

# AUTOSPORT

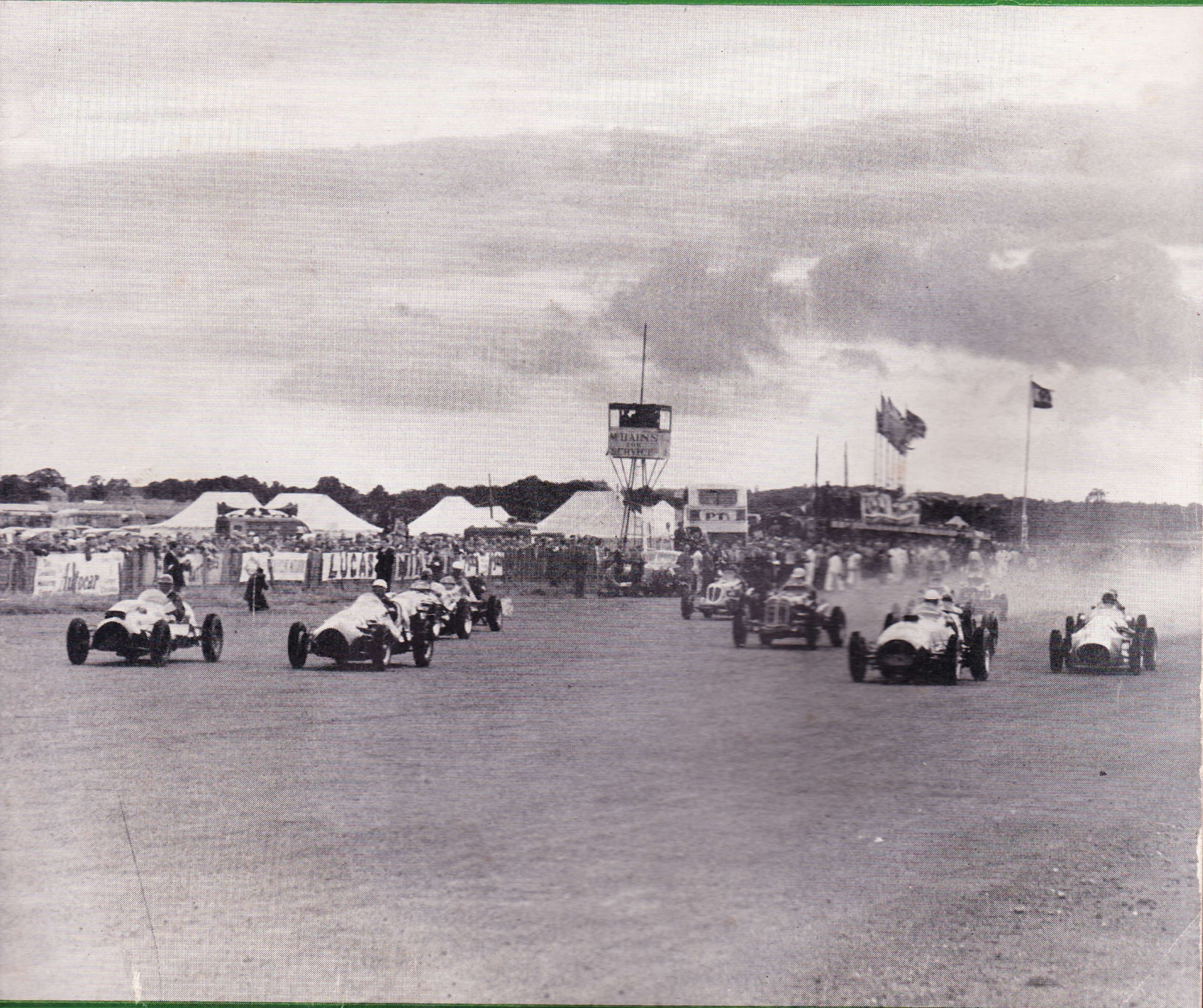
AUGUST 21, 1953

1/6

EVERY FRIDAY

Vol. 7 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY

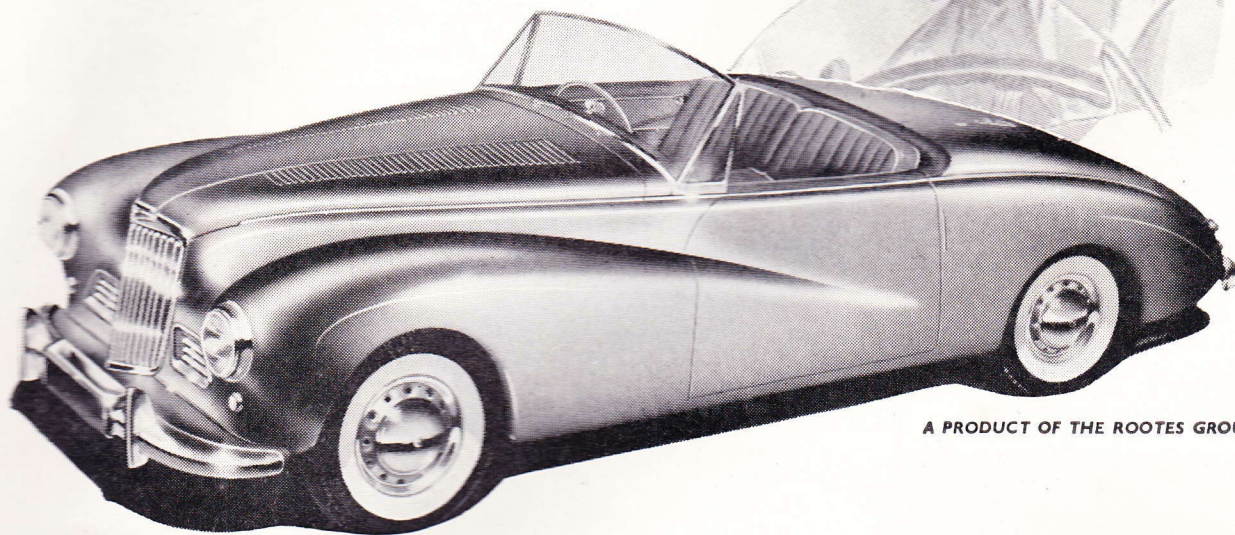


## IN THIS ISSUE

WHARTON'S SCOTTISH DOUBLE : PROSPECTS FOR 1½-LITRE RACING : THE PESCARA  
12-HOURS RACE : TOMORROW'S NINE HOURS RACE AT GOODWOOD : SILVERSTONE RACING

**7 WINNERS**  
*- at the very first attempt!*

The New  
**SUNBEAM**  
**ALPINE**



A PRODUCT OF THE ROOTES GROUP

The Sunbeam Alpine 2-seater won no less than four Coupes des Alpes in the perilous and back-breaking 1953 International Alpine Trial. Miss Sheila Van Damm was also awarded the Coupe des Dames, for which no lady has qualified since 1939. This was a triumphant

debut, following officially timed tests at over 120 m.p.h. Based on the highly successful Sunbeam-Talbot, this great new car, with its glorious lines, indomitable stamina, and really *terrific* performance, is the biggest motoring sensation for years. Now available on the home market—consult your distributor or dealer today

*White wall tyres and over-riders, optional extras*



**SUNBEAM ALPINE**  


---

**SUNBEAM-TALBOT**



**International Car Race Meeting—Charterhall  
15th AUGUST, 1953**

UP TO 1,500 cc SPORTS CARS

- |            |                      |                    |   |
|------------|----------------------|--------------------|---|
| <b>1st</b> | <b>F. C. DAVIS</b>   | <i>Cooper-M.G.</i> | * |
| <b>2nd</b> | <b>H. H. GOULD</b>   | <i>Cooper-M.G.</i> | * |
| <b>3rd</b> | <b>D. B. BEAUMAN</b> | <i>Riley</i>       | * |

UP TO 2½ LITRE SPORTS CARS

- |            |                     |                       |   |
|------------|---------------------|-----------------------|---|
| <b>1st</b> | <b>J. H. WALTON</b> | <i>Cooper-Bristol</i> |   |
| <b>2nd</b> | <b>F. C. DAVIS</b>  | <i>Tojeiro</i>        | * |

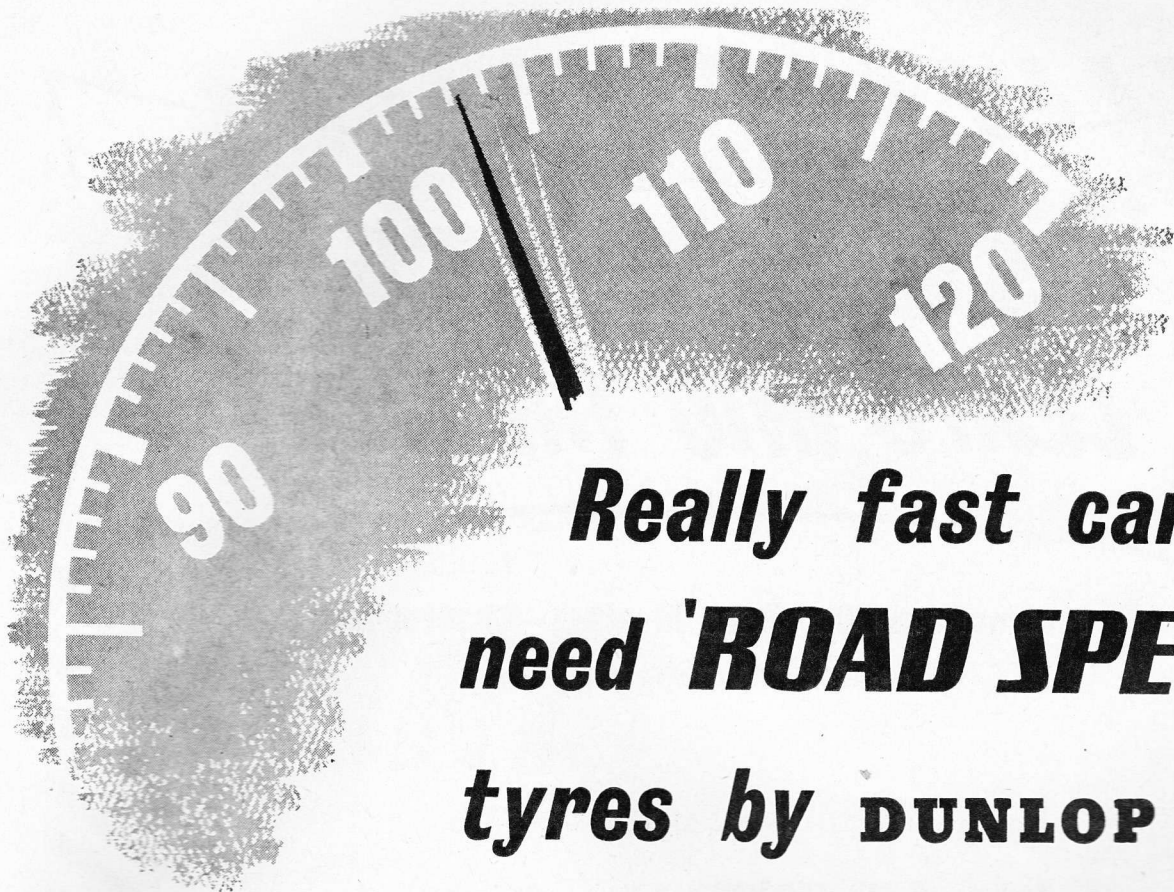
*(Subject to official confirmation)*



**\* ALSO USING** **Essolube** **MOTOR OIL**

*The same fine Mineral Oil  
you can buy from your local garage.*

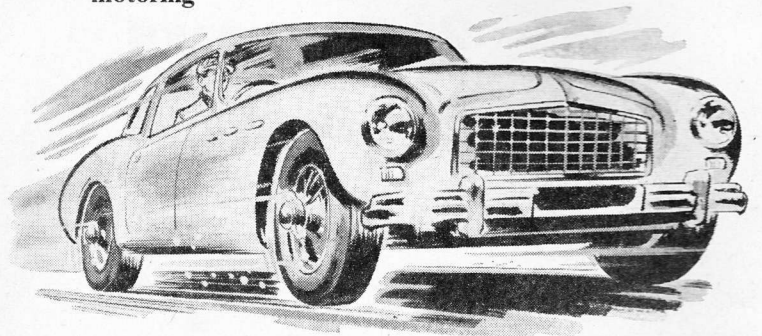




**Really fast cars  
need 'ROAD SPEED'  
tyres by DUNLOP**

They are *essential* for cars with maximum speeds above 100 m.p.h. and are recommended for cars which are regularly driven at sustained speeds in excess of 85 m.p.h. The tyres with the 3 big features.

- ★ Special tread for high speed driving
- ★ Casing designed to resist heat
- ★ Whole structure proof against the stresses of high speed motoring



**DUNLOP**

ROADSPEED TYRES — THE RESULT OF  
DUNLOP LEADERSHIP IN MOTOR RACING

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 8

August 21, 1953

Managing Editor : GREGOR GRANT

Assistant Editors

C. POSTHUMUS

F. WILSON McCOMB

Continental Correspondents

GERARD CROMBAC

MAURICE GATSONIDES

HANS TANNER

Northern Ireland

W. A. McMASTER

Eire

H. A. O'BRIEN

Canada

R. J. THURGOOD

Scandinavia

HANS FRIES

South America

DR. VICENTE ALVAREZ

U.S.A.

RUTH SANDS BENTLEY

Road Tests and Technical

JOHN V. BOLSTER

### Photographic Section

Chief Photographer

GEORGE PHILLIPS

North of England

FRANCIS N. PENN

Scotland

W. K. HENDERSON

Continental

MAURICE LOUIS ROSENTHAL  
RODOLFO MAILANDER

## CONTENTS

|   | Page |
|---|------|
| Pit and Paddock . . . . .                             | 232  |
| Sports-News . . . . .                                 | 233  |
| Now for the "Nine Hours" . . . . .                    | 234  |
| Prospects for 1½-litre Racing . . . . .               | 236  |
| The Clutch Stop, by John Bolster . . . . .            | 239  |
| Correspondence . . . . .                              | 240  |
| Hawthorn and Maglioli win Italy's "Le Mans" . . . . . | 241  |
| Wharton's Scottish Double . . . . .                   | 242  |
| Mainly for Astons . . . . .                           | 247  |
| News from the Clubs . . . . .                         | 252  |

## NOTICES

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

Editorial and General Office      PADDington 7673  
Advertisement Department      PADDington 7671-2

General Manager: PETER BAYLEY

Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.  
(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

Reprinting in whole or in part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

## EDITORIAL

THE 1953 season has been enlivened by what certain daily papers refer to as the "Battle of the Millionaires". In less sensational language, this means the struggle between Mr. A. G. B. Owen's B.R.M.s, and Mr. G. A. Vandervell's Thin Wall Special Ferrari in *Formule Libre* events. So far, the rival cars have met four times this year, namely, at Goodwood, Albi, Silverstone and Charterhall. The score at present reads:—B.R.M. 2 wins, Thin Wall 1, with 0 for both at Albi. As regards record laps, figures are:—B.R.M. 3, Thin Wall 1. With no opposition from the Thin Wall, B.R.M. victories would have been extremely hollow ones, and there is little doubt that the recent increase in the prestige of the Owen machine is due in no small measure to the strong challenge of the Vandervell vehicle. It is not beyond the realms of possibility that the rivalry may be continued into the new Formula 1. Mr. Vandervell obviously has the manufacturing resources with which to construct his own racing cars, and the experience gained with the modified Italian car must be counted as invaluable. The fact that two of Great Britain's leading industrialists are sufficiently interested in motor-racing to take an active part in it clearly shows that each realizes the prestige which results from successful cars. Both "patrons" are directly concerned in the manufacture of automobile engineering components known all over the world. By building and racing formula machines they obtain publicity which could not be achieved without the expenditure of sums of money greatly in excess of the cost of a racing programme. This fact is also realized by Mr. William Lyons and Mr. David Brown, and follows the tradition of the late Lord Austin, who personally financed a team of single-seaters bearing his name.

\* \* \*

Concerns such as Mercedes-Benz, Alfa Romeo, Ferrari, Maserati and so on have built up their very considerable reputation by Grand Prix racing successes. For the first time since the twin-o.h.c. Austin appeared, important and influential manufacturers have come to appreciate what Grand Prix racing means in terms of invaluable publicity and matchless prestige for their products. The smaller concerns started the ball rolling. It looks as if at long last the immense resources of this country's automobile engineering industry—or at least part of them—may be brought into play to counter the challenge of Germany, Italy and France in what is a vital industry. If Great Britain's sports car and F3 racing achievements could be backed by victories in full-scale Grand Prix events, then the entire motor industry would achieve prestige in every country in the world—a tremendous fillip to our export efforts.

## OUR COVER PICTURE

CHARTERHALL: Start of the *Formule Libre* race with (l. to r.) Ninian Sanderson (Cooper-Bristol), Stirling Moss (Cooper-Alta), Ron Flockhart (E.R.A.), Giuseppe Farina (Thin Wall) and Roy Salvadori (Connaught) prominent. Ken Wharton's winning B.R.M. is just behind the Thin Wall.

# PIT & Paddock

**160,000** WAS the staggering public attendance at Dundrod for last Saturday's Ulster Grand Prix motor-cycle race meeting. This was the first time the famous circuit has been used for two-wheelers. Here's hoping the Ulster A.C. get as fine a "gate" for the T.T. on 5th September.

**C**REDIT for the rapid development of the fine Oulton Park circuit must go to Cheshire Car Circuit, Ltd., directors of which are I. P. B. Denton, Maurice Falkner, Rex Foster, Howard Wright, Norman Johnson, J. K. O. Roberts and Harry Wilson.

**A**UTOSPORT'S Canadian correspondent, R. J. Thurgood, met ill-fortune in his attempt to drive from Ottawa to Vancouver in 100 hours. His Morris Minor went over a cliff near Revelstoke, B.C., Thurgood being seriously injured, and co-driver Peter Haddon suffering minor injuries

**P**ESCARA G.P. for Formula 2 cars, due to be held on 16th August, was cancelled. So was the race at La Baule, owing, of course, to the French strikes.

★  
**THOSE RACING HATS!** American visitor to Charterhall, "Dusty" Mahon with his medallion-mottled Tyrolean "tit-for"—a complete record of his European motor-racing itinerary.



★  
**T**HE Paris Salon takes place from 1st to 11th October. French, British, German, American, Italian, Czech and Spanish cars will be on exhibition. To mark this, the 40th Anniversary of the Salon, it is proposed to stage a Veteran Car run from London to Paris.

★ ★ ★  
**P**HOTOGRAPH on this page last week, purporting to show H. W. Irving of Champion Plugs, actually depicted J. S. Sutcliffe, who was recently appointed Home Sales Director of Ferodo, Ltd. Our apologies to both gentlemen, and to their respective firms.

★ ★ ★  
**A**MERICAN driver Boris (Bob) Said will bring his 1.3 Osca to England for the next Crystal Palace meeting.

**N**INIAN SANDERSON recently tried a dirt-track skirrow on Glasgow's White City cinder track. He will stick to a more normal form of motor-racing!

★ ★ ★  
**R**OY NOCKOLDS is holding an exhibition of his motor-racing paintings around Earls Court time.

★ ★ ★  
**G**EOFFREY CROSSLEY will return to racing next season with a new 2½-litre machine.

★ ★ ★  
**F**ILM director Roberto Rossellini has entered his Ferrari for the "1,000 Kilometres" at Nürburgring on 30th August.

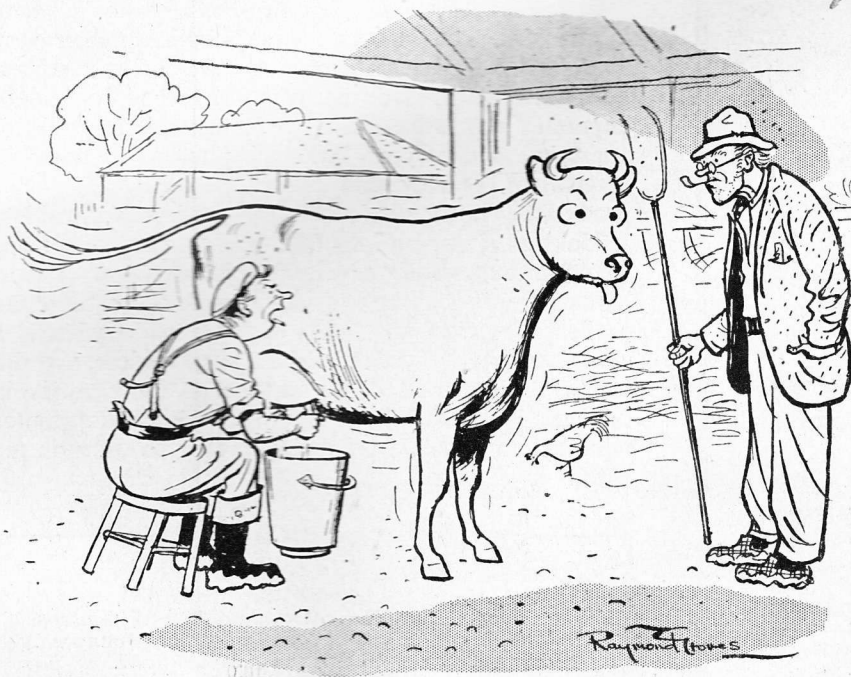
★ ★ ★  
**L**UBRICATION charts for the M.G. LTD are now available free from C. C. Wakefield & Co., Ltd., Grosvenor Street, London, W.1.

★ ★ ★  
**AUTOSPORT 500 c.c. CHAMPIONSHIP**  
Leading positions (up to 18th August)

(Subject to confirmation)  
**D**ON PARKER collected a further 5 points in the 40 miles race at Charterhall, and with fastest laps in both Brands Hatch races on August Bank Holiday, leads with a total of 79 points. Les Leston added 3 points to his total.

|  | Pts. |
|--|------|
| 1. Don Parker (Kieft) ...                  | 79   |
| 2. Les Leston (Leston Spl. and Cooper) ... | 40   |
| 3. Stirling Moss (Cooper) ...              | 29   |
| 4. Reg Bicknell (Staride) ...              | 22   |
| 5. Don Truman (Cooper) ...                 | 20   |
| 6. Charles Headland (Martin-Headland) ...  | 19   |
| 7. Ken Smith (Smith) ...                   | 15*  |
| 8. George Wicken (Cooper) ...              | 14   |
| 9. R. K. Tyrell (Cooper) ...               | 13   |
| 10. E. Fenning (Staride) ...               | 8    |
| 11. G. G. Smith (Kent-Smith) ...           | 6†   |
| 12. R. A. R. Bell (Cooper) ...             | 5    |

\* Leading in Non-Series Car Award.  
† Second in Non-Series Car Award.

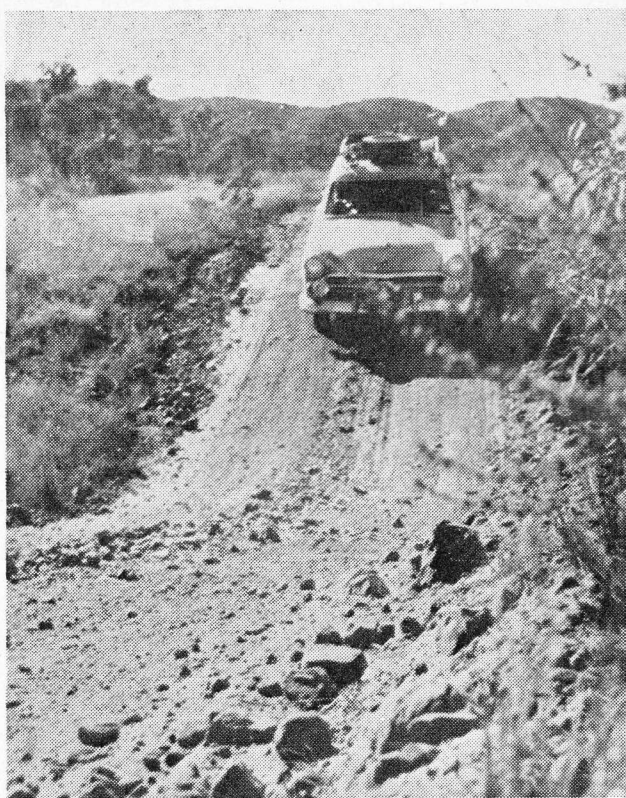


"It's aye soor milk when they B.R.M.s ur stoorin' round Charterha'!"

# SPORTS-NEWS

## SWISS GRAND PRIX

THIS Sunday sees the Grand Prix of Switzerland on the fast Bremgarten circuit at Berne. Chief interest will again be supplied by the intense Ferrari-Maserati battle. Both marques are fielding strong teams, Scuderia Ferrari comprising Alberto Ascari, Giuseppe Farina, Luigi Villorelli and Mike Hawthorn. The Maserati challenge will be supplied by Juan Manuel Fangio, Felice Bonetto, Onofre Marimon, Baron de Graffenried and the Mercedes-Benz driver Hermann Lang, who is nomi-



**PRACTICE POTHERS:** (Above) A recent all-day training session at Nürburg for the 1,000 kilometres race brought trouble to two of Lancia's 3-litre V6 cars. Bonetto overturned one into a ditch, while Valenzano's, seen here, hit a bank, sustaining obvious dents and apparent front-end damage.

**TOUGH TIME PROMISED:** (Left) Herewith a specimen of the sort of terrain competitors in September's Redex 6,500 miles Australian Trial may expect. The outright winner in this event gains £1,000, and there are tempting class awards and a £200 team prize. The car is a Ford, on preliminary route survey.

Up to 1,300 c.c.: Porsche, Engel/v. Hoesch, Vianden/Merkel, Bernartz/Rolff, Madaus/Bartsch Kesellstatt/Spiegel.

Up to 1,500 c.c.: Kieft-M.G. (Monkey Stable), M. Keen/A. van der Lof, Lin./Llewellyn, Mayers/Griffith, Leonard-M.G., Leonard/Blake/y, Osca, Sani/X, Francois/X. Giardini/X. Borgward, two works cars, drivers unnamed. Porsche, one works car, driver unnamed.

