

Vol. 6 No. 13

AUTOSPORT

MARCH 27, 1953

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EVERY FRIDAY

Vol. 6 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY



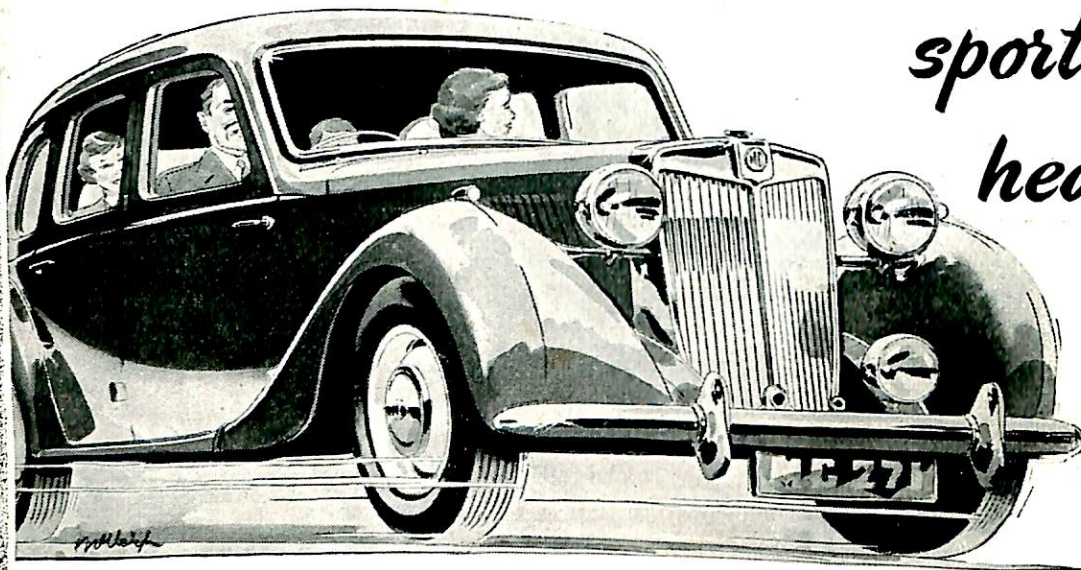
IN THIS ISSUE

START OF THE R.A.C. RALLY : RACING AT GOODWOOD : SENSATION AT SYRACUSE

SOME MOTORING NOMENCLATURE : MISCHIEVOUS MINOR : THE NEW KIEFT SPORTS CAR

JOHN BOLSTER • WILSON McCOMB • BARCLAY INGLIS • HOLLAND BIRKETT

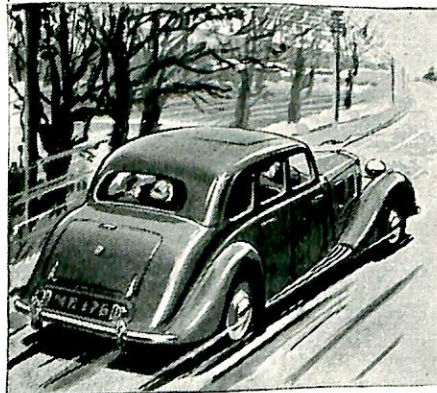
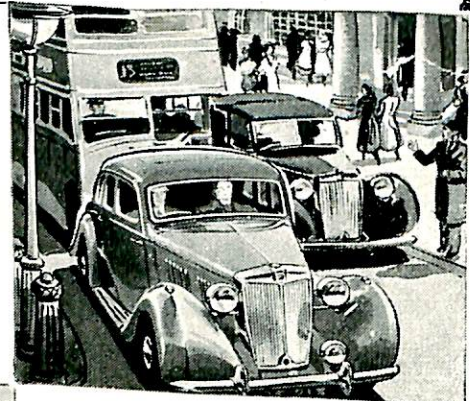
The family car with a sporting heart



THE ONE AND A QUARTER LITRE SALOON

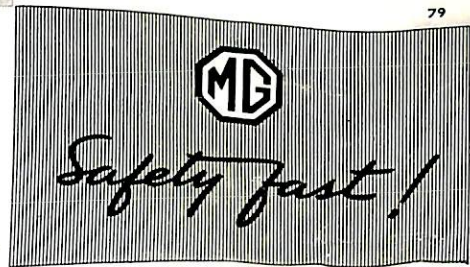


For fathers who've retained their youthful craving for sports motoring, MG have made the 1 1/4 Litre Saloon. This is a handsome and smooth-mannered car in town, and a real devil for speed in the open. Mrs. Sportsman plus three children can sit and stare as the world sweeps by at a comfortable 60 m.p.h. or a masterly 75. This performance (with power in reserve) is one of the advantages of having a 1,250 c.c. MG sports engine in a compact saloon body!



- Features include . . .
- Wish-bone type independent front wheel suspension
 - Piston-type hydraulic dampers
 - Powerful hydraulic brakes
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 6 No. 13 March 27, 1953

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NOTICES

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EDITORIAL

THE European Grand Prix season opened dramatically last Sunday at Syracuse. That all four officially entered Ferraris failed to finish the course must come as a distinct shock to the Maranello stable, whose fine 2-litre 4-cylinder cars occupied the leading positions in race after race last season with monotonous regularity. No one would seek to exult over this setback to a marque which goes about motor racing in so professional and admirable a style; and they will doubtless remedy the mechanical faults encountered in Sicily with all despatch.

Their failure in this instance, however, will come as a tonic and an encouragement to other Formula 2 exponents with cars of lesser pace, but who keep steadily plodding along in one G.P. after another, with only a place well down in the lists as likely reward. The uncertainty of motor racing is one of its most exciting features and history shows that one-make monopoly seldom goes wholly uninterrupted. The Cooper drivers at Syracuse are to be congratulated on outlasting the faster opposition in the 270-odd-mile race and gaining their reward in occupying third, fourth and fifth places.

* * *

THE ever-increasing number of events listed in the British National Calendar of recent years may be hailed as a sign of the growing interest in our sport, and the task of fitting in so many fixtures without undue clashing is one which no one will envy the R.A.C. One type of event which has attained a remarkable level of popularity is the road rally, as a glance at the 1953 calendar will reveal; indeed, so many rallies are staged nowadays that a certain amount of inconvenience to the public unavoidably exists, despite the helpful effect of certain restrictive measures imposed by the R.A.C. last year. This is a danger which organizers must always bear in mind, and AUTOSPORT applauds, as a step in the right direction, Godfrey Imhof's decision to dispense with competition number plates for the London M.C.'s "Little Rally".

Another danger which exists is that entry lists will inevitably decline both in quality and quantity, if the number of road rallies continues to grow unchecked. We suggest, therefore, that clubs should co-operate to a greater extent, not only in planning the dates for their events, but by joining forces in their organization. This would reduce the strain on the already overcrowded calendar, on the available manpower, and on the patience of the public. One body, the Eight Clubs, have already achieved this object and successfully applied it to their Eastbourne Rally, and we believe that the R.A.C. would welcome further efforts in the joint promotion of such events.

OUR COVER PICTURE

SILVER AND WHITE: A fine photograph featuring Giovanni Bracco's Porsche saloon passing through a snow-covered landscape during the recent International Sestriere Rally in Italy.

PIT & PADDOCK

FRENCH sources report that Robert Manzon, No. 1 Gordini driver, is to retire from motor racing for family reasons. He will, however, compete with a Lancia in Rally-type events.

THE Swiss driver Rudolph Fischer, is another who is reported to be giving up motor racing, reasons in his case being financial.

GRAHAM WHITEHEAD is not a member of the Ecurie Atlantic, as we stated in a recent issue. Drivers so far named in this newly formed stable are Peter Whitehead and Tom Cole, both of whom drove at Syracuse on Sunday.

ROY CLARKSON is contemplating an entry in the Adriatic Rally in Yugoslavia from 30th April to 3rd May, and seeks a co-driver. Anybody interested, please contact him at The Chase, Halstead, Essex, as soon as possible; entry closing date is 30th March.

FRENCH driver Eugène Martin has high hopes of his Jacey Formula 2, which now has a Veritas engine and a handy power-to-weight ratio giving, it is said, over 145 m.p.h.

FORMER D.B. 500 c.c. driver Antonelli has acquired an Italian Formula 3 Volpini with Gilera engine.

SCORCHED EARTH?: Burning up the ground after passing over it would seem to be the policy of R.A.C. Rally competitor G. H. Turnbull, judging by the "flame-thrower" mounted at the rear of his Vauxhall, seen at Silverstone.

S. K. JUPP was recently appointed Competitions and Advertising Manager of United Lubricants, Ltd., manufacturers of Carburol upper cylinder lubricant. Incidentally, Carburol are presenting the Glover Trophy with replicas and cash awards for the Richmond Trophy *Formule Libre* race, main event at the "International" Goodwood on Easter Monday, plus other prizes in the remaining events in the programme.

"GREY-GREEN" are again operating coaches from various points in North and East London to Goodwood on Easter Monday, the fare being 10s. 9d. Details from George Ewer and Co., Ltd., 55 Stamford Hill, London, N.16 (STA 4201) or from any coach agency.

ALTHOUGH the Marseilles Formula A2 G.P. is cancelled, the Coupe René Laroque meeting will take place on the Parc Borély circuit on 18th/19th April. Three races will be held, one for "500s", two for sports cars.



KARL KLING, most successful of the Mercedes-Benz 300SL drivers, has been engaged by Alfa Romeo to drive in European sports Car Championship events for 1953.

IT seems that Mercedes-Benz will not be the only German marque competing in Formula 1 races from 1954 onwards. Porsche are said to be building a 2½-litre unblown car.

WELL known Kentish firm of motor dealers formerly known as Richards and Brown now trade under the name of Johnson and Brown. Same service, same address —Ringers Road, Bromley, Kent.

REMINDERS to would-be entrants for the April Ibsley race meeting —entries close on 28th March. Details from R. R. Mountford, 60B West Cliff Road, Bournemouth.

3.9 FORD WITH PIPES

HHEY get a load of me
i've got skirts i m lowered
i ooze sex

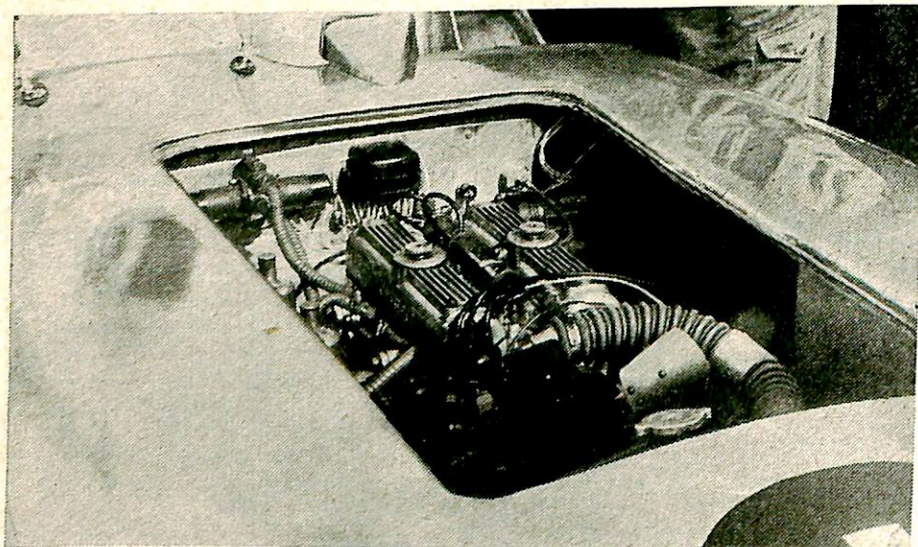
at stop lights i wait
to accelerate with
a most mellow drone
of course it's all
phony as hell
but i got that
kustom sound
i got zebra skin seat covers
but they're in the best of taste
you know

oops the light changed i must be off
lug glub broppo bwoppo topokete
brak

JOHN F. SCOTT.

(Acknowledgments to "Road & Track", U.S.A.)

AND NOW, A COOPER-LEA-FRANCIS: Latest power unit to be accommodated in a Cooper sports chassis is the 1,496 c.c., high-camshaft, short pushrod o.h.v. Lea-Francis, fitted to H. J. Goldschmidt's new car, which made its debut at Goodwood on Saturday last.



SPORTS NEWS

1953 B.T.D.A. RALLY SILVER STAR

AT a recent meeting of the B.T.D.A. Executive Committee, it was decided that the following events would be eligible for the Silver "Star" Rally Competition this year:—

R.A.C. International Rally, 23rd-28th March; Circuit of Ireland Rally, 4th-7th April; Morecambe Rally, 15th-17th May; Scottish Rally, 25th-29th May; Welsh Rally, 3rd-4th July; London Rally, 11th September; M.C.C. *Daily Express* Rally, 11th November.

The marking will be similar to last year, on the basis of two classes, Open and Closed, with 25 marks awarded to the winner, 24 to the second and so on. The single mark hitherto allowed for finishing will not be granted.

The Rally Star competition will be for production touring, and production sports cars; the vehicle need not necessarily be the same in each event, but must be the *bona fide* property of the No. 1 driver in the entry.

It will not be necessary this year for competitors to nominate beforehand the events they will take part in; the four events in which highest marks are gained will be used to adjudge total scoring. So far as the "Star" markings are concerned, "specials" running by permission of



THREE-LITRE FERRARI: The latest Farina-bodied Type 250 "Mille Miglia" Ferrari has a V12 engine giving a guaranteed bench-test figure of 240 b.h.p.

the organizing club in a "specials" class, shall be excluded from the general classification of results.

Those desiring to take part in this competition can obtain entry forms from Denis G. Flather, Hon. Sec., B.T.D.A., Standard Steel Works, Tinsley, Sheffield, 9.

* * *

TWO DIFF. TESTS FOR B.T.D.A. "STAR" TRIALS

ON Sunday, 8th March, at a meeting in Leicester, the Executive Committee of the B.T.D.A. endorsed the recommendations of the Trials Sub-Committee to the effect that: for all B.T.D.A. Gold Star events both of the following methods of checking differentials be used (1) Rollers with brake; (2) Free wheel test to be carried out at some point (not the start) during the course of the events.

It was also recommended that the list of permitted tyres be frozen until July, when any additions could be added to the list, which would then be frozen for 12 months. Thereafter the list should be revised annually in July.

RACING ON SOFT ICE

THE Swedish Effyh 500 c.c. racing cars gained a sweeping but unopposed 1-2-3-4 victory in the recent ice race meeting at Bollnäs on 8th March. Weather conditions made the surface very soft, but the four-race programme was successfully completed. Winning driver in the 500 c.c. race was Knut Eriksson, who headed T. Andersson, N. Gerremo and J. Andersson. G. Källström was 5th in a Cooper.

It was another Andersson—K. E.—who won the 1,500 c.c. sports car race in a Fiat, beating an H.R.G. and a Peugeot, whilst the over 1,500 sports class proved an Allard success for John Bengtsson. In the "specials" class E. Lundgren's rapid E.L. Special beat a Ford and a Maserati.

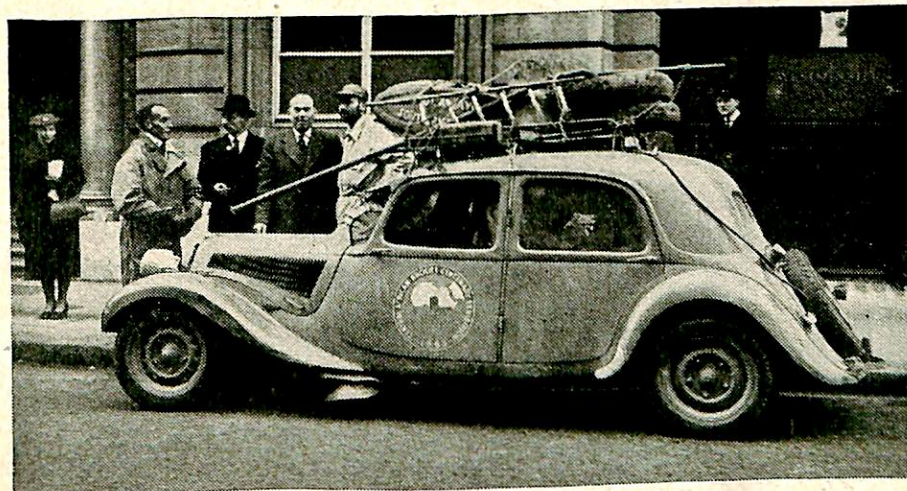
A week later another meeting was staged on Lake Flaten, and again soft ice made things difficult, so that the course had to be modified half way through the programme to avoid the most damaged spots. It had been hoped that foreign drivers would compete in this event—including Ken Wharton and Rodney Nuckey—but with weather conditions uncertain and cancellation a possibility, the organizers decided not to risk inviting competitors from abroad.

500 c.c. winner this time was yet another Andersson—Sven—in his Swebe, while K. E. Andersson (Fiat), Bengtsson (Allard) and Lundgren (E.L.) all repeated their Bollnäs wins in the other events.

HANS FRIES.

* * *

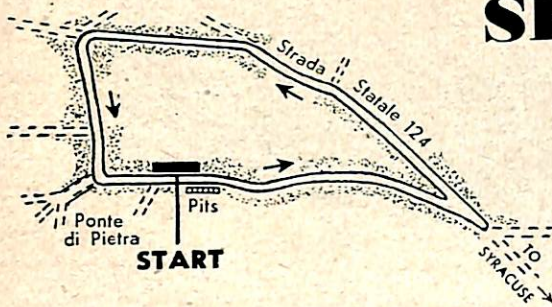
ONE-HANDED Swedish driver Svert Sundberg, who recently drove a Ferrari "Mexico" from Italy to Stockholm, was killed when he overturned the car at a recent ice race. The authorities are not too happy about his having been issued with a competition licence. Ferrari mechanics inspected the car, found it mechanically sound, and took it back to Italy.



CAPE TO LONDON IN UNDER 21 DAYS: With this Citroën 15 h.p. saloon George Taylor and his son Peter journeyed overland from South Africa to London in 20 days 16 hours, despite floods, punctures and other difficulties. Picture shows them outside the Vacuum Oil Co.'s Westminster offices after arrival.

SENSATION AT SYRACUSE

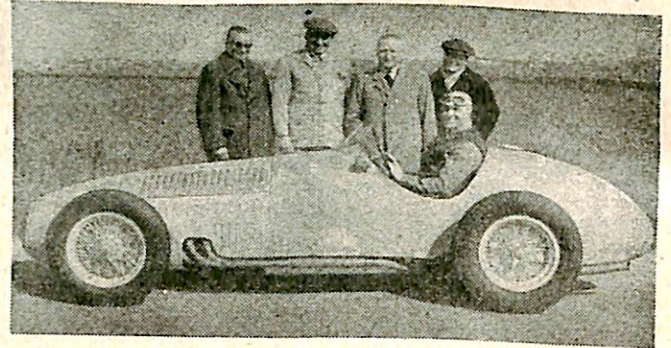
Entire Ferrari Team Retires—de Graffenried Wins in Maserati—British Coopers Third, Fourth and Fifth



ARENA: (Left) The fast 3.35-mile circuit over which last Sunday's Syracuse G.P. was run.

★

NEW OSCA (Right) Louis Chiron in the 1953 1,987 c.c. Osca "six". Amongst the group behind are the Maserati brothers, Bindo and Ernesto.



THE failure of the entire Scuderia Ferrari team brought a surprise result in last Sunday's race at Syracuse, first Continental Grand Prix of the 1953 season, when Baron de Graffenried came through with one of the newest 6-cylinder Maseratis to win at 92.4 m.p.h. from Louis Chiron in a 2-litre Osca. Where faster cars failed, the British Formula 2 Coopers, driven by Rodney Nuckey, Eric Brandon and Peter Whitehead kept going to the end of the 273-mile race, to gain third, fourth and fifth places.

From the very start the Ferrari team, consisting of Ascari, Farina, Villorosi and Hawthorn, took up the leading positions, with de Graffenried and Louis Chiron in train. For four laps the Maranello "fours" steadily drew away from the field, but then began the sensational "ten little nigger boys" process which completely shattered anticipations of the usual Ferrari victory. First Luigi Villorosi dropped out with valve trouble, then Ascari, leading Farina by a comfortable margin, came in on the 22nd round with a broken hub on one wheel. Ten tense minutes elapsed while Ferrari mechanics sweated to remove the damaged wheel, Farina taking over the lead, followed by Mike Hawthorn and de Graffenried, going well in the Maserati.

At last Ascari rejoined the race, now far behind the leaders, but his run thereafter was a short one, for the car finally gave out for good and was pushed away. Hawthorn was

thereupon flagged in, and Ascari took the car over, rejoining the race at great speed. Striving to make up time, he turned the circuit in 2 mins. 5 secs., which stood as the fastest lap of the day, but again the Italian Champion's luck was out, for he soon brought the Hawthorn car in, to retire finally from the race.

An apprehensive Ferrari pit watched their sole remaining car, Farina's, as it dashed past the pits on its 59th lap, an easy leader of the G.P.; then the thing they were dreading happened, and "Nino" emulated his team-mates by retiring one round later with mechanical trouble.

With these dramatic reverses to the predominant marque in Formula 2 racing, Baron de Graffenried, of Switzerland, found himself occupying an unexpected first place in the Maserati, with Louis Chiron in the very fine looking new Osca second, over a minute behind.

By a coincidence, Chiron was making his return to racing at Syracuse, the very same event in which, in 1952, he sustained the severe burns which put him out of action for a whole year. His second place in the final results last week must have been particularly gratifying to the popular Monegasque veteran.

De Graffenried went on to win his first G.P. victory since the British G.P. at Silverstone in 1949, 500 c.c. driver Rodney Nuckey was a grand third in a Cooper-Bristol—his first drive in a Formula 2 car—while Brandon (Cooper-Bristol) and Whitehead (Cooper-Alta) followed him in, all three six laps behind the winner when flagged in.

RESULTS

1, E. de Graffenried (Maserati), 80 laps (273.4 miles), in 2 hrs. 57 mins. 31 secs., 92.4 m.p.h.; 2, L. Chiron (Osca), 1 min. 24 secs. behind; 3, R. Nuckey (Cooper-Bristol); 4, E. Brandon (Cooper-Bristol); 5, P. N. Whitehead (Cooper-Alta).

* * *

THE MARCEL BECQUART INTERNATIONAL TROPHY

THE B.T.D.A. Committee have officially accepted a most handsome Trophy from Monsieur Marcel Becquart to be competed for annually by those taking part in certain European Rallies.

Marks will be awarded on a similar basis to the B.T.D.A. Rally Silver Star: that is 25 marks for the winner, 24 for runner-up and so on; the best three performances counting, in any of the following:—

Monte Carlo Rally, 20th January; Lyons-Charbonnières Rally, 19th March; R.A.C. International Rally, 23rd March; Rallye Soleil, 29th March; Tulip Rally, 26th April; Evian Rally, 23rd July.

Entries will be divided in open and closed cars, equal marks being allotted to each class; it will not be necessary to nominate the events. Entry forms are available from: Denis G. Flather, Hon. Secretary, B.T.D.A., Standard Steel Works, Tinsley, Sheffield, 9.



