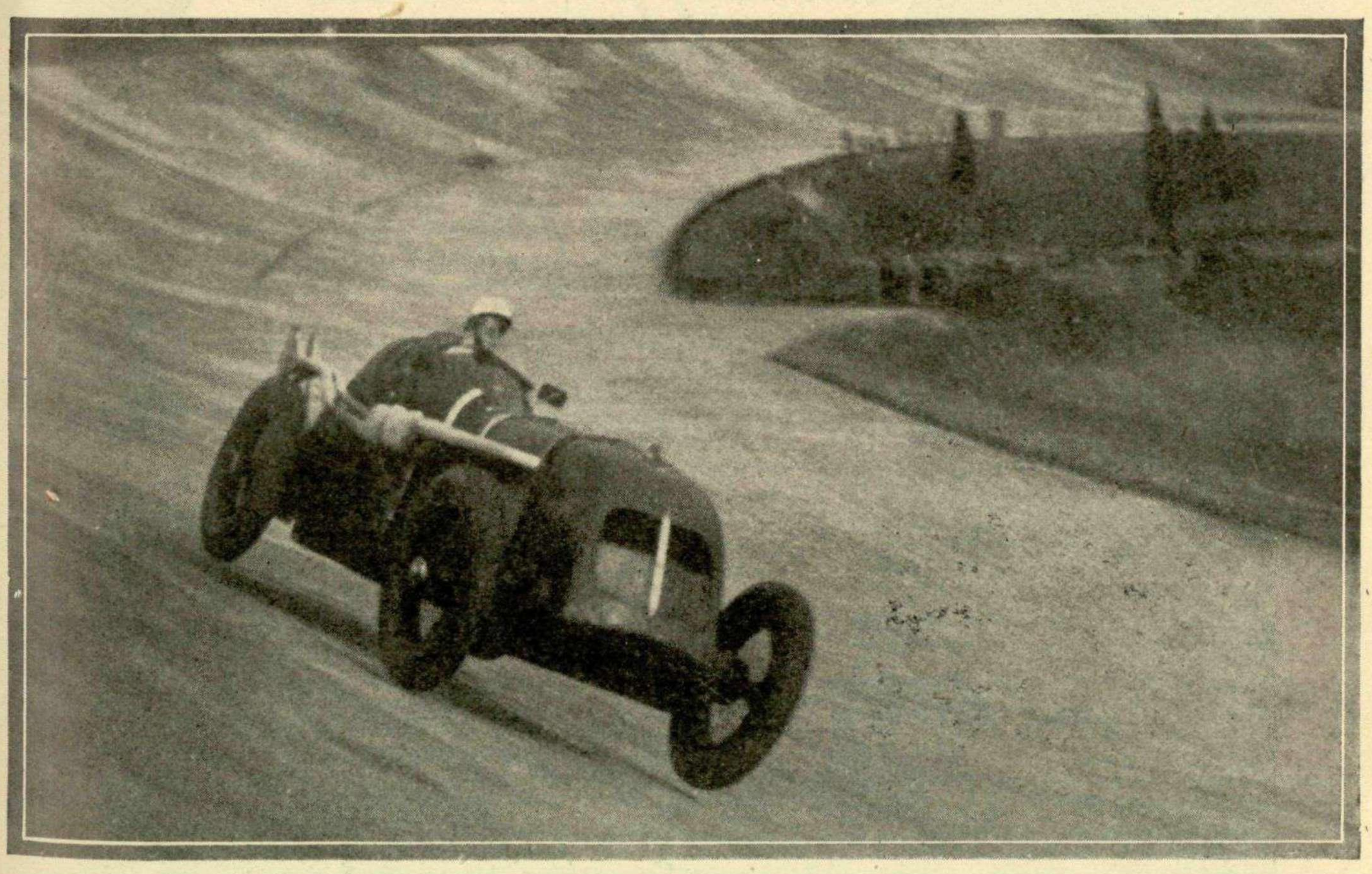
Vol. XXII No. 3 THE VINTAGE S.C.C. TRIAL March, 1946

MOTOR SPORT

INCORPORATING Speed

ONE SHILLING MONTHLY



CONTENTS

Vintage S.C.C. First Post-War Trial 45
Personality Parade—No. 3. 47
Great British Achievements—V 49
Cars I Have *Not* Owned 51
The Hillman Mystery 54
Rumblings 55
Club News 58
Letters from Readers 62

How TRUE is a Circle?



Transparent View of Piston

THE definition of a straight line is well-known—but what is a circle and how true is this circle?

You would at least think that a piston was round because it has to fit closely in a round cylinder. But certain piston sections are not true circles. Pistons must have a high degree of heat conductivity, but because of variation in section, heat transference will take place more slowly in those areas of heavier mass, tending to form local high temperature zones. To compensate this a slot is incorporated in the lower ring groove and centrally disposed on the thrust axis. Such pistons possess a degree of ovality when cold, compensated by the methods mentioned at working temperatures.

As specialists in piston design and manufacture over many years, Specialloid can advise on the correct type of piston. Remember this when next ordering pistons and obtain the advantages of a unique service.

Specialloid Cast, Pressed, Forged, Solid Skirt, Oil-cooled, Ring Carrier, Ironite, and Split Skirt Pistons for all duties — Commercial Vehicle, Car, Motor Cycle, Railcar, Marine, Tractor, Aero Engines & Compressors.

SPECIALLOID LTD · FRIERN PARK · LONDON · N.12

PISTONS · PINS
RINGS

Specialloid

VOL. XXII. No. 3 MARCH, 1946 PRICE ONE SHILLING

SUBSCRIPTION RATE 13/6 PER ANN. POST PAID

MOTOR SPORT

OFFICIAL JOURNAL OF THE BRITISH RACING DRIVERS' CLUB

INCORPORATING **SPEED** AND
THE BROOKLANDS GAZETTE

EDITORIAL OFFICES
15-17, CITY ROAD, LONDON, E.C.1
Telephone: MONarch 8944

ADVERTISEMENT OFFICES
54, BLOOMSBURY STREET, BEDFORD SQUARE, W.C.1
Telephone: MUSeum 0522

VINTAGE S.C.C. FIRST POST-WAR TRIAL

Very Severe Conditions. Lea-Francis and Allard Successes

THE Vintage S.C.C. Marlow Trial of February 3rd was a very pleasant and well-conducted event, but continual rain had rendered the hills rather too sticky considering that competition tyres were barred. An entry of 40 was received. Swallow entered an S.S., C. Beasley-Robinson his yellow "30/98" Vauxhall, Partridge a f.w.d. Alvis, Whittet his Ford V8 with L.M.B. and Columbia axles, Baber Colborne a 4½-litre Invicta, Denis Jenkinson his T/T. Rep. Frazer-Nash, Edbrooke his Lancia "Lambda," Thomson a 3-litre Sunbeam, Denyer his well-known Lea-Francis, Richmond a Lagonda Rapier, Watson his 1,100-c.c. Fiat, Silcock his V12 Allard, Rivers-Fletcher his "12/60" Alvis, Jones a 1½-litre Frazer-Nash, Davis a 3-litre 1925 Bentley, Dr. Ewen his immaculate "14/40" Delage, John Hay an Anzani-Frazer-Nash with modern Morris radiator, Heath a 3-litre Bentley, Davidge Pitts his silver-bodied Riley "Lynx" 4-seater, Buck a "12/50" Alvis, Hocombe a 4½-litre Bentley, Quartermaine a "30/98" Vauxhall, Adamson a Lea-Francis, Birkett his Type 38 Bugatti 4-seater, Stephenson a 2.2-litre O.M., F/Lt. Mallock his 2-seater Austin Seven, Breen a 1925 3-litre Bentley, Southall a 1½-litre Bugatti, Grosscurth his Frazer-Nash Six, Olley an M.G., Windsor-Richards his 4½-litre Bentley, Yates the ex-Biggs Austin Seven, Dunn his 1923 3-litre Bentley, oldest car entered, Peck a touring 1927 Darracq, Clarke an Alvis, Potter his V8 Allard, Clarke a Tatra, R. C. Clark an 8-litre Bentley saloon, Giron a blown "2.3" G.P. Bugatti, and Smelling a Riley Nine. Certainly it had the makings!

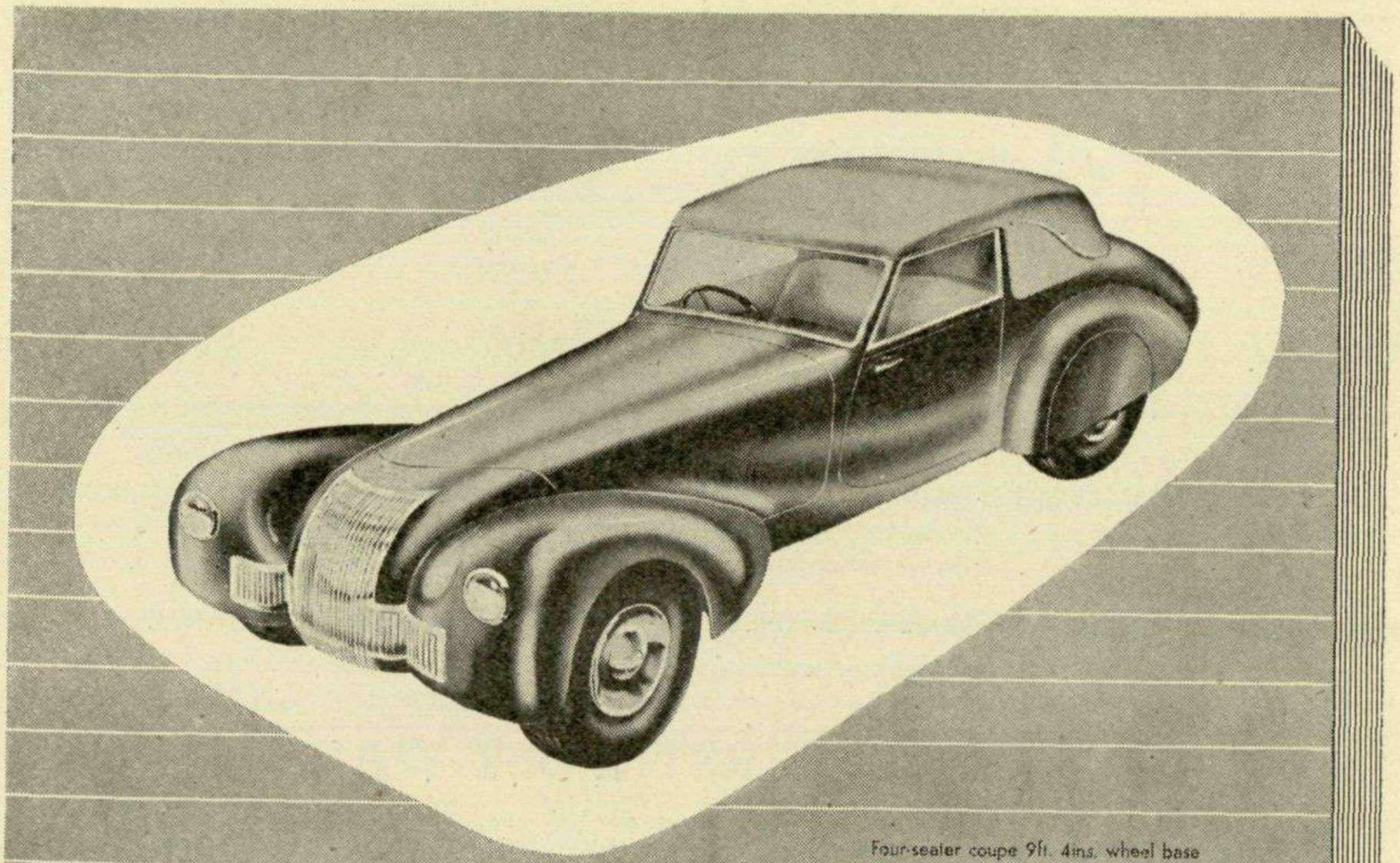
Unfortunately, quite a proportion non-started. Birkett had to abandon his Bugatti after working all night on it; Jenkinson had bent the front-end of his 'Nash against a public lavatory; while Hay was defeated by loss of chains, after coming down to London from Harrogate on the Thursday.

Not a single car managed to get up Winchbottom, and only three made clean ascents of Widmere—both Allards, and Mallock's 4-speed Austin Seven with David Allen an enthusiastic "bouncer." Giron's Grand Prix Bugatti would have made it but the gears jumped out, after which he restarted unaided. Beasley-Robinson came to rest with wheelspin, but his "30/98" possessed built-in jacks and he used these to fit Parsons chains and then climbed clean. Denyer very nearly made it in his Lea-Francis, and the 8-litre Bentley got a fair way, majestically, before failing. Peck's Darracq sheared its magneto drive, the f.w.d. Alvis had got on to the hill, but Rivers-Fletcher made a grand attempt. Silcock went up so fast he was able to select second gear. Ewen's Delage was slow off the mark and stopped early. Yates broadsided at the start but soon failed, and Davidge Pitts was doing reasonably when a spanner fell on to the floor and jammed the throttle open. Low Ruse was so bad it was cut out. Of the two special tests, the See-Saw on Burford saw Potter make best time with the Allard in 14 sec., while Denyer was "fastest vintage" in 16 sec., followed by Giron in 17 sec. The Pit Stop was good fun. A wheel and a plug had to be changed and Dr. Ewen and his wife did the job very neatly in 51 sec. Runner-up was Terrance Breen, in 70 sec. Alas! some cars fell off their jacks and many fingers sizzled on hot plugs—a good test this and not of a "circus" nature either, for wheels and plugs need to be changed at times, and rapidly, if you race.

A very well-served tea was taken after the event at the Old Farm House, Hurley—but what a pity the proprietor didn't take the carpets up! Provisional results: C. Choate, Tankard for Best Vintage: A. L. Denyer (1927 1½-litre Lea-Francis); runner-up, T. P. Breen (1925 3-litre Bentley). Mrs. Choate, Tankard for Best Non-Vintage: L. Potter (1938 3.8-litre Allard); runner-up, D. G. Silcock (1939 4.4-litre Allard).

The results of the Vintage S.C.C. Marlow Trial, given above, have been subjected to slight amendment. The winners remain unchanged, but second place in the vintage category now goes to A. C. Beasley-Robinson's 1924 "30/98" Vauxhall, with 228½ points, Peck's Darracq, in spite of its magneto drive slipping, being third with 228.3 points, and Breen's Bentley fourth, with 228.2 points—a very close result. In the non-vintage category F/Lt. Mallock is third, behind the two Allards. He drove a 4-speed Austin Seven with special 2-seater body, 4-speed gearbox, standard engine with downdraught carburetter, and i.f.s. He was ably assisted by his passenger, David Allen.

The final results reveal that in the interesting "pit-stop" test the best times were:—Ewen (Delage) 51 sec., Breen (Bentley) 70 sec., Richmond (Lagonda Rapier) 78 sec., Silcock (Allard) 80 sec., Colborne Baker (4½ Invicta) 86 sec., Rivers-Fletcher (Alvis) 94 sec., Quartermaine ("30/98" Vauxhall) 96 sec., and Beasley-Robinson ("30/98" Vauxhall) 97 sec. Everyone else took well over 100 sec.

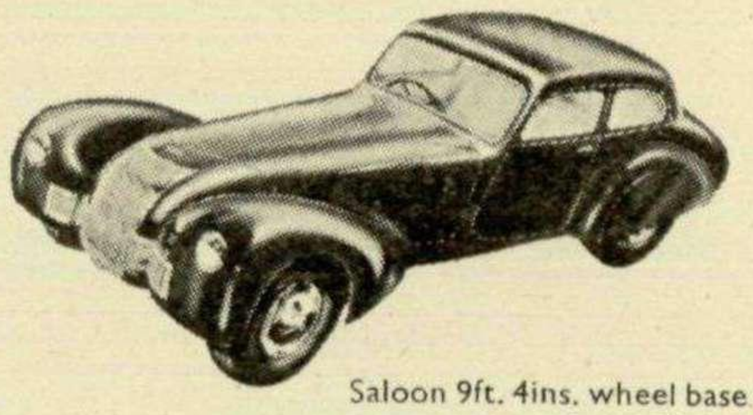


Four-seater coupe 9ft. 4ins. wheel base

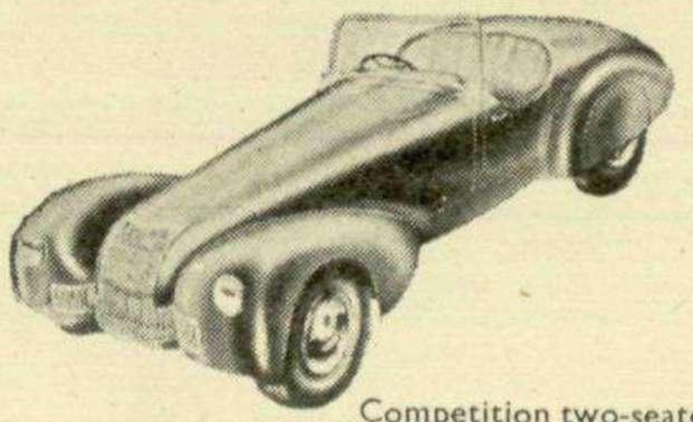
ALLARD

Since 1936 Britain's premier competition car, the new Allard, is now in production in three forms ; on the long chassis a four-seater coupe and saloon and on the short chassis a new competition two-seater. All models embody the very advanced engineering features which have won the Allard its outstanding reputation—very high power / weight ratio, independent front suspension, powerful V8 cylinder engine, new lower, lighter, stronger and more rigid chassis together with absolute reliability and superb road holding.

A catalogue giving full details is available on request :—

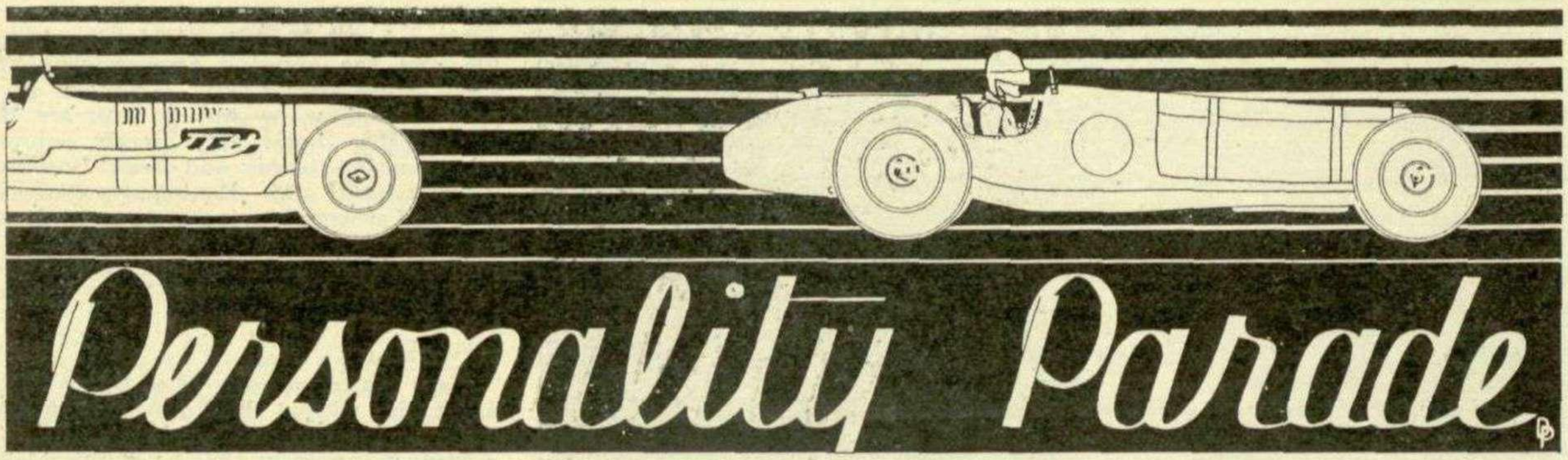


Saloon 9ft. 4ins. wheel base



Competition two-seater
8ft. 10ins. wheel base

ALLARD MOTOR COMPANY LIMITED, 74, PARK HILL, CLAPHAM, LONDON, S.W.4. BRIXTON 6431



A Series of Interviews with Personalities famous in the Realms of Motoring Sport

No. 3—Raymond Mays

THERE are few drivers, in any country, who have had a racing career as extensive as Mays. In the seventeen years that he has pursued the Sport, it is a remarkable fact that he has never had a serious accident. Winning many important races and breaking numerous records have in no way been through taking undue risks.

When we visited him at his ancestral home in Bourne, where he lives with his mother—a lady of exceeding charm who has welcomed many of the motoring notoriety—we were impressed by a formidable collection of trophies, also some fine Gordon Crosbie originals.

In the attic of Eastgate House Mays has made a pleasant retreat which would attract any racing enthusiast. Comfortable and informal, it contains a reference library of motoring books and magazines. It is here that Mays writes his articles with all his information at hand. An adjoining coach house provides him with ample garage space. In one part we inspected the black E.R.A., which was well preserved, the bare metal parts being liberally greased.

Nearby was the usual host of racing spares one sees, including numerous wheels, spare engine and a Zoller blower. What would any E.R.A. owner give for the opportunity of taking as much as he could carry of these valuable replacements.