Up to 2,000 c.c.: Porsche, Heuberger/Seiler, Löffler/Graf v. Schweinitz, Goetze/Burscheid, Friedrichs/Lauprecht, Ringenberg/v. Frankenberg, Heezemans/Graf van Zuylen van Nijvelt, Mettenich/Einsiedel, van Husen/Scheube, Frau Imbert/Mlle. de Forest, Stark/Krieger, Veritas, Westhof/Barendregt, Seidel/Helfrich, de Kande/X, Lautenschlager/H. Fischer, AFM, Roth/Kaspar, Ferrari, K. Zeller/W. Zeller, Frazer-Nash, Currie/Beauman, Cooper-Bristol, A. Brown/Chase.

Over 2,000 c.c.: Jaguar, Moss/Collins, Sir J. Scott-Douglas/D. Murray, J. Lawrence/X, I. Stewart/J. Stewart, Swaters/Laurent or de Tornaco. Ferrari, Ascari/Farina, Hawthorn/Villoresi, Maglioli/Carini, Rossellini/X, Ruesch/X. Lancia, four works cars, drivers unnamed.

## TWO HALF-LITRE "100"s

DON PARKER (Kieft) Don Gray (Kieft), Stuart Lewis-Evans (Cooper), John Habin (Staride), Charles Headland (Martin-Headland), Ivor Bueb (Bueb-Arnott), Dennis Taylor and John Brown (Martins), Rodney Nuckey (Cooper), Bill Whitehouse (Arnott) and Reg Bicknell (Revis) are amongst a fine field of 70 entrants in tomorrow's Silverstone race meeting of the Half-Litre Club.

Two 100 mile races will be held, with equal prizes for each, the winner setting up the best time becoming the winner of the York Trophy. Also in the programme are two 15 lap, 24 mile events, one for production 500s, and one for non-production types. First race 2 p.m.

## PORSCHE FOR THE T.T.

THREE cars have been entered by Porsche for the Dundrod 9 hours T.T. on 5th September. Of these, one will be a prototype 1,100 c.c. model, one a Le Mans-type 1,500, and the third a series-production 1,500 Super.

nated in place of the injured Gonzalez. Two H.W.M.s, a couple of Oscas, and Wharton's Cooper-Bristol are also in the entry. A full report of the race will appear in next week's issue of AUTOSPORT.

## THE NURBURG 1,000 KM. RACE

STIRLING MOSS and Peter Collins will share an XK 120C Jaguar in the first International 1,000 km. sports car race at Nürburgring on 30th August. Other British competitors include Alan Brown (Cooper-Bristol), Lionel Leonard

(Leonard-M.G.), three Monkey Stable Kieft-M.G.s, and M. L. Currie/D. Beauman (Frazer-Nash).

Two works Maseratis have been nominated, augmenting Italy's already strong representation by Ferrari, Lancia and Osca. Hermann Lang may drive one of the Maseratis; Ascari/Farina, Hawthorn/Villoresi, Maglioli/Carini make up the Ferrari team trio, and the Swiss driver Hans Ruesch will run a 4.1-litre car independently. Entries so far received are:

Up to 750 c.c.: D.B.-Panhard, three works cars (Bonnet, Gignoux, X). Renault, M./Mme. Bizeray, H. Glockler/H. Beckers. Panhard, G. Trouis/X. Gutbrod, Kramwinkel/Kramer.



## Keen Jaguar-Aston Martin Struggle Anticipated in Tomorrow's Long Distance International Sports Car Race at Goodwood

At 3 p.m. tomorrow, 22nd August, the pick of Britain's sports cars will begin a battle around the 2.4-mile Goodwood circuit which will continue through the afternoon and evening, into the night, concluding in the bright glare of arc lights at midnight. Thirty cars, of 16 different makes, are down to take part in this, the second Goodwood "Nine Hours" and England's *petit* Le Mans, and though British makes preponderate the works-entered Gordini to be driven by Harry Schell and Jean Lucas and the Buschmann/Pope Porsche from Germany should impart an interesting international flavour. Both are fast cars, and if Gordini transmission can survive nine hours of the sort of hard motor-ing Goodwood provides, the French car should be well up with the British Jaguars and Aston Martins in the over 2-litre class. That the Porsche car has endurance is well testified by its innumerable Rally successes in Europe, and Buschmann's car is fully capable of a high placing in its capacity class.

The main battle is expected between the 3½-litre C type Jaguars—three of them the newest Le Mans works types with top-line drivers—and the David Brown-entered DB3S 2.9-litre Aston Martins, again with first-class men at the wheels. Aston Martin won this race last year, and have a fine record of wins this year—Silverstone, Douglas, Charterhall

and elsewhere—which they will be keen to amplify. The XK 120Cs of Moss/Walker, Rolt/Hamilton and Peter Whitehead/Ian Stewart will be the disc-braked machines which scored such a triumph at Le Mans; they have a half-litre over the Astons, but the latter may lose little on the short and sinuous Goodwood course.

George Abecassis and Graham Whitehead are to co-drive the H.W. Motors entered, Jaguar-engined H.W.M., a car which is steadily acquiring additional m.p.h. and reliability as it matures. Leslie Johnson makes a welcome return to the wheel in a British race, sharing the Tommy Wisdom/B. S. Cannell-entered XK 120C Jaguar with pre-war Austin star Bert Hadley. With two Ecurie Ecosse XK 120Cs, prepared with the usual "Wilky" thoroughness, also down to run, the marque Jaguar has a numerical superiority over the DB3S and DB3 Aston Martins of six to four.

No fewer than six Frazer-Nashes are contesting the 2-litre class with two Cooper-Bristols, the Cliff Davis Tojeiro-Bristol, Tony Crook's Bristol, and others. The wheel of Alan Brown's handsome green Cooper-Bristol will be shared by that excellent young driver from the Argentine, Roberto Mières. A number of Formula 3 exponents will be taking a holiday from single-cylinders for the day, John Coombs driving a Cooper-Bristol, and Les Leston sharing the Tojeiro with Davis, while amongst reserves are Reg Bicknell and John Habin, who have nominated a Tojeiro-M.G.

The organizers, the B.A.R.C., have been busy for weeks preparing Goodwood for the race, installing the special lighting equipment and other apparatus necessary for night racing. When darkness falls the circuit will take on that real Continental long-distance race look, with the cars flashing past, headlights full on, and the pits, scoreboard, paddock and





stands gaily lit. And when all is over and the race has been won, a big firework display will conclude Goodwood's second "Nine Hours".

First practice took place yesterday, and a second five-hour session will be held tonight (Friday) from 6 p.m. to 11 p.m. Admission for the public to watch this is free, save for car park charges. Public admission prices on Race Day are as follows:

**Public Grandstands:** adults, 30s. each; under 14s, 26s. 6d. each.

**Public Enclosures:** adults, 7s. 6d. each; under 14s, 4s. each.

Transfer to Paddock from Enclosures: £1.

**Parking Charges:** Cars: Green Car Park 10s., others 5s.; motor-cycles 2s. 6d.; cycles 1s.

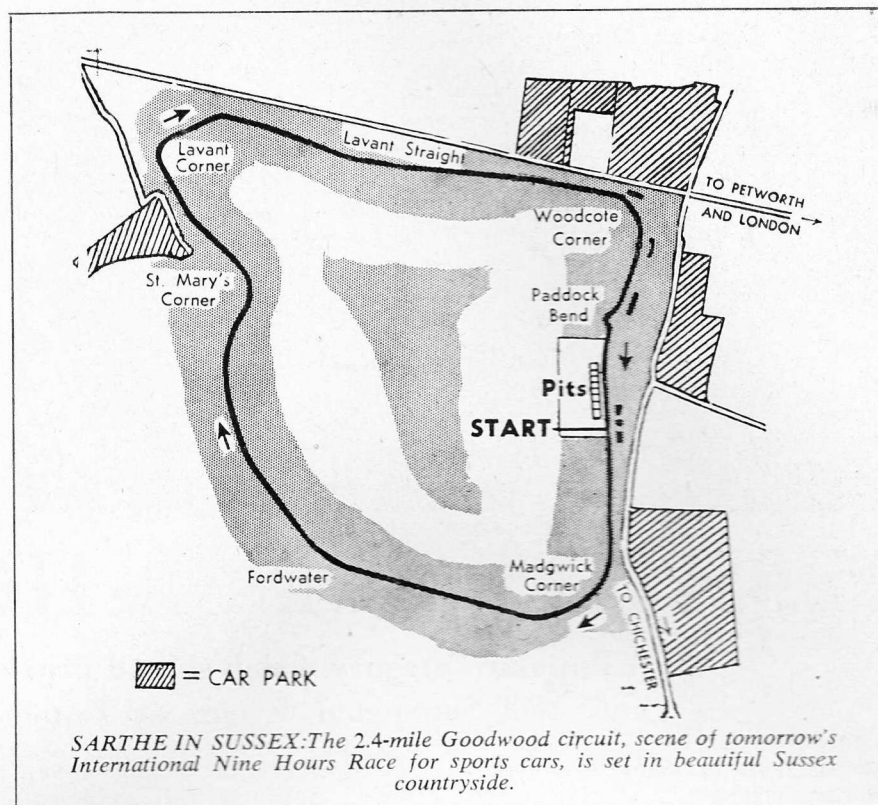
Coaches (adjacent to Red Car Park): 30s.

\* \* \*

#### FINAL ENTRY LIST

**Over 2,000 c.c.:** Jaguar XK 120C three works entries, drivers: Stirling Moss/Peter Walker, Tony Rolt/Duncan Hamilton and Peter Whitehead/Ian Stewart. Two Ecurie Ecosse entries: James Stewart/John Lawrence, Ninian Sanderson/Bob Dickson. One entry by T. H. Wisdom and B. S. Cannell, drivers Leslie Johnson/Bert Hadley. **Aston Martin** three works DB3S entries, drivers: Reg Parnell/Eric Thompson, Roy Salvadori/Dennis Poore and Peter Collins/Pat Griffiths. DB3, Tom Meyer/Philip Fotheringham-Parker. DB2, Nigel Mann/D. Lewis. **Gordini**, Harry Schell/Jean Lucas. **Austin-Healey**, entrant Donald Healey, drivers, K. N. Rudd/John Lockett. **H.W.M.-Jaguar**, George Abecassis/Graham Whitehead. **Allard**, R. A. Page/John Marshall.

**Reserves:** Archie Bryde/G. E. Thomas (Allard); Oscar Moore/Terry Moore (H.W.M.-Jaguar), J. B. Swift/C. N. Heath (Jaguar XK 120C), D. S. Boston/E. Protheroe (Jaguar XK120), J. Goodhew/E. W. Cuff-Miller (Darracq).



**Under 2,000 c.c.:** Frazer-Nash, Ken Wharton/—, Bob Gerard/D. A. Clarke, J. D. L. Melvin/P. J. Kenneth, H. A. Mitchell/Peter Scott-Russell, G. Tyrer/Peter Reece; J. R. Stoop/P. S. Wilson. **Cooper-Bristol**, Alan Brown/Roberto Mières, John Coombs/T. Sopwith. **Tojeiro**, Cliff Davis/Les Leston. **Bristol**, Tony Crook/—, **Porsche**, W. Buschmann/P. W. S. Pope. **H.R.G.**, David Blakely/A. Findlater. **M.G.**, Dick Jacobs/E. J. Haesendonck. **Lester-M.G.**, Gerry Ruddock/R. F. Peacock. **Kieft**, C. P. Hazlehurst/P. H. Thompson.

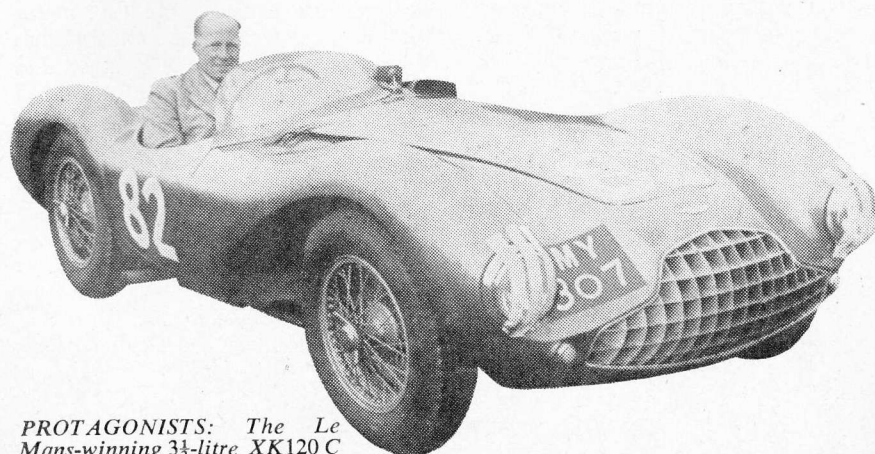
**Reserves:** W. B. Black/Jack Fairman (Frazer-Nash), Jack Walton/Donald Pitt (Frazer-Nash), Reg Bicknell/John Habin (Tojeiro-M.G.).

#### BROOKLANDS MEMORIAL GARDEN AT GOODWOOD

A FEW hours before the start of the International Nine Hours Sports Car Race at Goodwood, an interesting little ceremony will take place in the south-west corner of the paddock, when B.A.R.C. President, the Duke of Richmond and Gordon, formally opens a Brooklands Memorial Garden at 11 a.m., to commemorate the famous old Surrey track where so much motor racing history was made between 1907 and 1939.

Incorporated in the garden, created by the Dunlop Rubber Company, Ltd., is a piece of the concrete taken from a section of the Brooklands home banking at a point where only the fastest cars travelled; faint traces of tyre marks are said still to be visible.

The first racing event at Brooklands was run on 6th July, 1907, the last on 7th August, 1939. The British Automobile Racing Club, under its former title of the Junior Car Club, staged many of the big international events held there; and after it became clear that racing was finished at Brooklands acquired the goodwill of the famous Brooklands Club, and later perpetuated the initials in its own new title, the B.A.R.C., which virtually combined both Clubs.



**PROTAGONISTS:** The Le Mans-winning 3½-litre XK120C works Jaguars (left) should, with the DB3S 2.9-litre Aston Martin (above), prove the fastest runners in tomorrow's big Goodwood fixture.

*PETER GAMMON, who has been outstanding in British National events, with his modified M.G. TC, with its highly-tuned 1½-litre version of the TD engine and Lucas-air-flowed cylinder head.*

promising design, but there is no mention of a "1,500".

There is no shortage of suitable power-units in other countries. Italy's 1,300 c.c. Osca will see off practically any 1½-litre car on pump fuel, and Ferrari are known to have been playing around with a 1.5-litre "four"—destined eventually for a new small-capacity sports-racing car. Maserati, although concentrating on 2-litre machines, have not overlooked the smaller class, whilst there

## PROSPECTS FOR 1½-LITRE RACING

**A Popular Category which should provide Interesting and Well-Supported Events at Home and Abroad**

IT has been calculated that about 30 per cent of the sports cars in use today are in the under-1,500 c.c. class. Although there are many events for machines of this size, organizers of international meetings are strangely reluctant to put on a really important race, with engine capacity limited to 1,500 c.c. True, there is generally a 1½-litre class in the majority of big races, but this tends to be overshadowed completely by the larger-engined machines.

The 1,500 c.c. sports car class is extremely important to the four countries mainly concerned in producing this type, namely Great Britain, Germany, Italy and France. So far, the 1½-litre British-built M.G. has outsold all the products of the other countries put together in the U.S.A.—easily the most important market for exported motor cars. Chief reason for the remarkable popularity of the M.G. is its low price. Unless modified to "specials" standard it cannot compete as regards performance with many other makes. The concern does not produce a genuine sports-racing version, and consequently any successes achieved by owners are with very much altered cars, generally brought up to 1,500 c.c. either by boring-out the existing block, or by replacing it with a modified unit.

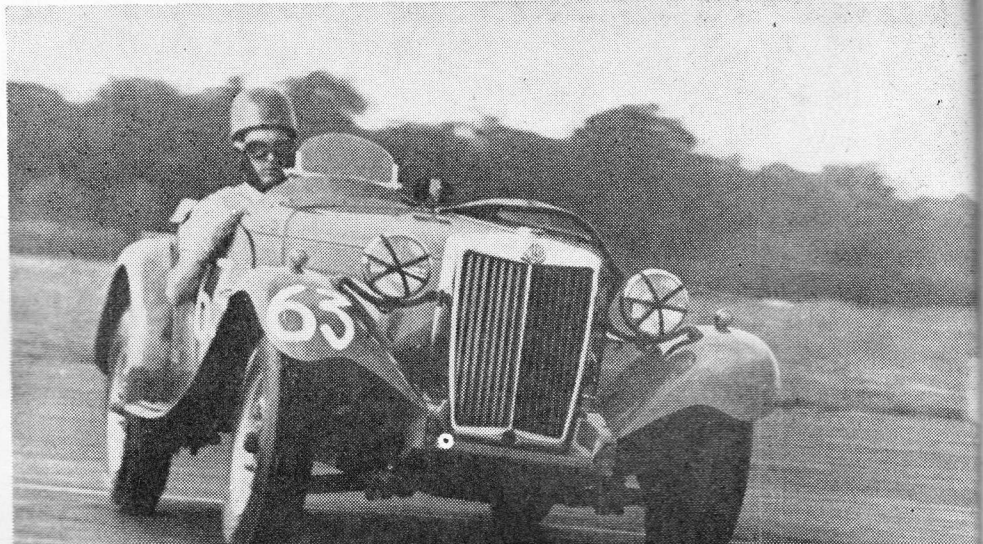
*ABINGDON'S standard TD, even in "staged" form, cannot be considered as a sports-racing car. This is C. Shove in action during a recent M.G.C.C. meeting at Silverstone.*

Nevertheless, the Abingdon-built engine, although of obsolescent design, continues to be used with success by many 1½-litre enthusiasts. In this country, several Coopers have performed creditably, and lately the Gammon M.G., with its beam front axle, has astonished a large number of people by its speed. During the past year or so, we have seen new makes such as Tojeiro, Kieft, and the Leonard, all going extremely quickly in events.

Still and all, as in the case of Formula 2 racing, there is a woeful lack of a really modern power-unit capable of producing over 100 b.h.p. on pump fuel. H.R.G. are experimenting with a twin-o.h.c. version of the Singer-based unit, but no information has yet been received of power output. Coventry-Climax have made a 1-litre engine of

are several very interesting versions of the Fiat "1,400" engine installed in various cars. Again, Lancia have not altogether abandoned the idea of a modern successor to the famed Aprilia, and this very go-ahead concern is busy developing many different sizes of engine, based mainly on the outstandingly successful Aurelia unit.

Germany's contributions are the amazingly successful horizontally opposed, air-cooled, four-cylinder Porsche, the twin-o.h.c. Borgward, and possibly an entirely new BMW-Veritas. In many races, Porsche and Borgward have appeared with engines converted to run on dope fuels; however, the remarkable performance of the Glockler-modified Porsches at Le Mans was on the fuel available to all competitors, and although the cars were clocked at over 123

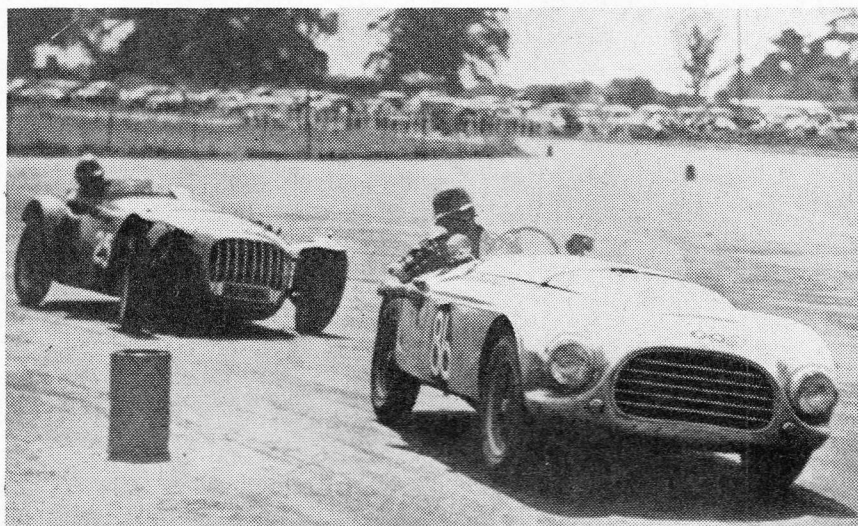


m.p.h., it is known that the drivers were limited to certain engine revolutions, and that considerably over 130 m.p.h. was available—and was indeed exceeded on several occasions in practice.

There is little doubt that the Germans are concentrating to a large extent on 1½-litre sports cars. Both Porsche and Borgward are already introducing new production methods in an attempt to lower costs. Whilst they may never be able to compete with Abingdon in a price war, continued successes in 1½-litre sports car racing are bound to result in increased demand. The two firms in question have openly admitted to a desire to become the "Mercedes-Benz of the small-capacity class", and anything they undertake to increase their sales of cars overseas must be taken seriously.



**RAPID MACHINERY:** (Above) A couple of important challengers in International sports car events, Italy's twin-o.h.c. Osca and Germany's air-cooled Porsche, seen at Le Mans.



(Left) Cliff Davis in his highly successful Cooper-M.G., followed by Chris Sears's Tojeiro with lined-down Le-Francis engine.



**DEATHLESS MACHINE:** An Abingdon road-racing car in action, the famed K3 Magnette. A specialized machine in the same tradition would be a considerable asset to British prestige in the small-capacity car class.

France has been more or less in the doldrums as regards 1,500 c.c. sports car racing, manufacturers having concentrated on the 750 c.c. and under class, and making the most of the continued Renault-Panhard rivalry. Undoubtedly the 1½-litre Gordini is an extremely fast little machine, but production is so small as to be infinitesimal—and it is fairly expensive. However, there are strong rumours that Simca may shortly re-enter the sports car market, with a car based largely on the Aronde, but having a suitably modified chassis with a highly-developed engine. If this is indeed the case, then this concern will almost certainly build several sports-racing versions.

Returning to Great Britain, it is obvious that the future of 1½-litre sports car racing must revolve round Abingdon. Whether or not sports-racing cars for prestige purposes will ever emanate from the factory under the present régime remains to be seen. M.G. is only a part of the vast B.M.C. undertaking—although it is easily the most important dollar-earner of the entire group!

It is almost certain that the TD will be considerably altered, and even if it should be called the TF,

(Continued overleaf)

**Prospects for 1½-Litre Racing—cont.**

TG or TXYZ, there is plenty of room for specialized versions intended for serious competition work. When one recalls the wonderful publicity accorded to the octagon by sports-racing cars of other days, it is strange that no successors to the "Q", "K3", and other deathless machines have appeared.

The price need not matter unduly. So long as the normal production machines continue to be available at competitive costs, then people interested in actual sports car racing will not quibble at the extra price for a genuine sports-racing car carrying the famous initials. Jaguar pointed the way with the C-type, and this purely competition car has been

a shrewd investment for the Coventry concern.

The need for pukka sports-racing 1½-litre cars is readily understood in Great Britain, and has resulted in the appearance of the specialized machines already mentioned. It has been proved by Cooper, Lester, Kieft, Tojeiro and so on that there is a limited, but steady market available for such cars. At present, M.G. - powered machines predominate, but there are others fitted with Lea-Francis and Riley two-camshaft engines, some of which are fairly rapid pieces of machinery.

On the whole, 1954 should see an increased interest in 1,500 c.c. racing. Michael Keen's Kieft made a promising début at Nürburgring but did not have sufficient power to cope

with the "dope-motor" German cars. In any case, one suspects that the car is a trifle too heavy, and cannot compare with the open two-seater Glockler Porsche which scales 8½ cwt., and produces over 100 b.h.p. on special fuel, and 80 b.h.p. on 80 octane.

The Maserati brothers will almost certainly enlarge the Osca engine to the full 1,500 c.c. size, and this delightful four-cylinder twin-o.h.c. power-unit is still capable of plenty of development. The general layout of both open and closed versions of this very fast little sports car should provide an inspiration to all future constructors of what is a member of the most popular class of all high-performance road machines.

G.

**THE ITALIAN GRAND PRIX**

AFTER the Swiss G.P. on 23rd August, the next World Championship event is the Italian Grand Prix at Monza on 13th September. For this event, Ferrari plan to run their newest 2-litre model, drivers Ascari, Farina, Villoresi, and Hawthorn, while Maserati will be fielding a four-car team, consisting of Fangio, Marimon, Bonetto and the ex-Mercedes-Benz driver Hermann Lang, who is taking the place of Gonzalez. The latter's injuries, sustained in Portugal prior to the Lisbon Jubilee G.P., will keep him out of racing until October.

\* \* \*

**THE MODEL ENGINEER EXHIBITION**

TWO days ago, Wednesday, 19th August, the annual Exhibition of Model Engineering, promoted by *The Model Engineer*, opened at the New Horticultural Hall. Of particular interest to motoring enthusiasts is the miniature Grand Prix layout devised by Rex Hays, which features working scale models of F2 Ferraris, Gordinis and H.W.M.s in realistic operation on an L-shaped road circuit.

Visitors will also be able to see the famous Shell film "Le Mans, 1952", while amongst the scale model motor vehicles is one of a 1934 3.3-litre Bugatti. The Exhibition is open from 19th to 29th August, 11 a.m. to 9 p.m. daily.

