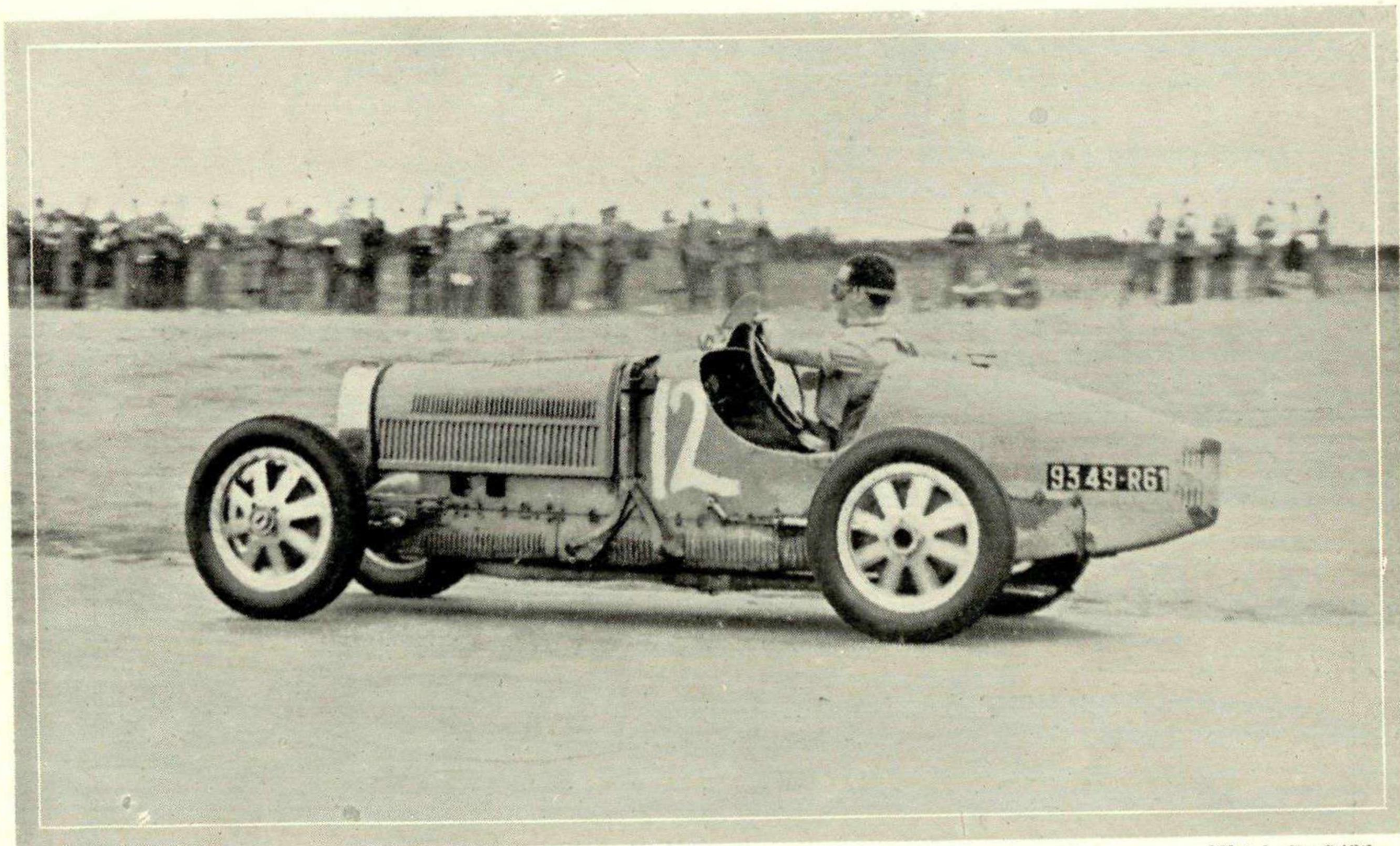


MOTOR SPORT

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[Photo by Guy Griffiths

Still going well ! A Type-35C Bugatti in the hands of J. E. G. Fairman, whose racing reminiscences appear in this issue, at the Gransden Lodge Meeting last year.

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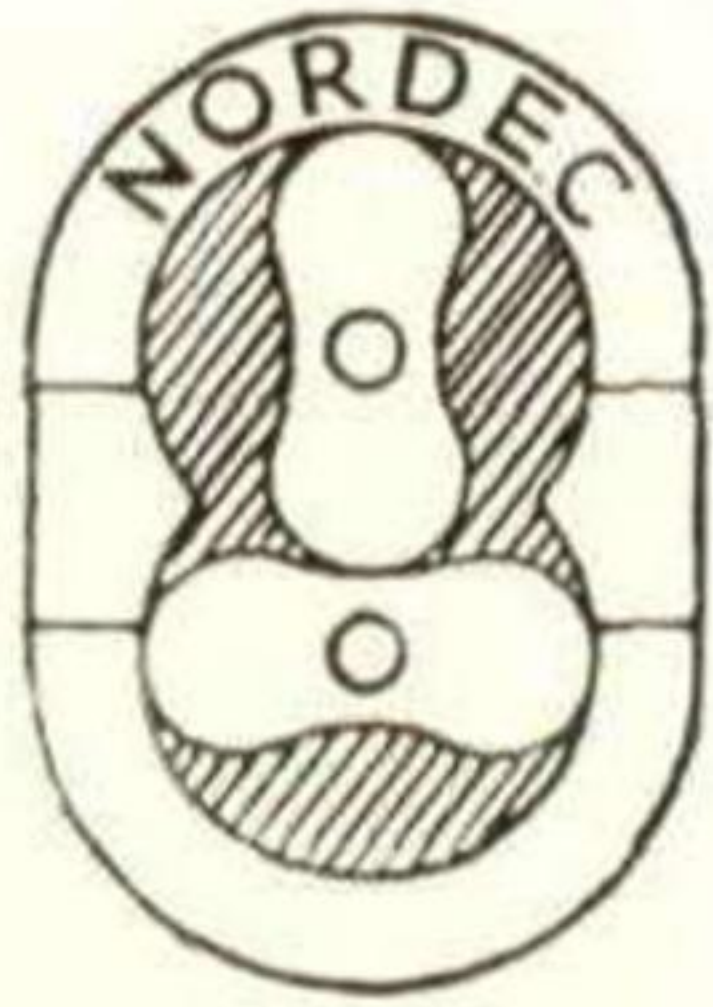
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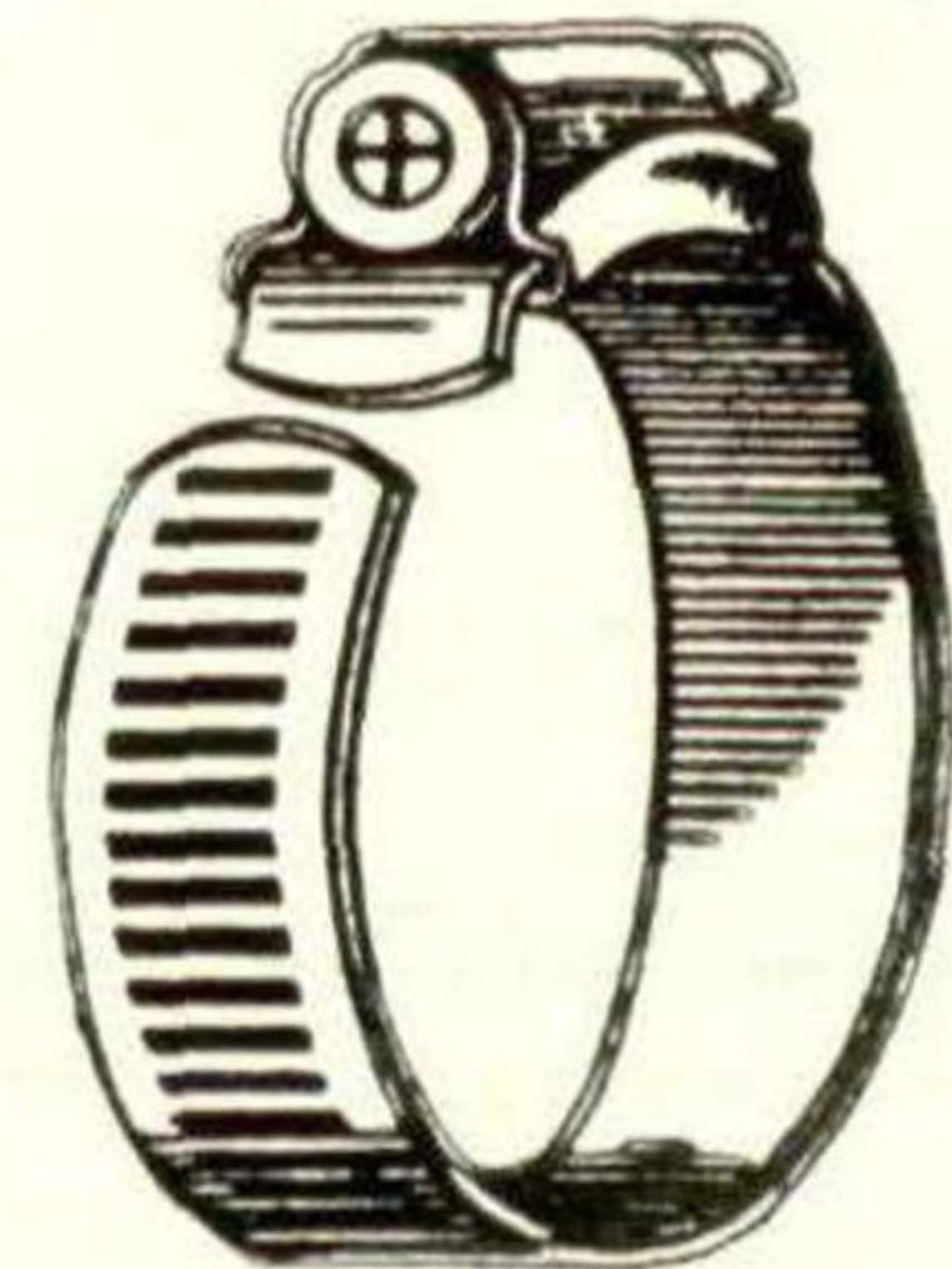
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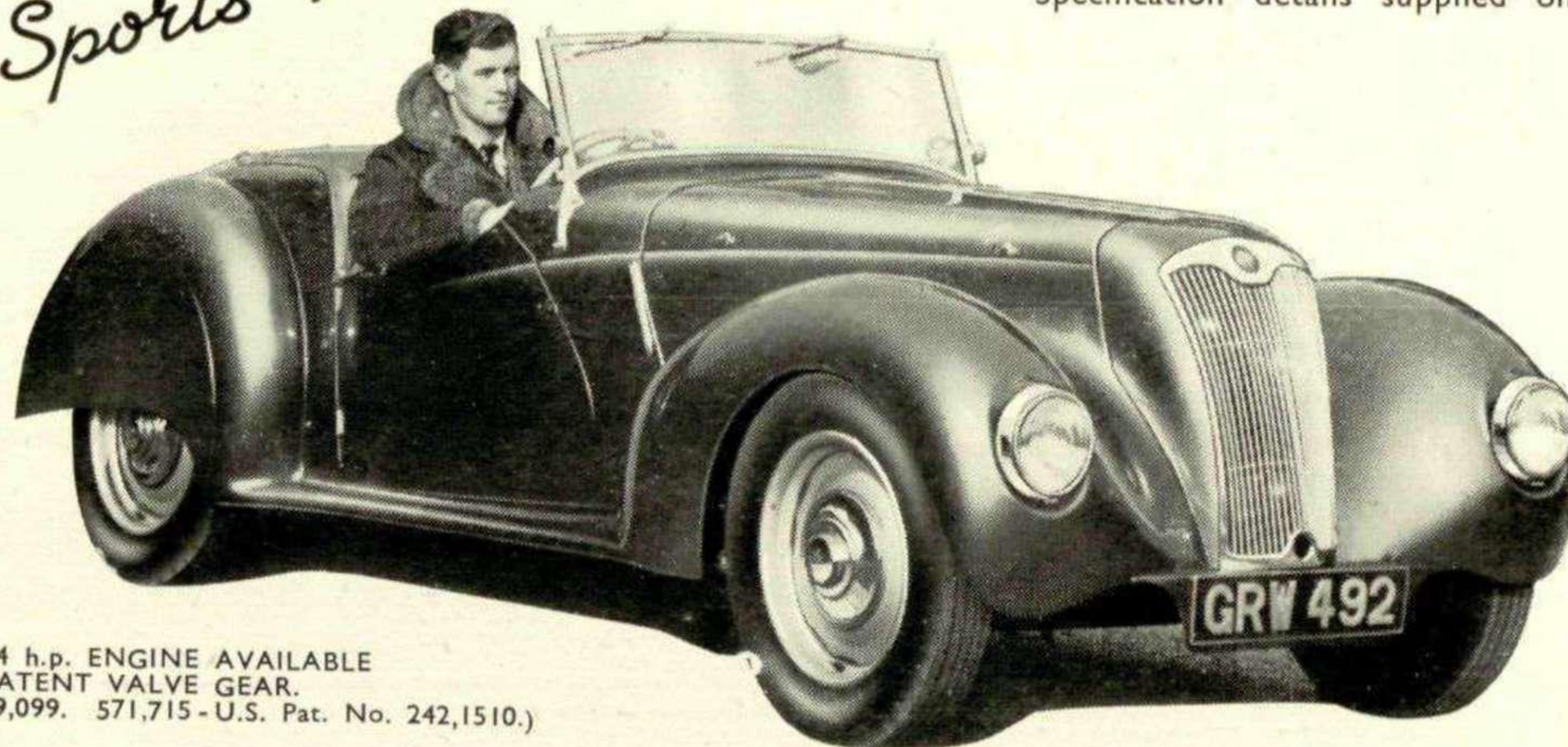
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vide "Motor Sport," August, 1947

MOTOR SPORT



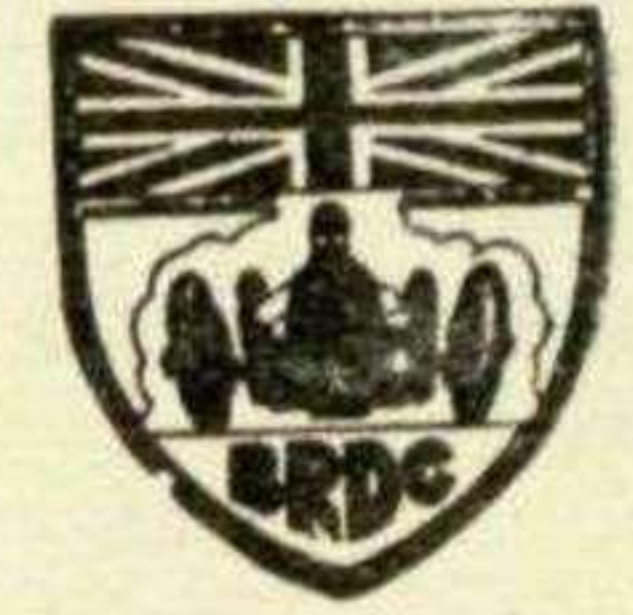
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RECOLLECTIONS OF LAST YEAR'S RACING

Another Amateur Driver—J. E. G. Fairman—Tells of His Experiences
in 1947 Sprint Events with 2-litre G.P. Bugatti
and 4½-litre Bentley Cars

PRE-WAR experience with old Alvises, a blown B.N.C. and a Bugatti had pretty well convinced me that trying to do everything with one car, *i.e.*, everyday pottering, fast touring, speed hill-climbs and racing, was never likely to be satisfactory. So I decided to split the available cash between a fairly normal road car and a reasonably satisfying racing job. This may sound plutocratic, but by sticking to vintage types the total cost of the two cars finally chosen was still far less than the inflated figures being quoted for more orthodox family cars.

Having driven nothing other than a W.D. 15-cwt. truck for over six years, I thought that a faster-than-average road car would provide valuable "brushing-up" before I let myself loose in a racing car again, so I acquired an excellent 4½-litre "blower" Bentley. This was magnificent for road work, but the fantastic petrol consumption finally forced me to change it for an unblown short-chassis of about 1929 vintage. Before the change, however, I ran the blown job at a couple of events in 1946, namely Elstree (fastest time in Vintage Racing 5-litre Class), and West Court (fifth fastest in Unlimited Racing Class). The unblown 4½-litre turned out to be a most satisfactory compromise, which I have never tried to better. It gives instant starting, complete reliability without tinkering, plenty of luggage space, and an ability to potter. Yet it has enough performance to see off most things, and can even be raced in vintage events. (It is the same car that Margaret Allan drove at Brooklands before the war.)

However, I still hankered after something which could be used for hill-climbs and any racing which might be organised. The bank balance was a very limiting factor. After much looking round and

being offered lots of rubbish at silly prices I had almost abandoned the idea when I found a 1929 2-litre Type 35C Bugatti at Continental Cars, Ltd., of Ripley. This seemed to have enough possibilities to make me take the plunge, and a trial run clinched the matter. Incidentally, I must say that dealing with this firm was a very pleasant experience. Their honest efforts to advise and assist were in direct contrast to the large number of money-grabbing and unprincipled folk I had already met, and whose minds one could almost hear ticking over to the effect that here was another sap of an ex-soldier who ought to be relieved of his gratuity as soon as possible.

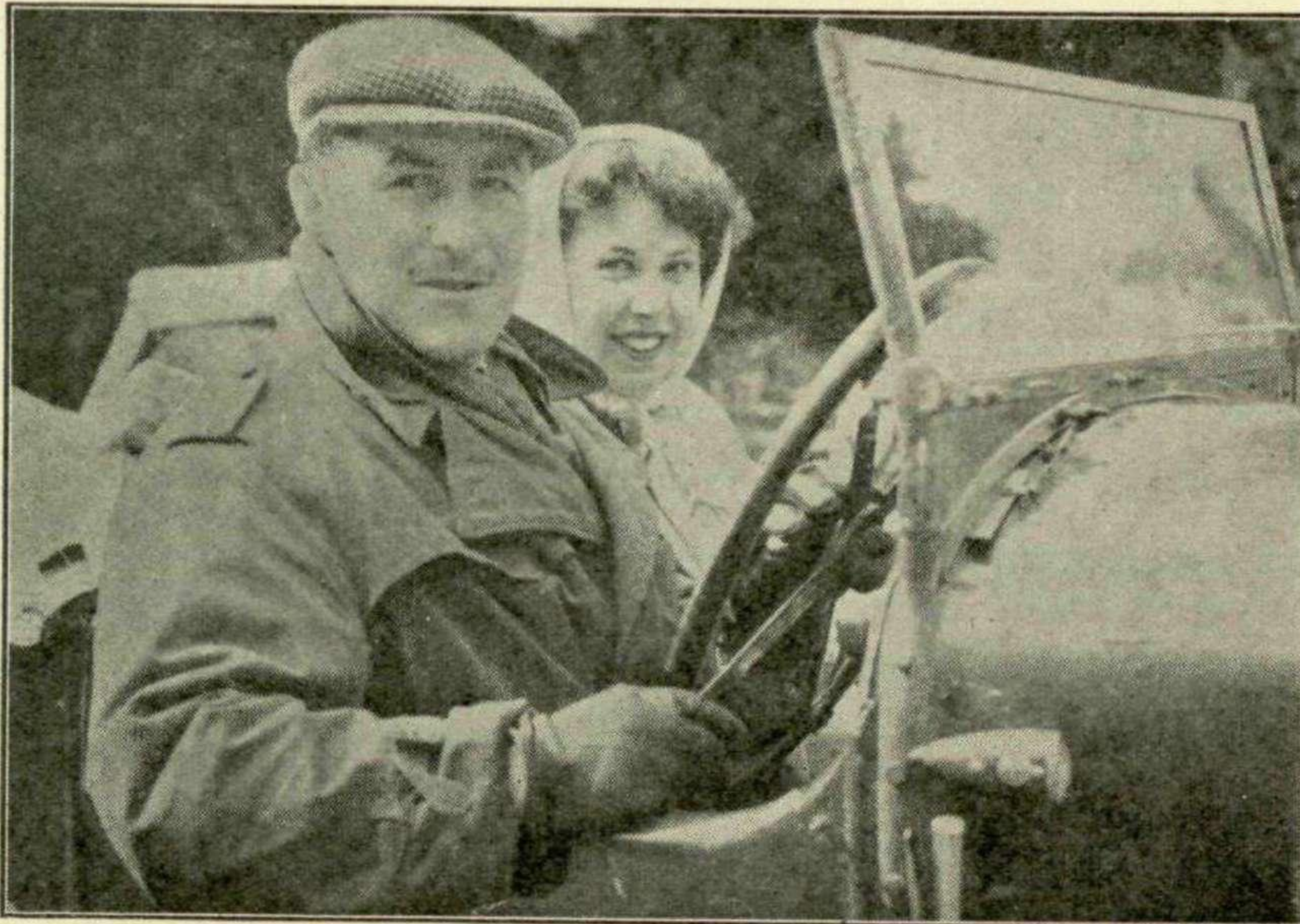
The Bugatti was in racing trim, so I faked up some primitive wings, borrowed Trade-plates, and motored it around the roads for a couple of weeks until I was fairly satisfied that I knew how everything worked, including myself. The first event of note on the 1947 calendar which the pocket would run to was the Bo'ness Speed Hill-Climb. Having put my name down in a weak moment for the British Hill-Climb Championship, I decided to have a crack at this, though getting the Bugatti there was a problem. The original intention was to send it by train, but the cost quoted shook me to the core, and there was still the question of getting the fuel, etc., to the hill. Luckily, my brother came to the rescue, by offering to tow the Bugatti to Scotland with my old 4½-litre. I feel that this tow must have been something in the nature of a record, as the round trip was about 900 miles. Although we took turns in the Bugatti, I must admit that by the time we were home again I was developing a jaundiced outlook on a pastime involving so much trouble in order to get a couple of quick climbs lasting a total of about

85 sec.! Anyway, it certainly made me proud of the old Bentley—modern cars of many types would have coughed pretty badly at some of the hills. And as the Bugatti finished eighth in general classification—42 sec. dead—we felt that the season had started reasonably well.

Shortly after this I was lucky enough to get the use of an old Bedford van belonging to my firm. The Bugatti fitted into this very well, and we were able to use it as required for the remainder of the season. This seems to me to be about the best way of getting a car about. It eliminates the awful mess the towed car gets in, and the impecunious can justify the cost of an old van over a couple of seasons by sleeping in the back and avoiding all hotel bills and attendant expenses.

June found us at Shelsley Walsh, where on the first run we came to a standstill, without any gears, after 30 feet. After being pushed back to the paddock, the top of the gearbox was removed, and I had to summon quite a lot of courage before daring to look inside. To my amazement and relief the box did not contain a mass of jagged bits—the first and second sliding pinions had merely jammed in neutral, owing to a minute piece of metal-chipping from one of the teeth wedging itself between pinion and shaft. A spot of levering with a couple of screwdrivers soon shifted the pinions, and we were able to get to the line in time for the second run. This took 48 sec., but considering the appalling rain and the fact that I was a bit nervous about the gearbox, we decided that it was reasonably satisfactory.

This meeting taught me a useful lesson about the evils of bashing the gears around, and since then I have been careful to "wait for it" even in speed trials where saving a fifth of a second on



J. E. G. Fairman and his wife—"an integral part of the organisation"—in the unblown 4½-litre Bentley.

the last run would make one's time look so much better in print.

On July 13th came the V.S.C.C. and C.U.A.C. affair at Gransden Lodge. The organisers really earned gold medals for their success in gettings things laid on in the face of what seemed insuperable difficulties. The show certainly gives much food for thought. If the committees of comparatively minor clubs can run a Gransden, why not something from the R.A.C., who have so many high-level contacts?

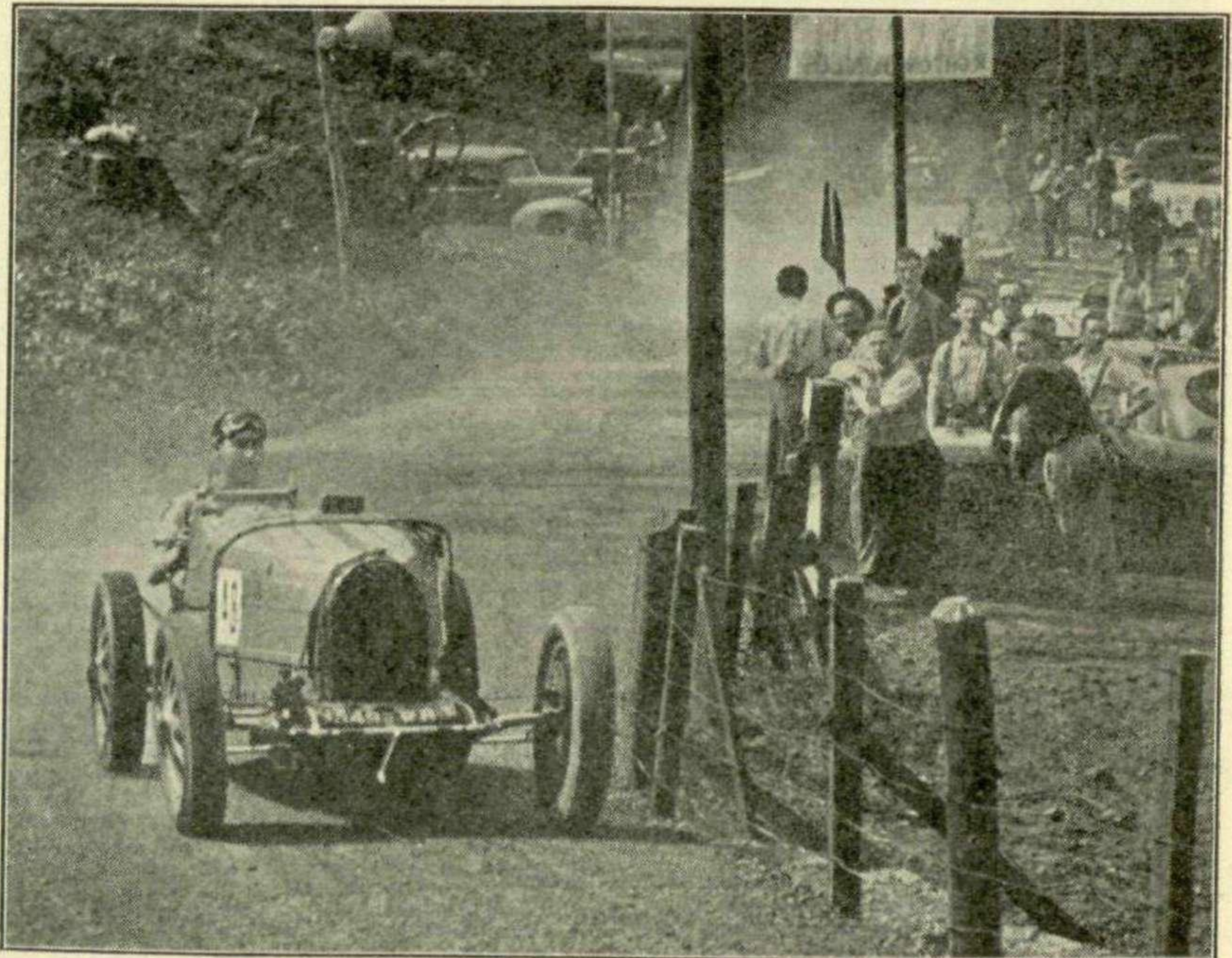
However, as it was evident that this was going to be the only race of the year (apart from Jersey, etc., which ordinary folk cannot afford), I decided to have a Field Day, so entered the Bugatti in two races, and ditto with the Bentley. For some reason I found the course took quite a lot of learning—probably something to do with the wide open spaces and lack of landmarks. However, both cars seemed to be going very well, although I wished I had removed the Brooklands' silencers from the Bugatti. The first event for which we had entered was Race 6—the Bugatti Handicap. On paper it looked as though I had a good chance in this. For once I made an excellent getaway and fairly clattered down the first straight. But the thing worrying me was not the few cars in front which had to be caught, but the thought of George Abecassis sitting on the scratch mark with the 3.3-litre Bugatti. As a result I motored much too fast into the hairpin, left the road travelling backwards, and stopped the engine. The nearest spectators were about 50 yards away, but after what seemed minutes a couple ran up to push me off the grass. One of the pushers was Peter Clark, the H.R.G. king, who informed me during the pushing that I was an unmentionably stupid clod. Which was rather true, as even after this delay I still finished fourth, and Abecassis did not catch up! In other words, a little more restraint would have meant keeping on the road and getting a place.

Anyway, there was still the 10-lap affair for vintage racing cars, and as the Bugatti had been hitting well over 110 m.p.h. on the straight, I felt that all was not yet lost.

The next event, No. 7, was the scratch race for standard vintage cars, in which the poor old Bentley was entered, so I had to do a very rapid changeover in order to get to the line in time. The getaway was poor, owing to the usual over-enthusiasm and too many revs., which resulted in clutch slip. However,

after two laps I was lying third or fourth (I forget which) and holding on just behind Forrest Lycett. After that, on each lap I found I was getting about 150 less r.p.m. on the straight, so steadily lost ground. Afterwards the trouble was found to be trivial but irritating—the distributor cap had dropped off the near-side magneto, so with plugs firing on one side only the poor old motor ran hotter and hotter.

After an extremely interesting spell watching the 20-lap race from the hairpin (and pushing a remarkable number of cars back on to the road), the Bugatti was brought to the line again for the 10-lap event. At the fall of the flag I committed the awful blob of stalling the engine. By the time I had been pushed off, the rest of the field was almost out of sight. After about six laps I had overhauled several cars, but I had no idea where I lay in the race. Throughout the last four laps the cockpit was filled with thick clouds of smoke, at times making it difficult to see where we were going. It was obvious that oil was leaking from somewhere in large quantities, but as the Bugatti carries the usual tank beside the driver, I was able to keep pumping oil into the engine. I was scared stiff that it would seize solid at any moment, as the oil pressure got steadily lower. However, as I had never driven the car so far at high speed before, I thought there was a fair chance that this was simply the result of the oil warming up, so I continued. On what I thought was the ninth lap a chequered flag was waved at me, and someone with the waver stuck up two fingers in what I thought was rather a rude gesture. To my astonishment I found, on entering the paddock, that we had finished second behind Habershon's Delage, so the



An interesting shot of Bo'ness showing the author's Bugatti taking the first bend after the start.

[Photo by Alex Thomson]

finger merchant was forgiven when I realised what his signal was intended to mean!

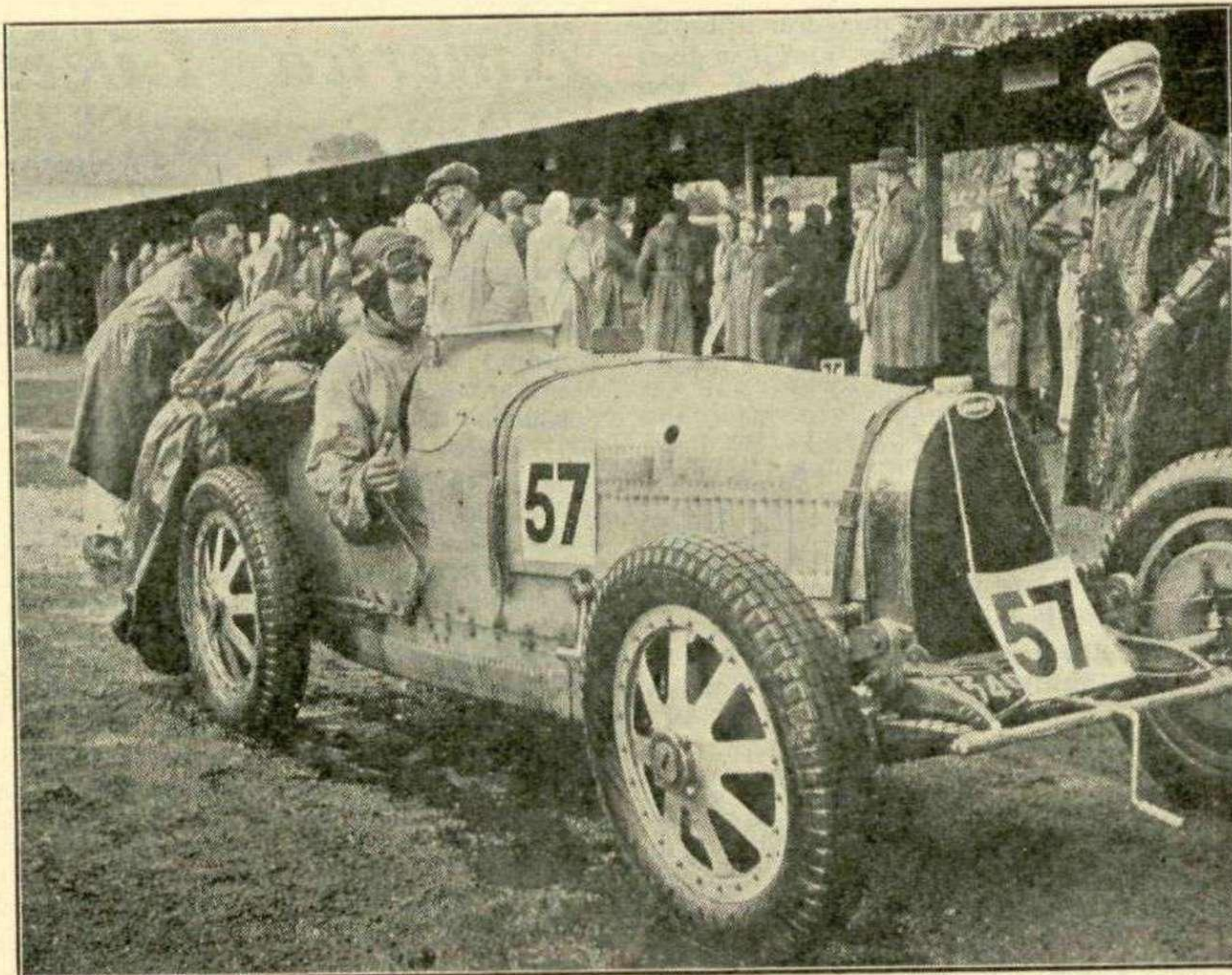
The cause of all the smoke was that an oil-union leading to the overhead valve gear had slackened, thus allowing oil to run directly on to the exhaust. Had the race been for eleven instead of ten laps, the noises would have been horribly expensive, as despite my frantic hand-pumping the sump was almost empty!

