

MOTOR SPORT

INCORPORATING
Speed

ONE SHILLING
MONTHLY



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MOTOR SPORT



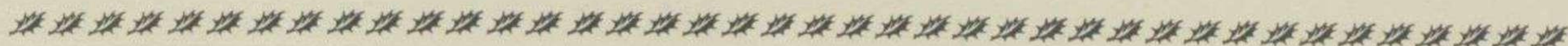
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THE BROOKLANDS GAZETTE

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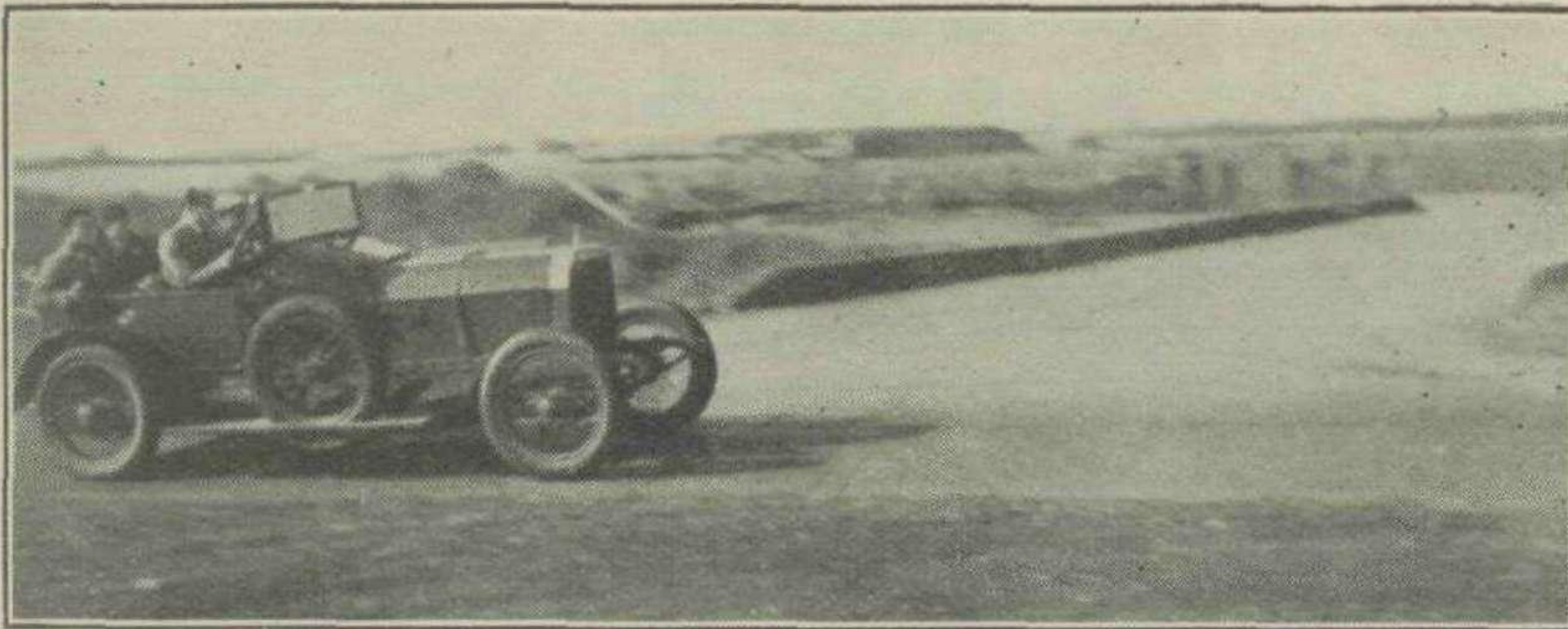


PRAY TOLERANCE!

AFTER the Boat Race it was usual for spirited undergraduates to impinge on the Metropolis and proceed to paint the town a rosy hue. After a cup final even more unruly and rowdy members of the community invaded Piccadilly and its environs with high spirits, little paper hats and inflatable streamers. On New Year's Eve, in peacetime, something of this merry fraternisation extended to normally sober members of our stolid island race, as they sought to dispel memories and disperse the effects of twelve months' safe, predetermined, civilised existence. At times such as these those wonderful persons, the British policemen, kept a good-natured eye on things and did not intervene so long as people enjoyed themselves with reasonable regard for the feelings of their fellow beings. Certainly, the merrymakers on these now merely historic occasions were not denounced as hooligans, lunatics and potential criminals. When, however, young men and women sought relaxation by driving their cars to some venue such as Shelsley Walsh or Donington, and back home again afterwards, a different outlook was apparent on the part of those who were onlookers and not participants. These young people were going too far, driving madly at great speeds along the King's highway; they should be charged with potential manslaughter! At least they should be made to pay (in heavy fines) for their pleasure!—for did they not wickedly use poorly-silenced exhausts (albeit not nearly so noisy as those of the aircraft now flown so gallantly in the defence

of their country), drive at 35 m.p.h. and more through villages and towns protected by a well-advertised speed limit, and even hide their Road Fund licences (often, incidentally, costing them upwards of £30 a year, not including third-party insurance) beneath their fold-flat windscreens! Dark-hued police cars, steered as like as not by inexperienced constables through the medium of low-ratio steering and soggy tyres, did what they could to catch these young people and cow them into behaving henceforth as good and sane citizens, discovering, curiously enough, that in many cases their victims held virgin driving licences and could claim many years' fast motoring without having harmed any living thing.

This contrast between the official and public attitude towards one section of the community's enjoyment and another's must not be forgotten by those who see in the improving war news hopes of unrestricted motoring relaxation in the not too distant future. If we can gently draw the attention of our fellow beings and of officialdom to the magnificent part played by the motoring "hooligans" in the present war (alongside those who used to scale Eros or endeavour to sit astride Nelson's lions), so much more likely are we to realise our dreams of a world more tolerant towards, perhaps even partial to, that by no means dangerous vehicle, the expertly handled, decently serviced sports car. The enthusiast may very well have his future in his own hands.



ONE hesitates to flog one's own particular hobby horse too flagrantly in public; but the enthusiasm for Edwardian motor cars, which grew so steadily, if slowly, in the years just before the war, seems, miraculously, to have gained momentum since the war started. Several new converts have been made, and there are many other potential participants, if only they could find suitable mounts, so that it might, perhaps, be excusable to look back at the small beginnings of neo-Edwardian motoring, and to look forward to what we may hope for in the future.

I do not think that anyone would deny that the Vintage Sports Car Club actually put Edwardian motoring on the map, but invaluable help has come, too, from the Bugatti Owners' Club, who have so constantly included an Edwardian class at their meetings. Dick Nash has done much in his own quiet way, and to Leslie Wilson and Harry Edwards we owe it that the Edwardians have featured in events on the International Calendar, at Shelsley Walsh and the Crystal Palace.

My own introduction to Edwardian motoring took place in 1927, when my father acquired his 1910 16 h.p. Fafnir, and no car has given me so much pleasure, nor so completely won my affection as has this rather humble sort of vehicle. The first sight of an Edwardian racer came in 1934, when Marcus Chambers, who then owned the 1907 7-litre Renault, at Boddy's suggestion took it up the Chalfont course at the B.O.C. meeting. Though one now sees the Renault as quite a middle-sized car, it then looked quite the "fire-eating giant," and Marcus was seen through a rare haze of smoke and hero-worship!

Shortly afterwards the Vintage Sports Car Club had its inception, and for many months the Fafnir was the only Edwardian member. At the Club's first speed trial, at Aston Clinton, in 1935, the Fafnir opened the course, and this was the Club's first very modest effort to publicise the Edwardians. But in 1936, when we again ran a meeting at Aston Clinton, we were able to stage a complete Edwardian class. The entrants were Kent Karlake and his single-cylinder Sizaire-Naudin, which proved the winner; Aubrey Birks and the S.A.V.A.; Marcus Chambers and the Renault; and J. S. Pole with the Itala. The Bugatti "Black Bess" and the Fafnir, which were expected, were unfortunately prevented from turning up. Never had I seen anything so completely thrilling as the Itala, and I did not rest till I had bought the car.

THE EDWARDIAN RENAISSANCE

Other Edwardian events followed apace, though the small number of cars available made it anxious work collecting a respectable entry. In August, 1936, the Bugatti people had an Edwardian class at Lewes for the first time, but only "Black Bess" and the Itala turned up, and as the Bugatti became disordered it was a walk-over. Despite this rather unpromising beginning, the B.O.C. have continued to cater loyally for the Edwardians ever since.

Thus, 1936 saw the Edwardians clamoring on to the map, but in 1937 they really got established. In April the Crystal Palace was opened, and the Lorraine and Itala gave a demonstration run. Even allowing for the Lorraine's superior performance and Dick Nash's immeasurably superior driving, the Itala was unfortunately in poor form, and a lot of faking had to be done to make it look like a race. However, the public seemed to like it, and the Press was polite.

Dick Nash and I also arranged to do a little publicity by entering for the unlimited class at the August Shelsley Walsh meeting, but, unfortunately, the Lorraine burst a piston at the Vintage

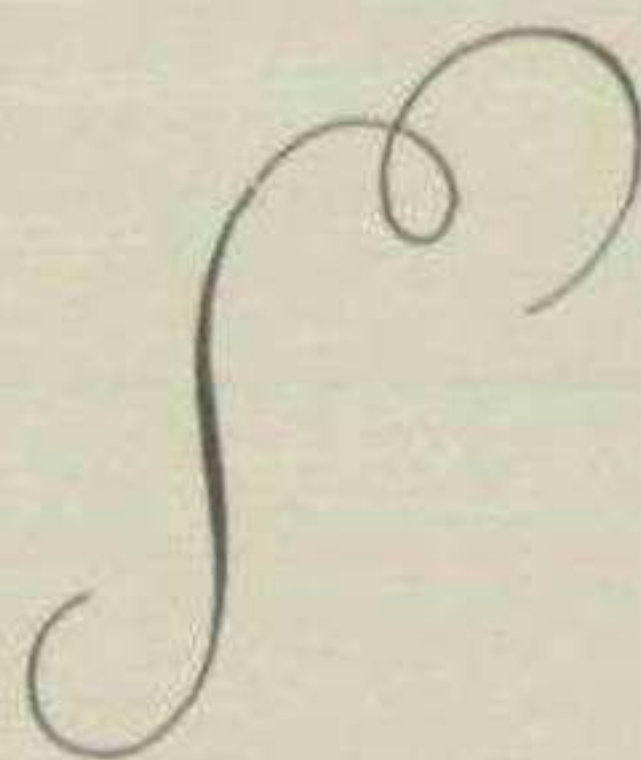
In view of the general interest in the veterans, and the Veteran Car Club's recent announcement that it has extended its activities to embrace cars of the 1905-12 era, we have much pleasure in presenting this survey, by Cecil Clutton, of the part played by the Vintage S.C.C. in promoting keenness in these later veterans during the four years preceding the present war.—Ed.

speed trial at the Croydon driving school just before, so the Itala was left to compete against Forrest Lycett's 8-litre Bentley! I must say I went in great trepidation lest the poor old Itala should look ridiculous, and decided that I should be lucky if I bettered 60 seconds. I was therefore overjoyed to clock 52 seconds, and though I subsequently got inside 51, I am convinced it is possible for the Itala to beat 50 seconds. However, she received very marked applause from the crowd and the Press, and all of us were very pleased.

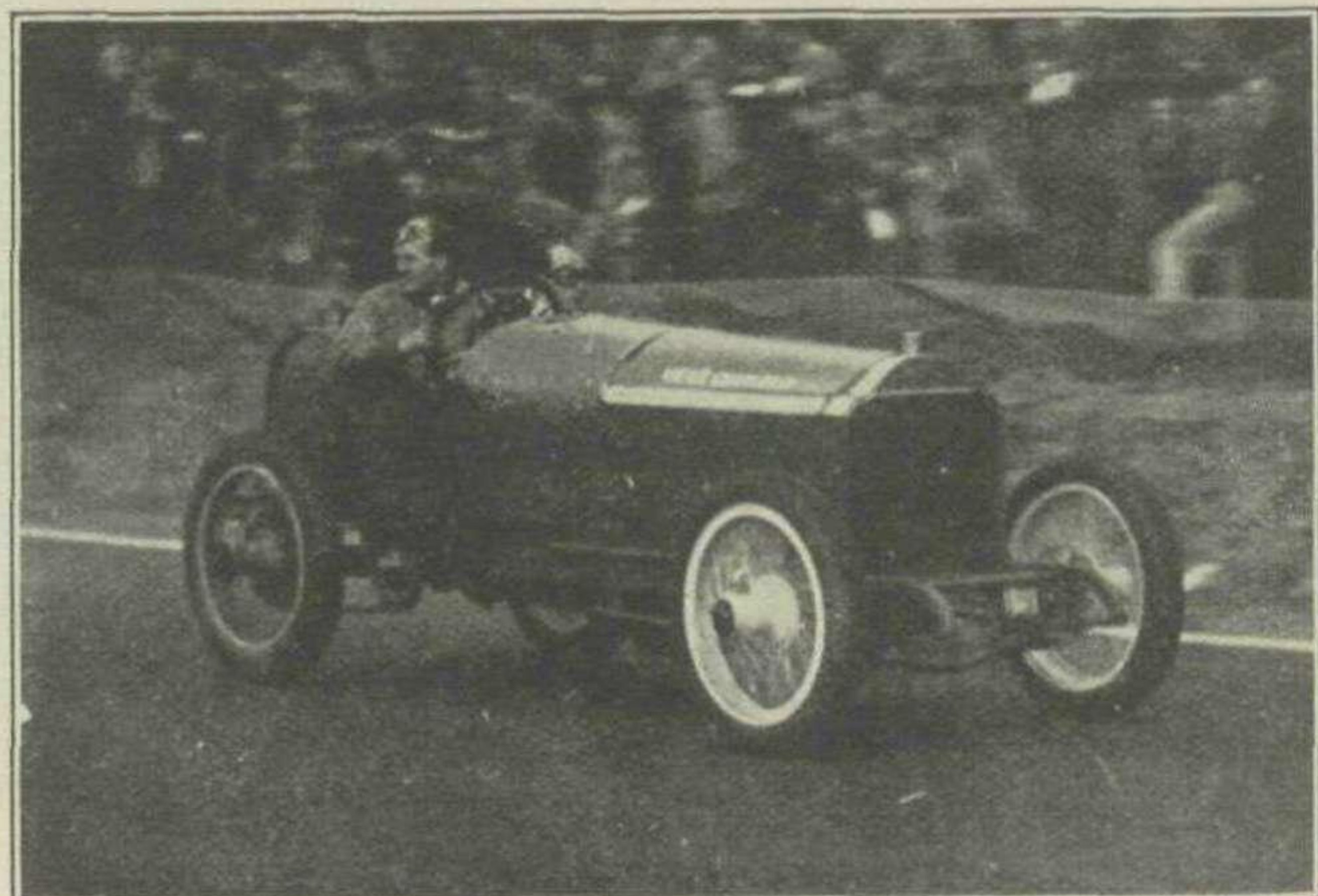
In September the Brighton and Hove Club invited us to organise an Edwardian class at their speed trial, and this marked the appearance of Anthony Heal's overwhelming Fiat upon the landscape. It was a scratch event, and he won at the resounding speed of 57.8 m.p.h. for the standing half-mile.

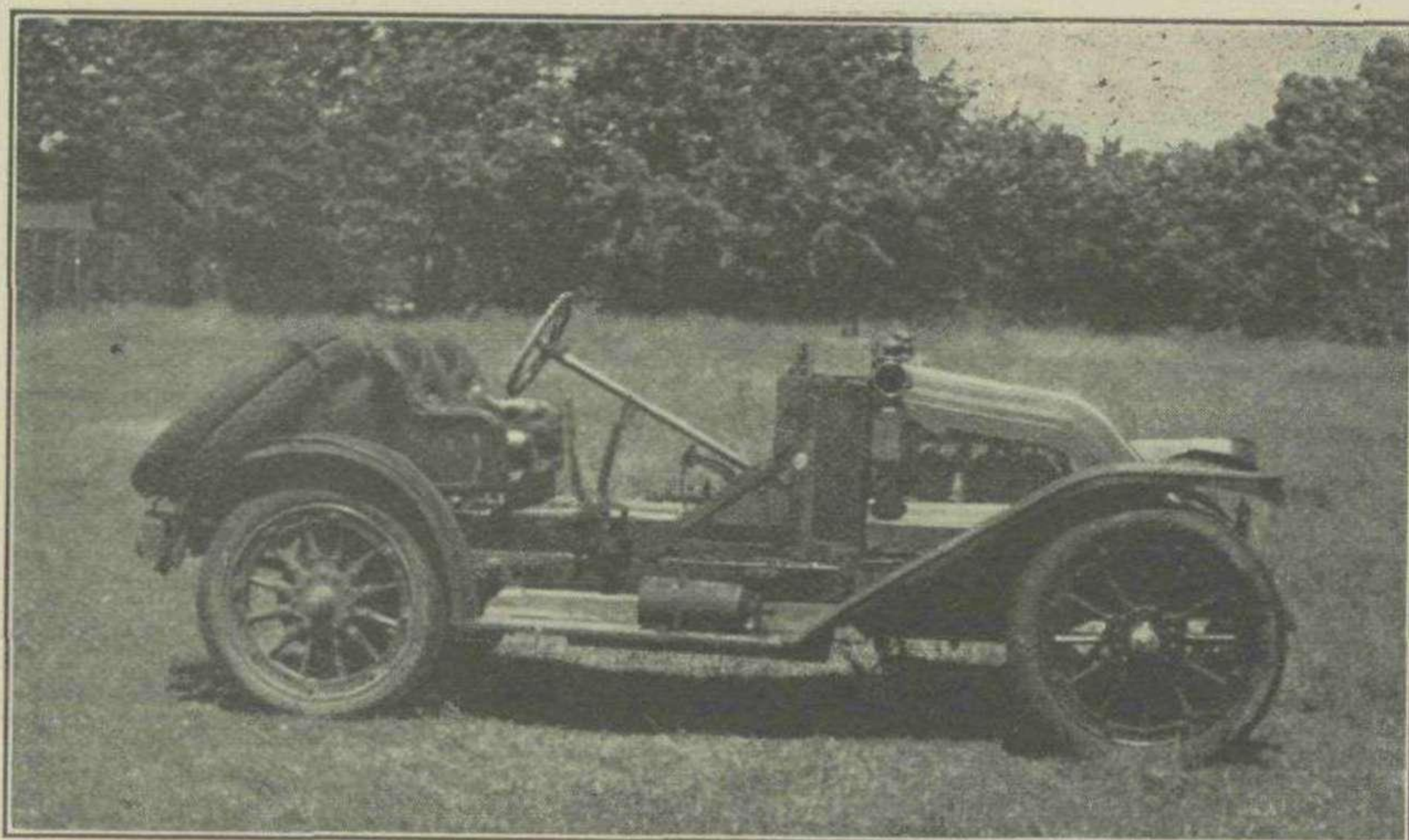
The year 1938 saw much activity, and there was now a separate Edwardian class for the May Shelsley Walsh meeting. This was patronised by Anthony's Fiat, Mavrogordato's 1914 G.P. Opel; Anthony Mills's 1907 Renault and the Itala. The Renault could not make anything of the grade, being unsuitably geared, and took over 80 seconds, but Mavro. made a beautiful ascent in 51.17, the Itala just bettered it with 50.98, and Anthony made a truly virtuoso ascent in 47.96. This certainly went down big with the populace.

In April, 1938, Prescott came into being, and the Itala motored to the private B.O.C. opening rally under very fitful instalments of her own power. To be accurate, she broke down 23 times on the way from London; it was not a nice drive. Once there she awoke to a sense



Dick Nash's 15-litre 1912 G.P. Lorraine-Dietrich has the distinction of being one of the fastest of them all.





The 7-litre Renault "Agatha" was one of the first of the Edwardians to appear in club events of recent years.

of her responsibilities and made third fastest time of day, which was annoying for several Type 57S Bugattis, "2.3" Alfas, and the like.

An important event in this year was the opening of the course at the Empire Trophy Meeting at Donington by Anthony Mills on the Renault. Although having the relatively small engine size of 7 litres, this car has a very "Gordon Bennett" look about her, and on an open road circuit she really can motor. Anthony Mills is also a very keen chap among the corners, and the Renault, under these conditions, really looked her best. Unfortunately her run took place before a large number of people had arrived.

At the Prescott August meeting the four Edwardian entrants had a fearful time. Lycett's Hispano developed four backward ratios and only one forward, so that he was a non-starter. Then Anthony's Fiat sheared a cotter and dropped a valve. A fantastic juggle fished the valve up again; a cotter was jury-rigged and just lasted out the meeting. When trying to back up a gradient the Itala stripped reverse gear, which also involved bottom. However, heavy work with a large hammer and cold chisel managed to chop away the burred ends of the teeth, so that low gear could be engaged and used rather gingerly just for getting away. It was, however, a nervous business, because the bits were all in the bottom of the box, and if they had picked up there would have been the devil to pay, and his bill would certainly have been beyond my means.

However, so necessary was it to keep up the Edwardian prestige by a good entry at Shelsley that the Itala also ran there in this deplorable condition—mercifully without ill results.