*JOHORE "JAG": Removal of wings, radiator grille and other fittings makes Freddy Pope's Johore G.P.-winning car almost unrecognizable as an XK 120. He led another Jaguar home with a lap to spare.*

**PERFORMANCE CARS TROPHY**

THE first four positions in the Performance Cars 1,500 c.c. Trophy remain unchanged as the result of last Saturday's meetings, but Archie Scott-Brown and Colin Chapman have changed places and competition is intense further down the list. Mitchell (S. A. with M.G., not H. A. with Frazer-Nash) has moved up to share seventh place with Pat Griffith, as the result of his win at the A.M.O.C. Silverstone meeting. Current placings are:—

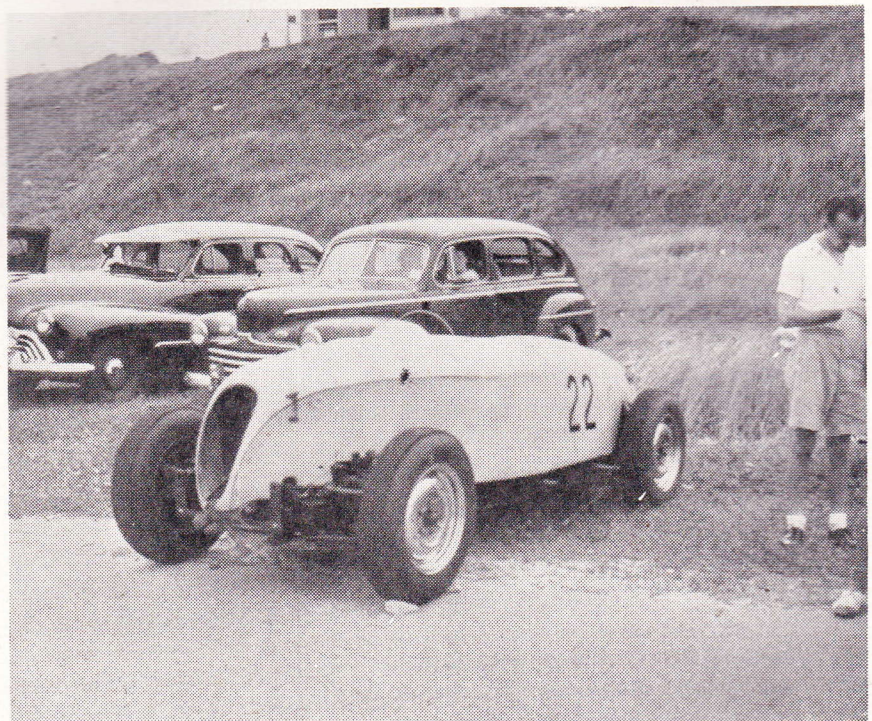
|                              | Points |
|------------------------------|--------|
| 1. P. D. Gammon (M.G.)       | 53     |
| 2. F. C. Davis (Cooper-M.G.) | 47     |
| 3. P. A. Desoutter (Lotus)   | 25     |
| 4. D. B. Besaman (Riley)     | 19     |
| 5. A. C. B. Chapman (Lotus)  | 16     |
| 6. A. Scott-Brown (Tojeiro)  | 14     |

|   |    |
|---|----|
| 7. P. C. T. Griffith (Kieft-M.G.) and S. A. Mitchell (M.G.)                                     | 11 |
| 8. C. M. Clairmonte (Clairmonte), T. W. Durrant (M.G.) and L. Gibbs (Riley)                     | 10 |
| 9. C. Sears (Tojeiro), D. H. Small (D.H.S.) and A. H. Greig (M.G.)                              | 9  |
| 10. J. C. C. Meyers (Kieft-M.G.), K. T. Sittman (M.G.), D. Moore (M.G.) and L. L. West (Austin) | 8  |
| 11. H. J. Goldschmidt (Performance) and E. C. Harewood (M.G.)                                   | 7  |

\* \* \*

**CRYSTAL PALACE AGAIN**

REGULATIONS have been issued by the Half-Litre Club for their International Crystal Palace meeting on 19th September. The programme comprises the Redex Challenge Trophy race for F3 cars, the London Trophy race to F2 rulings, two sports car events and a 500 c.c. Consolation race. Entry list closes on 21st August.



# THE CLUTCH STOP

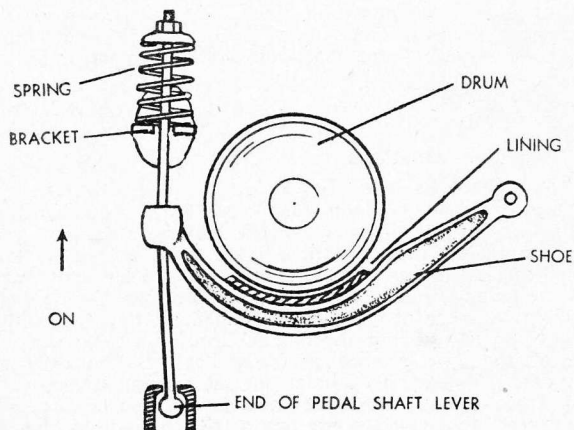
IN days gone by, some touring cars, the majority of sports cars, and certainly all racing cars, were fitted with a device called a clutch stop. It consisted of a small brake, and its object was to slow down very rapidly the driven plate of the clutch. As many readers may never have owned or handled a car fitted with this piece of mechanism, and one is sometimes asked what on earth the thing was for, I propose to describe its construction and use, and to spare a passing thought on the possibility of its revival. After all, things do get "re-invented" from time to time.

The clutch stop was fitted to the shaft between the clutch and the gearbox. When the engine and gearbox were separately mounted, there was no difficulty in doing this. Curiously enough, the disc-type brake was by far the most popular for the purpose, and it generally consisted of a small pad of friction lining that normally remained clear of the rotating member. The latter could either be a disc in its own right, or an extension of some part of the clutch. It was sometimes found convenient to combine the brake with the actual withdrawal mechanism.

The brake was applied by the clutch pedal. It was arranged only to come on when complete freeing had taken place, right at the end of the foot's travel. If the clutch stop were adjusted too closely, it would render changing down impossible, because the normal speeding up achieved by double-declutching would be vitiated by involuntary braking.

In action the clutch stop was rather fun. First of all, it could be used for the quick and silent engagement of first speed from rest. Even if the clutch were dragging a little, or the engine set to idle rather fast, the gears could be dropped in instantly without the usual "scrunch". In normal driving, one probably used the device quite rarely. By omitting to press the pedal right down to the floor, the usual leisurely up changes could be made by waiting for the engine speed to fall.

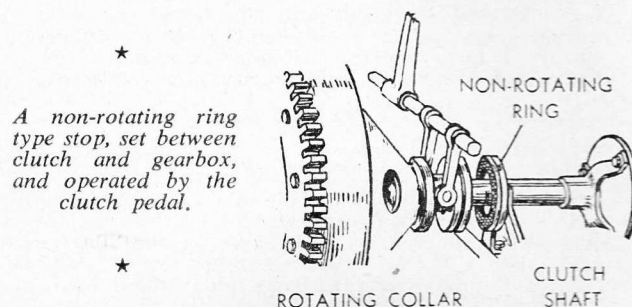
If the very maximum acceleration were required, however, the clutch stop was employed to the full. Even at peak revs., the lever could be snapped into the next gear as quickly as the hand could move. Naturally,



*Rolls-Royce shoe-type clutch stop, applied by spring and normally held out of engagement by a lever on the pedal shaft.*

with a wide-ratio gearbox and a heavy flywheel, such rapid changing involved a considerable shock to the transmission when the clutch was re-engaged. Under such circumstances, it was wise to adjust the stop for a fairly fast, but not instantaneous, shift.

For speed trials and hill-climbs, the use of a powerful clutch stop was essential. When power-to-weight ratios were not what they are today, events might be won or lost on sheer legerdemain with the gear lever. The more skilled practitioners reckoned to do all their up-changes on full throttle, including the one that meant going through the gate—in other words, second to third.



*A non-rotating ring type stop, set between clutch and gearbox, and operated by the clutch pedal.*

Naturally, the thing had to be completed in virtually no time at all, or the engine would over-rev., and valves would penetrate pistons.

As clutch plates became lighter, and particularly when even Rolls and Bentley had abandoned the cone, the need for a clutch stop was less. Much more important, though, was the universal adoption of unit construction of the engine and gearbox. Designers, being lazy men, found it wasn't half so easy to accommodate the little brake, and since nobody could see inside anyway, they took the opportunity to leave it out. Sir Henry Royce managed to find room for quite an elaborate one with a shoe and drum on his Phantom II, but even he omitted it on his "Twenty". As the P.II had a quick change, and the smaller car was cursed with a very slow one, it is difficult to understand the maestro's choice. The clutch stop on the P.II worked on a principle which had been developed by Aston Martin, inasmuch as the brake was applied by a spring, and the rising clutch pedal pulled it off. Thus, the application was always of identical force.

It will be understood that the clutch stop was invariably used in conjunction with a plain "crash-type" gearbox. Nowadays, the functions of the stop have largely been usurped by the synchronizing mechanism of the modern box. Nevertheless, the little brake may be in for a revival on racing cars, for the following reason. At the present moment, clutch trouble is extremely prevalent in races, and it may well be that the normal single-plate clutch will be superseded by a multi-plate version of small diameter. In the past, difficulty has often been experienced with such clutches in engaging a gear on the starting line, and it is here that the clutch stop comes in.

A classic example of this disability was the 1½-litre

Delage, for not only did the multi-plate clutch tend to drag, but the 8,000 r.p.m. engine was inclined to stall if the revs. were allowed to drop too low. The drivers were, therefore, in a ferment of anxiety whether they were going to "lose" their motors or damage their bottom gear teeth, when the moment for selecting first speed arrived. A massed start is no place for such worries, and these very lovely cars would have been much more pleasant if M. Lory had included a clutch stop in the specification. The well-known difficulty of "finding neutral" on a motor-cycle-type box would also

be overcome if there were a little brake to take the load off the dogs.

For those whose interest does not normally lie among the details of motoring history, I hope I may be forgiven for remarking that the clutch stop has nothing to do with the transmission brake. The latter component was mounted on the rear of the gearbox, and stopped the back wheels through the propeller shaft and differential. The clutch stop, on the other hand, was purely an auxiliary gear-changing device, and could not, of course, be used as a brake in the normal sense.

## Correspondence

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

### Specials—Trials and Vintage

WITH reference to Wilson McComb's remarks in last week's issue regarding the club bulletin of which I am editor, I feel that a rather wrong impression will have been created.

I may say that no criticism was intended of the true Vintage movement, but as Mr. Mallalieu had started this affair by his criticism of the trials special as being more suited to agricultural machinery, I pointed out after reading his article that after all he was not very far removed from a special-builder, considering the large number of modern modifications made to the "Razor Blade" Aston Martin.

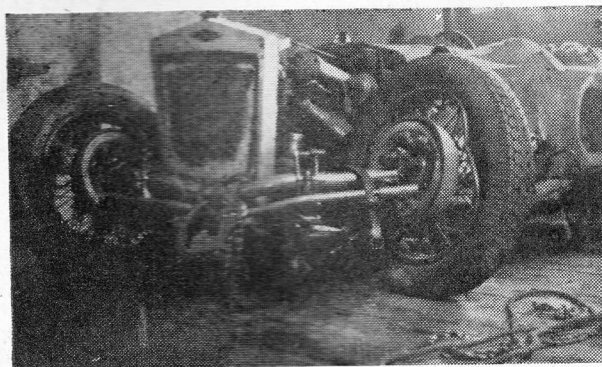
This question of criticism of the fully sporting trial is most uncalled for, when one considers that the Lancashire and Cheshire C.C. owes much of its present position to the efforts of special-building club members such as Jack Clegg, Ken Bailey, Dr. A. W. Lilley, Ross Preston, Cyril Corbishley, Bill Underwood and many others who have both competed and worked hard to organize such events as our annual Derbyshire Trial, which this year had an entry of 48 competitors.

The policy should be "Live and let live", not forgetting that the fully sporting trial has had to adjust itself to the current R.A.C. Regulations, which has caused all special-builders a great deal of work, so they do not require cold water pouring upon their efforts.

CHEADLE, CHESHIRE.

JOHN A. SIVEY.

### Know This One?



THE enclosed is a photograph (reproduced herewith) of the remains of a car, owned by a Mr. Scarf of Anglesey.

Could anyone tell me the type number of model, and if possible, could anyone remember having seen it raced by Hugh Scarf pre-war?

I believe the pile up occurred at Donington in 1938.

J. A. COWAP.

CAERNARVON, N. WALES.

### Stop Watches at Driving Tests

MAY I use a few lines of your correspondence columns to wag an admonitory finger at those naughty individuals who, in increasing numbers, stand by the side of marshals at Driving Test meetings, clicking stop-watches furiously?

Two people will rarely agree over times taken by hand with stop-watches, even though the instruments themselves may be accurate, partly because personal reaction times vary enormously, and partly because it is a matter of individual judgment to decide, for example, exactly when a car has come to rest. (Personally I take the moment of spring recoil, but others have different methods.) The important point is that the same person should time the test throughout, and there is then a reasonable chance of accurate comparison of the times of different competitors. In any case, entrants know that hand-timing, with its possible inaccuracies, is almost certain to be used, and they should go to the meeting prepared to accept this. If they must use their own stop-watches, they should do so discreetly.

This letter, Sir, is prompted by my observation at a number of events (and I am not completely guiltless myself), but particularly by a recent meeting at which a gentleman who should have known better, bullied the marshal in charge of a test (in this case a lady with quite a useful experience of motoring events) until she let him have another run. His re-run was slower than the original. Comment unnecessary!

HITCHIN, HERTS.

PETER ELBRA.

### The Price of Accessories

CAN nothing be done, I wonder, to end the high prices charged for accessories?

I recently bought a badge bar for my M.G. TD which cost me £3 11s. 8d. Not only was the bar badly finished, but the fittings were extremely badly cast, and it was a case of "find your own nuts and bolts, we haven't any in stock". On top of this, I had the charge for my garage to fit it—as I am not in possession of the necessary drill to bore through the body-work of the car.

At the same time, I enquired about aeroscreens, and learnt that the ones they had would not fit the car correctly. Fair enough, but now, on my return from holiday, I find that the correct-fitting screens are in stock, but that a pair of them would cost me (and other mugs) £6 3s. 0d.! I cannot believe it is necessary to fleece the poor motorist so much for such simple devices.

BROMLEY, KENT.

ANN JACOBS.

### 200-Mile, Formula 3 Race

SEVERAL months ago I aired my views through your Correspondence columns, on the subject of a 200 miles race for 500's. At the time I staunchly believed that such a race would not take place for some years to come, but at Brands Hatch recently I was persuaded otherwise. I saw Don Parker, Les Leston and Stuart Lewis-Evans complete the 40-mile final of the Trophy Race at close on 70 m.p.h. all the way, with no sign of power fade or mechanical trouble whatsoever. The rest of the field seemed perfectly healthy, and exits were mainly due to errors of judgment rather than defects in the cars. Does this not imply that now is the time to stage a 200 miler? If the organizers are still a trifle prejudiced, then let's have a 150 mile race.

F. A. C. BARNARD.

TONBRIDGE, KENT.

# HAWTHORN & MAGLIOLI WIN ITALY'S "LE MANS"

Another Success for 4½-litre Ferrari in Pescara 12-Hours Race—Aston Martin Third in Class

ITALY'S *Dodici Ore di Pescara* is the modern successor to the Targa Abruzzo, run since the mid-'20s as a 24-hours sports car race, and looked upon as the Italian "Le Mans". Last weekend's race saw Mike Hawthorn share outright victory in the Spa-winning type 4½-litre Ferrari coupé with Umberto Maglioli; they also won the over 2-litre sports car class, in which Tom Meyer and Tony Gaze took third place, driving a 2.9-litre DB3 Aston Martin coupé.

The entry was preponderantly Italian, but Peter Whitehead and Duncan Hamilton were present with a C-type Jaguar which provided much of the interest, lying third to two Ferrari "4½s" for several hours, but finally retiring with steering

trouble, the driver being promptly removed to the hospital itself. Luigi Musso's 2-litre Maserati moved up to second place after de Oliveira's retirement, but his own car broke down on the final lap, to be pushed over the line. A sister Maserati, that of Mancini and Dal Cin, moved up into Musso's place, to win its class and finish second in general classification, ahead of a 2-litre Ferrari driven by Sterzi and Franco Cortese, the latter a veteran of this particular race and four times the winner pre-war.

Mike Hawthorn's joint victory marks the first British outright success in the Pescara sports car race, although Earl Howe and T. E. Rose-Richards won the Campari

Trophy for fastest supercharged car with a 2.3-litre Alfa Romeo in 1934. Provisional results of the 1953 race are:—

## General Classification

1. Mike Hawthorn/Umberto Maglioli (4.5 Ferrari), 61 laps (1542.614 kilometres), 128.551 k.p.h. (79.9 m.p.h.); 2. Mancini/Dal Cin (Maserati); 3. Sterzi/Cortese (Ferrari).

## Class Results

**Up to 1,100 c.c.** 1. De Filippis/Sgorbati (Osca), 112.282 k.p.h.; 2. Terigi/Pagliai (Ermini); 3. Giorgetti/Fortuna (Stanguellini).

**1,101-2,000 c.c.** 1. Mancini/Dal Cin (Maserati), 115.461 k.p.h.; 2. Sterzi/Cortese (Ferrari); 3. Capelli/Montes (8V Fiat).

**Over 2,000 c.c.** 1. Hawthorn/Maglioli (Ferrari); 2. Piazza/Piazza (Ferrari); 3. Tom Meyer/Tony Gaze (DB3 Aston Martin).

**Gran Turismo Category (up to 2,000 c.c.)**  
1. Colucci/Vari (Lancia Aurelia), 109.175 k.p.h.; 2. Zafferri/Favera (Alfa Romeo); 3. Ivanhoe/Sebasti (Alfa Romeo).

\* \* \*

THE 21st Edition of *The Autocar Handbook* has now been issued by Iliffe & Sons Ltd., Dorset House, Stamford Street, S.E.1, price 7s. 6d. Another recent Iliffe publication is *Autocycles and Cyclemotors—How to get the best from them*, now in its third edition, and costing 5s.

**TWELFTH HOUR TROUBLE:** Luigi Musso gets the finisher's flag at Pescara as he pushes his 2-litre Maserati over the line.

**GALLANT EFFORT:** (Below) Peter Whitehead cornering during the Pescara 12-Hours race. Co-driven by Duncan Hamilton, the XK 120C Jaguar lay third until steering derangements caused its retirement.



trouble. Out of the field of 44 starters, no less than 29 cars retired, testifying to the gruelling nature of the long Pescara circuit, which combines a mountain section of almost Targa Florio quality with very fast Avus-type straights. The 4½-litre Ferrari of Luigi Villorosi and Paolo Marzotto broke its differential after eight hours of racing, the Portuguese driver de Oliveira's Ferrari did the same thing when lying second to Hawthorn/Maglioli, and the Cornacchia/Stagnoli car also failed when well up.

Piero Bernabei crashed his *Gran Turismo* 1900 Alfa Romeo saloon into a hospital wall near Monte-



# WHARTON

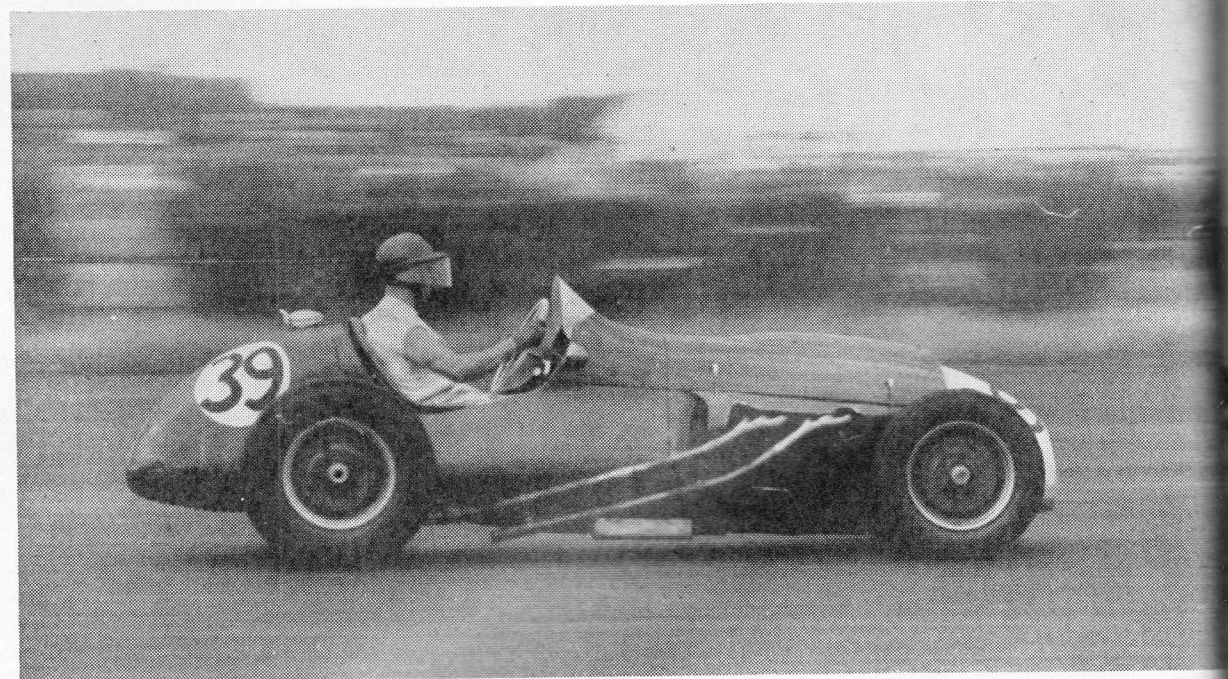
Charterhall Lap  
"Formule Libre"  
(Cooper-Bristol)

*SPEED SHOT: (Left) Ken Wharton (B.R.M.), tooling down the straight at a mere 150 m.p.h. or so at Charterhall, during his winning drive in the 100 miles Formule Libre race.*



★  
SAME MAN,  
SAME PLACE,  
DIFFERENT  
CAR: (Right)  
Wharton, this  
time in a Cooper-  
Bristol, on the  
way to winning  
the Formula 2  
race—also a 100  
miles event.

★



LAST Saturday's International meeting at Charterhall, organized by the Winfield Joint Committee with the co-operation of the *Daily Record* and the *Newcastle Journal*, proved to be a triumph for Ken Wharton. Not only did he win the *Formule Libre* race with the B.R.M. and set up a new lap record, but he also scored a resounding victory in the Formula 2 race, against such opposition as the "works" Connaughts, Tony Rolt, Stirling Moss and Bob Gerard. This race was notable for the fine driving of Connaught "new boy", Ron Flockhart.

Stirling Moss (Cooper) won the F3 race after a stirring struggle with Don Parker (Kieft), Les Lesion (Leston) and Bob Gerard (Cooper). The sports car events went to Cliff Davis (Cooper-M.G.), Jack Walton (Cooper-Bristol) and Reg Parnell (DB3S Aston Martin). Despite wet

weather, a very large crowd attended Scotland's only International race meeting. Fortunately the course dried up for the *Formule Libre* race.

\* \* \*

B.R.M.'S two-car challenge was reduced to one machine when Reg Parnell had a brake lock on in practice. The car slewed right round, proceeded to motor *sideways* at over 100 m.p.h., and finally crashed through a barrier backwards. Reg stepped out unhurt, but the B.R.M. was considerably bent.

Farina in the Thin Wall Special Ferrari clocked a 1 min. 21.8 secs. lap (88.08 m.p.h.)—nearly 3 secs. better than his own existing record with the same car, but before it was fitted with the present Goodyear disc brakes. Next best were Wharton (B.R.M.) with 1 min. 24.4 secs. and Flockhart (E.R.A.) with 1 min. 25.4 secs.

Stirling Moss had the SU fuel-injection equipment on his Cooper-Alta, and proceeded to register quickest lap in the F2 category with 1 min. 26.2 secs.—0.8 sec. faster than Tony Rolt (Connaught) Roy Salvadori with the ex-Lyons "car-

burettor" Connaught did 1 min. 27.6 secs. Eric Brandon (Cooper) and Charles Headland (Martin-Headland) topped the F3 class with 1 min. 32.2 secs. Moss (Cooper) did 1 min. 32.8 secs., and Bob Gerard (Cooper) was a second slower.

It was raining at 11 a.m. when drivers lined up for the Le Mans start of the up to 1,200 c.c. (S) and 1,500 c.c. (U/s) sports car race. This developed into a sharpish duel between Cliff Davis (Cooper-M.G.) and H. H. Gould (Cooper-M.G.). Gould in the ex-Leonard machine made a real race of it, and with luck might have pipped the Londoner. As it was, they finished only  $\frac{1}{2}$  sec. apart, some way ahead of Donald Beauman (Riley) and Gillie Tyrer's Fiat-powered Supermotor. Peter Hughes supplied most of the excitement in the twin-cylinder, ex-Lister Tojeiro-J.A.P., with several near-spins on the wet track.

Tyrer, Gould and Fielding (H.W.M.) were left at the start in the 1,500 c.c. (S) and 2,500 c.c. (U/s) sports car event, Fielding's car finally having to be pushed. Cliff Davis (Tojeiro) took the lead as the field swept down to Lodge Corner, but Jack Walton's F2-sounding Cooper-Bristol crackled ahead at Kames



# ON'S SCOTTISH DOUBLE

**Record for B.R.M.—Smethwick Driver Wins Both F2 and Events—Victories for Cliff Davis (Cooper-M.G.), Jack Walton Reg Parnell (Aston Martin) and Stirling Moss (Cooper)**

Curve, never to be caught. Walton completely outpaced the others, winning more or less as he pleased.

Peter Kenneth (Frazer-Nash) originally held third place, but on lap 6 was overwhelmed by John Melvin, and a lap later was taken by Mike Currie—also in Frazer-Nashes. Melvin and Currie had a merry battle, and were very close to Davis at the end of the race. Jack Gibbon's "Cunningham of the North" Rover Special went very well, and Gould gradually worked his way through the field to be amongst the first half-dozen.

It was very wet for the 20-lap unlimited sports car race. Reg Parnell was last away, being unable to open the door of his DB3S Aston Martin. Bob Dickson drove Parnell's latest acquisition—an Austin-Healey "Hundred".

The "Ecurie Ecosse" Jaguars, driven

tion Connaught, Salvadori the ex-Lyons 4 Amals car, and Ron Flockhart was nominated for Salvadori's fuel-injection machine. Eric Brandon had the Cooper Car Co. Ltd.'s twin-cylinder car.

Ken Wharton (Cooper-Bristol) quickly assumed command of the race, the yellow-nosed car leading for the entire 50 laps. Behind, Tony Rolt (Connaught) held second place for several laps and was then passed by Bob Gerard (Cooper-Bristol). Ian Stewart (Connaught) was prominent, but eventually fell back with gearbox troubles. Roy Salvadori (Connaught), taking a longer time than usual to settle down, gradually closed up on Rolt, passed him and then overtook Gerard. Moss retired at the beginning with over-lubrication in his fuel injection equipment.

Ron Flockhart, well back for the first

## RESULTS

### Sports Cars

**Up to 1,200 c.c. (S) and 1,500 c.c. (U/s), 10 laps:** 1, Cliff Davis (Cooper-M.G.), 18 mins. 33.6 secs., 64.65 m.p.h.; 2, H. H. Gould (Cooper-M.G.), 18 mins. 34 secs.; 3, Donald Beauman (Riley); 4, Gillie Tyrer (Supermotor).