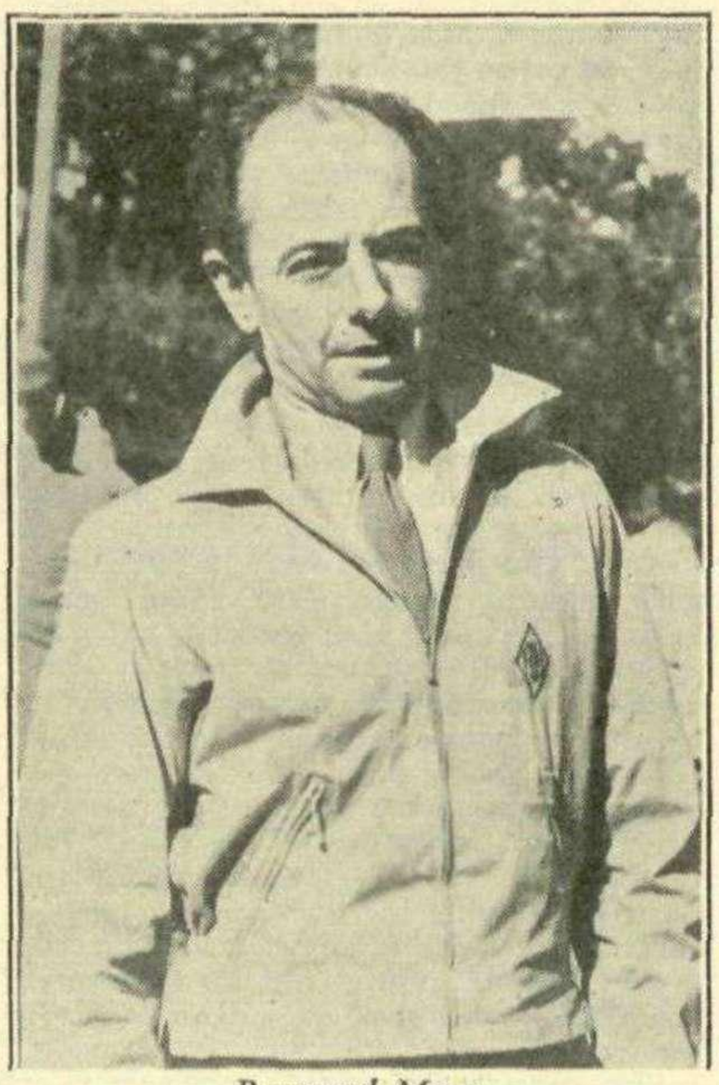
ACHIEVEMENTS

(*a*) Fastest time of the day at innumerable hill climbs in the hill-climb days from 1921-1924, inclusive, and several hill-climb records; also many first places at Brooklands.

(*b*) Has won many sand and speed trials all over England.

(*c*) Has made fastest time of the day at Shelsley Walsh on twelve occasions and has broken the record on eight occasions.

(*d*) Has won many of the important road and track races, both at home and on the Continent, including :—
The 1½ Eifelrennen at the Nurburg Ring, Germany.
The Picardie Grand Prix, France (on two occasions).
The Albi Grand Prix, France.
The Nuffield Trophy, Donington.



Raymond Mays

The British Empire Trophy, Donington.
The International Trophy, Brooklands.
The Phoenix Park Grand Prix, Dublin.
The Mountain Championship, Brooklands (twice).
The Siam Trophy, Brooklands.
The Coronation Trophy Race, Donington.
The Dunlop Jubilee Road Race, Brooklands.
The Crystal Palace Cup Race, Crystal Palace. Etc.

(*e*) Now holds the following course records :—
Shelsley Walsh Hill Climb.
Prescott Hill Climb.
Mountain Course record, Brooklands.
Campbell Road Circuit, Brooklands.
Crystal Palace Course record.
Record lap for the Albi Grand Prix, France.
Record lap for the Picardie Grand Prix, France.

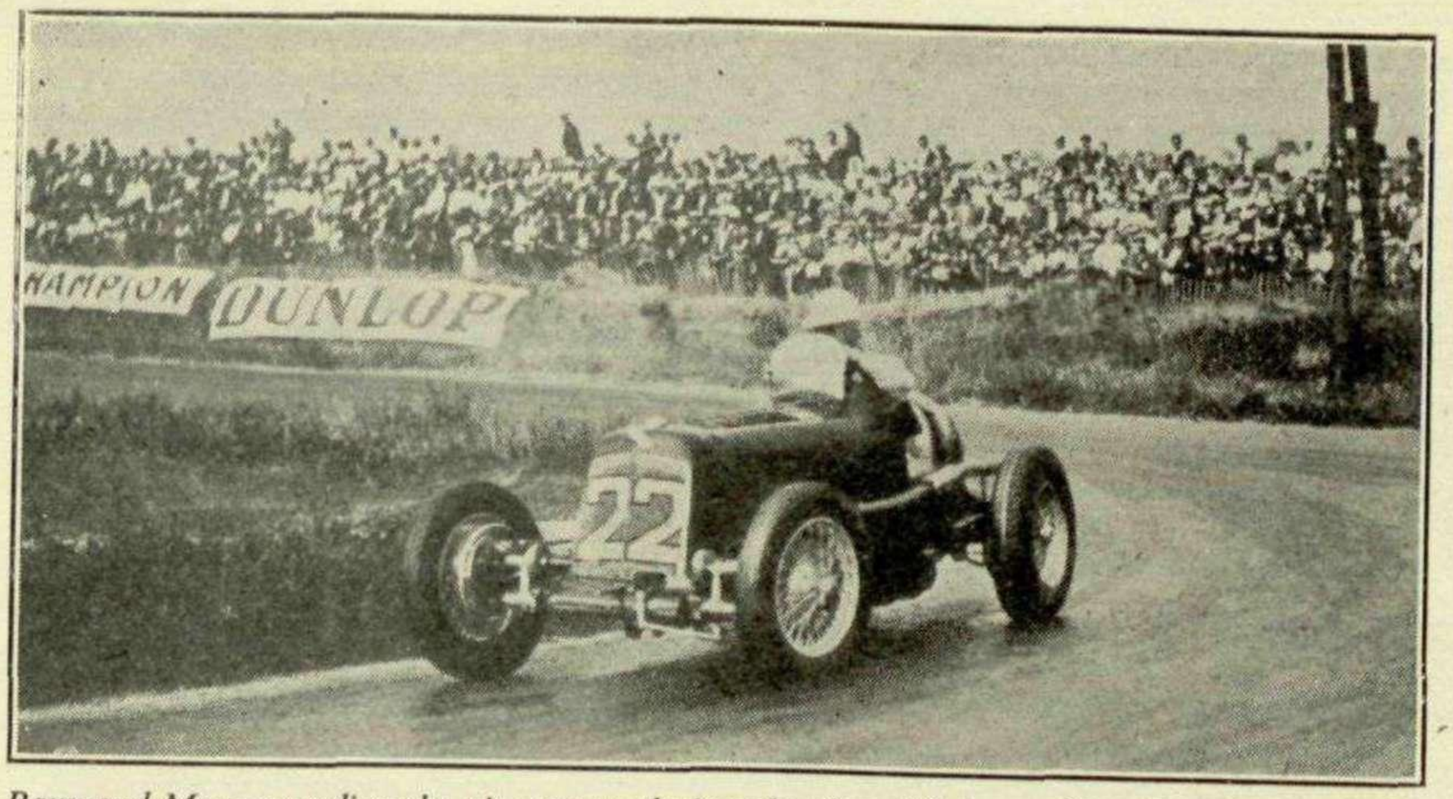
MOTORING ACTIVITIES IMMEDIATELY PRIOR TO THE WAR

On parting company with E.R.A. Ltd. (May 1939), for which firm Mays has been No. 1 driver since its inception, he drove as an independent on the E.R.A., for which he had both a 1½-litre and a 2-litre engine (which were interchangeable). The car was a 1938 type independently front sprung Zoller blown. During the season in 1939 the following were his chief successes.

1. Second in the Nuffield Trophy Race at Donington, and making fastest lap of the year at Donington for any size car.
2. Breaking his own record at Shelsley Walsh, time being 37.37 seconds.
3. Won Crystal Palace Cup race at record speed and breaking the lap record for the course (1 min. 58 1/5 sec.)
4. He drove the new experimental single-seater 4½-litre Talbot for the Talbot firm in the French Grand Prix, at Rheims. The car ran well, but the petrol tank burst after covering 100 miles.
5. Drove his E.R.A. in the Albi Grand Prix and when in good position the rear hub broke in two and the wheel came off.
6. He broke the Prescott Hill Climb record on his first appearance at the hill and made fastest time of the day in 46.14 seconds (Bugatti sent over for this event a 4.9-litre supercharged special hill-climb car, driven by the works No. 1 driver, Wimille).
7. The Campbell Circuit scratch race at the Brooklands course, which he won. Two days later he made a successful attempt on the Campbell Circuit record with a lap time of 1 min. 44.91 secs.

MOTORING ACTIVITIES DURING THE WAR

In the early days of the war he used his 4¼-litre overdrive Bentley for business journeys. Selling it in 1940 he commenced running a 1940 Rover Fourteen, which has served him with utter reliability and complete satisfaction. He has the highest possible praise for this car. Always to be seen immaculate, it looks as fine today as it did when it left the showroom.



Raymond Mays rounding the pits corner during the Grand Prix of Picardie, which race he won in 1937 *and* 1938

FUTURE PLANS

Mays is hoping to run the E.R.A. in any sprint events which may occur in 1946. He also hopes, if he finds himself capable of approaching his 1939 form, to participate in events on the Continent for the next year or so. After that he intends to retire from active racing and take a general interest in the Sport, in this country, helping the new and younger drivers.

CARS NOW OWNED

Rover Fourteen Sports Saloon.
2-litre E.R.A., with interchangeable 1½-litre engine.

MOST FRIGHTENING EXPERIENCE

(In his own words.)

I have had many exciting experiences during my racing career and think one of the most frightening was when running in a road race at Donington on my 1½-litre Zoller-blown E.R.A. I was trying out some experimental brakes and on one lap, when going flat out down the straight and approaching Melbourne Hill, in the neighbourhood of 150 m.p.h. on the flat, the brakes were applied. I found that my foot went straight down on to the floor and that the brakes did not work at all. I was faced with a downhill descent at Melbourne with very limited time to spare before Melbourne Corner. At once, I changed from top gear to second on the Wilson pre-selector box, ramming in the clutch with no throttle at all, so locking the back wheels.

The car skidded semi-broadside down the Melbourne Hill, and on correcting this skid the E.R.A. broadsided the other way, and with locked rear wheels I carried on skidding in all directions for two-thirds of the way down hill. Even so I was still doing between 95-100 m.p.h. with now a dangerously small space between me and the corner. At this speed I changed down to bottom gear, again with no throttle, in a final endeavour to slow up before crashing into the bank.

Luckily this procedure slowed me enough to enable me to take the grass and drive round the corner off the road. The terrific strain of this occasion split the back axle casing in two and did damage to the transmission of the car, but the great braking power obtained through the Wilson type gearbox certainly saved me from disaster.

HOBBIES OTHER THAN MOTORING

Mays has many stage friends, stage life and the amusing temperament of stage people attract him. If he likes any particular show he will go and see it innumerable times. He greatly enjoys championship tennis and Jean Borotra is his favourite star. Boxing also attracts him and whenever possible he attends a championship match.

Mays has great admiration for anyone in any sphere of activities who has a long and successful career.

PRIVATE LIFE

Mays is a connoisseur of all things that affect him. From the furnishings in his home to the choice of the plants in his garden, it is evident that he knows what he wants and what is best.

Perhaps his happiest moments are spent simply in the country with his Dachshund. It is often noticed how some great men like to get back to nature, as an antidote to an otherwise hectic life.

BUSINESS OR PROFESSION

Mays is managing director of his father's wool and chemical manure concerns. Has now started a high-class garage repair shop for high-speed tuning.

ADVICE TO LESS EXPERIENCED

(In his own words.)

Never try to "run before you can walk." I am convinced that more harm is done than can possibly be imagined by new and promising drivers handling too fast cars and trying to drive them too fast in the early stages. Real patience in motor racing is an absolute necessity. A great amount can be learnt from watching what other people do on particular parts of courses, such as when they slow down and open out, and particularly watching the way an expert places his car on every part of the course.

ANY SUGGESTIONS FOR IMPROVING MOTORING AS A SPORT

Mays feels that more enthusiasm should be created throughout the country. By making racing more interesting to the layman, greater support will be forthcoming. Motoring Sport should play a really prominent part in England.



GREAT BRITISH ACHIEVEMENTS—V

One Hundred Miles per Hour for an Hour

Recounted by the Editor

ON February 15th, in the year 1913, the late Percy Lambert set up, at Brooklands, a new World's Hour Record of 103 miles, 1,470 yards. This record run ranks as a great British achievement because this was the first time that 100 miles per hour had ever been maintained for the hour run. From that aspect alone the event is worth recounting in some detail, and when one considers that Lambert used a side-valve car of 4½-litres capacity built 23 long years ago, and that he beat the previous holder of the " World's Hour," a 59.6-h.p. Lorraine-Dietrich, by over 6 m.p.h. with his 25-h.p. car, this record attempt assumes its correct perspective.

In 1912 a 25-h.p. Talbot had excelled itself at Weybridge by taking seven class records and recording a speed as high as 113 m.p.h., when other cars of this rating could only boast of 87 m.p.h. The racing Talbot was evolved from Clement Talbot's production model, which, as a refined touring car with L-head, 101.5 x 140-mm., 4,531-c.c. engine developing a claimed 55-b.h.p., was much in demand by connoisseurs, amongst whom could be numbered Lord Tweedmouth and the Dowager Duchess of Argyle. Lord Shrewsbury's Talbots, indeed, had earned an enviable reputation both on the road and in competition.

In 1913 it became known that 100 m.p.h. was likely to be exceeded for the Hour run and Talbots set about preparing to attain this great distinction. A car was developed, based on the touring 25-h.p. It had its front and rear dumb-irons encased in fairings, the rear axle faired both along the tubes and round the final-drive casing, and the front axle similarly treated. A very narrow single-seater body was fitted, nevertheless not unduly cramping the driver, although the frontal area was only about 8½ sq. ft.

Percy Lambert's 1913 World's Hour Record with the 25-h.p. side-valve Talbot.

The exhaust pipe protruded through an opening on the near side of the scuttle and the bonnet contained a ventilating door of considerable proportions, sundry bulges (to clear engine protrusions and the massive Talbot radiator mountings), and a scoop to feed cool air to the driver. Rear-wheel brakes appear to have been dispensed with, the only apparent means of retarding the car being a transmission foot-brake. In consequence, no brake lever had to be accommodated and the gear-lever was set inside the body. The engine was exactly the same size as the touring-car unit, but gave 105 b.h.p. at 2,500 r.p.m., and a m.e.p. of 121. The complete car weighed 22½ cwt. and pulled the usual outer-circuit high top gear ratio (2.4 to 1) in conjunction with 880 x 120 tyres.

On February 8th, 1913, the Talbot was taken to Brooklands to try to beat the 50-mile record held by Christiaens' 9-litre G.P. Excelsior, at 102.36 m.p.h. In spite of the handicap of a 4½-litre engine and side valves, the Talbot clocked 29 min. 10½ sec., to better the Belgian car by .47 m.p.h. All was set for the attempt to exceed 100 m.p.h. for the full hour.

On February 15th the car received a last-minute check at the Ladbroke Grove works, the stocky figure of Lambert, wearing overalls and an imposing helmet with rolled-up ear flaps, entered the cockpit, and, *sans* wings or screen and unsilenced, the narrow silver Talbot drove out of the gates into London's traffic. To the awe of pavement users, it went rapidly through Kingston-on-Thames and along the Cobham " Fairmile," to the Track.

Under the critical gaze of a concourse of well-wishers, Lambert drove out of the Paddock on to the Railway Straight, where the wheels were changed for others shod with new tyres, the artillerys at the rear being replaced by disc wheels. Tyre changes had, of course, been carefully rehearsed before the attempt, as trouble in this direction was anticipated, in spite of a wet track.

This job completed, the engine was given a preliminary run to get it really warm again, the photographers moved off to the timing strip, Major Lindsay Lloyd entered the timing box, and Lambert was ready to commence his historic undertaking.

The " Hour " stood then to the credit of Hemery and the 15-litre o.h.v. Lorraine-Dietrich, at 97.59 m.p.h., and everyone present knew that Talbots hoped not only to break the record, but to average about 105 m.p.h. for the full 60 minutes.

Well over two dozen spectators' cars were parked at the top of the finishing straight to watch the attempt, and a cinematograph camera was used to record the outstanding incidents.

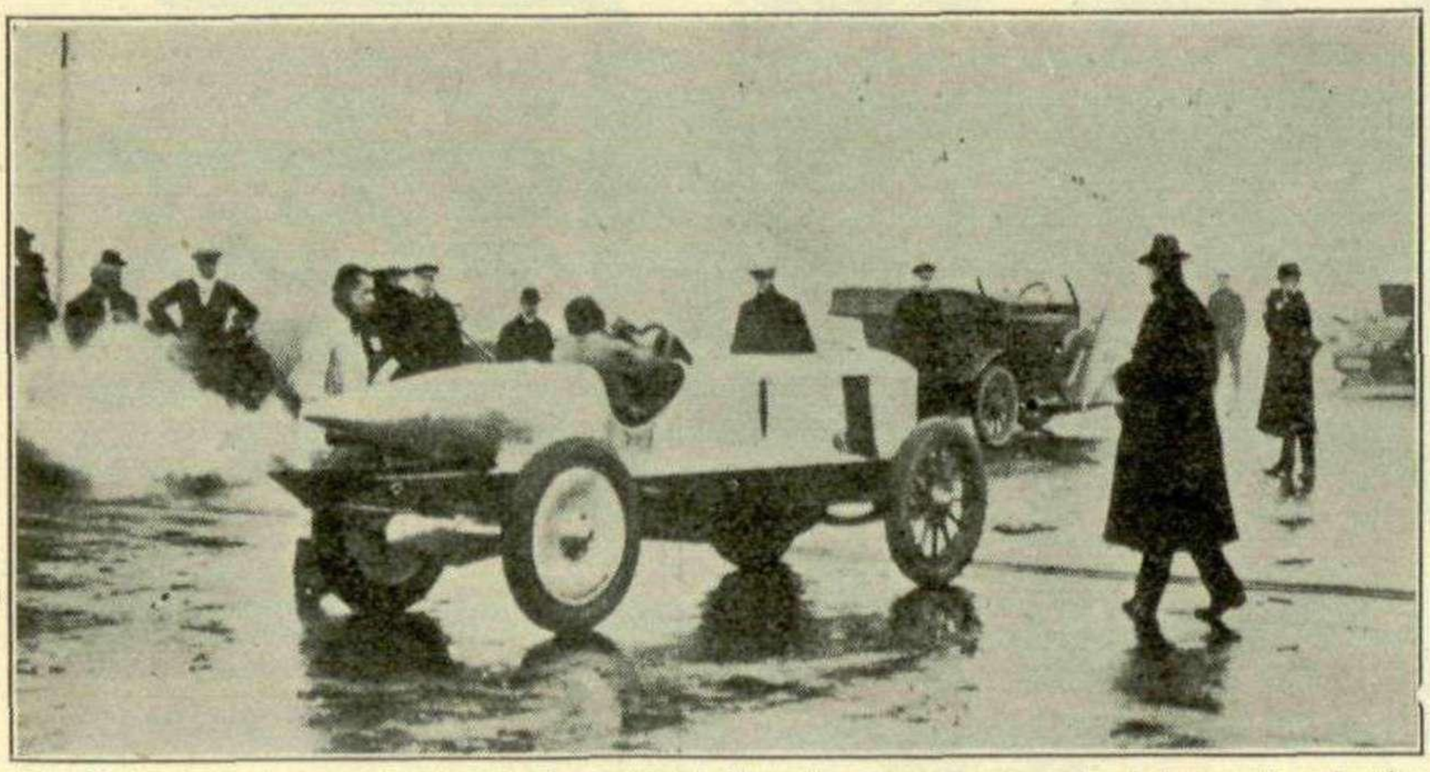
The flag fell, someone else behind the car also signalled that the run had commenced, and Lambert moved off, to a standing lap in 1 min. 54.17 sec., or 87.24 m.p.h. The car must have got into its stride very early, for lap two was to the tune of 103.94 m.p.h.; lap three was done at 104.66 and lap four at 105.10 m.p.h.

The Talbot ran very steadily, about 18 feet from the outer edge of the Track, well outside the 50-ft. line from which official measurements were made. Signalled as to his progress, Lambert clocked 103.56 for lap five, went up to 104.12 on lap six and 104.57 on lap seven, and dropped a little, to 103.97, on lap nine.

After ten laps the Talbot annexed the Class F (26-h.p.) Brooklands local record for that distance, although the last of those laps was the second slowest flying lap so far. Somewhat faster next round, the Talbot then slowed to about 103.5 m.p.h. for a couple of rounds and then, on lap 14, did its best speed to date, 105.20 m.p.h. The next round was only .01 m.p.h. slower, then Lambert eased up, next went right up to 105.77 and then continued at nicely over 105 until he broke his own 50-mile record, at 103.30 m.p.h.