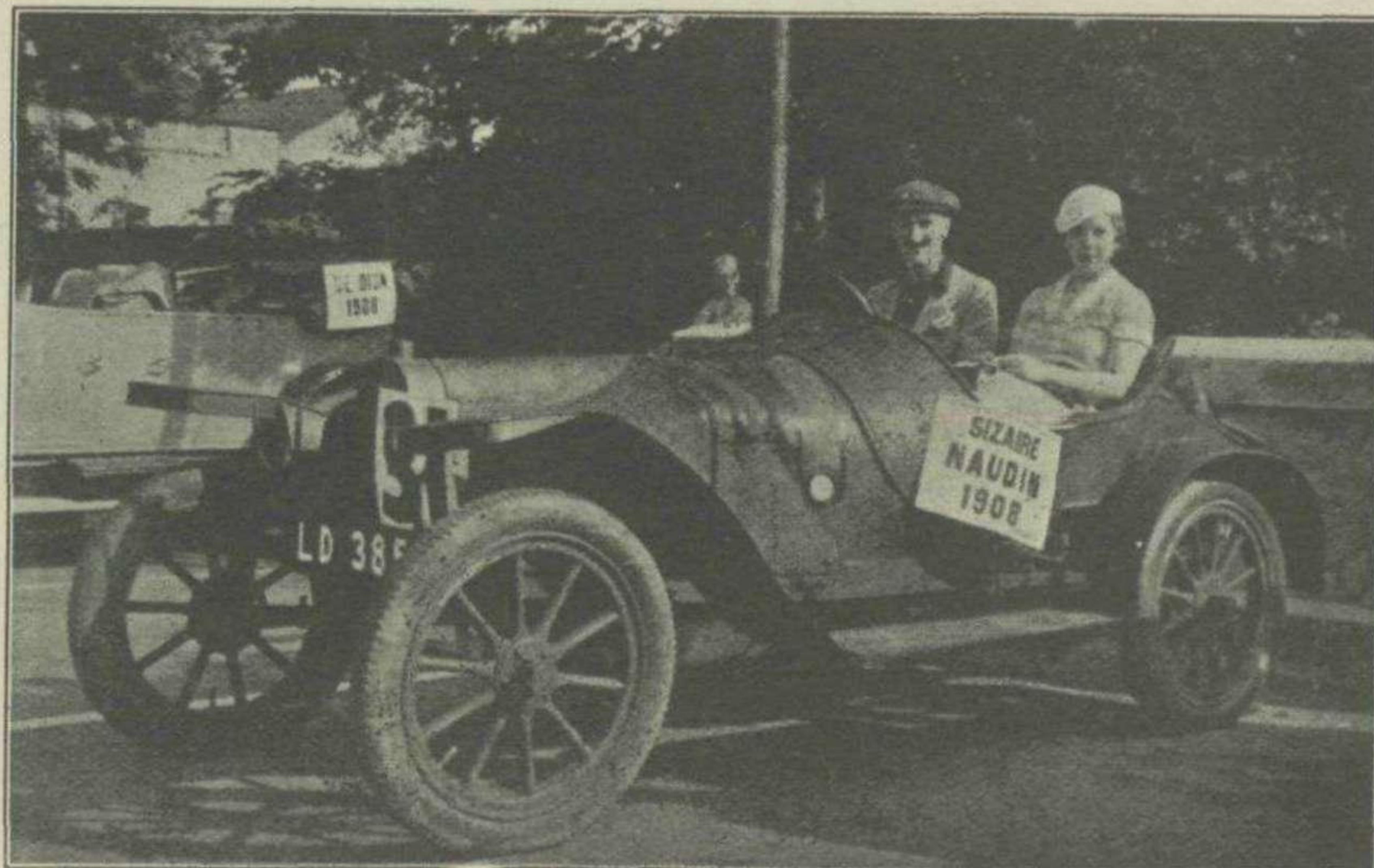
To revert to Prescott, Anthony Mills was so busy helping Anthony Heal and me that he forgot to blow up the tyres on the Renault and pulled one off on the top bend, with incidental complications: so that not one of the Edwardians was able to leave the meeting under its own steam!

The year 1939 saw more frequent appearances of Dick Nash and the Lorraine, and John Morris on that difficult but decorative car, the 21½-litre Benz. In particular,

we had two very successful races at the Crystal Palace, at the Stanley Cup and an open meeting, Peter Hampton's wonderful little Type 13 Bugatti winning the latter, and the Itala the former. At the Crystal Palace the faster cars, such as the Lorraine, Fiat and Itala, showed themselves capable of lapping at 48-49 m.p.h., which, having regard to their negligible braking arrangements, compares very favourably with the fastest production present-day sports cars. The open meeting was particularly well patronised, as there were no fewer than nine entries.

Perhaps the most successful Edwardian event ever held was the Welsh Rally, to Presteigne, in March, 1939, and the list of entrants is worth recording, including, as it does, every type, size and date of Edwardian motor car.

J. Seth-Smith	1908	Sizaire-Naudin.
Col. Clutton...	1910	Fafnir.
A. S. Heal ...	1907	Renault.
J. Bradshaw...	1906	Daimler.
A. Timmis ...	1910	Mercédès.



Kent Karlake, a great practical exponent of the old car movement and a gifted writer, here seen at the wheel of the 1908 single-cylinder Sizaire-Naudin, later owned by Seth-Smith.

Col. Giles ...	1912	Bugatti (non-starter).
R. Caesar ...	1912	Belsize.
W. Worthington ...	1903	Martini.
F. Hutton-Stott.	1903	Lanchester (non-starter)
J. Mills ...	1901	Benz.
F. Lycett ...	1914	Hispano-Suiza.

The Fafnir covered the greatest distance with 227 trouble-free miles to its credit, but Bradshaw's superb sleeve-valve Daimler came close, with 216. There was also a beauty contest and a timed hill climb, at which Anthony Heal was fastest on the borrowed Renault, closely followed by the Daimler. John Mills did a great job in bringing his quite unsuited Benz through the event, while the hero of the meeting was John Seth-Smith, who had every conceivable ill attack that much worn and temperamental machine, the Sizaire-Naudin. The Daimler won on aggregate marking with the Fafnir a very close second, and Forrest Lycett gave a richly deserved special award to John Seth-Smith for tribulations overcome. This was, in truth, a most enjoyable event and one which must certainly be repeated.

The last meeting before the war again included an Edwardian Rally and Hill Climb, the venue being the Vintage meeting at Prescott on 26th August, 1939, and it was fitting that the entrants should number the four cars which have most consistently supported the Edwardian movement. They were Col. Clutton on the Fafnir, Anthony Heal on the Fiat, the 1907 Renault, this time driven by its erstwhile owner, Marcus Chambers, and the Itala, driven by Bill Shortt in the rally and by Peter Robertson Rodger and me in the hill climb. The Fafnir won the rally and the Fiat the hill climb, both outright and on formula.

And so it came to an end.

Putting the Edwardians on the map was great fun, but it was also very hard work for the four of us—Anthony Heal, Anthony Mills, my father and I, who, I think it can truly be said, bore the brunt of the work. Lack of support among people who had eminently suitable

mounts often made it necessary for us to swell the entry when it was very inconvenient to do so; and when other ties claimed Anthony Mills, he was most generous in lending his cars to other drivers.

Since the war important additions to the fold have been the 1914 G.P. Mercedes, which has been so beautifully restored by Peter Clark; another 1914 G.P. Opel, which has been bought by Bill Shortt, but which still remains to be done up; the rare 1908 T.T.-winning Hutton, which belongs to a syndicate in which Marcus Chambers figures prominently; and Kenneth Neve's fine 1914 T.T. Humber. One would also hope to see more of "Black Bess" and Mavrogordato's Opel when racing starts again, and there are other likely aspirants in the background. One of the tragedies is the superlative 1905 16.7-litre Itala, now in the Isle of Wight, which its owner will neither use nor sell. But the indications are that a reasonable number of Edwardian events each year, after the war, can be assured of a good entry by a wide variety of worthy machines.

A lot of fun has been poked at the "Clutton formula" upon which the results have been based, and it has been freely, if jocularly, suggested that I used to decide beforehand as to who should win! However, I beg to take this opportunity of asseverating that strict impartiality was maintained throughout. At the first Aston Clinton meeting we used the Veteran Car Club formula, but it showed that it was not suited to cars of widely varying performance. It was necessary to arrive at some formula which took account of the fact that performance does not rise directly as the power-weight

ratio, and this I tried to achieve by a variety of mathematical devices. I also adopted a principle to take account of age, which has worked out very well in practice. This was to assume that in any year a car produced the same horse-power per litre as the year. That is to say, that a 1904 machine would be accredited with 4 b.h.p. per litre; a 1910 machine with 10 b.h.p. per litre, and a 1914 machine with 14 b.h.p. per litre.

The formula itself was gradually improved as more data became available,

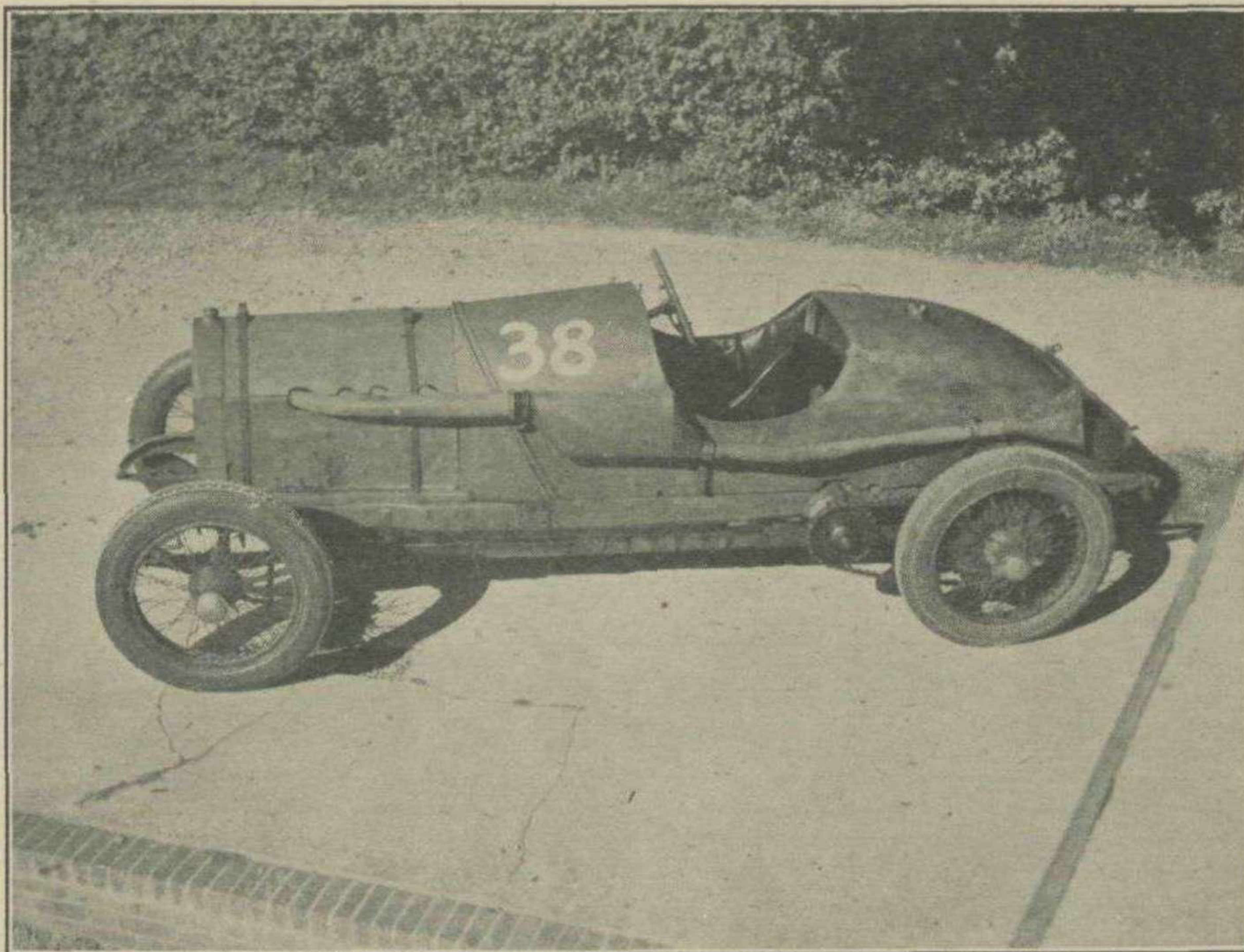
and in its final form it worked on a graph by means of which the handicap for each entry could be predetermined. In the first place, the accredited b.h.p. is divided by the weight in hundredweights. For example, the 1907 7-litre Renault, weighing 25 cwt., worked out: $\frac{7 \times 7}{25} = 1.8$.

This is then looked up on the graph curve, which gives the handicap coefficient of 4, by which the time in seconds is multiplied to give the result, the lowest figure, of course, winning.

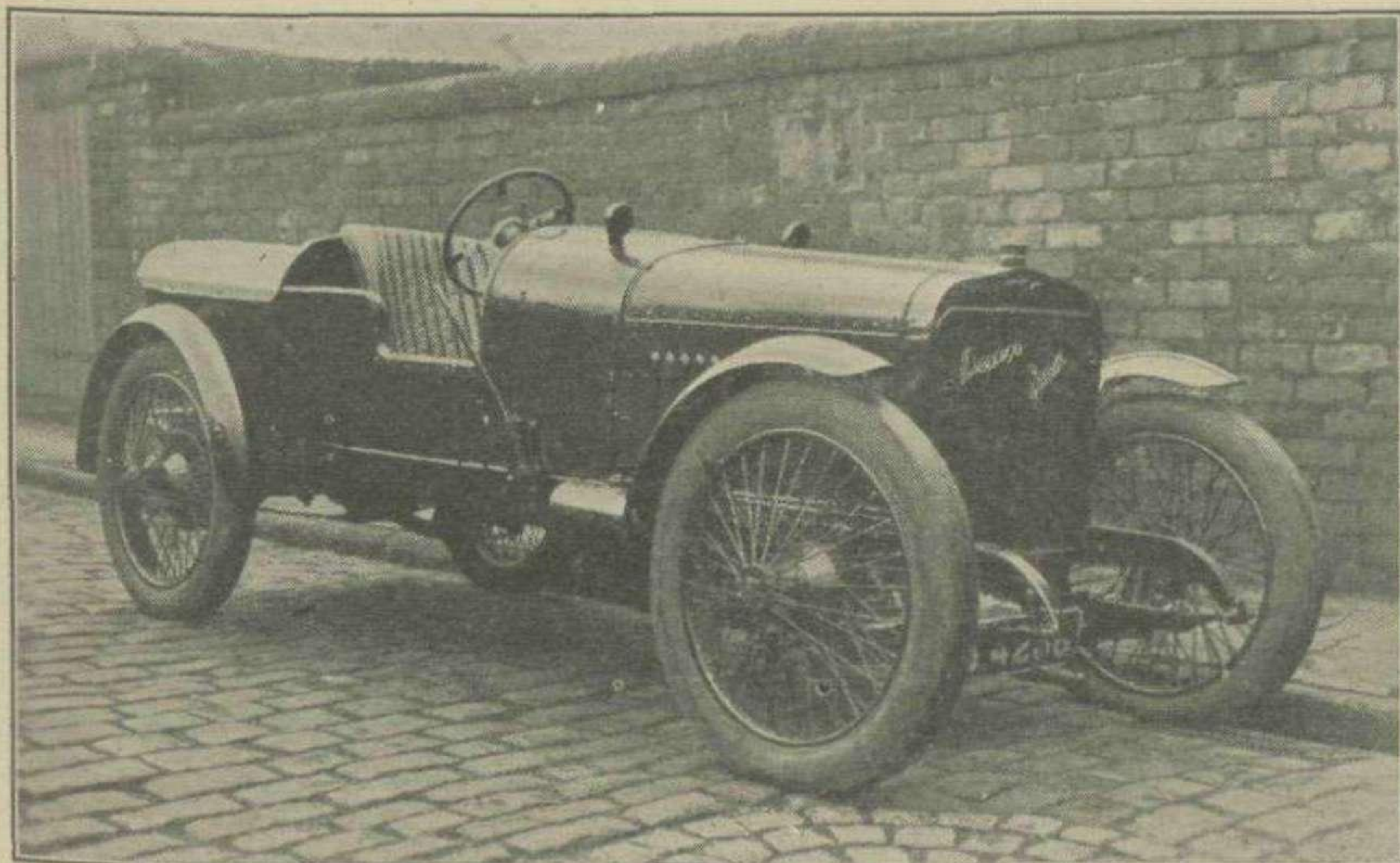
It was necessary to introduce a refinement in the case of cars whose engines had been radically modified. If an engine had received aluminium pistons its b.h.p. was accordingly considered to have been increased by 4 per cent. and a modern carburetter carried the same penalty.

It must, of course, be obvious that no such formula can produce perfect results, and in the end it may be necessary to resort to arbitrary handicapping. But, in the meantime, it has at least produced a wide variety of winners on different courses. The inherent objections to such a formula are twofold. First of all, a twisty course is pronouncedly favourable to slower cars, because whereas they can take the twists more or less flat out, the faster cars are slowed to a much greater extent; conversely, a straight course favours the fast cars. Secondly, although the age/horse-power premise works remarkably accurately for the majority of cars, it is foxed by the higher efficiency machines which began to appear a year or two prior to 1914. Certainly this has not proved a serious snag so far, but if any of the 1914 G.P. machines get performing in 1914 style it will make things very difficult.

Continued on page 20



Anthony Heal's unbeatable 10-litre Fiat. Amongst its achievements is the Brighton half-mile at 57.8 m.p.h. from a standing start and Shelsley Walsh in 47.96 secs.



The "Prince Henry" Vauxhall and "Alphonzo" Hispano-Suiza can probably claim to be the first production sports cars. This Alphonzo belonged to Mr. Hill in 1939.

SOME AMATEUR-BUILT "SPECIALS"

IN view of the many famous names appearing at the foot of letters and in the headings to articles in these columns, it is with trepidation that I venture to relate some of my experiences. I am prompted—nay, compelled—to do so by the call for assistance by the Editor in last month's MOTOR SPORT, which journal is practically the only surviving link enthusiasts have with the care-free days of yore. That MOTOR SPORT should cease to be published would be a calamity akin to the abolition of the basic ration.

The building of "specials" is becoming more and more popular, so perhaps an article appertaining to this side of the Sport may be of slight assistance.

Of the ten cars I have owned in twelve years, six have been "home-made."

In 1930 my father bought for me my first car, a 1926 "11/22" Wolseley. I suspect two reasons for this princely gift. First, that my parents were beginning to fear for my safety, as at that time I had a 500-c.c. o.h.v. Norton motor-cycle, capable of some 70 m.p.h.; and, secondly, that my father was getting thoroughly fed up with being asked to lend me his car for those occasions when a motor-cycle was unsuitable.

This car was very soundly constructed, but possessed of absolutely soul-destroying acceleration; if one wished to exceed 30 m.p.h. one pushed firmly on the accelerator and waited. Perhaps after some two minutes a gain in speed could be noticed, but most likely by the time this happened one had reached a slight incline, which negated the urge, so that one still did 30 m.p.h., or perhaps even less. The only way to improve this stately mode of progression was to await, with what patience one could muster, a steep descent, when, depending on the steepness of the gradient, one could reach 50 m.p.h. Having attained this momentum, the great thing was not to lose it through having to brake for corners, etc., which resulted in some highly diverting manoeuvres. However, the car always kept the right way up.

I was on one occasion coming home from Bournemouth one Sunday night (even perhaps one Monday morning) via the Hog's Back—perhaps the lateness of the hour had something to do with the lack of prudence. However, in the aforementioned manner I descended the hill leading into Guildford; having reached 52 or 53 m.p.h., I pushed the gear lever into neutral and watched the speedo. needle go well past 60 m.p.h. Deciding this was fast enough, as I was nearly into Guildford, I applied the brakes, which certainly had always stopped the car before, but on this occasion, due to the speed and length of gradient, they seemed to make no difference, and two very startled young men could have been seen making peace with their patron saint outside the hotel halfway up Guildford High Street, which was where the car came to rest.

It was after this that I decided to make my own car. Cash always being short, the Wolseley components had to do

In which K. B. Salmon describes some non-standard Sports Cars which he has perpetrated

The body was taken off, the engine removed and the chassis turned upside down. Wedges were placed under the front springs, a front brake axle fitted in place of the existing one, the rear springs fitted on top of, instead of underneath, the chassis and rigged angle plates, and the tyres were changed from 19 x 4.50 in. to 19 x 6.00 in.; a plywood body on an ash frame, after the style of the "J2" M.G. Midget, was constructed, and this was fitted with two flare screens. The car now weighed 4 cwt. less than it did before, and some acceleration had been obtained, together with a maximum of 60 m.p.h.

In this condition we achieved phenomenal week-end mileages. A trip to Torquay was a common event, and Bournemouth was a popular place for a Saturday afternoon and evening run. We would leave London at 1 p.m., arrive at Bournemouth about 4.30 p.m., have tea, a wash and change, a dance at one of the hotels till midnight, and then go home to bed at about four in the morning, getting up at eight to get to work (we often had to work on Sundays).

The cost of alterations to the car, including the tyres (second-hand), was £15, and I consider that this sort of body on, say, a reasonable "12/50" Alvis chassis would provide cheap and reliable motoring for anyone capable of using a few tools. The total cost, exclusive of tax and insurance, should be under £40.

During the following winter I acquired a 10-h.p. push-rod o.h.v. Salmson at a price of £4, the only thing wrong with it being its body, which fluttered away at 40 m.p.h. At a later date I discovered that parts of the body were not the only things that flew away. Endeavouring to pass a Wolseley "Hornet" by doing some 50 m.p.h. in second gear, a push-rod flew away, and when I was dressed for tennis a hub cap flew off, while coming home from Shelsley Walsh the insides of the engine tried to fly away, but got caught halfway out of the crankcase.

We were towed home by a 2-litre Lagonda, whose owner refused even a cup of tea for his services. Being short of cash (as usual) the only thing I could do was to install the "11/22" Wolseley engine in the Salmson chassis. I decided that a little tuning was necessary, so the ports were polished, the head and block planed and faced-up, the flywheel was machined, and a special induction pipe with two carburettors, together with an outside exhaust pipe, made up for me. The block was rebored and fitted with Aerolite pistons, whilst the crankshaft was reground and new mains and big-ends fitted. Coupling and installing the engine and gearbox was a nightmare, as the Wolseley was constructed with a separate gearbox and the Salmson with engine and gearbox as one unit. Eventu-

ally a cross member 24 in. long with 5 in. ends and 12 in. deep in the centre, was constructed, and to this the gearbox flange was bolted and a short shaft coupled engine and gearbox. The hubs on the wheels were changed for those of the "San Sebastian" Salmson, which have a special locking device in the centre.

The great day arrived when the "special" was completed as far as the chassis was concerned: the engine was started and sounded perfect.

Now for the body: this was again of three-ply wood on an ash frame, painted pale blue, and to my eyes the car was then perfect.

The running-in was carefully proceeded with, and not until 3,000 miles showed on the speedometer was the car hurried. After many little troubles, such as bad carburation, the car was finally declared as good as I could make it. It weighed 14 cwt. complete, and with the 4 to 1 top gear would attain 74 m.p.h. and average 32 miles to a gallon. I computed I had acquired a 75 m.p.h. car for some £32.

By this time I was badly bitten by the "special" bug, and again started to build. Inevitably, I acquired a Frazer-Nash back axle and bevel box, the axle being underslung and of the 100-ton-steel variety. A G.N. chassis was collected from Tulse Hill—much to the amusement of onlookers—and towed to my home at Warlingham. A Morris-Cowley chassis was later obtained locally, and amidst much hilarity was carried by my brother and myself well over a mile. Through the offices of a friend I managed to obtain an engine from the J.R.D.C. It was a "12/50" Alvis, reputed to have been tuned, but, alas, my information was very inaccurate, and the engine was in a sorry state, and much good money had to be spent before it was restored to reasonable order.

