

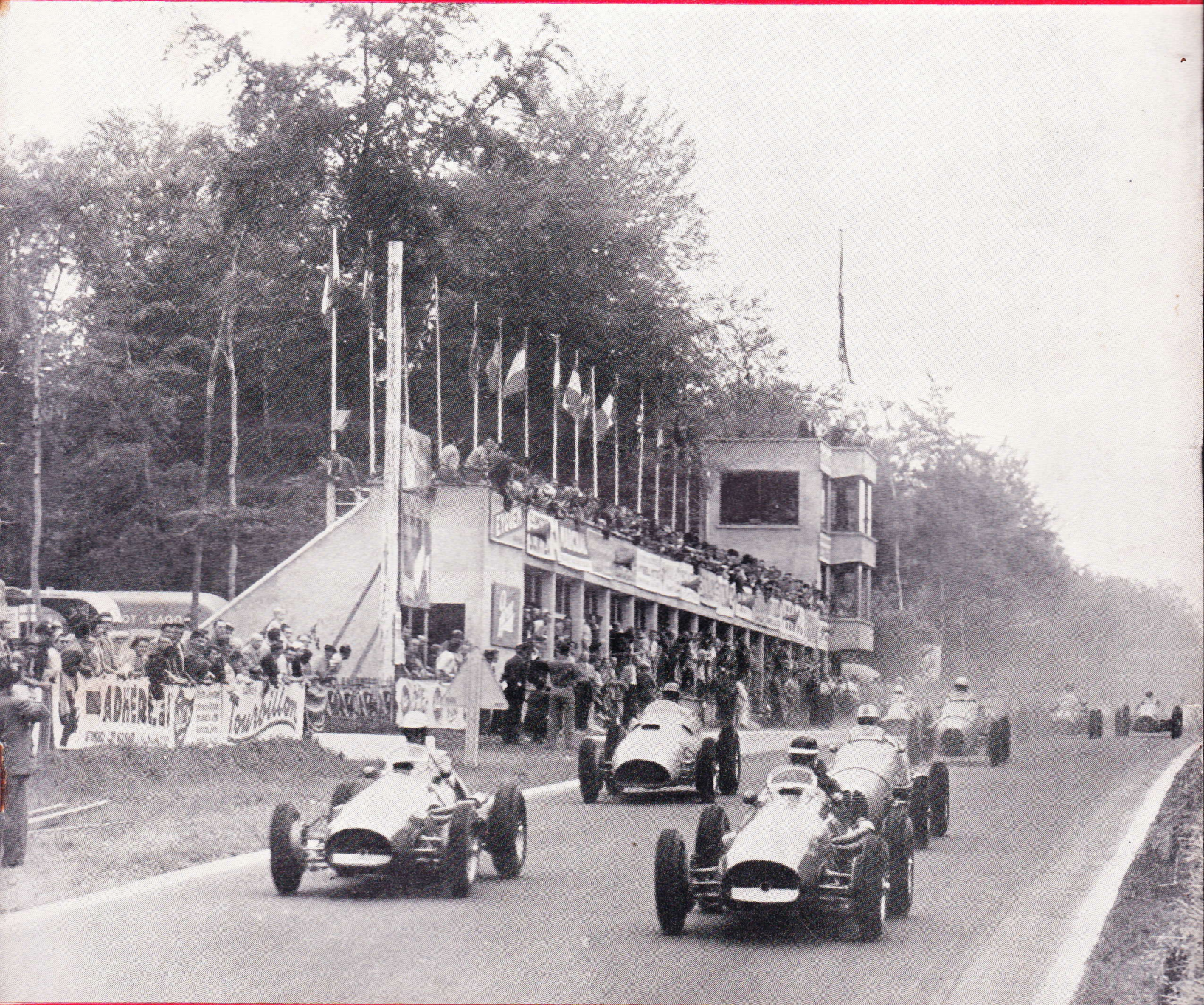
AUTOSPORT

JULY 3, 1953

1/6

EVERY FRIDAY
Vol. 7 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

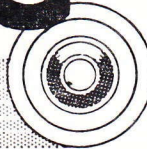
FERRARI CAKEWALK ROUEN : RACING AT SNETTERTON, SILVERSTONE AND KIRKISTOWN : FLOCKHART BREAKS
BO'NESS RECORD : ANNECY SPORTING TRIAL : TRAVEMUNDE RALLY : CANADIAN HILL-CLIMB : NEW FROM ITALY
JOHN BOLSTER • P. W. S. POPE • "AENEAS" • DENNIS DENT • R. J. THURGOOD

BRAKES · DAMPERS · CHASSIS ENGINEERING

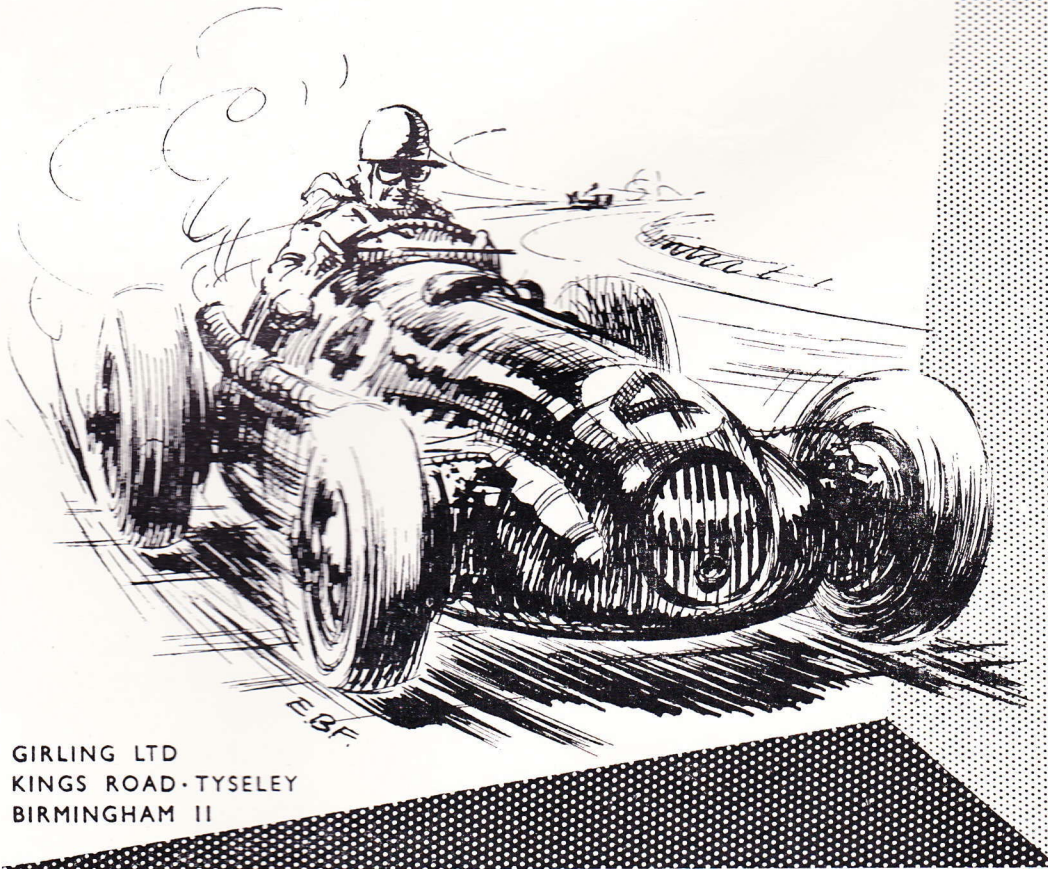
**it's continued
racing
successes that
keep**

GIRLING

THE BEST BRAKES IN THE WORLD



WAY OUT AHEAD →



GIRLING LTD
KINGS ROAD · TYSELEY
BIRMINGHAM 11

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 1

July 3, 1953

Managing Editor : GREGOR GRANT

Assistant Editors C. POSTHUMUS

F. WILSON McCOMB

Continental Correspondents GERARD CROMBAC

MAURICE GATSONIDES

HANS TANNER

Northern Ireland

LOUIS MORRISON, JR.

Canada

R. J. THURGOOD

South America

U.S.A.

Road Tests and Technical

Eire

H. A. O'BRIEN

Scandinavia

HANS FRIES

DR. VICENTE ALVAREZ

RUTH SANDS BENTLEY

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	2
Sports-News	3
New from Italy	5
Rallye Travemünde	6
Connaughts Conquer at Snetterton	7
Midland Enthusiasm at Silverstone	8
Flockhart Breaks Bo'ness Record	10
Scotch Corner	11
A Tale of Two Cities	12
Beam Axle Revival, by John Bolster	13
Rattlesnake Hill-Climb	14
Kirkistown Début	15
Ferrari Cakewalk Rouen	16
Annecy Success	20
Correspondence	22
News from the Clubs	24

NOTICES

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

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

General Manager: PETER BAYLEY

Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.

Direct from the Publishers or all Newsagents

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 performance of the 2½-litre Ferraris at Rouen last Sunday should sound a note of warning to British builders of potential 1954 F1 cars. With these four-cylinder machines, Farina won the G.P. of Rouen and Hawthorn had no difficulty in knocking 3.7 secs. off Ascari's 1952 lap record. The engine is reputed to develop over 220 b.h.p., and the remarkable thing about this very fast machine is that Ferraris consider it to be obsolescent, and merely a stop-gap between the present F2 cars and the Grand Prix vehicles for 1954! Indeed Maranello already have entirely new cars, and there is every chance that 2-litre versions will appear at Silverstone on 18th July for the British Grand Prix. It is obvious, therefore, that constructors of 1954 F1 cars must think in terms of 250 b.h.p. and over for unsupercharged "2½s", if they are to compete successfully against the "Prancing Horse". Also, it must not be overlooked that, so far, the Italians have concentrated on engines with carburettor induction; there can be no doubt that their designers have kept themselves *au fait* with fuel injection equipment.

* * *

THIS week-end at Rheims, the 12 hours sports-car event should prove an interesting experiment, as it will be the first occasion on which an International road race will start at midnight. Despite the absence of Alfa Romeo, Lancia and Aston Martin, the entry list contains Jaguar, Ferrari, Gordini, Talbot and Cunningham—sufficient to ensure that the race will be run at very high speed! In the Grand Prix de l'A.C.F. which follows, there should be an epic struggle featuring Ferrari, Maserati and Gordini—the three major F2 marques. It will be recalled that Gordini sprang a real surprise in 1952 with Jean Behra's famous victory. This year if non-starting rumours are unfounded, it may be Maserati's turn to pull off a win. Sad to relate, no British machine has so far emerged to challenge the aforementioned trio on the Grand Prix circuits of Europe, which is a great pity in view of this country's outstanding achievements in sports car events and, of course, the complete supremacy of our F3 machinery.

* * *

EVER-INCREASING speeds of the larger capacity sports cars are making this type of racing a problem to organizers. The wisdom of permitting small-engined machines to race in company with cars capable of 150 m.p.h. and upwards is open to question, and there is little doubt that one or two recent serious accidents have been due to slower cars, no matter how inadvertently, getting in the way of much faster machinery. In fact, the situation at present is on a parallel to F3 cars racing against B.R.M., Type 159 Alfa Romeo and 4½-litre Ferrari!

OUR COVER PICTURE

ESSARTS: Mike Hawthorn and Giuseppe Farina shoot off in their 2½-litre Ferraris at last Sunday's Rouen G.P., followed by Trintignant (Gordini), Rosier (Ferrari) and Behra (Gordini).

PIT AND PADDOCK

VILLORESI is to drive the works-entered 4.1-litre Ferrari in the Rheims 12 hours race.

FRANCE'S drivers are getting softer! The Bol d'Or 24 hours sports car race is traditionally a one-man endurance test, but next year each car must have two drivers.

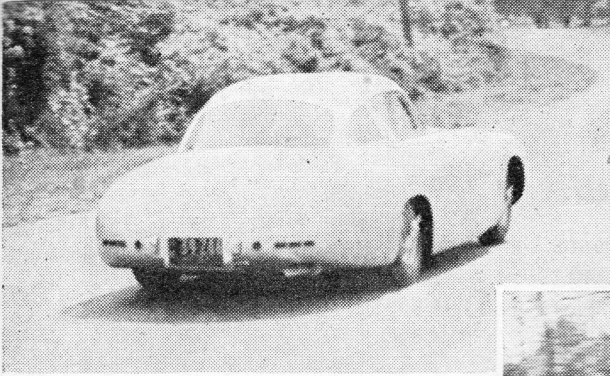
FANGIO, booked to drive a B.R.M. at Silverstone on 18th July, may also appear with a Gordini in the British Grand Prix if the Maserati "works" team does not materialize.

"BON VOYAGE", a useful little phrase book in 15 languages, is available free of charge from the Touring Service, Shell-Mex and B.P. Ltd., Shell-Mex House, Strand, London, W.C.2.

STANGUPELLINI may enter 750 c.c. and 1,100 c.c. cars for the sports car race at Silverstone on 18th July and for the Dundrod T.T. Hans Tanner was recently appointed European agent for the marque.

UNITED STATES Air Force personnel based at Burtonwood, Warrington, Lancs, have formed the Burtonwood Auto-Sport Club, and are holding a sprint meeting this Sunday, 5th July. A one-mile circuit has also been devised, over which Peter Reece in his Cooper-M.G. and other drivers will be giving demonstration runs.

RIVERS FLETCHER put on an interesting programme of B.R.M. films at Kent House, Rubery Owen's London H.Q., last week. The colour film of Albi was particularly interesting, and showed all the drama when the three cars encountered tyre troubles. The tremendous Fangio-Ascari duel at the start of the F1 heat was vividly portrayed.



CONTINENTALS IN THE STATES: Two famous sports cars, the German Mercedes-Benz 300SL (above) and the Spanish Pegaso V8 (right) were demonstrated at the recent Bridgehampton race meeting in New York State.



CLIFF DAVIS may drive an F2 car this season, and has already done trials for a works team.

NEXT week's issue will contain a full and illustrated report of the G.P. and 12 hours sports car races at Rheims.

PRESTON GRAY set up B.T.D. at the Mt. Equinox hill-climb, New England, on 21st June. He was driving his new J2X Allard.

MASERATI plan full production of a 3-litre sports car for 1954. About 20 examples of the Mille Miglia 2-litre model are being built this year.

AUSTIN'S have shaken the trade by knocking £100 off the cost of the Austin-Healey "Hundred"; this brings the basic price (complete with wire wheels and Laycock-de Normanville overdrive) down to £750!!

UNTIL the management drops its prices considerably, readers would be well advised not to have a meal at Le Touquet airport. A 100 francs cover charge, and 12½ per cent. service over and above an already expensive meal will not encourage travellers!

B.R.D.C. "Gold Star" positions at present are:—1, Hawthorn, 89 points; 2, Peter Whitehead, 44.6; 3, Moss, 38; 4, Rolt, 37; 5, Wharton, 32; 6, Hamilton, 31; 7, Parnell, 30.6; 8, Walker, 21; 9, Collins, 20; 10, Ian Stewart, 14; 11, Abecassis, 12.6; 13 (equal), Nuckey, Salvadori and Baird, 12.



PLAQUE: The M.C.C. London-Edinburgh triple award, popular in pre-war days, has been revived, two recent recipients being Peter H. G. Morgan and H. B. Woodall.

SHELL-MEX AND B.P. LTD. (Touring Service) have published four 20-page miniature guide books—London, Royal London, London Art Treasures, and Oxford University, obtainable free from Shell-Mex House, Strand, London, W.C.2.

MEDALLION: Striking bronze medal, recently received by AUTOSPORT in token of readers' efforts in assisting Dutch flood victims.



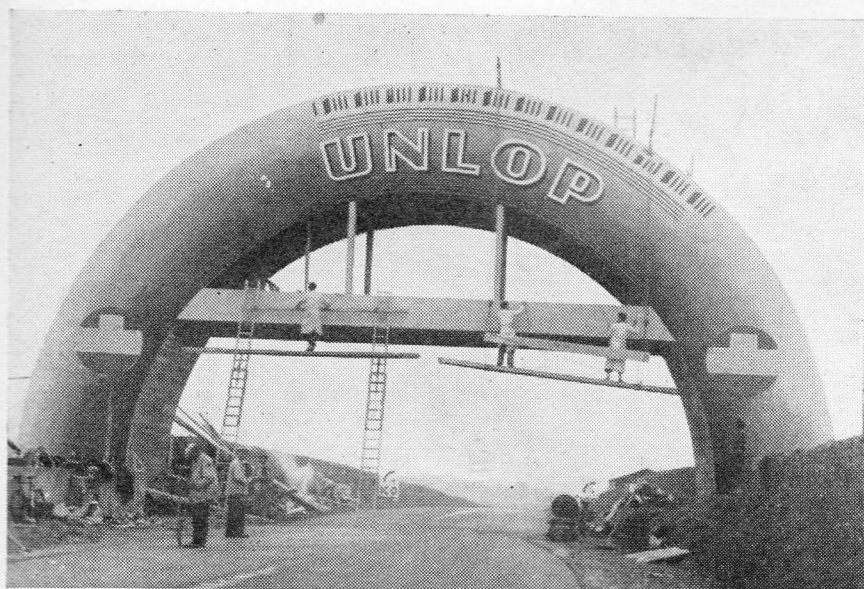
SPORTS-NEWS

RHEIMS PROSPECTS

STIRLING MOSS and Peter Whitehead will share a disc-braked C-type Jaguar in the 12 hours race. . . . Peter Scott-Russell will partner David Clarke in Gerard's Frazer-Nash. . . . Villoresi's 4.1 Ferrari may grow to 4.5-litres by Saturday. . . . Entrants in the sports car event must make their own refuelling arrangements. . . . Two Bristols will run in the 12 hours, drivers Lance Macklin, Graham Whitehead, Jack Fairman and Peter Wilson. . . . "Works" Maseratis may not run in the Grand Prix. . . . If they do not, Fangio will probably drive a Gordini.



RHEIMS CHANGES: Many alterations have taken place to the Gueux circuit and installations. (Above) The new Press Tribune which replaces the former "glasshouse". (Left) Modelled on the famous Le Mans bridge, Dunlops have erected a new crossing beyond the main stands.



FRENCH G.P. ENTRIES

Ferrari (4-cyl.): Ascari, Villoresi, Farina, Hawthorn. Maserati (6-cyl.): Fangio, Gonzalez, Marinon, Bonetto. Gordini (6-cyl.): Behra, Trintignant, Schell, Mières. H.W.M. (4-cyl.): Macklin, Collins, Giraud-Cabantous. Cooper-Bristol (6-cyl.): Gerard, Wharton. Cooper-Alta (4-cyl.): Moss. Osca (6-cyl.): Chiron, Bayol. Ferrari (4-cyl.): Rosier. Maserati (6-cyl.): de Graffenried. Connaught (4-cyl.): Claes, Bira.

* * *

NEW DOVER FERRY TERMINAL

ON Tuesday last, 30th June, the Minister of Transport, the Rt. Hon. A. Lennox-Boyd, officially opened the new Car Ferry Terminal at Eastern Docks, Dover.

* * *

UNIVERSITY MOTORS LIMITED announce that Mr. C. H. Singer has now been appointed Sales Manager, Private Cars, at their Showroom at Stratton House, 80, Piccadilly, London, W.1.

FASTEST AT LE MANS

(Speeds over Measured Kilometre)

	m.p.h.
1. Cunningham (Walters/Fitch)	154.81
2. Alfa Romeo (Sanesi/Carini)	152.70
3. Alfa Romeo (Kling/Riess)	152.70
4. Jaguar (Moss/Walker)	151.97
5. Ferrari (Chinetti/Cole)	150.44
6. Ferrari (Villoresi/Ascari)	150.33
7. Cunningham (Moran/Bennett)	150.23
8. Ferrari (Marzotto/Marzotto)	149.83
9. Jaguar (Rolt/Hamilton)	148.94
10. Talbot (Mairesse/Grignard)	148.58
11. Talbot (Levegh/Pozzi)	146.98
12. Cunningham (Cunningham/Spear)	146.21
13. Jaguar (Whitehead/Stewart)	146.21
14. Allard (Allard/Parker)	145.36
15. Gordini (Trintignant/Schell)	145.36

Other Notable Figures

Jaguar (Eaurent/Tornaco)	143.49
Allard (Duntov/Merrick)	136.73
Lancia (Taruffi/Maglioli)	136.48
Aston Martin (Poore/Thompson)	131.77
Nash-Healey (Johnson/Hadley)	123.38
Porsche (Glockler/Hermann)	122.84
Frazer-Nash (Wharton/Mitchell)	121.47
Austin-Healey (Gatsonides/Lockett)	118.12
Frazer-Nash (Gerard/Clarke)	117.12
Borgward (Poch/Mouche)	114.02
Osca "1,100" (Damonté/Heldé)	108.07
Panhard-Monopole "611" (Dussous/Flahault)	105.53
Renault (Rosier/Schollemann)	99.98

"TASO" MATHIESON THIRD AT BRESSUIRE

Rinen (Gordini) Wins French Sports Car Event—Talbot Second

LAST Sunday's International Circuit of Bressuire for sports cars was won by a Gordini driven by M. Rinen, who averaged 58.03 m.p.h. over the 50 laps (83.26 miles) of the race. Blanc's 4½-litre Lago-Talbot came home second, and T. A. S. O. Mathieson drove a 2-litre Maserati into third place. Speeds were much higher this year than last, Jean Lucas's old lap record with a 2.7-litre Ferrari at 53.37 m.p.h. being easily surpassed by the race leaders.

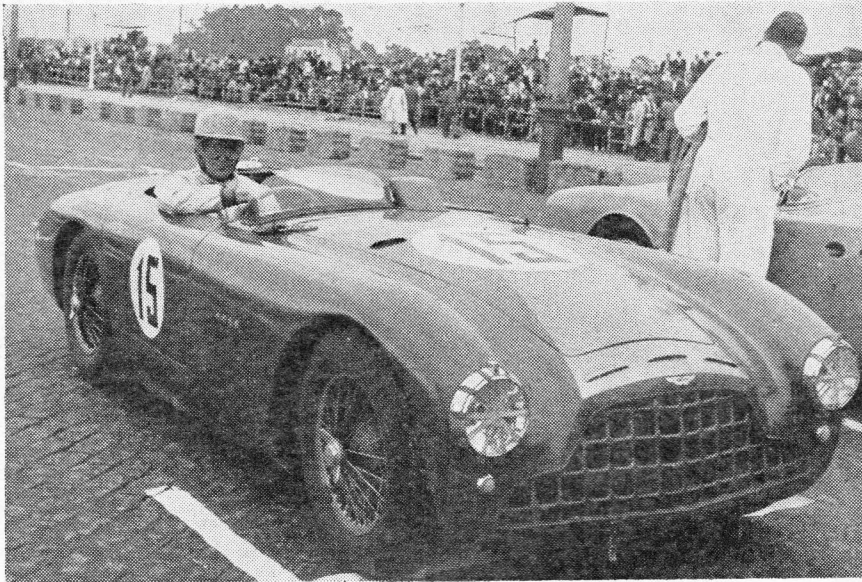
RESULTS

Over 1,100 c.c. (50 laps): 1, Rinen (Gordini), 1 hr. 26 mins. 40 secs., 58.03 m.p.h.; 2, Blanc (Talbot), 1 hr. 27 mins. 9 secs. (1 lap behind); 3, Mathieson (Maserati), 1 lap behind; 4, Simone (Jaguar); 5, Péron (Osca); 6, de Tudert (Jaguar); 7, Estager (Talbot); 8, Fayen (Ferrari); 9, Coste (Ferrari); 10, Cotton (Aston Martin).

Up to 1,100 c.c. (30 laps): 1, Collange (Fiat), 50.32 m.p.h.; 2, Michaud (Dyna Real); 3, Celérier (Nardy-Sport); 4, Marcus (Panhard); 5, Doré (Panhard); 6, Debris (Simca Sport).

* * *

THE Triumph Company announces a reduction in the price of the Triumph Renown saloon from £925 to £775. Total price, including Purchase Tax, is now £1,099 0s. 10d.



BEFORE: (Above) Tony Gaze in his DB3 Aston Martin at Oporto, awaits the start of the Portuguese G.P. for sports cars.

AFTER: (Right) The remains of the Aston Martin, which was burned out following a crash when Gaze swerved to avoid a slower car. The Australian was hurled 25 ft. into the road, and escaped with a severe shaking.

THE SPORTS CAR CHAMPIONSHIP

AFTER the Le Mans race, Britain's Jaguar and America's Cunningham currently share first place in the World Sports Car Championship with a total of 12 points each. Runner-up is Ferrari, with 10 points, Aston Martin follow with 8, Alfa Romeo with 6, Lancia 4, Osca 2, and Maserati and Gordini 1. Events already run which qualify for the Championship are the Sebring 12 Hours, U.S.A., the Mille Miglia, and Le Mans.

Next event in the series is the Belgian 24 Hours race at Spa on 25th/26th July, followed by the Nürburgring 1,000 kilometres, the Dundrod T.T., and the Pan-American road race in Mexico. Points scoring is as follows: 1st, 8 pts.; 2nd, 6 pts.; 3rd, 4 pts.; 4th, 3 pts.; 5th, 2 pts.; and 6th, 1 pt. Only the best placing by any one marque in an event counts for scoring.

* * *

VAL DE CUECH HILL-CLIMB

ONCE highly popular on the Continent, the sport of hill-climbing has waned considerably in recent years. The French doggedly persist in staging events, however, the once famous Mont Ventoux climb still appearing in the calendar, while numerous smaller meetings, principally contested by sports cars, take



place. One such was the Val de Cuech hill-climb, near Marseilles, run on Sunday, 14th June.

In the racing car classes Farnaud's sports Ferrari clocked 3 mins. 3 secs., being comfortably beaten by Antonelli's Formula 3 Volpini-Gilera with a time of 2 mins. 57 secs. Best car time of the day went to a sports-type D.B. driven by René Abbo, who scaled the sinuous hill with its 33 bends in 2 mins. 55.4 secs. Grail's Jaguar took the over 2-litre sports class in 3 mins. 5 secs.

* * *

ARNOTTS have a fully streamlined car on the stocks for an attempt on International Class I (500 c.c.) and J (350 c.c.) records. Norton power units will be fitted, and scene of the record attack will be the Monthéry *piste de vitesse*.

NO WATKINS GLEN THIS YEAR

THE New York State Department of Public Works is reported to have banned the use of the Watkins Glen road circuit for the S.C.C.A.'s traditional Grand Prix this year, probably in view of the fatal accidents to spectators last Autumn. Alternative courses are being sought, so far without success, and a hill-climb may be substituted.