The Press and the public were now agog, for this was a rousing speed at half-distance. And the Palmer tyres were holding . . . ! Lord Shrewsbury doubtless held his breath, while his chauffeur smiled broadly at all and sundry.

Lap 20 saw the Talbot clock 106.42 m.p.h., which subsequently proved



The Talbot coming up to the timing-strip before the commencement of Percy Lambert's historic run.

to be the fastest lap of the run. Thereafter Lambert always bettered 104 and strove to exceed 105, except for an easy lap 23 (he had 38 to do), at 103.54. Realising that success was within reach and still mindful of the tyres, on lap 32 he slowed right down to 101.64 m.p.h., then notched up again to 102.01, 103.09, 103.71, 102.81—pulling out 104.39 on lap 37, when the World's 100 mile record went into the bag at 103.76 m.p.h.

One lap to go, and little Percy Lambert would be the first man to exceed the century for 60 minutes—and they were 60 decidedly long minutes in 1913! He did not ease up, but kept the throttle well open, doing his last lap at 104.72 m.p.h. The flag waved beside the timing strip, and the job was done. A normal side-valve British car of modest size had succeeded where Continental special racing cars had failed. Moreover, the Palmer ribbed tyres had not only held out, but looked quite sound at the conclusion of the run. And the Talbot had maintained 2,500 r.p.m. for lap after lap without the slightest falter.

Lambert brought the car to rest beside the railway embankment and, smiling broadly, climbed out—hero, not only of the hour, but—of the "Hour"! The Talbot personnel had held on high behind the car before the start boards bearing the numbers 1, 0 and 5, indicating they hoped the car would achieve 105 m.p.h. When Major Lloyd announced the official speed there was great rejoicing, for, running well out from the 50-ft. line, Lambert was credited with a speed of 103.84 m.p.h., showing his actual speed to have been practically as forecast. Lambert's 37 flying laps did not vary by more than 2.2 sec. from the average lap time. Major Lloyd gave out the new records and, with a grubby and embarrassed Lambert on his left, the Earl of Shrewsbury and Talbot, K.C.V.O., standing bareheaded outside the timing box, thanked all those who had made the achievement possible. A great occasion with a sincere and simple ending.

The Talbot received a very good Press, the *Financial Times*, for example, remarking, "Prodigious! Further proof is hardly needed now that Great Britain builds the fastest car in the world." Talbots themselves issued an excellent book commemorating the performance, well illustrated with photographs, and many "stills" from the film of the run. They included shots of the car being driven down to Brooklands and drew attention to its stability at speed with a picture showing all four wheels on the track as the car left the Home Banking. They also emphasised that the interior temperature of the cylinders must have reached approx. 2,000°F. ("an extreme test for the engine cooling system"), and that for 3,600 consecutive cycles 80 charges of petrol were drawn in, compressed, fired, expanded and swept out every second of time, while at 105 m.p.h. each piston did 5½-in. each way over 80 times a second, which was compared with the beat of a wasp's wings, computed at 100 per second. The very presentation of this publicity matter reminds us how long ago this record was achieved. Incidentally, twelve years afterwards, the World's Hour record only stood at 115.42 m.p.h.

It is interesting that the record-breaking Talbot weighed ¾-cwt. *more* than the standard chassis, and used tyres of the same size as the standard models. Whether any of the lessons that the run taught were applied to the production cars, or not, is a matter for conjecture, but the 25-h.p. Talbot chassis of 1914 certainly differed from the 1912 chassis in having no transmission brake, shorter radius arms locating the rear axle and repositioned cross-members, etc.

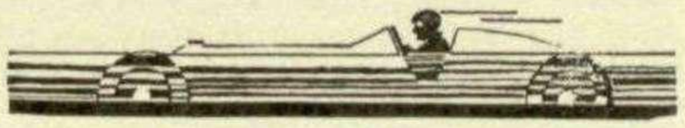
There is a legend that after celebrating his success Lambert took the car out again and crashed fatally behind the Hill, seen by only one witness, a soldier, who could not explain what happened. This is quite without foundation. Actually, later in 1913, Goux, with one of the 7.6-litre twin-o.h.c. G.P. Peugeots, took Lambert's Hour record at 106.22 m.p.h., while first Goux, and then Chassagne, with s.v. (but 9-litre aero-engined) Sunbeam, captured his 50-mile record, the latter to the tune of 108.38 m.p.h. Lambert therefore brought the Talbot out again on October 27th, 1913, and proceeded to re-take the 50-miles, at 110.96 m.p.h., but he did not continue for the "Hour." It seems likely that in trying for the longer distance he met his end.

Be that as it may, Percy Lambert's name lives, as it deserves to do, as that of the first man to do a 100-m.p.h. "Hour," and a spoked wheel tops this driver's grave in Brompton Cemetery. It was a fine achievement and an all-British one. Those were great days. Alas, without Brooklands, nothing of this order will ever happen again.



CARS I HAVE *NOT* OWNED

Here, as a change from " Cars I Have Owned," Alan Southon, whose vintage H.E. was recently described in " Motor Sport," writes from the trade angle, of some ancient and modern cars he has driven and worked on.—Ed.



I HAVE owned less than half-a-dozen cars during the past eighteen years and therefore I am not able to contribute an article under the more familiar heading; but I have, during that time, driven a very large number and variety of cars (over 120 different types), during my association with the motor trade, first as an ordinary mechanic and later as a workshop foreman.

I must confess that I approach the subject of writing about motor cars with some trepidation, as in the past I have been rather caustic about the series " Cars I have Owned." Some I found very interesting and instructive, some even humorous, while others have, unfortunately, been written in very bad taste, in which sentences such as : " I next bought a Soandso 2-litre, but on the way home the engine did not like 10,000 r.p.m. and ' blew-up ' "; " The car was a beast and I sold it shortly afterwards," etc., appear all too frequently. Anyway, for better or for worse, I will comment on some of the more sporting types that came my way all too infrequently.

When I left school I was earmarked for the aircraft industry. Unfortunately, owing to the depression then prevalent (1927), my apprenticeship to a firm of repute did not materialise and I entered the motor trade instead, being apprenticed to a small workshop in my home town.

This garage was catering for a fairly elderly type of customer and also attended to the requirements of a well-known family hotel; association with " The Sport " was rare. The workshop was, however, well equipped and I was undoubtedly lucky in that respect.

We were, at that time, agent for A.C. cars and I was more or less brought up on them. I had dealings with both the 4 and 6-cylinder models of early and late vintage up to 1930, and to my mind the 1928 2-litre " Six " was, and still is, one of the most pleasant cars to drive. I refer to the standard two-seater of that period. This particular model, with the tall radiator and disc wheels, was a very pleasing car to look at. It possessed good performance and was quite comfortable, was well appointed, and had a type of hood that one man could raise and lower single-handed. The last-named, combined with wind-up windows of safety glass sunk into either side of the body, made the car exceptionally warm in cold weather. I have driven various editions of this type for hundreds of miles and always found a quiet satisfaction in the way they handled.

The 1928 model was better than its predecessor with the low radiator and sloping bonnet, and in my opinion, better than its successor, " The Magna," which was fitted with a bigger body and Rudge wire wheels.

All the 6-cylinder A.C.s round about 1928-30 were basicly the same, although there was one I came across with an aluminium head in which the valves seated direct on to the alloy, only the sparking plugs having inserts. This type did not appear to have any snags and the valve seats did not give any trouble.

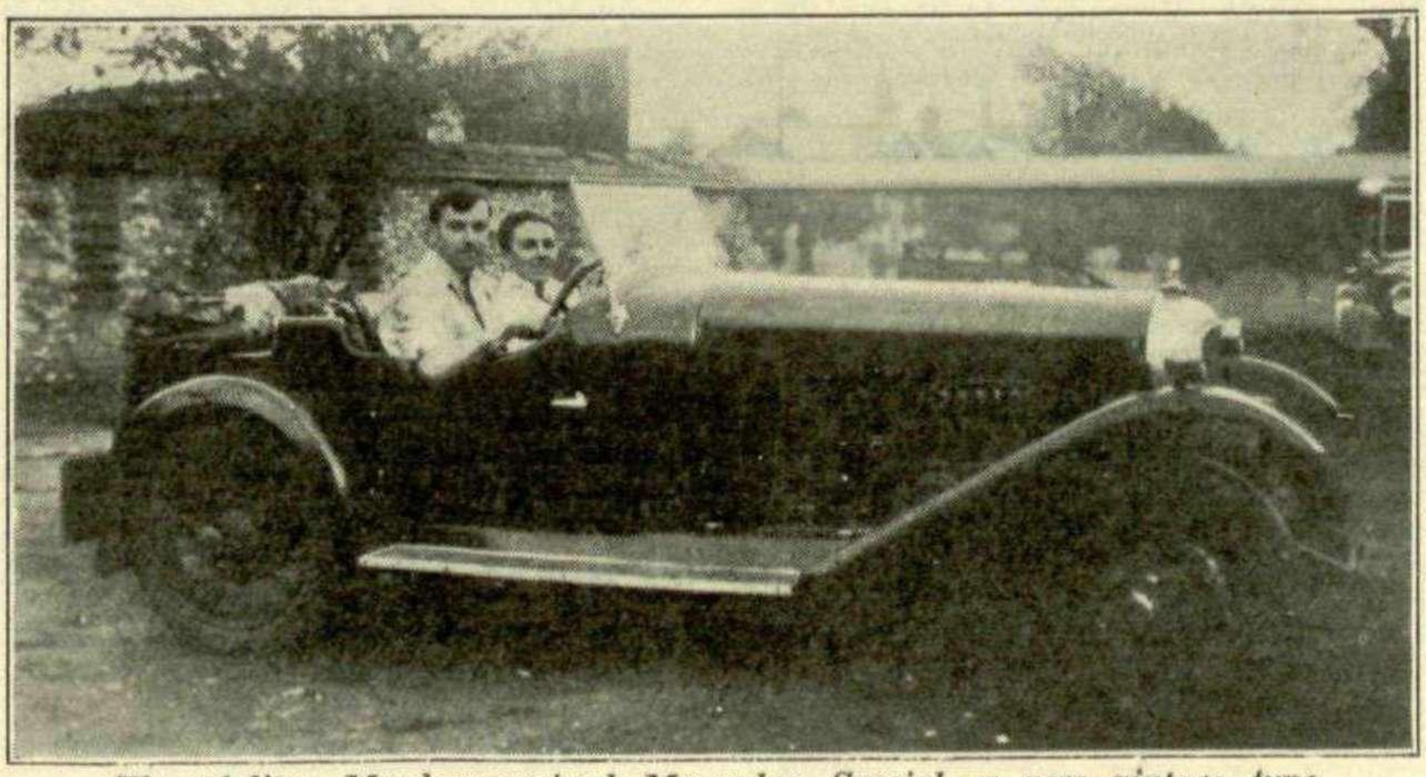
True, the 6-cylinder cars *did* suffer from star-wheel failure in the differential, pieces breaking off the wheels and wrecking the bronze worm wheel, but providing attention was paid to the lubrication of the combined gearbox and rear axle and the assembly filled only with Price's " Motorine Amber Gear Oil A," no trouble was experienced with the worm drive. Nearly all the failures in this department were caused by the incorrect lubricant. The suspension was peculiar, being quarter-elliptic at the front as well as at the rear, but with the shock-absorbers stiffened up the car was steady enough. A weak point in an otherwise well-designed engine was the water pump mounted at the front of the overhead camshaft, the gland of which frequently leaked and allowed water to drain into the sump. The pump also had a habit of shearing off its shaft at the coupling, and boiling resulted almost at once.

Apart from the Solex carburetter that was standard on the earlier cars, the later-type engine was fitted with a very successful Stromberg, a feature of which was that you could regulate the fuel-level in the float chamber without disassembly, by means of an adjustable collar at the top of the float needle, consisting of a lock-nut and screw with screwdriver slot. A window or plug was provided in the side of the float chamber through which the fuel-level could be viewed. It is the only type of carburetter I have seen in which the float-chamber level could be adjusted in this manner. Another type of carburetter fitted was the Zenith 104-1/2, a type not met with before or since.

Fairly extensive runs on one of the little known 1½-litre 6-cylinder A.C.s (car No. 14148—engine No. E.16/5004), provided an interesting comparison. This car, externally, was identical to the standard 2-litre; I understand that only half-a-dozen were manufactured. The bore was reduced from 65 mm. to 56 mm. while the stroke remained at 100 mm., and the engine was, therefore, rated at 12-h.p. R.A.C. This and an axle ratio of 5.0 to 1 instead of 4.5 to 1, appear to have been the only differences. The tyre size remained, as before, 27″ x 4.40″. As regards performance, it was a little more sluggish, which was not surprising considering the chassis and coachwork were as for 2-litre.

During 1929, while I was learning about A.C.s and other cars, the owner of the garage bought a 1923 Alvis " 12/40 " 2-seater with dickey, and I was put to work on it. A remarkable car for " keeping on going " in the traditional Alvis style, and although its maximum speed was in the region of 50 m.p.h., it was a pleasant little car to drive and used to go up hills about as fast as it came down them. The exhaust-heated induction pipe was a little troublesome unless well cleaned out, but apart from that I cannot recollect any snags, except, of course, for seized valve caps (which was a fairly common feature in all cars so equipped), and the timing-gear rattle; in most respects it was very similar to the later o.h.v. models. It was cellulosed green when the overhaul was completed and we (the owner and I) went off to Lynmouth for a week-end, where, first, a half-shaft worked out endways, there being no spring or distance piece to locate the fully-floating shaft. This was incorrectly diagnosed as a broken axle shaft. While we were waiting for a new shaft to be sent down the mistake was rectified, and then the shaft really broke on a rather snatch stop and restart on Countisbury Hill, so the new shaft was needed after all and the week-end developed into a week.

Subsequently we had two more of these cars, both 2-seaters and both 1923 vintage. They never gave any trouble and were used for garage hacks when not otherwise engaged. They were not spectacular in performance, which was just as well bearing in mind the two-wheel brakes, or in looks, but the coach-



The 1½-litre Meadows-engined Marendaz Special, a rare vintage type.

work was in keeping with the artillery wheels and small-section tyres.

It was about this time that the son of a local solicitor brought in a 1½-litre 4-cylinder Type 469 O.M. of 1925 vintage for a rebore. A most interesting and lively car, it had been fitted with high-compression pistons and an oversize Solex carburetter. Equipped with a light, fabric, open 4-seater body finished in black and red, it was a very handsome sight and it certainly could "march," even in its rebored state. It must have been fairly non-standard, as I remember that after the block had been re-ground it was sent up to Rawlence in London to have special Martlet pistons fitted. It possessed the most unfortunate gearbox and it was the very devil to change gear on without making a noise. The ratios were, however, as far as I can remember, well selected and I preferred it to the later 2-litre 6-cylinder O.M.

Little of interest happened at the garage around the early 1930s except for a brief visit of a Bugatti driven by a Frenchman, probably a Type 43. He needed a set of sparking plugs of a type that at that time were not available at our "factors."

I also had a ride in, and subsequently drove, one of the first Railton "Terraplanes," and after the rather heavy stuff I had been accustomed to, I must confess I was somewhat shattered by the acceleration and a demonstration by the owner of 0-60 m.p.h. in about 12 seconds. They are now common knowledge and I have since learnt not to classify them as interesting cars, though if one must have a car with an American power unit, then have a Railton, of course.

About this time I was taken to see the second day of the 1930 "Double Twelve" and this, plus the enthusiasm of my oldest friend, caused me to take an interest in cars from a sporting angle, a point of view that had been lacking previously.

I eventually found myself workshop foreman at a service station four or five miles from my home, and here by virtue of the enormous turnover of cars of all types I had continual opportunity to sample new and interesting types; though the workshop facilities, in spite of adequate floor space, were very meagre.

One of the first interesting cars I was able to drive was a 3-litre Sunbeam tourer, a car with plenty of urge, but far too flexible at the rear; there was a tendency for the back to heave up and down on the cantilever springs in a manner that affected the brakes. This may have been faulty shock-absorber settings, but I never had time to find out.

By far the most interesting car was the ex-Fane 328 B.M.W., none other than "GMC.1," which appeared one day from the local School of Artillery, suffering from misfiring. A test run round Stonehenge indicated faulty plugs, but even so, with constant misfiring, I touched 90 m.p.h. without much effort. This was an astonishing car for acceleration and light steering, but on a straight road with not too good a surface and a strong cross-wind, I felt I could have done with an extra heavy passenger to hold us down. Here let me record the excellent service Frazer-Nash's offered. As the plugs were a type of racing K.L.G. not normally found outside the Track, I rang up Isleworth and first post the next day the necessary plugs arrived and an overjoyed owner was able to motor off on leave at speed!

Another car, in a rather different category, that I drove quite often, was a Mercédès-Benz 170, an amusing little car without much performance, though attention to the carburetter improved matters considerably. It possessed the most remarkable over-steer characteristic I have ever met and nearly caused me to upset when rounding a local corner at speed. I subsequently found that the only way to take a corner fast was to start unwinding the steering while still only half-way round; this never failed to do the trick and one could then guarantee to come out of a bend facing the right way.

I was never quite convinced that independent suspension at the rear as well as the front was really necessary, and recent experience has tended to strengthen the belief that the rear end should be sprung in the conventional manner, or better still, with reversed quarter-elliptics. I have, however, not tried a car with De Dion rear end. A humorous sidelight on this car was to be found in the instruction book where, under the heading of ignition timing, one was instructed to: "Turn the engine until the mark on the flywheel was pointing immediately towards above"!

My experience of Alfa-Romeos up to date (1938) was confined to the single-cam 1½-litre type with the flat, square radiator. These were pleasant cars to drive, but not particularly lively. Imagine, therefore, my joy when a blown 1¾-litre, twin-cam arrived one day; fitted with a Zagato 2-seater body it both looked and sounded good. The test run, however, proved disappointing owing to misfiring at anything over three-quarter throttle, and since the owner was unable to afford a set of the necessary plugs, it had to be left at that. Nevertheless, it was an exhilarating car to drive, with a delightful gear change, light and accurate steering, and what promised to be fierce acceleration. The noise had to be heard to be appreciated, what with the blower gears, timing gears, straight-cut indirects in the gearbox and, finally, a straight-cut bevel.

As a complete contrast we had the misfortune to take in for repair one of the earliest Marendaz 1½-litres. This particular specimen had a side-valve Anzani engine and what appeared to be a Clyno rear end. [D. M. K. Marendaz recently denied in the Press that Clyno parts were used on his productions.—Ed.] The gearbox, if it could be called such, was literally a square aluminium case that looked as though it had been cooked up over a coke fire. There did not appear to be any definite method of locating the main and lay-shafts, with the result that two sets of gears could be selected at once with the greatest of ease. Fitted with a pointed radiator and a short 2/4-seater body, it looked not unlike a scaled-down Bentley, but there the resemblance stopped. It was a nightmare of a motor car in every respect and never went out on test without having to be towed back. It caused me many sleepless nights, as we could never get down to the original jobs without something fresh cropping up. I think practically everything went wrong with that car, including a fire under the dashboard. I had a most unpleasant half-hour trying to convince the proud owner that he had bought a "pup," and that it was not our fault. I still feel that he thinks we broke up his motor car on purpose.

At such times as it did motor in top gear, however, it was quite lively, though it possessed one of the highest first gears (3-speed box), and quite the fiercest clutch (cone) ever experienced.

A very well-known racing driver was a good friend of ours while he was stationed near us and provided me with the opportunity of driving an 8-litre Bentley (long chassis). A truly colossal car this, which impressed me most by doing 40 m.p.h. in second gear without "batting an eyelid." At higher speeds (and it could be wound up in spite of its heavy saloon body) it needed all the road and, I imagine, would be an absolute terror on a greasy surface. Manoeuvreability was not one of its outstanding features and it could not be driven into the normal garage without at least one reverse; once in the building it took up the space of two normal cars and was always in the way.

