A.P.), A. G. Whitehead or P. N. Whitehead (E.R.A.), C. J. Hamilton

(E.R.A.), T. Secombe (E.R.A.), A. P. R. Rolt (Delage Spl.), Ray Merrick (Cooper-Nor-Jap), J. H. Webb (Turner), J. M. James (Maserati), B. N. Shawe-Taylor (E.R.A.), Stirling Moss or Duncan Hamilton (H.W.M.), G. Abecassis (H.W.M.), J. Ching (Bugatti), S. H. Allard (Allard).

10-Lap Race for Sports-Cars up to 1,500 c.c.: F. C. Davis (Cooper-M.G.), R. V. D. Moger (Frazer-Nash), D. C. Pritchard (H.R.G.), M. J. Pople (M.G.), T. C. D'arcy (M.G.), P. Scott (H.R.G.), J. A. H. Hiscock (M.G.), J. Weber (Weber Spl.), E. W. Cuff-Miller (Riley), M. J. Taylor (M.G.), J. C. C. Mayers (Lester M.G.), J. M. Sparrowe (Morgan), R. J. L. Threlfall (Lester M.G.), A. S. Lusty (M.G.), T. Line (M.G.), P. W. C. Griffith (Lester M.G.). **Reserves:** G. A. Lewis (H.R.G.), J. A. E. Parker (Riley), C. Summers (M.G.), J. M. Allen (Lotus).

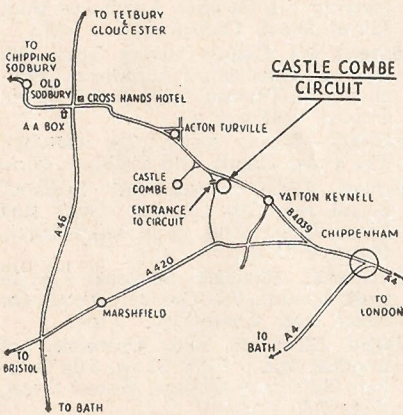
Second 7-Lap Heat for Racing-Cars up to 500 c.c.: A. Moore (J.B.S.-Triumph), C. Lones (Iota Tiger Kitten-J.A.P.), I. H. S. Pelling (Emeryson-J.A.P.), N. B. Johnson (Cooper-J.A.P.), B. A. M. Gilbert (Cooper-J.A.P.), Bill Whitehouse (Cooper-Norton), K. Carter (Cooper-Norton), D. B. Beauman (Cooper-J.A.P.), D. H. R. Gray (Cooper-J.A.P.), R. G. Bicknell (Revis-Norton), J. D. Habin (J.B.S.-Norton), André Loens (J.B.S.-Norton), J. F. Westcott (J.B.S.-Norton), N. Pugh (Cooper-J.A.P.), R. M. Dryden (J.B.S.-Norton), L. Leston (J.B.S.-Norton), C. A. N. May (Cooper-J.A.P.), K. Gregory or C. D. Headland (Kieft-Norton), P. Mould (Emeryson-Norton), T. J. Clarke (Iota-J.A.P.). **Reserves:** V. Worlock (Worlock-J.A.P.), C. W. A. Heyward (Cooper-J.A.P.).

LAGONDA C.C. A.G.M.

ON the 10th October the Lagonda C.C.s Annual General Meeting will take place at the "Prince of Wales", Drury Lane, commencing at 7 p.m.

BRANDS HATCH

THAT "Brands" crash: the rear wheel on André Loens's J.B.S. collapsed following the collision with Ecclestone's Cooper and after he had run on to the grass.



HOW TO GET THERE

Duncan Hamilton, together with George Abecassis driving HWMs.

Admission charge for spectators will be a nominal 6d., whilst parking costs are 5s. and 7s. 6d. for cars, 3s. and 2s. for motor-cycles. The circuit, which is 1.84 miles long, is

RUSSELL
LOWRY'S

NORTHERN LIGHTS

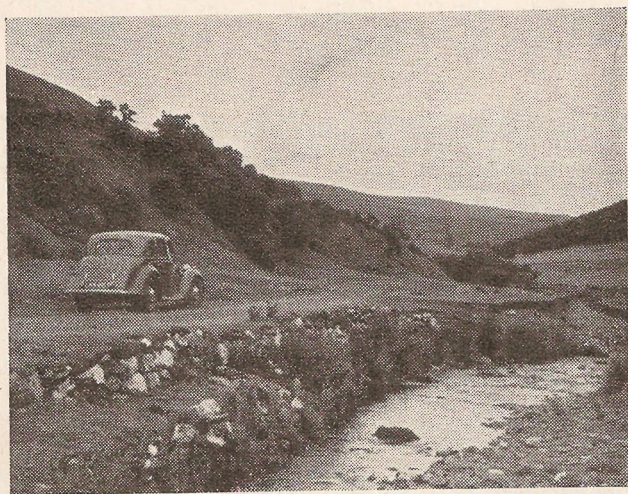
ME FEET'S KILLING ME—ONE INTO TWO WON'T GO—RHYDYMWYN
AGAIN — THE LAST LAUGH — NO HARD KNOTT TO CRACK

MY recent mention of tyre trouble bit deeper than I expected, although well aware at the time that there were plenty of fellow-sufferers.

One correspondent will by now be on his fourth set of covers in 30,000 miles. His car is a popular largish saloon, driven pretty hard and used for attending trials at week-ends—"bald in 4,000" is his latest verdict. That poor bloke must have spent something like £120 (not counting original equipment) on tyres in the last couple of years. Pre-war, his bill would have been an incidental tenner, if that, because one could pretty well count on 15,000 miles in those days, and many people traded in their "old" cars before replacements of any kind—or even a de-coke—fell due.

My trouble has not been baldness, treads in fact have lasted well—but excessive liability to puncture, slow blowholes in tubes, and, more recently cracking of the walls. The latter was said to be due to the tyres having been "made for a hot climate". I remark "Pshaw" and other impolitenesses. Rubber's worst enemy is supposed to be bright light, and goodness knows, there hasn't been much of that around here this summer.

Another point is the difficulty of handling tyres on modern wheels. The smaller they get the worse, and I imagine that before long it will be practically impossible to change a tyre or tube at home, let alone by the roadside. The 15-inch wheel is perceptibly harder than the 16-inch, and when we all get down to 13s, that'll be that. With the march of time, it should have been possible by now to jettison the spare wheel altogether, but it looks as if twin spares will have to come back for ordinary use, instead of being limited to our rally types and those trials' folk who, having spent labour and treasure lightening their cars, put it all back again with interest at the tailend.



A piece of typical scenery in the North Wales trials country.

IT'S nice to be able to rub in the advantages of sporting motoring. This morning, denied my habitual side-street parking place by a lorryload of roofbeams, I had to seek refuge in a main thoroughfare and lost the only available opening by a short head. Leaving my interceptor backing and filling for position, I moved on again. Nearly five minutes later, as I walked back, he was still there doing his forwards and backwards stuff. Then he gave it up and motored away. So I paced out the gap in which he had been unable to insert himself. Eight yards. And the overall length of his model is a shade over 13 feet, with a 7 ft. 8 ins. wheelbase. The usual allowance in "parking tests" is a length and a half of the car, and you get two backwards and a forwards to do it in. Here was a candidate for the benefits of Club Membership.

* * *

THE postponements, cancellations and reinstatements of car events at Rhydymwyn make quite a story, but according to the latest information there will be a four-wheeler meeting at the Wirral 100's sporting little circuit near Mold, Denbighshire, on 13th October. The trouble in the past seems to have been that people who have raced there were clamant in their demands for "another Rhydymwyn", and then when the day came, they beetled off and raced somewhere else. By now the established calendar is getting a bit unreliable, but as far as one can see, there isn't much to interfere this time with a good turn-up at the Welsh track. "Day Membership" for half-a-crown is available to cut the delay of arranging Invited Clubs. Regs. will be sent to all former competitors, but anyone else can get them from L. A. Cranshaw, 2, Nigel Road, Heswall Hills, Wirral.

* * *

ADMITTEDLY, this is not a motor-cycling paper and the connection between long-distance motor-cycle trials and Grand Prix car-racing is remote. The connecting link in this case is Monza, on two successive week-ends. On the first occasion our unhappy B.R.M. was greeted with catcalls. These sporting ruderies may have been to some extent expunged on the following Sunday, when the British team in the International Six Days' Trial, having completed, without loss of marks, a hectic week of mountain dicing, proceeded to put 75 miles into their hour's speed test to win the International Trophy for the umpteenth time.

Their victory should bring the running of the International Six Days back to Mid-Wales next year. Motor club officials will agree that it's not always easy to get together a team of organizers, even when the pressure of time and circumstance make it really urgent. But "H. P." Baughan, the Gaffer of the I.S.D.T., had a telegram from his group of northern conspirators on the day the results appeared "When do we parade Llandrindod Wells?"

(Continued overleaf)

Northern Lights—continued.

THE Seats of Learning also provide their measure of motoring fun, as readers of that delightful nonsense "Avventura di Venezia" will remember. Incidentally, a further edition of "Through the Windscreen" is promised for the near future by David Clegg, who sends along Regulations for the Inter-Varsity Rally on 27-28th October. All members of British University Motor Clubs are eligible and will be particularly welcome, whether *in statu pupillari* or not. There will be three starting points, one for Northerners, organized by King's College Motor Club, Newcastle-on-Tyne, one for the Midlands, by the Birmingham University Motor Club, and one for the South, run by the London City and Guilds M.C. The course will be approximately 250 miles of first and second class roads to a central checking point at Ashby-de-la-Zouch, followed by a further 350 miles to Llandudno for the final tests on the West Prom., which was looking a bit hurricane stricken when last seen, but will be all right by the end of October. The Secretary of the Meeting is Neville Silverston, University Union, Burlington Street, Manchester.

While in the rarified atmosphere of booklearning, let us note that the Birmingham University Motor Club have an Enrolment Meeting and Film Show on 11th October, at the University Union, to start the new season off. This Club has an attractive scheme of life

membership, which is a good idea, saving much time, trouble and worry. The Hon. Sec. is Colin Loveless, Springfield House, Wordsley, Staffs.

* * *

AN important part in northern sport is claimed by Clubs who, for geographical reasons such as mountain barriers, operate in out-of-the-way areas not touched by the main stream of life. Among such, of course, we have the Caernarvon Club and the Furness District. The latter had an interesting event last weekend, taking in much of the country which Thousand Mile Rally competitors are liable to get better acquainted with in the near future. They will be comforted to know that Wrynose and Hard Knott Passes have now been simplified out of all recognition. There is a good tarmac surface right through from Langdale to Eskdale and the section between the two climbs has had all the roughery and water splashes ironed out, so that it's quite capable of being covered at . . . (naughty) . . . m.p.h. This seems to have taken us away from the Furness Club's Towers Leck Trophy, which was, in fact, won by Les Darling from 30 other entries, the victory being scored on the road section as in all the best circles. In addition to five controls with varying speeds between each, and an allowance of one minute early but no minutes late, there were five secret checks. Ugh!

THE FANIFOLD SPECIAL

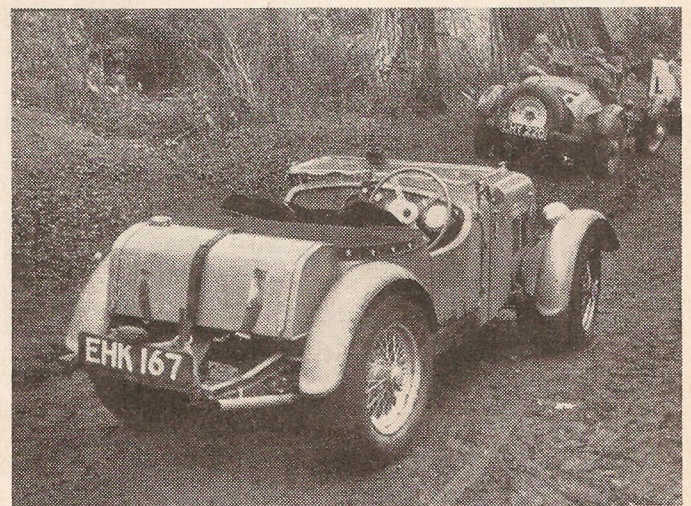
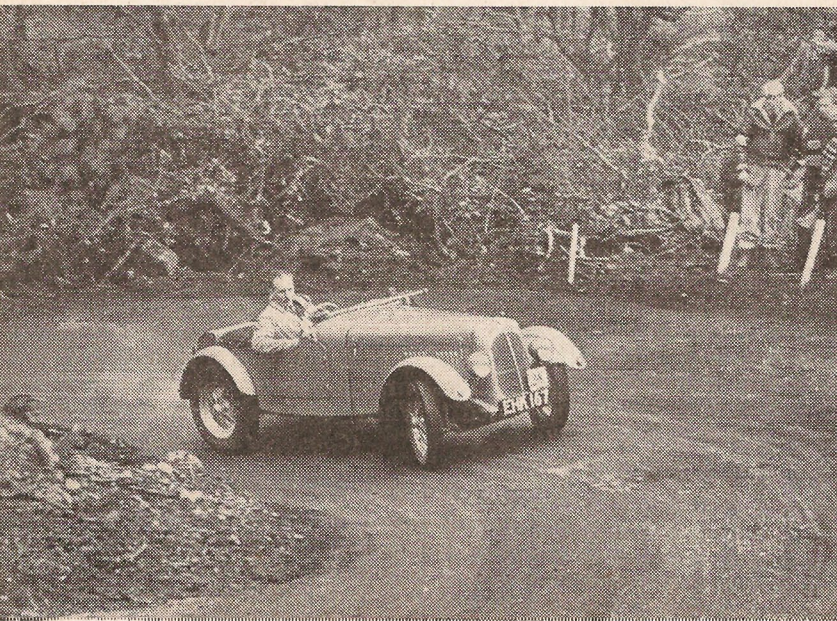
A CAR which is admired wherever it goes, and is used daily by a doctor for his practice is the Fanifold Special. It is a vehicle of considerable technical interest which, in the hands of W. Ashley Cleave, has put up some creditable performances in competitions in the West.

Basically the car consists of a Morris 8 Series II chassis fitted with

Morris M10 engine bored out to 1,250 c.c. Compression ratio is $9\frac{1}{2}$ to 1, and two large-bore S.U. carburettors are used. Other features are a special high-lift camshaft, close ratio gearbox, heavy duty crown-wheel, pinion and differential unit, with 4.8 to 1 rear axle ratio. Rudge knock-on wheels are fitted, and spring damping is looked after by

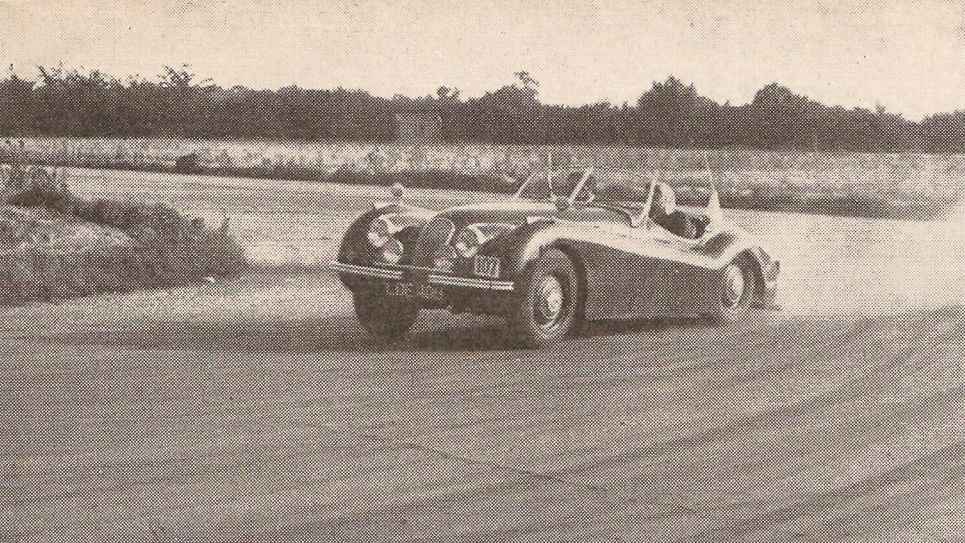
specially set Armstrong double acting shock absorbers.