**Fastest lap:** Davis, 1 min. 47.4 secs., 67.04 m.p.h.

**Up to 1,500 c.c. (S) and 2,500 c.c. (U/s), 10 laps:** 1, Jack Walton (Cooper-Bristol), 16 mins. 43.8 secs., 71.73 m.p.h.; 2, Cliff Davis (Tojeiro-Bristol), 17 mins. 9.4 secs.; 3, John Melvin (Frazer-Nash); 4, Mike Currie (Frazer-Nash).

**Fastest lap:** Walton, 1 min. 36.8 secs., 74.38 m.p.h.

**Unlimited, 20 laps:** 1, Reg Parnell (DB3S Aston Martin), 33 mins. 17.8 secs., 72.07 m.p.h.; 2, Ian Stewart (C-type Jaguar), 33 mins. 54.0 secs.; 3, Jimmy Stewart (C-type Jaguar); 4, Jack Walton (Cooper-Bristol).

**Fastest lap:** Parnell, 1 min. 37.6 secs., 73.77 m.p.h.

### Racing Cars

**Formula 3, 20 laps:** 1, Stirling Moss (Cooper), 31 mins. 23 secs., 76.47 m.p.h.; 2, Don Parker (Kieft), 31 mins. 40 secs.; 3, Les Leston (Leston Spl.); 4, Charles Headland (Martin-Headland).

**Fastest lap:** Bob Gerard (Cooper), 1 min. 31.0 secs., 79.12 m.p.h.

**Formula 2, 50 laps:** 1, Ken Wharton (Cooper-Bristol), 1 hour 15 mins. 30.6 secs., 79.45 m.p.h.; 2, Roy Salvadori (Connaught), 1 hour 16 mins. 8.0 secs.; 3, Ron Flockhart (Connaught); 4, Bob Gerard (Cooper-Bristol).

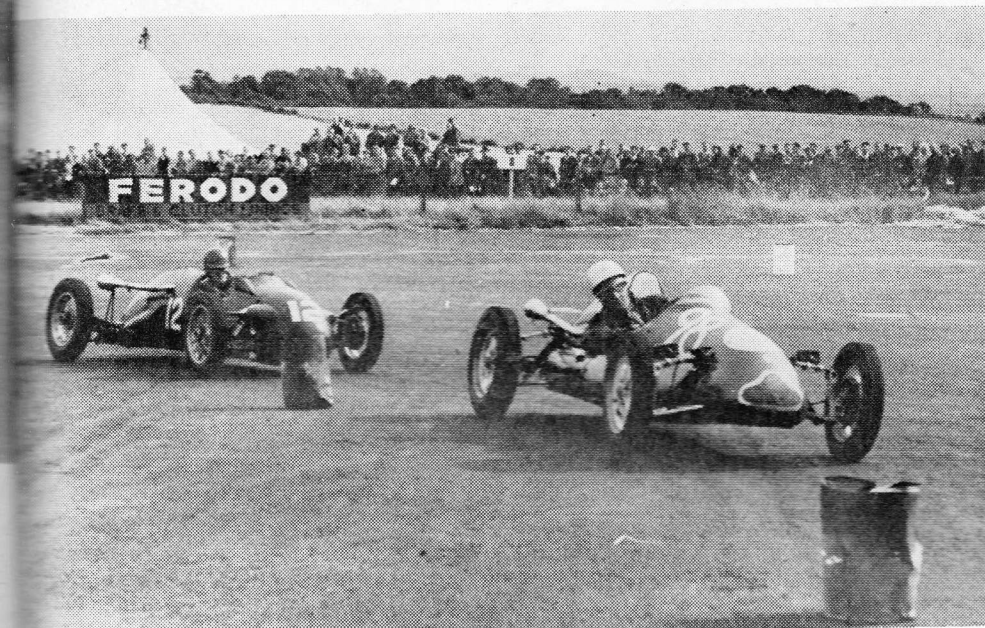
**Fastest lap:** Wharton, Salvadori and Flockhart, 1 min. 26 secs., 83.7 m.p.h.

**"Formule Libre", 50 laps:** 1, Ken Wharton (B.R.M.), 1 hour 12 mins. 33.2 secs., 82.7 m.p.h.; 2, Tony Rolt (Connaught); 3, Jack Fairman/Roy Salvadori (Connaught); 4, Ninian Sanderson (Cooper-Bristol).

**Fastest lap:** Wharton, 1 min. 24 secs., 85.71 m.p.h. (new lap record).

**F3 FIGHT:** (Left) Stirling Moss (Cooper) leading Don Parker (Kieft) at Tofts Corner in the 500 c.c. event, won by Moss.

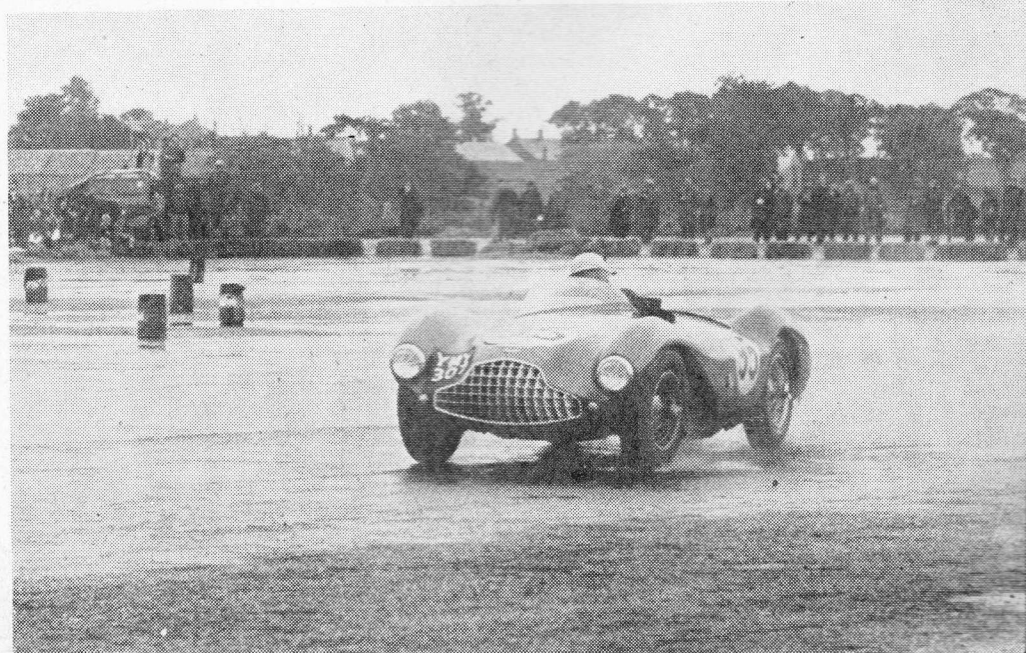
**DB3S DOUBLE:** (Below) Reg Parnell followed up his victory at the earlier Charterhall meeting, with another unlimited sports car class win.



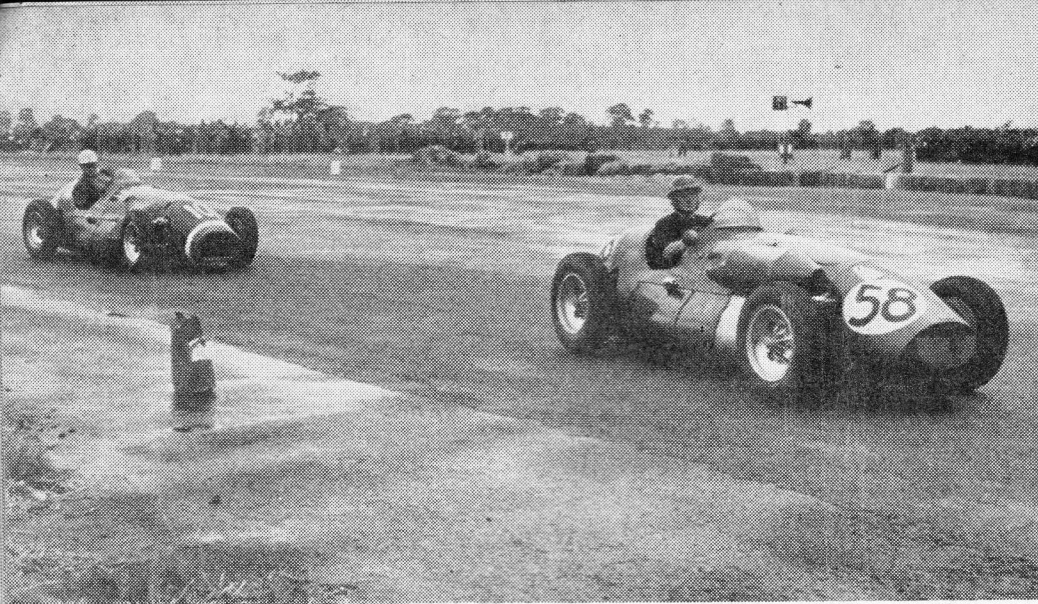
by Ian Stewart, Jimmy Stewart and Ninian Sanderson, early assumed a 1-2-3, chased by Cliff Davis (Tojeiro) and Jack Walton (Cooper-Bristol). However, Parnell was soon at grips with the C-types, and rapidly closed up on Stewart. At Tofts Turn the Aston Martin streaked ahead, and Stewart vainly tried to keep up with it. Behind, Jimmy Stewart firmly held his third place, but Sanderson was eventually taken by Davis and Walton. The last-named moved up to fourth place, but could not catch either of the Stewarts.

Sanderson was signalled to come into his pits, but for some reason motored straight into the paddock. Parnell eventually won by 36.2 secs. at 72.07 m.p.h.—a fairly useful pace on a wet track.

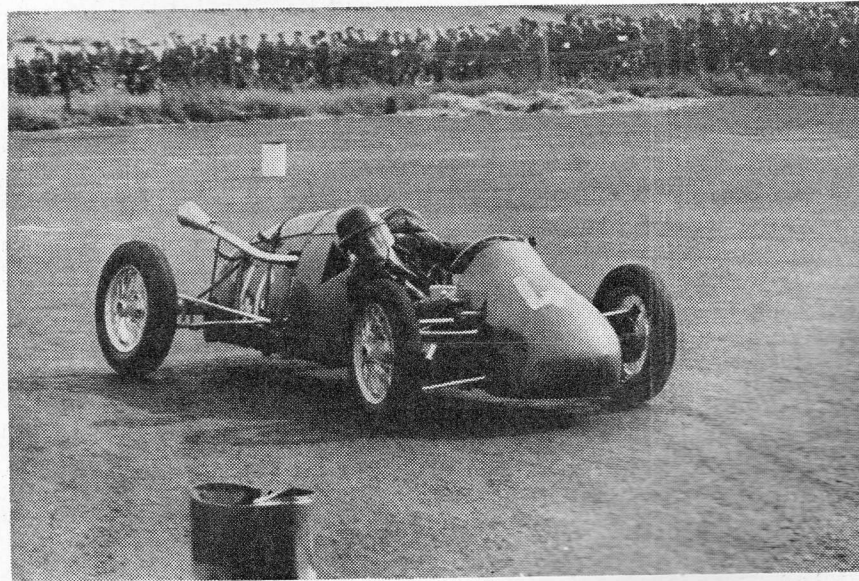
By the time the F2 cars had warmed up, the course was drying. John Coombs drove an unpainted fuel-injec-



# WHARTON'S SCOTTISH



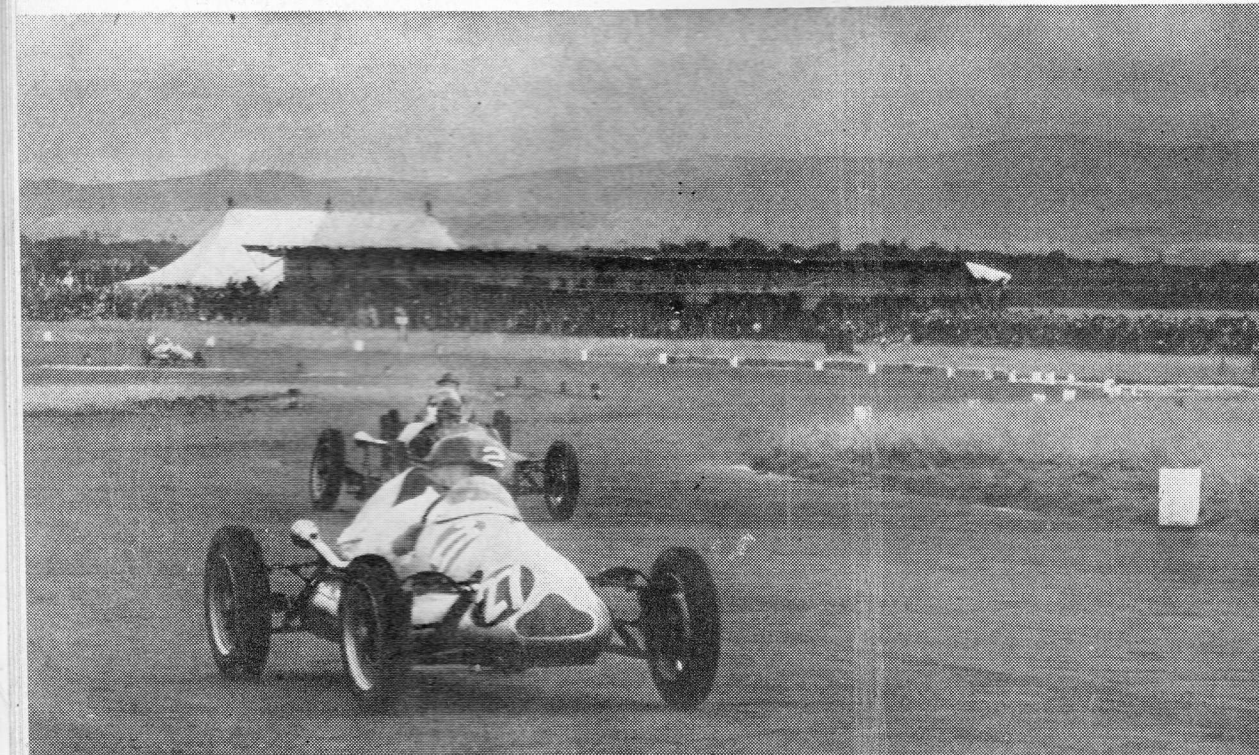
*SCOTSMEN ALL: (Above) Ron Flockhart about to overtake Ian Stewart—both in Connaughts—during the F2 race. (Below) Alex McGlashan made his first appearance with his newly-acquired Staride in the F3 race.*



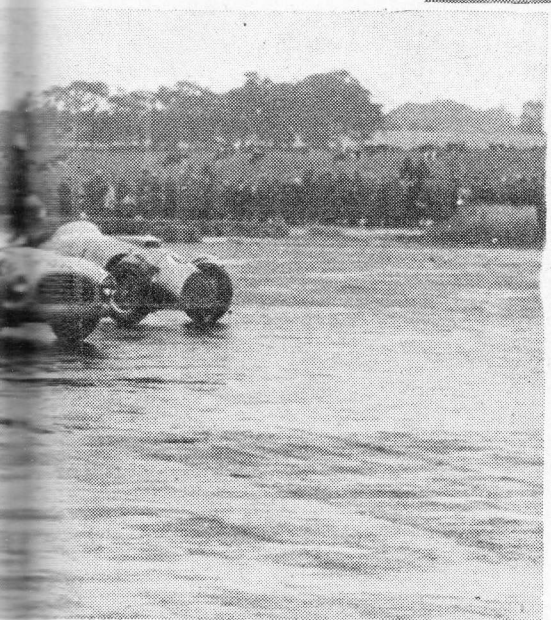
20 or so laps, began to get used to the Connaught, and whistled up from nowhere to challenge first Rolt, then Gerard. After getting the fuel-injection machine into third place, he set about catching his team-mate. To the delight of the Scottish crowd, the Dalkeith man closed right up on Salvadori. This was not to the liking of the Connaught team-manager. If Ron took Roy, then a proper ding-dong might follow resulting in the exit of both cars. Out came the "slow down" signal, and Flockhart did what the teacher said.

Wharton eased up during the final stages, but even so, won by over 27 secs. from Salvadori, with Flockhart third.

*(Left) Leslie Thorne (Cooper), about to be overwhelmed by the Moss, Parker, Gerard trio in the Formula 3 race, after losing all gears except top.*



# DOUBLE—Contd.



Jack Walton (Cooper-Bristol) trying to overtake Cliff Davis (Tojeiro) at Lodge Corner during the 1,500 c.c. (S) and 2,500 c.c. (U/s) sports car race.

Rolt had to stop to refuel owing to a damaged carburetor float-chamber, but Gerard held his fourth spot till the end. Brandon's Cooper twin went remarkably well, but finished in a sad mechanical state; one carburetor had practically disappeared, and the crankcase was minus a couple of studs. The little car kept up with Coombs's Connaught for lap after lap, and also duelled with Jimmy Stewart's Cooper-Bristol. Jack Walton's "sports" Cooper-Bristol showed itself to be as quick as many of the "racers".

### F3 Thriller

Eric Brandon (Cooper) led the F3 race for one lap, and then disappeared. Behind were Moss (Cooper), Leson (Leston Spl.), Parker (Kieft) and Sanderson (Staride) in that order. Moss then



Start of the up to 1,500 c.c. (S) and 2,500 c.c. (U/s) sports car race shows drivers at various stages of commencement.

took the lead, chased by Parker, Leston, Gerard, Headland and Sanderson. This group eventually left the others behind. Moss's exhaust pipe came adrift, but it seemed to make no difference to his speed. Leslie Thorne (Cooper) lost all his gears except top and fell back.

Behind the leaders, J. K. Hall (Cooper) and David Swan (Cooper) of the Border Reivers were locked in combat. Peter Reece ("de Dion" J.P.), making his debut in F3 racing, spun round on some dropped oil.

Parker moved ahead on lap 3, but was passed by Moss, and then went in front again. Gerard slipstreamed first one and then the other, and swept into the lead on the ninth tour. Parker went into second place, but Moss was his shadow. On lap 10, all three came through Kames Curve together, and Gerard

(Below, left) Roy Salvadori, who was second to Wharton in the F2 race with his "carburetor" Connaught.

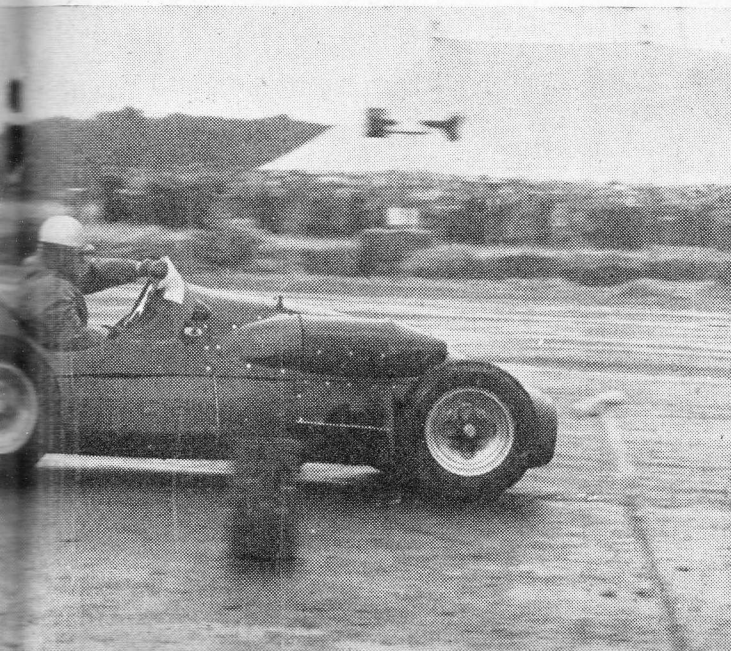
pulled out once again, with Moss tucking in behind him.

Meanwhile Leston was not far away, and Headland had shaken off Sanderson. Stuart Lewis-Evans (Cooper), coming up to join the top boys, took to the paddock slip road, tried his steering, and then rejoined the race having lost many places.

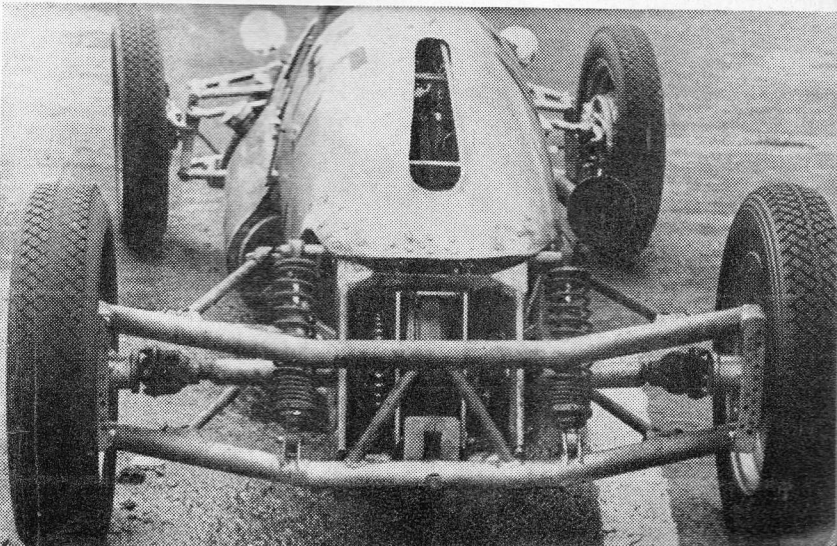
The leading trio were having a desperate battle, but Moss and Gerard were visibly drawing away from Parker. With five laps to go, Gerard packed up at Kames Curve, leaving Leston in third place. Parker could do nothing to catch Moss, who finished 17 secs. to the good. Gerard had the consolation of putting up the fastest lap.

### Formule Libre

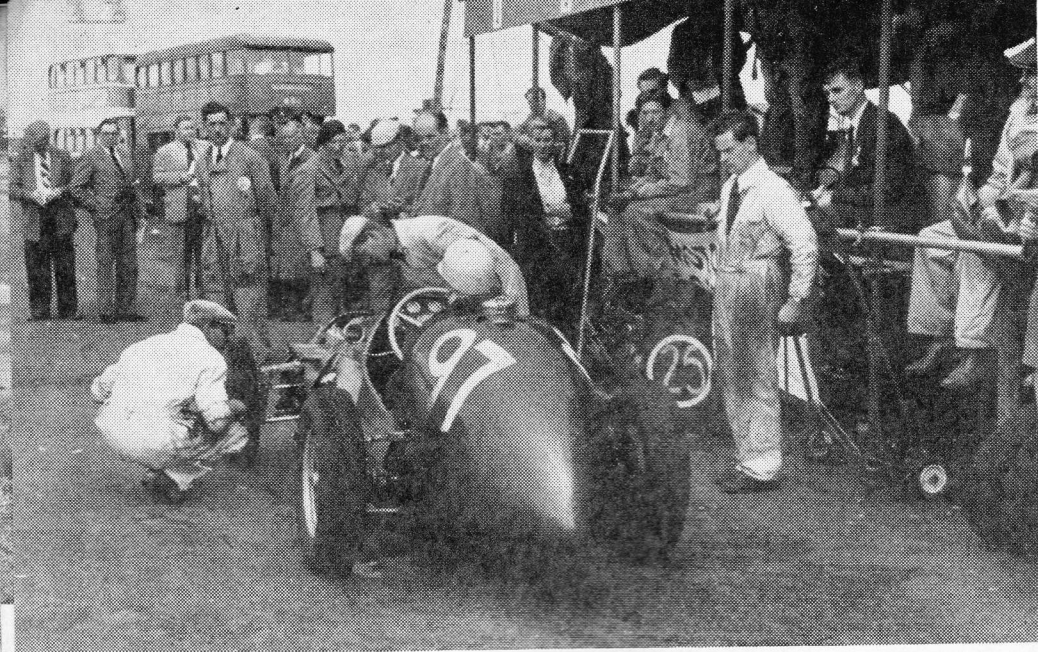
Moss's Cooper-Alta was reconverted to carburetors for the 50-lap *Formule Libre* race, and Jack Fairman took Flockhart's place in the Connaught team. Farina and the Thin Wall shot off like a bullet, the 4½-litre car displaying extraordinary acceleration out of Tofts Corner. Behind came Wharton (B.R.M.), Moss (Cooper-Alta), Flockhart, (E.R.A.), Sanderson (Cooper-Bristol) and Rolt (Connaught).



(Below) J.P. "500" driven by Peter Reece had a dual-tube de Dion rear axle, with helical springs and internal telescopic dampers.



(Left) Watched by members of the B.R.M. set-up, Stirling Moss comes in with his Cooper-Alta to have plugs changed during the Formule Libre race.



**Wharton's Scottish Double—continued.**

Salvadori (Connaught) left the road at Lodge Corner, damaging the steering. Leaving the car where it was, he walked back to the pits. Moss's Cooper-Alta, in third place, was going like the wind, keeping ahead of Rolt's Connaught. Rolt gradually closed the gap, Moss's engine began to flutter and he eventually pulled in to change plugs, stopping again and finally retiring.

Another pits visitor was Coombs, who pulled in with clouds of steam issuing from the header tank. Ninian Sanderson continued to circulate steadily and quickly with the "Ecurie Ecosse" Cooper-Bristol.

Farina increased his lead, lap by lap, but Wharton was beginning to make the B.R.M. move really fast. Suddenly the Thin Wall lost its crisp exhaust note, and the B.R.M. shrieked past the slowing

Italian car. Into the paddock came Tony Vandervell's Silverstone winner, to be retired with ignition derangement.

Thereafter Wharton swept on his way absolutely unchallenged. Flockhart's E.R.A. had halted with falling oil pressure, and only Rolt kept on the same lap as the Owen machine. Near the end, Fairman's Connaught stopped at the pits, and for some reason Salvadori took over. Anyway, the car finished third—two laps behind Wharton. The "take-over" was strange, as neither Fairman nor Salvadori had much hope of catching Rolt. Sanderson took a well-earned fourth place.

The B.R.M. victory was popular, and Wharton had shown complete mastery of the difficult car on the tricky two-mile circuit. In winning at nearly 83 m.p.h., Wharton set up a new circuit record of 1 min. 24 secs., 85.71 m.p.h.



