

Gerard's Rebuilt E.R.A. Fastest at Prescott

Wonderful Runs by the Cooper 1,000. Class Records Beaten by Cooper and Whincop

AFTER the International Shelsley Walsh Hill-Climb was over, many of the cars that had been there wended their way to Prescott, where the Bugatti Owners' Club ran one of their perfectly-conducted meetings on the Sunday, in all the friendly atmosphere of one of their smaller events. On the preceding night people bedded down in cars, caravans and the Allard caravan-cum-workshop in Prescott's picturesque Paddock. On the Sunday the early mist gave way to a really beautiful day and the meeting went through well ahead of schedule and without the slightest hitch—as one has come to expect of Prescott—although Eric Giles was taking a well-earned holiday.

Interesting cars in the Paddock included Chambers' Bugatti, which consisted of a blown "Brescia" with Frazer-Nash $\frac{1}{2}$ -elliptic front end, a special radiator shell over the cut-down "Brescia" element, and a chain-driven Power-plus supercharger on the near side, and Oscar Moore's single-seater O.B.M. The latter is based on Moore's "328" B.M.W., using the same chassis, and is very beautifully turned out, having the driver's seat off-set to the off side, a long air-scoop along the top of the low bonnet, a long central gear-lever and a tank beside the driver with two rubber filler-caps shaped like steam-domes. Hobbs had a lowered "K3" Marshall-blown M.G. Magnette, Baines the re-bodied, tail-less R-type M.G. with twin-cam head and most of its radiator blanked off; Dryden's Cooper had hairpin valve-springs; Strang had a new H.R.D. engine in his Strang, consisting of one cylinder from a V-twin engine, lubricated by Pilgrim pumps; Perkins' H.R.G. now had two, in place of three, S.U.s on its Type 321 B.M.W. engine, and Sarginson used a vertical-type magneto and a big oil filter on his 1,750-c.c. M.G., while Miller's Healey saloon sported a short cylindrical silencer beneath its near-side rear wheel.

Raymond Mays was present in his Mk. VI Bentley and very keen to attempt to lower Gerard's course-record, but his entry had not been made and Major Dixon Spain would not let Hutchison stand down in place of Mays, although the former driver had sportingly offered to do this and, indeed, had driven out to the hill in his Lancia the previous night to try to arrange this transfer. We feel, nevertheless, that the club had no option but to leave entries as they closed.

Non-starters comprised Clark (Mercedès), Haddow (M.G.), Marshall (M.G.), Miller (M.G.), Rowe (M.G.), Wykes (Frazer-Nash), the Walters (Bugatti), Prosser (Bugatti), Metcalfe (Bentley), L. Allard (Allard), James (Bugatti), Clarke (Bugatti), Imhof (Allard), Hamilton (Maserati), Mortimer (Maserati), Appleton (Appleton-Special), Johnson (E-type E.R.A.), Foster (Bugatti), Pool (E.R.A.), Norris (Alta), Lady Mary Grosvenor (Bugatti), and

McAlpine (Maserati). Major Dixon Spain used a 1934 Austin Ten for his official ride up and down the hill—but how nice if he had had a Bugatti!

Class 1.—Veterans

Unfortunately—and it is unfortunate—only Peter Clark's Mercedès was entered and he did not appear, probably disgusted by this lack of competition.

Class 2.—Sports Cars up to 1,500 c.c., Non-Supercharged

Pitt's M.G. had little difficulty in winning this class, tyres flexing horribly and the throttle blipped through the Semi-circle. Delingpole was faster in his own H.R.G. than when Newton drove it, but only by a small margin, while blonde Miss Sylvia Bloomer drove nicely in a Riley to get 4th place. Buckler went up the bank on his first run but continued, Phillips' M.G. was slow if quiet, and Mrs. Whincop's red F.I.A.T. "Balilla" was slowest of all, handicapped on engine size.

1st: D. C. Pitt (M.G.)	... 53.86 sec.
2nd: K. C. Delingpole (H.R.G.)	... 55.34 "
3rd: E. J. Newton (H.R.G.)	... 55.52 "

Class 2 (S.).—Sports Cars up to 1,500 c.c. Supercharged

Only three cars ran and Leonard's M.G., wildish but very fast, had things easily its own way, although he was 0.16 sec. outside his previous class-record time.