FIRST: Baron de Graffenried, who drove one of the latest Maseratis.



SECOND: Louis Chiron made a grand come-back to G.P. racing in the new Osca.



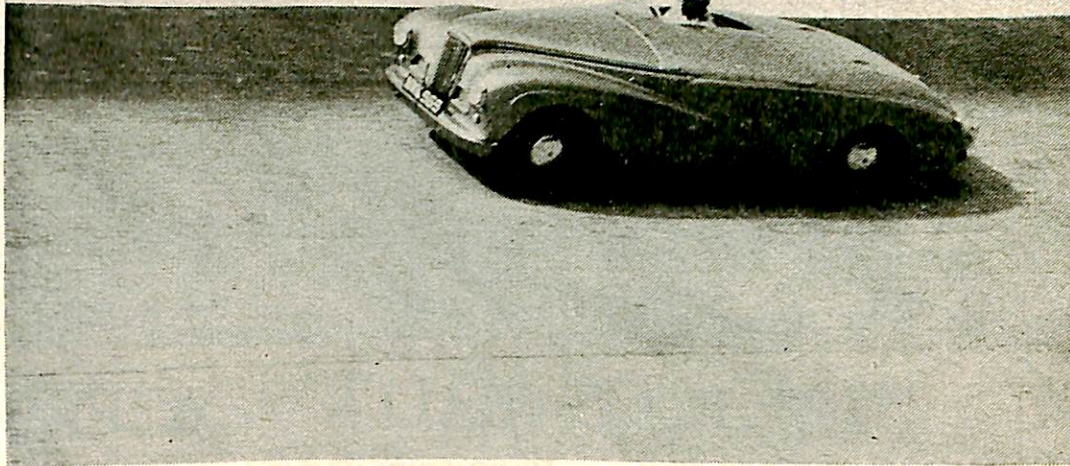
THIRD: In his first Formula 2 race—Rodney Nuckey, who drove a Cooper-Bristol.

THE NEW SUNBEAM ALPINE

Rootes Group Introduce a New Sports Car—Stirling Moss and Sheila van Damm Achieve 120 m.p.h.—Leslie Johnson does the "Hour" at 111 m.p.h.

WITH the well-proved Sunbeam-Talbot "90" engine and chassis as its basis, the Rootes Group's new open sports car, designated the Sunbeam Alpine, is a striking machine which should make a big "hit" in the thriving New World markets for which it has primarily been evolved.

The 4-cylinder 2,267 c.c. o.h.v. engine which has propelled the Sunbeam-Talbot "90" to numerous successes in Rally-type events—outstandingly, of course, in the International "Alpine" classic—is improved in performance by the raising of the compression ratio to 7.42 to 1, and by the use of enlarged inlet ports, shorter valve guides, improved carburation and a sports-type coil. Power output is 80 b.h.p. at 4,200 r.p.m., and in a car scaling 26½ cwt. unladen, 120 m.p.h. has been achieved in recent tests on the Jabbeke-Aeltre highway in Belgium. Stirling Moss was officially timed at 120.459 m.p.h., and Miss Sheila van Damm clocked 120.135 over the flying kilometre and 119.402 over the flying mile, this, incidentally, being the first occasion on which a woman driver has been officially timed at 120 m.p.h. in a production sports car.



PROVING ITS PACE: Leslie Johnson takes the Sunbeam high on the banking at Montlhéry, where he covered 111.20 miles in one hour from a flying start.

Further proof of the Alpine's considerable performance is afforded by Leslie Johnson's run at Montlhéry, when he covered 111.20 miles in the hour. On the same course, the *piste de vitesse*, Stirling Moss twice achieved laps at 116 m.p.h.

The chassis of the Sunbeam Alpine, while basically "90", has deeper side-members and an additional steel cross-member, giving improved front end rigidity. Steering gear ratio (17.5 to 1) is higher than on the saloon, and there is a choice of two rear axle ratios. A special close-ratio gearbox is fitted.

The strikingly clean open bodywork provides excellent weather protection, with a close-fitting folding head and sturdy transparent plastic side screens which slide horizontally. The hood and screen can be readily detached, and the latter replaced by racing-type screens for competition work.

A wide range of extra equipment to improve comfort and performance is available, including revolution counter, cockpit cover, fuel tank filter, racing screen, etc. The car will be produced in two forms, Standard and Super-tuned, whilst super-tuning kits will also be marketed for those desiring to carry out their own competition "mods."

Inevitably, priority of production is for the dollar markets in the United States, Canada and the Caribbean areas, and this attractive new model is unlikely to be available in the home market for a considerable time. Its announcement by the Rootes Group coincided with the presentation to Sunbeam-Talbot by the R.A.C. of the Dewar Trophy, awarded for the marque's performance in the Alpine Rally.

Technical Details:

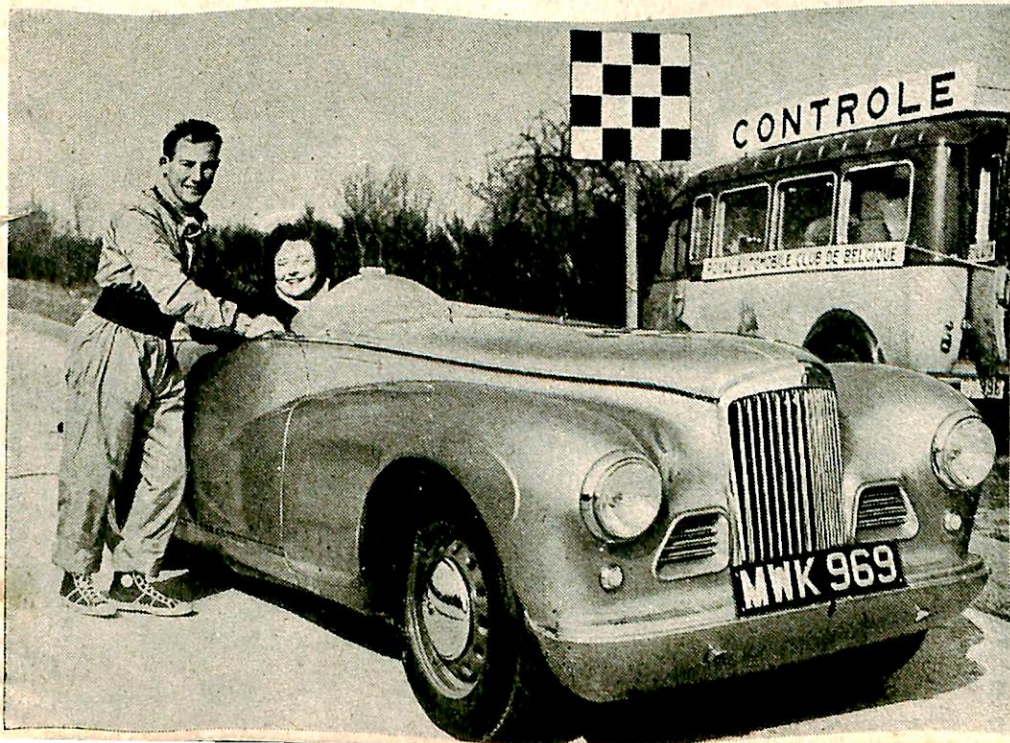
Engine: 4 cylinders, 81 mm. x 110 mm., 2,267 c.c. pushrod o.h.v.; three-bearing crankshaft.

Transmission: 4-speed gearbox; ratios: 11.04, 8.54, 5.19 and 3.9 to 1. Dry single plate clutch; hypoid bevel final drive. Rear axle ratios: 3.9 or 4.22 to 1.

Suspension: Front, helical springs and wishbones; rear, semi-elliptic.

Dimensions: Wheelbase, 8 ft. 1½ in., track (front) 3 ft. 11½ ins. (rear) 4 ft. 2½ ins.; overall length, 14 ft. 0¼ in.; height (hood erect) 4 ft. 8 ins.; width, 5 ft. 5 ins. Ground clearance, 6 ins. Unladen weight: 26½ cwt.; laden weight (driver, passenger and 150 lbs. of luggage), 30½ cwt. Tyres, 5.50 x 16 ins.

TWO MILES PER MINUTE: Sheila van Damm about to set off on her 120.135 m.p.h. run through the flying kilometre. Stirling Moss (left) achieved 120.459 over the same distance on the Jabbeke-Aeltre highway in Belgium.



ELAN: J. A. Sewart's Bentley saloon consumes rubber as it slews sideways while approaching the finish of the acceleration-braking test at Silverstone.

Lea-Francis (and this despite stentorian pleas of "Stop"! from the quite considerable crowd of spectators). J. H. Ray (Morgan) reacted to a similar appeal, only just in time. Others came in too fast or left their braking too late. N. J. Griffith and Sheila van Damm (Sunbeam-Talbot) were amongst those who judged it perfectly, but D. Barker, similarly mounted, fairly shot over the line, A. Lewis (Jowett) and L. S. Stross (Bristol) following his example. Harry Sutcliffe (Frazer-Nash) looked very fast into the braking area, but stopped in

THE R.A.C. RALLY — A PROMISING START

**Imhof Fastest at Silverstone—Peter Morgan and J. Neilson
Outstanding at Castle Combe—Prescott Fascinating in the Dark**

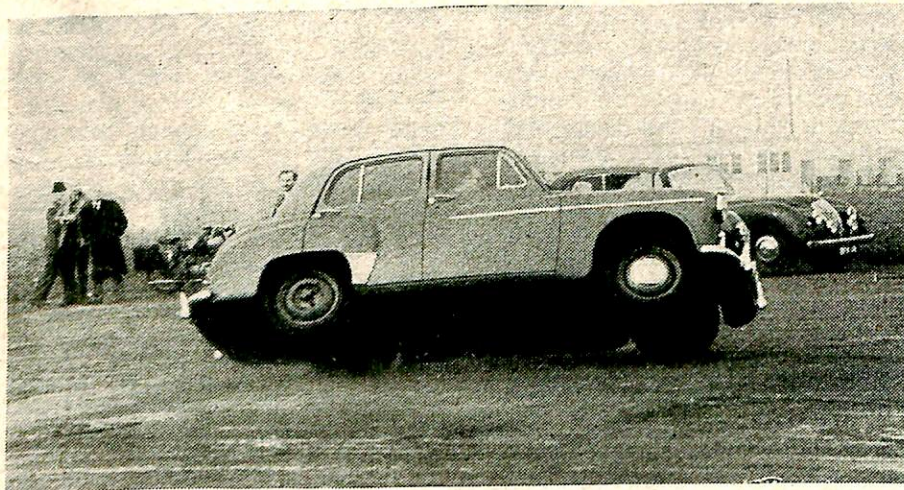
MONDAY saw the start of this year's R.A.C. International Rally of Great Britain, in weather which was quite perfect from the competitors' (if not the organizers') standpoint. Early morning fog, never sufficiently dense to constitute a serious hazard, cleared during the morning and there was some real warmth in the sun. With the same conditions forecast as likely to prevail for some days, it seemed possible that the difficulties which might beset drivers on the 1,600-mile route would not be principally of the climatic type.

Scrutinizing at both starting-points, Blackpool and Hastings, was completed

mile sprint from a standing-start—but with this sting in the tail: that they must pull up and stop before crossing a Foul Line 60 yards past the finish. There were some lively moments, dating from the very first run, in which Sam Gilbey's Jaguar performed prodigious feats of stopping. One or two drivers who should have known better made the mistake of slowing to a crawl but driving off without actually coming to rest—a fault subject to very heavy penalty. Amongst those who appeared to fall into this trap were D. Barker (Sunbeam-Talbot), Mrs. Nancy Mitchell (most surprisingly), and J. C. Wallwork in his

time. Marion Walker's Sunbeam-Talbot demonstrated straight-line braking, as did M. P. O'Flaherty's Volkswagen and J. Ashworth's Triumph.

Some of the experts had quite a time, Ian Appleyard came deep into the braking area with all wheels locked and had to slide the XK by means of handbrake and steering wheel to avoid travelling too far, while Pat looked disapproving: a few runs later Marcel Becquart did much the same with his Jowett, save that the nearside wheels lifted high and the car stopped very near an oil drum. J. A. Sewart's Bentley did a little experimental braking before the finish, but slid sideways with much burning rubber when the pedal was really used: Mike Couper, the official in charge, gave him a courtly bow, a wave of the hand and an unctuous "This way, sir". Don Bennett's XK came in very fast, stopping just before the line. Dr. Hardman had 20 yards in hand, and at first seemed to be driving solo: but Mollie had submerged in the passenger's seat, presumably to reduce wind-resistance in the Dellow. Goff Imhof arrived immensely fast, beginning to brake long before the finish, and stopped neatly in what proved to be by

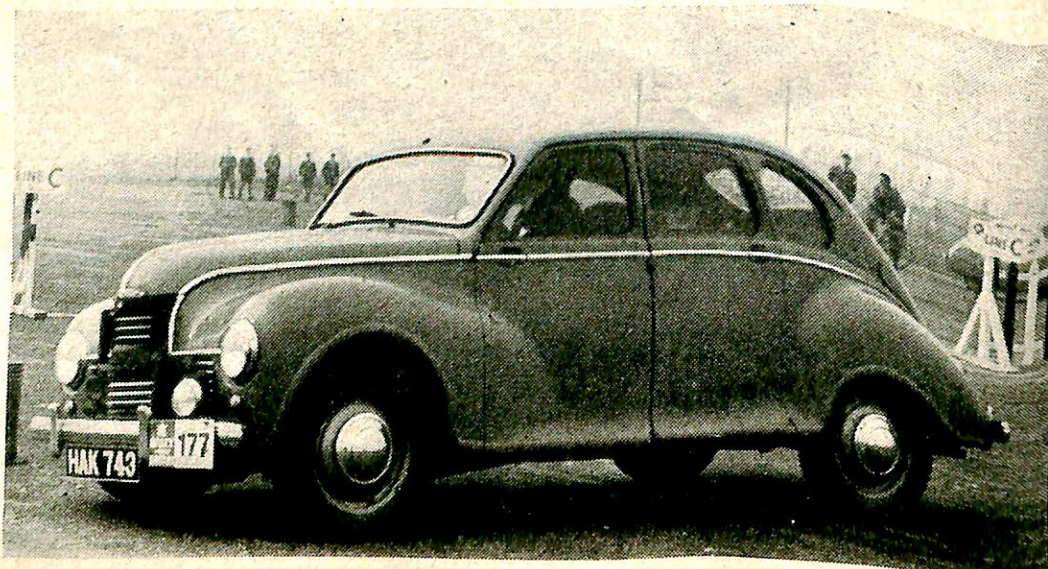


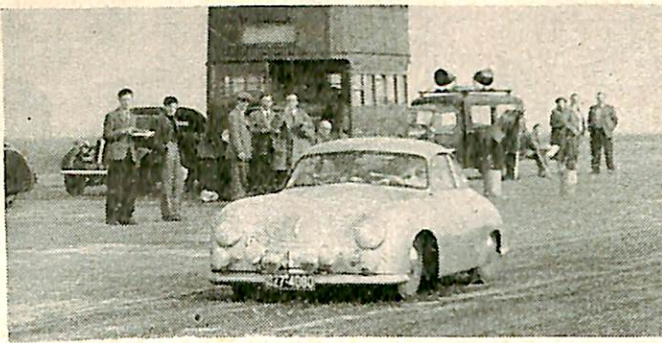
SPRING IN THE AIR: (Left) The Hillman Minx of Dr. Platt rears high on its nearside wheels as he tries to avoid the foul line.

CONTINENTAL: Marcel Becquart of Annecy slides his Javelin saloon askew to miss the unwanted line.

last Sunday, and Monday morning saw the start of the Rally proper, when 195 of the 204 entrants came under starter's orders, and set off on the first leg to Silverstone. This proved a reasonably uneventful run for most, and only two cars clocked in there late: R. P. Faure (Nash-Healey), handicapped, no doubt, by his slender knowledge of English, was three minutes behind time; and A. Lewis (Jowett) darted up to the Control one single minute adrift.

On the track competitors were directed round to Becketts, whence they were dispatched down the main straight of the club circuit towards Woodcote in a half-





TWO MORE FROM ABROAD: (Left) From Germany to compete in Britain's International Rally came Prinz F. K. von Preussen with a Porsche. (Right) French lady driver Mme. François Sigrand with her 750 c.c. Renault at Silverstone—and obviously braking hard.

far the fastest run of all: his time of 26.60 secs. is the equivalent of 67.67 m.p.h., which, for a standing half-mile with a limited stopping area at the end of it, is pretty notable. Best of the women was Mrs. Lorna Snow (Jaguar) with 30.82, while Anne Newton (Jaguar) was close behind with 31.58. Sheila van Damm clocked 35.80 secs., and Marcel Becquart 35.55; excellent times for these smaller cars. The following are a few of the better (provisional) times:—

		Secs.
A. G. Imhof	Allard	26.60
W. C. N. Grant Norton	Jaguar	28.60
J. C. Broadhead	Jaguar	28.64
C. M. B. Kite	Jaguar	28.68
H. Sutcliffe	Frazer-Nash	28.83
E. I. Appleyard	Jaguar	29.14
D. C. T. Bennett	Jaguar	29.40
J. C. Wallwork	Lea-Francis	29.42
S. H. Wood	Jaguar	29.96
L. Wood	Jaguar	30.00

Following a half-hour break for refreshments, the Rally moved off southwards to Ringwood, then swinging north and west to Castle Combe, where a repetition of last year's Night Driving Test was held: off on the green light into a bay on the left; reverse out and into a similar parallel bay; out forwards and left to a flying finish. Only two of the field failed to appear—Mrs. Lorna Snow, whose defection was still unexplained by midnight; and A. Slater (Jaguar) who was rumoured to have crashed, but without injury.

Again much of interest took place. The experienced W. D. Steel (Morgan) seemed somehow to become confused, and entered the bays in the wrong order. Sam Gilbey shot out of the second bay and crossed the finishing line (or an extension of it) on the grass. J. D. Leavesley (Hillman) got through the first part of the test neatly and quickly, but then had the cruel luck to have the transmission break, and was pushed off. "Pathfinder" Bennett was again fast and tidy, and R. G. Parker's handling of his massive Chrysler was a joy to behold. Sheila van Damm was one of those who did not bother with a reversing light—some cars were lit up like a fairground—and her run was both precise and rapid. "Doc" Hardman seemed particularly fast, and it was obvious that Peter Morgan (Morgan) and J. Neilson (Frazer-Nash) were outstanding. Imhof leapt off the line but appeared to make for the wrong side of the pylon marking the first bay; he braked hard, got things sorted out and

hurled the Allard through the remainder of the test; but this one brief lapse put his time up to 27.2 secs. Here are some of the provisional times:—

		Secs.
P. H. G. Morgan	Morgan	21.2
J. Neilson	Frazer-Nash	21.2
G. M. White	Morgan	21.4
C. R. Hardman	Dellow	21.6
J. C. Broadhead	Jaguar	22.6
B. M. Fursden	Renault	22.8
K. E. Bancroft	Morgan	22.8
W. A. G. Goodall	Morgan	23.0
E. I. Appleyard	Jaguar	23.0
J. C. Smith	Allard	23.2
T. G. Cunane	Jowett	23.6
M. R. G. Mostyn	Frazer-Nash	23.8

A run of an hour and a half then took competitors to Prescott for a night climb of part of the famous hill. Starting just before the bridge drivers tackled Orchard Corner, Pardon Hairpin and the Esses, the finishing line being shortly before the Semi-Circle. And an enchanting scene it was—a waxing half-moon, and the glitter of car lights in the Paddock and on the hill, hurricane lamps to mark the corners—Prescott in a new and captivating guise. Once more there was plenty of incident. Numerous drivers discovered suddenly that the road didn't go quite where they thought; banks were clouted and turf removed. A few ran out of the road on Pardon, but without serious trouble. "Skelly" Ginn (Jowett) gave an impersonation of a man having a crisis by blowing his horn on Orchard and

opening a door, as though about to bale out, on the Hairpin: but the door slammed, the crisis was surmounted and the run continued. More spectacular, though fortunately without serious consequence, was Broadhead in the Jaguar, who left the road on the Semi-Circle by the once-famous "Allard Gap". Another delay was occasioned by W. S. Underwood's Jaguar, which also had to be dragged back on to the approved route. A lighter touch was provided by Prinz F. K. von Preussen, whose Porsche proclaimed, by means of a winking direction indicator, a permanent desire to turn left throughout his run: but the driver sternly restrained it.

Times were naturally not yet available when the last competitor set off for Haverfordwest and thence via Machynlleth to Llandrindod Wells where breakfast and a further test lay in store. Results will be summarized next week.

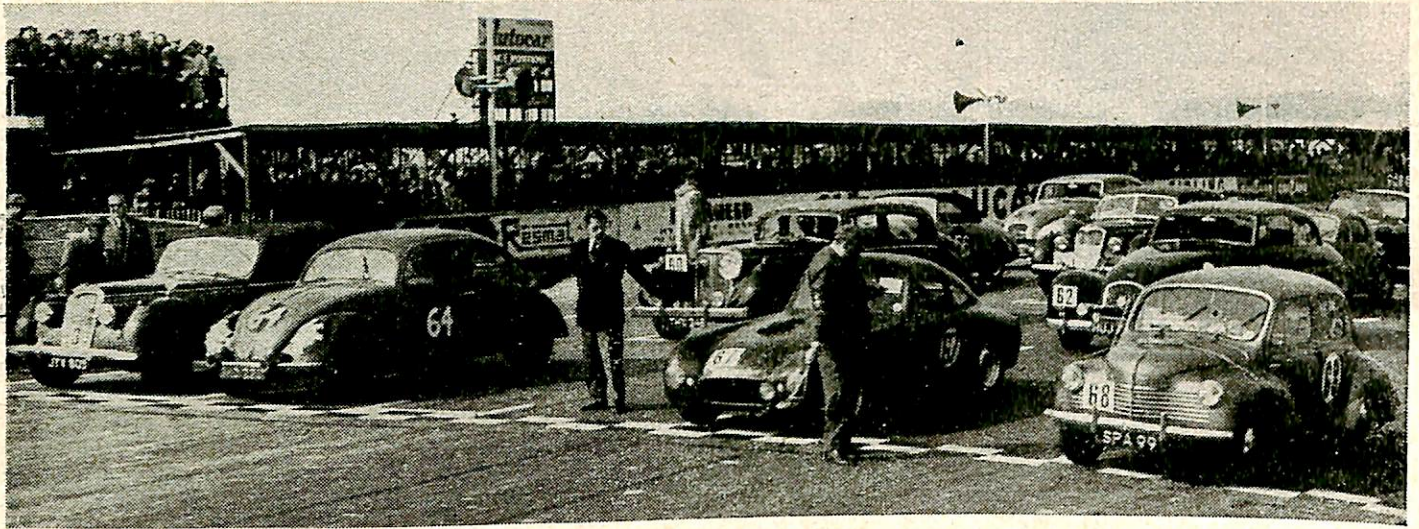
All this week the Rally has been on, last night the survivors reaching Hastings for a welcome spell in bed. This morning, from half-past ten, the scene shifts to the Goodwood Circuit for another high speed test. Tomorrow, from 9.30 a.m., the final tests—one at St. Leonards, the second on Hastings Promenade—will reveal the winners, and the White Rock Pavilion at Hastings will see the Rally Prize Distribution and Ball in the evening.