Carrying both F2 and Formule Libre trophies, Ken Wharton is besieged by autograph-hunters after the prize-giving ceremony by Major Henry Trotter, at Charterhall.

**CHEAP FARES TO BELFAST IN T.T. WEEK**

**M**ID-WEEK "excursion rate" rail and boat return fares at approximately 50 per cent. more than single fares from any station in Britain or Scotland have been

arranged by British Railways to operate on Tuesday, Wednesday and Thursday, 1st, 2nd and 3rd of September, preceding the T.T. race at Dundrod on Saturday, the 5th. Return must be made on the following Tuesday, Wednesday or Thursday to qualify for this reduction.

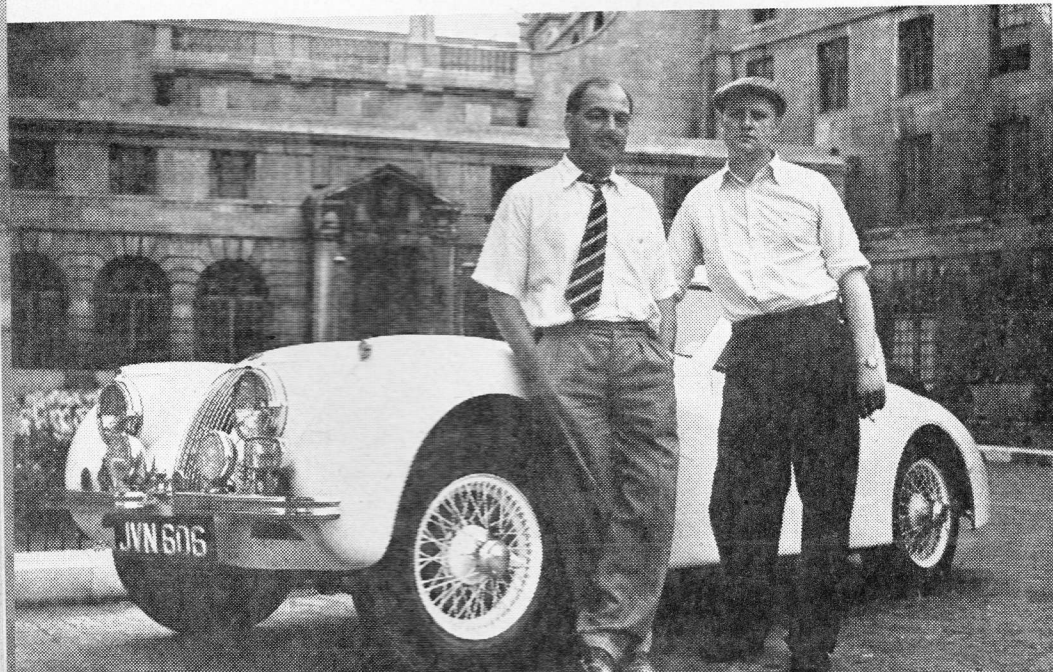
Similar reduction in rates for cars, plus two adults, are applicable on these dates, advanced booking in this case being essential owing to limited car capacity on the shipping routes.

\* \* \*

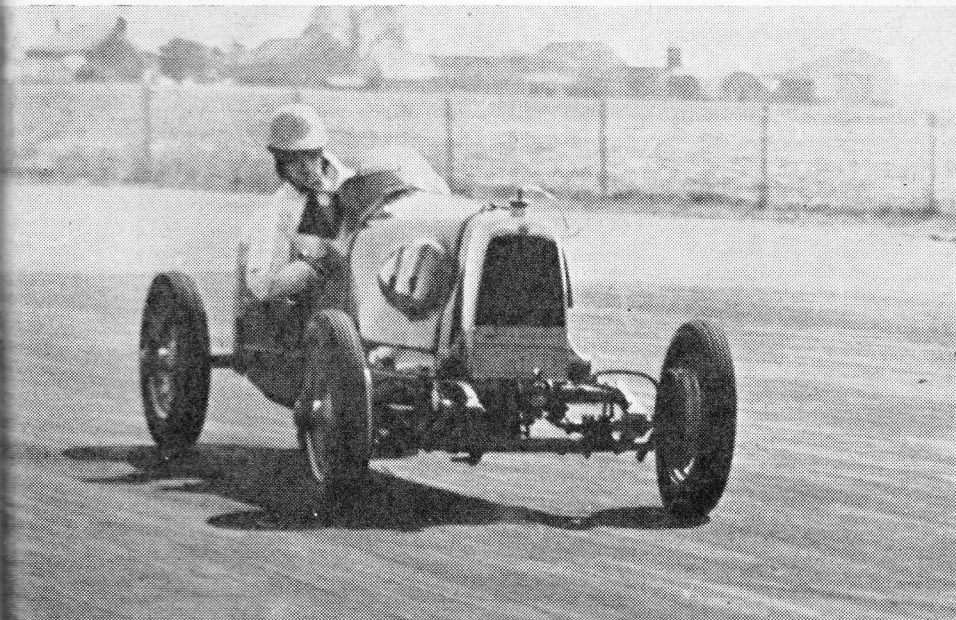
**THE AMAZING HERRMANN**

**H**ANS HERRMANN in a 1½-litre Hglockler-Porsche set up B.T.D. in the recent Freiburg hill-climb in Germany, his time of 7 mins. 59.97 secs. beating de Graffenried's Maserati by .03 secs. Third was Rudi Fischer (Ferrari), in 8 mins. 4 secs., fourth Hans Stuck (A.F.M.), 6 secs. slower, fifth Alan Brown (Cooper-Bristol) in 8 mins. 12 secs., and sixth Ken McAlpine (Connaught).

Ahrens (Cooper) won the F3 class, in which André Loens ran fourth in a Kieft.



**SOLO EFFORT:** Arthur Slater and Peter Bolton with their XK 120 Jaguar are the sole British competitors in the arduous Liège-Rome-Liège Rally now in progress.



Two classes, for 750 and 1,172 Formula cars, were run concurrently in the first race, a convincing demonstration of the fact that it doesn't matter how slow competing cars are, so long as they are all equally slow! In both classes a heated battle was waged and the order changed repeatedly, making this five-lap scratch event one of the best in the meeting. Lotus cars scored a 1-2-3 victory in the 1,172 classification, Nigel Allen's tourer getting home first, but Colin Chapman made a point of passing him at Woodcote with his 1,099 c.c. model on almost every lap—sometimes on the inside, sometimes on the outside! Desoutter, who finished third, also joined in with enthusiasm, as did D. H. Small with his D.H.S. J. A. Stringer, trailing bits of his Raybern-Griffiths, was flagged off on the fourth lap.

#### Results

1, N. S. O. Allen (Lotus Tourer), 11 mins. 23.8 secs. (65.81 m.p.h.); 2, A. C. B. Chapman (Lotus Sports), 11 mins. 24 secs.; 3, P. A. Desoutter (Lotus Sports), 11 mins. 24.4 secs.; 4, D. H. Small (D.H.S. Sports), 11 mins. 41.4 secs.

**Fastest lap:** Chapman 2 mins. 13.4 secs. (67.46 m.p.h.).

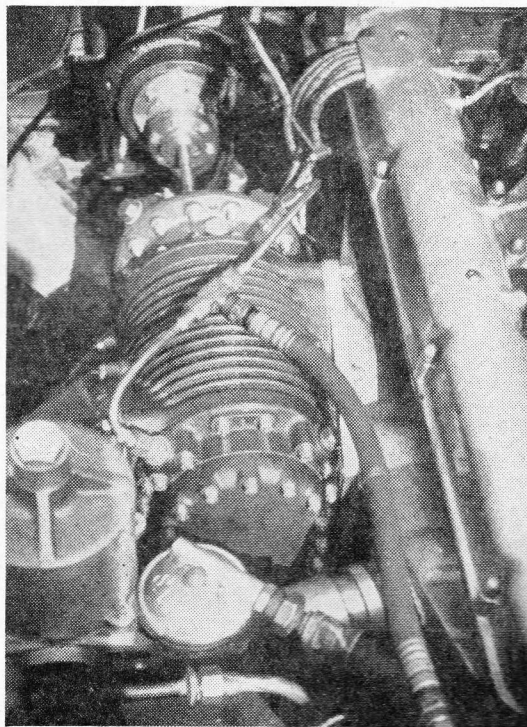
## MAINLY FOR ASTONS

WITH three Snetterton fixtures this year, the Aston Martin Owners' Club did not have to regard their St. John Horsfall Memorial Meeting, at Silverstone last Saturday, as their only day of racing. In consequence, they were able to avoid trying to squeeze a quart of events into a pint pot of daylight, and the brevity of their meeting made it the more enjoyable. Lt.-Commander Peter Attwood won the St. John Horsfall Trophy with the apparently immortal "Razor Blade", now 30 years old and still going strong. 750 M.C. members were prominent in the short, scratch and handicap races which made up the programme, and took the first three places in the team relay race for the David Brown Challenge Cup.

A new and longer club circuit was used, giving a lap distance of 2½ miles. The cross runway from Maggotts to Club was covered twice, in both directions, with a particularly tight hairpin at Club. At Tower the course swung left to join the usual club straight into Woodcote, which was entered without benefit of chicane. This proved an interesting circuit, and the downhill and uphill sections on the cross runway appeared to form an effective test of a car's capabilities. Unfortunately, the surface lifted to some extent during practice, so that the start of the meeting was delayed for sweeping operations.

\* \* \*

Each car was given a set speed for the half-hour regularity trial which opened the meeting, varying from 50 m.p.h. for Le Mans Aston Martins to 65 m.p.h. for a DB2, a couple of Silverstone Healeys and—Chapman's Lotus! D. Edwards' 1929 LM4 Aston was placed first, covering 11 laps in 30 mins. 1.8 secs. Runners-up were R. C. Green (H.R.G.), B. Phipps (Morgan) and J. Moore (Morgan), who covered 12 laps in 30 mins. 2.0 secs., 29 mins. 55.6 secs. and 30 mins. 4.4 secs. respectively.



★  
**WHAT TO DO WITH YOUR OLD RAZOR BLADES:** (Above) "Race 'em!" says Peter Attwood, who won the St. John Horsfall Memorial Trophy last Saturday with "Razor Blade", the famous old Aston Martin which was built for Sammy Davis.

★  
**THIRTY YEARS AFTER:** From 1923 to 1953, and the DB2 Aston Martin of Peter Clark (below), which has a wieldy supercharger living under the bonnet (left). The DB2 broke a tappet during practice and, in spite of intensive work in the paddock, did not run very well during the A.M.O.C.'s Silverstone meeting.



**JAG. MAN WITH ASTONS:** "Mort" Morris-Goodall, competitions manager of Jaguars, is completely surrounded by Aston Martins on the starting grid. In front is B. Fowler, whose 1933 Le Mans Aston Martin took second place to "Razor Blade" in the St. John Horsfall Trophy race.

John French's delightful little Austin Seven, "Simplicity Itself", was harried to a lesser extent in the 750 category, and the diminutive special, with what looked like an aluminium frying pan adhering to the offside of the engine, scuttled round corners at no mean speed. Behind it, C. T. Howse held second place from L. L. West, but P. T. M. Nott caught the latter on the third lap. Next time round the order had changed, Howse leading from Nott and French, but on the last lap Nott disappeared and French regained his first position, while R. H. Grimsley moved into third place behind Howse. B. A. Manning retired his Jeffery-Austin after one lap. French's fastest lap was made at 60 m.p.h.—a very fair performance from a side-valve "750".

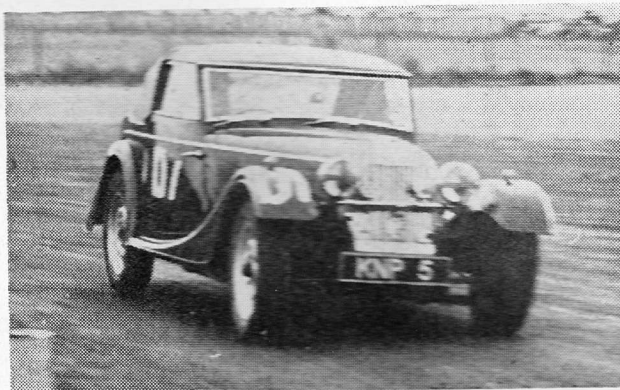
#### Results

1, J. S. French ("Simplicity Itself"), 12 mins. 44 secs. (58.90 m.p.h.); 2, C. T. Howse (Austin Sports), 12 mins. 46 secs.; 3, R. H. Grimsley (Austin Sports), 12 mins. 54.2 secs.; 4, L. L. West (Austin Sports), 12 mins. 57.4 secs.

**Fastest lap:** French, 2 mins. 27.8 secs (60 m.p.h.).

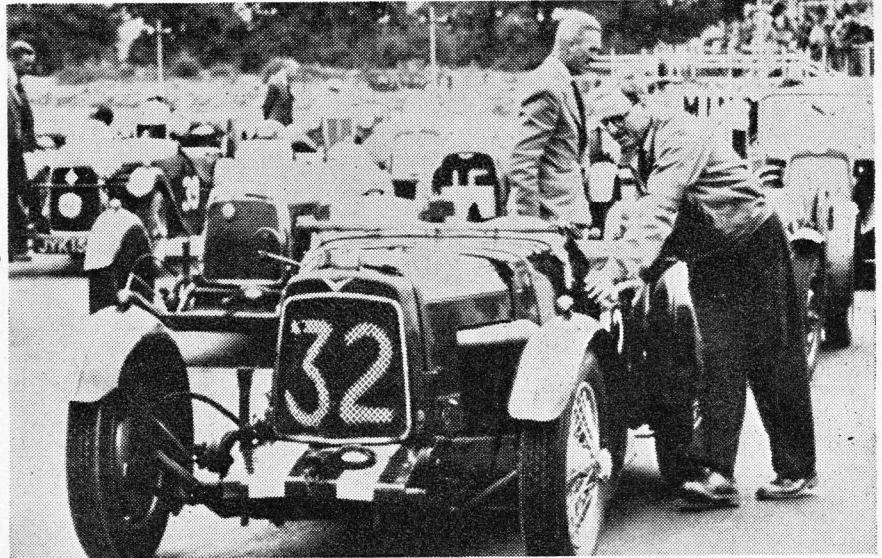
While Heat 1 of Event 2 (which formed the first race) was a scratch one, the next two heats were run on a handicap basis. In the first, S. A. Mitchell (P.A. Spl.) shared the limit mark of 1 min. 20 secs. with Marsh's familiar Alvis and the Le Mans Aston Martins of Edwards and Fowler. Peter Gammon was, naturally enough, on the scratch mark, but the unfortunate Lusty (M.G. TD) had to share it with him.

Mitchell made an excellent start, and at the end of the first lap lay well ahead of Edwards and Marsh. Fyson seemed to find his Le Mans Aston something of a handful at Woodcote, and R. J. Randall went well and truly amongst the greenery in his 15/98 model. On the second round, Metcalfe caught Edwards and Marsh to put his Balilla Fiat in second spot, and one lap later it was Gammon who pushed his yellow M.G. into third place, almost removing Lord Charnwood's feet as he passed the starting area. Driving with all his usual dash, he achieved second place on the fourth lap, and first on the final round, followed in by Mitchell and Metcalfe, while H. Porteous managed fourth position with only a 30 secs. allowance, in his Ford special.



★  
**MOORE PLUS:**  
Representing the Morgan 4/4 Club in the relay race for the David Brown Challenge Cup, John Moore keeps the loud pedal down in his rapid Morgan Plus Four coupé.

★



#### Results

1, P. D. Gammon (M.G.), 11 mins. 46 secs. (71.88 m.p.h.); 2, S. A. Mitchell (M.G.), 11 mins. 51 secs.; 3, C. le S. Metcalfe (Fiat), 12 mins. 7.8 secs.; 4, H. Porteous (Porteous Spl.), 12 mins. 9.2 secs.

**Fastest lap:** Gammon, 2 mins. 3.8 secs. (74.77 m.p.h.).

John Moore's far-from-slow Morgan coupé received the limit allowance of 1 min. 45 secs. in Heat 3, and for three laps headed the Bentleys of Burton and Mason, started 25 secs. later. Then he was caught by the redoubtable McDonald (Bentley) from the 1 min. mark, and taken by Burton and by Haynes's rapid Healey, which had been given 50 secs. McDonald drove furiously to hold off Haynes on the last lap, while Burton retained third place with Clairmonte (Clairmonte), McGurl (Allard), scratch man Swift (Jaguar C-type) and Moore's Morgan scrapping it out behind. B. Baxter's L.M.C. performed well, and beat Everard's DB2 from the same mark, but Peter Clark's DB2 sounded very unhappy in supercharged form, and with a 15 secs. allowance finished last.

#### Results

1, A. G. McDonald (Bentley), 11 mins. 38 secs. (68.92 m.p.h.); 2, B. G. W. Haynes (Healey), 11 mins. 38.6 secs.; 3, G. H. G. Burton (Bentley), 11 mins. 44.8 secs.; 4, C. Clairmonte (Clairmonte), 11 mins. 49.4 secs.

**Fastest lap:** J. B. Swift (Jaguar), 1 min. 58.6 secs. (75.88 m.p.h.).

Almost a score of Aston Martins now congregated on the grid for the 10-lap handicap race for the St. John Horsfall Trophy, with Peter Clark on scratch and Lt.-Commander Peter Attwood on the

limit. Attwood was seated in that slimmest of slim cars, "Razor Blade", and R.A.C. steward S. C. H. Davis was there to admire the hydraulic front brakes, now fitted to the 1923 machine which was built for him, and which formed the original of the present B.R.D.C. badge. "Razor Blade" had obviously received some loving care, although her rather tired radiator had a wooden peg in the honeycomb—the result of an accident with a penknife. But the water stayed in the right place, and the old Brooklands car increased her lead on every lap, coming home a popular winner a minute and a half in front of the Le Mans cars of Fowler, Edwards and Elwell-Smith. Everard set the fastest lap of 71.43 m.p.h. to reach fourth place, from the 30 secs. mark, with his DB2, but Peter Clark's blown car, on scratch, again seemed disappointingly slow. "Razor Blade" was not the oldest car in the race, for F. E. Ellis was driving the ex-Gallop 1922 Grand Prix Aston Martin which, however, could not match the performance of Atwood's mount and fell back to the tail-end position.

#### Results

1, P. L. D. Attwood (Aston Martin "Razor Blade"), 24 mins. 31.6 secs. (61.14 m.p.h.); 2, B. Fowler (Aston Martin Le Mans), 26 mins. 1.8 secs.; 3, D. Edwards (Aston Martin Le Mans), 26 mins. 19.2 secs.; 4, D. Elwell-Smith (Aston Martin Le Mans), 26 mins. 38.2 secs.  
**Fastest lap:** P. A. Everard (DB2 Aston Martin) 2 mins. 6 secs. (71.43 m.p.h.).

**Fastest lap (1½-litre):** I. J. Robertson (Aston Martin Ulster), 2 mins. 19.4 secs. (64.55 m.p.h.).

The order changed seldom in the five-lap scratch race which followed. J. B. Swift led throughout, drifting his C-type Jaguar round Woodcote under the approving eye of "Mort" Morris-Goodall. Ten seconds behind him lay Peter Gammon's TC special, with a slightly smaller gap between the M.G. and Baxter's L.M.C., which had taken third place when Terry Moore retired his father's H.W.M. on the third lap. Then came Darby's Cadillac-Allard, Hazlehurst's XK 120, the Clairmonte, Peter Clark's DB2 and Bik's XK 120. Haynes retired his fast, multi-coloured Silverstone Healey on the second lap.

#### Results

1, J. B. Swift (Jaguar), 10 mins. 11 secs. (73.65 m.p.h.); 2, P. D. Gammon (M.G.), 10 mins. 21.4 secs.; 3, B. Baxter (L.M.C.), 10 mins. 27.8 secs.

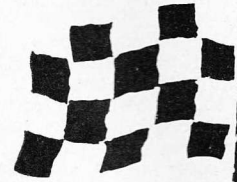
**Fastest lap:** Swift, 1 min. 59.6 secs. (75.25 m.p.h.).

(Continued on page 250)

INTERNATIONAL MEETING · CHARTERHALL AUGUST 15

Formule Libre

# 1st BRM



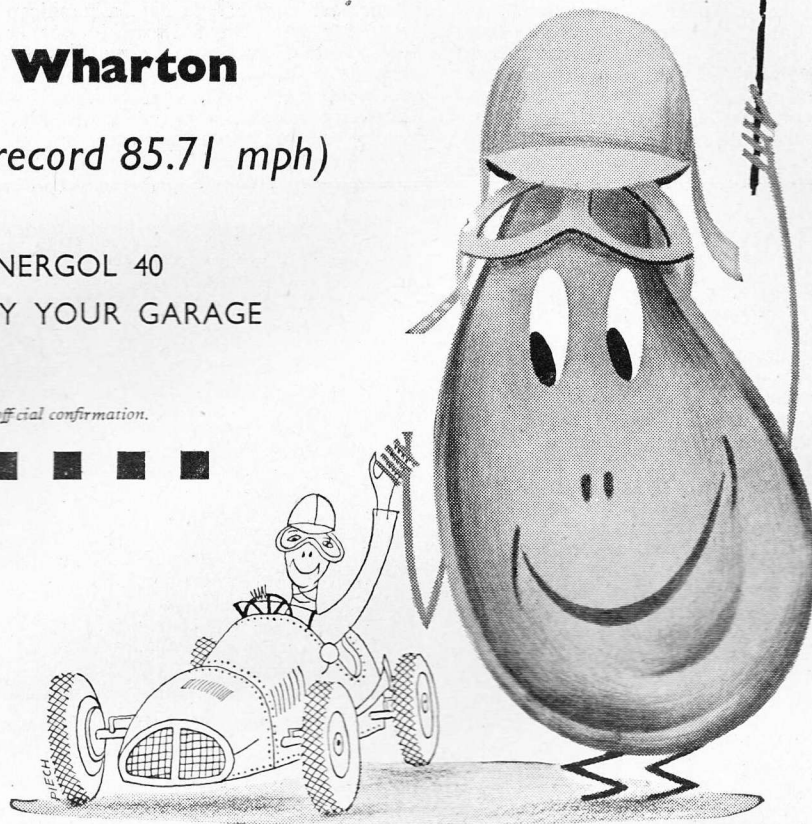
**Ken Wharton**

*(new lap record 85.71 mph)*

THE BRM USED BP ENERGOL 40  
EXACTLY AS SOLD BY YOUR GARAGE

*Subject to official confirmation.*

**Fuel by BP**



# ENERGOL

## wins again!

If you really care for your car  
always use BP ENERGOL - the oiliest oil

A PRODUCT OF ANGLO-IRANIAN OIL COMPANY, WHOSE SYMBOL IS



### Mainly for Astons—continued

Ten teams of three cars now made ready to compete for the David Brown Challenge Cup, in the 15-lap handicap relay race. One of the A.M.O.C.'s four teams had scratched and the 750 M.C., with two 1,172 and three 750 teams operating, dominated the entry. The Vintage S.C.C.'s Bentley team had also withdrawn, leaving only the Morgan 4/4 Club and the M.G.C.C. (S.E. Centre) to provide opposition.

Wearing his yellow team scarf, and carrying the 750 M.C. "M" team's allowance of 8 mins. 45 secs., D. A. Furzey was first off in his Austin Seven, to lead for three laps from W. E. Wilks (Austin) of the club's "L" team, who started 45 secs. later. Wilks then got in front, and on completing his five laps handed over to B. A. Manning (Jeffery-Austin), who maintained the team's favoured position throughout his period. But "M" team's number two driver, N. Lowe (Lowe Special), had been displaced from second position on the tenth lap by Nigel Allen (Lotus), representing the same club's "E" team, and on the 11th time round it was this

team which led, represented by the Lotus of Desoutter. The efforts of the A.M.O.C.'s "A" team came to an end when Peter Jackson retired his megaphone-equipped J2 Allard on the eighth lap, and Fowler (Aston Martin Le Mans), Constable (M.G.) and White (Morgan) engaged in a monumental scrap for sixth place, honours going to White of the Morgan team. The third M.G.C.C. driver, T. Haig, put on an effective spurt during the closing laps to pass Morgan and Phipps and take fourth place, behind teams "E", "L" and "H" of the 750 M.C.

#### Results

1, 750 Club Team "E" (Chapman, Allen, Desoutter), 39 mins. 38.2 secs. (65.44 m.p.h.); 2, 750 Club Team "L" (Wilks, Manning, Howse), 40 mins. 43.2 secs.; 3, 750 Club Team "H" (West, Grimsley, French), 41 mins. 13.4 secs.

A.M.O.C. meeting it might be, but this was certainly the 750 Club's day out. In the last race of the day, a handicap event for the best finishers in earlier heats, John French took over the lead from L. L. West (Austin) after one lap, and went on to win with a simmering Simplicity which did not seem deterred by the steam which poured from its

radiator. West held second spot until the last lap, when he was caught by R. C. Green's H.R.G., while McDonald worked really hard to reach fourth place in his Bentley. Rain, coming at the end of the day on a rubber-coated track, made life exciting for most participants, and Desoutter (Lotus) found himself on the grass opposite the pits at the end of the fourth lap. Gammon, whose Special was particularly skittish on the wet circuit, came out of Woodcote fast at the end of the same lap and he, too, left the track. There followed a repetition (at a slightly lower speed!) of the Hawthorn incident; as fast as the M.G. wagged its tail, Gammon had the slide corrected, and finally he came off the grass at almost unabated speed, only to blow a gasket on the last lap. Baxter also retired, with the L.M.C., at the end of the fourth lap.

F. W. McC.

#### Results

1, J. S. French ("Simplicity Itself") 13 mins. 11 secs. (57.62 m.p.h.); 2, R. C. Green (H.R.G.), 13 mins. 42.2 secs.; 3, L. L. West (Austin), 13 mins. 53.4 secs.