An ultra-light body is built around an ash frame, with a $16\frac{1}{2}$ gallon fuel tank mounted at the rear. Total weight of the Fanifold, with full tank, two spare wheels, hood, side screens, tools and tonneau is 13 cwt. 70 lbs. Performance figures are: 0-30 m.p.h. through gears, 4.45 secs., 0-50 m.p.h., 10.07 secs., and 0-60 m.p.h., 13.62 secs. Fuel consumption with the car driven fairly hard is 34 m.p.g.



(Photographs by James Brymer)

(Above) The neat Fanifold Special. (Left) The car being driven in a hill-climb by Dr. J. C. Mayne.



TAYLOR (JAGUAR) WINS "CLACTON"

Brothers Hobbs in Morgans Tie For Novices'
Award—Jaguars Gain Team Prize

THE East Anglian C.C.'s Clacton Rally last week-end provided the 122 competitors with a thoroughly sporting event. Perhaps the Manchester contingent hadn't the best of fortune, as thick fog descended on the Manchester-Sleaford section, and also blanketed Matlock in the Derbyshire Peak district. As a result, more than half the entry lost marks for late arrival.

Police opposition was encountered at Cowdale, where E.A.C.C. had planned a night test. It was stated that such a test might constitute a nuisance, not only to other road users, but to local residents. Roy Clarkson and his aides readily agreed to wash out this section.

Pièce de résistance of the rally was undoubtedly the Earls Colne test, which was a complicated 1½ miles affair including no less than six different manoeuvres, and in plan bearing a remarkable resemblance to a wireless circuit. Best time was achieved by the eventual winner, D. O'M. Taylor (XK 120 Jaguar) who recorded 3 mins. 47 secs. In the Clacton test, A. C. Westwood (XK 120 Jaguar) was the only standard car driver who rounded the central pylon without requiring a reverse—possibly because it was Westwood himself who suggested this test!

At Halstead, there was a first-class little test on a new housing scheme road, a course which has distinct possibilities for a speed hill-climb. Top man here was John Dalton (TD M.G.) with 42 secs. Following this test, Charlie Kinns (H.R.G.) retired on the road section with gearbox trouble.

Max Weisbard flew over from Holland to be passenger in his own six-cylinder Citroën, driven by Leslie Onslow-Bartlett. Naturally, Max was referred to during the event as the Flying Dutchman.

A remarkable coincidence was that the Hobbs brothers "K.W." and "A.C.", both in 4/4 Morgans, tied for the novices' award, but taking test times to decimal points, "K.W." received the verdict. However, "A.C." had the satis-



VICTOR: D. O'M. Taylor (XK 120 Jaguar), who won the East Anglian C.C.'s Clacton Rally last week-end. He is seen here putting up B.T.D. in the Earls Colne, 1½-miles tests.

faction of winning the up to 1,300 c.c. open car class. A particularly fine performance was that of R. G. Baker, who drove his 1935 Bentley to victory in the over 2,500 c.c. closed car class.

The awards were presented by Mr. King, chairman of the Clacton Urban District Council.

RESULTS

Clacton Trophy (Best Performance): D. O'M. Taylor (XK 120 Jaguar).

Eric Golightly Memorial Trophy: George Samworth (XK 120 Jaguar).

Novices' Award: K. W. Hobbs (Morgan 4/4).

Team Prize: XK 120 Jaguars (Taylor, Sutcliffe and Tracey).

CLOSED CAR CLASS

Up to 1,300 c.c.: 1, E. M. Webb (Hillman Minx); 2, Peter Harper (Hillman Minx).

1,301-2,500 c.c.: 1, A. N. Waterhouse (Healey); 2, J. R. Nutter (Triumph).

Over 2,500 c.c.: 1, R. G. Baker (1935 Bentley); 2, Reg. Holt (Allard).

OPEN CARS

Up to 1,300 c.c.: 1, A. C. Hobbs (Morgan); 2, Denis Scott (M.G.).

1,301-2,500 c.c.: 1, A. D. C. Gordon (H.R.G.); 2, Dave Price (Plus-Four Morgan).

Over 2,500 c.c.: 1, George Samworth (XK 120 Jaguar); 2, Dennis Dent (Allard).

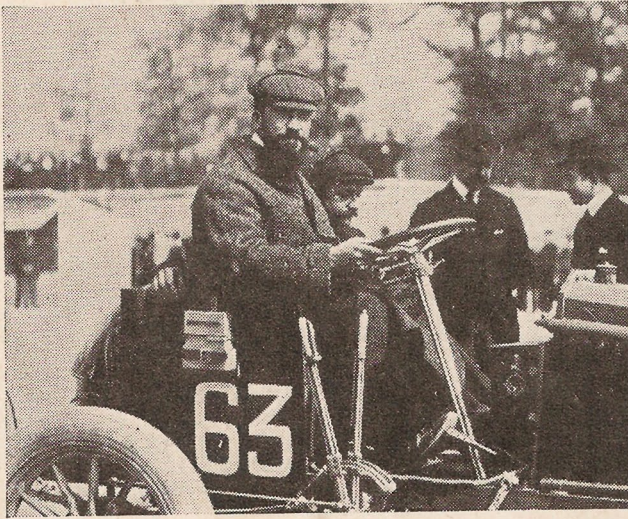
Specials: R. N. Richards (R.B.W.).

GADGET: Michael Lawson and John Abbott (XK 120 Jaguar) look over the route at the start of the Clacton Rally. The map case is illuminated by a small, plug-in lamp.

RALLY-DICERS: A group of well-known competitors at the London control of the "Clacton". (L. to R.), John Abbott, P. Barden, Michael Lawson, Dennis Dent, Ben Brown and Peter Harper.



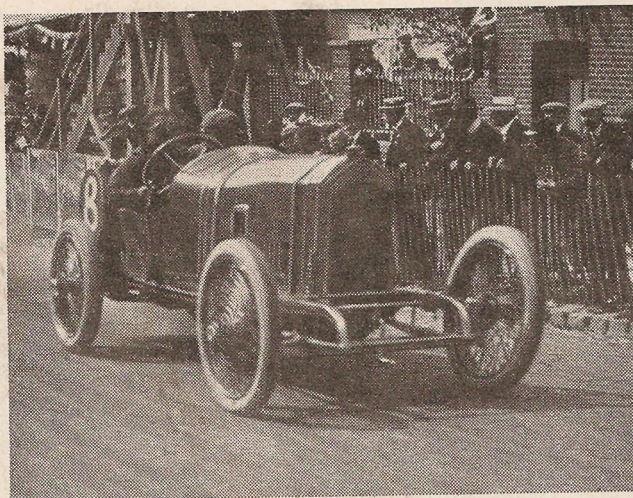
ACTION STATIONS by John Bolster



"... Right up above their hedges. . . ." Marcel Renault (Renault), at the start of the 1903 Paris-Madrid race.

WHEN motor racing first began, there were no circuits which, by assiduous practice, one could learn by heart. "This is Paris—there is Bordeaux. Get there!" Those soul-stirring words were used by the starter as he sent off the gallant pioneers of our sport on one of the great town to town races. Often whole countries were traversed and frontiers were crossed, so, for most of the competitors, the course was entirely strange.

To race at high speed in cars that, by our standards, were virtually brakeless and which had vast engines that were not readily throttled down, a good view of the country was essential. I have driven some of the earliest machines, and I must say that the very high seating position is an immense asset in gauging the severity of approaching corners. In parentheses, one might remark that one learns a course particularly

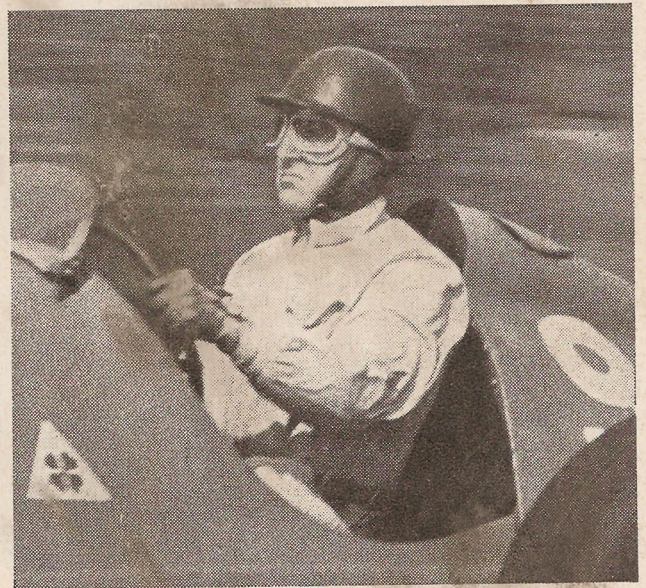


The never-to-be-forgotten Georges Boillot in his famous 1913 Grand Prix Peugeot.

easily in an old "B-type" E.R.A. for this reason, and modern trials care are another instance.

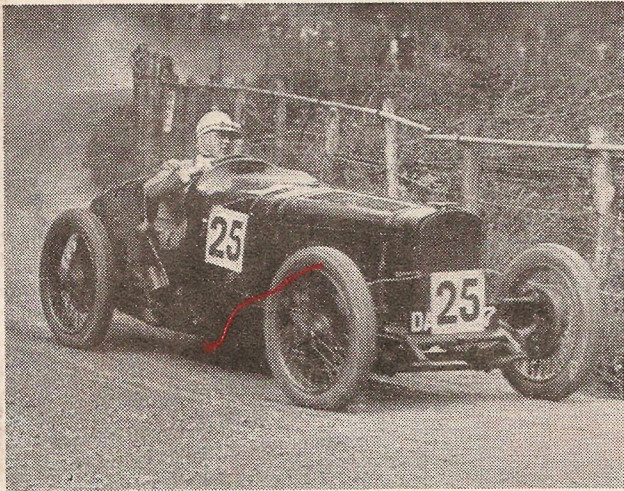
Anyway, the racers of pre-Paris-Madrid days sat right up above their hedges, and they controlled their 15-litre monsters through—almost vertical steering columns. Very "quick" steering was essential for the sudden slides that loose surfaces and steep cambers provoked, and with his big wheel mounted flat before him, the motorist was in an ideal position to put forth his best efforts. No modern seating position approaches the old style for giving one a sheer sense of mastery over one's steed.

Unfortunately, it was soon apparent that the wind resistance of the driver in his high seat was greatly reducing the potential maximum speed. Thus, the seat cushion was brought down almost to floor level, and the column was raked back towards the horizontal. The driver and mechanic sat side by side in the car, instead of on it as of yore, and the long bonnet stretched before them just below eye level.



Modern practitioner Farina sits right back in an almost indolent attitude.

Reduced visibility was countered by the prohibition of town to town racing, which resulted in the use of closed circuits that could be learned. Road conditions, and the handling characteristics of the cars, still required a type of steering that demanded considerable physical force, and the fashionable attitude was a crouch over the wheel, with much working of the elbows. The best drivers were held in a state of reverence that one now finds it difficult to imagine, and some of them were not above adding a few flourishes to their grim fighting of the wheel, to make their dangerous art look even more horrific. The debonair Georges Boillot was the epitome of this era, and what racing has gained in technical progress it has lost in the panache that such men lent to their driving.



Sir Henry Segrave and his supercharged G.P. Sunbeam at Shelsley Walsh in 1925 illustrates the typical crack drivers' attitude in the pre-i.f.s. days.

When four-wheel brakes and low-pressure tyres rendered "slower", and less reversible, steering essential, a new technique had to be evolved. The cars of this period—the early "monopostos"—were somewhat unstable in their road behaviour, and constant corrections had to be made by the drivers even on the straights. Consequently, the big wheel in the lap, on which one heaved with shoulders and elbows, was replaced by a smaller one, farther forward, which was constantly travelling through a considerable arc, impelled by forearm movements. Nuvolari is the perfect example of this style, and one will never forget his incredible virtuosity in the old cart-sprung Alfas, with arms a mere blur as he flew unerringly through the bends.

Modern suspension developments have at last produced a breed of racing-cars that actually want to stay on the road, instead of, at any moment, trying to dart smartly through the hedge. I have tried, in an earlier

series of articles, to show why an under-steering car is intrinsically stable, and I think that, for the moment, we shall have to take that as read. The result of this revolution (for it is nothing less) is that one aims a car down a straight or round a corner, instead of fighting it all the way.

Observe the posture of Dr. Farina. He sits right back, in an almost indolent attitude, and having placed his car for a corner, slides through it with the steering wheel almost at rest in his hands. He makes his decision, aims his car, applies exactly the amount of power he wants, and never changes his mind. Thus, the apogee of modern driving technique is the exact opposite of the 1914 styles, for now the most skilled practitioners make the whole thing look absurdly easy.

Even the modern racing-car has dictated no uniformity of style. Fangio, Gonzalez and Ascari are all highly individual in their approach, but their different variations are all applicable to cars that handle in the current manner. One could name equally brilliant British drivers who show just as much diversity in their craftsmanship, but fundamentally it is the car that produces the man. It would be of absorbing interest to place the experts I have mentioned at the wheels of Edwardian racing-cars, to see if they fell into the pattern of Jenatzy, Thery and Lancia.

I think that, at the moment, there is too great a tendency among new drivers to try to copy the style of some particular master. It is essential to feel comfortable and at home, even if you find that your attitude is not that of your hero. Just because you sit like Tony Rolt or Stirling Moss it doesn't mean you'll be able to get through Woodcote as fast as they do. Concentrate on what the car is doing, and never mind what you look like yourself. Gradually, you will find a particular relationship of seat, wheel and pedals that suits your methods and your anatomy. Then forget the spectators and the camera and worry about the lap times. Races are not won by looking like Chiron, but by driving like him, if that is possible.

Book Review

"Racing Cars in Miniature".

Author: Rex Hays.

Size: 4½ ins. x 7¼ ins., 93 pp.

Price: 7s. 6d.

Publishers: Percival Marshall and Co. Ltd., 23 Gt. Queen Street, London, W.C.2.

