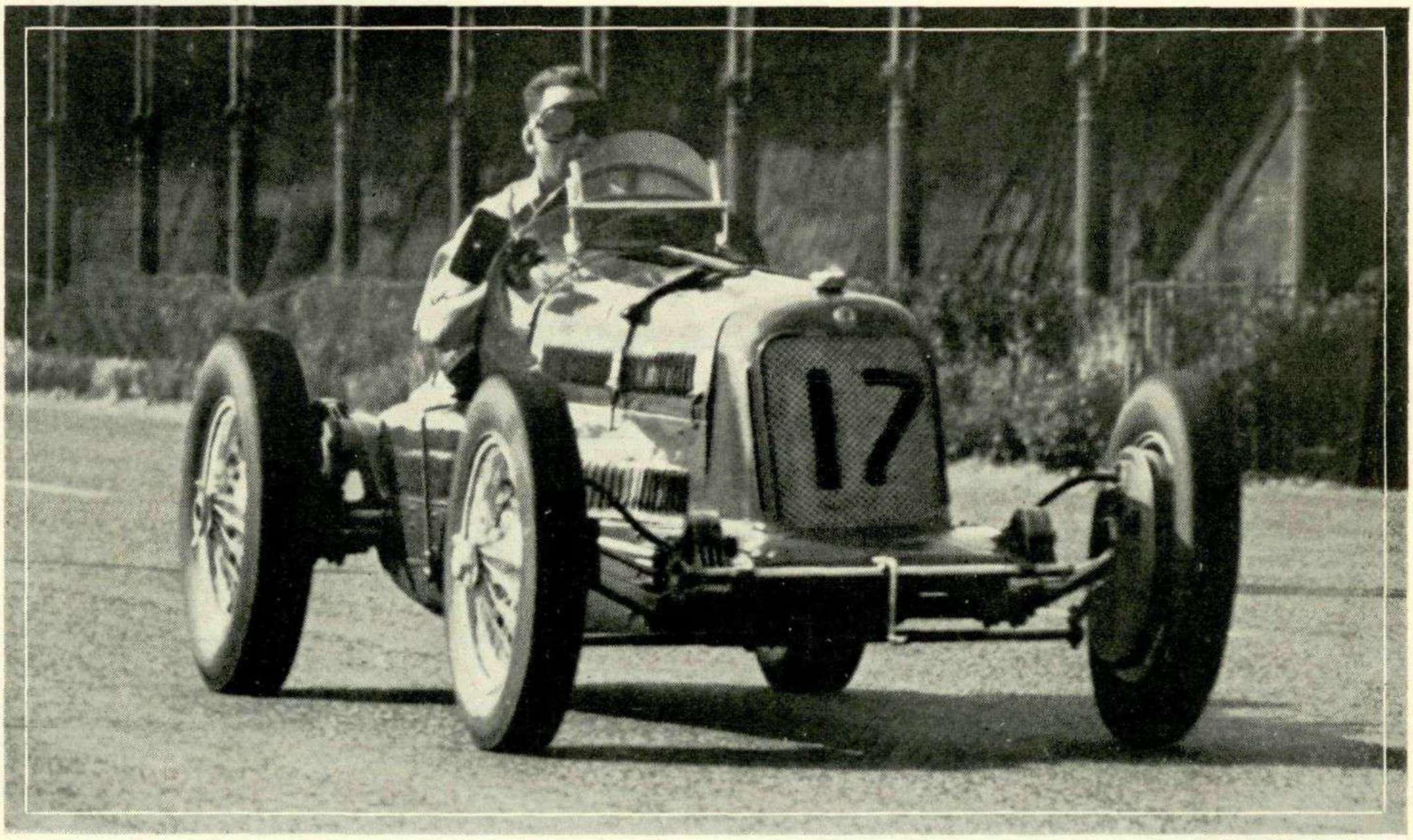
Vol. XXIII No. 11 **VETERAN, EDWARDIAN, VINTAGE AND MODERN FEATURES** *November, 1947*

MOTOR SPORT

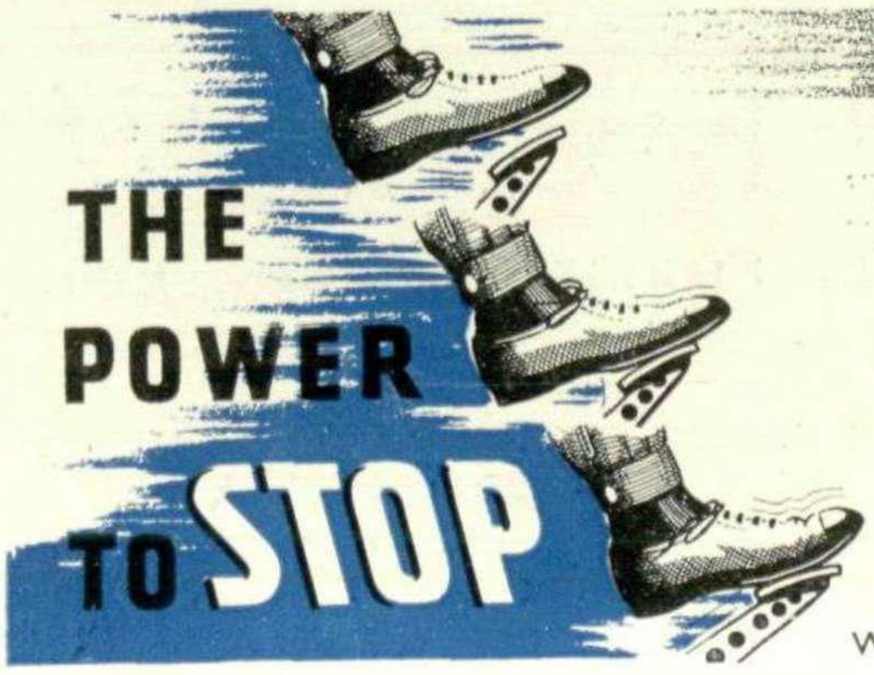
INCORPORATING **Speed**

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[*Photo by Guy Griffiths*

Happier Days—McAlpine driving his 3-litre Maserati in last September's Brighton Speed Trials.



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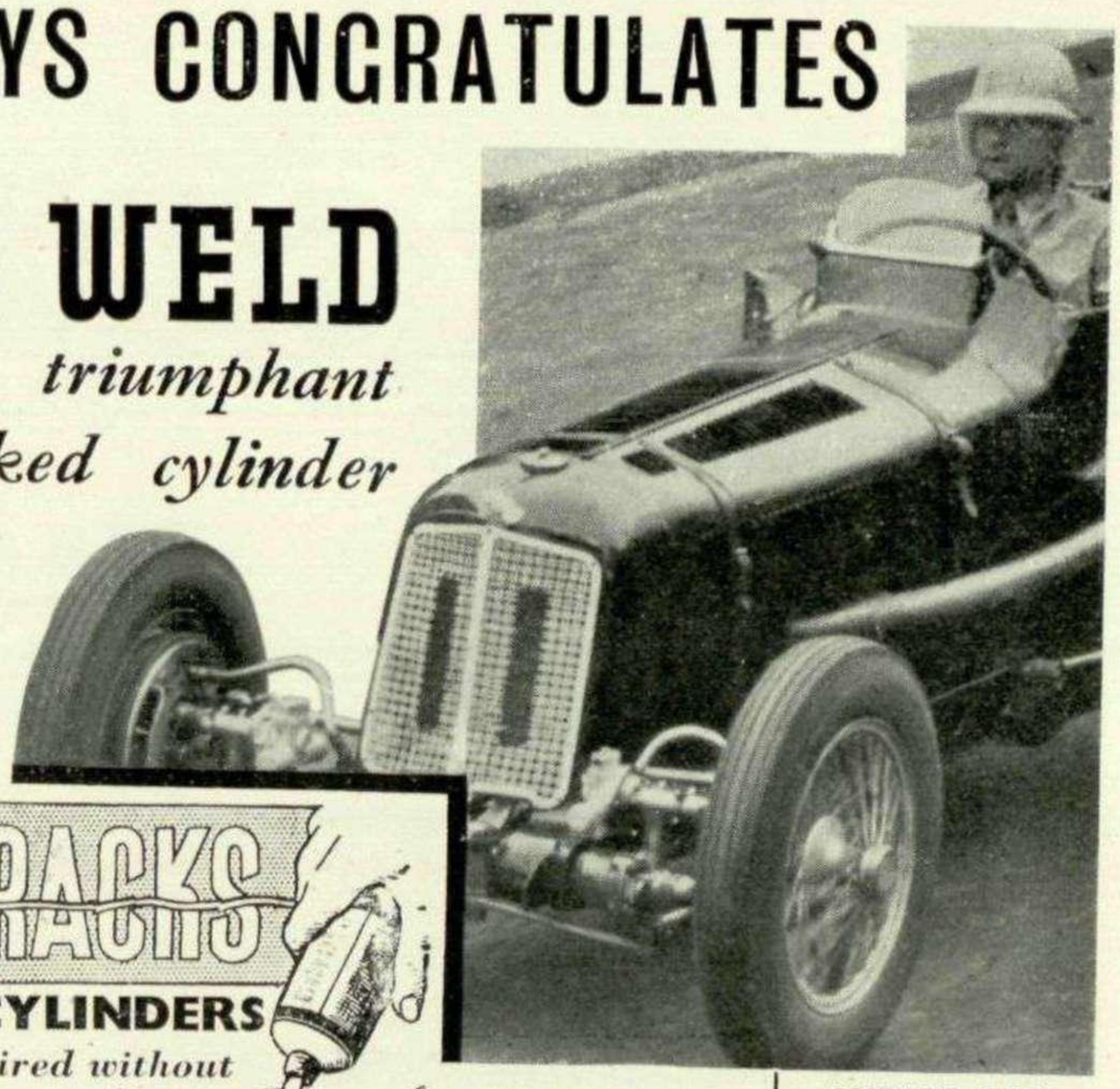


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Yours faithfully, ***Raymond Mays.***"



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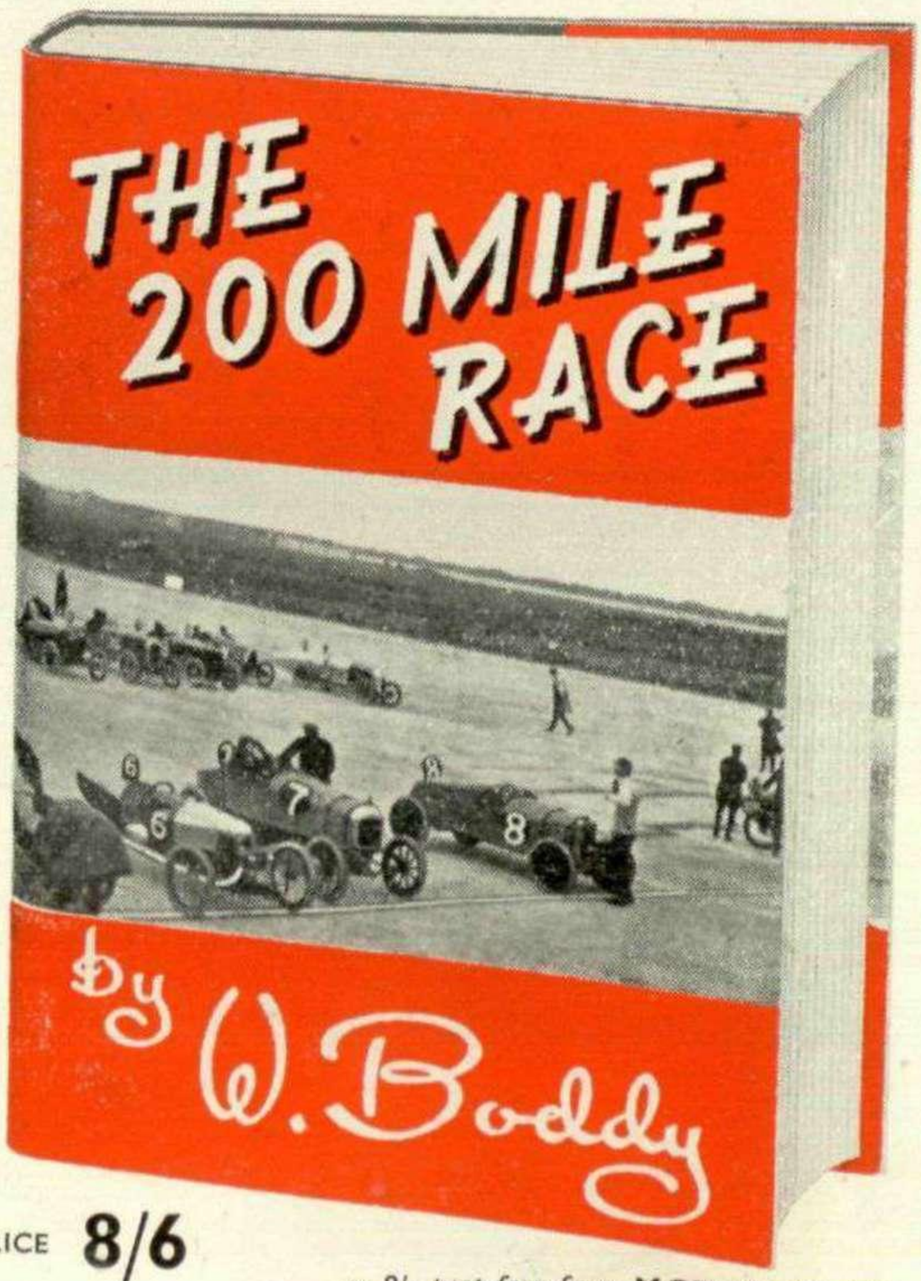
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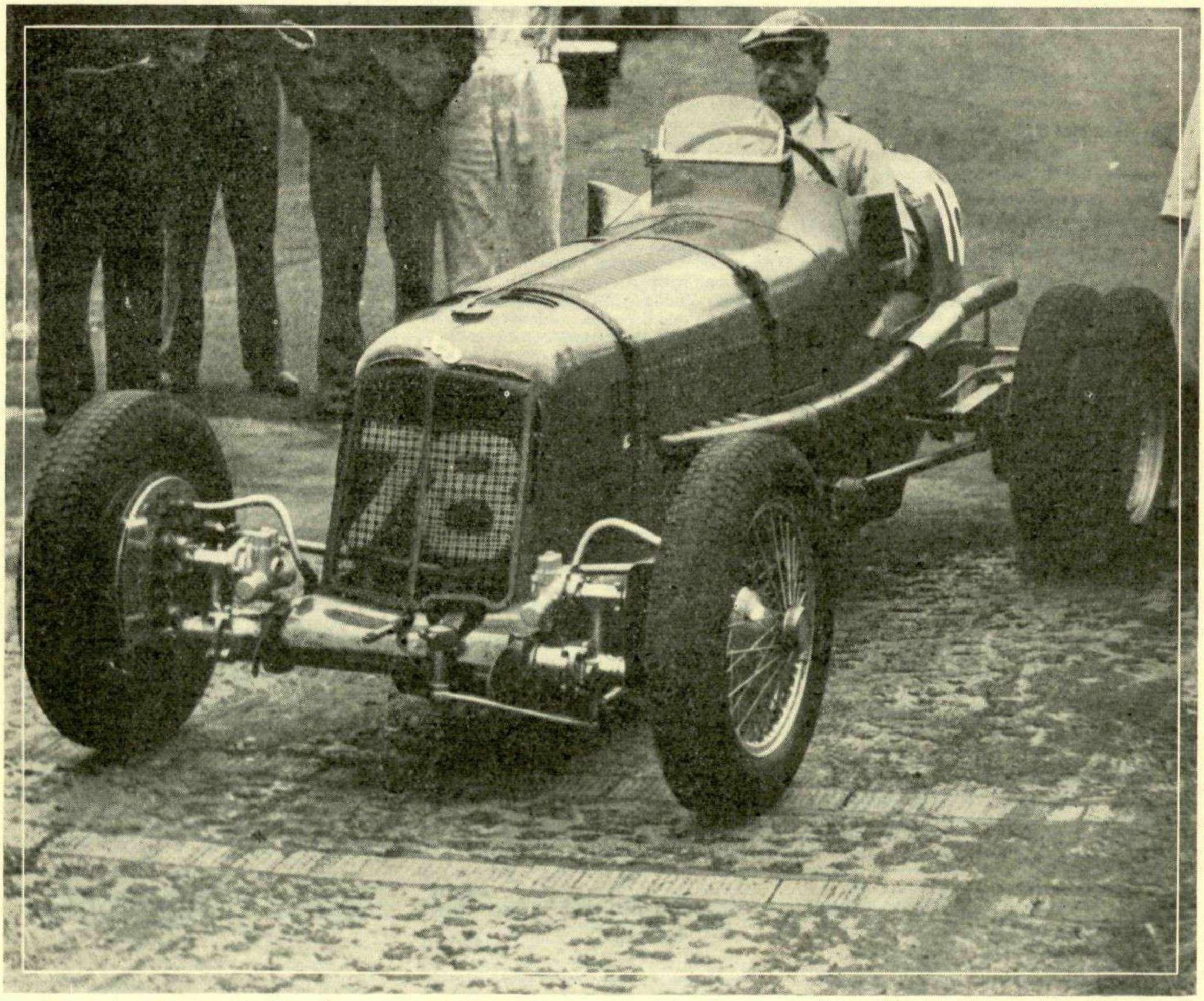
MOTOR SPORT

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THE BROOKLANDS GAZETTE

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BRITISH HILL-CLIMB CHAMPION—1947



This photograph by Guy Griffiths shows Raymond Mays (E.R.A.) on the line at the last Prescott Meeting, waiting to clinch his title of British Hill-Climb Champion of the year.

Reports of Recent Events

V.S.C.C. BISLEY MEETING

Another worthwhile Vintage S.C.C. meeting was held at Bisley on October 12th, when the assembled cars were almost as interesting as the tests in which they subsequently took part. Three cars obviously well in the running for the Concours were Abbott's immaculate 1904 Mercédès, Richards' early "12/50" Alvis tourer with incredibly-polished engine (having, however, two S.U.s instead of the original Sclex) and Leonard Taylor's very-perfect "hip-bath" bodied Gwynne Eight with correct-section tyres. Peter Clark brought his family in an immense and imposing Big Six Bentley Utility, Bill Dawkins attended in the majestic 1911 Renault landauiette with its elaborate telephone system between passengers and the driving menial, and a fresh Edwardian was Bland's 1914 Studebaker 2-seater, its self-starter said to drive through a chain and free-wheel and its carburetter at the rear, feeding through a sort of "reversed-S" manifold. Others present were the open Alfa-Romeos of Bremner and Ching, an Alfa-Romeo saloon, Gahagan's Type 37 Bugatti, the Lancia "Lambdas" of Dacre Stubbs (soon off to Australia), Jane and Wrigleys, the Itala, the ex-Hill Hispano-Suiza, Jesty's comfortable old Humber, and examples of Bentley, Lagonda, Lea-Francis, etc. There was also a 2-litre Ballot with a foot out of its chassis, to which a 4-seater body from a "12/50" Alvis had been cleverly adapted. Entries were correctly confined to pre-1931 cars. The first test was the famous V.S.C.C. slow/fast, choice of gear now being permitted for the accelerative section. A business of reversing into bays followed, which we consider unkind to aged transmissions, and then everyone went off for a Concours and tea at the N.R.A. Pavilion. The Itala in action was a centre of attraction and results are as follows:

CARS UP TO 1½-LITRES: 1st, Major Dove (1927 Lea-Francis) 27 marks; 2nd, L. Taylor (1923 Gwynne Eight) 25 marks; 3rd, D. E. Smith (1928 Aston-Martin) 24 marks.

CARS OVER 1½-LITRES: 1st, C. R. Abbott (1904 Mercédes) 34 marks; 2nd, J. Bland (1914 Studebaker) 27.5 marks; 3rd, J. Sanderson (1927 Delage) 27.1 marks.

G.P. OF LAUSANNE

Luigi Villoresi's 16-valve Maserati won this race, taking 2 h. 49 m. 30.4 sec. to complete the 181-mile course, while Wimille did a prodigious drive in a Simca-Gordini to come home second, only 63.7 sec. behind the winning Maserati. Jean-Pierre's average was 63.48 m.p.h. De Graffenried's Maserati was well behind, in 3rd place, with Chiron's 4½-litre *monoposto* Lago Talbot 4th. Villoresi recorded fastest lap, at 67.85 m.p.h. Of the British drivers, Whitehead's B-type E.R.A. finished 6th, and Heath's E.R.A., also a B-type, but with i.f.s., 7th. Actually, these cars were still running when the flag fell, having completed 72 laps. Parnell had a "works" Maserati, but retired after 42 laps (race distance was 90 laps), and Hampshire, in Parnell's E-type E.R.A., ceased motoring after 38 laps.

BERKHAMSTED & D.M.C. & C.C. BOSSINGHAM CUP TRIAL

K. E. O. Burgess' Allard, luggage and tyre-inflating cylinder aiding wheel grips, won the Bossingham Cup in this classic event. Dry weather rendered most of the sections easy, so that the special tests largely decided this good, olde worlde trial of 58 miles, which attracted 37 car entries. Burgess was outstanding in the Bellingdon test, clocking 10 sec., whereas Best's PB M.G. and Vincent's 847-c.c. M.G., in the opposite class and tying for best time, needed 11.8 sec.

Results

BOSSINGHAM CUP: K. E. O. Burgess (4,000-c.c. Allard).

CUP FOR BEST PERFORMANCE BY MEMBER OF PROMOTING CLUB: (*Over* 1,500-*c.c.*), K. E. O. Burgess; (*Under* 1,500-*c.c.*), E. B. Kay (1,496-c.c. Riley).

FIRST-CLASS AWARDS: (*Over* 1,500-*c.c.*), M. Wick (4,000-c.c. Allard); L. Potter (3,950-*c.c.* Allard); (*Under* 1,500-*c.c.*), C. W. Yates (1,172-c.c. Austin); C. P. Taylor (998-c.c. M.G.); J. V. Vincent (847-c.c. M.G.); G. W. Best (939-c.c. M.G.).

SECOND-CLASS AWARDS: (*Over* 1,500-*c.c.*), L. Parker (4,438 Allard); K. McAlpine (4,400-c.c. Allard); (*Under* 1,500-*c.c.*), P. H. Hunter (1,172-c.c. Austin); D. S. Wood-Dow (1,074-c.c. H.R.G.); F. Morrish (1,498-c.c. Frazer-Nash); D. Murkett (939-c.c. M.G.).

TEAM AWARDS (*Teams of three*), L. Parker, D. Murkett and G. W. Best; (*Teams of two*), A. G. Pine (1,009-c.c. Standard drop-head coupe) and C. W. Yates (1,172-c.c. Austin).

V.M.C.C. ROYSTON SPEED HILL-CLIMB

Fastest time of the day for a vintage machine was again put up by S. A. Johnson with a 1928 O.H.V. Norton at the Vintage M.C.C.'s second speed hill-climb at Royston. Johnson shared honours with K. Weeks, who rode a similar machine of 1926 vintage in the 500-c.c. vintage class, with a climb in 16.6 sec., but running in the standard machine class he got his time down to 16.2 sec., which compared very favourably with the course record of 14.6 sec. set up by I. B. Wicksteed on an alcohol-tuned "Tiger 80" Triumph. S. A. Johnson was also the only competitor in the 250-c.c. class and his walkover was more literal than was expected because his unique Sheffield-Henderson was dogged by mechanical trouble and could only manage 26.0 sec.

M. Gover's O.H.C. Velocette proved to be the best 350 with a final run of 16.4 sec. after no less than four runs at 17.0 sec., and in the unlimited class A. J. Bonnett's S.S. 100 Brough Superior got down to 16.6 sec., which was too quick for Wicksteed's Royal-Enfield twin. With a sidecar on, however, Wicksteed easily beat A. H. Johnson's 500-c.c. O H.V. Matchless outfit.

Results

250-C.C. VINTAGE CLASS: 1st, S. A. Johnson (248 Sheffield Henderson), 26.0 sec.

350-C.C. VINTAGE CLASS: 1st, M. Gover (348 Velocette), 17 sec.; 2nd, equal C. E. Allen (349 A.J.S.) and J. A. Welch (349 A.J.S.), 17.4 sec.; 3rd, M. F. Walker (346 Sunbeam), 18.2 sec.

350-C.C. STANDARD CLASS: 1st, I. B. Wicksteed (349 Triumph), 15.4 sec.; 2nd, C. E. Allen (349 A.J.S.), 16.8 sec.; 3rd, M. Gover (349 Velocette), 17 sec.

500-C.C. VINTAGE CLASS: 1st, equal S. A. Johnson (490 Norton) and K. Weeks (490 Norton), 16.6 sec.; 2nd, L. F. Bovingdon (490 Norton), 17.6 sec.; 3rd, R. Bovingdon (490 Norton), 17.8 sec.

500-C.C. STANDARD CLASS; 1st, S. A. Johnson (490 Norton), 16.2 sec.; 2nd, K. Weeks (490 Norton), 16.6 sec.; 3rd, L. F. Bovingdon (490 Norton), 17.8 sec.

UNLIMITED VINTAGE CLASS; 1st, A. J. Bonnett (980 Brough), 16.6 sec.; 2nd, I. B. Wicksteed (990 Royal-Enfield), 18.8 sec.; 3rd, L. J. Moon (976 Brough), 22.6 sec.

UNLIMITED STANDARD CLASS: 1st, A. J. Bonnett (980 Brough), 17 sec.; 2nd, I. B. Wicksteed (990 Royal Enfield), 18.2 sec.; 3rd, L. J. Moon (976 Brough), 23 sec.

SIDECAR MACHINES CLASS: 1st, I. B. Wicksteed (990 Royal-Enfield side-car), 20.6 sec.; 2nd H. Johnson (498 Matchless side-car), 22.4 sec.; 3rd, R. T. Rigby (493 B.S.A. side-car), 26 sec.

CHALLENGE EVENT, SIX FASTEST CLASS: 1st, S. A. Johnson, 16.2 sec.; 2nd, M. Gover, 16.4 sec.; 3rd, equal C. E. Allen and A. J. Bonnett, 16.6 sec.; 4th, J. A. Welch, 17.2 sec.; 5th, K. Weeks, 18.2 sec.

V.S.C.C. OF A. CASTLEREAGH SPEED TRIALS

In this V.S.C.C. of Australia event the class winners were: Dent's vintage Austin 7, 24.3 sec.; Todhunter's J2 M.G., 21.9 sec.; Dent's vintage Frazer-Nash, 21.4 sec.; Ward's TB M.G. tying with Pease's TB M.G., 19.5 sec.; Rizzo's Riley Special, 17.4 sec.; MacKinnon's vintage Frazer-Nash, 20.5 sec.; Snow's B.M.W., 19.0 sec.; Jeffery's vintage Studebaker, 19.0 sec.; Reed's Mercury-Special, 16.4 sec.; Bland's Ford V8 Special, 16.9 sec. Reed was declared winner of the N.S.W. 1947 Sprint Championship.

ULSTER A.C. VETERAN CAR CONTEST

This event, 5th of the series, attracted 16 entries, from an 1898 Mors to a 1914 Model-T Ford. First prize in the appearance competition, in which age of car and period garb of car was considered, went to Clark's 1903 Peugeot, with Haughton's 1898 Mors runner-up. Ten cars lost no marks in the road section, so a handicap hill-climb decided the event, the winner being a 1913 Talbot. A 1905 Riley was 2nd and a 1911 Renault 3rd, while the M.M.C.-Renault-Talbot team took the Team Prize. Other makes competing were Clement, de Dion, Martini, Wolseley and Swift—all pre-1905.

DUBLIN UNIVERSITY M.C. & L.C.C. KILTERNAN SPEED HILL-CLIMB

The results of this event, held on September 6th, were:

CARS UNDER 1,200-C.C. (SCRATCH): 1st, F. D. Smyth (10-h.p. Ford), 61.88 sec.; 2nd, C. F. Lindsay (Ford 8), 64.76 sec.; 3rd, A. R. Scott (Ford 8), 65.22 sec. Winner's speed, 48.48 m.p.h.

CARS UNDER 1,200-C.C. (HANDICAP): 1st, C. Martin (D.R.A.) (22 sec.), 49.20 sec.; 2nd, W. Leeper (Singer) (16 sec.), 50.00 sec.; 3rd, W. M. D. Montgomery (Singer) (16 sec.), 50.40 sec.

CARS OVER 1,200-C.C. (SCRATCH): 1st, N. S. Robb (M.G.-V8), 61.46 sec.; 2nd, C. S. Porter (H.R.G.), 65.55 sec.; 3rd, R. B. S. Le Fanu (L.E.R.A.), 66.00 sec. Winner's speed, 48.81 m.p.h.

CARS OVER 1,200-C.C. (HANDICAP): 1st, D. O'Clery (M.G.) (19 sec.), 49.18 sec.; 2nd, A. M. Johnson (M.G.) (19 sec.), 51.16 sec.; 3rd, C. Vard (M.G.) (19 sec.), 51.40 sec.

CARS OPEN HANDICAP: 1st, D. O'Clery (M.G.) (19 sec.), 49.18 sec.; 2nd, C Martin (D.R.A.) (22 sec.), 49.20 sec.; 3rd, W. Leeper (Singer) (16 sec.), 50.00 sec.

CARS OPEN SCRATCH: 1st, H. Graham (M.G. supercharged), 58.32 sec.; 2nd, D. H. Kyle (M.G. supercharged), 60.22 sec.; 3rd, N. S. Robb (M.G. V-8), 61.88 sec. Winner's speed 51.44 m.p.h.