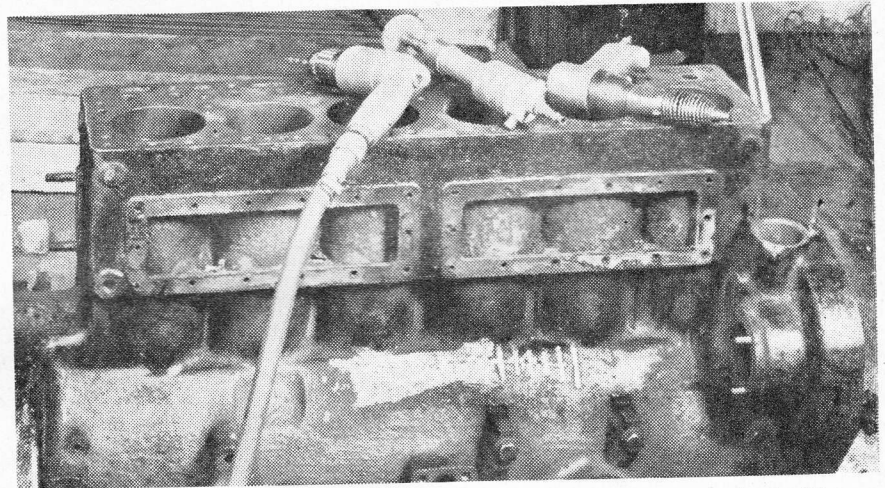
**Fastest lap:** Swift (Jaguar) 2 mins. 11.6 secs. (68.38 m.p.h.).

## METAL SURGERY

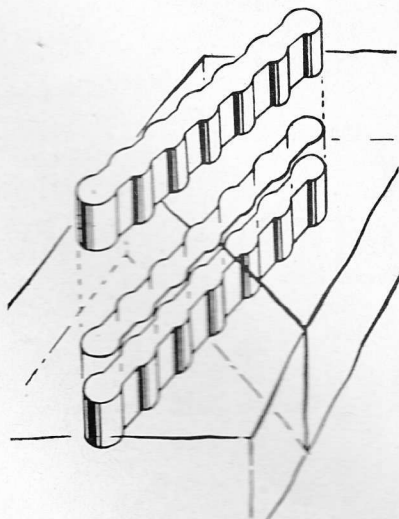
### Ingenious New Process for Repairing Cracked Castings

A CRACKED cylinder block or head—it can happen during a severe winter frost, through a severe impact in an accident, or, less often, by faulty slinging during an engine change-over or some such circumstance—but the effect, whatever the cause, is equally disastrous, with the car out of commission for days while expensive repairs are carried out.

A newly introduced process, called "Metalock" and devised by a London firm, aims in reducing both the number of man-hours, and the amount of £ s. d., spent on repairs of this nature. In principle this process might be termed "cold stitching", metal keys being set into slots cut transversely across the



A 9½-in. crack in the water jacket of this cylinder block was repaired with Metalock in under eight hours.



This sketch shows the simplicity of the Metalock system for repairing cracks or fractures in metal castings.

fracture or crack, without resort to welding; the keys being driven and "peened" into the parent metal by pneumatic hammers. Such a process has proved in practice to be readily applicable, not only to large, "dead" castings but to many fine-gauge functional parts, and has become firmly established in the naval and commercial vehicle industries since its introduction six years ago.

Basically, the method is as follows: the fractured or cracked component is clamped together to restore true alignment, a jig is then used to drill lines of blind holes transversely to the fracture, their number and depth being predetermined according to the nature and extent of the break. The channel of metal between the holes is then removed by a gun tool, resulting in a series of holes connected by parallel sections. Into these apertures the Metalock keys are driven and peened into the surrounding structure, and the job is finished off with a grinder, resulting in a repair looking like a series of medical sutures.

A fractured cylinder block, ¼ in. thick,

and with a crack 9½ ins. long, was repaired by this method in just under eight hours, at a charge of less than one-fifth the cost of welding. The first of a country-wide network of "metal surgery" depots has recently been opened in London; a further six depots are already being organized in Glasgow, Bristol, Liverpool, Cardiff, Grimsby and Newcastle. The object of this network is to make possible the collection, repair and return of fractured vehicle parts within 24 hours, at costs a quarter those of welding repairs.

### GREEN COVER FOR B.R.M.!

As a tribute to Ken Wharton (B.R.M.) AUTOSPORT takes great pleasure in appearing with the sixth green cover of 1953—in appreciation of a fine victory, and a new lap record for the circuit, in the 100 miles International Formule Libre race at Charterhall, Scotland, last Saturday.



# CHARTERHALL

## International Meeting

Sports Cars Unlimited

**1st ASTON MARTIN** REG PARNELL

Formula II

**1st COOPER-BRISTOL** KEN WHARTON

Formula III

**1st COOPER** STIRLING MOSS

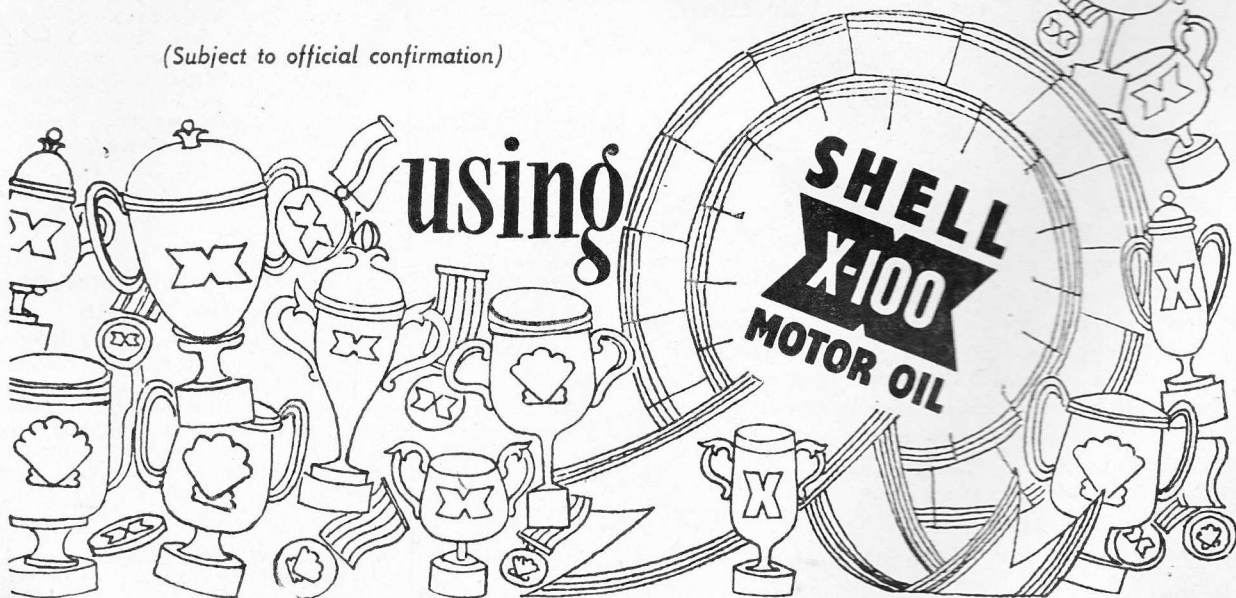
**2nd KIEFT** DON PARKER

**3rd LESTON SPECIAL** LES LESTON

## PESCARA 12-HOUR RACE

**1st FERRARI** MIKE HAWTHORN

*(Subject to official confirmation.)*



**And Shell Fuel**



# NEWS FROM THE CLUBS

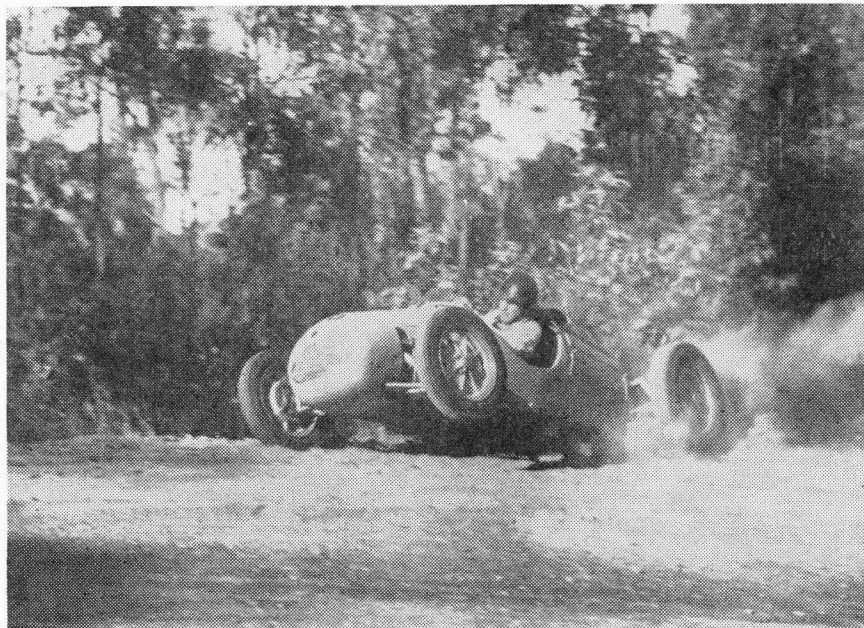
By *Wilson McComb*

DRIVING Londonwards the other morning with the sun shining, the hood down, and the exhaust (as a 2CV Renault driver remarked recently) "doing a vair' nice noise", I found myself pondering the amiable disposition of my present vehicle; apart, that is, from a regrettable tendency to bite my thumb when I reach for the spare wheel—a fault easily cured with a file, when I find time to do it.

Other cars I have owned have been much less friendly, and one f.w.d. device in particular was downright malevolent. For two weeks it displayed every well-known symptom of clutch slip, and then transmission ceased entirely. Off came my coat, off came the bonnet, radiator, transverse spring mounting, drive shafts and, at last, the gearbox. And only then, with bits of nameless motor-car all over the drive, did I locate the trouble—a stripped hub spline. . . .

## TUNBRIDGE RALLY POSTPONED

INSUFFICIENT entries having been received, the Tunbridge Wells M.C.'s 7th annual Rally and Concours d'Elégance, which was to have been held last Saturday, has been postponed until 19th September. Further details will be announced later.



*DOWN UNDER REVEALED: A fine action picture of Ray Lewis (Cooper) having a spot of bother during a recent Queensland Motor Sporting Club event at Whites Hill, near Brisbane, Australia.*

## CHELSEA COLLEGE STUDENTS' TEAM

A TEAM of students from the College of Aeronautical and Automobile Engineering, Chelsea, has been entered for the 750 M.C.'s Six-Hour Relay Race at Silverstone on 29th August. The cars comprise three M.G.s, a Dellow and a Healey Silverstone, to be driven by John Bik, Alan Oliver, David Samson, Peter Posner and Guy Dixon. R. N. Eason Gibson, son of John Eason Gibson, will act as team manager.

## AUSTRALIAN ACTIVITIES

FRED FOSTER, secretary of the Queensland Motor Sporting Club, writes to inform us that the sport is becoming increasingly popular in that part of Australia. Five hill-climbs are held each year over the 880-yard Whites Hill, some five miles outside Brisbane, and each meeting attracts three or four thousand spectators. AUTOSPORT is widely read—and thoroughly dissected—each Friday night, when club members get together to discuss motoring topics.

Rallies and trials are also arousing interest. In October the *Brisbane Telegraph* is to sponsor a rally, with £125 in prize money, and on 30th August the "Redex" Reliability Trial will start from Sydney. This event, organized by the Australian Sporting Car Club and sponsored by Redex Products, Ltd., will cover no less than 6,500 miles and is expected to last for 14 days. From Sydney, competitors will follow the eastern coast through Brisbane and Rockhampton to Townsville, then drive westwards to Tennant Creek, north to Darwin and south through Port Augusta, Adelaide and Victoria, after which they will return to Sydney.

## "AUTOSPORT" DIRECTORY OF THE CLUBS—57

### The Hastings, St. Leonards and East Sussex Car Club



(Founded 1933)

**President:** J. A. Masters.

**Vice-President:** F. W. A. Goulden.

**Open to:** Owners of private cars.

**Caters for:** The promotion of motor sport and social events.

**Principal Events:** Founders Cup Trial, February.  
S.S.A.F. Challenge Cup Treasure Hunt, October.

**Headquarters:** Royal Victoria Hotel, St. Leonards.

**Meetings:** Last Sunday in each month.

**Bulletin:** None issued.

**Whether associated with R.A.C.:** No.

**Approximate Membership:** 65.

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

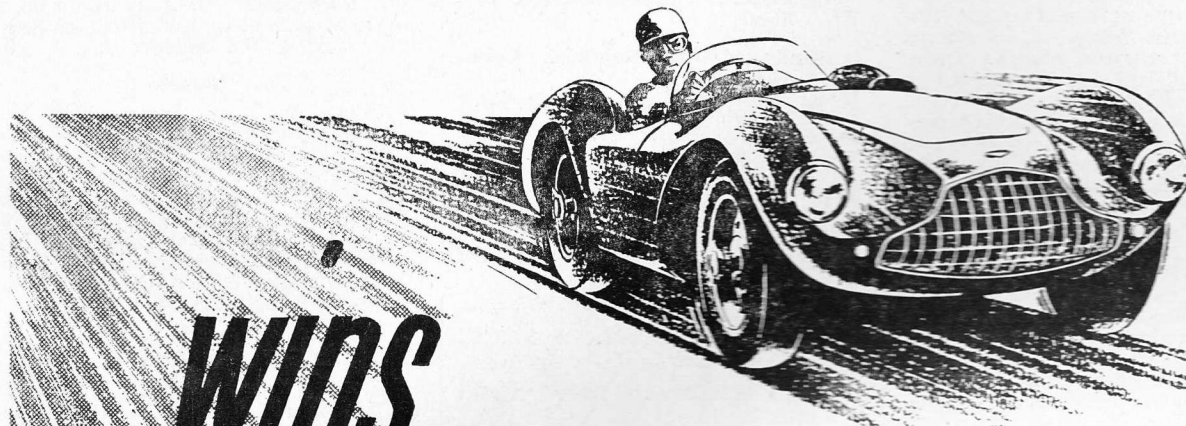
**Hon Secretary:** M. F. Hickman, 18, Cambridge Road, Hastings, Sussex.  
Telephone: Hastings 877.

## CHILTERN CONCOURS D'ÉLEGANCE

ON Sunday, 6th September, the Chiltern C.C. will hold their 6th annual Concours d'Elégance, starting at 2.15 p.m. in Amersham High Street. Classes for Veteran, Edwardian, Vintage, modern cars and home-constructed specials will be included, and a large entry is expected. It is open to members of any recognized motor clubs. Entries close on Wednesday, 26th August, for inclusion in the programme, but late entries will be accepted. The Secretary of the Meeting is S. H. Statham, Devonshire Close, 39 Devonshire Street, London, W.1.

*More News from the Clubs on page 254*

# ASTON MARTIN



**WINS**  
**again**

INTERNATIONAL MEETING

**CHARTERHALL**

Unlimited Sports Car Event

**1st**

**REG PARNELL**

*(Aston Martin D.B.3S) 72.07 m.p.h.*

(Subject to official confirmation)

**ON**  
**AVON**

**'FASTEST AND SAFEST'**

to-day's **Leading** tyre



## News from the Clubs—continued

## HUDDERSFIELD CLUB MEETING

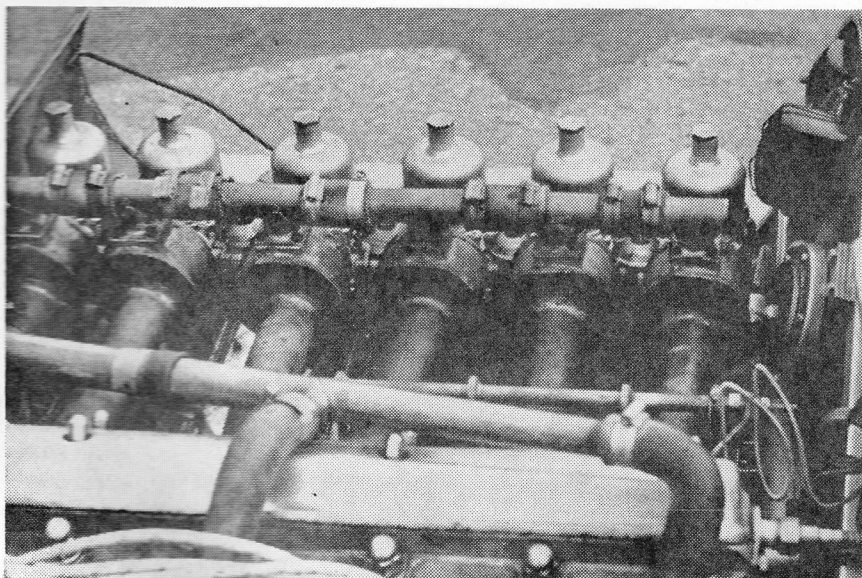
OWING to a shortage of officers and to other causes, the Huddersfield M.C. has been operating under difficult conditions for some months. At the adjourned Annual General Meeting on 27th July, J. A. Jones, 83 Towngate, Newsome, Huddersfield, was elected hon. secretary for the remainder of the current year, Miss Margaret Goldthorpe became hon. treasurer, and A. Aclam, G. Haigh and A. L. Bradley elected or co-opted to the committee.

It is hoped that the usual full programme of car and motor-cycle events will now be maintained. On 30th August, a closed-to-club driving test meeting will be held at the Territorial Association Parade Ground, Leeds Road, Huddersfield, starting at 2.30 p.m. Entry forms may be obtained from W. J. Netherwood, Caxton Works, Bradley Mills, Leeds Road, Huddersfield, or from committee members at the meetings held each Monday evening in the Crown Hotel, Westgate, Huddersfield.

If sufficient support be forthcoming, it is proposed to run coach trips to the Motor Show and Motor-cycle Show. Details from A. P. Mellor, 2 Arnold Avenue, Birkby, Huddersfield.

## MID-SURREY "200" RALLY

MEMBERS of the Brighton and Hove M.C., Gosport A.C., Riley M.C., Civil Service M.A., Singer O.C., A.C.O.C. and Haslemere M.C. are invited to take part in the Mid-Surrey A.C.'s "200" Rally on 19th-20th September. There will be three starting points for the 200-mile event, at Brighton, Gosport and Ewell, the routes converging at Liphook, Hants, and continuing to Brighton. Classes for open, closed and super-charged cars are included, entries close on Friday, 28th August, and the Secretary of the Meeting is Mrs. O. Richmond, 154 Wickham Avenue, North Cheam.



THIS really is the six-carburettor engine of J. B. Swift's C-type Jaguar. Last week's picture, as keen readers hastened to inform us, showed an Aston Martin engine—but one with a difference, it being the 2-litre unit fitted to Paul Emery's Emeryson-Aston.

## COMING ATTRACTIONS

August 22nd. B.A.R.C. International Nine Hours Race, Goodwood, nr. Chichester. Start, 3.0 p.m.

Half Litre C.C. 100-Mile Race, Silverstone, nr. Towcester. Start, 2.0 p.m.

August 23rd. Swiss Grand Prix (F2), Berne.

Rally of the Carinthian Lakes, Austria.

Northampton and D.C.C. Versatility Trial. Start, Queen Eleanor Hotel, Wootton, 2.15 p.m.

London M.C. and Sporting O.D.C. Autocross, London Gliding Club, Dunstable. Start, 10.0 a.m.

Plymouth M.C. Fourth Annual Allen Trophy Trial.

Connacht M.C. Speed Event, Eire.

August 27th. Jersey M.C. and L.C.C. 50-Mile Race.

August 27th/30th. Stella Alpina (S, T), Italy.

## NORTH MIDLAND TEST TRIAL

ENTRIES close on Saturday, 5th September, for the North Midland M.C.'s annual Test Trial the following day. This is a closed event, with classes for open cars, closed cars and specials. The start will be from T. C. Harrison's garage, London Road, Sheffield, at 1.30 p.m.

## ANOTHER OULTON PARK RACE

THE Mid-Cheshire C.C. have been asked to stage a Formula 3 event at the new Oulton Park course on Saturday, 3rd October. It will be run off in heats and a final, as was the race on 8th August. Intending competitors who would like to be sent regulations and entry forms should contact S. Wakefield, 220 Chester Road, Hartford, Northwich.

## A.M.O.C. CONCOURS D'ELEGANCE

TO the disgust of Aston Martin owners the prize for the best-kept engine in the A.M.O.C.'s second annual Concours d'Elegance was awarded to an M.G. driver—S. P. A. Freeman (TA). The Concours was held in the grounds of the Cornhill Hotel, Pattishall, the morning after the club's Silverstone meeting last Saturday, and I. J. Robertson won his class with the Ulster model which he had been racing the previous day.

## Results

Class 1: R. H. White (1930 International, driver Mrs. White). Class 2: R. J. Stokes (1935 Mark II). Class 3: I. J. Robertson (1935 Ulster). Class 4: A. V. Alexander (ex-Horsfall car, driver E. H. G. Bradley). Class 5: Sir Clive Edwards (1953 DB2). Class 6: S. P. A. Freeman (1938 M.G. TA). Ladies' Award: Mrs. P. Lyman (Bristol 401). Best-kept Engine: S. P. A. Freeman.

## LEICESTERSHIRE C.C. TRIAL

ENTRIES close on Monday, 31st August, for the Leicestershire C.C.'s Bowmaker Trophy Trial on 5th/6th September. This "closed" event will cover a route of some 170 miles, starting from Bowmaker House, Rutland Street, Leicester, and finishing at Llandudno. Entries should be sent to O. F. Williams, 73 Ashleigh Road, Leicester.

## LONDON RALLY ENTRIES

INCLUDED in the entry of more than 225 already received for the London M.C.'s London Rally on 11th/12th September are the three "works" Sunbeam Alpines.

More News from the Clubs on page 256

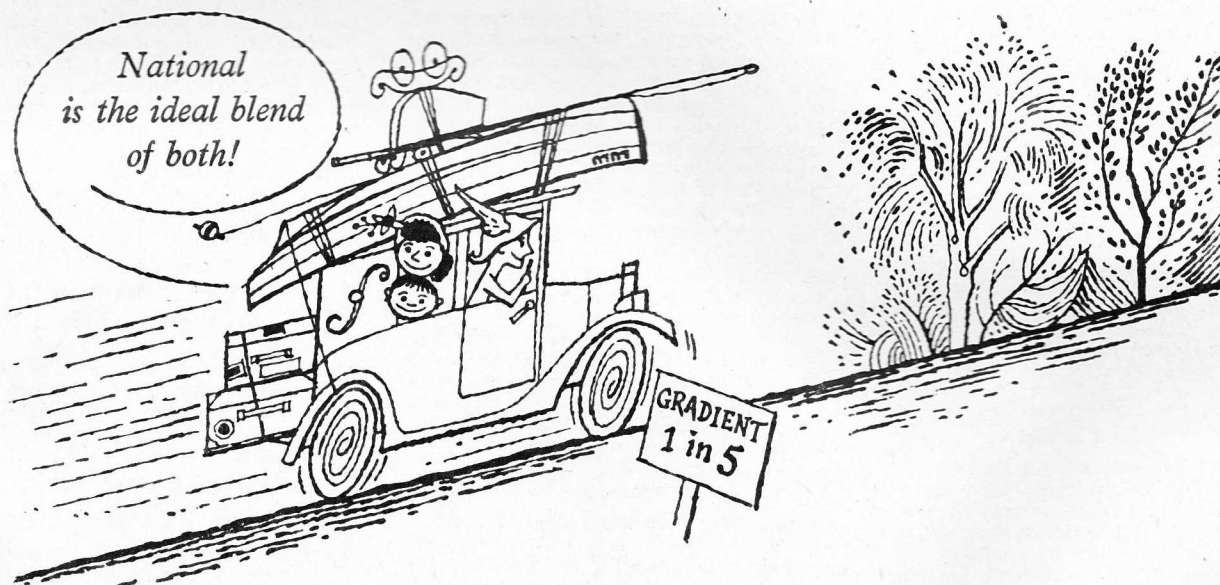
## CLUB FIXTURES

- 750 M.C.—Meetings: N.W. Centre, 21st August, Royal Thorn Hotel, Wythenshawe, Manchester. Midland, 26th August, Forest Hotel, Dorridge. Southern, 26th August, The Bell, Brook, nr. Cadnam.
- Cheltenham M.C.—Sporting Run, 22nd August. Start, Club House, 8 p.m.
- Severn Valley M.C.—Concours d'Elegance, Shrewsbury, 22nd August.
- Bentley D.C.—Meetings: 22nd August, The Fox Inn, Bix, nr. Henley-on-Thames, Oxon, 7 p.m. 23rd August, Seabank Hotel, Porthcawl, Glam, 3 p.m. 25th August, Blacksmith's Arms, Thornwood Common, nr. Epping, Essex, 8 p.m. 26th August, The Royal Hotel, Boston Spa, Yorks, 6.30 p.m.
- Chester M.C.—Mystery Run, 23rd August. Start, Chester Castle, 11 a.m.
- "W.O." Club.—Social Evening, 23rd August, The Antelope Hotel, Cornhill, Dorchester, Dorset, 7 p.m.
- Alvis Register.—Navigation Run, 23rd August, 3.30 p.m. Social Meeting, Godstone Court Hotel, Godstone, Surrey, 7.30 p.m.
- Leicestershire C.C.—Children's Outing, 23rd August, Countesthorpe Cottage Homes.
- London M.C.—Film Show, 25th August, Pavious' Arms, Page Street, S.W.1, 7.30 p.m.
- Northampton and D.C.C.—"Mixed Grill", 25th August. Start, Queen Eleanor Hotel, Wootton, 7.15 p.m.
- Eastern Counties M.C.—Meeting, 25th August, Red Lion, Martlesham, nr. Woodbridge.
- A.C.O.C.—Talk, 26th August, The Marlborough Head, London, W.1.
- B.A.R.C. (S.W.).—Meeting, 26th August, Little Testwood Country Club, Totton.
- Chiltern C.C.—Meeting, 26th August, The George Hotel, Beaconsfield, 7.30 p.m.
- Vintage S.C.C.—Meetings: 26th August, Ferry Boat Inn, Holywell, St. Ives, Hunts. 27th August, Jolly Farmers, Enfield Road, Enfield; Smoker Inn, Plumley, nr. Northwich, and Crescent Hotel, Ilkley.
- Sunbac.—Meeting, 27th August, The Mason's Arms, Solihull.