Another builder of "specials," a Mr. Barson, of Beckenham, sold me a "San Sebastian" Salmson front axle with the Perrot-type brakes; fortunately, it was in excellent repair (most parts acquired in this way are). I now considered that I had enough bits to start on my new car.

Fortunately for me, a Mr. Holdstock had taken a liking to my Wolseley-Salmson, so after a short discussion as to terms, I had the necessary capital to start.

The Morris chassis was inverted and the front springs flattened; then the axle was assembled in much the same way as that of an Alta, and although this sounds easy, it necessitates many hours sawing ½-in. steel plate with a hack saw to make the rear shackle plates for the front springs. The actual shackle is placed on the front end of the springs to allow the chassis, which passes underneath the front axle, sufficient clearance, the rear end of the spring being fixed to steel plates some 8 in. long by 4 in. wide. A wheel base of 8 ft. was considered sufficient, so some 4 ft. of chassis was sawn off at the rear. On top of this chassis was welded two-thirds of the G.N. chassis (the front end, up to the rear

engine mounting, being cut off, as it was not required).

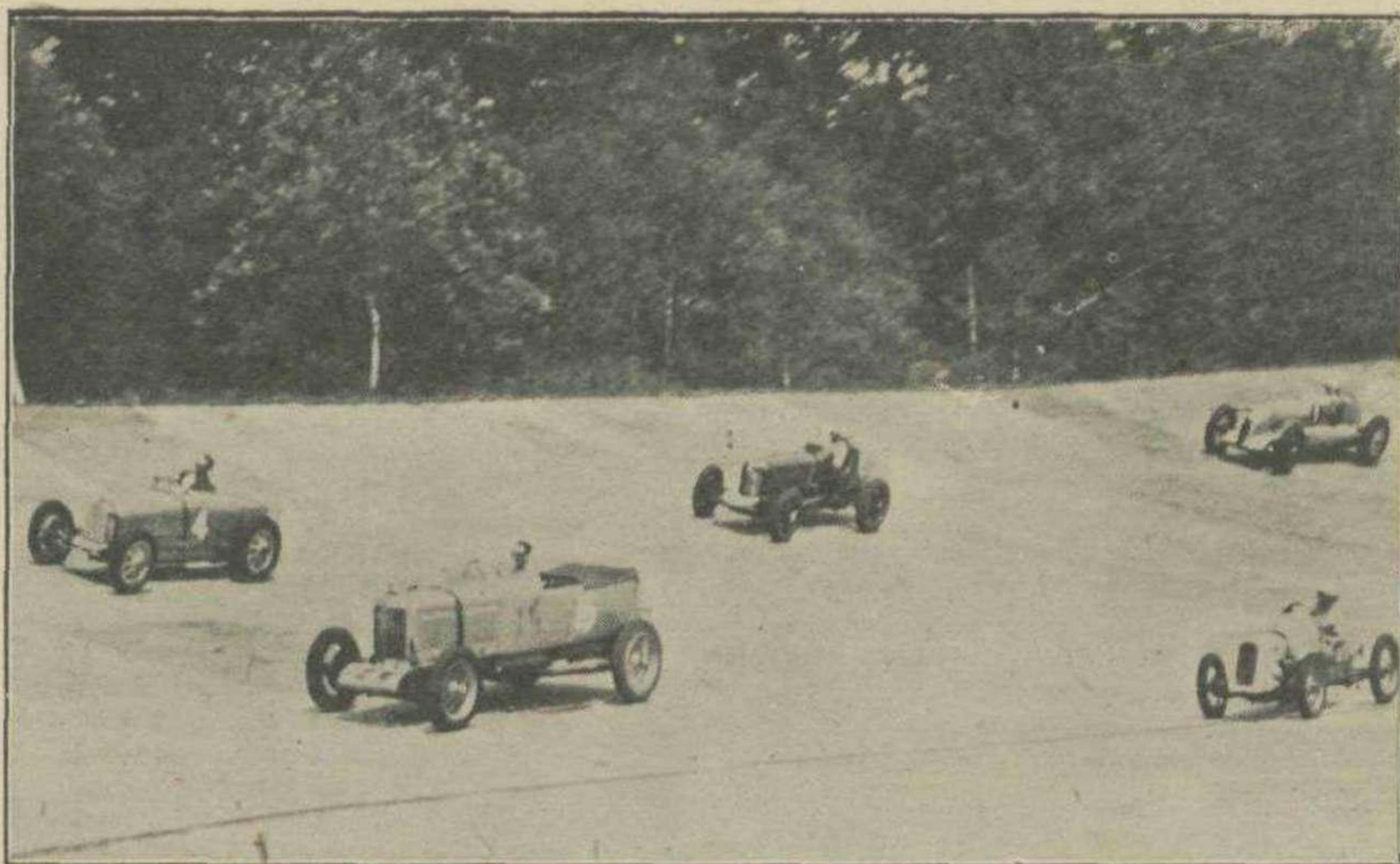
The idea of this was twofold. First, it strengthened the chassis by some 70 per cent., and it also came in useful for mounting the bevel box, seeing that it was already drilled for one (very cunning), and it also brought the transmission into line. The rear end of the chassis was tapered off, to enable it to pass under the rear axle. Normal Frazer-Nash springs were used at the rear.

The engine was then mounted on heavy 2-in. angle-iron members running from the rear spring mounting to the top of the G.N. chassis (some readers may have thought $\frac{1}{2}$ -in. plate rather heavy, but besides having to support the engine it also took part of the twist from the steering-box). An Amilear radiator was fitted, together with the steering-box from an old "12/50" Alvis. This completed the chassis, so the body was the next thing. I had previously decided to buy a second-hand sports body in preference to making one, and after much snooping I found just what the doctor ordered, in the form of an Amilear "Surbaisse" 2-seater. The owner could not deliver it, and I did not possess a car large enough to carry it. A solution to this problem was obtained by borrowing a builder's barrow one Saturday afternoon for 2s. 6d. and wheeling the body home. I must draw a veil over that uncomfortable 5 miles; suffice it to say that I just triumphed over the ironical remarks, jeers and jokes at my expense!

It fitted very well (the body, not ironical remarks), requiring but small alteration, a little cutting away here and building up there, and I had my car at last. After endless experiments I managed to make a couple of wind deflector cowls for the scuttle (experiments which cost me one sheet of aluminium 6 ft. x 4 ft.—try it and see if you can improve on that!)

Cycle-type mudguards were fitted, which got me out of making awkward and expensive brackets. These were rather super, having a chrome band down the centre and costing only 10s. a pair, the reason being that they were made from two Gamage spare tyre covers!

Sundry other details being finished, I took the car on the road and was quite delighted with the feel and performance, but I was also rather disappointed; I had expected something better. Petrol consumption was about 26 m.p.g., oil consumption about 800 m.p.g., and after three months' motoring, during which time I had failed to exceed 76 m.p.h., I put it in the garage and bought an Austin 16 h.p. saloon. With this I went for an extended tour of Devon and returned home full of beans and bright ideas (perhaps there is a moral in this, I don't know). Anyway, I sold the Austin, removed the Alvis engine from the "special," and tore it apart. A re-ground second-hand Laystall crankshaft was exchanged for a bag of gold; next the crankcase, rods and crankshaft were sent to Messrs. Edward Engineering Co., who made a perfect job of new bearings throughout. They also rebored the block and Aerolite pistons were fitted in place of the normal Alvis ones: with the new pistons the compression-ratio was 7.8 to 1, which enabled me to run perfectly on



The Barnato-Hassan overhauling the Duesenberg, Brettel's Austin Seven, Baker's blown 3-litre Sunbeam and a G.P. Bugatti on the Home banking

Discol. A new set of rockers and new rocker shaft were obtained, together with new oil pump gears. The engine was duly assembled, with a new induction pipe having two 36 mm. S.U. downdraught carburettors and an external exhaust pipe with Brooklands silencer. The B.T.H. magneto was overhauled, and with much loving care the engine was returned to its chassis.

On the following Saturday I was asked if I would accompany a friend to Birmingham on a Type 37 Bugatti. Of course I went, and such was my friend that he let me drive some 50 miles. (Greater love hath no man than this.)

The gearbox was a delight, and, to cut a long story short, the following week-end found me installing a Bugatti gearbox in my "special." An M.G. rear axle was obtained, and after removing the brake drums and substituting drums from a "14/45" Talbot and fitting the axle with a 3.66 to 1 ratio from a Model-T Ford, suitably modified, together with a forked front end from a Vulcan to convert the propeller shaft from an enclosed one with ball joint to one that could be fitted to the Bugatti box rear-end, the axle was "offered up," the rear springs were changed to half elliptic, and the car was once more complete. I might mention here that I "went up one" in many people's estimation, because, apart from the machining of a spacing plate for the bevel and the machining of the propeller shaft to take the pinion, I did all the work on that axle myself, in my own garage with a saw, a file, a drill and lots of rivets; and, of course, the inevitable hammer.

I ran the car in very gently for nearly 5,000 miles; there was a reason for this restraint—£180 had been spent on the car since first started, so a blow-up would have put an end to motoring for a while, as I had barely enough cash left for tax and insurance.

With the assistance of a great friend of mine, one Edward Batten, of the Beckenham Motor Co., much experimenting had been done with a view to improving the gas flow in the head. In

this we achieved some success, as both "specials" (Batten had, and still has, an Alvis-engined "special") would do 32 to 35 m.p.g. and would pull away from 10 m.p.h. in top gear perfectly; no trace of transmission snatch, despite a much-machined flywheel.

The total weight of the car was now 15½ cwt., including full lighting equipment, which was fairly reasonable, considering that light metals could not be used to any degree owing to expenditure having to be kept to a low level.

For the above-named sum I now had a car with acceleration more than equal to that of a standard V8 Ford, and with a top gear maximum of 88 m.p.h. and able to do 70 m.p.h. in third gear and 56 m.p.h. in second gear.

I covered 18,000 miles in this car, most of them in attending race meetings and speed trials. The only trouble experienced was gear oil getting past the oil retainers into the rear brake drums, which was due to faulty design on my part, as they were non-standard.

Came the winter, and again my thoughts wandered to building another "special." I cannot explain this urge; it just happens, and sooner or later I succumb to it.

Fortunately, a fatherly Government had decided that I was more than worthy of my hire, so a little more money was available. Here a few words of advice to potential builders of "specials." They cost just twice as much as you estimate and take three times as long to complete!

Through the offices of a friend I acquired from Mr. Skinner, of the S.U. Carburettor Co., a brand new 18 h.p. M.G. "Tigresse" engine and gearbox, together with a quantity of spares; in fact, almost another complete spare engine and gearbox. These engines boast of dual ignition (12 plugs) and dry-sump lubrication, and are supposed to develop 100 h.p.

In view of the fact that the engine and gearbox weigh approximately 6 cwt. and that I proposed to use independent front wheel suspension, a very rigid chassis was required. A standard "18/80"

M.G. chassis seemed to be the thing, so one was duly acquired. A V8 Ford rear axle was next obtained, together with a 7th Series Lancia "Lambda" front axle. These were to be the basis of the new "special."

The chassis was shortened by the simple expedient of sawing 4 ft. off the rear end. Next, the 6-in. flanges on the top of the side members were reduced, leaving a 1½-in. flange the entire length of the chassis. With the aid of a cold chisel and a hammer, a part of the chassis was cut away to give clearance for the rear axle (the chassis was 6 in. deep), and a suitably shaped strip of 1½ in. × ½ in. steel welded in to provide continuation of the flange.

The chassis was fitted with five tubular cross members—a 1-in. tube between what were formerly the dumb-irons, a 2-in. member on which was mounted the front end of the engine, a 3-in. member placed immediately behind the engine, and two 3-in. members placed one in front of, and one behind, the rear axle. It was on an extension of these two that the half elliptic springs were mounted.

The chassis passes underneath the rear axle, the track of which was narrowed by the simple expedient of cutting 5 in. out of each axle casing and welding them up again. The half-shafts were machined to fit and a 3.55 to 1 ratio bevel and pinion fitted in place of the standard 4.1 to 1 ratio.

The propeller shaft was shortened and the torque tube cut and mated with an "18/80" M.G. ball joint for coupling to the M.G. gearbox, which is of the type known as "twin-top," the ratios being very close.

The Lancia front end was then fitted, after suitably modifying the tubular framework, a job requiring much forethought and a very involved home-made jig to maintain correct alignment.

In this operation and the alteration to the rear axle track, thanks have to be given to the Beckenham Motor Co., who specialise in doing awkward jobs like these.

The engine was then lowered on to the chassis, having previously had its rear bearers made from ½-in. T-section steel plate, which simple operation took some 12 hours, as it had to be done with a hack-saw and a file.

The result was quite imposing; 5 ft. of engine and gearbox and 30 in. of propeller shaft in a wheelbase of 8 ft. In connection with this, may I state that it is a fetish with me to have the radiator behind the front axle, and the shorter the wheelbase, the better I like it.

A framework for the body was then constructed of 1-in. angle-iron ⅛ in. thick, drilled liberally with ⅝-in. holes where strength was not required. This was panelled with 18-gauge aluminium, and the result was quite pleasing to the eye, besides being very rigid.

The body was after the style of the Vale "Special" 2-seater, a type which is comparatively easy to panel; I possess very few panel-beating tools and still less patience!

The car looked so satisfactory that I polished the brake drums and had the wheels, brake levers, spring boxes, etc., chromium-plated, the finished article justifying the expense, to my mind.

An instrument board of 16-gauge steel was constructed and the necessary instruments, such as oil gauges, rev.-counter, petrol gauge, vacuum gauge, ammeter, etc., fitted, together with speedometer clock and push-and-pull switches for lights, etc. This, together with the drilled pedals, framework and

THE EVOLUTION OF THE RACING CAR

Laurence Pomeroy's third article in the above series was not published in the last issue because it could not be completed in time. It does not appear in this issue because an unsympathetic Post Office failed to deliver the manuscript, leaving the harassed Editor to hurriedly prepare substitute matter, resulting in postponement of Press day and consequent late publication. Every effort will be made to resume these much-appreciated articles in the February issue.

short gear lever, make the cockpit look quite interesting.

The brakes were connected and Ferodo M.Z. linings used, and they appear to be quite up to modern standards; mudguards of a simple, rather flat, D-shape were securely fixed (a very difficult but necessary procedure, as insecurely fastened mudguards can be exceedingly dangerous).

A 14-gallon tank was fitted into the short tail with two quick-action filler caps, the fuel being fed by two Auto-pulse electric pumps.

The complete car weighs 18½ cwt., so if the engine develops its proverbial 100 h.p., the performance should be quite fair. The induction pipe has been modified to take two 30-mm. horizontal S.U.s and the head has been copperised. An outside manifold with regulation silencer, tail pipe and fishtail, chromium-plated, was made up for me by Derrington's, and two Lucas sports coils are used.

Unfortunately, Schicklegruber interfered at this stage, and the car has never been properly tried, further work being held up for three years. However, my duties now permit me some spare time, so the car has been collected from storage at Warlingham, and is now being very slowly finished.

To sum up, this car took me 18 months to build and cost me some £450. Is it worth it? The best answer is to wait until the present spot of bother is finished, then, should you see a small car cellulosed Alfa red and looking like an overgrown Vale "Special" in front of you, try to pass it. . . . (This invitation does not extend to the Earl Howe, Mr. Lycett, or Mr. Robertson-Rodger!)

Stop Press!

We regret to have to report that Lieut. John Cumming has been reported killed in action in the Middle East. Cumming at one time owned the 6-cylinder, 4-seater Fiat road-tested by MOTOR SPORT in 1933, and late in 1932 he purchased the 2.3-litre Maserati which Campari had driven in Ireland. This car, which had an ugly A.1 sports body, Cumming drove in mountain races at Brooklands, a striking figure in all-black racing kit. In Australia he performed outstandingly at the Rob Roy Hill Climb, using a Packard which he ran every day on the road. Just before the war H. L. Biggs built a special Railton for him, as reported in this paper at the time. Our sympathy goes out to his wife, also a great enthusiast, who is in this country serving as a subaltern in the A.T.S.

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In the last issue a photograph of Kenneth Evans's *monoposto* Alfa-Romeo accompanied the article on racing cars stored by T. and T.s. Actually, the car of this kind in their possession was raced by Jack Bartlett and has half elliptic front suspension, whereas Evans's car has Dubonnet-type i.f.s.

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The Editor wishes to acknowledge the many Christmas cards sent to him, by readers, contributors, and well-wishers.

THE 1913 CYCLECAR GRAND PRIX —continued from page 8

June issue. In 1913 petrol came down a pipe from a tank; now we carry an air-pump, a gauge, and yards of copper pipe to achieve the same end; they raced without rev.-counters and oil gauge—motor-cycles still do in the Isle of Man—but "specials" adorn themselves with these redundant luxuries. The drive from the engine to the wheels went the shortest way—a straight line—and remembering the many lengths of chain which, leaving their rightful duties, have lain like oily adders on the slopes of Shelsley Walsh, we must allow this virtue. This merit of simplicity is amply demonstrated in the relative performances of the unsophisticated Bloody Mary or Freikaiserwagen, and the more complex Fuzzi or Dorcas.

All this is no suggestion that we revert to pivot steering and belts; still, I think the investigation has been worth while. No miracle of mechanics has been discovered, but the cars' performances offer a latent challenge to the modern "special" builder, and the simple variety of design a fountain at which the enthusiastic amateur constructor can refresh his flagging ingenuity; thus inspired, perhaps he may be relied upon to present to an ever-hopeful world some improvement on the orthodox and unimaginative G.N.

[To which we feel obliged to retort that no one knows how long McMinnies's Morgan or the Bedelia would have needed to ascend Shelsley Walsh, so that perhaps Messrs. Bolster, Fry, Glegg and Waddy need not hang their heads in shame after all.—ED.]

AN ACCOUNT OF THE 1913 CYCLECAR GRAND PRIX

ALL except the very youngest of MOTOR SPORT readers, even if he or she did not own or ride one, will remember those motor-cycles common until the late 1920's and to be seen in remoter districts even to-day, on which the power was transmitted from the engine to the gearbox by chain and from the gearbox to the back wheel by belt. It was a system of transmission which was surprisingly comfortable and of reasonable efficiency when used in conjunction with low-powered engines, but one which in the nature of things fell into disuse when power output rose. In its declining days the belt was a tedious component which took umbrage whenever the throttle was opened, and machines so equipped well

Kenneth Neve describes an unusual but classic race of the days of "chain-cum-belt."

deserved the entertaining yet veracious epithet "Chain-cum-belt: belt-come-off." But this is not an article about vintage motor-cycles. We are apt to forget that just before the anti-Kaiser war the belt was a common form of transmission for light cars, and a surprisingly successful one, too. Trying to design an effective "special," and working on the well-known dictum that there is nothing new under the sun—a cliché corroborated

by the revival of the De Dion-type axle on modern racing cars—I cast back to the early days of cyclecars and found facts enough to suggest that a closer study of the then prominent makes would be worth while.

In 1913 there was held the first Cyclecar Grand Prix, which must have been every bit as exciting as the T.T. or full G.P. races of the period, because competing in it were vehicles which as a type are kept alive to-day only by the amateur builders of "Shelsley specials." The following table gives a list of the cars entered, the drivers, among whom many since-famous names are to be seen, and as much detail as I have been able to collect about the cyclecars themselves.

1913 CYCLECAR GRAND PRIX.—SPECIFICATIONS OF THE MACHINES

Make	Driver	Engine	Bore Stroke	Magneto	Car-burettor	Trans-mission	Final Drive	Steering
Bedelia (France).	Prevot ... Bourbeau Contentet Bonville	90° air-cooled twin.	82 × 100	Ruthardt	Longue-mare.	Direct engine to rear wheels.	Belts ...	Double cables.
Violet-Bogey (France).	Violet ... Antony Poulicz	Vertical water-cooled twin.	73 × 130	W.H. ...	Gobbi ...	Friction	Single chain.	Rack and pinion.
G.N. (England)	A. Frazer Nash ... C. M. Whitehead	90° twin G.N.	84 × 98	Eisemann	B. & B. Solex.	Shaft and chain.	Belts ...	Double cables.
Morgan (England).	W. G. McMinnies... N. Holder H. F. Morgan R. G. Mundy	J.A.P. Blumfield and precision twin water-cooled.	90 × 77.5	Bosch ...	Amal ...	Shaft to bevel-hox	High and low speed chains.	Direct
Duo (England)	A. Francis L. de Peyrecave	90° J.A.P. twin water-cooled.	85.5 × 95 90 × 77.5	Bosch ...	—	Chain to variable pulleys.	Belts ...	Four cables
D.E.W. (England).	W. D. Hawkes ...	Precision twin	85 × 88	Bosch ...	Solex ...	Chain ...	Belts ...	Direct.
Marlborough (England).	F. H. B. Samuelson	4-cyl. water-cooled.	59 × 100	Bosch ...	Claudel ...	Gearbox	Shaft ...	Worm and sector.
Mathis (Germany).	Esser ...	4 cyl. water-cooled.	58 × 100	Bosch ...	Mathis ...	Shaft and gearbox.	Shaft and bevels.	Worm and sector.
Super (France)	M. Leveque ...	Twin water-cooled.	74 × 120	Ruger ...	Gobbi ...	Cardan shaft.	Double belts.	Worm and sector.
Sphinx-Globe (France).	Canouel ... Forster	Single air-cooled twin J.A.P.	103 × 132 90 × 77.5	Mea. ... Bosch ...	Zenith ... J.A.P. ...	Flat belt Flat belt	Chain ... Chain ...	Direct. Direct.
Automobilette (France).	Ducruzel ... Choudy	Vertical twin 4-cyl. water-cooled.	73 × 130 59 × 100	W.H. ...	Longue-mare	Chain ... Shaft ...	Belts ... Belts ...	Cable. Cable.
Roneteix (France).	Jolibois ... Roneteix	4-cyl. water-cooled.	62 × 80	Bosch ...	Roneteix	Shaft to bevels.	Single chain.	Mobile eccentric.
La Roulette (France).	der Salles ... Vigliotti	Twin air-cooled.	76 × 120	—	—	Chain to pulleys.	Belts ...	Cables.
Noel (France)	L. Noel ...	Twin air-cooled.	85 × 87	Bosch ...	Claudel ...	Single belt	Chain ...	—
Du Guesclin (France).	Pessé ...	4-cyl....	58 × 100	—	—	—	—	—

The table is not as comprehensive as might be wished; the power output from the engines is missing, and the weights of the complete cars would have helped. I think about 700 lb. was the limit, and it was freely commented at the time that at least one competitor was compelled to eschew steel-studded tyres as they would have added the few fatal ounces that tipped the scale the wrong way.