HANTS & BERKS M.C. "POINT-TO-POINT"

Beautiful weather on October 5th made searching for clues in the Hants and Berks M.C. Point-to-Point most

enjoyable, the course embracing some of the fascinating lanes and by-ways that abound in the Alton-Basingstoke area of Hampshire. Although one Austin 7, driven by a girl, lost its entire exhaust system and a Riley saloon detached its silencer, everyone seemed to enjoy themselves. Mrs. Willis waded knee-deep in a canal to find one clue, while Eric Brandon, having taken his new 1¼-litre M.G. to the wrong end of a mile-long canal tunnel, was heard trying to persuade racing-driver John Cooper to swim through it. Clues were based on ordinance survey references painted in unlikely spots, aided by code words. Kennington abandoned his Morris to bask clueless in a field for a while and Jane and his Lancia found themselves back at the start shortly after leaving! A stark "12/50" Alvis with big-port head, external exhaust system and downdraught carburetter appeared to be doing well, its girl passenger working energetically with the driver in map-reading and clue discovery. But it was Joe Lowrey, his 1,100-c.c. H.R.G. now endowed with air intake holes in the side of its bonnet, that came home first with a fully completed and correct score card. The runners-up were Buckler's Ford and Arklay's Austin 8. Usually we rather scorn treasure hunts and the like, but this event had the merit of embracing fine scenery and interesting territory.

Y.S.C.C. THOLTHORPE AIRFIELD CIRCUIT RACING

Heroic persistence by the Hon. Sec., T. C. Wise, at last wore down the resistance of the eight H.M. Ministries which stand in the way of permission to use this Government land, and the Y.S.C.C., at short notice, staged a full day of racing round the 1–2-mile course on the runways. The weather was fine but cool, and there were 159 entries, comprising 64 different sports and racing cars, divided among 10 different classes. The P.A. system helped greatly with the task of keeping the ball rolling, and with priming the hundreds of spectators who had magically become aware of this unadvertised and free display. Capt. A. M. Mallock's troops were on duty, and saw his versatile blown 747-c.c. Austin win the 1,100-c.c. sports class, first race of the day. This was of 6 laps, as were all others except the handicap for racing cars, which was of double distance.

The class for 1½-litre cars was run in four heats. T. C. Harrison's Riley "Sprite" won heat 1, Shillito's H.R.G. heat 2, D. H. Smith's H.R.G. heat 3, and Gee's T.T. Riley heat 4, and these four met in the final, where, after a most exciting duel, Harrison beat Gee by several lengths. The 2-litre class had largely the same entry, plus Tyrer's very rapid B.M.W., a couple of "Specials," and Brown's A.C. Harrison (Riley) and Gee (Riley) won their heats and held a matched final, where Gee had the last word. Mallock's Austin ran with a nominated driver in this event and provided the only untoward incident of the day, when it over-turned on to its side on one bend, bounced miraculously back, and then went haymaking in the direction of the hangar before resuming the race undaunted.

The big sports class was also run in three heats and a final. In the first heat Wise's C.W.8 beat Appleyard's Jaguar 100, Shaw's Allard, and Hepworth's Alfa; in the second the Tyrer-Harrison duel was renewed, this time with the result reversed, Whittaker's Railton being 3rd. In the remaining heat Gee's very rapid Riley rather eclipsed its opposition, and the three winners then ran it off, the placing being 1, Tyrer (B.M.W.); 2, Gee (Riley); 3, Wise (C.W.8). In the All-comers' Handicap, the handicapping was rather impromptu and unduly generous, and Phillips (Fairly), with a lap start in 3, could have won on a bicycle. Pilkington (M.G.) was second, and Buck (Alvis) third.

In the 1,100-c.c. racing class French, driving Mallock's Austin, won from Reynold's R-type M.G.

In the 1,500-c.c. race, Slater's E.R.A. beat Harrison's E.R.A., and Holt's H.R.G. in heat 1, whilst in heat 2 Gee's Riley won from Reynold's R-type. Slater repeated his success in the final. In the next class there were several retirements and Slater (E.R.A.) won from Buck's "2.3" Bugatti, but in Class 4R, there was a spirited race, Harrison (2-litre Riley, ex-Gerard) winning from Tyrer's B.M.W.

WITHOUT COMMENT

BRITAIN	No "basic" petrol since September 30th.
ISLE OF MAN	Each "basic" unit is still worth one gallon.

In the All-Comers' Handicap for racing cars, Harrison's Riley, the scratch car, was rapidly running up through the field when a loose exhaust system lost him about 5 minutes, which he could not make up, and Needham (Riley "Sprite") won from Wadsworth's H.R.G. with Slater (E.R.A.) third.

As a members' day this was a huge success, and even all the spectators seemed highly delighted, though they were cooped up into one restricted area, and had few amenities.

Obviously, there is a huge public waiting for any chance to see real motor-racing.

PRIX DE LEMAN

This 1,100-c.c. race held at Lausanne, over 120½ miles, saw the Simca-Gordinis again soundly trounce the Cisitalias. Bira won at 64½ m.p.h., his Simca-Gordini a mere .3 sec. ahead of Sommer's. Taruffi's Cisitalia, a lap to the bad, was 3rd, followed home by Loyer's Cisitalia, Prince Igor's Simca-Gordini, Wuest's Cisitalia, Trintignant's Simca-Gordini, Robert's Cisitalia, Schell's Cisitalia and Schmocker's Simca-Gordini. Sommer broke the lap record, but had to spend 34 seconds at his pit, securing the exhaust pipe. Two races were also held for Swiss drivers, Patthey's Nordec-supercharged M.G. winning the under-1,500-c.c. race from two other M.G.s, Studer's Alfa-Romeo the big car race from two B.M.W.s.

MODENA SPORTS-CAR RACE

This event ended disastrously when Bracco's Delage ran into the crowd. The race was stopped, and awarded to Ascari, whose new, secret-they-say 2-litre 6-cylinder Maserati was leading at the time, with his team-mate, also in one of these intriguing Maseratis, 2nd. Faster lap was made by Cortese in the 2-litre V12 Ferarri.

SCANDINAVIAN SPORTS-CAR RACE

This race, over 67 miles, was run off at Gardermoen airfield before a crowd of over 40,000 spectators. Heick's M.G. won the 1½-litre class from a Lancia Aprilia and another M.G. The 2-litre class went to a Citroen, which beat a B.M.W., and the over 2-litre class was won by Pahl's "4.9" Bugatti, from a Ford V8 and a Mercury.

BRISTOL M.C. & L.C.C. CHAPPELL CUP TRIAL

Twenty-six entrants left Hinton Charterhouse and made for test "A," an acceleration test. Here Onslow Bartlett (Mercury) made the best time, 4.0 sec. Despite the large rock outcrops on "Mount Pleasant" six kept clean sheets, the Allard of Ken Burgess being outstanding. "Clandown" followed and all but Buckler, in his very naked Buckler Special, bounced successfully over the deep-rutted surface.

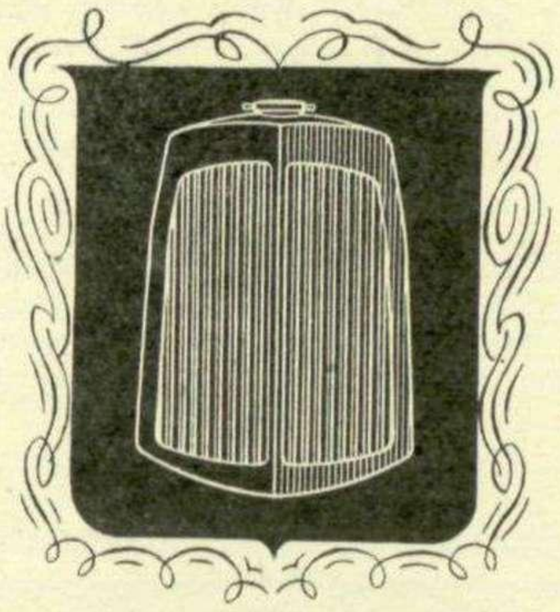
"Pendown" caught out half the entry and proved to be the most interesting hill. It was just car-wide, had steep banks on either side, a stream ran down the middle, and there was a water splash at the bottom. The big cars listed heavily as they mounted the off-side bank, but all except Mallom (Jensen) lost no marks. McAlpine, Appleton, Potter and Burgess (Allards) and C. A. N. May and D. W. Price (Ford Specials) made fast, lurid ascents. Cyril Butler (Daisy) had some anxious moments, but made the grade. W. A. Cleave (Morris) made a first-rate climb, as did J. Grout in his Austin-Ford Special. The hill worsened as the stream became diverted into the wheel tracks, and although A. W. Morrish (M.G.) got through the most difficult section, lack of ground clearance was his undoing near the top. The course was certainly at its worst when G. W. Best made his climb, but with sheer determination his M.G. swayed and bounced to the top.

In test "B" (the L-shaped reversing variety) C. C. Evans (Ophelia) and A. W. Morrish (M.G.) each clocked 7 sec. but, having lost marks elsewhere, this only helped towards class awards.

"Uplands" was bone dry and dead easy and only caught out one entrant, but by this time four competitors had retired.

Results:

CHAPPELL CUP: G. W. Best (M.G.).
CLUB CUP—CLASS 1: W. A. Cleave (Morris).
CLUB CUP—CLASS 2: T. C. G. Butler (Daisy).
CLUB CUP—CLASS 3: O. Bartlett (Mercury).
FIRST-CLASS AWARDS: D. W. Price (Price Special), K. Burgess (Allard), A. W. Morrish (M.G.).
SECOND-CLASS AWARDS: C. C. Evans (Ophelia), McAlpine and L. Potter (Allards).



ASTON MARTIN

HIGH—PERFORMANCE CARS

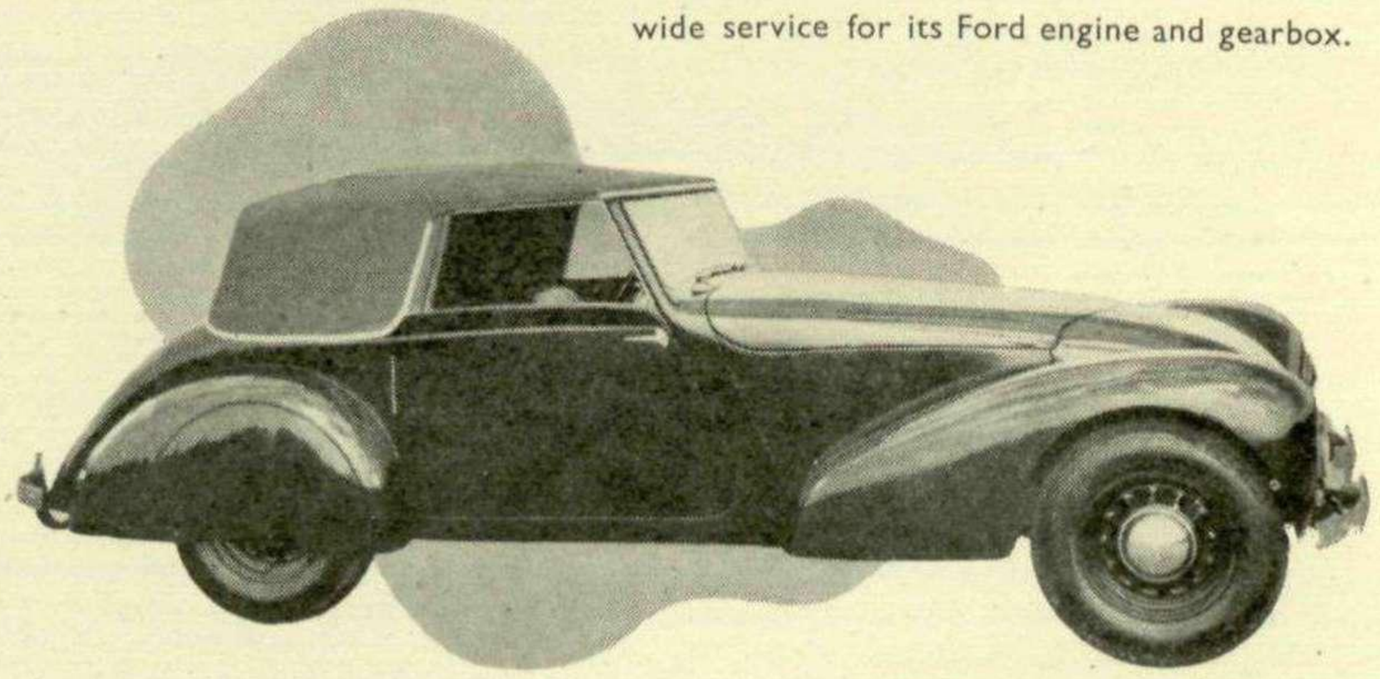
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WORTHWHILE JOURNEY

THE article by Mr. F. E. Ellis, describing his rebuilt 16-valve twin o.h. camshaft Aston-Martin, which we published in MOTOR SPORT for June, 1947, aroused considerable interest, particularly on the part of Lt.-Col. Clive Gallop, who was intimately concerned in the evolution and development of these cars for the late Count Zborowski and who drove one of them in the French G.P. of 1922. Accordingly, Gallop decided that he must renew acquaintance with the car and, before "basic" ran low, arranged to leave his home at Leatherhead in the early hours of a September Sunday morning and journey up "A5," Ellis leaving Stockport later, in order to meet somewhere about Tamworth. We accompanied Lt.-Col. Gallop on this expedition, and very worthwhile it proved.

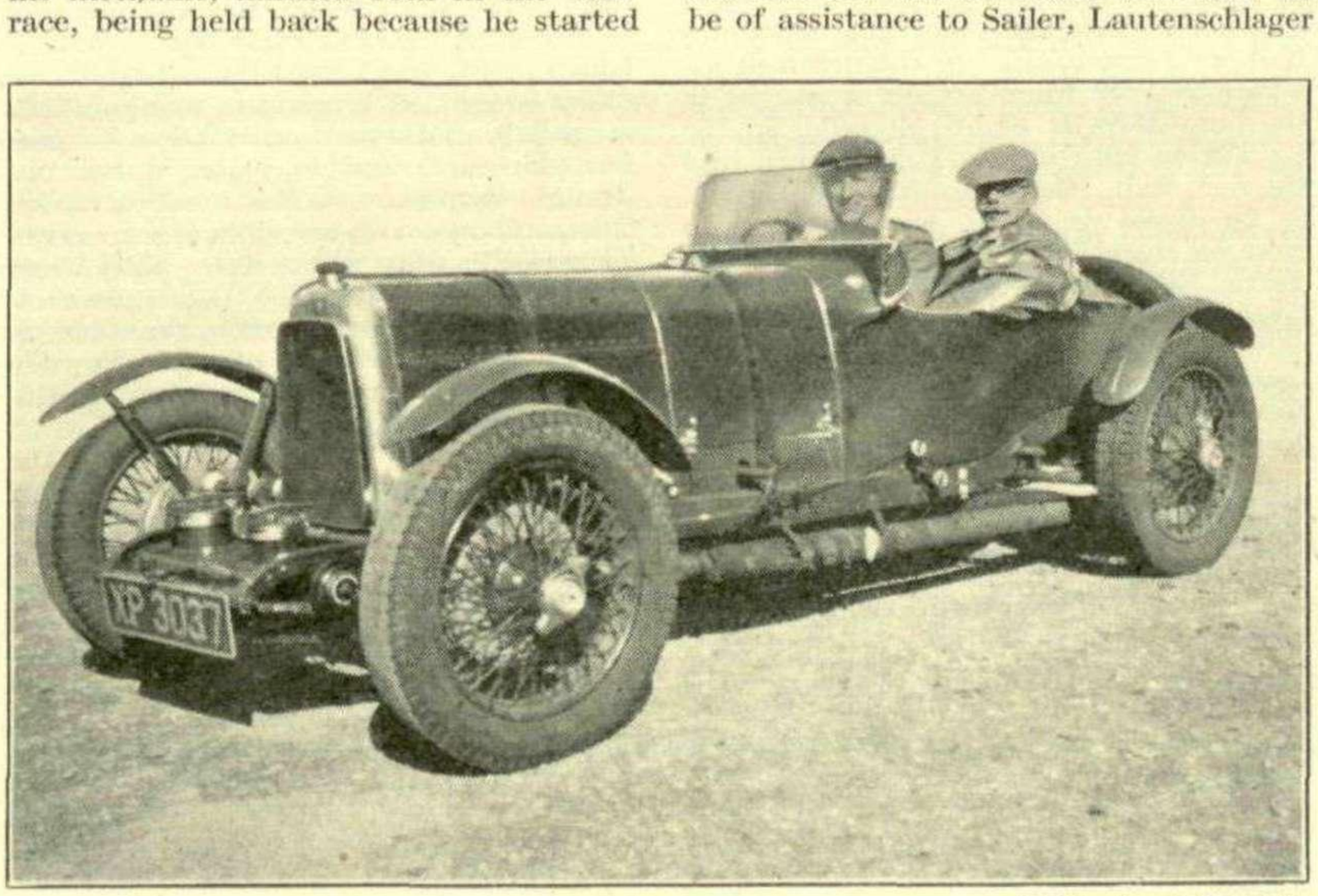
On the way up he had much of absorbing interest to tell us about his earlier racing career. Before the Kaiser war, despite his people's misgivings, he insisted on being apprenticed to the motor industry, and to a French concern at that. So he started with Peugeot, first at their eastern group of factories near Belfort and latter at Levallois, working the French week with Sunday, only, off, a subject of interest as their only English pupil. He was paid the minimum wage, for which he could be insured, as was compulsory in France, and was very thoroughly taught about automobiles. Much testing of the essentially-reliable touring Peugeots came his way and he was sometimes rewarded for meritorious work by the loan of a car on Sunday and later allowed to compete with *virtually-standard cars in third-rate* French hill-climbs, etc. He met the great M. Henri, who succeeded Michaux of Long-Stroke Fame—one recalls his single-cylinder, 100 by 250 mm. voiturette nicknamed "The Sledgehammer." The V-2 cylinder 80 by 280 mm. with the cylinders in one casting, the cylinder head of each cylinder being, in fact, the inlet valve, with two horizontal exhaust valves per cylinder, and the 65 by 260 mm. V-4 cylinder, which was generally similar to the twin, and came to know such great drivers as Georges and André Boillot, Jules Goux, Zucarelli, etc.

When war broke out Peugeot produced a V8 aero-engine based on two of the 4½-litre 1914 G.P. racing engines on a common crankcase. In the meantime, M. Henri had joined Ballot, with subsequent results to motor-racing that are now well known. This move gave Marcel Gremillon—who had been chief draughtsman, engines, for many years, understudying Henri, and gained a fine reputation—his chance and, although his 3-litre 5-valve-per-cylinder cars, which ran at Indianapolis in 1920, were a failure owing to overheating, he did most creditable work for Peugeot.

Gallop nearly joined the French Legion on the outbreak of war, but, advised by his parents to wait a few days, he was able to join up in this country when England came in. He eventually got into the R.F.C. as a pilot and after service overseas and a special course at the Hispano Works on their famous V8 aero engine was transferred to the Applied Design, Engines, branch of the Air Ministry, and was later sent over to France and Italy in a technical capacity to help in assessing allied engines towards the end of the war. There he came across the 16-cylinder, two parallel banks of eight Bugatti engine, the Liberty, which was to serve us so well in the DH9A aircraft and many other, sometimes fantastic, designs.

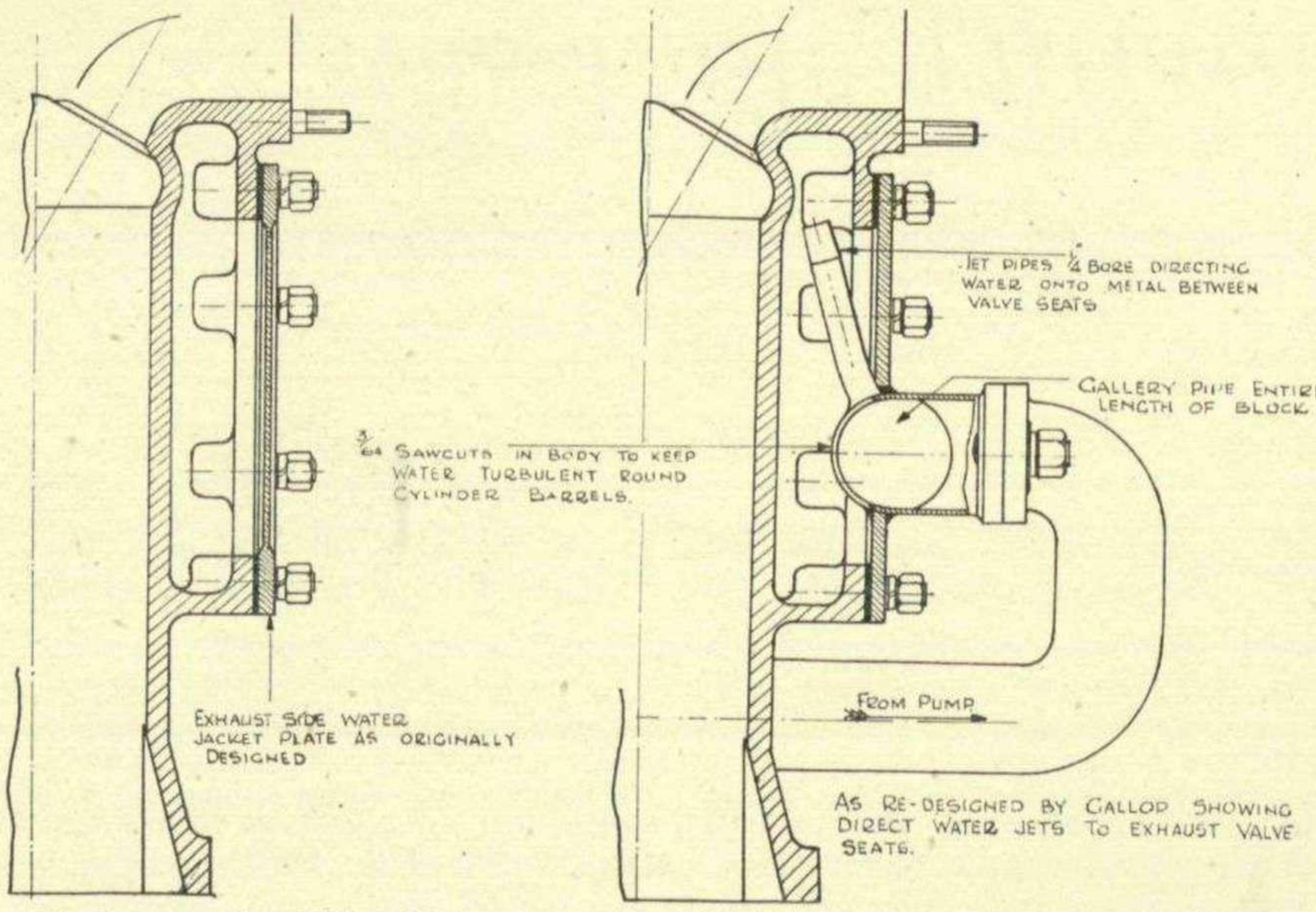
After the Armistice Gallop helped Birkin race his D.F.P. at Brooklands, and then teamed up with Zborowski in racing his "Chittys," Mercédès, Benz and Ballot cars. Incidentally, Zborowski, whose father had lived at Melton Mowbray and whose mother was American, and who was educated at Eton and in the U.S.A., had tried repeatedly to join up, but was debarred by kidney trouble. It occurred to Gallop that Zborowski might derive considerable enjoyment from racing small as well as large cars. The only means of being able to compete in the 1921 200-Mile Race and the 1922 *French Grand Prix seemed to be through* the Aston-Martin concern, so Zborowski ordered two cars. The single o.h.c. 16-valve Robb engine evolved for the 1921 200-Mile Race being considered insufficient, Gallop went over to France and persuaded Marcel Gremillon to design a suitable unit which took the form of a scaled-down 3-litre 4-valve Peugeot on the Robb crankcase. Here I would say that in my recently-published book, "The 200-Mile Race," I am in error in saying that Zborowski had a Peugeot-designed car in 1921, as this engine was not evolved until 1922, *in which year* he also bought an Henri straight-eight Ballot. Ellis tells me that the Robb engine was put into one of the first four chassis to be built and had Sankey pressed-steel wheels and rear brakes only. Zborowski, with Gallop as his mechanic, finished 10th in the 1921 race, being held back because he started with tight bearings, which grew instead of freeing up, and became still tighter.

In the 1922 Grand Prix at Strasbourg the 1½-litre Aston-Martins, although competing against 2-litre cars, ran very well, being able to corner particularly fast by reason of good road-holding and excellent braking. Gallop, heeding a theory of Boillot's, had arranged the foot brake to operate on the front wheels only, and he had flown sets of Perrot brakes from France while the cars were being built, to emphasise his desire to have front brakes fitted. Magneto trouble finally put the cars out, although, as Ellis has explained, they did far better in subsequent races. The cam contours were also very hard on the valve springs of these engines, and Zborowski finished one race with 16 out of 32 of them broken, but fortunately an inner or an outer on each valve and not two together. The magneto trouble in the Grand Prix was to have far-reaching results. Zborowski had been persuaded to change to Bosch magnetos before the race, and was *naturally very cross when they failed.* The Bosch people asked him to come to Stuttgart, where they proved conclusively and incredibly thoroughly that failure of the spring-drive had overloaded the magnetos and that the fault was not theirs. While at Stuttgart Zborowski called on the Mercédès people and out of this visit emerged an invitation to drive officially for Mercédès in 1924. During 1923 he was much occupied with taking five 2-litre straight-eight Bugattis to Indianapolis, these having the forerunner of the plain-bearing Type-30 engine, full of vibration periods, and very fine barrel-shape bodies evolved by the designer of the Spad aeroplane. Gallop laid on this visit with Ettore, four "wheels" being hired-out to defray expenses. All the cars subsequently retired, Zborowski's after 41 laps. Before the race the British team were able to be of assistance to Sailer, Lautenschlager



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Lt.-Col. Clive Gallop in the passenger's seat and F. E. Ellis behind the wheel of the 1922 *G.P. Aston-Martin, on the occasion of Gallop's re-acquaintance with this historic car.*



A drawing by Ellis showing Gallop's modification to the valve cooling of the Henri Aston-Martin.

and Werner, from whom the Americans stood somewhat aloof, as they were members of an enemy race.

In 1924 Zborowski was killed at Monza through his Mercédès skidding on an oil patch and hitting a tree. This oil patch was left by a P2 Alfa-Romeo, which had a vent to the rear intended to disperse oil fumes, but which sent out oil on to the road due to the dry sump accumulating lubricant during a pit-stop and the scavenge pump therefore momentarily overfilling the oil tank. A most military-like court of enquiry into the accident was held by Mercédès, which Gallop was ordered to attend. He subsequently brought Zborowski's body home for burial and a member of the Mercédès firm attended the funeral with a bronze wreath, having come from Germany to do so. Incidentally, Zborowski was wearing in that race the same cuff-links that were responsible for the death of his father in 1903 when his sleeve caught in the hand-throttle of his Mercédès in the La Turbie hill-climb and he crashed into the rock wall. On a happier note, Gallop, as he drove us north, was observed to have on the check socks he wore when he drove Ellis' Aston-Martin in the 1922 Grand Prix, and which as a mascot he carefully kept for his races. In 1925, incidentally, Gallop drove a "Chain Gang" Frazer-Nash to victory in the *Voitures Legeres* G.P. at Boulogne.

All this interesting information was imparted to me as we drove up to meet Ellis. Stopping near Atherstone to put half-a-pint of oil into Gallop's Morris, the music of vintage twin-camshaft machinery was heard and Mr. and Mrs. Ellis quickly came into sight in the historic car we had come to see. Repairing to Ashby-de-la-Zouch, after a mellowing lunch we were able to contemplate this 1922 Aston-Martin, which seemed so effectively to typify the lure of the early days that Gallop had fostered that morning.

One's first impression, as always with an Henri school design, is how modern the engine looks, after twenty-five years. As those who studied Ellis' article will remember, the Aston-Martin is still very largely in its original form, although the characteristic A.-M. tail has gone, and there are minor differences in the positions of external gear and brake levers, while the 4-branch inside exhaust system has yet to be replaced by an outside pipe—this was straight-through in 1922, of course. Under the bonnet Fedden's drastic modifications are found, so that there is dry-sump lubrication with a dumb-iron oil tank possessed of two immense fillers, in place of wet-sump augmented by a bird-bath feed from a rectangular tank slung in rear of the sump proper. The valve-gear is now pressure-fed, with a tap to cut down the supply as required, whereas originally drip feeds were used. The big oil filler (which—ssh !—once contained a cone of lead when it was feared the car would be under-weight at a certain weighing-in !) is absent and two horizontal S.U. carburetters are used in place of the up-draught Zenith on its T-shaped manifold. The cambox covers are ribbed, whereas in Zborowski's day they were plain (and leaked a lot) while the minor controls take the form of s.v. levers in the steering-wheel centre instead of the Bowden controls seen in a contemporary photograph—although Gallop does not recall the latter. But these details apart, the car is in 1922 trim, and with its narrow radiator and extremely slim scuttle, is one of the more handsome vintage racing cars. Ellis has made a fine job of the engine and it throws out very little oil. Naturally, large section tyres are used, although two 710 by 90 mm spares were carried.

We went for a short ride in the car, and all the appeal is there—the crisp exhaust note and the impeccable handling despite a whippy frame and stiff springing, contributing to a satisfactory impression of secure *joie de vivre*. Ellis doesn't overwind, not wishing to have a catastrophe with irreplaceable machinery, and we didn't exceed about 60 m.p.h., 2,000 r.p.m., incidentally, equalling about 50. But the A.-M. does most creditable average speeds on long runs with astonishingly low consumption of fuel. The original and much-latticed H-section con.-rods are used. Another very interesting point emerged in conversation about the car, namely, that Gallop, feeling in those days that the engine was a very small one to have four valves per cylinder, arranged, before the Grand Prix, a water feed behind the near-side water jacket cover-plate that "stirred" the water in the lower portion of the block and with stand pipes that impinged on the exhaust-valve seats, as is considered ultra-modern practice. Ellis was for some time unaware of this refinement, but thinks that to it he owes the engine's immunity from boiling, except in very prolonged traffic blocks, although Gallop says that subsequently it wasn't really necessary for racing and that he has never had any qualms about overheating from engines which have large water-jacket inspection plates, so that casting flash can be cleared and the water spaces can be cleaned up, and kept clean throughout the life of the car. He had specifically asked Marcel Gremillon to embody the large jacket plates when the engine was laid out. This was all most interesting in view of the fact that a well-known authority on racing-car design has accused this particular engine of poor cooling of the exhaust valves. Ellis' car normally runs at 80 degrees C. Before leaving the subject of this intriguing engine, it is nice to know that two others exist, one in Ellis' own "Razor-Blade" Aston-Martin and another in the ex-Tubbs long-chassis car, now owned by Hewland. Both are being restored to good order.