The day's racing taught me several important lessons, the least of which was the risk of trouble if one tried to do too much. Had I not been jumping from Bugatti to Bentley and back like a frantic flea, there would have been time to raise their respective bonnets and detect such things as loose distributors and oil-unions. However, we live and learn. [This is most interesting because Peter Clark, last month, made just the same observation.—Ed.]

Although entered for Prescott and Great Auclum, various circumstances kept us at home. (By the way, by "we" and "us" I mean wife and self; an integral part of the organisation. While I am kept busy getting the car warmed-up, plugs changed, etc., she gets the Primus going and transforms the interior of the old Bedford into a kind of weekend caravan.) Being still officially in the running for the Hill-Climb Championship, we had entered for Craigtlet and had the car all ready. But at the last moment we were faced with an unexpected setback—it proved to be impossible to get the car across to Belfast, as I had left it too late before seeing about the booking. Never having wanted to ship a car across the water before, I had a hazy idea that it was almost as simple as crossing the River Humber by ferry. As things turned out, we might well have finished quite high on the list of fastest times. The melted tar made the course so slippery that people like Mays and Hutchison could not begin to use their power, and my modest 120-odd b.h.p. might have been quite enough to propel the Bugatti to the top fairly quickly. Always provided, of course, that I kept it on the road, which Bear failed to do with *his* Bugatti—and he has vast experience with the *marque*.

Anyhow, the next event was the Brighton Speed Trials, where we ran both Bugatti and Bentley. The elderly Bugatti was rather overshadowed, having no corners to help it compete with the faster cars—and there was a mass of extremely potent stuff running. But the Bentley put up a rousing show in the vintage sports-car class, dead-heating with Marechal's "Speed Six." Several people remarked that the two vintage Bentleys thundering along neck and neck provided one of the best sights of the day.

September 14th found us at Prescott for the International event, and the last climb to count in the Championship—not that this affected us any more, as our non-arrival at Craigtlet automatically counted us out. This was my first effort here, and I found that the sudden corners needed bags of practice. However, a practice time of 50.2 sec. was achieved, which did not help much, as rain on the day made the road incredibly slippery. The best I could manage in the wet was 55 sec., and even that frightened me



Wet as usual! J. E. G. Fairman's Bugatti in the Paddock on the occasion of the first Shelsley Walsh Meeting last year.

considerably, especially on the last long righthand semicircle, which I took in the most hamfisted way with the wheels scrabbling in the gutter on the outside of the bend.

Owing to the long ride back to Horley we decided to stay the night at Prescott. There being nobody about to help push the car next morning, I tried to drive it into the van, with almost disastrous results, as one ramp slipped and left the car with its front wheels in the van and the tail on the ground. Luckily some stout-hearted chaps who had arrived to clear up produced a large hydraulic jack, and we got the car back on the ramps. Then, with the help of Tony Curtis, of public-address fame, who has the strength of two men, we pushed the car in. After all this exertion we fortunately had enough beer in the Bedford to go round! But no more driving up ramps for me.

The following Saturday was booked for the Southsea Motor Club event at Merston, near Chichester. No practising was allowed here, so one had to try to size up the sharpish righthand corner by watching the sports cars go round. This does not help one much with a fast car—as Whincop demonstrated very convincingly by turning his "2.3" Bugatti completely round. Despite my muffing the easiest change on the car—third to fourth—we found on the last run that we were one of the few to cover the course in less than thirty seconds.

The next event, unfortunately, was the last—Shelsley Walsh on September 27th. (Turning over one more page in my diary shows an entry for October 4th—the Donington Grand Prix. Will this course ever be released?) As usual, I nearly mucked things by making a silly mistake. This time, on checking the sump level on Saturday morning, I assumed it to be low, as nothing ran out of the level cock,

so I pumped some oil in. Actually the sump was full, but the Castrol "R," having been out in the cold all night, was naturally not going to drip out instantaneously. Had I checked it again after warming-up, all would have been well. On presenting the car at the line for the first run, the gradient at the start was too much for an overfull sump. As soon as I left the line, the two rear plugs oiled up completely. On returning to the paddock I turned on the level cock and about half a gallon ran out!

For the second and last climb things should have been O.K., but the two spare plugs I used in No. 7 and 8 cylinders were a shade doubtful, and I had intermittent misfiring most of the way up. However, the time was 43.8 sec., which was satisfactory. And so the season ended. Although enjoyable, it lacked something from the point of view of myself and so many others who have spent lots of hard-earned savings on a "raceable" motor-car—if only there was somewhere to really "have a go" without the added and (at any rate in my case) impossible expense of going overseas.

Before the war, when I was a regular spectator at Donington, Brooklands, and the Crystal Palace, I made up my mind that by hook or by crook I would do a bit of "dicing" myself, when I had saved enough pennies. Having survived the war despite much ambling around in tanks, and finding that enough pennies had been saved to cover the purchase of an elderly car, it is demoralising to see no signs at all of Donington, Brooklands, the Palace, or any equivalent.

The following dozen points, which have occurred to me during the scribbling of this treatise, are added with the idea that some of them may be of use to intending competitors.

(1) Get your fuel mixture approximately right in good time, and if it gives reasonable results, then stick to it. You will get dozens of "positively jet-propelled" ideas from well-meaning folk—but things which work in their cars may not work in yours.

(2) Don't mess about with "tuning" in the paddock more than you have to. Such things as altering the timing and experimenting with rocker clearances a quarter of an hour before the event won't get you far.

(3) Be *very* careful about shock-absorbers and tyre pressures. (While towing to Bo'ness I slackened the Bugatti shock-absorbers for comfort and forgot to re-adjust before the first practice run. Result—an almost disastrous bank-clouting act.)

(4) Don't leave the administration to the last minute. There is little fun in paying entries for nothing; *e.g.*, my non-arrival at Craignantlet through lack of a ship.

(5) Don't try to do two things at once. I found at Gransden that the change from Bentley to Bugatti with only a five-minute interval was an easy way of looking for trouble, particularly when cornering and also from the health aspect of an expensive gearbox.

(6) Don't try to compete even in a speed trial until a fair mileage has been covered in the car. If the car cannot be tried on the road, half an hour on the nearest aerodrome perimeter is invaluable.

(7) Wait for the gears. Don't try to kid the onlookers that you are tough by fairly slamming the lever about—it only leads to damaged cogs or worse. A bad change should make your stomach turn over!

(8) Try to strike a medium between "careful preparation" and "leaving well alone." It is surprising how a car will settle down with a bit of running, whereas constant tinkering sometimes has no effect.

(9) Keep a happy medium between "restraint" and "keeping your foot down." (On second thoughts, I still haven't succeeded in sorting this out myself!)

(10) Do as much work as possible yourself. If you *can* afford mechanics, at least hang around and get a fair idea of what they are up to. After all, it's your neck!

(11) Make sure the spare plugs are O.K. It is useless oiling one on the line and replacing it with a dud. (Yes, I have!)

(12) Don't get disheartened because your car is much older and slower than the others. They may break down, or conditions may favour your lack of power.

By the way, in case my opening remarks about needing a second car should be misunderstood, perhaps I should add that I was speaking purely from the out-and-out racing car angle. Should sports-car events, such as the T.T. and Le Mans, turn up again, there are, of course, a few firms whose products perform equally well for pottering and racing, such as the Allard, H.R.G., Aston-Martin, Lea-Francis and M.G.

America Likes British Cars!

UNDER the heading "Imported Horsepower" in *Esquire* for February we were pleased to read some complimentary remarks about British and Continental cars and to be told that "Foreign sports cars, like those pictured here, are a red-hot cult among the few hundred Americans who own one. Membership in the cult is by no means confined to New York and Hollywood big-money circles. In the clubs to which most of the fans belong you find country gentlemen, farmers, artists, writers, actors and a solid sprinkling of plain guys who have picked up a used model for little money and fixed it up themselves.

"Among real sports-car fans there is neither border nor breed nor birth nor class distinctions based on income. Millionaire hobbyists wrangle amiably with grubby-fingered mechanics of high-school age over such abstruse problems as brake horsepower and standard compression ratio. Club members get together at dinner and find shop talk so exciting the dinner sometimes lasts through breakfast the next morning. They also hold runs, or rallies, once a month, at which the cars are put through a road test of around 250 miles for speed, reliability, hill climbing, etc."

In this article the Sports Car Club of America is described as "the leading group in the field with slightly more than 200 members," and the Motor Sports Club is "a bad second, with only 75 members." The Bentley Drivers Club gets a well-deserved mention as possessing 20 American members. Bentley people are described as "a race apart, endowed with a sort of mystic adoration for the Bentley car, a beautiful streamlined job that flourished in the twenties. It was later taken over by Rolls-Royce and became another luxury car." The bit about streamlining is gilding the wrong lily, but old-school Bentley owners will appreciate the feeling behind *Esquire's* remarks. The article to which we refer concludes with some famous owners who prefer British and Continental cars to American products and some very apt remarks by Ralph Stein about the reasons why such people prefer to motor in the English manner. These remarks deserve quoting:

"Among other owners are such celebrities as John Perona of New York's famous El Morocco night club; Jimmy Melton, opera and radio star; Paul Draper, the dancer; cartoonists Ralph Stein and Charles Addams; and colour photographer Leo Pavelle. Chicago millionaire D. Cameron Peck has several foreign sports cars among his private fleet of over a hundred and fifty automobiles.

"Ralph Stein has tried to define the appeal of these cars. Passing over the obvious snob appeal of owning a flashy job costing several thousand dollars that stands out from its American brothers, Stein asserts foreign cars are easier to handle, steer better and give the driver a comforting feeling of mastery over his machine. 'You know that you're running the car,' Stein says, 'it's not running you. By comparison, American cars are soft, unwieldy, uninteresting.' These are

Stein's words, not ours. He adds scornfully, 'Show me the American car you can steer within a sixteenth of an inch.'

The illustrations accompanying the article are, perhaps, even more complimentary, for the speeds quoted in the captions are 100 m.p.h. for a drop-head Delahaye, 90 m.p.h. for the "1800" Triumph 2-seater, 104 m.p.h. for the Allard 2-seater, "with special gear," while the TC M.G. "can touch 90 m.p.h. on four cylinders," the modern Lancia "hits 80 m.p.h.," the Jaguar saloon is described as "a town car that betters 95 m.p.h." and a very fine special-bodied Alfa-Romeo drop-head "breezes along at 100 m.p.h." This is good stuff, that will help to bring the dollars home to Britain.

Villoresi's 16-valve Maserati Wins Buenos Aires G.P.

The Buenos Aires Grand Prix, held over a tortuous 3-mile circuit in the city park, was a most interesting race. Last year Villoresi beat Varzi in two out of three of these races, so this time, instead of a Type 308 3-litre Alfa-Romeo, Varzi took out a 4.6-litre V12-engined 308 Alfa-Romeo, besides which he was said to possess a modified single-blower 1½-litre Maserati. Wimille entered Raph's 308 Alfa-Romeo; Farina the 3-litre 4-valve-per-cylinder, straight-eight Maserati which Villoresi drove at Indianapolis in 1946, and Ruggeri and Raph 16-valve Maseratis. However, Villoresi still won, by 38 sec., averaging 63.19 m.p.h. and making fastest lap at 69.15 m.p.h., his drive in the 75-mile final lasting 1 hr. 11 m. 46.6 sec. Landi's 3-litre Alfa-Romeo was second and Fernandez (1½-litre Maserati) third. In the first 45-mile heat Luigi won by 31.6 sec. at 66.45 m.p.h., after Wimille had retired with a defective gearbox on lap one. Varzi in the Alfa finished second, 17 sec. ahead of Puopolo's 3-litre Maserati. Heat two went to Farina's Maserati, by 14.3 sec., at 67.03 m.p.h., after a grand duel with Galvez's 3-litre Alfa-Romeo. Landi was third. Galvez led for seven laps in the final, after which Luigi eased up to win comfortably when Farina experienced difficulties with his brakes.

COMPETITIONS MANAGER

Guy Edwards has been appointed to succeed Mr. A. E. Perkins, for many years the Competitions Manager for Mobiloil, with whom he was closely associated last year and in pre-war days, mainly in connection with motor sporting events at Brooklands. In 1939 he was mobilised as a Territorial and during the war saw active service with the army in North Africa and Italy, attaining the rank of Captain in the Royal Army Service Corps Transport. Mr. Perkins' many friends will be glad to know that his new assignment with the Vacuum Oil Company will enable him to maintain his associations with them.

C. S. Burney Recalls—

The History of the Blackburn Company

—in an interview with Ralph Venables

THROUGHOUT the whole history of motor-cycling, the Blackburn has had a reputation among proprietary engines second only to that enjoyed by the J. A. Prestwich products, and now, with the Blackburn engine long demised, an investigation into its early history inevitably reveals data of quite absorbing interest. Today there exists no man more qualified to reveal this history than C. S. Burney, the pioneer motor-cyclist (this year's President of the A.P.M.C.), who played a leading role in the development of this classic engine during the first eleven years of its existence. Burney, together with F. A. McNab, R. Moore, F. W. Barnes and others of that ilk, was a member of that select group of enthusiasts who, prior to World War I, rode their own products in competitions—their impressive list of successes in the annals of motor-cycle sport still bearing ample witness to the ingenious ability and determination of these pioneers.

The story of the Blackburn engine really dates back to 1902, when the now-world-famous aeroplane designer, Geoffrey de Havilland, constructed his own motor-cycle. The engine was of 499 c.c., with a phosphor-bronze cast con.-rod, coiled copper wire running around the cylinder barrel in lieu of normal fins, a detachable vertical-finned cylinder-head and side-by-side valves—both valves being mechanically operated (this is said to be the first instance of a mechanically-operated inlet valve on a motor-cycle engine). The valve caps were held down externally by a common bridge-piece and the cylinder and head were secured to the crankcase by two long bolts. A single-jet spray carburetter was used (with top-feed needle valve and butterfly throttle) and ignition was by wipe contact and trembler coil. Compression ratio was about 4 to 1, and a feature of the engine was an external 12-in. flywheel.

Cecil Burney, with his brother Alick, were pupils at Willans & Robinson, Ltd., the well-known steam-engine manufacturers, of Rugby and it was here, in 1903, that they first encountered Geoffrey de Havilland and his rather remarkable motor-cycle. The brothers were immediately impressed by this machine, and Cecil Burney still clearly recalls his first ride on it, forty-five years ago. "We were very eager to build similar machines for ourselves," he says, "so you can imagine our feelings of tremendous elation when we prevailed upon de Havilland not only to supply us with a set of castings but to accept £5 for an outright sale of the patterns. With the willing consent of our employers we at once set about the building of a de Havilland engine in works time, and this was installed in a locally made frame. By the beginning of 1904 it was ready for the road and was duly registered FF 41—this being the

first year of road vehicle registration. My brother and I shared this machine throughout 1904, the only real trouble encountered being the rapid wear in the main bearings and big end—due to the unhardened crankshaft. This was overcome by having the crankshaft case-hardened and re-ground."

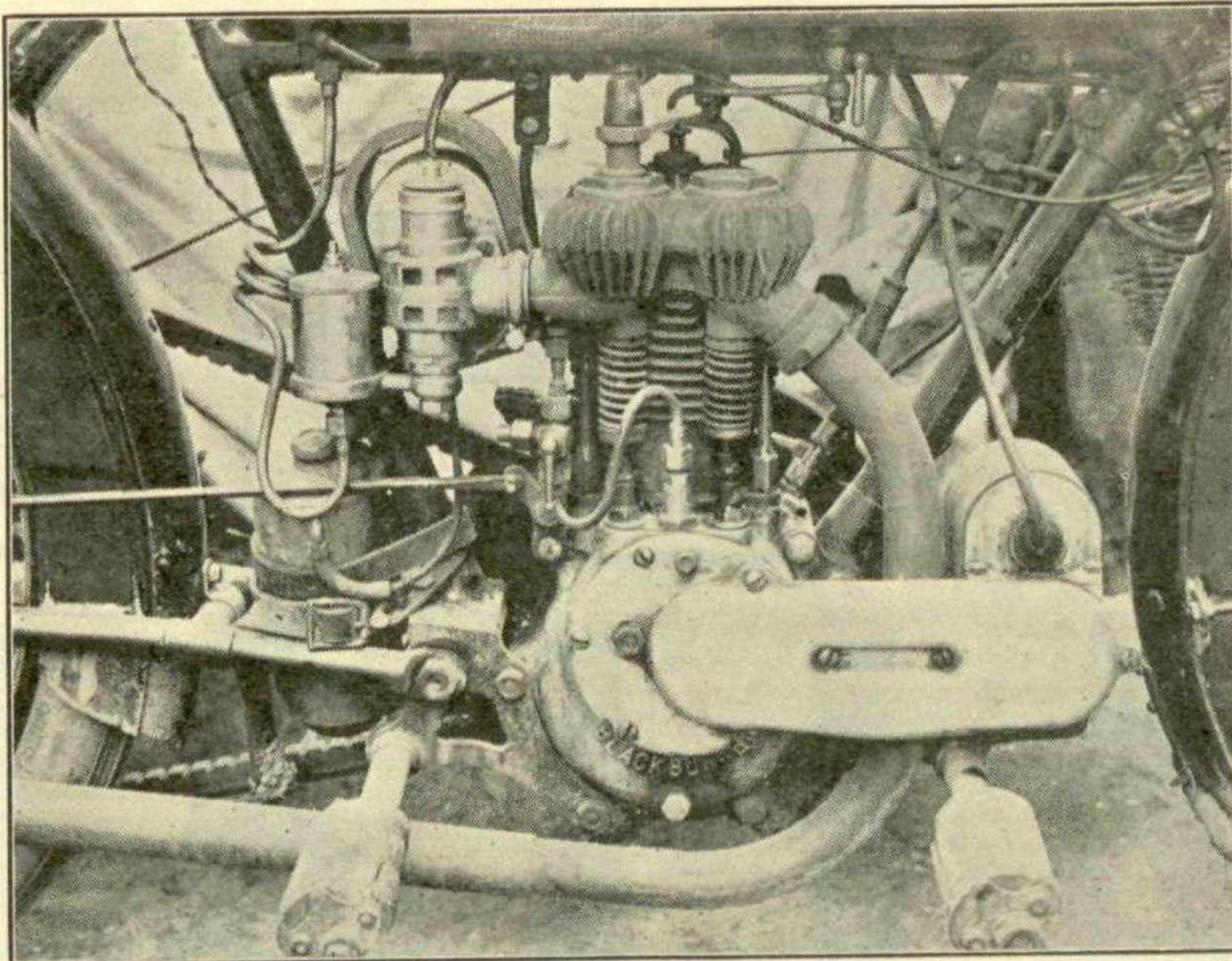
Nineteen hundred and five saw the construction of a sister machine, and the following year the Burney brothers completed their apprenticeship at Rugby and joined the staff of Daimlers at Coventry. In 1907 they decided that their engines would be improved by ordinary cast-iron finning (in place of the coiled copper wire), so new barrels were made. At the same time, re-designed heads were made—with sloping inlet and exhaust ports, and the performance of the new engines was so encouraging that Cecil decided to enter the open Coventry M.C. 100 Mile Trial on August 31st, 1907. This was his first venture into competition riding, so his jubilation can well be pictured when he was announced as the winner of the Schulte Cup for best performance in the open class.

The next year saw more competition successes and more experimental work on the engines, Cecil converting his cylinder head to overhead inlet. This, in turn, persuaded Alick to modify his engine, and 1909 found him with both

valves overhead (and with the trembler coil replaced by a magneto), his machine proving itself invincible at Aston Clinton and other hill-climbs. In 1910 Cecil went to Rudge-Whitworths as head of the experimental department—a move which necessitated a switch to Rudge machines in competition riding, and throughout the next two years he enjoyed an impressive string of wins in trials and hill-climbs all over the country.

Then, in 1912, came the great decision. Both Burneys felt that the time was ripe for the manufacture of their machines for public sale, and a chat with Harold Blackburn—the famous pioneer aviator—resulted in a most happy collaboration between the three men. Blackburn willingly put up £200 to launch the business, and three machines were constructed in a small workshop in Berkhamsted. The engines were made to specification at the old A.C. works in Thames Ditton, and all three machines were single-gear jobs (one of them fitted with a special rear-wheel clutch assembly).

These machines proved themselves to be so efficient that the Burneys decided to form a limited company, known as Burney and Blackburn, with the help of two other well-known competition riders Cecil Roberts and his brother Arthur. But Harold Blackburn, although the bicycles bore his name, was essentially



The engine of C. S. Burney's 1913 Blackburne belt-drive motorcycle. Later he fitted an extended exhaust-valve cap, to increase the periods between decarbonising. He was still riding this machine at least as late as 1920 and he rides a V-twin Burney in V.C.C. meetings to this day.

interested in flying, and willingly agreed to be bought out. One of the original batch of three machines had been a side-car outfit, and particularly well it handled, too. "We gave this to Harold as a sort of dividend when he left," recalls Burney with a smile, "and straightway set about building three new machines. The company, still known as Burney and Blackburn, moved to bigger premises at Tongham, near Aldershot, and our three latest models were exhibited at the 1913 Motor-Cycle Show in London. That was a proud day for us, and I am gratified to say that the Blackburn met with a great reception. The engines were the well-trying side-valve jobs, with large outside flywheels (quite a controversy was raging then as to the respective merits of internal and external flywheels—the latter being regarded as the inevitable design for all future engines!). These machines sold at fifty guineas, a 3-speed Armstrong hub (interchangeable in the same frame as the fixed wheel) being available to order at an additional ten guineas. There were no extras to buy, the standard tool-kit even including spare valve assembly and sparking plug. The engines were 85 by 88 mm., and, due to the large flywheel, were famous for their remarkable flexibility."

The Blackburne (now spelt with the final "e") was soon well established and 1914 saw the introduction of a Sturmey-Archer 3-speed gearbox and a redesigned frame. A hand-adjustable pulley was incorporated, but the engine had already proved itself so successful that its main

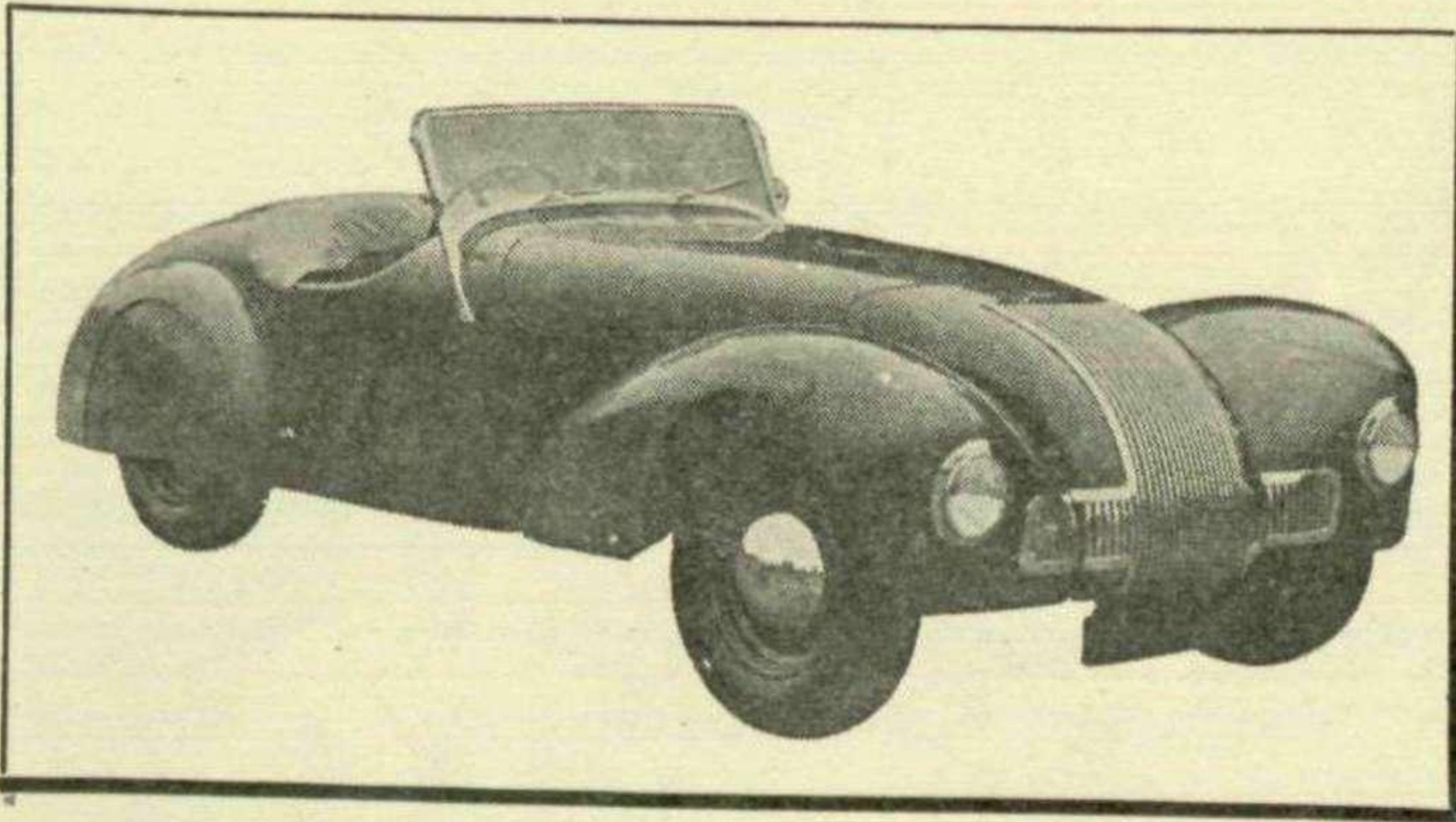
features were left unchanged. A special Brooklands model was planned (christened the "Scarlet Runner") and production showed a steady increase until, on August 2nd, 1914, Germany inaugurated a spot of bother in Europe which forced the Blackburne motor-bicycle to take second place in the considerations of those responsible for its manufacture (incidentally, all machines at the works were commandeered by the Army—and wonderfully reliable they proved, too). The Burney brothers and the Roberts brothers lost no time in enlisting as D.R.s, and for the next four years they were fully occupied on active service. The Roberts' father, G. Q. Roberts, took over full responsibility at Tongham and managed to keep the Blackburne flag flying despite adverse circumstances.

But much happened during those war years. One of the Roberts was killed, and the Burneys never rejoined the company. Cecil, now a captain, continued riding a Blackburne with considerable success until 1922, when he accepted a position as competition manager with F. E. Baker, Ltd. (makers of the Beardmore-Precision), and in 1924 he left Bakers' and rode one of his brother's 500-c.c. Burney machines, three dozen of which were made at a small factory in Reading. He still rides a Burney today (with 680-c.c. s.v. twin J.A.P. engine), but from time to time he has concentrated on cyclecars as a particularly diverting mode of transport. As far back as 1910, Burney acquired a cyclecar powered with an air-cooled V-twin

Peugeot engine. This machine boasted a clutch but no gearbox, and possessed an extraordinarily narrow track. In actual fact, it was the original G.N. prototype. Indeed, Burney worked at the G.N. factory in 1920, his interest in cyclecars having been reawakened by a remarkable example which he had obtained a year previously. This had a 500-c.c. Blackburne engine at the rear, a rubber belt transmitting the power (such as it was!) to a solid axle. A 3-speed Sturmey-Archer gearbox was fitted, and the whole contraption was surmounted by a single basket-seat taken from an aeroplane. In a somewhat fruitless endeavour to make this vehicle more normal in appearance, Burney shifted the engine and gearbox to the front, but the power was always inadequate, so in 1920 he constructed a cyclecar with a tubular frame, an 8-h.p. air-cooled Blackburne engine and Jukes 4-speed gearbox. Drive was *via* twin belts at the side of the scant bodywork, and in discussing the design of this machine Burney admits to having "made it up as he went along." It was a day of rejoicing when the job was finally completed, and it was well in keeping with the whole enterprise to discover that the workshop had to be dismantled before the car could be got out!

During this time, Blackburne's had been flourishing with impressive rapidity. Works foreman was the veteran T.T. rider, Jack Holroyd, and he went all out to convince G. Q. Roberts that the best policy was to concentrate on racing.

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In 1917 Len Heath had joined the firm, and a year later H. J. Hatch was brought in as designer—and subsequent events suggested that no finer choice could have been made. Nineteen hundred and twenty saw the resumption of racing, and in the Junior T.T. of that year Jack Watson-Bourne brought a Blackburne into second place behind Cyril Williams' A.J.S. Jack Holroyd came home third, just half a minute slower.

When H. J. Hatch joined the firm in 1918 only two engines were being produced—the well-tried 500-c.c. "single" and a 1,000-c.c. "twin." Both were side-valve jobs, and in no way lent themselves to development for high performance. Under Hatch's jurisdiction the range was enlarged to the extent of a 350-c.c. side-valve "single" and a water-cooled "twin," but little serious development work was attempted until, in 1921, Gillett Stephens obtained a controlling interest in the Burney & Blackburne. Soon a move was made from the old workshops at Tongham to new premises at Great Bookham, where Hatch controlled both design and experimental departments and commenced work on the first o.h.v. 350-c.c. engine. Almost at once the new o.h.v. engines established themselves as a serious challenge to the hitherto invincible J.A.P.s, and Hatch eventually widened the range to include all capacity classes from 175 c.c. to 1,100 c.c. (an o.h.v. water-cooled "twin" of 1,100 c.c. was very popular in the Morgan 3-wheeler.) Records were established at over 100 m.p.h. and a great many successes were obtained in speed trials, etc. Blackburne engines also figured in racing versions of the A.V., Bleriot-Whippet and K.R.G.

From 1921 manufacture of the complete Blackburne motor-cycle had been dropped, all resources and energies being concentrated on marketing various Blackburne engines as prop. ietary units. Their popularity was immense, and throughout the 'twenties they were used in many different makes of machine, such as Rex-Acme, Cotton, O.K.-Supreme, Sheffield-Henderson, Massey-Arran, Henley, Ner-a-car, New Gerrard, Zenith, O.E.C., Beaumont and Chater-Lea (Dugal Marchant's Chater-Lea Blackburne was the first "three-fifty" to achieve 100 m.p.h.). Between 1923 and 1930 Blackburne-engined machines won no less than six T.T.s and created seven record laps—to say nothing of seven "seconds" and six "thirds" during the same period. Such achievements completely shattered the J.A.P. monopoly, and one of the most convincing demonstrations of Blackburne efficiency occurred when the late Wal Handley (who won two T.T. races in 1925 on Rex-Acme Blackburnes) set out to beat the 350-c.c. hour record. Not only did he succeed in his purpose, he broke the 500-c.c. record as well—the only time this has been done.

Nineteen hundred and twenty-five was an altogether outstanding year for Blackburne engines in road racing. For example, in the Ultra-Lightweight, Lightweight and Junior T.T. races of that year they scored five places out of the nine, and were also responsible for the record laps in all three events. Again in 1926 they accounted for five out of the

nine places, and perhaps the greatest testimony of all lies in the fact that engines of around that vintage are still performing most creditably in hill-climbs, scrambles, sprint meetings and grass-track races all over the country—most of these units having by now seen many seasons of strenuous competition work.