The most interesting competitor of all was the Bedelia, a French car which was sold for some time in England; at least one well-known member of the Vintage S.C.C., Peter Wike, commenced his driving career on one. It was very long and very narrow, the driver and mechanic sitting one behind the other with, amazingly enough, the driver at the back, elevated, so to speak, in the dress circle, so that he could see above his passenger's head! The V-twin engine was mounted not transversely as in a G.N., but along the axis of the chassis. The crankshaft projected through each side of the crankcase and on each end of it were expanding pulleys. From these pulleys V-belts, one on either side of the car, drove direct on to belt rims on the back wheels. No gearbox, no countershaft; then where, you ask, was the clutch? Answer: no clutch either, but the engine was mounted on rails and could be pushed forward or pulled backward by the manipulation of a lever in the cockpit, thus altering the tension of the belts. In short, it was a four-wheeled edition of the Rudge-Multi, except that the "notching-up" process of the bicycle was, on the car, centrifugally controlled. The gear-change was automatic in that the cheeks of the driving pulleys came together as engine speed increased and thus raised the ratio, and, conversely, as the engine speed dropped so the pulleys opened and the ratio changed. The driver had to keep belt tension right and also steer. Scorning gearbox and all transmission except a couple of V-belts, it can be appreciated that the Bedelias were the lightest cars in the race.

In Captain Roy Taylor's "Cars I Have Owned" article in the April 1942 issue of MOTOR SPORT, he mentioned a "Violet-Bourget," and wondered what it was like. In the Cyclecar G.P. there was a Violet-Bogey—surely the same car with Anglicised spelling? A newcomer to racing in 1913, this concern entered three cars, one of which was driven by the even then experienced M. Violet himself. It had a water-cooled vertical twin cylinder engine of 73 x 130 mm. and developed just over 22 b.h.p. It possessed the only friction drive among the entries, the power being transmitted from the propeller-shaft to the countershaft by friction disc and finally by chain to the solid back axle. In appearance it was a short, well-proportioned two-seater rather better finished than most of its contemporaries.

Foremost amongst the British entries were the two G.N.s driven by A. Frazer-Nash and C. M. Whitehead. They had G.N. engines of 84 x 98 mm., but there the resemblance to the chassis which is so much sought after as a basis for "specials" to-day comes to an end. The steering then was by cable and the final drive by belt, although the gears

were selected by shaft and chain. These G.N.s were very fast and handled, even in those days, as one would expect the forerunners of the incomparable Frazer-Nash to do.

Four Morgans were entered, and apart from their somewhat unprepossessing appearance, seem basically but little changed from those in regular production until the arrival of the recent gearbox model. They were amazingly fast, and anyone who has examined early Morgan steering, noted the nakedness of the front wheels, and recalled the mechanics of the rear wheel brake, can scarcely fail to gasp at the courage of Messrs. McMinnies, Holder, A. F. S. Morgan and R. G. Munday, who formed the team.

One of the best-looking cars in the race was the Duo, which, contrary to prevailing fashion, enclosed all its works under a neat bonnet. The steering, always the most frightening thing about these early cyclecars, was effected by four cables which, in their passage from one front wheel to the other, were wound round the steering column. Just how elementary it all was is well illustrated by the fact that motor boats, on which the wire and bobbin method is used, have for years taken the trouble to put a sprocket on the wheel-shaft, and include a length of chain in the cable to run over it, in order to obtain some degree of positive action.

W. D. Hawkes drove the D.E.W., a vehicle remarkable for its uncontrollability, a failing which is explained by the following remarkable yet apparently true story. The machine was built originally as a monocoque, and on subsequent conversion to a 2-seater it carried its passenger behind the rear axle. From this position he, if the merest trifle obese, might engage in a game of "see-saw" with the engine as the complementary balance weight and the axle as the fulcrum. Under the circumstances one must regard as typical English understatement the naive comment of a 1913 motoring journal that "as a result of this arrangement front wheel adhesion was affected."

Another since-famous name, that of F. H. B. Samuelson, who entered one of the first M.G.s at Le Mans, appears as the driver of the Marlborough. He bought this car for ordinary use on the road, but finding it capable of high speed in touring trim, riddled the thing with holes, turned off most of the flywheel, and entered for the Grand Prix. Happy days those must have been; one might anticipate a raising of the official eyebrow if one turned up now at Tripoli or Nurburg with the family Morris, however liberally lightened.

The German Mathis was the only car possessing a normal type differential gearbox and shaft drive. With artillery wheels and a high chassis it resembled more than anything a Morris-Cowley of about 1920, with a cylindrical tank in place of the "dickey" seat.

The Super was not unlike the Bedelia in appearance, but in this instance the driver occupied the "pit" while the mechanic was above and behind him in the "circle." A cylindrical petrol tank between the two nestled in the nape of the driver's neck and made him look for all the world as if he were in a barber's chair with the cushion nicely adjusted behind his head awaiting the attention of the latherer's brush. If M. Leveque,

the driver, possessed the then fashionable beard the whole picture must have been quite charming. How the unfortunate passenger fared if the tank, on a level with his face, were overfilled one cannot imagine.

Two Sphinx-Globes were entered, one of which had a J.A.P. twin and one a single-cylinder engine. Although the twin was the more successful, the car with the single-cylinder engine was of greater interest, as this engine was of 103 x 132 mm. (I.O.E.) made by Anzani—a goodly size for an air-cooled single.

[Production Globes had single pots of about a litre capacity.—ED.]

The two Automobilettes also had different types of engine, a four and a twin, both water-cooled, but unlike the Sphinx-Globes, they housed them in different types of chassis. The more interesting, the twin, was very light indeed, and drove from engine to countershaft by chain, while the final drive was by belt with expanding pulleys. Externally they were most attractive, having very long bonnets, pointed radiators, staggered seats and nicely-rounded tails, thus anticipating by some ten or twelve years the Amilcar and Senechal sports two-seaters.

For the rest the Roneteix, La Rouelle and Noel offered no features of especial interest, while the Du Guesclin was so far from being ready for the race that even the make of magneto and carburetter were not decided.

Besides all these, sidecar entries were permitted and N.S.U., B.S.A., Zenith, Gillet, Regal Green and Clyno all ran. It is beyond the scope of these notes to describe the race (which, by all accounts, must have been one of the most stimulating spectacles ever) or to list the performance of the cars on the bends and over the roughness of the course cut up by the G.P. machines on the previous day. Sufficient to say that the Morgan driven by McMinnies won, followed (in this order) by Bedelia, Sphinx-Globe (twin), Roneteix, Duo, Super, Violet-Bogey and another Roneteix.

The lap was 10.86 miles long and the Morgan covered this fifteen times—162.9 miles—in 3 hours 53 minutes 9 seconds, which gives an average speed of 41.9 m.p.h. The Bedelia was half a mile-per-hour slower, and the eighth car, the Roneteix, achieved 36 m.p.h.

Now the habit of drawing a moral from a story is from every point of view quite indefensible, but remembering my reason for digging out these details of early cyclecars, it is pertinent to make a comparison between them and the modern "Shelsley special." The outstanding thing is that such elementary vehicles gave so creditable an average over 162 very rough miles. 41 m.p.h. is no mean average over good roads in a modern 10 h.p. car, in spite of what the white-helmeted letter-writers say in the weekly contemporaries; I name no names, but a number of very modern V-twins jib at a couple of 1,000 yard runs in a day. This 1913 reliability was due in no small measure to the fact that all these 1913 cars, whatever their design, possessed, above all, primitive simplicity. Peter Robertson Rodger stressed the same point in his article on the Frazer-Nash in the

Continued on page 6

★ THINGS TO WHICH WE CAN LOOK FORWARD

THE war news, which is about the only news we get now, is so promising at the time of writing that there is a stronger incentive than ever to look forward to peace and consider what motoring then has in store for us. This is not a political paper, but motoring is such a vast and far-reaching business that everyday politics have a very important influence on it, and, remembering how great a part motor-driven vehicles and motor-minded men and women are playing in this war, it can truly be said that motoring has a very important influence on politics. That notwithstanding, Government departments delight in dragooning motorists and the motorist does next to nothing at all about it. The enthusiast, rightly, regards himself as very far removed from John Citizen, who, when not a pedestrian, occupies a small, glass-windowed box at 29.9 m.p.h. midway over the white line. Consequently, the enthusiast is not very greatly interested in politics as they affect his motoring—albeit, I have met young men with red ties and Red Label Bentleys. As the enthusiast exists in hundreds to John Motorist's tens of thousands, there really does not seem much reason why he (and very occasionally she) should attempt to focus politics on motoring. The only good reason that I can see why he (and, very occasionally, she) should do so is twofold, and, incidentally, my excuse for these observations. First, because motoring means so very far and away more to us than it does to those who drive only as an alternative to strap-hanging. Second, because John Motorist has been sound asleep for the past forty years, the enthusiast is more than wide awake, and therefore it is he (or the occasional she) who is probably best fitted to fight the bureaucratic encirclement of motoring that many more knowledgeable and authoritative people than I fear may herald the coming of peace. The writer of a letter which was published in *The Motor* of 25th November last, stated that "there is no getting away from it, the British people have a deep-rooted love of bureaucracy and will vote for it every time." I am not concerned so much as to whether bureaucracy is or is not a desirable business. I am very concerned that, if bureaucratic control over the citizen extends, it shall not encumber the motorist unfairly and out of all sane proportion, as hampering regulations and stifling laws have troubled our world in the past. If the ordinary private and commercial user of the motor car is not interested in doing anything on his own to protect his interests, the enthusiast will have to lead the way. So, here and now, I suggest that we resolve, through the oft-avoided channels of Press and M.P., to exert the motorists' rights after the war. Let it be generally realised just how much the motor industry, motor technicians and motor-car drivers have done, and sacrificed, in putting Germany-under-the-Nazi-rule off the map. The i.e. engine in its many forms is vital in this war and will be in the next.

Skilful and fearless handling of aircraft, ships and tanks is equally so. The R.A.F. has attained its present supreme position, technically because of lessons handed on from the Schneider Trophy races and tactically because of the quality of its flying and ground personnel, so many of whom have been shaped in ability and temperament by motor racing. The Eighth Army drives on with vehicles which owe a very great deal to trials cars of peacetime, driven by methods taught in such trials by crews who display the same endurance and stamina that characterised the successful competition motorist. The refuelling and re-arming of aircraft on airfields in this country and the Far East, no less than the repair of mechanised fighting vehicles in the desert, owe their efficiency to the pit-work of peacetime long-distance motor racing, as journalist Tommy Wisdom has so clearly told us. Much has been lost to the British in time and money in having to train unskilled personnel—the ladies of A.R.P. and general wartime road transport amongst them—to accomplish things which peacetime competition motoring required individuals to accomplish by self-training. It is these matters which must not escape the notice of the bureaucrats of the peace—and in his excellent new book "Sea Fliers," C. G. Grey reminds us that "burro" means little ass in Spanish and is pronounced as the French word "bureau" of no etymology or derivation.

The danger is there. Donald H. Smith, Assoc.Inst.T., in an article published in *The Autocar* of 20th November last (I am not afraid to recognise the existence of and to acknowledge the weekly motor Press, in spite of their completely ignoring this paper, always excepting Eric Findon, editor of *The Light Car* digest, who gave us a flattering mention in his November, 1942, issue), entitled "Stop This Nonsense!" quoted some disturbing examples of officialdom gone mad, such as a £20 fine for deviating 200 yards from a main road on supplementary petrol in order to eat a picnic lunch during a journey the legitimacy of which was not in question. Yes, the danger is there, and if we do not want to be rationed in our use of cars for years after the next armistice, or prevented from using our cars at all because no priority scheme for replacing requisitioned tyres has been granted, or to be governed by new and more futile anti-motoring laws and regulations, we had better start shouting now, because one of these fine or not so fine days it may be too late to shout. So, with this warning to those who, as I do, find their motoring dear beyond price, particularly to those fighting in H.M. Forces, I will leave motoring politics for motoring—fully forgiven, I hope.

There seems every prospect of ample motoring sport after the war, bureaucracy or otherwise, but some important and vital issues will have to be faced by organisers of racing and other events. The need for a live governing body to control the Sport has long been apparent, and when Capt. Phillips rose at a recent

Junior Car Club Council luncheon and said that he thought the time had come for younger men to control competition motoring, that may or may not have been a straw in the wind. Certainly, the existing Competitions Committee of the R.A.C. should either be made to understand that it must do more to further our interests in the future, or it must be disbanded or reformed.

People so often say that the R.A.C. can be ignored that I must once again emphasise why it cannot and explain what power it commands. It is just that any event held in this country more ambitious than a gymkhana or treasure-hunt is supposed to be run under R.A.C. permit. Anyone can run any event without such a permit, but then the R.A.C. just comes along and takes a note of who competes, or someone tells them, and those competitors suffer the risk of not being allowed to compete in any permit-controlled event. In other words, you may run once in a local race round a field and find, when offered a wheel in, say, the Monte Carlo Rally years later, that the R.A.C. refuses you a competition licence and the organisers return your entry. Which is a prospect very few enthusiasts care to face. The majority of events are run under R.A.C. control for sound reasons, so it is not very clever to say the solution is to ignore the governing body and run permitless fixtures. For instance, for some time before the war the Government regarded trials over public roads with disfavour, doubtless goaded by public opinion, and police permission to use certain hills had to be obtained and special third-party insurance taken out. Naturally, the police wanted some guarantee that the event would be properly conducted and took as their guarantee R.A.C. sanction of the fixture. The R.A.C. tried to control the calendar in order to ensure less hostility and better entries, and so organisers of trials were quite happy to apply to the R.A.C. Competitions Committee for a permit. In much the same way, race organisers wanted R.A.C. sanction for their events because good gates are essential and Continental entries bring good gates, and Continental drivers expect an event to be approved by the national governing body of the Sport, apart from which few, if any, British drivers would risk their competition licence by entering for a non-approved race unless absolutely certain that all future races would be on the same basis. It might seem that organisers of speed trials could be happily independent, but a little thought shows that they obviously cannot, because the speed trial exponent never knows when he may want to become a proper racing driver or a slime-storm king, and so he isn't going to risk his competition licence any more than anyone else. Then there is the question of obtaining insurance cover against damage to spectators which usually requires proof of R.A.C. sanction, because on the day of the event and beforehand the R.A.C. sends a steward to insist on certain safety precautions being taken by the organisers. So permit-run events have been the rule, and it would all work very well if the Competitions Committee of the R.A.C. wasn't composed of old gentlemen who probably haven't driven a fast car since present-day competitors were born, and,

consequently, refuses to sanction many events for no very good reasons, hampers go-ahead organisers, and does not very effectively arbitrate when disputes arise.

The question which has to be decided is whether the R.A.C., or some other body, is to govern the Sport in this country when it happens once again. I do not profess to know the answer. But I do know that to attempt to hold events without permits is going to result in lots of excellent drivers and invaluable organisers being barred for ever and that disputes along these lines, or an attempt to dispense entirely with a central governing body, is not only going to throw British competition motoring into disrepute, but is going to play right into the hands of bureaucracy—and effect the finish, as likely as not, of trials, sprints, racing and all the rest of it. The British Racing Drivers' Club is so dead that I cannot even drag it in as a possible successor to the R.A.C. Competitions Committee, and I rather feel that this existing committee may survive, we will hope with plenty of fierce young blood around its table.

Then there is the question of what sort of events people like H. J. Morgan and Fred Craner and Percy Bradley and the R.A.C. itself should set out to organise. Will plenty of racing cars be forthcoming for races at Donington, Crystal Palace, and, as Bradley leads us to hope, at Brooklands, as of old, or will the best of them be owned by a kind of syndicate and raced round a national sports arena as a public spectacle?

The partner of an engineering business which is now turning out small aircraft

bits, but which did quite a lot with racing cars before the war, is devoting considerable thought to the possibilities awaiting the manufacture of racing cars of E.R.A. calibre, and I shall expect Alta to go back to that task whatever happens at Bourne. Incidentally, this same person mentioned in the previous sentence showed me some photographs of a very interesting sports car which his firm built before the war as an experiment to see what could be achieved by careful development of an existing 10 h.p. British sports chassis. This car had quite a normal T.T. appearance, because this young man, who regards 100 m.p.h. on the road as a fairly normal speed, believes that people like that sort of motor car. And it did reach, or just exceed, 100 m.p.h., and it could have been produced not too expensively for those requiring an individual and really potent sports-racing job. The basis was M.G., but there was no intention of introducing one-design racing, as such. On the other hand, Nigel Orlebar, who, by the way, once did his stuff as an amateur motorcycle dirt-track rider, is very partial to one-design racing and hopes to organise it for cars all possessed of standard Ford Ten engines. He has managed to acquire a light-alloy body for his own car, which was intended for an M.G. to be driven by Dorothy Stanley-Turner in the T.T. that never happened. The plot is to permit only such tuning as L. M. Ballamy carries out on these engines until things begin to pall, and then, perhaps, to allow supercharging, or the fitting of American o.h.v. conversions. The scheme would seem to depend for its success on whether good clubs would run classes for such cars.

If not, I gather private grass-tracks would be used, but then one comes up against the permit problem, unless, of course, one is a Richard Caesar, and although I can visualise the fun and games such racing would permit, I prefer that keen beginners occupied themselves devising specials of a more individual brew for Dancer's End, and Prescott and Shelsley Walsh. But, of course, Nigel may somehow convince those in high places that this is just the sort of thing for teaching the fitters their job ready for the next war, in which case one-design racing, advocated by Laurence Pomeroy, the sports and sporting editor of *The Motor*, last winter, may become an entity of its own for quite different reasons. However, there really seems no reason why racing-car races and sports-car races and sprints should not go on very much as before. And trials are sure to do so, if organisers do not run wild in the early part of the peace and function without permits, so that officialdom comes down with a heavy hand before the R.A.C. or its successor can do anything at all about it. Whatever happens, there should be a return to free road motoring as post-war relaxation for discharged soldiers and sailors and airmen and back-room boys, if we shout loudly enough for our rights for even the bureaucrats to hear. If we do that, we may even find Italy and Germany invited to send their Alfa-Romeos and Auto-Unions and Mercedes-Benz to play at motor-racing with us, so that politicians and taxpayers and the youth of Britain can see how the vanquished are shaping. If that comes about we may even expect to be lent Hyde Park around which to race. But we shall have to shout!



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THERE must be many enthusiasts like myself who have been unable to enjoy the competitive side of "The Sport" because of business ties during the weekend. You would have to hunt for the "pots" on my sideboard, and the few there are were won in motor-cycle events when I was very young.

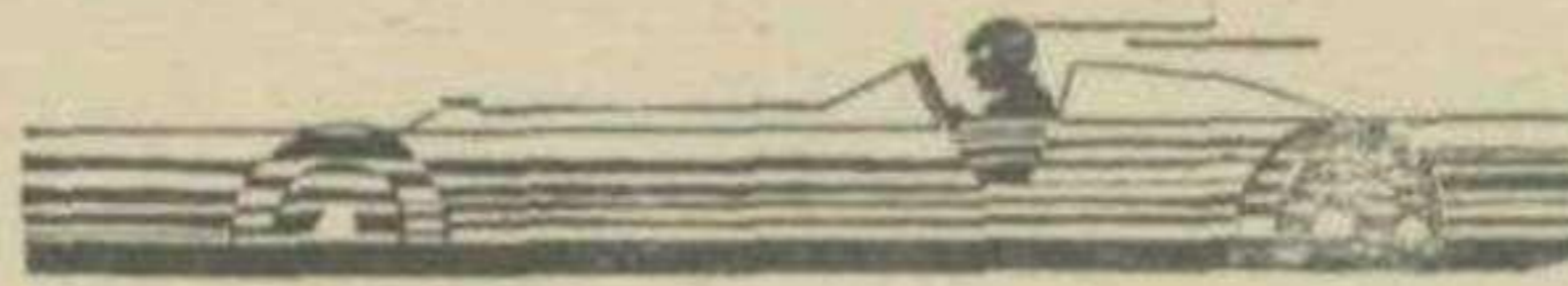
When I was 16, much to the disgust of my father and the nervous apprehension of my mother, I arrived home with the proverbial 1916 W.D. Douglas. It cost 10/-, probably because one cylinder was broken off at the flanges. I was able to have this welded, and went to work removing "unnecessary extras," such as mudguards, lamps and silencer! How well I remember the loving care and "elbow grease" that was expended before the machine was pushed, with great expectations, to start it up. I also recall, when too exhausted to push any more, being towed behind an old "Clover Leaf" Citroen at about 25 m.p.h. The old "Dougy" merely emitted amazing noises and flames issued from the carburetter. I tried crossing the plug leads and pushed some more. It started at once, for I had timed it on the wrong cylinder. However, I progressed and rode in my first trial. I was getting along fine until my supply of spare belts ran out. It was not very long before the Douglas gave up the ghost. With one big-end held together with sawn-down carriage bolts, it was sold for £2. I was shocked when the would-be new owner insisted on a trial run before completing the deal, but all went well.

I was punished for selling such a wreck by buying one myself, in the shape of a 350-c.c. Calthorpe. It seized up completely on my first run and the engine was a total wreck. I was learning a little about engines by now and I traced the trouble to the oil feed, which should have passed through one of the cams, but which was completely blocked. I spent a lot of time repairing and re-tuning this engine, and with this job tried my hand on our private grass track, that consisted of one small field owned by a friend.

The Calthorpe was sold, and I purchased, in a wrecked condition, a 348-c.c. J.A.P.-engined Royal Enfield. I rebuilt this machine for the grass track, and made sure of its safety by bracing the frame and front forks. The Royal Enfield was part exchanged for a 348-c.c. o.h.v. ex-Tommy Span "Big Port" A.J.S., beautifully finished in chrome and red. Some interesting features of this machine were: $\frac{1}{4}$ " full-tulip valves were used, shut by the use of terrifically powerful springs (I altered this after one valve had collapsed, by fitting $\frac{3}{8}$ " valves and guides), a Binks's "Rat Trap" carburetter, which I replaced with a racing Amal, and a compression ratio somewhere in the region of 16 to 1. I had a lot of plug trouble, due to over-heating. It was raced in the early days of Layham's Farm at West Wickham, and many times I have tried devilishly hard to follow H. L. Daniel round to get somewhere near the front. I remember quite well how this unobtrusive man, who has now won the Senior T.T., would take nearly all events in his stride and win without any apparent effort. Even when the track was a sea of mud he would generally win in his usual polished

CARS I HAVE OWNED

H. F. Hart describes his personal mounts



manner, at a ridiculous speed for the state of the track.