A full report of the Rally will appear in next week's AUTOSPORT.

BARCLAY INGLIS.

PRESCOTT NOCTURNE: C. W. Cheeseman's 1½-litre M.G. saloon corners in the dark at Pardon hairpin.





FIRST RACE OF THE SEASON: Line-up for Race I at Goodwood on 21st March, featuring a Riley and a Volkswagen, D. G. E. Collins's 1,100 c.c. Fiat and a 750 c.c. Renault.

SPRING COMES TO GOODWOOD

Spirited Racing and Excellent Weather at B.A.R.C. Members' Meeting

NO brighter augury for the 1953 British racing season could have been desired than the B.A.R.C.'s closed race meeting at Goodwood on Saturday last, 21st March. A pleasant morning, with mist around the edges, developed into a glorious spring day, and with a good entry list, packed with interesting sports cars, and a remarkably large crowd, more could not have been asked.

Nine events were run off with that creditable punctuality for which the B.A.R.C. is renowned, and some very keen racing was to be witnessed. Amongst the cars were many old friends, some in new hands, as, for example, the now almost veteran 1936 sports Darracq, ex-Lace, ex-

Connell, ex-Johnson, ex-Gale, but now driven by J. Goodhew; and that remarkable 1½-litre T.T. Riley with which Mike Hawthorn rose to fame in 1951. Its new owners, the Cornhill Racing Team, comprising Donald Beauman and R. Riseley-Pritchard, carried on the good work by scoring a "double" last Saturday.

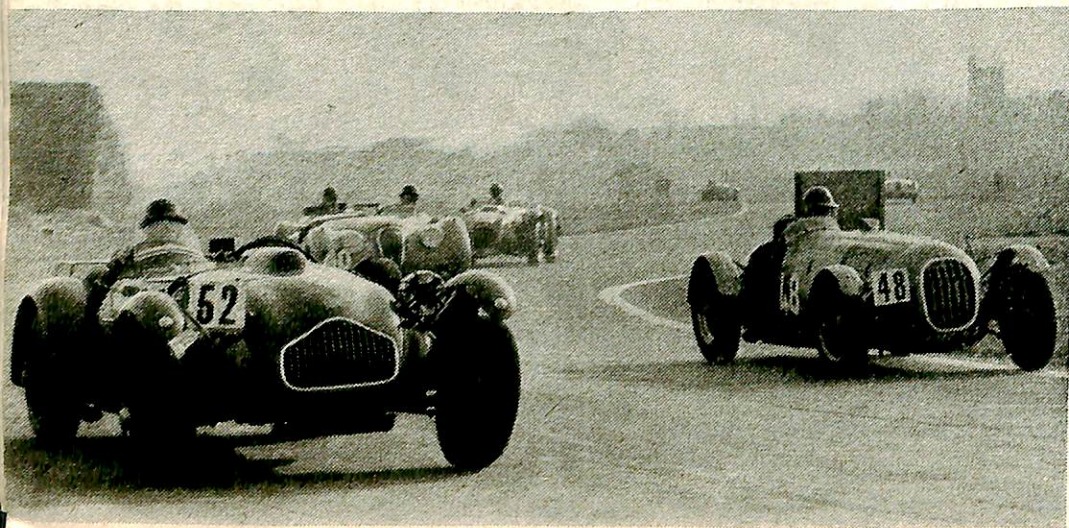
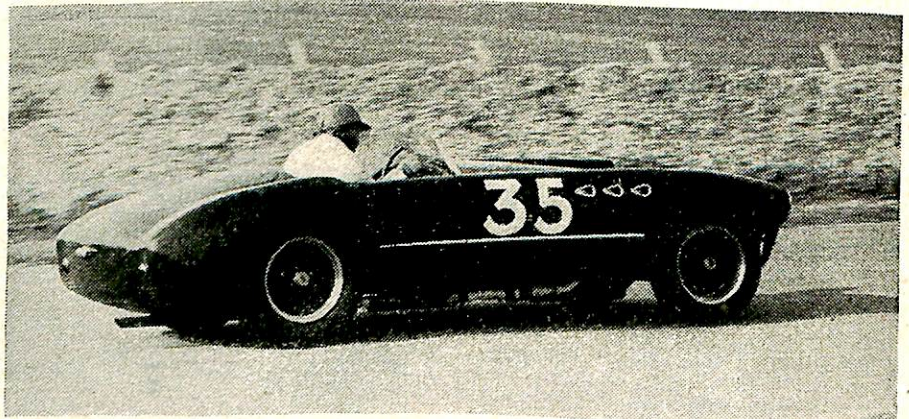
Then a Mark II Le Mans Replica Frazer-Nash, believed to be the one raced so successfully by Ken Whar-

ton last year, appeared with H. A. Mitchell at the wheel—and very fast did this driver prove, winning both a handicap and a scratch race, and consolidating things by setting up fastest lap of the day at 82.76 m.p.n.

The new 2-litre sports Cooper-Bristol of the Equipe Anglaise was widely admired for its superb lines and beautiful finish, and Alan Brown demonstrated that this handsome newcomer to the ranks of

SVELTE: The Equipe Anglaise 2-litre Cooper-Bristol went well in Alan Brown's hands on its first competitive outing.

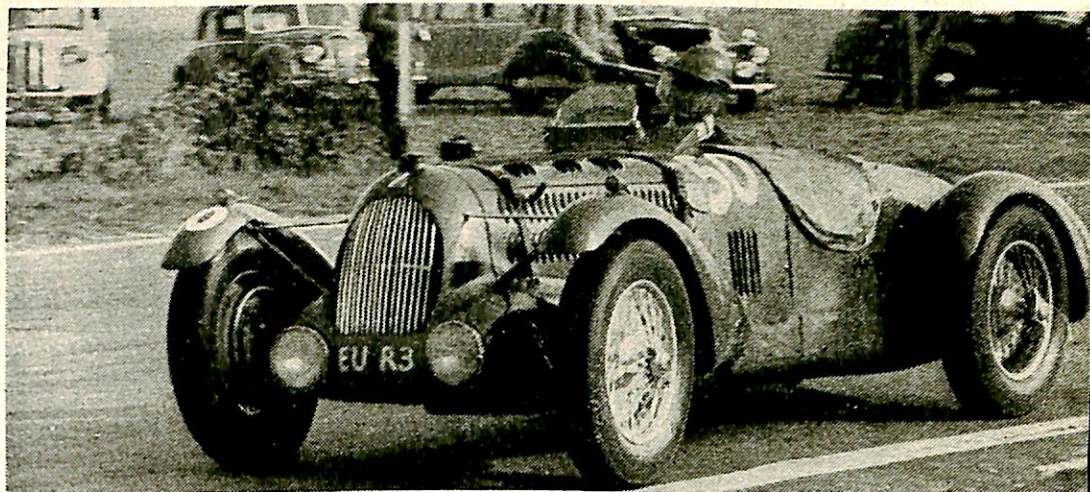
ST. MARY'S: (Below) R. A. Page (Allard) and Oscar Moore (H.W.M.)—both race winners—lead a bunch of cars through Goodwood's only left-hand bend.



sports cars possesses pace as well. In the second five-lap scratch race of the day, he leapt into the lead from the start, staving off the spirited attack by H. A. Mitchell's Frazer-Nash, until, on the final lap, his throttle apparently stuck and the Nash swept past to win a very exciting race by a fifth of a second.

Another interesting newcomer was H. J. Goldschmidt's Cooper-Lea-Francis, with bodywork in the

NEW OWNER: The grand old 4-litre Darracq, veteran of British racing since pre-war days, seen at St. Mary's Corner, driven by J. Goodhew.



customary modern style, even if the holes for the wheels seemed a little too square to suit some folk. The car sounded very healthy and ran well, and should prove a stern contender for 1½-litre honours as development continues.

Although it could still do with more b.h.p., R. G. Shattock's beautifully built R.G.S.-Atalanta seemed to have gained a few knots since last year, while its roadholding was as leech-like as ever. Cliff Davis's new Tojeiro was a lamented absentee, but the familiar Cooper-Bristol was there, scoring a "second" and a "fourth". Another sports car stalwart, the H.W.M.-Jaguar of Oscar Moore, was driven to victory in Race 4 in fine style.

R. A. Page drove outstandingly in a 5.4-litre Allard, leading one race until a last lap spin at Madgwick, but making up for it in the eighth race by gaining the checkered flag by 6.6 secs. from Peter Jackson, also Allard-mounted, and who drove equally well with an extra 5 secs. handicap to make up.

PROVISIONAL RESULTS

Closed Car Handicap: 1, R. L. Woods (2,580 Aston Martin), rec'd 8 secs., time 12 mins. 31.4 secs. (70.88 m.p.h.). 2, A. T. Bik (3,442 Jaguar), scratch, 12 mins. 52 secs. 3, D. G. E. Collins (1,090 Fiat), rec'd 1 min. 55 secs., 12 mins. 55 secs. 4, G. Gelberg (2,443 Riley), rec'd 50 secs., 13 mins. 5 secs. **Fastest Lap:** R. L. Woods, 1 min. 56 secs. (74.48 m.p.h.).

Up to 1,500 c.c. U/s. (Scratch): 1, D. B. Beauman (1,496 Riley), 9 mins. 40 secs. (74.48 m.p.h.). 2, P. D. Gammon (1,497 M.G.), 9 mins. 46.4 secs. 3, R. G. Shattock (1,486 R.G.S. Atalanta), 9 mins. 58.6 secs. 4, F. C. Davis (1,496 Cooper-M.G.), 10 mins. 0.6 secs. **Fastest Lap:** D. B. Beauman, 1 min. 53.6 secs (76.06 m.p.h.).

1,500-3,000 c.c. U/s. (Scratch): 1, H. A. Mitchell (1,971 Frazer-Nash), 8 mins. 53.2 secs. (80.97 m.p.h.). 2, A. Brown (1,971 Cooper), 8 mins. 53.4 secs. 3, C. A. S. Brooks (2,443 Healey), 9 mins. 43.4 secs. 4, R. L. Woods (2,580 Aston Martin), 9 mins. 49.4 secs. **Fastest Lap:** H. A. Mitchell, 1 min. 44.4 secs. (82.76 m.p.h.).

Over 3,000 c.c. U/s. (Scratch): 1, O. Moore (3,442 H.W.M.), 9 mins. 30.2 secs. (75.79 m.p.h.). 2, T. Sopwith (3,442 Jaguar), 9 mins. 31.2 secs. 3, C. Wick (3,442 Jaguar), 9 mins. 39.4 secs. 4, P. R. W. Jackson (4,375 Allard), 9 mins. 43.4 secs. **Fastest Lap:** O. Moore, 1 min. 49 secs. (79.27 m.p.h.).

Handicap Race B: 1, R. Risely-Pritchard (1,496 Riley), rec'd 30 secs., time 10 mins. 30 secs. (74.48 m.p.h.). 2, T. W. Dargue (1,425 M.G.), 45 secs., 10 mins. 40.2 secs. 3, Miss B. Haig (1,488 M.G.), 1 min. 10 secs., 10 mins. 48.4 secs. 4, G. A. Dudley (1,486 Jowett), 1 min. 5 secs., 10 mins. 59.4 secs. **Fastest Lap:** R. Risely-Pritchard, 1 min. 53.2 secs. (76.32 m.p.h.).

Handicap Race C: 1, H. A. Mitchell (1,971 Frazer-Nash), rec'd 10 secs., time 10 mins. 40.6 secs. (79.93 m.p.h.). 2, F. C. Davis (1,496 Cooper-M.G.), 41 secs., 10 mins. 41.4 secs. 3, A. Brown (1,971 Cooper), scratch, 10 mins. 49.6 secs. 4, C. A. S. Brooks (2,443 Healey), 41 secs., 10 mins. 50 secs. **Fastest Lap:** H. A. Mitchell and Alan Brown, 1 min. 45.6 secs. (81.97 m.p.h.).

Handicap Race D: 1, N. Powell (7,020 Mercedes-Benz S.), rec'd 1 min., time 10 mins. 53 secs. (68.25 m.p.h.). 2, R. F. Collinson (1,956 Aston Martin), 35 secs., 11 mins. 21.8 secs. 3, C. J. Hamilton (4,467 Invicta), 45 secs., 11 mins. 24.2 secs. 4, H. Orr-Ewing (4,398 Bentley), 35 secs., 11 mins. 25.6 secs. **Fastest Lap:** R. F. Collinson, 2 mins. 2.2 secs. (70.70 m.p.h.).

Handicap Race E: 1, R. A. Page (5,420 Allard), rec'd 35 secs., time 10 mins. 3.2 secs. (76.06 m.p.h.). 2, P. R. W. Jackson (4,375 Allard), 40 secs., 10 mins. 9.8 secs. 3, N. H. Mann (2,600 Alfa Romeo S.), 25 secs., 10 mins. 14 secs. 4, J. Goodhew (3,996 Darracq), 20 secs., 10 mins. 21.8 secs. **Fastest Lap:** R. A. Page and O. Moore, 1 min. 49.4 secs. (78.98 m.p.h.).

Handicap Race F: 1, P. H. Searf (1,172 Ford-Buckler), rec'd 1 min., 40 secs., time 11 mins. 37.4 secs. (63.76 m.p.h.). 2, A. Marsh (1,496 Alvis), 2 mins., 11 mins. 41.6 secs. 3, P. D. Gammon (1,497 M.G.), scratch, 11 mins. 46.6 secs. 4, D. H. Sessions (2,443 Healey), 10 secs., 11 mins. 56.2 secs. **Fastest Lap:** P. D. Gammon, 1 min. 55 secs. (75.13 m.p.h.).

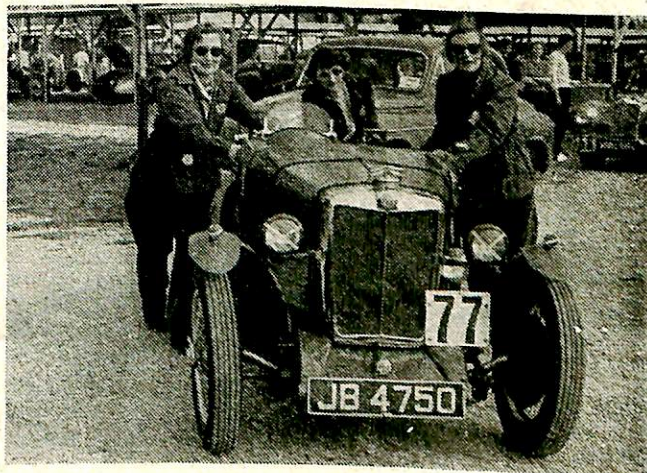


NEWCOMER : (Left) H. J. Goldschmidt in his new 1½-litre Cooper-Lea-Francis, corners in style at Woodcote.

Particularly resplendent was the DB2 Aston Martin entered by H. M. King Hussein of Jordan, and driven by M. Rayner. The King himself was driven round Goodwood on an impressive *tour d'honneur* in a vast open American car.

In sharp contrast to the numerous sleek post-war sports cars, a fine variety of vintage machines played their usual valiant part in proceedings, N. Powell's positively enormous blown 7-litre Mercedes-Benz winning the seventh race—a handicap—from the one-minute mark.

ALL GIRLS TOGETHER: (Right) Betty Haig (left) with Monica Whincom (centre) and Barbara Marshall wheel the 1,488 c.c. M.G. out to the line.



Technical and OtherwiseBy JOHN BOLSTER**H E E L a n d T O E**

IT'S fun writing for AUTOSPORT. Most of the articles that I contribute result in a shower of letters from readers, and not only do I learn a great deal from these, but I get a general idea how my stuff is going down. Actually, though it's jolly hard to know what to do, because half the blokes want more technical dope, while the other 50 per cent. tell me to lay off the theoretical nonsense! The thing settles itself to some extent, because my more elaborate articles often take many weeks to prepare. Be that as it may, this offering is aimed at the non-intellectual market, and the more advanced students are asked to be patient with me.

"Heel and toe" is the usual description of a method of changing into a lower gear while braking. When a driver applies his brakes for a corner, he naturally wishes to keep them on hard from his cut-off point right up to the moment when he releases them. He also requires to make one or more down changes, partly to enjoy the braking effect of the engine, but principally so as to be already in the right gear when the brakes come off and actual cornering begins. With a crash-type gearbox, it is necessary to speed up the layshaft so that the peripheral speeds of the engaging pinions may coincide. Even when a synchromesh or preselective box is employed, it is desirable to speed up the engine to avoid a shock to the transmission. As the driver's right foot is firmly plastered on the brake pedal, how is this momentary acceleration to come about?

The normal method is to keep the ball of the foot pressed against the brake pedal, and swing the heel round until it can prod the accelerator. Thus, the engine revolutions may be increased to any desired extent, and the gear be slipped in silently and without difficulty. "Heel and toe" is not confined to racing and sports car drivers. Many lorry drivers use it as a matter of course, and there is hardly any sort of vehicle which would not benefit from this treatment.

In order that "H. and T." may be comfortably carried out, a particular relationship of the pedals is necessary. An accelerator mounted too high, or projecting too far into the cockpit, may render the manoeuvre difficult or impossible. In such a case it is either necessary to lose valuable braking distance by shifting the whole foot from one pedal to the other, or the gear must be changed on the apex of the corner. Both these methods are clumsy, and may even be dangerous. It is astonishing that some sports cars are still built with badly placed foot pedals, and even racing cars have been produced with this inexcusable deficiency. Yet for many years such homely conveyances as the Austin Seven have had these controls nicely arranged. The human foot varies in size within only fairly small limits, and it might be worth the manufacturers' while to get together and standardize the size and spacing of their pedals.

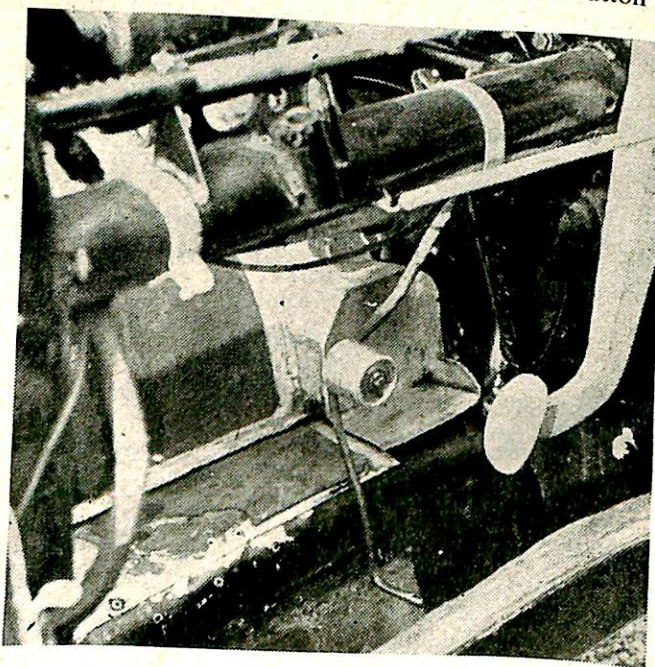
Some years ago, when central accelerators were popular, expert drivers were able to accelerate with the left foot when braking with the right. That, of course, entailed a clutchless gear change, but there was a time when all the best drivers prided themselves on that art. Unless one was able to change up or down through the box without touching the clutch, one was considered to be a mere beginner. Nevertheless, it is one thing to

make clutchless changes at leisure, but quite another to get the thing right when braking for a corner among a crowd of angry racers. Segrave had it taped, of course, and so did Tim Birkin, but as the penalty for anything less than perfection is a wrecked gearbox, I would advise only the most competent drivers to try it.

Another way of "blipping up" the engine is to use an auxiliary hand control to the throttle. Some 20 years ago, I had a "Chain Gang" Frazer-Nash which had most inconvenient pedals. I, therefore, constructed a little device which was mounted on the gear lever, and was connected to the throttle by a Bowden cable. Though the idea was crude, it did enable me, with the pressure of a finger, to adjust my engine speed to a nicety. Freddie Dixon also had a hand accelerator for changing down on his racing Riley. In his case, the mechanism was mounted in the centre of the steering wheel, and the short lever had a pad that could be touched by the driver's thumb, while his fingers continued to grasp the rim.

Freddie found more than one use for his hand accelerator. He allowed Rita Don (Kaye's sister) to drive one of his famous Rileys in a Ladies' Mountain Race at Brooklands. F. W. D. rode as mechanic, and when Rita, fearful of bending the borrowed racer, shut off a fraction early for the Fork, she found that the accelerator remained glued to the floor. It was Fred on the hand control, and he didn't let go till the last possible braking point had been reached. Needless to say, the Riley won that race!

A much neater arrangement than either of the foregoing was patented by the late J. Partridge, who, it will be remembered, was fatally injured in a crash at Goodwood. Mr. Partridge's invention consists of a push button on top of the gear lever, which is connected to an electric solenoid under the bonnet. If the button is



An accelerator or pedal specially designed for "heel and toe" operation is one of the features of the R.G.S. Atalanta.

pressed, the solenoid bangs the throttle open, and very rapid "revving-up" may be secured. A Jaguar XK 120 has been fitted with the device, and it works well in practice. Mr. W. A. Jacobs, of 20 Portsdown Avenue, N.W.11, owns this car, and wishes to dispose of the patent on behalf of Mrs. Partridge. Perhaps anybody who is interested in the device would contact him direct.

Where the gear ratios are very close, or the car is a light one, it is possible to change down without gunning the motor at all. In particular, the motor-cycle type of gearbox seems able to stand up to this treatment, though the strain on the clutch must be considerable. Of course, it is normal just to punch the gears through,

either up or down, without paying any regard to engine revs., when one is taking part in a speed hill-climb. In any case, the wheels may be almost locked during the violent braking that sprint driving entails, and so an accurate adjustment of engine speed would be out of the question.

Perhaps I have written this material too late, for an automatic "brain" is now on the market that will speed up your engine to exactly the right degree, in addition to carrying out various other chores for you, such as working the clutch pedal. Somehow, though, I don't think we want quite so much of the driving to be done for us, do you?

JAGUAR WINS LYONS-CHARBONNIERES RALLY

Heavy Toll of Retirements in Extremely Difficult Event — Only 23 Out of 152 Starters Unpenalized

THE 6th International Lyons-Charbonnières Rally last weekend was voted by all competitors to be one of the finest and most difficult events ever staged in France. Out of 152 starters, only 23 managed to reach the finish without incurring road penalties. Outright winners were local Lyons drivers Peignaux and Jacquin in an XK 120 Jaguar, who defeated strong teams of Porsche, Citroën, Simca, Ferrari and others, including the Behra/Schell Gordini which went out with a broken axle casing.