In the early 'thirties Blackburne engines were still giving a good account of themselves. The record lap in the 1930 Lightweight T.T. went to Handley on his 247-c.c. Rex-Acme at close on 67 m.p.h. and it was shortly after this that J. S. Worters put his faith in Blackburnes for attempts on various World's records, with conspicuous success. Early in 1933 Hatch produced an engine, christened the "Mechanical Marvel," which many enthusiasts still regard as the finest "two-fifty" ever constructed.

The "Mechanical Marvel" was never marketed. It was designed and manufactured entirely by Blackburnes for the Excelsior Co. The first engine was built four to five weeks before T.T. practice commenced, and on the bench gave just over 20 h.p., but in 14 working days this was increased to 25 h.p. The unit was arranged to permit quick adjustments, and changing a cam merely entailed stopping the engine for less than 5 minutes. A machine with one of these engines, simulating T.T. conditions, with Brooklands silencers, lapped the track at the equivalent of 90 m.p.h. Blackburnes serviced these engines during the 1933 T.T. only.

Small wonder that the Lightweight T.T. of that year was won by Sid Gleave on an Excelsior fitted with the "Mechanical Marvel" engine, his speed over the 26½ miles being 71.59 m.p.h.

A considerable amount of work was done with the design and development of light aero-engines and important successes were gained in official light 'plane trials. The "Tomtit" engine was standardised for the De Havilland D.H. 53 light 'plane. Several aero-engines satisfactorily completed official Air Ministry Type Tests, the largest engine being 450 h.p.

Gillett Stephens were the parent firm for the American "Liberty" aero-engines which were completely overhauled and tested at their works. Major components such as crankcases, etc., for these units were produced and very large orders for aero-engine spares were dealt with.

With the volume of work connected with aero-engines and the big spares programme, it was impossible to give proper support to the motor-cycle engine business and this was largely responsible for the decline of the latter.

Hatch was responsible for the design of all these different engines, but production was suspended in 1937 when Maxwell-Muller gave up the management of Vickers at Weybridge and joined Gillett Stephens to take charge of the big rearmament programme which was launched at about that time. Hatch himself severed connections with Gillett Stephens at the outbreak of war and accepted a post with the Air Ministry in connection with research and development—a position for which his long experience had made him ideally suited.

And so it was that the famous firm ceased to exist. Surviving one war, its demise was brought about by the prepara-

tions for another, and there were thousands of Blackburne devotees who mourned the passing of a great name. From De Havilland's crude brain-child of 1902 to Hatch's "Mechanical Marvel" of more than thirty years later is contained the praiseworthy story of outstanding enterprise and design—a cross-section in the fascinating history of engine development which will be remembered for as long as motor-cycles are ridden.

[Gillett Stephens, of course, produced a 1½-litre, six-cylinder, single o.h.c. car engine which was used in the small Invicta, a twin o.h.c. supercharged version being developed subsequently. This latter engine was used in unblown form in the new Frazer-Nash introduced in mid-1933. Mr. Hatch, who has kindly assisted with the above article, has offered us data on these car engines, which we hope to publish in an early issue of MOTOR SPORT.—ED.]

BOOK REVIEW

"DAIMLER—1896 to 1946," by St. John Nixon (Foulis & Co., Ltd., 42s.).

A complete history of the motor industry would be an excellent thing to have, but the mind boggles as to how such a vast task could be attempted, in any worthwhile detail. In writing a history of the Daimler Company St. John Nixon has provided a possible solution, for should other historians follow suit with individual volumes devoted to equally painstaking chronicles of other great concerns, such a history could gradually be built up on the bookshelf—just as Grenville, in publishing the story of the J.C.C. 200-Mile Race, have availed themselves of the opportunity to gradually build up a comprehensive account of motor-racing.

Nixon, in 232 large pages, gives as much history as even avid Daimler adherents could desire of a famous British concern which came into being three and a half years before self-propelled vehicles could be used legally, and without a red flag, on the roads of this country.

If some of the early financial, legal and directorial matters associated with the formation of the original Daimler Company are likely to be of interest only to directors and employees, certainly the technical details of Daimler's earliest products will be of considerable appeal to veteran car enthusiasts. The author does not skip such mechanical matters, and, as his story unfolds, we find details not only of Daimlers, but of such cars as the Critchley-Daimler and the pre-1914 products of the B.S.A. Company, which was afterwards merged with the Daimler Company. The Silent Knight sleeve-valve engine gets a chapter to itself, together with technical drawings, and the various Daimler cars supplied to Royalty since a 24-h.p. Daimler had been ordered by King Edward in 1901 are adequately dealt with. The only criticism of this section of the book is that we should have liked to have read of those racing Daimlers to which S. C. H. Davis makes brief reference in "Motor Racing," in connection with his apprenticeship at the Daimler works, such as

Continued on page 83

RACING IN AUSTRALIA

The Lobethal "50" and South Australian "100" Events

NEW Year's Day saw road-racing resumed on the Lobethal Circuit after an enforced lapse of seven years.

This circuit of 8.9 miles is situated in hilly country 22 miles from the city of Adelaide and includes both fast and slow bends, up and down grades and fast straights. The average width of road is 30 feet and includes the main street of the town of Lobethal.

Two races were held, the main event being the "South Australian 100" over 12 laps and the other the "Lobethal 50" over 6 laps. A total of 44 entries was received for both races, but the number of starters was somewhat less owing to petrol cuts imposed just prior to the event. The first prize was £100 and Trophy in the 100-mile event and £50 and Trophy for the 50-mile race.

Practice took place on December 28th and 29th and caused several mishaps and consequent withdrawals. A. N. Davison hit a telegraph pole in his TC M.G., escaping with abrasions but considerably damaging both car and pole. The Q-type M.G. of P. Vennermark suffered a cracked supercharger housing and F. A. O. Gaze had the misfortune to have piston trouble with the ex-Whitehead Alta, which now has a 2-litre engine.

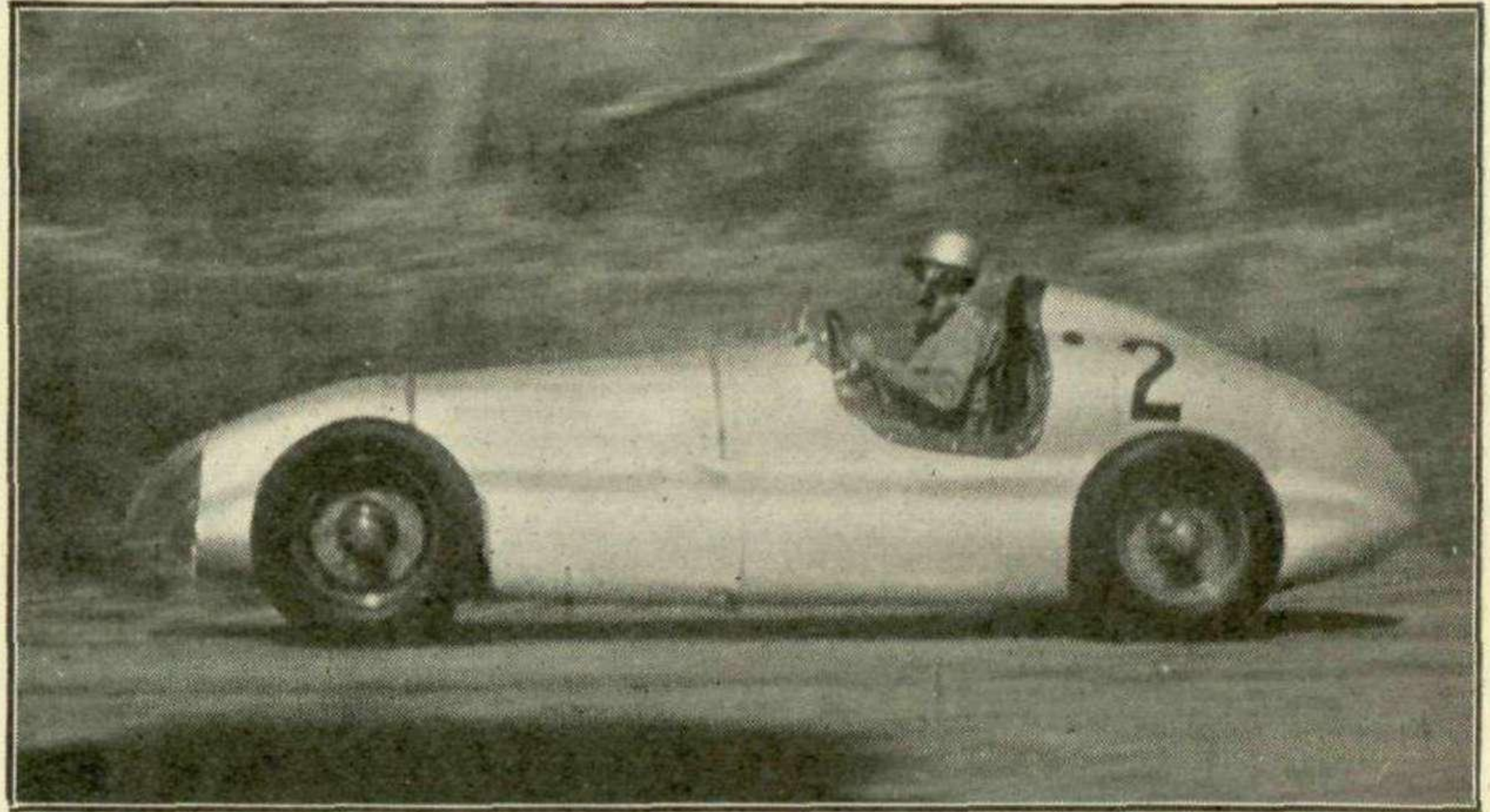
The 12-lap event was won by J. Gullan driving a G.P. Ballot fitted now with a new Oldsmobile Six engine, which ran with wire gauge in front of its radiator as a protection against grasshoppers and/or locusts. G. T. Harrison was second in a Ford V8 Special and R. Edgerton third in a TC M.G. Fastest time was made by Harrison, in 79 min. 49 sec., the winner's time being 81 min. 5 sec. for the 106 miles.

The race was devoid of incident apart from the 110 m.p.h. crash of J. A. Denniston's Itala-V8 (Ford engine) driven by E. Seeliger. This very sleek car, which looked rather like a G.P. Mercedes, hit two trees and was completely smashed. Apart from the engine there was little

chassis powered by an Austin Six truck engine, suitably altered.

Some of the driving showed distinct lack of road racing practice and baulking was somewhat prevalent.

The 50-mile race was won by D. Whiteford's Ford V8 Special in 37 min. 3 sec.,



Denniston's Itala-V8 which crashed and wrecked a very fine example of racing bodywork.

worth saving, but Seeliger escaped with bruises.

The other back-markers had trouble. D. Whiteford lost the tread from a rear tyre of his Ford V8 Special and N. J. T. Andrews had obscure troubles with the Steward Special. This is an interesting car which consists of a specially-built

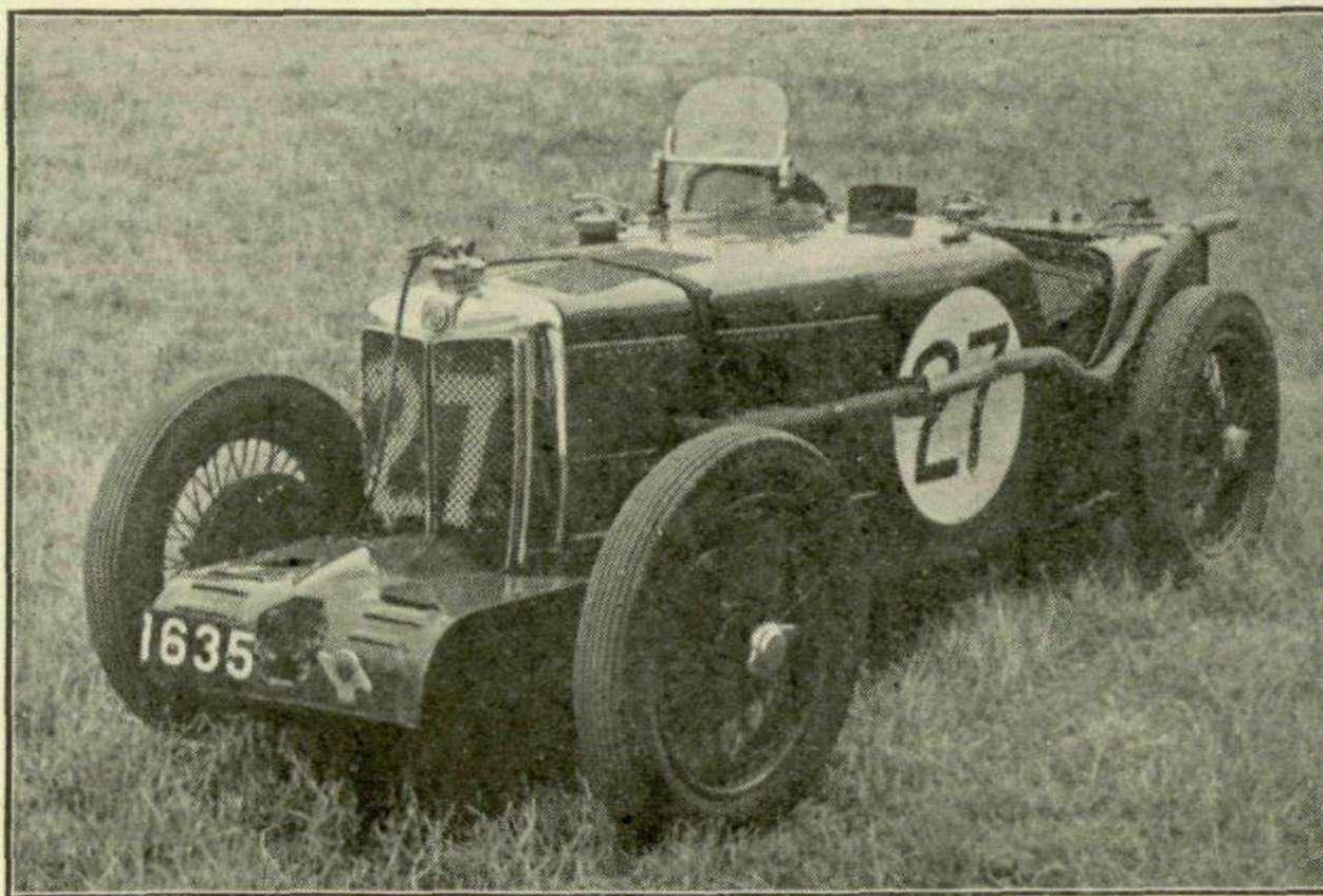
which was also fastest time. Edgerton was second and Harrison third. The fastest lap of the day was made by Whiteford in 6 min. 3 sec., which is an average of nearly 89 m.p.h. The lap record is held by A. Barrett's "2.3" Alfa-Romeo, at 93.2 m.p.h.

The limit car was W. A. S. Jolly's Morris Minor, which made a surprising standing lap in 7 min. 44 sec., but overturned on its second lap without damage to car or driver. The Steward Special lost a rear wheel on its final lap, resulting in injuries to several police and spectators.

Gaze's Aerodynamic H.R.G. was silent and fast, but could not finish higher than sixth. A. D. Turner's Talbot 105 suffered from overheating and retired early, while G. Sandford-Morgan's C-type M.G. had fuel-feed trouble. The TC M.G. clan were reliable but not fast enough, and Burnett-Read's Brescia Bugatti retired at half distance.

L. Johnson's blown Lea-Francis went very well but suffered from a lack of the correct fuel.

The team prize in the 100-mile race was won by Harvey, Hamilton and Ohlmeyer, driving TA, TC and TA M.G.s in that order. In the other race the winning team was Whiteford, Gullan and Harrison. Davison's "36/220" Mercedes-Benz did not start, due to differential trouble. Other entries included Skinner's Ballot V8, Tribe's Mercury-Special with Willys engine and Amilcar axles, Barraclough's T.T.-type M.G. Magnette which lost oil-pressure, an o.h.c. Morris Minor, an "Ulster" Austin Seven, a Ford-engined Bugatti and an old G.N.



Sandford-Morgan's C-type M.G. Midget, which unfortunately experienced fuel-feed trouble in the Lobethal "50" race.

VINTAGE JOURNEY

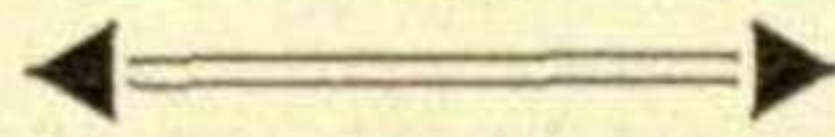
by Major J. M. B. DOVE

AS we left Dover in "The Prince Baudoin" on August 12th last year, the objects of the trip, which was undertaken at short notice, were to have a motoring holiday on unlimited petrol and to see as much of Switzerland as possible in the short time available, without covering large daily mileages. The original plan to cover 200 miles a day on the way out and back but to restrict other motoring to 100 miles a day was adhered to; with a modern car and softer suspension greater distances could comfortably be covered. The car was a 1928 12/40-h.p. Lea-Francis with 90,000 miles to its credit, hereafter referred to as "Fanny," which name will *not* be found engraved on its bonnet nor on any other part of its anatomy. I admit we took a few spares, but none of them were required and the only casualty was the battery, which developed a leak due to the buffeting it received; see that your battery is firmly secured in its cradle. Otherwise no preparation was carried out on the car except that which any prudent motorist embarking on a similar journey would carry out, that is to say, she was thoroughly greased and everything that might work loose on bad roads was tightened up. A drum of Castrol oil was carried as we had been told horrible tales of the filth in French oil casually taken aboard at filling stations; certainly French filling stations do not inspire confidence.

Sailing from Dover in the afternoon, after a thoroughly excellent lunch at the White Cliffs Hotel, Ostend was reached at dusk. The customs people there were a bit comic-opera, but freed us in time to permit Bruges to be reached that night. The Sablon Hotel was the first of many to offer a real welcome to the traveller arriving late and demanding breakfast at an indecently early hour. Bed and breakfast worked out at 16s. 6d. Luxembourg was the next night's objective and was comfortably reached after a run, of 203 miles, that varied from atrocious *pave* and war-torn tarmac to long fine stretches in the Ardennes. The latter must be a camper's paradise; the choice of delightful sites is quite embarrassing. It must, too, have been hard country to fight in and as you drive along you can almost see the ghosts of anxious American staff officers jeeping at high speed from General Bradley's headquarters in the Alfa Hotel in Luxembourg towards Bastogne. Incidentally, if you want to see how rapid rebuilding of houses can be effected, go to Bastogne. Do you hear that, Mr. Bevan? At Luxembourg the Continental Hotel provided a good harbour for the night, and, having partaken of *hors d'oeuvres*, river trout, a colossal steak, a peach melba and a bottle of red wine, one dropped off to sleep very nicely indeed. Bed and breakfast here cost 32s. 6d. Luxembourg is worth a longer visit, but to linger there was not on the agenda, and eight o'clock next morning found "Fanny" heading south again with a view to getting into Switzerland

This article is of particular interest in view of the fact that it may be possible to travel abroad again after May 1st. Two people, on their allowance of £35 each, should be able to cope with a modified form of Continental tour, for Major Dove last year travelled through Belgium, Luxembourg, France, Switzerland and Italy, without undue economy, on an expenditure of £72.

—Ed.

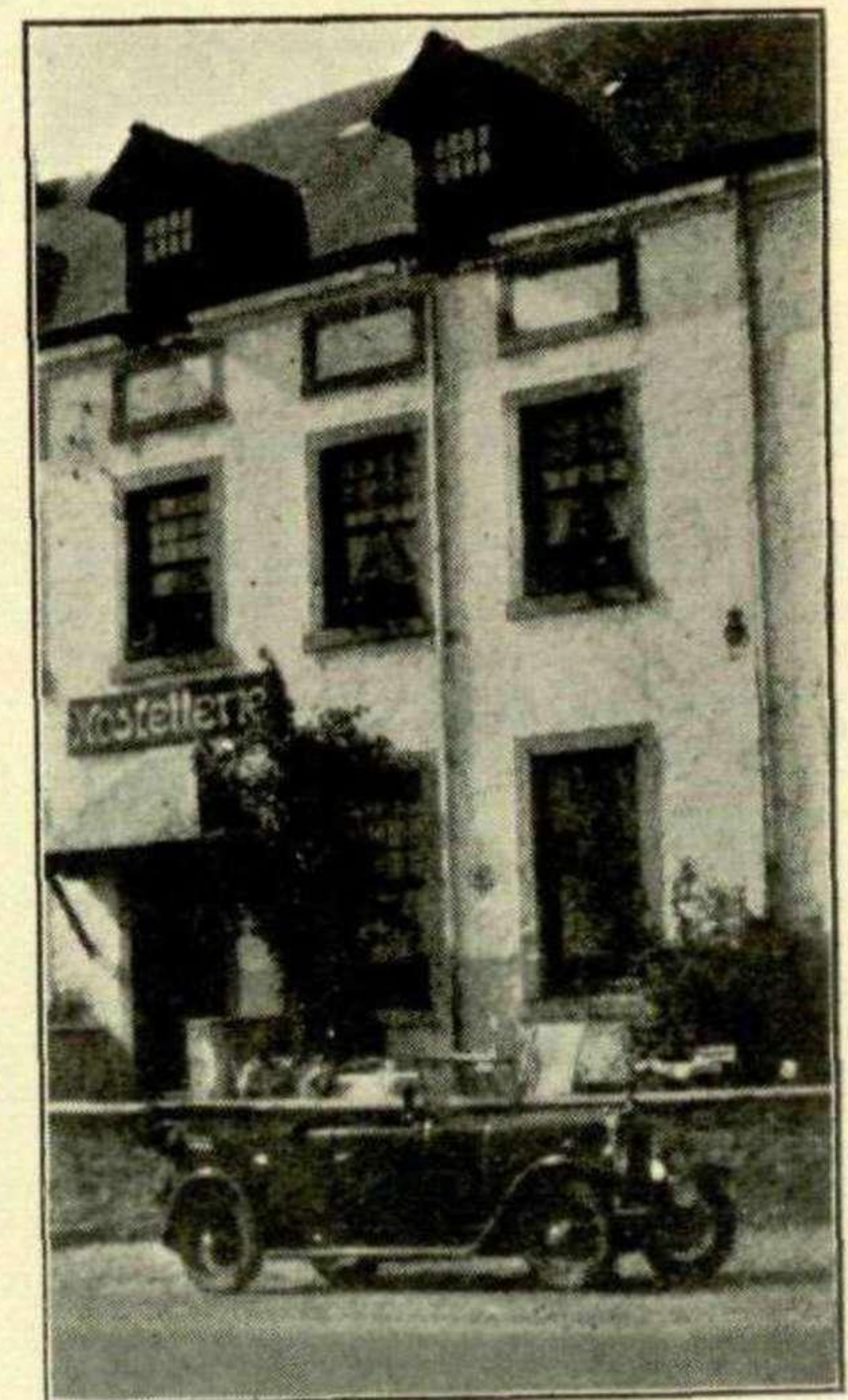


that night. This admirable plan was thwarted by the incredible inefficiency and prolonged lunch-hour of the gentleman who is supposed to organise tourist petrol arrangements in Nancy. Thanks to his efforts and also, I admit, to procrastination over an excellent but expensive lunch at the Grand Hotel, we wasted three hours in Nancy and by dusk had reached Besançon, when we seized upon (and quickly regretted) the first visible hotel. Never do this. Always make a tour first of the town before deciding where to stay; it pays. The day's run was 208 miles—latterly around Plombières and Luxeuil-les-Bains through country which reminded one of Peeblesshire at its best. Incidentally, take not the direct route between these places but deviate by St. Loup; it saves both time and your springs, besides being a very pleasant deviation. France is incredibly shabby on the whole and poverty-stricken; it is not safe to leave a car unattended in most places. Whereas in Belgium you are constantly being passed by new American cars—Mr. Kaiser is doing very well—travelling at high speed with their wheels pattering like nobody's business, in France you are all the time overtaking the most decrepit Citroëns (11.4 and 7.5-h.p.), Donnets and Peugeots of the 1920s; how they manage to go is beyond my comprehension. The few new cars you see are usually driven by gentlemen of the type you see driving new and expensive cars in London.

We were off from Besançon at dawn and breakfasted at the Hotel Bel Abri in Ornans on delicious coffee, rolls, fresh butter and strawberry jam. This place was an unexpected oasis and, at peace with the world, we drove on through country that got less and less like France. You enter Switzerland and the feeling of being among friends prevails; the roads immediately become good and even the cattle are clean, nothing is apparently in short supply and all property, whether a house or a car, is scrupulously maintained. The way in which the Swiss keep their cars is instantly striking. You seldom see a battered wing or an unclean vehicle, and even vintage machines are kept right up to pitch.

On through Lausanne we drove, and after some financial transactions in Montreux, and talking to a Parisian who was quite an authority on British vintage

cars, we spent an hour by the lake before the last lap along the Rhone valley to Visp. Here the road to Stalden was taken and the wincing, climbing, dusty way to Saas-Grund, where the car had to be abandoned and the last 40 minutes of the journey covered on foot up a mule track to Saas-Fee. At this stage, "Fanny" had covered 670 miles without the slightest protest or fault and had consumed one quart of oil. She had three days' rest here while we idled in the mountain air. On the 18th we descended to the valley road again and headed for Brig. At Brig you must go to the Hotel Trois Couronnes et Poste; apart from the fact that Mr. Ritz served his apprenticeship in it, it is typical of the very best Swiss hotels which cater for hungry travellers on a much-used highway, and lunch there was of such excellence that it took a lot of energy to get up and under way to tackle the Simplon Pass. This from Brig ascends steeply and relentlessly from the word go; it is dusty on the lower reaches and we met the whole of the Swiss Army (including its famous one tank) descending from manoeuvres. Despite all this and the intense heat, old "Fanny" really set about the Simplon, and although the thermometer needle momentarily registered 100 deg. C. she did not boil, and arrived at the Hotel de Fosse at Berisal (where her conductor felt the urge to take on board beer) completely cool and collected, which was in striking contrast to one well-known American sedan of modern vintage also halted there. That night saw us in Stresa and the day's mileage was 72. The Albergo Italia housed us very adequately for two nights, and on the 20th we took the



Major J. M. B. Dove's 1928 12/40-h.p. Lea-Francis at an inn near Bastogne in the Ardennes.

road for Lugano *via* Como and Cernobbio; at this latter place we lunched at the Albergo Miralga and the menu, to my recollection, was a mushroom omelette, a colossal mixed grill and iced pineapple, washed down with suitable wine. Lugano was reached early in the afternoon, after a day's journey of 70 miles. Next time I go abroad, I shall go *ventre a terre* to Lugano and stay there until satiation point is reached. As it was, we were only able to spend one night at the Albergo Walter, which besides being the most comfortable hotel (with one exception) we sampled, was also remarkably inexpensive; the manager is a mountaineering enthusiast of some repute. Lugano has everything; Italian architecture and people with Swiss ideas of plumbing; magnificent arcaded streets which make shopping a pleasure, wet or fine; a sweep who rides a vintage motorbike in a top-hat, and the most superb Rolls-Royce "Phantom I" Sedan I have ever seen.

We had to get on, and, reluctantly, next day "Fanny" headed for the Gothard Pass. On the lower reaches—at Faido—we lunched while the car rested under the shade of the trees. Refreshed, we went on and just climbed and climbed until a cloudburst near the top forced us to stop and put the hood up. The Gothard is gruelling and you seem to spiral upwards for ever, but the thermometer never rose above 95 deg. Gently we dropped down to Wassen *via* Andermatt and the famous Devil's Bridge. At Wassen it was decided, in view of the weather, to leave the Susten Pass until next day, and we stayed very comfortably and expensively at an hotel the name of which escapes me. On this day we covered 82 miles.

From Wassen you embark on the Susten from the main street. This pass, constructed between 1938 and 1945, is a fine engineering achievement and the surface is good. It should cause no trouble to any adequately-cooled car, and we just toured up non-stop. A pleasant interlude on the way down the other side was a stop at the Hotel Steingletscher for beer; they keep a tame goat there which has an urge to get into departing cars; when thwarted, it just grunts, wags its rudder and meanders over to another car load. We lunched at the Albergo Brunig at Meiringen. I do not know if it adds to the delicacy of your trout to see it swimming about in a tank ten minutes before it appears on your plate, but ours were certainly delicious. Near here are the falls where Sherlock Holmes and Professor Moriarty had their famous death struggle. After lunch, it really rained and the hills were cloud-hidden, so we drove on fast through Thun, Interlaken and Speitz to Berne, which was reached after a day's mileage of 87. Berne, where we stayed very comfortably at the City Hotel near the station, must be the most beautiful capital in Europe. Quite apart from its beauty, the shops are superb, and the choice of good places to eat and drink in is unlimited. The famous bear-pit was visited; the bears must have cast-iron constitutions; all day they have tit-bits thrown to them. You must not blow your horn in Berne, with the result that traffic moves at a slow, well-disciplined speed. Why don't

we ban horn-blowing in *our* cities? Basle was reached *via* Biel and Delemont. This is not the quickest route, but is picturesque and free from traffic. The Hotel Euler in the Station Square at Basle was extremely comfortable, and the day's mileage was 75. We dined on the banks of the Rhine and found time to see a little of this lovely city. It deserved more time than we could spare. The motoring high-light in Basle was a 2-litre Ballot with an abbreviated two-seater body not unlike a certain H.E. known to me.

Before leaving Switzerland, another word about the Swiss and their cars. The astonishing thing is the way that they keep their vehicles. You seldom see a shabby car. Such widely differing vintage cars as Lancia "Lambdas" and Chrysler 70s are superbly hooded and painted. The Swiss object to the size of American cars and to their tendency to boil on the passes; they like Standards and Wolseleys, especially the Eights. Of the pre-war era, you see many examples of F.I.A.T., Lancia and Mercedes Type 230. Service stations universally inspire confidence; their standards are high; so, too, are their charges.

Sadly we quit Switzerland and covered the 430 miles to Ostend in two days. We arrived back in England the evening they announced the abolition of the basic ration. Truly a descent from the sublime to the ridiculous.

A word about petrol on the continent. My low-compression engine thrived on Belgian and Swiss petrol, and even on the passes, with full advance, it was impossible to make it "pink." In England it is extremely "pink-prone." In Belgium and Switzerland, where petrol is unrationed, the price is about 4s. per gallon. In France, where it is rationed and occasionally of poor quality, the price is about 2s. 6d. We bought no petrol in Italy, where rationing is nonsense and if you only require a small quantity it is better to go to the black market than pay for a liberal ration book upon which there is no refund for unused coupons.

What did the trip cost? Transportation of the car and driver to Ostend and back cost £22; the A.A. fixed all this with its usual efficiency. Over and above this, I spent £50 staying in good hotels and eating and wining without particular regard to economy. This figure included petrol, garaging, etc., and a few presents.

Finally, a word about the old Lea-Francis. We covered 1,500 miles and it gave no trouble apart from oiling a plug due to descending the Simplon with an over-full sump. We cruised at 40 to 45 m.p.h. when road surface permitted, and used four pints of oil. It never boiled and at no time was it really necessary to top-up the radiator. The regular, untiring performance speaks volumes for the quality of it, and, as one Bernese admirer put it, "a car like this is a fine advertisement for British goods."

Since returning, it has been used as a hack every week-end, and last autumn, without any attention apart from plug cleaning, it won the 1,500-c.c. Class in the V.S.C.C. Bisley Rally. Now, it must go into enforced retirement. I know that, like its owner, it looks forward to further expeditions abroad in happier days. Bravo "Fanny"!

THEY'RE DOING IT IN GERMANY!

It comes as a decided shock to find that racing takes place in Germany at the present time, that two motoring journals are published there and that the *Allgemeiner Deutscher Automobil Club* has been revived, with headquarters in Munich. In addition, be it known, the *Arbeitsgemeinschaft Deutscher Motorfahrer* has been established, with Hans Bretz, who recently addressed a convention of racing drivers in Hockenheim, near Heidelberg, as its president. This A.D.M. is hoping to get itself accepted by the F.I.A., who recently, it claims, accepted Austria as a member.

Most of the cars which German drivers will race this year are Bugattis, Maseratis and Alfa-Romeos of 1935 vintage or thereabouts, but rumour has it that Uhlenhaut has a blown 120-h.p., 156-m.p.h. car under construction at Wetter, in the Ruhr valley, backed, rumour persists, by a British firm or team. Certainly it seems that Ernst Loof is doing very nicely at a tiny factory in the French zone, with his Veritas, which consist of 328 B.M.W.s rebuilt at a price of 12,000 marks—less than half the black-market price of a Leica camera. Weight is reduced by some 527 lb. by using a new tubular chassis, and the engine is given a new crankshaft and lubrication system and new valves. A really good 2-seater, all-enveloping aerodynamic body is fitted. A Veritas, run for 261 miles on the Hockenheim track, averaged 111 m.p.h. and gave about 13 m.p.g. on a 25 per cent. benzol, 75 per cent. petrol fuel. 156 m.p.h. is spoken of as the car's maximum. Loof employs 35 persons and has already had orders for eleven cars. He dreams, they say, of a bigger, *monoposto* racing car.