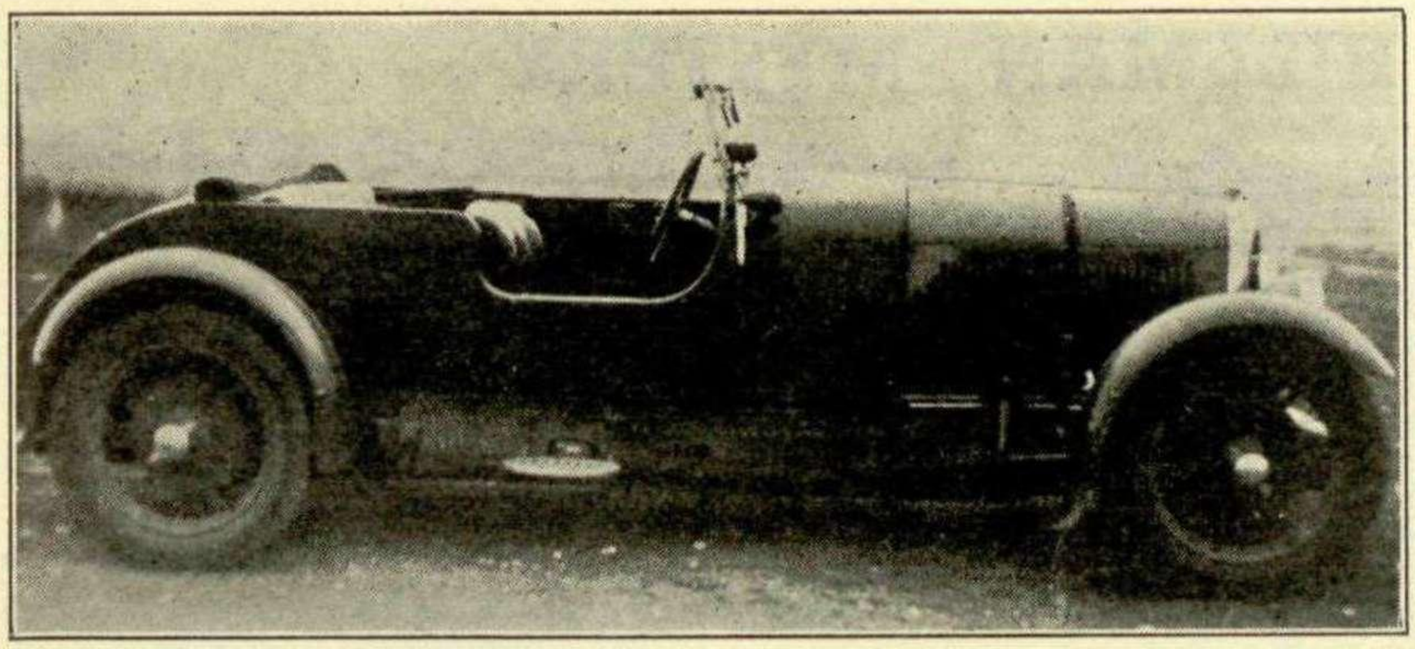
The same driver also possessed, at that time, a 1,500-c.c. Fiat saloon which, in striking contrast to the Bentley, was lively and handy; it had some of the Alfa features in its direct and light steering and I was favourably impressed with the way in which it handled. The engine, too, had plenty of urge, considering it was a perfectly standard car.

Talking of Bentleys, a car for sheer excellence of performance was the 3½-litre saloon owned by an R.A.F. officer. The effortless 80 m.p.h. past Stonehenge and the "going-up-in-a-lift" effect on a slight rise of the road near there I will never forget. The complete silence at speed, save for the rushing of the wind, was a contrast to the "banging 60 m.p.h." (or thereabouts) of a 2-litre Lagonda that passed me going the opposite way.

Needless to say, owing to the excellence of the construction and assembly of this car it was seldom available for a "test-run." The only snag to my mind was the time the oil took to warm up. Starting from cold, on quite a temperate day, some six to eight slow miles had to be covered before the needle of the oil gauge could be persuaded to leave the "maximum" stop.

For a time we had a 4½-litre Bentley V.D.P. long-chassis tourer for sale and it frequently took me to lunch on the pretext of a likely buyer. Despite its long wheelbase it handled very well and was equipped with a "D"-type gearbox, which, unless my memory fails me, used to give 70 m.p.h. in third up the hill to the Old Castle Inn outside Salisbury.

I had a fair amount of experience with Lagondas, chiefly the 2-litre, and one belonging to a friend of mine, fitted with an extra large Powerplus supercharger and S.U. carburetter, was always good for 80 m.p.h. I did not like Lagondas as the chassis used to whip at the most unexpected moments. I must confess, however, they never failed to get me round a corner. The other 2-litres I have in mind ranged from 2-seaters to saloons. But, whatever the coachwork,



The special 2-litre Lagonda, reputed to be a " Double Twelve " car and good for 80 m.p.h.

they always suffered from a depressing number of re-occurring troubles : sheared water-pump shafts and leaking glands, " missing " second gears, clutches in which the wick feed on the spigot either dried up or flooded the clutch with oil, big-ends that continued to " run " unless the end caps of the bored-out crank-pins were removed and the sludge cleaned out, and, of course, there was the inevitable cracked chassis just under the hinge of the front doors. However, out of this tale of woe there was one other interesting 2-litre, an alleged " Double Twelve " car (PG.8804). The engine had been fitted with twin Zenith Triple Diffuser carburetters and twin fuel lines from the A.C. pump to a 25-gallon tank housed in a rounded tail. The fuel tank was equipped with a 4½", quick-action filler cap, and a reserve oil tank had also been fitted. An open, close-coupled, light fabric body had been fitted and an under-tray extended the full length of the chassis. There were also many other detail alterations. Externally the chassis and transmission looked orthodox, but I had the impression that she was higher-geared than her sisters (standard tyres). Whatever her history she had a very good performance for an unblown 2-litre.

The next car that comes to mind is the ever-faithful Lancia " Lambda." I have driven various types and for sheer overall length they take some beating; this handicap, however, does not seem to affect the astonishingly small turning circle these cars have. Fuel consumption tests on a 7th Series worked out at 20 m.p.g., running as near as possible to 48-50 m.p.h. with the engine in a far from new condition. This was with the standard carburetter setting and running on National Benzole. Lancia (pronounced " Larn-che-ah " by the Italians) reminds me of 1939, when I used to motor every week-end during the summer to friends of mine some 40-50 miles from my home and there drive a " Dilambda " for them, as the owner was temporarily out of commission. A more pleasant car in its class it would be difficult to find and the claim of nine to 90 m.p.h. in top gear was no idle boast. I covered many hundreds of miles in that car, a Tickford saloon, in complete comfort, yet with all the urge and performance one could desire for long-distance motoring. With a trailer in tow and a racing car up, it made little difference and we had many happy week-ends attending race meetings that year. A curious feature of these cars was the slight front wheel flap that used to come on at exactly 48 m.p.h. and go off at 52 m.p.h. At first I was disconcerted because it occurred at the most useful period of the speed range, but once accustomed to it I used to wait for it when accelerating and feel quite happy about it. The " Lambda " sometimes suffers from the same peculiarity but lower down the scale, generally at about 30 m.p.h.

The Lancia " Aprilia," both in open and closed form, have come my way and I have been most impressed with their acceleration and roadholding. They can, so to speak, be flung round a corner with one wheel in the ditch, without turning a hair. The " Augusta " had similar qualities, but was more sluggish and most versions in this country seem to carry typically-heavy British coachwork.

One day a customer called with a Talbot " 90 " to say that, while speeding on a straight stretch of road, a loud crash had occurred in the engine, but on stopping to investigate he could find nothing wrong. Admittedly the engine was " missing " on one cylinder, but for this particular car that was nothing unusual. However, I could see nothing wrong and the engine sounded perfectly O.K. as regards noise, and as the customer was in a hurry we arranged that the car should come in on the morrow for a more careful checkover. The next day he returned to say that the noise had repeated itself, but had now ceased. The car was run on the hydraulic lift and when raised we observed, believe it or not, that one of the connecting rods had broken off short and was protruding from the crankcase in such a way that it had lodged under the engine tray and was, consequently, not visible from above or below until getting right underneath. What appeared to have happened was that, at the original crash the rod broke and subsequent ones were heard when it slipped back into the sump, only to be thrown out again. The fact that the big-end was still intact and secured to the crankpin naturally maintained the oil pressure, failure of which is one of the guides to such a breakage. It only goes to show how lucky some people are when it comes to a " blow-up," and also how easy it is to make a mistake when diagnosing a fault. (Incidentally we never found the piston, which was presumably lost on the road !)

During the year before the war we decided to build a " Special," based on the Triumph " Dolomite " engine, for we were agents for these cars and it was thought that racing successes might boost sales. The question of a chassis was decided when a Track Riley single-seater was located in North London, and I had one of my coldest rides being towed home ; as there was no engine or gearbox, and the springing was incredibly hard, it was also one of the most uncomfortable.

The Triumph engine was duly installed and an Arnott blower driven by many belts. The first trouble was gross over-heating. This eliminated, it would not stay on the road if motored fast, as I discovered to my discomfort when running at Lewes.

Fitting larger-section tyres at the rear, on smaller rims, cured this to some extent, and fitting new brake linings (Girling system) considerably reduced the stopping distance required. Scheduled to run at Shelsley Walsh (the last meeting of 1939), on practice day the amateurish coupling between the Triumph gearbox and the Riley torque tube sheared and that was that. This was particularly annoying as it was the only part of the car that I had not actually seen assembled myself and after a post-mortem I marvelled that it had held up so long. In spite of weighing the earth this " Special " would clock the magic " hundred " on the road without much trouble, but as there were so many things that needed doing, which because of the summer rush of work never got done, the whole project was dropped and the various bits disposed of separately. The body was an off-set single-seater with a wedge tail and a " 30/98 " Vauxhall fuel tank was mounted alongside the driver with the filler neck protruding through the left-hand side of the body. There was also a most unsightly bulge in the bonnet caused by the side-mounted blower that was driven by many belts from the nose of the crankshaft.

I have driven quite a few Triumphs, of various types, of which the 14-h.p. 4-cylinder is in my opinion the best all-rounder, though it cannot be classed as a sports car. I have also handled the earlier " Sports Saloon " fitted with the Coventry " Climax " engine having the extraordinary arrangement of one down-draught and one horizontal carburetter feeding into a single induction pipe. Quite what was to be gained by this arrangement I never discovered, except that it seemed to motor just as fast with either of the carburetters cut out, as it did with them both functioning. This car, in any case, had no real performance and hardly justified the designation " Sports."

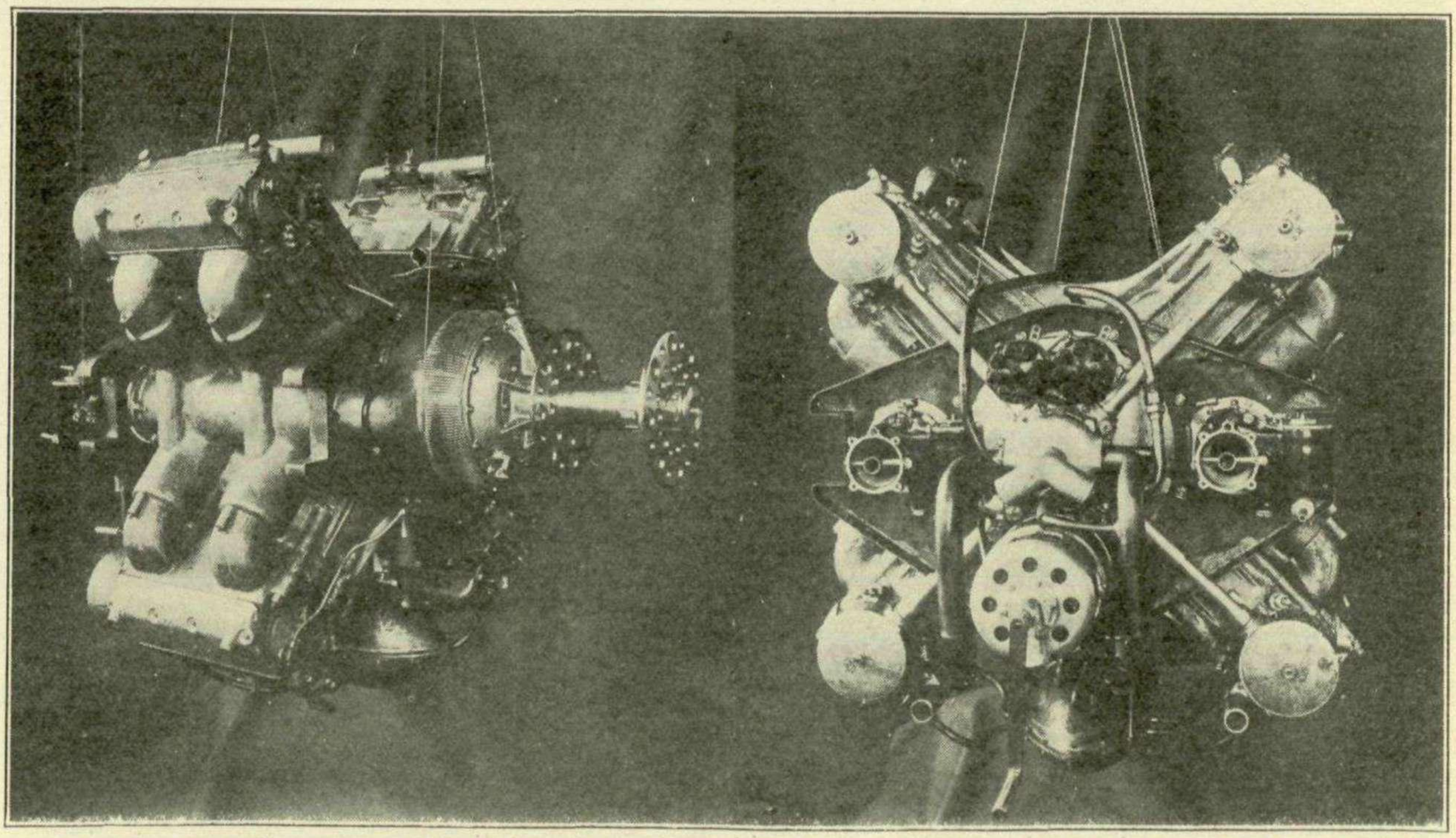
Well, that is about all I can call to mind at the moment and represents but a fraction of the hundreds of vehicles I have driven on test or delivery at one time or another. Repetition is generally the order of the day in most garages and it would be unusual for anyone to handle more than four or five distinctly different cars during the course of a normal day and, taken as a whole, the work is not as interesting as I have tried to make it appear.

One conclusion that I have come to as a result of this moderately extensive experience is that it is astonishing how very few cars can be made to exceed 60-65 m.p.h. with ease on the average give-and-take road.

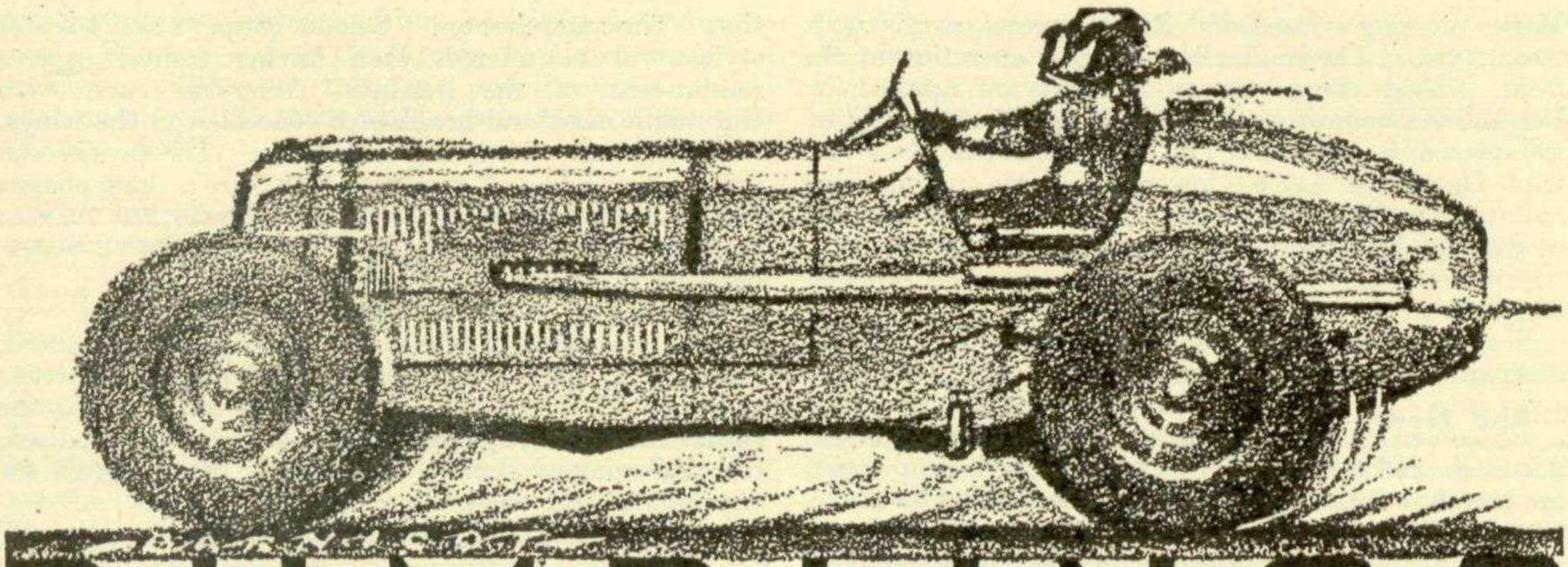
THE HILLMAN MYSTERY

AS regular readers of MOTOR SPORT know, old racing cars reputed to be in retirement act on the Editor like the proverbial red rag to a wide-awake bull. Consequently, when a reader wrote and said: "I suppose you know about the 1914 racing Hillman at Boroughbridge," we were hot on the scent. Pressed for further details, this reader told an intriguing tale. During the Kaiser war, he said, a R.F.C. officer was wont to journey up and down the Great North Road when he went on leave from his aerodrome in Yorkshire to London. His mount was a pre-1914 ex-Brooklands single-seater Hillman. One day the car failed him and he left it in a garage at Boroughbridge, intending to collect it. Time went by, and he did not return. Perhaps his Camel had got into a spin once too often. . . . At all events, where the car had been left, there it stayed. Our informant said he had seen it frequently outside the garage some ten years ago and had again enquired after the car in 1941. The son of the garage proprietor had taken him to a small shed beside the river (near where Pickford's lorry fell through the bridge some months ago), and there the car was, beautifully preserved. The garage proprietor was relining the clutch by way of a hobby and would not hear of selling the car. It had a "copper exhaust pipe outside the narrow body big enough to put your head into," a facia adorned merely with a rev.-counter and a big oil gauge and, it was believed, artillery wheels. The garage concerned faced a hotel, where the York Road entered the town.

Well, that was enough for us and as the ugly town of Boroughbridge, so well known to travellers who use "A1," was only a quarter-of-a-gallon of "basic" away, per Austin, off we set. Several garages faced hotels, but enquiry brought no response and one man, who said he had been there 20 years, showing us a photograph of a very early Weston steam car to prove it, could not recall a single detail of our story. Not to be outdone, we visited the police station. Yes, the sergeant recalled hearing of the car, had seen it himself in the garage, and he had only been in the town three years. But, he told us, the garage owner was a thought eccentric and might not take kindly to the Press. Without any persuasion he got on to the telephone, but the person we so desired to meet was out. However, we were advised to visit another policeman at his house, as he had been there 20 years and would know more about it. This gentleman confirmed that the Hillman was not mythical, but said it was abandoned after, not *during*, the 1914-18 war. He gave us the name of a motor-cyclist, said to have ridden in the early T.T. races, who lived on the outskirts of the town and might know where the car was now, as it had not been seen of late. Our next step was at the garage, but, as we had been told by the police, a curtain was drawn across the windows (which still bore legends of the early twenties) and we could not see in. We then telephoned the proprietor and stated the nature of our mission. At first the old gentleman denied any knowledge of the car—"Never had a Hillman in my life." Then he said perhaps we meant the racing car—"a very fast car, in its time." We assured him vehemently that we did. "Ah," he continued, "it was crashed ten years ago and went for scrap—even the tyres have gone." Well, there it is. Can anyone throw any light on this interesting story and say what Hillman this was and why it was abandoned? It seems possible it may even have been Bedford's famous car, which, in 1920, took the 1½-litre Hour Record at 78¾ m.p.h. We should like very much to know.



We believe these are probably the first published photographs of the revolutionary 8-cylinder "X" aero engine developed by J. G. Parry-Thomas at Leylands during the 1914–18 war. Reference was made to this interesting engine in the "Life Story of Parry-Thomas" in **MOTOR SPORT** *of November and December, 1941. As in the Leyland-Eight car engine, leaf valve springs were used. Note the position of the sparking plugs and the curious induction arrangements, etc.*



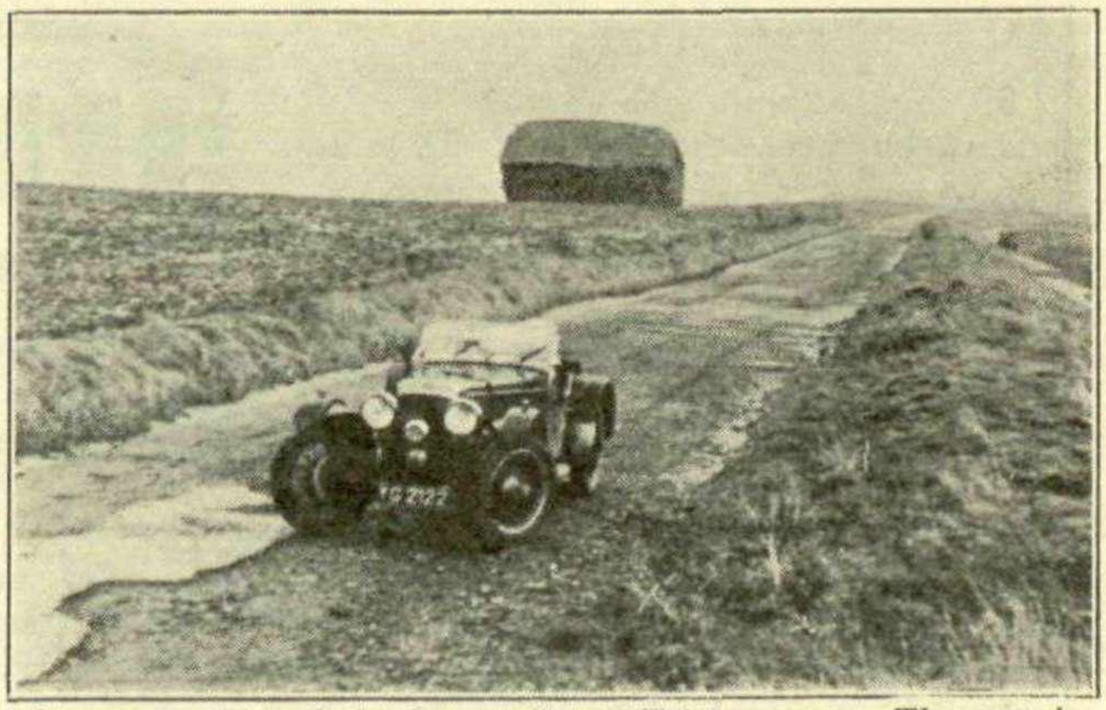
RUMBLINGS

The other Sunday two interesting cars presented themselves for inspection. The first was a Belsize of about 1909 vintage, equipped with 4-seater body and owned by Stephenson's Garage, of Driffield. It still bears a Hackney Carriage plaque and chugged about happily enough on trade plates, albeit on flat tyres. For the benefit of V.C.C. technicians, the engine is of T-head type, with magneto on the near side and, above it, a No. 30 White and Poppe carburetter with exhaust muff. The cooling system is assisted by a fan driven by a long belt and the oil pump is set above the crankcase, having a primer and delivering via a glass-fronted cylinder on the facia. Suspension is half elliptic in front and three-quarter elliptic at the rear, and there is no accelerator, engine speed being controlled by a long hand-throttle lever on the steering column. Brake and gear-levers are external and equipment includes Lucas "King of the Road" headlamp, a Rushmore "Auto Shaking Grate" acetylene generator and Stepney spare wheel. The car number is 2469.