* * *

AUTOSPORT 500 C.C. CHAMPIONSHIPS

Placings up to 30th June
(Subject to confirmation)

	Points
1. Don Parker (Kieft)	48
2. Reg Bicknell (Staride)	21
3. Les Leston (Cooper and Leston Spl.)	19
4. Stirling Moss (Cooper)	16
5. George Wicken (Cooper)	13

6. Don Truman (Cooper)	11
7. Charles Headland (Kieft and Martin-Headland)	10
8. R. K. Tyrell (Cooper)	8
Ken Smith (Smith)	8
E. Fenning (Staride)	8
11. G. G. Smith (Kent-Smith)	5
R. A. R. Bell (Cooper)	5
13. T. J. Clarke (C.B.P.2)	2
Reg Owen (Hill)	2
Jack Moor (Wasp)	2
16. S. W. Creamer (Creamer)	1
V. Labrum (Labrani)	1

Non-Series Production Cars

1. Ken Smith (Smith)	8
2. G. G. Smith (Kent-Smith)	5
3. T. J. Clarke (C.B.P.2)	2
Reg. Owen (Hill)	2
Jack Moor (Wasp)	2
6. S. W. Creamer (Creamer)	1
V. Labrum (Labrani)	1

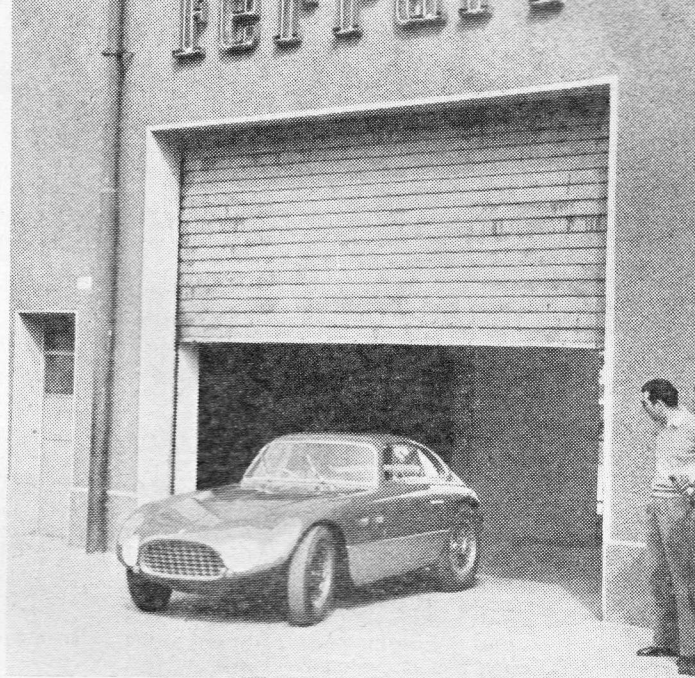
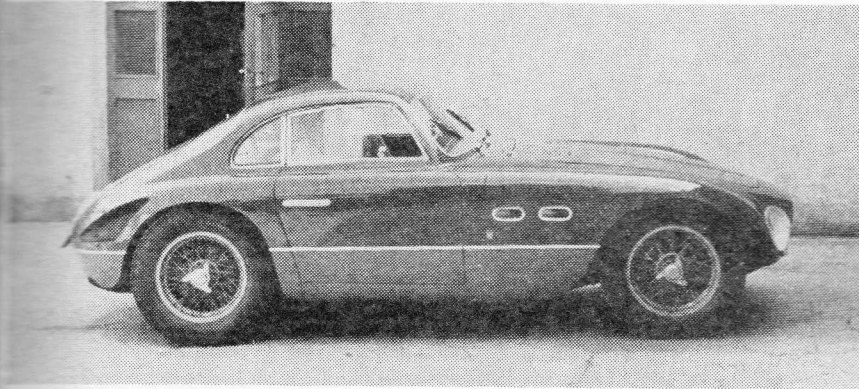
* * *

MICHAEL and Nigel Allen are no longer associated with the Lotus Engineering Co., Ltd. They are now racing with a Ford 10-engined car.

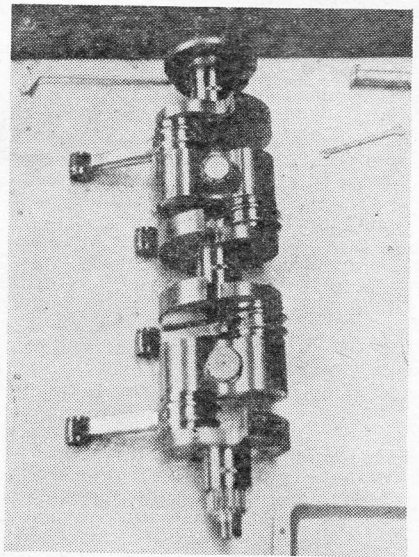
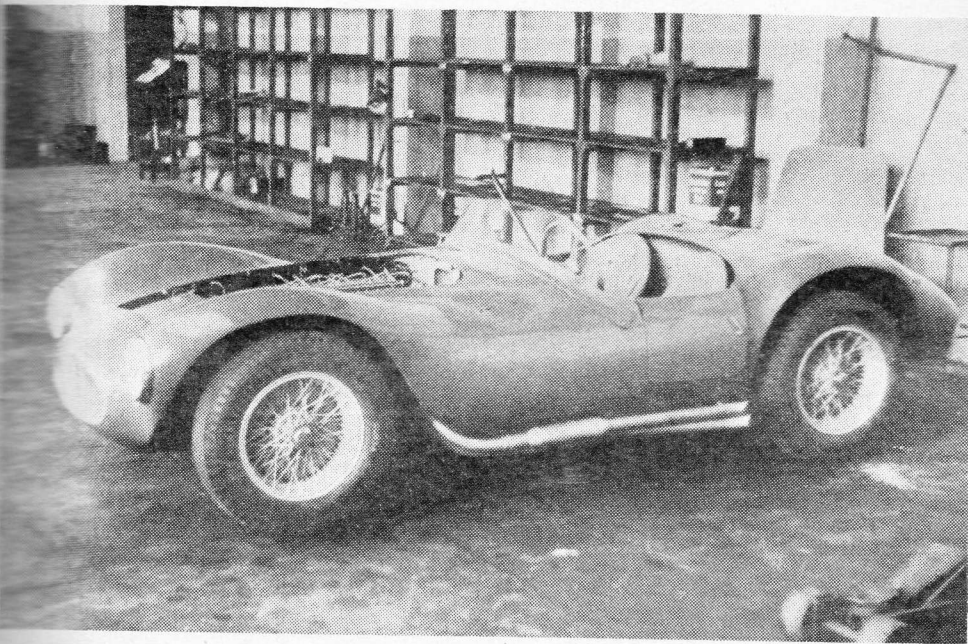
NEW FROM ITALY

Sports 2½-litre "Four" by Ferrari; Racing 2-litre "Four" by Maserati

Photographs by JERRY CHESEBROUGH

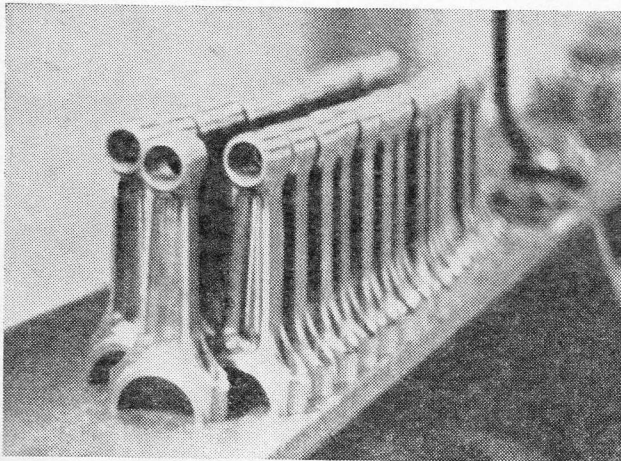


COMING OUT: (Above and left) The four-cylinder 2½-litre sports Ferrari with Vignale coupé body emerges from the Maranello factory. Three-eared hubcaps, as on the racing machines, are fitted.



FAST 2-LITRE: (Above) Maserati's latest six-cylinder sports model is having a good first season in competition. The engine resembles the current F2 design.

BACK TO FOUR: The short, massive crankshaft of the prototype 2-litre four-cylinder Maserati engine intended for Formula 2 work.



CON.-RODS ON PARADE: A batch of connecting rods for the sports/racing Maserati six-cylinder power unit. FROM FRANCE: (Right) Seen at a Modena coach-building establishment, this competition Peugeot coupé of the French D'Arl Mat organization has both door and hinged roof for ease of entry.



3. Internationales Rallye Travemünde

How Helmut Polensky and Walter Schluter (Fiat) repeated their 1952 Victory in Germany's Championship Rally

by F/Lt. P. W. S. POPE

THE result of the 1953 Travemünde Rally of 3rd/7th June, should bring new and fighting interest to the European Rally Championship. This International fixture was, indeed, an important one in the calendar, and it was a pity there were no British entries and only one or two British cars taking part. Just prior to the Rally, restrictions on the import of cars into Germany had been lifted, but it coincided with the Coronation, this being the reason for my withdrawal and, no doubt, the lack of British entries.

Once again it was Helmut Polensky and Walter Schluter, erstwhile Formula 3 exponents, who won the Travemünde. Last year they won with a Porsche, but this time their car was one of the new 1,100 Fiats, which Schluter describes as "a wonder car of the times", with the best road-holding he has ever encountered. He also declared that the 1953 Travemünde Rally was twice as hard as last year's Liège-Rome-Liège event—those who term the latter a "juggle with the gods", will, in my opinion, need to find a new name for the Travemünde.

It drew 40-odd starters, an extremely small number for an International event. It began with a 30 hour run to Freiburg, starting from a choice of Aarhus, Bremen, Brussels, Graz (Austria), Monaco, Clermont-Ferrand, Florence, Opatija (Yugoslavia) or Paris. Competitors had free choice of control points, and an over-lap of 30 mins. over the 30 hours was permitted, with deduction of one point per minute. Most people chose to start from Graz or Florence, a few from Bremen and Brussels.

The eventual winners, Polensky and Schluter, were amongst the Graz starters. The first part of their trip was uneventful, save for running out of water at Klagenfurt through fully muffing the Fiat's radiator due to the low temperature. En route to Bad Aussee, however, they halted at a refuelling point, to find only diesel fuel available; the road was bad and snow was falling, with four inches already lying. Some way farther along the road their car was charged by an irate nanny-goat, who succeeded in smashing their spotlight without damage to herself! Pressing on, Polensky and Schluter left the snow, only to run into heavy rain which fell remorselessly all the way through Salzburg to Innsbruck.

After encountering the usual delays at the Austrian-German border, they rushed on through the rain and darkness, now with Zeller's Porsche as a close com-

panion. Reaching the Cologne district on Thursday morning, they encountered large crowds celebrating a Catholic holiday, rally cars being held up for about 45 minutes. Schluter, however, knew the locality intimately, and found a different route over minor roads and by-ways, saving considerable time thereby.

On, then, to Cologne, to the Nürburg- ring, meeting more holidaying crowds, then heading for the Belgian frontier. At Folqubanks they were obliged to make a 26 km. detour owing to firing ranges being in use; at Liège came another deviation for road repairs, but when Luxembourg was reached they were back on time. At Nancy they were 10 minutes to the good, and as the route wheeled back to the German frontier and Freiburg they maintained this safety margin comfortably.

Bath, food and bed followed, but at 4 a.m. they were up, driving off in convoy to the Schauinsland Pass, for the regularity test up the slopes of Freiburg Hill, after which they followed a sealed route of 260-odd chassis-testing miles,

RESULTS

Best Performance: Polensky/Schluter (Fiat 1,100) 825,681 points. 2, Seibert/Bolz (Citroën) 800,618 points. 3, Scheube/Gierke (Ford) 788,355 points. 4, Bosmueller/Wencher (Fiat 1,100); 5, Deutsch/Rousselle (Aston Martin DB2); 6, Menz/Meier (DKW); 7, Fraikin/Gendebien (Jaguar); 8, Engel/Hoesch (Porsche); 9, Prah/Prah (Volkswagen); 10, Schwind/Gutbrod (Gutbrod).

Class Winners: A (II) Up to 1,300 c.c.: Engel/Hoesch (Porsche). A (III) Over 1,300 c.c.: Deutsch/Rousselle (Aston Martin). B (IV) Up to 750 c.c.: Schwind/Gutbrod (Gutbrod). B (V) Up to 1,300 c.c.: Polensky/Schluter (Fiat). B (VI) Over 1,300 c.c.: Seibert/Bolz (Citroën).

Ladies' Prize: Frä. Lautmann/Frau Chr. Meinecke (Ford).

ending at Munich. There, on the Autobahn west of the town, acceleration and speed tests were conducted, wherein the Fraikin/Gendebien XK120 Jaguar put up best performance. At this stage four cars, the Seibert/Bolz Citroën (Sestriere Rally winners), the Scheube/Gierke Ford Taunus, the Zeller/Hofman Porsche and the Polensky/Schluter Fiat were running dead level for the lead.

The Citroën crew, Polensky and Schluter learnt by grape vine, were intent on keeping the Fiat in sight, their 3 per cent bonus as foreign competitors strengthening their chances of victory. The rest of the Rally devolved into a terrific points scramble in which the German Fiat drivers came out best. Gaining five points during a damp and coldish run through Bieberach and Wassertrudingen, they then lost 11 precious minutes at a level crossing while a very long and incredibly slow train made its way across. A dash to Mergentheim brought them back on time, but a ferry at Lohr dropped them back another 11 mins.

At Gummersbach they caught a Belgian-driven Aston Martin DB2 and the Jaguar, both making rather heavy going over very poor roads. On to Borken and through the Ruhr, now down to 34 mins. loss, so a change of course, taking in the flat country north of Bad Essen, was decided upon, and in an exciting drive through Bremerrhode and Bremen, over the Weser to Kaltenkirchen and Hamburg, they retrieved most of their lost minutes. Buses, trains, traffic—the police obligingly held them all up for Travemünde Rally competitors.

An unexpected ferry, followed by an equally unexpected flat rear tyre and a running-out of fuel then upset the Fiat schedule, and Walter Schluter and Helm Polensky had a hazardous rush over wet, cobbled streets to Tonning, then on to Kappeln, where once again they were "out of the red". Travemünde was near now, but a chance of securing 10 extra points by clocking in at an optional control at Leusahn was taken, this entailing the covering of 71 km. in 31 mins. They reached the finish with eight minutes to spare, joyously celebrating at Travemünde with champagne and beer.

By 2 p.m. on Sunday their victory was confirmed, the Seibert/Bolz Citroën being a good second and a class winner,

(Continued on opposite page)

Travemünde Rally winners Walter Schluter and Helmut Polensky with Herr Jules Köther, Sports President of the A.D.A.C. (left).



CONNAUGHTS CONQUER AT SNETTERTON

Salvadori (Connaught) Breaks Course Record—Ian Stewart (C-Type Jaguar) Sets New Sports Car Record and Wins "Bill Lyons" Trophy

DESPITE dull, threatening weather and a smallish entry, the West Essex C.C.'s second race meeting at Snetterton last Saturday was a complete success. The works team of fuel-injection Connaughts, now free from Zandvoort sand, made a fine showing in the F2 event, McAlpine and Coombs taking first and second places, while Salvadori, who retired on the last lap, drove Coombs's car in the *formule libre* race to establish a new course record of 1 min. 50.4 secs. (88.04 m.p.h.)—0.4 secs. better than the figure set by Wharton's Cooper-Bristol last April. Ian Stewart also went record-breaking with his C-type Jaguar, shaving 0.4 secs. off that established by Baird's Ferrari at the May meeting, to win the "Bill Lyons" Trophy for Jaguar cars. He scored another win, under wet and slippery conditions, in the five-lap race for sports cars, but had to retire his normally-aspirated Connaught in the F2 event. The F3 race was enlivened by a three-cornered scrap between Leston, Parker and Nuckey, victory going to the Kieft driver after Leston's gearbox gave trouble.

Event 1 (5 laps, handicap). The Snetterton course was distinctly "dicy" as the first race, for sports cars of over 1½ litres, commenced, and the hairpin was in a particularly interesting state. U.S.A.F. driver J. W. Farrow's XK 120 looked rather battered after a tin-bashing episode on the fourth lap, as a result of which A. Hubbard (XK 120), P. Westley (J.A.G.) and Keith Nightingale (XK 120) all had to retire. Roy Salvadori, driving Sid. Greene's Frazer-Nash from near-scratch position, worked through to third spot behind John Marshall (Allard), who was a bare half-a-length behind the winner, J. R. Stoop (Frazer-Nash).

Results

1, J. R. Stoop (Frazer-Nash), rec'd. 45 secs., 10 mins. 59.6 secs. (76.59 m.p.h.). 2, R. J. Marshall (Allard), rec'd. 35 secs., 10 mins. 59.8 secs. 3, R. Salvadori (Frazer-Nash), rec'd. 25 secs., 11 mins. 5.6 secs. **Fastest Lap:** Salvadori, 2 mins. 0.6 secs. (80.60 m.p.h.).

Event 2 (5 laps, handicap). There was less excitement in the under 1½-litre event, S. A. Mitchell's M.G. special

Travemünde Rally—continued

and a Ford Taunus third. Co-winner Schluter, by the way, is believed to be the only German member of the Half-Litre Club; he also belongs to the B.A.R.C.

The Aston Martin won its class and took fifth place, while Maurice Gatsonides, driving a Ford with G. Dykstra, was 16th. It was rumoured the Hammersleys, mother and daughter from Paris, had the Ladies' Prize in the bag with their Lancia Aurelia, but elected to stop for a "hair do" in Hamburg in the last stage of the Rally! They finished in 19th position. Retirements included the Grosogeat/Biagini Dyna-Panhard and a Brussels-entered Ferrari.

taking the lead from limit man K. Sloman (M.G. TC) on the second lap, and retaining it to the finish. Metcalfe's Balilla Fiat retired on the same lap, while Chris. Sears (Tojeiro) made the best showing of the back markers to achieve third place, managing to retain most of his 10-secs. advantage over Don Beaman's Riley.

Results

1, S. A. Mitchell (M.G.), rec'd. 1 min. 50 secs., 12 mins. 41.2 secs. (64.69 m.p.h.). 2, K. Sloman (M.G.), rec'd. 2 mins. 0 secs., 12 mins. 55 secs. 3, C. M. Sears (Tojeiro), rec'd. 10 secs., 13 mins. 1 sec. **Fastest Lap:** D. B. Beaman (Riley), 2 mins. 8 secs. (75.94 m.p.h.).

Event 3 (10 laps, scratch). In the 500 c.c. race the now-familiar Leston/Parker duel was waged again, with interruptions from Rodney Nuckey's Cooper. Nuckey led for the first three laps before being passed by the other two, and then Leston's light green car (fitted with bug-deflector instead of aero screen!) and Parker's maroon Kieft stayed almost wheel-to-wheel for five rounds. If anything, Les. Leston was getting the better of it, but on the ninth lap he lost all gears except top, leaving Parker first and Nuckey second. J. Russell (Cooper), who had held a steady fourth position from the start, chased the slowing Leston to dead-heat for third place.

Results

1, D. Parker (Kieft), 20 mins. 45 secs. (78.08 m.p.h.). 2, R. Nuckey (Cooper), 20 mins. 50 secs. 3, L. Leston (Leston Spl.) and J. Russell (Cooper), 20 mins. 52.8 secs. **Fastest Lap:** Parker, 2 mins. 2 secs. (79.67 m.p.h.).

Event 4 (10 laps, handicap). The Jaguar race for the "Bill Lyons" Trophy was virtually a scratch event, but the XK 120s were given 1 min. 15 secs. over the C-types—and what a natty piece of handicapping that was! On the second lap Hugh Howorth (XK 120) took the lead from Salvadori (XK 120), who spun off-course at the hairpin in trying to repass on the fourth round. Officials made ready the black flag when they saw the state of his car, but there was no need to display it—Salvadori's near-side rear tyre collapsed before he had completed another lap. That left Michael Head in second place, until he was taken by W. T. Smith on the next lap, and both then lost their places to Ian Stewart in the leading C-type. Throughout the race XK 120 drivers misjudged the hairpin and, to misquote Leacock, "drove madly off in all directions", but the *Ecurie Ecosse* man went steadily on his way, cracking Baird's recently-established sports car record under far from favourable conditions. At the beginning of the last lap he was five seconds behind Howorth, and when the flag dropped, he was just 2.2 seconds in front; the other *Ecurie Ecosse* C-types, driven by Lawrence and Jimmy Stewart, were third and fourth.

Results

1, Ian Stewart (C-type), 20 mins. 46.4 secs. (82.98 m.p.h.). 2, H. Howorth (XK 120), 20 mins. 48.2 secs. 3, J. Lawrence (C-type), 21 mins. 1.4 secs. **Fastest Lap:** Ian Stewart, 1 min. 55 secs. (84.52 m.p.h.). **Sports Car Record.**

Event 5 (10 laps, scratch). In the F2 race there were only nine starters, of which Jopp's Emeryson-Aston spluttered to a halt within yards of the starting line. All eyes were on the three works fuel-injection Connaughts, now repaired after having been damaged by sand at the Dutch G.P. Ken McAlpine's car led from the start, Roy Salvadori's took second place from Nuckey (Cooper-Bristol) on the second lap, and, two laps later, John Coombs deprived Nuckey even of third spot. For six rounds the Connaughts lay well ahead of the rest, and it seemed a certain 1-2-3 victory until, on the last lap, Salvadori's engine gave out after he had made a fastest lap very close to the course record. On the previous round Stewart, who had been lying fifth behind Nuckey, found the back axle loose on his "carb. Connaught", and he had to retire also. McAlpine lapped the Frazer-Nashes of Bill Black and Wyatt.

Results

1, K. McAlpine (Connaught), 18 mins. 53.4 secs. (85.76 m.p.h.). 2, J. Coombs (Connaught), 19 mins. 0.4 sec. 3, R. Nuckey (Cooper-Bristol), 19 mins. 12.8 secs. **Fastest Lap:** Salvadori (Connaught), 1 min. 51.2 secs. (87.41 m.p.h.).

Event 6 (5 laps, scratch). Rain, which had threatened for some time, now began to fall, and the always-tricky hairpin became so treacherous that even Ian Stewart (C-type) overdid things on his first lap, while Baxter overturned his Silverstone Healey at Riches' Corner. Stewart slowed visibly, but not as much as the rest of the field, and won as he liked, followed home by Lawrence (C-type). The American driver, Farrow, profited by his earlier mistakes to display much better driving of his XK 120, and passed Salvadori (Frazer-Nash) for third place, only to be pipped by Oscar Moore's H.W.M. on the last lap.

Results

1, Ian Stewart (C-type), 10 mins. 51.6 secs. (74.58 m.p.h.). 2, J. Lawrence (C-type), 11 mins. 11.6 secs. 3, O. Moore (H.W.M.), 11 mins. 22 secs. **Fastest Lap:** Ian Stewart, 2 mins. 6.8 secs. (76.66 m.p.h.).

Event 7 (10 laps, scratch). The track began to dry as the grid assembled for the *formule libre* event—a grid much depleted by the usual, last-race-of-the-day non-starters; there were, in fact, only eight runners, later to be reduced to five. Nuckey's Cooper-Bristol led for one lap before being passed by McAlpine and by Salvadori, who was now driving Coombs's car. Then Salvadori took the lead and, as the course dried up, went on to establish a new Snetterton lap record of 1 min. 50.4 secs. Behind Nuckey came Richardson, who tried hard with his Marshall-blown R.R.A. (now bored out to 1,781 c.c.), but just could not catch the lighter Cooper-Bristol. Peter Walker retired on the third lap, owing to suspension trouble with the Cooper-E.R.A., and on the next lap Wilkinson (E.R.A.) and J. K. Hall (Cooper-Bristol) also dropped out. Thus only five cars were left, of which Moore's H.W.M. finished one lap behind.

Results

1, R. Salvadori (Connaught), 18 mins. 45.8 secs. (86.34 m.p.h.). 2, K. McAlpine (Connaught), 18 mins. 54.2 secs. 3, R. Nuckey (Cooper-Bristol), 19 mins. 14.8 secs. **Fastest Lap:** Salvadori, 1 min. 50.4 secs. (88.04 m.p.h.). **New Course Record.**

F. W. McC.

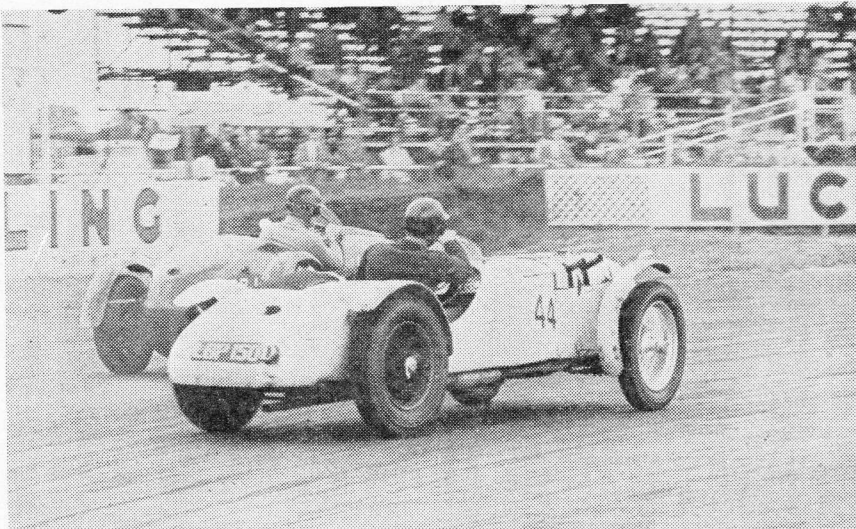
MIDLAND ENTHUSIASM AT SILVERSTONE

TWELVE races, for Formula 3, 2 and Libre, and all-capacity sports cars, made up the Midland Motoring Enthusiasts' C.C. programme at Silverstone last Saturday—a programme which began briskly to time but ended somewhat languorously with delays in the running of the final handicap events. June warmth and all the free-and-easy atmosphere of a "Club Silverstone" resulted in a pleasant afternoon's and—it must be said—evening's sport.

First event was Heat 1 of the 500 c.c. race, a Moor/Moore, Wasp/J.B.S. dispute in which Jack-without-an-e easily led Alan-with-one home. I. L. Bueb in his modified Arnott took Heat 2 after a goody struggle with Austen May (Cooper), who led until his J.A.P. fluffed, D. Boshier Jones (Kieft) and C. R. Instone (Mezzolitire). The Final was Charles Headland's all the way, but Boshier Jones tried really hard to deprive Bueb of second place, the pair finishing barely a second apart.

Major A. Mallock (1,099 Austin) led the sports car race for unblown 1,100s and blown 750s right to the last lap, when W. F. Morris's Cooper-Riley caught him. Mallock battled to the very last, but his pace through the last turn, Woodcote, forced him wide, and Morris took the flag by a couple of lengths.