1st: P. Leonard (M.G.)	... 50.78 sec.
2nd: F. J. A. Hobbs (M.G.)	... 54.27 "

Class 3.—Sports Cars, 1,501-3,000 c.c., Non-Supercharged

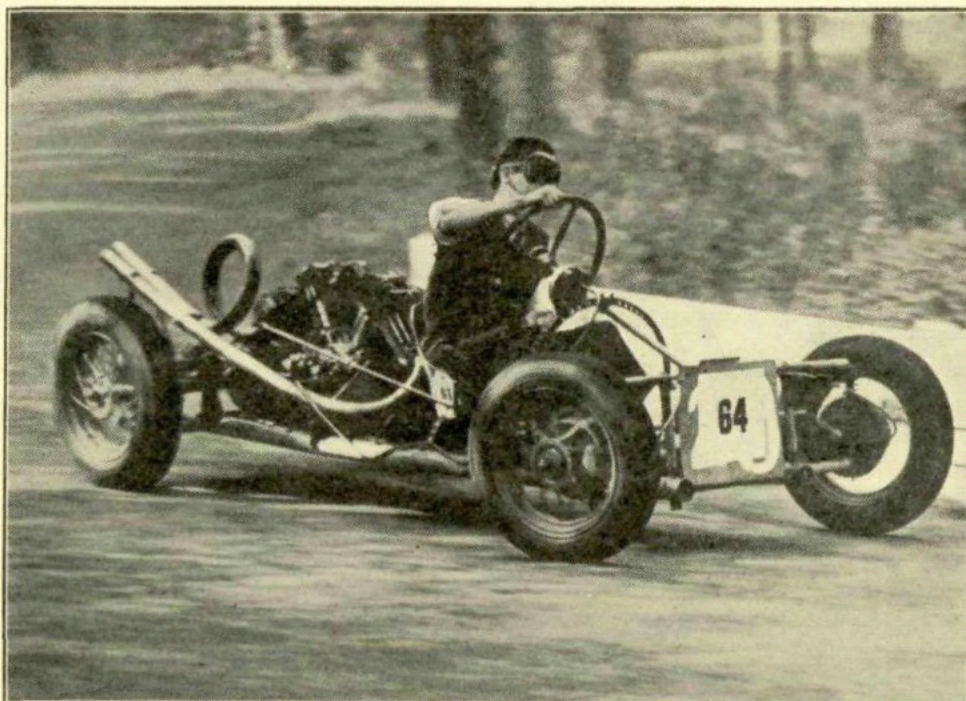
Tony Crook's "328" B.M.W., tyres howling, scored here, although on its second run it died at the Esses, smelling fearfully hot. The Perkins brothers fought it out for second place, the faster lifting his B.M.W.-H.R.G.'s inner front wheel leaving the Esses and making healthy snap gear-changes. Mrs. Sarginson was neat but slower than her husband in the M.G. It was very nice to see Peter Hampton driving again. His very beautiful Type 30 Bugatti, with very Continental touring body, went up sedately in 74.28 sec.

1st: T. A. D. Crook (B.M.W.)	... 52.33 sec.
2nd: J. M. Perkins (H.R.G.)	... 53.48 "
3rd: W. S. Perkins (H.R.G.)	... 54.36 "

Class 3 (S.).—Sports Cars, 1,501-3,000 c.c., Supercharged

Whincop's ex-Shuttleworth Type 51 Bugatti not only won this class but set up a new class record, beating Heath's 2-litre Alta figure by 0.15 sec. Pierpoint really made the wheels of his Type 55 Bugatti spin, and Dix drove his rather cumbersome 1 $\frac{1}{2}$ -litre Alfa-Romeo into 3rd place, getting a real tail-slide from the Esses on his first run.

1st: A. C. Whincop (Bugatti)	... 50.15 sec.	(new class record)
2nd: D. A. Pierpoint (Bugatti)	... 53.99 sec.	
3rd: G. C. Dix (Alfa-Romeo)	... 61.10 "	



[Photo by Guy Griffiths

Re-vamped—the Freikaiserwagen, was scratched at Shelsley, but Prescott spectators had a good look at it. Note the new tubular frame, engine now in-line with the side-members, and cunning exhaust system, amongst other things Robin Jackson has schemed out for Fry's exciting car. It was second to Cooper in the 1 $\frac{1}{2}$ -litre racing cars class and won the "Specials" class.