Falkenhausen has been busy on a modified 4-cylinder F.I.A.T. engine, presumably the "1,100," with four carburettors, giving 80 h.p. at 6,500 r.p.m. A few such engines will be built and sold for 30,000 marks each and Cisitalia are said to be vaguely interested. Over and above these cars, German amateurs are building "specials." For instance, Kuhnks and Mueller converted a Volkswagen into a blown, aerodynamic all-enveloping coupé able to do nearly 90 m.p.h. and, although Dr. Feuereisen, of Volkswagen's, doesn't like it, he expects the trend to spread. Another "special" uses an o.h.v. V-twin Neander-J.A.P. motor-cycle engine out ahead of its front wheels. While Britain has no place where the B.R.M. can be tested, these German enthusiasts go racing even in the British zone, if a statement in "Weekend"—an American zone magazine—is to be believed. Alfred Neubauer suggests that German drivers should form small groups, and get wealthy sponsors of races run as sweepstakes or with *pari-mutuel* betting. But these German racing drivers, *vide* "Outlook," apparently find the public so keen on motor-racing that they are doing very nicely as it is, thank you. Curious—for, after all, Britain did *win* the war.

W. B.



VETERAN TYPES—XXXIII

A 1922 T.T. SUNBEAM

by Cecil Clutton

NO single person has so completely dominated racing design in his time as did Monsieur Henri during the decade from 1912 to 1922. His admirers and imitators were many and the 1914 T.T. Sunbeam was an almost nut-by-bolt copy of the 1913 Peugeot.

Having set the pace for high-speed, 2-o.h.c. engines before the Kaiser war, when racing started again in 1919, Henri pioneered the straight-eight engine which has remained the most consistently successful layout until, at the present time, it seems likely at last to give way to the V12 and V16.

Despite much head-shaking by the pundits, the majority of cars entered for the 1921 Grand Prix had eight-cylinder-in-line engines and the marked external similarity between the engines of the Henri-designed Ballot, and the Coatalen designed S-T-D cars showed that Coatalen had not forsaken his hero. Nevertheless, the 1921 cars were no mere slavish copies as their predecessors of 1914 had been, and while the S-T-D team were not, perhaps, as fast as the Ballots, they were in many ways more modern in outlook, and if one contemplates the similarity of layout and design between them and a Type 57 Bugatti, it is seen that here was a model for sports car designers for the next 15 years.

It appears that seven of these cars were prepared for the 1921 Grand Prix, it being intended that two of them should run as Sunbeams, two as Talbots, and three as Talbot-Darracqs. The Sunbeams did not start in the race, but the Talbots all finished and Boillot's car gained fifth place. In the same year the team competed at Indianapolis, and one of the cars finished fifth at an average of 83 m.p.h. At Indianapolis the front brakes were omitted and it was said that the chassis was offset on the axles—a trick practised by Peugeot for the 1914 race.

In 1921-22 the Sunbeams were considerably rebuilt for entry in the 1922 T.T. race over the mountain circuit in the Isle of Man, and various modifications were carried out. In the G.P. the foot brake was reported to operate on all four wheels and the handle on the rear drums only. For the T.T., the pedal operated the rear brakes only and the front were controlled by the hand lever.

Four carburettors were fitted in 1921, and different sources of evidence give them as being variously Claudel Hobson, and horizontal Zenith instruments, fitted with forward-facing air scoops, which were supposed to provide a mild supercharging effect. Whether the French cars actually used four carburettors in the Grand Prix seems open to doubt. It was said at the time that two produced greater power at either end of the power curve, while four were more effective in the middle range. As this is the opposite to what one would expect it seems not

unlikely that the carburation in both cases may have been rather hazy and, indeed, most carburettors during the Henri decade seem to have had unnecessarily large chokes.

Delco coil and distributors were used for the G.P., but for 1922 these were supplanted by two B.T.H., four cylinder magnetos. With the very poor spark at high speeds offered by coils in the early twenties, it is difficult to see what practical advantages can have been attributed to their use on a racing car at that time.

In the T.T., of the three Sunbeam entries, Kenelm Lee Guinness was a non-starter owing to clutch slip, Segrave retired on the 5th lap with magneto trouble, and the race was won by Chassagne at 55.75 m.p.h. The race was noteworthy for the first appearance in racing of a Bentley team, being practically standard production models, all of which finished, the best securing second place.

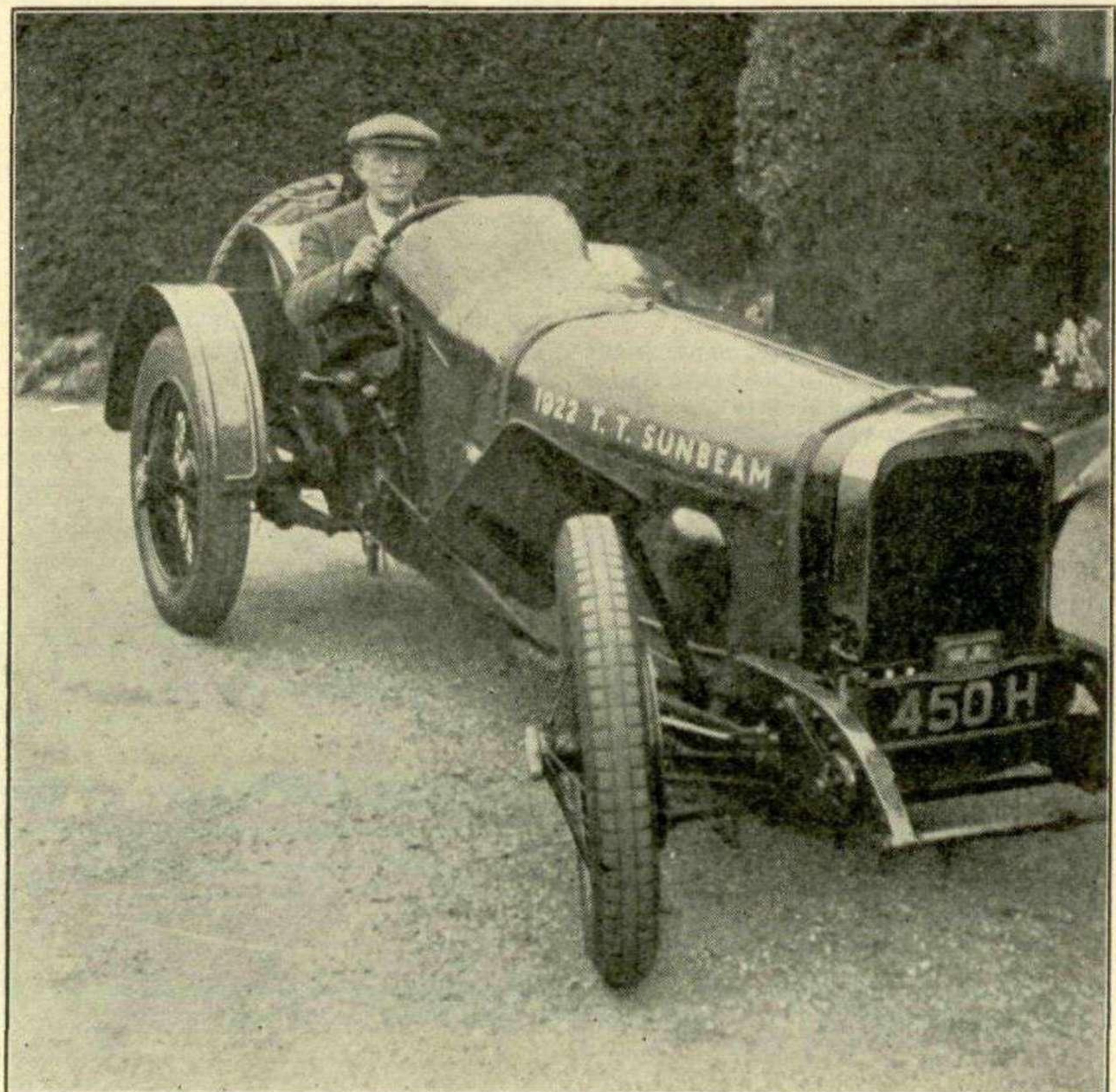
The 1½-litre race was won by Algernon Lee Guinness on a Talbot-Darracq.

The multi-plate Hele-Shaw clutches were a rational departure by Coatalen from Henri practice, for although multi-plate clutches had been popular in racing for the previous 15 years, Henri retained, to the last, an almost pathetic faith in cones. It did, however, happen that the Sunbeam clutches gave a lot of trouble, being unequal to transmitting the power supplied.

After the T.T., the cars had quite a long racing career and, even previously, on March 28th, 1921, Segrave drove one with an Indianapolis chassis to victory in a 3-litre scratch race at Brooklands, averaging 94.64 m.p.h., with a fastest lap of 101.64 m.p.h. This car had four Zenith carburettors. The best Brooklands lap recorded by any of the team was 102.9 m.p.h., by Dario Resta in the 38th, 100 m.p.h. short handicap, Easter, 1924. One handled by C. J. Jackson also performed successfully at Southport for many years.

The specification of the Sunbeams in T.T. form was as follows:—

Engine.—8-cylinders in line, 65 by 112 equals 2,973 c.c. Two blocks of four cylinders, non-detachable heads, with aluminium blocks and steel liners. Four valves per cylinder operated by twin overhead camshafts driven by train of straight-cut gears at front of engine. Crankshaft is a nickel-chrome forging, with counterbalance weights, carried in five white metal main bearings. The



Sir Algernon Guinness, Bt., at the wheel of the 1922 straight-eight T.T. Sunbeam so ably preserved by Anthony Heal.

front four webs are parallel to each other, being at right angles to the rear four, giving a firing order of 1, 8, 3, 6, 4, 5, 2, 7. Connecting rods H-section, white metal big-end bearings. Aluminium pistons. Dry-sump lubrication (separate tank under mechanic's seat) effected by gear-type pump. Minimum safe oil pressure 35 lb. per square inch, two vertical Claudel-Hobson carburetters with water-jacketed manifolds. Fuel feed by pressure from bolster-type tank at rear. Two B.T.H., 4-cylinder magnetos on off side of engine. Weight of engine dry 520 lb., 108 b.h.p. at 4,000 r.p.m. equals 4.8 lb. per b.h.p. Fuel consumption .7 pint per b.h.p./hour at 3,000 r.p.m.; .65 pint per b.h.p./hour at 3,500 r.p.m.

Transmission.—Hele-Shaw clutch with 6 plates, alternate phosphor-bronze and steel, driving to separate four-speed gearbox having forward ratios 1, 1.165, 1.725, 2.6 to 1. Open propeller shaft. Bevel driven rear axle with alternative ratios of 3.69 or 4 to 1; 4 to 1 was used for T.T. and a higher ratio still was probably used at Brooklands. Wheels, Rudge-Whitworth wire detachable with straight-sided tyres, rear 32 ins. by 4½ ins.; front 32 ins. by 4 ins.

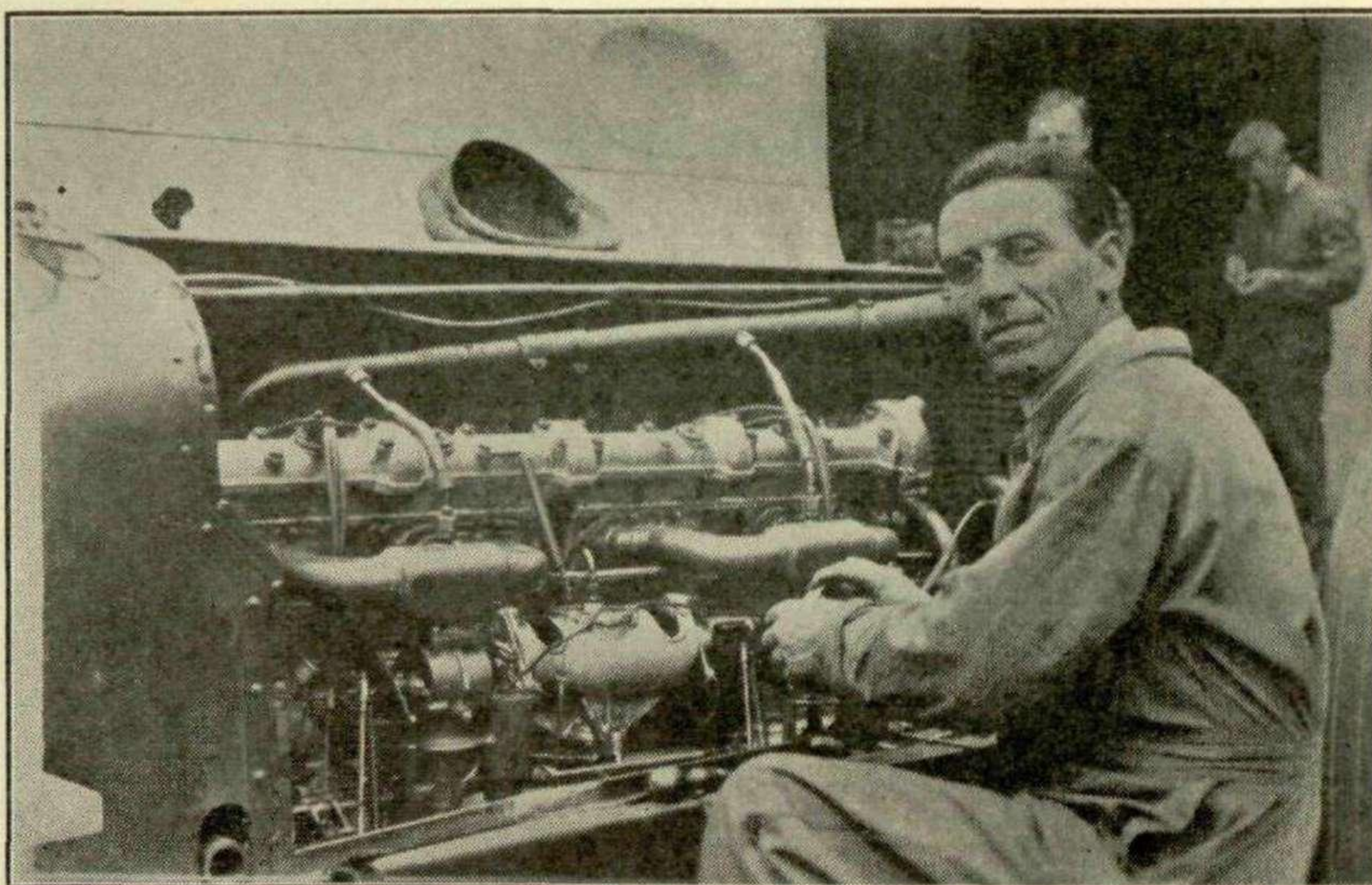
Chassis.—Wheelbase: 8 ft. 9 ins.; track: 4 ft. 7 ins. Upswept over front and rear axles. Engine and gearbox carried in sub-frame. Front end of crankshaft is below centre-line of rear axle to give lower centre of gravity. H-section front axle. Semi-elliptic springs front and rear.

Brakes.—Ribbed steel drums on four wheels. Original linings were cast iron. Foot brake to rear drums; hand lever to front drums. Ratchet adjustment for both front and rear operated from mechanic's seat. Operation of front brakes is on the Isotta Fraschini principle.

Body.—Narrow two-seater. Staggered seats; 30-gallon, bolster-type copper petrol tank. Flared front wings used in T.T. Approximate frontal area without wings, 11½ sq. ft.

Weight as for T.T. race 2,595 lb. (weight in G.P. form was 2,184 lb.).

Of the T.T. team, all three chassis still exist and most or all of the remaining engine parts are owned by Anthony Heal, who also has Chassis No. 3. This car probably ran in the 1921 Grand Prix as a



Bill Perkins, the Sunbeam racing mechanic, preparing one of the 1922 T.T. cars before the I.O.M. race. Note the two Claudel-Hobson carburetters, the casing enclosing the bevel-gear drive for the two magnetos and the inlet manifold water-jackets.

Talbot (with, of course, a Talbot radiator) and finished 10th, at 62.6 m.p.h., driven by Segrave. Segrave again drove it (after rebuilding as a Sunbeam) in the 1922 T.T., retiring with magneto trouble on the 5th of the 8 laps. Segrave, however, led for the first three laps and put up the fastest lap of the race, in 39 min. 15 sec., at 57.7 m.p.h. This was the first lap and was, therefore, from a standing start. After passing through various private ownerships the car finally came into Heal's hands in 1942.

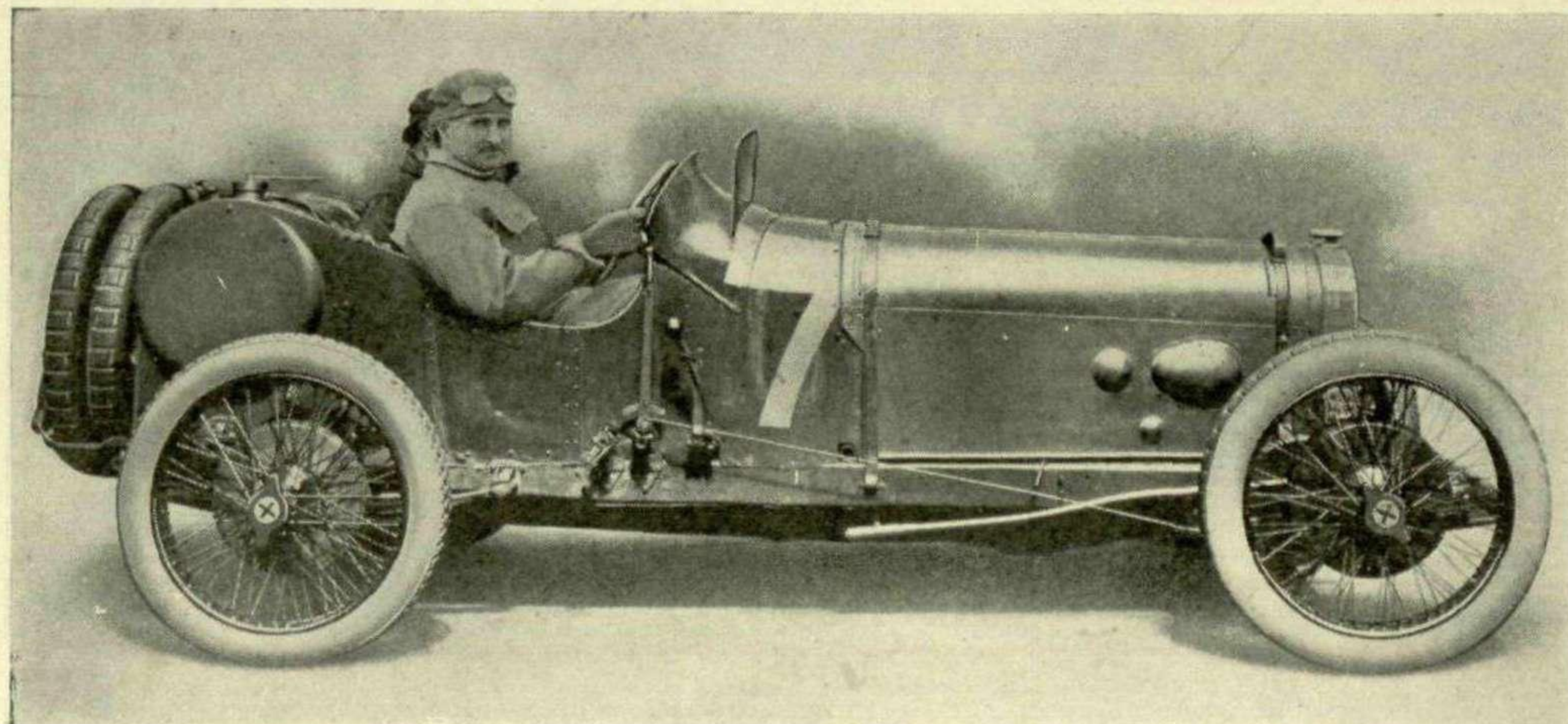
During the past eighteen months it has been pulled to pieces, cleaned up, reassembled in T.T. form and painted (British racing-green) by Len Gibbs, of Slade's Garage, Penn, who is also responsible for Heal's 1910 F.I.A.T., which he drove so effectively at Prescott and Brighton during 1947. The Sunbeam is now thoroughly reliable and serviceable, but no attempt has so far been made to regain its original performance.

The axle ratio now fitted is 3.69 (the low ratio of 4 to 1 was used for the T.T.)

giving overall ratios of 3.69, 4.325, 6.4 and 9.6 to 1. While, at the permitted maximum of 4,000 r.p.m. the road speeds are 104, 89, 70 and 42 m.p.h. This indicates that at 104 m.p.h. there would still be power in hand. Although, with T.T. wings and a mechanic, the frontal area might well be as much as 13½ sq. feet, which would almost exactly absorb 108 b.h.p. at 104 m.p.h.

In its present tune, and on pool petrol, the maximum on either 3rd or top seems to be about 80 m.p.h., which suggests that the power output may be down to as little as 50 b.h.p. Indeed, probably due to rather tired sparking plugs and valve springs, it is difficult to push the engine above 3,700 r.p.m., even in bottom.

The power-curve, as will be seen from the accompanying graph, is remarkably straight-line for the period and as a natural consequence, the b.m.e.p. is almost constant from 2,000 r.p.m. upwards. In this respect, the Sunbeam differs from the 1921 G.P. Ballot which had a more flat-topped power curve,



Chassagne in the Sunbeam with which he won the gruelling 1922 T.T. race, averaging 55.75 m.p.h. in pouring rain.

peaking at 3,300 r.p.m., as against the 3,800 r.p.m. of the Sunbeam. As a result, the Ballot, which was also lighter than the Sunbeam, was able to pull both higher and more widely spaced ratios, namely, 3, 4.2, 5.4 and 7 to 1. Since 4,000 r.p.m. on the Sunbeam represents a piston speed of only 3,000 feet per minute, the engine could be driven practically without reserve, and even the classical touring speed of 2,500 f.p.m. is as much as 3,350 r.p.m., being equal to 88 m.p.h. on the present gearing.

The contemporary T.T. Vauxhall, designed by Ricardo, was far more adventurous in the matter of piston speed and power output, developing 129 b.h.p. at nearly 4,000 feet per minute, but, in usual Vauxhall fashion, it had not been finished in time to show its potential form in the T.T. race.

The firing order adopted by Henri and Coatalen amounts to two four-cylinder engines joined end to end, each having a firing order of 1, 3, 4, 2. The back set of four has, as its "No. 1" what is, in fact, No. 8 of the engine, so that the two firing orders start at opposite ends of the engine and work in towards the middle. The arrangement is particularly favourable to gas-distribution from two carburettors, but is subject to an unbalanced couple, which is said to produce excessive crankshaft vibration. Tests conducted by Sunbeams showed that maximum vibration occurred at 1,750 r.p.m., which is, in any case, outside the speed range usually employed. Moreover, it is quite undiscernible when driving the car. It may, however, be that the present nickel-chrome crankshaft is of later manufacture than 1922. The good mixture distribution is clearly evidenced by the car's ability to run smoothly at 800 r.p.m. in top gear.

This car, like nearly all racing cars of the early twenties, has always possessed a tremendous fascination for me, so that I was immensely excited when Heal invited me to quite an extensive run on the last day of basic motoring. The party was completed by C. R. Abbott of 1904 Mercedes fame, and we took it in turns to drive his Lancia Augusta which came as tender.

On this occasion, the de-tuned engine may have been something of a safeguard, since we soon found ourselves in quite a dense fog, and the temptation to discover terminal velocities, had they been available, might have been fraught with some peril. As it was, 75-80 m.p.h. seemed quite fast enough for safety.

The driver is protected by a metal cowl, which is so effective that it is hardly necessary even to wear goggles. The passenger, however, enjoys no such protection, and on a cold or wet day his lot is not a happy one.

From either seat, the long narrow bonnet stretching out ahead, and the pattering wheels and axles afford a kind of thrill peculiar to this type and era of car, while the driver gains a feeling of immediate confidence from the light, sensitive, high-g geared and extremely accurate steering (incidentally, the steering wheel is now of rigid pattern, but in G.P. form they were made with laminated, spring-steel spokes). The pedals are conveniently placed (accelerator in the middle) and the brake and gear levers

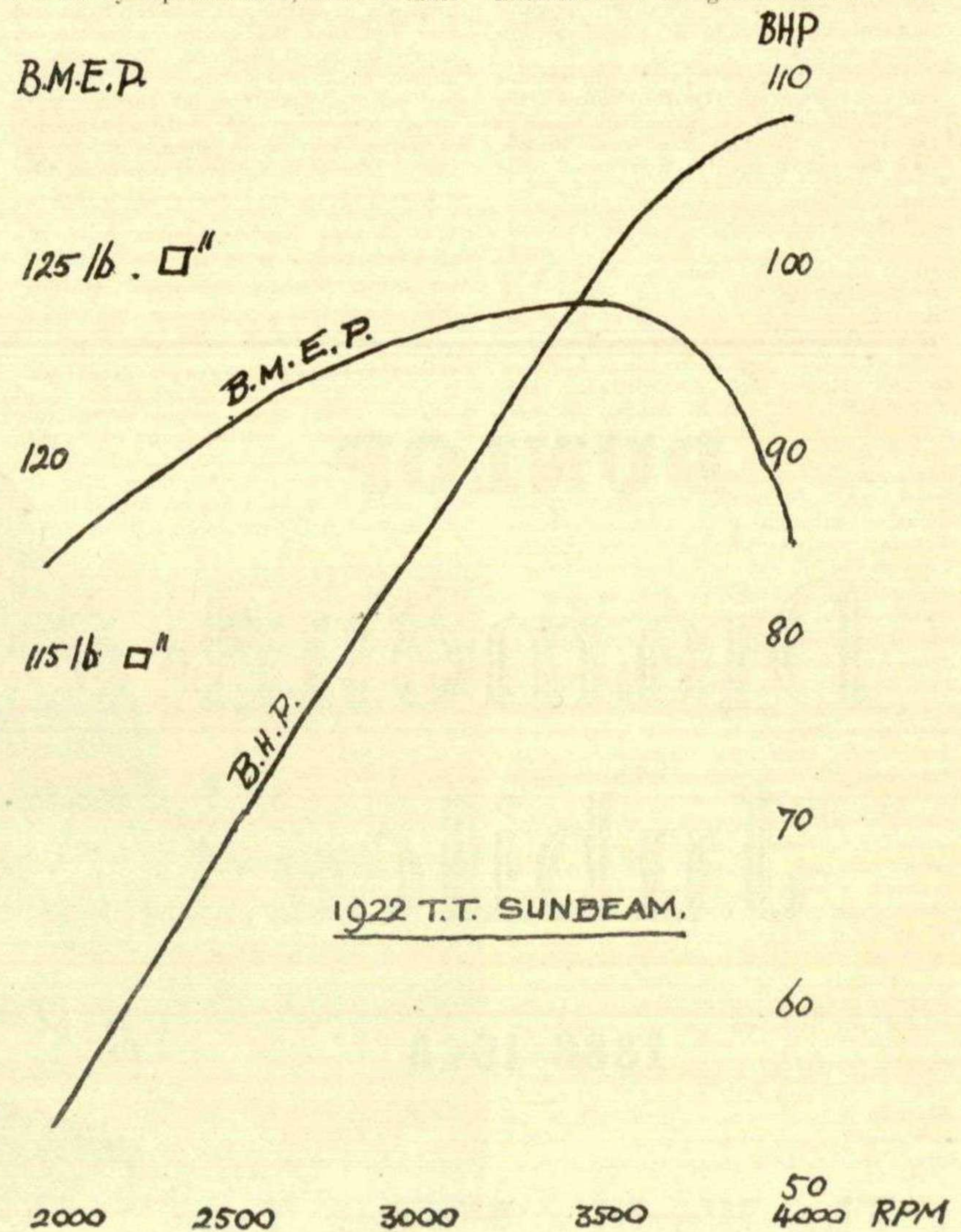
are outside. The brake comes comfortably to hand, but the gear lever seems unnecessarily far forward (uncomfortably placed gear levers seem a speciality of Sunbeam racing cars).

Getting away from rest requires careful use of the clutch, and until the gear-box oil is warmed up, gear changing is excessively tricky. Once warm, a slight pause is required between bottom and second, and subsequent upward changes are made as quickly as the lever can be moved. Indeed, the movement across the gate being considerable, it is quite an effort to get from 2nd to 3rd before the revs. have died. Double-declutching assists downward changes, though, the ratios being so close, and the engine being innocent of a flywheel, it is difficult not to over-rev. With a little practice a single, semi-declutch would probably produce better results.

With the engine so much below par, acceleration times become of little interest, while the usual tests from 0-60 m.p.h. are hardly representative, since it takes

so long before the engine bites in bottom. Even so, 0-60 was accomplished in 19 sec., which is good enough for most small modern sports cars; 45-60 m.p.h. in 2nd, covering the most effective part of the range, from 2,500-3,500 r.p.m., occupied 8 sec. Poor as these figures are, they do represent what an extremely useful performance would be available with a full, properly fed stable.

The general engine characteristics are quite extraordinarily Henri-like. This is the fourth Henri or Henri-inspired car I have had the privilege of driving (1914 T.T. Humber, and 1919 and 1921 Ballots) and all of them hunt about and rattle prodigiously below 2,500 r.p.m., at which speed the whole engine seems to gather itself together; the engine note changes; the threshing of the timing gears merges into a single note, and the car starts to accelerate in an entirely different manner. As also seems true of most of this school of design, the engine appears to be remarkably insensitive to the ignition control. The



Power curve for the 1922 T.T. Sunbeam, drawn by Cecil Clutton.

unenthusiastic performance below 2,500 r.p.m. is, I feel reasonably sure, largely attributable to the immense chokes and barrel-type throttles. I should much like to see how one of these engines would perform on two or four S.U.s. If the engine was as unresponsive at low speeds in the T.T. as it is today, it is difficult to imagine how the cars dragged themselves up the first part of the mountain, coming out of Ramsay.

The engine runs extremely cool, and on the occasion of our run more than half the radiator was blanked off. An amusing fitting is an overflow pipe from the radiator, emerging through the cockpit just by the driver's elbow. An emission of steam thus enabled him to determine when the kettle was boiling. Despite the very homely set of sparking plugs installed, there was no tendency at any time to oil up—a very different state of affairs to the Ballots where, unless M. Henri's precarious system of lubrication was adjusted to a nicety, plugs oiled with distressing frequency. On the Sunbeam it is, however, possible momentarily to rich up a plug at low engine speeds.

The car provides a very comfortable ride and the springs, Hartford-damped, are long for a racing car, especially those at the front. To lock the front brakes, rock the car to and fro, and watch what

happens to the springs and axle, gives no confidence at all in the brakes, and on the 1921 Ballot they were, in fact, notoriously treacherous. But, in practice, the Sunbeam brakes are wonderfully effective, while the ability to balance the pressure on front and rear shoes enables the driver to obtain the best braking for any given set of conditions. Despite the powerful retardation and the fact that (apart from the plainly visible effect) the driver can feel the axle turning somersaults through the reaction of the hand lever, there is no evil effect apparent on the steering of the car. The H-section axle, incidentally, was described, in its day, as being exceptionally strong in order to withstand braking torque, but to us, today, it looks painfully flimsy and it does in fact, twist to a noticeable extent.

The cornering characteristics are extremely modern in style and have none of the pronounced oversteer so fashionable in cars of the vintage era. This is no doubt due to the fact that there is so little disparity in spring-rate between front and rear and that the spring-centres are so nearly similar at each end. This gives an almost equal roll-resistance so that the car can be taken round corners in a steady four-wheel slide, with no tendency at either end to a premature break-away. The limiting factor is provided by

the chassis which, being almost entirely unbraced from end to end (the engine and gearbox are mounted on a sub-frame), and narrow as well, is excessively flexible. So that, if a bump of any severity were to be encountered when the front wheels were sliding, it would be all too easy to lose them completely. But on a smooth road, it would be hard to match the Sunbeam's cornering powers, either with independent suspension or without.

Taken as a whole, it is as pleasurable and satisfying a car to drive as I know, and with full power available it would be as fast from place to place as most.

Anthony recently took the car to call on Sir Algernon Guinness who was extremely pleased to see it after so many years, in such handsome condition. The accompanying photograph shows Sir Algernon sitting in the car and also gives a very good notion of what a tremendously handsome machine it is. Perhaps the most inspiring view of all is from the back, where the narrow body and spring-centres, and the huge polished bolster tank recall to the full a very grand age of motor-racing.