Peter Gammon's deceptively unobtrusive custard-yellow M.G. TC, so ably breathed upon by John Lucas, came out for the 1,500 c.c. event, leaving the result in little doubt, although C. M. Clairmonte's Clairmonte wasn't very far behind at the finish. This interesting newcomer is a refreshing departure from current dishcover body styles, has a frame of oval tubing, neatly fabricated helical spring i.f.s., de Dion rear end, a four-carburetter Lea-Francis engine, and something of the Parry Thomas "flatiron" about its ultra low build. A. P. Hitchings (Lester-M.G.) came out best in a lively scrap with H. H. Gould



TUSSLE: Tony Crook's Frazer-Nash is nearly passed on the inside by Peter Gammon in the very fast "oversize" M.G. TC.

in KOY 500—the ex-Leonard Cooper-M.G.—and Peter Jackson in another Lester.

Event 6 was a grand free-for-all for sports cars of any engine size, wherein J. B. Swift (XK 120C Jaguar) swept beautifully from a back row start into a lead he never relinquished. Ken Downing (DB3) lay second for six laps, then disappeared, letting that impudent 1½ litres of Gammon M.G. up until Tony Crook (Frazer-Nash) caught it after terrific efforts, his rear tyres a haze of smoke for 20 yards after each turn.

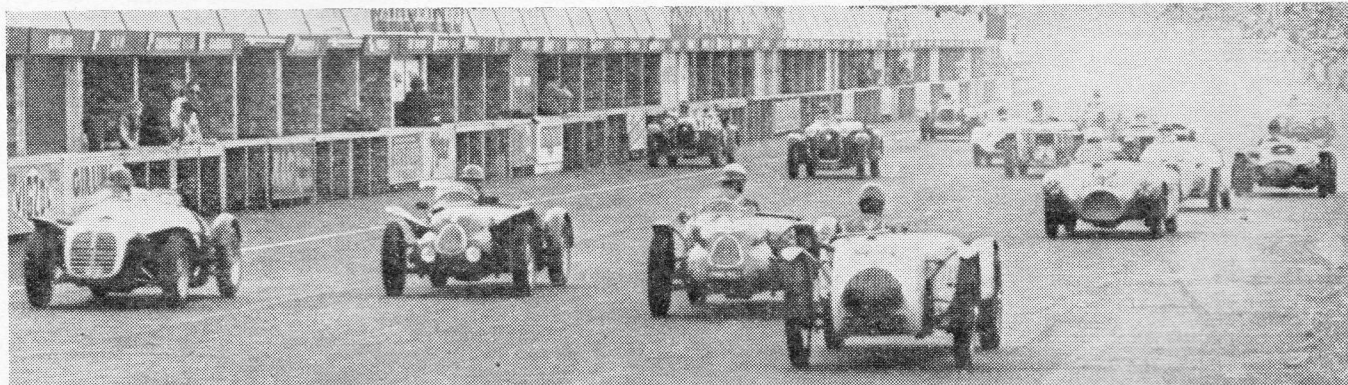
A far less strenuous drive brought a "first" to Crook in the Formula 2 six-lapper, his Cooper-Alta leading throughout, pursued initially by the irrepressible Charles Headland, thoroughly happy as he slid his way round the 1.6-mile course in the Kieft-derived Martin-Headland 500. Horace Richards, in a seemingly nimbler H.A.R. than of yore, caught Headland after two rounds, but clutch trouble ended his chances, whereupon 500 exponent A. J. Nurse, looking strange but comfortable in an H.W.M., closed up on Headland to pip him for second place in the final lap.

Ken Downing got back to winning form in the eighth race, taking his yellow-gold 2.9-litre Aston Martin DB3 out ahead after an initial brush with the dauntless Gammon in the M.G. Tony Crook, detecting a faulty oil pipe, quickly pulled his Frazer-Nash off-

course near Becketts' Corner, whereupon P. A. Everard (DB2), behind, ran off the road, the car gently turning on its side in the loose soil at about 5 m.p.h., without harm.

A *Formule Libre* handicap which attracted five 500s, Tuck's blown G.P. Maserati, the H.W.M., the Cooper-Alta and a host of sports cars, set the organizers a fair problem, since limit man W. A. McMillan in the ex-Tyrer Mille Miglia BMW had an extremely generous 170 secs. start, which necessitated a clear grid long before the late starters were released. When things did get going after half an hour's delay, the race was an obvious gift for McMillan. A fine first lap flap arose when J. Higham's Cooper 500 declined to start and was still in the fairway when the BMW came round on its first lap, much flag-wagging and hyper-energetic shoving of the Cooper averting any disaster. J. B. Swift (C-type Jaguar) got to grips with Tuck's ex-Parnell Maserati, but found it difficult to get past. Scratch man Crook made the best of a hopeless situation and did very well to achieve fourth place.

The M.M.E.C.'s hitherto impeccable schedule was by now thoroughly out of sorts, but anyway it was that happy kind of meeting where nobody minded very much. Race 10 was Heat 1 of the sports car handicap, and it went to a spritely Ford 10-powered special driven by M. R. Bendall, although Peter Gammon nearly



AWAY THEY GO: Start of one of the sports car races, with Gammon's M.G. drawing away from the Lester M.G.s of Peter Jackson and A. P. Hitchings, and H. H. Gould's Cooper-M.G.

made it from 75 secs. further back. Heat 2 was another success for an early starter, R. C. Green (H.R.G.) winning from B. G. W. Haynes, whose "Silverstone" Healey, besides being highly colourful in red and yellow, with blue and white top strips, was also a remarkably fast and well-driven example of the breed.

Last race of all, the Final, was preceded by a very long wait indeed, which cannot have pleased the spectators. When eventually the cars went out, a sort of Le Mans start without the drivers' gallop across the road was devised, cars being lined up in single file. Peter Gammon and others found they were seemingly giving a start to cars like Swift's XK 120C Jaguar, and a certain degree of bewilderment reigned. Although D. O'M Taylor (Jaguar) was

apparently first home, there was much uncertainty as to the number of laps completed, so it was just as well that the race was finally declared null and void. Results were thus decided on the performances in the heats, Bendall (Ford) being adjudged the winner.

Dennis Taylor's Jaguar, very hot after that fruitless last race, gave vent to its discontent by catching fire in the paddock, the flames being extinguished most expeditiously amidst much excitement. Quite a day.

C. P.

Results

500 c.c. Cars, Heat 1 (5 laps): 1, E. J. Moor (Wasp), 6 mins. 52 secs., 70.25 m.p.h. 2, A. Moore (J.B.S.), 7 mins. 5.2 secs. 3, J. Higham (Cooper), 7 mins. 18 secs.

500 c.c. Cars, Heat 2 (5 laps): 1, I. L. Bueb (Bueb-Arnott), 6 mins. 55 secs., 69.75 m.p.h. 2, D.

Boshier Jones (Kieft), 6 mins. 57 secs. 3, C. R. Instone (Mezzolitire), 6 mins. 57.1 secs.

500 c.c. Cars, Final (8 laps): 1, C. Headland (Martin-Headland), 10 mins. 45.3 secs., 71.73 m.p.h. 2, I. L. Bueb (Bueb-Arnott), 10 mins. 53.1 secs. 3, D. Boshier Jones (Kieft), 10 mins. 54.2 secs. 4, C. A. N. May (Cooper), 11 mins. 3.2 secs. 5, C. R. Instone (Mezzolitire), 6, A. Moore (J.B.S.).

Sports Cars, 1,100 c.c. U/s, 750 c.c. S (5 laps): 1, W. F. Morris (1,089 Cooper-Riley), 7 mins. 53.2 secs., 62.21 m.p.h. 2, Maj. A. M. R. Mallock (1,099 Austin), 7 mins. 55.1 secs. 3, M. R. Bendall (1,172 Ford Spl.), 7 mins. 56.1 secs. 4, K. D. Laverton (1,040 Fiat).

1,500 c.c. U/s, 1,100 c.c. S Cars (6 laps): 1, P. D. Gammon (1,497 M.G.), 8 mins. 24.2 secs., 68.86 m.p.h. 2, C. M. Clairmonte (1,496 Clairmonte), 8 mins. 26 secs. 3, A. P. Hitchings (1,467 Lester-M.G.), 8 mins. 34 secs. 4, P. Jackson (1,467 Lester-M.G.).

Sports Cars, any capacity (10 laps): 1, J. B. Swift (3,442 Jaguar), 13 mins. 1.1 secs., 73.70 m.p.h. 2, T. A. D. Crook (1971 Cooper-Bristol), 13 mins. 26.1 secs. 3, P. D. Gammon (1,497 M.G.), 13 mins. 32.2 secs. 4, D. O'M. Taylor (3,442 Jaguar), 5, B. G. W. Haynes (2,443 Healey).

Formula 2 Cars (6 laps): 1, T. A. D. Crook (1,980 Cooper-Alta), 7 mins. 34.3 secs., 76.41 m.p.h. 2, A. J. Nurse (1,980 H.W.M.), 7 mins. 57.2 secs. 3, C. Headland (499 Martin-Headland), 7 mins. 58.3 secs. 4, W. A. McMillan (1,971 BMW), 5, J. Higham (497 Cooper).

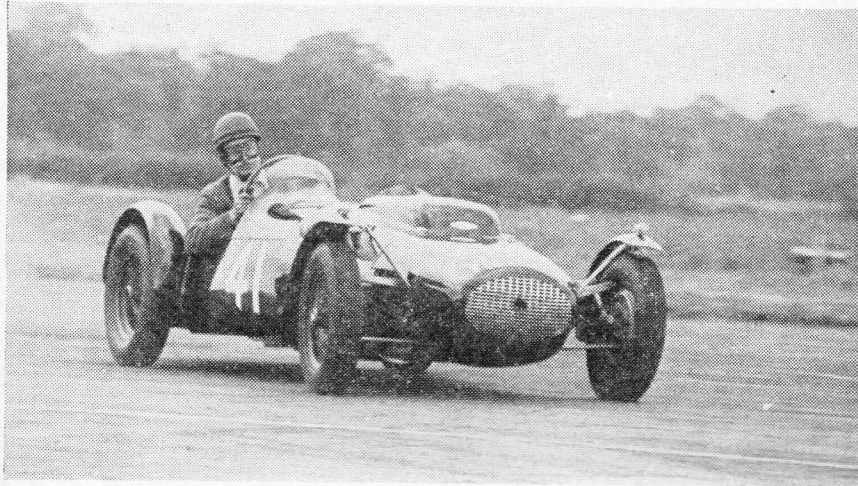
Cars up to 3,000 c.c. U/s, 1,500 c.c. S (6 laps): 1, K. H. Downing (2,922 Aston Martin), 8 mins. 3 secs., 71.91 m.p.h. 2, P. D. Gammon (1,497 M.G.), 8 mins. 11.1 secs. 3, B. G. W. Haynes (2,443 Healey), 8 mins. 27.4 secs. 4, H. Hunter (2,443 Healey), 5, A. Lewis (2,443 Healey).

Handicap, Formule Libre (10 laps): 1, W. A. McMillan (1,971 BMW), 170 secs., 13 mins. 50.4 secs., 69.68 m.p.h. 2, B. G. W. Haynes (2,443 Healey), 125 secs., 14 mins. 26.3 secs. 3, G. R. Mansell (3,442 Jaguar), 125 secs., 14 mins. 52 secs. 4, T. A. D. Crook (1,980 Cooper-Alta), scratch.

Sports Car Handicap, Heat 1 (5 laps): 1, M. R. Bendall (1,172 Ford Spl.), 125 secs., 8 mins. 29.2 secs., 60.38 m.p.h. 2, P. D. Gammon (1,497 M.G.), 50 secs., 8 mins. 31 secs. 3, B. A. Manning (747 Austin-Jeffery Spl.), 155 secs., 8 mins. 32.2 secs. 4, P. A. Everard (2,580 Aston Martin).

Sports Car Handicap, Heat 2 (5 laps): 1, R. C. Green (1,496 H.R.G.), 8 mins. 50 secs., 61.59 m.p.h. 2, B. G. W. Haynes (2,443 Healey), 50 secs., 8 mins. 50.1 secs. 3, H. Hunter (2,443 Healey), 50 secs., 9 mins. 11 secs. 4, H. H. Gould (1,467 Cooper-M.G.).

Final Result (decided on times in Heats): 1, M. R. Bendall (1,172 Ford Spl.), 60.38 m.p.h. 2, P. D. Gammon (1,497 M.G.), 3, B. A. Manning (747 Austin-Jeffery Spl.).



NEAT NEWCOMER: C. M. Clairmonte's low-built Clairmonte, with de Dion rear axle, oval tube frame and 1,496 c.c. Lea-Francis engine.

MONZA SPORTS CAR GRAND PRIX

Works Ferraris 1.3-4—Villoresi the Winning Driver

THE presence of some British entries, such as the DB3S Aston Martin, might have made last Monday's Monza G.P. a keener international contest than it actually turned out to be. All but one of the entries were home-based, and as in Formula 2 events, the race turned out another success for the official Ferraris. Nevertheless, Maranello did not have things all their own way, for the 3-litre Lancia coupés of Gonzalez, Bonetto and Manzoni pushed their rivals hard, although ultimately only one car, that of Felice Bonetto, survived the distance.

This year the organizers switched the race, officially termed the G.P. of the Autodrome, from customary racing regulations to sports car ruling, restricting the capacity to 3-litres. Results were decided by adding the times of two "heats", in which all cars competed. Alberto Ascari and Luigi Villoresi in Ferraris went ahead in heat 1, but Gonzalez and Bonetto in the Lancias gave them little respite. Neither Farina nor Hawthorn could hold Gonzalez, and Ascari was involved in a collision with Sra. Piazza while lapping her on the 11th round, both cars being too damaged to continue.

Villoresi went on to win the heat, the Lancia challenge being weakened when

Gonzalez retired on the 21st lap. Bonetto, however, pressed on determinedly, to finish second, two secs. ahead of Farina. The two Italian-entered 2.3-litre Gordinis of Casella and Bordoni could not hold the more powerful Ferraris, but took sixth and seventh positions.

Manzon's Lancia was well down in heat 1, getting home 13th; the car was clearly off-colour, for it dropped out on the first lap of the second heat. Curiously, the final placings of the first five in this race were the same as in heat 1—Villoresi, Bonetto, Farina, Hawthorn and Castellotti (Ferrari), and not unnaturally that became the final order of the G.P. of the Autodrome. Bordoni's Gordini retired after two laps, and Piotti displaced Casella from sixth spot.

RESULTS

1, L. Villoresi (Ferrari), combined time in two 35-lap heats (137 miles), 2 hrs. 30 mins. 49.7 secs., 109.01 m.p.h.; 2, F. Bonetto (Lancia), 2 hrs. 31 mins. 7.6 secs.; 3, G. Farina (Ferrari), 2 hrs. 31

TWO OF A TEAM: "Nino" Farina, third at Monza, looks tired, but Mike Hawthorn, fourth home, still looks fresh after his race.

mins. 25.7 secs.; 4, J. M. Hawthorn (Ferrari), 2 hrs. 32 mins. 19.5 secs.; 5, B. Castellotti (Ferrari), 2 hrs. 32 mins. 52.3 secs.; 6, A. Piotti (Ferrari); 7, G. Casella (Gordini); 8, Bonomi (Ferrari); 9, P. Scotti (Ferrari); 10, Stagnoli (Ferrari); 11, Mme. Y. Simon (Ferrari).

Fastest lap: Farina (Ferrari) 2 mins. 7.2 secs. 110.8 m.p.h.

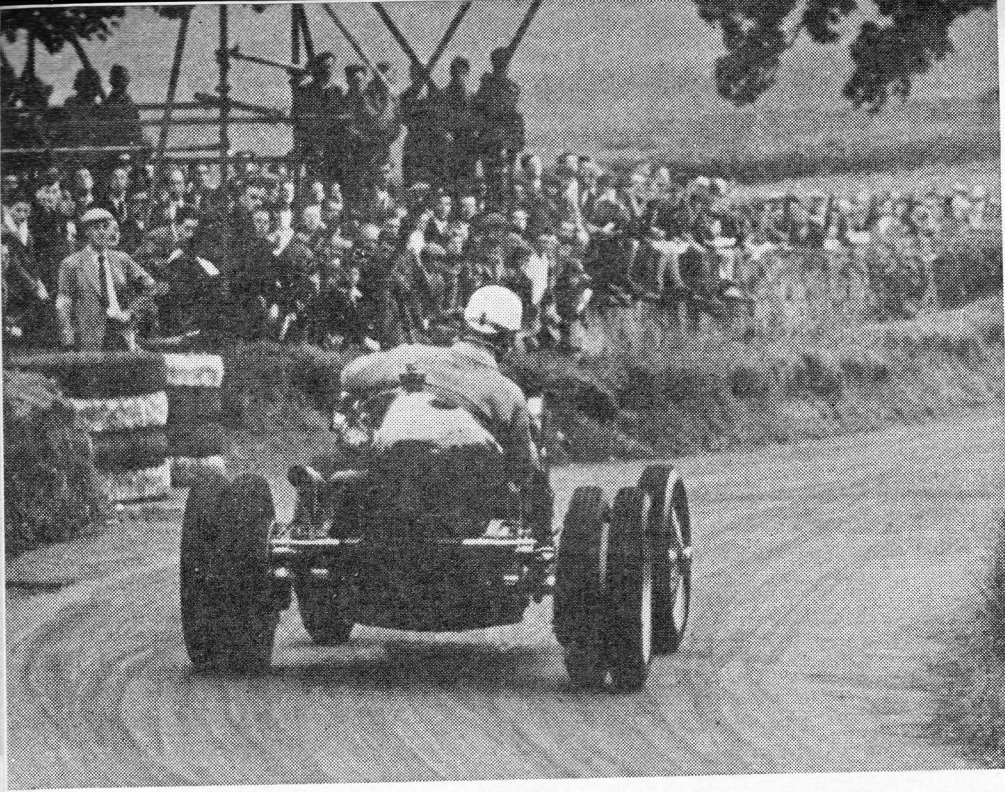
* * *

CHARTERHALL INTERNATIONAL MEETING

SPORTS cars and racing cars to Formulae 2, 3 and libre will take part in the International race meeting at Charterhall, Berwickshire, on 15th August. Entries close on Wednesday, 29th July, for the meeting, which is organized by the Berwick and D.M.C., Lothian C.C. and Hawick and Border C. and M.C.C. The Secretary of the organizing committee is Bryan Groom, Hall Place, Galashiels.



TOP HONOURS: Ron Flockhart, new Bo'ness record holder, takes the ex-Mays D-type Zoller-blown E.R.A. through the Snake in unflurried style.



In the half-litre class, valve trouble prevented Ninian Sanderson from getting away from the line for his first run. It looked as though Leslie Thorne was going to be the man for the class as, despite missing a gear in the Courtyard, he came back strongly, clocking the best time in the class in his first run and bettering it on the second run. He was not to get away with it, however, for excellent pit work under Sanderson père saw Ninian back on the line to make a fine climb that was just .09 seconds more than his own class record.

The category for racing cars of 751 c.c. to 1,100 c.c. saw Wharton on the line in his familiar Cooper. This time it was gearbox bothers that prevented the class record holder getting away. Again there was snappy repair work and the Smethwick man rocketed up the hill to break his own record in 33.91 seconds with

FLOCKHART BREAKS BO'NESS RECORD

Scots Driver in ex-Mays E.R.A. Climbs in 33.82 secs.

— Wharton Runner-up — Eight Class Records Fall

OUTSTANDING feature of last Saturday's International meeting at Bo'ness was Ron Flockhart's classic climb of Kinneil Hill's tricky 880 yards. In his immaculately turned-out E.R.A. Flockhart made the day's best time, broke Dennis Poore's 1949 record for the hill and, of course, set a new class record—all in the space of 33.82 seconds!

This Scottish driver looks like being a truly formidable opponent for hill-climb champion Ken Wharton and we are looking forward immensely to the Rest-and-be-Thankful meeting tomorrow when their E.R.A.s will again be matched.

The whole day's sport was of a very high order, Scottish Sporting Car Club organization was beyond criticism, the meeting was blessed with fine weather and a very large turnout of spectators saw eight class records topple into the summer dust.

It was the racing car classes which, perhaps, provided the most exciting sport and it so happened that they opened with the class for 1,501-2,000 c.c. cars and Ken Wharton was the first racing driver up the hill. Disappointment was felt in the Courtyard as John Stenhouse was heard to announce, "Ken Wharton's away! His car's stopped! It's off again!"

From that sudden and inexplicable hesitation Wharton made a marvellous recovery, sliding his car through the Courtyard and working the wheel in his own unforgettable style to go roaring through the Snake at a really cracking pace. He could not, of course, make up that lost second—but 35.2 was a fair enough time!

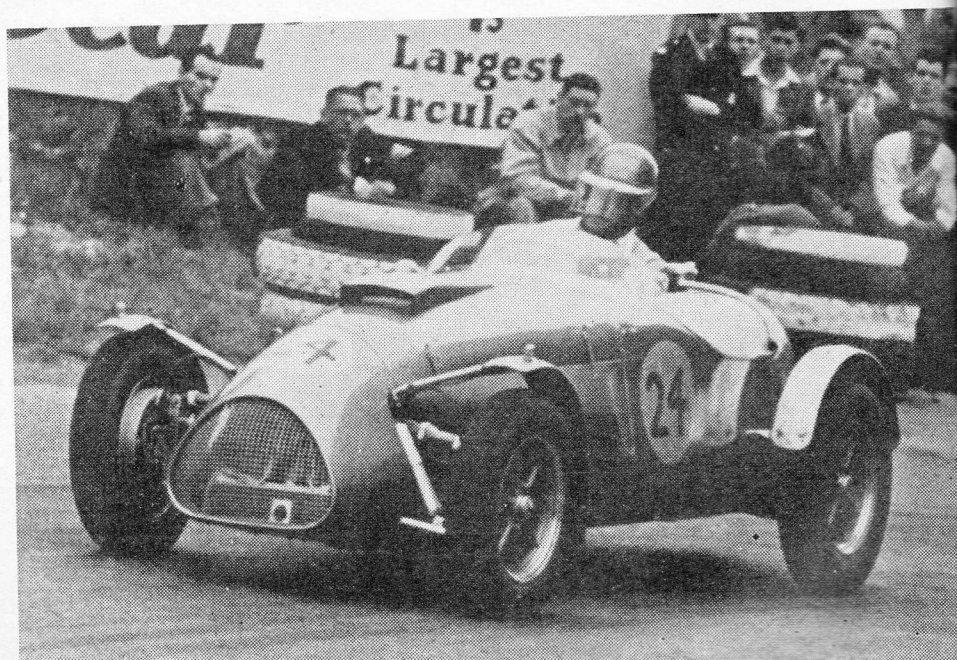
Then it was Flockhart; Ron Flockhart in one of the most magnificent ascents that have ever been made on this hill. The engine of the E.R.A. sounded clear and healthy. The driver's line round Paddock Bend and through the Courtyard was clean and precise. There was no bank clipping in the Snake. As Ron disappeared over the brow of the hill there was a terrific cheer, for his climb looked as if it was a tremendously quick affair. And so it proved; 33.82 seconds, and just under the remarkable figure of 33.9 that Dennis Poore set up in his Alfa Romeo in 1949.

Ken Wharton made another attempt in Peter Bell's E.R.A.; and a grand attempt it was, beating his own class record and clocking the fine time of 34.19 seconds which was to be the third best time of the day.

Peter Reece the only real opposition in a Cooper with 34.82 seconds.

In the two remaining racing car classes Michael Christie (Cooper) got himself among the record breakers, but Peter Stubberfield's smart Bugatti sounded anything but its usual healthy self and never appeared for its second run.

The smaller capacity sports car classes were poorly supported but we saw the C.S.C. making its initial appearance in Scotland. Oddly enough in their first runs Peter Reece and Tony Platt, taking turn about, recorded exactly the same time. We thought we might see Peter make a duel of it but on his second run the bonnet of the C.S.C. flew open as he approached the Courtyard so he went through it and the Snake very sedately indeed.



ANOTHER NEW TWO-LITRE: Jack Walton in his sports Cooper with BMW engine entering Courtyard at Bo'ness.

C. W. K. Schellenberg in his very nimble 1,087 Riley managed to acquire a new class record and Archie Craig in his "Bongazoo"—so unexcitedly termed an M.G. in the programme—proceeded to make two nicely judged runs, beating his own record in both.

The well supported class for non-blown sports cars of 1,101 to 1,500 c.c. saw Peter Hughes achieve a splendid climb in Threlfall's M.G.-engined Tojeiro and there was only a fraction of a second between each of his runs, which were both better than the class record. There was a consistent run by the "Toj's" owner C. H. Threlfall and a remarkably good one by Francis Dundas (Cooper-M.G.) considering he was running in a new set of pistons and bearings fitted the day before the event.

Jack Walton's new twin-o.h.c., BMW-powered Cooper sports car showed real promise as after a slowish—for Jack!—first run he showed obvious signs of getting the feel of it, and topped his class with his second climb.

Another new car on the hill was Jimmy Gibbon's new Rover Special. Very *disco volante*-ish, Jimmy had a good first run but, in his second, the car suffered from fuel starvation. Taking the Courtyard entrance Anne Neil swung her Morgan a little too wide but made a fine recovery. Best man in the class was, however, Bob Dickson in his DB3 Aston Martin, the superb road-holding of which was demonstrated in no mean fashion with a new class record.

Amongst the large capacity sports cars a newcomer on the hill, Desmond Titterington (Allard) of Belfast, was exceptional. Taking the ladies' award and displaying a remarkably cool and unfurried style, Mrs. Sylvia Black not only defeated her Jaguar's owner, Freddie Mort, but was runner-up in the class.

What better to finish the day than the vintage car class! Pat Melville burned out a piston during practice and, instead of his familiar 30/98 Vauxhall, he was driving Ronald Miller's car in defence of his record. The Miller Vauxhall, either in Pat's hands or those of its owner, was no match for J. A. Williamson's 4½-litre Bentley which trimmed the Melville record in fine style. In fact, this class was a Bentley benefit, the marque taking the first three places at the conclusion of a grand day's sport.

A. N. F.

Results

Best Time of the Day: Ron Flockhart (2-litre E.R.A. (S)), 33.82 secs. New Hill Record.

Runner-up: Ken Wharton (996 Cooper-J.A.P. (S)), 33.91 secs.

Third: Ken Wharton (2-litre E.R.A. (S)), 34.19 secs.

Sports Cars

501-750 c.c.: (Non S/c) Peter Reece (646 C.S.C.) and Tony Platt (646 C.S.C.), 45.20 secs. (S) Hamish Wilson (746 M.G.), 46.40 secs.