The Austin-Healey "Hundred" made a first-class competitions début in the hands of Gregor Grant and Peter Reece. It was 4th fastest

in the Côte du Berthiand hill-climb, and only lost marks due to rear-end damage caused by rocks on the very rough Hauteville section. Despite a broken rear spring anchorage, the car finished only 20 minutes late, and would probably have finished on time had the broken rear spring not come completely adrift.

Full story of the Lyons-Charbonnières Rally will be told in next week's issue.

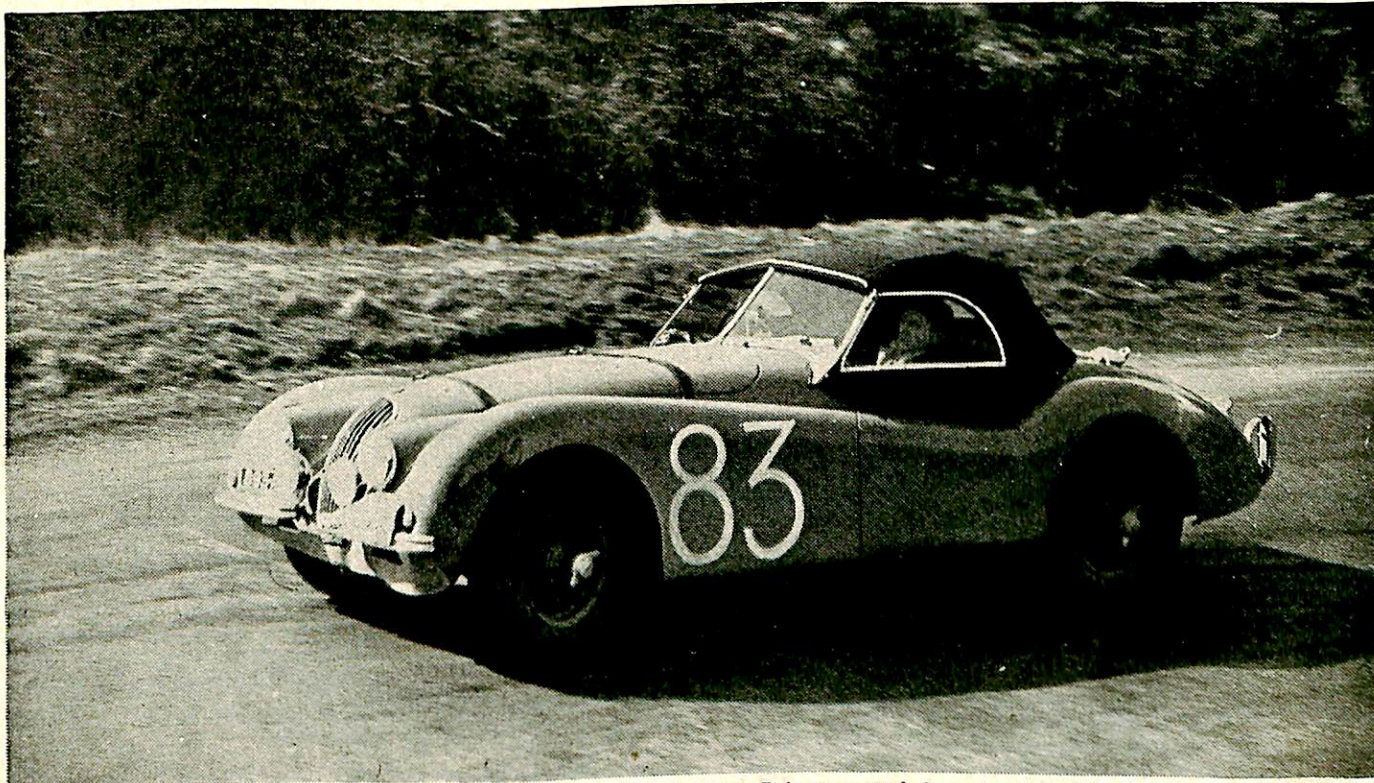
General Classification: 1, Peignaux/Jacquin (Jaguar); 2, Storez/Storez (Porsche 356); 3, Cotton/Lefort (Delahaye 135); 4, Leroux/Sebire (Porsche 356); 5, Von Frankenberg/Herrmann (Porsche 356); 6, Martin/Thomas (Simca-Sport).

Classes: Group A, Class I: 1, Meignen/Blanchet (Dyna-Panhard).
Class 2: 1, Bossert/Bossert (Citroën).
Class 3: 1, Bigonie/Curie (Citroën).
Group B (Sport), Class I: Dussert/Dumaire (D.B.-Panhard).

* * *

EASTER GOODWOOD ENTRIES

NOMINATIONS for the Goodwood race meeting on Easter Monday include C. A. Vandervell's Thin Wall Special, two B.R.M.s, to be driven by Parnell and Wharton, Stirling Moss's new Cooper-Alta, Alan Brown's Alfa Romeo-engined F2 Cooper, Ron Flockhart's ex-Mays' 2-litre E.R.A., Tony Rolt and Ken McAlpine (Connaughts), Peter Walker's Cooper-E.R.A. and two S.A.I.T.E.-Modena entries (Baird in a Ferrari and Salvadori in a Cooper-Bristol).



ANGLO-FRENCH WIN: Lyons-Charbonnières Rally winners, Peignaux and Jacquin storming the slopes of the Côte de la Baraque in their XK 120 Jaguar.

MISCHIEVOUS MINOR

Wilson McComb Samples a Derrington Conversion of the Popular Post-War Morris 8

WHEN Alec Issigonis unbuttoned his slide-rule and got down to designing a post-war version of that old friend, the Morris Eight, he produced a little car which was quite something. Seating four (or even five) within the wheelbase, the Morris Minor set a new standard in small-car comfort and, by an ingenious torsion-bar i.f.s. layout, achieved roadholding and general handling qualities which call for superlatives. Indeed, the handling has been likened to that of a G.P. car and until the advent of his XK 120 coupé, Stirling Moss chose a Minor for personal transport. Even in the States, where cars are big and petrol costs little, the new Morris won popularity, and the seldom-effusive Tom McCahill of *Mechanix Illustrated* remarked, "This little roller-skate gets round corners like a marble in a groove."

But one point all the members of the Minority had to admit—their beloved could not be considered a fast lady, or even slightly indiscreet. Which is scarcely surprising, with a back-end ratio of 4.55:1 totting along three-quarters of a ton, and, underneath the bonnet, basically the same trusty sidevalve engine which took Aunt Fanny's Series 1 saloon to Brighton in the early 'thirties. So out came the spanners and hacksaws, as enthusiasts all over the world conspired to give the Minor a face-lift—if only to find out how good that suspension *really* is!

The most comprehensive "tune-up kit" for Minors at present on the market is that offered by V. W.

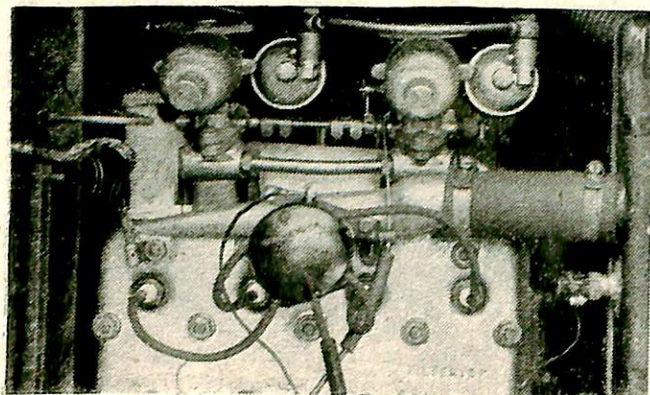


V. W. Derrington checks the ignition setting of the tested Morris Minor, while Wilson McComb holds the lid up.

Derrington, Ltd., of Kingston-on-Thames, of which the main components are an aluminium cylinder head, an absorption-type exhaust system, and a completely re-designed manifold with twin, semi-down-draught S.U. carburetters. Also available are stronger valve springs, two different kinds of exhaust valves, manual ignition controls, gear lever extensions—everything, in fact, right down to badge bars and rear wheel spats. And as the only reliable way to find out anything about a pudding is to eat it, I decided to pay Mr. Derrington a visit. With a few hours' work, he added 6 m.p.h. to my Minor's maxima in third gear and top, cut 9 secs. off my 0-50 m.p.h. figure, improved the hill-climbing and top-gear performance, and—

most important of all—left the petrol consumption at precisely 36 miles per gallon.

The conversion was carried out step by step, to show clearly the effect of each modification, and applied to my own car to ensure an honest-to-goodness test of the Derrington components. OZ 7648 is a 1952 model tourer which has covered 13,000 hard-working miles since the end of last June; indeed, 12 hours after leaving the showroom she was bogged down on top of an Irish mountain, in the middle of a 200-mile all-night trial. At 6,000 miles I fitted double valve springs and had .040 in. skimmed off the cylinder head; at 10,000 miles, when fitting a Smith heater and water pump, I pushed a second gasket under the head, because the car was completely intractable on Pool petrol. A compressed copper-asbestos gasket being about .050 in. thick, for the purposes of the test we may regard my car as having been in standard form, apart from the fitting of double valve springs (the exhaust valves of 1952 models need not be changed when the output is increased). For comparison, I have included in the table of results some figures obtained on the same stretch of road with a Minor whose valve springs were standard, but I should point out, too,



★
PLAN VIEW of a Morris Minor engine, fitted with "Silvertop" aluminium cylinder head, and twin, semi-down-draught S.U. carburetters.
★

that it was a four-door saloon, and therefore 1 cwt. heavier than my car.

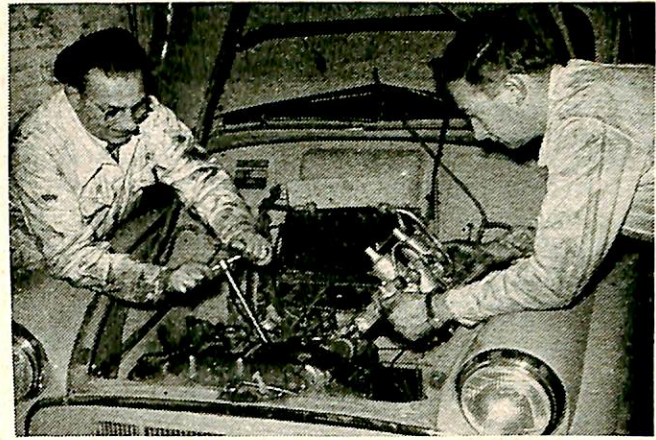
All the figures, except those marked with an asterisk, are the mean of two or more runs, taken in opposite directions on a road featuring both up and down grades. Some, especially the top speed, could have been bettered had traffic conditions allowed it; uncorrected speedometer readings were used throughout, partly to allow convenient comparison with other Minors, and partly because a rough check suggested that my own speed is not much more than 5 per cent. over-enthusiastic at 60 m.p.h. The fuel used was National Benzole, the plugs (initially) were the recommended Champion L10 type, gapped at .020 in. for a standard Lucas coil and latest-type (high-lift cam) distributor. All runs were made "two up" with hood erected, and the tyres inflated to 23 lbs./sq. in. (1 lb. higher than the recommended pressure).

The "Silvertop" aluminium cylinder head, which we tested first, is at present available in two forms—one with a dynamo platform for 1949/50 models, and one without for 1951 and later models. As neither of these heads, however, will accept the thermostat which forms part of the heater kit, two new types are being produced; both of these allow the incorporation of a thermostat, so the new "Silvertop" will thus possess an added attraction for the owner of a pre-1951 car. With this cylinder head fitted, the standard compression ratio of 6.2:1 is increased to 7.2:1. Returning to the Derrington work-

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SHOT IN THE ARM for OZ 7648, in the shape of the twin-carb. layout, here administered by Eddie (left) and Arthur (right).

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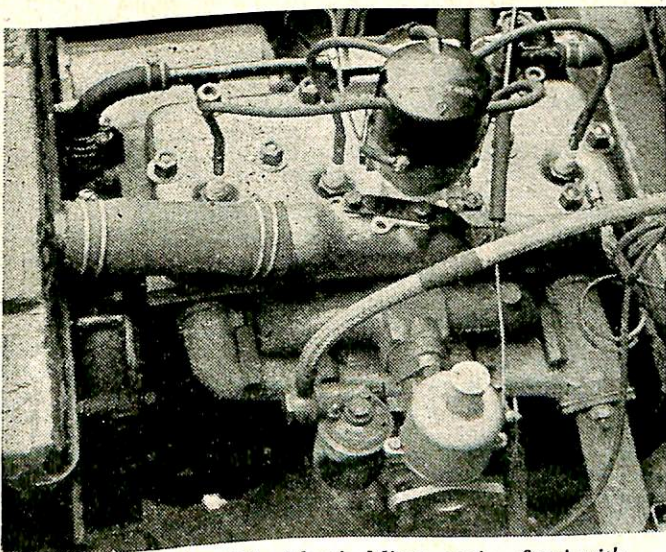


shop after testing the head, I checked the radiator temperature while Arthur Nicholls and Eddie Earle whipped off the standard inlet/exhaust manifold; the increase in compression ratio certainly hadn't caused overheating, for the thermometer read only 62 deg. C. The opportunity was taken to check the tappet clearances when the manifold was removed, and three were found to be a couple of thou. on the "loose" side. Then the new exhaust manifold, a handsome, metal-sprayed casting with an adaptor for the original down pipe, was fitted, and the carburetters—two 26 mm., semi-down draught, oil-damped S.U.s, with large float chambers and mounted on a pair of cast aluminium induction pipes which are polished internally and connected by a large-bore, copper balance pipe. With a little jiggery-pokery, the original throttle and mixture controls were persuaded to operate the new layout.

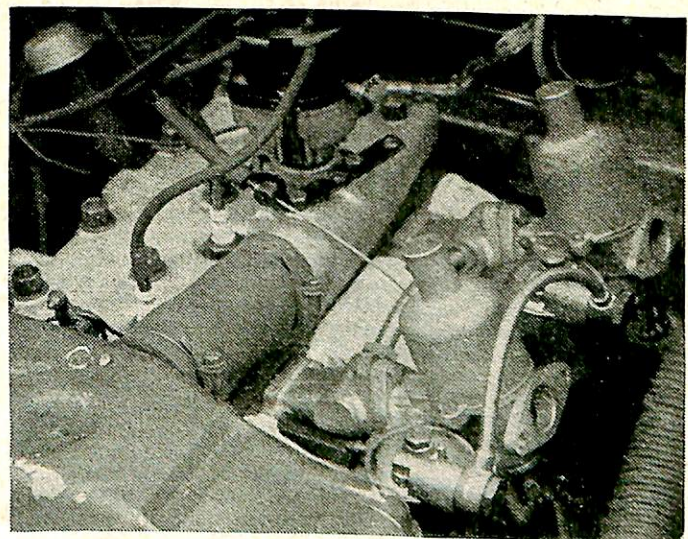
After Arthur had spent much

longer getting the jet settings right than I, do getting them wrong, we set off for our little stretch of road again. Discounting the much-increased induction roar which gives a fine suggestion of zest from the engine, it was immediately apparent that more power was, in fact, available—an impression which the test figures soon confirmed. At full bore in third gear (60 m.p.h. on the speedo) I cut the engine and we had a look at the plugs. Although far from cooked, they were certainly on the warm side, and the radiator temperature was 80 deg. C—since the previous test I had blanked off most of the centre portion of the front grille. We finished the test on a set of L10S Champions, slightly harder than the previous plugs, and once again set at .020 in.: when a high-voltage coil is used, the gaps are opened out to .032 in.

Back, then, to the workshop, where George (Mr. Derrington's oldest employee) sawed through the



SINGLE CARB.: The Morris Minor engine fitted with a "Silvertop" head, but still retaining the standard 30 mm. S.U. carburetter mounted on the combined inlet/exhaust manifold.



TWIN CARBS.: Two 26 mm. semi-d.d. S.U. instruments, mounted on short aluminium inlet pipes. Note the copper balance pipe, metal-sprayed exhaust manifold, and altered position of the throttle cable back-stop.

exhaust, forward of the standard baffled silencer, removed the latter and its attendant 1 in. O.D. tail pipe, and replaced it by a Derrington straight-through absorption-type silencer, packed with glass wool, and a 1½ in. O.D. tail pipe. This constitutes the Derrington "Deep-Note" exhaust system, and when I restarted the engine I decided that Mr.

D's choice of nomenclature was very, very apt. My little Minor sounded harmless enough cruising at a steady 40 m.p.h., but sinking the right foot betrayed its changed character to every bystander. On the other hand, the rad. thermometer registered only 74 deg. C at the conclusion of the test run.

And now for what was, to me, the

most impressive test of all. A quart tin was fitted under the bonnet, to feed petrol direct to the float chambers under gravity. I ran the engine until both chambers were dry, then carefully measured a quart of petrol into the tin. On that quart of petrol I climbed Kingston Hill, travelled along the By-pass at a comfortable 55 m.p.h., never exceeding 40 m.p.h. in third gear but stopping at two traffic lights and negotiating three roundabouts—and covered nine miles before the engine even spluttered. I refilled the tin, turned round, and came right back to my starting point on the other quart. If that isn't an honest 36 m.p.g. I'll eat my hat; if it isn't as good as or better than my normal consumption with the single carburetter, I've been buying short measure for months.

WILSON MCCOMB.

ROAD TEST RESULTS

	Standard 4-door Saloon	OZ 7648 in Standard Form (Double Valve Springs)	With "Silvertop" Head (7-2 : 1)	With "Silvertop" and Twin Carbs	With "Silvertop" Twin Carbs and "Deep Note" Exhaust
0-30 m.p.h.	10.3 secs.	9.0 secs.	8.4 secs.	7.0 secs.	7.0 secs.
0-40 m.p.h.	19.0 secs.	16.6 secs.	15.4 secs.	11.4 secs.	11.1 secs.
0-50 m.p.h.	39.9 secs.	27.0 secs.	24.5 secs.	18.1 secs.	18.0 secs.
20-40 m.p.h. (top gear)	21.4 secs.	19.7 secs.	16.8 secs. ★	15.0 secs.	14.7 secs.
30-50 m.p.h. (top gear)	27.7 secs.	26.7 secs.	18.8 secs. ★	16.6 secs.	16.2 secs. ★
10-30 m.p.h. (2nd gear)	8.0 secs. ★	6.8 secs. ★	6.0 secs. ★	5.0 secs. ★	5.0 secs.
3rd gear max.	42 m.p.h.	55 m.p.h.	57 m.p.h.	60 m.p.h.	61 m.p.h. ★
Top gear max.	58 m.p.h.	63 m.p.h.	64 m.p.h.	67 m.p.h.	69 m.p.h. ★
Hill (starting at 30 m.p.h. in top gear)	37 m.p.h. ★	40 m.p.h. ★	48 m.p.h. ★	48 m.p.h. ★	51 m.p.h. ★

★ Figures not mean of two runs.

The Derrington Conversion

"Silvertop" cylinder head (new type)	£10 0 0
Twin-carburetter layout	£26 0 0
Deep-note exhaust system	£4 5 0
Special exhaust valves, per set	£1 12 0
Inner valve springs, per set	£0 7 0
L10S Sparking plugs, per set	£1 0 0

Correspondence

The 1,172 Formula

HAVING read Mr. Porteous's correspondence regarding the 1,172 Formula, I can only come to the conclusion that he has been very badly informed as to the principle of 1,172 racing. I refer back to Holly Birkett's correspondence wherein he laid down the basic principle and theory behind the idea. Our aim, Mr. Porteous, is to enable the young and not-so-wealthy enthusiast to race a sports car at Club Meetings in a class where he is assured of good competition and racing from scratch at the minimum possible expense. For this reason the Ford 10 engine was selected as the ideal basis. Now it becomes obvious that someone with £1,000 to spend who would like to go pot-hunting, could quite easily take a Ford 10 cylinder block, mount it in a chassis of well under 7 cwt., independently sprung all round, etc., etc., and modify the engine by virtue of special camshafts, overhead valves, special crankshaft, con-rod and flywheel assemblies, and produce a unit which would be unbeatable by people like myself, who have to race on a modest income. As it is now, there is a limit to which we can take our tuning while still retaining that reliability so necessary when the car has to maintain a dual purpose of taking us to work every morning and racing on Saturdays. Therefore, I would ask that the Formula stand as it is, because I believe it is fundamentally sound. The Regulations compiled by the 750 Club, of standard camshafts, and a minimum all-up starting line weight of 8 cwt., ensure that for a figure somewhere between £300 and £400, one can build a remarkably quick sports car. If, as is already the case, 60 or 70 other people have similar ideas, then there is no doubt in my mind, that Club Competition secretaries whose eyes are wide open this season, will include in their programmes a scratch race for the 1,172 Formula. They are assured from the outset of those things which go to make a race meeting a success, viz.: cars equally matched, driven by people who try, and in sufficient number. To say that the Eight Clubs and 750 meetings will be the only ones that hold 1,172 races this year is ridiculous, as Ginger

West, who is the Club Competition Secretary for the 750 Motor Club has already received invitations to race at Ibsley and, I believe, Castle Combe and I know is in the process of applying to other Club Competition secretaries for races at Snetterton and Silverstone: I therefore sincerely hope that in 1953 the 1,172 cars will be invited to at least eight race meetings and will never be in the unhappy position of being short of entries.

J. D. BRYANT.

BUSHEY, HERTS.

* * *

HAVING been quoted twice in letters concerning the 1,172 Formula, I would make the following observations especially with regard to the clause banning special camshafts. The formula was devised primarily to provide cheap racing, and its purpose should not be confused with that of the 1,500 c.c. sports class at National or other "big" meetings. Competition in such latter events is of necessity an expensive business.

A special camshaft with higher lift and greater overlap can and does give a considerable increase in power, especially in the higher rev. range. This is important, because whereas the power of a standard cam engine falls off sharply at about 4,500-5,000 r.p.m. (and there is hence no point in gearing the car to utilize a higher engine speed), a special cam will continue to give increased power up to and even above 6,000 r.p.m. Now, although the "10" engine is acknowledged to be a reliable motor, it is only reasonable to assume that wear and reliability will suffer at these speeds—I can show a broken crankshaft to any who doubt this!

The preceding, together with the necessary high cost of a limited production camshaft and the other parts that go with it, would greatly increase the cost of building and running an 1,172 car.

If a special camshaft were allowed, it would at once become a necessity for success, and I think it would be fair to assume

that the extra expense would put off at least 50 per cent. of those who would otherwise compete.

With regard to the number of clubs that can be expected to organize 1,172 Formula races, if the number of "750" Formula races last year is anything to go by, there should be no doubt on this count. The problem which faces all organizers is the possible lack of entries in a class, and if the cost of "1,172" racing is kept within the means of the average club member, then there will be no lack of entries. There are, in fact, already a large number of "750" Club members building cars to comply with the Formula.

In answer to Mr. Porteous in particular, I would point out that the Formula does not require standard valves. Any great increase in size of the valves is, of course, impossible—due to the close proximity of the inlet and exhaust ports.