# Benzole makes good petrol better!

---



## NATIONAL BENZOLE MIXTURE

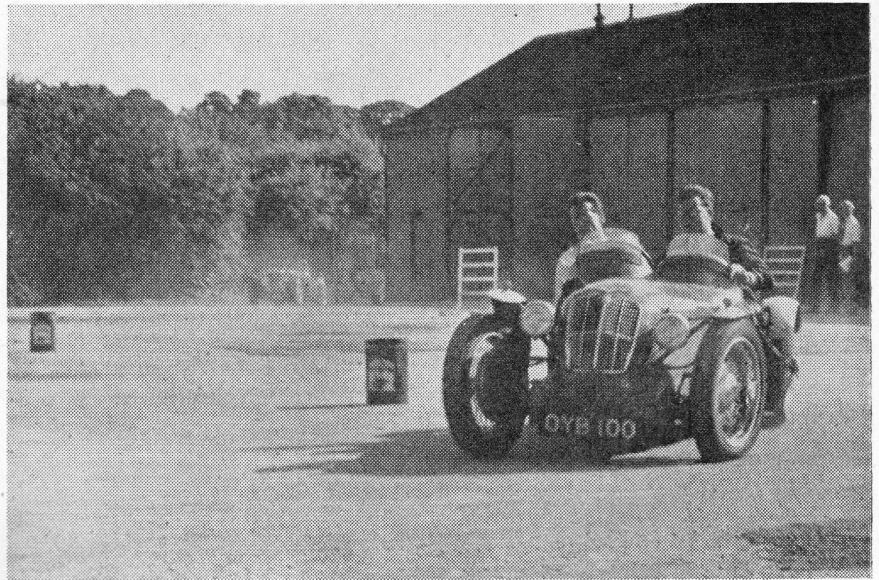
*National Benzole Co. Ltd., Wellington House, Buckingham Gate, London, S.W.1*  
(The distributing organisation owned and entirely controlled by the producers of British Benzole)

## News from the Clubs—continued

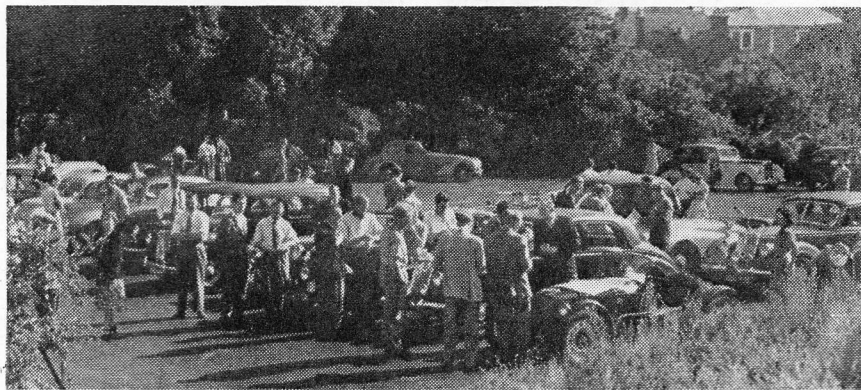
## GOSPORT SUMMER RALLY

FOR the past two years, the Gosport A.C.'s Summer Rally has involved a road section with ten or more marshalled controls, to be visited in a given order, and a set time allowance between each. Late or early arrival at controls was penalized heavily.

On 9th August the club used the Eight Clubs' system of unmanned check points, giving the navigators plenty of hard work to do to plot 24 six-figure map references on a 100-mile route. The 48 competitors started from Petersfield, being despatched at two-minute intervals, and made their way through eastern Hampshire to western Sussex, taking in all types of roads from busy, main thoroughfares to cart tracks. The end of the road section brought the field to the three tie-deciding tests near Gosport, of which the first was a 100-yard sprint finishing on a line between two posts, the gap between these being just 12 ins. wider than the car. A fairly



GOSPORTING IN THE SUN: (Above) P. Purchase and passenger (Riley Special) complete one of the tests in the Gosport A.C.'s Summer Rally. (Left) Competitors make ready for the start of the event at Petersfield.



straightforward parking test was followed by a much more involved affair, with wiggle-woggles, reversing, "stop-astride" and finally garaging.

Incidents were confined to a *rencontre* between an XK 120 Jaguar and a Jowett Jupiter in a narrow lane, and the breakage of the crankshaft of Holland Birkett's well-known Austin 7. There were 12 clean sheets at the conclusion of the road section, so the event was decided on the driving tests.

## Results

**Premier Award:** E. J. Haddon (Jaguar XK 120). **First Class Awards:** P. Purchase (Riley Spl.), P. Anderson-Wright (Healey Silverstone) and A. Gordon (Jowett Jupiter).

## MILITANT MOTORISTS' ASSOCIATION

A GROUP of enthusiasts in Worcester, feeling that motorists have become "the scapegoats of an endless succession of anti-motoring theorists, cranks, legislators, tax collectors, etc., *ad nauseam*", have formed the Militant Motorists' Association. The Association's aims are to defend the liberty of motorists, to secure increased benefits and privileges from taxation and/or its reduction, and to raise the status of the private motorist in the eyes of officialdom and of the general public. Those who applaud these intentions are invited to write to R. Pratt, Grafton Manor, Bromsgrove, Worcestershire.

## SEVERN VALLEY SHROPSHIRE RALLY

E. Y. FULLWOOD (M.G.) won the Severn Valley M.C.'s Shropshire Rally for the second year running last Sunday, 16th August. An average speed of 24 m.p.h. was set for the 114-mile road section, through Craven Arms and the Clun Hills to Llanfair Waterdine, then back over the Stiperstones to the finish at the Radbrook Hall Hotel, Shrewsbury. There were driving tests, timekeeping tests and cars were scrutineered immediately upon arrival at the finish. The best performance on the road section was made by G. H. R. Rowlands (M.G.), who lost only 10 marks.

On Saturday, 22nd August, the club will hold a Concours d'Élégance at Shrewsbury, open to all motorists, with four classes and many awards. Cars will be judged on overall condition, both mechanically and in appearance.

## Results

**Shrewsbury Chronicle Cup:** E. Y. Fullwood (M.G.).

**Open Car Class:** 1, E. Y. Fullwood (M.G.); 2, A. H. Westwood (M.G.); 3, G. H. R. Rowlands (M.G.). **Closed Car Class:** 1, V. G. McChesney (Ford Consul); 2, J. L. Baber (Ford Zephyr); 3, G. E. Carder (Sunbeam-Talbot).

**Best Performance on Road Section (other than class award winner):** R. E. M. Pugh (M.G.).

**Team Award:** Pugh, G. Cope (Austin) and B. J. Masters (Austin).

## ALLARD O.C. SECRETARYSHIP

THE secretary of the Allard O.C. is now Dr. Desmond MacCarthy, 24/28 Clapham High Street, London, S.W.4. Pat Downey, of the same address, is the assistant secretary.

## ANOTHER GOODWOOD MEMBERS' MEETING

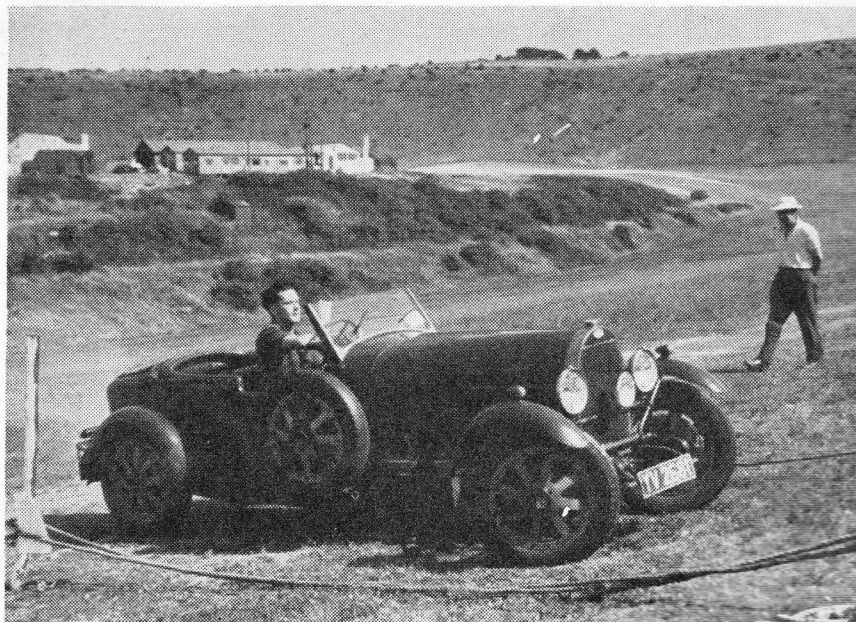
AS the B.A.R.C. were unable to hold a meeting at Aintree this year, it has been decided to stage another Members' Meeting at Goodwood on Saturday, 12th September. The fourth this year, and the fourteenth of the series, it will follow the usual pattern of five-lap scratch and handicap events for sports cars, with the addition of a handicap race for Bentley cars. Entries close on Monday, 31st August, and should be sent to H. J. Morgan, B.A.R.C., 55 Park Lane, London, W.1.

## SOUTHERN JOWETT RALLY

REGS. may be obtained from R. Knight, 309 Hoe Street, Walthamstow, for the Southern Jowett C.C.'s "September Rally", on Sunday, 13th September. The event will comprise a road navigation test over a 50-mile route, and several special tests.

## 750 M.C. SIX HOUR RACE

ALREADY over-subscribed, the entry list for the 750 M.C.'s Six Hour Relay Race on 29th August, has now definitely closed. More team entries have been received than there are pits available at Silverstone, and there will be no room for late entries except on the end of a waiting list. However, there is still the opportunity of officiating at the meeting, and Holland Birkett, 3 Pondtail Road, Fleet, Hants, is anxious to have volunteers for marshalling duties.



**SQUARE GOES ROUND:** At the London Gliding Club's grounds, Dunstable, David Square puts his Bugatti through one of the S.O.D.C.'s driving tests. This venue will be used for next Sunday's Autocross meeting.

**S.O.D.C. DRIVING TESTS**

ON Sunday, 9th August, the spacious grounds of the London Gliding Club at Dunstable were utilized for a series of driving tests organized by the Sporting Owner Drivers' Club, finishing with a timed hill-climb incorporating a stop-and-restart on a gradient of approximately 1 in 4. Some excitement was caused by David Square's rather noisy Bugatti becoming entangled with Alan Moore's Ford V8 saloon, but

damage was fortunately confined to a bent wing on the Bugatti, and Moore went on to take third place in the event. A. M. Norris (Austin 7 Spl.) won the premier award, and the runner-up was W. P. H. Lockhart (Citroën Light 15).

This same venue at Dunstable will be used next Sunday, 23rd August, for the Autocross which the club is organizing in conjunction with the London M.C. As the faster cars are expected to exceed 70 m.p.h. on parts of the grass circuit, the event promises to be highly exciting.

**OLD MERCHANT TAYLORS' M.C. MEETING**

THE first general meeting of the Old Merchant Taylors' M.C. was held at Rickmansworth on Sunday, 9th August. Draft rules were approved, seven committee members elected, and it was decided that, as membership is open to any of the 1,800 members of the Old Merchant Taylors' Society, a mailing fee of 7s. 6d. would be charged to those who wished to be kept informed of the motoring section's activities. Subscribers will also benefit by a reduced entry fee in all events held by the club.

G. Connelly, A.C.A., of 98 St. Martins Lane, London, W.C.2, who was elected honorary secretary and treasurer, was authorized to apply to the R.A.C. for affiliation.

A rally which preceded the meeting was won by M. J. Clarke (Standard Vanguard), with P. Fretten (M.G.) and J. Goodwin (Vauxhall) second and third.

\* \* \*

**WELSH COUNTIES C.C. SECRETARY**

BUSINESS commitments have forced hon. secretary Loveridge, of the Welsh Counties C.C., to resign his position, which has been taken over by E. S. Hodgkinson, "Hazeldene", Augusta Crescent, Penarth, Glamorganshire.

More News from the Clubs on page 260

The Lancashire and Cheshire Car Club Limited

We have pleasure in announcing our

**FIFTH LAKELAND RALLY TO LLANDUDNO**  
**SEPTEMBER 26/27, 1953**

There is a class to suit every car, and a choice of starting control. In addition to the major award there is a trophy for the best performance in each of the seven classes.

CLASSES:

- |                             |                            |
|-----------------------------|----------------------------|
| A1. Under 1,000 c.c. closed | C1. Over 1,500 c.c. closed |
| A2. Under 1,000 c.c. open   | C2. Over 1,500 c.c. open   |
| B1. 1,000-1,500 c.c. closed | D. Supercharged cars and   |
| B2. 1,000-1,500 c.c. open   | Specials                   |

Fully Competitive, but non-damaging Course and Series of Driving Tests

ENTRIES LIMITED TO 150

Social programme including Dinner and Dance GRAND HOTEL, LLANDUDNO, Saturday Night

STARTING CONTROLS: Manchester, Birmingham, Llandudno

ENTER AND ENJOY YOURSELF

Full details from:

H. L. TRAFFORD (Secretary of the Meeting)  
Woodlawn, Bentinck Road, Altrincham, Cheshire

**XXTH R.A.C. INTERNATIONAL**



**SATURDAY SEPT 5<sup>TH</sup>** **DUNDROD CIRCUIT**  
NORTHERN IRELAND on which £50,000 has been spent perfecting this course.

Over 50 International Sports Cars and Series Production Sports Cars will be competing. There will be a massed start. Each car will have 2 drivers and the race will be of approximately 9 hours.

**SPEEDS UP TO 90 M.P.H. FOR 9 HOURS**

See this great road race in comfort. The Dundrod Circuit over 7 miles round is the only one of its kind in the United Kingdom. The course is in excellent condition and spectators can enter or leave the stands and enclosures at any time during racing. Race starts at 9 a.m.

STAND PRICES AT PITS 20/-. PADDOCK PASSES 20/-. QUARRY CORNER and LEATHMSTOWN 15/-. CAR PARK FEES 15/- and 10/-. SPECTATORS ENCLOSURE at PITS 5/-. Children 2/6. ELSEWHERE 2/6, Children 1/-. Information leaflets and ticket order forms available at Garages where the T.T. Poster is displayed.

REDUCED RAIL AND BOAT FARE

**MAKE YOUR RESERVATIONS NOW**

Stand accommodation has been reserved for English and Scottish visitors. Send your remittance for reservation to The Promoters, The Ulster Automobile Club, 13 Donegall Place, Belfast.

**HOW TO GET TO NORTHERN IRELAND**

Consult your local travel agent or write direct to The Tourist Information Centre, Royal Avenue, Belfast, for leaflets and holiday accommodation list. Fast luxurious steamers, excellent sleeping accommodation, leave Glasgow, Heysham, Liverpool nightly. Excellent air services between Scotland, England and Northern Ireland.

Send for illustrated souvenir race programme to Ulster Automobile Club, 13, Donegall Place, Belfast. 2/9 (Post Free).

**OVER 100 WORLD FAMOUS DRIVERS WILL BE COMPETING!**

# AUTOSPORT

## CLASSIFIED ADVERTISEMENTS

PRESS TIME:  
TUESDAY 10 a.m.  
Tel.: PADDINGTON 7671-2

RATES: 5d. per word, 3s. 6d. per line, 35/- per single column inch. Minimum charge 5/-, not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

BOX NUMBERS: Facilities are available to advertisers at an additional charge of 1/- to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

### CARS FOR SALE

#### ALVIS

**1928** ALVIS 12/50 sports 4-seater in good condition. Any trial. £120.—Snatchfold, 42 Portsmouth Road, Godalming, Surrey.

#### ASTON MARTIN

**A**STON MARTIN 1934 Mk. II tourer, short chassis, good condition throughout. £300 o.n.o.—Godfrey, Burnt House, Woodham Walter, Maldon, Essex.

#### ATALANTA

**1939** ATALANTA drophead foursome, Ford Mercury engine and gearbox, all independent suspension, Cheap for quick sale.—Phone: Horley 877.

#### BENTLEY

**B**ENTLEY 3-litre, perfect throughout, resprayed, new hood, etc. Owner buying bigger car. Inspection welcome.—Ingram, 21 Chaddesley Road, Kidderminster.

**4½** BENTLEY, ex-Birkin Le Mans 1928 Team car. This car is absolutely original. £450 engine overhaul. 3rd place Le Mans 1928 and several other well-known successes.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, W.1. Phone: MAYfair 0146-5253.

#### B.S.A.

**B**ASIL ROY, LTD., B.S.A. (Scout Models), spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LAngham 7733.

#### BUGATTI

##### BROWN'S of LOUGHTON.

##### Bugatti Type 23C.

Engine overhauled, good tyres, excellent condition. £350.

High Road, Loughton, Essex.

Phones: Loughton 4119 and 3838.

(Three minutes Tube Central Line.)

#### CITROEN

**C**ITROEN Light 15, 1938, taxed year, 30 m.p.g., no oil. Exceptionally sound. £235. Terms, exchange.—117 Meadow Street, Sheffield. 20282 day, 44220 night.

#### CONNAUGHT

**1952** CONNAUGHT 2-seater, 6,000 miles only, car as new. Not raced.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, W.1. Phone: MAYfair 0146-5253.

#### FIAT

**M**AYFAIR GARAGES LTD. invite AUTOSPORT readers who are interested in used FIAT cars, to get in touch with us, when Fiat literature and up-to-date price list of 20/25 Fiat cars will be dispatched by return.—Mayfair Garages Ltd., Fiat Sales and Service, Balderton Street, Mayfair, W.1. Tel.: MAYfair 3104-5.

#### F.N./BMW

**319/55** FOURSOME drophead coupé, mechanically excellent, over £200 overhaul, sleeved to standard, body good. Offers around £285.—2 Broadway, Andover.

#### FRAZER-NASH

**1929** FRAZER-NASH, fitted A.C. 2-litre engine, chassis and body completely rebuilt, all moving parts renewed and engine reconditioned by Laystalls, at total cost of over £300. Four new tyres, good hood and tonneau. Reason for sale, owner going away. Price £350.—Hope Felsberg, Grange Hill, West Kirby, Cheshire.

#### HEALEY

**E**LLIOTT saloon, late 1947, recellulosed, many extras, excellent example. £625.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

#### H.R.G.

**H.R.G. ENGINEERING CO., LTD.**, for makers' spares, repairs and service. Works reconditioned cars also available.—Oakcroft Road, Tolworth, Surbiton, Surrey. Elmbridge 4489.

**H.R.G.** (1947) 1,500 c.c., green, good condition, c.r. gears and later modifications by works. £550. Further details, photos, etc.—I. Hammond, The Orchard, Subbington, Fareham, Hants.

#### JAGUAR

**R**UDD'S RECOMMEND:—An exceptionally well-maintained, original XK 120, recorded mileage 24,000, obviously genuine, fitted heater. Used for touring only. £985. Terms, Exchanges.—Central Station Approach, Worthing 4635. Evenings, Hove 35905, Arundel 3169.

**XK** 120 (one owner) 1951. A very potent and successful example in immaculate internal and external condition, ivory coachwork, pigskin and red upholstery. £200 of special modifications including twin exhausts, high-lift camshafts, lightened flywheel, special clutch, 8:1 pistons, etc. Best offer over £950.—Walter Freed, Mayfair 7111 or Western 05444.

**1936** JAGUAR 2½ saloon, black, one owner since 1941. £195.—Box 1218.

#### JOWETT

**J**OWETT Jupiter, Aug. 1952, 7,000 miles, heater, foglights, recent overhaul and serviced. What offers?—F. Sexton, Newick Cottage, Sandling, Nr. Maidstone, Kent.

#### LAGONDA

**L**AGONDA 3-litre tourer, Dec. '30, enthusiast's car, sound in wind and limb, and in excellent fettle.—3B High Street, Slough, Bucks.

#### LANCIA

**L**ANCIA Aprilia, good condition, 1937. £385 or exchange with cash for 750 Renault.—Box 1216.

**L**ANCIA Aprilia 1937, really sound condition. Complete engine, rear end overhaul, new tyres, wheels, resprayed. £450.—Vessey, Curbar Lane, Calver, via Sheffield. Grindleford 447.

**L**ANCIA August saloon, 1937. £220.—112 Meadow Street, Sheffield 3.

#### M.G.

**C**HOICE OF TWO TCs, July and December 1947. One completely reconditioned, new hood, other tuned Stage two, both recellulosed. £425 and £450 respectively.—Chard's of Plympton, Devon. Phone: Plympton 2186.

**M.G.** "M" type, good condition. £85 or near offer.—Robinson, 3 Castle Road, N.12.

**M.G.** M-type 2-seater, modernized, mechanically first class. Bargain at £75 or near. Owner purchased later M.G.—120 Palmerston Road, Bowes Park, N.22.

**M.G.** TD 1952, red, recently tuned to Stage I specification, many extras, lovely condition. £650, o.n.o.—41 Oldham Road, Grasscroft, Nr. Oldham. Tel.: Saddleworth 181.

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

#### MORGAN

**M**ORGAN 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LAngham 7733.

**F.** H. DOUGLASS, the MORGAN specialists. New and secondhand chassis and engine spares for J.A.P., Matchless and Anzani, cylinders rebored and relined, new pistons supplied.—1a South Ealing Road, Ealing, W.5. EAL 0570.

**1953** MORGAN Plus Four coupé, blue, brand new and unregistered. We are in the fortunate position to offer immediate delivery of this very attractive sports model, at list price.—Huxham's Ltd., Penn Hill Garage, Parkstone, Dorset. Tel.: Parkstone 2.

#### MORRIS

**1928** Bull nose MORRIS. Partially stripped. One half-shaft broken. Breaking for spares or open to offer around £15.—O.M.W.A. Sports Ground, Lime Meadow Avenue, Sanderstead.

## MERCURY OFFER

Their usual very good prices for used sports cars of most types:—

### M.G.s—Morgans—Rileys

### SS-Jaguars—Singers

etc. etc.

Write, 'Phone or Call.

Our representative

will inspect—to suit

your convenience.

### MERCURY MOTORS UNIVERSE HOUSE,

824-826 HARROW ROAD,  
WEMBLEY, MIDDLESEX.

Phone: WEMBLEY 6058-8



CHARLES MEISL

of  
**COLBORNE GARAGE LIMITED**  
(Sole Concessionaires for Porsche)

offers his special **MORRIS MINOR 1952**. 60 m.p.h. cruising (corrected speed), 39 m.p.g., maximum 72 m.p.h. 16,000 miles. Price £715. Modifications as follows, carried out by Connaught Engineering:—  
8:1 compression; austenitic valves; double valve springs; twin semi-downdraught SU carburetters; special manifold and exhaust system; Scintilla Vertex; water temperature gauge; balanced rods; special big end bolts and nuts; modified front seats for better support; Lucas flame-thrower, bodywork and interior as new.

Telephone:

**BAYSWATER 4862 or RIPLEY, Surrey, 2361.**

**RACING CARS**

**ASTON-BUTTERWORTH**, Borani wheels, Alfin 11-in. brakes, quick-change transfer gears, seven ratios. The lightest Formula B chassis raced, will take Bristol or other engine. Less engine £800. Butterworth 4-cylinder racing engine, new condition, £150.—Aston, Heath Lodge, Iver 251.

**KIEFT**.—New beautifully prepared 1953 Formula 3 racing car (show car), complete with specially tuned Norton double-knocker engine. Offers.—Box 1214.

**RILEY**

**SPRITE-LYNX** 4-seater tourer. An exceptional specimen in 100 per cent condition throughout. Full Sprite engine specification with preselector gearbox, maintained regardless of any expense by technical engineer, engine relined, with new piston, crankshaft line-bored with new bearings, excellent tyres and battery, taxed year. Finished in black and chromium with red leather upholstery, completely unblemished. Immaculate car. £325.—D. C. Pitt, Amberley 2243.

**TRIALS CARS**

**MACDERMID SPECIAL**.—Built by MacDermid of "Cream Crackers" in 1939 for trials and barely used since. Lancia Aprilia engine, gearbox and front and rear suspension. Driver's seat in front of engine. Minute turning circle. Engine adapted to fit supercharger but never fitted. Price £195 or offer. Part exchange considered if really essential.—Dennis Poore, 17 Rutland Gate, London, S.W.7. Telephone: KENsington 2700.