All too soon we had to bid goodbye to Ellis and his wife and set off on our southward journey. Gallop again regaled us with accounts of the good old days—of the beautiful Packard and Durant racing cars that he encountered at Indianapolis in 1923, the latter with straight-eight Miller engine and one carburetter per cylinder. Of Zborowski's "Boulogne" Hispano-Suiza with its fabulous and very-perfect Kelner body; the spotlight was a landing lamp from a V1500 Handley-Page and used to illuminate as many as 17 telegraph poles along the Dover road. Of his associations with Bi kin's "blower 4½" Bentleys, for which Amherst Villiers designed the supercharger, crankshaft and con.-rods. In a very reasonable space of time we were back in Surrey, and one must not overlook Gallop's Morris Eight saloon in an account of this interesting excursion. A 1947 model, it had covered a very fair mileage in its business life, with no more serious shortcomings than a noisy back-axle, cured by a replacement differential unit. It frequently showed over 60 m.p.h. on its speedometer when called upon to do so. It ran quietly, kept cool and handled well for a car of this type, while the Lockheed brakes were really excellent. A Tapley Performance Meter, in which Lt.-Col. Gallop is a firm believer, was an interesting fitting. This Morris was, in short, a very willing and satisfactory little car—and formed about as complete a contrast with the car it had taken us to see as you could possibly imagine.

W. B.

★ *Book Reviews*

"THE OTHER BATTLE," *by Donovan M. Ward (B.S.A. Ltd.).*

This is another full-length (180 page) professionally-produced book about the part played by a great British industrial organisation during the 1939-45 war. It is extremely well presented, with some magnificent colour-plate illustrations, and tells well a story of preparation, blitz and difficulties overcome. Much of Donovan Ward's story concerns happenings during the raids on Coventry and the subsequent high-priority dispersal of the vital B.S.A. plant, a most absorbing "inside story." However much one dislikes glorification of war and the organisation of individuals until they become little more than unidentifiable pieces in a vast jig-saw puzzle, one cannot lay down this book on these accounts. The story is so vivid, so fascinating, that personal prejudice succumbs to an interest-factor maintained at a high level throughout. The heroism of the common man in time of need—we thought then that we were fighting for freedom, of course—is neither over- nor under-emphasised, as is sometimes the case in such books, nor is mention of occasional clashes between management and workers omitted. Apart from data about B.S.A. motorcycles and Daimler Scout cars, there is an immense amount of technical matter that will interest armament enthusiasts. The early history of the B.S.A. organisation is also covered, with reference to testing of B.S.A. motorcycles at Bwlch and Brooklands. Nice work, Donovan Ward.

* * *

"FLOYD CLYMER'S INDEPENDENT TEST REPORT AND INVESTIGATION OF KAISER-FRAZER CARS" *(Clymer Motors,* $1.50).

Only America could have produced such a book! In 45 large pages, copiously illustrated with not-very-good photographs, Floyd Clymer tells of how he bought a 1947 26.3-h.p. Kaiser Sedan from a stranger in Detroit and tested it personally over 3,000 miles. In his preface he explains that he has approx. 100,000 customers for his motor books and therefore was able to publish an unbiased report on the Kaiser car and make a financial success of it without depending on revenue from any other source. He disclaims any connection with the Kaiser-Frazer Corporation, and says that he has never met Mr. Kaiser and met Mr. Frazer for perhaps ten minutes eight years ago. He bought a new Kaiser and drove it from Detroit to his home in Los Angeles. From Kansas City to Denver he attempted a record run, covering over 633 miles at an average speed of 62.3 m.p.h., beating the Union Pacific Streamliner by 45 minutes. Throughout the entire run Clymer dictated his impressions and experiences into a Sound-Scriber and four pages are devoted to this verbatim account. Clymer's next escapade was a climb of Pike's Peak in 21 m. 15 sec., a record for closed cars. Clymer then made for home, calling on various Kaiser-Frazer agents and owners and gleaning their opinions and enthusiasms for these cars. He seems to have taken photographs of every episode and reproduced them all, good, bad and indifferent. He concludes with a detailed, critical analysis of the car as he found it and includes a very detailed specification, as supplied by the makers to dealers and salesmen. Still not content that we shall be satisfied with his new car, Clymer publishes an immense statistical summary of 3,000 returned questionnaires out of 5,000 which he sent to individual Kaiser-Frazer owners, asking for candid views on their cars. This is typically American, and so is the reproduction in the book of everything relevant that *could* be reproduced—invoices, certificates, testimonials, extracts from the questionnaire replies, photographs of these replies and so on. Clymer has got out a de luxe edition of the book, at $2.50, and sells cine-films he took of his trip for $29.50, or $45 in colour. As we shall never own a Kaiser-Frazer automobile we hardly know why we read this book, but we did, probably because it is unique. Collectors will want copies.

* * *

"EVERYBODY'S BOOK OF BRITISH RACING CARS," *compiled by C. Posthumus (The Vitesse Publishing Co.,* 3*s.* 6*d.*).

This 18-page album-size publication deals briefly with the histories of sixteen famous makes of British racing cars. One excellent *Autocar* or *Motor* picture of each of the chosen makes is included and these photographs are beautifully reproduced on art paper pages. They are also of generous proportions, so that only about 300 words of text can be devoted to each *grande marque*. Indeed, the author writes his own criticism in his Preface, when he apologises for the brevity of each account. There is very little in this publication, but what there is reads extremely well and is a worthwhile testimonial (as well as constituting a quick reference) to the successes of British-built cars. A supplement-leaf deals with developments up to September, 1947, and the back cover lists major British race victories from 1902 to 1947. If one is hypercritical one might remark that there is no such thing as a 1½-litre class *World's* record and that Macdonald's Napier was never recognised in Europe as having held the Land Speed Record, while Edge's winning average in the 1902 Gordon Bennett race is rather optimistic. Apart from this, the author is scrupulously accurate, so that one would have liked a lot more.

* * *

"SPARE PARTS WHEREVER YOU ARE" *(Motor Vehicle Dismantlers' Association,* 2*s.* 6*d.*).

So frequently is MOTOR SPORT asked for the addresses of breakers' yards in a particular locality, and sometimes even for a comprehensive guide so that an enthusiast can hunt spares and old cars while on tour, that we are delighted to be able to announce a booklet that gives a comprehensive list of reputable dismantlers in all parts of England, Scotland and Wales. This list is divided for easy reference into twelve regions, telephone numbers are given, and each concern whose address is published is a member of the Motor Vehicle Dismantlers' Association, of Clough Road, Hull, from whom this useful work is obtainable.

Belated Book Review

During the war, when there was precious little private motoring—a state to which we have recently returned—readers used to sustain MOTOR SPORT by sending in all manner of news items, reminiscences and specialised articles, and this extended to digging out obscure or long-forgotten motoring books and doing belated reviews of them. These reviews spurred on the Editor to search amongst non-fiction books not specifically devoted to motoring for references to motoring matters. He found something about 3-litre Bentleys in "England Have My Bones," by T. H. White and in "I Bought a Mountain," by Thomas Firbank that should enthrall everyone of the 563 members of the Bentley Drivers' Club. Much of general motoring interest was discovered in Gilbert Frankau's "Self-Portrait," and quoted in these columns. Now another interesting reference, and to Edwardian motoring at that, has come to light in "The Rollings of a Mossless Stone," by Percy L. Naish, that was published by John Ouseley, *circa* 1911. The book is primarily about hunting and foreign travel, but in 1902 the author acquires his first motor car, regarding it as a necessary adjunct to living in a village in Kent. The make of this early car is not given, but it had coil ignition, water-cooling, and belt drive and the usual tribulations of the period are recounted. A journey of 170 miles to Somerset occupied three days, whereas by 1910 the author was able to complete this drive in nine hours' running time. Indeed, his Edwardian car seems to have given every satisfaction, and the book concludes with an account of a Continental tour in it. It was a 22-h.p. S.C.A.T. (written as "Scat") "with folding glass screens, both brake and change-speed handles inside the door, and curtains buttoning on to the glass screen when up, and extending to the back of the car, with talc windows, so that in wet weather one can drive all day without a drop of rain getting to the occupants or the luggage."

There was a compressed-air starter on the dash that would also inflate the tyres. Naish cunningly carried most of the luggage in cardboard boxes in the tonneau, to reduce weight, only his wife and himself being aboard. He passed his driving-test in the thick of London's traffic, paying tribute to the Motor Union official who "put his life in the hands of anyone who appeared at Caxton House on wheels . . ." The S.C.A.T. weighed 35 cwt. unladen and it cost 27s. for certificates of fitness, international fees and "G.B." plaque and £38 2s. 6d. deposit on the triptyque. The "Dependence" rear lamp had two side windows, so, its bracket having been moved to the near side, a bit of green paper rendered it legal abroad.

The tour occupied twenty-five days and 750 miles were covered on French soil, mostly in easy stages, although one day's run came to 140 miles. In this distance the worthy S.C.A.T. gave no trouble, nor did any punctures occur, although the tyres were rather cut about by bad roads in the Trouville district. The weather protection apparently *was* effective, because rain did not delay the tourists, the hood sometimes being up

Continued on page 344

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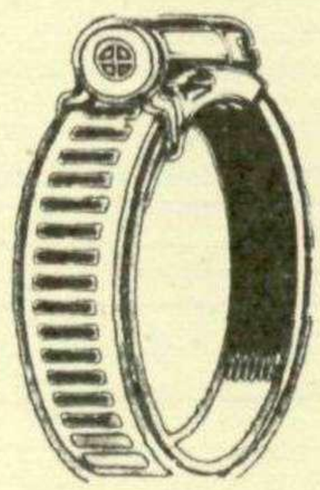
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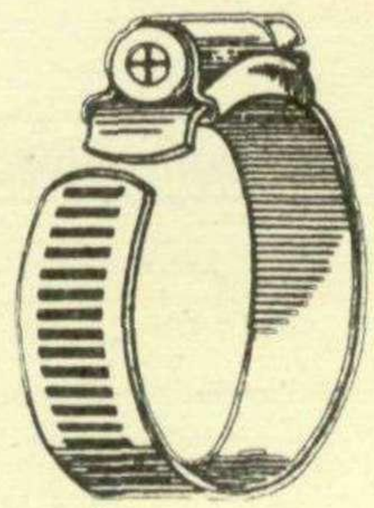
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SIDESLIPS

by

"BALADEUR"

TOWARDS the end of 1912, there appeared in the *Autocar* a series of articles of more than usual technical interest. Their subject matter, which concerned the relative merits of 90 by 120 mm. and 80 by 150 mm. as dimensions for a 3-litre engine, would in itself have been sufficiently enthralling for those who are capable of being enthralled by technicalities of automobile engine design; but when it is added that the protagonists in the discussion were, on the one hand, Laurence Pomeroy senior, the designer of the "A"-type 90 by 120-mm. Vauxhall, which proved such an outstanding success in the R.A.C. 2,000 Miles Trial of 1908 that it made its designer famous overnight, and, on the other, Louis Coatalen, who was responsible for the 80 by 150-mm., 12/16-h.p. Sunbeam, which in modified form had just swept the board in the Coupe de l'Auto, thus scoring the first British win in a big Continental race since S. F. Edge captured the Gordon Bennett Cup a decade before, it will be seen that the articles probably held the attention even of those readers who normally passed over such matter in order to hurry on to the small advertisements.

As a matter of fact, the whole thing had started the previous year, when Pomeroy had contributed an article, in which he put forward the argument that the then universally popular engine of 80 by 120 mm. bore and stroke (2,402 c.c.) was too small as an adequate power unit to propel a chassis with a full 5-seater body, as it was commonly required to do. From the figures with which he supported his contention, I should say that it was a powerful one—more powerful, one is tempted to remark, than the engines in question. But as to the popularity of the type, there can be no question. Argyll, Berliet, Charron, Crossley, Darracq, Delahaye, F.N., Hotchkiss, Imperia, Martini, Mors, Motobloc, Panhard et Levassor, Piccard-Pictet, Renault, Roper-Corbett, Th. Schneider, Star, Talbot, Unic and Vulcan all offered models with these engine dimensions for the 1912 season. According to Pomeroy, the motive which actuated these manufacturers was the desire to provide "something of about 15 h.p." and to pretend that it was fit for a job which was really too big for it. But as he himself remarks, the majority of the offending makers were of foreign extraction, and although the English market was admittedly of considerable importance to them in those free-trade days, I find it rather hard to believe that such a very large number of them were prepared to risk their reputation simply in order to satisfy the idiosyncracies of the British taxation system.

Besides, I have yet to be convinced that there was anything inherently wrong with the 80 by 120-mm. engine. The fault obviously lay not so much in building too small an engine, but in burdening it with excessive top-hamper at the coachbuilders. If, in 1912, Peugeot could so much as hope that the engine of the 855-c.c. "Baby" was capable of moving a motor-car at all, then surely 2,400 c.c. should have been able to propel a reasonably light one pretty effectively. And as to a bore and stroke of 80 by 120 mm., it seems to me, as I have already suggested, rash to assume that they owed their origin, at least in all cases, to impecunious or parsimonious British buyers with an eye to the tax question. There was, on the contrary, long tradition behind those dimensions, a tradition which reached back to the original 2-cylinder Phénix engine fitted to the 4-h.p. Panhard et Levassor, with which, as long ago as 1895, Levassor won the "Paris-Bordeaux-Paris," the first motor race ever run. In its 4-cylinder form, the 8-h.p., still with the same dimensions, was the power unit with which Mayade won the "Paris-Marseilles-Paris" the next year, and with which Charron was victorious in the first inter-country contest, "Paris-Amsterdam" of 1898. I do not think that any historian could fairly claim that, if Panhard et Levassor, at any rate, were building an 80 by 120-mm. engine in 1911, their choice of these dimensions was determined solely by the taxation system in vogue on this side of the Channel.

Pomeroy, in any case, advocated in his article the retention of the 120-mm. stroke, but an increase in the bore to 90 mm, which would bring the capacity up to 3,044 c.c. Alas! his voice was as of one that crieth in the wilderness. Not for nothing had the organisers of the French voiturette race decided in 1907 to limit the bore of engines and allow designers a free hand with the stroke. Not for nothing had the A.C.F., as far as the Grand Prix was concerned, followed their example in 1908, or the R.A.C. organised the "Four-Inch" Race. Laurence Pomeroy himself had remained unperturbed: The "A"-type Vauxhall of 1908 was developed into the original 3-litre "Prince Henry" of 1910, which developed 60 h.p. and attained a speed of 100 m.p.h., and for the 1911 Coupe de l'Auto no further modification was made in the Vauxhall engine dimensions than to clip 2 mm. off the stroke in order to bring the capacity actually within the 3-litre limit. But with practically all other designers the long-stroke engine had become the vogue, and it was the stroke that they decided to increase, not the bore.

So much was this the case, that when it was decided in 1911 to abandon the maximum bore regulation for the Coupe de l'Auto race in favour of a 3-litre capacity limit, it was considered desirable at the same time to fix a maximum stroke-bore ratio of 2 to 1. Peugeot, whose racing department was run as an entirely separate entity to the production side, immediately built engines right up to the permitted limit, with dimensions of 78 by 156 mm. Delage, not having a 3-litre model in production, was equally uninhibited, but decided to stick to a "tidy" bore, and chose 80 by 149 mm. These cars proved by far the most successful in the race, taking first, third and fourth places, with Georges Boillot's Peugeot second. They were followed home by a Grégoire, which, having a standard model of 80 by 160 mm., had met the capacity limit by reducing the stroke, reluctantly one presumes, to the same length as that of the Delage, and a Calthorpe, whose makers had refused to shorten the stroke of the standard 80 by 150-mm. engine, but had restricted the bore by half a millimetre instead. Then came two Arrol-Johnstons using the standard 80 by 140-mm. engine and not up, therefore, to the capacity limit; another Grégoire; a 2-stroke Cote, which we can hardly include in this discussion; the third Arrol-Johnston; and finally the car with the shortest stroke among the finishers—an Excelsior with engine dimensions of 85 by 130 mm., half way, that is, between the Delage and the Vauxhall. If racing proves anything, the race seemed to be a complete vindication of the long stroke.

Subsequent results seemed for a time only to confirm the lessons of 1911. Delage was an absentee from the race in 1912, and no 3-litre Peugeot finished; but, as has been mentioned, three Sunbeams, with the same engine dimensions as the 1911 Delages, scored a grand slam victory, and were followed by a Th. Schneider and an Arrol-Johnston, both with engines of 80 by 140 mm., and each of which beat Duray's 85 by 132-mm. Alcyon, which in its turn beat Vonlatum's 89 by 120-mm. Vinot et Déguingand. There are indications that the 90 by 118-mm. Vauxhalls were the fastest 3-litre cars in the race—Hancock having led for the first 240 miles—but none of the team finished. And in 1913, the engine dimensions of the three makes being still the same, the order at the finish was Peugeot, Peugeot, Sunbeam, Vauxhall.

At this point I should like to quote at very considerable length from the long *versus* short-stroke protagonists, to whose articles I started by referring, because, in spite of the lessons which racing seemed to teach in these years, careful consideration of the arguments put forward must, I think, incline any impartial critic heavily in favour of Pomeroy. (He was, of course, to be proved right in time; the trouble with him, as with many men of genius, was that he was before it.) But, as each of the three articles, two by Pomeroy, one by Coatalen, is as long as the whole of this effusion may be, I am afraid that I shall be able to do neither designer justice.

Briefly, however, Pomeroy starts off with the statement which, he says, will be, to the technical reader, axiomatic, that the maximum power developed by an engine must be a function of three factors: cylinder capacity, mean effective pressure, and crankshaft speed. Since he is discussing the optimum dimensions for a 3-litre engine, the first of these can obviously be disregarded. As to the second, theory suggests that the smaller the bore, the greater the cooling influence on the mixture caused by the proximity of the cylinder walls, and consequently the lower the m.e.p.; but practice, according to Pomeroy, shows that actually this factor does not make two ha'porth of difference. The third, on which, of course,

one would expect a short-stroke enthusiast to dilate, since the shorter the stroke, the higher the ratio of crankshaft to piston speed, he also, curiously enough, dismisses in most summary fashion; but then he is discussing touring car engines, and for them, evidently, he considered a crankshaft speed of 2,000 r.p.m. as high as was desirable. And he therefore comes to the conclusion that, as far as maximum power is concerned, there is nothing in it between 98 by 98 mm. and 80 by 150 mm.

But on other counts there is a lot. First, at low engine speeds, say between 400 and 1,000 r.p.m., the cooling effect on the mixture of the cylinder walls does begin to have a noticeable effect on m.e.p., and the big-bore engine scores as a "slogger" every time. (Was it—perish the thought!—this aspect of the matter that finally attracted General Motors towards Luton? At any rate, one cannot think that the purchasers of "Prince Henrys" attached much importance to it.) Second, the shorter the stroke, the shorter the crank-throws, the stiffer the crankshaft and, therefore, clearly, the higher the measure of reliability and durability which might be expected from the engine. Against this claim Coatalen, very reasonably as it seems to me, appealed to the actual results of racing: the 1912 Grand Prix was over a distance of 956 miles and the leading Sunbeam averaged over 65 m.p.h. Third, the short-stroke engine will be lighter. This contention is, I think, incontrovertible, because although the small-diameter pistons of the long-stroke will be lighter, this is almost certain to be offset by the larger crankcase and the heavier crankshaft which will have to be used. In one respect, however, Pomeroy perhaps overstated his case. There will, he said, be little or no saving in the weight of the cylinder block on account of the smaller bore, because, in order to aspire the same volume of gas, the valve area will have to be the same in both engines, and both, therefore, will have to be of equal length. Now this, if I may say so without disrespect, was an L-headed remark; for it is only true on the assumption that the valve arrangement is also similar. As between the Vauxhall and the Sunbeam the comparison was a fair one; but I think the author might have mentioned the fact that the 1895 Panhard, with its overhead automatic inlet valve, could have sucked its whole cylinder head off, if it liked, each induction stroke, and that the same applied, more or less, to the mechanically-operated overhead inlet valve Sizaire et Naudin which won the early Coupe de l'Auto races.

The victorious 1910 Hispano-Suiza had achieved large valves with a bore of only 65 mm. by using a T-head, the 1911 Delage had arranged its valves horizontally, and the Peugeot designers were using inclined overhead valves with two overhead camshafts—arrangements all of which probably involved more weight than a simple L-head, but which had other, and perhaps compensating, advantages. But apart from such quibbles, Pomeroy, by and large, was clearly right; once you introduce a weight limit, the long-stroke engine seems to go by the board.

Louis Coatalen, however, was an addict of the long-stroke with all the enthusiasm of the convert. Born in France in 1879, he had come to England in about 1900, and spent the early years of the century with the Humber Company. Thence he had gone into partnership with William Hillman in time to build the Hillman-Coatalen cars for the 1908 "Four-Inch" Race. With the maximum bore of 101.6 mm., their engines had one of the shortest strokes in the race—127 mm., which, being interpreted, is, I suppose, five inches. And the standard model, from which this was developed, had a "square" engine of 5 in. bore and stroke. The Humbers, which were among the fastest cars in the race, had an engine stroke of 150 mm., the stroke of the winning Hutton was 180 mm., and it was followed in by two 160-mm. Darracqs. Coatalen finished, but he was a full 10 m.p.h. slower than the winner. For speed, evidently, the stroke should have been longer. But perhaps Hillman did not like long strokes—until 1913 the company continued to build the "square" engine of 5 in. bore and stroke, and it was only then that it went to the other extreme and produced a 60 by 120-mm. model, with stroke-bore ratio of a full 2 to 1. In any case, the Hillman-Coatalen partnership did not last, and in about 1909 the latter moved on to Sunbeams. The result was the 12-16-h.p. model, which, in the guise of the 16-40-h.p. with overhead valves, lasted on until 1923.

By 1912 Coatalen could comfortably counter most of Pomeroy's theoretical arguments by an appeal to results; for if the latter designer was one of the most brilliant that this country has ever produced, he was also without question one of the unluckiest. On the theoretical side, I do not feel competent to judge whether there was in fact any force in Coatalen's argument, which Pomeroy discounted, that while admittedly the long-stroke engine's connecting-rod had to be longer, it could be made lighter in relation to its length, because the explosion pressure, being distributed over a smaller area, exerted a less violent effect upon the moving parts. When, however, he went on to argue that in consequence the transmission could safely be made lighter, I think that, as Pomeroy pointed out, he was clearly in the wrong, because once the fly-wheel had converted the explosion impulses into torque, it was this resultant torque and nothing else with which the transmission had to deal.

But while logic and the test of time have decided in favour of the short stroke and against the long, I cannot but regret the passing of the latter. There was a certain ineffable charm about the long-stroke engine of 1912 which it appears impossible to recapture with the modern power unit, however much greater may be its efficiency. The prime exemplar of the former, of course, is the "Alfonso" Hispano-Suiza. Developed from the 65 by 200-mm. racing voiturette design, this 80-mm. bore engine had a stroke of 180 mm., instead of the mere 150 mm. which the Sunbeam boasted. And its characteristic quality I can only attempt to define by the word "courage." This is not what the French call a nervous engine—its acceleration, by any modern standard, is poor. Moreover its designer, Marc Birkigt, was never one to gear an engine unduly low. But take an "Alfonso" across country in company with a more modern car, and you will find that while you are left standing when it comes to accelerating out of a bend, a long trying hill which will wear down your opponent will be tackled by "Alfonso" in his peculiar indomitable manner, and as you breast the top of it, you will have regained all those seconds which seemed irretrievably lost at the corner at the bottom. I wonder whether this is just a question of litres, or whether the contemporary 70 by 170-mm., 4-cylinder Sizaire-Naudin, with the smaller capacity of 2,610 c.c., but even higher stroke-bore ratio, had similar characteristics? If so, were they still more apparent in "Alfonso's" prototype, the 65 by 200-mm. (2,646 c.c.) engine? If the answer is in the affirmative, then there is surely an *a fortiori* argument in favour of Georges Boillot's 4-cylinder Peugeot which ran in the same race and which had engine dimensions of 65 by 260 mm., giving a capacity of 3,440 c.c., nearly equal to the "Alfonso's" 3,600 c.c. This must have been a most remarkable vehicle, and I cannot quite think why it did not win the race—it apparently overheated rather badly, which was a point, incidentally, which Pomeroy made against the long-stroke engine. Coatalen, as with so many other of Pomeroy's points, was able to counter it successfully by appealing to experience, as far as a stroke of 150 mm. was concerned. But with a figure as high as 260 mm. it may have declared itself in practice as well as in theory.

To return to the 1910 4-cylinder Peugeot, it was designed, so I am assured on impeccable authority, by Ettore Bugatti, who arranged its cylinders in V-formation, so as to reduce the height of the engine, and then added to this dimension by giving it an overhead camshaft, driven by a vertical shaft. There were four valves per cylinder, the intakes being vertical and the exhausts horizontal, and final drive was by side chains, as in the case of "Black Bess." A motor-car, one imagines, with a pretty dynamic performance—when it was not stopping for water. But as no one seems prepared to present me with one like it, or with a contemporary racing Hispano, or even with a sports model 4-cylinder Sizaire, my estimates of the performances of all of them must, it would seem, remain the products of my long-stroke—and perhaps overheated—imagination.

[*This instalment of "Sideslips" is particularly interesting to owners of 80-bore Edwardians, such as "12/16" Sunbeams or "Alfonso" Hispano-Suizas. The pleasure of restoring and running an early car is greatly enhanced by discovering how one's particular example fits into history, and "Baladeur" raises some items of especial interest in this connection by recalling the great significance which bore and stroke/bore dimensions had in Edwardian times.*—ED.]

CORRECTION

More sackcloth and ashes! In our Shelsley Walsh report we said Williams handled Cowell's Alta; actually he handled his own car, now with imposing new bodywork.

MOTOR SPORT Road Test (Post-war Series) No. 6

Some Impressions of the

1947 1½-LITRE RILEY SALOON

Excellent Performance and Road-holding. Driving Characteristics that Appeal to the Enthusiast.

ONE of the most popular post-war makes is the Riley, either in 1½-litre or 2½-litre saloon form. Consequently, we awaited eagerly an opportunity to test one of these cars, which became possible a few months ago when we collected a 1½-litre model from the showrooms of Jimmy James, Ltd.

Unfortunately, early in the test, while accelerating hard in 3rd gear, No. 2 exhaust valve stuck open and, although it was easily freed, the engine seemed to lack power thereafter. Consequently, although we covered an appreciable mileage in the Riley at high speeds, we refrained from taking any performance figures, returning the car to the manufacturers for servicing before attempting runs against the stop-watch. Alas, the present restrictions on the use of petrol have made a resumption of our acquaintance with the Riley out of the question, but we have decided that our general impressions may be of interest, as this is one of the most talked-of and popular of modern cars.

From the driver's seat both front wings are easily seen, and the pedals are well placed, although there isn't a lot of room beside the clutch pedal or on the foot rest provided. The seats are very comfortable and leg room is entirely generous. The windscreen is in two sections, only that before the driver opening, but the central pillar and door pillars do not affect visibility, and the driver's panel winds out fully horizontal.

Very useful is the full-width parcels shelf that runs below the instrument panel. From left to right the genuine wood facia carries: pull-out ash-tray, wiper control for passenger, combined ammeter and 100 lb./sq. in. oil gauge, panel lamp switch, screw-type hand throttle below, 95 m.p.h. Jaeger speedometer with clock, starter, choke and ignition advance and retard controls below, spot-lamp switch, combined water thermometer and fuel gauge, wiper control for driver, screen winding handle, Lucas ignition and lamps switch, and ignition tell-tale window. The spring-spoke steering wheel has the horn push in its hub. The horn, as on many modern cars, was rather more purposeful than polite, while the facia lighting was too bright for continual use after dark.