Furthermore, if one can afford a special camshaft and the other refinements that go with it, then one can afford two engines, and that surely is the logical answer to Mr. Porteous' problems. After all, it only takes two or three hours to change an engine, and I do not think that the desire to compete in two classes at one meeting can be seriously considered as having any bearing on the matter whatsoever.

GEOFFREY TAPP.

FLEET, HANTS.

* * *

Trials Entry Fees

I would like to offer my wholehearted support to Mr. J. S. Jenkins in his campaign to reduce trials entry fees. I have competed in three "Jeans" events, and the organization has never been better than mediocre. On the last occasion I wrote protesting that the entry fee of 25s. was far too high. It is now interesting to note the course of events since then—1953 entry fees again increased, this time to 30s. Then we find, on page 311 of AUTOSPORT, 6th March: "Jeans Gold Cup Trial cancelled due to receipt of only nine entries."

I would not object to paying a guinea for a really well run trial like the High Peak, with an interesting course, sporting tests, "instantaneous results" and all the other High Peak trimmings.

I cannot claim a wide experience of trials organization, but I have been Clerk of the Course in two Sporting trials for which the entry fee was 10s.—one of them quite recently. Regulations were printed and 33 per cent. of finishers received an award. If one club can do it, others could if they would try. I would suggest 12s. 6d. as being the maximum for a closed event and a guinea for an invitation "do" with all the trimmings.

The 1953 Trials Regulations allow the same car to be used for trials and racing. The 1,172 Formula assists by banning special camshafts. Let's have reasonable entry fees and get trials back to the healthy state they were in 1946/47.

ARTHUR MALLOCK (MAJOR).

HIGHCLIFFE, HANTS.

* * *

"Gen" on the Vale Special Required

I HAVE recently acquired a 1934 Vale Special, fitted with a Ford 10 engine. If any reader has any "gen," instruction book, literature, etc., on this make which I could purchase or loan, I would be very grateful, as I hope to rebuild her. Any information on the car would be indeed welcome.

J. W. TAYLOR.

52 HAIG AVENUE, MONKSEATON,
NORTHUMBERLAND.

* * *

What Was It?

WITH reference to your footnote to T.P.P.'s letter (20th March issue), in which you named the cars depicted in the photograph "Taking it gently", may I suggest that the car referred to is the one which is parked in what appears to be the farmyard.

Although I have never seen the actual car, comparison with photographs leads me to believe that I am correct in saying

that this vehicle is the very special "Lancia Lambda" which was built by Mr. Julian Jane. Perhaps some of your other readers will confirm this.

E. H. JAMESON.

HARROW, MIDDLESEX.

* * *

YOUR correspondent T.P.P. of Bel Royal, Jersey, in last week's issue of your journal is referring, I think, to the car in the farmyard which, correct me if I am wrong, is Mr. Julian Jane's short-chassis Lancia Lambda.

Incidentally, my wife knew the answer before I did.

ALAN A. HEWETT.

WALTON-ON-THAMES.

[Our apologies for misconstruing reader T.P.P.'s letter. The car in the farmyard is indeed a special short-chassis Lancia Lambda.—Ed.]

* * *

The Loss of Boreham

MAY I say to Mr. Worley, Hon. Press Secretary of the West Essex C.C., that in my letter of 6th March I said that I was a member of the original organizing club at Boreham. The Chelmsford and District Auto Club was running meetings on this circuit the season before the W.E.C.C. started activities.

P. DENDY.

CHELMSFORD, ESSEX.

* * *

Motor Memories and Fledgling Flights

MR. PRANCE'S excellent, though nostalgic article on Brooklands memories calls for one important correction.

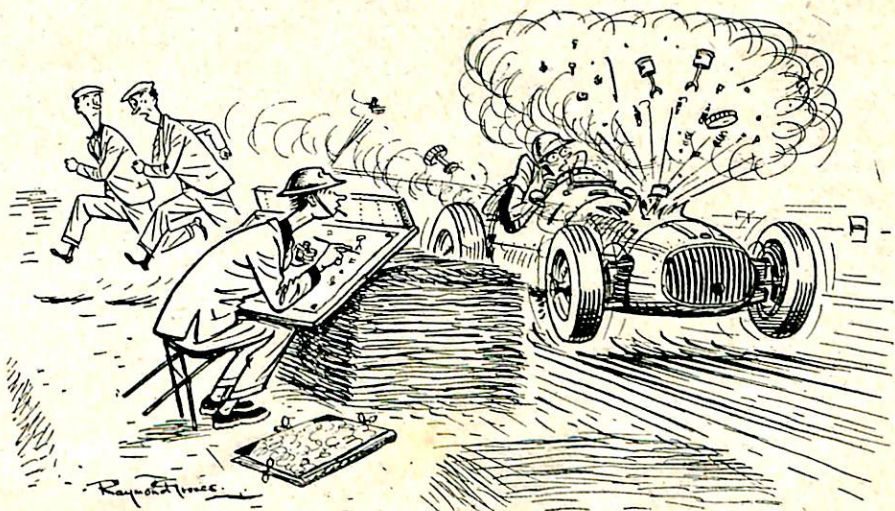
The first demonstration of upside down flying and of "looping-the-loop" was made there in September, 1913, by the noted French aviator, M. Pegoud—not Paulhan. I was there at the time as a small schoolboy, taking a Scotsman's view of the proceedings from a fence on St. George's Hill, having pushed-biked from London for the occasion. I was young but have a most vivid memory of the flight.

It may interest the many flying types among your readers to know that this courageous man, Pegoud, achieved the inverted position by a "bunt"—that is, half an inverted loop—which is accounted quite a feat even today. His ordinary loop terminated a long, steep dive and was the quickest and smallest I have ever seen. I still don't know why the monoplane wings of that ancient Bleriot stayed with him.

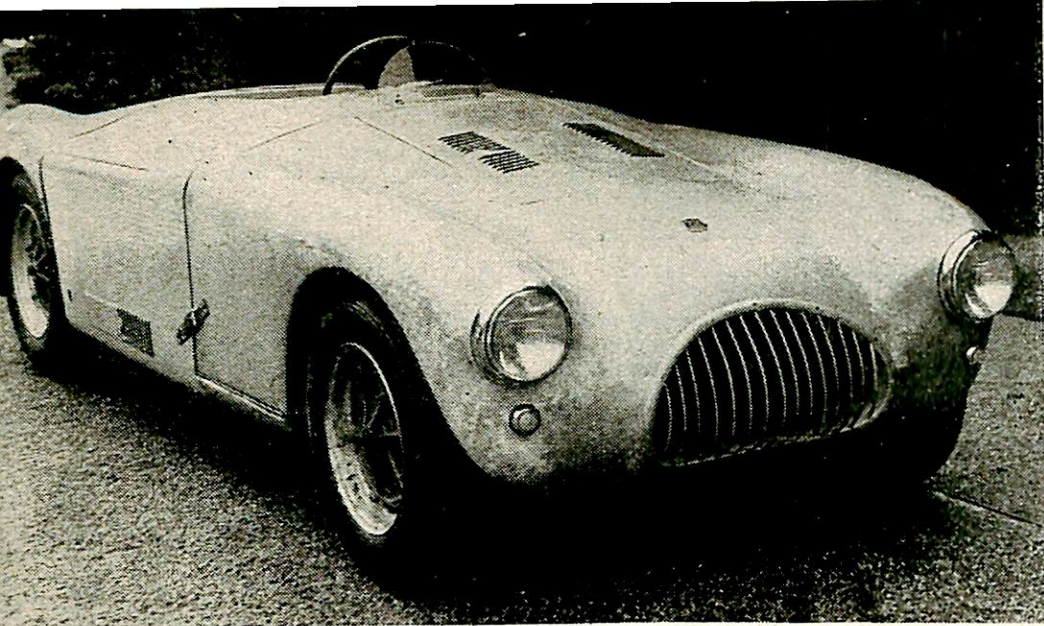
It was a grand afternoon and I am most grateful to Mr. Prance for recalling it.

D. S. BROOKES.
G/Capt., R.A.F. (Retd.).

LONDON, W.8.



"He specializes in exploded views."



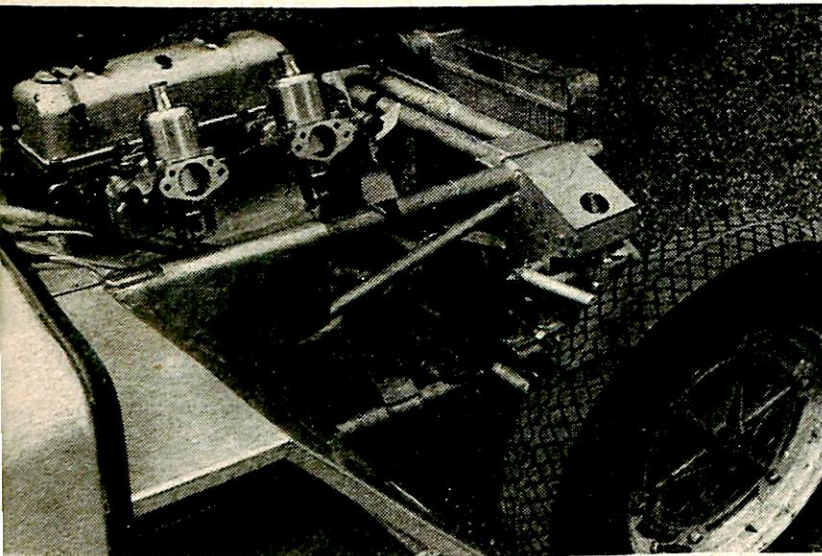
MODERN CULT: The 1½-litre Kieft follows the current trend of full-width, all-enveloping aerodynamic bodywork, and has a simple but effective grille form.

beneath, the header tank being separate and of light alloy.

The chassis, designed by Gordon Bedson, breaks entirely new ground. It is of the popular "three-abreast" type as regards seating, but the driver has the central position. A precedent exists for this location, but the method of carrying it out is quite novel. In effect, the main frame is a "space-type" tubular construction, and the driver sits well down between the main members, as in a single-seater racing car. The two passengers' seats are mounted

JOHN BOLSTE

THE 1½-LITRE



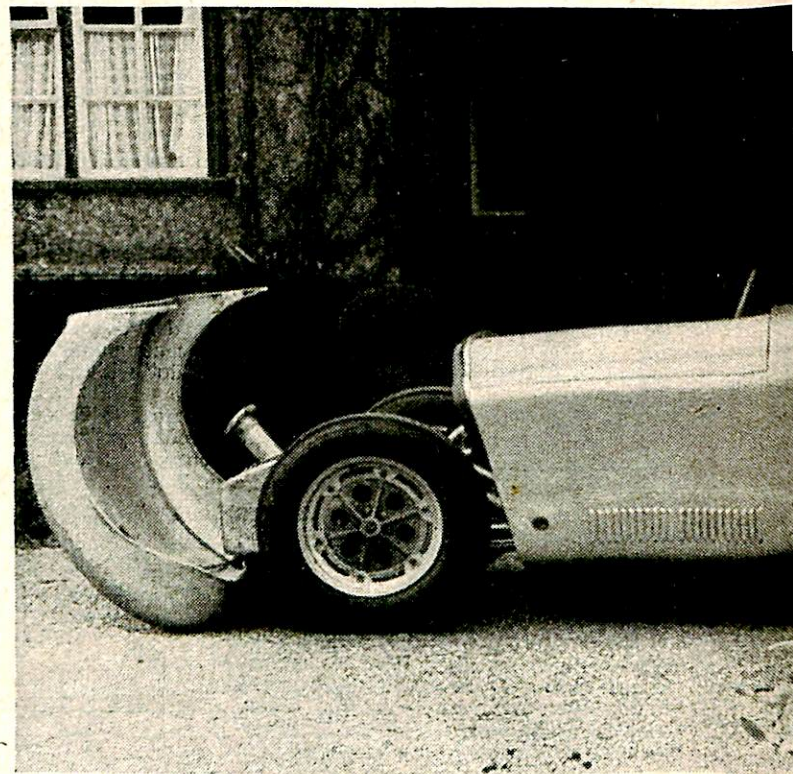
By courtesy of Jim Mayers, I was recently able to examine the first of four sports Kiefts which are being delivered to the Monkey Stable. This well-known *équipe* have a busy season before them, both in this country and on the Continent, and they have now amassed sufficient experience to take on such a programme efficiently. Peter Avern has been engaged as team manager on a full-time basis, and all the necessary arrangements have been put in hand.

Wisely, it has been decided to retain the 1½-litre M.G. power-unit with which the stable has been previously associated. Actually, Jim Mayers and Ian Wilson are also "doing" the engines for the various Kiefts which are being built for private owners. The bored-out M.G. cylinder block has dimensions of 72 mm. by 90 mm. (1,467 c.c.). A greatly modified cylinder head

THE WORKS :
(Above) A much modified M.G. engine of 1,467 c.c. propels the Kieft. Morris Minor rack and pinion steering is utilized.

gives a compression ratio of 10.56 to 1, and much development work has gone into the valves and their operating mechanism. There are twin 1½-in. S.U. carburettors, and the connecting rods, pistons, camshaft, clutch and flywheel are all special. Peak revs. are 7,000.

A standard TC-type M.G. gearbox is used, with an open Hardy Spicer shaft and a chassis-mounted E.N.V. hypoid unit, for which some six different ratios are available. Cooling is by a low-mounted Gallay block with an integral oil radiator



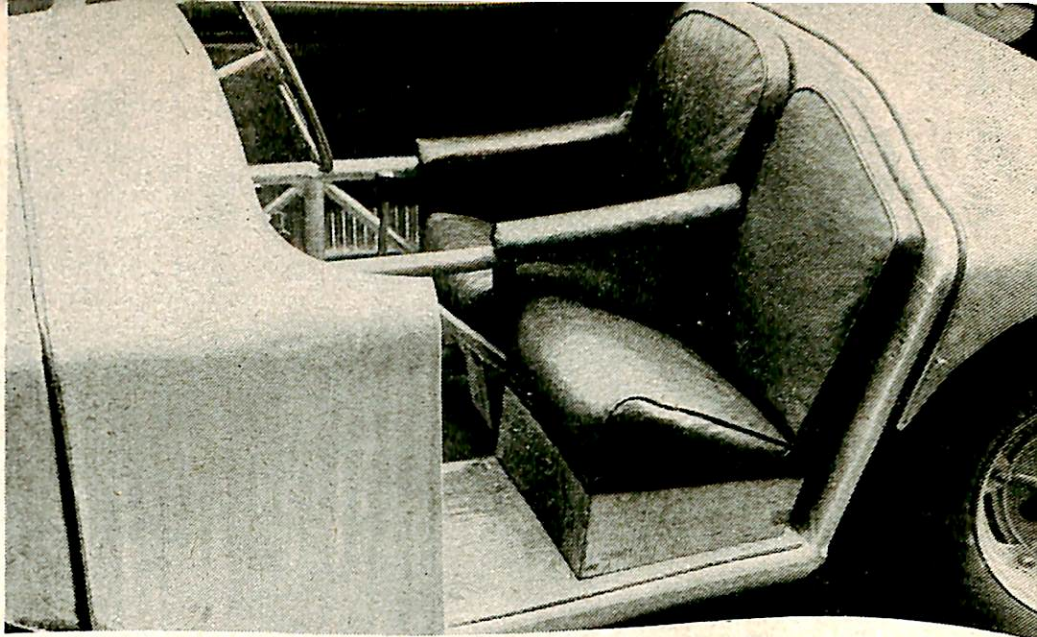
ACCESSIBILITY PLUS: Bodywork of end portions are detachable; that in

outside this structure, and are carried on combined tubular and channel-section outriggers, which also support the panels of the all-enveloping body.

It is felt that a central driving position will be of great value for racing. A single door on the left side complies with sports car regulations, giving immediate access to the left passenger's seat, and less easy entry to the conductor's place. It

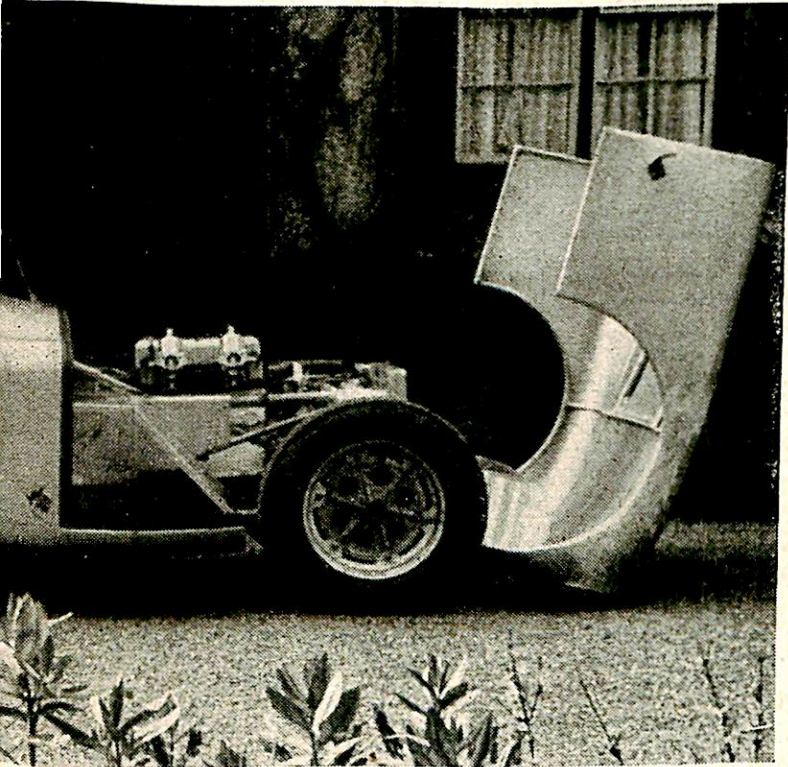
is likely that the third seat will be kept covered and used for extra tankage. The frame members provide arm-rests for the driver, thus eliminating the distressing, pants-polishing antics occasioned by fast cornering on a bench-type seat.

The suspension all round is independent by unequal-length tubular wishbones. In front there are helical springs which embrace telescopic dampers, and at the rear there is a transverse leaf spring, which performs suspension duties only, mounted on top of an elek-

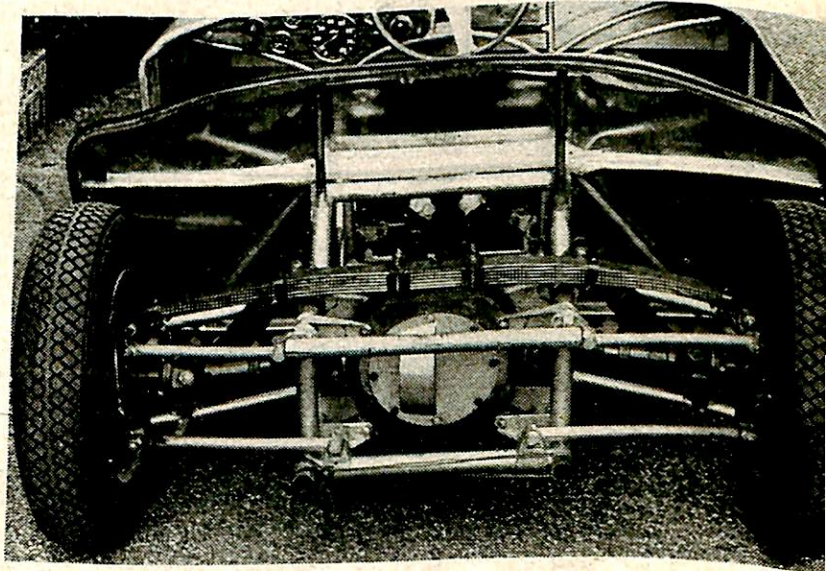


BOLD DEPARTURE: Most unconventional feature of the Gordon Bedson-designed chassis is the central driving position. A passenger's seat is fitted to one side, and probably fuel tanks will occupy the other.

ER DESCRIBES SPORTS KIEFT



The car obligingly hinges fore and aft. The centre is attached to the chassis.



INDEPENDENT REAR: (Above) Suspension at the rear is by a single transverse leaf spring. The wheels are driven by articulated half-shafts; final drive housing is of elektron.

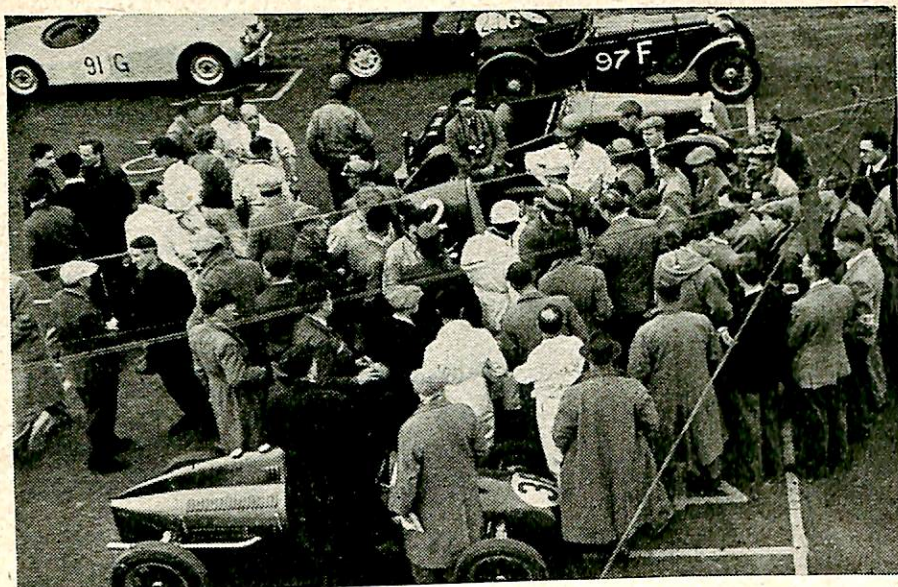
The body construction will be apparent from the photographs. It will be seen that whereas the central section is integral with the chassis, the nose and tail are both detachable. They can either be hinged back, or removed altogether in a matter of seconds. A pleasing appearance has been secured, and only the central steering strikes an unusual note.

With a wheelbase of 7 ft. 6 ins. and a track of 4 ft. 2 ins. the Kieft is a compact car. As the projected dry weight is only 10½ cwt., the braking area is relatively enormous, and the efficient engine should provide a rousing performance. In this new design a refreshing disregard of convention has been shown, and one looks forward with great interest to seeing it in action. Preliminary tests indicate that controllability of an outstanding order has been achieved.

tron housing wherein the hypoid gears reside. Again, telescopic dampers are employed, and these are all of Woodhead Monroe manufacture, as are the springs. The drive to the rear hubs is by Hardy Spicer articulated shafts.

The steering is of rack and pinion type by courtesy of Morris Minor, and a universally jointed column connects it with the central wheel. Ribbed elektron brake drums con-

tain Lockheed hydraulic brakes, which are of the two leading shoe pattern both front and rear. The internal diameter is 10 ins., with a shoe width of 1½ in. The drums also form the wheel centres, and detachable steel rims, carrying 5.50 in. by 15 in. tyres, have six lugs welded to them for location by studs on the periphery of the elektron castings. A light alloy fuel tank is mounted in rubber at the rear, and—ingenious touch—has its quick-filler cap held shut by a powerful magnet.