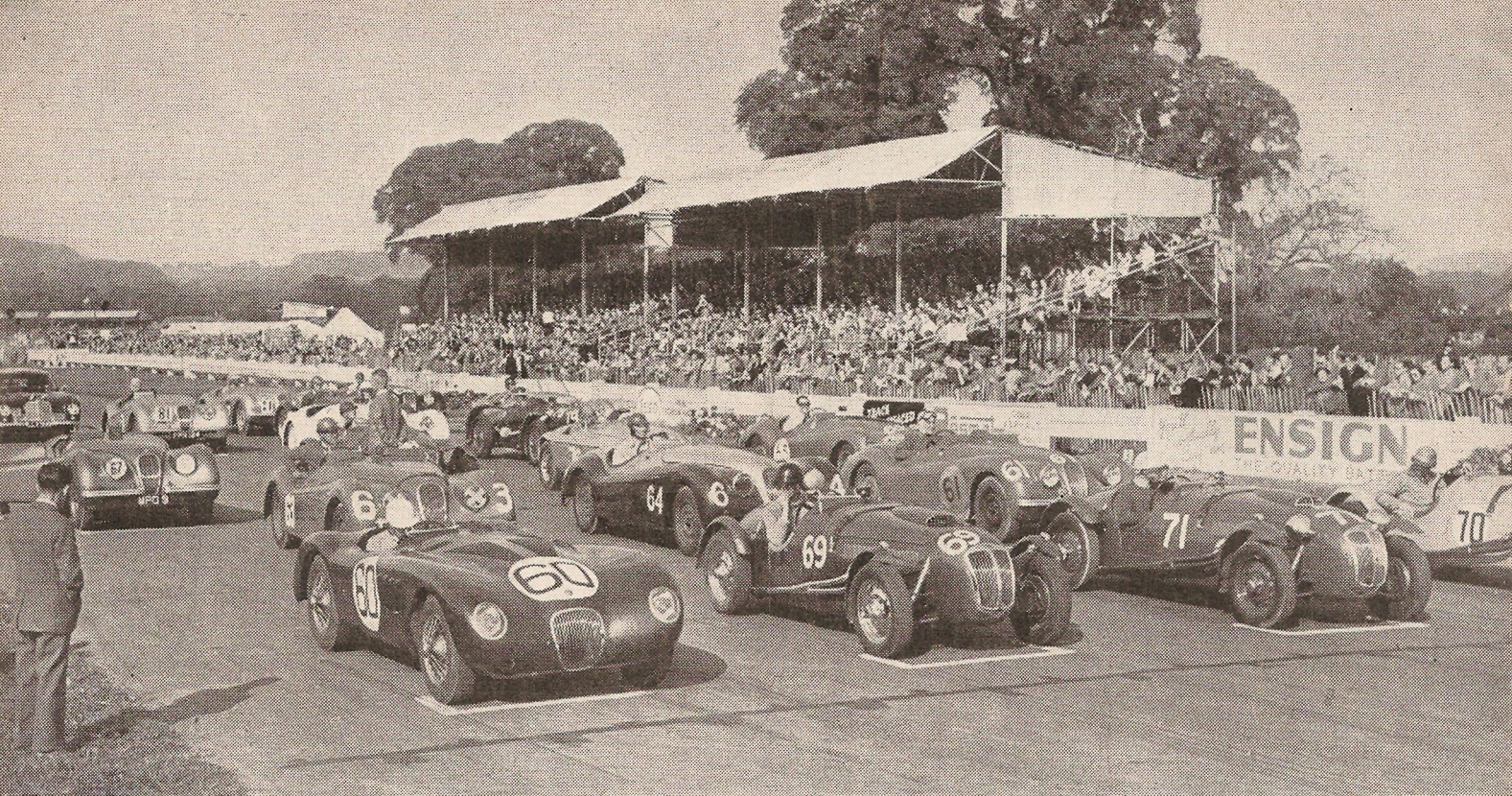
THOSE who have visited the motoring section of the South Bank Exhibition will have marked, amongst the many fine models of vehicles on show, some truly exquisite 1/10 scale replicas of historic racing-cars, including 1912 and 1923 Sunbeams, the single-seater A.C. and the 1910 Vauxhall "KN", which were the work of that well-known and painstaking builder of model cars, Rex Hays of Steyning, Sussex.

The delights of producing three-dimensional miniatures of favourite automobiles cannot be dwelt upon here, but this absorbing book by Rex Hays is a worthy guide to their manufacture for those with the will to model but not the implements for complex model

engineering. The methods he expounds are amazingly simple and inexpensive. Paper, wood, shellac, glue, these are his main ingredients; no lathes, shapers, milling machines or similar complexities figure in the modest list of requisites.

Many photographs and diagrams grace the pages, but Mr. Hays takes no unfair advantage of the situation to show his most professional and most expensive models; instead we see simple but very effective miniatures built to the system detailed in the book. The tyres are of wood, the bodies too, the "plating" is silver paint, the wheels of fuse wire and paper; but you wouldn't think so to see the models. That is Rex Hays's art, and in *Racing Cars in Miniature* at 7s. 6d. it is yours to share with him.

As an earnest modeller himself when time permits, this reviewer wonders mildly how Mr. Hays reconciled himself to the fixing of the exhaust pipe on Nuvolari's 1935 German G.P.-winning Alfa with so obtrusive a staple and is bewildered at the author's allusion to that being substance, plastic wood; but one look at his 1921 G.P. Sunbeam or his 190 Alfa and back with a good-bye.
C.P.



GOODWOOD

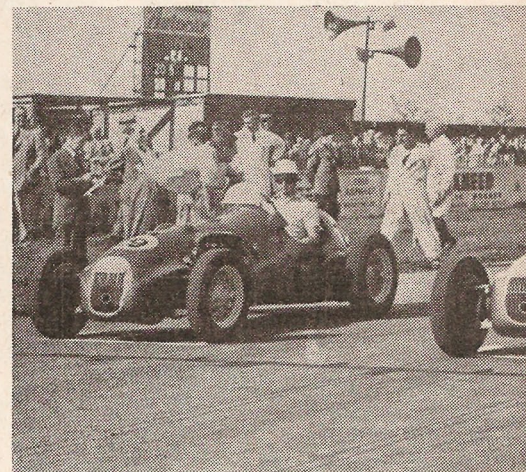
Farina (Alfa Romeo) Has Field Day and Raises Lap Figures to 97.36 m.p.h.—Stirling Moss's Fine Treble — Victories for Ken Wharton (Cromard Spl.) and M. J. C. Keen (H.R.G.) in Handicaps—Reg Parnell's Inspired Driving

LAST Saturday's B.A.R.C. International meeting at Goodwood produced some of the fastest circuit racing seen in this country since the old Brooklands days. Giuseppe Farina drove at the top of his form, won all three races entered with his Type 159/1950 Alfa Romeo, and raised Reg Parnell's existing lap record of 95.54 m.p.h., to the incredible speed of 97.36 m.p.h. (1 min., 28 secs.). Reg, driving the modified Thin Wall Special Ferrari, gave a wonderful display, but his car just lacked the sheer power output of the formidable Alfa.

Stirling Moss won the sports-car race as he pleased with the new Type XK 120C Jaguar, said to be running on a 7 to 1 compression ratio and Pool spirit, and repeated his success from the scratch mark in a

handicap. Moss also won the Madgwick Cup in an H.W.M. 1-2-3 victory. Tony Rolt had an excellent day with the E-type E.R.A.-engined Delage, taking third place to Farina and Parnell in the Woodcote Cup and Daily Graphic Trophy races.

Ken Wharton put the Cromard Special into the awards list with a win in a handicap, and M. J. C. Keen had a first with Peter Clark's Leaf-powered H.R.G. The one bleak note in a bright day of racing was the accident to popular Brian Shawe-Taylor (E.R.A.) in the main event. Apparently he overslid on the fast bend leading to St. Mary's, gyrated in the path of Toni Branca's Maserati, and the Swiss driver could not avoid hitting the E.R.A. which overturned twice. Brian was thrown



out and was taken to hospital with severe injuries. Branca escaped with slight concussion and a shaking.

* * *

LONG before the start, the main car parks were beginning to fill up rapidly, the enclosures were packed, and the stands crammed to capacity. The weather could not have been better, and this Indian Summer day brought out a gaily-dressed crowd, its appetite whetted by the very fast practice times put up by Farina (Alfa Romeo) and Reg Parnell (Thin Wall Special Ferrari). The Italian had circulated in 1 min. 30.4 secs. (95.58 m.p.h.), whilst Reg's best was 1 min. 30.8 secs. (95.15 m.p.h.). Stirling Moss had taken the XK 120C Jaguar round in 1 min. 39.8 secs. (86.57 m.p.h.), and his H.W.M. in 1 min. 39 secs. (87.3 m.p.h.). The Jaguar was the

PERFECT TURN OUT: An imposing array of sports-cars at the start of the five-lap race at Goodwood. The front row is occupied by Stirling Moss (XK 120C Jaguar), Tony Crook, David Clarke and R. F. Peacock (Frazer-Nashes). Behind are Bill Holt (63), F. H. Howorth (64) and Philip Fotheringham-Parker—all in XK 120 Jaguars.

one driven by Leslie Johnson and Tony Rolt in the T.T. Farina's Alfa Romeo was the 1950 type, with swing-axle rear end and the smaller pattern Weber triple-choke carburetter. It was still fitted with long-range fuel tanks, and may have been that famous hack, car, "The Mule".

Event 1 was the Madgwick Cup race for cars up to 1,100 c.c. S and 2,000 c.c. U/s. Chief challenger to the three H.W.M.s on the front row was expected to be Ray Merrick's Cooper-Nor-J.A.P. Lance Macklin was first into Madgwick Corner, closely pursued by Stirling Moss and George Abecassis, with Merrick in close attendance. Formula 2 experience told, and the H.W.M. trio immediately settled down to extremely fast cornering. Time and time again, Merrick edged up, but in the swerves, dropped back. Moss took the lead from Macklin on the second lap, and held it to the end, scoring a popular 1-2-3 victory for H.W.M., with Merrick in fourth place.

lap one, closely pressed by Hamilton. Allard's amazing sports two-seater was holding its own with Formula 1 stuff, and headed James (Maserati), Hampshire (E.R.A.) and Claes (Maserati), the last-named driving Leslie Brooke's car.

The 1950 World Champion was bang on form. His four-wheel-drifting round the grandstand bend was a delight to watch. Reg crouched lower and lower in the Thin Wall, leaving his braking much later than the Italian, but could not match the Milan car's pace. Shawe-Taylor came up to challenge Rolt for third place, and Poore passed Allard.

Farina cracked Parnell's lap record by recording 1 min. 28.4 secs. (96.93 m.p.h.), and finished 7.4 secs. in front of the Ferrari. In a desperate last-lap battle for third place, Rolt got the verdict over Shawe-Taylor by 0.2 secs. followed by Hamilton, Graham Whitehead (E.R.A.), Allard, James, Claes, Hampshire and Bobbie Baird (Maserati) in that order. Branca (Maserati) packed up with plug trouble.

No one could look at Stirling Moss in the sports-car race. The XK 120C Jaguar glided round with scarcely a sound, and established a long lead on the first lap. Tony Crook (Frazer-Nash) made a poor start and spent the rest of the race chasing the leaders, but David Clarke (Frazer-Nash) snatched second

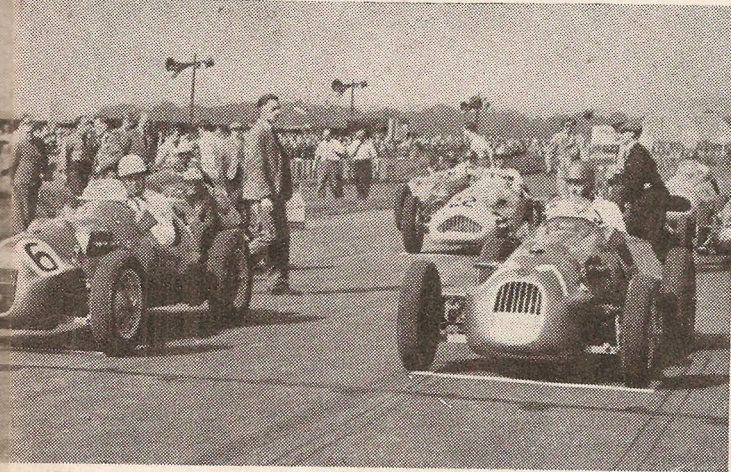
spot from R. F. Peacock (Frazer-Nash) on the first tour, and held it to the end. Clarke drove a magnificent race, his car emitting a "vintage" crackle, in direct contrast to the almost ghostly passage of Moss's Jaguar. Peacock held his third place for 2½ laps, but was overhauled by Howorth in his very fast dual-blue XK 120. On the final circuit, both Crook (Frazer-Nash) and Fotheringham-Parker (XK 120) moved up on Peacock, but could not get within striking distance of Clarke.

A most pleasing aspect of this race was the really magnificent turnout of the various cars. It would have been difficult to choose a Concours d'Elegance winner from this lot, although Crook's immaculate Frazer-Nash would have scored the maximum number of marks.

In the background, Bobbie Baird's 2.3-litre Ferrari was overwhelmed by the majority of the Jaguars, with Ernest Stapleton's ex-Horsfall Aston Martin showing up well amongst a collection of much more modern machinery.

Despite a re-handicap from 85 secs. to 55 secs. in the 1st September Handicap, Ken Wharton was uncatchable with the Leaf-engined Cromard Special. Ray Merrick made a tremendous effort with his Cooper, and lapped at 87.07 m.p.h. He just failed by 3 secs. to take second place from Gerry Dunham and that wonderful old Alvis, and finished 8.8 secs. behind Wharton. Bobbie Baird (Maserati) had a hopeless task from the scratch mark, but the Ulsterman impressed everyone with his determined driving. For once, Mick Hawthorn came unstuck, and went cross-country motoring on lap one. Barber (Cooper) received a wiggling from the stewards for a gilhooley right outside the paddock exit. For some unexplained reason he braked hard after crossing the finishing line, and scattered officials right and left, fortunately without hitting anyone.

The inevitable Moss in the XK 120C Jaguar completely dominated the second handicap event from the scratch mark, but despite his runaway win in the sports-car race, the handicappers left two Frazer-Nashes with only 8 secs. start. J. B. De Edwards (Healey), the limit man, held his lead for a couple of laps when Moss had already moved up to fifth place, passing the stands in a maze



ONE-TWO-THREE: (Left) Lance Macklin, Stirling Moss and George Abecassis in the winning trio of H.W.M.s at the start of the first event.