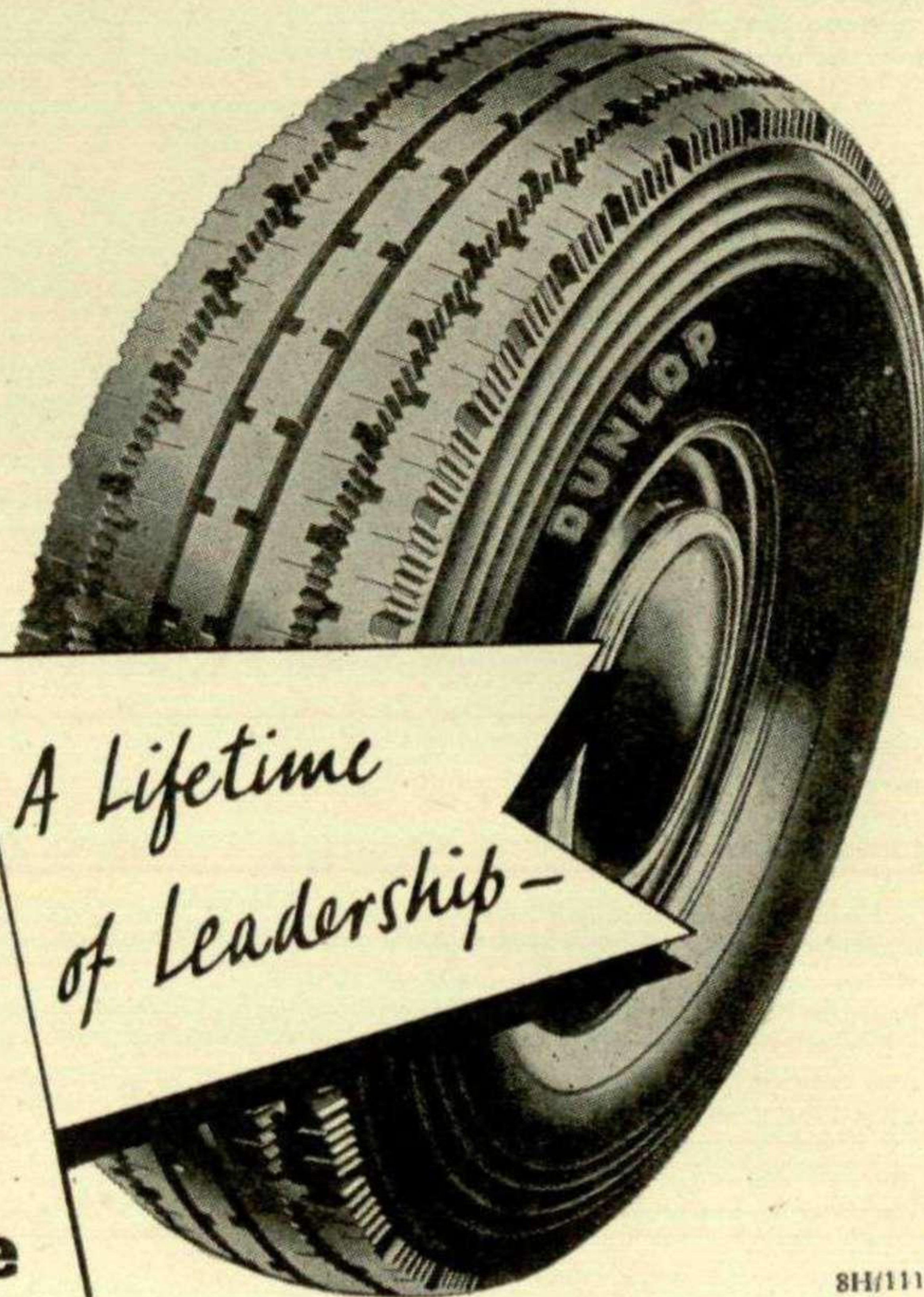
I am tremendously indebted to Anthony Heal for providing much of the historical data contained in this article, but far more for allowing me to drive his very beautiful motor car.

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ETTORE BUGATTI

by
"BALADEUR"

BY the death of Ettore Bugatti, which was recorded in these columns in October, the motoring world has lost one of its most picturesque, best-known and yet most enigmatic personalities. Of his picturesqueness and his fame a great deal has been said and written during Bugatti's lifetime; the aspect of his career which since his death most urgently requires attention is perhaps the enigma of his long comparative obscurity.

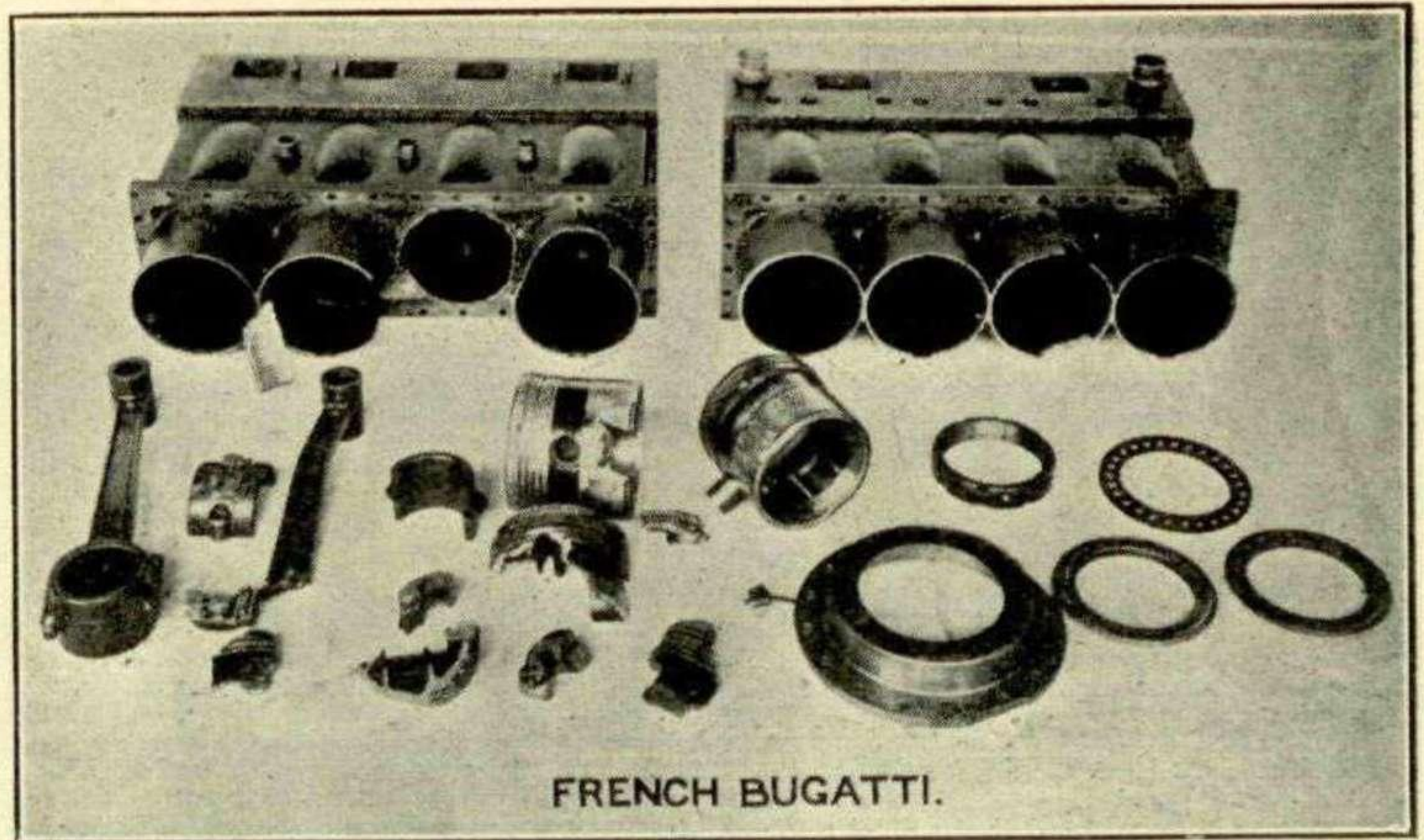
I have seen it stated recently, in usually well-informed quarters, that in 1914 the Bugatti was one of the best-known sports cars in this country. It is a statement, however, which very greatly surprises me. I do not know how many Bugatti cars were imported into this country before the first World War, but I should be surprised to find that it in any way approached a sufficient number to make the car in any sense well known to the general run of motorists. Early Bugattis may have been thoroughly appreciated by the *cognoscenti*, but I doubt whether the marque was any more widely known in 1914 than is, shall we say, the Tatra in 1948.

Now the curious part about this is that while other sturdy individualists without powerful financial backing such as Louis Renault and Louis Delage, to take but two examples, became famous almost overnight, Ettore Bugatti, who had at

least as much individuality and genius as either of them, and who started designing, if not himself actually manufacturing, motor cars at the very beginning of the century, should have had to wait

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In this article, which serves as an obituary to one of the greatest automobile engineers of all time, our inimitable contributor introduces some most absorbing controversy.—Ed.
.....

for about twenty years before his fame began to equal theirs. And the answer to the riddle presumably is that while Bugatti was early enough in the field, he was not in the field in France; and that in marked contrast to Renault and



FRENCH BUGATTI.

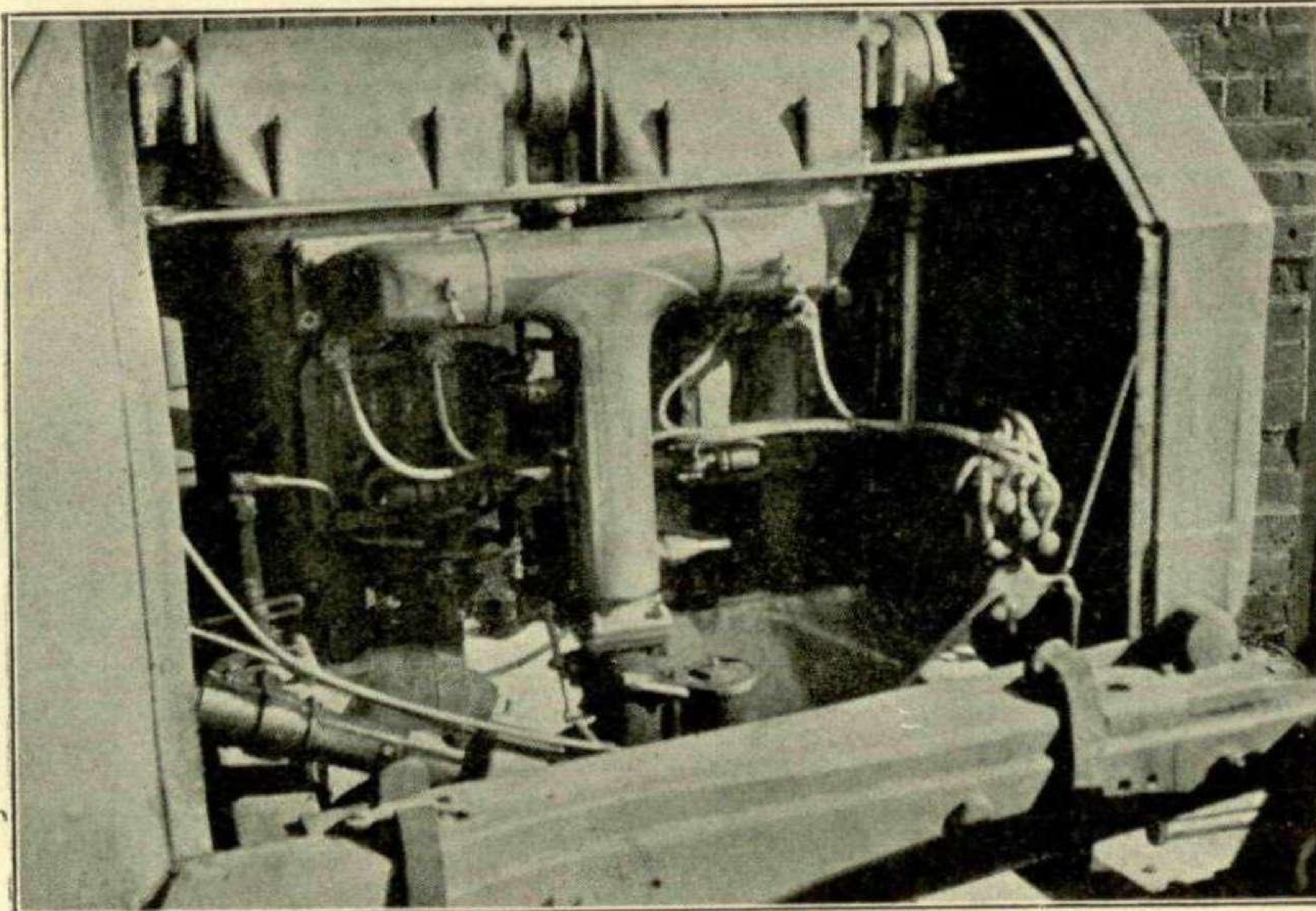
Parts of a Lion Bugatti aero engine, a 14½-litre unit produced during the Kaiser war, laid out for inspection after a "blow-up." The similarity of this engine to the straight-eight G.P. cars of 1922 onwards will be appreciated by Bugatti enthusiasts. Three valves per cylinder, operated by an o.h. camshaft, were used, as continued for the earlier straight-eight car engines.

Delage, his activities in the field of racing before 1914, as far as his own products were concerned, were sporadic and not markedly successful. After 1919 Bugatti was not only a French motor manufacturer but an outstanding French manufacturer of racing cars; and it is from this period that I should have dated his fame.

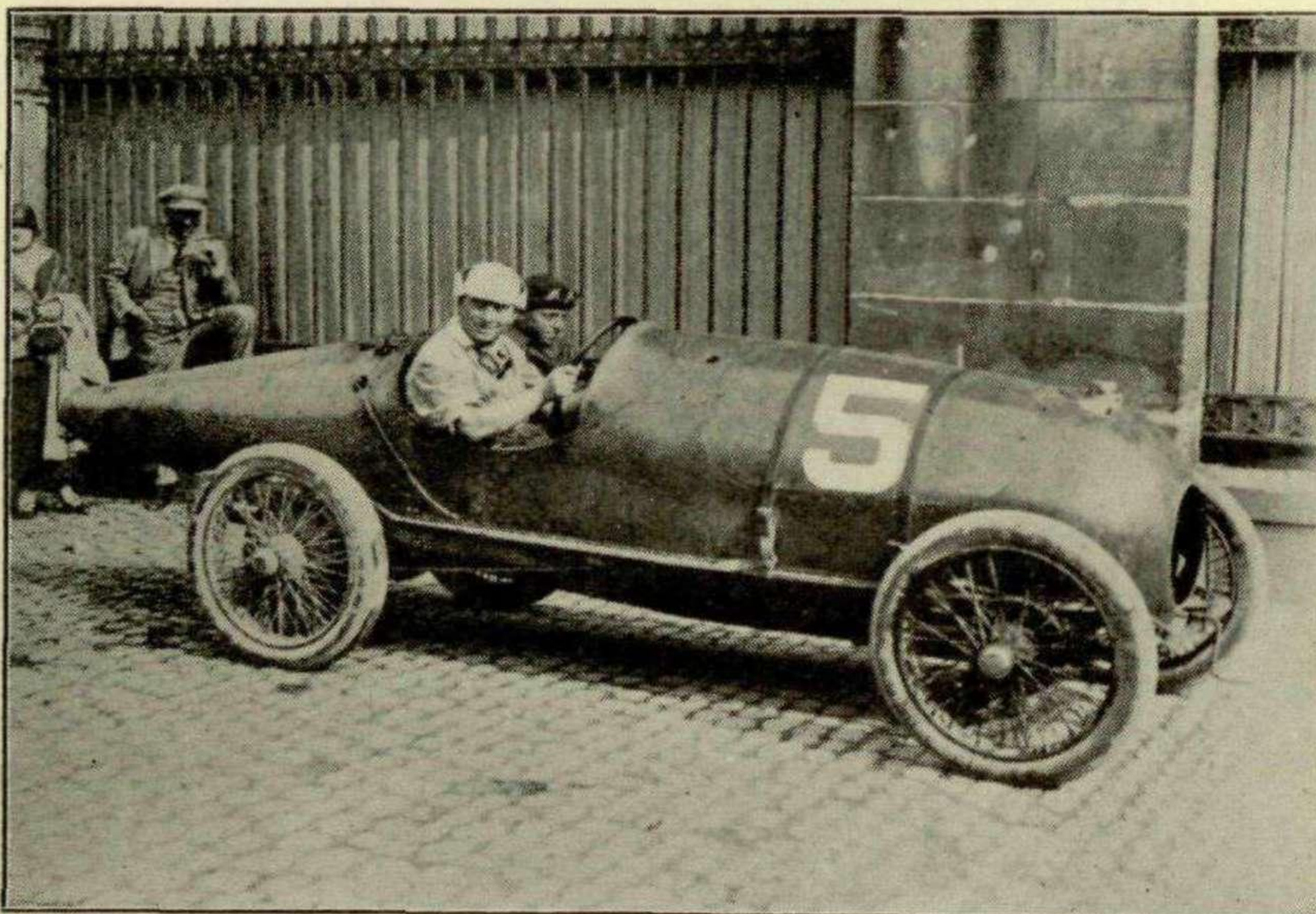
But if it was since 1919 that he reaped the major part of his harvest, it was perhaps before that date that his chief contribution was made to the advancement of motor car design. Just how great that contribution was would not at present appear to be fully established. Early surviving examples of Bugatti's admitted work show clearly that he was at least one of the earliest designers who was prepared to entrust the single overhead camshaft type of engine to the hands of the public. How far was he responsible for the racing prototypes of this design?

They consist, notably, of the 120-h.p. Isotta-Fraschini of 1905, the small 4-cylinder 1,200-c.c. *voiturette* racer of the same marque which appeared in 1908, and the Tipo S.61 Havannah Grand Prix F.I.A.T. of the following year. Now the connection, if any, of Bugatti with these designs remains somewhat ill-defined. Bugatti was a native of Milan and very soon after the turn of the century he was employed as a designer by De Dietrich, which was closely associated with Isotta-Fraschini, also of Milan. Bugatti, therefore, can scarcely have been a stranger to the development of the Isotta; the question, however, which remains is whether Isotta-Fraschini owed the overhead camshaft design to Bugatti, or whether Bugatti owed what he afterwards developed so successfully to Isotta-Fraschini.

Again, with regard to the Tipo S.61 F.I.A.T., it is clear that, as early as 1901, E. E. C. Mathis was connected with De Dietrich, since he drove one of these cars in the touring class of the Paris-Berlin race. It is also clear that, by 1905, Mathis and Bugatti were in partnership, for in that year their 60-h.p. Mathis-Bugatti competed for the Herkomer



Conundrum. Did Bugatti or Mathis design the single o.h.c. engine of the Tipo S.61 F.I.A.T. seen here?



The barrel-bodied 2-litre Bugattis used for the 1922 season. The exhaust outlet was in the tail of the body.

Trophy. Further, it appears that Mathis was the Strasbourg agent for F.I.A.T., as well as De Dietrich (proof of which may be obtained by consulting the *Michelin Guide* to Germany of appropriate date), and it has even been suggested that the early Bugatti cars were made, at Mathis' suggestion, as sort of scaled-down models of the Tipo S.61. If so, was Bugatti copying in miniature his own design or somebody else's? And if the latter, what relation, if any, did he bear to the designer of the earlier, and somewhat similar, Isotta-Fraschini engines? It almost seems that if Bugatti was not the designer of all these single overhead camshaft engines, they must have been created, like the poems of Homer, by another designer of the same name.

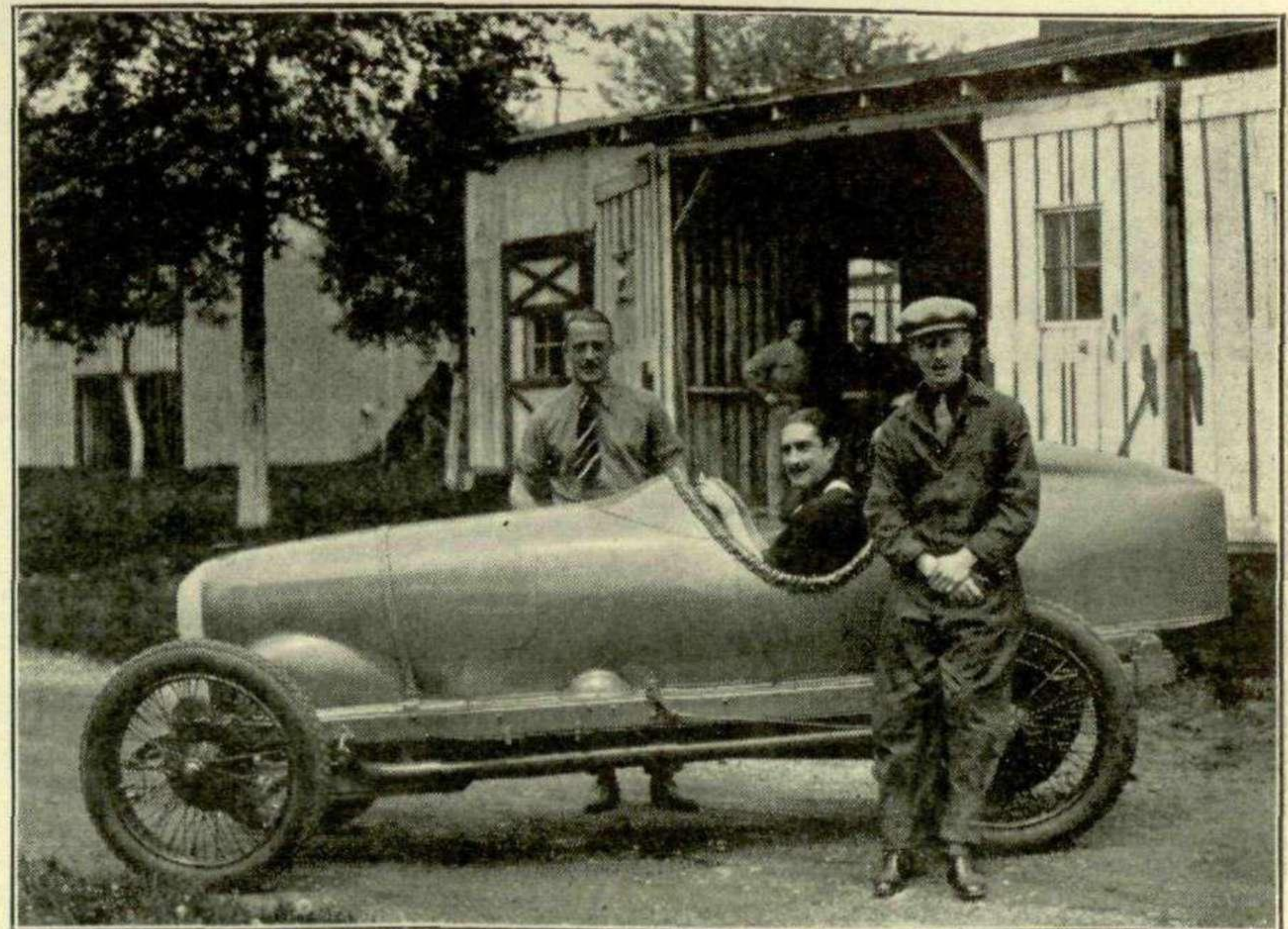
The next major step in the design of racing engines was the provision of two overhead camshafts instead of one, but this was a step for which not Bugatti, but Peugeot and the Swiss engineer Henry were responsible. While the engine that enabled Georges Boillot to win the 1912 Grand Prix was being designed, Bugatti was making a very different contribution to the fame of Peugeot, in the shape of the Baby Bugatti, which afterwards became the Baby Peugeot. This had two camshafts all right, but it kept them in the crankcase, and instead of overhead valves, had side valves in a "T" head. Indeed, it is interesting to note that Bugatti himself came late and with apparent reluctance to the dual overhead camshaft engine. The Henry design spread from Peugeot to Sunbeam, Henry himself moved from Peugeot to Ballot, other designers took their cue independently from him, and by the early 1920's the design was almost universal for racing engines—with the exception of those designed by Bugatti, which continued to use a single camshaft and vertical valves. It is this, therefore, which must be regarded as the typically Bugatti design, and it is interesting to note that advanced as it was at the time

of the early admitted-Bugatti products, it was really out of date by the time that the success of the Brescia model finally set the seal on Bugatti's fame.

Before considering other aspects of Bugatti's contribution to the design of high-efficiency engines, it is necessary to revert to the entirely different example of his creative genius represented by the Baby Peugeot. The very small engine of simple design is really astonishingly well fitted for the job for which it was intended, and the enigma in this case consists in the

question as to why it was not in fact more successful. Mass production, one imagines, would hardly have suited Bugatti's temperament, but Peugeot, one would have thought, had the resources to occupy the place that was actually filled more notably in France by the 5 C.V. Citroen and in England by the Austin Seven; and armed with Bugatti's design, Peugeot had the best part of ten years' start.

Whatever may have been his views about mass production, Bugatti shared one idiosyncrasy with the late Henry Ford, and that was his aversion to the 6-cylinder engine. As far as I know, no 6-cylinder design ever emanated from Molsheim, any more than it did after the very early days from Detroit. Bugatti, however, did not in consequence remain so long devoted to four cylinders as did the Wizard of Willow Rouge. As early as 1913, in his search for perfect balance, more efficient cooling and the virtual elimination of the flywheel, all highly desirable contributory elements in the efficient attainment of high crankshaft speeds, Bugatti had constructed his first straight-eight engine, with a bore and stroke of 68 by 100 mm. (2,905 c.c.). (The dimensions, it will be noted, are identical with those of the 4-cylinder pre-Brescia model which was called, I believe, Type 22; but at the risk of incurring the combined censure of the whole membership of the Bugatti Owners' Club, I must confess to a constitutional inability to remember one Bugatti type number from another. Perhaps at a later date the Editor will provide me with a complete table, from number one to wherever we've got to, setting out the salient characteristics of each, whereupon I will undertake to preserve it as a *memoria technica*!) However, to return to the straight-eight of 1913, I do not

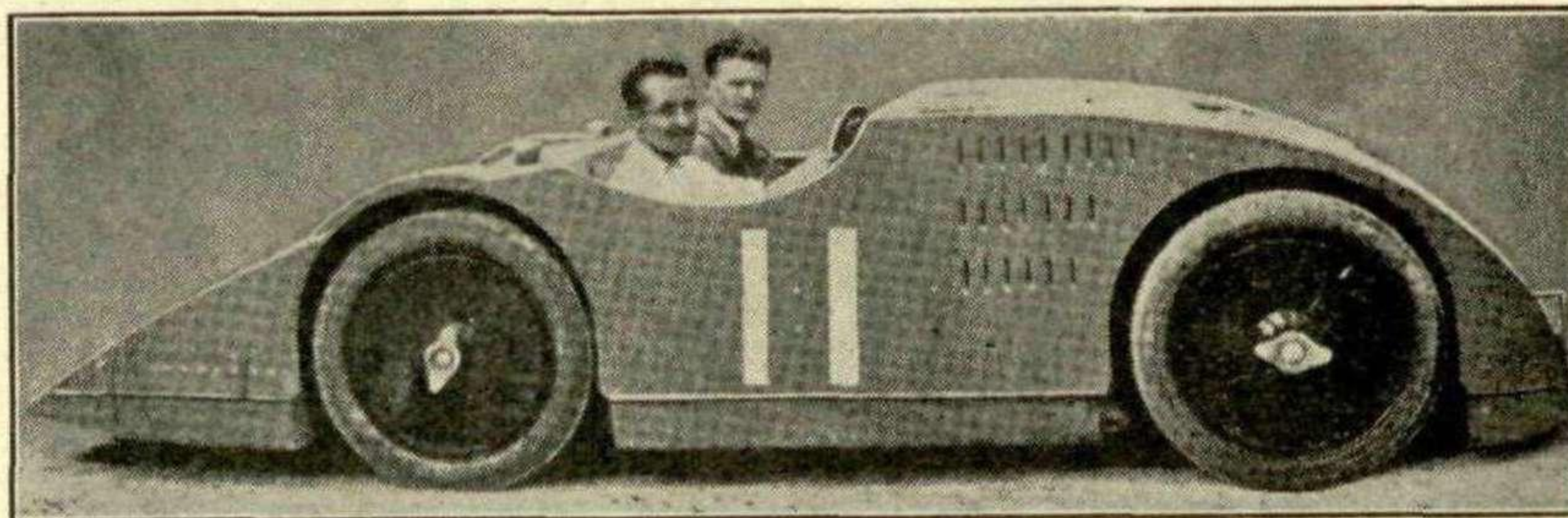


An interesting picture taken in 1923 at Indianapolis. It shows the late Count Zborowski in one of the 2-litre, straight-eight Bugatti cars, with body devised by the Spar aeroplane designer, which he ran in the 500-Mile Race in America that year. Gallop is seen in front of the car. Zborowski retired after 41 laps with a broken con.-rod, but a sister car finished 9th, at 77.64 m.p.h.

seek to claim any absolute priority for it in point of time, since it was preceded by the straight-eight C.G.V. of 1902 and the straight-eight Weigel of 1907. But whereas these were in the nature of "sports," without obvious forebears or legitimate descendants, the 1913 Bugatti engine was the direct ancestor of practically every other straight-eight ever built. This remarkable result came about in this way. Bugatti's experiments with the 3-litre engine were sufficiently successful that at the beginning of the Kaiser War he produced a design for an aero engine in the shape of a straight-eight with a bore and stroke of 120 by 160 mm. (14,476 c.c.), which was built in France under the direction of M. Henry and in the United States by Duesenberg; and it was so successful that both the Ballots and the Duesenbergs designed for the 1919 Indianapolis race had straight-eight engines. In a short time it had become the rage; and it is curious that twenty years later Bugatti was again one of its very few remaining exponents. The design, incidentally, had one marked peculiarity, for while the cranks were arranged on the 4-4 principle, one set was at 90 degrees to the other and the firing order was 1, 5, 2, 6, 3, 7, 4, 8.

By 1914, therefore, Bugatti, blazing a lone trail and still comparatively little known to the general public, had evolved the straight-eight, overhead-camshaft engine which was to render him so famous during the next decade. By the end of it, however, the most successful Grand Prix racing cars, while using his eight cylinders in line, had added to them M. Henry's two camshafts, and a supercharger. Bugatti, however, took as unkindly to the latter as he did to the former. Its development had been due to the tentative efforts of the Sizaires and Marc Birkigt in France, but its first practical application was left to Mercedes in Germany and Fiat in Italy.

Finally, a word must be said about Bugatti as a stylist. I have recently seen it stated that the beauty of a Brescia Bugatti is practically breath-taking. Personally, I prefer "Black Bess." Be that



[*"The Motor"* Photograph

The 1923 Bugattis were of straight-eight 2-litre type, disguised by this tank-like streamlining, which was accommodated by using a very abbreviated wheelbase and track. Our contributor refers to them as "the ugliest racing cars ever built."

as it may, however, few, I think, will deny that the barrel-bodied Bugattis which ran in the French Grand Prix at Strasbourg in 1922 could lay a very serious claim to being regarded as the ugliest racing cars yet built. Indeed, I would go so far as to suggest that they might be considered the ugliest racing cars ever built, were it not for the fact that the beetle-backed Bugattis which appeared at Tours the next year were if anything even uglier. And then, to continue the entomological simile, like a butterfly emerging from a chrysalis, came the first of the "blue Bugs"—the Grand Prix Bugatti of 1924. And the blue Bug., in my opinion, comes at least remarkably close to being not only the most beautiful racing car, but the most beautiful motor car of any sort ever built. When I first saw one, I remember, I disliked the cast aluminium wheels; once accustomed to them, however, one saw them as the crowning glory of a design that breathed balance in every line. Analysed, one of its most important features seemed to be the position of the radiator, set well back behind the front axle, a fact which is, I am sure, well in the forefront, at the present time, of the best minds in Derby and elsewhere. However, be that as it may, I find that I have only to compare Ettore Bugatti's designs for racing cars in 1922 and 1923 with those for 1924, to

be able to study the details of the most advanced styles for 1948 with something almost akin to hope.