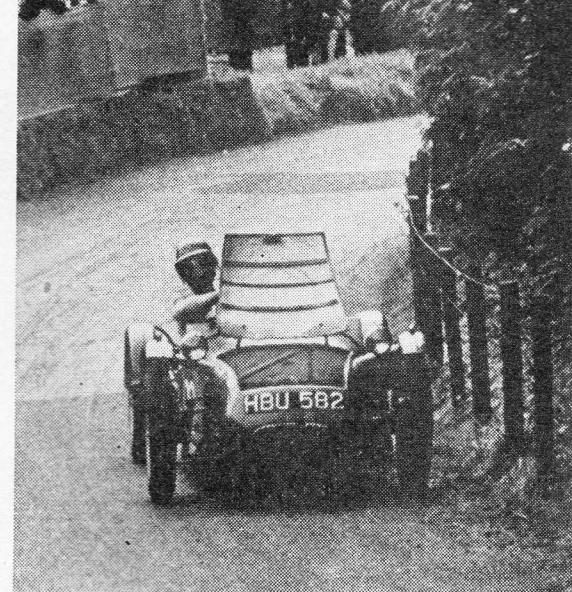
751-1,100 c.c.: (Non S/c) C. K. W. Schellenberg (1,087 Riley), 42.70 secs.*. (S) A. H. B. Craig (939 M.G.), 41.57 secs.*.

1,101-1,500 c.c.: (Non S/c) 1, Peter Hughes (1,467 Tojeiro), 39.8 secs.*. 2, Ian Hopper (1,496 Hopper Spl.), 40.05 secs. 3, Peter Reece (1,467 Cooper-M.G.), 40.60 secs. 4, C. H. Threlfall (1,467 Tojeiro), 40.70 secs.

1,501-2,000 c.c.: (Non S/c) 1, Jack Walton (1,971 Cooper-BMW), 37.80 secs. 2, R. Fielding (1,960 H.W.M.), 39.98 secs. 3, Mrs. D. Fielding (H.W.M.), 48.2 secs.

2,001-3,000 c.c.: (Non S/c) 1, Bob Dickson (2,922 Aston Martin), 38.9 secs.*. 2, Jim Gibbon (2,310 Rover Spl.), 41.2 secs. 3, Gray Mickel (2,443 Healey), 42.8 secs.

Over 3,000 c.c.: 1, Desmond Titterington (4,375 Allard), 38.60 secs. 2, Mrs. S. Black (3,442 Jaguar), 41.15 secs. (**Ladies' Award**). 3, Fred Mort (3,442 Jaguar), 41.49 secs.



WOT, NO ENGINE?: Peter Reece has the bonnet of the rear-engined C.S.C. 650 fly open just after the start.

Vintage: 1, J. A. Williamson (4,398 Bentley), 40.87 secs.*. 2, C. L. Graham (4,398 Bentley), 41.42 secs. 3, J. H. Bailey (4,398 Bentley), 41.54 secs.

Racing Cars

Up to 500 c.c.: 1, Ninian Sanderson (Cooper), 37.89 secs. 2, C. L. Graham (Cooper), 38.73 secs. 3, Leslie Thorne (Cooper), 38.86 secs.

751-1,100 c.c.: 1, Ken Wharton (Cooper-J.A.P.), 33.91 secs.*. 2, Peter Reece (Cooper-J.A.P.), 34.82 secs. 3, E. G. Greenall (Cooper-J.A.P.), 35.12 secs.

1,101-1,500 c.c.: 1, Michael Christie (Cooper-J.A.P.), 35.23 secs.*. 2, Noel Bean (1,494 Lea-Francis), 47.14 secs.

1,501-2,000 c.c.: 1, Ron Flockhart (E.R.A.), 33.82 secs.*. 2, Ken Wharton (E.R.A.), 34.19 secs.

2,001-3,000 c.c.: Peter Stubberfield (Bugatti), 38.54 secs.

* New Class Records.

SCOTCH CORNER By "AENEAS"

TOMORROW we are off on what may prove to be a "hail and farewell" mission. This is the Royal Scottish Automobile Club's International speed hill-climb on Rest-and-be-Thankful. The club's lease of this famous 1,425-yard hill comes to an end with this event and unless the *paying* customers roll up in their thousands it has been decided to end what has, of late, been a most unprofitable venture, owing to my canny countrymen spectating from the surrounding hills and not within the enclosure under the club's jurisdiction.

The entry is a good one, and hill-climb champion Ken Wharton will be there to defend his record for the hill of 54.23 secs., clocked in his Cooper at last year's event. Among those present will be Cooper drivers Bertie Bradnack, J. D. Sleeman and C. A. N. May, and Alex McGlashan drives Ninian Sanderson's car while Ninian is at Rheims. Ron Flockhart will, of course, be present in his E.R.A., and Belfastman J. D. Titterington competes in an Allard.

AN outing that is raising a great deal of interest is the Royal Scottish A.C.'s Veteran Car Run on 11th July. There is every promise of a first class entry and, something that will make the cavalcade look very spick and span, the Gaumont Cinema of Glasgow is presenting a silver trophy for the most

immaculate turnout of the entry.

In addition the cars will be divided into three classes—those manufactured up to December, 1905, those from 1906 to December, 1910, and those from 1911 to December, 1914—and there will be an award for the best turnout in each class.

The route has already been published in these pages and it is a condition of the various awards that their winners must get from Glasgow to Largs under their own power.

MY friends up in the North of Scotland have just finished a period of frenzied negotiation with the Air Ministry which has done them no good at all. After their loss of the very fine circuit at Crimond, the Aberdeen and District M.C. immediately set out to look for a new one and found a very promising airfield circuit at Longside. There seems to be no real reason why permission to use this circuit should be refused and Aberdeen officials had hopes of running a meeting there this month, but plans had to be scrapped. Efforts to obtain the circuit still continue and we wish the Aberdeen club every success in them. It just isn't right that there should be no opportunities for circuit racing in the North, particularly when these meetings were among the friendliest in all Scotland.

TELEVISION BO'NESS

LAST Monday, 29th June, television viewers were treated to a "Baby Bo'ness", organized by the Scottish Sporting Car Club and with awards presented by the B.B.C. The camera coverage was excellent, despite poor lighting conditions, and some very fast climbs were made by drivers representing England and Scotland. Victory went to the Sassenachs, by 28 points to 14, and Ken Wharton established a new—albeit unofficial—course record in his supercharged 1,100 c.c. Cooper. He clocked 33.61 secs. on his first run, but lost a plug on his second ascent. Ron Flockhart (E.R.A.), holder of the official record, clouted the bank when leaving the Snake on his first climb, his time being 33.94 secs. His second attempt occupied 33.74 secs. Several other class records were lowered—again unofficially—and the commentary was by Raymond Baxter.

STRANRAER CORONATION RALLY

ON Wednesday, 17th June, the Stranraer C. and M.C.C. held their Coronation Cup Rally, the Eight Clubs' route-ing system being used for the 140-mile course. 22 competitors started, of whom all but two finished. F. Coulston (Vauxhall), navigated by J. Carruth, won the premier award. R. Duff/E. Jardine (Austin A.70) tied for second place with R. Keer/A. Donaldson (Ford Consul), on both the road section and the special test.

A TALE OF TWO CITIES

How British Formula 3 Drivers Fared in the Recent International Races at Orléans and Amiens

THE recent Formula 3 races at Orléans and Amiens, coming on consecutive week-ends, made an attractive "double" in terms of time and distance, and support from this country was strong both numerically and in quality.

To Orléans went the Starides (Bicknell, Habin, Fenning); the Arnotts (Wood and Smith); the Martins (Brown, Taylor) and Coopers in the hands of Lewis-Evans père et fils, Brise, Leston and May, and the Leston Special to be driven by Ninian Sanderson (or Leston).

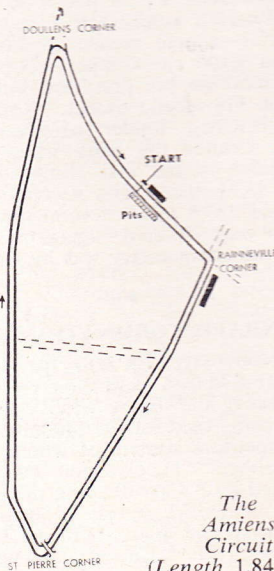
Saturday afternoon's practice brought sweat and tears for quite a few. In dire misfortune was the Leston camp, with two "double knockers" misbehaving, and Bicknell, who, together with Habin, spent the evening with sledge hammer and wooden wedges endeavouring to straighten a rear wheel and suspension member after contact with a kerb resulting from uncertain brakes. Habin was unhappy about his engine; Kurtz melted a piston in the J.A.P. engine of his ultralightweight French car, but was rescued by Austen May, who produced a second-hand piston which gave the Frenchman a higher compression than ever he had enjoyed previously, and made him the happiest man in Orléans.

Derek Wyborn got a replacement engine assembled and fitted into the Leston and around 10 p.m. Les went out for a trial run up the main street of the town to the satisfaction of all.

Hansen (Effyh) Crashes

Misfortune overtook the short, early morning practice session on Sunday when Hansen had a steering-arm break at speed and the Norton-propelled Effyh overturned; Hansen was taken to hospital.

There was a terrific flap over fuel. Only Shell attended, and it was learned that not even they would be at Amiens so that fuel had to be obtained here at Orléans and stored in cans, drums and any containers that came to hand.

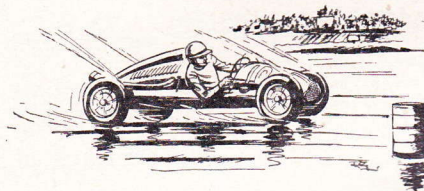


The Amiens Circuit (Length 1.84 miles)

Leston, driving the Leston, having handed the Cooper to Sanderson, took the first heat in a good scrap with John Brown on the Martin, closely followed by Fenning's Staride, which slowed at the end when the driver found oil flowing around and was nearly caught by May's Cooper-J.A.P. "Pop" Lewis-Evans unaccountably slid the front-end of his Cooper, collecting a straw-bale and damaging the steering and front suspension, and Smith spun the Arnott and lost ground in re-starting; Habin had the crankcase of his Norton split right across.

The second heat was Stuart Lewis-Evans's, chased initially by Bicknell, who had straightened his wheel but was still unhappy about his brakes, and then by "As Aboué", as the French interpreted John Brise. Although Stuart was slowed by "Pop" for the last lap or two, this was still the faster of the two heats. Poor Sanderson had an engine seizure on the Leston Cooper, so that, to quote mechanic Derek Wyborn, "the équipe was down to its last two double-knockers".

Leston, Lewis-Evans and Bicknell set the pace for the final, but Leston's effort was cut short when a chain broke.

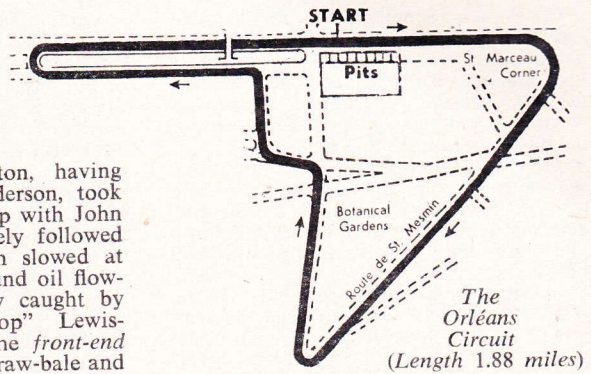


Brown's Martin came to a standstill and after Bicknell had spun owing to brake failure it was "As Aboué" Brise who took up the chase of young Lewis-Evans. Dennis Taylor was down to two gears on the second Martin and May's Cooper was getting slower and slower, was passed by some of the French cars, and came to a standstill with a sheared mag drive. Fenning's car "blew-up".

Lewis-Evans stayed in front of Brise, and Bicknell could not make up the ground he had lost to Taylor's Martin, despite the Martin having only two gears, and they finished in that order.

Off to Amiens

All except Fenning went on to Amiens, and were joined by Brandon, Wicken and André Loens from Nürburg-ring, Paul Emery and Sir Francis Samuelson. "Pop" Lewis-Evans's Cooper had been straightened out but he was short of front fuel-tanks; Wicken had fitted a J.A.P. after trouble with his Norton at Nurburg, but melted a piston in this in the first practice session, and borrowed a single-cam Norton from Paul Emery. Leston elected to drive the Cooper this time, entrusting the Special to Sanderson. Brandon, Bicknell, Leston and the Lewis-Evanses headed the practice times. Foreign opposition included Lex Beels's pair of J.A.P.-engined Mk. VI Coopers (ex-Truman and Bill Whitehouse), two beautifully prepared Vol-



The Orléans Circuit (Length 1.88 miles)

pinis, running under Italian colours and several Norton-engined French "one-offs".

Full-lap rolling starts were used, which probably led to Wicken and Bicknell oiling up early in the first heat, and leaving the battle to Lewis-Evans jnr., John Brown in the Martin and Gerald Smith in the "works" Arnott, carefully watched by Daphne Arnott and George Thornton. Dennis Taylor pranged the second Martin in the second heat, which was undisputedly Eric Brandon's, and neither Loens nor Paul Emery went the full distance but nevertheless were accepted for the final. Both the Volpinis ran in this heat, as did Lex Beels, none of them finishing.

Rain for the Final

Then the rain came. The line-up for the final was something of a shambles, drivers who had gone the full distance in the heats finding themselves behind others who had retired in the heats but had been accepted for the final to make up a good number. A full-lap rolling start was used and now the roads were almost under water.

Leston was early in trouble (the Special in Sanderson's hands punctured a tyre and subsequently damaged its rear suspension in the second heat); Bicknell started to oil plugs again; John Brown, wearing goggles instead of a vizor, could not see where he was going in the teeming rain, then Brandon, leading comfortably, pulled in, diagnosed gearbox trouble and was unable to continue.

Brise seemed untroubled by the rain, driving with deceptive calm; the Lewis-Evans family continued to go great guns and Leslie Wood was really going to town with the remaining Arnott. May got his J.A.P.-motored Cooper past Habin's "double-knocker"-propelled Staride, but both were lapped by Brise and Wood. The roads were awash, overtaking was a matter of "by guess and by God"; pit signals were unreadable; incidents at the hairpin were many and then trouble struck at the Lewis-Evans family, Stuart suffering a seized gearbox and "Pop" stalling the engine when trying to refuel in motion from bottles carried in the car. May and Habin then came into the picture, behind Brise, Wood and Paul Emery, and then, of all things, the Arnott ran out of fuel. So wet and confused was everyone at the finish that it was not until the prize distribution in the evening that the question of third and fourth places was finally resolved in favour of May and Habin, consequent upon the last-minute retirement of the Arnott and "Pop" Lewis-Evans's pit stop for fuel.

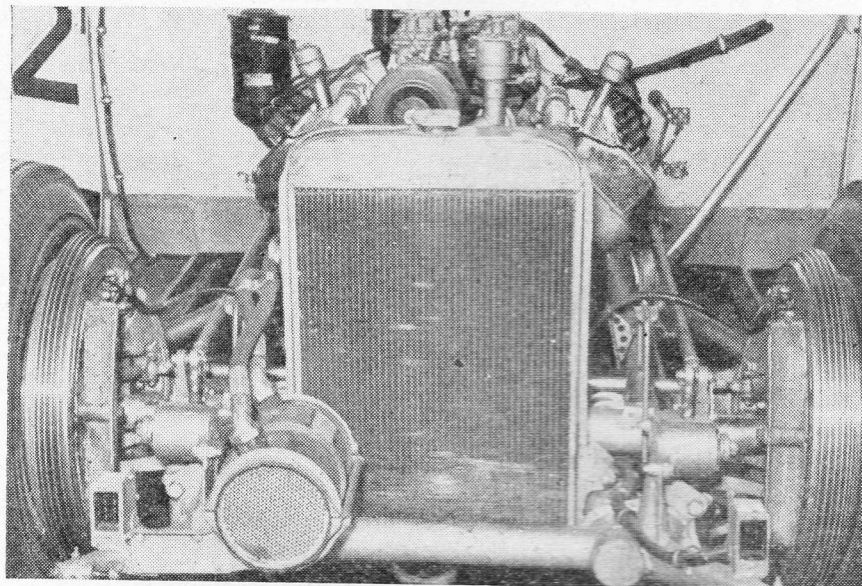
"MIDLANDER"

TECHNICAL AND OTHERWISE

by

JOHN BOLSTER

BEAM AXLE REVIVAL



BOLD STEP: The beam axled Cunningham which finished third in this year's Le Mans 24 Hours Race.

SO many people are writing to me nowadays about suspension problems, that I must certainly prepare a series of articles and drawings on the subject. I produced such a collection once before, and I promise to write a modern version, in the light of the latest developments, for publication when space permits. However, there is one question which is so topical that it cannot wait, and to save answering a lot of letters—or leaving them unanswered and suffering from a guilty conscience—I had better deal with it now. “Why,” one is asked, “do the Americans use ‘old fashioned’ front axles, instead of I.F.S., at Indianapolis and Le Mans?”

First of all, let us consider the problem which they are facing. Both the Cunninghams for Le Mans and the Kurtis-Kraft machines at Indianapolis, which they resemble, have engines developing well over 300 b.h.p., with immense torque in the lower revolution range. Obviously, the shattering potential acceleration of such cars can only be realized if wheelspin can be kept under control. To do this, it is necessary to employ an unconventional weight distribution, with the bulk of the load on the rear wheels. The Offenhauser and the Chrysler engines are both short and heavy, especially the latter unit, which is used in the Cunningham. Consequently, the power plant must be mounted towards the centre of the chassis, giving a low polar moment of inertia, and a distribution of masses which is inimical to good suspension. What are the consequences?

If one imagines a conventional layout, with independent front suspension and a beam axle at the rear, the roll centre will probably be at road level in front, and at the height of the Panhard rod (or other locating device) behind. With the rearward weight distribution already postulated, it will be difficult to avoid an over-steering characteristic, due to excessive weight transfer at the rear compared with the front. By artificially lowering the roll-resistance of the rear suspension, this can be overcome, but the car will then roll objectionably. It is true that a rolling car may yet corner fast, but it cannot be “thrown about”. At any sudden change of direction, it takes an appreciable time to settle down, during which the handling may be peculiar. In any case, it feels horrible to the driver.

The other solution is to have an anti-roll bar in front, with the object of transferring more load to the outside front tyre, and imparting an understeering tendency.

The stiffer the anti-roll torsion bar, the higher the roll centre of the front suspension. With an extremely stiff anti-roll bar, a stage is reached where this relatively complicated suspension layout begins to take on some of the characteristics of a simple beam axle. Why not go the whole hog?

At this point, I can hear shrieks of horror. After all, most of the existing cars with beam front axles tend to over-steer, the exact vice that we are trying to cure. An examination of these machines shows the cause of the trouble. First and foremost, the two front semi-elliptic springs are closer together than those at the rear. They have to be, of course, to let the wheels move on to full steering lock. In order to get some stability, the front springs are then made shorter and stiffer than the rear ones, which is entirely contrary to all requirements for a smooth ride. Then, the front axle is often steeply downswept, thus artificially lowering the front roll centre.

Consider, on the other hand, the Kurtis-Kraft. This has a straight tubular front axle, and the caster is held constant by a similar pair of arms to those at the rear. In the latest model, these arms trail at the front and face forward at the rear. In both cases, transverse torsion bars are the suspension medium, and the front parallel arms, above and below the axle, are carried out almost to the king pins. I would guess that the roll centre is slightly above hub level behind, and a little higher than that at the front end. It will be readily understood that such a car bears no relation to ancient “cart-spring” jobs, and that an acceptable degree of understeer may be secured without stiffening the front suspension.

How will the machine handle, compared with the normal I.F.S. types? Straight away, one can say that it will not roll at all, and that it will be extremely responsive to the steering. Success or failure must depend on the speed at which front wheel flap, tramp, or shimmy is experienced. Any beam axle, with its wheels and steering linkage, contains the seeds of these diseases. At a certain critical speed it may only need a bump to create a gyroscopic precession which will set off the whole complicated chain reaction. Obviously, these cars have been so designed that this trouble has

been banished outside the usable speed range, but one imagines that limited movement and a relatively hard ride are the price that one has to pay.

At Indianapolis, that immensely difficult track which requires superhuman skill in its negotiation at today's great speeds, the Kurtis-Kraft handles better than any other chassis, including the Ferrari. To finish third at the fastest Le Mans ever, the new Cunningham must also possess roadholding of a very high order. One might regard Indianapolis as being too specialized for its lessons to affect us, but this Le Mans triumph is a very different story. If only we could see the Cunninghams in action at Dundrod, we would know whether severely limited axle movement has had to be resorted to in pursuit of stability, for that circuit, with its variety of bumps and changes of camber, really does sort out good suspension from not so good.

Now that the light, 300 b.h.p. sports car has arrived, rearward weight distribution is essential if we are not to espouse four-wheel drive. It's no use having bags of power if you can't put your foot down for fear of wheelspin. Rapid acceleration away from slow bends may be more important to lap times than 10 m.p.h. extra speed at the top end. Thus, one must not sacrifice traction to improve handling qualities, and yet the car, by virtue of its great performance, must have excellent roadholding. It is of absorbing interest that this problem has brought about the revival of the moribund beam axle, and one awaits the next step with great excitement.

BOOK REVIEW

Title: B.A.R.C. Year Book, 1953.

Size: 8½ ins. x 5½ ins., 184 pages.

Publishers: British Automobile Racing Club, 55 Park Lane, London, W.1.

Price: 5s.

THE B.A.R.C. Year Book, published at 5s., is a complete mine of information, dealing not only with club matters, but with motor sport as a whole. It is packed full of interesting details, facts and figures. Articles are contributed by the Duke of Richmond and Gordon, Professor A. M. Low, Paul Calvert, A. L. Ebblewhite, Stanley Sedgwick, W. Boddy, P. A. Turner, Johnnie Morgan and the Editor of AUTOSPORT.

In addition to giving maps of important circuits, the book also gives recommended routes to reach the Continental ones, with the approximate distances to each. Thus it is interesting to note that Le Mans and Grenzlandring are about the same distance by road from Calais!

A complete list of results is given of all races at Goodwood, since the inaugural meeting on 18th September, 1948, on what was then the perimeter of Westhampnett Airfield.

Altogether a well-edited volume which will be extremely handy as a reference book. Copies may be obtained from B.A.R.C., 55 Park Lane, London, W.1. G.

RATTLESNAKE POINT HILL-CLIMB

SATURDAY, 6th June, heralded a fine, warm day for the annual hill-climb of Canada's Sports Car Club at Rattlesnake Point, Milton, 37 miles north-west of Toronto. Light, intermittent rain actually helped to consolidate the gravel road surface, but resulted in a deal of vicious sliding and flying stones. The course, 800 yards long, narrow, and well banked, set on a wooded hillside, was reminiscent of Prescott, but there were no Bugattis to add to the resemblance. Indeed, with the exception of a Volkswagen, a Porsche, a Detroit Ford V8 and a Nash Rambler, the entire entry of 40 were in British cars.

Class G (750 c.c. to 1,100 c.c. un-supercharged—blown cars were moved up one class) was a Morris Minor benefit, D. L. Bailey's neat modified car easily coming out top with 65 secs., the best of two runs. J. B. Harris, similarly mounted, clocked 74.8 secs., and third best was Peter Dillnutt (A30 Austin) in 76.75.

Best supported of all was Class F (1,100-1,500 c.c.), wherein the combination of Tommy Hoan and his heartily "breathed-on" M.G. TC set the pace by recording 54.14 and then, second time up, 52.71. This bettered L. France's time with a Porsche in 55.05. There were TCs and TDs galore, all fast, mostly well handled; a Jupiter went well low down, but lost higher up the grade, while F. Royce's interesting FM, an M.G.-powered Morris Minor which has been very successful in circuit events, was slower than usual in 65.58.

A varied selection of machinery contested the 2-3-litre class, Ian Sword in the ex-Wheaton DB2 Aston Martin going up sleek and fast to win in 55.41 secs. A TC with V8 60 engine, handled by Neil Bryson, did 58.79, then 57.51, to become runner-up, and a Sunbeam-Talbot was third. The over 3-litre category was all-Jaguar so far as results went, with Vern Jefferies, G. Farrow and Peter Hayes 1-2-3—and it was Jefferies who produced Best Time of Day, his XK coupé rushing up the hill very, very fast, but smoothly, sliding his corners beautifully to record a magnificent 51.89 secs.

By 6.30 p.m. everything was over,

unfortunately, and next year it is hoped that improvements will have been made to the surface and that the interest shown by several of the "foreign" car distributors will blossom into real support at events such as these, so much a shop window of the sports car world in the dollar market.

The next big S.C.C. event and the highlight of the season is the Edenvale race meeting on 8th August, when a large entry is expected from all clubs affiliated to the Canadian Automobile Sports Committee, and especially from the S.C.C.A., now that road racing at Watkins Glen across the border in New York State, is regrettably not prohibited.

RODERICK J. THURGOOD.

FELTHAM SCABBARD: Class winner Ian Sword takes his DB2 Aston Martin through the Hairpin of Rattlesnake Point Hill.



KIRKISTOWN DEBUT

Good Racing at New
Ulster Airfield Venue

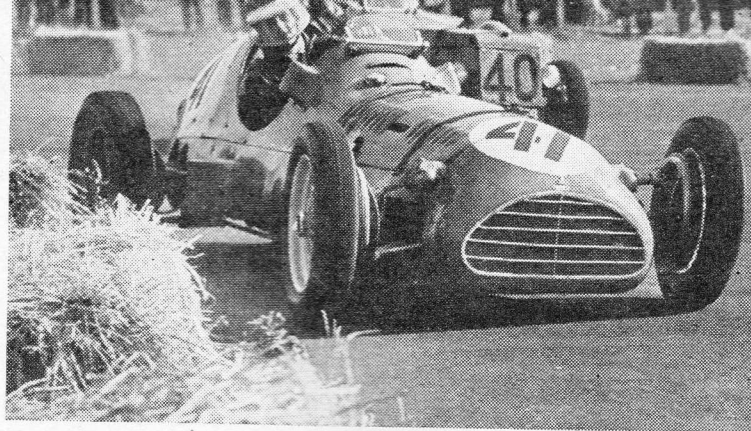
THE 500 M.R.C.I.'s new airfield circuit at Kirkistown, Co. Down, was opened by Senator Sir Wilson Hungerford on Saturday, 13th June, and thereafter a large crowd of enthusiastic spectators was entertained to a most enjoyable afternoon's sport. This little 1½-mile circuit, with its 1,000-yard straight and five bends of varying severity, promises to be popular with drivers and spectators alike. A feature of the day's racing was the outstanding driving of Dick Lovell-Butt in R. E. Odlum's fast, single-seater Frazer-Nash, and in the Baird-Griffin. He won both the Open Handicap (in the Frazer-Nash) and the Open Scratch (in the Griffin) setting up a lap record of 1 min. 17 secs. in the process, despite a scalded leg when the rear-mounted header-tank of the Griffin sprung a leak.

Saloon Handicap (15 laps). The field in this race was sorely depleted by the exclusion of half the entry, for failure to comply with the "laminated wind-screen" rule. A. N. Johnston pushed his Healey round very briskly to overhaul the field on lap 11 and win at 56.72 m.p.h., with Sydney Pentland (1,911 c.c. Citroën) second and A. C. Stringer (1,496 c.c. Riley) third. Paddy Hopkirk, who finished fourth in his Volkswagen, was determined not to incur the scrutineers' displeasure and drove without screen or side windows. Indeed, it was said that he had also removed the glass from the instruments in the interests of safety.