SOME MOTORING NOMENCLATURE

SECOND only to motoring, the pleasantest aspect of our hobby is talking about motoring. Wherever enthusiasts meet, monologues, discussions and arguments break out like a rash, lines are shot, brains are picked, and plans are laid. The Government can't tax it; the law can't ban it, and we ourselves can't do without it. It is our supreme escape in an environment largely hostile to motoring. The art of talking about motoring is one we must develop and cultivate.

Now I have found a number of such subjects where satisfactory discussion is impossible because a suitable nomenclature, or convenient terms of reference do not exist. An obvious case in point is maximum speed, so hard to establish by measurement that wild fantasy is often met with. Equally, two people who have not motored together always find it impossible to discuss the handling properties of a given car; they must content themselves with the vaguest general terms. "Steers like a Bugatti" is a favourite of those who have never driven one. "Corners as if on rails" "Handles a treat", "Understeers beautifully, old boy—or is it oversteers?" are commonplace examples.

Perhaps an even more indefinable item is driving methods. How can you explain to another person how hard you were driving on a given occasion, how much effort you were making, to what extent you were consciously encroaching upon your usual margin of safety? There are no comparative terms. And yet they are badly needed, because quite apart from the convenience of such a definition in ordinary conversation, it would be most useful to the crew of a car in a long distance rally to pre-determine the driving methods to be used while fully understanding one another.

In the 1950 Monte Carlo I discussed this point with Goff Imhof, with whom I had the pleasure to be co-driving, and we decided to refer to a scale of ten as in visibility, in which one-tenth represented the merest pottering, and ten-

tenths an insane dice. Tenths two to nine would fall proportionally in between. The idea has lain fallow for three years, until on the occasion of this last Monte was permitted a *rapport* which would otherwise have been impossible. It was like this. Having already incurred a

by HOLLAND BIRKETT

penalty (cries of "Shame") we were motoring peacefully in George Wood's Allard between Digne and Grasse enjoying the scenery and the sunshine, myself half asleep at the wheel, when we were passed by a ravaging Sunbeam-Talbot driven by the maestro himself. In a flash I was wide awake. Having witnessed his amazing drive over that same section in the blizzard of 1950 from the back seat, I was intrigued to study the matter from a different standpoint and so hurried along in pursuit, keeping station a mean 70 metres in arrears. Goff, seeing in his mirror an unidentified nobody hanging impudently on to his tail, stepped up his driving and it became necessary to spit on the hands, as it were, and leave no avenue unturned, to keep him in sight. I sustained this effort over what must have been the Col de Luens, and then, feeling the strain, dropped back to a more modest pace.

Afterwards I told Goff about this and he said, "Oh, it was you, was it?" I asked how fast he had been driving, and he thought a minute, and said "About eight-tenths", just like that. Could there be a simpler and more comprehensible method of conveying the information? No, there couldn't, so I hereby offer for the use of all AUTOSPORT readers this delightful method of enriching the language. I will therefore venture definitions and examples to describe the ten stages individually.

(1) This is the abysmal performance of the Elderly Dodderer who is out for

DISCUSSION CENTRE: "Wherever enthusiasts meet, monologues, discussions and arguments break out like a rash, lines are shot, brains are picked and plans are laid. . . ."

a nice run and taking things easy. He is followed by a line of baffled traffic, and every now and then a car gets by and he says "Mad young devils, why don't they go to Brooklands?"

(2) The E.D. is now actually going somewhere. He is still an uneven eight feet from the nearside verge under the impression it is three feet, but he grips the steering wheel with determination and chews the corner of his moustache. Nobody has a hope of getting by.

(3) E.D. cannot rise to these heights, but this is the characteristic gait of the commercial traveller concerned mainly with Mileage Between Overhauls. He is entirely unhurried, bored stiff, but not grossly incompetent.

(4) This would be the most leisurely progression practised by One of Us. If we were touring somewhere, so that our passengers might enjoy the scenery we would use the brakes and gears very modestly, but we would steer a reasonable line on the corners. Our mood, unless we came up behind E.D., would be one of complete peace.

(5) This is the normal manner of a good driver, on his way to the office, or perhaps on a long holiday run. It represents the slowest form of rally driving, when the control is near and we are right on our early time.

(6) This is just as safe as 5, but it is the way we drive in a rally when we have no worries about time except to get some in hand, or in everyday motoring when we are just a trifle late. The gearbox is being used quite a bit, and a good deal of overtaking is done, but no tyre scream or heavy braking.

(7) A passenger might remark some valve bounce and tyre noise. A pronounced line is taken on corners. On a rally we are by no means happy about the amount of time in hand. Whilst no risks are taken, and we could keep it up all day, we are glad E.D. is not in the back seat, passing comments.

(8) This is a keen type taking the Editor of a Motoring Journal out for a short blind (and represents the main occupational risk of that profession). The driver-tension is such that it could not be kept up for long. There is a difference of opinion in the car as to whether it could be described as "perfectly safe". In a rally it is used when time is known to be short, and it calls for a high degree of driver-inspiration and passenger confidence. It is the way of a racing driver, when under neutral instruction from pit control.

(9) This is a racing driver doing his desperate best under a "faster" signal, or a motor-cycle policeman showing a Monte Carlo Rally competitor the way out of Paris. The feelings of other road users are not considered; E.D. has been passed on the wrong side and has apoplexy. An accident appears inevitable. It is not suitable for rally work unless the stake is very great.

(10) This is a dangerous motor bandit hotly pursued by the entire C.I.D. in Ferraris. An accident is inevitable and E.D. has died of heart failure. I hope no AUTOSPORT reader will ever drive like this.

RALLYE RAPIDE

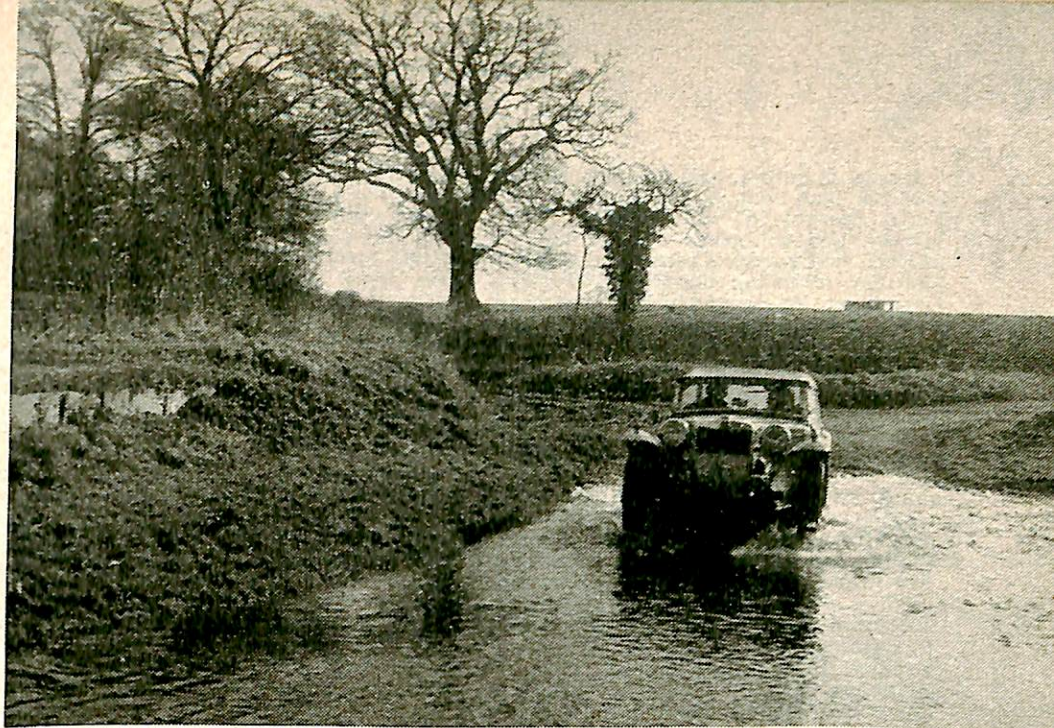
Oxford University M.D.C.
Event Won on the Road

It is becoming increasingly apparent that, whatever may happen in the major International rallies, the clubs are evolving a type of event which, without assistance from the weather, can find the winners on the road section—though it should perhaps be added that the formula of intricate navigation through back lanes and tiny tracks would not lend itself to a rally with some hundreds of competitors. That it can succeed superbly with the comparatively small entry of a club event was amply demonstrated by the Oxford U.M.D.C., whose "Rallye Rapide" sorted out the award winners without the inclusion of a single driving test.

Beginning on the evening of Saturday, 14th March, at the Brimpton Grange Hotel, Milton Common, near Oxford, and ending the following morning, after some 400 miles, at the same point, the event was open to the recently formed Combined Universities' M.C., the B.A.R.C., Cemian, Hants & Berks, London, M.G. and 750 clubs. The organization, which proved flawless, had been shared between Tony Ambrose, as Secretary of the Meeting, and Pat Stark, as Clerk of the Course—a pair whose record in rallies and night navigational events left competitors in little doubt as to what they were now in for. The device invented for last October's Eight Clubs' Eastbourne Rally was adopted, each section including six unmanned Controls of Passage, which yielded the six-figure map reference of a first Time Control, and ending with a second manned Time point. Four 1-in. Ordnance maps were needed—Nos. 144, 145, 157 and 158—giving an area extending to Stratford-on-Avon in the north, Tewkesbury and Chippenham in the west, and southwards to Newbury; and the 33 competitors who completed the course emerged feeling that there was no corner of this considerable tract of country which they had not explored.

Punctually at 20.00 hours the first crew—John Gott and Jock Gillespie in a Ford Prefect—collected its Master Route Card and that covering Section 1; successive departures continued at intervals of one minute until all 55 starters had left. The Master Route Card gave the location of the main Time Controls at the end of the six obligatory sections—we had been warned of the existence of a Bonus Section to be tackled only by those who reached it early enough—and it was the six Controls of Passage, each defined by a six-figure map reference, which claimed our immediate attention as we examined the Section 1 Route Card.

The first point was found to be near a cross-roads to the north-west of Brill, where we duly noted the board marking the Control of Passage and bearing the legend "A 7". The second point, near Stratton Audley, lay some eight miles to the north and yielded "B 3", while the next lay just beyond Hinton-in-the



WON ON THE ROAD?: Rallye Rapide winner S. Moore's M.G. TC
Midget takes to the water at Little Haseley ford.

Hedges to the west of Brackley ("C 6"). Thus far, applying the old principle of selecting main roads in preference to the more direct minor ones, we had made good time, but we now found ourselves obliged to use lanes abounding in gates, and Margaret, hopping in and out of the car in a shower of maps, torches and other impedimenta, began drafting the constitution of a Society for the Prevention of Cruelty to Navigators, while I suggested that maybe there was something symbolic in the use by a University Motor Club of so many gated roads. From Plumpton Wood near Blakesley ("D 7") the route lay westwards to a crossing beyond Byfield, where we noted "E 3" as we sped past the control point. A very minor track in the Burton Hills gave us "F 5" and the letters ECFBAD, thus providing 365377 as the map reference of the first Time Control. This was just north of a cross-road near Sibford Ferris, which we elected to approach from the east; realizing that we should require to return to the crossing, I decided to avoid the trouble of turning in the road by reversing for the last hundred yards or so to the marshals, who seemed somewhat taken aback by the direction and method of our approach. Questioned by the Motoring Press as to the reason, I had the satisfaction of explaining that we were going round in reverse to give the other competitors a chance—a bit of line-shooting for which we soon paid, because, amusing ourselves by developing the theme as we made for the second Time Control, we laughed so much that we took a wrong turning and lost one mark for a minute's lateness.

In all, 23 competitors completed Section 1 without penalty, while a further 28 made it with varying latenesses. Four entrants retired, including the unfortunate Ann Kenny, whose 1½-litre M.G. broke a con-rod near Bicester.

So far, running as No. 5, we had been leading the field, but we were now overtaken by No. 7, A. S. McDonald's H.R.G., with which we proceeded to play leap-frog up to the end of Section 5. The instruction about closing gates "if possible in the face of a following car" was enthusiastically observed by

all parties. Section 2 spread through the North Cotswolds, over some tracks marked "Unsuitable for Motors" which weren't, and others, not so marked, which very nearly were. The set average speed was again 30 m.p.h.—a figure which prevailed throughout the event—and no one escaped penalty for lateness, ranging from McDonald's 8 mins. to something over two hours in the case of one or two. The first Time Control proved to be in Salter's Lane, slightly east of Winchcombe, and a delightful cross-country dice, which surprisingly penalized very few, led to the end of the section at Pinchley Wood near Cheltenham. Two more retirements on this section reduced the field to 49.

Leaving on the start of Section 3—for no "dead" time was allowed, and all map reading had to be done in running time—we were confronted by a sign "Deep Ford", and on the far side of the stream saw Pat Stark's Velox receiving treatment for a drowned engine. This psychological warfare was too much for the Hurg, which turned back to seek another route; we chanced it, to find the water unexpectedly shallow, the Vauxhall's trouble being due to having taken it rather too quickly. McDonald's alternative, however, lost him no time, for we were soon running together again, now heading southwards towards Malmesbury over unmetalled tracks, still with frequent gates to open and close. Four Controls of Passage were found without difficulty, and then we entered the little town of Chalford. As we paused to consider a cross-road not marked on the map, the H.R.G. came past us and unhesitatingly selected what we thought was the wrong one. Alas! we then proceeded to tour the town in a maze of steep and narrow streets, before later emerging in what proved to be anything but the right direction, and we added a good 20 miles to the official distance before getting back on the route. This town was the downfall of many, and throughout the event one navigational error sufficed to ensure penalization, for the time schedules were attainable only by unerring selection of the correct route.

(Continued overleaf)

It was, therefore, half an hour behind our due time that we reached the first Time Control of this section, near Minety, and a further mistake lost us another two minutes between this point and the refuelling Control at Pegler's Garage in Tetbury, which we reached a minute or so behind the H.R.G. Up to 30 minutes' rest was scheduled here, and, as the Section 4 route cards were being handed out, we devoted our stay to plotting the various points. This refuelling halt came too late for many, who found that normal petrol consumption did not prevail in the face of so much stopping and starting, and such continual low-gear work. Nevertheless, only four more retirements took place, though one competitor at least was over five hours late in reaching this control.

With the controls already identified, Section 4 was a simpler proposition, and 22 competitors completed it without penalty. The principal hazard was the existence of some uncharted bends in the course of what appeared on the map to be a long straight road, joining the last Control of Passage, near Clyffe Pypard, to the first Time Control by Ogbourne St. George. Most drivers had a few hectic moments on this stretch, but none more so than John Bremner, who had some very busy seconds on a suddenly-encountered corner; he contrived to keep his Aprilia on the road, but the panelling under one door was altered to a radius slightly different from that given to it by the Farina coachworks. Forty-one cars were still in the running at the end of the section, on the outskirts of the Savernake Forest, although the last to arrive was something over eight hours behind his E.T.A.!

Section 5 led off on to the Lambourn Downs, rough tracks alternating with open grassland across which we headed, hopefully, into the blue. The early morning sun was beginning to dispel the mists in the Vale of the White Horse, and we found time to congratulate our-

selves on striking such perfect weather; even more welcome, however, were the boards marking the Controls of Passage, for our choice of route across some of these open hillsides was often a matter of blind faith. Leaving Letcombe Bassett, we pressed on to the first Time Control, again in company with McDonald's Hurg, but we then (incorrectly) decided to prefer the main road round three sides of a square to the dubious track leading directly to the final point north of East Ilsley—an error of judgment, for the H.R.G., using the track, made it on time, while we were five minutes late. However, we were early enough to be permitted to have a go at the Bonus Section, and were handed a card bearing four place names: Liddiard's Green, Lower Bothampstead Farm, Four Points and Fox Barrow. Perhaps we were tiring; perhaps we were just naturally dim-witted. Anyhow, it took us over a quarter of an hour to spot the names on the map. This left barely 45 minutes to visit the points, for, while we could earn three marks for each place we visited, we would be penalized at the rate of one mark for each minute over one hour between receiving the card and returning it completed.

This was perhaps the most enjoyable dice of the entire event. The sun was up, the roads were dry, we encountered no traffic, and the first three points were quickly found and the code words noted. Then came Fox Barrow, out in the middle of the Blewbury Downs—an area which we knew slightly from last year's Hants and Berks Night Trial. The tracks were so abominable as scarcely to deserve even that derogatory epithet, and our imagined local knowledge led us astray completely. Nevertheless, I had the uncommon experience of catching sight of the speedometer recording over 70 as we motored across a field. Time was running out, and so we abandoned the search, only to throw away five precious marks by turning in the wrong

direction when we rejoined the main road, thus reducing our nine bonus marks to four. Some 20 crews finished Section 5 in time to attempt this Bonus Section, and five of these obtained the maximum of 12 credit marks.

The field was by now reduced to 33, all of whom finished the event, although the remaining section penalized about half of them. Circling round the back lanes and embracing another part of the Ridge Way, this sixth section was reasonably straightforward, and well inside two hours we were at the finish and swopping yarns over breakfast, soon joined by John Gott and Jock Gillespie, hands blackened and burned after wrestling with a broken exhaust pipe, the heat from which had been boiling the petrol in the pump, with resultant fuel starvation. Joan and Douglas Johns, with additional talent in the shape of Holland Birkett himself, had had an uneventful and trouble-free run in their A90, while S. Moore's M.G. TC had been so skilfully piloted as to complete the course with only 36 minutes' lateness, reduced effectively to 27 by his nine bonus marks; clearly the outright winner, with great credit to his navigator, Miss J. Chesterton. A. S. McDonald, with 12 bonus marks, emerged with a total of 31 to take second place in general classification; Joan Johns, also with 12 bonus marks, netted 35 to fill the third place; and J. Reynolds (Citroën), having reduced his 46 marks by nine, was fourth. Fifth place fell to our lot, with 43 marks, just ahead of R. W. Holmes, of Cambridge University in an Austin A70 with 45. S. L. Offord, his M.G. TC carrying B.A.R.C. colours, was seventh with 47 marks, and Peter Elbra (Morris Minor) came eighth with 51, and the best in Class A. Provisional results were worked out with commendable dispatch by Tony Ambrose, whose arithmetical ability appears to continue undiminished even when its proprietor is nine-tenths asleep, and fully detailed results have since been circulated to all concerned. It is worth pausing to note that no accident marred the event, despite its being resolved on the road sections; that neither rally plates nor numbers were carried by the cars; and that the entry fee had been kept down to the modest sum of 19s. These are matters for other organizers to ponder.

BARCLAY INGLIS.

RESULTS

Premier Award: S. Moore, Hants and Berks M.C. (M.G.), 27 marks lost.

Navigator's Award: Miss J. Chesterton.

Class A: P. Elbra, Hants and Berks M.C. (Morris Minor), 51.

Class B: A. S. McDonald, London M.C. (H.R.G.), 31.

Class C: Mrs. D. C. Johns, Hants and Berks M.C. (Austin), 35.

University Award: B. Inglis, E.U.M.C. (Allard), 43.

Team Award: Hants and Berks "A" (J. Bremner, G. G. F. Anton and S. Moore).

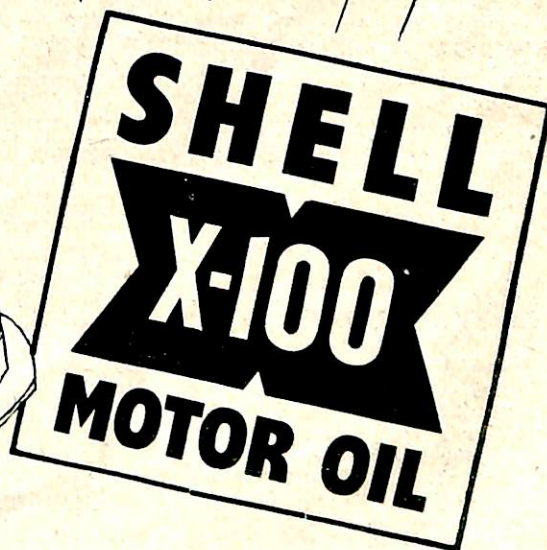


ALLARD IN H.O.: Winner of the University Award and author of this account of the Rally Rapide, Barclay Inglis tackles the ford at Little Haseley.

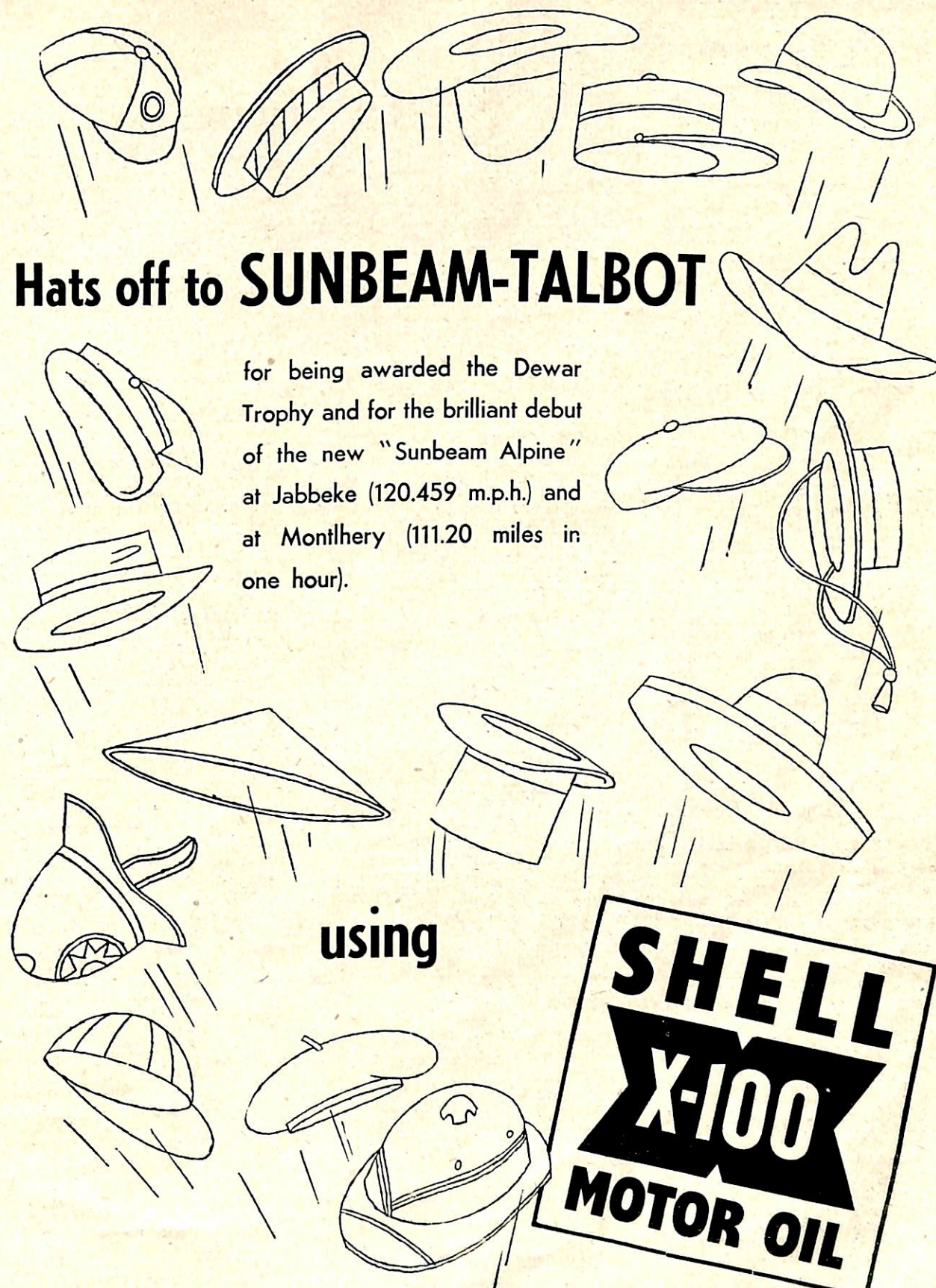
Hats off to **SUNBEAM-TALBOT**

for being awarded the Dewar Trophy and for the brilliant debut of the new "Sunbeam Alpine" at Jabbeke (120.459 m.p.h.) and at Montlhery (111.20 miles in one hour).