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R.A.C. BRITISH HILL-CLIMB CHAMPIONSHIP

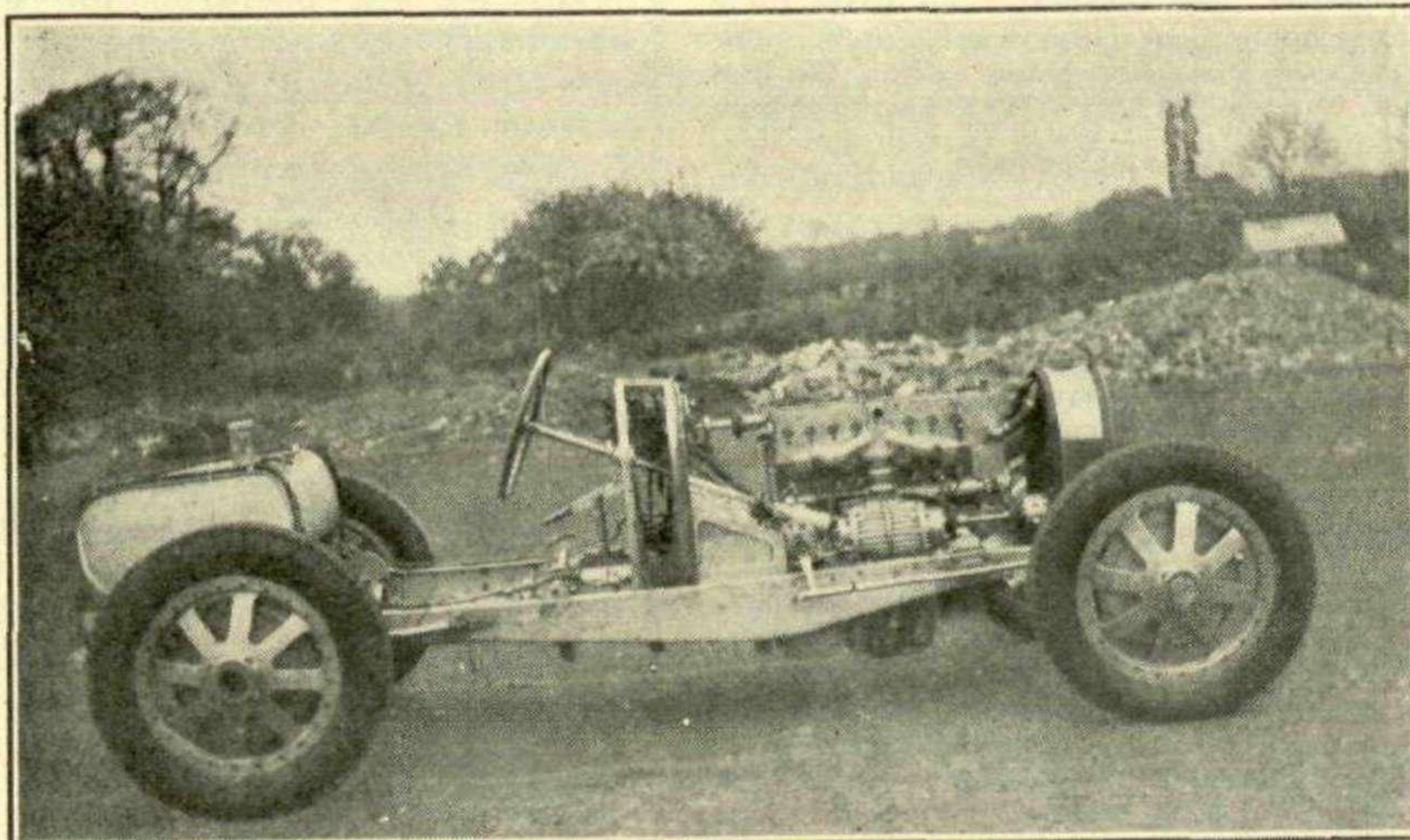
The R.A.C. British Hill-Climb Championship, introduced last year, will happen again this season, if sprint events are possible in the British Isles. This time entrants must specify any four events out of five venues when they enter and times will count for those four events only. In addition, the marking system has been improved. The events, any four of which will count towards the Championship, are: Shelsley Walsh, June 12th; Bo'ness, June 26th; Bouley Bay, July 15th; Craigtantlet, August 28th; and Prescott, September 12th. The registration fee remains at £2 2s., payable thirty days before the first nominated event. The R.A.C. Trophy, at present held by Raymond Mays (E.R.A.), will be held by the victor for twelve months and he (or she) will hold the title for a year and receive one-half of the registration fees, plus a plaque or similar souvenir.

Incidentally, so ration-conscious have we become in this country, that the R.A.C. News Paragraph dated January 28th announced that the 1948 Championship will take place, *subject to petrol rationing!*

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Irish Prospects

Unhappily, the Irish outlook is none too bright. Permission has been obtained to run the Ulster Trophy races on Methanol fuel or other uncontrolled spirit. This rules out the handicap race, and the Ulster A.C. is debating whether, run solely as a racing-car scratch fixture, the event could be made sufficiently attractive to ensure its success. Another factor is the many extra restrictions insisted upon if the Ballyclare circuit is used, which makes this circuit almost impossible. The future of the Craigtantlet hill-climbs is also affected by the fuel position and finance. We sincerely hope the Ulster A.C. will overcome these difficulties, and that their excellent events will figure in the depleted 1948 British racing season.



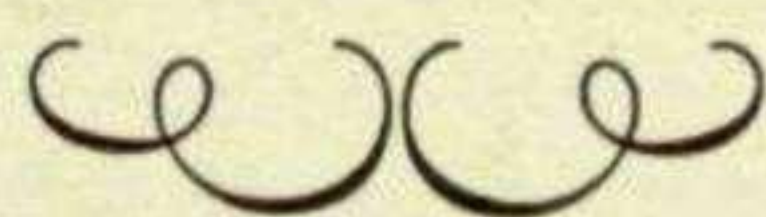
Even when stripped the artistry behind Bugatti design is very evident. The car shown is a blown Type 35C G.P.

ALL manner of interesting letters, photographs, documents and scrapbooks reach MOTOR SPORT from time to time, rendering life just that much more pleasing as each is examined and digested. Some time ago there arrived some very old photographs exceedingly well preserved, of an unknown gentleman in his various automobiles, starting with a Benz Ideal and a Bollee tri-car and graduating to a neat *voiturette* with dog-cart body, the make of which defeated even St. John Nixon, Secretary of the Veteran Car Club, although *his* guess was either Renault or Darracq—the “T” shaped steering tiller with controls grouped about it, tubular chassis, $\frac{1}{2}$ -elliptic springing, brake sprag, chain drive, wire wheels, tiny bonnet suggesting a “one-lunger” engine, almost equal size wire wheels front and back, and the enormous coffee-pot lubricator (?) on the dash and the even larger carriage candle-lamps provide the clues for veteran fanciers to unravel, and rather suggest a Peugeot. These photographs were most likely taken some time between 1898 and 1902; the proud owner has chosen the same location for each of them, but wears a bowler hat in his more sober carriages, but a real chauffeur's cap when seated in his Bollee. Incidentally, none of these vehicles carry registration plates, but on the front of the Benz is the name of a Parisian cycle company, unfortunately undecipherable even under a powerful magnifying glass. With these historic photographs came two others, one, marked 1908, of the premises of the Surrey Motor Co., outside which stands a smart *coupe de ville*, probably a Spyker, its brass headlamps unprotected but its side lamps wrapped up in dust-proof bags. The remaining postcard-size picture shows some Laere commercial vehicle spares neatly packed in a store-room. If anyone can throw any light on these pictures we shall be glad to hear from them.

In rather a different category were four scrapbooks which arrived shortly afterwards, bearing the odd title “Hunters on Wheels.” This was clear when it was explained that they were compiled by E. M. Inman Hunter to commemorate the motoring activities of himself and his father. The arrangement is a tribute to hours of patient work. For instance, the first page of the first volume contains some two hundred badges, many in colour, cut from various periodicals, covering such obscure makes as Kleiler, Meteor, Premier, McFarlan, Kissel, Gwynne Ten, and Calcott, etc., but including such “moderns” as Auto-Union and E.R.A. The “Ballad of the Car,” by Harold Begbie follows. We then see the official form, issued by the W. Riding of Yorkshire authorities, granting the number C1066 to M. C. Hunter, *pere*, in respect of the motor-cycle he built whilst apprenticed to the G.N. Railway. A Danum engine with automatic inlet valve was used, and the date is 1905.

Next we see pictures of the Adams “Pedals-to-Push” car, designed in 1906, also by Mr. Hunter, senior. There is a good photograph of the power unit, with four pedals as the sole controls, the gear-box being epicyclic. Another picture

SCRAPBOOK



reminds us that the Adams works were flooded by the Ouse, about the year 1910, at which period the flying meeting at Doncaster attracted the Hunter camera. In 1911 came the first 6-cylinder Adams, a side valve with spoked flywheel, retaining the in-built mechanical tyre pump that was a feature of the *marque*. M. C. Hunter also, in 1911, designed the 80 by 130 mm. 4-cylinder Cheswold car and in 1913 patented cast-aluminium number plates, the price of which was 16s. a pair! He opened a garage on the eve of war, using an “18/24” Siddeley-Deasey as a personal car. Incidentally, he was agent not only for Ford, but for the two-speed, belt-drive Calthorpe Junior motor-cycle, price £26 5s.!

His son's early interest in things motoring is evident from the first of these scrapbooks. His first speed trial, attended as a spectator at Scunthorpe in 1922, is followed by Parry Thomas' signature, obtained after sitting in “Babs” at the Schoolboys' Exhibition, and during his last year at school he spent his holidays in the drawing office of Strachan & Brown, coachbuilders.

The first motor-cycle owned by “E. M. H.” gets several pages; it was a 1923 2 $\frac{1}{2}$ -h.p. Cedros two-stroke and his father took him from Kew to Winterton, Yorks, on the pillion, a run that occupied twelve hours, due to a puncture, running out of petrol and a broken kick-starter, as an annotated map-sheet shows, although the return was “without mishap.”

Brooklands was first visited in 1930 and letters seeking an apprenticeship to the industry follow, Lagonda and Bentley offering no hope, but Aston-Martin, Ltd., “taking in” E. M. H. in that same year.

A patchwork of calculations, drawings and plans show that our young apprentice commenced construction of a J.A.P.-engined three-wheeler in his spare time, but abandoned it for lack of funds. The scrapbook continues the story. We find a picture of the 1931 Aston-Martin “works” team—Cook, Bertelli and Harvey—and the name plate and pit-code from Bertelli's car.

Inman Hunter's first car, a 1931 Rover Ten saloon, is celebrated by its licence disc, a chassis description from the *Autocar* and photographs. We come to 1937 and a group, superimposed on cuttings of reports of the Donington Grand Prix, of enthusiasts about to set off for that great race, brings back nostalgic memories of things we shall never do in quite the same way again. Inman Hunter's “special,” based on a “10/23” Talbot and with a rotary-valve head designed by his father—who has since written a comprehensive book on such valves—is covered by many pictures and relevant documents. We see the Austin Big Seven used by M. C. Hunter for his own rotary-valve experiments. Space precludes mention of all the items attractively laid out in these

scrapbooks. We see a reminder of 3,500 miles “hitch-hiking” during R.A.F. service, Hunter's search for old films for the V.C.C., and the acquisition of his first Aston-Martin, before he leaves for Australia. Masses of pictures of cars owned by members of the V.S.C.C. of Australia, of which Read's Isotta-Fraschini, Pitchett's Mercedes-engined Crossley, Smith's 3-litre Sunbeam (which would not offend Anthony Heal) and Collins' Wensum “30/98” Vauxhall with speedometer and rev.-counter mounted out on the scuttle, particularly stand out. Incidentally, both Collins' and Tattersall's “30/98s” use modern downdraught carburettors on their original manifolds. This Australian visit ended with a return journey in 63 hours in an Avro “Lancastrian.” But Hunter went out again, this time with Capt. Geoffrey Wikner on his Exhibition Flight in a converted Handley Page “Halifax III” bomber in aid of the R.A.F. Benevolent Fund, edited that great film “The Overlanders,” using a Morris Eight tourer, the while, and returned, with his wife, in the P. & O. R.M.S. “Strathmore.”

Scrapbooks such as this are well worth keeping. The present “basicless” era is just the time to sort out old cuttings and photographs and do something about them, although considerable artistry and hard work will be necessary to equal Inman Hunter's method of preserving his personal motoring memories.

EASTER MONDAY

SPEED TRIALS

AT

LUTON HOO

To assist competitors in the above Trials we are prepared for a nominal charge to Tow competing cars from the Luton Railway Station to our Langley Street Garage, where competitors may prepare them for practice and the Speed Trials with or without the assistance of our mechanics. Cars can also be towed to the Course and returned to the Railway Station when the Trials are concluded. Fuel can also be provided if ordered in advance.

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THE SIXTEENTH "REMBRANDT"

FORMERLY A. F. Rivers Fletcher organised his "Rembrandt" meetings on behalf of motoring enthusiasts stricken by the war: on February 14th he organised another of these gatherings, for motoring enthusiasts staggered by the Peace. It took the form of a buffet-lunch and a most enjoyable Brains' Trust with Rodney Walkerley as Question-Master and "brains" composed of Peter Monkhouse, Cecil Clutton, Maurice Olley, Peter Berthon, Leslie Johnson, John Bolster and John Dugdale. Earl Howe took the chair at lunch and Raymond Mays was also present. The brightest brain was undoubtedly Maurice Olley.

First of the Brains' Trust questions was whether racing drivers should ignore all pit-signals. General opinion was that they should *not*. Someone queried, should ladies be allowed as pit-attendants? Johnson thought yes, provided they were the right type, and recalled that the wives of Continental drivers did good work in this capacity. Olley sagely suggested that surely you need the right type of ladies at *all* times . . . To the question what is the most important attribute of a racing driver? Clutton thought outstanding judgment of time/space, Monkhouse self-discipline, and Berthon knowledge of the limit of one's own capabilities, while Bolster observed that a driver is hired to keep the car on the road. Then Berthon explained that mechanical exhaust extractors are not used because their efficiency is good at one speed only and high temperatures play havoc with their internals, although Monkhouse thought F.I.A.T. had used them on a 1½-litre V12 around 1924.

On the subject of whether G.P. racing is more beneficial than T.T. type racing to the production car, Monkhouse said no, because sports/racing cars are closely akin to production models, and Olley said G.P. racing develops high-speed bearings, fatigue testing, etc., and encourages us to raise the standard of performance rather than teaching design-lessons. Thus even in the States engines now run up to 5,000 r.p.m. Berthon agreed, citing two-leading-shoe brakes. Peter Clark's query as to why Mercédès and Auto-Union appeared to hold opposing views about weight distribution resulted in Olley saying that engines of ordinary cars have crept forward until the gear-shift has had to jump on to the steering column and soon a separate engine-trolley out in front, like a horse, will be necessary, unless engines suddenly reappear at the rear-end, the point being that you can move an engine forward *gradually*, but cannot reverse this process! Weight should rest slightly more on the rear than on the front wheels, which is why Olley dislikes forward-mounted power units. Berthon added that Auto-Unions were slightly unstable as they were light at the front, whereas Mercédès had 55/45 distribution.

The "brains" did not think that closed cockpits were likely for road-racing cars and to a mysterious question as to why a particular British racing car has stiffer front than rear suspension

(the questioner wouldn't give the make, but said the car originated about 1938, using Porsche front and de Dion rear suspension) Olley said: "Don't ask me, for I was the guy who was responsible for *not* doing that sort of thing on American passenger cars." He remarked that in cars built the old way the dowager on her throne-like seat at the rear used to give her chauffeur the best possible ride, because she acted as a sort of harmonic balancer.

I.f.s. by swing-axle caused a lot of discussion. Olley likened the wheels on a beam front axle to mischievous children who egg one another on to further and further misdeeds. I.f.s. is the nurse who checks such goings-on, but not in swing-axle form, which builds up shimmy. Clutton went to great pains to explain how swing-axle i.f.s. alternates between over and under-steer, so that just when you expect to go through a hedge backwards you go forwards. Imhof then asked had any of the "brains" had experience of this form of i.f.s.? Johnson said yes, and it works remarkably well [he was referring to the Allard; he has a coupé on order], but Clutton still persisted that "at real speed the swing-axle invents its own corners"—which fell flat when Johnson said he found it satisfactory at 87 to 90 m.p.h.

The age-old one about which is the better car, "30/98" Vauxhall or 4½-litre Bentley? didn't get us very far, although the "brains" seemed inclined to favour the former, a member of the audience the latter [at least the Bentley fetches higher prices these days.]. Berthon explained why exhaust megaphones don't figure on cars, saying weight (of separate pipes, etc.) is against them, but Bolster "hit the nail" by mentioning that the 10 per cent. power-gain they give high up isn't worth the loss of low-speed acceleration. A question involving Formula racing brought out the interesting fact that 500-c.c. was taken as the limit for blown engines in Formula II to stop Alfas coming along with half an Alfette and wiping everyone's eye! [But why was Formula II termed Formula B, which was not only confusing but incorrect?]

Olley was again brilliant in praise of i.f.s., saying that, as with the old woman who liked suet pudding because she could "feel it a'nourishing of her," you can always tell when a car has a front axle. He also said he thought motor racing would become as popular as any other sport when cars become really popular (in the States the automobile was seven-league boots for the working-class families, the poor saps who couldn't afford railroad fares) and people realised that racing improved these ordinary cars. But Clutton thought all you needed was a tote, for since the war people have become far more motor-minded. Dugdale said new cars, not the same ones all the time as on a dirt-track, help to increase interest in racing.

The final question was: Should one take advantage of loop-holes in regulations? Dugdale said you now have to do so every day of your life. Bolster said he would ask other competitors

what they proposed to do. Johnson said taking advantage was unfair and embarrassing for organisers who were doing their best to please. Berthon believes in taking advantage of all the loop-holes so as to steal a march on others, and Monkhouse wanted to follow suit, without cheating. Whereupon the Question Master closed the meeting by remarking that a friend of his once said that a competition begins the moment you receive the regulations.

The Marquis Camden was given a truly difficult task when called upon to thank Earl Howe for attending, for his Lordship does so much for the sport in so many ways that mere words cannot thank him adequately—this last speaker also thanked Walkerley and his "brains" and Mr. and Mrs. Rivers Fletcher for a most entertaining afternoon.—W. B.

BOOK REVIEW—continued from p. 71
the 28-h.p. and 45-h.p. Herkomer Trophy cars "that each week won something for the marque," and the Kaiser Cup racing 2-seaters.

The book continues with a most interesting outline of subsequent Daimler developments and some very interesting facts come to light, although no mention is made of the B.S.A. small cars of the post-1918 period. The products which played such a prominent part in the war are dealt with in some detail and the book ends with a list of all Daimler models, from the 4½-h.p. two-cylinder car of 1897 to the 5½-litre straight-eight of 1946. It is interesting to find that a 12-h.p. six-cylinder sleeve-valve Daimler was listed in 1923—what a find for a vintage enthusiast! "Daimler—1896 to 1946" contains some historic and otherwise good photographs, and it is pleasing that several which illustrate early Daimler models are of cars still in good order, and active in V.C.C. competitions of recent times.

Mr. Nixon has done a good job of work. We look forward to his forthcoming history of the Wolseley Company. And we venture to hope that similar accounts of famous firms in the motor industry, by the same author or others, will become available in the future. W. B.

MAR DEL PLATA G.P.

Held over 37 laps of the 2½-mile seaside circuit, this race was a victory for Farina, driving his 3-litre Maserati. He covered the 93 miles in 1 h. 24 m. 2 s., an average of 66.42 m.p.h. Varzi's 4.6-litre V12-engined 308 Alfa-Romeo finished second, 73 sec. later; and third place went to Galvez (1½-litre Maserati).

THE "MOTOR SPORT" BROOKLANDS FUND

The position continues to improve and, to date, stands as follows:

	£	s.	d.
Brought forward from January	42	5	0
C. A. Lewis, of Weybridge ...		10	0
C. C. Middleton, of Ilkley ...		2	2
	£44	17	0

WE HEAR

Flt.-Lt. Peter Pim, who runs a "Red Label" Bentley, encountered a fine 1909 Rolls-Royce towing a modern saloon, near Keswick. L. T. Booth writes in praise of the model-car construction kits by the Scale Model Equipment Co., Ltd., and his 1930 Riley Nine Mk. IV four-seater. Of the latter he says that he gets an instant start from cold, 30 m.p.g., an oil-pressure of 45 lb./sq. in., and that oil consumption is negligible. A 1909 belt-drive V-twin Royal-Enfield motorcycle, with new tyres and in running order, is for disposal in Berkshire, if any Edwardian motor-cyclist is sans a mount. G. S. Brown has acquired a single-cam 1,750-c.c. Alfa-Romeo drop-head, which he is stripping for rebuild. A reader, in searching for spares for the twin o.h.c. Anzani engine of the ex-Adams Bugatti, has located all manner of spares and is willing to put those concerned in touch. These discoveries include a four-cylinder s.v. Anzani engine, an O.E. "30/98" Vauxhall engine, a 6½-litre Bentley engine and chassis, two Bentley radiators, a cylinder head for a twin o.h.c. 16-h.p. Lea-Francis, a 1934 3½-litre Hotchkiss chassis sans radiator, a 3½-litre Lagonda engine, a "Trikkappa" Lancia and a Chenard-Walcker engine, etc.

W. Jackson has a 1928 Sunbeam Sixteen laid up for want of a set of timing wheels. A. K. Malcolm, on leave from India, is rebuilding an Arnott-blown 1½-litre Cotal-transmission Atalanta. His J4 M.G. has been acquired by Irving O. Linton, of Philadelphia. Coming home after ten years' police service overseas, he is disgusted to find Britain devoid of domestic motoring. Lt. Demans has acquired the Anzani-engined Bamford and Martin Aston-Martin which used to live in Farnborough and hopes to improve its body lines. Richard Barton, Hon. Comp. Sec. of the Plymouth M.C., is overhauling the pre-1914 Model 44 26-h.p. Napier, which we mentioned in May, 1946, towing it home behind his 1,250-c.c. Morris-Special, persuading it to function, and doing 100 miles in it before the tyres failed. He is also rebuilding a 4-cylinder Type BH de Dion tourer and has a 1913 White and Poppe Morris-Oxford, his father having had a hand in the building of the early Morris cars and being General Manager to Morris Garages until 1918. Barton also knows of a 1903 4.5 h.p. single-cylinder Wolseley in Plymouth and has heard rumours of a single cylinder de Dion at Lostwithiel. In sending us best wishes from Sweden, Tom H. Brahmmer tells us that Henken Widengren, the Amilcar driver, acquired a Paris Show 3.5-litre Alvis in 1936 and has had it brought up to 1939 4.3-litre specification and fitted with a Bertelli 2-door sports saloon body of his own design. It proudly displays a B.R.D.C. badge on its radiator. A few Bugattis exist in Sweden, including beautifully rebuilt examples of Type 35B G.P. and Type 44 drop-head, besides a "2.6" monoposto Monza Alfa-Romeo. A 35B Bugatti, a 35C Bugatti displaying on its tail an odd plaque reading "Bugatti, New Make, Made in Italy" and once owned by Prince Bertil, but suffering a "blow-up" in a recent ice-race, and another Monza Alfa-Romeo, are in a bad state of repair. Lots of M.G.s, a few Singer and B.S.A.

Club News



and a solitary Morgan 3-wheeler represent British sports cars on Swedish roads, but Brahmmer recently helped a friend to rebuild an early 2-seater K3 M.G., replacing the Zoller supercharger with a new Roots blower and fitting a Lancia Aprilia front-end. Brahmmer himself used a rebuilt 1933 Alvis "Speed Twenty" during the war, fitting a blower and a gas-producer, the car being faster in this form than on pump petrol in unblown form! His present car is a Lancia Aprilia. Vintage cars in Sweden include an 8-litre Bentley Park Ward saloon, in the hands of its original owner, a 1927 45-h.p. Hispano-Suiza sedanca-de-ville with Letourneur and Marchand coachwork, which won the G.P. d'Honneur at a Cannes Concours d'Elegance, but now reposing in a barn, and a 45-h.p. Isotta-Fraschini with Cesare Sala body, recently for sale. Derelict cars include a big Farman, a small, very low air-cooled four-cylinder S.A.R.A., and a 1912 4-cylinder chain-drive Mercedes limousine, said to have belonged to the Czar of Russia.

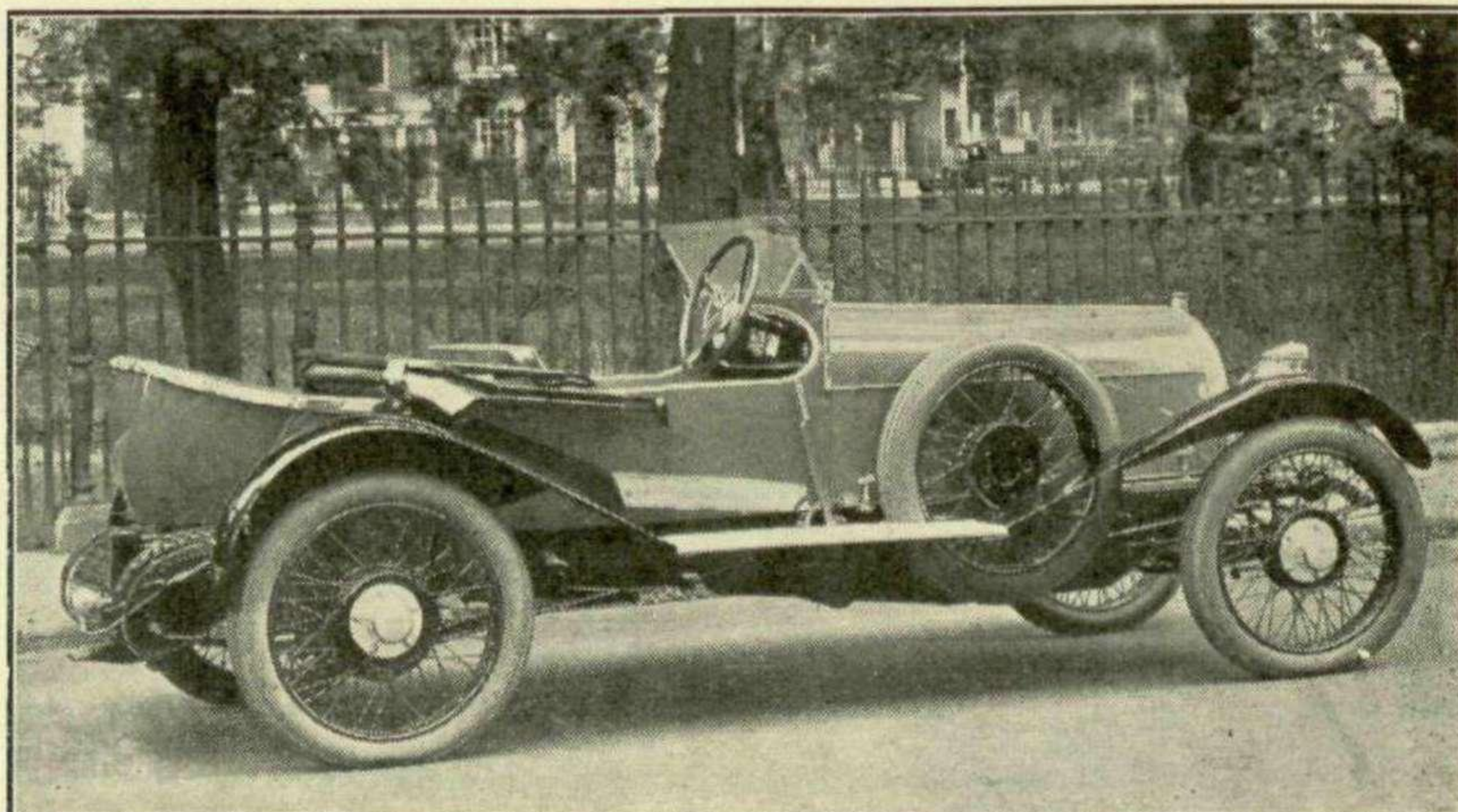
A "Phantom I" Rolls-Royce and a "38/250" SSK short-chassis Mercedes-Benz owned by Karl Ebb, the racing driver, were recently imported into Sweden from Finland. Another car encountered by Brahmmer was a well-preserved Oryx, which had served its original owner since about 1917. Truly, interesting cars are to be found the world over, if you know where to look for them. Rover Eight and S. F. Edge A.C. Six cars are reported in use in the Birmingham area.

Major Charles Lambton, having located a 1923 American-built "Silver Ghost" Rolls-Royce tourer in Tel Aviv, wishes to dispose of his very sound 1927 20-h.p. Rolls-Royce Barker open tourer, while D. C. Alderson would like to exchange his 1921 16-h.p. Humber saloon, which he says has run only 1,500 miles and is

new in every way, for a later vintage sports car. The present owner of the blower Bentley described in our January issue, S./Ldr. Haycroft tells us that he bought this car from Dr. Stevens in Southern Rhodesia in 1943 and shipped her home eighteen months ago and has her with Shortt, where she awaits new pistons. G. A. Batten is disposing of his Type 40 B.M.W., because he is taking over an 8-litre Bentley. He seeks an instruction book and clock for this car. Congratulations to Sir Anthony Stamer, Bt., on his recent marriage. He has taken up farming and still has his "2.3" Alfa-Romeo. A Warwick tradesman's tricycle, a single-cylinder having air-cooled T-head engine with friction-driven fans, a two-speed hub and tiller steering is still to be seen in use in the City of London.

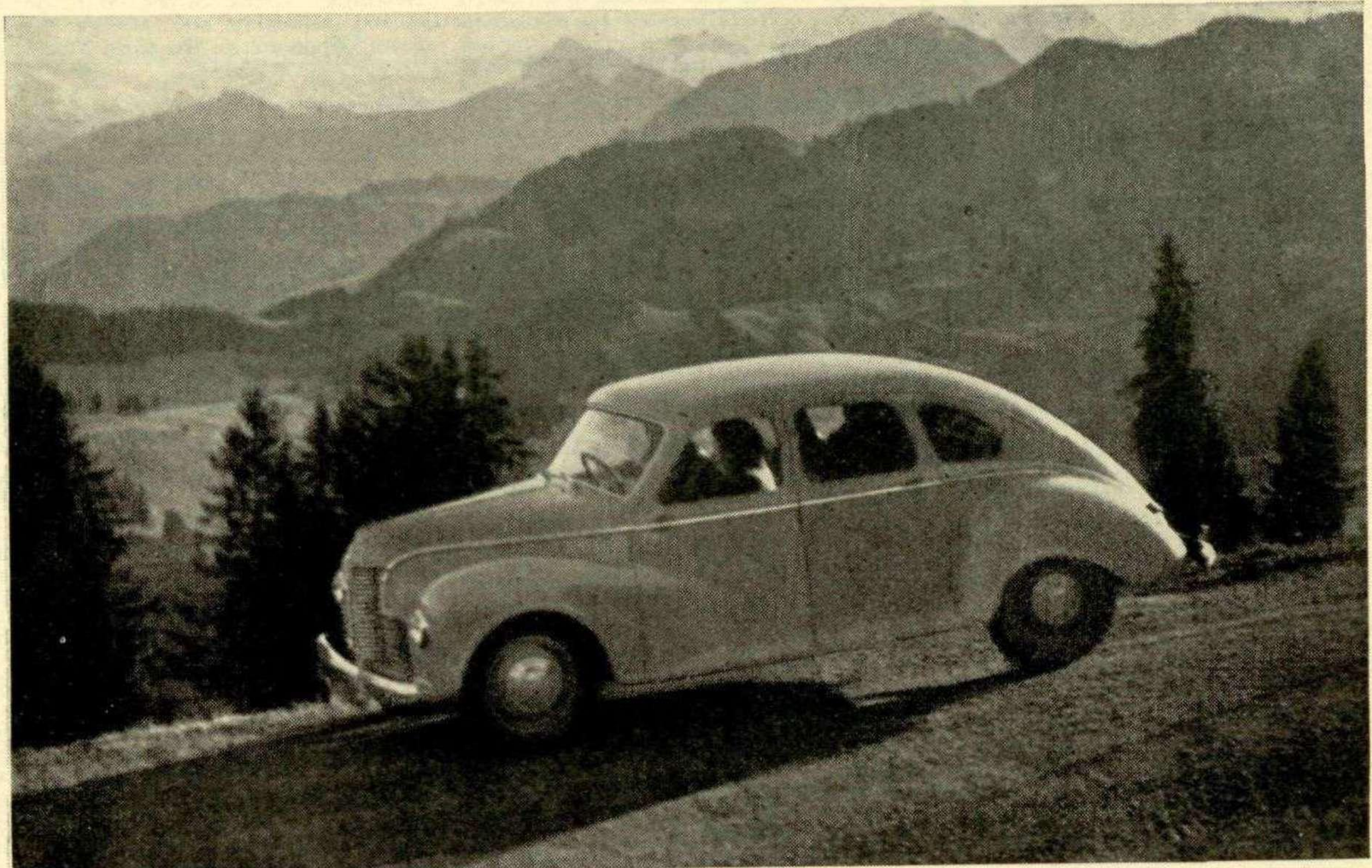
J. Campbell Murray is titivating a 1927 "12/50" Alvis saloon. A 1929 Sizaire Frères tourer, possibly the car we discovered in Surrey during the war, has turned up in Wales. Two M.G.s of the old "Musketeers" team, "Porthos" and "Athos," are being rebuilt by Richards Bros., of Walton-on-Naze, for B. Dyke-Acland. The former car was driven by Dyke-Acland in trials before the war and is intended for a resumption of such work as soon as conditions permit. "Athos" was involved in an accident just before Christmas and will be rebuilt as a single-seater for sprint work. Where, query Richard Bros., is the third car of this team?