Results: 1, Johnston (Healey), 25 mins. 29 secs. (56.72 m.p.h.). 2, Pentland (Citroën), 25 mins. 47 secs. 3, Stringer (Riley), 26 mins. 16 secs. **Fastest Lap:** Johnston, 1 min. 33 secs. (59.12 m.p.h.).

Open Handicap, Heat 1 (10 laps). B. W. Tughan (933 c.c. Ford) making his racing debut, was on the limit mark and made good use of his two laps' start to lead all the way. Rees finished second after a steady drive in the ex-Harvey Jackson Ford, but most excitement was provided by the duel for third

★
GRIFFIN:
Driving Bobbie
Baird's Griffin,
Lovell-Butt lapped
the entire
field in the
scratch race at
Kirkistown.



place, between Arthur Clapham in the Kieft-Ford and Sydney Durbidge (Eros). Durbidge seemed to be all set to take Clapham coming into the last bend, but slid wide and Arthur just managed to stave off the Eros by one second. Fresh from his bank-clouting episode at Synfin, Marshall Watson had the misfortune to go out on lap one with clutch bothers.

★
Results: 1, Tughan (Ford), 13 mins. 39 secs. (57.57 m.p.h.). 2, Rees (Ford), 14 mins. 13 secs. 3, Clapham (Ford), 14 mins. 40 secs. **Fastest Lap:** Durbidge (Eros), 1 min. 24 secs. (65.46 m.p.h.).

Open Handicap, Heat 2 (10 laps). As in the first heat, there were 12 starters, with Miss Frances Glenny (847 c.c. M.G.) on the limit mark. She led up to the eighth lap, when she was caught and passed by Lovell-Butt in the Frazer-Nash, Christie (1,172 c.c. Zack), Tommy Seymour (Iota 500) and Morrison M.G. (TD). Lovell-Butt won comfortably, throwing in a last lap in 1 min. 20 secs. for good measure, and Seymour took Christie by half a wheel to finish a popular second. In the course of the excitement, Seymour got down to 1 min. 24 secs., auguring well for half-litre events to come at Kirkistown.

Results: 1, Lovell-Butt (Frazer-Nash), 14 mins. 28 secs. (66.01 m.p.h.). 2, Seymour (Iota), 14 mins. 50 secs. 3, Christie (Zack), 14 mins. 50 1/2 secs. **Fastest Lap:** Lovell-Butt, 1 min. 20 secs. (68.73 m.p.h.).

Open Handicap, Final (20 laps). After a demonstration run by Brian Morton's magnificent Bentley and Ronnie Jenning's 1922 Model T Ford, the first seven finishers in each heat came out for the final. Frances Glenny led for the first five laps and then Bill Tughan took over, only to be engulfed by the back markers on the 16th lap. Thereafter the lead changed hands rapidly. First Alfie Carroll (1,172 c.c. A.T.C.) led, then Arthur Clapham, but Dick Lovell-Butt, lapping at 1 min. 19 secs., took

Clapham on the penultimate round to win handsomely by over half a minute. Sydney Durbidge looked like catching Clapham's Kieft-Ford comfortably, and this he did on the last lap, only to repeat his first-heat slide on the hairpin and allow Clapham to gain second place by the proverbial gnat's eyebrow.

Tommy Seymour had the wretched luck to lose a pin out of his gear-lever, and after seven laps of "top-only" motoring was forced out when the clutch packed up. Pat Pixell's driving of Sandy Fleming's M.G.-Ford improved visibly lap after lap and, though unplaced, he attracted many favourable comments for his cornering at the "Wiggle-Woggle". Billy Maguire, in the ex-Vauxhall Special, seemed to be intent on clearing the straw bales from the hairpin and demolished at least half a dozen per lap, much to the delight of the farmer who supplied the bales on a "cash or return" basis.

Results: 1, Lovell-Butt (Frazer-Nash), 28 mins. 15 secs. (67.26 m.p.h.). 2, Clapham (Ford), 28 mins. 50 secs. 3, Durbidge (Eros), 28 mins. 50 1/2 secs. **Fastest Lap:** Lovell-Butt, 1 min. 19 secs. (69.60 m.p.h.).

Open Scratch (20 laps). The dead car park being full to overflowing with casualties of the previous races, only a small field was left to contest the Open Scratch event. Among the absentees were Robin Scott, whose Ford had (literally) gone up in smoke, and MacGregor, who had the misfortune to throw a rod. Lovell-Butt made rather a slow start, due to a slight lack of concentration as the flag fell, but nevertheless the fierce acceleration of the Griffin took him to the front before the field entered the first bend. There he stayed until the end. The only real excitement apart from his lowering of the lap time to 1 min. 17 secs., was his endeavour to lap everybody at least once. In this he succeeded, but only just, as Sydney Durbidge was taken barely 200 yards from the finish, and Pat Pixell was a popular third.

★
Results: 1, Lovell-Butt (Griffin), 27 mins. 6 secs. (67.26 m.p.h.). 2, Durbidge (Eros), 27 mins. 8 secs. 3, Pixell (M.G.-Ford), 28 mins. 40 secs. **Fastest Lap:** Lovell-Butt, 1 min. 17 secs. (71.406 m.p.h.).

BRIAN THOMAS.

MIDLANDS CAR RALLY

★
THE Pathfinders and Derby M.C.'s Midlands Rally, postponed in April owing to the illness of a number of officials, will now take place on 19/20th September, and regs. will be available shortly from J. A. Leyland, 15 Eastwood Drive, Littleover, Derby, or from J. B. Smith, 39 Duffield Road, Derby.

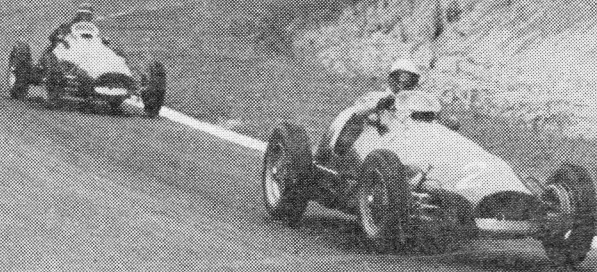


★
KIEFT - SPRUNG:
Arthur Clapham, in
his Kieft-suspended
Ford special, and
R. I. Rees in the ex-
Jackson Ford, wait
for the flag in the
final of the handicap
event. Clapham was
passed by Lovell-
Butt (driving Od-
lum's Frazer-Nash)
on the nineteenth lap.

FERRARI CAKE

Farina Wins at Record Speed with 2½
New Lap Figures—American Dr

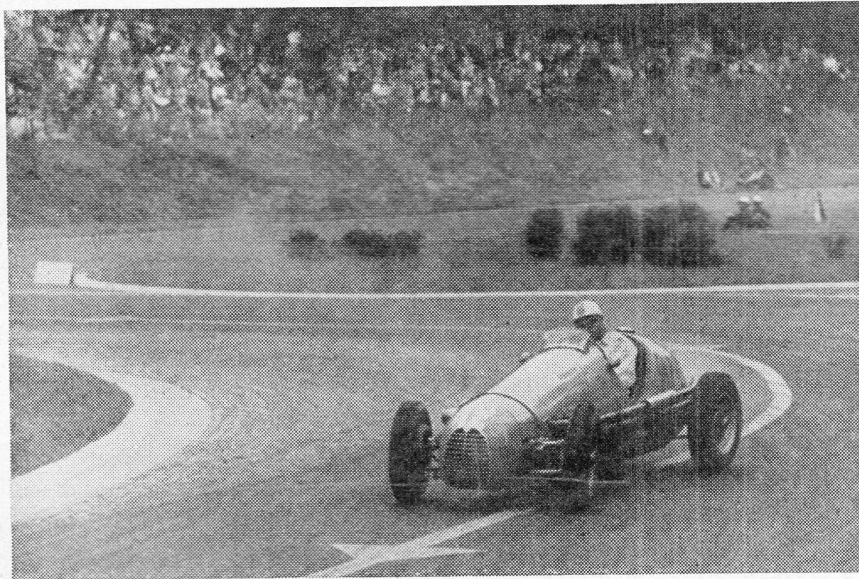
Photograph



UNTOUCHABLES: (Above) Nino Farina and Mike Hawthorn sweeping towards the "Virage des Six Frères" with their 2.5 Ferraris, in which they finished 1-2, three laps ahead of the third man.

CHALLENGER: (Below) Maurice Trintignant, whose 2.5 Gordini was closest to the Ferraris until it fell out with rear axle trouble at half-distance.

ALLEZ! (Right) "Phi-Phi" Etancelin, followed by characteristic smoke from his rear tyres, waves on Hawthorn coming out of Nouveau Monde hairpin.



ORIGINALLY billed as an F2 event, and then as a two heats and a final F1 and F2 affair, the Grand Prix of Rouen last Sunday was actually run as an F1 race admitting F2 machinery, on 60 laps of the 5.1 kilometres Essarts circuit. Unfortunately B.R.M.s were unable to get a car over in time, and John Heath's 2½-litre H.W.M. also did not appear. However, Scuderia Ferrari sent a couple of 2½-litre "fours", with Nino Farina and Mike Hawthorn as pilots. The anticipated struggle between the Italian cars and Trintignant's fast 2½-litre Gordini fizzled out, and the red cars went on to score an easy 1-2 victory, with veteran "Phi-Phi" Etancelin third after a magnificent drive in his Talbot. All three British drivers finished, Stirling Moss (Cooper-Alta) struggling on despite losing first gear on lap 1; Bob Gerard (Cooper-Bristol) and John Lyons (Connaught) were placed eighth and ninth respectively.

For the first time since Jimmy

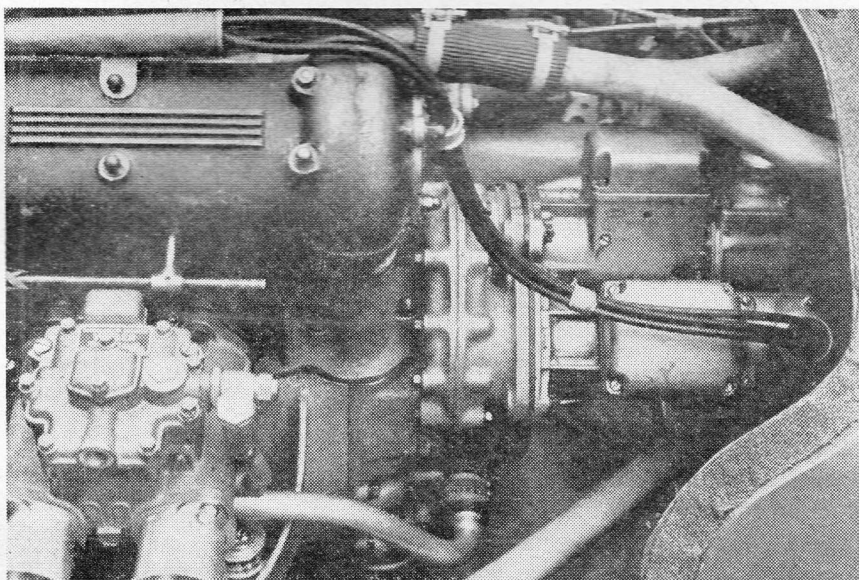
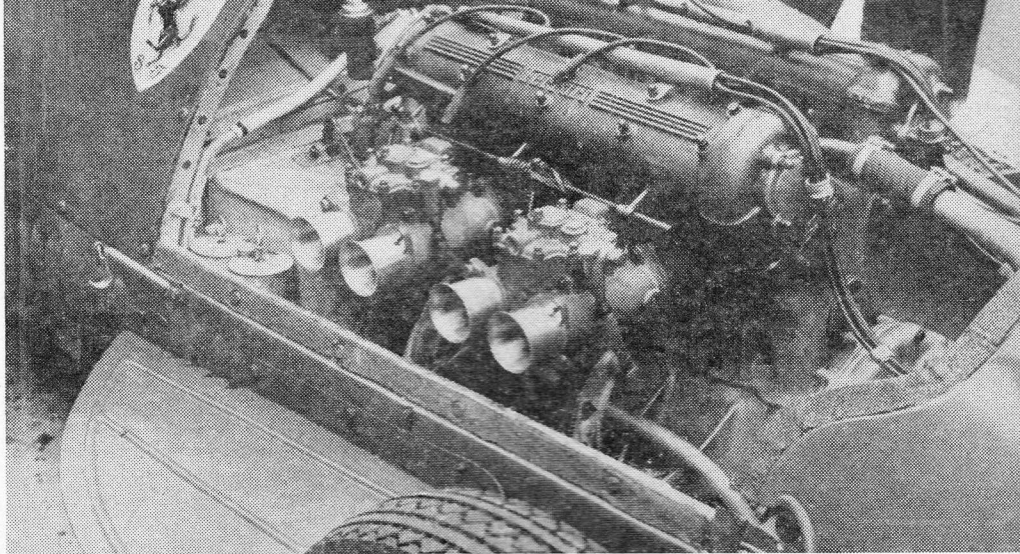
CAUGHT: Harry Schell (2.0 Gordini) about to overtake Louis Rosier's 4.5 Ferrari at Nouveau Monde.



KEWALK ROUEN

2.5-litre Car—Mike Hawthorn Establishes Driver's Success in Sports Car Race

by GEORGE PHILLIPS



Murphy won the French G.P. with his Duesenberg in 1921, an American driver won an International race in Europe. This was Bob Said (1.3-litre Osca), who won the 751-2,000 c.c. sports car event, and finished first in the general classification.

* * *

UNDOUBTEDLY the organizers believed that the sight and sound of Formula 1 cars would, as in the case of Albi, bring large crowds to the fine Essarts circuit. With no B.R.M.s on the starting line, however, the race-going French public believed that it would be yet another Ferrari occasion, as both 2½-litre cars had managed to circulate well under Ascari's lap record of 2 mins. 17.3 secs. The only possible rival to the "Prancing Horse" was Maurice Trintignant, whose 2.5 Gordini almost equalled the Ferraris in practice, and then concluded by making third best lap of the training period.

Much to his surprise, John Lyons found himself in the third row along with Schell's Gordini and Bayol's Osca. This may have been due to the fact that Moss did a few practice laps with the smart green Connaught. His own quickest laps with the Cooper-Alta were somehow overlooked by the timekeepers, and Stirling found himself relegated to the back row.

The start itself almost produced a major disaster. A foolish French photographer got himself mixed up with the

POWER-PLANT: (Top) The 2.5-litre, 4-cylinder Ferrari engine used by Farina and Hawthorn at Rouen. It employs two large, double-choke Weber carburettors, and is said to produce over 220 b.h.p. (Centre) Twin magnetos are driven from the front end and supply an 8-plug cylinder head.

DRAMA: (Below) With eight laps to go, Mme. Etancelin signals "Phi-Phi" to step on it, whilst "Robert" and Jean Lucas in the Gordini pit prepare to give the same orders to Harry Schell, who is in fourth place.



for "Phi-Phi", whose performance in the Talbot captured the imagination of all. Harry Schell, one of Europe's most improved drivers, also came home to a grand reception—his Gordini being the only 2-litre car to finish in the first seven!

Preceding the F1 race were a couple of sports car events, the up to 750 c.c. class containing mainly Renaults, Panhards and, surprisingly enough a couple of 2CV Citroëns—surely the slowest cars ever to appear in a race!

Redèle's swift little Renault put it over the Panhards and Segrestain just managed to get his nose in front of Quesnel's Renault for second place.



(Above) Bob Said in his winning Osca coming out of Paradis hairpin.
(Right) Hereng's Sprint Panhard doing its wheel-lifting act at Paradis.

cars, and was almost hit for six by several, including Moss's Cooper-Alta. Elie Bayol had to brake hard to avoid the mêlée, and the Osca's gearbox jammed. The car was pushed to the pits, where mechanics worked hard to free it, but to no avail. Bayol did about a couple of kilometres and retired.

Farina and Hawthorn swept into the lead, chased by Trintignant. When the cars came past the tribunes, Hawthorn had a 2½ secs. advantage over Farina, whilst Trintignant was in front of Rosier (4.5 Ferrari) and Jean Behra (2.3 Gordini). Moss had come through the field up to sixth place, ahead of Harry Schell (2.0 Gordini), whilst John Lyons led all four Talbots, Gerard's Cooper-Bristol and Johnnie Claes's Connaught.

Hawthorn led for five laps, with Trintignant losing ground to the Ferraris at the rate of 2 secs. a lap. Behra was pressing Rosier, and Schell took Moss when the Cooper-Alta lost bottom gear—a necessity on a circuit containing a couple of sharp hairpins. Farina went in front on lap 5, and one tour later Giraud-Cabantous's Talbot halted for good with gearbox bothers. Behra passed Rosier into fourth place, and Gerard overhauled Lyons.

With 10 laps on the board, Farina led Hawthorn by 3.2 secs., and Trintignant by 19.1 secs. Farina set up a new circuit record of 2 mins. 13 secs., 138.045 k.p.h. (85.78 m.p.h.). On the 13th tour, Moss stopped to adjust his front dampers, and dropped back to last place. Three laps later, Behra came in with steering troubles on his Gordini, and red-hot front brake drums into the bargain. He stayed in the pits for six laps, did seven more and finally retired.

Meanwhile the two Ferraris circulated in close company, Hawthorn appearing to be able to close up on Farina as and when he pleased. At 20 laps there were 4.6 secs. between them, and Trintignant was almost a minute in arrears. Two laps later Hawthorn came up on the tail of his team-mate after setting a new lap record of 2 mins. 12.8 secs., 138.253 k.p.h. (85.91 m.p.h.). Etancelin, driving with all his usual dash, easily led the Talbots in sixth place—ever a threat to Schell's Gordini and Rosier's Ferrari.

The Ferraris relentlessly pressed on. By half-distance they had lapped the entire field with the exception of Trintignant, who retired on lap 31 with the Gordini hoodoo—rear axle trouble! This put Rosier into third place, but Schell dropped back to eighth after a stop to change plugs. All the time John



Lyons was circulating steadily in 10th place, behind Gerard, and Moss was having a trying race negotiating the hairpins in second gear. Claes retired after 28 laps with transmission failure.

From then on interest was concentrated on the fight for places. Rosier appeared to be slowing and having difficulty sorting out his gears. The crowd began to cheer on their local favourite, Etancelin. "Phi-Phi" was giving onlookers at Paradis hairpin heart-failure, his rear brakes locking as he took the corner and tyres smoking all the way up the straight as he stood on the accelerator. Harry Schell was driving a storm of a race in the remaining—and smallest—Gordini, and was lapping at 4-5 secs. faster than the Talbot.

Rosier lost both first and second gears, and was caught by Etancelin, Schell and Levegh (Talbot) in that order. At 50 laps, with 10 to go, Schell lay only 13.6 secs. behind Etancelin, and seemed certain to catch him. Farina, easing off slightly, found Hawthorn once again on his tail, and the Italian made angry signs to his pit which were interpreted as: "For goodness sake, slow Mike down!" Sure enough, out came the board, and Hawthorn was told not to be such a naughty boy.

Schell drew ever nearer Etancelin, but the Frenchman suddenly began to lap even faster. Harry pressed on that little bit too much, revolved at Nouveau Monde hairpin, and lost a plug after re-starting. The Ferraris went on to score an unchallenged 1-2, with Mike Hawthorn looking as if he could do another 60 laps. Cheers were loudest, however,

The larger class had Sir Francis Samuelson's 400 Bristol running against pukka sporting machinery such as Osca, Porsche, BMW and Ferrari. Bob Said whistled round absolutely unchallenged, finishing well ahead of Veuillet's Porsche-Super at the best speed of the day, and recording the fastest lap with the Osca.

Luffargne's Citroën "Six" kept missing the straw bales at Paradis by a series of miracles, whilst Hereng's Panhard continually lifted its inside rear wheel. Floch's Inter Ferrari 2-litre coupé was completely outpaced by the Osca and the Porsche.
G.

Results

Grand Prix of Rouen

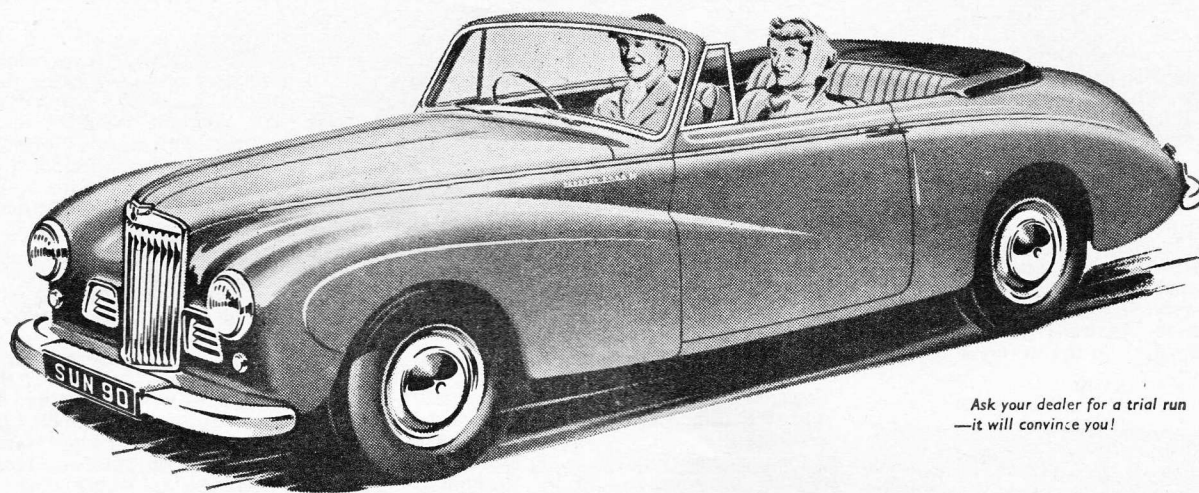
1. Nino Farina (2.5 Ferrari), 2 hrs. 15 mins. 5.8 secs., 135.920 k.p.h. (84.96 m.p.h.).
2. **Mike Hawthorn** (2.5 Ferrari), 2 hrs. 15 mins. 7 secs.
3. Philippe Etancelin (4.5 Talbot), 3 laps behind.
4. Harry Schell (2.0 Gordini), 3 laps behind.
5. Pierre Levegh (4.5 Talbot), 4 laps behind.
6. Georges Grignard (4.5 Talbot), 4 laps behind.
7. Louis Rosier (4.5 Ferrari), 4 laps behind.
8. **Bob Gerard** (2.0 Cooper-Bristol), 5 laps behind.
9. **John Lyons** (2.0 Connaught), 6 laps behind.

(Results continued on page 20)



I've just had the drive of my life!

When George offered to run me down for the week-end and bragged about his time from point A to point B, I expected a pretty hair-raising journey. That Sunbeam-Talbot of his really is an amazing car. I don't think I've ever been driven at such a high average speed and at the same time felt so very comfortable and very safe.



*Ask your dealer for a trial run
—it will convince you!*

THE 90 M.P.H.

SUNBEAM-TALBOT

A PRODUCT OF THE ROOTES GROUP

*Awarded the Dewar Trophy presented by the Royal Automobile Club
for the most outstanding technical and engineering achievement during 1952*

Rouen—continued

10. **Stirling Moss (2.0 Cooper-Alta)**, 7 laps behind.

Fastest lap: Hawthorn, 2 mins. 12.8 secs., 138.253 k.p.h. (85.91 m.p.h.). New Circuit Record.

Sports Cars**Up to 750 c.c.**

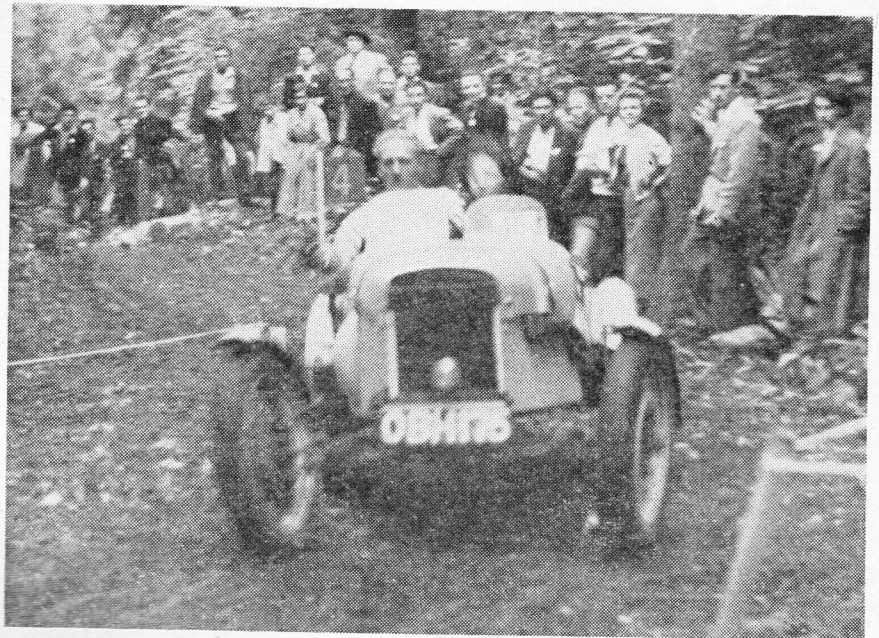
1. Redèle (Renault), 47 mins. 55.3 secs., 95.8 k.p.h.
2. Segrestain (Panhard), 49 mins. 12 secs.
3. Quesnel (Renault), 49 mins. 12.3 secs.

751-2,000 c.c.

1. Bob Said (1,300 Osca), 42 mins. 29.2 secs., 108.03 k.p.h.
2. Veuillet (1,500 Porsche), 43 mins. 43.7 secs.
3. Floch (2,000 Ferrari), 1 lap behind.

Over 2,000 c.c.

1. Rambaux (750 D.B.-Panhard (S)).
2. Quevillon (Talbot).
3. Luffargne (Citroën).



L'ASCENSION: Ernest Chandler is watched by a large gathering of spectators as he attacks a section at Anancy.

ANNECY SUCCESS

London Motor Club's French Sporting Trial Won by H. Sinclair-Sweeney

By F. DENNIS DENT

THAT the London Motor Club's second annual French Sporting Trial was a great success is putting it mildly and nobody who visited Anancy would doubt that the terrific enthusiasm of the local inhabitants, coupled with possibly the toughest Trial of the year, made this one of the best of sporting parties.

Marcel Becquart, to whom the club is eternally grateful, had gone to great length to publicize the event and, with the enthusiastic assistance of the Committee of the Automobile Club du Mont-Blanc, the local police and others, had made available some terrain which produced a very difficult course, something of a cross between the mud of Gloucestershire and the steepness of Bagshot Heath.

At the reception by the Mayor of Talloire on the day before the trial a never-to-be-forgotten sight was to be seen—that of a distinguished member of the R.A.C. Comps. Committee wriggling his way on his stomach underneath a hedge to obtain an extremely funny photograph of a bikini-clad lady! Much laughter from the many observers did not penetrate her hearing; perhaps Mr. Flather will one day let us see the photo for a small fee!