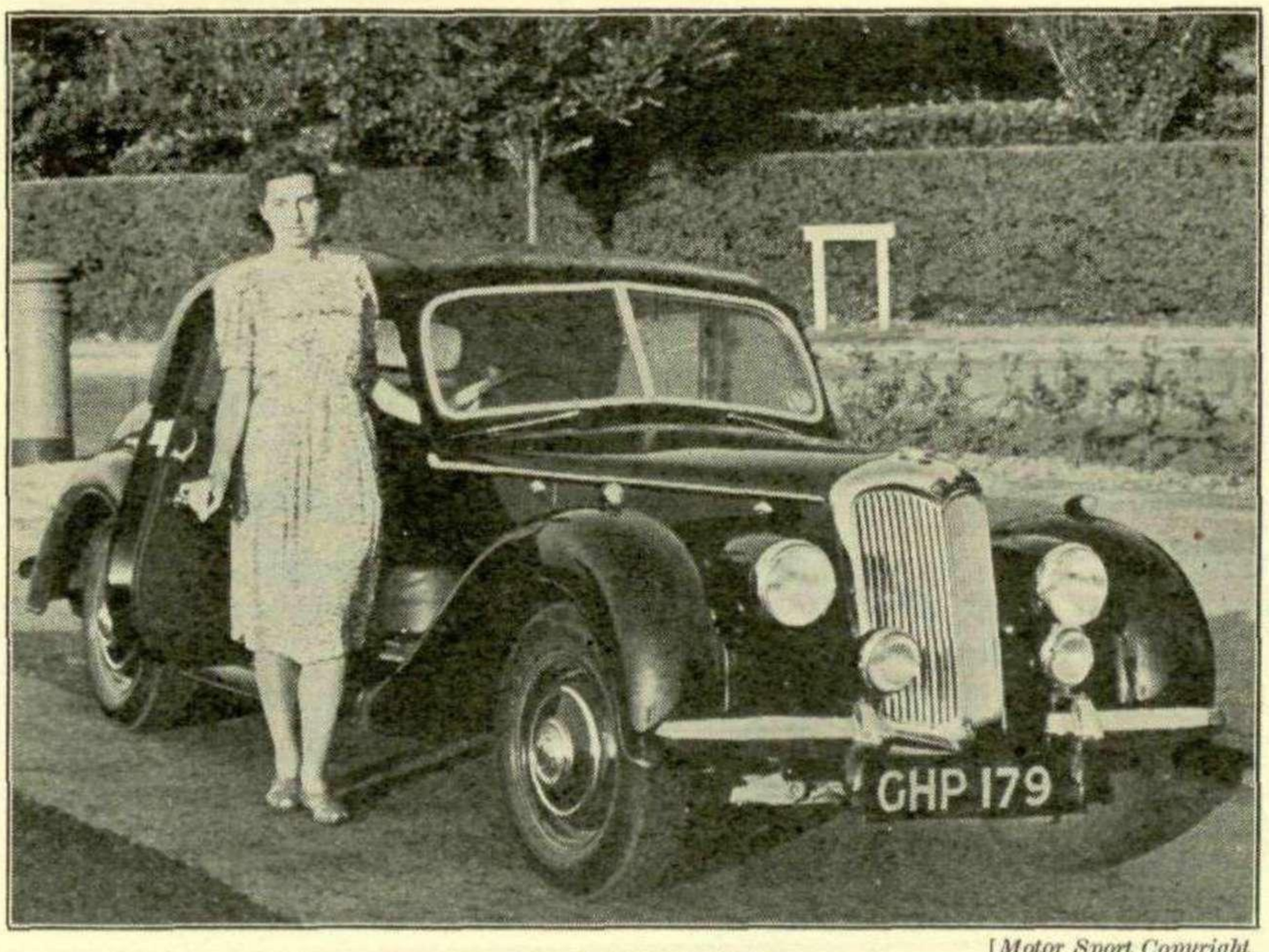
The rear-located direction indicators worked well, controlled from the wheel centre, and an effective interior lamp was provided, with its switch on the driver's side of the car. The central mirror was rather small. The rear seat accommodates three persons in comfort, but the interior is a trifle spartan, lacking as it does door pockets or "pulls." Admittedly there is a pocket on the back of each bucket front seat, but somehow we prefer to carry books and maps, etc., in the doors. Entry and exit does not contort the driver and he finds gear lever and hand-brake lever well placed; the rigid gear lever is spring-loaded to the high ratio side of its invisible gate.

Going round the Riley, the good lines and pleasing finish of which need no emphasis, one finds sensible fuel fillers and half-bumpers and a useful tow-bar at the rear. The rear locker is really accommodating and the spare wheel is carried beneath it. The tools live under the bonnet and are rather a motley collection; the starting handle inserts easily and normally stows under the rear seat. The bonnet is in two sections and four carriage-type locks have to be manipulated before all is revealed. The tyres are Dunlop 5.75 by 16 E.L.P.

Turning to the driving aspect of the Riley, the clutch action is fairly light and its engagement pleasantly positive, but the treadle accelerator needs fair pressure. Very soon the car is cruising effortlessly at an indicated 60 m.p.h., and it readily goes up to 70 m.p.h. with little extra effort. There is a good deal of engine noise and wind roar at these speeds, but a very good feature is that, no matter how many windows are open, no rush of air enters the body, so that one rides in comfort, adequately ventilated, yet with loose papers or parcels intact on the seats.

On "Pool" petrol the engine naturally pinks unless the ignition control is used intelligently. This pull-out control can be fairly easily operated by left fore-finger and thumb, but functioned rather stiffly and could, with improvement, be transposed with the hand-throttle control. That such a control is provided at all, however, stamps the designer as someone who appreciates enthusiasts' requirements. This observation gains further moment when one comes to consider the gear change. Although synchro-mesh is provided we were unaware of this until we returned the car and congratulated a salesman on a really good "crash" box. We had made double-declutch and clutchless changes up and down with equal facility; indeed, it pays to ignore the self-aids and really enjoy yourself on what is unquestionably an accommodating gearbox, once the driver has become used to the fairly long lever travel and restrained himself from trying to effect absolute snap-changes. The gears, like the transmission, are commendably quiet on drive and over-run. Slight vibration is transmitted through the gear lever.

The steering is heavy and inclined to be flabby at traffic-speeds, and, on the car tested, pulled somewhat to the near side. But at higher speeds it becomes light and very accurate and there is strong castor action. Slight return motion is felt through the wheel at times, but the column is absolutely rigid. Telescopic adjustment is provided and the ratio is



[*Motor Sport Copyright*

The 1½-litre Riley Saloon.

such that 2¼ turns take one from one generous lock to the other. The car generally corners and handles in a safe and excellent fashion and really fast cornering gives rise to preliminary warning from the tyres before the tail slides. Front i.f.s. is by torsion bars. Although providing a comfortable ride, the suspension is not unduly supple, so that under cornering or heavy braking the car remains stable.

The Girling hydro-mechanical brakes are entirely adequate to the performance and, moreover, are a pleasure to use, being silent and truly progressive for a moderate pedal pressure, yet fully able to lock the wheels. For motoring at night the Lucas lighting, as we expected, is, again, entirely adequate, although the foot dipper control is most awkwardly placed on the propeller-shaft tunnel. The hand-brake holds the car well and releases nicely.

Oil pressure varies with engine speed, from 40 to 65 lb./sq. in., and the water temperature did not exceed an indicated 70 degrees C., although the engine ran-on badly after switching off. The facia clock has an irritatingly loud tick.

As we have said, we did not take performance figures, so we were unable to check the speedometer readings, and the folowing speed figures *need to be studied with this in mind.* Acceleration is a trifle sluggish from really low speeds, but the engine begins to pull well from about 35 m.p.h. in top gear and, as we have observed, 60 m.p.h. is the normal cruising speed. In normal driving one would change-up at approximately 15, 25 and 40 m.p.h. on the indirect ratios, but extreme readings of 22 m.p.h. in 1st, 37 m.p.h. in 2nd and 58 m.p.h. in 3rd were obtained before bad valve bounce intervened. An indicated 60 m.p.h. in 3rd gear was possible without undue distress from beneath the bonnet. The maximum indicated speed attained was 70 m.p.h., but another driver saw 80 on the speedometer under favourable conditions. The weight, unladen, with about two gallons of fuel, was 23½ cwt. Fuel consumption came out at 18 to 19 m.p.g. over a mileage of 300, driving hard, but the car was obviously out of tune, a tappet refusing to hold its setting after an exhaust valve had stuck down, and water collecting in the plug recesses. The fuel gauge was not particularly accurate, incidentally. In spite of this lack of tune the car always started impeccably after a night in the open.

After the Editor had covered 212 miles in the Riley he handed it over to the proprietor of MOTOR SPORT, who decided to use it for a quick journey to the coast from his home and back, over a route he knew exceedingly well. On a run of 57 miles the Riley showed a saving of nine minutes compared to a popular "Ten" driven hard by its owner, who obviously knows it far better than he knew the Riley. The speedometer showed 72-75 m.p.h. for appreciable distances, and 80 was recorded on two separate occasions.

In conclusion, the 1947 1½-litre Riley is contributing its bit to the present Crisis, offering as it does fast, safe, yet economical transport to V.I.P.s., and making mouths water on the export front. The price, including purchase tax, is £863 5s. 0d., and the dimensions are 5 ft. 3½ in. by 14 ft. 11 in., with 4 ft. 4½ in. track and 9 ft. 4½ in. wheel base.

1½-LITRE RILEY SALOON

Engine : Four cylinders, 69 by 100 m.m. (1,496-c.c.) R.A.C.-h.p., 12 : 55 b.h.p. at 4,500 r.p.m.

Gear Ratios : 1st, 19.4 to 1 ; 2nd, 11.2 to 1 ; 3rd, 7.22 to 1 ; top, 4.88 to 1.

Tyres : 5.75 in ×16 in Dunlop E.L.P.

Weight : 23½ cwt. (in road-trim with approximately 2 gallons of petrol but less occupants).

Steering Ratio : 2¼ turns lock to lock.

Fuel Capacity : 12½ gallons.

LAND SPEED RECORDS obtained with DUNLOP TYRES since over 200 m.p.h. was achieved

1927 Segrave 203.79 m.p.h.
1928 Campbell 206.95 m.p.h.
1929 Segrave 231.36 m.p.h.
1931 Campbell 245.73 m.p.h.
1932 Campbell 253.96 m.p.h.
1933 Campbell 272.11 m.p.h.
1935 Campbell 301.13 m.p.h.
1937 Eyston 311.40 m.p.h.
1938 Eyston 357.50 m.p.h.
1939 Cobb 368.90 m.p.h.

... and now JOHN COBB again with 394·197 m.p.h. (Subject to official confirmation) using DUNLOP TYRES and WHEELS

7H/123

LETTERS from READERS

Sir,

May I be permitted to express my opinion on Mr. Cecil Clutton's letter in this month's issue of your very excellent journal, please.

Such satirical observations are, to my mind, definitely injurious to the greatest and cleanest sport in the world—especially so during present times when surely the aim of every motorist should be "100% Unity."

What does it matter to Mr. Clutton, or to anyone else, if Mr. Thursby-Pelham's claims appear to be incorrect. But then, maybe Mr. Clutton's statements are absolutely infallible, and he has never been guilty of even a little "wishful thinking." If this be so, he must indeed be the only motorist possessing such rare qualities.

I would suggest that we all are guilty at some time or other of a little "romancing," at least, it does prove enthusiasm. A great deal more comradeship and a great deal less sarcasm and petty quarrelling is what we motoring enthusiasts need. For example, look at the strength of the C.T.C. and N.C.U. organisations.

With best wishes to your paper, and to all people interested in any form of motoring.

I am, Yours, etc.,
Bowdon, Cheshire. HUGH CLAPP.

* * *

Sir,

I saw Mr. Clutton's letter in your October issue, in which he makes reference to my "exalted claims in your columns" for my T/A Midget, irrelevantly comparing it with some much modified vintage cars in the 1947 Brighton and Hove Speed Trials. To be strictly accurate, no letter of mine has previously appeared in MOTOR SPORT.

I think even the most biased of your readers must admit in fairness that for a motorcar originally costing under £250, which is used every day and was not specially prepared, to come in 5th out of a class consisting of 22 in an International event, is a reasonable performance. If Mr. Clutton studies the results, he will also see that I was quicker than seven other cars in the next higher class, and beat four more in the 2-litre event. Incidentally, my M.G. was slower than in 1946, when I averaged 52.16 m.p.h., as the engine was still tight after overhaul.

Yes, Mr. Clutton, it does go to show something—that it takes all sorts to make a world; you chose to analyse the results as a whole to belittle my car's performance (which is a trifle petty, I feel, for one so well known in the motoring world), while I prefer to give credit to comparable cars which were faster than mine. It's just a different attitude to life.

I am, Yours, etc.,
MARSHAL THURSBY-PELHAM.
London, S.W.1.

* * *

Mr. Clutton's reply follows:—

Sir,

I must thank Mr. Thursby-Pelham for his letter, but I think he misses the point of my strictures.

In 1941 or thereabouts he claimed for his M.G. a tremendous performance, and the occasion was taken to draw disparaging comparisons with the general run of vintage cars. At that time, no opportunity existed of practical demonstration, so that he was left in more or less triumphant possession of the field. Therefore when, in 1946 and 1947, he so signally failed to make good his earlier promises, to the extent of being roundly beaten by many of the despised vintage and Edwardian ruins, I think he can hardly complain if he gets his leg pulled pretty hard.

I intend by this no criticism of the T-type M.G. which is, I am sure, an excellent little car with a performance well up to its engine size. But Mr. Thursby-Pelham did M.G. prestige no good by shooting such a monumental line about his own T-type which, as we now know, is a nice, ordinary little M.G., just like anybody else's.

I am, Yours, etc.
London, W.11. CECIL CLUTTON.

[We think the manufacturers partly to blame for having reprinted Mr. Pelham's claims as an advertising leaflet. This correspondence is now closed.—ED.]

* * *

Sir,

After reading "The Reminiscences of Reggie Tongue" I cannot let the author's criticism of the Fiat "500" pass without comment, as it is most unfair. My own experience of these little cars is not extensive, but I bought a 1937 model last year while awaiting delivery of a new car, and covered 6,000 miles in it, the only involuntary stop being due to a sticking cut-out which discharged the battery.

Admittedly such a tiny engine requires a certain amount of care in driving, but surely an enthusiast should realise this as well as anyone, and adapt his tactics accordingly.

The statement that the car is only suitable for shopping will, I am sure, be loudly resented by a very large circle of users of the "Mouse," and is disproved by the fact that mine was used for at least one 200-mile trip each week during last summer and winter, and on one occasion 300 miles were covered in a day in complete comfort, and, most important, I finished the journey much less fatigued than after similar runs in larger cars.

A cruising speed of 40 m.p.h. is certainly low, but I managed to put up some surprisingly good averages for 2 and 3-hour runs without exceeding this figure, which, of course, is well within the engine's capabilities.

As for the steering, well, most people who have tried the "500" will agree that this is one of the most delightful features of the car, and is only equalled among British small or medium power cars by a very select few. It should be well known that any car will perform peculiar antics if put into a corner at a speed beyond the maximum which the design is capable of dealing with.

To sum up: the "500" will finish a 100-mile run only a very little behind the average 10 or 12-h.p. saloon; it is very easy to handle in traffic, or to manoeuvre for parking; is completely comfortable, with adequate space for all ordinary purposes, and what is very vital today, will go a long way on a gallon of "Pool," and that without a trace of "pinking."

However, what is more to the point perhaps is the fact that I shall shortly dispose of my 1947 car with the intention of replacing it with a Fiat; the 1,100-c.c. model if I can find what I want, for the sake of the extra urge for hill climbing, but failing this I shall certainly not hesitate to buy another "500."

I am, Yours, etc.,
Hatfield. E. R. BULL.

* * *

Sir,

In the second instalment of the development of the racing Austin Seven you stated that Viscount Ridley built his twin-cam Ridley-Special at his Blaydon Hall workshop in 1929. Viscount Ridley built his Ridley-Special at Blagdon Hall and not Blaydon Hall. Blaydon is mainly industrial and lies on the Tyneside, whereas Blagdon Hall is in the lovely countryside of Northumberland.

Unable to take active part in racing, I follow it through your wonderful

Continued on page 344

GOOD SHOW

Half the field for the G.P. de la Blecherette for sports cars under 1½-litres which preceded the Lausanne G.P., was composed of M.G.s., five TCs and a K3 Magnette. These M.G.s were opposed by Cisitalia, B.M.W., etc., but they won easily, Hubert Patthey finishing first and Ernest Seiler second. Patthey's own M.G. having given trouble in practice, he borrowed a car in which two representatives of the North Downs Engineering Co., Ltd., had motored to the race. This car, a Nordec-supercharged TC M.G. Midget, ran with full equipment, even to "G.B." plate and luggage carrier, while it had not been serviced for over 2,500 miles. Seiler drove an unblown TC M.G.

THE R.A.C. AND GERMAN PETROL

Following our announcement that Germany still has a "basic" ration, the R.A.C. has taken the trouble to explain to us that only essential German workers get petrol and that no "basic" is issued to German citizens. Incidentally, we never said that it was. The German "basic" ration applies to the British Zone and it seems wrong that the British cannot use cars for domestic purposes until they get posted to Germany. You may, or may not, be pleased to learn that, although the R.A.C., together with the A.A., withdrew its support from the motorists' "basic" protest rally, the former body proudly announces it has obtained special supplementary petrol rations for the purpose of instructing on private ground learner motorcycle riders, and has issued a book about the scheme. We were not invited to the demonstration lesson on October 17th, but are informed that an account will reach us from the Press Association.

A Letter from one Enthusiast to Another about

WORKING ON AN ANZANI-ENGINED FRAZER-NASH

The following is a letter which Mr. J. G. Hay wrote recently in reply to a fellow enthusiast who had acquired an old s.v. Anzani-engined Frazer-Nash and raised some servicing queries. Because it touches in so refreshing a manner on a number of points which trouble those strange to these cars, and contains so many invaluable wrinkles gleaned by Hay while working on his own car, we are reproducing it verbatim.—ED.

CHAINS.—Adjustment is largely a compromise between individual chain adjustment by adding or subtracting links or cranked links. (Get some of these cranked links if you can, they're very useful, and James Grose, in Euston Road, I think has some—¾ by 9/16 in. is the size.)

The thing to aim for is to get the axle and counter-shaft exactly parallel—most easily done with a pair of ordinary inside-callipers between the two adjacent parts of the radius arm over the thread.

Best adjustment is to leave about ¾ in. up-and-down slack on one side of the chain, at several different positions of the rear axle—i.e., jack up and turn the shaft right round to check for tight spots due to bent axle or countershaft, or distorted sprockets.

Line up the sprockets to one another very carefully with a straight edge, letting the counter-shaft sprockets go back against their thrust faces, away from the driving dog. This is important. If you have an axle sprocket that tends to "float" axially on the axle, the usual method is to put a sleeve of sheet metal round the axle between the loose sprocket and its neighbour, or against the bearing end, and fixing this with hose-clips.

Make sure that the adjustment nuts on the radius arms are locked up tight; there is a danger that the radial action may take place there instead of at the proper place, with disastrous results to the adjusting threads and so on.

Brakes.—So far as I know the brake layout you describe was perfectly standard. One can modify by taking the single lever off the near-side end of the foot-brake cross-shaft and putting it on the off-side hand-brake cross-shaft and making or acquiring a double lever for the near-side foot-brake. It's hardly worth doing, as the standard system is remarkably efficient. What *is* worth doing is to discard the front cables and fit solid rods. I used ⅜-in. rod and screwed the rear ends ⅜-in. B.S.F. to fit the wing nuts on the cable end adjusters and bent the front ends, hot, to go through the lever ends on the front axle shafts and drilled and split-pinned in position. The difference in braking-power is considerable.

Dynamo drive.—Your engine may have been blown at some time, but I think the reason for the alteration is probably due to trouble in the original drive, a bronze to steel skew gear, or to a defective dynamo and no correct replacement available. I had to modify mine last year using a 12-h.p. Austin dynamo and cradle on the lower side of the cross-member just in front of the bevel-box, driven through an Austin Seven flat fan belt to an Austin speedometer pulley on the dynamo. This is a bit slow but keeps the battery up perfectly satisfactorily, charging at about 7–8 amps. at normal engine speeds.

This drive was the standard one with the G.N., as far as I remember, except that a split pulley on the shaft and a Whittle belt were used. (The belt used to break at high speeds and administer very considerable chastisement to the driver through a plywood board and a very Spartan cushion.)

Bevel-box.—Definitely not grease; treat it as an ordinary rear axle—after all, it's just the same, except that there is no differential. If you have the counter-shaft out, make certain that the sliding dogs have a slight clearance between the top of the key and the base of the key-way, and that the keys fit snugly in the shaft and are perfectly flat and square. Otherwise they lift or rock slightly and tend to jam. Also, it's worth checking the fit of the sprocket bearings on the counter-shaft, since a wobbly sprocket will either throw its chain or wear its own teeth sideways against the inside of the links. It need not be a perfect fit, but any considerable slop should be rectified by re-bushing.

Clutch.—This should be assembled on the bench. Make sure that the fingers are lined up straight on their pivots and that the four fulcrum posts are secure in the back-plate. Put the fingers in place and screw up the nuts on the four pull-rods nearest the rim of the front plate until they are solid against the rear face of the front plate. This is important. Slide the sleeve, thrust-races and spring along the shaft until the thrust-collar just presses on the fingers. Now, unless you are extraordinarily fortunate, the fiddling begins. Being a hand-made job in the first place and after twenty years of re-adjustment by loving hands, it is most unlikely that all four fingers are alike, so they will not meet the thrust-collar evenly. So you start changing them round, marking or otherwise identifying them first so that you don't end up on the same holes as you started. If that doesn't work, thin washers under the shoulders of the pull-rods will work the oracle. You say you have a new clutch, so perhaps you will not have all this to do, but if it is a relined job you certainly will, and it's a lot easier to do it on the bench than standing on your head inside the car.

If it is a reline job, with the standard ¼-in. thick Ferodo segments, the job should be fairly straightforward. If thinner Ferodo has been used, however, the angle of the fingers or levers may be wrong and the pull-rods will have to be shortened by machining back the 5/16-in. diameter, any subsequent re-lining of the clutch being covered by the addition of washers.

The tensioning of the spring is best done in position, by trial and error, i.e., by removing all tendency to slip and driving the clamp another quarter or half inch up to allow for wear. This is the only adjustment necessary, assuming the assembly is correct. New fibre blocks on the withdrawal fork are advisable, and the firm have a supply.

The foot-brake cross-shaft is dropped to remove or refit the clutch assembly; this is easier than taking out the clutch cross-shaft. Plenty of grease on the withdrawal races and centre-bearing, and on the ball-thrust pin inside the flexible coupling at the rear end of the shaft, and the job is done. Do not let any oil or grease get on the shaft near the spring clamp, which should be tight.

Engine mounting.—The steering-box mounting is standard and has no snags, except that any slack in the off side engine-bearer bolt (½-in. B.S.F.) allows the engine to move against steering reaction. Cure is to ream out and fit a larger bolt, 11/16 or ⅝-in. The first notice one usually gets of this trouble is when the engine speeds up or slows down during turning operations, due to the engine moving in relation to the accelerator pedal.

Tappet clearances and timing chains.—I forget the correct figure, but I set mine to 0.006-in. inlet—0.008-in. exhaust hot, and the engine seems to like it. With the sudden-death cam profile of these engines, the valve-gear is always noisy anyway, so a thousandth or two over the original setting is of little moment. How are your timing chains?

They are a rather weak point in these engines and are non-adjustable. Best way of investigating is to take hold of the magneto coupling and try to turn it, first one way and then the other. The first bit of slack is the mag.-chain, but go on trying, and you will be able to turn the cam-shaft slightly against the resistance of the valve-springs. If these chains, of the inverted tooth variety, are allowed to run too sloppy, the sprocket teeth get chipped and worn and the chains are liable to jump. I speak with some authority on this point, having waited since before Christmas for new chains, and got them from Frazer-Nash last week. They had to get them specially made, but got a dozen of each so there are some left.

Ignition timing.—Your cylinder head will allow of a lot of advance, even on

"Pool" petrol. I should set it to kick back on the handle when the magneto is in the half retard position, experimenting from there on actual performance, generally running as far advanced as she will go without pinking.

Carburation.—The large Solex was standard. My present one had a horrible little 3-jet Zenith on it when I got it eighteen months ago, which I immediately threw away in favour of an enormous S.U., a brand of which I am very fond. Unfortunately, the piston is rather too heavy for a 1½-litre engine to lift, so I am looking for an aluminium one to replace the present bronze unit. But consumption is around 40 m.p.g. and performance was good enough for 24.4 seconds and 2nd (Vintage) place to Denyer at Elstree last year, so I'm not really complaining.

General.—My top-gear sprocket on the axle went west last summer, and the best Nashes could do was a 24-tooth replacement, so my ratio is down from 3.98 to 1 to a more modest 4.2 or so. I altered third at the same time for sprint work and hill-climbs, as I find that 3,000 r.p.m. is about the efficient peak of these engines, and I don't like winding them up too far in second. So I'm now running 11.5 to 1, 8 to 1, 5.7 to 1, and 4.2 top, with a maximum of about 75 m.p.h., or perhaps a little better, and an all-day cruising speed of 60–65 at around 38–40 m.p.g. This is really slightly on the weak side and though the valves don't mind, the rather poorly constructed outside manifold is slowly disintegrating. By the way, a B.T.H. magneto is rather tall with an outside manifold; if you can construct some sort of an aluminium shield over it, it may save trouble. (I dismantled a Lucas mag. seven times in one day to remove shellac from the armature tunnel, at the Vintage meeting at Bisley last summer.) I subsequently fitted a B.T.H. magneto, with a piece of heavy sheet aluminium held by the strap nut about ¾ in. clear of the magneto and bent up in front so as to catch an air stream over the timing case. No further trouble.

Chassis.—Nothing particular apart from the brake-rod modification; steering about ⅛-in. toe-in; gear-oil in the steering box, not grease. If the rear brake-drums rub on the back-plates due to axial displacement of the shaft bearings, it is safer to pack the brake drums out slightly with 5/16-in. washers on the studs, rather than try to move the axle in the housings. Shock absorbers are important if you want to motor quickly. I ran mine at Prescott last August with the rear shock-absorbers non-operative and couldn't hold the car at all through the bends. Gear-shift linkage adjustment is important, so ensure that the dogs engage fully before the arm in the cross-shaft touches the gate, and if you have no rocking-plate on top of the bevel box to prevent double engagement, it's worth while making one. I think they were standard on all 1926 models, as well as later. Incidentally, have you 6-volt or 12-volt electrics? My last one, definitely 1926, was 6-volt, and my present one, believed 1927, but quite possibly older, is 12-volt.

My present 'Nash is registered as 1939, having apparently been rebuilt and re-declared then, and its early history is unknown. Chassis and engine numbers are 4640 and H.E.4893. How do these compare with yours? There is a hole in my scuttle bulkhead, on the near side, which might have housed a tank; the body has been pushed in at the back to clear the filler spout of a 12-gallon tank hung between and below the chassis extensions carrying the spare wheel and rear shock absorbers. Unfortunately, some so-called enthusiast fitted cycle-type front mudguards, which rattle, jam up with mud, and generally spoil the appearance of the car. I envy your bronze-plated cylinder head; I approached the firm who used to do it the other day, but there's no hope of it at present.

JOHN G. HAY.

[Frazer Nash owners may be interested to know that an article on the development and tuning of these cars, from the Anzani-engined cars, through the Meadows-engined jobs to the six-cylinder Blackburn-engined cars appeared in MOTOR SPORT for March, 1936. A few copies of this issue are still available, price 2s. 2d. post free.—ED.]

THE "MOTOR SPORT" BROOKLANDS FUND

A Further Announcement

Last April we announced the opening of a Fund for the purpose of commemorating the great work of the late Mr. H. F. Locke-King, who built Brooklands Track—the famous testing and sporting centre which served the motoring fraternity so nobly for nearly forty years—on his Weybridge Estate during 1906/7. The Fund hung fire for a while, until a meeting could be called at which its function could be properly discussed and trustees appointed. That meeting took place at the MOTOR SPORT offices on July 22nd last; it was attended by Mr. D. J. Scammell, Secretary of the British Racing Drivers' Club, Mr. H. J. Morgan, Secretary of the Junior Car Club, Mr. J. A. Masters, Secretary of the Motor Cycling Club, Mr. S. Sedgwick, Secretary of the Bentley Drivers' Club, Mr. W. J. Tee, Proprietor of MOTOR SPORT, and Mr. W. Boddy, Editor of MOTOR SPORT.

This Committee agreed that this Fund to commemorate Locke-King's unselfish work is deserving of the support of every enthusiast, and that some recognition of Brooklands is long overdue. Mr. Scammell was able to report that the B.R.D.C. Committee is fully sympathetic to this cause and that Earl Howe, the Club's President, has graciously consented to support it. Boddy remarked that Dame Ethyl Locke-King once told him that far more criticisms than praise seemed to be showered on the old Track while it existed. He felt that only now are we beginning to realise all that Brooklands meant to us and he sincerely hoped that everyone who had used the Track and spent happy hours there would send a small donation to the Brooklands Locke-King Fund.

The Committee decided that the manner in which Mr. Locke-King's memory could best be perpetuated would depend on how generously the Fund is subscribed to, but it is suggested that at the very least some form of annual Challenge Trophy, known as the Locke-King Brooklands Trophy, might be instituted and donors to the Fund are invited to enlarge on this suggestion. If a really large sum is subscribed something more public-spirited may be possible; we would then hope to have Dame Ethyl Locke-King's views on this. Before the meeting terminated, Mr. Masters and Mr. Tee were appointed trustees of the Fund.

We give below a full list of donations as they stand at present, and in doing so we cannot but call attention to the comparatively small response so far. We would ask those of you who miss our first and only motor course to send a donation to this fund, however small. Locke-King's task was a truly momentous one and was undertaken, despite many early set-backs, with determination and entirely at his own expense. We ask you to forget the bickers that ultimately befell Brooklands and play your part, however modest, in perpetuating the memory of a man who did untold good to the British Motor Industry and to his country, but in his lifetime received practically no thanks from the motoring fraternity and none at all from successive Governments. The Fund stands at present as follows:

	£	s.	d.
The Rt. Hon. The Earl Howe, P.C., C.B.E....	1	0	0
W. J. Tee, Esq. (MOTOR SPORT)	10	0	0
C. Clutton, Esq.		11	6
H. D. Harrison, Esq. ...	1	1	0
Reggie Tongue, Esq.	1	1	0
Dr. D. S. Hayton Williams ...	1	1	0
P. L. Pratt, Esq.		5	0
R. A. Daniels, Esq.		10	6
K. H. Miles, Esq.		10	6
S/Sgt. E. Garside (B.A.O.R.) } Mrs. Garside }		10	0
N. R. Jacobs	1	0	0
L. N. Cole		10	0
L.A.C. H. Bolden (S. Rhodesia)		10	0
K. W. Purdy (New York) ...	1	0	0
Charles Bayly (S. Australia)...	1	1	0
C. H. Norwood		2	6
Total	£20	14	0

★ VETERAN TYPES —XXXI

A 1904 18-28 MERCÉDÈS

By Cecil Clutton

THREE dates stand out in the history of automobile design.

In 1885 Benz and Daimler made the first cars which worked, and led on to commercially successful designs.