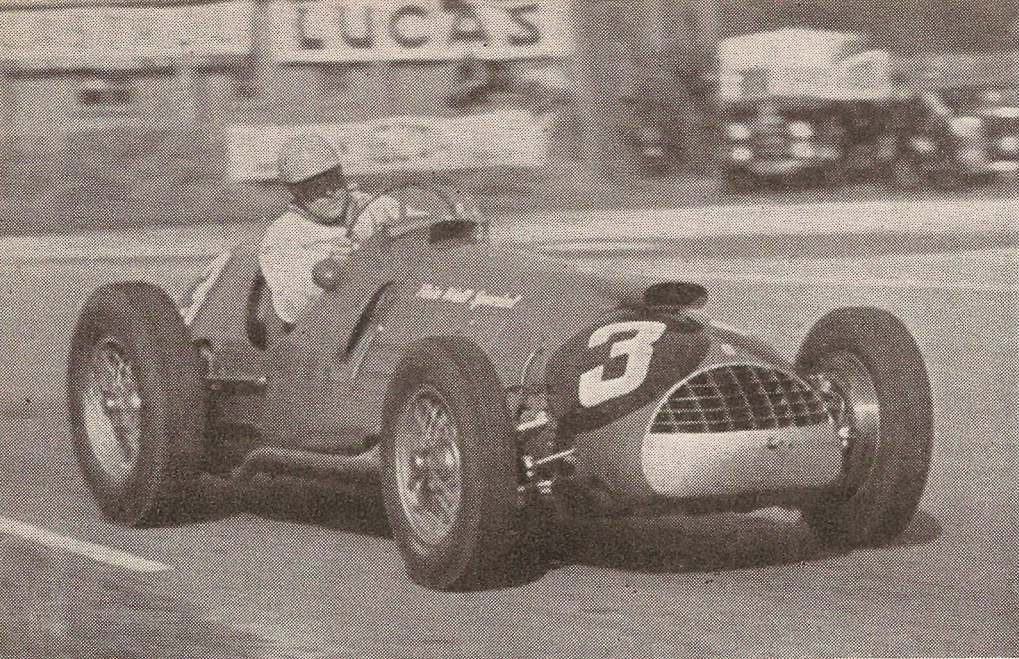
TO THE VICTOR: (Below) Her Grace, the Duchess of Richmond and Gordon presenting the Dunlop Trophy to Farina, who is also holding the "Daily Graphic" Trophy, whilst commentator John Bolster stands by with his ever-ready microphone.

Some way back, M. J. C. Keen (H.R.G.) and Ken Wharton (Cromard Special) headed the remainder of the field. Moss turned in fastest lap of 1 min. 39 secs. (86.54 m.p.h.).

For the Formule Libre Woodcote Cup race, the front row was occupied by Farina (Alfa Romeo), Parnell (Thin Wall), Shawe-Taylor (E.R.A.) and Poore (Alfa Romeo). Both Farina and Parnell shot off the line with violent wheelspin, but Dennis Poore got his gears mixed up and was immediately passed by the rest of the field before the big Alfa roared off.

Into Madgwick the order was Farina, Parnell, Duncan Hamilton (Talbot), Sid Allard (Alfa Romeo), Leslie Brooke (Alfa Romeo) and Tony Rolt (Delage). Farina was setting a tremendous pace, with Parnell hanging on grimly behind. The pair soon outstripped the others; Rolt came through to third place before the end of





terrific start, and was first into Madgwick, followed by Farina and Shawe-Taylor. Round they came to complete the first lap, with plenty of excitement for the crowd as the Alfa and the Ferrari shot past the stands bonnet to bonnet. Farina actually took Reg in the corner. Some distance behind, Tony Rolt (Delage), Bob Gerard (E.R.A.), Stirling Moss (H.W.M.), George Abecassis (H.W.M.) and Ken Wharton (E.R.A.) were jockeying for third place.

Farina gradually increased his lead over Parnell. Moss clung tenaciously to Gerard and Rolt, the little H.W.M. going like a train. Wharton could not gain a yard on Stirling, and was having

STAR ATTRACTIONS: (Left) Reg Parnell, who drove magnificent races with the Thin Wall Special Ferrari. (Below) Giuseppe Farina (Alfa Romeo) in his characteristic, bolt-upright driving position.

Goodwood—continued

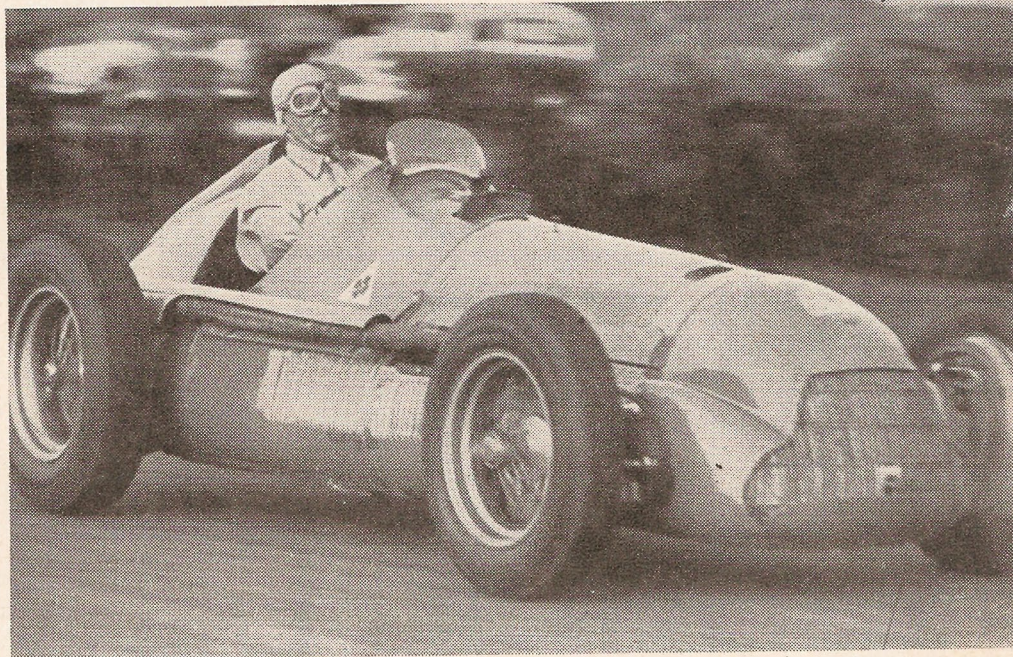
of XK 120s. Clarke (Frazer-Nash) went to the van on lap three, was passed by Moss and then retired with a broken oil pipe. Moss pulled out a tremendous lead, and Jaguars scored a 1-2-3 with the stylish Howorth in second place, and purposeful Fotheringham-Parker third. During his triumphant passage, Stirling raised the Goodwood sports-car lap record to 86.02 m.p.h. (1 min. 39.6 secs.). Crook (Frazer-Nash) managed to hold fourth place from Colin Murray's bronze Jaguar.

The third of the handicap series produced the best race of the afternoon. It must be a long time since Farina took part in an event of this nature, and naturally he and Parnell were on the scratch mark. If the B.R.M. had appeared, it would have had seven secs. start on both the Alfa and the Ferrari. (No comment necessary.)

It was Moss and Abecassis (H.W.M.s) who made the running, from the 47 secs. mark. Farina made a halting start, and Parnell beat him into Madgwick, but the Alfa streaked ahead on Lavant Straight. Moss settled down to lead comfortably, and it looked to be impossible for either Farina or Parnell to catch him. Unfortunately the car developed a slight miss, and Moss was obviously prepared for Abecassis taking the lead. However, the H.W.M. regained its healthy crackle, and Stirling forged ahead once more.

Meanwhile Farina and Parnell were tearing it up, and on lap four had passed the field with the exception of Moss, Abecassis and Graham Whitehead (E.R.A.). Both hurtled past the E.R.A. on the final circuit and set off after the H.W.M.s. As Stirling came down to Woodcote, Farina screamed past Abecassis, hurtled into the corner, hardly gained an inch on Moss in the bend, but pulled out the tremendous acceleration of the Alfa into the grandstand straight to beat the H.W.M. to the chequered flag by just 2 secs. Parnell just failed to catch Abecassis for third spot.

Racing is full of "ifs and buts"; had Moss's engine not spluttered Farina



might not have caught him. On the other hand, Farina's poor start must have lost him the best part of a couple of seconds. Anyway, the handicapping in this race was absolutely first rate.

Colin Chapman's Lotus-Austin (100 secs.) was favourite for the final handicap, but the fleet little car became temperamental and packed up after one lap. The race then settled down to a long chase by Keen in the 1.7-litre H.R.G. (45 secs.) after Horace Richards's veteran Riley Nine (90 secs.). Keen caught him on the last lap, averaging 80.91 m.p.h. and putting in a tour at 82.86 m.p.h. Margulies drove a fine race in his ungainly-looking 3-litre Talbot, and Cliff Davis in his "Ferrari" Cooper-M.G. did well to overtake the fast veteran car.

Sixteen cars lined up for the 15-lap Daily Graphic Trophy race, with Farina, Parnell, Shawe-Taylor and Rolt occupying the front row. Reg Parnell made a

difficulty in keeping Abecassis at bay. By lap eight, Farina was comfortably ahead, but the Italian never let up for a moment. Meanwhile Gerard was playing catch-as-catch-can with Rolt, but just could not get ahead of the Delage driver. On the 12th tour, Farina lapped Gerard and Rolt, and there was a hectic moment on Madgwick as he went to pass. Bob was straining every effort to take Tony, who must have glimpsed the red Alfa approaching at high velocity, and pulled over sharply. Gerard scarcely had time to do anything about it, and before he realized what had happened, Farina shot between the pair of them without slackening speed.

The Alfa Romeo driver won at a speed that was only fractionally under the existing lap record, which he shattered by returning 1 min. 28 secs. (97.36 m.p.h.). Parnell finished only 5.8 secs. behind, after giving a wonderful demon-

stration of determined driving. Rolt took a well-deserved third place, with Bob Gerard close behind. The astonishing Moss brought his little unblown 2-litre H.W.M. into fifth spot.

It was noted that Farina's maximum r.p.m. indicator was set at 6,400, rather confirming the view that he had driven practically the entire race in top gear.

So the curtain was rung down on a brilliant Goodwood scene. B.A.R.C. organization was absolutely tip-top, and in addition to handing out large-sized bouquets to Johnny Morgan and his aides, AUTOSPORT would like to give a big hand to Philip Turner and Miss A. Hobbis for the really excellent press information service.

Note to organisers: Officially-issued lap times and speeds do not always agree with the speed table in the programme, e.g. 1 min. 28 secs. is given as 98.1 m.p.h. in programme, but was announced in Press hand-outs as 97.36 m.p.h.

RESULTS

The Madgwick Cup (1,100 c.c. S and 2,000 c.c. U/s): 1, Stirling Moss (1,960 H.W.M.), 8 mins. 25 secs. (84.83 m.p.h.); 2, Lance Macklin (1,960 H.W.M.), 8 mins. 26.6; 3, George Abecassis (1,960 H.W.M.), 8 mins. 27.2; 4, Ray Merrick (1,132 Cooper-Nor-J.A.P.), 8 mins. 33.8.

Fastest Lap: Moss, 1 min. 39 (86.54 m.p.h.).

Woodcote Cup (Formule Libre): 1, Giuseppe Farina (1,488 Alfa Romeo S), 7 mins. 31 (94.83 m.p.h.); 2, Reg Parnell (4,500 Thin Wall Spl. Ferrari U/s), 7 mins. 38.4; 3, Tony Rolt (1,488 Delage Spl. S), 8 mins. 9.4; 4, Brian Shawe-Taylor (1,488 E.R.A. S), 8 mins. 9.6.

Fastest Lap: Farina, 1 min. 28.4 (96.92 m.p.h.).

Sports-Car Race: 1, Stirling Moss (3,442 Jaguar XK 120C), 8 mins. 33 (83.67 m.p.h.); 2, David Clarke (1,971 Frazer-Nash), 8 mins. 45; 3, F. H. Howorth (3,442 Jaguar XK 120), 8 mins. 58; 4, Tony Crook (1,971 Frazer-Nash), 9 mins. 2.

Fastest Lap: Moss, 1 min. 41 (84.83 m.p.h.).

1st September Handicap: 1, Ken Wharton (1,767 Cromard Spl.), 55 secs. 9 min. 17 (81.29 m.p.h.); 2, Gerry Dunham (2,511 Alvis), 55, 9 mins. 22; 3, Ray Merrick (1,132 Cooper-Nor-J.A.P.), 30, 9 mins. 25.8; 4, Lance Macklin (1,960 H.W.M.), 20, 9 mins. 35.8.

Fastest Lap: Merrick, 1 min. 38.4 (87.07 m.p.h.).

2nd Handicap: 1, Stirling Moss (3,442 Jaguar XK 120C), scr., 9 mins. 20.2 (84.16 m.p.h.); 2, F. H. Howorth (3,442 Jaguar XK 120), 15, 9 mins. 38.8; 3, Philip Fotheringham-Parker (3,442 Jaguar XK 120), 15, 9 mins. 41.8; 4, Tony Crook (1,971 Frazer-Nash), 8, 9 mins. 43.

Fastest Lap: Moss 1 min. 39.6 (86.02 m.p.h.).

3rd Handicap: 1, Giuseppe Farina (1,488 Alfa Romeo S), scr., 8 mins. 33.4 (94.50 m.p.h.); 2, Stirling Moss (1,960 H.W.M.), 47, 8 mins. 35.4; 3, Reg Parnell (4,500 Thin Wall), scr., 8 mins. 37.8; 4, George Abecassis (1,960 H.W.M.), 47, 8 mins. 38.2.

Fastest Lap: Farina, 1 min. 28.4 (96.92 m.p.h.).

4th Handicap: 1, M. J. C. Keen (1,767 H.R.G.), 45, 9 mins. 43.8 (80.91 m.p.h.); 2, Horace Richards (1,089 Riley Spl.),

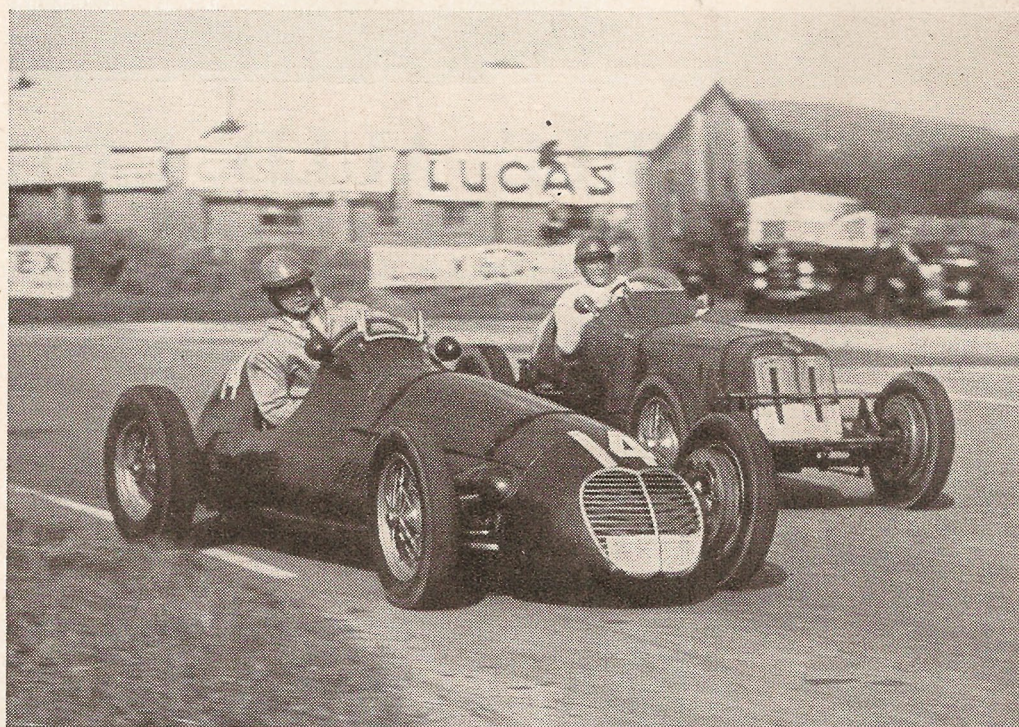
90, 9 mins. 46.8; 3, F. C. Davis (1,250 Cooper M.G.), 55, 10 mins. 5.2; 4, D. Margulies (2,970 Talbot), 52, 10 mins. 6.4.