Class 4.—Sports Cars over 3,000 c.c., Non-Supercharged

Tom Cole, driving his 3½-litre Jaguar with light wings, won this class and even contrived to better his time on his second run, in spite of inadvertently switching off the ignition in the Esses. On his first run he experienced a full-lock slide, but kept control. Mansell's Allard was 2nd, its tyres suffering badly on the corners, but on his second run came too wide from the Esses and just contacted the bank. Symondson's very nice open two-seater Type 57S Bugatti, howling its tyres and going really well, was 3rd. Price also caused the tyres of the Price-Special to protest on his runs. Baines clipped the bank in his Allard, Sir David Gamble's 4½-litre Invicta was faster than those driven by Monro and Blomfield, and Dryden's Jaguar sounded very sick.

1st: T. L. H. Cole (Jaguar) ...	53.20 sec.
2nd: G. N. Mansell (Allard) ...	53.90 "
3rd: R. C. Symondson (Bugatti) ...	53.93 "

Class 4 (S.).—Sports Cars over 3,000 c.c., Supercharged

Only Burgess and Appleton were left to contest this class in their blown Allards, and, tail sliding and tyres smoking, the former was the faster.

1st: K. E. O. Burgess (Allard) ...	52.97 sec.
------------------------------------	------------

Class 5.—Racing Cars up to 750 c.c.

The ¾-litre brigade felt rather sore at having to compete against the 500s, and certainly there was nothing they could do about it! Brandon's Cooper had things its own way and beat Lones' 500-c.c. class record established at the May meeting by 0.76 sec.—whether this will be officially allowed, as there was no 500-c.c. class, as such, on this occasion, remains to be seen. Brandon's brakes helped him to win this class, but he also got his car extremely rapidly through the Esses.

Lones tried very hard in Tiger Kitten, going really close to the barrier on the inside of the Esses on both runs, and whipping neatly out of tail-slides; alas, on his second run the car cut-out and came to rest before the Semi-circle. Strang just couldn't beat Lones, experiencing a man-size slide out of the Esses on his second, slower run. He no longer uses a megaphone on the exhaust. The Lion Cub wasn't very fast, but smelt like a dirt-track meeting, the inner rear wheel of the Aikens lifted unpleasantly out of the Esses on its first run but even then its driver didn't cut out, Dryden put real load on to the back tyres of his Cooper on the corners, Bowles' Austin went up neatly, boiling, and Baines' M.G. was a sick car. Protheroe was quite fast, changing gear determinedly, in the rebuilt ex-Chambers' Austin.

1st: E. Brandon (Cooper) ...	49.22 sec.
2nd: H. C. Lones (Tiger Kitten) ...	49.98 "
3rd: C. N. Strang (Strang) ...	50.04 "

Class 6.—Racing Cars, 751-1,500 c.c.

John Cooper, in his Cooper 1,000 with its "two-of-everything" J.A.P. engine, did the most prodigious things in this class, the car accelerating amazingly, handling superbly and being ideally suited to Prescott's difficult corners. It did, in fact, not only beat all the blown cars in this class—the "real racers"—but, giving away half a litre and a blower (two blowers to be precise!), broke the late A. F. P. Fane's class record with the "Shelsley" Frazer-Nash by 0.66 sec.

By reason of some all night motoring on the part of Robin Jackson in his F.I.A.T. 500 the re-vamped Freikaiserwagen was able to run at Prescott. It displayed excellent acceleration and would have been faster had the brakes been more effective; as it was, Joe Fry was second. Ansell got third place in the E.R.A. and the "specials" are to be congratulated on beating him. Newton drove his special H.R.G. very nicely; Thomson brought

his twin-rear-tyred Salmson-engined Special fast through the Esses, nearly hitting the bank on his first run and going better and faster thereafter, while Chambers placed his smart Bugatti neatly. Baring got down to 50.80 sec. on a wild and woolly run in his 6C Maserati, the Buckler Special tended to pink and protest by way of its tyres, on two consistent runs, and Leonard also did two very nice runs in the M.G., in 51.31 and 51.39 sec., respectively.

1st: J. Cooper (Cooper 1,000) ...	47.06 sec.
	(new class record)
2nd: J. G. Fry (Freikaiserwagen) ...	49.02 sec.
3rd: G. E. Ansell (E.R.A.) ...	49.35 "

Class 7.—Racing Cars, 1,501-2,000 c.c.