Old—

Later in the day, on the outskirts of Brough, we were able to inspect another rare car—Mr. Lee's 1930 2½-litre Beverley-Barnes. The Beverley Barnes Company were at one time responsible for the Bentley castings and were early in the straight-eight field with a car of their own make. The example under discussion was acquired locally, with a home-brewed sports body adorning it, and seems likely to be the only remaining example of the twin-o.h.c. 2½-litre model in existence. Mr. Lee is gradually reconditioning it, and when we first saw the chassis—the old body has been scrapped—the width of the dash, extending wider than the track of the car, naturally puzzled us. Mr. Lee explained that he hopes to fit a new body in the modern tradition, enclosing the wheels and fairing-in all projections. He figures out that the finished car will be six feet wide, 3 ft. 9 in. high and 14 ft. 6 in. long, and that, given some assistance with panel beating, the body shell will not present undue difficulty. He has already shortened the Beverley-Barnes to a wheelbase of 9 ft. from the original 11 ft. 2 in. To students of history the chassis is an interesting study. The engine is a straight-eight with inclined o.h. valves operated, via piston plungers, by two o.h. camshafts. The camshafts are driven by chain from the front of the crankshaft, and between the long cam cases is a cover-plate, beneath which are concealed the centrally-disposed plugs. On the off side is a Zenith vertical carburetter feeding into an inlet manifold, the riser of which has a pipe running to it from the ribbed exhaust manifold on the off side, to provide pre-heating. Ignition is by coil, with the distributor forward on the near side, and behind it is the water pump, while a 3-bladed fan is positively-driven from the timing chain. The dynamo is on the near side.

The engine looks very businesslike and there is ample ground clearance beneath the sump. In unit with it is a Warner centrally-controlled 4-speed gearbox and 3-point mounting is used. Final drive is by an open shaft passing through an opening in the rearmost chassis cross-member. Suspension is by half-elliptic springs, those at the rear being steeply cambered and underslung. The rear dumb-irons sweep up very sharply.



The sorry state of the Lewes Speed Trial course. The car is D. S. Jenkinson's Meadows Frazer-Nash. (A Lowrey photograph.)

Marles steering is used and Rudge wheels carry 6.00 x 20-in. tyres. The brakes have Perrot operation at the front, ribbed drums all round, and are applied by Dewandre vacuum servo. The brake adjustment is by well-placed handwheels, and the shock-absorbers are triple Hartfords. Lee has lowered the large and imposing radiator—rather reminiscent of an Autovia's—8 in., so that the starting handle now passes through it.

* * *

—And New

The post-war Allard has been announced. A new company—the Allard Motor Company Ltd.—has been formed to build it. The new chassis is available in two lengths of wheelbase—9 ft. 4 in. and 8 ft. 10 in. As before, Ford components are largely used, the engine being the famous 3,622-c.c. V8/30 unit, practically in standard form. In order to achieve a low bonnet line the fan has been removed from the dynamo and is carried on a pressed-steel bracket, with its own belt drive. A special coil and distributor are used. The gearbox retains the neat remote control and gives ratios of 3.5, 6.61 and 12.3 to 1. The new chassis is lower than before, and the side members are of box-section. Ground clearance is still adequate, of course, for Sydney Allard has his eye on the South African market. Front suspension is by a flat-set transverse leaf spring and independent action is obtained by dividing the front axle and locating each half with substantial radius arms. Rear suspension is likewise transverse. Braking is now of Lockheed type, with ribbed drums and a fly-off central hand lever. The new Luvax-Girling hydraulic shock-absorbers are used front and back. As before, Marles steering, noted for its smooth and positive action, is fitted, all joints having Silentbloc oil-less bushes. Easy-clean wheels carry 6.25 x 16-in. tyres and the electric system is 12 volt, with hand-operated dipper switch. The rear fuel tank holds 16 gallons and there is a reserve tap actuated by electrical remote control.

For a car which figured so prominently before the war in competition and was so outstandingly successful in trials, the new bodies are slightly startling and a reminder that "Time marches on." Saloon, coupé, 2 and 4-seater styles will be offered, each having frontal aspects reminiscent of the less-lurid American cars, with chromium *motif* and headlamps concealed in the wings, while the rear wheels are covered in. The provisional prices, inclusive of purchase tax, are: long-chassis 4-seater, £975 7s. 6d.; 2-door saloon, £1,179 7s. 6d.; 4-seater coupé, £1,083 15s.; short-chassis 2-seater, £956 5s.

The Allard has always been a Ford with a very *de luxe* manner and the new model, it will be noted, retains that high top-gear ratio that ensures effortless running. If the estimated weights of 22½ cwt. for the closed cars and 19½ cwt. for the 2-seater are realised, the performance should, as formerly, be a match for anything on the road.

* * *

Important Events

On March 30th, the Ulster Automobile Club will hold a race meeting—over a course at Long Kesh airfield—the first British racing since the war. The circuit is 2½ miles to the lap, with a mile-long straight. Provisional plans are for a handicap race for sports and racing cars of all sizes, and a scratch race for 1½-litre racing cars, each race to be of about 50 miles duration. Details from C. G. Neill, 46, Sydenham Avenue, Belfast. Incidentally, they do say we may see racing in Jersey this year, by invitation of the island authorities, and the J.C.C. is investigating.

The other important event is to be put on by the R.A.C. and R.S.A.C. next September. It will take the form of a rally to Scarborough. The first day 300-mile routes from various starting places will lead to the rally-town by nightfall and the following day there will be driving-skill tests and a coachwork competition. In normal times we should consider 300 miles far too tame, but under prevailing circumstances this rally will doubtless attract a good entry and enable cars like the new Allard, H.R.G., Healey, Fedden, Gordano and Kendall, etc., to show themselves off to the buying public. But it seems a pity the tests cannot demonstrate

"1½-LITRE"

85 m.p.h., and with same carburetter setting	-	32 m.p.g.
0-50 m.p.h. - -	-	11.0 secs.
Standing Start, ¼-mile	-	19.2 secs.

H·R·G

"1,100 C.C."

75 m.p.h., and with same carburetter setting	-	37 m.p.g.
0-50 m.p.h. - -	-	11.3 secs.
Standing Start, ¼-mile	-	21.8 secs.

★ **The above figures have been proved many times in events by amateur owners** ★

We wish to announce our 1946 programme as follows :—
An entirely new 1½-litre model with aerodynamic 2-seater body and a performance even more startling than before.

1,100-c.c. 2-seater sports. 1,500-c.c. 2-seater sports.

The above, similar to our well-known 1939 models but with many refinements.
Prices will be published in our next advertisement.

H.R.G. ENGINEERING CO., LTD., SURBITON, SURREY - - Telephone : Elmbridge 4489

car performance instead, merely, of emphasising driving skill. Before we leave the future, the Motor Show will not, after all, happen this year, and the R.A.C. learns that no more T.T. races will be permitted on the Ards circuit. Sad !

* * *

Good Show !

The fair sex is so frequently blamed for cramping man's participation in the Sport, or at all events for being completely without enthusiasm, that the work Mary Whittet has been doing for the new firm of Cowell, Whittet and Co. is worth quoting. Cowell and Whittet very energetically decided to build a works with their own fair hands, and Mrs. Whittet took on all the office work, obtained the building licence, chased about London to find builders' merchants, and generally laid on all that was needed. She also managed to get tea, sugar and milk permits and every morning provided refreshment for the workers, not to mention hot lunch on five days out of seven for up to six persons and putting up one extra person about three nights a week. This with a daughter of 2½, a continual stream of people coming into the house all day and her only aid that from a girl of 18 for three hours a day . . . if all this means nothing to you, hand the paragraph over to your wife or girl-friend ! As a result, three parts of the job was done in a mere eight weeks, frost then calling a temporary halt. The only person with any building experience was a bricklayer's labourer and he was booked up before his demob. by Mary Whittet . . . By now she is probably blushing, and she has only herself to blame !

Another person who is operating a similar business is Charles Mortimer, who has opened premises at High Road, Byfleet, which he intends to run in conjunction with Rowland Motors, Ltd., in which firm he has an interest. As works manager he has had the good fortune to persuade J. W. Bicknell to come to him from a war-job at Napiers. Bicknell used to run his own business in North London and was responsible for tuning the motor-cycles ridden with such distinction by his brother, the late C. B. Bicknell. Stocks of plugs, jets, alcohol fuel and racing oil, etc., have been obtained and Mortimer is ready to undertake any kind of tuning. At the time of writing, work was commencing on the ex-Doreen Evans Q-type M.G. and an Aston-Martin and a 4½-litre Invicta were in for overhaul. Charles tells us he is keeping the 1½-litre Alta with which he holds the 1½-litre record for Lewes and that he has ordered one of the new Grand Prix Altas from Rowland Motors, who are the South of England distributors. The old Alta will be raced until the new one is delivered, after which it will be retained as a practice car. Charles is obviously not one of those persons depressed by present-day troubles. He believes in the future.

* * *

Obituary

Leon Cushman is dead and a very charming man and distinctly versatile driver is lost to us. In the early nineteen-twenties he was extremely successful with Brescia Bugattis, including capturing the Brookands Test Hill record and finishing second in the 1923 200-Mile Race. He also drove two Crossley 4-seaters in B.A.R.C. short handicaps, which lapped at nearly 100 m.p.h. Later, he took Davis's place after the latter's accident and drove the single-seater Austin Seven, exceeding 100 m.p.h. for the mile and doing the standing mile at 74. Cushman also finished a close second to K. Don's Lea-Francis in the 1928 T.T., driving a blown 4-cylinder f.w.d. Alvis, while in the 1930 500-Mile Race he partnered Purdy with one of the 2-litre G.P. Sunbeams, which finished third.

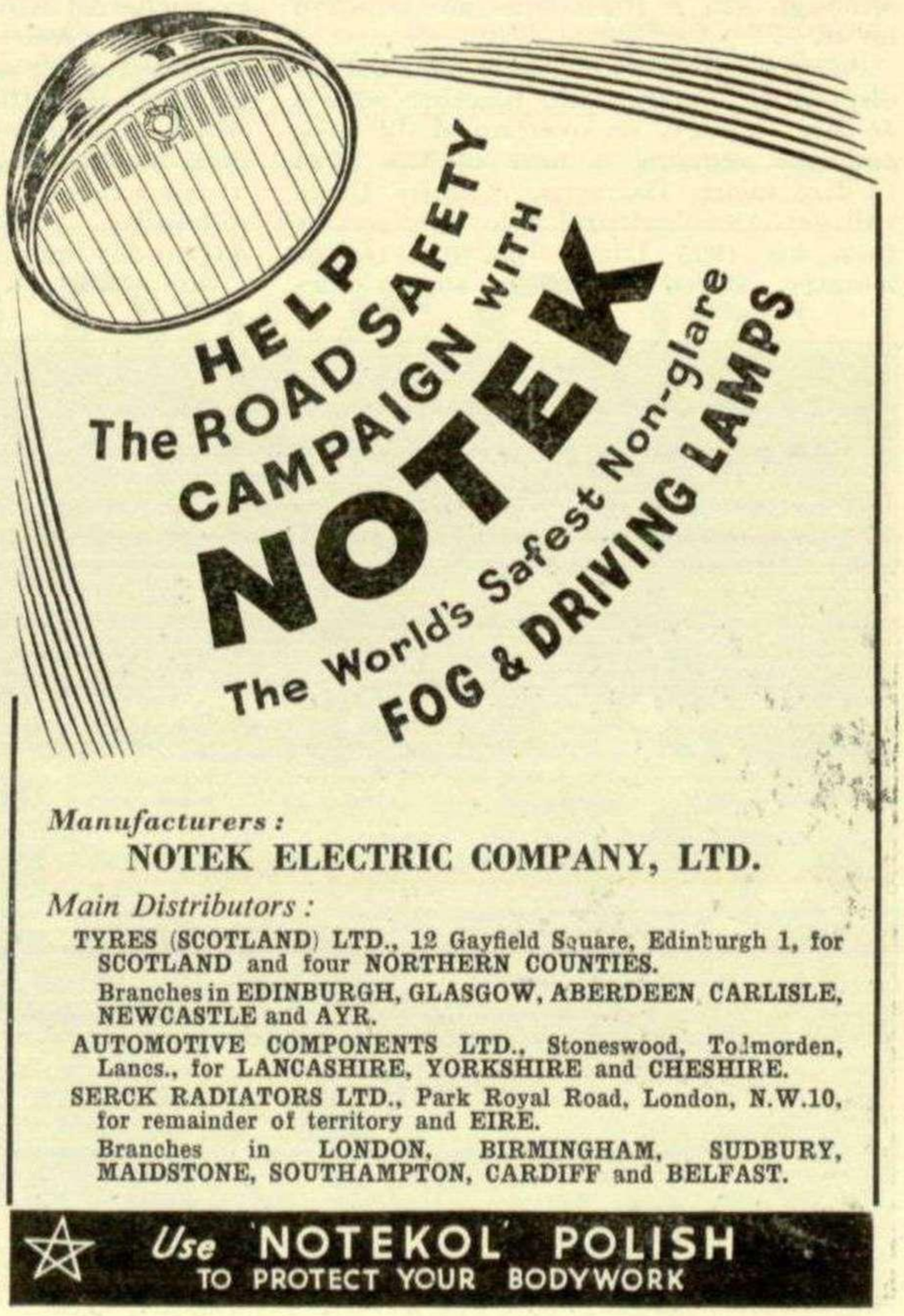
* * *

Celebrities' Card-Index

GABRIEL.—His first race was in 1899, Paris to Bordeaux, and he didn't finish. In 1902 he reappeared with a 60-h.p. Mors in the Circuit des Ardennes, finishing second behind Jarrott's Panhard through breaking a driving chain when in the lead, five miles from home. Also made second fastest lap. In the ill-fated Paris-Madrid of 1903 Gabriel had his greatest drive, being 33 miles ahead of the next car when the race was stopped at Bordeaux. He was in his third race, conditions were staggering, yet his Mors was fastest of them all. In the 1903 Gordon Bennett Gabriel made best time over the long course, and in 1904 he left Mors to drive for De Dietrich. Various troubles thereafter kept him from a place, but he had some sensational drives, as when he got from seventh to third place in one lap in the 1905 Florio Cup race. Sixth in the 1907 Targa Florio and fourth in the G.P., Gabriel last drove in the 1908 G.P. for Clement-Bayard. He will ever be remembered for his drive in the Paris-Madrid.

* * *

The R.A.C. has elected Lt.-Col. F. S. Barnes and F/Lt. Toulmin to the Competitions Committee.



Manufacturers :
NOTEK ELECTRIC COMPANY, LTD.

Main Distributors :

TYRES (SCOTLAND) LTD., 12 Gayfield Square, Edinburgh 1, for SCOTLAND and four NORTHERN COUNTIES.
Branches in EDINBURGH, GLASGOW, ABERDEEN, CARLISLE, NEWCASTLE and AYR.

AUTOMOTIVE COMPONENTS LTD., Stoneswood, Todmorden, Lancs., for LANCASHIRE, YORKSHIRE and CHESHIRE.

SERCK RADIATORS LTD., Park Royal Road, London, N.W.10, for remainder of territory and EIRE.
Branches in LONDON, BIRMINGHAM, SUDBURY, MAIDSTONE, SOUTHAMPTON, CARDIFF and BELFAST.

Use 'NOTEKOL' POLISH
TO PROTECT YOUR BODYWORK

Club News

WE HEAR

Martin Wells has replaced his Type 55 B.M.W. with a very fine Type 327, finished entirely in black with beige upholstery. It has a zip-divided tonneau cover for use when the head of the German-built drop head body is down, and Telefunken built-in radio is incorporated. The car was one of the last imported, and was registered in September 1939, being stored throughout the war. L/Cpl. Gaudin has saved a 2-cylinder Georges-Richardson (forerunner of the Unic), now fitted with a pre-1914 T-head Austin 4-cylinder lighting-set engine. The car has wooden wheels, contracting rear brakes and a separate gear lever for reverse. Gaudin seeks a Lagonda "Rapier" chassis, less engine. A Dutch sergeant colleague of his says his family has owned five Cyclorette 3-wheelers, which have the engine above the tiller-steered front wheel. A garage at Driffield recently had to scrap a 1907 Vauxhall and a 1916 model-T Ford because the Army had left them in the open; however, a fine T-head Belsize 4-seater is safely preserved, although 815 x 105 covers are required for it.

An early Rex 3-wheeler is reported for disposal in Nottingham, together with a 4½-litre Bentley, an overhauled J2 M.G. and the remains of one of the 1924 1½-litre racing Darracqs. Charles Batte still gets excellent and enjoyable service from his 1925 DISS "14/40" Delage 2-seater. Bored out .020-in. 40,000 miles ago, it still refuses to smoke, cruises effortlessly at 60 m.p.h., doing 25 m.p.g., and is completely reliable.

After owning three Morgan tricycles, G. S. Gutteridge now has a Morgan 4/4. He has presented the Library with a 1914 Talbot handbook. Tommy Ivens, who was E.R.A. Works engineer, has opened a garage at Redbourn, and is busy putting a Blackburn Frazer-Nash into good order. Arthur Rusling says he is trying to import the ex-Everitt 1½-litre 6-cylinder Maserati from South Africa.

Harold Biggs says, anent Clutton's pointing to the "Prince Henry" Vauxhall's firing order as unique, that the Model T Ford and 4-cylinder Riley used the same arrangement. Incidentally, Biggs *isn't* selling his Model 18 Ford. Hampton has been using a 1939 2-litre Hansa, rather larger-engined than Battersby's.

Bob Cowell, he of the new firm of Cowell, Whittet and Co., motors in the ex-Waddy "Coupe des Alpes" Delahaye or his 3½-litre "Competition" Delahaye, while his wife Diana has bought the ex-Richards Rover Ten Special, which she likes a lot. Of the "Competition" Delahaye, Bob says it had a new engine installed after the 1939 Le Mans race, in which it competed. This engine has now done 3,000 miles, the chassis 12,000, and it has exceeded 100 m.p.h. on synthetic re-treads! All at well over 20 m.p.g. day-to-day motoring.

John Bolster's Edwardian Rolls-Royce turns out to be a 1911 "London-Edinburgh" model. Sam Clutton, apart from recent acquisition of a 1772 watch that has never been used (!), awaits his Type 49 Bugatti from Shortt and finds his Brough-Superior prone to lose the second gear of its 3-speed Sturmey box. The newly-formed Allard Motor Co., Ltd., has Gilson's Allard in for conversion to hydraulic anchorage and other mods. It is to run in the "Colmore." Hutchison now uses a special manifold with two double downdraught carburetters on his Allard. Imhof is going to Centric-blow his 1½-litre Singer. Yates has altered the ex-Biggs Austin Seven into a road-cum-trials car; at present it has a Solex downdraught carburetter, but it will be supercharged later.