Fastest Lap: Keen, 1 min. 43.4 (82.86 m.p.h.).

All Seven Races were 5 Laps

The Daily Graphic Trophy, 15 laps (Formula 1): 1, Giuseppe Farina (1,488 Alfa Romeo S), 22 mins. 31.2 (95.11 m.p.h.); 2, Reg Parnell (4,500 Thin Wall), 22 mins. 36.8; 3, Tony Rolt (1,488 Delage Spl. S), 14 laps, 22 mins. 43.0; 4, Bob Gerard (1,488 E.R.A. S), 14 laps, 22 mins. 44.4; 5, Stirling Moss (1,960 H.W.M.); 6, Ken Wharton (1,488 E.R.A. S); 7, George Abecassis (1,960 H.W.M.); 8, John James (1,496 Maserati S); 9, Bill Whitehouse (1,960 Alta).

Fastest Lap: Farina, 1 min. 28 (97.36 m.p.h.). **Goodwood Circuit Record.**



WOODCOTE: John James takes his Maserati close in to allow David Hampshire's E.R.A. plenty of room in which to overtake.

FALCON M.C. RALLY

STARTING from the Rose and Crown, Tewin, Herts, on 23rd September, the Falcon M.C. ran a very successful half-day rally.

A 32-mile course was covered twice, the second time being after tea, taken in the reverse direction, a stop and restart test and a brake test being observed in both laps. A time check at a point in the route was taken as a regularity test for time on both circuits. Best time for the stop and restart tests was made each time by J. Jarman with a Ruby Saloon Austin Seven, who cunningly got the car over the line on the starter. This Jarman accomplished in 7/8 sec., to beat the next best, P. C. Harper

(Hillman Minx) and J. C. Smith (XK 120 Jaguar).

The brake test, which was situated just after a fairly deep water splash, produced various tactics and performances, many suffering from the wetting received in the Ford. Good performances were made by F. Freeman (M.G. TA), P. Elbra (Morris Minor) and J. Tucker Peake (Scarlet Runner). Altogether an enjoyable event.

RESULTS

1, J. Jarman (Austin), 305 pts. lost; 2, P. C. Harper (Hillman Minx), 318 pts. lost; 3, P. Elbra (Morris Minor), 352 pts. lost; 4, J. Tucker Peake (Scarlet Runner), 380 pts. lost.

The next Club event is the Guy Fawkes Trial on Sunday, 28th October. Invited clubs: S.U.N.B.A.C., Herts Auto. and Aero., N.W. London, Chiltern, Berkhamsted and M.G.—Secretary of Meeting, Mrs. D. A. Chiles, 16 Owles Lane, Buntingford, Herts.

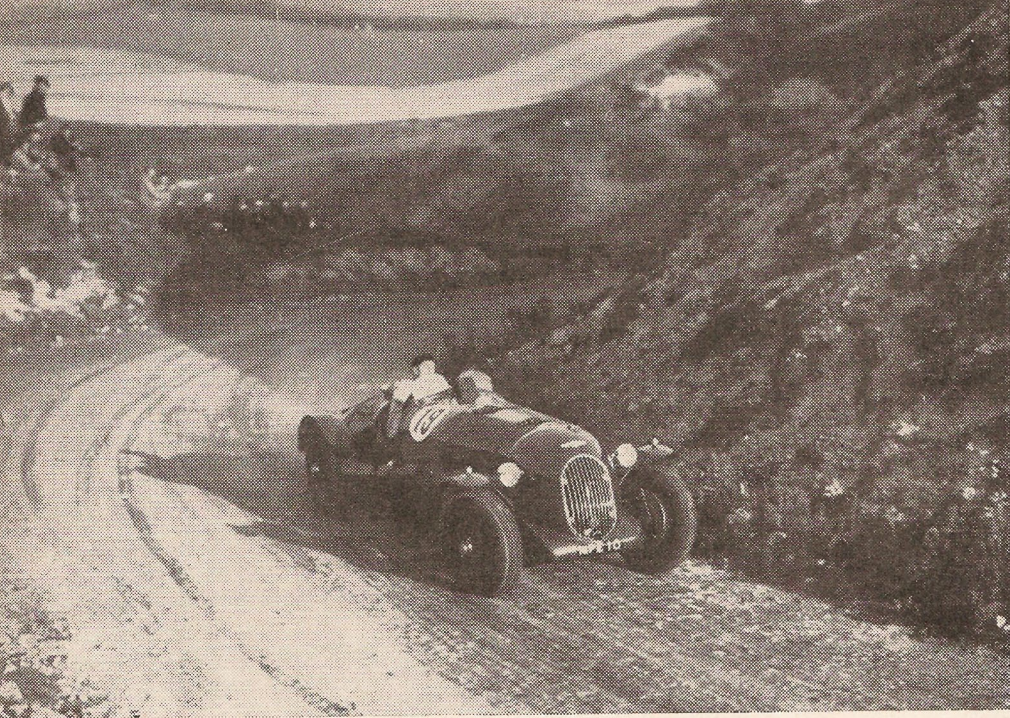
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HOTON SPRINT MEETING

THE Loughborough College Motor Club is holding its first C.I. Sprint Meeting at Hoton on Sunday, 7th October at 1.30 p.m., an entry of approximately 50 has been received, including both sports- and racing-cars.

Hoton is three miles from Loughborough on the Nottingham road.

RECORD-SMASHER: Gerry Crozier and his 8-litre Bentley at Firle. He broke the course record three times.



urge to yield 36.11, and Bob Gregory's "6½" saloon gave a creditable 39.78. Then came Gerry Crozier with the 8-litre Barnato-Hassan, otherwise known as the "Whale". (Let it be noted that Gerry deprecates recent references to his "Feats of strength" in handling what is generally described as "this heavy monster", asserting that it is a very light monster to handle and that his wrists are made of tissue-paper anyway.) Without apparent effort he rushed the hill at tremendous speed, sliding the last corner, and smashed Gordon Parker's existing record (in the Jaguette) with a superb 30.57. It was a delight to see the smiles break out on members' faces. Of the other 8-litres, H. E. F. Parkinson's got up in 40.6, and O. A. Batten took the ex-W. O. Bentley car to the top in 37.17, "W.O." himself, happily better in health, being among the onlookers. S. H.

FIRLE AULD LANG SYNE

Another excellent Bentley Drivers' Hill-Climb—Crozier (Bentley) makes B.T.D. and sets new record for the hill

BENTLEY Drivers' Club events have an indefinably agreeable atmosphere, due in part, perhaps, to the informality and absence of fuss which experienced officials lend to a meeting, and last Sunday's repetition of the Firle Hill-Climb was no exception. After early morning fog the weather was perfect, and a good crowd of members and friends settled down to watch an entry of 62 cars from the B.D.C. and the five invited clubs—Aston Martin Owners, Brighton & Hove, Lagonda, Lancia and the Frazer-Nash section of the V.S.C.C.

To make the most of the sunshine the meeting was started early, and the first class, for 3-litre Bentleys, began with a steady run by P. R. Cannell in 41.98 secs. J. Foreman followed with a brisk 38.43, which neither B. H. Holloway nor R. W. Perry, both rather slow off the line, could equal. In Class B, for "4½" Bentleys with 10 ft. 10 in. wheelbase, Stanley Sedgwick upheld the presidential dignity with a run of 40.51, A. L. Hine and A. J. Hollington returned 41.14 and 41.01 respectively, and it was left to E. P. Huxham, his car branded "Wump" and spilling quantities of water, to lead the class with 38.85.

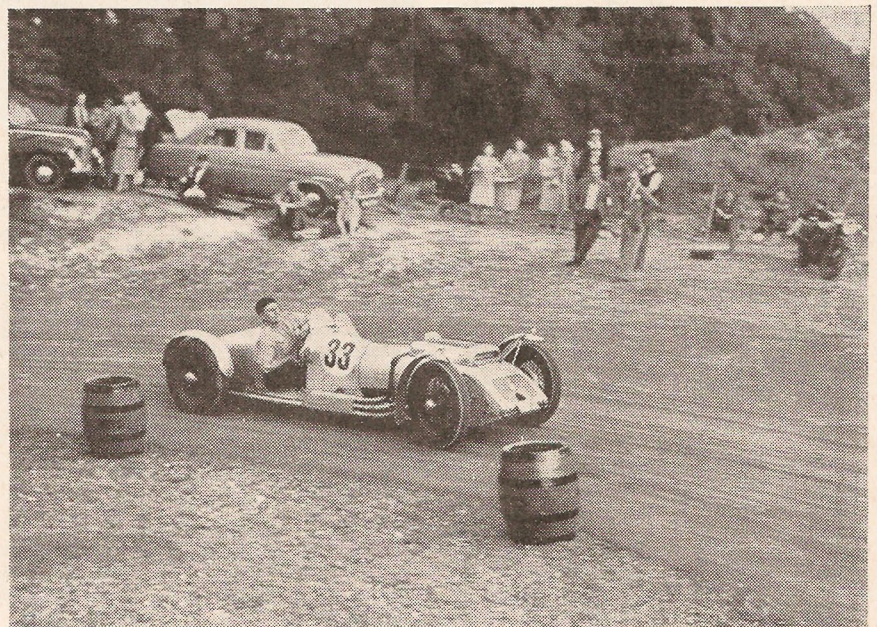
Geoff Burton, first of the remaining "4½s", gave a foretaste of thrills to come by a very fast run in 33 secs.—the equal of last year's best time. Geoff Kramer made a beautifully smooth start and recorded 35.57, whereafter Horace Wilmshurst, despite a spectacular slide on

the last corner, climbed in 33.72. D. J. R. Chapman, as a change from rushing rapidly round Silverstone, made a very clean 34.27; I. Baillie had trouble changing gear and returned 37.17. A. Godsall, last of this class, came up somewhat later in 34.78.

Class D covered the blown "4½s", and the 6½- and 8-litre machinery. K. Nutt, in the only "4½" (s), seemed more than usually sedate with 41.46. Tony Hartridge's "6½", complete with its assorted S.U.s, revealed considerable

Richardson's shortened version made a very fast climb in 35.34.

Class E, 3½- and 4½-litre Bentleys, saw J. E. E. Cook set a high standard with 37.08. C. Whitehall followed in 37.51 in spite of a hearty slide on the first hairpin, and A. E. Hely's "silent sports-car" clocked 40.18. The two "3½s" of R. Carnegie and I. Tetley-Jones went up steadily in 40.9 and 44.12 respectively. Class F, for those renegade B.D.C. members who own other makes of car, began with W. H. Charnack's Alvis (38.6).



EX-THOMAS SPECIAL: V. L. P. Davis, in the old Parry Thomas straight 8, 1½-litre car, which is now fitted with a 4½-litre Mercury engine.

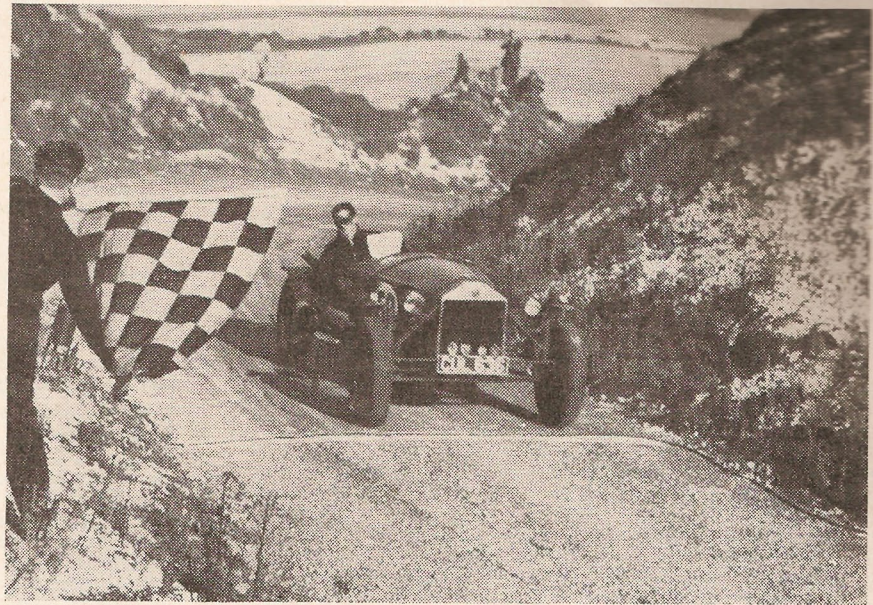
Then came A. Godsall's Allard coupé (37.94), and D. A. Hely's Silverstone Healey produced (with wheelspin) 34.06. V. Axel-Berg got off to a grand start in his 4½-litre Invicta and reached the top in 33.69. Vaughan Davis took up the ex-Parry Thomas Flat Iron Special (4½-litre, 6-cylinder Mercury engine) in 38.41 to conclude the class.

Next came the Aston Martins: Miss W. G. J. Lewis in 45.85, P. M. Sims in 38.28, W. B. Fowler in 39.86 and Elwell-Smith, sliding the corners, in 36.51. R. C. C. Palmer had the Frazer-Nash class to himself and, having finished assembling the engine after a blow-up only a few hours before, made a pretence of taking it quietly with 45.46. G. P. W. Taylor led off in Class L with his 2-litre Lagonda, which seemed unsuitably geared and recorded 52.38. W. T. Crocker's 2-litre took 60.34 and M. Russell, in the same car as Taylor, later led the class with 47.08.

Peter Cavanagh's 4½-litre started Class M with 40.75 and then it was Bob Freeman-Wright's turn with the fire-engine-red "4½"—a well-known and formidable combination on the hill, and one which, so far as inter-club rivalry was concerned, had done some smile-removing in the past. A slide on the first corner lost him a fraction, but he roared up the hill as if in answer to an urgent call—lacking only the clanging of a bell to complete the resemblance—and there was some tension until the announcement came—33.59. The smiles reappeared. Charles Elphinstone's "4½" took the first corner perfectly and returned 37.08. Maurice Leo's blown 2-litre produced a noisy 40.29, and Arthur Jeddere-Fisher, having selected a similar (though lightened) car from his vast collection, clocked 39.72. R. P. Heatley's "3½" ended the class with 41.55.

The Lancia contingent began with N. R. Buckle's Lambda in 43.27, whereafter Geoffrey Robson's Aprilia produced a very steady 42.75. Julian Jane, inside Kaye Don's overalls, found inspiration to get his very fast Lambda, sounding as woolly as ever, to the top in an excellent 36.06, and Neil Freedman's Aprilia, startled by its inclusion in the programme as an Augusta, went up very crisply in 42.44.