Prices appear to be dropping. Recent vehicles that might have suited impecunious enthusiasts included a 4-cylinder B.S.A. 3-wheeler for £95, a Humber Nine tourer, taxed, at £70, a 1933 Morris Twelve saloon for £68, a 1931 Wolseley Sixteen saloon for £65 or offers, a 1931 Austin Seven saloon for £52, a 1928 "Chummy" Austin Seven, taxed, insured and well-shod, for £45, and an A.J.S. combination, similarly well-shod, taxed and insured, for £25. Then, in MOTOR SPORT last month there were many similar bargains, starting with a bull-nose Morris-Oxford, "ready to drive away," for £45. So once again the under-£100 chaps can take their pick.



Continuing the "vintage gallery," this picture shows a standard "14/40" H.E. of about the 1923-4 era.

DESIGNED TO SUCCEED ALL OVER THE WORLD



Production Javelin descending the Jaun Pass, Switzerland.

THE 1½ LITRE JOWETT JAVELIN

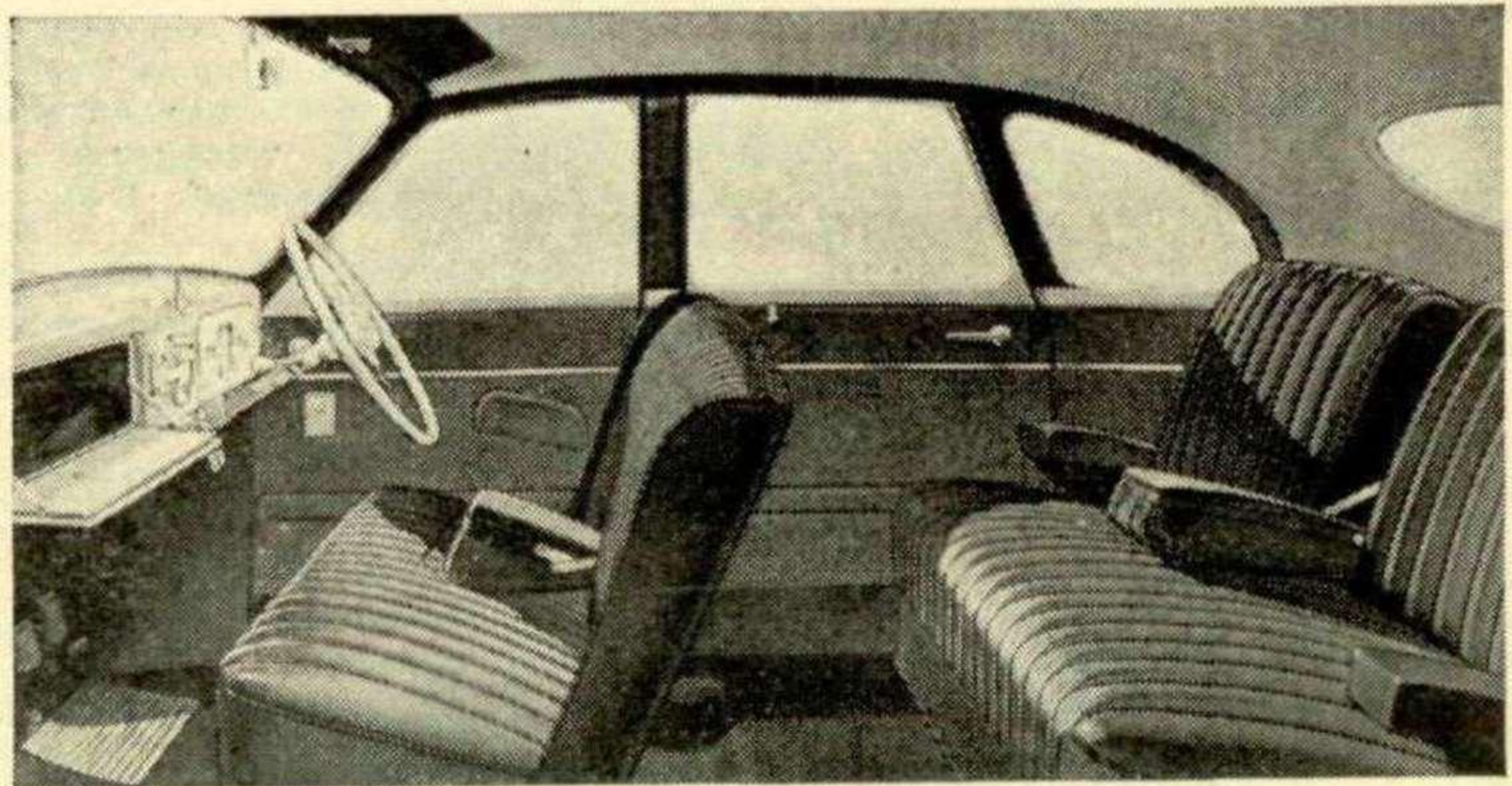
"Developing power enough to give a six-seater car sensational performance, the flat-four Jowett Javelin engine is compact enough to be mounted ahead of the radiator, leaving the whole wheelbase available for passenger accommodation."

"Presenting British Cars.." by LAWRENCE POMEROY, M.S.A.E. in THE MOTOR

"A short trial run with this car showed that for hill-climbing, acceleration and useful range of speed it is far above the average 1½ litre family car. While the suspension is definitely comfortable the car has very good road-holding qualities. The driving capabilities of this completely new design earned altogether a very good report. The Javelin has a roomy interior which is finished and fully equipped according to the English taste. In many respects the new Javelin comes very near to the ideal of a modern family car."

AUTOMOBILE REVIEW Switzerland 26.11.47

"The JAVELIN cannot be beaten as regards road-holding qualities. Curves can be taken at high speed with full safety; she sticks to the road like glue. Acceleration perfect, even



if one drops down as low as 30 kilometres per hour in top gear—she picks up at once . . . Comfort, visibility, suspension—all are above praise. In this country where roads are—generally speaking—in a very poor state, one is able to give a car a real test. . . . I am absolutely enthusiastic about my JAVELIN and am convinced that it is one of the best cars I have ever owned."

Signed FRANCIS DEMBLON Ghent, Belgium

From "The Motor" Road Test on a Javelin (prototype) 7/47 "Top speed 76.3 m.p.h.—0-50 m.p.h. in 13.4 secs.—33 m.p.g. at a constant 50 m.p.h.—1 in 10 gradient climbed in top gear at 52 m.p.h."—and the inherent comfort of the Javelin with its torsion bar suspension all round is as outstanding as its performance.

THE 1½ LITRE JOWETT JAVELIN... it's new right through

JOWETT CARS LIMITED • BRADFORD AND LONDON

Other interesting cars for sale have included a 1922 Talbot "8/18," a Delaunay-Belleville coupé and a "22/90" Alfa-Romeo. We regret to announce that R. Warde, who raced the 10-litre Fiat, now owned by A. S. Heal, at Brooklands in the middle-twenties, died at the end of last year. Two new 700 by 90 b.e. covers and tubes are available if anyone requires such bootage. Denis Conan Doyle found a copy of MOTOR SPORT on a Paris bookstall and promptly solved the January Quiz. His own Mercedes-Benz was a sister car, but unstreamlined and therefore some 12 m.p.h. slower. Julian Fall is back in this country. Alan Southon has sold his Ballot saloon.

**B.O.C.**

The Bugatti Owners' Club announces that, "basic" or not, it hopes to hold the usual Prescott Speed Hill-Climbs during 1948, in May, June, July and September. The famous hill will also be open to members during a whole week-end next month, for testing purposes. The coveted Club Pennants for meritorious service have been awarded to C. F. Yates, H. C. Dryden and David Scott-Monerieff in respect of last season. Two new members were elected last quarter. The Club magazine "Bugantics" retains its usual high standard, and that for January contained some humorous composite photographs of what Prescott meetings may look like this year, an article on Bugatti types by Peter Hampton, some notes on the Bugatti exhibits at the last Paris Salon, by J. Lemon Burton, and a photographic miscellany devoted to Bugattis, by W. Boddy. Secretary: Lt.-Col. R. F. Hayward Browne, Little Chantry, Winchcombe, Glos.

**C.U.A.C.**

David Hodkin, who ran Gransden last year, having left Cambridge, the C.U.A.C.'s new Hon. Secretary is Pat Stephenson, of the "Scuderia Impecuniosa." His address is: St. Catherines College, Cambridge.

**ASTON-MARTIN OWNERS' CLUB**

Regardless of current difficulties and with an ever-optimistic hope of at least a few pints of basic in the not too distant future, the Aston-Martin Owners' Club is about to re-start its activities. A preliminary meeting is being held early in March, in London, and all those interested are asked to communicate with: R. Stallebrass, 26, London Road, Redhill, Surrey.

Membership is not restricted to current owners of Aston-Martins, but is open to anyone who, in these days of standardisation and mass production, still believes in keeping alive this fine typically English sports car.

**500 CLUB**

The 500 Club, for furthering the building and racing of 500-c.c. cars, really is forging ahead. In January it had 582 members and hopes of 100 cars in the field, if any racing happens in this country this year. The annual subscription has been raised to £2 2s. 0d. and some important changes have been made in the

"500 Formula." The latter comprise any size of fuel tank instead of a limited capacity, perhaps because the consumption of these little cars in racing trim has been discovered to be very heavy, independent operation of front and rear brakes, and some form of bodywork even if only of canvas. Secretary: L. F. Gale, Milford House, Lansdown, Bath.

**SOUTHSEA M.C.**

The Southsea M.C. occupied the winter with such matters as its Annual Down-Stage Dinner and Dance, its Children's Party and A.G.M., followed by a social evening. It is all ready to get going when petrol is freely available and hopes to organise a visit by air to the Jersey race, as it did last year. Hon. Secretary: C. S. Dewey, 102, Havant Road, Southsea.

**M.C.C.**

The Motor Cycling Club has issued its provisional 1948 Fixture List, with the "Land's End" at Easter, "Edinburgh" at Whitsun, motor-cycle Inter-Club Team Trial on July 3rd, Inter-Club Team Car Trial on September 4th, the Sporting Trial on October 23rd, and the "Exeter" on December 31st. Whether any or some of these events are possible depends on the petrol situation. But the 37th Annual Dinner (now a Buffet Dance) was held at the Park Lane Hotel on February 27th. The Club's investments at the end of last year were over £3,727, besides which there were other assets, the balance sheet working out at £4,247 2s. 1d. As a matter of interest, clerical work cost £534, trials route organisation and inspection £448, awards £214 and programme and route-card printing, etc., £474. Against this, competition entry fees brought in £1,059, sale of programmes £79, and subscriptions £968. The M.C.C. is in a position to run events up to its usual standard—given the petrol. Secretary: J. A. Masters, 26, Bloomsbury Way, W.C.1 (Holborn 4761).

**V.C.C. OF G.B.**

It may not be generally known how the annual trophies of the Veteran Car Club were awarded in respect of the 1947 season. The Dowsing Trophy went to G. James Allday, M.B.E., the Bills Challenge Cup for best aggregate by a veteran car to Sam Wright in respect of his 1903 Humber, while the S. F. Edge Cup for best aggregate by an Edwardian car was won by F. M. Wilcock in respect of his 1912 Talbot.

**V.S.C.C., LTD.**

Apart from its ambitious Speed Trial, scheduled for Easter Monday, the Vintage S.C.C., Ltd., hopes to hold a Bisley Rally, on May 2nd, the Madresfield Rally on June 15th, and its Prescott Hill-Climb, by courtesy of the B.O.C., on August 28th. A second Statutory Meeting, followed by a Monkhouse film show, was held on February 27th, because the meeting called on December 4th last to convert the Club into a limited company was found to be legally out of order. Meetings are held at the "Phoenix," Hartley Wintney, on the first Thursday each month,

followed by others, at the "Pillar of Hercules," Greek Street, W.1, on the second Thursday and at the "White Lion," Cobham, on the third Thursday.

**V.M.C.C.**

The Vintage Motor Cycle Club's "Bulletin" for January contained an interesting article by J. E. Shelley on the pros of vintage machines and New Year messages from Graham Walker and Arthur Bourne. New members listed owned such motor-cycles as 1908 Singer, 1926 Model 18 Norton, 1922 A.B.C., 1930 R6 A.J.S., 1926 Triumph, 1914 Simplex, etc. Hon. Sec.: M. F. Walker, 170, Woodcock Hill, Kenton, Middlesex, who is at home to members on the first Wednesday evening of each month, as is C. E. Allen, at 43, King's Avenue, Loughborough.

**CHELTENHAM M.C.**

This Club has £417 in hand and hopes that it may soon be possible to resume motor-cycle football on a petrol grant allocated for public entertainment.

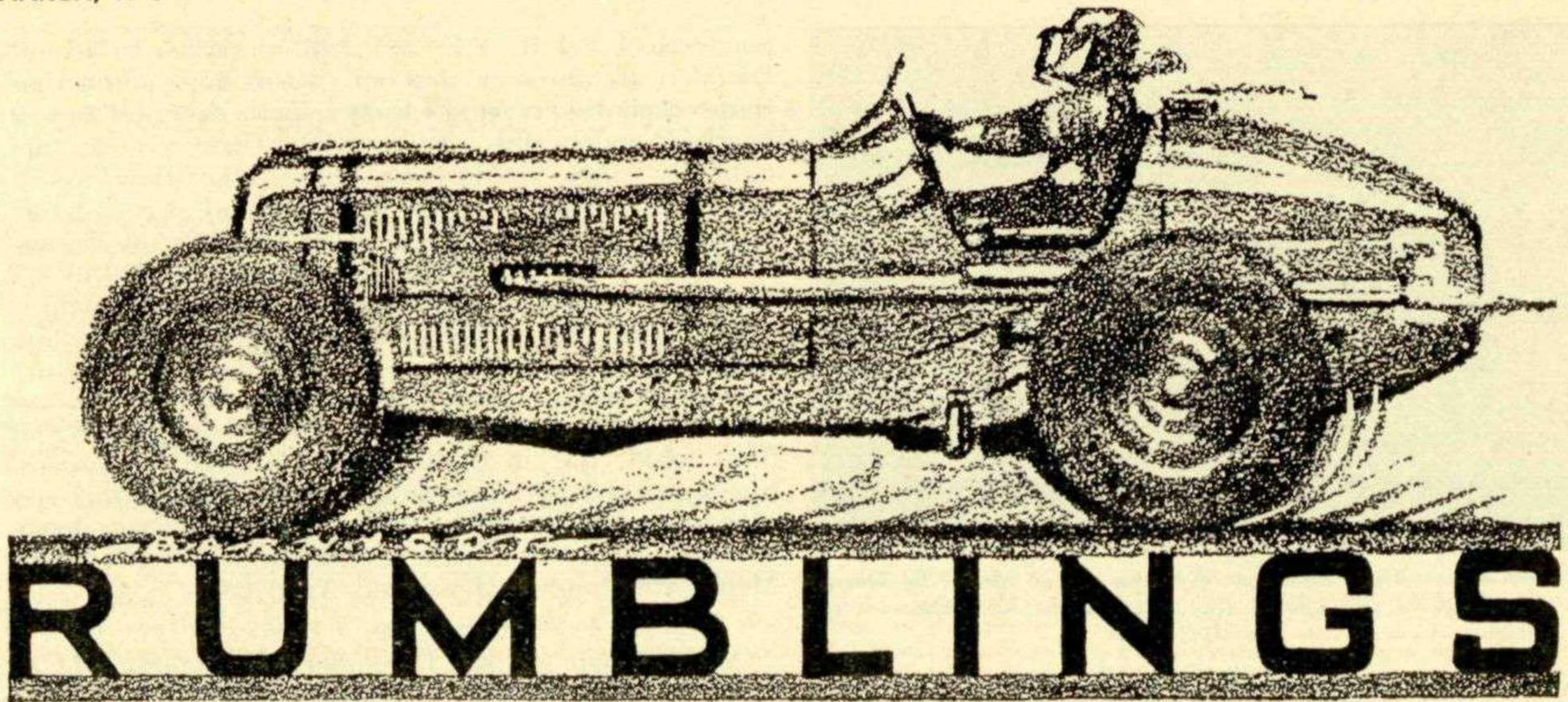
**J.C.C.**

The Junior Car Club is holding another evening-dress Buffet-Dance at Grosvenor House, on March 2nd, and announces that it is definitely organising the Jersey Race for April 29th. At the A.G.M. the London branch of the Club was seen to have £1,379 16s. 10d. in hand, together with £2,123 8s. 7d. in the British Motor Sport Fund, while the Club's investments have a present-day market value of £5,733 7s. 6d. Salaries accounted for £898 11s. 10d. in the year, and £41 12s. 0d. was lost on the Eastbourne Rally and £38 11s. 9d. on the Club's "Gazette." However, subscriptions brought in over £2,716 and as the subscription rate has since been raised to £1 11s. 6d., or £3 3s. 0d. with R.A.C. Associate Membership, the J.C.C. is likely to remain in a very strong financial position, ready to organise events for its members as soon as Mr. Gaitskell sees the error of his ways.

**WEST ESSEX C.C.**

The old Essex M.C. was one of the more active of the smaller clubs and its many excellent Brooklands meetings will be remembered with pleasure by many enthusiasts. Since its demise some years ago there has been need of a club catering for this side of the Metropolis and that is why the new West Essex M.C. has been formed. This new club intends to cater as much for family as for sporting motorists and will doubtless do much good by maintaining the ordinary fellow's interest in his car and seeing that he continues to fight for his motoring rights.

A rather novel step has already been taken in this direction, by organising coach parties of motorist-members to such attractions as Wembley Ice Hockey and the Harringay Circus. Dances are also on the agenda, with a monthly road event when petrol is restored. The annual subscription is £1, with a 10s. 6d. entry fee. Hon. Sec.: W. Warden, 184, Roding Lane, Woodford Green, Essex.

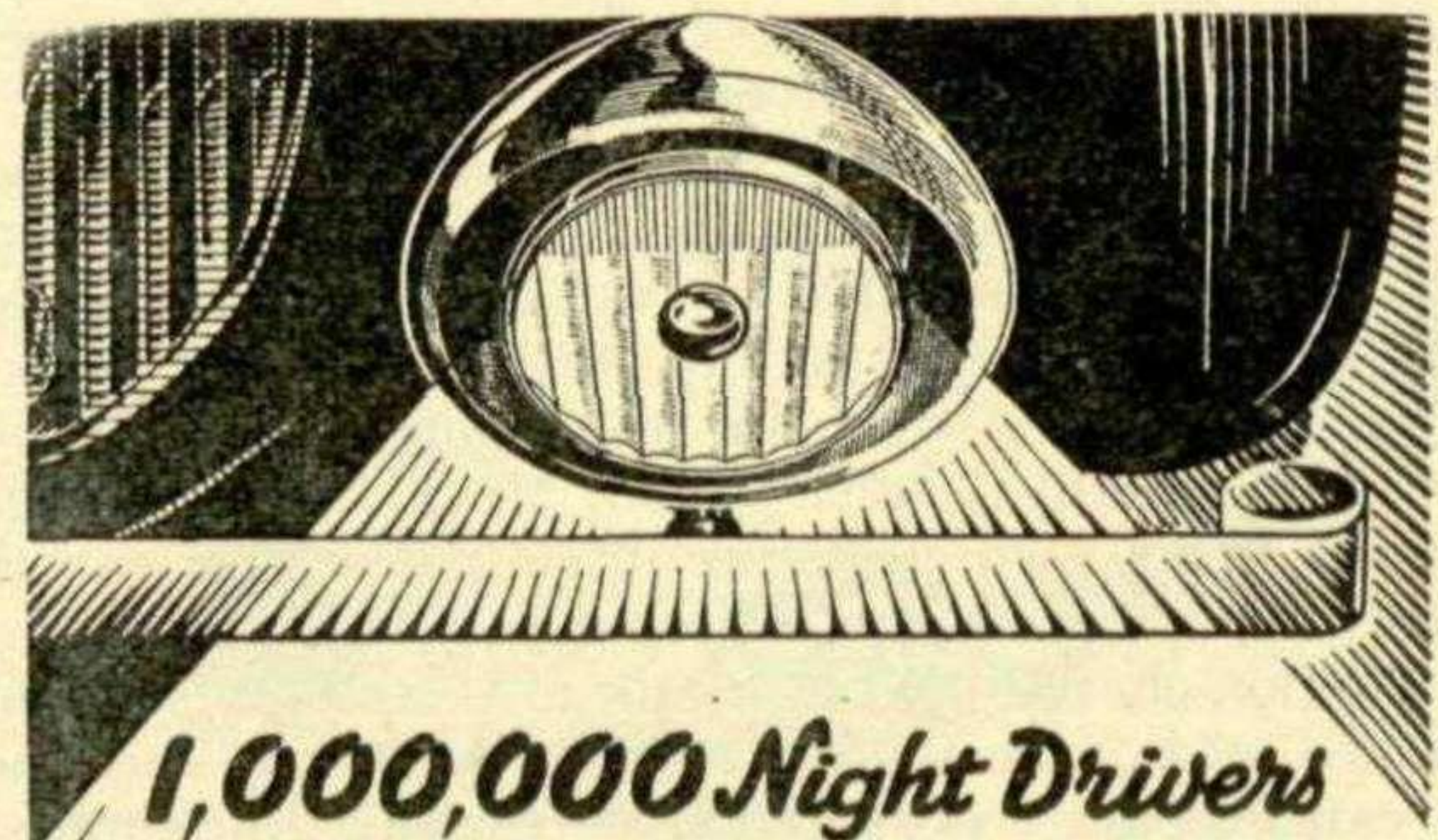


We used to complain that the motorist never got much publicity in the National Press, unless he was fined heavily or had an accident.

Odd Things But this grumble certainly does not apply in respect of the injustice imposed by the ban on private motoring in this country. Almost every paper and journal not only sides with the motorist, but keeps plugging away for the restoration of our "basic." Never before has any act on the part of a Government resulted in such bitter and prolonged comment in the National Press. Picking up a paper in the office at random on the day on which we write this, we find the *Daily Express* editorial stating, "It is good that those who wish to take their holidays abroad may do so. But it is intolerable that the chief of all the amenities for holidays in Britain—petrol, which means the freedom of the sea and the countryside—should be denied." On all sides there is evidence that Mr. Gaitskell's infamous broadcast last January was not at all well received. How could it have been when, to raise one doubtful issue only, he emphasised the dollar-saving that abolition of "basic" made possible, whereas only a few weeks earlier the inference was that more cars than ever were being taxed, because every lucky motorist got plenty of petrol for serious travel? In response to the very large number of letters addressed to Mr. Gaitskell after his pathetic broadcast, he hastily sent out, *via* his Private Secretary, a duplicated reply saying he hoped to deal with the main points raised in a further statement.

This vanishing from British roads of private cars results in all manner of odd things. Every family seems in some way depressed by the ban. Over Christmas a friend was unable to visit us because no transport was available for a four-mile country journey—although both she and her mother own Austin Sevens. The local schoolmaster and his wife bemoan the fact that their 9-h.p. car stands rotting in the garage and may never start again. The local owner of a row of petrol pumps and lock-ups, with an invalid wife to keep, tells us that, if plenty of petrol is flowing near factories and big cities, this isn't the case in a small country town.

"And," he adds, "I recently bought my boy a motorcycle, to celebrate his return from the Forces. The kid's had about a month's riding on it." There it is; none of these people can be called "rabid enthusiasts" by any manner of reasoning, yet they are all very angry with Mr. Gaitskell. Argue if you like that "basic" costs dollars. So does "supplementary," yet



*1,000,000 Night Drivers
are farseeing with—*

NOTEK-EYES

IN FOG & BLACKOUT

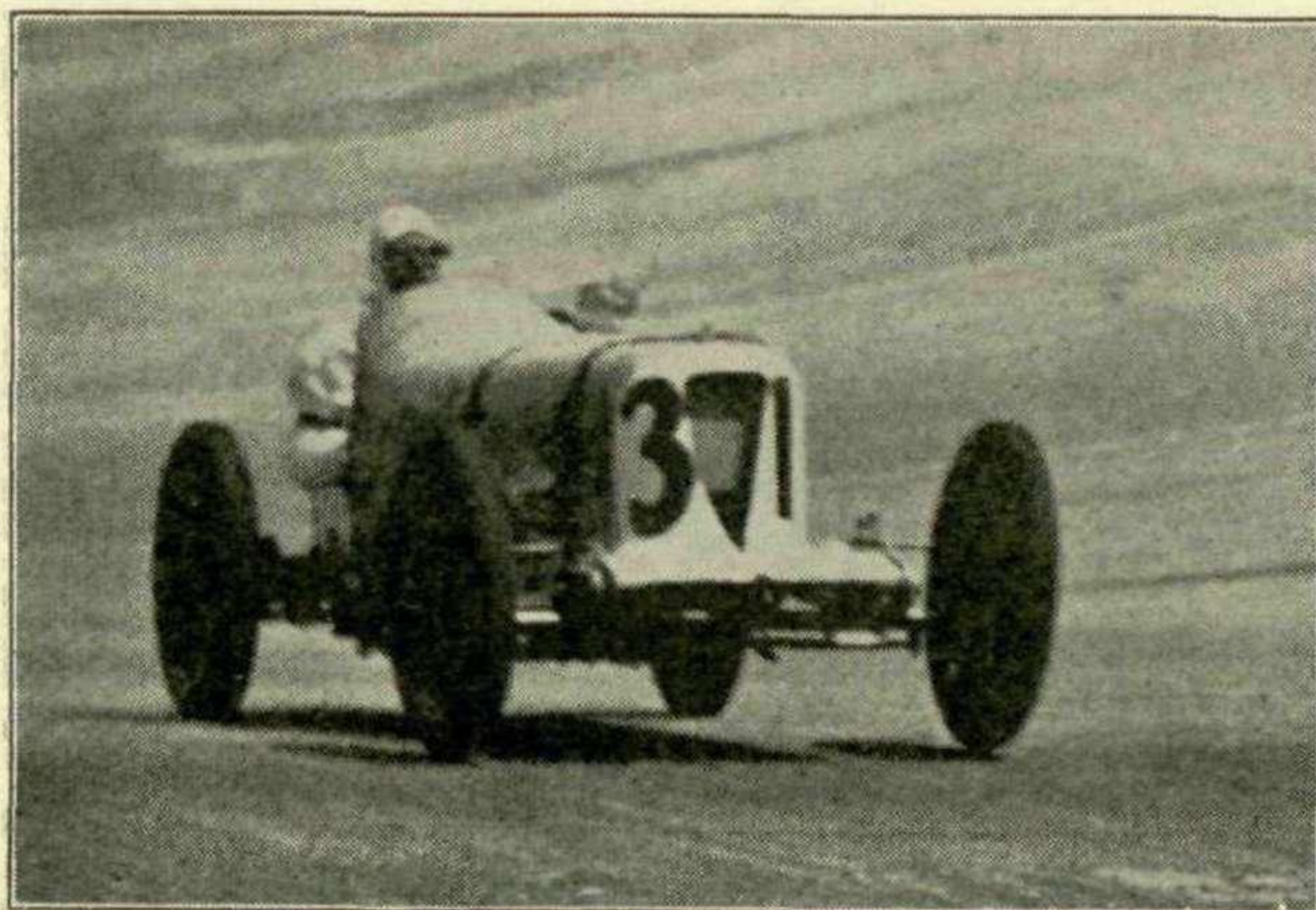
**NOTEK the World's Safest
FOG & DRIVING LAMPS**

Main Distributors:

Tyres (Scotland) Ltd., 12, Gayfield Square, Edinburgh 1, for Scotland and four Northern Counties.
Branches in Edinburgh, Glasgow, Aberdeen, Carlisle, Newcastle and Ayr.

Automotive Components Ltd., Stoneswood, Todmorden, Lancs., for Lancashire, Yorkshire and Cheshire.

Serck Radiators, Ltd., Park Royal Road, London, N.W.10, for remainder of territory and Northern Ireland.
Branches in London, Birmingham, Sudbury, Maidstone, Southampton, Cardiff and Belfast.



March Quiz—Make and type of car on a p.c., please, by March 10th, so that we can publish the Names of the Knowledgeable in the April issue.

we all know people who receive far more coupons than they need or even apply for, while every doctor's and vet's allowance provides enough, not only for his professional journeys, but for "on-call" relaxation expeditions. Stop the black market and these unfair allocations and we shouldn't be surprised to find it possible to restore "basic" at half its 1947 value or more, without spending one single little dollar.

Mr. Gaitskell, in between telling us what good citizens we are because we have been forced to lay up our cars, and appealing to us to give lifts to "thumbees," also asked us not to be dishonest over petrol coupons. Surely he realises that the very inefficiency of his R.P.O.s makes criminals of honest citizens? For instance, a business man, having insured and taxed his essential means of transport, is still waiting for a petrol allocation he made six weeks or more ago. He has to keep postponing vital calls. A neighbour offers a coupon he hasn't needed because he has been laid-up with 'flu. Our honest citizen accepts it—which he would never do if he had been the grateful recipient, from Mr. Gaitskell's bright minions, of his own allowance of coupons. Nor can the motorist feel very happy who has been convicted of an obstruction charge. What we mean is, you are suddenly pounced on in a busy street after a short stay and fined for causing an "obstruction" (usually humorous in itself) with your car. The fine paid, you see as many or more cars lined up in the same thoroughfare day after day without police action being taken. It hardly makes you want to rush to the aid of Authority against the wicked motorist who is eking out his meagre petrol allowance with a gallon obtained "under the counter"—but on which he still pays 9d. in tax, after having paid from £10 upwards to put his car on the road.

Britishers used to make pilgrimages to far places and return with joyful stories of strange habits, poverty, curious clothes, drains running down the main streets, and so on. Now the boot is on the other foot. Visitors see queues before our shops and 'bus stops, and our roads depleted of private cars, find users of essential petrol filling up numerous forms and waiting months for tyres, and discover London Transport so overloaded and undermaintained that motor-coaches, commandeered from private concerns, carry L.P.T.B. route-numbers and do duties formerly the sole prerogative of the

ponderous L.P.T.B. A.E.C.s—Bedfords predominate, but Daimlers are also seen, and our visitors must admit that these coach drivers handle their vehicles every bit as well as the London 'bus driver, while these vehicles are infinitely more comfortable than those they assist. Should our visitors venture Underground at rush hours they will never forget the overcrowding of trains. These and other odd things the foreigner must talk of. They are, perhaps, understandable at the present time. What is NOT understandable is why nearly nine million of our population have been deprived of pleasure motoring, and at least £19,000,000 a year added to our inflationary pressure in consequence, while tobacco and films, paid for in dollars, are enjoyed *unrationed* by anyone who wishes so to indulge. So, in this sad little island of odd happenings the enthusiast looks forward eagerly to a little relaxation, at Luton Hoo on March 29th and in Jersey on April 29th.

* * *

As long ago as last December the Veteran M.C.C. and the Vintage S.C.C. of America devised a scheme which, if it comes to fruition, will be

A Grand Idea a grand thing for petrol-starved enthusiasts in this country. Briefly, the plot is to see whether the Minister of Fuel and Power in this country would permit Americans to bring their Edwardian cars to this country to attend a Jamboree, subscribing for the petrol required, at some suitable venue such as Stratford-on-Avon. It is hoped that some of their petrol could be diverted to enable British veteran cars to attend, and that competitions might be possible. Although it would cost some \$400 to ship each American car to this country by normal routes, it is hoped that English carriers might offer reduced rates. Certainly such a Jamboree would be most enjoyable, and if it develops into a probability, it is to be hoped that the Minister of Fuel and Power will not refuse hospitality to Americans and turn away their dollars. Even if he does, something of the sort might be practicable on tourist petrol. British enthusiasts would find such an American visit a real breath of fresh air in a stagnant outlook, and we await further news with keen anticipation. The proposed date is some time next June.

.....

Important Date—Easter Monday!

On Easter Monday we shall get some motor-racing at all events, for the V.S.C.C. is running speed trials at Luton Hoo, near Luton, Beds, in aid of the National Institute for the Blind. An ambitious course, 1.4 miles long and permitting speeds of well over 100 m.p.h., will be used, and entries of some 65 methanol-burning cars are expected, while an entertainments petrol allocation may permit the Edwardians to exercise themselves as well.