In 1894 or a little earlier Panhard and Levassor embodied in their Daimler-engined car all the vital features of modern design—that is to say, the engine in front under a bonnet and the change-speed mechanism effected by sliding gears. But the machine itself was crude and brutal; its value lay in what it prophesied rather than in what it was.

In 1901 Wilhelm Maybach gave us the first truly modern car in the Mercédès, and since that date there has been no advance so great that one can pick it out as marking the advent of a new era. The 1901 Mercédès, inspired by Emile Jellinek, and designed and produced in about two years by Daimler's collaborator, Maybach, was in all important particulars a modern car. It comprised a pressed-steel frame, a honeycomb radiator in front of the bonnet, low-tension magneto ignition, gate change and, above all, a mechanically silent and flexible engine, controlled by an accelerator, as opposed to the earlier, constant-speed engines controlled by ignition and governor and having automatic inlet valves.

With a design so far outstripping its competitors the Mercédès continued with little alteration in design for several years, but with an increasing number of models to meet varying requirements. Among these was the 18–28-h.p. model of 1904, of which an example has recently been acquired and restored by Mr. C. R. Abbott.

Many veteran cars have been snatched from decay and restored to working order in recent years, but none has been dealt with in better taste or with more scrupulous historical accuracy (yet without extravagance) than Mr. Abbott's Mercédès.

At some early date it was acquired by the late T. F. Faulkner, an all-round sportsman of considerable means, and as a tribute to his achievements on the car Mr. Abbott has had engraved and fitted to the footplate of the car a metal plaque with the following inscription:

> "The late Tom Faulkner Esq., the first owner of this 1904 24.8-h.p. Mercédès, raced the car on Brooklands track in the years 1908–9, competing in some ten races with two wins, two seconds and two thirds to his credit."

The most noteworthy of these was the July trophy of 1908, won at a speed of 54.58 m.p.h.

Faulkner's subsequent treatment of the car was not, perhaps, quite so laudable, as he let a gusset into the chassis, lengthening it by 18 inches, and raked the steering and gear levers to an alarming extent. He finally gave it to a Mr. Brown, who farmed in a big way near Newbury, but he, finding the car too fast for narrow and winding country lanes, laid it up for seven years. After this, Mr. Brown's son, Stephen, got the car running again, and taught himself to drive on it—and the engine had restarted on the first turn. From him it passed, in turn, to Rivers Oldmeadow, Somerville Sykes and Anthony Heal, by which time it was in a very sorry state and Heal, looking round for a worthy recipient who would devote the necessary energy to its restoration, was fortunate in finding Mr. Abbott, who has so superlatively carried out this very considerable task.

Apart from normal cleaning up, the greatest work lay in reducing the wheelbase to its original length of 8 ft. 0 in., and in restoring the steering column and other controls to their proper rake. Then a body had to be made, consisting of two bucket seats and a small boot, minutely copied from the 1903 Gordon-Bennett machine. This also involved making a new petrol tank. The body, when finished, was painted in Mercédès white and the seats correctly upholstered in crimson enamelled hide of superb appearance, which add the finishing touch to a car which is monstrously handsome, judged from any viewpoint. There is nothing grotesque or archaic about it; its proportions and fitness-for-purpose are so immediately apparent that it at once captivates the beholder. This, indeed, is just part and parcel of the uncanny modernity of the whole design.

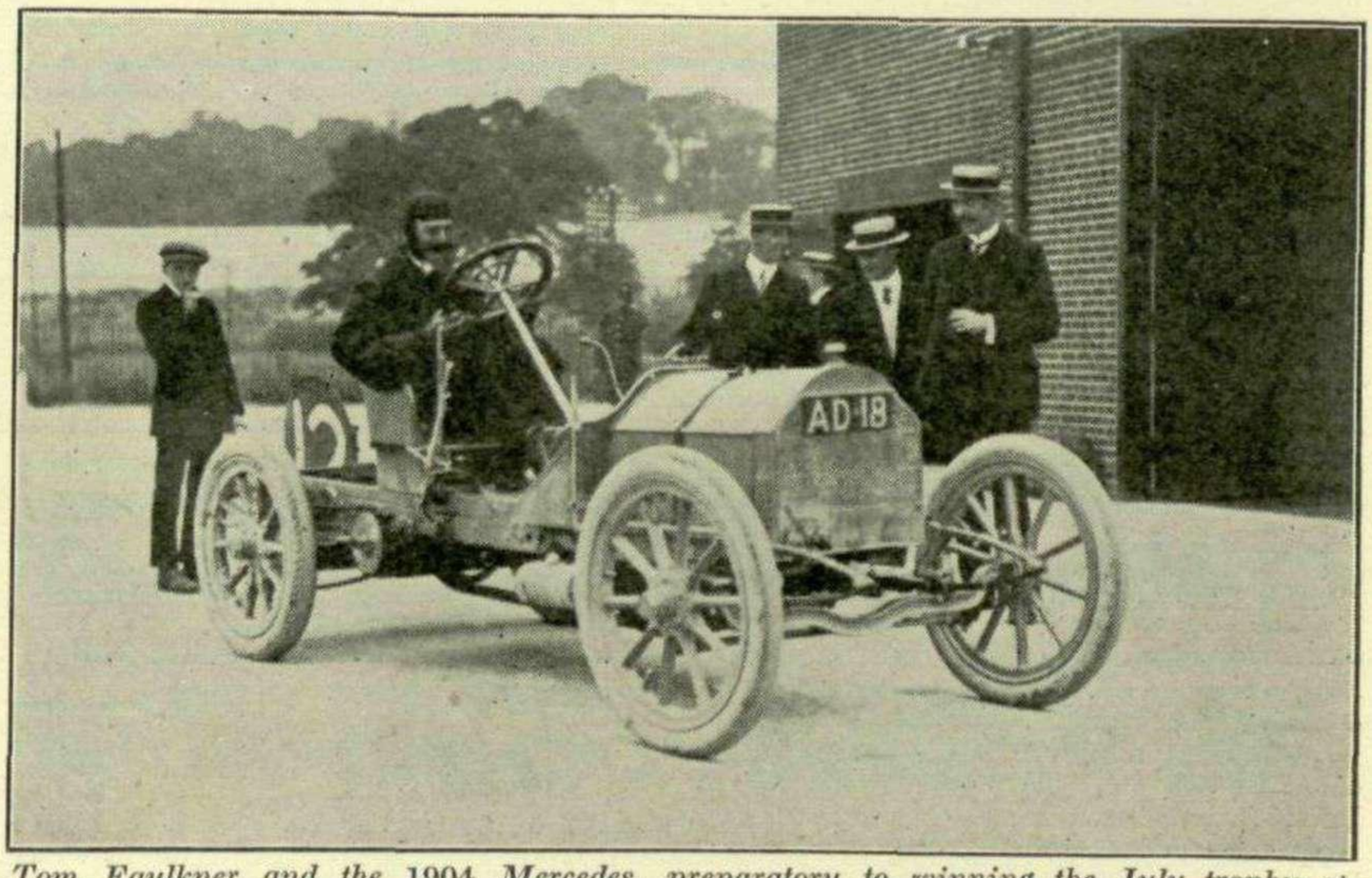
The type, known as the "18–28" has a 4-cylinder, T-head engine of 4,084-c.c. capacity, of which the dimensions are 100 by 130 mm. It succeeded the 90-bore "18–22" model of the previous year, of which Mr. G. J. Allday, president of the Veteran Car Club of Great Britain, has an excellent example. But whereas the 1903 car has a straight front axle, the 1904 model is of substantially lower build, having the dropped axle, which became standard for nearly all cars in the later Edwardian years. From 1903 onwards the axles were of "H" section, but the 1902 axle was tubular. The front springs for 1904 were ¾ elliptic, but this was dropped in 1905, when a return was made to semi-elliptic. All shackles are underslung.

Friction shock absorbers were added to the back axle by Mr. Faulkner, but the front axle is undamped save for the original rubber "snubbers," which are, in point of fact, remarkably effective.

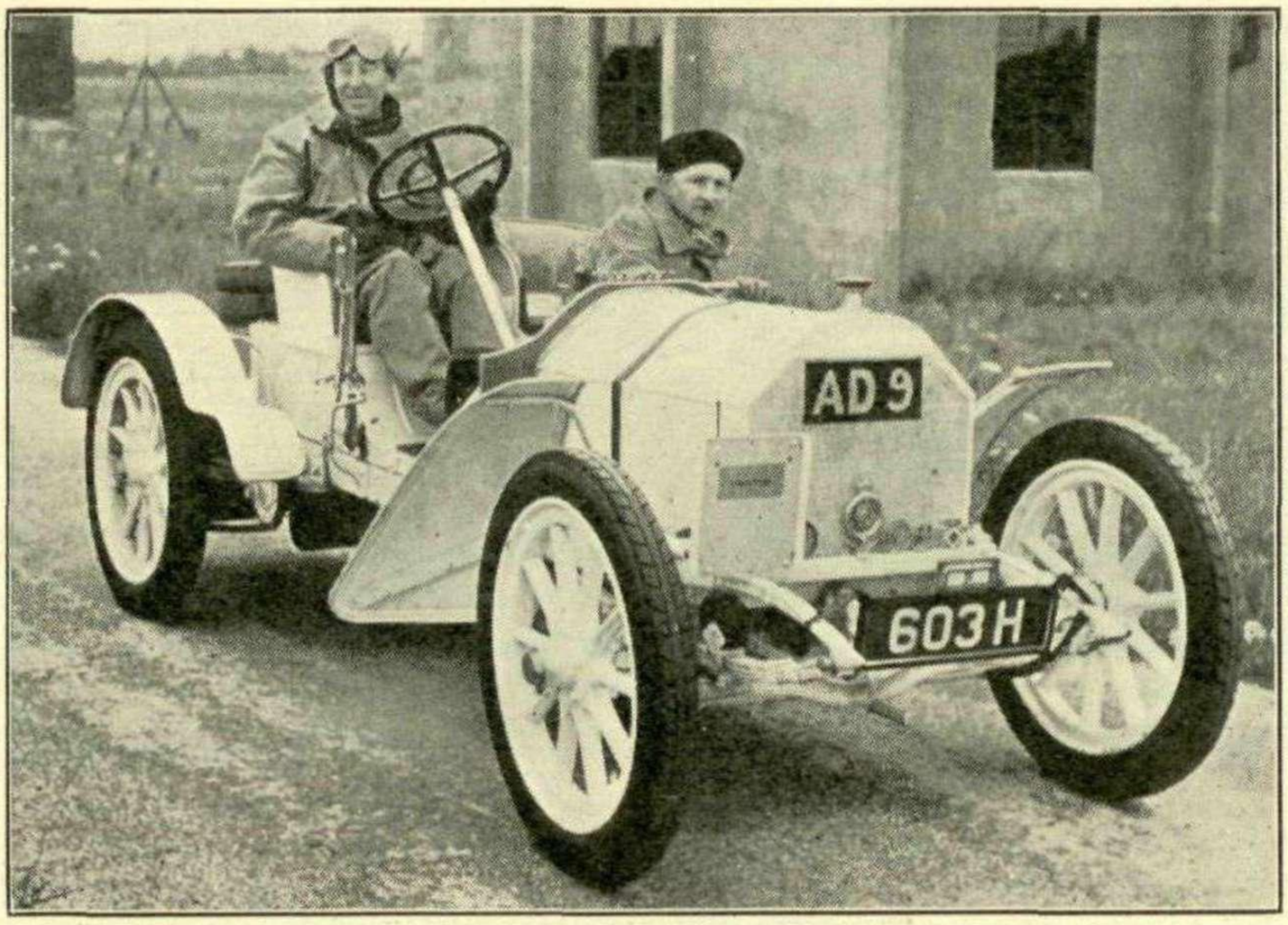
Final drive is by chain, with all its advantages of low-unsprung weight and equal torque to both wheels. The foot brake operates on the countershaft and the overall ratios, with the touring sprockets now fitted, are approximately $2\frac{5}{8}$, $3\frac{1}{4}$, $5\frac{1}{4}$ and $10\frac{1}{2}$ to 1. These, with 815 by 105 tyres, give speeds, at 1,000 r.p.m., of 36', 30, 18 and 9 m.p.h. The racing sprockets, used by Faulkner at Brooklands, have 22 teeth, as against 20, thus raising all speed and ratios by 10 per cent.

The gate change, pioneered by Mercédès, has bottom and top in the forward slots, with second and third at the back of the gate. Although this makes for a slightly awkward, but easily mastered, "U"-shaped movement between second and third, it provides a delightful change from top direct to second, which is quite often needed with close ratios. The 1914 T.T. Humber has the same arrangement.

The clutch is of the traditional Mercédès "scroll" pattern, in which the drive is taken through a spiral spring, which, when properly adjusted, affords a beautifully smooth take-off, though it does not re-act at all favourably to violent treatment. The spring-tension on the clutch-pedal is so light as to be



Tom Faulkner and the 1904 Mercedes, preparatory to winning the July trophy at Brooklands track, at 54.58 m.p.h.



C. R. Abbott in the Mercedes at Gransden, July, 1947.

reminiscent of a Bugatti when ticking over.

A certain amount of mystery attaches to the engine of Mr. Abbott's car, since, although the bore and stroke are correct, the cylinder blocks (cast in pairs), are not original and are believed to have come off a contemporary Mercédès lorry. The original blocks and cast-iron pistons exist and, although they are badly rusted, they are more highly finished than those now on the car. Ignition was originally by low-tension magneto, driven from the water-pump on the off side of the engine, but the present blocks are arranged for high-tension ignition only, and the magneto drive is now taken on the near side.

The cylinders are of " T "-head pattern and the two camshafts are driven (somewhat unexpectedly in so modern a design) by vast exposed mangle-wheels at the back of the engine. The driving wheel, on the tail of the crankshaft, is steel, meshing with fibre wheels on the camshafts. The water is pushed into the engine through two branches, one for each block, continued by pipes inside the castings directing the flow on to the exhaust valves. The cams for the low-tension interruptors are placed, somewhat incorrectly, on the inlet side of the engine.

Lubrication is effected by exhaust pressure forcing oil from the tank to a battery of eight drip-feeds supplying the three main-bearings, cylinder walls and clutch-withdrawal fork. Big-end lubrication is by splash. Most surprisingly, considering the date, the bearings are all white-metal instead of bronze, which was then almost universal, and the rods are of " H " section.

Mr. Faulkner replaced the original Mercédès carburetter by an early, two-jet Zenith instrument and he also exchanged the monumentally heavy cast-iron pistons for very early steel pistons, then just being developed for aircraft engines. This had the effect of putting the maximum engine speed up from the 1,200 r.p.m. standard for these engines to about 1,500 r.p.m., giving a piston speed of 1,300 feet per minute. Steel pistons in cast-iron boxes naturally provoked very rapid wear, and to overcome this, until over-size pistons can be obtained, Mr. Abbott has fitted " Clupit " rings with very good effect. I made the impious suggestion that, as the pistons were not standard anyway, aluminium replacements would be a reasonable solution to the problem. Mr. Abbott (who has a much purer soul than mine) was suitably shocked.

When it came to driving the car I quite feared an element of disillusionment, but, in fact, it far exceeded my best expectations. These early Mercédès engines were very reluctant to rev., but, perhaps on account of the Zenith carburetter and steel pistons, this particular example is surprisingly lively. There is acceleration enough to deal with ordinary modern family saloons as normally driven, and a comfortable cruising speed, which I estimated at around 45 m.p.h., and 1,200 r.p.m., is rapidly attained. At the same time, the negative valve overlap and restricted breathing arrangements put the peak of the power curve certainly no higher than 1,200 r.p.m., and perhaps even lower, so that it really does not pay to use the tantalisingly close ratios. These are more suited to hill-climbing. The engine is superbly smooth, and while there is a little clatter from the mangle department while it is idling, it approaches later Rolls-Royce standards of mechanical silence under load, and far exceeds the average " Silver Ghost " as to flexibility on Pool petrol. The car will accelerate smoothly and powerfully from about 7 m.p.h. in top, equivalent to only 200 r.p.m. The gears, too, are commendably silent and the silencer is also most effective, so that the " swish " of the driving chains is by far the noisiest part of the outfit. When all else about their cars was so refined it seems remarkable that Mercédès so long continued to tolerate the crudity and clatter of chain drive, for even by 1904 Renaults were putting quite a lot of power through live axles. Incidentally, if the engine did deliver its advertised 28 b.h.p. (and it probably gives more with its steel pistons) at about 1,000 r.p.m. it was remarkably efficient for its date, since this works out at 91 b.m.e.p., which was then quite a high figure for touring cars.

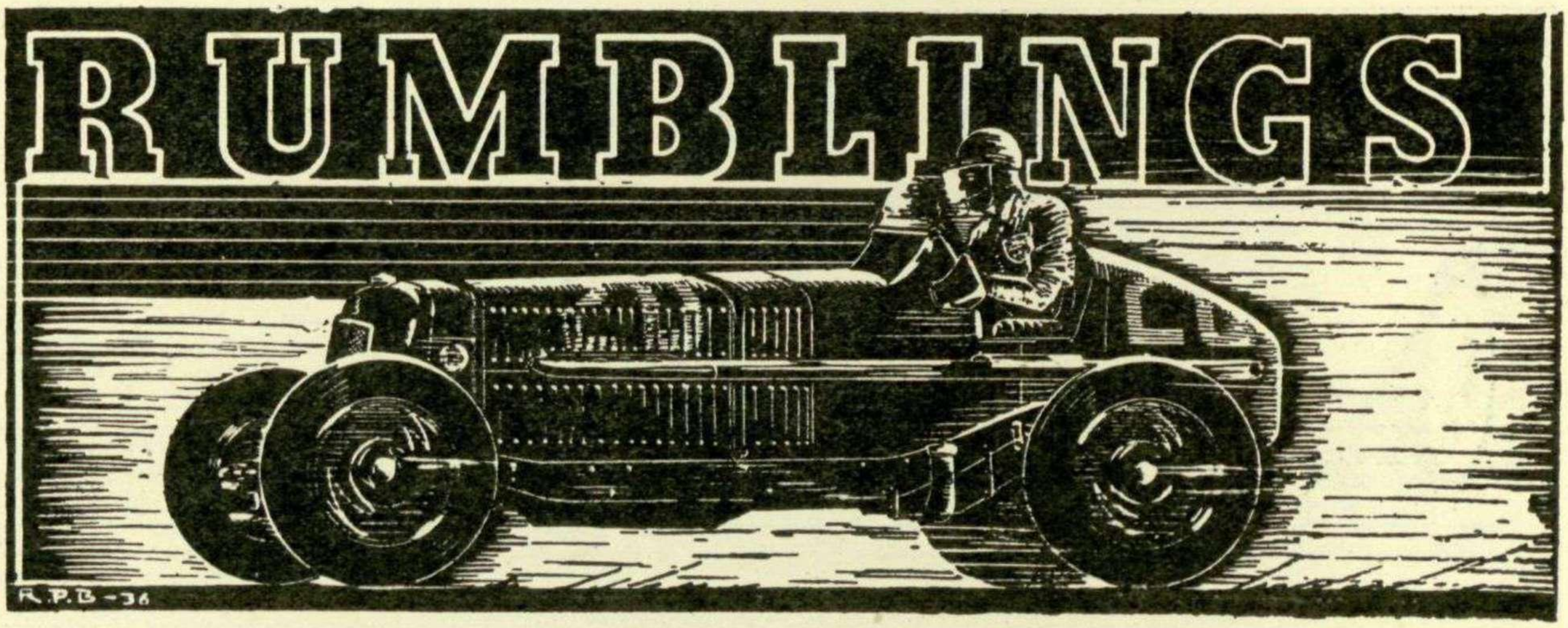
As is to be expected with such a short wheelbase, the car gives quite a lively ride, yet, thanks to the low unsprung weight, it is by no means uncomfortable, and personal comfort is looked after most effectively by the splendid bucket seats. Sideways location of the passenger is a most important factor in his comfort, which has been largely forgotten in these days of bench-seats—only recently I rode in one of Britain's most modern and expensive luxury cars, absolutely maddened by the discomfort of bouncing from side to side of a vast chair which would have done credit to the fireside of any west-end club but it was quite out of place in a motor car. The Mercédès is commendably free from fore-and-aft pitching, and this is no doubt due to Mr. Abbott having installed a hundredweight or so of concrete in the tail, which brings the total unladen weight of the car up to 20¼ cwt.

The original wooden-rimmed steering wheel was consumed in a fire very early in the car's life and Mr. Faulkner replaced it by a beautiful little brass-spoked Dover wheel, which is a joy to handle; the steering is, of course, very high geared. Both foot and hand brake are remarkably powerful. The car has been timed at 55 m.p.h., equivalent to 1,500 r.p.m., and this speed is attained on quite a small throttle opening. Like so many early cars, which were usually overchoked, the last half of the throttle opening is quite ineffective and merely promotes rather rough running in the engine. With the racing sprockets I quite expect that the maximum speed would be considerably increased with little loss of acceleration. The speed at 1,500 r.p.m. would then be 60 m.p.h.

Making almost its first public appearance in Mr. Abbott's hands at Gransden, nearly 40 years after its first advent into racing, the Mercédès made a splendid impression, both by its impeccable condition and its useful turn of speed, and, averaging 42 76 m.p.h. in the Veterans' Handicap, just staved off Peter Clark, the scratch man, on the equally splendid 1914 Grand Prix Mercédès.

In his 1904 Mercédès Mr. Abbott has certainly succeeded in snatching the best of all worlds, for by its date it is eligible for Veteran Car Club events; by its performance it is quite suitable for Edwardian events, and by virtue of its moderate size it is an eminently practicable vehicle for fine-weather touring. It is indeed fortunate in possessing such a kind and proud owner as Mr. Abbott.

[Since this article was written, Mr. Abbott's Mercédès has won the Edwardian Class at the V.S.C.C. Prescott Meeting, averaged 39.10 m.p.h. over the Brighton kilometre and made fastest Veteran time at Southport.—Ed.]



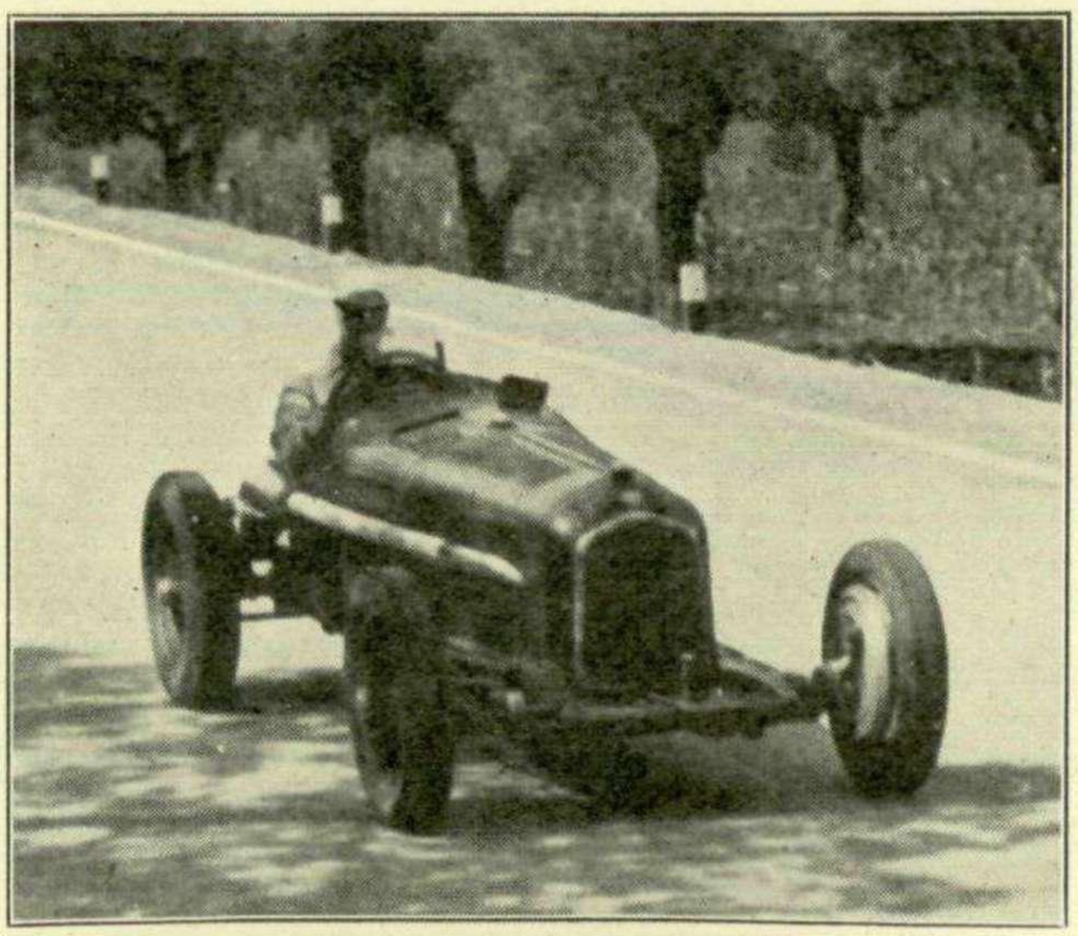
Books

During the war enthusiasts deprived of their cars devoted their leisure to reading all the motoring literature on which they could lay hands. The present regrettable cessation of normal motoring will undoubtedly lead to a repetition of this method of expending enthusiasm and overcoming depression. Fortunately, whereas a motoring book was once an event, this year has seen a great increase in new books of this sort, and many additional titles are in course of preparation by various publishers. Nevertheless, the motoring enthusiast is still less well catered for in publishers' lists than the ship, railway and aviation fanatics, while cricket, to name but one of the field sports, is covered by a far more extensive library than is motor-racing.

Consequently, we are pleased to be able to sponsor a motor-racing book which will fill a long-felt need amongst the majority of our readers. This book, by a new writer in whom the Editor of MOTOR SPORT has sufficient faith to have written the Foreword, is a sincere attempt to sort-out, as it were, those racing cars which were prominent in important races held immediately before and after the Hitler War in this country and abroad. Many of the cars described have run in British sprint events this season, and are likely to figure in future races and sprints for some years to come. So the subject-matter of "The MOTOR SPORT Racing Car Review" is topical. The author has a happy knack of putting each of the classic cars he describes in its correct perspective, and he illustrates each one with an original full-page photograph. He reminds us of much we have forgotten, of much—speaking personally—that we never knew, about the technical and historic aspects of what may be described as the best of today's road-racing cars. Such matters as the detail differences between individual cars of a given type, the numbers built, and the different drivers who handled a particular car during its racing career, were the subject of painstaking research on the part of the author before he set pen to paper. For this reason we are confident that "The MOTOR SPORT Racing Car Review," which is unlike anything that has been published before, will not only appeal to all students of racing-car design, but will enable the reader to gain a better understanding of recent races and stimulate his or her enthusiasm for the future.

Publication date is December 10th, and the publishers are The Grenville Publishing Co., Ltd., 15, City Road, E.C.1. Supplies will be limited, but orders may be placed now, direct or with any newsagent; the price will be 7s. 6d., or 8s. post free.

Boddy, whose "200 Mile Race" is rebinding, is working on another motor-racing book, the first volume of which Grenville hope to publish early in the New Year.



[*Motor Sport Copyright*

A car many will have forgotten, a 2.9-litre non-monoposto P3 Alfa-Romeo, Tipo B. As a 2-seater sports car this type won the 1935 Mille Miglia at 71.25 m.p.h. driven by Pintacuda. With hood, wings and electric lighting and starter it was good for about 130 m.p.h. and had the then new reversed ¼-elliptic rear suspension. Cars of this kind figure in The MOTOR SPORT Racing Car Review," *a new book announced in the accompanying paragraph.*

* * *

One-Off

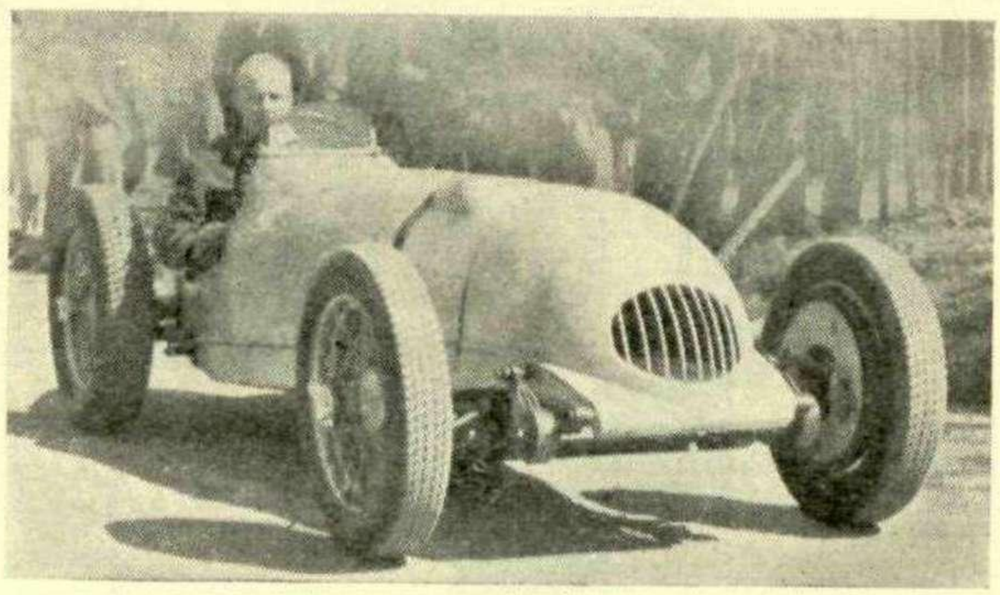
The opportunity presented itself to glean some notes on another "one-off" racing car when we came upon the front-wheel-drive, 1½-litre, Maserati-engined Derby single-seater at the Tourist Trophy Garage at Farnham, in the same manner as, previously, we had found the

Becke Powerplus and Fane-Nash at the Phœnix Green Garage. This is a " one-off " job and interesting in the way such special cars usually are.