During the next few years I possessed dozens of different motor-cycles and had graduated to the Dirt Track. Two friends and myself would hire a lorry and drive to different unlicensed tracks, where we would generally receive a few pounds for "appearance money," irrespective of winnings. I had two motor-cycles, a Triumph for the road and a D.T. Douglas for the track. It was through this latter Douglas that I met E. Withers, who worked under Freddie Dixon in the Douglas experimental shops. To come to the last motor-cycle which I possessed, but by no means the least—it was a machine that Withers was preparing for an attempt at 100 miles in the hour. This job was a Douglas 498-c.c. twin-carburetter machine with three-speed close ratio gearbox (I believe bottom was 9 to 1). It had a very large saddle tank, balanced wheels and streamlined front forks. Modifications included pressure-fed lubrication to the tappet feet and to the overhead valve gear on both cylinders. The attempt for which it was built fell through and I bought it for use on the road. The speeds in gears, using 50-50, arrived at by stop-watch timing, were: 75 m.p.h. in bottom, 87 m.p.h. in second and 106 m.p.h. in top. It had no acceleration up to about 25 m.p.h., but on advancing the ignition at this speed and letting her have the "gun," the acceleration was terrific. I have no notes to substantiate this, but I believe Withers got just over 36 b.h.p., and the engine would go up quite happily to 12,000 r.p.m.

It was about this time that my father decided I had kicked around doing nothing, or nearly nothing, for too long, and it was on my twenty-first birthday that I started to work seriously for my living. I had to work every Saturday as well as a few Sundays, so my visits to Brooklands, grass track meetings, dirt tracks, in fact all the things I had been living for, had to stop. I still went to work on a motor-cycle, but it wasn't quite the thing, and on top of this the local police really had taken a dislike to me, so the inevitable happened. I was told to buy a car, and "get a sensible one"! I arrived home one Sunday morning in my "sensible car." It was a "San Sebastian" twin-o.h.c. Salmson, painted Italian racing red, with a colossal outside copper exhaust pipe (Reg. No. ER 6796). When I pulled up at home my father was waiting: I had evidently been heralded by the bellowing exhaust note. I believe his exact words were: "You're a perfect fool! Why, there is

only room for one person in it. Where's the hood, and what about the doors?"

After using the Salmson as a motor-cycle on four wheels for a month or two, the brakes decided to give up the ghost. I soon broke the propeller shaft changing down and using the engine for a brake. I decided to fit a new shaft and, while I was on the job, to "improve" the motor. The propeller was a fairly simple job, but the engine of my first car amazed me. I think the most difficult part was fitting the "cigarette paper thickness" little-end bushes, and then poking cotter pins through holes in the piston skirts to stop the lot floating. How I timed the valves and ignition will never be known. I must have been more clever in those days, because she started immediately on turning the handle. I always remember that the acceleration in second gear was pretty good. On the whole, the Salmson was a pleasant little car once one was used to the solid back axle; the cornering and stability were of the highest order. I used the car on the grass once and won a heat, but after using it in a trial decided to sell it—I accepted a credit note from a trader, and still have it.

I had to have another car, and I had to foot the bill myself. My bank balance decided that I should be really sensible, so I purchased a 1928 2-seater 9-h.p. Humber (Reg. No. YC 1281). It had been owned by a titled lady in Devonshire, and by the condition of the car it had been chauffeur-kept. It would plug along flat out at 42 m.p.h. and stand any amount of rough usage. I have had five up over fields in the course of a day's shooting. Bristling with guns we would drive round the shoot—why walk when the Humber loved it? After a time she started to grumble down near the waist line, so was "level swopped" for a square-nosed Morris-Cowley saloon (Reg. No. PN 1151). The Morris dawdled very nicely, but the windows broke every time the doors were slammed, the back axle began to knock, and the silencer split (due to a pal who would insist on back-firing the engine with the ignition switch at all busmen). So away went the Cowley and in its place was purchased a very pretty looking Wolsley Hornet Daytona Special drop-head coupé (Reg. No. GX 6583). The snappy gear change and pleasant exhaust note were a real joy, but the motor wouldn't stand up to a long run and to attempt a high average was disastrous. It would do about 75 m.p.h. at the start of a run, but after 60 miles or so I was often passed by Ford Eights, so I would sit up and make out I was looking at the scenery; 50 m.p.h. was its limit. I had it bored, which helped for a few thousand miles, but I think the cylinder walls must have been made of a lead alloy, because in a very short time I used nearly as much oil as petrol. Things really happened with that car. The crown wheel and pinion went, the "shockers" would not hold oil and the back wheel bearings failed, so I traded it in. I believe the next owner had the rods poking through the crankcase in no time. . . .

I had always yearned for a Bugatti, and had often wasted hours of the late L. G. Bachelier's time, as well as that of his two sons, mooning round his place at Wimbledon and listening to their

super-polite sales talk. However, I concluded that my bank roll and Mr. Bachelier couldn't get together, as they didn't talk the same figures. I did what I thought was the next best thing and bought a fairly sound Type 40 (Reg. No. UF 4800) from Dick Hungerford, of Putney, with whom I was very friendly. We managed to persuade Papworth to thoroughly overhaul it; in fact, almost to rebuild the job. All my spare time for the next week or so was spent watching my precious Bugatti take shape, and every minute I spent at Fulham had quite a kick for me. I must have been quite a worry to Mr. Papworth, but I got marvellous service, even though my Type 40 was definitely the most lowly job in his garage at that time. When the work was finally completed I had a car which had a performance good enough to make me a Bugatti fan for ever. That solid compact feeling when cornering, the surge of power when accelerating, the crescendo of crisp exhaust note, together with noises that only a Bugatti can produce, will never be forgotten. I had very few difficulties, although I experienced oiling trouble when I first took delivery. However, Mr. Papworth stripped the whole lot down again with no extra charge, to effect a cure. The very short gear lever, after much cog-changing, blistered the palm of my hand badly. This was eliminated by fitting a more lengthy affair. I put up some fine averages on this car during the six months I drove her; the only trouble, I found, was not mechanical, but almost psychological—undesirable people took too much notice of her. I was summoned for travelling in Hyde Park at 40 m.p.h., when in reality the speed was about 20 m.p.h., and on two other occasions I was apprehended for similar misdemeanours which never actually happened. I spent a day at Brooklands with the car and couldn't even get the water really hot, but I did manage to get a genuine 80 m.p.h. I was sorry to part with this car, but was forced to buy a cheaper one for a time, so the Type 40 went to Bachelier in exchange for a Morris Eight 2-seater coupé and cash (Reg. No. PK 8042). This little car had been serviced in the true "Bach" fashion, as it had been used personally by Leslie Bachelier and gave me trojan service until I bought a Talbot 14 h.p. (Reg. No. GO 8591). This was a good solid car with a good solid performance, but hardly exciting and difficult to "dice," so I hunted for another car. During the hunting period I sold the Talbot and hired or borrowed several small saloons, including a Ford Eight, an Austin Ten and a Hillman "Minx." This type of car has never given me any excitement, but has only saved my legs at the expense of my patience, although I was often amazed how cruel one could be to these little "buzz boxes" without them voicing complaint.

After several weeks I thought I had found a car worth having: an Avon Standard Special 1½-litre (Reg. No. MG 2233). It was very pretty to look at, with flared wings and cream-and-red colour scheme. To my everlasting sorrow I bought the thing and it was one "long pay out" from that day until the day I sold it. The aluminium head wouldn't stay in shape for long and gaskets were

blown with sickening regularity. I had this head milled to try to obviate the trouble, but it still recurred. In its short periods of good behaviour it was just a car, but definitely not a sports car. The shock absorbers broke off the chassis at the back and cracked off the wing supports, to which they were anchored, in the front. I had these welded or replaced several times. The gearbox "went west," as did the crown and pinion. In despair I decided to evolve a car of my own, and it was with this idea in mind that I sold the Avon for cash.

During the latter part of my motoring experience I had the good fortune to have the use of a small garage and equipment, which belonged to a friend, Norman Farley, and it was with his help that we started on the "special" idea. I bought a 1930 4-seater saloon Morris Cowley (Reg. No. GK 1264), with new tyres and in very fine shape. Into this chassis we put a "14/40" M.G. engine, on which for several weeks we had worked to obtain the maximum performance. As well as the usual servicing, Hartford shockers were fitted all round, a spring steering wheel, a wider front axle, giving us a slight crab track, and two new rear springs. The brakes were overhauled and larger headlamps fitted. When the car was finished it looked the same as an ordinary 11.9-h.p. Cowley; it still had the original paint. The fun I had with this car was endless. It would climb all normal hills in top gear even with five up, and my wife and I have stormed many famous trials hills and have never once had any trouble. We used to pass over boulders that would have knocked the bottom out of a lot of the moderns! Many a driver of the smaller sporting stuff has been shocked at its getaway from traffic lights and further shaken when the old Morris showed them the way home. I shall never forget the look on the face of a gentleman driving an S.S.1 (the original type) when the Morris bowled by with the needle off the clock. I never actually timed this car accurately, but a rough check was taken one day when a friend on a 500-c.c. Norton showed 73 m.p.h. on his "speedo" riding alongside, so I do feel that the car was good for 70 m.p.h. with the wind behind it. I drove this delightful contraption for six months without spending a halfpenny on it, and it never saw the inside of a garage. I only sold it after it had lain in a garage for so long that the garageman took it for rent at £2 10s. I lent it to anyone who would pay the insurance whilst they used it, and I gained great favour from the local police by lending it to them to cart half their cricket team about. I often think they couldn't have known much about cars, because it had been taxed for the year at 11.9 h.p. and I only had the particulars in the log book changed, and paid more, just before it was sold. I believe the same car is pulling an A.R.P. ambulance trailer now. I know that it was used as a breakdown car right up to the outbreak of war. I commend anyone who wants some real fun, after we have finished Mr. Hitler, to try out this type of "special."

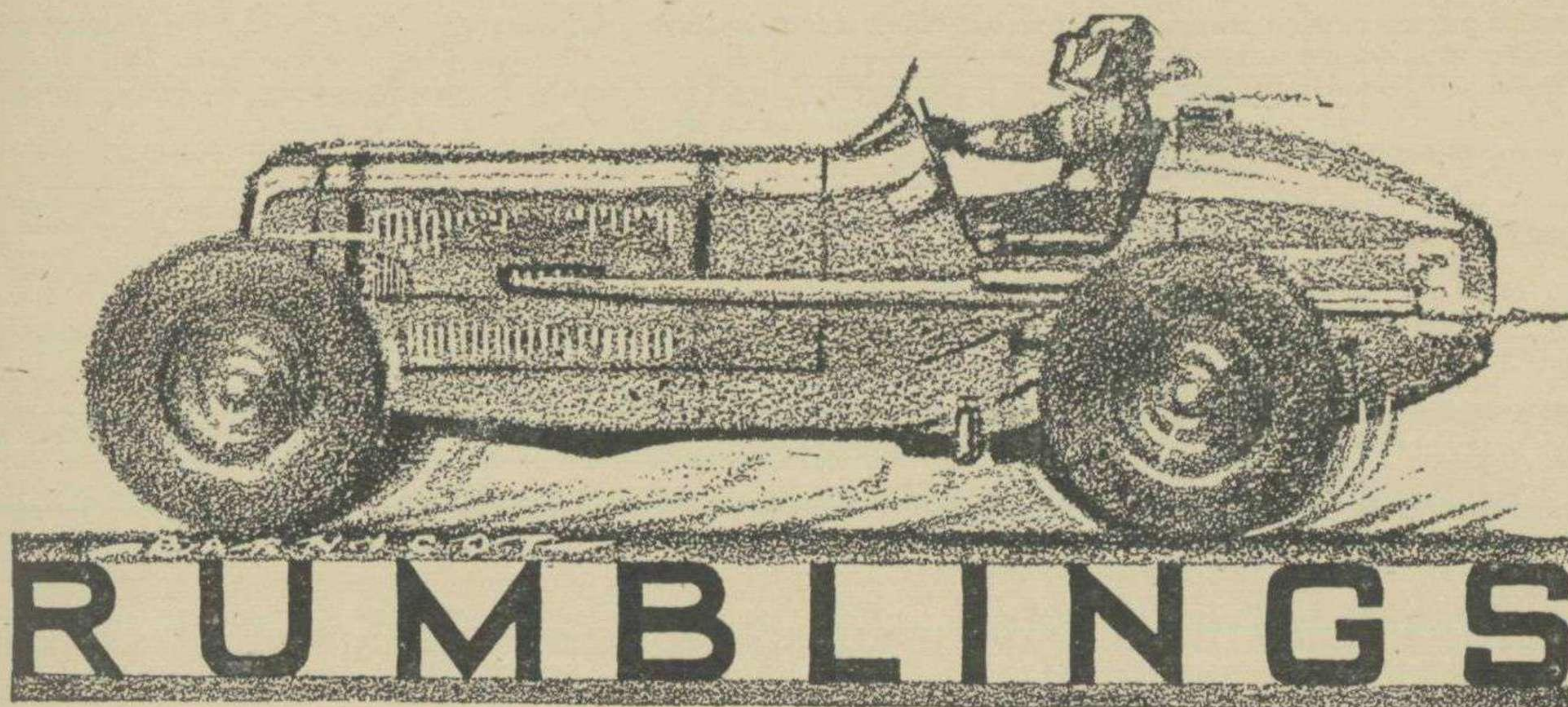
And so, as a fitting ending, we come to my present car, which to me has been as perfect as a small car could be. It is a 1½-litre three-carburettor "Le Mans"

Singer (Reg. No. CXX 567), complete with *Le Mans* plaque. This car has proved a masterpiece to handle and has an abnormally good performance. In the eighteen months I ran it before I was called up I had no trouble whatsoever.

A considerable amount of time was put in when I first took delivery of the Singer on tuning and experimenting with best plug gap, ignition and carburettor settings. I had a lot of difficulty with plugs and burned a large number to bits until Farley suggested fitting K.L.G. Corondite and setting the gap at about 20 thou. With these plugs, and under good slightly downhill conditions, the speedometer has shown the extreme reading of 105 m.p.h., and on the same road, stop-watch timed, we reckoned 102.4 m.p.h., so, allowing for human error with the watches, I think it is fairly truthful to say that the car will top the century. My wife and I have toured thousands of miles, over all sorts of roads, with the Singer, and a cruising speed of 75 m.p.h. is quite normal. The car is now wrapped in cotton wool. I have met and spoken to several people with similar cars and have been unable to find one with a performance to compare with mine. I didn't buy it new, so, who knows, it may have a history.

A very unusual experience that I remember very well with the Singer was a friendly "dice" with a Railton Terraplane police car. I was on good terms with a driver of one of these police Railtons, and he was very certain that on a run of 20 miles or so he would leave me quite easily. We arranged a run with a round of drinks as the stake. One weekday afternoon onlookers would have imagined that a "criminal" was getting away, because over a distance of 12 miles I left the Railton a long way behind. My friends, "the cops," informed me that their speedometer showed over 100 m.p.h. on one occasion, but the fastest speed shown on mine was only just over 90 m.p.h. on two occasions. It is not often one can be on such good terms with the police, but I have found that quite a number of them show a very healthy interest in sports cars and are all for "The Sport." I have been fortunate in having had some very interesting runs in various vintage or semi-famous motor-cars. In particular was a run from Croydon to Saffron Walden and back in an ex-Bertelli Driscoll short-chassis 1½-litre Aston-Martin, a run to Winchester in an ex-Brian Lewis 3-litre Bentley, and a little "dicing" with a 2.3-litre Bugatti that had once been pushed hard by Chris Staniland. Another interesting car was the Rover Meteor in which the late Harold Pemberton, then Motoring Correspondent for the *Daily Express*, beat the "Blue Train" across France. This car, although not a sports car and not specially prepared for the run, had a wonderful performance and could leave nearly all similar models with ease. It gave me the impression, which I still have, that Rovers are one of the very best British motor-cars.

For nearly two years now I have been part owner in a very large stable—The British Army—and have driven countless types of vehicles. They all work marvellously, and I am sure Mr. Allard and other famous trials specialists must be very pleased to see how many of their ideas have been pinched.



The Veteran Car Club of Great Britain, which had previously existed to foster interest in veteran cars constructed prior to 1905, announced, on 14th November, that it had extended its activities to "take under its protection" vehicles built up to the end of 1912. Enthusiasm for all the pre-1914 cars which still exist in good functional order causes us to regard this as good news, although it is rather difficult to see why the Veteran Car Club should have entered the previously exclusive preserves of the Vintage Sports Car Club, inasmuch as this body was fully aware of the need to foster 1905-14 veterans before the war, and as one of the most active and go-ahead motoring organisations in existence, did so very adequately. This being the case, we cannot resist heralding the Veteran Car Club's announcement of its changed policy by publishing in this issue an account, by Cecil Clutton, of what was done with and for Edwardians by the Vintage Sports Car Club from 1936 up to the outbreak of war. The need to preserve and restore, and, above all, to derive enjoyable use from these veterans is so strong that we hope that both bodies will foster them in the peace. The Brighton run, organised in later years by the Veteran Car Club and the R.A.C., was certainly a wholly delightful and desirable happening. The very first, in 1929, was more adventurous than any motoring event for many a long day. Speculation as to whether really antique Daimlers, Panhards and Benz would cover even a quarter of the distance was tempered with astonishment at the pace and efficiency of the better 1903 and 1904 cars. This was the time when trials and racing folk started unearthing really early machinery from the most unlikely places, gleefully bearing it away, first to unravel its mysteries and then thoroughly to restore it. The late Richard Shuttleworth found a Panhard for 50/-, and great was his wrath when a real pioneer accused him of crashing its gears. Later he competed with a 60 m.p.h. de Dietrich, which tended to offend the purists because of alloy pistons and an imitation Paris-Madrid body.

**The Veteran C.C.
and the
Edwardians**

Those Saturdays before the run, when the competitors brought their cars to a big public garage for scrutineering, were amongst the most intriguing that the Sport has had to offer. Celebrities like Humphrey Symons and S. C. H. Davis came elbow to elbow with meek and elderly owners who had run a veteran car for countless years without thinking very much about it and who had entered to see what it was all about, or perhaps to give "the missus" an outing. Most at home of all were people like John Bolster, Powys-Lybbe, Kent Karlake and Dick Nash, who found the run just another outlet for their versatile motoring enthusiasm and who hid an earnest desire to perform successfully with boisterous good humour. Nash, of course, did a very great deal all on his own to foster the early cars, with his inimitable International Horseless Carriage Corporation concern.

With the passing of the years the ability of pre-1905 cars to make the 60-mile journey was taken more and more for granted, and as the same cars, with a few additions and disappearances, ran each time, it became possible to anticipate fairly accurately individual performances and setbacks. With the later veterans, however, this position has hardly arrived. Numbers have yet to be restored and run, and there is interest in comparing them not only one with another, but in their relations to the moderns. They offer quite unique pleasures in handling to those who appreciate driving for its own sake, and whereas most pre-1905 examples strike one as rather frail and, indeed, too precious to use very frequently, the more rugged Edwardian of sound design may be regarded as a very satisfactory motor car for everyday journeying. If both the Vintage Sports Car Club and the Veteran Car Club put on road events for such cars we may expect to see more of them than in the past, for proud owners will have an incentive to tax them for more than an odd month or so per annum—tyre and insurance problems are not likely to be too severe, especially with the blessing of the committee of the Veteran Car Club. So, taking it all round, let us congratulate the Veteran Car Club on its decision and

let us preserve what veterans we may. They are getting very scarce; they are, to state the obvious, never going to happen again, and you can hardly blame MOTOR SPORT if you suddenly desire to possess one when none remain in need of restoration!

* * *

A friend tells of an amusing incident which befell him recently and which very nicely portrays the difference in the national outlook on Continental motor racing between the peoples of this country and the Continent. Wishing to converse with some Italians at a prisoner-of-war camp, and having no Italian at his command, our friend hit upon the idea of uttering "Alfa-Romeo-Milano, Tazio, Nuvolari." Instantly the prisoners' faces lit up and an interpreter was sent for. Nor was that all, for a man who had been "Nuver's" mechanic in many races was introduced and famous names were reeled off amid general excitement and good feeling. The climax came when our friend showed his October issue of MOTOR SPORT, with the photograph of Nuvolari in the Auto-Union on the cover. Motor racing has not got Italy very far in this war, but we may hope that a more universal appreciation of the Sport after the armistice will result in international better feeling, of which this incident is a rather pleasing example.

* * *

Cecil Clutton, who did so much for vintage and veteran motoring before the war and who has done so very much for MOTOR SPORT since the war, is joining the R.A.F. in the New Year. He felt suddenly that office life was intolerable and volunteered for flying duties. He was accepted, and has been studying to qualify as a navigator ever since. The very best wishes of the motoring world will go with him in his latest undertaking.

* * *

Discussion arose the other day on a subject debatable enough in all conscience between enthusiasts. It concerned the matter of rapidly negotiating the swerves and queried which of two varying tactics is the more hazardous. One driver is in the habit of cornering at the absolute limit of his car's capabilities, while another is not so expert in judging how fast he can go round a given bend or corner without gyrating or sliding off the road, but makes up time lost thereby by leaving his cut-off very late and then braking heavily before the corner in order to reduce speed to that at which he can cope adequately with happenings on changing direction. One school of thought argues that the first method is the more liable to end in disaster, as if the safe limit of cornering is exceeded nasty things will follow, and the margin of safety is very small and, withal, difficult to assess. The rival school of thought believes that the second tactic is more likely to bring disaster in its train, on the reasoning that a car is unstable under heavy braking, especially if over-zealousness requires such retardation to be continued while commencing to corner. Our own view is that, in theory, the first method is the more unpleasant, because the driver who does not try to corner at his car's limit is unlikely

to even approach this critical speed, but that, in practice, he will probably be the man to buy it, because, realising he is losing ground, he will rely more and more on unnecessarily hard braking, until he finds himself entering a bend at critical speed after all, with the dice loaded against him because of his inferior judgment and the fact that his car will be unstable under the action of the brakes. Ponder it!

* * *

In "Rumblings" last month, in describing the 1924 straight-eight G.P. Mercédès, we misquoted Laurence Pomeroy as saying that these cars competed in the French and Spanish Grands Prix of 1924. A letter from Mr. Pomeroy points out that the Mercédès did not run in the French race that year, but in the Spanish and Italian Grands Prix. He adds the interesting information that in the former race Sailer and Masetti drove these cars and both retired, while in the Italian G.P. the team comprised Masetti, Count Zborowski, Neubauer and Werner. At half-distance these drivers were lying 5th, 6th, 7th and 8th, but three laps later Zborowski crashed fatally and his team mates withdrew. On another Pomeroy subject, the suggestion made in his letter in the last issue that the 17 mm. dimension quoted for the diameter of the crankshaft of M. Lory's suggested Formula G.P. car probably refers to crankpin length, is negatived by the fact that J. Lowrey, who reviewed the Lory design, definitely quotes a diameter of 18 mm. and the length of the big-end rollers as $\frac{1}{2}$ ". With two big-ends side by side this gives a crankpin width of at least 2.54 cm. or just over 25 mm., and a big-end width of about $12\frac{1}{2}$ mm.