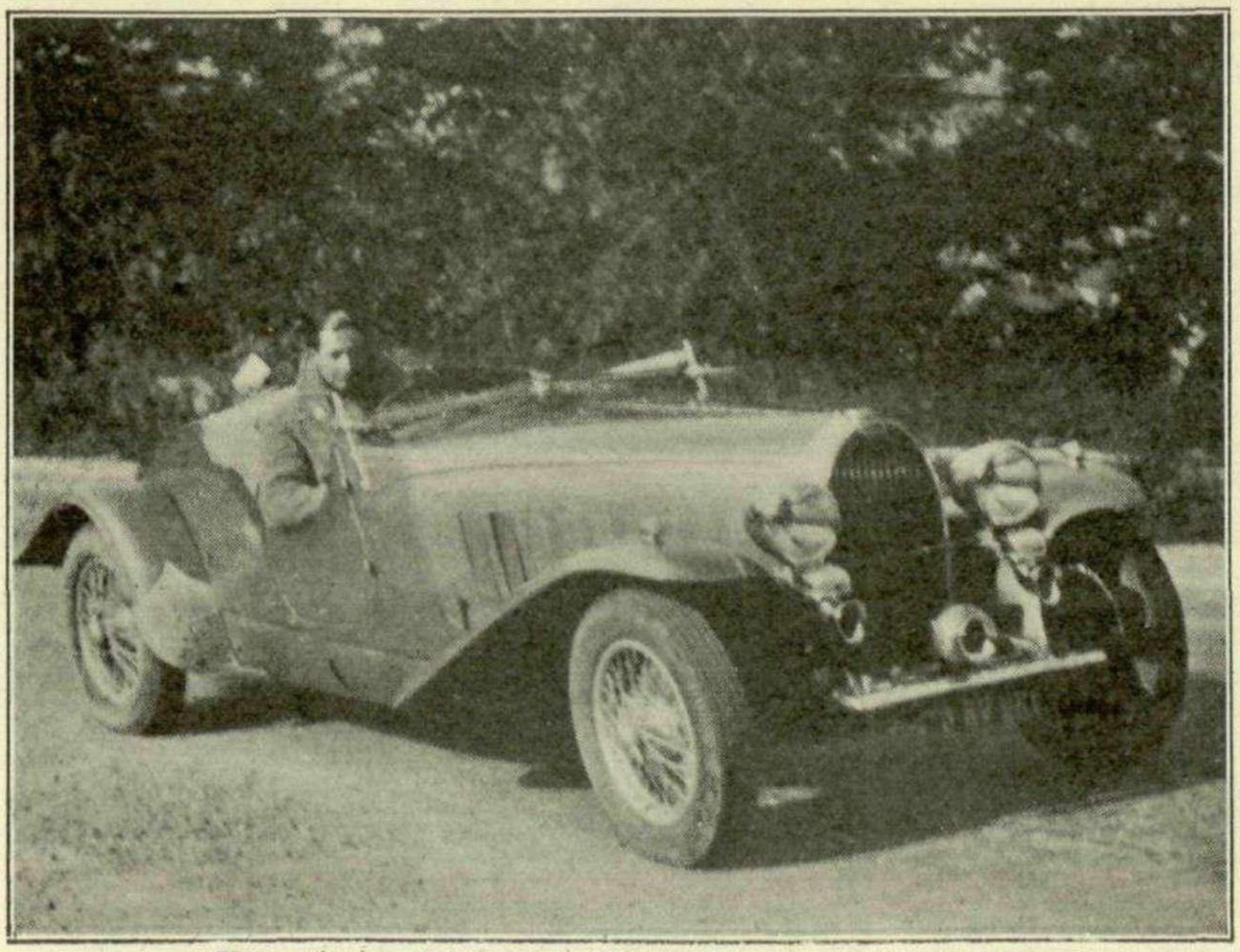
A well-preserved 1910 16/17 Wolseley was sold by auction recently at Saltburn and the purchaser is willing to re-sell to a good home. Derelict G.N.s are reported in the South and the North, and a single-cylinder Rover at Burnham-on-Crouch, while a Cheshire breaker has poorly-preserved examples of 1913 Unic chassis, Belsize 1920 2-seater and Lanchester 21 boat-bodied coupé.

Routledge has made excellent progress with his "Firefly"-engined A.C. Special, incorporating his own i.f.s. formed of cut-down Alvis transverse leaf springs. A friend of his has located a Morgan 4/4 and a 1939 M.G. out in Singapore and needs a distributor for the latter.

In Manchester, Brown's Garage preserve a single-cylinder De Dion, a Butler Forecar, an Orient Buckboard and some very early motor-cycles. There is a 1924 open 3-litre Bentley on view in a Darlington showroom. M. S. McNab, of Monaco, now runs a 1927 T.G. "12/50" Alvis sports saloon and his 1928 A.C., partially dismantled, was for sale for £25.

E. Russell Lloyd, who, with his brother, has had five Alfa-Romeos, recently sold his 1½-litre "Zagato" to A. B. Hyde. Since last October he has been running the ex-Col. Giles Type 57C Bugatti fixed-head coupé. E. J. L. Griffiths has replaced his 2-litre Lagonda with a 1926 "12/50" Alvis which has been stored since 1932 and is still rather stiff. He now lives at Old Windsor and reports a 1908 40-h.p. Minerva, in pieces, locally, which the owner, who runs a 1922 Bean, is being persuaded to assemble. Griffiths also reports a modified Delaunay-Belleville at Chiswick, a White steamer and two Benz at Datchet, and a pre-1914 Napier breakdown lorry at Staines which performed such duties prior to the Kaiser War.

Besides his 1924 Lanchester 21, Alderton has a 1925 Essex Coach, which serves faithfully. The 16-h.p. 1908 Napier at Harlington Corner breakers is still for sale, for £20. Harold Pratley is removing the four cylinder blocks from the V12 Sunbeam, for de-coking. His brother



Very nice! Another of Constantin's Type 57 Bugatti cars.

is now home from India, where, he says, his MOTOR SPORT was read many times, from cover to cover.

★

FLATTERY

Imitation, 'tis said, is the sincerest form of flattery, so we were pleased to see the heading "Cars I Have Owned" in a recent issue of the N.L.E.C.C.'s magazine. Incidentally, 50 articles under this heading have now appeared in MOTOR SPORT, and we shall welcome many more.

★

BUGATTI OWNERS' CLUB

The war can certainly be considered a matter of the past by members of the Bugatti Owners' Club. In January this club issued its famous "Blue Book" of 1946 fixtures and the first post-war issue of *Bugantics*. The latter is as well-produced and welcome as ever and contains another article in the series "Bugatti Cars I Have Owned." We hope for more of these articles, which convey so well the enthusiasm of individual owners and the appeal of the various Bugatti models, factors largely responsible for the success of this club.

The 1946 fixtures are worth repeating: March 20th, Annual General Meeting; April 21st, Opening Rally; May 19th, Open Prescott Speed Hill-Climb; June 23rd, Members' Day at Prescott; July 28th, Open Prescott; Sept. 22nd, International Prescott Meeting; Oct. 19th and 20th, Welsh Trial; Dec. 6th, Dinner and Dance. The B.O.C. is to hold these events no matter how bleak the petrol situation. Membership now exceeds 230. The entrance fee is £2 2s. and annual subscription £2 2s. for Bugatti owners, or £3 3s. in each case for non-Bugatti owners. Hon. Sec.: E. L. Giles, 2, Queen Street, Mayfair, W.1.

★

V.S.C.C.

The Northern Section of the Vintage S.C.C. comes out of hibernation on March 2nd, with a rally at the Dixon Arms, Chelford, Cheshire. Cars will assemble at 3 p.m. and tea will be served at 5 p.m. Each vintage car attending will receive a plaque and prizes will be presented for the oldest car to arrive under its own power by 4.30 p.m. and for the best-kept vintage car. Hon. sec.: K. Neve, "The Thatched Cottage," Lower Whitley, via Warrington, Lancs.

★

J.C.C.

Before the war the J.C.C. made a speciality of motoring film shows, in a real cinema. This pleasant form of entertainment was resumed on February 13th, at the Curzon Cinema, W.1. Incidentally, does anyone know where the film of the 1913 Hour Record is, nowadays?

The club's new president is His Grace the Duke of Richmond and Gordon.

★

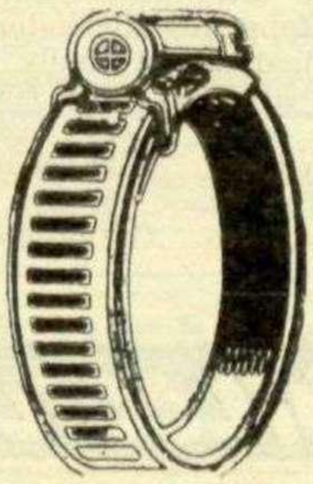
BENTLEY DRIVERS' CLUB

Over 100 members and friends attended a meeting of the Bentley Drivers' Club on February 9th. The proceedings commenced with a rally in Kensington Gardens, where a strip of road in front of the Albert Memorial had been made available by the co-operation of the Office of Works. The weather was dry and sunny, if a trifle cool, and by 4 p.m. no less than 31 Bentleys were presenting a truly magnificent array, drawn up in line-abreast, their number being composed of thirteen 3-litres, nine 4½-litres, four Speed Sixes, one 8-litre and four 4¼-litres; and if there was any further element desirable to ensure complete success to the meeting, it was provided when W. O. Bentley and Kensington-Moir appeared upon the scene in person.

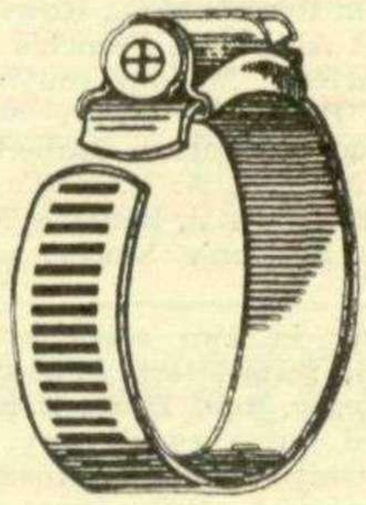
Some extremely interesting and potent machinery was in evidence. There was J. Evan-Cook's ex-Mackenzie 4½-litre; it will be remembered that this car competed at the Stanley Cup meeting in 1939 when, in Mac's most capable hands, it won both the events for which it was entered and, incidentally, it is still the fastest "4½" up Lewes. Then Thomas brought the car which Glen Kidston used to race as a 3-litre, still in tremendous fettle and now fitted with a 4½-litre engine. Various pit signals can yet be seen painted on the front near-side door. Obeysekere had the beautifully-clean, ex-works, blown 4½ and Sidney Smith his 100 m.p.h. 3-litre, with Speed Six brake adjustment in the cockpit. Tanya Jason-Henry's white "Red Label" was also in evidence, as was Gregory's car with the huge 900 x 13 (ex-Bofors gun) tyres. The most beautifully turned-out Bentley in evidence was undoubtedly

JUBILEE WORM-DRIVE CLIPS

THE BEST POSSIBLE TO GET



MAKE SURE YOU HAVE THEM FITTED ON YOUR RADIATOR JOINTS, LEATHER COVERS, ON UNIVERSAL JOINTS, AIR, OIL & WATER HOSE JOINTS.

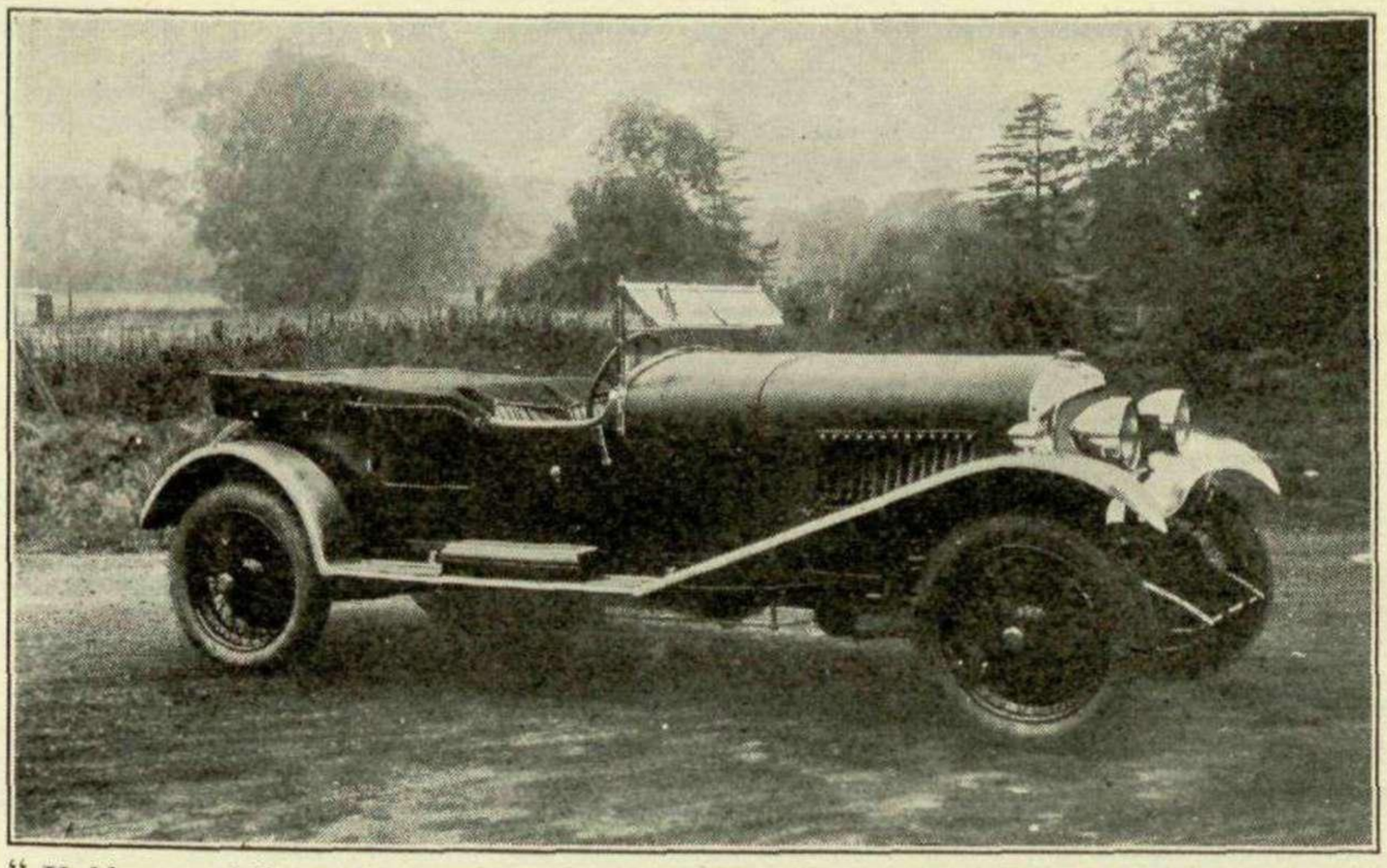


ALL IN ONE PIECE. NO PARTS TO LOSE.
EASY TO FIT. GUARANTEED NEVER TO LEAK.

A KEEN MOTORIST WRITES: *"I cannot understand anyone using any other pattern, as yours are the last word in satisfaction and efficiency."*

STOCKED BY ALL GARAGES & ACCESSORY DEALERS

MANUFACTURERS
L. ROBINSON & Co.,
2, London Chambers
GILLINGHAM, KENT.



"Unblown 4½"—a fine example of Van den Plas unsupercharged 4½-litre Bentley, selected from Rivers-Fletcher's collection of photographs.

Goodwin's 8-litre, rebuilt by Mackenzie. Every exterior part of the great engine has been either highly polished or plated and, kept as it is in speckless condition, it is a truly inspiring sight.

After the parade, everybody adjourned (not in convoy this time!) to the "Rembrandt," where the Annual General Meeting and the excellent cocktail party which followed it, were presided over by Woolf Barnato; and the model of Forrest-Lycett's 8-litre, so beautifully done by Rex Hayes, was on view throughout the evening.

★

A GOOD TRIAL AT BRISTOL

An opportune thaw the evening before the Bristol M.C. and L.C.C. Full Moon Cup Trial on January 5th, resulted in a difficult but sporting event, which embraced nine observed sections and two timed tests. There were 35 entries, of whom Brace's M.G., Rowson's Invicta, Edkin's Alvis and French's Austin were non-starters. Mendip, rough and slimy, failed Brymer's Riley, which never appeared thereafter, Robertson's M.G., Best's M.G., C. A. N. May's Morgan 4/4, Rayner's Bugatti, Benett's M.G., Slade's Singer, Newton's Singer, and Mosby's D.K.W.

Ubley, in two sections, involved a stop and restart test, which the majority found easy, but Lower Burledge, hard surfaced but very slippery, took a big toll. Only Mallock's Austin Seven, a 2-seater with Ruby-type engine, and Best's J2 M.G., climbed the lower section, even the ex-Hutch V12 Allard failing. Butler's M.G., Evan's M.G. Magnette, Parker's S.S., Bendle's M.G. and Siddall's Austin got up Gable End, which consisted of an awkward uphill hairpin after a water splash. Chicken Run, where Mallock failed, also started with a water splash, and was a grassy lane, while Elwell was a slimy morass, the upper reach failing all but Marshall's M.G. and Best's M.G. In the first special test Best and Mansell tied for best time in 26.8 sec., and Siddall's Austin did 27.8. In the second test Mallock clocked 12.3 sec., and Burgess's Allard 12.6 sec. Best, whose J2 bore No. 13, won the Full Moon Cup, and Butler's M.G., the Allard and Mallock's Austin Seven won 1st class awards. Second class awards went to Mansell (M.G.), Evans (M.G.), Delingpole (H.R.G.), Parker (Jaguar), Marshall (M.G.), and Imhof's ex-works crab-track Singer 18 finished. The club hopes to run the Fedden Trophy trial on February 23rd, using Tin Pan Alley, Juniper, Hodgecombe, etc. Lew Parker will probably handle the Allard.

★

LIVERPOOL M.C. TRIAL

The Invitation Trial saw the best performance by a member made by W. G. Dutton (M.G.). Warburton's V8 Ford took the over-1½-litre class from Hallmark's J.H. Special. In the 1½-litre section Bold's Riley won for "Sunbac," from Pilkinton's M.G. of the E.C.C. of G.B.

★

VINTAGE AIRCRAFT NEXT?

Westland Aircraft Ltd., are resurrecting G.—AAGH, the first of the all-steel fuselage Westland "Widgeon IIIs." A new Cirrus-Hermes engine is to be installed and their test pilots will play with the old machine. *Air Review* comments: ". . . it is good to hear of the preservation of this old type in these days of mass-produced sheet metal work." A familiar ring to these sentiments, somewhere!

★

COVER PICTURE

This month—another memory of Brooklands. The 6½-litre Bentley which Marker, Froy and Miss Allen handled so effectively, seen flat-out on the Members' Banking. Unless memory plays us false, this car originally had a 3-litre engine and later a 4½-litre. In 6½-litre form, driven by Miss Allen, this Bentley has lapped at 122.37 m.p.h.

750 CLUB

A closed invitation trial is due on March 3rd, in the Puckeridge area, Sunbac, Bristol and N.L.E.C.C. being invited. The Annual General Meeting is scheduled for March 17th, and there will be a closed invitation trial in the Aldershot area held in April.

★

N.L.E.C.C.

The second Annual General Meeting was held on February 5th. S. J. Humphries (who owns a 1904 Humber), R. L. Storey and D. A. Wilcocks were elected to the Committee; George Bance is hon. secretary and treasurer; J. A. Hobbs, asst. secretary and treasurer, and D. R. Phillips is magazine editor. Rivers-Fletcher continues to be chairman of this progressive club, which now has 88 members. On March 8th George Monkhouse will show the German colour and sound film to the club at Kemp Hall, Totteridge, at 8 p.m.

★

GENERAL NOTES

One bitterly cold Saturday there was a run some way down the Great North Road to sample a long, sports-bodied "14/40" Delage, which negotiated Doncaster's traffic-infested streets with the dignity of good breeding one expects of a vintage car—except when we had to stop hurriedly, as the footbrake just didn't function. On the open road the old car proved pleasant to handle, but not very brisk and suffering considerably from the clutch-slip associated with the breed. So we were not sorry to have tea and re-enter the warmth of an Austin Seven saloon, although before we had left the town we got out again to bid "God speed" to a friend in another Austin Seven who was going all the way to London.

Next, Gilberdyke proved the objective, as it had so often before, but this time we went via York to vary the monotony of that dreary route via Selby. Once again the remains of the airship station at Howden, mysterious and consequently fascinating, where Zeppelins surrendered in 1919, was investigated and finally we arrived at our destination at lunch time. Outside the garage stood a very early 3-wheeled, single-cylinder, water-cooled Humber Forecar, the exact vintage of which we could only guess. The problem



was to take it home, and, beside the long, straight road, the new owner started to dismantle it, the drivers of passing lorries showing considerable interest in the veteran. Meanwhile, we drove a red Rapier 2-seater a short distance, getting somewhat mixed up over pre-selecting the gears, but very intrigued by the excellent steering, handling qualities and driving position, and the very potent exhaust crackle.