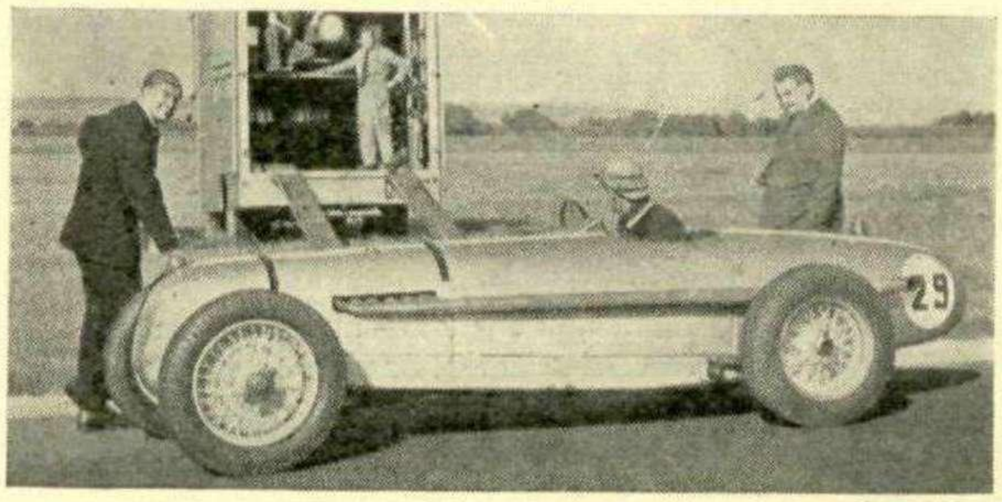
The chassis was obviously intended from the commencement to carry a single-seater body, for it is very narrow; it is also very long. Its channel-section side members are parallel and there is independent suspension front and back, consisting of tubular Y-shape half-axles damped by a transverse leaf spring beneath each assembly. At the back long shackles link the ends of the spring to the extremities of the axles and transverse friction shock-absorbers are fitted ahead of the spring. At the front the swing-axles carry the drive-shafts to the front hubs, and hydraulic shock-absorbers, mounted on the side members behind the swing-axles, are linked to the drive-shaft casings to allow for up and down motion. On the near side of the car a very long drag-link runs forward from the steering box and the track-rod is ahead of the swing-axles, forming a wide " V " in relation to them and being pivoted at the apex of the " V " on account of the i.f.s. This f.w.d. layout is reminiscent of that of production-model Derby cars. Large unribbed brake drums are used front and back, brake actuation being *via* enclosed cables. The Rudge wheels were fitted with 6.00 by 19 in. Dunlops on the front and 5.25 by 19 in. Dunlops at the back when we inspected the car.

The engine is a 4-cylinder, 69 by 100 mm., 1½-litre, 8-valve unit like that in the Maserati now raced by Charles Mortimer, but it is turned back-to-front in the chassis, its supercharger at the rear and a big gearbox bolting on to what is now the front of the engine, so taking the drive forward to the front wheels. The ribbed Roots supercharger is driven from the nose of the crankshaft and draws from a Weber carburetter located at frame level on the off side. This carburetter has a shutter-type choke that was presumably operated while the bonnet was open, to aid starting. The blow-off valve is situated in an elbow on the opposite side of the blower and from this elbow the first section of the inlet pipe rises vertically and then turns through 90° to a hose-joint that attaches it to a heavily ribbed delivery pipe that feeds into the top face of the equally heavily-ribbed manifold. This manifold is set at an angle, its ports feeding upwards into the head. A gear train within a small casing at what is now the extreme rear, near side of the crankcase drives a JF4LA Bosch magneto ahead of it, this magneto firing a vertical plug in each head. The valves are operated by two o.h. camshafts and between the cam boxes runs a long rod which connects, *via* small universal couplings, the gear-box lever with a small gear lever set outside the cockpit on the near side; gear-changing looks anything but easy. Cooling is by a pump on what was the front of the engine, a very long copper pipe on the near side, with a 180° bend in it, bringing water from the distant radiator, while the off-take from the head is by a neat Henri-like tapering 3-branch pipe. Four exhaust pipes emerge from a gap in the off side of the bonnet and swell out, to join a Brooklands silencer and a long tail pipe that runs under the off-side swing-axle. There is an external oil pump on the off side of the engine, feeding through big-bore copper pipes, and small pipe-lines look after camshaft lubrication, the oil-gauge line being taken from a junction on that running up to the exhaust camshaft.

For Sale!

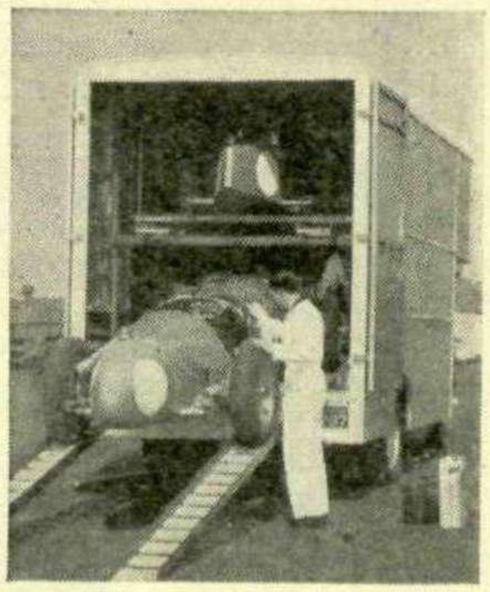


1: RILEY single-seater 2-litre unsupercharged; six carburetters, ex Dixon. Maintained, tuned and raced by Blakes in 1947. Successes include: 2nd in the 2-litre class at Bo'ness (Time 41.5); fastest time by an unsupercharged car and 4th fastest time of the day (49.08) at Prescott, July 20th; 6th in the Manx Cup Race, I.O.M. The car is ready now for hill climbs or road-racing. Alternate axle ratio available.



2: RILEY single-seater 1½-litre supercharged, E.R.A. engine. Independent front-wheel suspension, lock-heed hydraulic brakes, ex Maclure. Maintained, tuned and raced by Blakes in 1947. Successes include ladies' records at Bo'ness, Prescott and West Hartlepool; 47 secs. in the wet at Shelsley; 8th in the B.R.D.C. Empire Trophy Race — driven by a lady. This car also is tuned and ready for hill-climb or road-race. Alternate axle ratio available.

3: Blakes famous silver Racing Van, consisting of a 3-ton forward-control Fordson chassis with Luton Van body adapted by the following alterations to carry two racing cars. Roof raised two feet with new panels all round, two windows fitted to observation platform, new full-depth steel doors at rear, steel strengthening channels all round framework to accommodate ramps; four ramps fitted, with lowering gantries; two wall hoists—one to lower ramps and one to tow cars on. Trap door from driver's cab to observation platform. Electric lights in interior, extra head-lamps, new 30 h.p. engine, good tyres. The van is fitted with tow-bar for trailer and is ready for the road.



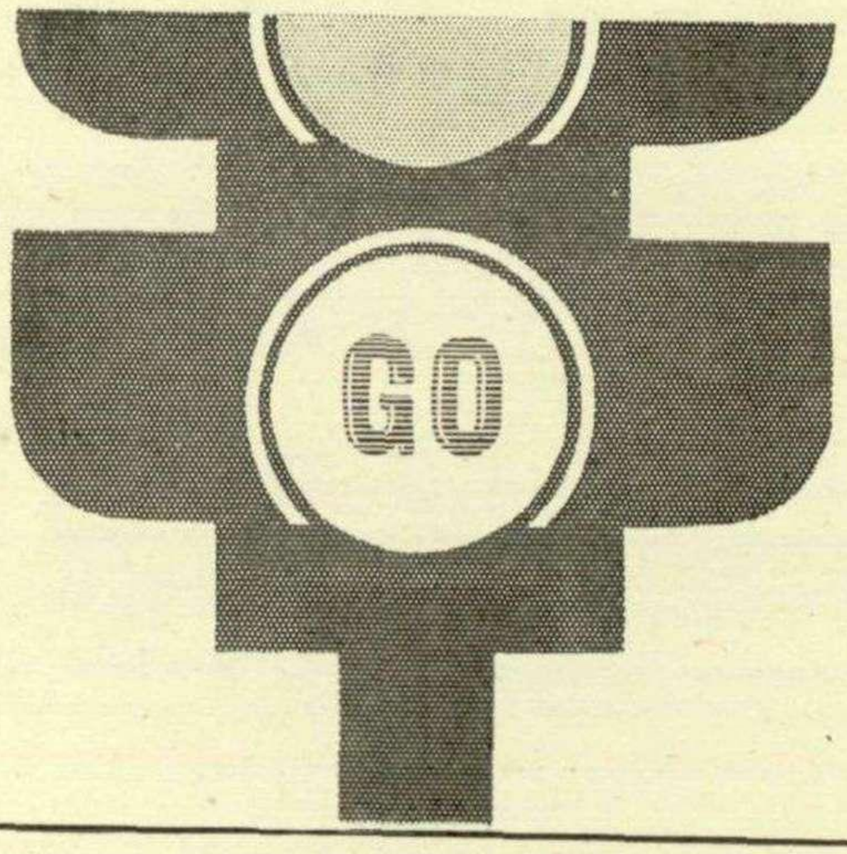
Blakes will be pleased to demonstrate the vehicles to genuinely interested customers by appointment. Prices on application. Certain types of sports cars suitable for racing may be considered in part exchange.

Blakes

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NAVIGATION ON THE ROAD?

When the *Queen Mary* enters a busy port, she and all the other vessels obey the recognized lights and signals on which safe navigation depends.

We, too, obey lights and signals — and rely on them for safety — when we drive or ride or walk on the roads.

We are, in fact, "road navigators." Modern traffic simply could not work without a set of rules which we all accept.

Why, then, are there still accidents — far too many?

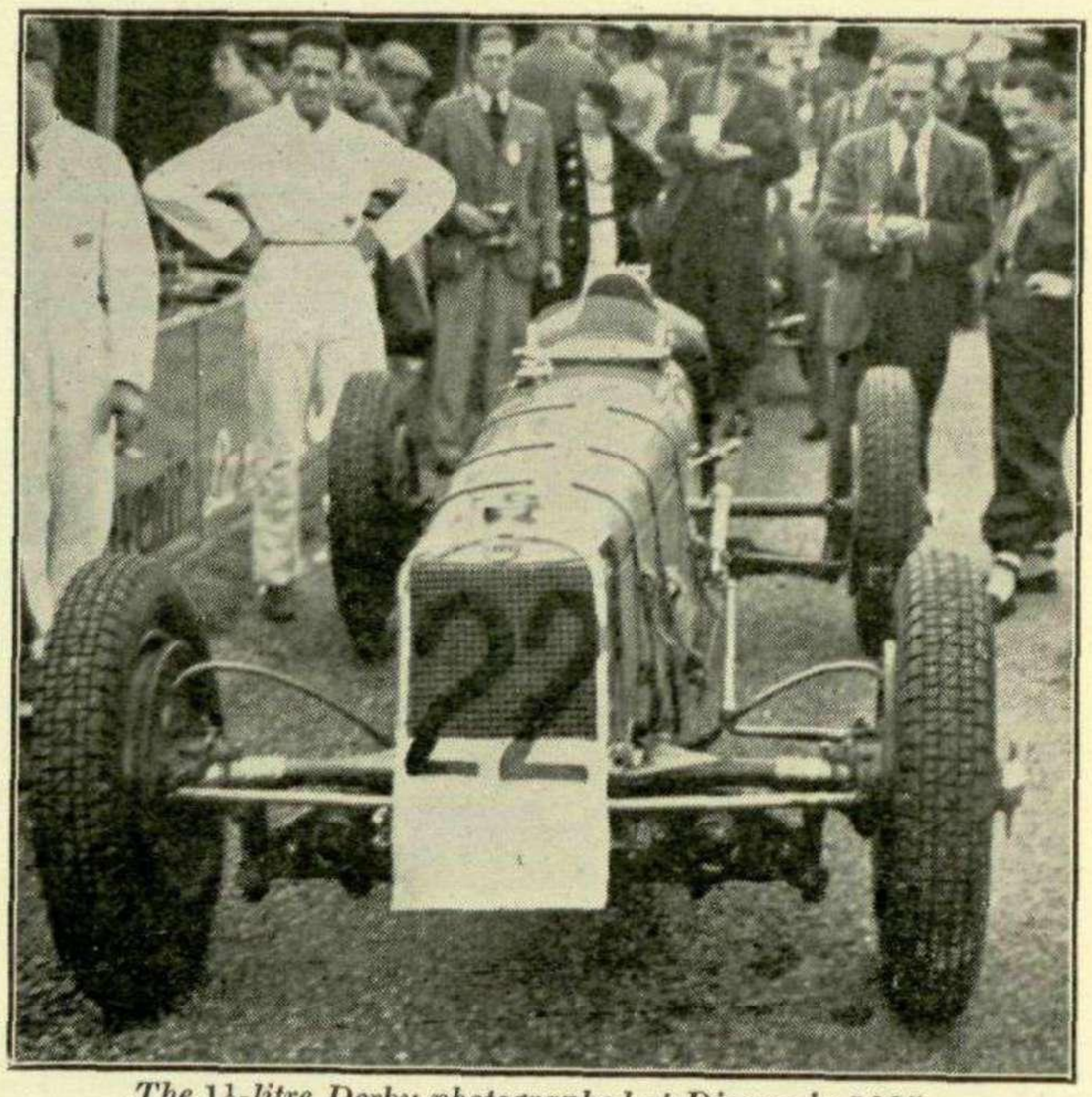
Partly because we don't all know and understand the rules and principles of Road Navigation. And even if we know them, we forget or ignore them. And partly because some of us don't yet realize that the rules apply to *everyone* — walkers as well as cyclists and drivers. *Any* of us can cause an accident in which we or other people get killed or maimed.

If we all understood the principles of good Road Navigation (based on the Highway Code) and obeyed them *all the time*, traffic would flow faster and more smoothly. We should all get about more easily and, above all, *more safely*. By learning to be skilful Road Navigators, we can help ourselves and everyone else to *get home safe and sound.*



GET HOME SAFE AND SOUND

Issued by the Ministry of Transport



The 1½-litre Derby photographed at Dieppe in 1935.

The body is very narrow and this is emphasised because the long bonnet does not taper, from the inclined honeycomb radiator with its Derby badge and separate stoneguard, to the scuttle. The facia contains a small 6,000 r.p.m. Jaeger rev.-counter driven from what is now the front of the exhaust camshaft, and the air-pressure pump is outside the cockpit on the near side, the mirror being on this side also. The oil tank is in the scuttle, the fuel tank in the tail, which has a suspicion of a head-rest for the driver. There are quick-action caps for water, oil and fuel fillers, the bonnet has three spring-loaded bonnet straps, the starting handle inserts through the radiator and a clever, spring-loaded scissor retains the detachable steering wheel. This intriguing Derby is still in French blue and retains the racing number 21 on its tail, but, alas, it hasn't run for years.

Entered by Douglas Hawkes for Mrs. Stewart to drive, the car was never particularly successful. It ran in a Mountain race at Brooklands in 1935, its best lap being at 67.29 m.p.h. Mrs. Wisdom was to have driven it in the 500-Mile Race that year, but the timing gears stripped in practice, and the Derby was far from rapid when Mrs. Stewart handled it in the 1936 International Trophy.

* * *

Odd Spots

It is exceedingly good news that David Brown Ltd., have acquired the right to manufacture the new 2½-litre W. O. Bentley-designed Lagonda, production plans for which were suspended by Lagonda Ltd.

* * *

Lea-Francis have introduced a sports model.

* * *

John Cobb cabled from Utah to the Lockheed Hydraulic Brake Co., Ltd., to say that the Ferodo-lined Lockheed brakes of his Railton-Mobil-Special functioned perfectly in pulling up the car from 400 m.p.h. after its successful attack on the World's Land Speed Record.

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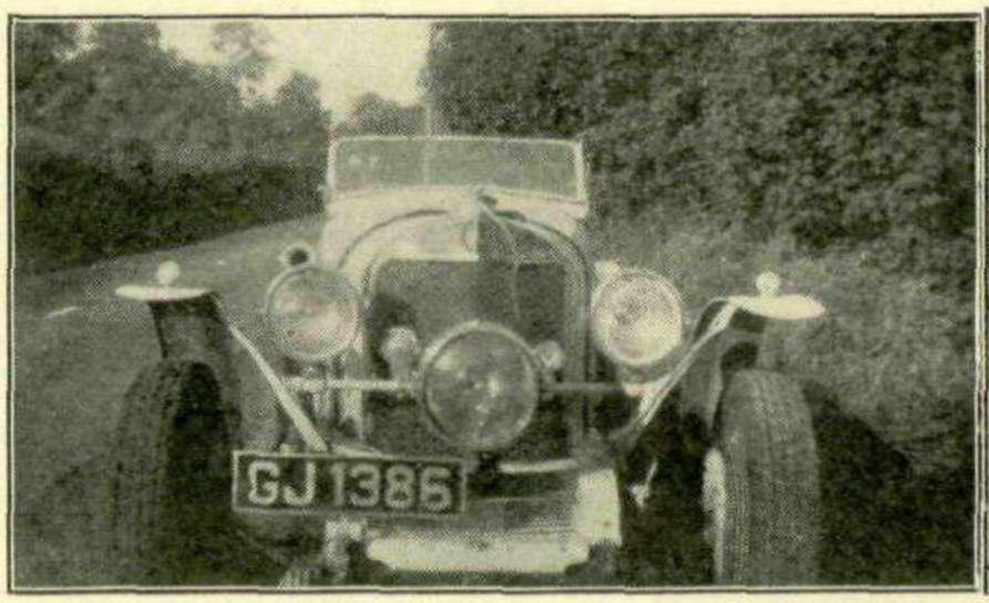
273 LONDON ROAD
STAINES

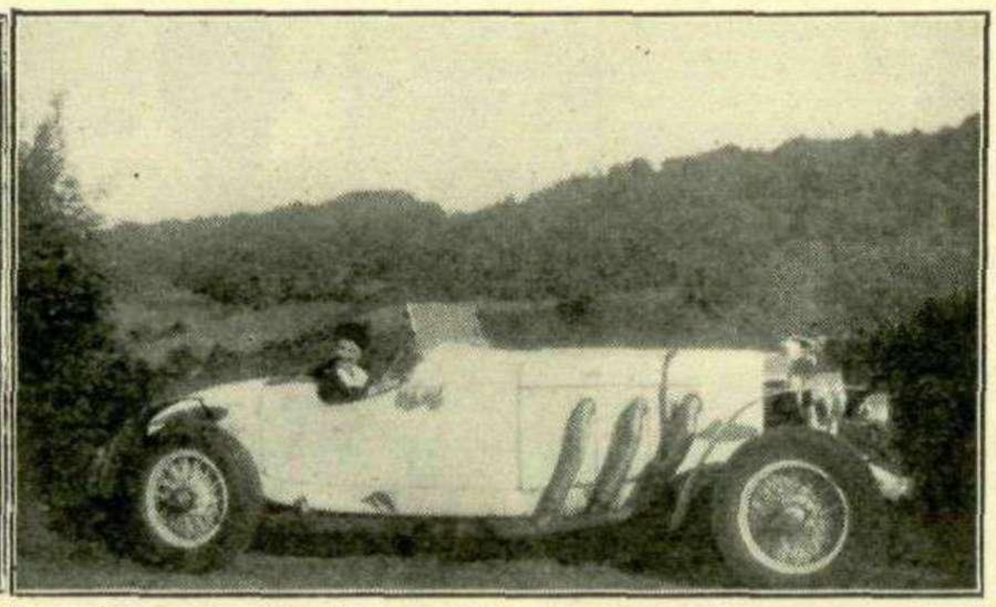
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vide MOTOR SPORT, *August*, 1947

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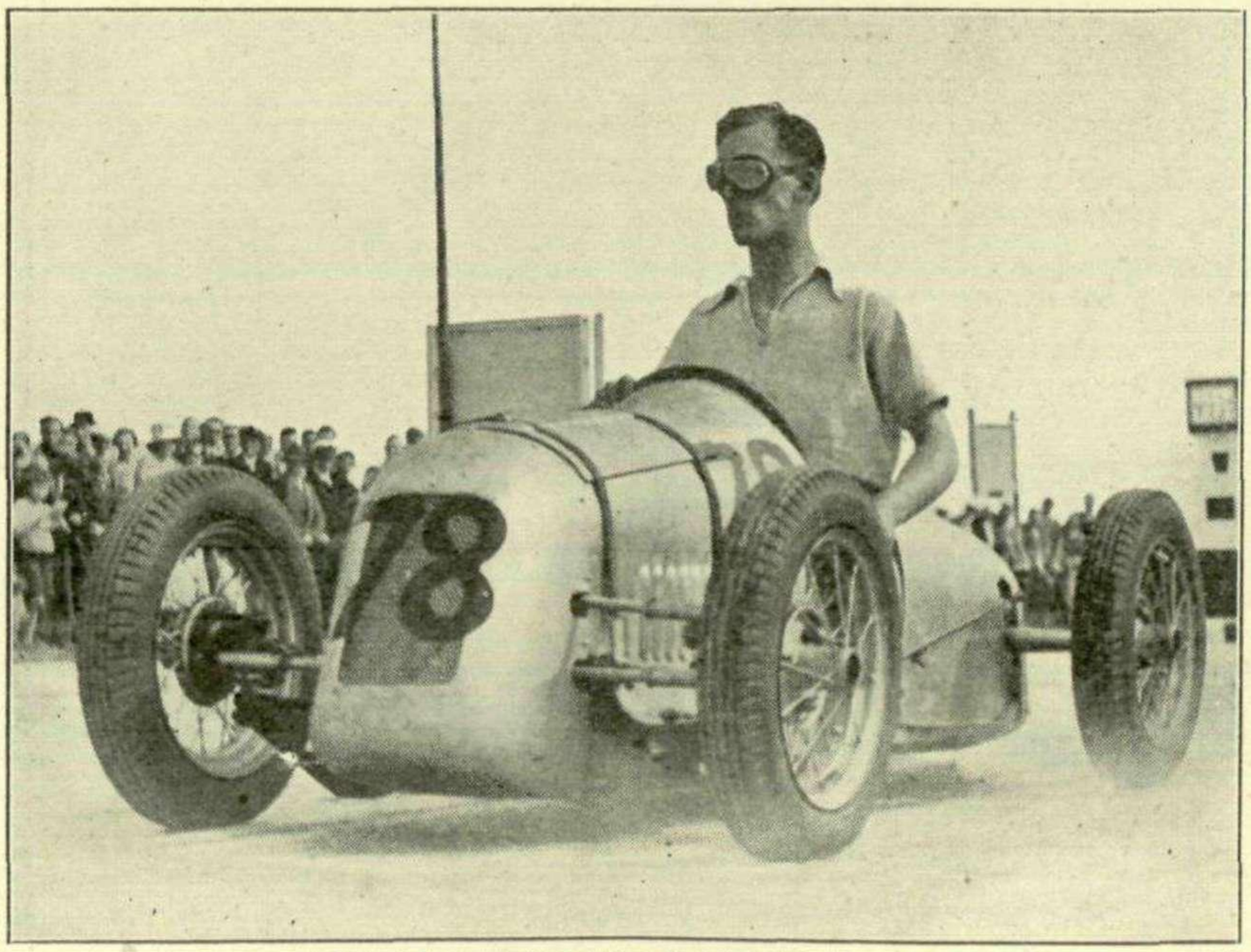
Club News

WE HEAR

J. Lindsay Hatchett has an overhauled 1922 G.N. chassis, with twin Amal track-racing carburetters and two-plug alloy-bronze heads, for disposal for £50, including another engine and miscellaneous spares. V. Jones is constructing a "special" with 7 ft. 1 in. wheelbase chassis outrigged and underslung at the rear, with pre-selector gearbox from an N-type M.G. Magnette and a 1934 Riley "Twelve-Six" engine. He contemplates fitting two S.U.s, but craves advice about how to carburate these engines. Jones' job is testing modern Bentley and Rolls-Royce cars, but his brother, out in the Persian Gulf with the Texas Oil Co., is less fortunate and misses his 1935 Lagonda Rapier 2-seater which he sold three years ago; he seems to have relieved his pent-up enthusiasm on a Ford V8 30, as he reports it as having thrown a rod while accelerating on the indirect ratios! Norman Routledge, apart from an addition to his family, has his AC-Alvis "Special" on the road and gets something like 0-50 m.p.h. in ten seconds, using a 4.77 to 1 Alvis rear axle, 6.00 by 20 rear tyres and two S.U.s under the bonnet. Two Gwynne Eight engines and a back axle are, or were, available in Dorchester. A 1913-14 9.2 h.p. Alldays Midget is available in Bangor, on which quite a lot of reconditioning has been done, so that someone may care to complete the job during the dark days ahead. The owner cannot keep the thing, but is most concerned that it shall not be broken up. He has fitted new main-bearing ball-races, and overhauled steering, transmission and rear axle, as well as rebuilding the wheels to take 3.50 by 19 heavy duty tyres. He asks £30, newly shod, or £15 less these useful tyres and tubes. It seems that the Pescara mentioned in the September issue is not one of the racing cars that ran at Shelsley Walsh in pre-war days, but is the mysterious sports 2-seater Pekora which appeared in the spectators' car park at Brooklands before the war and which we illustrated in MOTOR SPORT in the April 1945 issue. E. J. Attsee and a friend have sent in details of the car, which is now being rebuilt in a Midlands garage and was seen recently in Ashby de la Zouch. Made by Pekora & Spole, the engine appears to be an American 3.7-litre straight-eight of 70 by 120 mm. (25 h.p.) off-set about 2½ in. to the off side of the chassis. Ignition is by Bosch distributor and Lucas coil and fuel feed is by S.U. pump. There is an external exhaust system with cut-out. A unit 3-speed gearbox, now with remote control, is used, the wheelbase is considerable, and suspension is by ½-elliptic springs all round, damped at the front by modern hydraulic shock-absorbers. The Wagner hydraulic brake system now incorporates a Lockheed master cylinder and the brakes are expanding at the rear, contracting at the front. Left-hand steering with a folding wheel, and stud-held wire wheels are other features and the body comprises two seats with a luggage trunk behind them and two fuel tanks, a rectangular one with a bolster tank above it, behind that. The radiator is well behind the I-section front axle, Marchal headlamps are fitted, the rev.-counter reads to 4,000 r.p.m., and tyre size is 6.50 by 19. The present owner reports such low gearing that no hill has yet pulled him off top gear. This interesting car is of Czechoslovakian origin.

John Bolster has disposed of his all-metal "Bloody Mary" chassis and Mercury engine to Norman Cassey.

Victor Axel-Berg has left for Kenya to take up agricultural pursuits there, so is selling his 12-h.p. Bean coupé and Riley Special, the latter through Tim Carson. But he is having his 3-litre Sunbeam shipped out to him. Goodey is running a vintage sleeve-valve, four-cylinder Panhard and Levassor lorry. A 1925-6 Anzani-engined G.N. with sound b.e. tyres and a home-made body, but *sans* lamps, wings or dynamo, is, or was, for sale for £25 in Gosport. An odd veteran 4-cylinder engine, with exposed flywheel at the front, barrel-shape light-alloy crankcase and gearbox, cylinders cast in pairs, and fan drive by flat belt, is reported in a breaker's yard—does anyone recognise the make? Marcus Chambers has left the North Downs Engineering Co. and is for the time being acting as consultant from his home address. J. C. Kavanagh is overhauling a 1923 "12/40" Alvis with the polished aluminium duck's-back sports body, having decided that it is far superior to the average run of small saloon. He would be glad to hear from any former owners of YA 5620. Squadron-Leader Whittome has recently acquired an S.S. "38/250" Mercédès-Benz and Lestor Evans a 1934 Talbot 95 drophead coupé. Then R. H. Johnson also has an S.S. "38/250" 1930 2-seater Mercédès-Benz, previously owned by Lt.-Comdr. B. du Boulay, and he craves data and an instruction book. Amongst the vintage motor-cycles seen in action recently were a Ner-a-Car with bearded rider in Towcester, and a V-twin belt-drive solo Rudge and an early Triumph combination, in London. We suspect these have no associations with the V.M.C.C., but they offer an economical means of burning any supplementary petrol one gets nowadays—it may not be generally known that the quarterly tax on a *pre*-1933 machine of over 250 c.c. which weighs under 225 lb. is 10s. 4d., against £1 0s. 8d. for later machines. The V.M.C.C. expects that, as during the war, its members will rebuild old machines throughout this period of gloom and certainly motor-cycles are more easily moved about by train and carrier than



The puzzle picture published in our September issue met with such a good response that we offer you another. This quiz carries no prizes, but we will publish the Names of the Knowledgeable in the next issue. Solutions by November 10th, on a postcard, please.

are historic motor-cars. Interesting encounters recently have been another of the push-rod, four-cylinder flat-radiator Alfa-Romeos, with home-brewed 2-seater body, at the Southsea M.C. speed trials, a well-preserved Hadfield Bean four-seater in Isleworth, an early Singer Ten 4-seater in Hampshire, a fine "37.2" touring Hispano-Suiza and one of the first Triumph Super Seven Saloons, with artillery wheels. Yet another person who is anxious to build up a G.N. is S. Clarke, of Burnham-on-Crouch, who remarks that years back he ran several and "had some good fun."