**FOR SALE**

*M.G. Magnette crankshaft almost new.*

*M.G. TD front suspension.*

*M.G. TD rack and pinion steering.*

*M.G. TD 4.55 crown wheel and pinions in stock.*

*Bristol 400 wheels and tyres.*

*Alfin brake drums for Cooper car—new.*

*Suspension units for Cooper car.*

**LIONEL LEONARD**  
**AUTOMOBILE SPECIALIST**

**4 MORRISH ROAD**  
**LONDON • S.W.2**  
**TULSE HILL 3427**

**POST-WAR CARS**

**SELECTED FROM OUR STOCK OF OVER 400 MODELS**

- 1952 RILEY 2½-litre sln., black/green, radio, htr. £995
- 1951 RILEY 2½-litre sln., maroon & Blk., new tyres £895
- 1950 RILEY 1½ sln., green & black, htr., 1 owner £795
- 1949 RILEY 1½ sln., reg. Feb., recently overhauled £725
- 1948 RILEY 1½ sln. (Dec. 1947 delivery), nice car £595
- 1946 RILEY 1½ sln., fitted reconditioned engine £495
- 1947 VAUXHALL 12 sln., 2 owners only, outstdg. £395
- 1947 VAUXHALL 12 sln., reg. Nov., fitted radio £435
- 1949 VAUXHALL Wyvern sln., blk./fawn ... £495
- 1946 VAUXHALL 14 sln., pop. J type mod., blue £395
- 1948 ALLARD type 61L, recond. eng. last month £395
- 1950 ALLARD 91P sln., silver-grey, heater, etc. £495
- 1952 ALLARD sln., latest P1 series, low mileage £795
- 1947 AUSTIN 8 sln., 4-door, full de luxe model £395
- 1947 AUSTIN 10 sln., fitted Smiths htr., 1 owner £445
- 1949 AUSTIN A40 Dorset sln., blk./beige leather £465
- 1951 AUSTIN A40 Devon sln., small-mlge. car £595
- 1948 AUSTIN 16 sln., coachwork original, but dull £395
- 1950 AUSTIN A90 coupe, ensign red, elec. hood £635
- 1951 AUSTIN A70 Hereford sln., Feb. reg., as new £675
- 1951 AUSTIN Sheerline sln., black, all extras ... £945
- 1951 ARMSTRONG SIDD. Hurricane D/H coupe £695
- 1947 ARMSTRONG SIDD. Hurricane D/H coupe £465
- 1947 ARMSTRONG SIDD. Lanc. sln., Oct. reg. £565
- 1952 ARMSTRONG SIDD. Lanc. sln., 1 owner £945
- 1951 ARMSTRONG SIDD. Whitley sln., radio £865
- 1949 ALVIS 14 sln., in blk., 19,000 miles, heater £495
- 1950 DAIMLER 2½-litre sln., 1 titled owner only £895
- 1951 FORD Prefect sln., blk. red, very good order £495
- 1949 FORD Pilot sln., Woodland green, htr., etc. £450
- 1950 FORD Pilot sln., immaculate, 1-owner car £495
- 1951 FORD Pilot sln., lthr., radio, htr., st. covers £595
- 1947 HILLMAN Minx sln., attractive condition £395
- 1951 HILLMAN Ph. IV D/H 4-sme. coupe, grn./fwn. £595
- 1949 HUMBER Hawk sln., radio, htr., v. gd. order £525
- 1950 HUMBER Hawk sln., v. late reg., almost new £695
- 1949 HUMBER Super Snipe sln., 1 private owner £595
- 1951 JOWETT Jupiter rdstr., magnificent order £665
- 1950 JOWETT Javelin sln., bronze, just o'hauled £595
- 1946 JAGUAR 1½ sln., fitted discs, original finish £465
- 1947 JAGUAR 1½ sln., late reg., radio, seat covers £535
- 1949 JAGUAR 1½ sln., blk., delivered Nov., 1948 £595
- 1949 JAGUAR 2½ D/H 4-sme. coupe, v. scarce mod. £595
- 1947 JAGUAR 3½ sln., recond. eng. Nov. '52, o' stdg. £545
- 1948 JAGUAR 3½ sln., fitted radio, htr. and discs £574
- 1950 JAGUAR Mk. V sln., pastel grn., low mlge. £865
- 1952 JAGUAR Mk. VII sln., blk., superb cond. £1,595
- 1951 LEA FRANCIS 14/70 sln., 6-1t., almost unused £895
- 1949 M.G. Midget TC, cream/red, several extras £495
- 1952 M.G. Midget TD, 9 mths. old, as brand new £675
- 1948 M.G. 1½ sln., specially tuned by expert, v. fast £575
- 1946 MORRIS 8 sln. de luxe, resprayed, dk. blue £365
- 1948 MORRIS 8 sln., 2 careful owners since new £395
- 1949 MORRIS Minor coupe, grn./beige, htr., etc. £465
- 1950 MORRIS Minor sln., in blk., seat covers, etc. £525
- 1951 MORRIS Minor sln., most immac. condition £595
- 1948 MORRIS 10 sln., recond. eng. not yet run in £450
- 1949 MORRIS Oxford sln., March reg., new tyres £495
- 1952 MORRIS Oxford sln., excellent condition ... £655
- 1950 MORRIS Six sln., black/beige, heater, etc. £525
- 1950 RENAULT 4-dr. sln., in blue, fitted radio £445
- 1946 ROVER 12 sln., H.M.V. radio, mod. mileage £525
- 1946 ROVER 12 sln., just decoked and serviced £495
- 1947 ROVER 12 spts. sln., 2 fussy owners, low mlge. £595
- 1948 ROVER 60 sln., new type eng. & suspension £625
- 1947 ROVER 14 spts. sln., o'hauled and retyped £595
- 1947 ROVER 16 spts. sln., 24,000 miles, 1 owner £625
- 1948 ROVER 75 sln., serviced by main distributors £725
- 1949 ROVER 75 sln., blk./red, H.M.V. radiomobile £775
- 1950 ROVER 75 P4 sln., 1 fastidious owner only £895
- 1951 ROVER 75 sln., completely unblemished ... £1,095
- 1951 SINGER SM.1500 sln., a very nice car indeed £595
- 1948 SINGER Super 10 sln., spick and span cond. £395
- 1947 STANDARD 12 D/H 4-sme. coupe, new hood £395
- 1948 STANDARD 12 sln., just recellul'd dove-grey £425
- 1948 STANDARD 12 D/H 4-sme. cpe., a beaut. car £445
- 1950 STANDARD Vanguard, late reg., rad. & htr. £545
- 1952 STANDARD Vanguard sln., in grn. lthr., etc. £665
- 1951 STANDARD Vanguard sln., immac., 1 owner £595
- 1948 SUNBEAM TALBOT 10 spts. sln. in bronze £545
- 1949 SUNBEAM TALBOT 90 sln., new-look mod. £595
- 1951 SUNBEAM TALBOT 90 Mk. 11 sln., 2½-litre £795
- 1952 SUNBEAM TALBOT 90 sln., 12 mths. old £895
- 1948 TRIUMPH 1800 Rdstr., most immaculate car £595
- 1949 TRIUMPH 2000 Rdstr., in grn., all new tyres £595
- 1951 TRIUMPH 2000 Renown sln., blk., o' stand'g. £745
- 1948 WOLSELEY 18 sln., reg. 15/12/48, well m'nded £495
- 1951 WOLSELEY 6/80 sln., very moderate mlge. £625

**EVERY CAR ABOVE GUARANTEED IN WRITING FOR 3 MONTHS**

FREE delivery by road or rail anywhere in the U.K. | TERMS—ONE THIRD DEPOSIT 18 MONTHS TO PAY | FREE—Catalogue sent post paid, Write or Phone.

OPEN TILL 8 p.m. MONDAY—SATURDAY INCLUSIVE

**Camden THE USED CAR MOTORS SPECIALISTS**  
LAKE STREET · LEIGHTON BUZZARD · BEDS  
Telephone: 2041 (Four Lines)  
JUST OFF MAIN AS WATLING STREET · MAIN LINE L.N.S. EUSTON & BLECHLEY

**TRAILERS**

**ALUMINIUM TRAILER**, suitable conversion to carrier for 500 c.c. racing car. £15.—Phone: Bexleyheath 1426, "Heathside", Hillcrest Road, Dartford, Kent.

**TRAILER** suitable for Austin 7 or 500 c.c., fitted brakes, £15.—Reynolds, FLAxman 4801, 9-6.

**SPECIAL**

**FORD TEN Special**. £75. Wanted urgently, large hood or hoodframe.—Ring HARrow 4628, Monday to Friday evenings only.

**WOLSELEY**

**HORNET special 1933**. £130 o.n.o. Tyres, battery, weather equipment, etc., good condition, 4-seater, taxed. Army calls!—Phone: Feltham, Howard 1174.

**SPECIAL OFFERS**

**AUTOMOBILIA offer:**

- 1936 Jaguar, grey with blue interior, excellent engine ... £200
  - 1939 Standard 12 coupe, colour black, in very good condition ... £290
  - 1938 Austin 10 saloon, colour black with brown upholstery, engine recently overhauled ... £250
  - 1935 Lagonda, recent engine overhaul, new back axle, colour black, most attractive car ... £170
- AUTOMOBILIA, LTD.,**  
**PIPPBROOK GARAGE, DORKING, SURREY.**  
Phone: Dorking 3891.

**ALUMINIUM**

**BULLANCO FOR ALUMINIUM.**

Any sizes cut or folded.

SHEET — EXPANDED — TUBES — ANGLES  
BARS — RODS — MOULDINGS — RIVETS

Write for list.

66 QUEEN'S ROAD, PECKHAM, S.E.15.

Tel.: New Cross 1092.

(Continued overleaf)

**BERT MASON SPORTS CARS**

**OFFER**

**£19 AUSTIN 7** Chummy tourer.

**£55 AUSTIN 7** saloon, reconditioned engine.

**£65 AUSTIN 7** saloon, immaculate.

**£75 WOLSELEY Hornet** 4-seater sports, recellulosed.

**£145 WOLSELEY Hornet** Special. International sports 4-seater, recellulosed, French blue.

**£85 SS Airline** sports saloon.

**£265 JAGUAR** 1½-litre saloon special equipment model. H.M.V. radio, discs etc. 1939.

**£65 MORRIS 10¼** saloon.

Many others—Always a good selection of Jaguars.

Hire Purchase on any car—Excellent terms

Open till 10 p.m.

**BERT MASON SPORTS CARS**  
**77 CRICKETFIELD ROAD,**  
**CLAPTON, LONDON, E.5**

Telephone: AMHerst 1814

## Classified Advertisements—continued

## BOOKS

**HANDBOOKS.**—Citroën, Ford, Jowett, Morris, Standard, Triumph, Vauxhall, Wolcley, 5s. 3d.; Austin, Cord, Talbot, Volkswagen, 7s. 91.; Armstrong, Fiat, Hillman, Jaguar, Riley, Rover, Singer, 8s. 91.; Chevrolet, American Ford, Morgan, 10s. 6d.; Alis, Chrysler, DeSoto, Dodge, M.G., Plymouth, 15s. 6d. Catalogue 350 Motoring Books, 6d. Mail order only.—Vivian Gray, Hurstpierpoint, Sussex.

## CELLULOSE

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

## ENGINE SERVICE

**D. CREED**, 2 Goldhawk Mews, Shepherds Bush (late mechanic, Brooklands Service Station). We are pleased to announce we contributed to the success of the Aston Martin team in the team award at Silverstone 9/5/53; the highest position ever in the Mille Miglia 1953, for British cars; and the British Empire Trophy Race, Isle of Man; and again, Sports Car Race at Silverstone 18/7/53; 1st, 2nd and 3rd. (Subject to official confirmation.)

**D. CREED**, 2 Goldhawk Mews, Shepherds Bush (late mechanic Brooklands Service Station). Highest precision work, crank grinding, metalling, boring, reconditioned engine service at most competitive prices. Our grinding and metalling has contributed to the successes of F. C. Davis, Cooper-M.G. Trade invited.—Phone: SHE 6518.

## MISCELLANEOUS

**ROLAND DUTT AUTOMOBILES, LTD.**  
All types of sports and racing cars tuned and prepared for any event.  
**GOOD SPORTS CARS URGENTLY REQUIRED.**  
158a Latymer Road, London, W.10.  
LADbroke 3136.

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

## PERFORMANCE CARS

## THE SPORTS CAR PEOPLE

Select from their stock of over 150 sports cars

|   |      |
|---|------|
| 1950 Allard J2 streamlined 2-seater ..          | £645 |
| 1938 Alvis Speed 20 ..                          | £175 |
| 1925 Bentley red label 2-seater ..              | £295 |
| 1937 British Salmons 12 h.p. D/H ..             | £125 |
| 1934 Invicta 41, low chassis 2/4-str., specimen | £375 |
| 1939 Jaguar 3½-litre sports saloon ..           | £195 |
| 1932 Lagonda 3-litre Carlton coupé ..           | £195 |
| 1934 Lagonda 4½ saloon ..                       | £145 |
| 1931 Mercedes Benz 38/250 coupé, specimen       | £345 |

**NEVER LESS THAN 25 M.G.s IN STOCK**  
1952 Morgan Plus Four 2-seater .. £625  
1934 Rolls-Royce 20/25 Salmons cabriolet .. £445

Immediate H.P., insurance and part exchanges.  
The Windmill Garage, Great West Road, Brentford, Middx. EALING 8841-2-3

3 minutes from Northfields Tube Station  
(Piccadilly or District Lines)  
(Buses 91, 97 and Green Lines pass our door.)

## News from the Clubs—continued

## HEREFORDSHIRE CLUB EVENT

**ON** Sunday, 9th August, a run of 34 miles, with seven driving tests, was undertaken by 21 members of the Herefordshire M.C., in the area enclosed by Leominster, Ludlow and Wigmore. Keen competition was displayed in manoeuvring and width-judging problems, and Tony Marsh appeared at the wheel of his brand new Dellow, successfully "running it in" to third place in his class. The event finished at the Bull Hotel, Presteign, where the following results were announced: **Open Car Class: 1.**

**BEVERLEY MOTORS** (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa Romeo chassis, but also any other good quality sports car chassis. Inquiries to Alric House, Alric Avenue, New Malden, Phone: Malden 4403.

**QUICK-LIFT JACKS** and Trailers made for 500 c.c. racing cars, also gas and arc welding, drilling, milling, turning and capstan work.—Don Parke, 1a Sangora Road, S.W.11. Battersea 7327.

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

## RADIATORS AND FUEL TANKS

**GALLAY, LTD.**, give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc., 103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: Ladbroke 3644.

## SAFETY GLASS

**SAFETY GLASS** fitted to any car while you wait including curved windscreens.—D. W. Price, 490 Neasden Lane, London, N.W.10. Gladstone 7811.

**WINDSCREEN PERPEX** 3 in., rectangles 8½ sq. ft. delivered.—Wilson, Crosshouses, Bridgnorth.

## SPARES &amp; ACCESSORIES

**Special Accessories for Ford 8/10.**  
Double Valve Springs.  
Modified Valve Guides.  
4.7 to 1 Crown Wheels and Pinions.  
Twin Carburettor Sets.  
Four Branch Exhaust Manifolds.  
Oil Pressure Gauges.  
Heat Resistant Exhaust Valves.  
Trip Type Speedometers.  
Revolution Counters.  
Solid Copper Gaskets.  
Petrol Tanks and Windscreens.  
Mudguards and Fittings.  
Chassis Frames.  
Shock Absorbers.  
Radiators.  
Supercharging Installations.  
Side Screens, Hoods, etc.  
Hard Tops for Open Cars.  
Coach Trimming.

**DELLOW MOTORS LTD.,**  
ALVECHURCH, nr. BIRMINGHAM.  
Telephone: HILLSIDE 1879.

**M.G.** 12/12M Midget, 4-speed gearbox, immaculate. £120 o.n.o. Triumph Super 7 Morris Minor spares, new and s.h.—31 The Walk, Potters Bar. Tel. 4329.

**REV. COUNTERS.**—0-10,000 r.p.m., a new conception of accuracy and reliability, self-contained units, £5 10s., delivery 2s. 6d. Lower reading positive-driven types, 57s. 6d., delivery 2s. 6d.—Teddington Engineering Co. Ltd., Dept. "K", High Street, Teddington, Middx.

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

**800 RADIATOR** and Car Club Badges, English and Foreign. New, secondhand. List, stamp.—G. A. Final, 15 Nashleigh Hill, Chesham, Bucks.

## SITUATIONS VACANT

**FITTERS** for work on prototype and racing cars required by Cooper Car Company, 243, Ewell Road, Surbiton, Surrey. Some experience is essential and will lead to a permanent and well-paid post.

A. L. Yarenton (Morgan Plus Four), 106.0 marks lost; 2, J. Hawkesworth (Ford Spl.), 109.4; 3, A. E. Marsh (Dellow), 122.2; 4, R. M. E. Mayall (M.G. TD), 124.6. **Closed Car Class:** 1, E. J. Read (Austin A.90), 125.6; 2, C. W. F. McKean (Jowett Javelin), 132.8; 3, J. P. Taylor (Ford 10), 135.8; 4, W. Bengry (Fiat 1,100), 140.2.

## N.L.E.C.C. MEMBERS' MEETING

**THE** North London Enthusiasts' C.C.'s Members' Meeting on 10th August comprised five driving tests at Whelpley

## SITUATION WANTED

**YOUNG MAN**, keen motor sport enthusiast, good driver, seeks position connected with motor racing or testing. Good education. Anything considered.—Box 1217.

## SUPERCHARGERS

**STANDARDIZED ARNOTT Supercharger Sets** are available for most popular cars for early delivery. Installations designed and fitted at our works for all types of "specials" and racing cars. Also tuning and machining service for the enthusiast.—Carburettors, Ltd., Grange Road, London, N.W.10. WILlesden 5501.

## WANTED

**A** NUMBER of Mark IV and Mark V COOPER 500 c.c. racing cars are required by Cooper Car Company Limited, 243 Ewell Road, Surbiton, Surrey. These cars must be in very good condition and owners wishing to dispose are invited to write to us giving full details, chassis number and if car is with or without engine, together with price required.

**JOHNSON AND BROWN** require sports cars, in first-class condition only.—Kings Road, Bromley, Kent, RAVensbourne 6479-2322.

**MAYFAIR GARAGES, LTD.**, urgently want Fiats for cash at highest prices.—Balderton Street, W.1. MAYfair 3104-5. Open 9-6, Sats. 9-1.

**RECENT MODEL J.A.P. 500**, good condition.—Box 1215.


**SPORTS CAR**, M.G. TD preferred, not earlier than 1950. Spot cash. No dealers.—R. J. Bubeat, 17 Bathgate Road, Wimbledon, Tel.: WIM 5527.

**J2 OR SIMILAR.**—Full particulars to K. Willis, Westfield Road, Wellingborough, Northants.

**WANTED.**—Trials special 8/10 h.p.—Tel.: Guiseley 19, Nr. Leeds.

**WANTED.**—Sports racing car suitable for Prescott and short circuit races, up to 2-litre, must be in good order and capable of being placed.—Box 1213.

**M.G. RETAIL DEALER**  
SOLELY M.G. CARS—SALES & SERVICE



Hounslow  
2238 & 3456

**TOULMIN MOTORS**

MOST COMPREHENSIVE STOCK OF  
M.G. SPARES IN THE COUNTRY

- Clutch plates—all models.
- New J2 clutch toggles.
- New rockers for overhead valve models.
- Luggage carriers—all models.
- Our patent modified oil seal.
- Reconditioned engines for all models from stock.
- Spares for all types of M.G. available.
- Dynamos, starters and all electrics.

**343 Staines Road, Hounslow, Middlesex**

Open all day Saturday and  
10 a.m.—1 p.m. on Sunday

Hill. In the closed car class, F. H. Arthur (Ford) lost 142.2 marks and S. A. Hiscock (Ford) 147.8. K. G. Jones (M.G.) won the open car class with 137.2 marks lost. There were 17 starters.

## ALVIS REGISTER RALLY

**IN** collaboration with the Alvis O.C. and the Lea-Francis Register, the Alvis Register is running a rally at Whelpley Hill, near Bovingdon, Herts, on Sunday, 27th September. Starting at 11 a.m., the event will consist of driving tests. Entries close on 19th September.



**SERVICE**



**SPARES**



**TD MIDGETS**

MILL GARAGE  
CHIGWELL ROAD  
SOUTH WOODFORD  
LONDON E.18

WANstead 7783-4

**W. JACOBS & SON LIMITED**

Established 1919

NEW AND USED M.G. CARS IN STOCK

ALSO A FRESH CONSIGNMENT OF MG TIES

**WANTED for spot cash**  
**CARS of ALL TYPES**

Hours of Business  
WEEKDAYS  
SATURDAYS  
9 till 7

**ROWLAND SMITH**  
MOTORS LIMITED

HAMPSTEAD HIGH ST., LONDON, N.W.3

(HAMPSTEAD TUBE) HAMPSTEAD 6041 (10 lines)

The **WEST ESSEX**  
Engineering Company Limited

R. C. Willis

Theydon Bois 2077

Suppliers of Light Alloy Components

Unnecessary weight and the Sports car should be at opposite poles—but are they? The saving of unsprung weight in the form of light alloy wheels, brake drums, etc., improves acceleration, gives better braking, greater ease of control and saves money. Less weight means increased M.P.G.

LET US PROVE IT

MARKET SQUARE, ABRIDGE, ESSEX

HALL of BALHAM LTD. for  
**B · M · W**

Offers replacement B · M · W Engines. Prices on application. All Bored and Sleeved to standard, also now available new Bosch equipment.

| Types |                         |           | Types |
|-------|-------------------------|-----------|-------|
|       | Bosch Distributors      | £5. 12. 0 |       |
|       | Bosch Windscreen Motors | £3. 7. 6  |       |
|       | Bosch Coils             | £1. 15. 0 |       |
|       | Bosch Points            | 5. 6      |       |
| 328   | Bosch Rotors            | 2. 0      | 55    |
|       | Bosch Condensers        | 5. 0      |       |
| 326   | Bosch Regulators        | £2. 10. 0 | 45    |
|       | Bosch Starter Pinions   | £2. 0. 6  |       |
| 320   | Bosch Starter Springs   | £1. 3. 0  | 40    |
|       | Bosch Starter Ratchets  | 11. 3     |       |
|       | Bosch Plugs, all types  | 5. 0      |       |

BOSCH SPOT AND FOG LAMPS

Ring **BALHAM 7855**

197/9 HIGH STREET, TOOTING, S.W.17

**MORGAN SPECIALISTS**

Quick Delivery New "Plus Fours"

from

**BOWMAN & ACOCK LTD.**

Pickersleigh Garage,  
Malvern Link, Worcs.

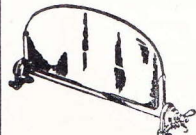
Phone: Malvern 262

Recognised "A.I."  
Spares Service to Mor-  
gan Club Members

Sales: Mr. E. D. Bowman, F.I.M.I.  
Service: Mr. W. H. Acock, M.I.M.I.  
Spares: Mr. K. T. Acock



**TUBULAR LUGGAGE CARRIERS**, chromium plated, for Fiat 500 2-seater, **£5**. Austin Eight, Standard Eight, Morris Minor, **£5/15/-**. M.G. 2-seater, **£7/5/-**. "TC" & "TD," **£8**. Jaguar XK 120, for top panel (illustrated), or Boot **£7/10/-**. Morgan Plus Four, **£8/10/-**. Jowett Jupiter, **£8/18/6**. Other makes to order. Folding steel for Morris 8 and Ford 8 & 10, **45/-**. H.I.man Minx, **48/-**, carriage **2/6**.



With double clamp for racing **55/-**.

**AERO SCREENS**  
Polished Aluminium frames, safety glass, 12 in. x 6 in., with chromium universal fittings, suitable any make, detachable, **50/-** ea. Post **2/-**.

'SILVERTOP' ALUMINIUM CYLINDER HEADS

For improving performance by 15 to 25% due to special design of combustion chamber, higher compression ratio for Premium fuel and better heat conductivity.

For Morris 8, Series I & II, Ford 8 & 10 (Spigot dynamo), **£8**. Ford (platform dynamo), **£8/10/-**. Morris 8, Series E, **£9**. Morris Minor 1949-53 with thermostat fitting, **£10**. Hillman Minx and Talbot 10, **£10**. "ALTA" for Austin 7, **£6/10/-**. "Laystall Lucas" for M.G., TC, TD & Y, **£48**.

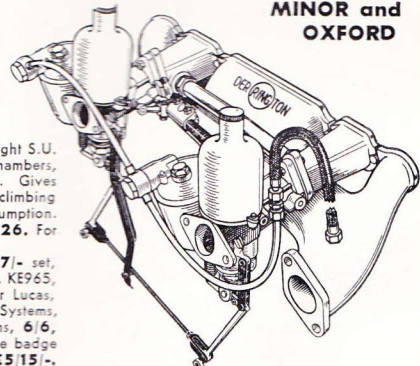
CANADA: The Campbell Sports Car Co., 288 Empress Avenue, Willowdale, ONTARIO

**V.V. DERRINGTON KINGSTON LTD**  
5621/2

159, 161 & 200 LONDON ROAD  
KINGSTON-ON-THAMES Tel. KIN 5621-2

Fitted with twin semi-down draught S.U. carburettors with large float chambers, linked controls and petrol pipe. Gives 25% better acceleration and hill climbing and only 5% drop in petrol consumption. For Minor S.V. and Oxford **£26**. For Minor O.H.V. **£17/10/-**. MINOR, inner valve springs, **7/-** set, special exhaust valves, **8/-** ea., KE965, **12/6** ea., Sports coils Delco or Lucas, **37/6**. Deep Note Exhaust Systems, **£3/15/-**. Gear lever extensions, **6/6**, plastic gear knobs, **2/6**, chrome badge bars, **30/-**, luggage carriers, **£5/15/-**.

**TWIN CARBURETTOR UNITS for MORRIS MINOR and OXFORD**



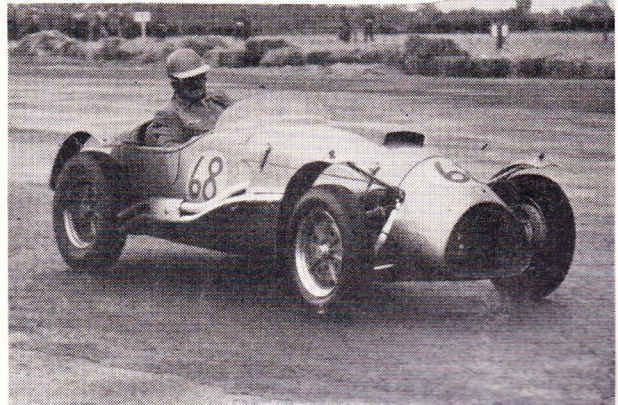
# 4 firsts at Charterhall

## with **MINTEX**

CONGRATULATIONS TO

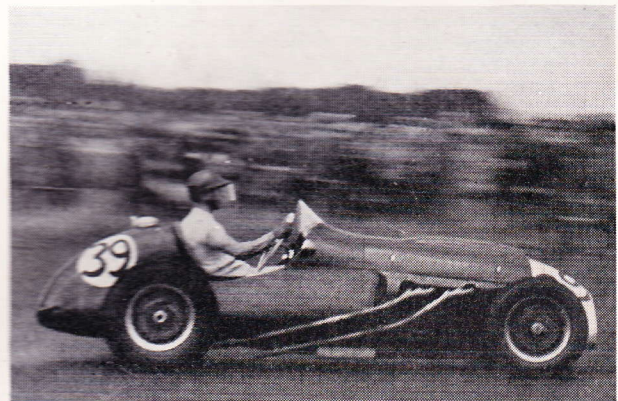


F. C. Davis—(Cooper M.G.) who won the  
SHEENA GRAY TROPHY



J. H. Walton—(Cooper Bristol) who won the  
JOHN BROWN TROPHY

Reg Parnell—(Aston Martin D.B.III.S.) who won the  
F.M.T. TROPHY



K. Wharton—(Cooper Bristol) who won the  
NEWCASTLE JOURNAL TROPHY

(Subject to official confirmation)

All four cars were fitted with **MINTEX** Brake Liners

When high performance counts you can rely on

# **MINTEX**

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING AND ASBESTOS LTD., CLECKHEATON, YORKSHIRE. ALL MINTEX PRODUCTS ARE OBTAINABLE FROM MINTEX SERVICE DEPOTS AND STOCKISTS THROUGHOUT GREAT BRITAIN AND THE WORLD. B.B.A. ARE ALSO THE MANUFACTURERS OF 'SCANDURA' THE ORIGINAL P.V.C. FIREPROOF CONVEYOR BELTING.