Gerard made f.t.d. in taking this class, but he was obviously not feeling too happy in the rebuilt E.R.A., and on his first run he beat John Cooper's time by—a mere 0.01 sec.—coming up faster next run, but still 0.57 sec. outside his record run in May. Noel Carr tended to saw at the inoffensive steering-wheel, but he took second place, being appreciably faster than Merrick, in the same car, the latter driver placing his car wrongly for the second bend of the Esses on his first run and generally being rather wild. Christie was quite untroubled by the antics of the A.C.-Nash as he wrestled with the gear-lever, Moore's O.B.M. sounded very efficient and spun its wheels from the corners—it should go faster very soon—and Crook's B.M.W. and Rowley's Aston-Martin made good ascents.

1st: F. R. Gerard (E.R.A.) ...	46.24 sec.
2nd: N. Carr (Alta) ...	47.87 "
3rd: R. W. Merrick (Alta) ...	49.33 "

Class 8.—Racing Cars over 2,000 c.c.

Sydney Allard won this class, although he had the air-cooled Allard up the bank momentarily on his first run. He did a really rapid ascent to atone. Hutchison was second, the red Alfa-Romeo seeming to fill the road and really going whenever any straight presented itself—this car is always a fine sight going up Prescott. The brakes were used between the Esses so that a front wheel locked momentarily, and we caught the smell of hot rubber as the driver fairly swung the car round in a surge of controlled power.

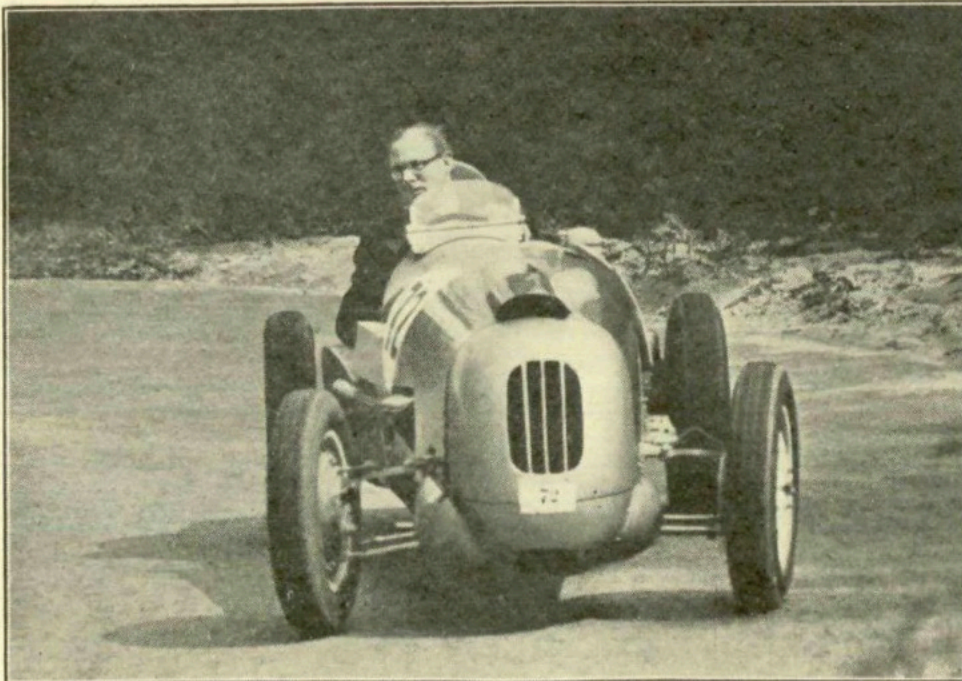
Against these two Peter Stubberfield could do nothing, but his 48.36 sec. in a single-cam "2.3" Bugatti is something of which he should be proud. Peter Monkhouse, driving Allan Arnold's Type 51 Bugatti, went into the bank in between the Esses on his first run, but was able to continue, accelerating furiously. He made no mistake next time but was obviously finding the car light for its power—time, 48.53 sec. Whineop wasn't quite so fast as when his Bugatti ran in the sports car class; Cole, too, was slower, but his Jaguar just beat Marechal in the J.B.M., the latter now on twin rear tyres, giving it immense width.

1st: S. H. Allard (Allard) ...	47.22 sec.
2nd: K. Hutchison (Alfa-Romeo) ...	48.02 "
3rd: P. J. Stubberfield (Bugatti) ...	48.36 "

Class 9.—Handicap

Previous runs counted for this class and handicaps ranged from Buckler at 12.13 sec. to Merrick, who was "scratch man."

1st: C. D. E. Buckler (Buckler).
2nd: Miss S. Bloomer (Riley).
3rd: E. Protheroe (Austin).



[Photo by Guy Griffiths

New Look—Oscar Moore has made a very nice job of converting his 328 B.M.W. into the single-seater O.B.M.