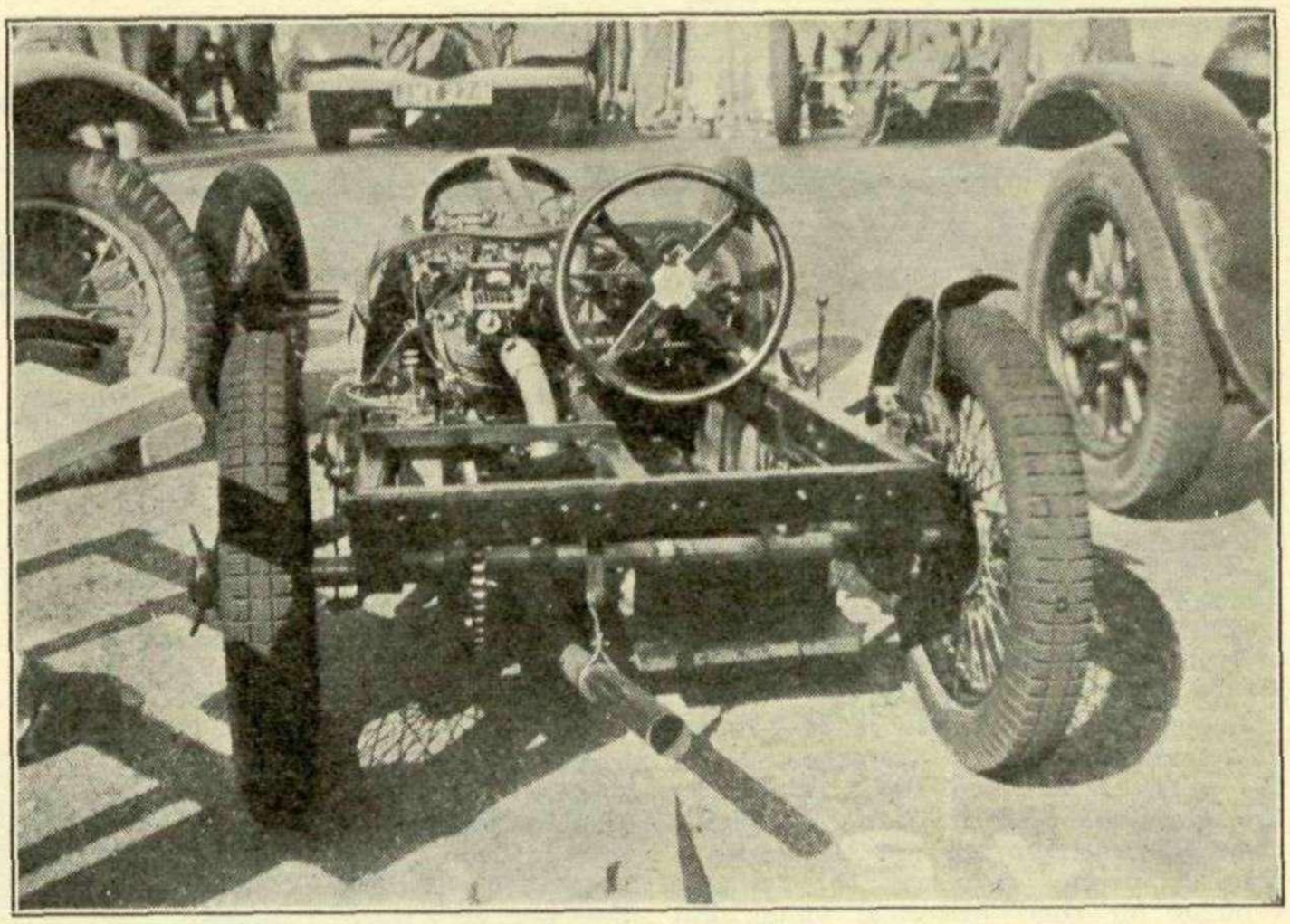
At last, by tea-time, the Humber engine had been stowed in the back of the "Ruby" Austin Seven saloon and the rest of the car lifted on to the roof and lashed down—a towering, indeed queer, spectacle for a winter's night!

We had tea with the owner of the garage, during which his mother recalled actually riding in the Humber and in an even fiercer Rex Forecar, and conversation continued anent collecting Model T Fords from Manchester and about the cause of a broken gearbox in an old Argyll that stood beside the Humber—it had a separate gear lever for reverse and its driver tried one night to change down with it, going forwards!

At last we were off and in a mile or so thick fog descended. The passenger looked through the near-side window and steered; occasional pedestrians just dimly sensed the Humber aloft, and fled! Missing the route we followed a Ford up a country lane, but eventually Selby's disgraceful Toll Bridge was crossed and we finally reached Harrogate, where we enjoyed the unusual experience of passing countless cinema-goers and Sunday-evening strollers who yelled and pointed, not *at* us, but *above* us, indicating the Humber to be still intract.

A week later we set out to collect the passenger's basket of the Humber, as it wouldn't fit in on the previous occasion. This time it was Wetherby and the Great North Road, as fast as the well-worn Austin Seven would go, work in the dusk to tie the thing on, and then home even faster.

The next Sunday there was a long drive over snowy roads to Driffield, where a party of enthusiasts with a very smart, blue, long-chassis 1932 Jowett 2-seater, introduced us to a pre-1914 Belsize and then conducted us on a pleasing cross-country trip, still over slippery roads, to Brough, to see a Beverley Barnes. Leaving about 3.30 p.m. we swept back via North Cave and York,



An unusual view of John Bolster's famous "Bloody Mary," waiting its turn to run at Brighton.

ever watchful for concealed patches of ice, getting home just before it got really dark, which was as well, for the only headlamp on the Austin, although working that morning, wasn't doing so now.

Then there was a week-day dawdle, first to see a F.W.D. Alvis chassis for sale in Leeds, then on through depressing distressed-looking areas to Wakefield, to give ten pounds to the Government for the privilege of using one Austin Seven for a twelvemonth (the inefficiency in that taxation office is unbelievable until painfully experienced), and finally, after climbing up to (curiously) less snowy parts, to consume beer and a sandwich at a very modern pub by a deserted cross-roads. We hurried a bit more thereafter and found a Boyd-Carpenter sports Austin Seven outside a garage, some real veterans in Manchester, and covered two breaker's yards, at one of which was a curious Lacre street-sweeper, the yard, incidentally, dominated by one of those huge brick-built factory chimneys, now disused. Tea in Huddersfield, wild panic in one short patch of the thickest fog ever, and, via Leeds, we came on home.

Then, another Sunday, we set off at a decently respectable hour for Northumberland, to inspect and discuss model car matters. It wasn't until we were half way to York that we realised we should have been aiming for Boroughbridge, but we had only to run up A1 to gain that town and sample the new bridge over the river, replacing the one which collapsed some months ago. At Catterick we wickedly paused where the police notices bade us continue (but we *did* hold official passes of sorts) to watch an Avro "York" run its engines up and take off majestically. Then tyre trouble intervened and a wayside garage, advertising its "super service," took over an hour to mend a puncture. However, we did arrive eventually and so enthralling were our host's models that it was 10 p.m. ere we motored off from his house facing the river. Even then, we went on to Heddon, sensing the presence of the Roman Wall on the right, before tackling Newcastle and the frozen roads that lay beyond.

LOTS GOING ON DOWN AT LIGHTWATER

In spite of our "free country" chaos is diminishing at Whinlands Works, and the place now houses a collection of self-propelled machinery calculated to gladden the heart of any enthusiast. The present selection ranges from a Talbot-Darracq Lago Special with a saloon body by Figoni, via a selection of Lancia, Bentley, Lea-Francis, and M.G. to Fuddy's Wazzi—Fozzy's Widdy—well, anyway, that four-wheel drive device built and run with such success by Wobert Raddy. The Lago Special can be bought for a mere song, if you are Frank Sinatra, and Fuzzi is for sale. Necessary modifications to the requirements of the new owner can be carried out for a reasonable fee.
The enthusiasm with which motors are torn apart is exceeded only by the care with which they are reassembled. Whether your car is just lazy or needs a rebuild, whether you would like a complete new front suspension or merely a new body makes no difference—there are lots of happy little men ready to do it all for you

DOWN AT LIGHTWATER

COWELL, WHITTET & CO.

WHINLANDS WORKS, MACDONALD ROAD, LIGHTWATER, SURREY Tel.: Bagshot 338

Letters from Readers

Sir,

I have just read your excellent article in the December issue of MOTOR SPORT entitled " Where are They Now ? " and I cannot resist commenting on it. Although the article deals primarily with vintage racing cars, may I be permitted to extend the subject to cover all types of vintage cars, and to put forward a case for the cars of the early '30s ?

Let me first of all make it clear that I have nothing against vintage cars, or the collectors of them, but I cannot see the advantages, or the thrill, of driving around in a great mass of ancient iron. By all means preserve the vintage vehicles for their historical value, but only bring them out on the road occasionally for events such as the London-Brighton run. (Perhaps that is what " Vintagents " do—I wouldn't know !)

Do not, please, think that I favour the modern tin fug-boxes and buzz-boxes (I would far prefer a vintage car to one of those) because there are so many cars available of much more pleasing and satisfying qualities, to my mind, that were produced in the early 1930s. They have the advantages, generally speaking, over the vintage types, and for that matter over the modern " tin " types, of being lighter to handle, more economical to run, with better roadholding, and as good performance. I refer to such cars as the " 12/60 " Alvis, Aston-Martins, M.G.s, Rileys, Singers, and many others.

Unfortunately, I can claim personal experience with only two of the makes mentioned, namely, a " PA " type M.G. (1934 model) and my present car, a 1½-litre Singer Le Mans (also 1934). I imagine 99 per cent. of enthusiasts know the performance of the M.G. so I will not make any comment on it. Unfortunately, I cannot give precise performance figures for the Singer, but I can cruise comfortably for indefinite periods at 60 m.p.h. and more at an average of 28½ m.p.g. My average speed for countless journeys of all distances has seldom been below 45 m.p.h., and my best has been 38½ miles in 40 minutes which included one stop and four built-up areas ! The car has done over 40,000 miles without a rebore and still doesn't really need it), will still do over 80 m.p.h., and for over four months during the summer was used as a " hack " to and from work 13 miles away, during which time the only attention it received was one very hurried de-coke.

I am not attempting to advertise the Singer (I am not selling it now in spite of my advert, in a recent issue), but I am quoting it as an example of a production of the early 1930s, and to my mind more fun is to be had out of a car of this type than out of a vintage type. No doubt many will disagree with my views, but I think I am right in saying that it is cars of this type that interest the majority of enthusiasts of this generation, in which I include myself.

Maybe the older enthusiasts, the veterans of 1914-1918, look upon the M.G.s and Singers, etc., in the same way that we, the present generation, look upon the modern tin fug-boxes and buzz-boxes, but to us they are just as precious as the pre-1914 models are to them. It is quite natural that the veterans of 1914-1918 enthuse over the cars of pre-1914 because it was at the wheels (or tillers ?) of these that they grew up; my enthusiasm is for the sports cars of the early 1930s for the same reason.

My only hope is that the cars of the early 1930s will not be forgotten and lost (and those from 1918-1930) and so save a future Editor of MOTOR SPORT the trouble which you, sir, are having in tracing vehicles of pre-1914.

Wishing the Sport and MOTOR SPORT every success for 1946.

I am, Yours, etc.,

R. N. RICHARDS.

Marlborough, Wilts.

[We note that Mr. Richards expects us to be out of the Editorial Chair at the age of 65. If we still occupy it, probably we shall not bother about the 1930 cars, for they will long since have fallen asunder.—ED.]

* * *

Sir,

In the August 1945 MOTOR SPORT my friend David Allen suggested the formation of a Lancia Owners' Club. He has, I believe, had very little response to this suggestion, principally, I imagine, because the " Lambda " and later models are not essentially cars for trials and sporting events, and the average owner is not interested in the formation of a club such as the Bentley or Bugatti Owners' Clubs.

I feel that there is a strong case for the formation of a rather different organisation, not only for the Lancia " Lambda " owner, but for several other of the less spectacular vintage cars, as for example the " 14/40 " Delage, " 12/50 " Alvis and 2-litre Lagonda.

Briefly, I suggest that " Lambda " owners (I exclude the later models for the moment as their owners are not dependent on the scrap yard as their source of supply for spares) should place their names and description of their car on a central register, together with any spares which they have for disposal and the location and approximate price of spares which they know to be for disposal

Blakes BOOK

GOODBYE, BROOKLANDS !

We'd be failing in proper homage to the sport we champion if we didn't mark with a sigh the passing of this famous Surrey racing track. Brooklands ! When we were still nippers it stood for the " tops " in speed, mechanical perfection, and for that matter human dare-devil courage too. Over the years the name has become something of a tradition. Now, *finis* ! . . . Well, it's a rendezvous of sportsmen gone, but that's perhaps not the most important thing. Has anyone noticed that with no Brooklands there remains no place for car manufacturers to test their products for speed and reliability ? And does anyone think the modern car would be as good and dependable as it is without that gruelling background to its development ? . . . Let's hope we shan't find we have lost something even more precious than a famous name.

110 BOLD STREET, LIVERPOOL 1 : Royal 6622

in local yards or garages. Complete cars or chassis could be registered similarly.

Members requiring spares or complete cars could apply to the register, and sales and exchanges could be simply effected, whilst non-members wishing to acquire a " Lambda " could apply to the register, and the service publicised by periodical advertisements in MOTOR SPORT, which, together with the cost of correspondence, could be defrayed by a small subscription of, say, 2s. 6d. per annum from members.

If desired, members could contact other enthusiasts in the same district by means of the register, but this should obviously only be done with the consent of both parties.

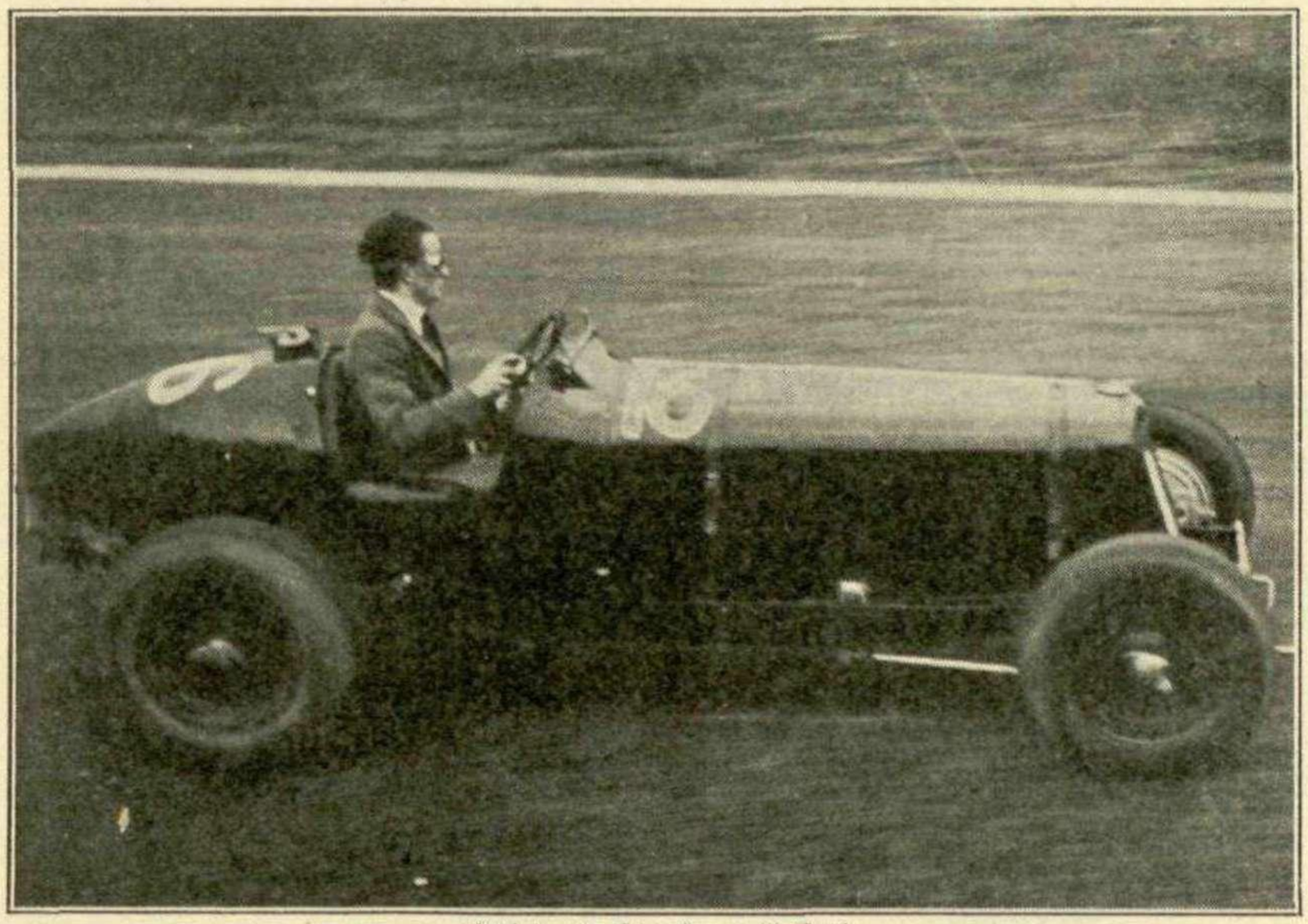
As the formation of a register will be of no value unless a fair number of owners and would-be owners will agree to subscribe to it, I should be glad if anyone who is interested in this scheme would send me a postcard at the following address, indicating their willingness to join in, and giving any suggestions or criticisms which may be of value.

I suggest also that anyone who is sufficiently interested in the preservation of other vintage makes should attempt the formation of similar registers, as I feel that without some co-ordination of this sort, increasing numbers of these cars will be relegated to the scrap yard for the want of some spare which another enthusiast might be glad to dispose of. I feel sure that in any attempt to keep this type of car on the road we should have your whole-hearted support.

I am, Yours, etc.,

GEOFFREY ROBSON.

11, Campden Hill Road,
London, W.8.



Action study of an E.R.A.

NATIONAL TEAM OF GRAND PRIX CARS

We have just received a most important announcement from Bourne. Raymond Mays, who has been negotiating with some of the most influential engineering manufacturers in the country, informs us that he has now received sufficient initial support to enable him to announce the intention to build a national team of Grand Prix cars. It is proposed to form a " design team " comprising specialists in the various departments of racing-car construction. Raymond Mays has decided to entrust Peter Berthon with the task of creating the master design and, necessarily, beyond this, acting in liaison with the various specialists whose units will be incorporated in the cars to be produced.

Accordingly, the new team of British cars will be planned in a spirit of co-operative endeavour, embodying the most advanced practical research to date, which will serve as the basis for still more intensive research into their functioning on road and track.

The firms co-operating are : Aero Piston Ring Co., Ltd. ; British Wire Products, Ltd. ; Brown Bros. (Aircraft), Ltd. ; David Brown & Sons (Huddersfield), Ltd.; Delaney Galley, Ltd. ; Dunlop Rubber Co., Ltd. ; E.M.V. Engineering Co., Ltd. ; Ferodo, Ltd. ; Thos. Firth & John Brown, Ltd. ; Girling, Ltd. ; Hardy, Spicer & Co., Ltd. ; Heenan & Froude, Ltd. ; High Duty Alloys, Ltd. ; Lodge Plugs, Ltd. ; Joseph Lucas, Ltd. ; Rotax, Ltd. ; Rubery, Owen & Co., Ltd. ; Geo. Falter & Co., Ltd. ; Specialloid, Ltd. ; Standard Valves, Ltd. ; Super Oil Seals & Gaskets, Ltd. ; Tecalemit, Ltd. ; A. Wander, Ltd.

Further to the above list, Raymond Mays wishes to thank Rolls-Royce, Ltd., for their invaluable assistance and advice regarding engine technique and the application of aero engine development that has taken place during the war.

We would like to congratulate Raymond Mays on producing a plan of such magnitude, which, when it reaches fruition, will do much to focus attention on British motoring activities.

We eagerly await developments.

READERS' SALES AND WANTS

FOR SALE

GRAND PRIX BUGATTI
SPARES AND SERVICE
F. O. CLEVELAND HARMER
Bugatti Specialist
83, Old Oak Road, Acton, W.3
Shepherds Bush 5022

EXCHANGE 16-in. tyres and tubes for 18-in. Write BM/WLTB, London, W.C.1.

6 LODGE BR-49 new, 4 ditto used, 25s. lot. 3 aeroscreens 30s. R. J. T. Hewitt, 24, High Street, Maldon, Essex.

CYLINDER head (4-cyl. Anzani-Nash) £3. M-L Magneto Type C.64 4-cyl., £5. R. J. T. Hewitt, 24, High Street, Maldon, Essex.

43 COPIES of *Speed* as new, £3 the lot. R. J. T. Hewitt, 24, High Street, Maldon, Essex.

SPARES : M.G. Magna L type and NA Magnette; engine spares Alvis " 12/50." Geoffrey Frank, Corn Merchant, Little Wenlock, nr. Wellington, Shropshire. Tel. Dawley 316.

16-H.P. Mercedes chassis, type " 10/40," supercharged, good condition. Excellent vintage specimen. Offers. Wadsworth, 39, St. John's Road, Isleworth, Middlesex.

WANTED

BUGATTI, 1½, 2 or 2.3-litre Grand Prix, complete, or parts for same. F. O. Cleveland Harmer, 83, Old Oak Road, Acton, W.3.

BENTLEY 3-litre " Red " or " Blue," any condition ; also handbook. Claude H. Verrinder, 12, Parkfields, S.W.15.

TYPE " 10/40 " supercharged 2-litre Mercédès chassis, 4-speed box. Good condition. An excellent vintage example. Offers. 39, St. John's Road, Isleworth. HOU. 0826.