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NEWS FROM THE CLUBS

By Wilson McComb

ONE of the disadvantages of being a motoring journalist is that one is more or less compelled to watch motor races. In case that suggests a shameful lack of enthusiasm, let me hasten to add that I say so only because lap-scoring leaves little time for a visit to the paddock, and it is a pity to miss all the interesting cars and people one encounters there.

However, last Saturday at Goodwood I did manage to find time for my usual quiet mooch around the place where drivers relax or sweat between races, according to the state of their vehicles. As always, I saw many intriguing sights; not the least of them was R. G. Shattock's R.G.S. - Atalanta, with its Aston-like bonnet and similar tail, opened up like an oyster in the last, precious moments of its life. It was easy to see his new anti-roll bars front and rear, and "Telaflor" dampers; also the two-point mounting for the one-wheeled trailer he uses to cart odds and ends to race meetings. This caused roars of laughter when it first appeared last year, but the design allows him to tow the fully loaded trailer at some shocking speeds. Shattock tells me that he wants to swap his Lea-Francis engine for an XK 120 power unit, so you know where to go if you seek a fast 1½-litre motor.

Talking of odds and ends—in the pit of a youthful M.G. driver I noted the following useful spares: cylinder head gasket, complete set of valves, one door lock, puncture repair patches, chromium and cellulose polishes, a 20-cent copy of *Science and Mechanics*—and a shaving brush!

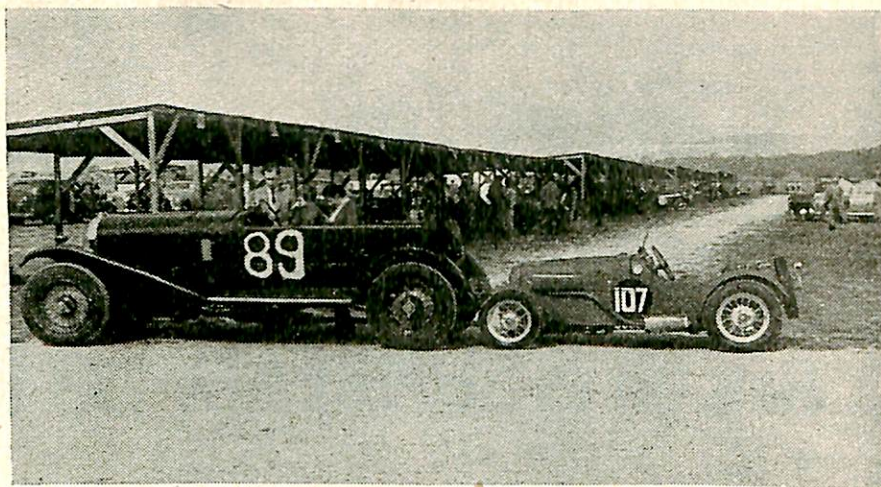
RHYDYMWYN ENTRIES

A FULL entry has been received for the Wirral 100 M.C.'s Sprint Meeting at Rhydymwyn tomorrow. Cars include 500 c.c. Coopers, a blown E.R.A., the G.N. Spider and the 4½-litre Steyr-Allard, and among the drivers who will take part are C. A. N. May, W. T. Leigh, Mervyn Kearon, Basil Davenport, Gillie Tyrer, and E. and W. Goodwin. The meeting starts at 1 p.m.

CORNWALL MOTORING ASSOCIATION

THE Cornwall Vintage C.C. and the Plymouth M.C., who ran a joint meeting at Davidstow aerodrome last year, are now in the process of forming a limited company to organize further races on this circuit; the company will be known as the Cornwall Motoring Association, Ltd.

A full-scale meeting is being planned for Whit Monday, including events for sports cars under and over 1,500 c.c., and for Formula 3 cars. Regs. and other details of the meeting may be had from W. Roseveare, Sherwell House, Plymouth.



DAVID AND GOLIATH: Suggested by Hamish Orr-Ewing's 4½-litre Bentley and A. Newbold's 1,099 c.c. Ansford, tête à tête in the paddock at last Saturday's B.A.R.C. Members' Meeting, Goodwood.

GOSPORT A.C. SPEED TRIAL

REGULATIONS for the Gosport A.C.'s Speed Trial on Sunday, 26th April, may be had from S. F. Warne, 11 Vectis Road, Gosport, Hants. Invited clubs are the Bugatti O.C., Aston Martin O.C., Chiltern C.C., West Hants and Dorset C.C., Hants and Berks M.C., B.A.R.C. and Vintage S.C.C.

TRENGWAINTON HILL-CLIMB

TUESDAY, 31st March, is the last day for entries at normal fee for the West Cornwall M.C.'s Trengwainton hill-climb on Easter Monday. Invited car entrants are members of the Bristol M.C. and L.C.C., Plymouth M.C., West Hants and Dorset M.C., London M.C., Sporting O.D.C. and Hants and Berks M.C., and the Secretary of the Meeting is E. Dickinson.

TUNBRIDGE WELLS M.C. BRANDS HATCH EVENT

SEVEN clubs have been invited to take part in the Tunbridge Wells M.C.'s speed event at Brands Hatch next Sunday, 29th March, which consists of s.s. and f.s. timed laps of the course. Starting time, 12.30 p.m., and further details may be had from Mrs. S. T. Roe, 24 Molyneux Park Road, Tunbridge Wells.

ALVIS REGISTER ABINGDON RALLY

ARRANGEMENTS are now being completed for the Alvis Register's Abingdon Rally between members of the Humber and Alvis registers, which will take place at Esso House, Abingdon, on Sunday, 26th April, starting at 11 a.m. Closing date for entries to N. H. Johnson, 399 Ley Street, Ilford, is Thursday, 16th April.

GRIMSBY "POACHER RALLY"

ALTHOUGH running under a "closed" permit this year, the Grimsby M.C.'s "Poacher Rally" on 30th/31st May will, in future, be a closed invitation event, and competitions membership of the club is available at a small sum. The rally will cover a route of some 220

miles in Lincolnshire and Derbyshire, starting and finishing in North Lincolnshire. A regularity and a special night navigational section are included, with two tie-deciding tests at the finish control. Further information from Gordon Petchell, 171 Cleethorpe Road, Grimsby.

SOUTHERN JOWETT FIXTURES

THE basic 1953 fixture list of the Southern Jowett C.C. is as follows: 29th March, Mystery Run, Surrey; 26th April, Field Events, Gustardwood, Wheathampstead, Herts; 31st May, Field Events and Treasure Hunt, Balls Cross, Sussex; 28th June, Rally, West Surrey area; 26th July, Mixed Event, Sussex; 30th August, Field or track events, Tewin, Herts; 25th October, Point-to-point map-reading, Herfordshire. Particulars of the above from R. Knight, 390 Hoe Street, Walthamstow, E.17.

750 M.C. NIGHT RALLY

STARTING from the Lunways Inn, (five miles from Winchester on the main Winchester/Basingstoke road), the 750 M.C.'s (Southern Centre) Night Navigational Rally on 11th/12th April is open to members of the Gosport A.C., B.A.R.C. (S.W.), Bristol M.C. and L.C.C., Hants and Berks M.C., West Hants and Dorset C.C. and Cheltenham M.C. Entries should reach A. Footner, Flat 4, Westfield Gardens, Somersford, Christchurch, Hants, by Saturday, 4th April.

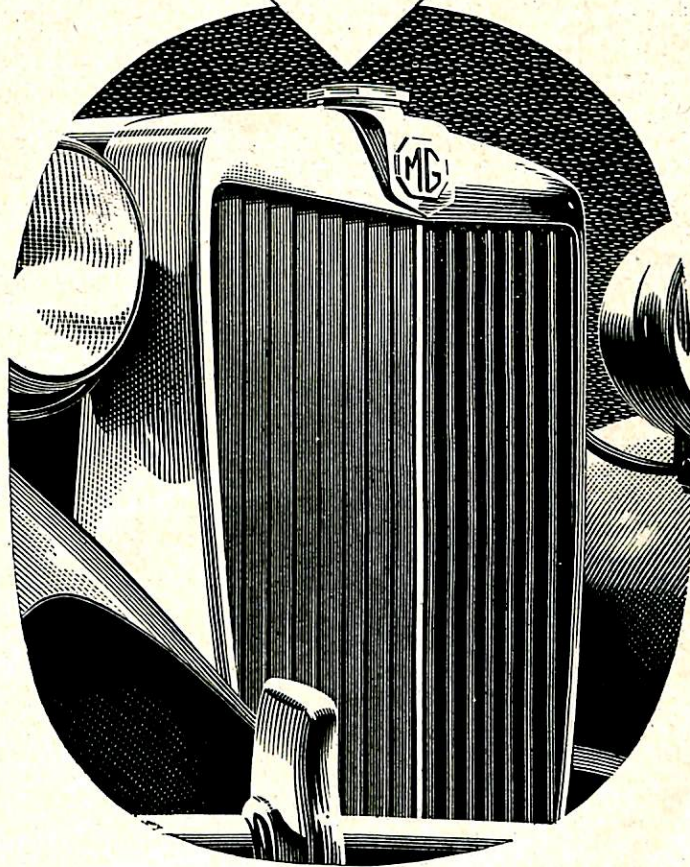
Until further notice, the club's regular meetings on the last Wednesday of each month will be held at The Bell, Brook, near Cadnam, and not at the Crown and Stirrup, Lyndhurst, as previously.

NORTH DEVON M.C. ILFRACOMBE RALLY

THE North Devon M.C.'s third Ilfracombe Rally will be held on 9th/10th May, with starting points at Virginia Water, Bristol, Bournemouth, Plymouth and Ilfracombe. Clubs invited are the Bristol M.C. and L.C.C., London M.C., West Hants and Dorset C.C., Taunton M.C., Exmoor M.C., Plymouth M.C. and M.C.C. Regs. are available from H. Bartlett, 43 Charles Street, Barnstaple, North Devon, and entries close on Monday, 27th April.

More News from the Clubs on page 408

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News from the Clubs—continued

ALVIS O.C. EASTER RALLY

DETAILS of the Alvis O.C.'s (Midland Section) Easter Rally, starting from the Ettington Park Hotel, Ettington, nr. Stratford-on-Avon, at 2.15 p.m. on Sunday, 5th April, may be had from D. R. Lawrence, "Trevarrick", Worcester Street, Stourbridge. A noggin and natter will be held at the White Horse Hotel, Congreve Street, Birmingham, starting at 8 p.m.

The S.E. Section's Spring Rally will be held on Sunday, 17th May, and entry forms are available from K. R. Day, 31 Lawrence Avenue, New Malden, Surrey.

* * *

TULLAMORE SPRING TRIAL

THE Irish Midland M.C.'s Spring Trial attracted a good entry of both open and saloon cars, the former competing in a Hewison Trophy event over one course whilst the latter used only part of this course in a somewhat less severe circuit. Both started at Kinnity, about 15 miles from Tullamore, and the two courses lay in and around the area of the Castle Bernard Demesne. All types competed in a pylon test on the drive in front of Castle Bernard, then the open cars attempted an observed climb of Haggard Hill, followed by a second observed section through a wooded glade called Coneyburrow Hill, which was also timed. After Coneyburrow came a water splash at Forelacka where newcomer T. P. O'Connell in his neat, new Ford Special was no less than two seconds faster than anyone else.

At Donnelly's Hollow 1 there was a reverse and braking test, immediately followed by the usual, long timed hill-climb up through the forest at Donnelly's Hollow. Guy Baker had the misfortune to become stuck here with petrol pump trouble on his Buckler Special—a trouble which has failed some competitor or other every time this hill has been used!

After Donnelly's Hollow the two courses merged again, the saloons in the meantime having climbed a timed hill. The two classes then competed together in a Y-fork acceleration-reversing test at Lettercross, and a downhill run ending with a stop in a box at Pidgeon's Town Hill. This ended the course for the first two laps, but on the third and final lap for the open class and the third and fourth laps for saloons, an added attraction was a dice round a grass track course in Horgan's Field. Colm Hogan made a tremendously fast run first time round in his M.G. 1½-litre saloon but had the misfortune to break a clutch control on his second run. Paul Soden (M.M.I.) made fastest lap and Val Baker provided great amusement for the spectators when the steering connections came adrift on his Ford Special.

H. A. O'BRIEN.

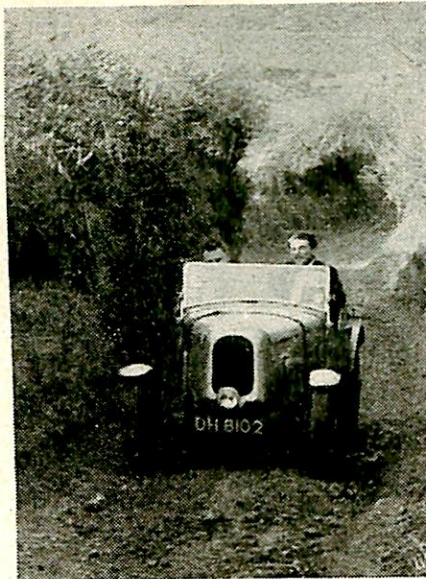
RESULTS

Premier Award (Open): K. P. Murray (M.M.I.), 110 marks.

First Class Awards: P. Soden (M.M.I.), 100½; C. Vard (Ford Spl.), 69½.

Premier Award (Closed): E. Dempsey (Austin A40), 55.

First Class Awards: R. J. Williams (1,172 c.c. Morris Minor), 43½; J. Dunn (Austin A40), 15.



BLACKWATER: O. L. Leighton (Cooper-Ford Spl.) climbs Knowle Lane in the Hants and Berks M.C.'s Blackwater Trial, one of several recent "non-damaging" events.

LANCS AND CHES C.C.
"DERBYSHIRE"

No class for 1949-regs. cars will be included in the Lancashire and Cheshire C.C.'s 12th Derbyshire Sporting Trial on Sunday, 19th April, in the hope of attracting a good proportion of standard cars for what should be a "dry" event. Clubs invited are the Sheffield and Hallamshire M.C., London M.C., North Midlands M.C., Yorkshire S.C.C., Sunbac, Lancashire A.C. and

Hagley and D.M.C.; trials championship entrants are, of course, also invited. Entries close on Monday, 13th April, and the Secretary of the Meeting is J. A. Sivey, 7 Brookfield Crescent, Cheadle, Cheshire.

The club has been invited to provide about 20 marshals for the new Oulton Park circuit, and a list is being compiled by Lt.-Cdr. P. L. D. Attwood, 34 Palatine Road, Manchester, 20 (Telephone: Didsbury 2465).

* * *

NORTHAMPTON SPRING TRIAL

TEA and a film show wound up the Northampton and D.C.C.'s Spring Road Trial on Sunday, 22nd March, at the end of a 50-mile course for which the set average was 23 m.p.h. The Hinde and Mason Challenge Cup was taken by R. Franklin, second place by G. Cole, and third by P. Russell-Wilks.

* * *

M.G.C.C.'s (S.W.) RALLY

THE fact that one cannot buy a postal order after 6 p.m. rather disorganized some of the sixteen competitors in the M.G.C.C.'s (S.W. Centre) Navigational rally, which started at 4.30 p.m. on Saturday, 21st March, from the Hare and Hounds Hotel, Westonbirt, Glos. Some 70 miles of country was covered in visiting three time controls and three places where postal-order-buying was indulged in, and the special test was not required as only one competitor finished the course without losing any marks. The Sanctuary Trophy was won by J. J. H. Murray (Ford Zephyr), who was followed by W. Reese (M.G. TC), C. J. Toomer (XK 120 Jaguar) and G. Best (Ford Consul).

More News from the Clubs on page 410

"AUTOSPORT" DIRECTORY OF THE CLUBS—39

The De Lacy Motor Club of Pontefract



(Re-formed 1952)

President: Alan L. Marshall.

Vice-Presidents: Dr. J. B. Young; Supt. C. H. Marson; J. Reynolds; G. R. Smith.

Open to: Those interested in motor sport—car owners as Full members; motor-cyclists and non-car owners as Associate members.

Caters for: Most forms of motoring and social events.

Principal Events: Navigation Trial—March.

Rally—May.

Driving Tests and Concours—July.

Standard Car Trial—September.

Headquarters: The Queens Hotel, Pontefract.

Meetings: Third Thursday of each month at 7.30 p.m.

Bulletin: Quarterly, duplicated. Editor: Philip Turner, Parklands, High Ackworth, near Pontefract.

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

Approximate Membership: 65 Full members, 25 Associate members.

Prominent Member: Robert H. T. Wil-de-Gose (1908 G.P. Itala).

Annual Subscription and Entry Fee: Entry Fee, 5s. Annual Subscription: Full Membership, 10s.; Associate Membership, 2s. 6d.

Hon. Secretary: A. E. England, Ashdene, Carleton Road, Pontefract, Yorkshire. Telephone: Pontefract 451.



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News from the Clubs—continued

LEICS. BROWETT TROPHY TRIAL

LIKE most other clubs staging trials on Sunday, 15th March, the Leicestershire C.C. found themselves faced with dry, bone-hard observed sections for their Browett Trophy Trial, and the event was won on the timed tests. Peatling and Little Dipper were easy, but water provided an obstacle at Gilmorton Pond. Few marks were lost, yet only two competitors came through the whole event unpenalized.

Provisional Results

Browett Trophy: H. H. Mayes (Mayes Special), 0 marks lost. **First Class Award:** S. Asbury (Dellow S.), 0 marks lost. **Second Class Award:** W. E. Wykes (Dellow S.), 4. **Novice Award:** J. L. Thompson (Singer), 22.

PLYMOUTH "ANON" TRIAL

CHILLATON HILL was the only stopper in the Plymouth M.C.'s 12th annual "Anon" Sporting Car Trial, which started from Carr's Garage, Tavistock, at 11 a.m. on Sunday, 15th March. The event was won by R. J. Harris (60 pts.), and second place taken by N. U. J. Crookshank (55 pts.).

On Sunday, 19th April, the fourth annual Production Car Rally will be held, for lady drivers only.

FURNESS MILL BROW TRIAL

EIGHTY-FIVE miles of Lakeland will be covered by competitors in the Furness D.M.C.'s Mill Brow Trophy Trial on Sunday, 5th April, starting from The Gill, Ulverston. There is still time for club members to enter for this event, as entries close next Thursday, 2nd April. The Secretary of the Meeting is S. Powell, 41 Robert Street, Barrow.

KENTISH BORDER TAYLOR CUP TRIAL

NO less than 12 observed sections were included in the five-mile route of the Kentish Border C.C.'s J. B. Taylor Cup Trial, which started from Mark Cross, Sussex, on Sunday, 15th March. One mud section, "George's Delight", failed the entire entry, and three other hills were climbed by only one competitor—two by Rex Chappell (Cotton) and one by Percy Barden (Cotton). Fastest time in the tie-deciding special test was made by A. F. Erskine.

RESULTS

J. B. Taylor Cup: R. F. Chappell (Cotton), 90 marks.

Class B: B. H. Cox (Dellow), 50.

First Class Award, Class A: P. A. Barden (Cotton), 70.

First Class Award, Class B: W. G. Macey (M.A.S.), 40.

Retirements: B. H. Dees (Deeford); H. H. Alderton (Maythorpe) and J. H. Appleton (Cotton).

SEVERN VALLEY TRIAL

DESPITE the recent dry weather, competitors in the Severn Valley M.C.'s Wrekin Trial on Sunday, 15th March, found plenty of mud waiting for them

COMING ATTRACTIONS

March 27th. *Mid-Antrim M.C. Trial, Northern Ireland.*

March 28th. *Wirral 100 M.C. Sprint Meeting, Rhydymwyn. Start, 1 p.m. Bristol M.C. & L.C.C. Poole Trophy Trial.*

Omagh M.C. Trial, Northern Ireland.

March 28th/29th. *Vintage S.C.C. Pomeroy Memorial Trophy Competition, Silverstone. Start, 12 noon. Maidstone & Mid-Kent M.C. Night Rally.*

A.C.O.C. 4th Annual Night Trial. Start, Twyford, Berks.

March 29th. *Circuit of Nimes (S.T.), France.*

Tunbridge Wells M.C. Speed Trials, Brands Hatch. Start, 12.30 p.m.

Cornwall V.C.C. Driving Tests, Davidstow.

West Hants & Dorset C.C. Hartwell Cup Trial.

Horsham & D.M.C. & L.C.C. 5th Annual Spring Cup Trial. Start, Bagshot Heath, 11 a.m.

De Lacy M.C. of Pontefract Navigational Trial.

Mid-Cheshire C.C. Spring Sporting Trial. Start, the Liver Inn, Rhydialog, 11 a.m.

March 29th/April 2nd. *Rallye Soleil, Cannes, France.*

at the Garmston Gulch observed section. Only man to show a clean sheet at the Braggers Hill timed restart test was G. E. Gardner (Hillman Minx), but the two observed sections which followed presented little difficulty. After a garaging test at Huntingdon clay pit, the field returned to Garmston Gulch, and all but three had to call on the tractor for assistance. R. Pugh, A. Westwood and E. Fullwood, all M.G.-mounted, performed well at a test in Buckatree Quarry, and only two failed on the last two observed sections.

PROVISIONAL RESULTS

1, A. H. Westwood (M.G.); 2, E. Y. Fullwood (M.G.); 3, W. E. Bacon (Hillman); 4, G. E. Gardner (Hillman); 5, A. Payer (M.G.).

Team Prize: Westwood/Fullwood.

BRIDGNORTH ROAD TRIAL

TWENTY-TWO car entrants took part in the Bridgnorth and D.M.C.'s March Road Trial on Sunday, 15th March, covering a 112-mile route in the Corvedale area of Shropshire. The bill of fare included route-finding (with 21 check points), three driving tests, and regularity tests by night and day.