Class 10.—Specials

Joe Fry got his reward here, beating Strang and Christie, and going appreciably faster than he had in his other class; in fact, he equalled Hutchison's time in the big racing cars class.

- 1st: J. Fry (Freikaiserwagen) ... 48.02 sec.
- 2nd: C. H. Strang (Strang 500) ... 49.71 "
- 3rd: M. A. H. Christie (A.C.-Nash) 52.08 "

Class 11.—Bugatti Saloon Cars

We have long felt that the B.O.C. might put on a Bugatti class at the Club Meeting, perhaps handicapping in groups, by Type. Alas, this class for saloon Bugattis attracted only J. Carter's Type 57—it blew its horn as it motored upwards.

- 1st: J. G. H. Carter (Type 57) ... 64.34 sec.

Class 12.—Teams

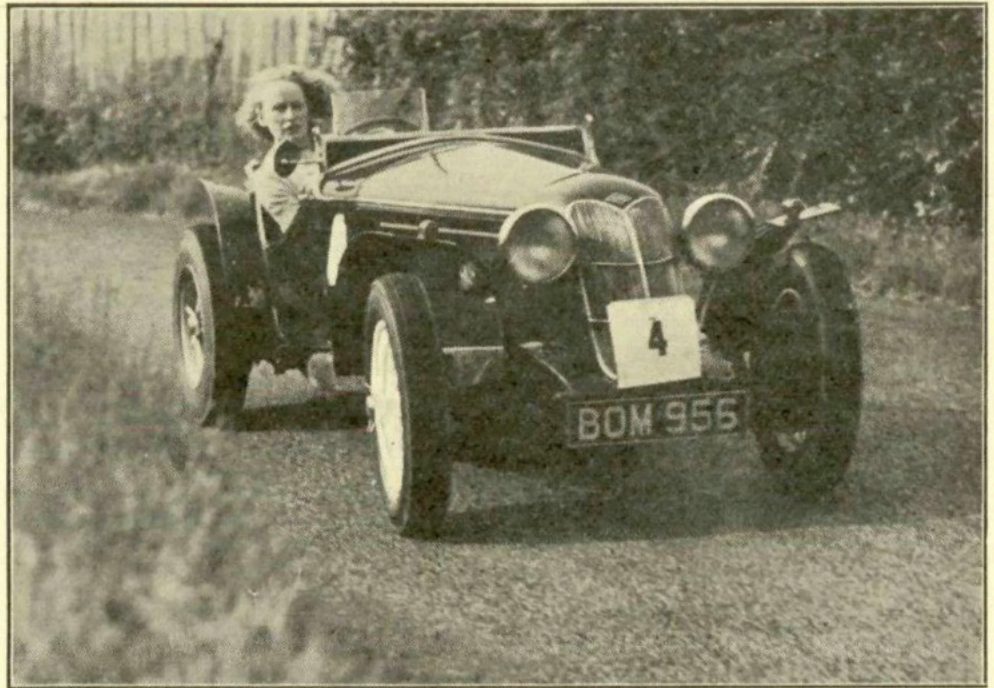
The teams rather broke up, but Allard did 47.55 sec. in the air-cooled Allard, Whincop 50.63 sec. in his Bugatti, and Monkhouse 48.04 sec. in Allan Arnold's Bugatti. Only the Cooper and Invicta teams were intact, and the former won the day, although individual times were slower than in the respective classes.

- 1st: Team No. 1 (Brandon, Cooper, Dryden).

The Best Dozen Times

Gerard (s/c 2-litre E.R.A.) ...	46.24 sec.
Cooper (998-c.c. Cooper 1,000) ...	47.06 "
Allard (3,500-c.c. Allard) ...	47.22 "
Carr (s/c 2-litre Alta) ...	47.87 "
Hutchison (s/c 2.9-litre Alfa-Romeo)	} 48.02 "
J. Fry (s/c 1,098-c.c. Freikaiserwagen) ...	
Monkhouse (s/c 2.3-litre Bugatti) ...	48.04 "
Stubberfield (s/c 2.3-litre Bugatti) ...	48.36 "
Brandon (497-c.c. Cooper) ...	49.22 "
Merrick (s/c 2-litre Alta) ...	49.33 "
G. Ansell (s/c 1½-litre E.R.A.) ...	49.35 "
Strang (499-c.c. Strang) ...	49.71 "
Lones (496-c.c. Tiger Kitten) ...	49.98 "

A truly enjoyable meeting came to a close when Gerard drove up on a tour



Newcomer—Fastest of the lady drivers at Prescott was Miss Sylvia Bloomer, here seen well in control of her Riley.