Obviously everyone possible will wish to attend, especially as the course is easily accessible from London by rail from St. Pancras and "Green Line" coach. Entries close on March 11th and can be accepted, until the limit is reached, from members of the V.S.C.C., B.R.D.C., J.C.C., B.O.C., C.U.A.C. and 500 Club. We understand that entrants who contact Dunham & Haines, Langley Street, Luton, can have cars collected at Luton Station, garaged, taken to the course, and returned to the station, for £2 per car.

Club secretaries should busy themselves now, organising visits. Spectators enter Luton Hoo Park by the Park Street entrance; there will be a motor auction sale at 12 noon, profits over reserve prices to go to the Institute for the Blind, and racing commences at 1 p.m. Full details from T. W. Carson, "Mellaha," Pack Lane, Kempshott, Basingstoke, Hampshire.

A LETTER FROM—

The Rt. Hon. The EARL HOWE, P.C., C.B.E., V.D.

Sir,

I would like to congratulate MOTOR SPORT upon the interesting report in your January issue of the Club Conference recently held at the R.A.C. It does, however, contain one or two comments which are not quite accurate.

For instance, the statement is made that the R.A.C. did not consider Gransden suitable for racing. The fact is exactly the reverse, and two permits have been issued.

It is also stated or inferred that I have poured cold water on, and given lukewarm support to, the Dundrod Circuit proposition in Northern Ireland. The facts are the exact reverse. I have indeed offered to go over to Northern Ireland to see the Members of the Government of Northern Ireland to explain why it is that this circuit could be one of the finest, fastest and safest circuits in this or any other country, if the proposition could receive official approval.

In the case of Scarborough Moors, no one would welcome a circuit there more than I should, but nothing is gained by disregarding practical considerations and difficulties in the case of this or any other propositions.

I am, Yours, etc.,

HOWE,

Chairman, Competitions Committee.
Pall Mall, S.W.1.

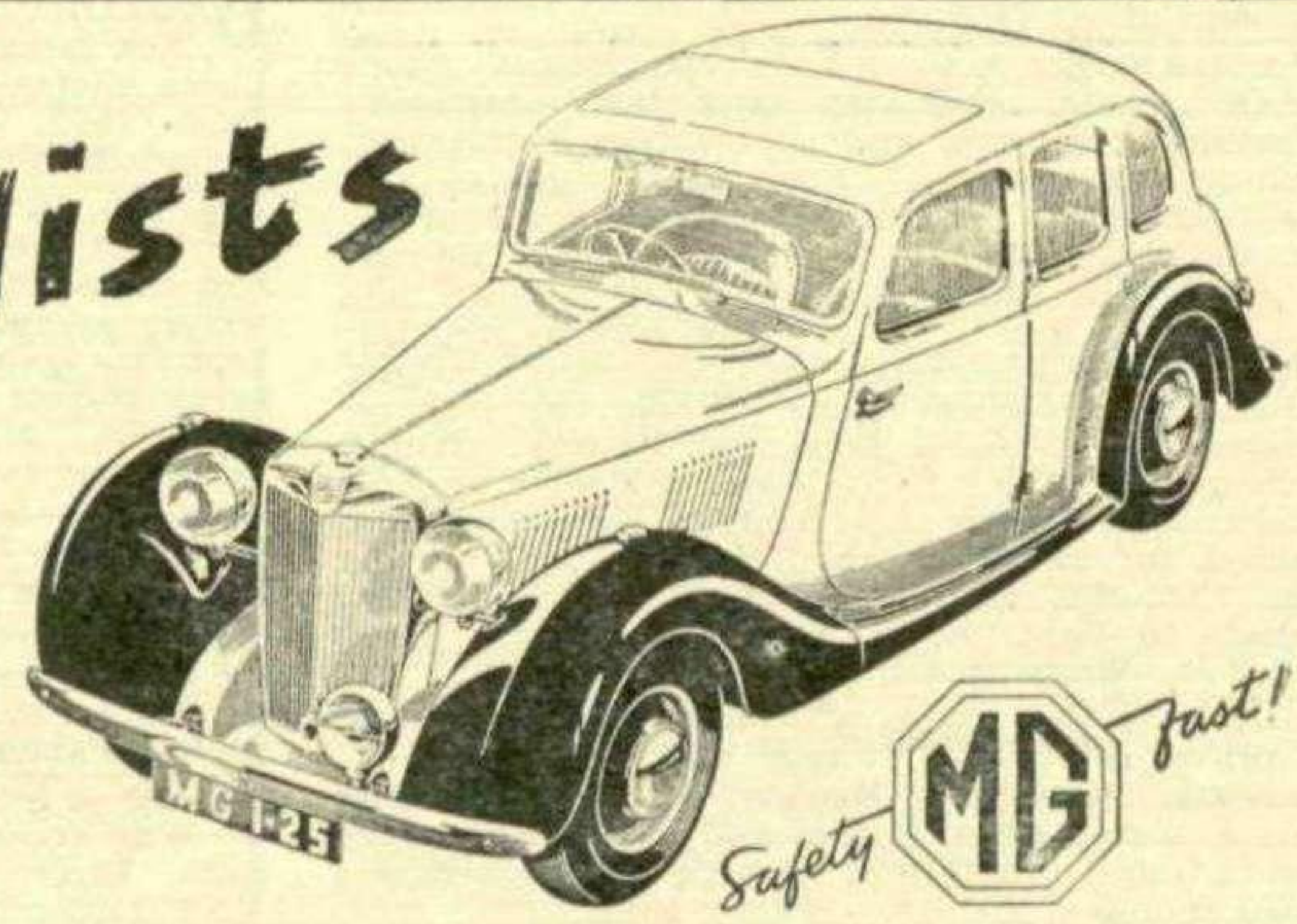
[We are extremely sorry if, in our report of the R.A.C. Meeting of the Clubs, we appeared at variance with Earl Howe, for, as we emphasised last month, no one is doing more than His Lordship to obtain a fair deal for the Sport. When we said we could not understand why the R.A.C. considered Gransden unsuitable for racing, we meant as a *permanent site* when offered as such. Naturally, we were aware that two permits were issued to the C.U.A.C. to hold races there—these meetings were, in our opinion, the finest in England during the 1946 and 1947 seasons. All the more reason, surely, not to refuse any site offered as a race track by the Air Ministry, no matter what apparent difficulties might need to be overcome to render it suitable for racing. What we want is a track of some kind, somewhere, and Gransden, we should have thought, would have been better than most, although we believe it is no longer available for this purpose.

We made no mention of the Dundrod circuit in our report, but, since receiving Earl Howe's letter, we are delighted to learn that negotiations are proceeding smoothly and that this new circuit outside Belfast may be in use by 1949. Earl Howe has inspected this circuit and no one appreciates this help, and his many other contributions towards a satisfactory future for motor-racing, more than we do.—ED.]

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Type 150 E.N.V. Self-change Gear-box, in good condition and ready to use.
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FOR sale.—Mercury and Ford V8 special builders, engines, gearboxes, chassis, front axles, rear axles, etc., for sale from stock. Colin & Leslie Ltd., Wharfedale Garage, Wharfedale Road, Bournemouth. Tel.: Westbourne 64497.

ASTON MARTIN, short chassis "International," outside exhaust, C.R. box, condition excellent. Re-cellulosed maroon, full zip tonneau, tyres excellent, 18 by 5.50's rear, would sell £300 or exchange for solid saloon or weatherproof open four-seater. Family reasons for regretful offer. Captain C. S. Maple, R.E.M.E., 79, West Hill, Putney, London. Phone Putney 3485.

EXCHANGE.—M.G. "L" type Magna 2-str., Oct., 1933. Following work just completed: Crankshaft reground and all bearings re-metalled. Cylinder liners fitted. New valves, guides and insert seatings. Re-built dynamo and new bearings in camshaft drive. Re-lined clutch. Re-conditioned S.U. petrol pump and new needles, jets and washers in S.U. carbs. New core to radiator. King-pins and bushes renewed, also wheel bearings. Fitted four excellent tyres. Whole car just re-sprayed black. Good hood and battery. Would exchange for Riley Lynx 4-str. of similar age and condition, or reliable older vintage 4-str. plus cash. Reason for swap—acquired family. M.G. to be seen Catterick district about middle of March. Letters to Capt. R. G. Strachan, Officers' Mess, 8 R.T.R., Waitwith Camp, Catterick, Yorks.

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1935 RILEY 9-h.p. crankshaft, reground and unused since, £8 10s. 1931 Riley 12-v. 9-h.p. dynamo, new bearings, brushes, etc., £6 10s. 6-m. rev. counter, Jaeger, £2 10s., with cable. Latest type Riley cut-out and voltage control unit, £2. Riley 12-4 rear spring, £1; ditto, inlet camshaft, 15s. G. C. Garlick, 16, Lupton Street, Kentish Town, N.W.5.

1936 SINGER Le Mans 4-str., in perfect order, £275. S.V. Minor engine, complete, but needs overhaul, £7 10s. Marshall blower, suit 1,100 c.c., perfect, £15. Large oil cooler, serviceable, £1. Two large piston shock absorbers, £1 each. Owner needs cash and will take good offers for any of above. Box No. 379 MOTOR SPORT, 15, City Road, E.C.1.

OPPORTUNITY.—Gift for someone. A.C. 1925 6-cyl 16-h.p. o/h camshaft 2-seater. 5 new tyres. Taxed 6 years only. This is a fast vintage car, has just had over £200 spent on it; is mechanically as new. Chromium lamps, rad. Fine engine and steering. Modern Carb. Rear stoppers only. Body sound but paint very dull. No rust. Needs new hood. Owner about to have body renovated, but has now decided upon emigration. Work by well-known engineers. Bills shown. No mileage since overhaul. Seen London. Trial. £150. Box No. 380, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA 2-litre starter motor and dynamo, £2 10s. each. Fraser-Nash sprockets for 1½-in. axle, 25 tooth and 43 tooth, £2 10s. each. Blacklocks, The Homestead, Lydd, Kent.

AUSTIN 1932 chassis frame, bare £3 10s. E.N.V. preselector gearbox (ex Crossley Regis) dismantled but complete with new parts, £12 10s. M.G. Mark 1 crown wheel and pinion 12/51, second-hand, £4. Riley 1934 torque tube and drive shaft, £3. J. Bland, 27, Southfields Road, S.W.18. Putney 1612.

TWO 19-in. Rudge-Whitworth wheels, complete with part worn tyres and tubes, ex-1947 M.G. £12 pair. Richardson, 13, Esher Grove, Mapperley Park, Nottingham.

DUNLOP tyres, new, 400 by 17, rebuilt 5.25 by 16. New radiator stoneguard, 22 in. by 14½ in.; new Lucas Altette Horn, 12 v. Wanted: MOTOR SPORT, June 1947. Metrick, 67, Huddersfield Road, Holmfirth, Nr. Huddersfield.

M.G. P-TYPE engine and chassis, completely rebuilt from stem to stern in 1948 at cost exceeding £150. All new wheels, tyres, Ashby wheel, special carburettors, valves, brakes and Scintilla ignition. Equal to new in practically every respect. Can be seen stripped, or in road condition. M.G.: Several 19-in. road-wheels, with or without tyres. One pair of 16-in. wheels complete with new tyres for any M.G. Don Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

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BUGATTI 16-valve late type modified Brescia engine, clutch needs attention, steering-box with drop arm attached. £20. T.E. 12/50 Alvis Tourer, complete car or as bits, 2 newish 500 by 20 tyres, body poor, £30. Anzani V-twin 8-valve engine No. M.C.8426 with mag. and carburetter, spare jets, £12 10s. Ulster Austin gearbox, good condition, £5. Prices include carriage. Also G.P. Special Salmson engine, 3-roller crank with 4-speed box. Wanted, Ulster or Works Austin engine. P. T. Monard, 3, Grange Road, Edinburgh, 9.

1929 Z-LIKE Lagonda 4-str. Tourer. £140 spent on car last year. Photos available. Price £275. Frazer, Green Cottage, Culbybackey, Co. Antrim, N. Ireland.

M.G. SPECIAL 7.46-c.c. 2 str., outside exhaust, new tyres, engine reconditioned, also Talbot "Speed 105" open sports, both cars equal to new, any trial, offers, or would exchange for saloon cars with cash adjustment. Fisher, Balmer Lawn, Brockenhurst, Hants.

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OCTOBER 1946 "TC" M.G., under 10,000. Black and green, complete in every detail, reasonable price or would exchange. Also instruction book P and PB M.G. Four 4.75 by 16 new Dunlop tyres. One 12-v. Remax Sports coil. One 10 by 8 surface plate with slot. S.A.E., please. 41, Oakmead Road, Balham, S.W.12. Balham 6374 after 6 p.m.

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AUSTIN Ford Trials Special, original conversion by James Fairley Ltd., Sheffield, at cost of £68 excluding engine. Extensively re-built and improved immediately afterwards by "Halifax Motor Co.," now offered for sale to defray expenses through subsequent loss of court action. Jack Lister, Rimonden, Halifax.

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ULSTER Austin 1932 supercharged model. Completely overhauled, re-cellulosed. Engine has Scintilla, new mains, sleeves, valve guides. Tyres good. Numerous spares, two new covers. £275. Noar, 15, Fulshaw Avenue, Wilmslow, Cheshire.

M.G. Q, four rods, £10. 8 Ex. 4 inl. valves, £6 (new). Q engine less blower £90. Twin S.U. pump, £4. No. 8 powerplus, etc., £15. 3-in. screwcutting lathe and motor, £30. 5 K.L.G. 690 plugs, £2 10s. Browne, Green Gables, Tokers Green, Reading. Phone Reading 71797, 6.0-6.30 p.m.

LAGONDA Rapiet 10-h.p. drophead coupe. New hood, 5 new tyres, re-cellulosed body and wheels. New Specialoid liners, bearings, pistons, timing wheel, etc. Pre-selector gearbox overhauled makers. Andre tele-control, large carrier, electrical 100 per cent. One owner, seen London. Further details, offers to Box No. 381, MOTOR SPORT, 15, City Road, E.C.1.

AUBURN drophead roadster, 1935, 30 h.p. In spotless condition, completely overhauled, perfect tyres, new hood. In perfect condition in every respect. £275. Or would exchange for smaller car. 232b, Commercial Way, Peckham, S.E.15. New Cross 3329.

ALVIS 12/50 short-chassis sports 2-seater. Body and wings rough but quite serviceable. Material available for hood. Car needs re-wiring. Big-port engine with outside exhaust manifold, recently overhauled at cost of over £30, bills shown. Block lined, new pistons, crank reground, bearings re-metalled, etc., only partially assembled since. Car weighs 17 cwt. and offers excellent performance. Reasonable tyres. Also spare "12/50" crankcase, block, oversize pistons, sump, etc., and complete six-cylinder engine, gearbox, rear axle, radiator and other Alvis spares. Sell separately or together. Box No. 382, MOTOR SPORT, 15, City Road, E.C.1.

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ROVER 16 1932 2-litre. Blue, new roof, new safety glass, new battery, coachbuilt saloon, good tyres, axle casing damaged, £60. Box No. 385, MOTOR SPORT, 15, City Road, E.C.1.

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F.I.A.T. 1940 (May) "1100" pillarless condition after A-Z overhaul. Duty paid Eire. Many extras. Fuller "gen" on application. £630. Atkinson, 17, Sandys Street, Newry, N. Ireland.

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18 IN. sprung steering wheel, £3. Back seat-windscreen with side flaps adjustable, £4. Riley Nine head, manifolds, etc., semi-down-d. inlet, £5. 75, Gloucester Gdns., Cockfosters. Bar. 5095.

FIAT 500 engine/gearbox installation, just completely overhauled and fitted new bearings, clutch, timing chain, 14-mm. Lodge Sintox plugs; fitted nearly new S.U. carburetter, dynamo and starter, rewound. Fiat 500 complete crown wheel; differential assembly, fitted with brand new crown pinion; also one S/H crown pinion for "500." Don Pitt, Rodborough Crest Cottage, Stroud, Glos.

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LAGONDA "Rasier" fixed-head coupé, 1934. Engine overhauled. Brakes and clutch relined. Body sound. Upholstery fair. £235. Box No. 407, MOTOR SPORT, 15, City Road, E.C.1.

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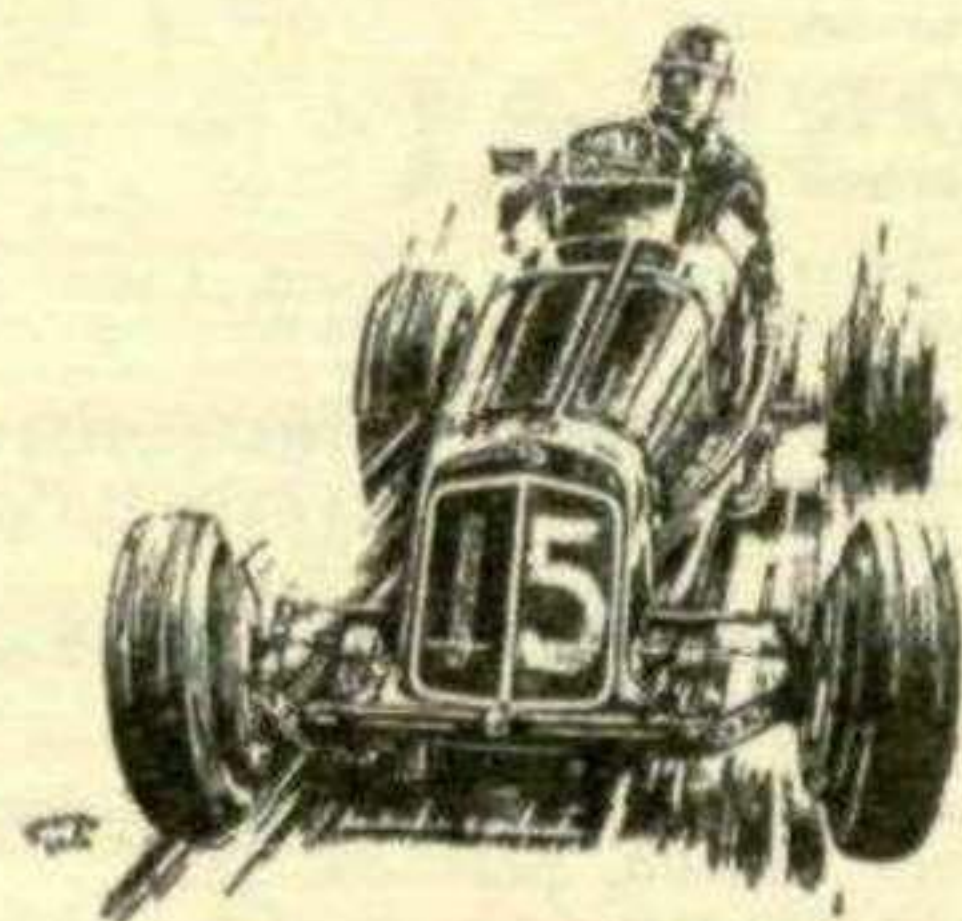
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AUSTIN Seven 2-seater for sale, s.a.e. for particulars. Opel 12-h.p., 1937, spares, including new crown wheel and pinion. New tyre 500 by 22, also 31 by 4 as new. Fold-flat chrome windscreen, new. 1912 Ford "T" tourer, good runner. Sheppard, 8, East Green Drive, Stratford-on-Avon.

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WANTED, racing or sports chassis, with or without engine; suitable to build up as a sprint car. M.G., Frazer-Nash, etc., or 1,100 or 1,500-c.c. racing, if not too expensive. Southern district. Box No. 318, MOTOR SPORT, 15, City Road, E.C.1.

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WANTED—continued

WANTED.—Instruction book for 3-litre Sunbeam. R. Farley, Harbury Manor, Leamington Spa.

BRITISH Salmson engines, new or used spares required. Box No. 391, MOTOR SPORT, 15, City Road, E.C.1.

1933 OR '34 Alvis "Firefly" tourer, must be in good condition. Piggot, "Clovelly," Drive Spur, Kingswood, Surrey. Tel.: Mogador 2474.

WANTED very urgently.—Differential assembly or complete axle for 1938 Fiat 1,500-c.c., or any conversion which would put car on road; good price offered. 81, Castle Lane, Oiton, Birmingham, 27.

WANTED.—Railton light sports tourer or sports saloon, Brough-Superior Alpine sports, "36-220" or similar type Mercedes, Lagonda, Alvis, Jaguar, Invieta or other large-engined, open, four-seater. Details to Hutton, The Hall, Barley, Royston, Herts.

WANTED.—Lagonda 2-litre or similar, will pay up to £200. Russell, Lippetts Hill Lodge, High Beach, Loughton, Essex.

BEADED-EDGE tyres and tubes, sizes 895 by 135, 815 by 105 and 775 by 145. Advise price and condition to M. W. Anderson, 24, Castle Hill, Maidenhead, Berks. (Tel.: Maidenhead 2573.)

WANTED.—1 pair of P.100 headlamps suitable for 1934 Alvis "Speed 20." Write or phone, Sanders, 261, Blossomfield Road, Solihull 0192.

WANTED.—Instruction book for Mk. I or Mk. II "18/80" M.G., also Mk. III camshaft. Barton, 128, Manchester Road, Burnley.

WANTED.—B.M.W. Type 55 or 327, must have very low mileage and original condition. Could offer immaculate "12/60" Alvis "Beetleback," 1932, original owner, or 1935 Alvis "Silver Eagle" saloon in perfect condition in part exchange, or would purchase outright. Jack Lister, Ripponden, Halifax.

15/- PER copy offered for MOTOR SPORT, April, June, 1927; Jan., Mar., April, 1928; May, June, 1929. H. J. Batten, 9, Beachfield Avenue, Newquay, Cornwall.

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WANTED—continued

WANTED.—4-seater coupé or tourer body for 1934 Lagonda "Rapier," complete with wings and running-boards, structure must be sound. G. Fyvie, Westridge, Grove Road, Broughty Ferry, Angus.

1931 2-LITRE Lagonda "Speed" model, clean condition, reasonable offer wanted or would exchange for Riley "Gamecock" similar condition. Box No. 392, MOTOR SPORT, 15, City Road, E.C.1.

ASTON-MARTIN "Ulster" 1936 model wanted in good condition, suitable for racing. Forward full particulars car and photograph if possible, to Dale, c/o A. Fenton & Co., 82-83, Fenchurch Street, London, E.C.3.

FIAT 500 engine, o.h.v. Siata head preferred, incomplete engine might do. Jacobs, Garth, Willoways Lane, Braunton, North Devon.

WANTED urgently, to buy or loan, instruction book for 1933-4 Talbot "75." Bowman, 103, New Church Road, Hove, 3.

COLLECTOR wishes to buy car badges, mascots, photos, books, manuals, catalogues and any interesting sports car items and spares. Box No. 393, MOTOR SPORT, 15, City Road, E.C.1.

WANTED urgently.—Handbook and any information on 1931/2 M.G. "Magna." Ward, 3, Hulse Avenue, Barking, Essex. Rip. 2084.

WANTED to exchange Alvis "12/50," 1928 open 4-seater, in good condition, for a "12/50" Alvis saloon, 1929-31-32, or Alvis 17.9 "Silver Eagle," 1930 saloon; must be sound mechanically, but rough bodywork not objected to. Slight cash adjustment if necessary. Sole reason, doctor's orders. Urgent. Fairhurst, Shobdon, Leominster.

WANTED.—"Speed 20"—two front brake drums and back-plates, two 20-in. wheels, track-rod, radiator, instrument panel, "Firefly" flywheel, preselector model. For sale, "Speed 20" gearbox, flywheel, clutch, etc., as new. Barnett, 7, Howitt Close, N.W.3.

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WANTED.—Alfa-Romeo cylinder block for 1,750-c.c. supercharger, 10 million series. Please ring Wallington 7114 or write, 39, The Newlands, Wallington, Surrey.

WANTED.—Interesting sports car with a high performance. Price must be reasonable, consistent with class or make of car. Please write all particulars to Box No. 394, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—"Ulster," "Nippy" or "Speed" Austin connecting-rods to suit 1½-in. journals. Nixon, 205, Kingshill Drive, Kenton, Middlesex.

WANTED by ex-R.A.F. type, Singer Le Mans 1½-litre special with 3 carburettors, about 1935/6 or later. Condition unimportant so long as car complete. Reasonable price offered. Box No. 395, MOTOR SPORT, 15, City Road, E.C.1.

ENTHUSIAST with 1935 S.S. II 4-seater coupé, would exchange for vintage open Lagonda, Alvis or similar 4-seater, maximum 2 litres. Patmore, 74 Victoria Road, Chelmsford.

SPORTS car wanted, 2-seater, not more than 2-litres, suitable for trials, in reasonable condition. H.R.G., B.M.W. or similar preferred but anything considered. Box No. 396, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—Amilcar "Grand Sport" (Surbaisse) engine in reasonable condition; also three 19-in. well-based wheels for same car. G. Taylor, Trinity College, Cambridge.

WANTED.—Franklin air-cooled engine; anybody know of one? Box No. 397, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—Rotax starter, or parts for same for 1934 "Speed 20" Alvis; also "Silver Eagle" mascot. A. W. Hardy, Kew Bridge, Brentford, W. Chis. 0358.

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WANTED.—Following copies of MOTOR SPORT: Jan., '43; April, Sept., '41; Aug., Sept., '40; Jan., Feb., Mar., April, Aug., '36; Aug., Oct., '35; Nov., '33; and most copies prior 1930. For sale, 59 copies MOTOR SPORT, 1934-47. Offers, 123, Clarence Gate Gardens, London, N.W.1.

WANTED.—Twin S.U. carbs., suitable for Austin Seven engine. Full particulars to A. M. Lugg, "The Warren," Gibsons Hill, Norbury, S.W.16.

WANTED for 1934 Triumph 12.95-h.p. saloon: instruction book, electrical wiring diagram and spare parts list. Urgent. G. E. Marsden, Junr., Yates Farm, Clayton-le-Woods, Chorley, Lancs.

ALVIS "Silver Eagle" handbook (1936) wanted. Purchase or loan. Box No. 398, MOTOR SPORT, 15, City Road, E.C.1.

FIAT 500.—Wanted, complete steering assembly, front shock-absorbers, front spring, rear axle, hubs and brakes; Norton close-ratio gearbox. Palmer, Rodleigh House, Bramley, Leeds.

DON PITT very urgently requires M.G. "P, N, K, Q" water-pump. Don Pitt also requires complete late-type Ford Ten engine and gearbox assembly, must be in excellent condition. Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

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WANTED—continued

WANTED.—3 or 4½-litre Bentley, open or sports body preferable but not essential. Gibson, Cropton Lane, Pickering, Yorks.

ENTHUSIAST requires T-type M.G., Aston-Martin, Frazer-Nash, "Balilla" Fiat or similar type of sports car. Condition immaterial. Smashed car considered, but must be cheap. Box No. 414, MOTOR SPORT, 15, City Road, E.C.1.

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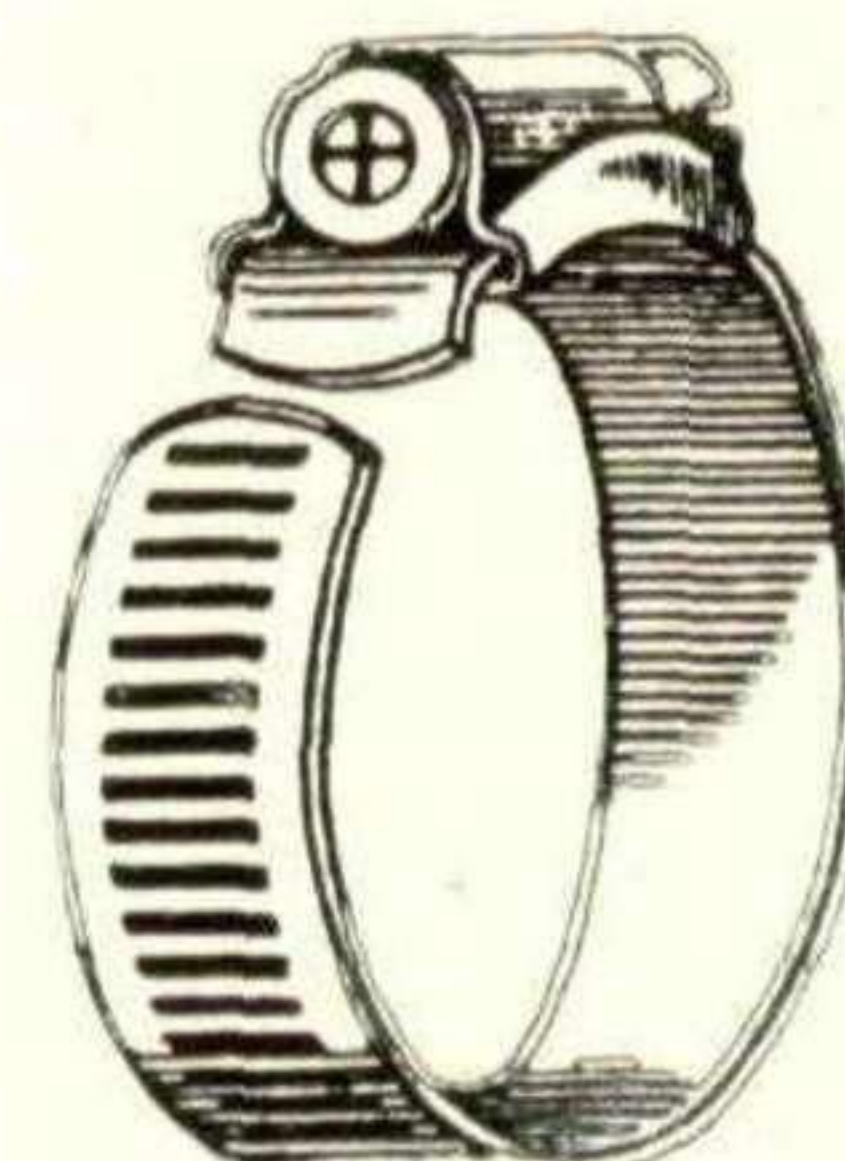
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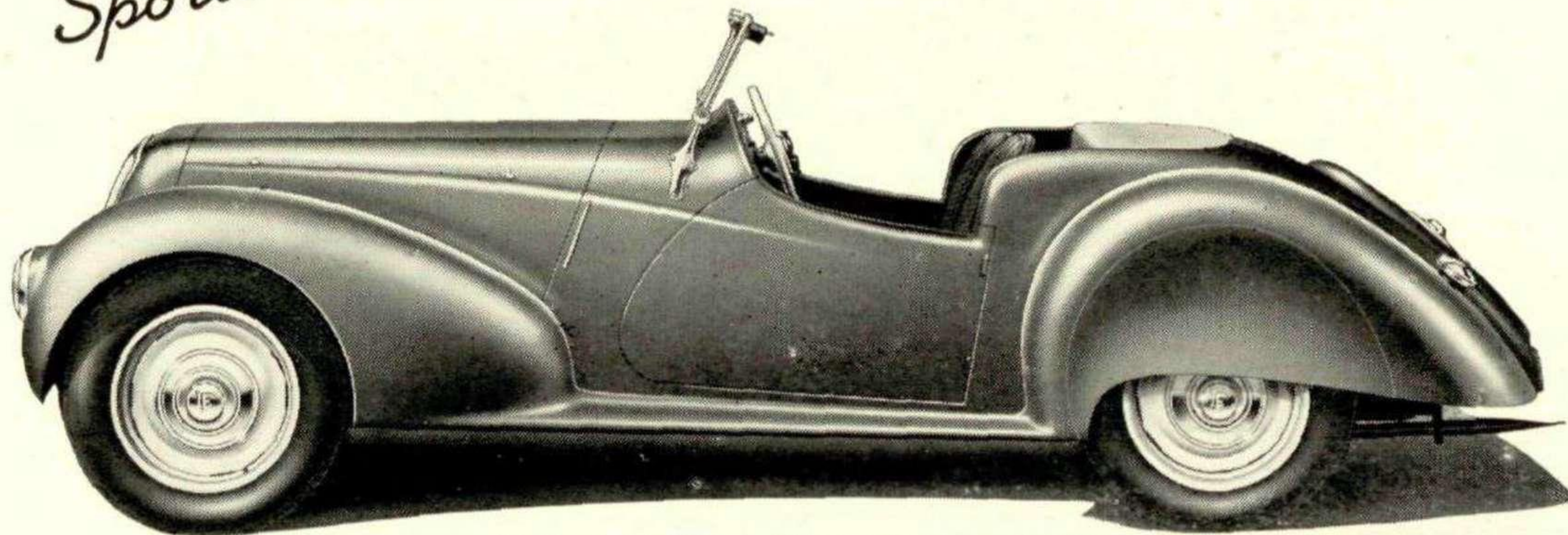
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