Heavy rain on the morning of the trial made an already difficult course even more so, but clearly nothing was going to damp the enthusiasm of the French crowds. Scrutineering took place in pouring rain in the centre of the town, watched by an amused crowd, undeterred by the downpour. At 11.30 a.m. the rain ceased and then occurred a unique event, which would have astounded any English small town on a Sunday morning. Led by five police motor-cyclists, who had asked the trials drivers to remove their silencers, the competing cars, together with those of all the officials, drove two laps at a fast speed through Anancy with horns blaring and with a colossal noise coming from the now unsilenced motor-cycle engine of John Deeley's "Cranford".

When we went up to the course after lunch, we were utterly staggered by the swarm of spectators who had arrived—the hills were a seething mass of humanity which made it sometimes a little difficult for drivers to follow the correct course, but such good humoured enthusiasm was displayed by these people that the marshals were always assured of plenty of assistance in pushing or lifting failures to clear them off the hills.

LA PENETRATION: Denis Flather in the Keystone charges a bush a little farther up the same hill.

The proceedings opened with a driving test which was virtually a "figure 8" around trees, in which the fastest time was put up by H. Sinclair-Sweeney (Vicki Spl.) in 35.4 secs., closely followed by T. C. Harrison (Harford III), 35.8 secs., the next fastest being Maurice Wilde (Ford Spl.) in 37 secs. dead. From there the first section proved trickier than it appeared; only Michael Lawson (Lotus), Denis Flather (Keystone II), H. Sinclair-Sweeney, Edward Harrison (Harford IV) and Ernest Chandler (Chandler Spl.) achieved clean climbs. Cuth Harrison managed four out of the six sections but both B. J. Bodenham (Dellow) and Donald Ackernley (Dellow) unfortunately scored no marks.

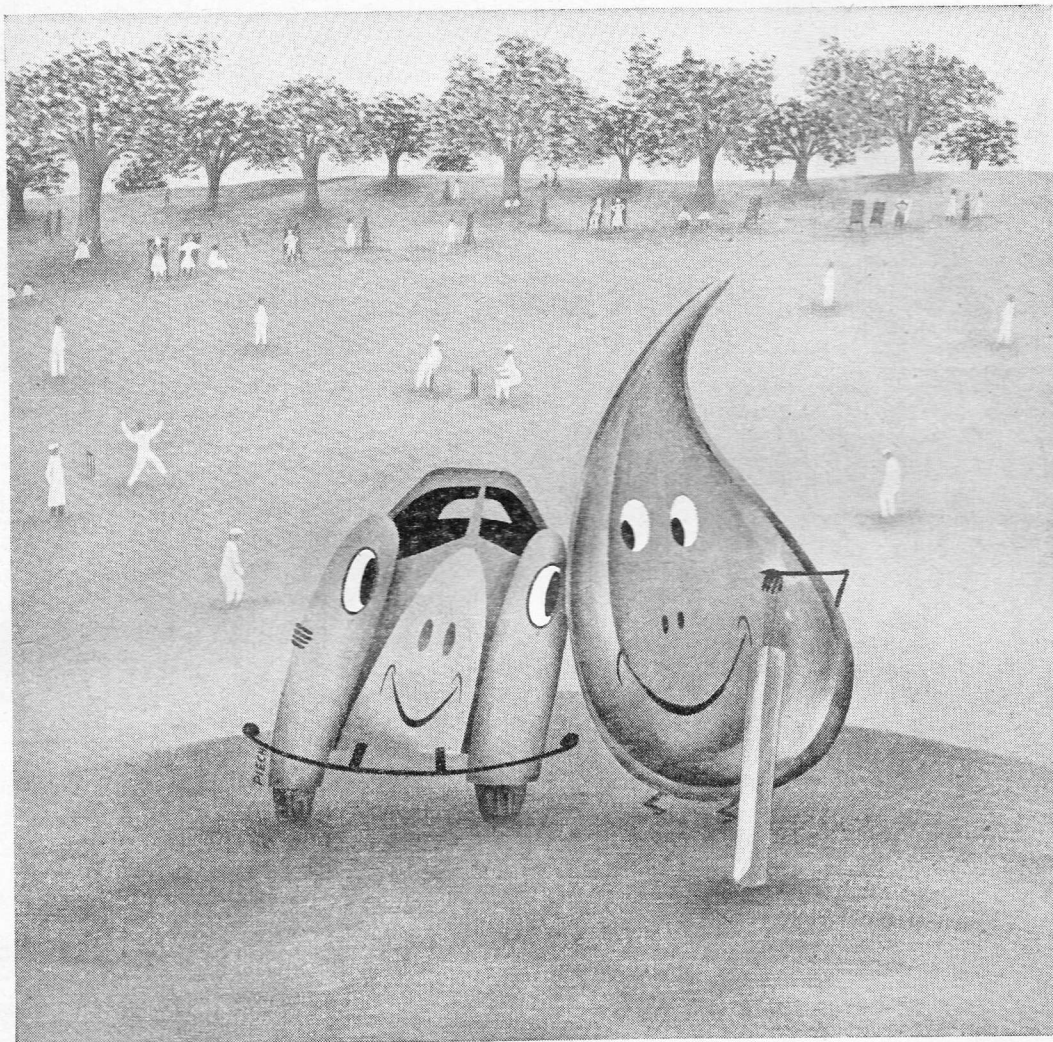
The second hill was much more difficult, ending in a steep rise coupled with loose stones and this failed the whole entry. Bill Bodenham, Michael Lawson, H. Sinclair-Sweeney and "Doc" Lilley (Wharton) cleared five sections and Chris Rhys-Jones (Cranford), Hubert Illingworth (C.I. Spl.), Edward Harrison, Maurice Wilde (Ford Spl.) and Norman Coates (N.H.C. Spl.) managed four sections, a surprise failure being Cuth Harrison (Harford III) who managed only three.

The third hill was a brute, nobody getting out of section 4, although most managed to get there with the notable exception of Edward Harrison amongst others. The fourth proved reasonably easy in contrast, only three failing to climb it completely, but the fifth hill, on which much pushing was required to clear failures, was a real stopper. Only B. J. Bodenham, Hubert Illingworth, Ernest Chandler and Norman Coates got out of section 4, whilst Michael Lawson managed to clear section 5, although nobody climbed the hill entirely.

Hill 7, which involved a nasty bend round trees which were almost invisible through the mass of spectators, was extremely difficult, only Cuth Harrison and H. Sinclair-Sweeney managing to clear
(Continued on page 32)



If you *really* care for your car



Always use

ENERGOL

the oiliest oil

Remember that an engine responds to kindness just like a living thing. Give your car the blended, balanced, cushioning lubrication of **BP Energol** and how well you will be rewarded in smooth running, easy starting and a positive refusal to cause expense and trouble. A planned programme of **BP Energol** Lubrication will keep you and your car on the best of terms.

RECOMMENDED BY ROLLS-ROYCE AND LEADING MOTOR MANUFACTURERS

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



Correspondence

An Enthusiast in Israel

FROM a friend in England I got a few numbers of AUTOSPORT and I must say that I find your magazine really excellent. Being for many years connected not only with motor-cycles, but also racing and the technical-journalistic game I have always had great interest in motoring sport as well; indeed, I wrote my first car racing report when I was still a small boy at school.

I am from Czechoslovakia and have during the years attended many international races, coming in contact with many racing cars and drivers. I even—only tried!—to drive a car which was the dream for many . . . the 1939 3-litre works racing Mercedes-Benz, one of the two cars which after the war found their way into Czechoslovakia. One was sold to Rowland of Byfleet, eventually going to America while, so far as I do know, the second car, minus a few parts, is now at the technical Museum at Prague.

My racing car enthusiasm goes back to the twenties, to the times of the Brescia Bugattis, to the Bugatti types 23, 40, 37, 35, 43 and 35 B and C, and later the wonderful Type 51. My first tutor in this game was the late Vincenc Junek, who in a Model 35B—the 2,300 c.c. single camshaft—was killed in the Grand Prix of Germany in 1928. His wife, Eliska Junkova Junek was probably the best woman racing driver the world has ever known. Her fantastic drive in a Bugatti in the Targa Florio of 1927 and 1928 will long be remembered.

Some racing cars I remember are probably unknown to British enthusiasts. Amongst them I mention the 2-, 4-, 6- and even 8-cylinder, two-stroke Czech-built "Z", the 1.5-litre Wikov racing car with Scap engine, the 1,100 c.c. two-cylinder and now the 2,000 c.c. 8-cylinder Tatra, the Italian 1,100 c.c. S.A.M., the 500 c.c. as well as the 1,100 c.c. DKW two-stroke racers, the 750 c.c. BMW and the 3-litre Walter. About British cars I surely do not need to talk, but should anyone be interested to hear about racing or sports cars produced since the first world war, I will gladly answer letters to the best of my ability.

Wishing the British drivers the best of luck.

ERWIN TRAGATSCH.

5 HILLEL ST., SHUNOT MONTEFIORE,
TEL-AVIV, ISRAEL.

* * *

Eight Clubs Inundation

I FEEL impelled to write you a line to remark on the overwhelming results I have had from the AUTOSPORT advertisements of our Silverstone meeting on 6th June.

Since the first one appeared I received an average of about 20 letters every day asking for tickets—and this is in addition to applications made to the Secretaries of the member clubs—with the result that I sent out nearly 2,000 tickets to readers of AUTOSPORT.

BARCLAY INGLIS.

FROGNAL, N.W.3.

* * *

Argentine Aftermath

DUE to circumstances beyond my control, it has taken me a long time to answer Mr. Cooper's letter published in "Correspondence" in the 20th February issue, where he makes some criticism of my report on the Argentine Grand Prix (AUTOSPORT, 6th February).

I would like to point out that no reflection whatsoever on the Cooper-Bristols was meant when I stated that Mr. Schwelm spun off course following the breaking of a stub axle. Mr. Cooper's version of the Schwelm mishap differs very much from the driver's own. Mr. Schwelm did *not* touch the kerb *before* the stub axle had given way. Mr. Cooper in his letter says the car hit the kerb; but Mr. Schwelm states that it did not. Call it a hunch, but I checked facts with Mr. Schwelm before writing the story.

AUTOSPORT has a big circulation over here and Mr. Cooper's letter was read by quite a number of people in local racing circles, and their reaction was unanimous if only on one thing: his implication of the Autodrome's kerb bending—and breaking—a stub axle. Sorry, Mr. Cooper, but most of them simply laughed over this piece of overstatement. The kerbs, as you *must* have seen, are about 2 ins. high, of a blunt, round cross-section, and they have been run over or slapped sideways thousands of times, with terrific force, by

all sorts of cars—racing, sports, stock—during one full year of racing thereon, and so far no blame for any substantial damage could be placed on them.

Mr. Cooper is perfectly right in stating the wheel did not "fly off" but slid under the car. For its "flight", please accept my apologies; this way my mistake, and I must have mixed wheels up—Manzon's certainly did fly.

I append the story of the mishap as described by the driver of the wrecked car, Mr. Adolfo Schwelm, which I hope will help to clear up the matter.

DR. VICENTE ALVAREZ.

BUENOS AIRES.

I WAS driving fairly fast into an S bend, one of the tricky pieces of the course, well away from either of the kerbs, and applied my brakes in the middle of the S bend when suddenly I felt what, at that split second, I thought was a locking of my front left wheel. Immediately the car spun round twice and I went off the course at considerable speed, being extremely fortunate not to run into any of the public that were standing dangerously close to the course itself.

Of course, I did not actually see the stub axle break—I do not think any driver looks at his front wheels while he is taking a difficult bend—but the fact that the sudden spin of the car was caused by the breaking of the stub axle and not by the sudden locking of the left front brake, as I thought at the moment, has been substantiated by the two track stewards, who were stationed at that point, and by several eye-witnesses with whom I spoke after the race. Furthermore, it is the official version of the Argentine Automobile Club.

Mind you, I have often run my wheel (sometimes wheels) over kerbs. Since Fangio and Ascari themselves do it occasionally I feel amply justified in admitting the fact but on that particular occasion I was driving well in the middle of the track.

Adolfo J. C. Schwelm.

* * *

Midnight Sun Rally

I NOTED the remarks in your report of the Midnight Sun, regarding entries from abroad, and the fact that there was only one British entry. Possibly one reason for this reluctance is a lack of knowledge of Scandinavia, and as one with a knowledge of the countries I am keen to enter any of the Scandinavian events. My own car is unsuitable, but I would be glad to navigate or co-drive for any British competitor, either in a future Midnight Sun Rally, or the Norwegian Viking Rally in September.

I am able to use a spanner effectively, and can speak Norwegian, which is very similar to Swedish. Should it transpire that a number of people are interested in this suggestion, then I think I could find one or two other navigators, either of Norwegian nationality or Norwegian-speaking British nationality.

D. H. OAKLEY.

BM/VBP, LONDON, W.C.1.

MARY THOMPSON of Chatelard, Les Avants, Montreux, Switzerland, wishes to correspond with a boy motoring enthusiast of around her own age (16) in Great Britain, France or Italy.





**To motorists
about to
buy tyres**

Simple steps to higher mileage



Get this valuable book

FREE

IT CAN SAVE YOU POUNDS EVERY YEAR

Do you know that with identical cars one driver may get, say, 7,000 miles and another driver 35,000 miles from tyres of the same make? Just think of that. One buys 25 tyres while the other buys 5. What is the secret? This book will tell you. Read how to get thousands more

miles from your tyres. It is free from 'padding' and is free to you. Post the Coupon NOW (*1½d. stamp if in unsealed envelope*). Issued in the interests of motorists by The Avon India Rubber Co. Ltd., Melksham, Wiltshire.

POST NOW

To: THE AVON INDIA RUBBER CO. LTD., Melksham, Wiltshire. Please send me free of charge a copy of "TO MOTORISTS ABOUT TO BUY TYRES."

NAME, Mr. Mrs. or Miss _____
BLOCK LETTERS

ADDRESS _____

_____ AS7

NEWS FROM THE CLUBS

By Wilson McComb

IN referring to JB.4607 as the ex-Nuvolari T.T. car, I seem to have Started Something. J. L. M. Meikle now writes that the M.G. Car Company believed it to be a team car, fitted with seven-leaf springs and driven by Nuvolari in the 1934 T.T. But Tazio did not take part in the 1934 race!

Mr. Meikle also says, "Unless the Irish Sea exerted a metamorphic influence, the car did not leave Messrs. Portland Autos as an NE Magnette. It certainly was a K.3 when it arrived in Belfast, complete with 1,087 c.c. engine and E.N.V. box, and the engine number is 15K626". Curiouser and curiouser. . . . The 1934 T.T. was the first "unblown" race of the series, for which the M.G. company developed the NE from the NA, modifying the valve timing of the 1,271 c.c. engine. So if the car is an NE, it cannot have been driven by Nuvolari in 1933—and if it is a K.3, it cannot have raced in 1934 as the makers suggest.

Anyhow, I am glad to hear that the 500 c.c. J.A.P. engine which now lives under the bonnet will shortly be removed and replaced by the original K.3 unit, which should please all true-blue M.G. enthusiasts. And if any Knight of the Octagon would like to have a stab at clearing up the mess, I shall be delighted to hear from him.

* * *

SUNBEAM WOLVERHAMPTON RALLY

O. P. HARTREE and an Australian colleague battled with punctures, lighting failures and other troubles for some twenty hours to win the Sunbeam Register's Age/Distance Rally on 20th/21st June, with his 1924 14/40 tourer. The driving tests, in the grounds of Messrs. Guy Motors at Wolverhampton, were won by W. Woodruff's 1935 Dawn saloon, and the Concours d'Elégance, judged by ex-Sunbeam employees, by J. M. B. Dove's 1929 16 h.p. tourer. After the Concours, a police car convoyed the procession through Wolverhampton to the old Sunbeam factory.

Results

Age/Distance Rally: 1, O. P. Hartree (1924 14/40 tourer), 520 miles + 25 age marks; 2, J. M. B. Dove (1929 16 h.p. tourer), 138 + 16; 3, R. K. Webster (1932 16 h.p. saloon), 133 + 10.

Driving Tests: 1, W. Woodruff (1935 Dawn saloon), 917.3 pts.; 2, J. Coombes (1935 Dawn saloon), 907.9; 3, C. A. E. Papat (1934 25 h.p. tourer), 904.15.

Concours d'Elégance: 1, J. M. B. Dove (1929 16 h.p. tourer), 72 mks.; 2, A. W. Showell (1913 12/16 tourer), 69; 3, E. May (1934 Speed 20 saloon), 65.

Oldest Car: Showell (1913 12/16 tourer).



FLYING START: G.P. Shea-Simmonds arrives by air, with only seconds to spare before making his run in the Gosport A.C.'s Speed Trials on 21st June. Driving a blown Rapier, he won his class.

FURNESS FESTIVAL RALLY

PROVISIONAL results of the Furness D.M.C.'s Festival Rally on 20th/21st June are as follows:

Festival Trophy: B. Y. Pickles (Morris Oxford), 6 marks lost.

First Class Award, Open: E. G. Vanner (Dellow), 7. **Closed:** J. R. Robinson (Hillman), 8. **Second Class Award, Open:** H. E. Couzins (M.G.), 8. **Closed:** N. A. Fulcher (Triumph), 9. **Third Class Award, Open:** J. I. Wood (Dellow), 12. **Closed:** J. Towers Leck (Jowett Javelin), 9.

* * *

SOUTHERN JOWETT EVENT

MEMBERS of the Southern Jowett C.C. took part in a Point-to-point and Driving Test meeting on Sunday, 21st June, covering some 30 miles between Woodford and Rayne, near Braintree. Competitors then drove to an airfield near Halstead, where three driving tests were negotiated, after which drivers were blindfolded and navigated by lady passengers. Results of the point-to-point were: 1, F. D. Marine; 2, Mrs. T. Fletcher; 3, Mrs. Rimer. The three tests saw the best performances made by P. Putt (Jowett Jupiter), E. A. Jenner (Jowett Javelin) and J. Fitzpatrick (Morris Minor), respectively. The ladies' competition was won by Mrs. Rimer.

* * *

M.G.C.C. GYMKHANA

DESPITE a steady downpour, 20 competitors enjoyed a Gymkhana staged by the S.W. Centre of the M.G.C.C. on Sunday, 21st June, at the Bristol City Football Ground, taking part in six driving tests. An affair of spearing potatoes, and a "Baby Prix" on a cinder track, were particularly exciting. Final results were: 1, C. J. Toomer (Jaguar XK 120). 2, T. V. Wiltshire (Triumph Roadster) and A. W. Morrish (M.G. Special). 4, G. W. Best (Ford Anglia). 5, Rees (M.G. TC) and Davies (Ford Zenhyr).

A.M.O.C. SNETTERTON MEETING

NEXT Monday, 6th July, is the closing date for entries for the Aston Martin O.C.'s U.S.A.F. Trophy Meeting at Snetterton on 25th July, but late entries may be accepted up to 8th July. The Secretary of the Meeting is P. C. Doyle, Downs Farm, Cannon Lane, Pinner, Middx., and other information may be had from Mr. Wallace at CIT. 4506.

American entrants for the meeting include A/IC Alexieff (V.8 Parker Spl.) and Sgt. Hawtree and A/IC Traxler, who have built an interesting Lea-Francis special with an aircraft "belly tank" body of teardrop design. Sgt. Hawtree is President of the Burtonwood Auto-Sport Club, who are holding a series of ¼-mile sprints at the Burtonwood Air Force Base next Sunday, 5th July, together with races on a 1-mile "stock car" circuit.

* * *

SUNBAC MIDSUMMER EVENING TRIAL

ENTRIES close on Saturday, 11th July, for Sunbac's Midsummer Evening Trial on Wednesday, 15th July, which will include regularity and driving tests, but no observed sections. The event is open to specials, open and closed cars, and motorcycles, and the Secretary of the Meeting is Jack Woodhouse, 106 Jockey Road, Sutton Coldfield.

* * *

TALK BY NANCY MITCHELL

MRS. NANCY MITCHELL broke new ground on Wednesday, 17th June, by giving her first talk to a motoring club. Those who were entertained in this way were the members of the Singer O.C., the subject of the talk being Mrs. Mitchell's experiences in rallies and races. Mrs. Mitchell stated that she considered the Tulip Rally to be the best, and expressed her regret that, in her view, open cars would soon be barred from all the major rallies.

More News from the Clubs on page 26



1½ litre Riley

Best for power, best for protection

The importance of systematic lubrication in the care and general running of an engine is well understood. Correct lubrication also implies the use of a good quality lubricant.

NOL, Duckham's premier quality oil, combines all that is best in modern lubrication practice, giving thoroughly reliable service, with maximum protection against wear—corrosive and abrasive.

Whatever the age of your car, for maximum power and engine protection use NOL Motor Oil and enjoy perfection in lubrication.

FOR BETTER MOTORING NOL MOTOR OILS



Added regularly to the petrol Duckham's new type ADCOIDS give these benefits:-

Neutralisation of the corrosive effects of the combustion of leaded petrol • Freedom from corrosive wear • Maintained peak performance • Less "cold-starting" wear • Less decarbonising • Improved running-in • Lower running costs.

1d. per tablet

Box of 18 tablets—1/6d.

One tablet to one gallon of petrol for normal running.

ALEXANDER DUCKHAM & CO. LTD., HAMMERSMITH, LONDON, W.6.

V.C.C. OXTED RALLY AND TRIAL

ON Saturday, 27th June, the S.E. Section of the Veteran C.C. held their annual rally to Oxted. As usual, the event was divided into two parts, a rally to the Hoskins Arms Hotel, and a timed trial. The weather was perfect and it was good to see the beautifully prepared cars, of which there were about 60, lined up in rows with their brasswork gleaming.

After lunch, speedometers, where fitted, had to be covered over and route cards were only presented to competitors five minutes before their starting time. The short trial covered some of the most beautiful country in Surrey, and cars were required to average different speeds according to their ages. These ranged from 12 m.p.h. for the pre-1901 machines to 24 m.p.h. for the "modern" post-1910 vehicles. It was difficult to judge how much speed to put on to make up for slow hill-climbing, but some very accurate results were achieved. In particular, Air Chief Marshal Sir Alec Coryton distinguished himself in both the trial and the rally, which underlines his success in the club's recent Windsor event.

The results were issued and prizes presented during tea, which concluded an excellently run and most enjoyable show.

J. V. B.

Results

RALLY—Class A (Cars up to 1904 inclusive): 1, Air Chief Marshal Sir A. Coryton, K.C.B. (1902 de Dion Bouton). 2, F. C. Hall (1902 Arrol-Johnston). 3, E. P. Shaw (1902 Beauford).

Class B (Cars from 1905 to 1916 inclusive): 1, D. FitzPatrick (1906 Wolseley-Siddeley). 2, E. J. Steel (1905 Alldays and Onions). 3, J. C. G. Hill (1914 Morris Oxford).

TRIAL—Class 1 (Cars manufactured before 1901): R. J. Stephens (1898 Stephens).

Class 2 (Cars manufactured between 1901 and 1904 inclusive): 1, Air Chief Marshal Sir A. Coryton, K.C.B. (1902 de Dion Bouton). 2, John Bolster (1903 Panhard-Levassor). 3, R. D. Gregory (1904 Darracq).

Class 3 (Cars manufactured between 1905 and 1910 inclusive): 1, P. C. Ward (1908 Renault). 2, C. R. M. Hardy (1910 Metallurgique). 3, D. FitzPatrick (1906 Wolseley-Siddeley).

Class 4 (Cars manufactured between 1911 and 1916 inclusive): 1, E. R. Cass (1913 Delage). 2, H. W. Dawkins (1911 Renault). 3, S. J. Humphries (1914 Perry).

MALDEN CLUB GYMKHANA

MEMBERS of the Malden and D.M.C. were favoured with good weather for their Gymkhana at Slough Farm on Sunday, 21st June, which was won by W. Stabb (Ford 8). Runner-up was J. Armstrong.

C. AND W. SPORTING HALF DAY

TWENTY-FOUR competitors took part in the Coventry and Warwicks M.C.'s Sporting Half Day on 21st June, which comprised four driving tests, attempted twice. The surface was of loose gravel—kind to transmissions, but not the best for dead accurate steering. Results were:

Attleborough Trophy: R. B. James (M.G. 1½ saloon), 24 marks lost. **First Class Awards, Open:** F. A. Denning (Morris Special), 27, and B. S. March (Austin), 37. **Closed:** R. S. Henson (Sunbeam-Talbot), 94, and M. Warbreck-Howell (Standard Vanguard), 114. **Second Class Awards, Open:** A. M. Whittaker (M.G.), 40, and J. Horobin (Borton), 41. **Closed:** D. Underwood (Aero Minx), 116, and S. Keen (Morris Oxford), 130. **Team Award:** R. B. James, G. A. Lewis and J. C. Winby.

ABERDEEN MEETING CANCELLED

WE regret to hear, from the Aberdeen and D.M.C., that their attempts to obtain permission to use an aerodrome circuit in N.E. Scotland have come to nothing. The Air Ministry would not permit it, and the club's proposed race meeting on 25th July has been cancelled in consequence.

SOUTHSEA CHANGE OF SECRETARY

COLIN DEWEY resigned his secretaryship of the Southsea M.C., at their annual general meeting on 18th June, and his position has been taken over by H. R. Winnicott, Deerleap, Rowlands Castle, Hants.

SPORTING HALF DAY AND CHALLENGE MATCH

SUNBAC'S Sporting Half Day and Challenge Match against the Hagley and D.L.C.C., consisted of six driving tests on a disused airfield near Stratford-upon-Avon, on 21st June. The Challenge Match was won by the Hagley club, by the narrow margin of two points. Individual awards were presented as follows:

Best Performance: A. E. Marsh (Delow S.), 228.6 marks lost. **Runner-up:** J. Dorsett (Ford Anglia 10), 258.4. **Class B:** J. F. Livingston (Standard tourer), 270.4. **Runner-up:** G. White (Morgan Plus Four), 278.2. **Class C:** J. F. Livingston (Standard saloon), 257.4. **Runner-up:** A. J. Brown (M.G. 1½ saloon), 269.6. **Ladies' Prize:** Miss P. L. White (M.G. TD), 293.0. **Novice Award:** C. M. Wyatt (Buttercup), 270.2. **Team Prize:** Hagley No. 1 (B. J. Smith, F. D. Lawton and J. Dorsett (Ford 10 Anglias)).