2 S.U. carburetters for 1933 J type M.G. semi-downdraught. 2 folding aeroscreens, any spares for Vale Special 8, except engine and gearbox. J. Hammersley, 3, Fern Street, Darlington, Co. Durham.

BENTLEY 3-litre, Rolls 20, Lagonda Saloon, or tourer, easy starting essential. Bligh, 32, Greenfield Avenue, Northampton.

RILEY NINE, bronze racing oil pump, also 4-5 or 4-7 ratio crown wheel and pinion. 65, Edge Lane, Manchester, 21.

TWIN S.U. carburetters suitable for 12/14-h.p. engine. Also starter motor and coil ignition generator for Alvis " 12/50 " T.J. Reply, Jenkins, c.o. BM/VFRL, London, W.C.1.

G.N., Fraser-Nash or similar car required by enthusiast. Condition immaterial. F/Lt. Tawn, Greenlands, Chertsey Lane, Staines, Middlesex.

B.M.W. TYPES 34, 40, 45, 55, any condition, including crashed, for spares. R. J. T. Hewitt, 24, High Street, Maldon, Essex.

TWO pieces of Perspex, 1' 3" x 10" x 3/16", also outside exhaust system for 1½-litre Aston-Martin. B. F. Black, 47, Canons Drive, Edgware, Middlesex.

EDGE'S " My Motoring Reminiscences," Symons' " Monte Carlo Rally," Chula's " Road Racing 1936." F. R. Wells, 1, Egmont House, 105, Brighton Road, Sutton, Surrey.

1932 RILEY 4-seater, hood frame, and engine/gearbox, complete, or dissembled. T. P. O'Connor, 2, Springfield Valley, St. Leonards-on-Sea, Sussex.

" 12/50-60 " Alvis beetleback, quiet, presentable, preferably big-port, non-sports considered, fair price. Batten, 10, Arcadia Avenue, Brooklands, Sale, Cheshire.

LIGHT roadworthy racing/sports car less engine, suitable for 2-litre " Special." Marsh, Pine Cottage, Batheaston, Bath.

FIAT 500 Coupe, condition immaterial, if reasonable price. 8, Dalton Road, Coventry.

WANTED for Hornet, engine suitable for spares; 3 Magna type wheels 4.50 x 19. 22, Portland Road, Luton, Beds.

1 PAIR or near-side only side-curtains for 1934 J.2 M.G. G. Goodley, 320, London Road, Headington, Oxford.

WANTED, crown wheel and pinion for 1,500 Fiat (1938). C. A. Lillicrap, M.D., M.R.C.P., 19, St. Catherines, Lincoln.

Spares Section, MOTOR SPORT, 15/17, City Road, London, E.C.1

CLASSIFIED ADVERTISEMENT SECTION

Advertisement Offices :

54, BLOOMSBURY STREET, BEDFORD SQUARE, W.C.1

Telephone : MUSeum 0522

RATES (prepaid) 1/3 per line
Minimum 3 lines
6 Words to line
Copy required by 20th of the month

FOR SALE

FOR sale or exchange for car with body (saloon, coupé or sports), engine condition immaterial, 1931 Frazer-Nash, Meadows Brooklands engine, body repainted. Whole car in excellent condition. Laid up six years. Terrific performance and dead reliable. Shone, 3, Westfields, Bromyard, Herefordshire.

ILLNESS compels sale of exceptional car for fast touring, or trials. 3-litre Invicta engine, with specially built new 2/4-seater sports-tourer body by Corsica. All equipment, tyres, side-screens, tonneau like new. Only 800 miles since rebuilt. Whole outfit has appearance and performance of enthusiast's 1939 car. Seen London area. Offers over £450. Box No. 219, MOTOR SPORT, 15, City Road, London, E.C.1.

LANCIA Augusta, 1936, completely overhauled, rebored, crank reground, Hoyt No. 11 bearings, perfect condition throughout. Resprayed blue, good tyres. Some spares available. £375. Williamson, Stowe Lodge, Weedon, Northants.

BUGATTI G.P. chassis frame and complete front axle assembly, £20. Arthur Baron, The Retreat, Rectory Lane, Bookham, Surrey.

FOR SALE—*continued*

7TH Series Lancia Lambda radiator, magdynamo, starter, fuel tank, 780 by 150. Beaded edge tyres. 3-wheel hubs wanted, or exchange above wheels, complete, for wheels with similar type hubs irrespective of rim size. 118, Radcliffe Road, Bolton.

SUPERCHARGED bonnet transfers, red or gold, very neat, 5s. pair, cash with order. Graham Kirk, Thorpe End, Norwich.

"PB" M.G. Midget, completely rebuilt and resprayed. £300 or near offer. J. Humphreys, 89, Old Penkridge Road, Cannock, Staffs.

40 copies of MOTOR SPORT, 1939-1945. State requirements and offer. 19, Arlington Road, Derby.

AVON Standard 12-h.p., 4-seater sports tourer. Last licensed June, 1941. Since completely rebuilt, including chassis overhauled, parts renewed when required, brakes relined, drums skinned, engine overhauled, including new mains, big ends, etc. Resprayed grey, excellent upholstery (red), new hood, hub caps, etc. Re-plated, new battery, excellent pre-war tyres. Nearest £300 accepted. View, appointment only. Major Taylor, Gamscott, Bicton Heath, Shrewsbury. Tel.: Shrewsbury 4173.

ARNOTT supercharger, complete with carburetter, manifold, pulleys, oil tank, etc., for Aston-Martin, as new, £37 10s. Another, as above, been seized and requires reboring and attention to rotor, £20. Wray, Priory Road, Kenilworth.

SPECIAL BUILDERS.—Duralumin and aluminium sheet, 20 s.w.g., 1s. 9d. per sq. ft. Aero screens, Auster Triplex, 15s. 6d. each. Special designs in Perspex to order. Duralumin tube, "Square" tube, rod, bar, strip, "L" section, "T" section, all sizes. Hundreds of Cadmium-plated H.T. bolts, nuts, washers, control fittings, strip rubber, sample box useful assortment, 7s. 6d. Competition Cars, Vine Grove, Blossom Way, Hillingdon, Middlesex.

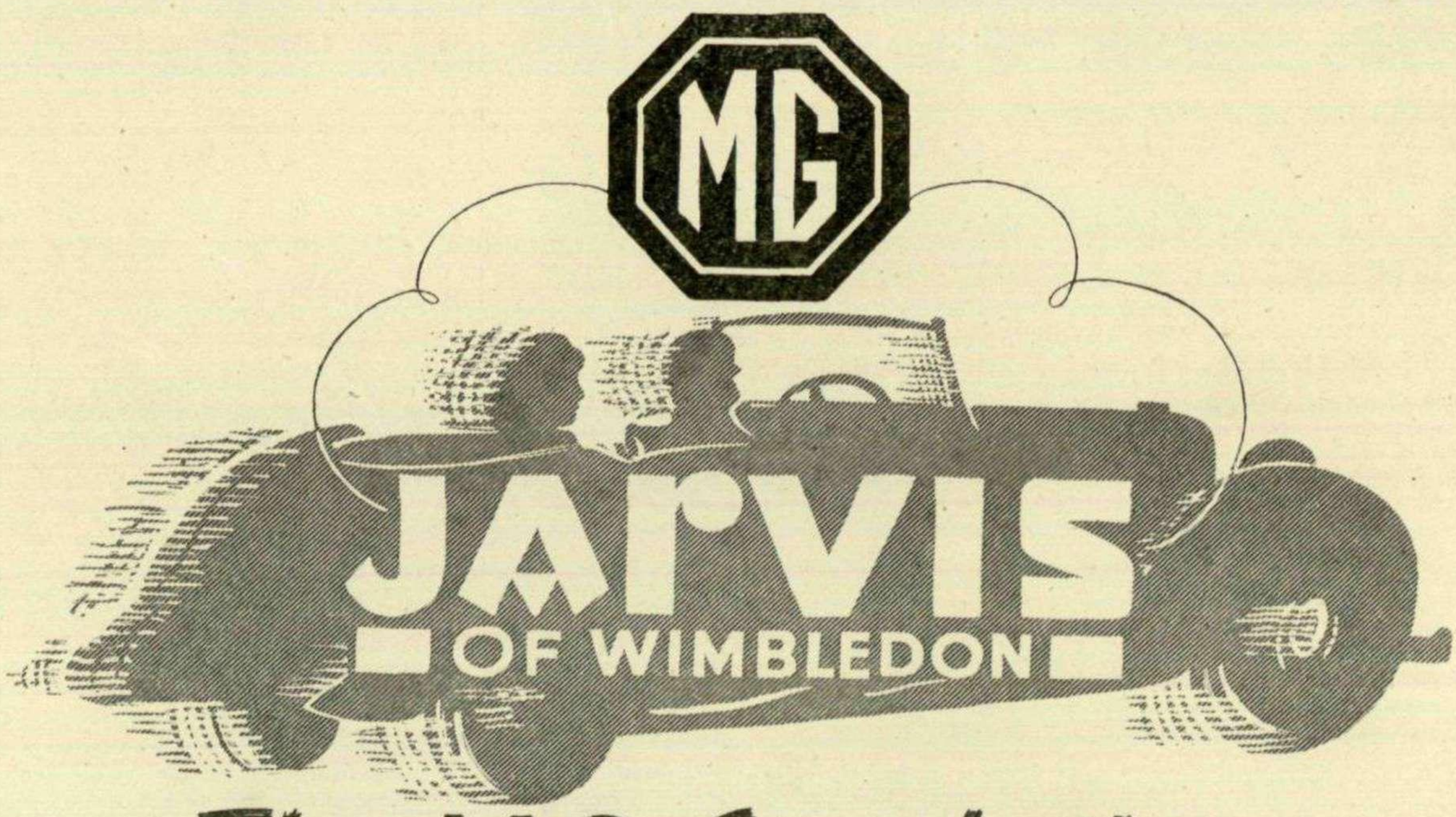
LAYSTALL
for
CRANKSHAFTS

FOR SALE—*continued*

AMILCAR SPARES.—Grand sports body, excellent condition. Stripped and undercoated grey, £8. Many engine and gearbox spares. Send requirements. Competition Cars, Vine Grove, Blossom Way, Hillingdon, Middlesex.

1926 D.I.S.S. Delage, open 4-seater body by Cadogan. Whole chassis as original specification. Stored since 1927. Requires a good cleaning and new tyres. £50. Huddart, East Hardwick, Pontefract, Yorks.

1⅜-in. bore S.U. carburetter wanted in exchange for 2 by 1⅛-in. bores S.U. carburetter suitable for M.G. "T" type Riley 1½-litre. Offer wanted for Power Plus supercharger, good condition, with carburetter. Hallam, 15, Devonshire Avenue, Beeston, Nottingham. Tel. 73583.



The MG Specialists

MORRIS HOUSE, MORDEN RD., S.W19. Phone: LIBERTY 4656.

A NUFFIELD PRODUCT

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE—*continued*

1938 Ford 10-h.p. tourer, superb condition, £295. The Barnstaple Motor Co., The Square, Barnstaple, N. Devon. Barnstaple 2264.

LAGONDA Rapier, 1935 model, 4-seater tourer, green. Very good condition, excellent tyres. £325. Ray, Parkside, Prescot, Lancs.

ULSTER Austin. 1937/8 crankcase assembly, 4-speed box, alloy head, tyres and battery as new. A1 condition throughout. Taxed. Nearest £150. E. G. Smith, 20, Guildford Road, Horsham.

JOHN M. CHING offers the following genuine used cars: 1940 Series Riley 16-h.p. Kestrel, 12,000 miles, black, brown leather, as new throughout. Carefully stored for 3½ years. 4-speed synchromesh gearbox with 4. 1, final drive gives 85 m.p.h. at 4,300 r.p.m., and well over 20 m.p.g. Taxed. £1,250. 1934 M.G., P.A. type, 2-seater. Perfect throughout. Taxed. £295. 1934 M.G. Magnette N.A. 2-seater, rebored (by self) 1941, dynamo and top camshaft drive completely overhauled. Car has since done approx. 500 miles. Stored four years. 2 new tyres. Taxed. £305. Montlhéry Midget, rebored, crankshaft reground, new bearings fitted. New type cylinder head lapped to block. Body re-sprayed green. Work not quite completed. Exceptional example of the marque. (Note: The last two cars are not at this address at time of going to press.) John M. Ching, specialist in genuine sports cars. Temporary address, 50, Bloxham Road, Banbury, Oxon. Tel. 2410.

"18/80" M.G. 1931 open 4-seater. Completely rebuilt 1939. 7,000 miles since. Rebored reground crank, new bearings, etc. H.C. engine. Perfect tyres, 16-in. low pressure rear. Excellent hood, side curtains. Paint, chrome perfect, outstanding appearance. £200, or exchange smaller saloon, similar condition, suitable business purposes. 31, Granville Road, Sevenoaks.

FRAZER-NASH B.M.W., Type 45, registered August, 1937, genuine 15,000 miles, clean throughout, good tyres, £450. The Barnstaple Motor Co., The Square, Barnstaple, N. Devon. Barnstaple 2264.

"MOTOR SPORT", January, 1941, to May, 1945. Condition perfect. £3 or offers. Schuler, 94, Syon Lane, Osterley, Middlesex.

FOR sale. Original water colour by Peter Blake of Carracciola (Mercédes), 25 in. by 21 in., framed. Six guineas. Wilcocks, The Cottage, Faircross Way, St. Albans.

"18/80" Mark I M.G. open 4-seater, recellulosed, new hood, excellent mechanical condition. £175. Box No. 221, MOTOR SPORT, 15, City Road, London, E.C.1.

4½ Rapide Le Mans Lagonda—see photograph, page 24 of February MOTOR SPORT—full particulars on request. £1,100 or nearest. Also Arnott blower with all fittings for Fiat 500, comprising Zenith carburetter, pressure oil tank, slide valve device, and "synchromesh" clutch with controls for using car blown or unblown, £50. Box No. 220, MOTOR SPORT, 15, City Road, London, E.C.1.

1936 M.G. 12 "N" type Magnette. Fitted Allingham airline coupé, overhauled and recellulosed. Steels, 37, Bainbrigge Road, Leeds.

FOR SALE—*continued*

MONOMARK Service. Permanent London address. Letters redirected. 5s. p.a. Royal patronage. Write Monomark BM/MONO6V, W.C.1.

1925 "Red Label" Bentley Van den Plas. Mechanically excellent. Good tyres. £275 or offer. Fancourt Garage, opposite Maidenhead Station.

"MOTORACES," by Monkhouse, new condition. Offers to J. H. Peters, 203, Stoke Lane, Bristol 9.

RACING Cars: Ex-Dobbs 2-litre Riley. Present holder of Unsupercharged Course records for Wetherby and Shelsley Walsh. Also T.T. Aston-Martin driven by the late Dick Seaman in 1936 Ulster. Full particulars from Wm. Arnold Ltd., Manchester 13. Ard. 4361/2/3/4.

1911 ROLLS-ROYCE "Silver Ghost" chassis, 1910 Leon-Bollee Landaulette, both complete mechanically, interesting for restoration by veteran enthusiast. £35 each on rail Shropshire. Geoffrey Frank, Corn Merchant, Little Wenlock, nr. Wellington, Shropshire. Telephone, Dawley 316.

FOR Disposal. *Motor Racing* 21s., *Speed on Salt* 10s., *Combat* 15s., *Motor Racing and Record Breaking* 15s., *The Invention of the Automobile Daimler v. Benz*, 7s. 6d.; all nearly new. Francis Beart, Thames Cottage, Thames Street, Walton-on-Thames, Surrey.

CHARLES FOLLETT
LIMITED

Will always pay top cash prices for really first-class low-mileage second-hand cars of all types.

★

Showroom : 18 BERKELEY STREET W. 1
Mayfair 6266
Service, Works & Stores : 124 King Street, Hammersmith, W.6. Riverside 1413.

FOR SALE—*continued*

G.N. o.h. inlet V-twin engine spares; one almost complete engine and many other parts, £4 10s. Wanted: "7.5" Citroen, "7/12" Peugeot, Swift Ten or similar. W. B., 5, Alexandra Road, Harrogate, Yorks.

WANTED

ROAD racing covers and tubes, Dunlop or similar, must be in first-class condition any rim size and section. An excellent price will be paid. Send full particulars and price required. Wm. Arnold, Ltd., Upper Brook Street, Manchester 13. Ardwick 2652/3/4.

SPORTS CARS. T. & T. interested in purchase of good sports cars. Thomson & Taylor (Brooklands) Ltd., Portsmouth Road, Cobham, Surrey.

WANTED by enthusiast, 3-litre "Red Label" Bentley or 2-litre Lagonda tourer. Cannell, 164, Mulgrave Road, Cheam, Surrey. 'Phone: Vig. 5129.

SPORTS car wanted. Ancient or modern, complete or requiring attention. Please write fully to BM/NEEM, London, W.C.1.

SPORTS car wanted, must be mechanically sound. Bugatti, Delage, Riley, or similar. Not earlier than 1932. Wanted for competition work. Urgent. Parker, 12, St. Paul's Road, Coventry.

WANTED. B.S.A. f.w.d. unit complete with road wheels, half shafts, etc. Year and model immaterial. Also 500-c.c. D.T. J.A.P. engine, complete with magneto and carburetter. Wilcocks, The Cottage, Faircross Way, St. Albans.

SUPERCHARGER wanted, No. 4 Cozette for "Ulster" Austin. £25 offered for same in good order. Also wanted 3-speed "Ulster" gearbox. Box No. 222, MOTOR SPORT, 15, City Road, London, E.C.1.

IMPECUNIOUS enthusiast wants "12/50" Alvis or similar sports car, pre-1930, and in sound order. Prepared to offer £80 only. Lt. T. Hope, Parachute Regt., Piddlehinton, Dorchester, Dorset.

WANTED. Set (4) of P.-type M.G. wings, suitable for adapting to J2 M.G., black or green preferred; also chrome-plated light luggage carrier for J2. Reply, J. F. Dodwell, 37, Milton Road, Sutton Courtenay, Berks.

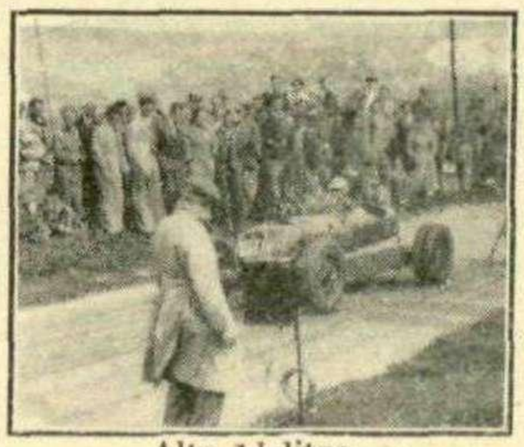
WANTED urgently, handbooks or instruction books for Wolseley Hornet (1932) and Wolseley Swallow (1932). Your price, Anderson, The Elms, Milford Road, New Town, Mont.

WANTED Austin Nippy body in good condition. 1934, 1935 or 1936. Write, Gilmour, Trinity College, Oxford.

BENTLEY 3-litre "Red" or "Blue" saloon or open. Would consider 4½-litre if reasonable. Good home guaranteed. Also body or shell for "Blue Label." Claude H. Verrinder, 12, Parkfields, S.W.15.

CHARLES MORTIMER

Can undertake the preparation and maintenance of your competition machine.



Alta 1½-litre

SUCCESSES WITH THIS CAR INCLUDE:—			
1938	Brighton Speed Trials	1500 cc. Racing	2nd.
	Lewes Speed Trials	1500 cc. ,,	1st.
	,, ,, ,,	2000 cc. ,,	2nd.
1939	Lewes Speed Trials (May)	1500 cc. ,,	1st.
	,, ,, ,, ,,	2000 cc. ,,	1st.
	,, ,, ,, ,,	Unlimited ,,	3rd.

HIGH ROAD, BYFLEET, SURREY **Telephone : BYFLEET 2517**



THERE'S A CAR COMING!

Your new Lanchester, created out of the experience of five years of wartime work, is coming to you soon. ***You will find it faster. You will find its body-lines and comfort perfected in many ways. You will find it cheaper, and sweeter, to run.*** All in all, the finest car of its kind and cost.

BY APPOINTMENT

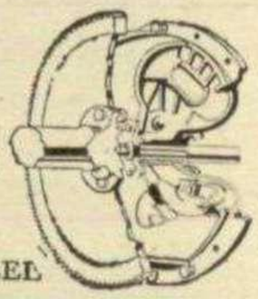
LANCHESTER

WITH THE DAIMLER FLUID TRANSMISSION

(Licensed under Vulcan Sinclair and Daimler Patents)

L.6

THE FAMOUS FLUID FLYWHEEL



America says today that this is the greatest discovery of the automobile age. Daimler developed, and by 1930 perfected, this system of transmission. Your new Lanchester, like your pre-war Lanchester, will be fitted with Daimler Fluid Transmission.

THE LANCHESTER MOTOR COMPANY LTD · LONDON AND COVENTRY

Printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London, E.C.1, and Published by the Teesdale Publishing Co., Ltd., 15/17, City Road, London, E.C.1. Trade Agents for the United Kingdom : Horace Marshall & Son, Ltd., Temple House, Tallis St., London, E.C.4. Agents for Australasia : Gordon & Gotch (Australasia) Ltd.

'158