* * *

A contemporary last month published such inaccurate information about that rather obscure French small sports car, the B.N.C., that we have turned up some notes on this make which appeared in MOTOR SPORT in July, 1929, together with two photographs of the car. The unblown "Monza" model had a Ruby engine, specially made for B.N.C. and having pump cooling. It won the 1927 Bol d'Or and established a class record at Le Mans in 1928 by covering 2,270 kilos. in the 24 hours. The guaranteed velocity was 78 m.p.h. More exciting was the "Montlhery" model, which stripped was said to be guaranteed to do $103\frac{1}{2}$ m.p.h. It had a 4-cylinder 62 x 90 mm. (1,088 c.c.) engine rated at 8.9 h.p., but giving, it was claimed, some 62 b.h.p. A supercharger was driven from the nose of the crankshaft, but was accommodated beneath the bonnet behind the inclined Silentbloc-mounted radiator; it sucked from a Solex carburetter. The gearbox gave three speeds and reverse, and transmission was through an open propeller shaft to a solid rear axle. Suspension was by $\frac{1}{2}$ -elliptic springs, underslung at the rear, and the brakes were of Perrot type, fully compensated. The body was a typical French pointed-tail 2-seater, with cycle-type wings. J. A. Driskell used to drive a B.N.C. in British events, and Charles Brackenbury finished third in a B.A.R.C. short handicap race with one in 1929. The makers, Bollack-Netter et Cie., of Paris, came into being in 1924.

Some Facts

Cornering Tactics

Best Wishes

Continental Fans

Club News

WE HEAR

Lt. J. F. Kentish, who used to drive Morgan 3-wheelers in M.C.C. trials and race a Vincent-H.R.D. "Rapide" at B.M.C.R.C. Brooklands meetings, now uses a 1,000-c.c. spring-frame Ariel solo. He has turned to veteran cars since the war, and has a fine collection at his home in Hampshire, including a 1902 de Dion Bouton and a Cadillac, both single-cylinders once owned by Burtonshaw, a 4-cylinder Argyle, and a de Dion Quad. He also has a number of very early motorcycles, the most recent of which is a 4-cylinder Henderson solo in an excellent state of preservation. Being pressed for storage space, he wishes to find a good home for a 1907 9-h.p. single-cylinder Jackson dog-cart, in really good order save for tyres. This car has had an expensive overhaul, and Kentish values it at £30. He can supply spares for single-cylinder Darracq cars if anyone is stuck for such parts. The 1925 A.C. which was for sale in the Midlands has been acquired by a member of the Scuderia Chemvamo. Sydney Allard and Reg. Canham seem to have overcome their enthusiasm for three-wheels and are sharing a 1940 Fiat 500 once used by G. H. Symonds, who himself rides a very special single-port 350-c.c. Levis, for which he possesses a spare 2-port power plant. A lowered chassis to accommodate a "30/98" Vauxhall engine, an Opel "Cadet" with racing body, a 1903 single-cylinder Humber and an Amilcar have been discovered "turned out for the duration," as it were, and presumably in need of new homes. D. S. Jenkinson has constructed himself a very nice motor-bicycle of Norton parts, with taper forks, much of the work being accomplished by torch-light in a small shed. David Fry is reported to be flying with the R.A.F. Cowell has sold his sports 2-litre Alta and is using the ex-Undery 1½-litre Meadows-engined H.R.G., bought from Ian Metcalfe, during his spells of leave from the R.A.F. Metcalfe has added a very brief wheelbase Lancia "Lambda" 2-seater of early series to his collection of cars at his motor emporium at Shepperton. Veteran news refuses to dry up; we learn of an A.C. "Sociable" 3-wheeler, less body, in London, a 1905 single-cylinder Rover in Peterborough, and a shed in Berkshire containing an Albruna and a very fine Renault tourer which have both been up on jacks since 1914; it is not definite whether these cars are for sale, but we are making enquiries. Alas, the scrapping goes on, and a very big Renault landaulette that served in the last war has recently been smashed-up in Hampshire, likewise the 1911 G.W.K. and Leyland Eight chassis mentioned not long ago. Metcalfe is trying to save a pre-1914 14-h.p. Mors 2-seater. Aircraftman K. Cobbing, who has a collection of early motor cycles, mentions that his friend, J. Fairhurst,

has cut out the impulse starter on the Bosch magneto of the 1914 Hillman he bought recently from Breen, and this has completely cured a spell of ignition trouble. He would be glad to hear from any West Country enthusiasts. His civilian address is 30, Cedar Park Road, Enfield, Middlesex. There is a 1,100-c.c. flat-four air-cooled Tatra in regular use in Enfield, and that reminds us that Breen has sold a "12/60" Alvis saloon to Lush, and has, or had, for sale a "Hyper" Lea-Francis saloon and a 3-bearing Army Austin Seven 2-seater. If any special builders require a long-wheelbase Austin Seven chassis with 5.25 to 1 axle ratio, a 4-speed engine unit and a 2-seater body of sorts, we know of such objects for disposal. MacLagen has been running a Dirt Track Douglas on Pool and has seen a V12 Lagonda and a 2-litre M.G., both bearing B.R.D.C. badges, in use near Nottingham. A day after the December issue of MOTOR SPORT appeared a reader told us of a very recent encounter with a Dursley Pedersen bicycle (which he only recognised from reading the article on these machines which appeared in the last issue) in the very town where this paper is now prepared—it's a small world. . . . Its acceleration when the lights changed was described in awed tones! Which recalls a desire expressed by Jenkinson to organise a pedal-bicycle trial for the more energetic exponents of our world.

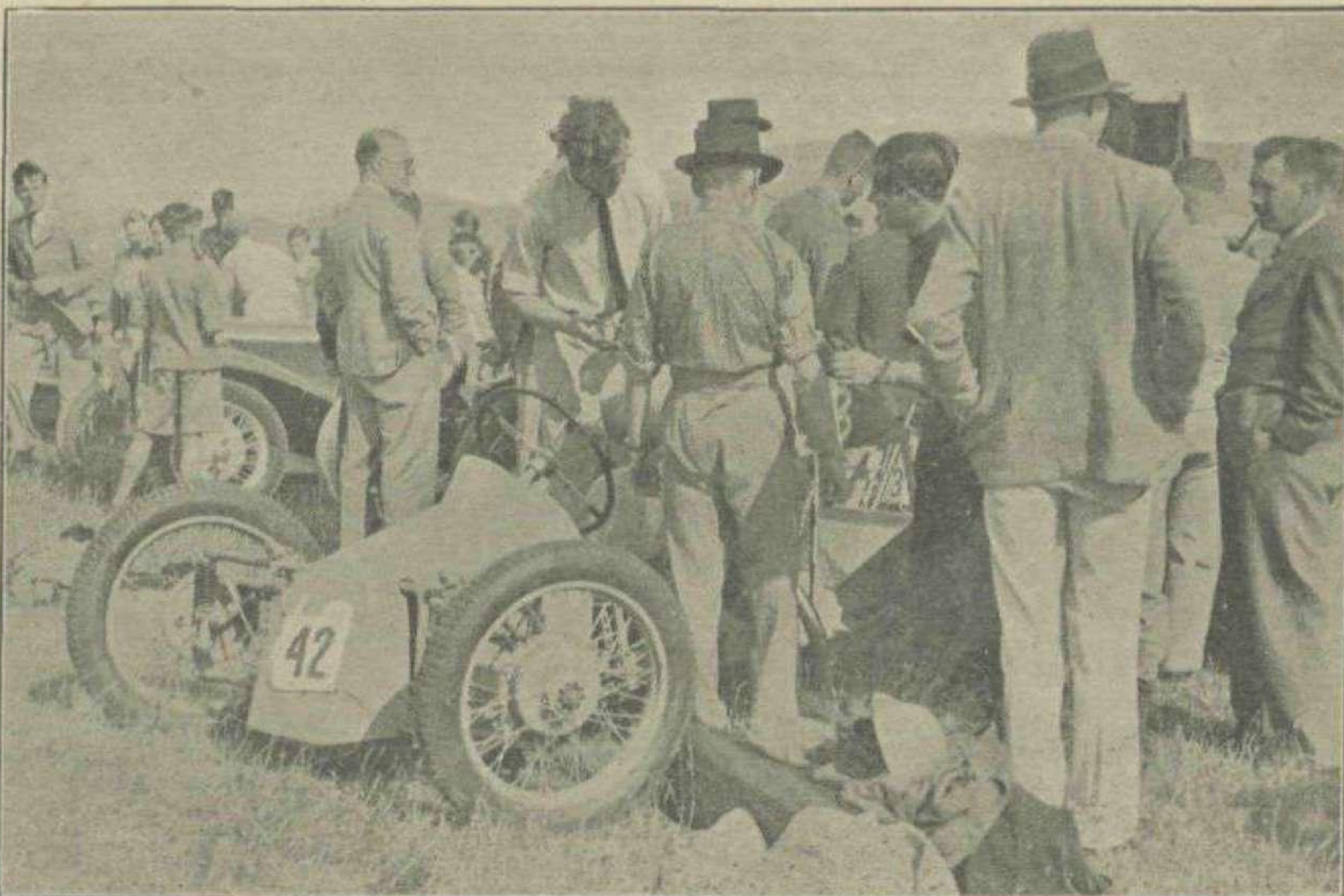
J. Lemon-Burton has sold his 3.8-litre Bugatti—a bored-out 3.3 G.P.—to a Surrey enthusiast. Pre-the-last-blitz racing cars are amongst the most desirable of veteran properties, so we are not surprised to learn that Shortt received

17 enquiries for the 1914 G.P. Opel after we mentioned that it was for sale; a Birmingham enthusiast, Mr. Morgan, bought it. Shortt also has a 3-litre 2-seater Invicta for sale at £40. A single o.h.c. Alfa-Romeo 1929 4-seater, needing some attention, is reported to be for sale at Newton's Garage, New Barnet. Charles Brackenbury is riding his 1,000-c.c. Ariel Square Four again, and set it on fire so effectively that Vickers Fire Brigade turned out to subdue the conflagration. Granville-Grenfell is leaving T. & T.'s to set up on his own once again. A very well-known British driver is reported to be in possession of two new Grand Prix cars of 1½-litre capacity that owe nothing to E.R.A.—more than that our spies have not communicated. Colin Nickolson is now a Flight-Lieutenant in the R.A.F.V.R., and from a 3-litre Bentley is reduced to devouring sections of South Africa on a Norton motorcycle. There is apparently a partly dismantled F-type M.G. Magna coupé at Taplis's Garage, Matlock, which might provide spares. A model T Ford 2-seater stands beside a main road near Manchester. Sub-Lt. N. Massey Riddle, R.N.V.R., is anxious to acquire a Riley Six or Riley Nine engine unit with pre-selector gearbox, if anyone knows of one. He has bought a Type 40 Bugatti with 3-seater Jarvis body and knows of an E.H.P. for sale in Brighton for £25, partly dismantled.



THE NEW ZEALAND SPORTS AND RACING CAR CLUB

We have pleasure in announcing the formation of the New Zealand Sports and



The Freikaiserwagen was sold before the war. In this issue Kenneth Neve compares such cars with the racing cyclecars of 1913, but they actually ran under rather different conditions

Racing Car Club, founded to keep New Zealand enthusiasts in touch during the war and to provide an organisation ready to promote motoring competition in New Zealand after the war. The founder-members are: A. E. Ansell, who has driven a T.T. Frazer-Nash and a special Singer Nine and a Citroen Light Fifteen in Dunedin events; H. N. Arthur and R. J. Arthur, who own a "Red Label" 3-litre Bentley and M-type M.G.; G. Easterbrook-Smith, who needs no introduction to readers who read of his Ansaldos in this paper; C. F. Hansen, who has owned a 1913 Rolls-Royce and an M.G. Magna, and who now owns a 1927 "Blue Label" 3-litre Bentley; Douglas Kay, of the R.N.Z.A.F., who is a competition motor-cyclist and owner of the Marlborough-Thomas recently described in MOTOR SPORT; and E. Sharrock of the R.N.Z.A.F., who has vintage leanings. Easterbrook-Smith is secretary, Sharrock is assistant secretary, and Hansen is the treasurer. The entry fee is 5s., with an annual subscription of 5s. and membership is open only to those who satisfy a majority of the founder-members as to their suitability. This to eliminate "the type of person who joins a club merely to get another badge for his tiebar"—which seems a good, if brave, move. The club is hoping to affiliate with one of the better clubs in this country and is attempting to issue badges. Its first "Bulletin," dated 1st September, 1942, contains a most interesting article on tuning a 1937 Singer Nine, by A. E. Ansell, and an account of a 1913 "40/50" Rolls-Royce by C. F. Hansen. Incidentally, Thursby-Pelham's fame has spread to New Zealand, causing Ansell to refrain

from quoting figures for his Singer! All who have met New Zealand enthusiasts over here in this war will join in wishing this new club every success and may desire to join it. Secretary: G. Easterbrook-Smith, 97, Campbell Street, Karori, Wellington, New Zealand.



SCUDERIA CHEMVAMO

Although its magazine has had to cease, the Scuderia Chemvamo is sending out a news-letter to its members—an idea which might well be followed by other groups of now inactive enthusiasts.



THE ENTHUSIASTS' CAR CLUB

The membership of the Enthusiasts' Car Club had reached 65 last October. Regular meetings are held and the November "Bulletin" contained reports of these gatherings and an account of the 1924 G.P. Sunbeam engine acquired recently by Harold Pratley, a description of a Triumph Eight "special" built by A. D. Murray, and many news items and advertisements. In future subscriptions will run annually. Hon. Secretary: D. L. Gandhi, 134, Heaton Moor Road, Stockport.



VETERAN CAR CLUB OF GREAT BRITAIN

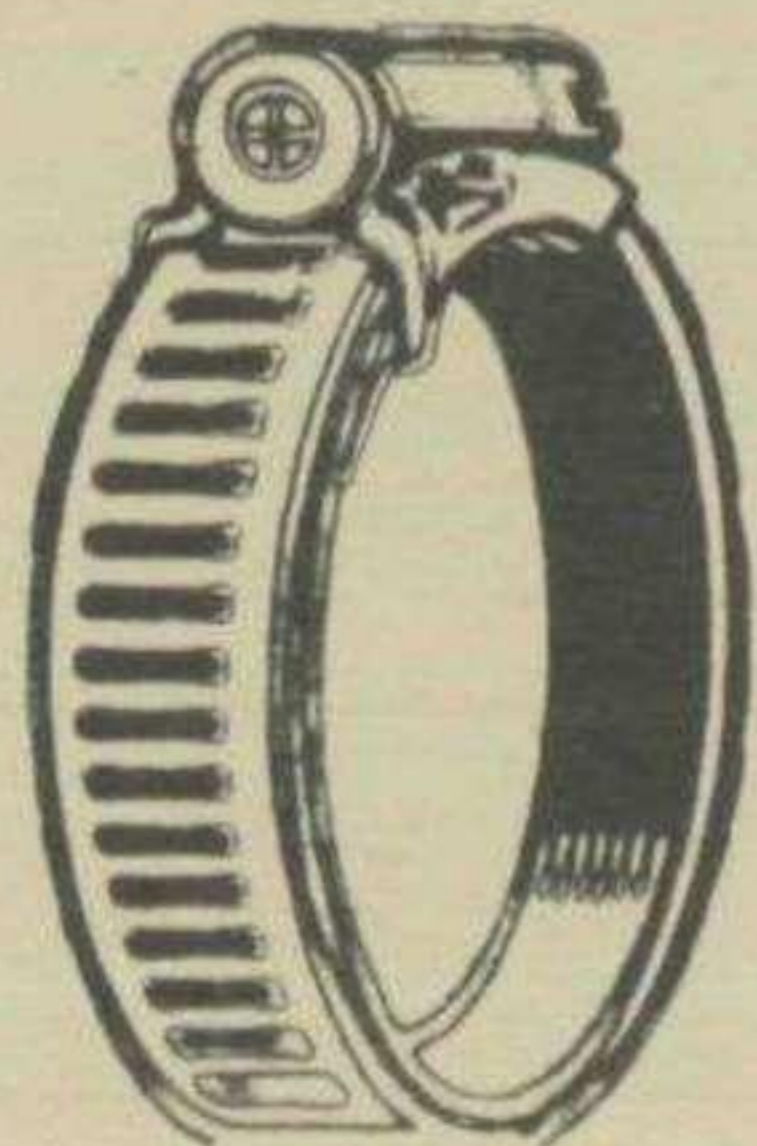
The Veteran Car Club's scheme to purchase veteran cars that would otherwise be broken-up, for resale to its members, has aroused considerable interest and we believe that funds for the purpose

are coming in well. The arrangements as decided at the meeting of 14th November, 1942, are as follows:

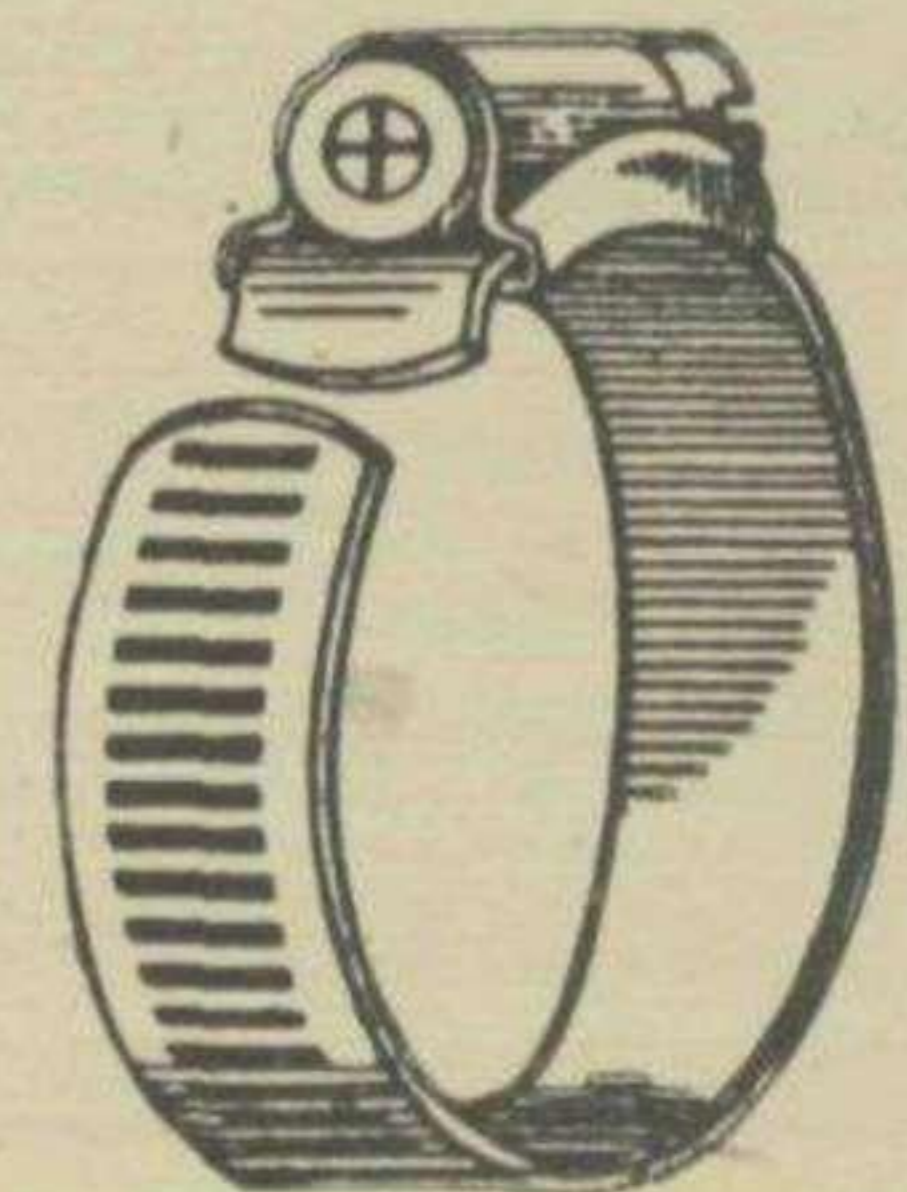
1. That a special "Acquisition Committee" shall be formed whose terms of reference shall cover the location and acquisition of any vehicles that may be available.
2. It should be clearly understood that the Acquisition Committee will not be a trading organisation, or out for any personal gain.
3. That the requisite funds shall be provided by members as guarantors, who may express themselves as desirous of so acting, and who are acceptable to the Committee.
4. That the said guarantors will state their willingness to be responsible individually for a sum not exceeding £25 in multiples of £5 and when the need for purchasing funds arises. Any member, however, desiring to subscribe in excess of £25 will be at liberty to do so, and he can state his desired maximum liability. It is earnestly hoped that only those members who are prepared to implement their undertaking will put their names forward.
5. That this Acquisition Committee shall agree as to the broad conception that all true veteran vehicles which may become available on the market shall be acquired by this Committee, provided always that a reasonable price can be negotiated, and the Acquisition Committee will make itself responsible for the proper housing and insuring of these vehicles.
6. The Acquisition Committee will only agree to the resale of these vehicles to members of the V.C.C., or to those who undertake to enter into membership on the acquisition of a vehicle under this scheme.
7. The price which will be charged to any member desiring to acquire the vehicle shall be fairly fixed by the Committee after having taken into consideration the purchase price and subsequent costs of storage, insurance, etc.
8. Any individual purchasing a car from the pool will be required to sign an agreement to the effect that should he cease to be a member of the Club or should he or his executors wish to dispose of it, then it will be re-offered to the Club at a price not in excess of that which he paid for it, and also that he will undertake not to sell it in any other direction whatsoever until the Club has refused to repurchase on these terms. Should it so happen that the owner of the vehicle has expended a considerable sum of money, over and above his original purchase price, in repairing and restoring the vehicle, then the Committee may take into consideration such expenditure in fixing the repurchase price.
9. In the event of the death or for any specific

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reason causing the guaranteeing member to require withdrawal of his guarantee funds, then the Committee will, upon such representation, agree, if the reasons advanced are, in its opinion, sufficiently sound, to refund the guarantor's money immediately.

10. A separate Honorary Treasurer will be appointed to deal specifically with the application of the moneys concerned and a separate bank account will be opened for this purpose.