WEST HANTS AND DORSET EVENT

A PLEASANT and informal meeting, the West Hants and Dorset C.C.'s Members Day on Saturday, 20th June, comprised a series of tests at Ibsley Airfield. Geoff Dear and Peter Cooper succeeded in balancing a rubber ball on the bonnets of their cars in one test, and Cooper again shone in a starting test which required great personal acceleration on the part of drivers: he made the best performance in several tests, to win the closed car class with his Sunbeam-Talbot. John Macklin's 750 Formula Austin, winner of the open class, caused quite a problem in the height and width-judging contest, the highest part of his ensemble being the driver's head—which was obviously adjustable! In any case, his car was so tiny that the officials were unable to set the bar low enough for it. Husband-and-wife rivalry flourished between Mr. and Mrs. Leavens (Ford Zephyr) and Mr. and Mrs. Jesty (Morris Minor), and great delight was registered when the club's Chairman succeeded in hitting two marker drums at once.

A. HOLLISTER.

Results

Closed Cars: 1, P. G. Cooper (Sunbeam-Talbot), 117 marks lost. 2, J. B. Jesty (Morris Minor), 128. **Open Cars:** 1, J. Macklin (Austin 7), 127. 2, E. Cooke (M.G.), 128. **Ladies:** 1, Mrs. G. A. Leavens (Ford Zephyr), 208. 2, Mrs. W. Mears (Triumph), 233.

SUSSEX CLUB ACTIVITIES

HON. Secretary of the Sussex C. and M.C.C. is now W. H. Edwards, 57 Greenways Crescent, Shoreham, and the club's Tuesday meetings will, in future, be held at the Southwick Community Centre, starting at 8.0 p.m.

"AUTOSPORT" DIRECTORY OF THE CLUBS—51

The Hagley and District Light Car Club



(Founded 1935)

President: R. B. Lowe.

Vice-President: The Viscount Cobham, J.P.

Open to: All interested in motor sport.

Caters for: Trials and Rallies principally, and also Speed events.

Principal Events:

Clee Hill Trial (B.T.D.A. and R.A.C. qualifying event)—February.
Welsh 12 Hour Rally—June.

Headquarters: The Lyttleton Arms Hotel, Hagley, Worcs.

Meetings: Every Wednesday at Headquarters.

Bulletin: Monthly News Letter issued by Hon. Secretary.

Whether associated with R.A.C.: No. **Approximate Membership:** 275.

Prominent Past and Present Members: Ken Wharton; Peter Collins; Dr. Charles Hardman; J. L. Shaw; Ken Rawlings.

Annual Subscription and Entry Fee: Entry Fee, 5s.; Annual Subscription, 15s.

Hon. Secretary: J. W. Cox, 21 Dingle Road, Pedmore, Stourbridge, Worcs.
Telephone: Cradley 6418.

S.T.O.C. TURNBERRY GYMKHANA

FOR their Gymkhana and Concours d'Elégance at Turnberry during the week-end of 13/14th June. Sunbeam-Talbot O.C. members got a spell of really first-class weather which made the club's new secretary, Peter Miller, hope to find time for another foray into Scotland before the season's over.

Saturday's doings consisted of five driving tests which tested a variety of reactions, but were guaranteed not to bend motor cars. Although it was a Sunbeam-Talbot event it was the Hillman Minxes that scooped the awards pool, and it's obvious that going on the Monte Carlo Rally is the sure passport to success in club events. Both Roy Hastie and Nairn Marshall were on this year's Monte and, in their Minxes, Roy was the day's best performer while Nairn took the award for the best initial score in an S.T.O.C. event. Oddly enough the top man among the drivers of the club's own marque was also on this year's rally, but Gordon Greaves always seems to manage to do well, and the nearest approach to his tidy driving was that of John Melvin. Following the five driving tests there were three light-hearted gymkhana items, threading needles, munching dry biscuits and blowing up penny balloons until red in the face.

These motoring diversions were followed by an evening's dining and dancing in the pleasant surroundings of Turnberry Hotel and, at a reasonable hour on Sunday morning, a fleet of Sunbeam-Talbots assembled in the hotel courtyard for the Concours. Amid a collection of very spic and span motor cars Alex Bicket's was particularly notable, and its condition was all the more remarkable for the fact that Alex bought it as a write-off after someone had tried to wrap it round a telegraph pole. No one envied Tom Mulcaster's job in having the final say-so, and it was only after due deliberation that he decided that the Greaves Sunbeam-Talbot had just pipped the Bicket car for first place.

A. N. F.

Results

Gymkhana: 1. R. Hastie (Hillman Minx); 2. H. R. Anderson (Hillman Minx); 3. G. Greaves (Sunbeam-Talbot).

Best Initial Performance: N. Marshall (Hillman Minx).

Concours d'Elégance: 1. G. Greaves (Sunbeam-Talbot); 2. A. Bicket (Sunbeam-Talbot).

* * *

BURTONWOOD AUTO-SPORT CLUB

ONCE the personnel on the base noticed some of the examples of your very fine sports cars, there was no stopping them". So says Paul J. Wolff, writing to tell us of the formation of the Burtonwood Auto-Sport Club, which is believed to be the first and only motoring club in the United Kingdom comprised of members of the U.S.A.F. The club has now 40 members, hopes to sponsor airfield races, and would like to contact other clubs with a view to arranging joint meetings. Members will probably take part in the Aston Martin O.C.'s U.S.A.F. Trophy meeting at Snetterton on 25th July. The secretary's address is 59th Acft. Equip. Rep. Sq. Dep., Burtonwood Air Force Base, Warrington, Lancs.

COMING ATTRACTIONS

July 3rd/4th. South Wales A.C. Welsh Rally.

July 3rd/6th. Dax Rally, France.

July 4th. R.S.A.C. Rest-and-be-Thankful Hill-climb, Argyll, Scotland. Start, 2.0 p.m.

M.G.C.C. Race Meeting, Silverstone, nr. Towcester. Start, 12 noon.

July 4th/5th. 12-Hour Sports Car Race and French G.P. (F.2), Rheims, France.

Thompson Raceway Meeting; Thompson, Connecticut, U.S.A. Lake Starnberg Rally, Germany.

B.A.R.C. Seventh Annual Eastbourne Rally.

Cemian M.C. Coronation Rally. Start, Watermill Restaurant, nr. Dorking, 11.30 p.m.

July 5th. Cidonio G.P. (S), Italy. Circuit of Villa Real (S), Portugal.

Horsham and D.M.C. and L.C.C. Lulworth Cove Trial. Start, nr. Southwater, 4 a.m.

B.A.R.C. (N.W.) North Wales Trial. Start, Lever Causeway, Higher Bebbington, Birkenhead, 10.0 a.m.

Northampton and D.C.C. Driving Tests, Welford Aerodrome. Start, 2.30 p.m.

Burtonwood Auto-Sport Club Sprint Meeting, Burtonwood A.F.B., Warrington, Lancs. Start, 10.30 a.m.

S.S.C.C. INTER-CLUB GYMKHANA

A LONG spell of dry weather at Falkirk resulted in the Scottish S.C.C.'s annual Inter-Club Gymkhana, at the Ice Rink on 13th June, being held in clouds of blinding dust. As, in several of the six tests, three cars were performing simultaneously, they frequently disappeared completely, and in the first test M. Wallace bounced his Singer off a wall. It was unfortunate that the surface had not been damped for, although the tests were exciting to watch, it was almost impossible to see them!

A. N. F.

Results

1. **M.G.C.C.** Closed Team "E" (F. A. Mickel (Ford), Miss Balfour (M.G.) and Simpson (Javelin), 419.5 marks lost) and Open Team "F" (Mainland (M.G.), Craig (Austin) and Yaffy (Austin), 422.7). 2. **M.G.C.C.** Closed Team "C" (Kay, Herald and D. W. Mickel (M.G.), 471.8) and Open Team (Milne (M.G.), Wallace (Singer) and Tunnock (M.G.), 505.6). 3. **S.S.C.C.** Open Team "A" (Fraser (M.G.), Robertson (Morgan) and Lithgow (H.R.G.), 462.1) and Closed Team "D" (Hunter (Javelin), Organ (Javelin) and Woolf (Sunbeam-Talbot), 758.4).

* * *

ALLARD O.C. ACTIVITIES

ON Tuesday, 14th July, a meeting of the Allard O.C. will be held at the Berkeley Arms Hotel, Bath Road, Cranford, West Hounslow, starting at 7.30 p.m. The main subject for discussion will be the club's Driving Tests at the Football Club Ground, Horley, Sussex, on Sunday, 26th July.

GOSPORT A.C. SPEED TRIALS

AT the Flight Test Road, Brockhurst, on 21st June, speeds were generally a little lower for the Gosport A.C.'s s.s. quarter-mile sprint meeting, but some class records were broken. J. B. Norris (Alta Special), who made B.T.D. with 13.57 secs., broke his own record of 13.92 secs., which has stood since September, 1950. P. A. Everard's 17.25 secs. with his DB2 Aston Martin bettered the previous figure of 17.59 secs., established by D. H. Sessions (Healey Silverstone), who on this occasion managed only 17.75 secs. A third class record was set up by Rex Neate (1½-litre Riley), who improved his own figure to 22.25 secs. in an all-Riley saloon class: R. W. Elliott, with a pre-war Kestrel, beat a post-war 1½-litre model to second place. P. J. Cocking decided that his car was due for a decoke, which he proceeded to perform in the paddock whilst awaiting his turn to compete!

J. R. M.

Results

Saloons up to 1,300 c.c.: 1. R. C. C. Palmer (Austin A40), 24.51 secs. 2. J. D. Hayden (Riley 9), 25.33. 3. R. Warne (Austin 7), 27.69. **1,301-1,800 c.c.:** 1. R. Neate (Riley), 22.25 (Class Record). 2. R. W. Elliott (Riley), 22.75. 3. B. Thresher (Riley), 23.05. **1,801-3,000 c.c.:** 1. R. R. C. Walker (Lagonda), 22.03. 2. J. Erskine (Ford Zephyr), 22.20. **Over 3,000 c.c.:** 1. J. A. Shuter (Invicta), 18.25 (Best Saloon Time). 2. S. G. Greene (MK. VII Jaguar, driver D. W. Brown), 20.39.

Sports Cars up to 1,100 c.c. U/s or 750 c.c. S: 1. L. Williams (Cambridge Austin S), 18.61. 2. K. Rolfe (Fiat), 19.10. **1,101-1,500 c.c. U/s or 751-1,100 c.c. S:** 1. B. Croucher (Jowett Jupiter), 19.73. 2. I. R. F. Hammond (H.R.G.), 20.75. **1,501-2,000 c.c. U/s or 1,101-1,500 c.c. S:** 1. S. G. Greene (Frazer-Nash), 17.25. 2. D. W. Davis (M.G. S), 17.93. **2,001-3,000 c.c. U/s or 1,501-2,000 c.c. S:** 1. P. A. Everard (Aston Martin), 17.25 (Class Record). 2. D. H. Sessions (Healey), 17.75. **Over 3,000 c.c. U/s or over 2,000 c.c. S:** 1. C. M. Kemp (Alta-Jaguar), 15.97 (Best Sports Car Time). 2. J. Goodhew (Darracq), 16.04. 3. W. L. Cripps (Cripps Special), 16.09.

Racing Cars, up to 500 c.c.: 1. R. Bicknell (Revis), 16.10. 2. A. W. Richards (J.B.S.), 16.50. 3. L. Walker (Revis), 16.83. **501-1,101 c.c.:** 1. G. P. La T. Shea-Simmonds (Rapier S), 15.17. 2. R. M. Smith (M.G. S, driver G. V. Coles), 15.54. 3. R. M. Smith (M.G. S), 16.05. **1,101-2,000 c.c.:** 1. J. B. Norris (Alta Special S), 13.57 (B.T.D. and Class Record). 2. R. R. C. Walker (Connaught), 14.60. 3. A. F. Rivers-Fletcher (Bugatti), 16.57. **Over 2,000 c.c.:** 1. J. Goodhew (Alfa-Romeo S), 14.80. 2. G. E. Pinkerton (Steyr-Allard), 15.63. 3. C. M. Kemp (Alta-Jaguar), 15.92. **750 Formula Cars:** 1. K. Stanton, 22.25. 2. J. A. Shuter, 22.89. 3. J. J. Macklin, 23.29.

CLUB FIXTURES

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

Alvis Register.—Meeting, 4th July, The Green Man, Batchworth Heath, nr. Rickmansworth, 7 p.m.

Mercedes-Benz Club.—Concours d'Elégance, 4th July, The Bull Hotel, Gerrard's Cross, Bucks, 3 p.m. First Anniversary Dinner, 8 p.m.

Coventry and Warwicks M.C.—Meeting, 6th July, City Arms Hotel, Earlsdon.

750 M.C.—Meeting, 6th July, Abbey Hotel, Neasden. **Western Centre** meeting, 7th July, Queen's Arms, Bleadon.

Wolsley Hornet S.C.—Meetings, 6th July, Derby Arms, Upper Richmond Road, Sheen, 7.30 p.m., and 9th July, Royal Oak, Stratford Road, Hockley Heath, nr. Birmingham, 8 p.m.

Southsea M.C.—Marshals' Meeting, 7th July, The Aero Club, 8 p.m.

Vintage S.C.C.—Meeting, 7th July, The Woolpack, Coggeshall, Essex; 9th July, Red Lion, Church Street, Birmingham, George and Dragon, Colney Street, nr. St. Albans, Wheatsheaf, Baslow, and Bull Hotel, Wrotham.

Northampton and D.C.C.—General Meeting, 7th July, Queen Eleanor Hotel, Wooton, 8 p.m.

Epping Forest M.A.—Square Dance, 8th July, St. Mary's Hall, 203 High Road, Loughton, 8 p.m.

A.C. O.C.—Meeting, 8th July, The Silver Cup, Harpenden, Herts, 7.45 p.m.

Sunbac.—Meeting, 9th July, The Mason's Arms, Solihull. Colour Films of M.C.C. Rallies.

LONDON COUNTY COUNCIL

CRYSTAL PALACE

SATURDAY, 11th JULY - 2 p.m.
(Gates open 10 a.m.)

MOTOR RACING

500 & 2,000 c.c. Races Organised by the

HALF-LITRE CAR CLUB

Tony Rolt ★ Peter Whitehead ★ Duncan Hamilton
Roy Salvadori ★ Ken McAlpine ★ Lance Macklin
Reg Bicknell ★ Les Leston ★ Alan Brown
Harold Daniell, &c, &c.

Admission 4s. Ample Parking
Children 2s. Available

**COMBINED RAIL & ADMISSION TICKETS
FROM MANY S. REGION STATIONS**

Blakes

*THE Northern sports
and RACING car
specialists*

BLAKES buy, sell, and repair
Racing and Sports Cars. Write
for list and quotations.

—◆—

J. BLAKE & CO., LTD.

110 BOLD STREET, LIVERPOOL

ROYAL 6622

'Grams: "Autocar, Liverpool"

The Joint Committee of Cornwall V.C.C.
and Plymouth Motor Club, known as

CORNWALL MOTOR RACING LTD.

present their next meeting

at

DAVIDSTOW

NEAR LAUNCESTON

on Saturday, August 1st

OFFER OVER **£400** PRIZE MONEY

to Drivers of

FORMULA III & SPORTS CARS

*Attractive starting money
for Formula III entries.*

REGULATIONS & COMPETITORS' ENQUIRIES TO:
J. W. LIMMER, LITTLE MEADOWS, TOLDISH,
ST. COLUMB, CORNWALL

SPECTATOR DETAILS FROM:
C.M.R. LTD., SHERWELL HOUSE, PLYMOUTH

WHY WORRY ABOUT TRAFFIC JAMS?



Let us take you in comfort to SILVERSTONE - JULY 18th (12/6) or
GOODWOOD - AUGUST 22nd (10/9) from North and East London.

(Coaches are also available for Private Parties)

STAmford Hill 4201-6

GEORGE EWER & CO. LTD., 55 STAMFORD HILL, N.16

WILLIAMS MOTORS

Now at :

17 RADLEY MEWS
LONDON, W.8

Late of :

21 COLEHERNE MEWS
LONDON, S.W.10

Specialists in the repair of

A.C. CARS

urgently require good used pre-war A.C.'s

TEMPORARY TELEPHONE FREMANTLE 4427

OUR ANNOUNCEMENT NEXT WEEK WILL SHOW YOU
EXACTLY HOW TO GET TO RADLEY MEWS

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.

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.

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

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

A.C.

A.C. 1938-39 D.H. coupé, 23-25 m.p.g. Sale or exchange. £300.—Jones, Abbey View, Crewe Road, Sandbach, Cheshire (Tel.: 318).

ALLARD

ALLARD 4-seater sports. Magnificent cherry-red, absolutely unmarked. Excellent mechanically. New Tyres. Sacrifice. £470.—Phone: Kingston 1916.

ASTON MARTIN

ASTON MARTIN 1934 short chassis Le Mans 2/4, fitted Mercury June 1952, terrific performance, economical, resprayed steel-grey, ex. cond. all round. £260, or exchange ex. cond. Citroën, Lancia, similar (business use), cash either way.—Phone: Uxbridge 5752, Box 1163.

1933 LE MANS ASTON MARTIN. Good condition. New hood, screens and tonneau cover. £300.—Fawcett, 45 Bartholomew St., Newbury. Phone Newbury 168.

AUSTIN

CAMBRIDGE AUSTIN Special. Fully streamlined 2-seater supercharged sports/racing type competition car, which embraces all latest modifications, has only just been completed and is suitable for road or competition, being fully equipped, taxed for year and is open to sensible offers. Seen during business hours.—Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Telephone: Richmond 2126.

BENTLEY

3-LITRE BENTLEY d/h. coupé. 1924, heater, twin SUs, 2/4-seater. £180.—Whiteaway, Feltham Lodge, Feltham, Middx.

B.S.A.

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

CITROEN

CITROEN roadster, 1939 series, original makers' cellulose remarkably well preserved, recent overhaul to engine and gearbox, snappy performance. £395.—Camden Motors Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

DELLOW

FOR SALE.—DELLOW Mk. II 1952, 12,000 miles, colour powder blue, excellent cond. inside and out. Extras incl. spot and fog lamps, sports coil, screen sprays, specially padded seats (leather), all Redex performance instruments. Car tuned and maintained by large firm, never raced or trialed. This is a genuine private owner sale. £450.—Phone: FULham 0583.

FORD

1940 ANGLIA de luxe, immaculate paintwork, interior fitted attractive loose covers, recently fitted new rear axle, front and rear springs and shackles, replacement gearbox, new battery, heater, etc. Exchange interesting sports car.—TATe Gallery (London) 0359.

HEALEY

1952 MODEL HEALEY 3-litre foursome coupé with Alvis engine, fitted radio, heater, windscreen sprays, 15,000 miles, very fast car.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, W.1. Phone: MAYfair 0146-5253.

H.R.G.

1949 H.R.G. 1½-litre, exceptionally clean car, 27,000 miles.—L. F. Ward, Ltd., 7 Hanover Court Yard, Hanover Street, W.1. Phone: MAYfair 0146-5253.

1948 H.R.G. 1,500 sports, finished in red in first class condition. Any trial or examination. £575.—J. V. Bowles, Tel.: Epping 2402 (Essex).

LAGONDA

LAGONDA 4½-litre d.h.c., 1936. £350. Bills available.—C. G. Norman and Co., VIC 2211.

LANCIA

DEC. 1938 LANCIA Aprilia, reconditioned engine and rear axle, etc., telecontrols, original condition. £285.—Box 1164.

LESTER-M.G.

1948 LESTER-M.G. 1½-litre. New block, pistons and crank. Excellent condition, suitable racing or touring. Offers.—Lieutenant Spafford, R.N.A.S., Anthorn, Nr. Carlisle.

M.G.

J2 2-SEATER, in superlative condition throughout. Aeros, Fram, etc. Motor (never bored) overhauled last year. Wellworthy rings fitted. £180. Exchanges considered.—Dean, Woodlands, Winchester Road, Four-Marks, Alton, Hants. Medstead 3154.

M.G. Model TA in good order, any trial.—Phone: Hendon 1107. £285.

M.G. OPEN 4-seater, Mark I, ex-Channel Islands reg. 1951, new engine recently fitted.—Cuff's Garage, Frome. Phone 2511.

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

M.G. SUPERCHARGED "K" type open four seater. Ivory, maroon, zipp tonneau. Marshall blower 3 lbs. Raised back axle ratio, 24 m.p.g., 101 m.p.h. at 5,500, telecontrols, 15 in. hydraulics. Kigas engine and supercharger just stripped and reconditioned. Flamethrower, etc., taxed. £250, terms, exchanges.—Highgate Motors (B'ham), 127-129 Highgate Road, Sparkbrook, Birmingham. VIC 2829.

M.G. VA 1½-litre drophead. Carefully driven, uses no oil, fine appearance inside and out. Hartfords all round, Runbaken coil, brand-new roof, radiator muff. £345 o.n.o.—McNeil, 4 Copthall Gardens, Mill Hill, N.W.7. Phone. 1494.

1949 OCTOBER M.G. TC. This car has done under 15,000 miles, owner having two cars, fitted with new Dunlops all round, new battery, oil filter, is in perfect mechanical and practically showroom condition. Inspection invited. Offers.—F. E. Hill, Cladswell Cookhill, Nr. Alcester. Phone: Alcester 108.

MORGAN

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

MORGAN 4/4 two-seater open sports, 1937. Ensign red, fawn leather, good mechanically and well shod, hood a trifle shabby but quite serviceable. £195.—Camden Motors Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

F. H. DOUGLASS, the MORGAN specialists. F. 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.

MORRIS

£58 1932 MORRIS Cowley 2-seater with dickey. Good order.—59k Netherhall Gardens, N.W.3. Hampstead 5732 (evenings), Orpington 2789 (day).

RACING-CARS

OWING TO CHANGE OF DESIGN

We have for disposal a certain amount of very useful components for amateur builders of 500 c.c. racing cars.

Those who are interested write or phone to

**ARNOTT RACING CARS,
WHITCHURCH LANE, EDGWARE.
Tel.: Edgware 0046.**

ALTA single-seater, all independent suspension. 1½-litre supercharged, superlative performance. Considerable money recently spent on it by makers. Offers.—56 Lancaster Mews, London, W.2. PAD-dington 9196.

COOPER Mark V in first-class condition, with or without Norton or J.A.P. tuned engines. Offers wanted. Would consider part exchange with Formula 2 or sports car.—Walker, 880, Old Kent Road, London, S.E.15.

FORMULA 3 chassis, complete with Triumph engine, gearbox. Registered for road. Reason for sale, lack of funds.—To view, write Bates, Sherbourne Hostel, Coventry.

(Continued overleaf)

MERCURY OFFER

£625 1939 BMW 327/80 d/h coupe in excellent condition.

£595 1939 BUGATTI type 57 Corsica 4-seater d/h coupe, Lockheed, a magnificent car.

£495 1938 BMW 328 2-seater, a special car, terrifically fast.

£445 1939 SS100 3½-litre 2-seater, excellent specimen.

£345 1939 M.G. TB 2-seater, a perfect example.

£295 1937 SINGER 1½-litre 4 cylinder 4-seater, Autosports type car, very fast.

Terms and exchanges on any car with pleasure

Hours: open 9-7 weekdays
10-1 for inspection Sundays

**MERCURY MOTORS
UNIVERSE HOUSE,
824-826 HARROW ROAD,
WEMBLEY, MIDDLESEX.**

Phone: WEMBLEY 6058-9



NEW parts for OLD

That's how it seems with the 'WIZARD' Degreasing Kit... just drop the 'bits' in as you strip down, and they come out clean as a whistle. Send cash with order TODAY.

5 GALLON SIZE
Complete and ready
to use
71s. 6d. Carr. Paid

Descriptive literature available

THE ORCENE CO. LTD.
VICTORIA STREET, WARWICK

L.G.B.

Classified Advertisements—continued

RACING CARS—continued

1952 COOPER Mk. VI, with latest 1953 hubs and axles. Norton gearbox and engine plates (also J.A.P.). Raced three times only, as new. £425.—Don Gray, 16 High Street, Chatham

1952 COOPER Trailer, with hinged loading ramps, £48. Two Norton gearboxes with clutches, £15 each. 1951 Cooper Mk. V chassis, £10. One pair 1952 Cooper rear hubs and bearings, £8. Various J.A.P. spares, barrels, sprockets, valves, etc.—Gray's, 16 High Street, Chatham.

1951 COOPER Mark 5, 500/1,100 with Norton gearbox and 1953 dry sump, type 8 J.A.P. engine (works maintained). Also Cooper (covered) trailer and quick-lift jack. All in excellent condition and ready for racing. £400.—Phone: Hendon 7211 (evenings).

RILEY

OWING TO DEFAULT by purchaser we again offer the T.T. RILEY Sprite racing 2-seater sports. Special gearbox and tuned engine. In excellent condition. Capable of well over 100 m.p.h.—S. Wells (Leeds) Ltd., 2 Reservoir Street, Leeds, 2. Tel. 26314.

RILEY KESTREL 12/6, 1934. Special Series engine, triple SUS, Armstrong preselector, instruction manual, excellent tyres. Above average condition. £180.—46 St. George's Crescent, Cippenham, Slough, after 5th July.

AUTOMOBILIA

Offers cars to suit all

1939 (1st registered 7 Dec. 1938) Wolseley 18 Saloon. The whole car in good condition throughout. £290

1939 Standard 12 Coupe, colour black, in very good condition. £290

1940 Standard 8 Tourer, reliable and economical. £175

M.G. J2 open 2-seater, colour B.R.G., reconditioned engine, old car, immaculate throughout. £190

1938 Austin 10 Saloon, colour black, with brown upholstery, engine recently overhauled. £250

Orders can be accepted for Aston Martin and Lagonda Cars.

AUTOMOBILIA LTD.

Pippbrook Garage,
Dorking, Surrey.
Dorking 3891

RILEY 9 h.p. cylinder head, perfect condition, new valves, guides and springs. Best offer.—22 Marchmont Road, Birmingham, 9.

T.T. RILEY 1½. £575. Excellent throughout.—Further details from T. B. Carson, c/o Wm. Haynes, Ashworth Street, Bury New Road, Manchester. Phone: Broughton 2778.

ROLLS-ROYCE

£195 1928 20 h.p. owner-driver saloon, excellent throughout.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

ROVER

ROVER special speed 14 Sports saloon, fitted special type engine giving very high average cruising speeds. Attractive 4-litre body styling, modern instruments. £215.—Camden Motors Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

SPECIALS

ALLARD Special. New engine, special Allard high compression heads with twin carburettors. New body fitted, cellulosed in green. New Dunlop racing tyres. Numerous spares, including Scintilla Mag., four wheels complete with tyres and tubes, crown wheel and pinion, spare heads and carburettor. Needs upholstery. £250 or near offer.—Arnott Racing Cars, Whitechurch Lane, Edgware. Tel.: Edgware 0046.

J.B.M.—MERCURY sports 2/4-seater, reg. 1947, outstanding appearance and performance. Customer must sell or exchange small car.—Elliott's of Bideford, Devon.

1937 2½-LITRE S.S., front axle damaged, otherwise good condition, £65; also 30 V8 Engine, offers.—S.A.E., 8 Vale Grove, Acton, W.3.

S.S.