The final class, covering the Brighton & Hove M.C. entry, produced an interesting miscellany of cars. D. A. Smith's J-type M.G. returned 41.32, and W. P. U. Constable, despite cog difficulties, made 38.09 with his M.G. A. O. Gosnell's impressive H.R.G. showed how to do it in 33.61. The two Magnettes of D. W. Davis and P. B. Merritt looked and sounded fast, clocking 35.89 and 34.64. J. C. Bartlett-Day's TC M.G. took 46.15, and A. M. Cook in a similar car climbed in 35.36. A. E. Snow, undeterred by his appearance in the programme as his own wife, took 35.35 in his XK 120, which seemed over-geared but was later revealed to have had its hand-brake firmly on. K. Rudd's Jaguar 100 looked rather slower than its excellent time of 33.87, and finally John Craig shook not a few of those present by taking his XK 120 to the top in a grand 32.04.



LANCIAIST: Julian Jane, crossing the finishing line at Firle, with his well-known, short-chassis Lancia Lambda.

The second runs followed and, in general, times improved, Wilmshurst snatching his class from Burton by .01 sec., with 32.99, while Hartridge bettered his first run by over two secs. Crozier made another of his effortless runs, very fast through the middle of the hill, to beat his own new record and win the class with 30.3. The Allard side-swiped the timing gear at the finish, and subsequent climbs, started by hand-signal, were timed in tenths and not hundredths. Axel-Berg got down to 33 seconds: Freeman Wright took the Lagonda up faster than ever—32.8—but could not approach Crozier's astonishing times: and Craig brought the XK's time down to 31.8.

The eleven fastest cars were given a third run, to count only for B.T.D. Davis got the Magnette up in 32.8, a remarkable time for 1,087 c.c., and Craig secured second place with 31.2. In the last run of the day Crozier got off to a perfect start and, cornering with apparent ease, streaked up the hill to show the incredible time of 30.2 secs.—a class win, Best Time of the Day and yet another improvement on his own outright record for the hill, sending the Bentleys home from this delightful day's sport with their tails well up.

BARCLAY INGLIS

PROVISIONAL RESULTS

Bentleys

- 3-litre: 1, J. Foreman, 37.95 secs. 2, P. R. Cannell, 41.18. 3, B. H. Holloway, 45.42.
 4½-litre (10 ft. 10 ins.): 1, E. P. Huxham, 38.72. 2, A. J. Hollington, 38.74. 3, A. L. Hine, 39.51.
 4½-litre: 1, H. J. W. Wilmshurst, 32.99. 2, G. H. G. Burton, 33.00. 3, D. J. R. Chapman, 33.54.
 4½ (S), 6½- and 8-litre: 1, G. M. Crozier (8-l), 30.30. 2, C. A. Hartridge (6½-l), 34.06. 3, S. H. Richardson (8-l), 35.34.
 3½- and 4½-litre: 1, J. E. E. Cook (4½-l), 36.49. 2, C. Whitehall (4½-l), 37.06. 3, R. Carnegie (3½-l), 39.64.

Other Makes (B.D.C. Members): 1, V. Axel-Berg (4½ Invicta), 33.00. 2, D. A. Hely (Healey), 34.06. 3, V. L. P. Davis (4½ Flat Iron Special), 34.80.

Aston Martins: 1, D. Elwell-Smith, 36.51. 2, P. M. Sims, 38.28. 3, W. B. Fowler, 39.86.

Frazer-Nash (chain-drive): R. C. C. Palmer, 43.40. 2-litre Lagondas: 1, M. Russell, 46.60. 2, G. P. W. Taylor, 47.00. 3, W. T. Crocker, 55.8.

2-litre (S) and 4½-litre Lagondas: 1, R. Freeman Wright (4½), 32.8. 2, C. S. Elphinstone (4½), 37.08. 3, A. Jeddere-Fisher (2-l (S)), 39.2.

Lancia Lambdas: 1, Julian Jane, 36.06. 2, N. R. Buckle, 42.6. 3, G. Robson, 42.75.

Aprilia: N. Freedman, 42.44.
 Brighton and Hove Members: 1, J. H. Craig XK 120 Jaguar, 31.8. 2, A. O. Gosnell (H.R.G.), 33.61. 3, K. Rudd (Jaguar 100) and D. W. Davis (M.G. Magnette), 33.8.

Third Run (Selected Cars)

- 1, G. M. Crozier (8-1 Bentley), 30.2 (Course Record). 2, J. H. Craig XK 120 Jaguar, 31.2. 3, D. W. Davis (M.G. Magnette), 32.8. 4, G. H. G. Burton (4½-l Bentley) 33.0.

THE KNOWLAND TROPHY

THE Cemian Motor Club's Knowland Trophy Trial on 4th November, now ranking as a qualifying trial for the R.A.C. Championships, will start at 10.30 a.m. from the Royal Huts Hotel, Hindhead, Surrey, which is also the finishing point. Eligible are members of the following clubs—Hants and Berks M.C., Horsham and Dist. M.C. and L.C.C., Kentish Border C.C., North-West London M.C., West Hants and Dorset M.C., Southsea M.C., 750 M.C., and the promoting club.

All enquiries should be made to the Secretary of the Meeting: M. Wilby, Esq., 16 Glenloch Road, Hampstead, N.W.3. PRImrose 7462.

MORGAN THREE-WHEELER CLUB

R. G. DAVIES has resigned as competition secretary of the Morgan Three-Wheeler Club. The office has been filled by E. A. Woods, 22 Townsend Lane, Kingsbury, London, N.W.9.

Correspondence

The 1½-litre Delages

WILL you kindly allow me to tender my thanks to Mr. R. Calburn of Horsham, Sussex for his remarks in your issue of 14th September and to list for him in brief the information he requires, as best I can.

1. Prince Chula bought two 1,500 c.c. Delages, as follows: (a) The ex Seaman car late in 1936, and (b) That owned by J. C. Davis. 2. H. H. Prince Chula is usually believed to have run the Seaman car in 1937, BUT I'm half inclined to think that "Bira" drove the ex-Davis car, and indeed pre-race Campbell Trophy comments suggest this as I found since writing the original article. Further the Seaman Delage in post-war years was non-i.f.s. 3. All the Delage cars and spares owned by Chula were sold to Parnell as stated, and in his own words, quoted in war-time motor mags, "the car was rebuilt to Dick Seaman specification". 4. Parnell DID own two Delages, both being run in the 1946 races at Ballyclare, driven by Leslie Johnson and A. Roy Parnell. 5. Habershon's car was, by this reckoning, the ex-Davis machine restored by Parnell to near original shape except for the i.f.s. 6. Present owners of the Delages are R. R. C. Walker (two—the ex-Seaman car via Parnell and Hampshire, and the ex-Habershon one via Tony Rolt) and an unknown owner abroad—presumably the U.S.A. 7. Re the Delage table—it seems that this should now read: Car No. 2, Parnell 1946; Habershon 1947/9 and Walker 1950/1. Car No. 4, Parnell 1946; Hampshire 1948 and Walker 1950/1. Add new Car No. 5 (see Mr. P. Kelly's letter, AUTOSPORT, 16/2/51), 1947 Woodall; 1950 Rowley then sold abroad in 1950/1. 8. Number of engines left in this country?—at a guess TWO, both in Mr. R. R. C. Walker's possession. 9. The Delage illustrated in the issue of 13/4/51 looks like the ex-Habershon one, and no doubt the one Mr. Calburn saw in action in 1951 is the same car—after all painting isn't very difficult is it?

I trust that these few details clear the air for Mr. Calburn and any others interested in what was a very fine and historic racing car.

NORMAN SMITH.

MANCHESTER, 21.

* * *

1,172 Handicapping

"ULSTER" can rest assured that the Ford engined device also receives somewhat harsh treatment on the mainland. I can instance a recent handicap race when three 1,100 Fords were all on the scratch mark. This in itself might not seem odd except, possibly, for the fact that one of them was blown. At a previous meeting at the same place, a blown 1,100 Ford gave from 5 to 30 secs. to various blown M.G.s up to 1,250.

I agree with "Ulster" that the handicapper has a difficult task, but some of them seem to have a very peculiar idea of the capabilities of an engine which, after all, starts off with a deficit of some 20 b.h.p. to its most usual rival before tuning commences.

"SIDE VALVE".

CATERHAM, SURREY.

* * *

B.R.M. and British Drivers

AT the conclusion of your article on the B.R.M. storm, you referred to British drivers only for the B.R.M. This in my opinion is not the question.

In the Mercedes hey-day they engaged Seaman, an Englishman, to drive one of their cars. At present Alfa Romeo and Ferrari have two Argentinians driving for them, and I do not think there is a shortage of drivers in Italy.

No the truth is, only the best and the very best drivers can pilot Formula 1 cars, irrespective of nationality. So if B.R.M. can engage leading continental drivers let them do so by all means, and then we may see the best got out of Britain's Formula 1 challenger to the Italian supremacy.

J. LANE.

JERSEY, C.I.

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

The B.B.C. and the T.T.

I AM afraid that I must disagree with Russell Lowry's latest grumble at the B.B.C. in his otherwise excellent and amusing "Northern Lights". I think the B.B.C. made a very good show over broadcasting the T.T. I listened to all the reports and was pleasantly surprised at the time allotted to that classic race. As regards reporting it afterwards, Raymond Baxter was able to give fairly detailed results on the race during "Sports Report", in the "Light" programme. The first three places were also given (as usual after most big races), on the 10 o'clock news in the same programme, but admittedly no class results. I think the B.B.C. let us down badly over Le Mans, but we should give them credit for their T.T. effort.

While on the subject of the B.B.C. the "in" and "on" controversy comes to my mind. In reply to Mr. Matthews and that foreign gentleman, "Mr. U. Quantavite Bothweigs", I should like to say that I have always considered it correct to say "on" a sports or racing-car, and I must say that I like it that way. Since this is my first letter to AUTOSPORT I hope I have not stuck my neck out too far.

M. G. H. MACDOWEL.

SHEEPSCOMBE, NR. STROOD, GLOS.

* * *

Private Car Taxation

IT would seem from Mr. Douglas Jay's apologia on behalf of the Treasury, which Mr. Hollingsworth forwarded to you, that the whole question of the unequal incidence of motor taxation continues to be regarded purely as a departmental problem and not primarily as an injustice. It is the duty of Parliament to keep the departments in their respective places and not to allow their internal office routine to result in acts of oppression. In former days when our Parliamentarians had stiffer spines and were inclined to develop deafness to Civil Service jargon this used to be done, and we had fewer examples of silly people not knowing their own silly business.

Mr. Jay's argument seems to be that £6½ million would be lost to the Treasury if all cars were taxed at £10 per annum, and that the question of an injustice does not arise if one takes into account the purchase tax paid by owners of cars which qualify for the new rate of duty.

I am not aware that the Treasury regard the figure of £10 as exactly representing the taxation incentive required to produce cars suitable for export. What, therefore, is the objection to adjusting this figure so as to obviate loss of revenue when a universal application is made? As to Mr. Jay's point about purchase tax, surely this comes from an exclusively departmental outlook amounting to myopia.

Can any of Mr. Jay's actuaries tell us who pays (in the sense of "loses forever") the purchase tax on a car? The truth is that whether the Treasury likes it or not the sum paid as purchase tax becomes part of the capital value represented by the car, recoverable in entirety—at the very least—when the car is sold. It can be said that since the possession of a car liable to purchase tax usually represents a pretty good financial investment the purchase tax element can be regarded as the premium demanded by the organisers of the enterprise as such and thus as a contribution to the market value of the security. Further, it would be idle to pretend that the money being used continually in this way is simply being allowed to erode and, therefore, it is more than probable that

quite apart from its purpose as a fee to obtain a rich investment (which the car undoubtedly is), it may of itself represent a better financial venture than any of the gimcrack securities offered as conventional investments by the Government today.

Purchase tax, of course, as Mr. Hollingsworth hints, thus has repercussions in the market for the older cars and to some extent explains present-day inflated values, but purchasers of old cars are no better off and no worse off than the people who pay purchase tax. In each case you get value for your money, the purchase tax having produced a capital appreciation in both cases.

Where one must contradict Mr. Jay quite flatly is when he asserts that the "introduction of the £10 rate did not involve any increase in duty on the older cars". The introduction of the £10 tax was made in conjunction with an increase in the duty on petrol. The two things were parts of the whole scheme to readjust the method of collecting the required revenue. Herein lies the most glaring injustice, since the new rate of duty on petrol, designed to fit the flat rate tax, has enormously increased the financial burden on the owners of the majority of old cars, but ruinously so where the really big cars are involved.

BERNARD RYDER.

BROMBOROUGH, CHESHIRE.

* * *

"In" or "On"

IN view of Mr. Matthews' quibble as to whether drivers should be seated "in" or "on" their cars by commentators, it would be interesting to discover his reaction to an announcement that "so-and-so got into a snake after Stowe Corner".

Does he speculate on the digestive powers of bo-constrictors?

No, Mr. Matthews, every sport has its special phraseology and motor sport need be no exception. A race commentary without a sprinkling of motoring "slang" would surely be very dull.

LIVERPOOL.

"ANOTHER LIVERPUDIlian".

* * *

That No Revolving Rule

As one who has been attending motor-race meetings since 1935, including practically all the 1/2-litre Brands Hatch events, I feel entitled to air my disgust at the newly introduced rules now in operation at that circuit. I refer to those which disqualify drivers for either going on to the grass or spinning through 180 degrees. It would seem that, with the exception of short cuts over the inside grass verge at bends, which must, of course, be discouraged, any driver indulging in either of the above practices automatically penalizes himself, and renders any further action by the Stewards totally unnecessary.

Whilst I, and I believe the majority of spectators also, would like to see these rules abolished, it is quite obvious that until this is done they must, in the best interests of the sport, be applied impartially. In the final of the Junior Championship on 23rd September, the spectators were treated to the infuriating spectacle of an extremely interesting and very potent car which, in addition to winning its heat had pressed the leader from the start, being flagged off for one of the above infringements, whereupon the race became a procession. Insult was added to injury when, in the closing stages, another challenger drew up on the leader, only to be balked and robbed of his chance by a car, which had previously been flagged off, and had for some obscure reason restarted.

In conclusion I would submit that Formula 3 cars, with their highly stressed engines, are sufficiently temperamental and ready to eliminate themselves from races without any additional assistance from unnecessary rules.

J. D. CARTLEDGE-ELLIS.

BROMLEY, KENT.

THE "no revolving rule" at Brands Hatch has been in force now for two meetings, and to my mind has proved a most undesirable one, apart from being most distasteful from the sporting point of view.

At both these meetings there has been a most unpleasant accident; first Burgess and now the Loens-Eccleston-Leary crash (after which all Loens's wheels were intact, but the rear end much mangled from being rammed from behind). Both these accidents might have had serious consequences for both drivers and spectators; but no similar accidents have happened at this point previously. In my opinion these accidents were both due to over-correction of the car, when tending to slide off on to the infield, to avoid disqualification under the new rule.

However much theorists may deplore taking to the grass as a way out of one's difficulties, it is infinitely preferable to endangering the safety of other drivers and the spectators. The driver concerned gains nothing from taking to the grass; it is quite a different thing from deliberate grass-cutting. If a driver gets out of control, it is far better for him to revolve safely on the grass, and return to the road under control, than to waltz from side to side, fighting furiously to keep the car on the road and pointing in more or less the right direction, when he may slide into the spectators at any minute.