(Photo by Guy Griffiths)

d'honneur—alone in a new Riley saloon. He had sportingly released his mechanics and the E.R.A. as soon as his class-runs finished, explaining that they had been up most nights since Brighton! The inevitable packing up began and vehicles, many fast, some odd, gradually drained from the enclosures, home along those pleasant roads that lead away from Prescott. There is certainly a greater sense of freedom now that a little pleasure petrol has been released, and a greater

desire to work harder "for the old country" than seemed to be the case during the bad days of complete Gaitskell-control. If you or your family or your girl-friend have yet to attend one of these meetings, make a point of getting there on July 18th—the atmosphere is so exactly right, the organisation first-class, and we have an idea that Mays will be present, anxious to annex Gerard's recently-established course record.

SHELSLEY—continued from page 218

The Best Dozen Times

R. Mays (s/c 2-litre E.R.A.) ...	37.89 sec.
R. D. Poore (s/c 3.8-litre Alfa-Romeo)...	39.16 "
F. R. Gerard (s/c 2-litre E.R.A.) ...	39.41 "
K. Hutchison (s/c 2.9-litre Alfa-Romeo)	39.82 "
J. Cooper (998-c.c. Cooper 1,000) ...	40.70 "
J. Bolster (1,962-c.c. "Bloody Mary")	40.97 "
N. Carr (s/c 2-litre Alta) ...	41.50 "
K. Wharton (s/c 746-c.c. Wharton) ...	42.17 "
R. J. W. Appleton (s/c 1,087-c.c. Appleton-Special) ...	} 42.42 "
E. Lloyd-Jones (4,168-c.c. Triangle Skinner-Special) ...	
A. T. Darbishire (s/c 2.3-litre Bugatti)...	42.48 "
S. H. Allard (3,500-c.c. Allard) ...	42.50 "
J. Allan Arnold (s/c 2.3-litre Bugatti) ...	42.75 "

Victorious Equipment

G. E. Ansell's E.R.A. had its internals lubricated with Essolube for the British Empire Trophy race, which it won, and ran on Dunlop wheels and tyres. This car and the next three finishers in this race had Lodge plugs fired by Lucas ignition equipment, and were slowed for the corners by Ferodo-lined Girling brakes. The winner and 3rd and 4th home had Luvax-Girling dampers to control the suspension systems of their cars. Nixon's Riley which won

the Manx Cup race did so on Shell oil and Dunlop tyres and wheels, had Luvax-Girling shock-absorbers and, like the 2nd and 3rd cars home, Ferodo-lined brakes, while Lucas again looked after the ignition. Johnson's Alvis, 3rd in the Manx Cup, had Luvax-Girling dampers and Girling brakes. Bear's Bugatti, which was victorious in the Castletown Trophy race, relied on Anglo-American oil, Dunlop tyres, Lodge plugs, de Ram, Andre and Luvax-Girling dampers and Ferodo-lined brakes.

writes his inimitable travel articles, and into some of them has introduced, as minor characters, cars such as a 1904 Mercédès, "Alpine Eagle" Rolls-Royce utility, 40-h.p. F.I.A.T., Bugatti and Healey. Those who like to encompass everything of sporting-motoring-interest in their libraries may care to note that this little book costs 1s. 9d., post free, from Background Book, Ltd., 24-26, Blackfriars Lane, E.C.4.

HORROR—WITH A DIFFERENCE

Just prior to leaving for Molsheim and Unterturkheim before going on to Italy, Austria and Czechoslovakia "Bunty" Scott-Moncrieff sent us a copy of his latest paper-backed book of short horror stories, "Not for the Squeamish." We had not troubled to read fiction of this kind, not even a good detective story, for years and years, but we occupied ourselves with this really horrible book by "Bunty" on a recent journey in a British Railways conveyance. For "Bunty" tells a story as well as he

Canine Comment

Sir,
I was disgusted to see so many people walking about the paddock at Prescott on May 9th with dogs. Surely it is obvious to the most disinterested dog owners that the poor animals are terrified by the noise of racing cars being warmed up. Some idiot stood a few yards from my car whilst it was running, with a dog that was completely terrified; cannot these people leave their animals in the car enclosure away from the immediate noise, if they must bring them to motor races.

I am, Yours, etc.,
Smethwick, Staff. KEN WHARTON.