11. It is agreed that those members of the Club (except as indicated in item No. 12 below) who already own more than one veteran vehicle should refrain from offering to purchase under the above scheme additional vehicles since it is in the interests of the movement that the vehicles which would be available for disposal out of the pool should widen the membership of the Club. If, however, any vehicle that becomes available is not required by any non-member, then it will be open to any member of the Club to purchase the vehicle on offer, even if he is already the owner of several veteran vehicles.

12. If a member of the Club who already owns more than one vehicle desires to acquire a vehicle which is available within the pool, he shall be entitled to do so by surrendering one of his other vehicles in exchange subject to the necessary financial adjustment.

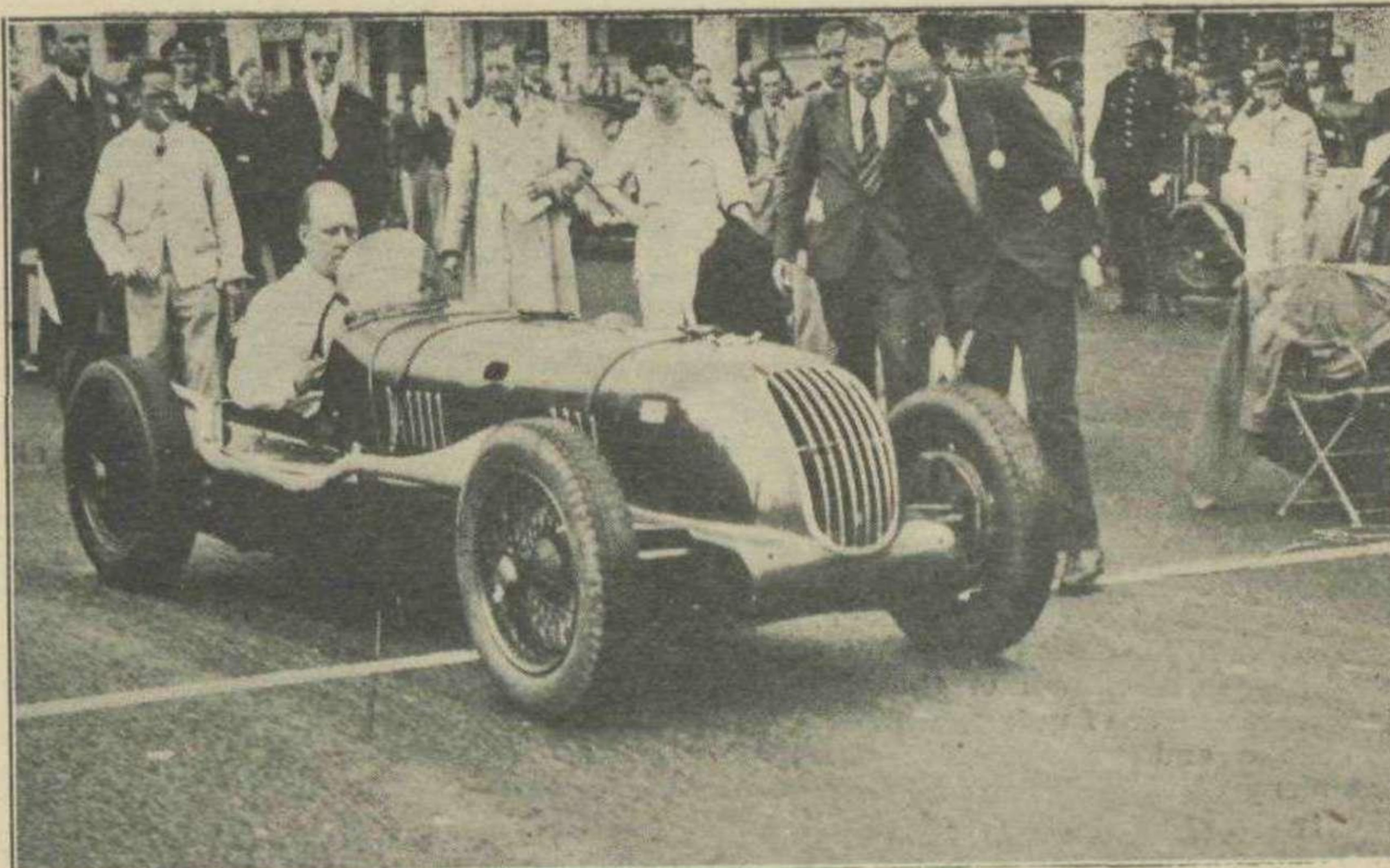
13. The Committee confidently anticipates the support of all members of the Club for this scheme. It is also hoped that all those members who are at any time desirous of disposing of one or more of their veteran vehicles will automatically offer such vehicles to the Acquisition Committee.

It will be interesting to learn whether the scheme will be extended to cover cars built up to the end of 1912, now that the Veteran Car Club has announced its intention to care for vehicles of this later period. If this is the case MOTOR SPORT will endeavour to put the Acquisition Committee in touch with a considerable number of such veterans that are in grave danger of being damaged or totally destroyed. Hon. Secretary: Capt. J. H. Wylie, 38, West Cromwell Road, London, S.W.5.



GENERAL NOTES

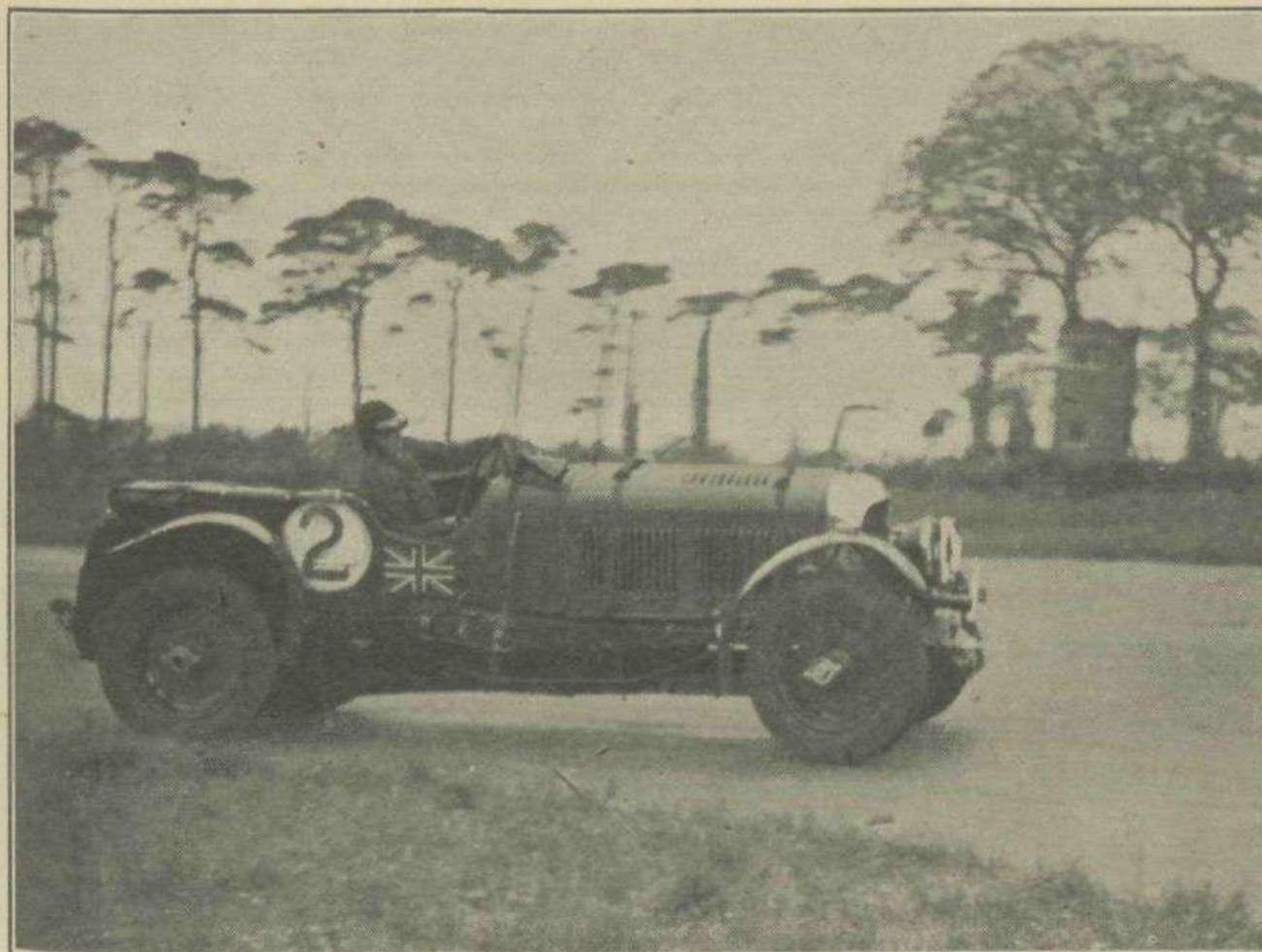
Even with business-only runs, this motoring, mercifully, continues. Before all the basic fuel was used up there was a pleasant week-end's driving in an Austin Seven-engined 3-wheeler on what was actually an official run (that's some the D.P.O. owes us), commencing in



Happy days! Geoffrey Taylor about to make fastest time at Brighton with his Alta.

thick fog on the Saturday evening and terminating in the early hours of the Monday morning, part of the raw Sunday afternoon being spent in following a very rapid B.M.W. motor-cycle that was acting as pace-maker. It was the tricycle which conveyed four of us to see the Aero, mentioned in "Rumblings" at the time, all through London's deserted West End, from whence we returned in the dignity of a C.D. Hillman "Minx," the latest version of this popular British family car being a great improvement on its predecessors. Then there was a fast local run in the Lancia "Lambda," when it was possible to take two persons along who thoroughly appreciated these journeys, and to embrace a climb up a long hill to a beauty spot well remembered from peace-time, and near to which an

early Darracq and a home-bored well had once been inspected. Then, on the very last drop of basic, the tricycle motored through typical Hampshire scenery to enable us to see a unique stable of early cars and motor-cycles, returning on a perfect winter afternoon just in time for tea. An official journey of some 60 miles in the Lancia followed, very welcome, yet tending to emphasise pungently the fun we used to enjoy so freely in what is now the long ago. The old car got along the deserted roads to the west quite rapidly, stopping only to greet a friend—moving on when it became obvious that a constable was interested in the apparent absence of silencing—and to give an aircraftsman a lift along that lonely run over the rolling plain into Amesbury. The engine started at the first touch of the button, as it invariably does, next morning, and we ran home in a manner truly satisfactory to the owner, roads being even more deserted than they had been for the journey down, so that two W.A.A.F.s decided to brave the elements and accept a lift in our vintage motor car, which maintained its reputation by leading home a 1½-litre M.G. saloon on the last few miles. One naturally did not tell one's passengers that many drivers have to restrict their speed these days to conserve fuel and wheelwear! There has been one other such run in the Lancia, embracing some 140 varied miles between breakfast and tea, very pleasing indeed, even if one did have one's feet soaked by water which, leaking slightly from the header tank, caught the fan and got hurled back to the dash, to drip irritatingly from the steering column. Yes, motoring does not lose its appeal in spite of restrictions. But remembering how, one Sunday evening recently, we sat on a stool in a crowded snack-bar at Shepperton and, inspired by recent examination of an enthusiast's scrapbook, discussed "specials" and Shelsley until late at night, afterwards to dice home in the tricycle, one longs for a return to times when such meetings and discussions preceded most of one's better journeys. Come again those times must; it would seem possible in the not too distant future.



The ex-Birkin blower 4½-litre Bentley, now being rebuilt by Shortt, being cornered in a club race at Donington before the war, by its present owner, Peter Robertson-Rodger.

Letters from Readers

Sir,

It becomes increasingly apparent that there are still a large number of enthusiasts who are interested in old-type Bentleys.

As I have some knowledge of these cars and a few notes on them, I should be very happy to answer any queries from owners if they will write and give me full particulars of the size of engine, chassis number, gearbox type (or if not known the description of the shape of box and number of nuts on the lid), also wheelbase and tyre sizes. I have not got many of my notes with me, but will try to help as much as I can, more especially with technical details such as tuning and modifications.

I am, Yours etc.,
MARCUS CHAMBERS,
Eng. Lieut., R.N.V.R.

142, Hatherley Court,
Hatherley Grove, London, W.2.

[Which seems a very generous offer in these times of hard work, little enough relaxation and few leisure hours.—Ed.]

* * *

Sir,

May I draw your attention to the recent formation of the N.Z. Sports and Racing Car Club.

The Club has been formed with the idea of bringing enthusiasts together during wartime and providing an organisation to promote motoring sport on the cessation of hostilities. The entrance fee is 5/- and annual subscription 5/-.

A Club bulletin will be produced at regular intervals, and I am enclosing a copy of our first number.

If this should reach the eye of any New Zealand enthusiast in England who would care to become associated with us, I should be very pleased to arrange for entry into the Club.

I might mention that members favour vintage English and Continental cars, and that we very definitely disapprove of American machinery.

I am, Yours etc.,
G. EASTERBROOK-SMITH, Sec.
The N.Z. Sports & Racing
Car Club.

Wellington, New Zealand.

* * *

Sir,

In the December, 1942, issue of MOTOR SPORT the editorial columns deal with the proposal that a permanent motor sport exhibition be instituted in the London area.

This is an idea which has been mooted to me personally by quite a number of people for months past, and I have been working on thoughts in this direction for some time. Now, to quote an extract from the editorial, "The club would not be under the auspices of any one motor firm, which might be suspected of advertising motives." As, therefore, the powers that be would not support any personal work that I, as a motor dealer, might contribute to this good cause, I am

writing to offer my services and am willing to collaborate with any people who might put forward any constructive proposal to achieve such success as I am sure we all desire in this direction.

I might say that my original intention was to invite, as a preliminary, all and every enthusiast, particularly the impecunious ones, to hop on a train any convenient Saturday or Sunday (journey 35 minutes from Waterloo) to my establishment at Shepperton and browse over the sports and racing cars which I have here, the object being to discuss the sport and generally foster interest in the purely vintage car. The cars shown are well known in their class and are not for sale!

Adjacent to the premises are the two well-known houses where a plentiful supply of the necessary life-giving ale can always be obtained, to wit, "The King's Head" and "The Anchor," both haunts of the regular pre-war visitor to Brooklands track. There one can continue discussions while reclining in comfortable armchairs! Incidentally, I have no financial interest in either of these two houses.

If petrol-rationing regulations still permitted the small amount of essence to be used for pleasure purposes, I would suggest that enthusiasts made full use of the car park here and spent their week-end leisure moments making this a meeting ground.

I feel sure that something can still be done, and shall be interested to read of any concrete proposals put forward by people of similar thoughts to myself. It appears to me that the two hardest working people at the moment, Boddy and Capon, should have all the solid help that can be given them. I am sure that we all agree that we can never repay these two for the tremendous efforts that they have made in their leisure time to promote our interest in the greatest of all sports.

I am, Yours etc.,
For and on behalf of Eaton Motors,
IAN METCALFE, Director.
Shepperton, Middlesex.

[While not in any way associating ourselves with this suggestion, we consider that enthusiasts might very well study what appears to be a sound plan and a generous offer. There seems to have been no general attempt in the past to exclude the Trade from club activities, so Ian Metcalfe should have no qualms on that score, albeit we are rather surprised to learn that the cars at Eaton Motors' premises are not for sale.—Ed.]

* * *

Sir,

I note with interest your reference to a Hampton car in the "We Hear" column of the November issue.

This car lives in Kenilworth, and is not a 6-cylinder as you suggest, but a straight eight rated, I believe, at 16 h.p.

It is owned and driven by the man who claims to have designed it, but, unfortunately, I can't remember his name.

The engine is remarkably compact and narrow and of very clean mechanical appearance, and has the inscription "Hampton Straight-8" on the rocker cover.

I believe the engine to be push-rod o.h.v. and pretty well orthodox. According to the owner, the car will do about 70 to 75 m.p.h. and is most reliable. It has a rather unusual appearance, as the radiator is the highest point of the body, which slopes slightly downwards towards the rear end. It is a 4-seater tourer, and altogether a very intriguing car. You will probably be interested in a few details of the cars and doings of enthusiasts in these parts, so here are a few notes.

A friend is still working on rebuilding an "Ulster" Austin 7, bought two years ago after a bad smash. This car was blown, but came to us less blower, and great difficulty has been experienced in raking up a suitable induction manifold. We have been using a Ford 10 down-draught carburettor and I think the last effort, finished only last week-end, will be successful.

This car unfortunately has a slightly damaged front axle beam, so if you should know of an "Ulster" front axle for sale, you might forward particulars of same. Another friend has a beautiful "30/98" Vauxhall with just an aluminium 2-seater shell body and lowered radiator; this car lacks only a near-side rear spring and is being carefully rebuilt. The same enthusiast runs a 1934 "Speed Twenty" Alvis on business.

I am running a 1931 "12/50" Alvis 4-seater tourer. This is a wonderful motor in every way and spent the first seven years of its life as a police car! I would very much like to hear of the two necessary stubs to convert this to twin S.U. carbs., or, alternatively, a suitable manifold for a horizontal S.U.

In its present form the car has a maximum of just over 70 with the rather heavy Cross & Ellis touring body and the hood erected, but opportunities for speeds above 40 m.p.h. are very rare, and I consider myself lucky to be able to run a "proper" motor for my business as a radio engineer.

I hardly need to tell you that MOTOR SPORT is most eagerly awaited each month, and from the 1st of every month onwards I am a nuisance to the local bookseller, as I call every day until he says: "Yes, thank God, here you are!"

With that I will close, wishing you and all MOTOR SPORT staff all the luck you deserve for the grand job you are doing for enthusiasts everywhere.

I am, Yours etc.,

ROGER H. WEBB.

Kenilworth, Warwickshire.

Sir,
Messrs. Riddle and May have certainly started something!

The "10/30" Alvis had a side-valve engine with non-detachable head; 4-cyl. 65x110 mm., 1,460 c.c., pleasurable gear ratios, as was customary in those happy days—4, 5½, 7½ and 12 to 1; weight about 14 cwt. complete. A real motor car worth reviving in all its axled unashamedness, with only detail modifications and not more than a couple of cwt. extra. (I would say the same of the 1921 Aston—1,486 c.c.; ratios of 3.73, 4.87, 6.9 and 13.2 to 1; 15 cwt.—in the words of the Elder Pliny or Younger Pomeroy, or someone: "Varium et mutabile semper femina," but a good car will always give you a ride.)

Then followed the "11/40" Alvis—not by any means mythical—68x110 mm., 1,598 c.c., made in 1922 alongside the "10/30," from which it differed only in engine size.

Next, the more solid and less exciting "12/40" (69x110 mm., 1,645 c.c.), whose cylinder block was interchangeable with some of the "12/50's," with interesting results to the fabric universals, but a "12/50" performance while they lasted.

Now can anyone give me details (bore, stroke, ratios, weight) of Hawker's special car, built in 1918, which had a V12 225-h.p. Sunbeam aero engine (side valves, with valve caps!) in a 35 h.p. Mercédès chassis? Also the 1920 Parnacott, a 1½-litre 2-cylinder?

I am, Yours etc.,

"JOSEPHUS."

Bebington, Cheshire.

* * *

Sir,

I know that you will be interested to hear that I have purchased the "30/98" Vauxhall which was referred to in MOTOR SPORT quite recently—the one at Auld's Garage, Doncaster.

During a trial run on the North Road a speedometer 70 in third was registered quite easily: needless to say, I purchased the vehicle on the spot, since it appears to be in quite decent shape.

Details are as follows: chassis O.E. 185, engine 308, Reg. No., FJ 3349. The chassis mounts a very nice 2-seater body, and modifications include a Bentley front axle and brakes, Marelli servo operation, two S.U.s—carbs. and pumps, 30-gallon slab tank, and rebuilt wheels mounting absolutely unused 6.0"x19" tyres.

Proceeding by train, I stopped at York and visited the unique Colibri sitting in the open at York Autowreckers—what a name! The chief auto-wrecker is also unique; he is an enthusiast of the first order.

We had a long chat, and he states emphatically that the Colibri is not for sale; he has just presented it to a local museum.

The car possesses one or two interesting features: the quadrant-operated gearbox is integral with the engine crankcase, but is partly exposed: that is, the flywheel runs in a semi-circular trough and the extension continues in this form to take the gears and associated shafting.

The engine, a vertical side-valve monobloc twin, is orthodox, as is the remainder of the transmission aft of the gearbox. The advance and retard arrangement is ingenious and must be extremely rare.

The magneto, mounted on the near side of the engine, is driven, via a train of gears, by a shaft which has a brass sleeve on it incorporating a "quick thread." This sleeve is spring-loaded and can be pushed along against the spring, when the "quick thread" will, of course, rotate it relative to the shaft. The full extent of this movement gives something like 12° in terms of ignition timing. The method of arriving at this motion is immense, an enormous ball-topped lever mounted on the steering column initiates it. I spent a quarter of an hour trying to change gear with it; this lever is fully 3 ft. long! A series of levers and connecting links transmits the motion of this lever to the mag. driving shaft and sleeve. V. positive control.

The other contents of the yard are not without interest, and include a quite nice Talbot "85," an elderly Martinsyde, and an Ivy 2-stroke motor-cycle. There is also a large sleeve-valve Daimler with "giant" beaded-edge tyres of rare dimensions.

The *piece de resistance* was, however, carefully stored in a shed and is the owner's pride—an 1899 Western Steamer in first-class order. The only snag is the fact that the front tyres are very small section "tubeless"—28"x2½", and are perished. Registration No. DN 8 (a York No.). The lay-out is very similar to the Locomobile—the dogcart theme, with fuel tanks under the floor boards and the steam generator and machinery under the seat amidships.

The fuel used is petrol and the boiler is of the water-tube type. There is a horizontal tubular condenser at the rear (a more recent modification?)

The chassis is formed of four tubes, the corners being braced with small diameter tubing.

These tubes are all beautifully lined—pedal cycle style. Similarly, the coachwork is panelled.

The steering tiller, unlike that of the Locomobile, is disposed centrally, and the steering arms are operated through two rods (no track rod).

A swinging triangular member pivoted at its apex on the mid-point of the front axle tube, pulls and pushes these two rods under the influence of the tiller.

The owner praises the car's reliability and stressed its cross-country performance and extreme silence.

I must apologise for these garbled descriptions, but I was only at the yard for 20 minutes, and anyway haven't time to think out intelligent descriptions.

Incidentally, I am now on the track of a Sorpollit.

I am, Yours etc.,

H. HEATH, Major, R.A.

Windsor.