HARROW.

PATRICK KELLY.

* * *

G.C.R. Bombshell

REFERENCE the invasion of smaller club meetings by top-liners, as mentioned in "Pit and Paddock", surely this point is covered by the R.A.C. General Competition Rule No. 24.

G.C.R. No. 24 says, *inter alia*, "... Members who have during the current or previous year finished in one of the first five places in any International race are not eligible to take part in a race run as a closed competition. . . ."

BOURNEMOUTH.

R. EMERSON TAVENER.

* * *

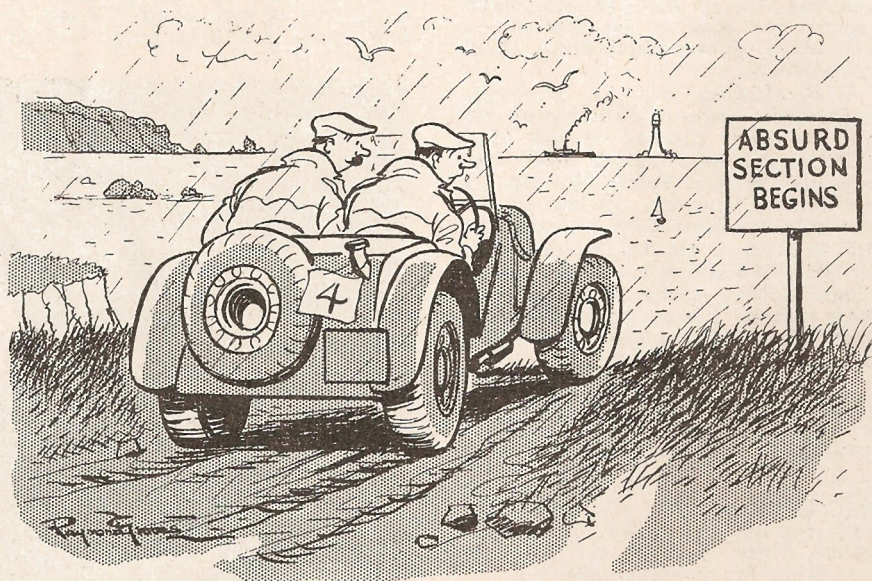
Tony Rolt

MAY I just draw attention to the performance of one driver in this year's Ulster Tourist Trophy Race held at Dundrod. I refer to Mr. Tony Rolt, reserve driver for Jaguar Cars, Ltd. It may be pointed out that he set up the fastest lap in practice at 83.7 m.p.h. and also set up a new lap record at over 86 m.p.h.

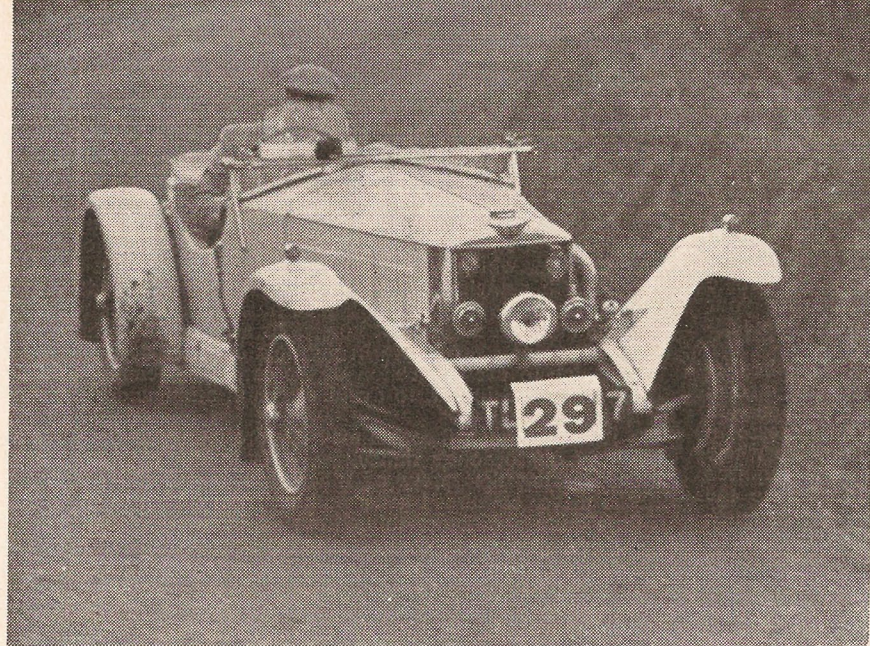
This 86 m.p.h. was attained after he took over Leslie Johnson's car rather late in the race, too late to "break any delph". His driving was purposeful, determined and really first rate, and leads one to wonder why he was nominated as a reserve only.

BELFAST.

R. N. BROWN.



VINTAGE SPORTS CAR: Stanley Porter in his 4½-litre Invicta, returning a fine 68.6 secs. at Knockagh.



despite a nasty moment at the left-hander, was well in front with 67.8 secs. Of the larger non-standard cars, Stanley Porter's 4½-litre Invicta was unbeatable at 68.6 secs., Brian Hunter's H.R.G. weaved more than somewhat, and Titterington's Singer was clearly more suited to trials work.

The racing class comprised Lindsay, Wilkinson, Rupert Corry (1,097 c.c. Cooper-J.A.P.) and Marshall Watson (498 c.c. J.P.-Vincent), Durbidge's M.G. being a non-starter with a cracked cylinder liner. The Cooper misfired, and finally came to rest without completing its climb, and a combination of a bad start and a multiple slither after the first bend gave Wilkinson's E.R.A. a time of 64.6 secs. Watson equalled these figures—a good effort, but useless against Lindsay's record-breaking 59.6 secs.

Positions changed but little when the main entries had their second attempts. Dr. Jones and J. J. Taylor (Austin A40) tied for the best place in Class I with 87.6 secs., and Kyle consolidated his Class II victory by clipping 0.4 secs. off his time. McCaughey got down to 80.8 secs. in the M.G., only to be beaten by a fine 80 secs. climb from Ross, and Mackie proved that his effort was not due to beginner's luck by once again registering the same time. Arthur Clapham was faster than the other two Ford specialists, but could not touch Leeper's first climb, which remained the fastest in Class V, and Porter, although slower, also retained his lead.

Came the racing class, and another thrill—Lindsay's Nufor had oiled a plug, and could not start on time. Watson's second attempt was slower, and Wilkinson, almost stalling at the get-away, could not better 62 secs. Up came Lindsay, and down came the record again—59.4 secs. The U.A.C.'s dreams of a "one-minute Knockagh" had twice been realized, and the figure seemed unapproachable.

(Continued on page 448)

KNOCKAGH RECORD FALLS

**Chris Lindsay's Supercharged, M.G.-
Powered Nufor Beats Wilkinson's E.R.A.**

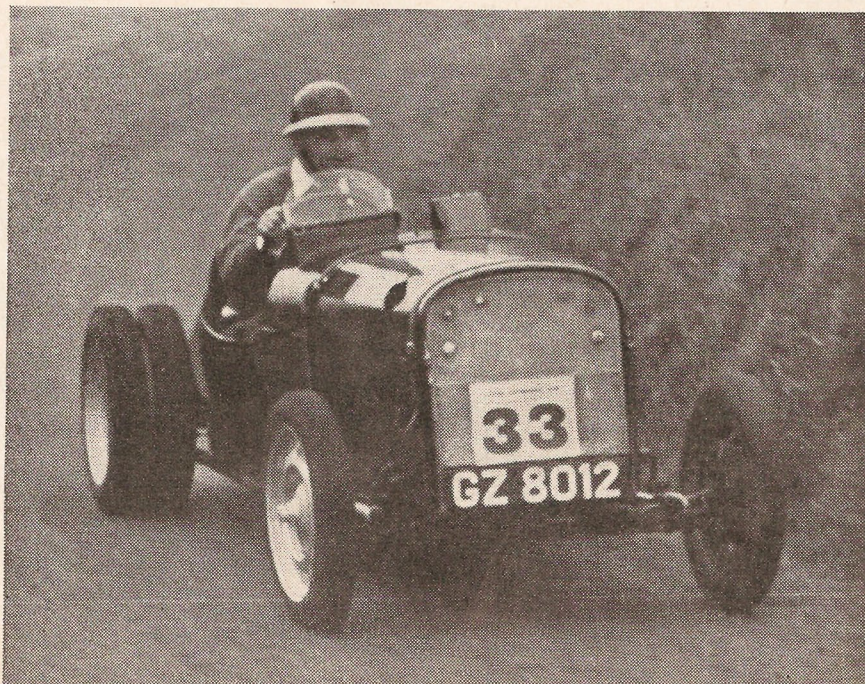
BEFORE the start of Knockagh Hill-Climb last Saturday, U.A.C. clubmen knew there would be a straight fight for B.T.D. between E. J. Wilkinson's ex-Shawe-Taylor E.R.A. and C. F. C. Lindsay's "Nufor" Ford Special, and that Bobbie (not Robbie) Baird's two-year-old record of 60.6 secs. would suffer if the rain held off. Rain fell, but on the way to the hill the "Nufor", its TC engine now taking a 15 lb. boost on top of a geometrical compression ratio of 9:1, blew a cylinder-head gasket. Less than three-quarters of an hour before starting time, Lindsay's hybrid lay in the paddock with the head still off, but when his turn came Chris appeared on the line, and shot up the 1,584-yard hill to register 59.6 secs. on his first run—a time which the over-gear E.R.A. could not approach.

While Lindsay and his mechanic, Leslie Innis, were still working on the car, six small standard saloons (nice alliteration?) were having their first attempts. Wilbert Todd's 94.0 secs. in his Hillman Minx was, for him, on the slow side, and Ernie Robb produced 90.4 secs. in a similar car, but Dr. Jones went well with 87.8 secs. in his newly-acquired Singer Le Mans saloon. Then came the large saloons, and a rousing 77.4 secs. from Sidney Pentland (Citroën), followed by a pleasing climb one second faster, by Henry Kyle (Riley 2½). Bob Chambers had his Austin A90 slip out of gear at the start, but, slamming it back again, he managed a fine 81.8.

Three TC M.G.s, two sports A40s and an unblown Dellow made up the small sports-car category, in which Barry Ross (81.2 secs.) and Billy McCaughey (81.0) were outstanding of the Abingdon men. Park's Dellow was slower, and Desmond Montgomery (Austin) braked in the middle of the long left-hander. The three Class IV folk made neat climbs, Miss E. M. Doig clocking a creditable 75.8 secs. in Stanley Porter's Plus-Four Morgan, and Harvey McWhir's H.R.G. 75.4 secs. Best of the trio was M. F. Mackie (Lea-Francis), a newcomer to the sport, with a neat ascent in 72 secs.

Competition was keen among the small "specials", with Barry Stuart and Jimmy McCay each taking 72.8 secs. in their Fords, but Billy Leeper (M.G.),

RECORD-HOLDER: Chris Lindsay, with twin rear wheels fitted to his well-known Nufor, rounding the first bend during his record-breaking run.





B.A.R.C. MEETING
GOODWOOD

STIRLING MOSS

1ST.

MADGWICK CUP
H.W.M. 84·82 m.p.h.

1ST.

SPORTS CAR RACE
JAGUAR 83·67 m.p.h.

1ST.

SECOND SEPTEMBER HANDICAP
JAGUAR 84·16 m.p.h.

(subject to official confirmation)

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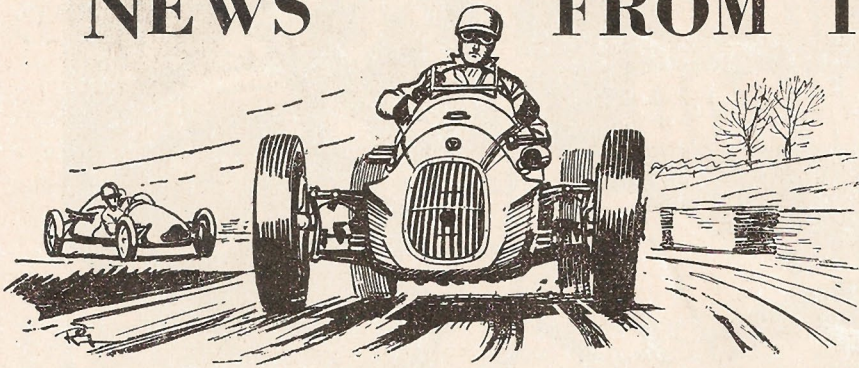


MOST DRIVERS PARTICIPATING IN INTERNATIONAL RACES IN GT. BRITAIN AND EIRE USE ESSO

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NEWS

FROM THE CLUBS



LONDON RALLY TEAM PRIZE

THE team prize in the recent London Rally organized by the N.W. London M.C. was awarded to team No. 33, consisting of J. R. Sidwell (1½-litre M.G.) and J. L. Shaw (1½-litre M.G.), with W. V. Whitehouse-Vaux (Morris Six), who was a non-finisher. Runners-up were team No. 7, Mr. and Mrs. J. F. Bassett (Jowett Javelin) and L. Odell and, D. L. Collard (Javelin), with B.D.S. and Mrs. Ginn (Javelin) non-finishers.

C.S.M.A. CHAMPIONSHIP TRIAL

THE Championship Trial of the Civil Service Motoring Association, the first since the war, is due to take place in the Cotswold area this Sunday, 7th October. The start will be at Northleach at 11 a.m., and the course is some 65 miles in length.

WORCESTERSHIRE TRIAL

THE Hagley and District L.C.C. will hold their Worcestershire closed Trial on Sunday, 7th October. The start will be at 10.30 a.m. from the Lyttleton Arms Hotel, Hagley.

"750"/WEST HANTS COMBINED SPEED TRIAL

APPLICATION has been made to the R.A.C. for a closed combined permit by the West Hants and Dorset C.C. and the 750 M.C. to run a speed trial at Tarrant Rushton Airfield, near Blandford, Dorset, on Sunday, 21st October, 1951, commencing approximately at midday.

"750" MONTHLY VENUE CHANGE

OWING to the growth of the "750" M.C. it has been necessary to change the venue of its regular monthly meet-

LAST "SILVERSTONE"?: C. M. Sears (Frazer-Nash) in pursuit of 1,500 c.c. race winner Ken Downing's Connaught during the Peterborough M.C. meeting at Silverstone on 22nd September. With no more races listed for this season, and the R.A.C.'s announced decision not to renew the lease on the Northants circuit, this may prove to have been the last Silverstone meeting of all.

ings. The Abbey Hotel at Stonebridge Park on the North Circular Road has been found to be the ideal place, providing both adequate accommodation and excellent car parking facilities. To suit bookings, the day of the month for these meetings has had to be changed to the first Monday, commencing in November.

The club's classic Wrotham Cup Trial, a closed invitation event, starts from Harrietsham Motors, Colhill, six miles east of Maidstone on A20 at 11.01 a.m. this Sunday, 7th October.

SCOTTISH ALVIS COACHWORK CONTEST

A COACHWORK competition, followed by a "noggin and natter", will be held by the Alvis O.C. (Scottish Section), commencing at 3 p.m. on Sunday, 7th October, at the Newhouse Hotel, near Coatbridge, on the main Edinburgh-Glasgow road.