The 4-litre E.R.A. engine has cropped up again and Aubrey Gill, who has found many parts of it, wants to contact Harry Munday, whom he believes has the test data for it. Any clues? Apparently Gill hopes to put the engine, when assembled, into a suitable chassis to make a road car, but remarks that he may be too old by the time "basic" returns. A saveable R.H.2 straight-eight Ballot chassis, less carburetter and magneto, lies in Trent's yard at Parkstone, Jesty informs us, and there, also, are a few parts of an Alldays Midget. An S.P.A., said to be pre-1904 or thereabouts and mentioned before in these notes, is available in the Midlands, and some more Gwynne Eight engine parts have cropped up near Royston. Lt. I. S. S. Mackay, R.N., is thinking of disposing of his 2-litre Lagonda, which is believed to have been driven by Brian Lewis in the 1929 Six Hour Sports Car Race at Brooklands. Lt.-Comdr. Horncastle, R.N., hopes to take his Lancia "Lambda" drophead coupé with him when he leaves for Malta, but will store his ex-Heath "30/98" Vauxhall in this country. Arising out of our Quiz-picture in the September MOTOR SPORT, Laurence Pomeroy has sent us some most interesting drawings of the two-stroke Zoller racing car, as his contribution to the (correct) solution! Guy Griffiths has used a variety of cars to attend this year's meetings, including "Speed Twenty" Alvis saloon, Flying Standard saloon and Lancia "Augusta" drophead.

Crowley Milling is slowly restoring to good order the 1921 3-litre Ballot racing car he bought from Heal, hoping to run it in future sprint events. At present his electric motorcycle is a more practical mount; it consists of a Francis Barnet frame driven *via* a free-wheel by a "Silver Ghost" Rolls-Royce starter motor fed by two 12-volt batteries. A well-kept 1920 Buick and "21/70" Alfa-Romeo Mulliner saloon are available in the north, where a 1912 Iris has also been noticed.

As usual, a representative gathering of vintage cars turned up at the "Phoenix" on October 2nd, including an Aston-Martin-engined Lombard, which, unfortunately, ran a camshaft bearing and cooked a cam. Allen has sold his vintage Enfield Alldays to his brother and disposed of his A.B.C. motorcycle, in order to concentrate on his R.B., forerunner of the Bertelli Aston-Martins. A 7.5-h.p. Citroën van is in regular use in London. Capt. C. S. Maple has sold his "12/50" beetle-back Alvis to Lacy and acquired a 1930-31 "International" Aston-Martin. He remarks that abolition of "basic" is a terrible blow and hopes MOTOR SPORT, "the last remaining pleasure," will continue. D. Jarvis has an Allard coupé on order. Kellaway has acquired a 1923 "Silver Ghost" Rolls-Royce tourer with only 8,000 miles to its credit, the car having been laid-up since 1928.

P. Friston is rebuilding a 1929 "G.P. Special" Salmson with the 3-bearing, tubular con.-rod engine and seeks valve-timing data, etc., while Trevor Caley runs a 1925 1½-litre O.M. 2-seater and a friend of his uncle's a very fine 1905 single-cylinder Rover.

★

ON A HAPPIER NOTE

From the September issue of the V.S.C.C.'s "Bulletin," *re* Gransden: "The takings were disappointing in that

FIXTURES FOR NOVEMBER

7th.—J.C.C. "Anti-Gloom" Buffet Dance, Grosvenor House.
Maidstone & Mid-Kent M.C. Dinner - Dance, Malling.
9th.—Lancashire & Cheshire C.C. Semi - Sporting Trial, Marple area.
13th.—V.S.C.C. Film Show, Firestone Pavilion, 7 p.m.
14th.—J.C.C. Dinner - Dance, Harrogate.
19th.—Jarvis & Sons Ltd. Cocktail Party, Wimbledon Hill Hotel, 5.30 p.m.
22nd.—V.C.C. Running Buffet, Waldorf Hotel, 1 p.m.
N.L.E.C.C. Dinner and Dance, Hendon Hall Hotel, 6.30 p.m.
27th.—Lancashire & Cheshire C.C. Annual Dance, Knutsford, 8 p.m.
29th.—Bristol M.C. & L.C.C. Naish Replica Trial, Naish Hill.
Dec. 4th.—V.S.C.C. A.G.M., Heal's Restaurant, 6.45 p.m.

experienced judges put the number of spectators at ten to fifteen thousand, whereas the paid admissions recorded by National Car Parks amounted to only five thousand. We were, nevertheless, able to send five hundred guineas to the Flood Victims' Relief Fund, which was the charity selected by R.A.F. Bomber Command to benefit from the meeting." So motor-racing does do good, after all!

★

B.O.C.

The September issue of *Bugantics*, the beautifully produced Bugatti Owners' Club magazine, contains interesting reports of Prescott meetings, illustrated by Griffiths' photographs. Ten new members have been elected recently, including one lady. The Club abandoned last month's Welsh Trial in view of the lack of "basic," but plans definitely to hold Prescott meetings next year, come what may, meeting trains at Cheltenham and presumably conveying members to the hill by coach and taxi, the racing cars running on methanol. This is absolutely the spirit! Hon. Sec. Lt.-Col. Hayward Browne, Little Chantry, Winchcombe, Glos.

★

V.S.C.C.

Another issue of the always-welcome Vintage Sports Car Club *Bulletin* appeared late in September and contained well-worded accounts, from the inside angle, of Gransden and other notable meetings, illustrated by Klemantaski's photographs. Incidentally, not only are these *Bulletins* most enjoyable, but a "favourable mention" therein is regarded as almost as good as winning a prize; Clutton does a grand job getting this publication out and we look forward to the next issue, due around Christmas time. The President of the V.S.C.C. urges members to protest to their M.P.s about abolition of the "basic" ration and the Club is joining the R.A.C. in a general protest. The Club will carry on with socials at different venues and hopes to put on a film show in London on November 13th. Whether petrol is restored or not, a speed trial at a new ¼-mile course is planned for next Easter Monday. Meanwhile, the meetings on the first Thursday evening in the month at the "Phoenix," Hartley Wintney, will go on and this month and thereafter the 5.9, 6.9 and 6.54 p.m. trains from Waterloo will be met at Winchfield Station. Hon. Sec. T. W. Carson, "Mellaha," Park Lane, Kempshott, Basingstoke, Hants.

★

A REPLY

Since stating in our last issue that two letters to our M.P. about the "basic" petrol injustice had not been replied to, we have had belated answers. We are pleased to be able to announce that in his replies our M.P. states that he is fully aware of the serious aspect of this matter. He emphasises that in August, 1946, the ration was raised by a half, in August, 1947, a cut of one-third was announced and later the same month it was announced that "basic" would be abolished altogether, this important Order being made at a time when the House of Commons was not sitting and the Government could not be challenged on the issue. The letter continues to the effect that the estimated number of cars which will be put off the road is 900,000 and this will release large sums of money and will add its quota to the general inflation, which is continually being encouraged instead of suppressed by the Government. We were assured that the Opposition would raise the whole question on the floor of the House of Commons at the next opportunity.

★

HANTS & BERKS M.C.

This Club's last "Bulletin" announced that some sort of limited activity will be maintained during the "dry period" and that the 7s. 6d. subscription will be extended to cover more than a year's membership if "basic" or ration-free petrol has not been restored by the next subscription date. Meetings are

held on the evening of the last Friday of each month at the " New Inn," Eversley. Silver-plated and art-enamelled badges are now available. Hon. Sec. : C. H. Bulmer, Farnborough Grange Hostel, Farnborough, Hants.

The annual dinner and film show was held on October 16th at the Grosvenor House Hotel, Caversham. Leithart took the chair, and the other speakers were S. C. H. Davis, Onslow Bartlett, Holland Birkett and Pat Whittet. Davis spoke encouragingly on the future of the Sport in the face of prevailing and forthcoming difficulties, Onslow Bartlett replied for the guests, who included Douglas Tubbs and Mr. and Mrs. W. Boddy, and Whittet addressed the Club on the subject of the " basic " ban. A pleasant evening concluded with a show of films by Anthony Curtis of motor-cars going more rapidly than most.

★

J.C.C.

A Junior Car Club buffet dance will be held at Grosvenor House from 8–12 midnight, on November 7th. No evening dress. Tickets 21s. each. The Duke and Duchess of Richmond will attend. General Sec. : H. J. Morgan, Room 108, Melbourne House, London, W.C.2.

★

ULSTER A.C.

The Ulster A.C. is to be congratulated on its September " Ulster Motoring Review," which contains many excellent and new photographs of the Ulster Trophy Races and Craigantlet, including supplements giving all lap-times in the former and full results of the latter —all just as this Club used to do before the war ; 42 new members have been elected recently. There is just as much anxiety over the cancellation of private motoring in Ireland as there is here.

★

S.C.C. OF A.

The Sports Car Club of America's " Sports Car " gets better and better. That for July-August features a fine photograph of a Type 35A G.P. Bugatti on the cover and contains a history of Hispano-Suiza by Alec Ulmann, an article on Rotary Valve Engines by John Lincoln, some notes on the Automobile Racing Car Club of America and that excellent feature, dubbed " The Cutout," in which news of members' cars is given under make-headings. From this journal we learn that Woolf Barnato has presented his 1929 Le Mans Trophy to Jack Stack and that a fantastic speed trial was held on the Pennsylvania Turnpike road, braving the police, in which Exner's 5½-litre Indianapolis Studebaker apparently averaged 105 m.p.h. for 15 miles, Garthwaite's Type 43A Bugatti and Milliken's Type 35A Bugatti being runners-up. As the report remarks : " Who was it said that Bugattis always fly apart ? " We like the bit about the Duesenberg's con.-rod that punched all manner of holes " in the pan and block." An obituary to Bugatti is included. 17 new members have been elected recently, their cars including Type 38 Bugatti, 4½-litre blower Bentley, TC M.G., S.S.I., B.M.W., 2-litre M.G., Indianapolis Miller-Duesenberg, 500K Mercédès-Benz, Singer 9, Jaguar, more G.P. Bugattis, Alfa-Romeo, Lagonda, PA M.G., Atalanta and 1912 racing Moon. Plans are in hand for next year's rally to Indianapolis.

★

V.C.C.

The Veteran Car Club has decided to hold a social in London on the day when the London-Brighton run would normally have been run. It intends to hold similar meetings during the dry-tank era. It has just issued a book listing the names and addresses of its 418 members and their cars.

★

B.D.C.

The Bentley Drivers' Club annual dinner and dance was, as usual, quite something. A special feeding licence having been obtained, 300 persons were able to attend, coming from as far afield as Cornwall, Devon, Yorkshire, Lancashire and the Midlands. Amongst the celebrities present were W. O. Bentley, announced during the evening as elected Patron of the Club, Wing-Comdr. Woolf Barnato, S. C. H. Davis, Clive Gallop, Bertie Moir and Capt. Minchin of the Metropolitan Police. In the course of the evening a curious circuit of the ballroom was undertaken by Marechal on a child's tricycle, Vaughan Davis on a racing cycle, Graig on a touring bicycle, Stanhouse on roller skates, Gregory first on a penny-farthing, then on an ogo-pogo stick, im Thurn in an invalid's chair propelled by Johnny Grain, Mountfort in a pedal car and Mertens on a stretcher suffering from methanol poisoning ! Three Bentleys were on view, Rose's 4½-litre (which ran in the 1928 and 1929 Le Mans races, and which finished 2nd in the 1929 " Double Twelve " at 81.39 m.p.h., driven by Davis and Gunter), Percy's " Speed Six," which was 2nd at Le Mans in 1930 and, driven by Clement and Barnato, won the " Double Twelve " that year at 86.68 m.p.h., and Forrest Lycett's 8-litre, that needs no introduction. Concerning the B.D.C.'s announcement that it will continue its meetings, even if they have to happen at main-line railway stations, we hope a Bentley radiator on a guard's trolley will precede each gathering, and cannot we have at least one natter and noggin in the warmth and movement of an Inner Circle train, please, Mr. Sedgwick ?

★

MORGAN 3-WHEELER CLUB

The A.G.M. of Morgan Three Wheeler Club was held at the Pilot Hotel, Coventry, on September 27th and 28th. A large gathering enjoyed a social and dance, members turning up from all parts of the country. The Morgans of all types and ages that attended were most impressive. Business included election of officers and was followed by distribution of awards.

Hon. Sec. : G. Evans, 19, Chestnut Walk, Worcester.

★

LAGONDA CAR CLUB

The First Rally of the recently reformed Lagonda Car Club took place in Bournemouth on September 27th/28th. A representative gathering of Lagonda cars assembled at the Woodcroft Tower Hotel on the Saturday where they were served with a practically pre-war tea on the lawn. After being settled for the night in and around Woodcroft Tower the members of the Club dined and danced at Cranbourne Hall Hotel. Sunday morning there was a delightful run in the less frequented parts of the New Forest, in which some thirty to thirty-five cars took part and which included a call at the St. Leonards Hotel, which is famed for its Battle of Britain associations, and where the excellent thirsts that had developed during the run were appeased. After lunch at Cranbourne Hall members returned to Woodcroft Tower to meet an unexpected guest in the shape of the 1905 Lagonda which was kindly loaned to the Club for the afternoon by Mr. Alan P. Good. This Lagonda was the centre of admiration and started—and ran—in the true Lagonda style ! At the meeting which followed it was decided that there should be a Dinner and Dance in London in the early New Year. Details of this function will be forwarded on application to the Hon. Sec. : Mrs. V. I. Davies, Range House, Shepperton-on-Thames, from whom membership forms for the Club can be obtained.

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N.L.E.C.C.

The meeting on October 9th was exceedingly well attended and Mr. R. L. Walkerley gave an excellent talk on the past season's racing, together with over 50 slides showing incidents in practically all the main events, sketch maps of the circuits, and some of the more outstanding cars of the season.

Before showing the slides, Mr. Walkerley touched upon the manner in which the full Grand Prix type of race had developed in 1947, with distances approaching 300 miles or over, in contrast to 1946, when most races were run in heats and a final, and when the average for all races worked out at 64 m.p.h. He emphasised the thoroughness of the preparation of the Alfa-Romeo concern, and the great difficulties which British entrants had to face especially when racing on the Continent, in which case the impossibility of tuning and practising on the fuel allocated for the race resulted in overwhelming carburetter troubles, and worse.

The races shown on the screen, and to which Mr. Walkerley referred in detail, included : Jersey, Swiss G.P., Rheims, Albi, Nice, Isle of Man, Italian and French G.P.s, and these were followed by descriptions and shots of some of the year's outstanding cars, which comprised : Raymond Mays' D-type E.R.A., Whitehead's E-type E.R.A., the Challenger, the Emeryson, Woodall's Delage, Kantz in the 3-litre U/s Delage, Chiron's " 4½ " Talbot, the " 3.6 " Delahaye, Parnell in the 16-valve Maserati and Ansell's similar car, Villoresi's and Sommer's two-stage Maseratis, the Type 158 Alfa-Romeo (this was considered the most outstanding car of the year, and has not yet been fully extended. Roadholding and braking are no less spectacular than speed), the Simca, the Cisitalia and the C.T.A.-Arsenal.

Question time followed the interval,

Phillip Turner asked Mr. Walkerley for his opinion why accidents to spectators should have been rather to the fore this season, and in reply, Mr. Walkerley said it was very hard to ascribe any reason, but certainly the crowds had been generally larger than pre-war; also, as compared with England, people on the Continent take little notice of the police, whilst the protective barriers erected by race organisers on the Continent are not nearly so strong as the R.A.C. would stipulate in this country.

Mr. John Eason Gibson spoke for a short time. He considered the two most outstanding drivers to be Wimille and Sommer. He explained that most British drivers today had not the experience of some of the Continentals, such as Chiron in particular, and also they were handicapped by the lack of a circuit and adequate equipment. This latter point was also brought out by Mr. Norman Black. Members of the Chiltern C.C. were present.

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GENERAL NOTES

There doesn't seem to have been much unusual motoring recently and there will be precious little to come in future by the look of things. But the ease with which a modern Austin Ten saloon took us to Shelsley Walsh and back is remembered; and then there was a two-day jaunt up to Yorkshire and back. For the latter journey we went as passenger and spare driver in an almost brand-new Bradford Utility. Leaving Hampshire at 12.45 p.m. we progressed *via* Twyford and Marlow to High Wycombe, taking a gated road past the Disraeli estate, *en route*. A hurried lunch and we were on our way, the Bradford, well-loaded and three-up, getting along nobly at anything up to 50 m.p.h., with notable economy. It was standard except for the addition of a water thermometer and vacuum gauge and it was rather jolly to realise that beneath its modern exterior and appointments fluttered the self-same flat-twin (with mod. cons., of course) that aeons ago earned the title of "the little engine with the big pull." This Bradford, indeed, pulled very well that sleepy, overcast afternoon, as we headed it by way of Aylesbury, Leighton Buzzard, Woburn, Newport Pagnell (where Tickford bodies and N.P. cars used to come from), Olney, Kettering, Uppingham, and so to Oakham, where courteous policemen showed us how to turn off beside the railway to reach Stretton and the Great North Road. Tea was snatched amongst the lorry drivers, near Grantham, where blunt conversations seemed to be universally, perhaps surprisingly, and certainly satisfyingly, hostile to present-day control and restrictions. After this it was a case of motoring on through Newark, Doncaster and Aberford, until we turned off left at Wetherby by that burned-out factory, carefully avoiding that piece of masonry which protrudes into the road to catch the unwary in times of fog. The estate where those excellent Wetherby speed trials used to be held lay directly behind us. Somewhere about 8.15 p.m. we fetched up in Harrogate, lights twinkling across the Stray, and roads and pavements wet after rain, so badly needed further south. After inspecting the cars we had come to see and visiting a friend who motors in an open "Speed Twenty" Alvis and is building-up a twin-gearbox Austin Seven, we managed, a few minutes before midnight, to persuade an hotel to accommodate us.

Breakfast was enlivened by a discussion about the various things that one can manipulate in Austin Sevens to make them better than original and then we set about getting two examples of this immortal motor-car on the train and preparing one of the orange T.T. team cars for its long tow home. A garage where resides a Cottin et Desgoutte and (for sale) an Amilcar, proved most helpful and before 3 p.m. we were away. Frequent stops to repair the tow rope were necessitated by the lack of brakes on the little orange car we had hitched behind the ever-willing Bradford, and heavy rain came to add to the discomfort and render Doncaster very sombre-looking indeed. However, a new rope worked wonders and, leaving "A1" just beyond Bawtry, we made the most of the fast-fading light to the Six Hills Inn. Refreshed, the writer donned a sodden Sidcot, tied a towel round his neck, and took his place in the towed Austin. Most of you know the agony of the thing—the cold, the rain, the gradual cramp, and the all-important necessity of keeping at bay the desire to sleep. Downhill, the back of the Bradford would become one's sole interest, as, brakes hard on, the Austin rushed closer and closer to it. Uphill one could relax a bit, until the red lamp before one suddenly shot this way and that and one strove madly to follow it through the bends. Dreamy, deserted towns came and went, scarcely heeded—Oakham, Uppingham, Kettering, Wellingborough and, at last, more familiar places such as Leighton Buzzard and Aylesbury. Pausing for a breather, one pulled back a damp cuff and one's watch said 1.40 a.m., still with well over 30 miles to go. So it was a case of pressing on, the air now frosty, causing concern to a dubious tooth, cramp now sharply definable above the general discomfort, and heavy objects such as chestnuts showering down from every group of trees that arched the road, to wake one with a start from a dangerous and uneasy slumber. The experience was unpleasant in the extreme, yet desirable, for some sort of hardening-up process is beneficial to us all. But what wouldn't I have given to have changed places in that badly-braked, harshly-sprung, cramped little car with one of those smartly-garbed persons who look down a scornful nose at motoring types, or, better still, with certain of our politicians . . . !

AMERICAN ITEMS

35,000 people saw an Edwardian-car race at Langhorne dirt track, in which the starters were seven Mercers of 1909 to 1922 vintage and a 1909 Mercédès. Alec Ulmann won, but found that the dirt surface reduced the speed of his 1912 Mercer from 80–90 m.p.h. to 60 m.p.h. Ulmann's 37.2-h.p. Hispano-Suiza and Grier's Delahaye were parked in the pits.

A s.s. ¼-mile sprint organised by the S.C.C. of A. at Thompson speedway was won by Beal's Duesenberg in 21.75 sec. from Spear's 540K Mercédès-Benz (24.3 sec.) and Todd's M.G. Magnette with Willys engine (24.6 sec.). A s.s. ½-mile contest followed, in which Beal again made best time, in 38.0 sec., Todd being second this time, in 42.0 sec., and Spear 3rd, in 42.25 sec. A round-the-houses dice came next, Spear making best performance in 70.0 sec., Proctor's Atalanta taking 72.2 sec. and Linton's J4 M.G. 73.4 sec. Later, handicap races of the pursuit type were staged, Spear's Mercédès beating Duby's S.S.-Mercédès, and then John Bentley's TC M.G. vanquished McNally's sister car in a level-start match race.

Such European cars as "2.3" and 1¾-litre Alfa-Romeo, CGSS Amilcar, Speed Six and Big Six Bentleys and Lancia Lambda, are being rebuilt by enthusiasts in America. Al Garthwaite is overhauling what is believed to be the only Type 50S Bugatti in the U.S.A., this being the ex-Col. Giles coupé. It is reported to ride and accelerate better than a Type 43 or 55 and to give 250 to 300 b.h.p. Speed is given as 125 m.p.h., which sounds a bit Yankee-doodle.

Cameron Peck has acquired the 168 cub. in. Miller entered by Weaver for this year's Indianapolis race. Peck will probably run it in next year's "500."

In a pleasing article entitled "Ninety Million Cars," in the "Ulster Motoring Review," "Armakay" recalls early American automobiles—says Duryea built the first American car, that the first Packard, named the Ohio, came out in 1899, that about the most popular car of the 1900s was the curved-dash Oldsmobile, of which 4,000 were on the road by 1902, and that Locomobile advertised itself as having the first 4-cylinder, water-cooled, front-mounted engine. Continues that Buick claimed the first o.h.v. engine in 1902, that annual car production was up in the forty-thousands by 1907, that the Apperson of that year made "one think of a car that had melted and set again in the wrong shape!" and that 181,000 American cars were produced in 1910. Cadillac is quoted as starting electrically by 1911, the Willys-Knight of 1914 as looking comparatively modern, and production in 1913 as up to 461,500 private American cars. By 1929 production was near the five-million mark, by 1946 it was up to 90 million. How does all this digest, motor historians?

BELATED BOOK REVIEW

—*continued from page* 325

all day. Fuel consumption came out at about 18 m.p.g. and petrol—note this, you who pay 2s 1½d. a gallon or who cannot get any at all—cost 1s 10½d. a gallon, which the author says was "rather a princely price." Return carriage for the car and two persons to Dieppe from Newhaven cost £10 and hotel bills amounted to £26, inclusive of all meals out and tips. Which suggests that this was an age when not only was motoring in a good car entirely practical, but when everything else in the garden was very beautiful, too. A Stepney and one spare cover were carried, also a good supply of Vacuum A oil and the "washing tools" comprising sponges, leathers, etc., while Naish took the precaution of having locks put on his tool-boxes and a chain round the spare wheel. On one occasion a crashed Renault was encountered in a field, on another the wrath of the owner of a large Panhard was incurred when Naish forgetfully moved over to his wrong side for a moment to avoid a bad patch, just as the other car was passing. The French, it is observed, kept well over on corners, in contrast to the bad habits prevailing in England, but Naish reminds us that at 30 m.p.h. in England you were probably the fastest on the road, whereas 45 to 50 m.p.h. was the usual speed on open French roads. A ferry boat with a "large de Dion motor, which I think worked a turbine," was encountered at Quillebœuf and at Harfleur Latham, Morane and others were seen in flight during the Aeroplane Fortnight. Altogether, I regard this old book as quite a find.

As concentration on motoring papers and motoring books will be a natural reaction to "no-basic," I may as well mention another little book I read recently, although it is in a different category, being a proper motoring book and still obtainable, I believe, from John Murray. It is "The Dawn of Motoring," by Kenneth Murchison, who owned a 1901 4½-h.p. de Dion-Bouton voiturette. It captures the atmosphere of horseless-carriage travel at the beginning of the century rather nicely. W. B.

LETTERS FROM READERS

—*continued from page* 331

magazine. A mechanic by trade I am greatly interested in the V.S.C.C. notes that appear from time to time in your journal and simply revel in the details given. To my mind, the old-timers have something the modern car lacks.

One of my relaxations is to think back to Parry-Thomas, H. O. D. Segrave, Dario (Dolly) Resta and countless others, with the cars they drove. From 1924 up to 1939 I kept a carefully tabulated record of all racing drivers and their cars, but the volumes were lost, with many other treasured articles, during an air raid on North Shields.

May you and your journal flourish for many years to come.

I am, Yours, etc.,
GEO. B. HEDULAN.

North Shields.

* * *

Sir,

Further to your review of Gregor Grant's book on British Sports Cars, we feel that we must point out some serious errors in describing the Allard.

In the first place, we do not use Girling but Lockheed brakes; the clutch is the standard Ford centrifugally-loaded type and not Borg and Beck, as stated.

Mr. Godfrey Imhof, whilst giving us valuable assistance on many problems regarding advertising, is not a director. Nor does he have any financial interest in the Company.

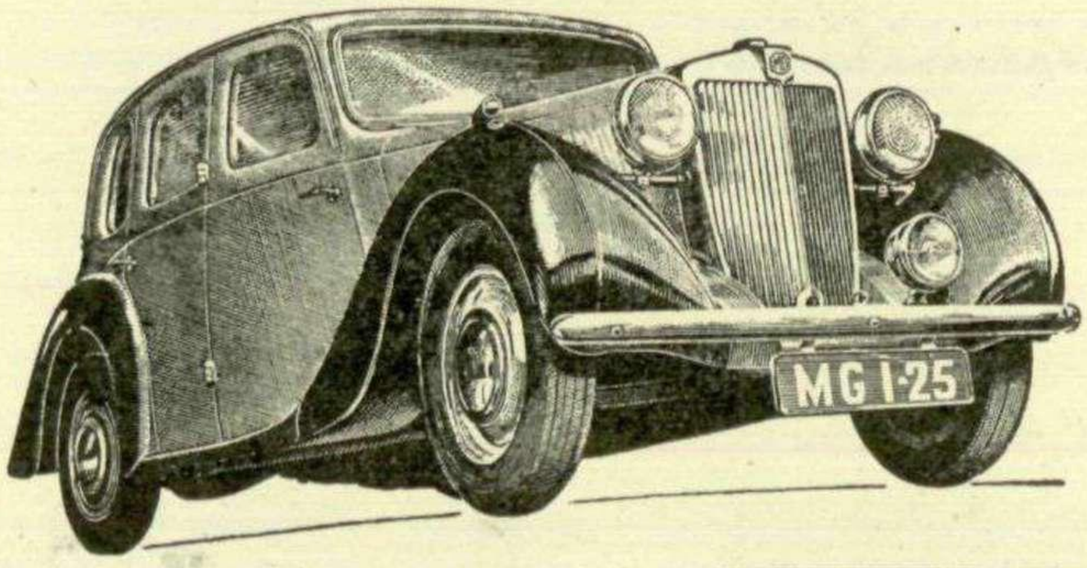
Regarding the development of the original Allard Special it would appear, from reading the book, that the white T.T. Ford V8 used by Mr. Sydney Allard was rebuilt as the original Allard Special. This was not so, the T.T. car being sold in its original form and the first Allard Special being built as such.

We regret that these mistakes have been published and it is our opinion that such a book as Mr. Gregor Grant has written must be done by close liaison between author and manufacturer, where possible.

I am, Yours, etc.,
H. L. BIGGS,
Technical Assistant.
Allard Motor Co., Ltd.

London, S.W.4.

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4.75 BY 16 Dunlop, serviceable, £1. Four 5.25 by 16 from £1. 6-volt Airflow De-froster, 10s. Many copies MOTOR SPORT, 1936-47, and other motoring literature. Box No. 281, MOTOR SPORT, 15, City Road, E.C.1.

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FOR SALE—*continued*

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T.T. SHELL body, complete with screen, tonneau, bonnet, 20-gallon fuel tank, perfect condition, off 1,100-c.c. works' Riley ; also special half-shafts, hubs and drums. G. Monty, 1, Norman Court, Hampton, Middlesex.

FOR SALE—*continued*

TOULMIN'S for M.G.s. R-Type M.G. This car is the original No. 8 and now is in racing trim, with full kit of spares. 1937 " TA " Midget, com-pletely overhauled by us. The car is sprayed cream with red upholstery, and wheels. 1934 " J2," engine overhauled. These cars carry our guarantee and can be seen. Toulmin Cars, 21, St. John's Road, Richmond, Surrey. Telephone Richmond 3888.

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10,000 POSTCARD photos, English, Foreign, sports, racing cars, at races, rallies, meetings, all assorted, 1s. each, 10s. 6d. dozen. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

£100 REDUCTION, storage bargains : 1935, M.G. " Magna," 4-seater sports, condition as new, £325. 1935, Singer " Le Mans," 4-seater sports, condition as new, £275. 1937, Morris Eight, 2-seater sports tourer, £275. G. A. Final, 15, Nash-leigh Hill, Chesham, Bucks.

SINGER " Le Mans " 9-h.p., 1934, 2-seater, recently recellulosed, new hood and screens, engine completely overhauled, new crankshaft, etc.; new king-pins, brakes relined, two spares, two extra covers, many extras. Genuine 36,000 miles, not run-in since overhaul. First reasonable offer. 1940 Ford Ten 2-door saloon, black, 54,000 miles, new engine by Ford's 5,000 back, four new tyres ; 38 m.p.g.; what offers ? Davis, 50, Victoria Street, Chatteris, Camb. Tel. : 50.

M.G. 6-VOLT vertical dynamo for P. & M. type. J. E. Shaw & Sons (Motors) Ltd., Torrisholme, Morecambe.

FORD Eight engines : 1934 (used), 1947 (new) ; write for details. Wanted urgently, Girling-type front axle, " Ruby " Austin Seven. Dalby, Kirby Wiske Thirsk, Yorks.

1939 HILLMAN " Minx " saloon, black ; recently rebored, crank reground, etc. (receipts for over £100 available) ; 5 new rubber tyres. Genuine mileage 45,000. For sale or would exchange for sports car in similar condition, " 16/80 " Lagonda saloon or " T " type M.G. preferred. Apply Sybil Musson, " The Poplars," Irthlingboro', Northants. 'Phone : Irthlingboro' 23.