* * *

Sir,

I've just received my May, 1942, issue and in spite of the heat in this anteroom of hell I had to sit down and write a counterblast to Hutton Stott's remarks *re* "merely out-of-date models so often written about." What is this mania for ancient barouches? It seems to show the same mentality that makes a man go crazy at finding an ancient postage stamp, preferably with some flaw created during manufacture. Why should some unlovely and impractical piece of machinery be coveted simply because it was made a heck of a long time ago? (I ask you,

READERS' SALES AND WANTS

To meet the repeated demands for something on the lines of the old Spare Parts Announcements, we have instituted a system of inexpensive advertisements. Each announcement must be limited to twelve words, plus the advertiser's sufficient postal address, and the charge will be 1s. 6d. per announcement, payable at time of posting. The system will be governed by the following rules—

(1) Each announcement to cost 1s. 6d. and be limited to twelve words and the advertiser's address. Box Numbers cannot be used.

(2) The publishers accept no responsibility for loss of advertisements, non-publication, late publication, or incorrect wording, but will endeavour to insert announcements in the next issue, if posted within eight days of the publication of the previous issue.

(3) No advertiser may submit more than two announcements per issue and each must apply to a separate article. Only spares for sale, spares or cars wanted, or really cheap cars for sale, should be announced. Prices should normally be quoted.

(4) The proprietors of MOTOR SPORT offer this scheme for the mutual benefit of enthusiasts and can take no responsibility of any sort whatsoever. All transactions must be made to the published addresses and no correspondence can be entered into in respect of announcements, transactions or any other matters arising from the scheme.

(5) Announcements should be sent within eight days of the publication of the current issue of MOTOR SPORT, accompanied by stamps or crossed postal orders to the required amount. Cheques or coin cannot be accepted.

FOR SALE

SOME "12/40" Lea-Francis parts, £3 the lot. Fall, 1, Hawkhurst Way, West Wickham, Kent.

MORGAN Aero, 1,100 o.h.v. Summit engine. Taxed, delivered within 100 miles. £15. Lowrey, 44, Canterbury Road, Farnborough, Hants.

MORGAN J.A.P. s.v. engine, clutch, magneto, carburettor, £5. Exchange air-cooled tricycle. Lowrey, 44, Canterbury Road, Farnborough, Hants.

TYPE 40 Bugatti engine, dismantled, rods and camshaft poor, rest good. 70/-. Salmon, 177a, High Street, Beckenham.

TYPE 40 Radiator and gearbox, first and second poor, bearings good. 30/-. Salmon, 177a, High Street, Beckenham.

Spares Section,

MOTOR SPORT,
21, CITY ROAD,
LONDON, E.C.1

Editor, why do *you*, for instance, go round looking for these fantastic immediate post last-war motors? You know they were hastily designed, often shoddily built and always chronically unreliable. Why dig them up? [Hardly true of every veteran!—Ed.]

On the other hand, these "merely out-of-date" models (by which I understand semi-vintage sports cars) really do have something—speed, if one's prepared to take some trouble, good road-holding, and an indefinable thing called "feel," which you can only obtain in modern sports cars if you're prepared to hand out a large bag of gold.

[We quite agree. Hutton-Stott probably had in mind 1910-14 veterans and not 1920-30 vintage sports cars of the better sort.—Ed.]

Another thing is the attractive lines of sports cars during the period 1928-36; none of this heretical streamlining or pansying-up of dashboards and seating accommodation. I realise I'm laying myself right open in abhorring streamlining, as that's just as illogical as collecting ancient motors; still, that's a personal prejudice and doesn't affect the argument.

Money is the chief bugbear and most enthusiasts have to possess a car which, although being of sufficient interest to merit time being spent on it, has to at least have seats and some sort of hood for daily use (enthusiast that I am, I'm no misogynist, and the popsies just don't seem to go for cars with one aero screen—for the driver—and no hood!)

To revert to appearances, the Edwardians can put up no claims in this direction, as they're neither car nor carriage, but a bastard conglomeration of both. Immediate pre-war and post-war cars get away from the influence of the horse carriage, but having made the break don't know quite what they ought to look like, apart from certain racing cars of the period, whose designers seemed to have some sort of clue. From then on we get my idea of a golden age, when every worthwhile manufacturer (and quite a few others) was producing genuine fierce and fast cars that *looked* like cars and nothing else.

After 1936 (as the Hun radio was fond of announcing) British youth seemed to go soft and demanded radio, cabin-heating, automatic gear change, and other abominations suitable only for the halt and lame; with the result that one now has difficulty in differentiating between a car radiator and a wireless loudspeaker, its back end from a "streamlined" washing machine. Congratulations on keeping MOTOR SPORT going. All these personal reminiscences you're publishing are the real thing. Keep it up.

I am, Yours etc.,

Aden, A. G. S. ANDERSON, F/O. Arabia.

[Each man to his choice! Some people like early small cars because of their uncertainty and many, often not too harmful, unique features. So far as the popsie problem is concerned, there are three solutions: (a) Give up real motoring and run a saloon; (b) give up popsies; or (c) buy a Type 57S Bugatti Electron coupé.—Ed.]

* * *

Sir,

I was very interested to read Mr. Ian McHardy's letter on the Cord, particu-

larly so as I was only recently discussing these cars with an American officer who had apparently some experience.

While admitting that they were well equipped and had a certain attractiveness, he told me that they were known throughout the States as nothing more than a packet of trouble, and that one could never rely on completing a journey without something going wrong.

A further disadvantage was that repairs could only be carried out at a Cord service station.

As a result, after 12 months, these cars could be bought at a quarter or less of their original cost, surely a very drastic depreciation!

As for their subsequent appearance on another chassis, he described this as "just a pile of junk" made even more absurd-looking due to the use of a normal type chassis, and the consequent considerable increase in overall height.

The Riley Amilcar, to which I referred in my "Cars I Have Owned," has progressed a little, but I have now decided that the rear axle is not worthy of the

THE EDWARDIAN RENAISSANCE

—continued from page 3

As a pointer to the working of the formula I am, to conclude, giving the times which it would be necessary for a number of well-known machines to record at Shelsley Walsh and Lewes, respectively, in order to produce the handicapper's dream of a 100 per cent. dead heat. In one or two cases, unfortunately,

Car	Year	Litres	Cwt.	Formula Handicap	Shelsley Time	Lewes Time
Benz (new pistons and carburettors).	1913	21.5	37	5.6	44.5	24
Bugatti, "Black Bess" ...	1912	5	23.5	4.7	53	28.5
Bugatti, Type 13 ...	1910	1.3	10 (?)	3.5	71	39
Fafnir ...	1910	2.5	30	3.1	81	44
Fiat (new pistons) ...	1910	10	28	5.2	48	26
Hispano-Suiza, "Alfonzo"	1913	3.6	30	3.7	67.5	36
Itala ...	1908	12	31	5	50	27
Lorraine Dietrich ...	1912	15	26 (?)	5.55	45	24.5
Mercédès or Opel G.P. ...	1914	4.5	20	5	50	27
Panhard "70" ...	1902	13.5	20	4.8	54	29
Renault ...	1907	7	25	4	63	34

the weight has never been accurately arrived at, and I have to rely on my own judgment, which is not, however, likely to be very far out. In the majority of cases the figures conform remarkably closely with recorded times where these exist, but in some others the cars are not capable of running up to their handicap. This either means that their design was not as advanced as that of their contemporaries, or else that they are not in good condition. The majority of the cases quoted concern more or less racing cars, but for the sake of example I have also included the Fafnir, as typical of Edwardian touring-car practice. Unfortunately, we possess no known example of that all-conquering machine, the 1902 70-h.p. Panhard, but I have thought it worth while to see what it would have to do to compete with the genuine Edwardians. In this connection, the formula does not make any age allowance prior to 1904; that is to say, no car, of whatever age, is accredited with less than 4 b.h.p. per litre. But in point of

amount of work expended on the front end. I wonder if any of your readers has an axle that would make a suitable replacement, such as possibly a Hornet special or M.G. of not lower than 5 to 1 ratio? The limiting factor is the distance between the springs of 3' 0½"; knock-on type hubs are required. If anyone can oblige it will help me considerably.

I am also looking for a car up to 1,500 c.c. of the vintage or semi-vintage type, preferably one that has some racing history, condition, within reason, immaterial, for use for road work after the war.

If any reader has such a car I should be delighted to hear about it.

May I congratulate you on the excellent standard which you are contriving to maintain in MOTOR SPORT under such difficult conditions.

I look forward to getting my copy with the greatest impatience.

I am, Yours etc.,

L. J. ROY TAYLOR, Major. "Painscott," Burton Heath, Shrewsbury.

fact, engine design advanced so little during these early years that no injustice is done.

Here, then, are the formula figures and theoretical times; happy will be the time when they can again be put to the test, because it seems certain that enthusiasm for the Edwardians has continued to grow in no uncertain manner, despite the war; hot will be the contest when it is possible to resume play.

POSTSCRIPT

Since this article was written the Veteran Car Club has decided to take on the preservation of motor cars aged 30 and over, in addition to the genuine pre-1905 veteran class. A special sub-committee has been set up to study the problem, and with the prestige and organising powers of the V.C.C. it seems certain that the future of Edwardian motoring is more fully assured than ever. In particular, one looks forward to road events for touring vehicles, as well as speed contests for the real racers. At the moment 1913 is the youngest car admissible (under the 30-year-old plan), but by the time the war ends, 1914 will doubtless be in as well. Particularly important is the club's recently announced pooling scheme for salving important cars from the breaker, and this will apply to the Edwardian, as well as the Veteran class.

Existing owners of eligible cars should certainly support the Veteran Car Club to the full in their new venture.

CHILDISH INTERLUDE

ALL work and no motoring interest were making life a very stale and dreary business, and I was feeling badly in need of some subject to occupy my mind during my limited spare time.

The interest arrived unexpectedly, in the shape of a chance copy of the "Aeromodeller," bought at a bookstall at the outset of a tedious train journey on the commencement of a much-needed week's holiday this autumn, on the strength of a cover illustration of a racing car of sorts. Thereupon the journey ceased to be tedious, the frequent halts passed unnoticed, and I alighted at my destination a solid convert to Messrs. Russell and Galeota, and their model racing-car schemes. Briefly, the paper was offering two prizes of 10 guineas each for the fastest 10 laps on a "tethered" circuit, for cars of under 6 and 10 c.c. respectively, the models to be replicas or free-lance designs of full-sized racing or sports cars.

This seemed right up my street. Here was something to think about, something to design, build and tune, something that might even awaken the ghosts of old familiar sounds and smells. That holiday, spent at my remote Lakeland home, was nothing if not energetic. Tools and materials had to be found, a start made on a "bolide" forthwith. Let the gauge of my enthusiasm be the fact that I, who had not cycled since my schooldays, 22 years ago, pedalled an elderly machine 20 miles, to return in triumph with an assorted parcel of screws, glue, sandpaper, and a fretsaw, blades, and the ruins of two Archimedean drills; 1/8 the lot, from a picturesque blacksmith's-cum-junkshop. The cottage toolshed was ransacked for wood and breakable furniture, the sitting-room strewn with sketches, drawings and formers, and on returning to work at the end of my leave my rucksack was hung with bits, pieces, half-cut sheets of plywood and—The Fretsaw.

Now at this stage I neither possessed nor saw any concrete hope of possessing an engine or suitable air-wheels, both these items being announced as unobtainable. Enthusiasm, plus lots of optimism, however, bade me take heart; I would build the one and find a substitute for the others. Optimism was suffering some strain, nevertheless, by the time I saw an advertisement of one, Mr. Hallam, of Poole, offering castings for a 5.8 c.c. 2-stroke engine. I roped in a friend, a highly-skilled engineer, enlisted his lively interest, and two sets were immediately ordered. "They won't come," we said. They didn't. At least, they didn't until all hope had been abandoned, and in despair I had designed a second special, propelled by a triple-gear rubber motor, "for sprint work only," and calculated to go like a bomb for a maximum of about 80 yards. And then, miraculously, the castings arrived, and our already limited spare time became too full for words.

In case anyone should be interested in the construction of one of these engines, herewith are brief details: the castings are of light alloy, and the design cuts difficult machining to a minimum. The only difficult operation is the facing and

boring of the two crankcase halves, which are extended above the baffle to enclose a liner, which is supplied hone-finished, requiring only to be cut to length and the three ports cutting—an operation calling for reasonable care to ensure clean unchamfered port-entry in the bore. The crankshaft is built up, the crank disc being screwed and pinned to the shaft, and is carried in a single plain bearing of some length. The piston is ingeniously constructed in three parts, the gudgeon bosses and deflector being separate alloy components, the latter being filed to shape after assembly. There are no rings. A finned alloy barrel is pressed over the liner, long holding-down studs passing through the head and fins into tapped lugs in the crankcase. The carburettor is a simple mixing valve, controlled by a taper needle, and as is common practice with these small engines, speed is controlled by the ignition advance. The engine is primarily intended for model aircraft work, weighs 6½ oz. without flywheel or coil, and is designed to develop ¼ h.p. at 5,000 r.p.m. The cost of the castings is 17/6, and the construction of one of these miniature power-units will certainly be found both amusing and instructive by any petrol enthusiast who has access to a reasonably accurate lathe. I imagine, though I have yet to put the idea into practice, that they will run quite satisfactorily on lighter fluid.

Both engines are now completed and are undergoing a period of running-in, driven light from a lathe-chuck, and although in no way can they be compared to the highly efficient racing engines which are doubtless being fitted to many entrants for the 10-lap event, they are at least soundly constructed, and should give us some quite satisfying lappery.

Reverting to the problem of wheels, I have compromised with "solid" rubber tyres, constructed by rolling lengths of old inner-tube along a wooden rod, solutioning the ends, and mounting the resultant "doughnuts" on wooden hubs. One of the cars is a f.w.d. plot, the other (the ex-rubber buggy) has normal rear-wheel drive, gears running in oil. An ambitious plot to construct a third car, incorporating 4-wheel drive, using both engines, "Fuzzy" fashion, is in the sketch-book stage, but must, I fear, wait upon opportunity. In the meantime, we hope to have a run for the "A.M." 10 guineas before the year is out, and look forward to further contests in the New Year. I confess to commencing this enterprise in a somewhat shamefaced manner, feeling that I should long ago have put away childish things, but emerged into the open on finding that no less august a person than the Editor of MOTOR SPORT had given the scheme his blessing. I must admit that my efforts to date have provided me with many hours of interesting recreation.—G. H. D.

★ ★ ★

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RECENT MOTOR SPORT ROAD-TESTS

IN the issue of May, 1937, we published an Index of all the road tests conducted by this paper since it was founded, as *The Brooklands Gazette*, in 1924. From this Index we have been publishing extracts, but these did not embrace the tests published during the last five years. In order to make good this omission, we give below a new Index, of tests published from May, 1937, to the present issue. Read in conjunction with the Index in the May, 1937, issue it provides a reference to all the MOTOR SPORT tests—251 in all. Readers' accounts of their cars and technical descriptions of new models, moreover, are not included in this Index. Many of the issues concerned can still be supplied, at the prices given below. Please quote date of issue when ordering.

Make of Car	Issue	Make of Car	Issue	Make of Car	Issue
A.B.C. 11 h.p. 2-cyl. 2-seater	Feb. 1926	CROSSLEY 20/70 h.p., 4-cyl. s.v. 4-seater	Nov. 1925	M.G. Midget "J1," 850 c.c. 2-seater	Sept. 1932
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater	July 1936	Crossley Ten, 1,122 c.c. 4-seater	April 1932	M.G. Midget "T" 2-seater	Jan. 1937
A.C. 2-litre, 16/40 h.p. 3-seater	Oct. 1927	Crouch Anzani 12/30 h.p. 2-seater	Aug. 1924	M.G. 14/40 h.p., 4-cyl., super-sports 2-seater	May 1927
A.C. 2-litre, 16/66 h.p. 4-seater	June 1934	DAIMLER 2½-litre 18 h.p. saloon	June 1940 & Nov. 1941	O.M. 6-cyl., 2-litre 4-seater	Oct.-Nov. 1928
A.C. "Ace" 16/80 h.p. 2-seater	July 1937	Darracq 12/32 h.p., Weymann saloon	Sept. 1924	PEUGEOT "201" 4-cyl., 1,122 c.c. saloon	Sept. 1931
Alfa-Romeo, 1½-litre supercharged 6-cyl. Charles 2-seater (1929)	March 1934	Delage 8-cyl. sports saloon	April 1930	RAILTON 8-cyl. Cobham saloon	Sept. 1938
Alfa-Romeo 1½-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934	Delage D8/180 drophead coupé	May 1938	Riley Nine 4-seater	June 1931
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug. 1936	Delahaye 3.5-litre "Coupé des Alps" drophead coupé	Aug. 1936	Riley 16 h.p., 4-cyl., "Kestrel" saloon	June 1938
Alfa-Romeo 2900B, Type 8C supercharged 2-seater (1937)	Jan. 1942	D.K.W. "Special" saloon	Feb. 1938	Rover Ten "Special" 2-seater	Aug. 1939
Alvis 6-cyl., "Silver Eagle" 4-seater coupé (1929)	Aug. 1931	Dodge 25.3 h.p. "Custom Six" saloon	May 1938	Rolls Royce Twenty, all-weather (1927)	March 1942
Alvis 3½-litre saloon	Feb. 1936	EXCELSIOR 5½-litre, 6-cyl., super-sports test chassis	Sept. 1927	Rolls Royce "Phantom I," supercharged	Nov. 1942
Alvis Speed Twenty 4-seater	June 1932	FIAT "Balilla" saloon	May 1934	SINGER Nine 4-seater	March 1933
Ansaldo 2-litre, 4-cyl., o.h.c. 4-seater	Sept. 1924	Fiat "Balilla" 10 h.p. 2-seater	Jan. 1935	Squire 1½-litre, 4-cyl. 2-seater	Aug. 1935
Aston-Martin Mark II, 11.9 h.p. 2-4-seater	Jan. 1935	Fiat 6 h.p., Type 500 coupé	March 1937	Steyr Type XII, 14/35 h.p., Weymann saloon	Aug. 1928
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935	Fiat "Balilla" 1,100-c.c. saloon	March 1938	Stutz "Black Hawk," supercharged 4-seater	Jan. 1930
Aston-Martin 11.9 h.p. 2-seater	Jan. 1930	Ford Eight "Anglia" saloon	Aug. 1940	Stutz 5-litre, 8-cyl. 4-seater	Dec. 1927
Aston-Martin 1½-litre Ulster racing 2-seater	Aug. 1937	Ford V8 "30" Estate car	Oct. 1938	Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon	Nov. 1927
Aston-Martin 2-litre Speed Model 2-seater	May 1938	GEORGES-IRAT 2-litre f.w.d. 2-seater	May 1940	TALBOT "90," Brooklands-bodied 2-4-seater	April 1931
Aston-Martin 1½-litre Mark II, long-chassis 4-seater (1934)	Aug. 1940	HILLMAN Fourteen saloon (1939)	June 1941	Talbot "105" sports saloon	April 1934
Aston-Martin 2-litre streamline saloon	June 1942	Hotchkiss 3½-litre "Grand Sports" saloon	July 1939	Talbot 3½-litre saloon	March 1936
Atalanta V12 saloon	March 1939	H.R.G. 1½-litre, Meadows engined 2-seater	June 1937	Talbot Ten "Rally" 4-seater	Oct.-Nov. 1936
Auburn 30 h.p., 8 cyl. supercharged 2-seater	June 1935	H.R.G. 1½-litre Le Mans racing 2-seater	Dec. 1939	Talbot "105" Vanden Plas 4-seater	Nov. 1932
Ausin Seven Boyd Carpenter 2-str.	Sept. 1930	INVICTA 4½-litre saloon	Dec. 1929	Talbot Ten tourer	June 1938
Austin Seven "65" 2-seater	Jan. 1934	Invicta 4½-litre Estate car	June 1941	Terraplane 29 h.p., 8-cyl. 4-seater	July 1935
BENTLEY 4½-litre, 6-cyl., Park Ward saloon	June 1936	LAGONDA 4½-litre 4-seater	May 1936	Triumph 2-litre "Vitesse Six" saloon	April 1935
Bentley 8-litre "Special" 2-seater (1931)	April 1938 & Dec. 1940	Lagonda 4½-litre 4-seater	Jan. 1934	Triumph 10 h.p. "Gloria Southern Cross" 2-seater	June 1935
Bentley 4½-litre drophead coupé	Aug. 1938	Lagonda 4½-litre, 6-cyl. saloon	Sept. 1939	Triumph 10 h.p. "Gloria" saloon	Jan. 1934
Bentley 4½-litre Mark V saloon	Feb. 1941	Launcester Eighteen saloon	Feb. 1938	Triumph Nine "Southern Cross" 4-seater	June 1932
Bentley 3-litre "Blue Label" "Special" 2-seater (1928-9)	Feb. 1939	Lancia "Aprilia," Type 238 saloon	June 1938	Triumph Eight "Gnat" 2-seater	Aug. 1931
Bentley 4½-litre "Le Mans" 4-seater (1928)	Jan. 1942	Lea-Francis 1½-litre supercharged T.T. 2-seater (1929)	June 1934	Triumph Eight, supercharged 2-seater	Dec. 1929
Bugatt 2.3-litre 8-cyl., Type 43, supercharged 4-seater	May 1930	Lea-Francis Fourteen saloon	Dec. 1938	Triumph "Dolomite" 14/60 h.p. saloon	June 1937
Bugatti 3.3-litre 8-cyl., Type 57 saloon	May 1934	Leyland Eight 2-seater (1927)	Feb. 1938	VAUXHALL 20/60 h.p. "Hurlingham" 2-seater	Feb. 1930
Bugatti 3.3-litre Type 57 saloon	May 1939 & June 1939	MERCEDES-BENZ 12/40 h.p., supercharged 2-seater	June 1925	Vauxhall 17 h.p., 6-cyl., "Cadet" saloon	Sept. 1931
Bugatti 3.3-litre Type 57C supercharged saloon	June 1939	Mercédès-Benz 33/180 h.p., supercharged 4-seater	Aug. 1927	Vauxhall Twenty-five saloon	Aug. 1937
Bugatti 3.3-litre Type 57 SC supercharged coupé	Aug. 1942	Mercédès-Benz 2.3-litre saloon	April 1938	WINDSOR 4-cyl., 11 h.p., "Special" 2-3-seater	Nov. 1926
Bugatti 5-litre Type 46 saloon (1929)	April 1942	Mercédès-Benz 1.7-litre, Type 170V 2-seater	Feb. 1939	Wolseley Hornet Swallow 2-seater (1933)	April 1934
				Wolseley Hornet (12.08 h.p.) saloon	Sept. 1930

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