All Alvis owners will be welcomed and entry is open to non-members of this club. Entries will be received on the spot, but it would be greatly appreciated if intending competitors would apply to the Hon. Sec. for entry forms before that date.

COMBINED LAGONDA THAME RALLY

THE Lagonda 2-litre Register and the Lagonda Car Club will hold their first combined event, the Thame Rally, on Saturday, 20th October. This will be a map-reading test, taking place in the Thame area, from 12 a.m.

"BOWMAKER TROPHY TRIAL"

THE "Bowmaker Trophy Trial", organized by the Leicestershire C.C., started from Stoughton Aerodrome, at midnight on 30th September, with an entry of 18 cars.

The 200-mile route, mainly on second-class roads, took competitors via the Coventry area, to the Cotswolds, and Cheltenham, where a halt was made for an hour, at 3.30 a.m., for refreshments. The entrants then went into Somerset, where sportsmen from the Bristol M.C. and L.C.C., manned a number of check points, in the very early hours, and on to Weston-Super-Mare for breakfast.

Fog patches, in competitor's eyes—big patches, caused considerable delaying action, and one heard rumours of sundry "bumps in the night", but all but two of the competitors arrived in due course, at the finish.

Provisional results were announced as follows:—

RESULTS

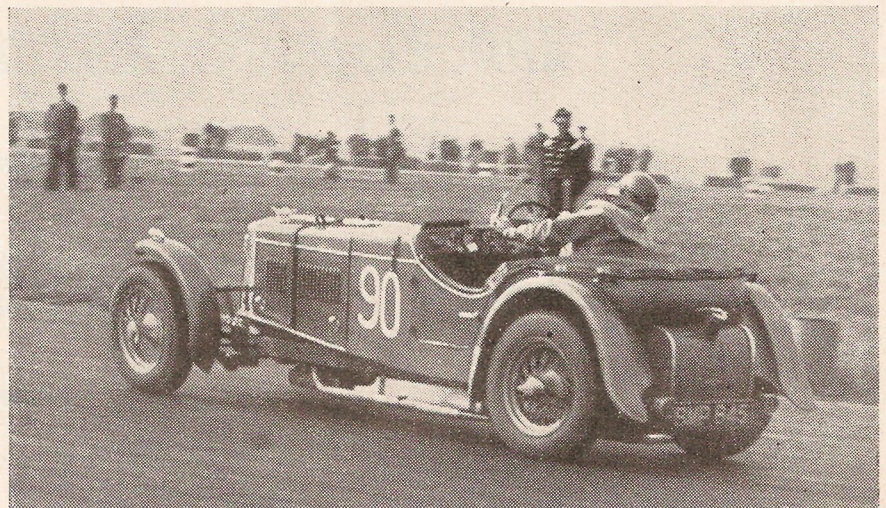
"Bowmaker Trophy and Replica": W. R. Yates (Vanguard), 4 marks lost.

1st Passenger Award: Mrs. W. R. Yates (Vanguard), 4 marks lost.

1st Class Awards: A. H. Shipley (Javelin), 7 marks lost; G. Duncan (Standard), 8 marks lost.

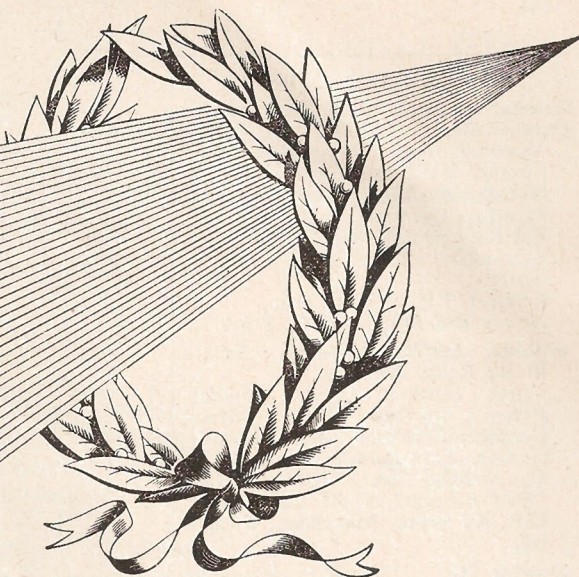
2nd Class Awards: D. J. Herbert (Riley), 9 marks lost; O. F. Williams (Lea Francis), 11 marks lost.

Novice Award: Miss D. Button (M.G.), 21 marks lost.



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October 6th. Bristol M.C. and L.C.C. National Race Meeting, Castle Combe, Wiltshire. Start 1.30 p.m. Nottingham S.C.C. Members' Race Meeting, Gamston.

B.A.R.C. Scarborough Rally. Lancashire A.C. Trial, Lancs/Yorks.

Leinster Vigzol Cup Trial, Newry and District M.C. Trial.

October 6th/7th. Vintage S.C.C. Welsh Rally, Presteign.

South Caernarvonshire Birthday Rally. Starting points: Maes Garage, Criccieth and Morville Garage, East Parade, Rhyl. Scarborough and District M.C. "Two Ridings" Night Trial.

G.P. du Salon, Monthéry, France (S).

October 7th. "750" M.C. Wrotham Cup Trial, Kent. Start Harrietsham Motors, Colhill, 11.00 a.m.

B.A.R.C. Trial, Scarborough.

Blackburn Welfare M.C. Race Meeting, Brough, near Hull, Yorks.

C.S.M.A. Trial, Cotswolds. Hagley and District L.C.C. Trial, Worcs.

M.G.C.C. (N.W.) Trial, Lancs.

Plymouth M.C. Trial, Devon.

Riley M.C. (Mid.) Trial, N. Cotswolds.

Loughborough College C.C. Sprint Meeting, Wymeswold Aerodrome. Hants and Berks M.C. Driving Tests, California-in-England. Start 11.30 a.m.

Eastern Counties M.C. Closed Race Meeting, Fersfield Airfield. Start 1.30 p.m.

A STRETCH ON "THE MOOR"

Tony Boyce's "TC" M.G. Outsteps the "TDs"

THE Devon and Cornwall Sub-Centre of the M.G. Car Club ran their popular moorland frolic based on Totnes, last Saturday. The first test on the banks of the River Dart combined the problems of a Le Mans start, and reversing to pick up one's passenger from a



HIGH JINKS: A remarkable shot of Ken Burgess's supercharged Allard emerging from "The Bowl" in the recent Knott Trophy Trial.

marked circle. This developed into a duel between Russell Ham, last year's winning visitor, now turned member, and Tony Boyce, who, with a "TC", was destined to "put it over" several Silverstone quality "TDs". Light relief was provided by Gerry Scali, who had abandoned his Special for the day and turned up with a 500 Fiat. Since the Regs. forbade jumping over doors, Gerry jumped through the roof and pulled on his starter knob so heartily that it came out by the roots!

From Totnes the course led through the sunlit fringes of Dartmoor via a series of ingenious tests based on bricks, boxes of matches and pieces of rope, to the *pièce de résistance* (ominously close to Princeton—happy days!) where, under the kindly supervision of the Arms of the Law, a twisting ascent was made against the watch. Mike Llewellyn (M.G. "TD") was all out to protect his title won last year, and clocked 37 secs. in a brave burst in bottom gear. Roger White-Smith replied with 37.8, while Tony Boyce wasn't far behind at 38.9.

At the top, Hilda Shepherd nestled in the bank with a barrel of cider for the refreshment of contestants. So to a triangular test round a Blasted Oak, in which John Carleton-Stiff (M.G.) was quickest at 14½, though Llewellyn and Boyce were close behind. The final test took place at the finish, where, to the disappointment of onlookers, nobody overshot into the salmon pool, though diversion was caused when the chairman and hon. secretary gave demonstrations and seemed quite unable to do the test correctly. Mike Llewellyn was again fastest with 12½ secs., while Tony Boyce was lucky in that the stopwatch failed to record his first attempt, which produced a lovely pig's ear. At the second attempt he did a snappy 13½ to Roger White-Smith's 13½. By the time it had all been added up, Boyce's performance had been so consistently high that he scored 60 points to Carleton-Stiff's 59, so running out a winner.

RESULTS

Best Performance: A. J. Boyce (M.G.).

Next Best: J. Carleton-Stiff (M.G.).

Best Saloon: R. Ham (Morris).

Best Riley M.C. Performance: C. J. Stephens (Riley).

Team Prize. Widdecombe Fairies: R. Ham, G. Scali, J. Carleton-Stiff.

* * *

U.H.U.L.M.C. FILM SHOW

A FILM Show has been arranged by the United Hospitals and University of London M.C. for 9th October at 7.30 p.m. at University College, Gower Street, W.1.



SIGN PLEASE: J. C. Smith puts his signature in the arrival book at the Car Mart start control, London, in the Clacton Rally whilst travelling-marshal Leslie Onslow-Bartlett looks on. Tony Ruffitt is seen on the extreme left.

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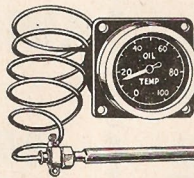
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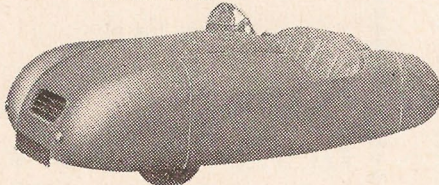
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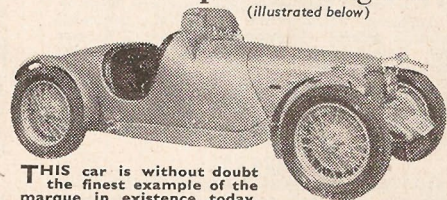
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ALTON GARAGE, "The Alvis People", offer this week the following examples from an enormous stock: £475 1936 25 h.p. sports 4-door saloon, a rare model having many unusual features and delightful coachwork; £425 1934 Speed 20 sports saloon in splendid condition and with most luxurious fittings; £225 12/50 "wide" 2-seater and dickey, one of the latest "TJ" models, registered 1933 and just rebored. Details of our full stock are supplied with pleasure, and easy payments and insurance are arranged at once upon any car. For all matters concerning the sale of pre-war Alvis cars contact the Alton Garage, 17-18 Brook Mews North, Craven Road, W.2. Paddington 3952.

ALVIS 12/60 TK Beetleback 1931, new hood, good tyres, good running order. £175. 1935 Silver Eagle 17 h.p. Cross and Ellis saloon, excellent condition. £325.—Richards and Brown, 2 Ringers Road, Bromley, Kent. Phones: RAV-ensbourne 6479 and 7487.

ALVIS 1931 12/50 TJ saloon, new headlining, built-in jacks, some poor glass, otherwise quite sound. £95. Want old Sunbeam, Riley or what.—Hackney Repair Works, 435 Hackney Road, London, E.2. Phone: SHO 8209.

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Knockagh Record Falls—continued

However, one of the features of this hill-climb is that strange things sometimes happen when the contestants swap cars for the secondary entries. For example, C. W. E. Maunsell took over Robb's Minx and with it collared first prize in Class I, by the narrow margin of 0.2 secs.

Sidney Pentland, with Park's Dellow, gained second place in Class III with a climb of 80.6 secs. When Ernie Robb, who had never driven the "Nufor" before, produced a first climb of 60.4 secs., Lindsay was heard imploring Innis to "pull a plug lead off—pull two plug leads off!". He had no need to worry, however, for Robb's second climb was slower by seven seconds. With another Lindsay victory, the Irish speed season had ended.

RESULTS

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Class III (Std. sports under 1,300 c.c.): 1, J. B. Ross (M.G.), 80 secs. 2, S. Pentland (Dellow), 80.6 secs.

Class IV (Std. sports over 1,300 c.c.): 1, M. F. Mackie (Lea-Francis), 72 secs.

Class V (Under 1,300 c.c. n/s): 1, W. Leeper (M.G.), 67.8 secs. 2, W. A. Clapham (Ford), 72.2 secs.

Class VI (Over 1,300 c.c. n/s): 1, C. S. Porter (Invicta), 68.6 secs. 2, D. H. McWhir (H.R.G.), 73.8 secs.

Class VII (Racing, unlimited): 1, C. F. C. Lindsay (Nufor), 59.4 secs. 2, C. E. Robb (Nufor), 60.4 secs.

Class VIII (Open handicap): 1, M. F. Mackie, rec'd 22 secs., nett 50 secs. 2, W. M. D. Montgomery, rec'd 29 secs., nett 52.8 secs. (Austin).

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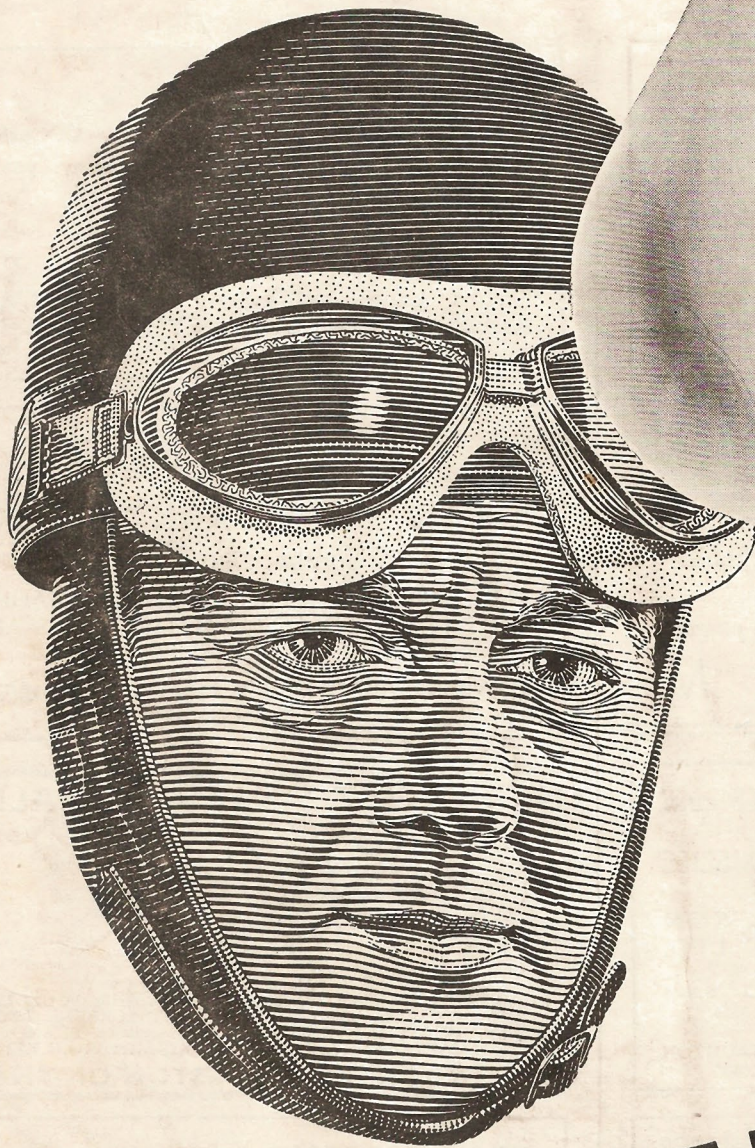
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