Results

Best Saloon Driver: R. J. Sanders (Allard), 371 marks lost. **Best Open:** P. J. Anton (M.G.), 412. **First Class Awards:** W. W. Foxall (Standard) and H. Dolan (M.G.). **Second Class Awards:** E. V. Wall (Triumph) and G. T. Cheney (Jaguar).

CIRENCESTER SPRING RALLY

SIR DAVID GAMBLE, BT., and Messrs. G. Phillips, J. Lampitt, B. Nelson, D. Mellard, Dr. Heaven, W. A. C. Broxton and M. Miller, were responsible for the excellent organization of the first Annual Spring Rally of the Cirencester C.C. on 14th/15th March.

RESULTS

Chairman's Challenge Trophy: A. C. Hobbs (Morgan). **Earle and Ludlow Trophy (best performance by club member):** A. C. Hobbs. **Nelson Trophy (Class 1):** H. R. Braithwaite (Morris). **(Ash Trophy (Class 2):** Dr. Holliday (M.G.). **Cirencester Traders' Trophy (Class 3):** J. Sears (Jaguar). **Ladies' Team Prize:** Miss J. M. L. Slatter (Sunbeam-Talbot). **Bledisloe Lodge Trophy:** H. R. Braithwaite.

WEST ESSEX A.G.M.

OFFICERS elected at the recent A.G.M. of the West Essex C.C. are: *President,* Hon. Gerald Lascelles; *Vice-Presidents,* Stirling Moss, T. E. Anderson and W. E. Roberts; *Secretary,* Major H. A. E. Cree; *Comps. Secretary,* G. E. Matthews; *Treasurer,* H. O. Cormacey; *Bulletin Editor,* J. Holmes; *Press Secretary,* E. J. Worley; *Committee,* Messrs. J. Holmes, J. Burgess, E. J. Worley, S. Rees, S. Ince, D. Golding, W. Hawkins, A. Lusty and F. Lee.

Monday, 6th April, is the entry closing date for the club's Speed Trial at Snetterton on Sunday, 12th April, to which the Half Litre Club, Bentley D.C., East Anglian M.C., Thames Estuary A.C., Eastern Counties M.C., S.C.C. of Norfolk and Cambridge U.A.C. have been invited. The Secretary of the Meeting is G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex.

More News from the Clubs on page 412

CLUB FIXTURES

Half Litre C.C.—Film Show, 27th March, Jolly Farmers, Enfield, Middx, 7.30 p.m.

Newry and D.M.C.—Film Show, 27th March, Snack Bar, Hill Street, Newry, 7.30 p.m.

Hants and Berks M.C.—A.G.M. and Film Show, 27th March, New Inn, Eversley, Berks, 8 p.m.

North London M.C.—Evening Run to Salisbury Crest, Essendon, Herts, 27th March.

750 M.C. (N.W.)—Meeting, 27th March, Royal Thorn Hotel, Wythenshawe, Manchester.

Mercedes-Benz Club.—Social Evening, 28th March, King's Arms, Hampton Court, Middx, 6 p.m.

"W.O." Club.—Meeting, 29th March, Moreton-in-the-Marsh, Glos, 3.30 p.m.

Alvis O.C. (S.E.)—Social Run and Concours d'Elegance, 29th March, Start, The Refectory, Milford, Nr. Godalming, 3 p.m.

Noggin and Natter, 1st April, Osterley Park Hotel, Gt. West Road.

(Northern)—Social Evening and Film Show, 1st April, Flouch Inn, Nr. Sheffield, 7.30 p.m.

Repeat showing, 2nd April, Petre Arms Hotel, Langho, Lanes, 7.30 p.m.

Renault O.C.—Cocktail Party, 29th March, Denmark, Old Brompton Road, S.W.7, 7 p.m.

Southern Jowett C.C.—Mystery Run, 29th March, Surrey.

Leics. C.C.—Map Run, 29th March, Start, Lee Street Car Park, Leicester, 2.30 p.m.

Bentley D.C.—Meeting, 31st March, Blacksmith's Arms, Thornwood Common, Nr. Epping, 8 p.m.

Northampton and D.C.C.—Noggin and Natter, 31st March, Queen Eleanor Hotel, Wootton.

Eastern Counties M.C.—Noggin and Natter, 31st March, The Red Lion, Martlesham, Nr. Woodbridge.

West Essex C.C.—Film Show, 1st April, Three Jolly Wheelers, Woodford Bridge, Essex, 8.15 p.m.

Nottingham S.C.C.—First Thursday Meeting, 2nd April, The Five Ways, Valley Road, 7 p.m.

Vintage S.C.C.—First Thursday Meetings, 2nd April, Phoenix Hotel, Hartley Wintney, Hants. King's Head, Telby, Nr. Market Rasen, Lincs, and Scott's, Rose Street, Edinburgh.



Dimensions:—Wheel base 7' 6". Track 4' 2". Overall width 4' 10". Height to scuttle 3' 2". Overall length 11' 2". Ground clearance 5".

Overall gear ratios:—3.642:1 or 3.916:1.

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REDUCTION IN PRICE of £73 - 3 - 3

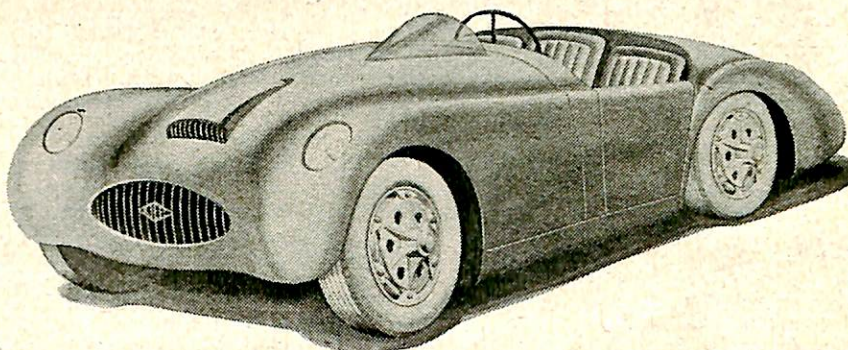
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by Gregor Grant

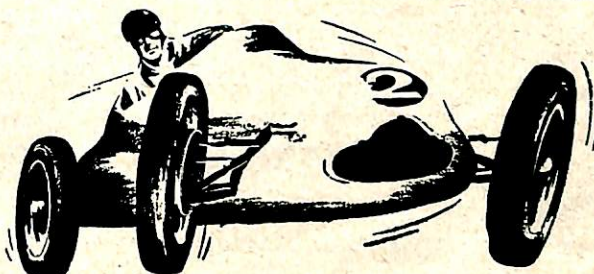


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First Meeting : Easter Monday, at 2 p.m.

News from the Clubs—continued

A.C.O.C. "RALLY ROUND"

MEMBERS of all recognized motoring clubs are invited to take part in the A.C. Owners' Club's "Rally Round" on 16th/17th May, starting and finishing at Enfield, Middlesex. There will be two separate day runs of about 220 and 150 miles respectively, with the intervening night spent at Great Yarmouth, and the event involves taking photographs of certain specified objects *en route*. Regulations and entry forms from B. H. Martin, 43 Camlet Way, Hadley Wood, Herts.

On Sunday, 12th April, the club will again be hosts to disabled ex-Servicemen from Roehampton, when each competing member will make himself responsible for the entertainment of one disabled guest during a run to Bognor and back. Entries are limited to 30, but readers interested in joining in, should vacancies occur, are invited to contact George Grigs, 72 Redcliffe Gardens, S.W.10.

500 M.R.C.I. TITLE UNCHANGED

At the A.G.M. of the 500 Motor Racing Club of Ireland in January, it will be remembered, one of the main topics for discussion was a suggestion that the name of the club be changed, in view of the present lack of interest in 500 c.c. racing in Ireland. Many conflicting points of view were heard, and it was only by a narrow majority that the suggested new title of "The Irish Racing Drivers' Club" was approved; at the close of the meeting, notice of a

motion to reconsider the change was handed in.

With this in view, a special meeting was held recently in the *Belfast Telegraph* canteen, by permission of the club's President, W. R. Baird. Members heard the views of the R.A.C., as contained in a letter to the club, and those of one of the Vice-Presidents, Commodore C. A. R. Shillington. After further discussion, it was decided to revert to the former title of the club.

CHILTERN C.C. "LUNAR LARK"

ENTRY forms will soon be available for the Chiltern C.C.'s "Lunar Lark" on Saturday, 11th April, starting and finishing in the Beaconsfield area.

Patients from Stoke Mandeville Hospital will be taken out by members on Sunday, 17th May, for the second year running. All club members are requested to support this function, sending details of the car and number of seats available to B. Sellman, 4 Parsonage Place, Amersham, Bucks.

PETERBOROUGH M.C.'s WARCO CUP TRIAL

REGULATIONS for the Peterborough M.C.'s Warco Cup Trial on Sunday, 19th April, may be had from W. J. Wardle, 39 London Road, Peterborough, Northants. Clubs invited are the Leics C.C., Sunbac, Northants and D.C.C., Shenstone and D.C.C., Eastern Counties C.C., Cambridge 50 C.C. and Nottingham S.C.C. A 20-mile course in the Peterborough/Oundle area will include nine or ten sporting sections and a tie-deciding test.

B.A.R.C. BRUNTON HILL-CLIMB

FOUR classes for saloon cars and six for sports cars will be included in the B.A.R.C.'s (S.W. Centre) hill-climb at Brunton, nr. Ludgershall, Wilts, starting at 1.30 p.m. on Sunday, 12th April. Practising takes place between 10 a.m. and 12.30 p.m. the same day. Regs. and entry forms are now available from R. E. Orman, 51 Bassett Green Road, Southampton, and entries close on Wednesday, 8th April.

ALVIS O.C. FILM SHOW

MEMBERS of the A.C.O.C., Aston Martin O.C., Bentley D.C., Lagonda C.C., Lancia M.C. and Sunbeam Register are invited to a film show and social evening at 7.30 p.m. next Wednesday, 1st April, the venue being the Frouch Inn (14 miles from Sheffield on the Manchester/Sheffield road). If unable to attend this function, enthusiasts should note that it will be repeated at the Petre Arms Hotel, Langho, Lancs (at the junction of A.59 and A.666), the following evening at the same time.

IRISH MIDGET CAR RACING

THE 1953 racing season at Chapelizod Stadium opens at 8 p.m. on Saturday, 11th April, with National Championship races, organized by the M.R.C.C.I. Three races for *An Tostal* trophies will be held, the heats being run off on 11th and 18th April, and the finals on 25th April. Saturday, 4th April, is scheduled for the final qualifying tests.



Les Leston

The well-known international racing driver invites you to his

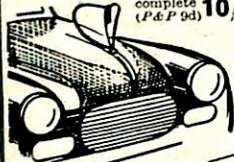
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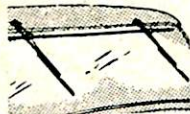
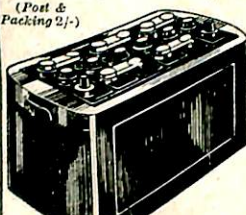
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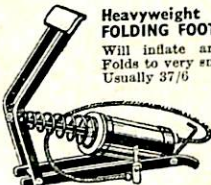
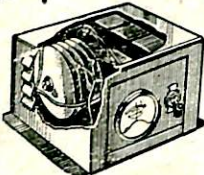
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SUNBAC'S "COLMORE" WON BY REX CHAPPELL

ON Saturday, 21st March, 36 drivers out of 42 entrants presented their cars for scrutiny at the Sale Yard, Shipston-on-Stour, prior to taking part in what looked as though it was going to be one of the easiest trials of the year, for nearly 30 days drought in the Cotswolds and a particularly fine morning threatened to take the sting from all the hills. Clerk of the Course Denis Rowlands had laid on for Sunbac's annual Colmore Trophy Trial.

Despite the lack of rain, when the 50-mile course had been traversed by the competitors only four retained clean sheets—in the circumstances a noteworthy achievement. Last-minute altering of hills and a certain amount of doctoring did not produce as much mud as had been hoped for, and most people were sorted out by tricky, steep dry climbs.

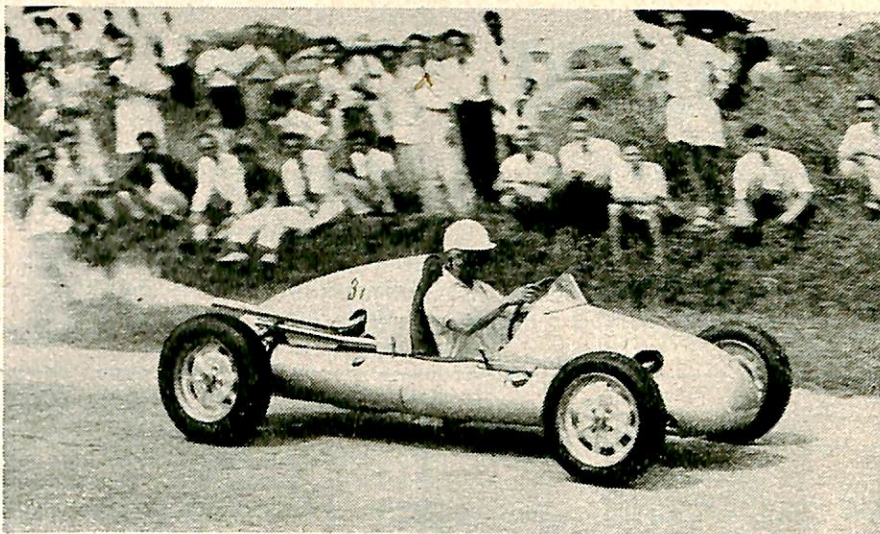
The first hazard, a hill called Lechat, was only a short way from the start, and a last-minute substitution for a hill that had dried out completely from beautiful, slimy mud to a surface reminiscent of rock-hard boulders. This hill was a long, steep climb up the side of the valley and brought many of the better-known competitors to grief, including Murray Austin (Dellow), who only moved a few yards uphill before coming to rest with wheelspin. Bill Sleeman (Dellow), trying hard, just maintained forward direction to record a clean climb. Ron Lowe (Dellow) was particularly unlucky; a fan blade came adrift, entirely removing the blower belt and causing him to come to rest in the last section.

Next followed a driving test in the adjacent quarry, involving some figure-of-eight motoring round pylons. Here Bill Bodenham (Dellow) showed 37.6 secs., to be beaten a little later by Ron Lowe, who clocked a very rapid 37.4 secs. Beating both by quite a margin came Tony Marsh in an unblown version of a Dellow, to record 35.6 secs.—a time which remained the best. Weston Wood, the next section, was climbed by most of the entry.

Three "sporty" hills in the Fish area followed, giving the boys plenty of tiller-winding, although failures were few. The same remarks apply to Liddcombe 1 and 2, tackled after the lunch stop. All sorts of peculiar times were recorded in the second driving test, near Stanton, but Bodenham came out best with 15.2 secs. to Chappell's 16.6 secs. Lew Tracey, who had previously suffered a broken blower belt, came to rest in the water at Kinton.

Quiting Wood, despite Neville Jarratt's enthusiastic efforts with a portable water pump, was another easy section, but Jackdaw shattered the hopes of many, and defeated all but six entrants. Jim Appleton was unlucky to misjudge his turning circle and came to rest against a tree. Wally Waring (1,520 Dellow) tried to trickle round the corner, but came to rest; Ken Rawlings' Vanguard Spl. also halted when he tried to take it flat out. Rex Chappell, however, showed excellent judgment in route-picking and throttle control to register a clean climb.

Dovedale, too, was a tricky hill, failing more than half of the field. Appleton, after a series of wild leaps, stopped



MALAYAN SPRINT: Chan Lye Choon (Cooper 1,100 c.c.) won the half-mile sprint meeting held recently by the Singapore M.C., establishing several new Malayan records.

in the top section, and Murray Austin lost the use of his Dellow's crown-wheel and pinion.

PROVISIONAL RESULTS

Colmore Trophy: R. F. Chappell (Cotton III), 0 marks lost.

Rhode Cup: A. W. Lilley (Wharton), 0.

Shell Cup: E. J. Chandler (Chandler), 0.

Bernard Norris Cup: None eligible.

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

1st Class Awards: B. H. Dees (Delford), R. J. Harris (R.J.H.), R. B. Lowe (Dellow S), W. T. Knill (Mullacott S), R. J. Hawkesworth (Austin Spl.), W. H. Waring (W.H.W. Dellow), K. Rawlings (Vanguard Spl.), B. Gamble (Dellow), J. H. Appleton (Appleton) and H. H. Mayes (Mayes).

* * *

HERTS COUNTY MAP RUN

THE morning of Sunday, 22nd March, saw 30 cars and their crews clustered round the control tower at Panshanger Aerodrome, near Hatfield, waiting for the start of the Herts County A. and A.C.'s Map Run. From 11 a.m. onwards, the cars left at one minute intervals to spend a total of 4½ hours driving about 60 miles over a course of their own choosing, to find eight points located by map references. At each point 10 code words were to be found, and since the check point at the "Speed the Plough Inn", north of Luton, had to be attained in 1½ hours from the start, the navigators were set a problem in having to balance their morning and afternoon routes to make best use of the time available.

Those crews arriving at the check point with little time to spare found that the signing-on marshal was not advertising his position, and some had to plot the point a little more accurately to find that he was ensconced in a shed behind the inn. Again, some were so relieved to find him that they then went straight to the bar for their 45 minutes' break, forgetting that code words had to be found before departing. A bonus of 70 marks was gained by clocking in between

times given on the route card, yet one or two over-enthusiastic types signed on too early.

A nearby point above a chalk pit near Hexton was a tie-decider, and most crews called in here to make sure of a few code words. The point in a wood near Graveley was well surrounded by decoy words, i.e., without the club's initials in front of them, and many route cards carried names far removed from those of the 10 respected motoring journalists scattered around the right place. "Grant" was found hiding in a bush, while "Gott" was located up a tree. Amusing experiences were many and various, but perhaps the best was the sight of first class award-winner Bernard Cooper following without choice a contingent of the Boys' Brigade for many precious minutes, while the crew's blood pressure mounted rapidly.

So back to Panshanger to sign off. The results were announced 15 minutes after the last car had arrived, a fact which shook everyone, including the Clerk of the Course. C. P. T.

RESULTS

Best Performance: P. Elbra (Standard Vanguard), 227 marks.

1st Class Awards: K. Holloway (Talbot 75), 203; K. E. Westover (Morris Minor), 203; and B. E. Cooper (Talbot), 195.

* * *

SUCCESSFUL INTER-CLUB QUIZ

THE three Austin drivers in the 1908 Grand Prix, according to K. Waring, were named Freeman, Hardy and Willis! This was typical of the hilarious answers provided by the teams of J. Gott, M. Nixon, D. Render, C. P. Tooley, Tom Walkerley and D. Wilcocks (Herts Co. A. and A.C.), and K. G. Jones, M. Kelly, H. R. Langrishe, H. McClean, C. G. Meisl and K. Waring (North London E.C.C.), in a Quiz match at the Rest Hotel, Kenton, on Friday, 20th March. At the end of six rounds it was a dead heat between the teams, and a further question to each side still failed to produce a winner; finally, each thought up a question for the other, and the result was: Herts, 54½; N.L.E.E.C., 55½.

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4 p.m.
MONDAY, MARCH 30th

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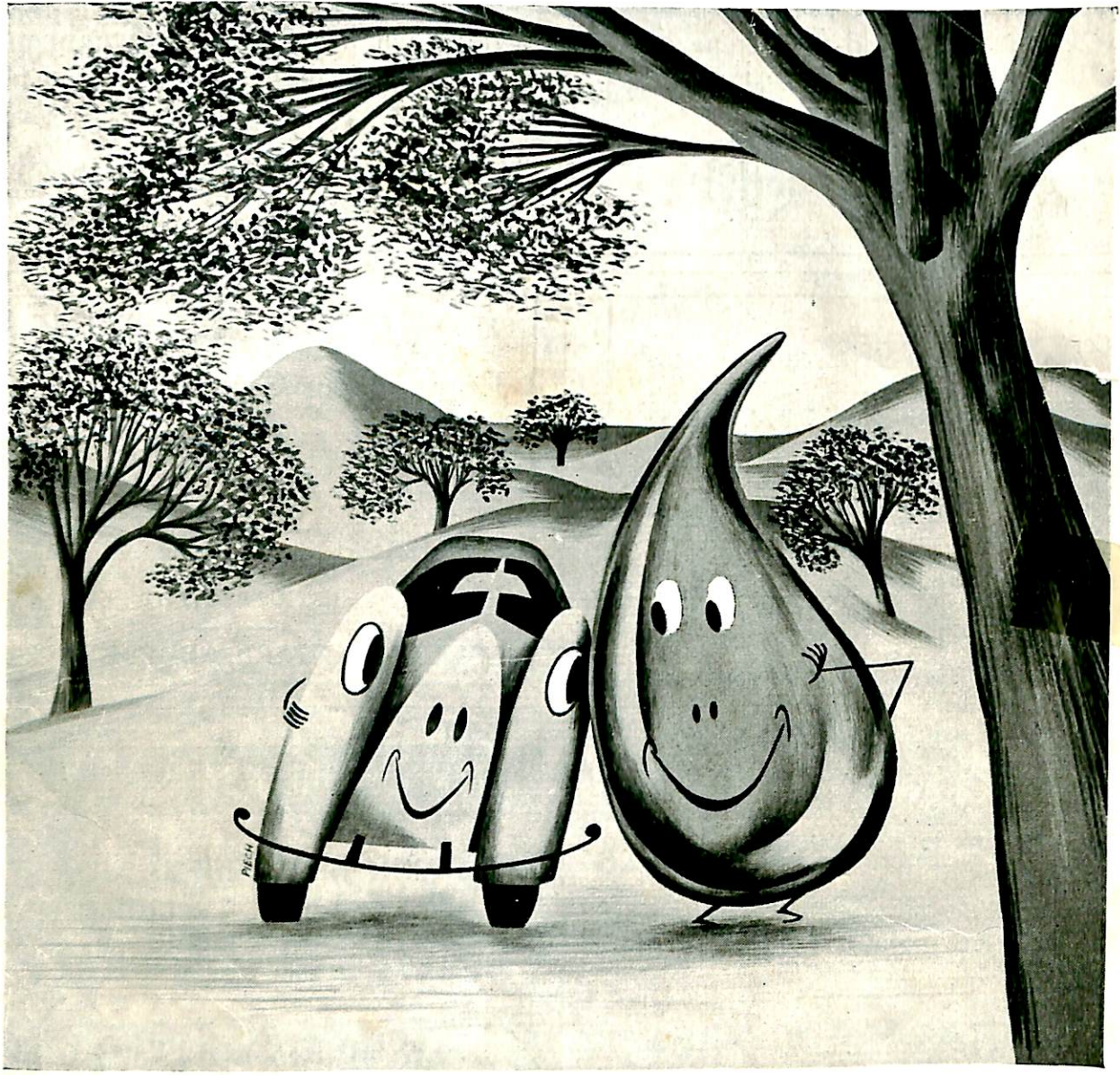
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