FAST, immaculate S.S. 100 2½-litre JAGUAR 2-seater sports, red, good engine and tyres, etc. Worth seeing, trial. Gift, £425.—Phone: Bexleyheath 4079. Might exchange good motor-cycle.

TALBOT

TALBOT "75" sports saloon, 1936 series, a well-kept example of this magnificent series, luxurious 5-seater with definite sports performance. £195.—Camden Motors Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

£250 1936 110 TALBOT, originally built for famous racing driver, with special drop-head foursome coachwork, engine and gearbox recently overhauled, bills available.—TATE Gallery (London) 0359.

TRAILER

FOR SALE.—Trailer suitable for 500 c.c., complete with tow-bar. Also one pair Cooper 500 x 15 wheels, complete with tyres and tubes.—Nurse, Sibley's Garage, Balsall Heath, Birmingham.

VINTAGE

UNIC 1924 for restoration or spares, one broken piston and con. rod, block cracked, tyres poor, dynamo rewind needed, otherwise good order.—T. R. Nicholson, 35 Hogarth Hill, London, N.W.11.

1923 8/18 TALBOT, good condition, new hood, new tyres. £85.—GLA 9456.

SPECIAL OFFERS

KINGSTON'S GARAGE

offer the following:

1937 Model A.C. 2-litre saloon, mechanically overhauled. Body good £150

1936 B.S.A. Scout 2-seater, good all-round condition £135

1934/5 Riley 14/6, with numerous modifications £185

1928 Talbot 14/45 tourer, new hood and screens, engine resleeved. A real Vintage car £85

1938 Hillman 14, very good condition, engine overhauled £235

Two **Ford** V8 engines with cracked blocks, any offers for spares?

KINGSTON'S GARAGE,
BLAKESLEY, TOWCESTER.

Phone: Blakesley 208.

BOOKS

AUTOSPORT Vol. 1-5, unbound, complete. Offers.—MAL 3524.

HANDBOOKS:—Austin, Ford, Hillman, Jowett, Morris, Riley, Rover, Standard, Triumph, Vauxhall, Wolseley, 5s. 3d.; Cord, Volkswagen, 7s.; "A40", "Anglia", 7s. 9d.; Riley Nine, 8s. 9d.; Chevrolet, American Ford, 10s. 6d.; Chrysler, DeSoto, Dodge, Plymouth, 14s.; M.G. Workshop Manual, 31s. 3d.; "Midget", 15s. 6d.; Delage, 40s. Catalogue FREE! Mail order. Vivian Gray (A), Hurstpierpoint, Sussex.

THE VINTAGE AND THOROUGHbred CAR, a monthly magazine for car connoisseurs and students of motoring history. 1s. 3d.—From Craigmore, Colne, Lancashire.

THE Gordon & Glynn RILEY CENTRE

£375 1938 Adelphi Big Four with overdrive, in super condition throughout, not yet run in after extensive overhaul.

£235 1934 d/h Coupe 2-door 4-seater by Charlesworth. An absolute specimen, one owner car in beautiful original condition.

£185 1935 Lynx 4-seater sports, lovely runner, body tatty, taxed year.

£175 1934 Kestrel 9 h.p., special series engine, rebuilt by Treen, Scintilla magneto, etc., terrific performer and lovely bodywork.

£145 1932 Monaco in really fine fettle.

Many others from £55 and all with written guarantee.

IMMEDIATE H.P. Terms and Exchanges.

**189/195 PAVILION ROAD
SLOANE STREET, S.W.1**

Sloane 8326. 3 minutes Sloane Square Tube
The Riley Manual Given Free to all Purchasers.

21,000 CAR INSTRUCTION MANUALS.—Sale - Exchange - Loan. Enquiries stamped, addressed envelope please. Manuals bought, cash.—G. A. Final, 15 Nashleigh Hill, Chesham, Bucks.

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.

ENGINES

ALLARD OWNERS!—Here is a chance to provide your car with the most phenomenal acceleration, with a 1951 Cadillac o.h.v. engine in first-class condition. Nearly 200 b.h.p., and all fittings necessary for conversion. Quick sale £250.—Mr. Cater, HOP 1563.

PERFORMANCE CARS

THE SPORTS CAR PEOPLE

Select from their stock of over 100 sports cars

1933 Aero Minx 2-seater	£95
1950 Allard J2 2-seater	£645
1949 Allard 71K 2-seater, specimen	£395
1937 Alvis Speed 20 tourer	£175
1936 Alvis Speed 20 Charlesworth sln.	£195
1934 A.M. 1½-litre short chassis tourer	£325
1934 Aston Martin 1½-litre tourer, specimen	£495
1927 Bentley 3-litre V.D.P. tourer	£225
1924 Bentley 3-litre saloon, specimen	£245
1924 Bentley D/H. 2-str., specimen	£225
1939 F.N./BMW type 321 D/H. foursome	£325
1936 F.N./BMW type 34 D/H. foursome	£245
1939 Jaguar 14-litre sports saloon	£265
1939 Jaguar 3½-litre D/H. foursome	£245
1939 Jaguar 3½-litre sports saloon	£265
1937 Jaguar 2½-litre sports saloon	£195
1936 Lagonda LG 45 D/H., exc. cond.	£325
1934 Lagonda 44-litre V.D.P. tourer	£265
1934 Lagonda 44-litre sports sal., very sound	£195
1934 Lagonda 3-litre shooting brake	£165
1932 Lagonda 2-litre tourer	£145
1931 Lagonda 3-litre V.D.P. tourer	£145

NEVER LESS THAN 25 M.G.s IN STOCK

1938 M.G. TA 2-seater (several)	£295-£325
1938 M.G. VA 1½-litre tourer	£295
1938 M.G. 2-litre D/H. foursome	£245
1949 Morgan 4/4 4-seater	£445
1937 Raitlon Fairmile D/H. coupé	£395
1939 Riley 14 Nuffield saloon	£345
1937 Riley 12 Victor saloon, specimen	£275
1937 Riley 12 Merlin saloon	£265
1936 Riley 12/4 Falcon saloon	£245
1934 Riley 9 Lynx tourer	£195
1924 Rolls-Royce 20 Park Ward coupé	£245
1924 Rolls-Royce 20 Mulliner tourer, spec.	£325
1934 Singer 9 Le Mans 2-seater	£195
1937 Vauxhall 14 4-seater tourer	£195

100 cars on show. Immediate H.P., insurance and part exchange.

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.)
Also at 107 New Cavendish Street, W.1.
MUSEum 8221-2-3

SPORTS CARS

SELECTED FROM OUR STOCK OF OVER 400 MODELS.

S.S. 2½-LITRE open 4-seater sports roadster, quite amazing condition, striking appearance, in cream and black, low, sleek lines, modern instruments, remote control gears, fold-flat screen, knock-on wheels, special Flatbeam passlights, 6-in. instruments, 100 m.p.h. speedo, rev. counter, temperature gauges, three position hood, "oil coil" breathtaking performance £165

S.S. 1½-LITRE (12 h.p.) special sports 4-seater coupé, performance a little less spectacular than above, a nice little car in sound condition generally £145

JAGUAR Competition model 100 2-str., 1939, silver grey, blue leather, dark grey hood and all-over tonneau cover, stoneguards, aero-screens, Fram oil coil, luggage rack, specially fitted twin spare wheels at rear, Notek fog and pass lights, extensively road tested and passed 100 per cent mechanically £445

SINGER Le Mans 9 h.p. special sports coupé, late 1935, amazing performance for its very modest horsepower, a nice looking little car in Ensign red with fawn leather, excellent set of Dunlop tyres £165

SINGER open 2-seater spts., genuine Le Mans model, with the fantastically low total mileage of 61,000, actually authenticated by previous owner who has maintained and driven this car since it was first delivered from the factory, this one owner specimen is in positively amazing condition coachwork, interior, hood, tyres, etc., are 100 per cent. reconditioned engine has been fitted and the car is in magnificent mechanical order throughout, many extras and special features £295

RILEY 9 h.p. sports saloon, Sept. 1936, good history, two owners since new, details of mechanical overhauls for past four years available, including rebore less than 6,000 miles back, outstanding performance £165

RILEY 2½-litre special foursome drophead coupé, 1950, maintained since new by Messrs. Riley Cars and completely overhauled by them this Spring, bills available, immaculate appearance and in the finest possible mechanical order, radio, heater, etc. £1,095

RILEY Kestrel 6-light sports saloon, Oct. 1936, low, streamlined body styling with swept tail, a very graceful-looking sports car with typical Riley spts. performance, deep maroon with red leather £265

RILEY Alpine sports saloon, whilst obviously not as brand-new this car has been excellently maintained by expert mechanic, engine rebored '52, well shod £145

ALVIS Speed 25 sportsman's saloon by Charlesworth, 1938, performance definitely in keeping with the tradition of this magnificent series, one owner for past eight years, beautiful finish in beige with red leather interior, Andre Telecontrols, heater, etc. £395

ALVIS 14 h.p. drophead foursome coupé, 1948, one owner since new, fitted radio and screen-wash, low mileage £635

B.S.A. 10 h.p. Scout front-wheel drive open sports 4-seater 1939, British Racing Green, much mechanical reconditioning last year, good hood and full set of screens, oil coil, rimblishers, outstanding £245

M.G. PA 2-str. Midget, 1936, British Racing Green, stoneguards, aeroscreens, passlights, etc., a nice little car in above average order mechanically £235

M.G. TC Midget 2-seater, 1947, beige with red leather, super-de-luxe equipment, Ace discs, heater, oil coil, chromed luggage rack, Tapley brake meter, etc., one owner has fastidiously maintained this car £445

M.G. 1½-LITRE 12 h.p. open spts. roadster, 1937, a really nice car in distinctly good order mechanically, new Rotoflow shock absorbers, engine rebored £245

M.G. 1½-LITRE 12 h.p. sports saloon, 1938, two enthusiastic owners since new, total recorded mileage believed genuine 67,000, reconditioned mechanically at 50,000 miles, new set of Firestone tyres £295

TRIUMPH Vitesse 2-litre sports saloon, 1936/7, dark green with fawn leather, very modern lines and instruments, motors delightfully, very good tyres £195

TRIUMPH Dolomite 1½-litre sports saloon, 1939, black, blue leather, quite a nice car particularly mechanically, steering, brakes and back axle overhauled £295

EVERY CAR OVER £150 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 - BB01
Telephone: 2041 (Four Lines)
MAIN LINE LINES: CUSTON & BLETCHLEY

ENGINES—continued

FORD V8 engines, 22 h.p., 30 h.p. and Mercury, second-hand, £10 each. All V8 spares, chassis, etc.—"Saunders Garage" (The Ford V8 Specialists), 3 Anerley Street, Battersea, S.W.11. Phone: Macaulay 2594.

RILEY 9 engine, gearbox, less gearchange, four Amal carburettors. Offers.—Box 1166.

EXCHANGES

NEARLY new ARNOLD 500 for Dellow or similar interesting car. Cash adjustment.—Lockett, 221 Hagley Road, Birmingham.

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.

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.

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

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 PERSPEX ½ in., rectangles 8s. sq. ft. delivered.—Wilson, Crosshouses, Bridgnorth.

SITUATIONS VACANT

ANGLAMOL Technical Service Laboratories, Hazelwood, Nr. Derby, specializing in lubricating problems and oil development, have a vacancy for a Technical Assistant. Preferably degree standard and with good knowledge and enthusiasm for internal combustion engines, must be capable of writing a good report. This vacancy represents an excellent opportunity for the right man. Salary in accordance with qualifications and experience.

RACING CAR MECHANIC—Permanent, well-paid position for qualified fitter with first-class experience in racing engine and chassis maintenance. Must be prepared to work in team and travel abroad during racing season.—Full details of training and experience to Box 1165.

SPARES & 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.

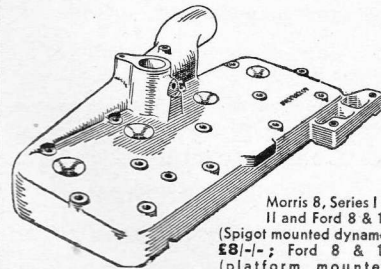
DELLOW MOTORS LTD.,
ALVECHURCH, nr. BIRMINGHAM.
Telephone: HILLSIDE 1879.

(Continued overleaf)

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

SILVERTOP

ALUMINIUM CYLINDER HEADS
give Power, Performance and ECONOMY



Morris 8, Series I & II and Ford 8 & 10 (Spigot mounted dynamo) £8/-; Ford 8 & 10 (platform mounted dynamo), £8/10/-; Morris 8, Series E, £9. Morris Minor '49 and '50 (illustrated), and '50 to '53 (with thermostat fitting). Hillman Minx and Talbot 10, £10. "ALTA" for Austin 7, £6/10/-. Most types from stock.

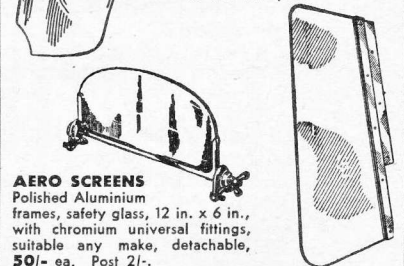
MORRIS MINOR

TWIN CARB. UNITS semi-down draught S.U.s, mounted on high efficiency manifold and with linked controls and petrol pipe. Gives 25% better acceleration and hill climbing, 34-36 m.p.g. £26 complete. Inner valve springs 7/- per set, special exhaust valves 8/- each. KE965 12/6, sports coils, Delco or Lucas 37/6. Hand operated ignition controls 30/-. Deep note exhaust systems £4/5/-. Gear lever extensions 6/6. Plastic gear knobs 2/6. Chrome badge bars 30/-. Lucas dual wiper drive set 37/6, rear wheel covers or spats in aluminium £8/10/-.

REAR WING GRILLES

in highly polished aluminium, prevents paint chipping and is an attractive finish for M.G. models TA, TC and TD, 32/6 pair. Vauxhall '49 to '52 35/- pair.

WIND DEFLECTORS
In Perspex, polished Duralumin frames, prevents draughts, for M.G. TC and TD £2 the pair.



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

BUCKET SEATS, light steel frames, 27/6, trimmed with brown rexine, sprung cushions, pleated backs, 87/6. Ditto, tubular frames, superior quality £67/6. Light alloy seats, untrimmed (2½ lb.), 63/-, 14 in. 65/-; 16 in. wide. Ditto, Trimmed Connolly Vaumol Hide, Dunlopillo cushions, £8/15/-.

Best quality tools—Chrome vanadium sets, D/E Whitworth spanners 23/6, S.A.E. 24/6, Metric 25/6, Ring ditto. Whit. 48/9, Metric 43/9. Gland nutpliers (grips) black, 9/6, C.P. 13/6, miniature ditto, 7/3. Molybdenum D/E metric sets 15/6, 25/6, Sparking plug universal box 18" machined from solid, 14/6.

Postage or carriage extra on goods.

Open 9 a.m.—6 p.m. Sundays 10—12 a.m.

V. W. DERRINGTON, LTD.
159, 161 & 200 LONDON ROAD
KINGSTON-ON-THAMES
Tel.: KIN 5621/2

M.G. OWNERS

Have your car repaired
and serviced at a reason-
able price by competent
people.

Competition tuning and
1500 c.c. conversion to
TC & TDs a speciality

SERVICE AND SPARES

Ring

TULSE HILL 3427

★

LIONEL LEONARD

4 MORRISH ROAD,

LONDON, S.W.2

Classified Advertisements—continued

SPARES & ACCESSORIES—continued

REV. COUNTERS.—0-1,000 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.—Beverly Motors, Alric Avenue, New Malden. MALden 4403.

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.

TYRES

TYRES and Tubes (used), all 13 ins., 14 ins., 15 ins., 16 ins., 17 ins., 18 ins., 19 ins., 20 ins., 21 ins.; also beaded and obsolete types.—Cook, 589 Stapleton Road, Eastville, Bristol.

WHEELS

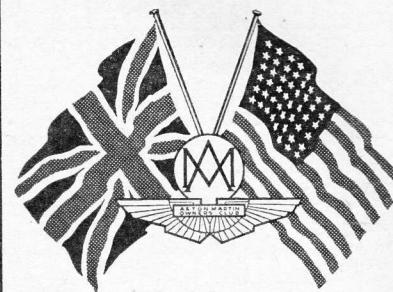
WHEELS (used), all sizes for cars, trailers and caravans.—Cook, 589 Stapleton Road, Eastville, Bristol.

WANTED

HISPANO-SUIZA 6 or 12 cylinder, Bentley 4½ 6 or 8 litre, Alfa Romeo, Delage, etc. Must be first-class order and attractive-type coachwork.—Full details to Johnson and Brown, Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

MAYFAIR GARAGES LTD.—Cash for Flats.—Balderton Street, W.1. MAYfair 3104.

RON MCKENZIE, 961 Chester Road, Stratford, Nr. Manchester, requires sports cars, and offers a selection of new and used motor-cycles. Open to 8 p.m., Sun. 5 p.m. Telephone: Longford 2100.



MONDAY, JULY 6th
LAST DAY FOR ENTRIES

in

**U.S.A.F.
TROPHY
MEETING
SNETTERTON**

Saturday, July 25

Peter Doyle,
Secretary of the Meeting,
A.M.O.C., Downs Farm,
Cannon Lane, Pinner, Middx.

Late fee £1 for entries up to
WEDNESDAY, JULY 8th

Anney Success—continued

section 3, whilst No. 8, a similar hill, kept all but Cuth Harrison, "Doc" Lilley, Norman Coates and H. Sinclair-Sweeney below section 2.

Hill No. 9 was also difficult due to its steepness and the mass of spectators, nobody getting above section 3. As a change No. 10 was climbed by everybody except Donald Ackernley (Dellow), who managed five of the six sections.

The second lap of the course was now undertaken, leaving out hill No. 6. Both Cuth Harrison and Maurice Wilde failed surprisingly at the bottom of hill No. 1 and scored no marks. Eight competitors put their front wheel past the "section ends" card on section 2 and it took all Nina Imhof's and my efforts to restrain the enthusiastic spectators from pushing the competitors over the top.

All the other hills in the second lap were much the same as in the first lap, although "Doc" Lilley surprisingly failed hills 8 and 9 in the first section, it later transpiring that his clutch was not very happy. The same could be said of that of John Deeley, whose motor-cycle engine, still unsilenced, made a colossal noise until he finally retired.

At the end of the trial occurred a repeat of the driving test, in which Cuth Harrison made the best time, 35.4 secs., followed by a triple tie for second place between Edward Harrison, Michael Lawson and B. J. Bodenham, with 37.2 secs. H. Sinclair-Sweeney put up a very good time, but unfortunately overshot the finishing line, which spoilt his test for him, but he still emerged as best performer in the trial, winning the Coupe du Comité des Fêtes.

A charming party took place later at the Casino where Marcel Becquart insisted that each driver bring his passenger to receive the prize and, provided the passenger was female, exercised the French privilege of a kiss on both cheeks. Before the evening was over we were already discussing next year's French Sporting Trial, and both the A.C. du Mont-Blanc and the town of Anney have said with much feeling that they look forward to this annual event, which looks like becoming a classic in its own right, and one which competitors will not want to miss.

Results

Best Performance (Coupe du Comité des Fêtes): H. Sinclair-Sweeney (Vicki Spl.), 79 marks.

2 (Coupe de la Ville d'Anney): M. H. Lawson (Lotus), 77. Also best performance driving a car complying with the 1949 formula.

3 (Coupe de la Commission Sportive de l'A.C. du Mont-Blanc): N. H. Coates (N.H.C. Spl.), 75.

4 (Coupe de Marcel Becquart): Edward Harrison (Harford IV), 74.

5 (Coupe de l'A.C. du Mont-Blanc): E. J. Chandler (Chandler Spl.), 72.

6, T. C. Harrison (Harford III), 69. 7, D. G. Flather (Keystone II), 69. 8, M. Wilde (Ford Spl.), 67. 9, H. Illingworth (C.I. Spl.), 67. 10, B. J. Bodenham (Dellow), 65.

Best Performance in Special Tests (Coupe de la Commission Sportive de l'A.C. du Mont-Blanc): T. C. Harrison (Harford III), 71.5 secs.

Team Award (Coupe Etienne Brachon and Coupe du Comité des Fêtes): T. C. Harrison (Harford III), E. Harrison (Harford IV) and Maurice Wilde (Ford Spl.), 210.

* * *

PRESCOTT INTER-CLUB MEETING

BOTH sports and racing cars will take part in the Bugatti O.C.'s Inter-Club Hill-climb at Prescott on 12th July, starting at 10.30 a.m. This is the only event of its type in the calendar, in

which teams representing no less than 27 motoring clubs will compete against each other. The clubs participating are the South of Scotland C.C., South Wales A.C., Sporting O.D.C., Bristol M.C. & L.C.C., Walsall and D.M.C., Hants & Berks M.C., Mid-Cheshire M.C., Aston Martin O.C., Nottingham S.C.C., Hagley and D.M.C., M.G.C.C., North Staffs M.C., Bugatti O.C., Worcester M.C., Cambridge 50 C.C., Chester M.C., London M.C., Lancs & Ches C.C., Surrey S.C.C., Scottish S.C.C., Shenstone and D.M.C., Liverpool M.C., Northampton and D.M.C., Vintage S.C.C., and Sunbac.

* * *

CORNISH SPORTING WEEK-END

TWO motoring events will take place in the Cornish Riviera during August Bank Holiday week-end. They are the race meeting at Davidstow, with F3 and sports car events, on 1st August, and the West Cornwall M.C.'s hill-climb at Trengwainton on 3rd August. Enquiries regarding the race meeting should be addressed to J. W. Limmer, Little Meadows, Toldish, St. Columb, Cornwall.

* * *

SHEFFIELD AND HALLAMSHIRE TEAM RALLY

RESULTS of the Sheffield and Hallamshire M.C.'s Team Rally, on 21st June, are: 1, North Midland M.C. (1,036.3 marks lost); 2, Lancs and Ches C.C. (1,123.6); 3, B.A.R.C. (1,125.3); 4, Sheffield and Hallamshire M.C. (1,153.9); 5, Bolton-le-Moors C.C. (1,234.7). The North Midland club also won the Open, Closed and Specials classes.



SERVICE

SILVERSTONE
M.G. CAR CLUB
Race Meeting
July 4 • 12 noon



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

Frazer-Nash and BMW Specialists

Knowing these Models from A to Z, as we do, it is far easier for us to produce the results you require, cheaper and more speedily than can the average tuning shop. We invite your enquiries

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		Prices	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	4 . 9	
326	Bosch Regulators	£2 . 5 . 0	45
	Bosch Starter Pinions	£1 . 10 . 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

TEL. NEW CROSS 1092

BULLANCO.66 QUEEN'S RD S.E.15

ALUMINIUM

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

S.A.E. FOR LIST

ANY SIZES CUT OR FOLDED

SOLELY M.G. CARS **M.G. RETAIL DEALER** 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

BASIL ROY LTD

Established 30 years

Morgan Distributors • Service and Spare Part Specialists

NEW Plus Four Two-Seater • Chassis
Four-Seater and Coupe • For immediate delivery

FULL LENGTH rear bumpers for Plus Four £6 ls. Od.

1952 Morgan Plus Four Coupe - 4,000 miles

1951 Morgan Plus Four Two-Seater 10,000 miles

SHOWROOM : 161 GREAT PORTLAND ST., W.1

PHONE : LAN 7733

SERVICE : 17-18 WIGMORE PLACE, W.1

"Ferodo brake linings
give me the
efficiency I must have"

SAYS JOHN COOPER

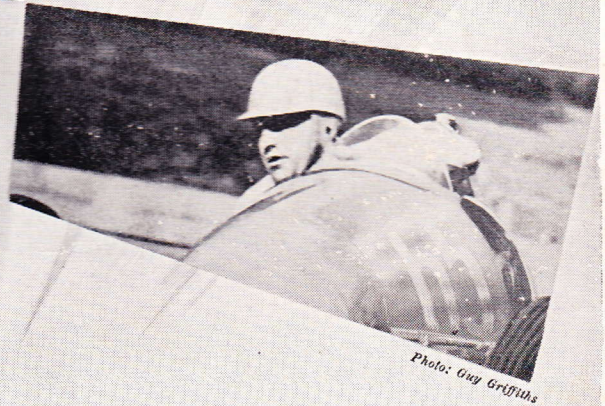
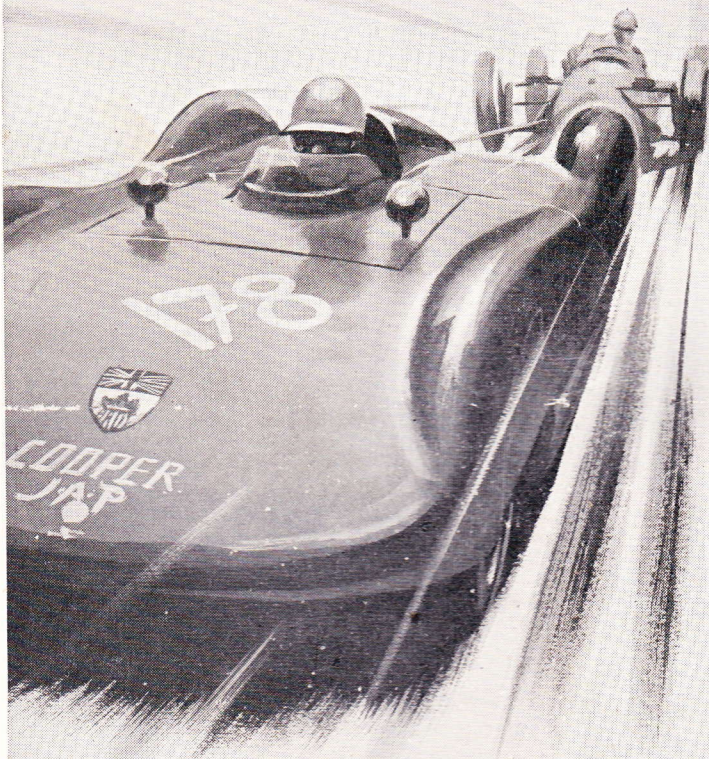


Photo: Guy Griffiths



Who better to ask about brakes than John Cooper—co-designer with his father of the famous Cooper cars, holder of the International Class J (350 c.c.) records, Formula Three winner of the 1951 Monza Grand Prix, the '52 Rouen G.P. and winner at the Glenzlandring International meeting at 102.66 m.p.h.?

He'll tell you quite frankly that unless the driver knows his brakes are going to behave the way they should, he instinctively holds something back. That's why I am most particular about Ferodo Anti-Fade Linings being fitted to my cars; it is absolutely essential for a racing driver to have complete confidence in the ability of brake linings to remain efficient, no matter how hard they have to work".

What John Cooper proves on the racing circuit, Ferodo research and testing engineers know from their painstaking investigations—that Ferodo are undoubtedly the safest, toughest, most efficient brake linings there are!

JOHN COOPER RECOMMENDS

FERODO

ANTI-FADE BRAKE LININGS

FERODO LIMITED · CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organisation