BIG Bentley 100 m.p.h. speedo., complete cable and coupling, £3 10s. Bentley ammeter, with dial switch, £1 10s. Terrific " Klaxon " 12-v. horn, ex-Hispano, £2. Rotax starters, Types 77-7 and 77-, £3 10s. each. Twin S.U. carbs., ex-M.G., common float chamber, 1¼ in. dia. bores, £4. Two M.G. r.h., k.o. hubcaps, two S.S. ditto. large type, 12s. 6d. each. 55, Edward Avenue, Braunstone, Leicester.

1923 HUMBER Eight/18, " Chummy " tourer, C 14. In " London Cavalcade "; many film appearances. This car has been laid up most of its life, and is in original condition except for stripped timing wheel. Offer as it stands, to Raymond Way Motors Ltd., Canterbury Road, Kilburn, N.W.6.

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NORTH EAST: Rear of Embassy Garage, Eaton Road, Southbury Road, Enfield.

SOUTH EAST: 40a, Culmore Road, Asylum Road, Peckham, S.E.15.

Telephone: New Cross 3856.

SOMERSET:

Guildford Place, High Street, Taunton.

D. W. PRICE & SON

FOR SALE—*continued*

"BROOKLANDS" Riley 1,100-c.c. 2-seater, 1930, in very good condition, polished road springs, drag-link and track-rod, new tyres (Dunlop racing on rear); recently recellulosed red with silver wheels; fitted full road-equipment; very rapid motor for road work or racing in sports car class. Photo on request. Box No. 283, MOTOR SPORT, 15, City Road, E.C.1.

1927 21-h.p. Talbot chassis, complete with gearbox and some engine parts. Will sell separately or in parts. Sunbeam "21" half-shaft, also front axle; 2 wings and doors off 1938 25-h.p. Wolseley, also radiator and Hardy Spicer prop.-shaft for same. Quantity vintage Klaxon and bulb horns, 5s. each, plus postage. "33/180" blown Mercédes chassis, 100 per cent. mechanically. S.A.E. to T. Carruthers, Greystone Park, Dumfries 764.

FORMULA car for sale.—1½-litre, 8-cyl., supercharged single-seater Grand Prix Talbot-Darracq. Full roller-bearing engine, Roots-type blower, Weber carb., polished chassis, hydraulic brakes. Imported from Italy in 1937 and completely rebuilt by well-known racing concern. Carefully stored during the war and further modified this year. Some spares. Owner buying 1,100-c.c. car. Price £975. G. G. Radford, The Old Rectory, Wollaton, Nottingham.

TWO Rudge-Whitworth wheels complete with nearly new 5.50 by 19 tyres and tubes, £18. Reys Motors Ltd., 73/5, Albany Street, N.W.1. Euston 6994.

SALMSON 1937 twin o.h.c., 10-h.p., sports 2-seater (M.G.-type body), £150. D. Henley, 17, Cranbourne Road, Slough.

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We specialise in reconditioning of engines and respraying of all types of cars.

39/41 COLUMBIA ROAD, ENSBURY PARK, WINTON, BOURNEMOUTH

Telephone: WINTON 2206

FOR SALE—*continued*

1934 4-SEATER Rover for sale, £100 nearest offer. Miss D. W. Taylor, 71, Haycroft Road, Stevenage, Herts.

FRAZER-NASH, 1937 T.T. Replica. This car, which is in daily use, has been completely rebuilt, including such major items as new tyres, trued and stove-enamelled wheels, new chains, new ball-races throughout car, strengthened bevel box, relined brakes, rebuilt front axle with new axle clips and pins, polished and retempered springs; new radiator, numerous replated parts. Meadows engine rebored, Martlet pistons, new KE 965 valves and special phos.-bronze guides, new springs. Over 100 hours' work polishing ports and heads, reground crank. New bearings and big-ends, lightened flywheel, relined clutch, new thrust races and spring, steering box rebuilt with special bushes and new gears. New hood and tonneau. The owner guarantees that this car is as near perfect as possible and claims that it is probably the best-conditioned 'Nash in use today, any trial given at weekends. £750 or near offer. F. A. Norris, Gladsmuir House, Hadley Common, Barnet, Herts.

6-IN. speedo, ex-W. "Hornet," £2. Two Riley stud h/shafts, £1. Scintilla Vertex N.V.4, lefthand, £6. Box No. 270, MOTOR SPORT, 15, City Road, E.C.1.

TO clear, cheap.—Engine spares, Morris Ten, 1936, Itala 2-litre (6-cyl.), B.S.A. "Scout," Vauxhall 1938, Bantam Jeep (12-h.p.). Set of 52 hub 19-in. Rudge wheels. G.N. chassis and transmission. 348-c.c. camshaft Velocette, complete motor-cycle, £18. Volspray portable spraying machine, universal motor and h.p. gun, £15. Box No. 271, MOTOR SPORT, 15, City Road, E.C.1.

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WANTED TO PURCHASE

Radiator for 1930. D.I. Delage. Rear axle for 1930 Hyper Lea-Francis. 525, 600 and 700 × 21 tyres, 710 × 90 B.E. covers and tubes, also 720 × 115, 935 × 135, 720 × 120, 715 × 115, 760 × 90, 780 × 150, 775 × 145.

Any spares made to order

FOR SALE—*continued*

SUPERCHARGED 1,750-c.c. Alfa-Romeo "Zagato" 2-seater in perfect condition. Fitted six brand new real rubber tyres, new hood and carpet, and rewired and recently resprayed. Within the last 3,000 miles the following work, which cost over £200 (bills shown), has been done to the car by Thomson & Taylor and other specialist firms. New set of bearings fitted, valve-gear rebuilt, including all new bearings to camshafts, new third gear pinions fitted, brakes relined, shackle-pins and bushes renewed. Brand new special S.U. carburetter fitted. This car is in every way perfect, oil pressure correct, and any trial run given. The car runs perfectly on Pool and performance is very great. Private owner must now sell for financial reasons. There cannot be a better 1,750 in the country. Used daily. Offers in the region of £975 required. Also a quantity of Frazer-Nash parts, including Gough o.h.c. engine in excellent condition, now dismantled for inspection, complete with two sets of pistons, 6 : 1 C.R. and 9.5 : 1 C.R. Bosch starter dynamo and magneto, 2 bronze S.U. carbs., also Frazer-Nash radiator, chassis frame, back axle, various sprockets, etc., and two usable special 'Nash bodies. Apply J. B. Norris, Gladsmuir, Hadley Common, Barnet, Herts. Barnet 4800 (evenings only).

TWIN S.U. carbs., twin Zenith carbs. with manifold for Riley Nine. Petrolift, 12-volt. Two new tyres, 500 by 18. Shone, 3, Westfields, Bromyard, Herefordshire.

PERFECT copies of "Dick Seaman," "Flat Out," "Circuit Dust," "Combat," "Bits and Pieces." Box No. 272, MOTOR SPORT, 15, City Road, E.C.1.

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The whole work on this car has been completed in our own workshop.

Offer required.

FOR SALE—*continued*

ENTHUSIAST'S opportunity: 1934 4½-litre Lagonda, chassis completely overhauled and in perfect condition, d/h. coupé body built for Lagondas just fitted, requires hood; interior trimming, screen and cellulose to finish. Tyres and battery good. Drive away. Nearest £300 secures. Actual 1,000-c.c. T.T. Crossley, engine rebored, crank ground and all bearings remetalled; new tyres and batteries; many spares, including single-seater body, blower, etc. Write for full details. £300 secures. 1939 1½-litre M.G. sports tourer in superb condition. Completely reconditioned just prior to the petrol cut. Write for details. Owner must sell, £600 or saloon and cash. "Sparrowes for Sports Cars," Northbourne 303, Bournemouth.

POWERPLUS 7A supercharger (unused), complete with oil pump and horizontal or downdraught S.U. carburetter, £25. Scintilla magneto, Type MN6/3/4, suit 3-litre Lagonda, etc., unused since complete overhaul, £12 10s. B.T.H. vertical magnetos, little used, Type J.4, Form 4, £5 each. British Anzani 1½-litre s.v. engine, complete and in decent order, ex-Frazer-Nash, £25. Set of good 20-in. Rudge wheels, suit Lagonda or Aston, etc., £15. Harliss & Stokes, Attenborough Garage, Chilwell, Notts.

SPARES for sale.—1929 "12/40" Lea-Francis: radiator, back and front axles, steering column complete. 1930 Riley Nine: radiator, pair front stub axles, gearbox, cylinder head, camshafts, clutch, two 6-stud 19-in. wheels, pair front springs, steering column. Five steel 20-in. Sankey wheels, 5-stud, ex-Alvis; pair of 8½-in. Lucas headlamps; 1 S.U. carb., 1¾-in. bore. Fairhurst, Shobdon, Leominster.

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FOR SALE—*continued*

1933 MORGAN-JAP family sports 3-wheeler, £150. Owner requires car for towing. Sharp's Caravan, Kepplestone Mains, Aberdeen.

1925 DELAGE, 14-h.p. D.I. 2-seater, d/h. coupé ; 1926 ditto. £140 each or £260 both. Gray, Selborne, Chancellors Park, Hassocks, Sussex.

BENTLEY "Speed Six" chassis, 1929, mechanically sound and in good running condition, together with Vauxhall 1931 saloon, "Silent 80," in good condition throughout. Bentley £146 ; Vauxhall £179, or will dispose of both together at £300. Rapide Motor Eng. Ltd., Twyford, Berks. Tel. : Twyford 196.

SCRAPPING 1934(?) Talbot "105," chassis No. 35440. Many parts and accessories available, including brakes, wheels, springs, axles, steering gear, 4 Luvax shock-absorbers, 2 fixed jacks, Jaegar 120 m.p.h. speedometer, etc. Enquiries and offers to Read, Greencourt Cottage, Bredhurst, near Rainham, Kent. Tel. : Rainham 81269.

M.G. SPARES : half-shaft and o/s hub (part-worn), suit "J2" or "Magna"; diff. assembly comprising cage, new diff. wheels and pinions, thrust races and light alloy housing ; B.T.H. 6-cylinder, clockwise mag., rewound armature, less distributor head and condenser (flange fitting). Wanted : set of 5 Austin Seven 17-in. wheels. Offers for above to Cracknell, 207, Lordswood Road, Birmingham, 17. Har. 0294.

5TH series Lancia "Lambda" spares for sale, comprising many pistons, con.-rods, big-ends, valves, valve springs. Also one camshaft, one rocker assembly, one prop.-shaft, two crankshafts, and two Manelli magdynos which need rewiring. £15 the lot. Box No. 273, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS SPECIALISTS

We shall continue to specialise in the older Alvis cars during the non-basic period and will endeavour to maintain a selection of these models for sale. We are interested in buying open 12-h.p. Alvises in any condition.

For those who must lay up their cars we can offer storage under intelligent supervision. Major or minor overhauls can be undertaken during this time.

At the moment we have several part-exchange cars for sale, both modern Saloons and other Sports cars, including 2 interesting Lancia Lambdas. We shall be pleased to exchange the Saloons for Sports cars, should anyone want warm winter motoring.

ALTON GARAGE

Sales : UPBROOK MEWS, CRAVEN ROAD, Paddington 0385 (nr. Paddington Stn.)

Spares and Works : ALTON ROAD, RICHMOND, Richmond 0469 (off Sheen Rd.)

FOR SALE—*continued*

2-LITRE Ballot, 1928 fabric saloon ; new tyres, brakes relined, mag. and dynamo overhauled. Coachwork fair. £180. Phœnix Green Garage, Hartley Wintney, Hants.

£95 OR exchange other car.—1931 Wolseley "Hornet" saloon. Engine overhauled, good tyres, battery. S.U. carb., 50s., Lucas "Biflex," 20s. 1, High View Road, Upper Norwood, S.E.19.

1935 ALVIS "Silver Eagle" saloon, 4,000 miles since rebore, new clutch, valves, timing chain, batteries and exhaust, etc., good tyres. £365. Pair of S.U. carburetters for Riley Nine, 55s. Allen, 118, Radcliffe Road, Bolton. Tel. : 2003.

M.G. "MAGNETTE" 4-seater saloon, Type "NA" series. Tyres as new. Ideal car for sportsman with family. Very fast. £230 or near offer. Statham, 59, Hillbury Avenue, Kenton. Ring Byron 1543 for appointment to view.

PAIR Meyrowitz racing goggles, ex-Stainforth, used once, £5. Ducellier starter, 6-volt, complete, £6. Electric motor, new, ¼-h.p., 200/250 A.C., with pulleys, grinding head, £5. Ashby wheel, fair, £1. Bernard Coulter, 93, Whyteleafe Road, Caterham, Surrey. Caterham 3011.

RILEY Nine radiator, 1930 type, specially modified, height 22 in., fitted new block with large header tank to restore capacity, unused since modification, price £6. Chubb, 67, Culverhay, Ashtead, Surrey.

DAIMLER Fifteen Mulliner sports saloon, stored 7 years ; small mileage ; 1934 ; exc. tyres, £200, or exchange for sports car, cash adjustment. J. W. Oliver, 229, Stanstead Road, Forest Hill, S.E.23. For. 5592.

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FOR SALE—*continued*

£45 MERCEDES Type 200 engine, 2 litres, 70 mm. by 85 mm., aluminium head, complete manifolds, clutch, dynamo and starter. No carburetter or distributor. Captured Feb., 1945. Externally similar Type 230. Brown, 93, Ormerod Road, Burnley. Tel. : 3032.

LAST 50 MOTOR SPORTS, also *L'Automobile* and Continental and British race programmes. M. Wells, Laurels, Camden Road, Brecon, Wales.

FOR quick sale : very special 1,088-c.c. trials Ford ; twin S.U.s, high comp. ratio, Martlett pistons, Andre telecontrol front, light body, special instruments, etc.; many other mods. Just completely reconditioned mechanically and resprayed black and silver ; terrific acceleration and general performance. Seen by appointment. Offers, A. Marsh, Cambridge House, 131, Camberwell Road, S.E.5.

FAST, modified "12-40" Lea-Francis, 1930 2-seater. Engine in good condition, 2,500 miles since new pistons, etc., over £100 spent in last six months, including new king-pins and bushes, relined brakes, new battery, new hood and side screens, excellent tyres ; body needs slight attention. £135 or offers. Passey, "Egerton," Poplar Avenue, Southall, Middlesex.

BENTLEY 6½-litre chassis fitted V8 coupé body. Six good tyres. £315. Healey, Perranporth, Kenilworth Road, Leamington Spa, Warwicks.

ALVIS "12/50" "SD" "beetleback" (1929), 1,496-c.c. engine, big-port head. Excellent tyres. £200 or near offer. Quiggin, 6, Grantchester Road, Cambridge.

B. & G. MOTORS,

SPORTS CAR SPECIALISTS

£295 **Aston-Martin** 1½-litre 12-h.p. short chassis International close-coupled 4-seater. Cream. Good hood, tyres, etc. Really lovely condition throughout. Pre-Basic cut would have fetched £375.

£250 **Sunbeam** 3-litre open speed model 4-seater. Completely rebuilt this year. New hood, tonneau cover, hoodbag, etc. Exceptionally fast car. Reduced from £350.

£185 **Lea-Francis** 1½-litre Ulster TT type supercharged 2-seater. Alleged to be actual Team car. Good hood and tyres. Excellent car for next year's competitions.

£95 **Amilcar** 9 h.p. low-chassis type Surbaisse model super sports 2-seater. British Racing green. Almost new tyres. Smart, fast and economical.

£95 **M.G.** 8-h.p. Midget sports 2-seater. A very well-maintained car ready to be driven anywhere. Good hood. "Everything works." Pre-Basic cuts this car would have fetched at least £140.

If you wish to sell your sports car please write, phone or call. Cars either bought for cash or sold on a commission basis. Terms. Exchanges. Insurances effected.

Early Mews, Arlington Road, Camden Town, N.W.1. Gulliver 3578

FOR SALE—*continued*

MERCEDES supercharged 1½-litre, 4-cylinder, 16-valve twin o.h.c., "Targa Florio" model. Engine just rebored and completely overhauled, with new pistons, new carburetter and induction system. Engine tested on brake to develop 82 h.p.; starts well and is tractable. Pre-selector gearbox, hydraulic brakes, telecontrols, Bosch starter and dynamo, Scintilla lighting system ; 2-seater touring body by Eagle ; all instruments, etc., 4 good tyres, 2 good competition spares. A unique car with good performance. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland.

"AVON Special" sports saloon, rebuilt ; 5 new tyres and tubes ; resprayed ; new battery, etc. Offers to Harding, 2, Horsfield Road, Lewes, Sussex.

2-LITRE straight-eight Bugatti, 2/4-seater. Full details and photographs on request. Nearest £450. 1A, Regent Buildings, Sycamore Road, Amersham, Bucks.

"R" type M.G., the last one manufactured, completely stripped and rebuilt with new gearbox and new Shorrocks supercharger. Engine at present dismantled ; new pistons and cylinder block ready for rebuilding ; spare gearbox and Zoller blower. Open to any examination. Will sell with engine stripped or will rebuild after examination. Write Box No. 274, MOTOR SPORT, 15, City Road, E.C.1.

LEA-FRANCIS "Hyper," June 1930, 1,488-c.c. Meadows, Cosette-blown, fitted light alum. 2-seater body, recently raced successfully. Ex-Lord Avebury 1934, unused 1937-1947. Nearest £275. Nixon's Garage, West Street, Newcastle, Staffs.

LUCAS vertical magneto, as new, model 4.V.R.S., clockwise, £5. Box No. 279, MOTOR SPORT, 15, City Road, E.C.1.

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Fastest time ever made by 1½-litre Alta at Shelsley, Sept., 1947—41.73 seconds. Driven by Mr. G. Crossley. Prepared and tuned by Harliss & Stokes at the

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FOR SALE—*continued*

TYRES.—Have discovered the following sizes in new or good condition. Any offers? Beaded-edge: 650 by 65, 880 by 120, 30 by 3½. Well-base: 29 by 4.40. Habershon, Windrush, Baslow, Bakewell, Derbyshire.

ALUMINIUM racing 2-seater body with wings and lamps ex "Montlhery" M.G. Also 15-gallon tank and starter. Offers to Phillips, 24, Moseley Road, Cheadle Hulme, Cheshire.

BENTLEY "Red Label" in original condition, V.D.P., excellent tyres, two spares, new hood, side screens, tonneau with zipp, hood envelope; original instruments all working, several extras; 19 m.p.g., oil 1,500 m.p.g. Car must be seen to be appreciated. Owner going abroad, must reluctantly sell. Nearest to £500. Any demonstration to a genuine buyer within reasonable distance. Can be seen at 15, Green Lanes, Palmers Green, N.13. Bowes Park 5222; evenings 5818.

5-IN. Jaeger rev.-counters, 50s. Also most instruments in stock, switchboxes, etc. Simms' 4-cyl. magnetos, Solex, Zenith, Stromberg and S.U. carburetters. New 150 by 40 retread. Several O.M. and Frazer-Nash bits. H. A. Motors, Clarence Crescent Mews, Windsor, Berks.

1932 FRAZER-NASH "Interceptor," fitted with supercharged Lea-Francis-Meadows engine, now running unblown. Bodywork unmarked. Zeiss headlamps. £275. H. A. Motors, Clarence Crescent Mews, Windsor, Berks.

VARIOUS spares for vintage Amilcar, Vauxhall, Humber, Austin Seven, Bean and Renault. Few B.E. and S.S. tyres, 7 tubes. Vincent-H.R.D. spares. Box No. 278, MOTOR SPORT, 15, City Road, E.C.1.

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FOR SALE—*continued*

RAPIER chassis, now dismantled and being completely rebuilt and all worn parts renewed. Engine completely overhauled with the minutest care, many modifications. Gearbox rebuilt by makers. Every pin and bush in steering, brakes, shackles, etc., renewed. Back axle reconditioned. Any modifications carried out to purchaser's instructions, body, fittings, etc., to order. Many Rapier spares for sale, including standard inlet manifold with twin S.U.s, special inlet manifold, etc. Offset single-seater body and tank, ex-1½-litre Alta, perfect condition, including paint. Foursome coupé body with upholstery complete, beautifully made, suit chassis 9 ft. wheelbase by 4 ft. 6 in. track. Good selection 895 by 150 beaded-edge tyres. 20-gallon tank, ex-2-litre Lagonda. Front axle and hubs, suitable for 2 or 3-litre Lagonda, Rudge-Whitworth road wheels, 450-500 by 19, 42 hubs. Rolls "Silver Ghost" spares. Downton Engineering Works Ltd., Downton, near Salisbury, Wilts. Telephone: Downton 51.

EXIDE battery, 12-v., 14¾ by 6¾ in., nearly new, perfect, £6. 4½-in. 5,000 r.p.m. rev.-counter and drive, new, £8. Combined temperature and oil pressure gauge, 2 in. diam., new, £2. Moving-coil ammeter, 12-v., 2¼ in. diam., unused, £1. Two 19-in. Rudge wheels, 52 mm. hubs, 35s. each. 500–19 remoulds, with tubes, £5 and £3, 5.50 by 19 used remoulds, with tubes, £2 and £1. 5.50 by 20 used remoulds, with tubes, £4 and £2. J. C. Wrigley, 32, Highlever Road, London, W.10 (after 6 p.m.).

SIX wheels and tyres, size 820 by 120, ex-"30/98" Vauxhall. Cecil Stewart, King's Arms Hotel, Twyford, Berks.

RECONDITIONED Riley Nine engine and gearbox; lightened flywheel, etc.; not yet run; magneto and two dynamos need overhaul; £27. "Le Mans" manifold and d.d. Solex, 30s. V.G. Riley Nine crank., £3 10s. Cylinder head complete, £2. Flywheel, £1. 21, George Street, Warminster, Wilts.

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FOR SALE—*continued*

BENTLEY 3-litre "Red Label," open, V.D.Plas, T.T. rep. chassis, re-registered 1933; spare crankcase, radiator; excellent performance. Offers £300. Storr, 63, Gavelly Hill, North Erdington, Birmingham. 'Phone: Erd. 1859.

JEEP saloon, genuine 23,000, four nearly-new civilian, two-track grip tyres, bought at 7,000; carefully maintained by loving owner since. Now unable to run owing to change of job. No reasonable offer refused. Box No. 280, MOTOR SPORT, 15, City Road, E.C.1.

MORRIS Eight, II series, 1938 tourer, 2,000 miles since rebore. Bodywork, tyres, chassis, excellent. Exchange for "T"-type M.G., 1938/9, with cash adjustment. Hewitt, Forebay, Gloucester Avenue, Margate.

ASTON-MARTIN chassis complete, engine modified to 1934, £135. Roots-type supercharger, suit 2-litre, nearest £20. Armstrong self-change box, £5. S.U. pump, 6-v., new, £4. Castleman, 53, Brighton Road, Surbiton. Elm. 5638.

"30/98" VAUXHALL O.E. 146, Velox 4-seater, 3 spare wheels and tyres. Can be seen Salisbury. £300. Write G. Riley, Highfields, Kelvedon, Essex.

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WANTED—*continued*

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WANTED, complete Lockheed braking for Ford V8 special. Cuff's Garage, Christchurch Street, Frome, Somerset.

ONE 21-in. Rudge-Whitworth wheel, suitable 3-litre Bentley (preferably black); also any information about tappet clearances of "Red Label" engine No. 1202, fitted unmarked non-standard camshaft. Instr.S/Lt. Rowe, R.N., H.M.S. Raleigh, Torpoint, Cornwall.

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WANTED—*continued*

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BODY, 2-door, foursome drophead coupé, or similar for 4½-litre Bentley. Wheelbase 10 ft. 9 in., track 4 ft. 9 in. Hulme, Motor Body Builder, Rathmore Road, Cambridge.

ENTHUSIAST seeks: chassis, 'Nash, etc., Austin Seven and 'Nash spares; garage, let or share. Downey, 50, Chesterfield Road, Ashford, Middlesex.

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URGENTLY required bydoctor, lately demobilised, 12-25-h.p. car; open or d.h. Must be reliable and really first-class condition. Fair but not fancy price, please. Write, "Soltau," 19, The Avenue, Clifton, Bristol, 8.

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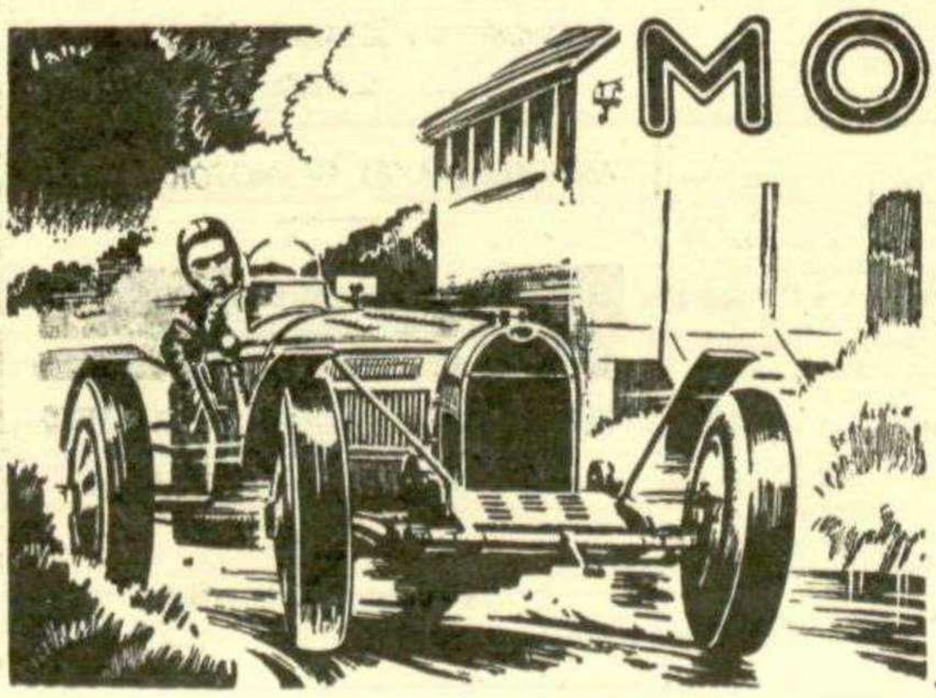
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RILEY 9-h.p. crankshaft and rods, 1 1/16-in. journals, for "Brooklands" model. C. C. Garlick, 61, Leighton Road, Kentish Town, N.W.5.

FRAZER-NASH chassis, 3 or 4-speeds, wanted as basis for special. 7, Shirehall Close, Hendon, N.W.4.

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WANTED, instruction book 1931/3 Riley Nine. Exchange 1932 Riley Nine saloon, excellent condition, for interesting open sports. Thorne, Staff Club, Geraldine Road, Gt. Malvern, Worcs.

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CROWN wheel and pinion for "Brooklands" Riley Nine, 43/4.77/1 ratio. G. C. Garlick, 61, Leighton Road, N.W.5. Gull. 3067.

ONE set each 16-in. wire and easy-clean wheels, tyres and tubes for Austin Seven. Ken Welfare, 56, Harrow Road, Bedfont, Feltham.

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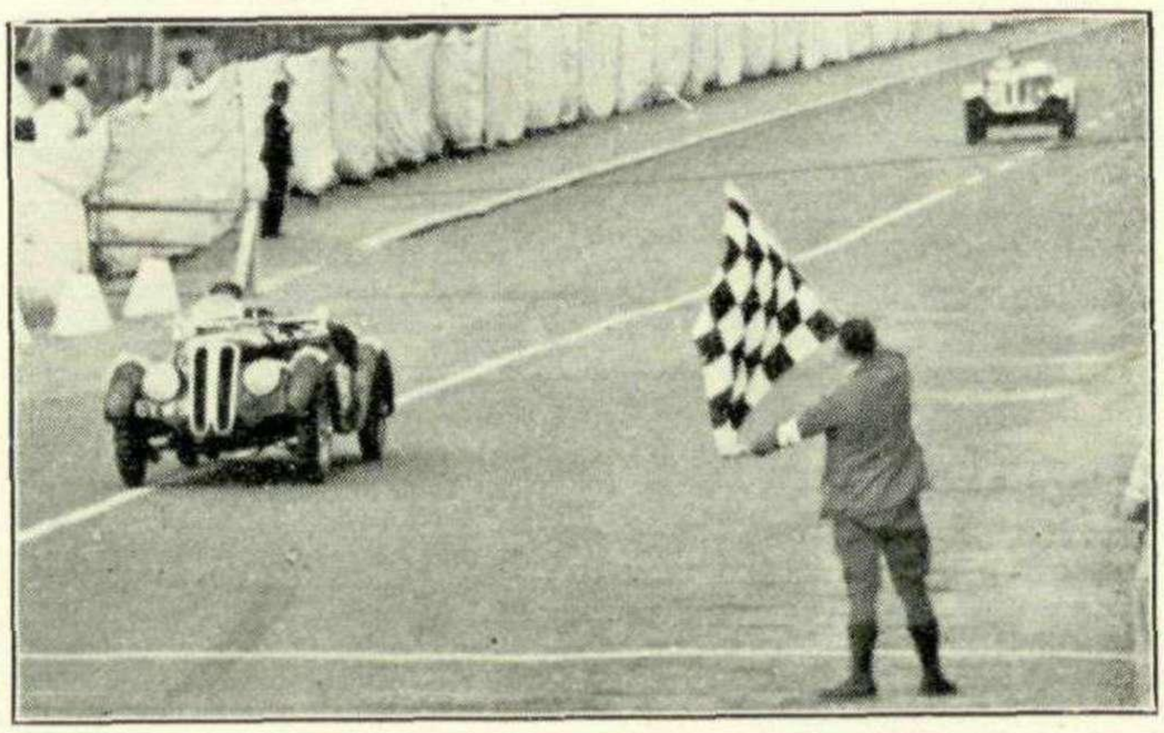
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