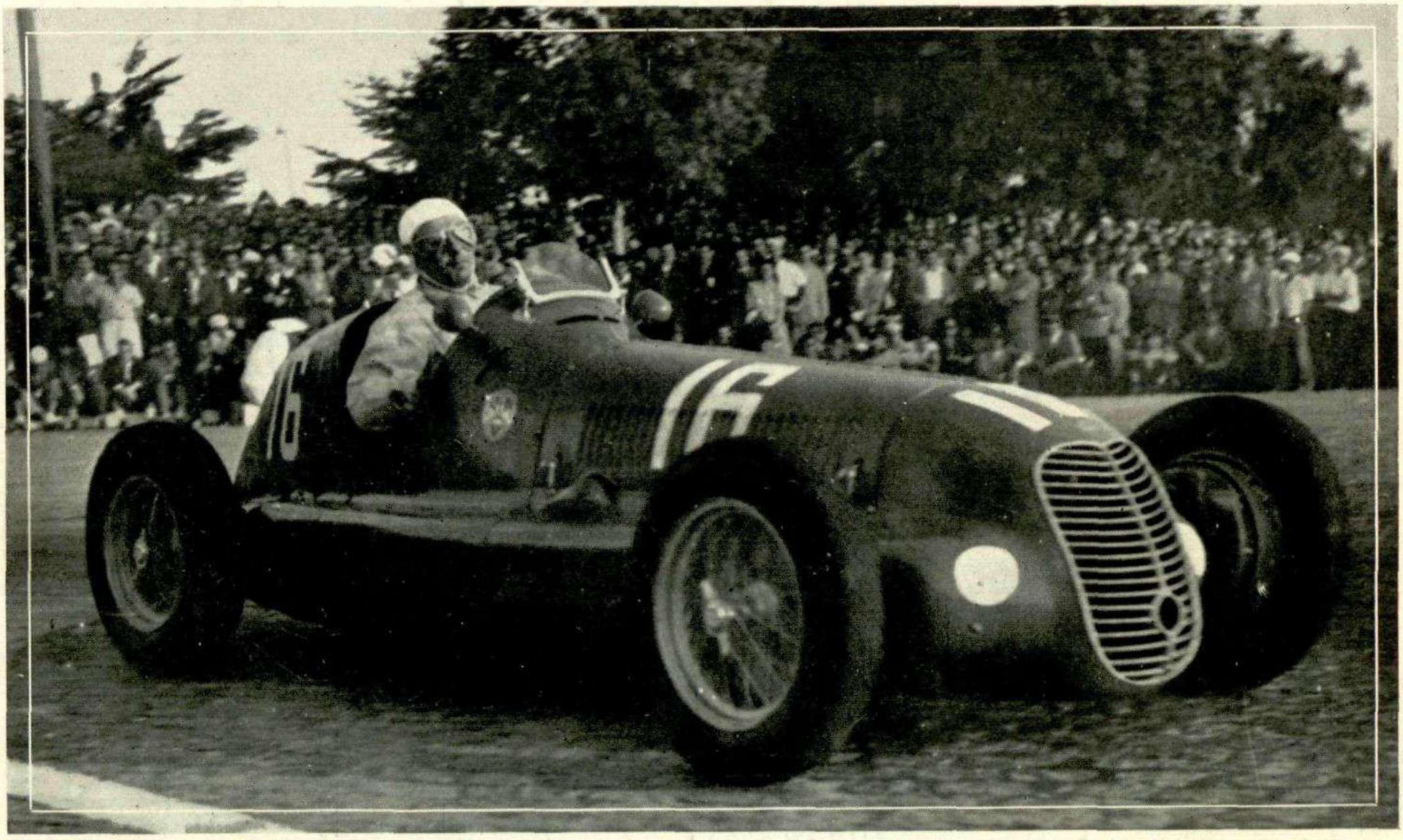
Vol. XXIII No. 5 REGGIE TONGUE'S REMINISCENCES May, 1947

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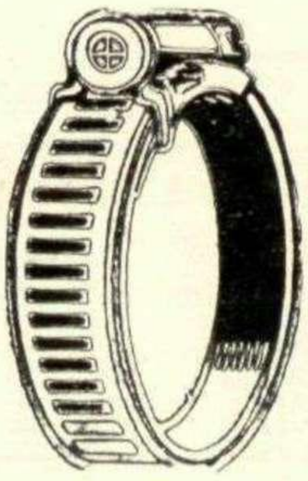
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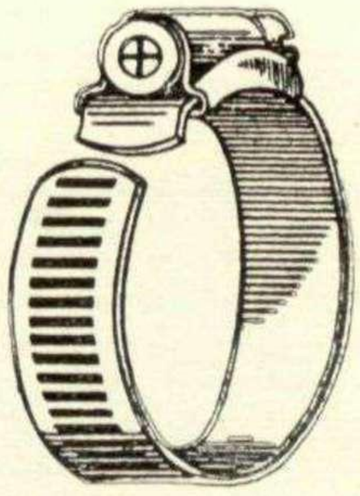
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FIRE DOWN AT LIGHTWATER

A new enemy has recently made itself felt at Whinlands. It was a beautiful sunny afternoon when somebody noticed smoke rising from the trees and before long a quarter of a square mile of pine wood was ablaze. The Whinlands Augmented Fire Brigade was immediately turned out to help the Bagshot Brigade, and grimy, sweating little figures were to be seen everywhere frantically beating at the fire with shovels, sticks and anything else they could find. Cars and equipment were frantically removed to safety and there was much rolling away of barrels of potent liquid.

The flames reached the walls of the Works, but thanks to the terrific efforts of everyone, were halted there. Grateful acknowledgment is paid to three members of Cowell & Watson Ltd. who had just paid a very timely visit, and who rendered valuable aid.

Order having been restored, beer and bathing of ' bods ' was the order of the day. Apart from a lot of bare and blackened trees which now spoil the view to the west, there is little to show for it all and, to the benefit of all motoring enthusiasts, Whinlands Works is going as usual down at Lightwater.

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RUMBLINGS

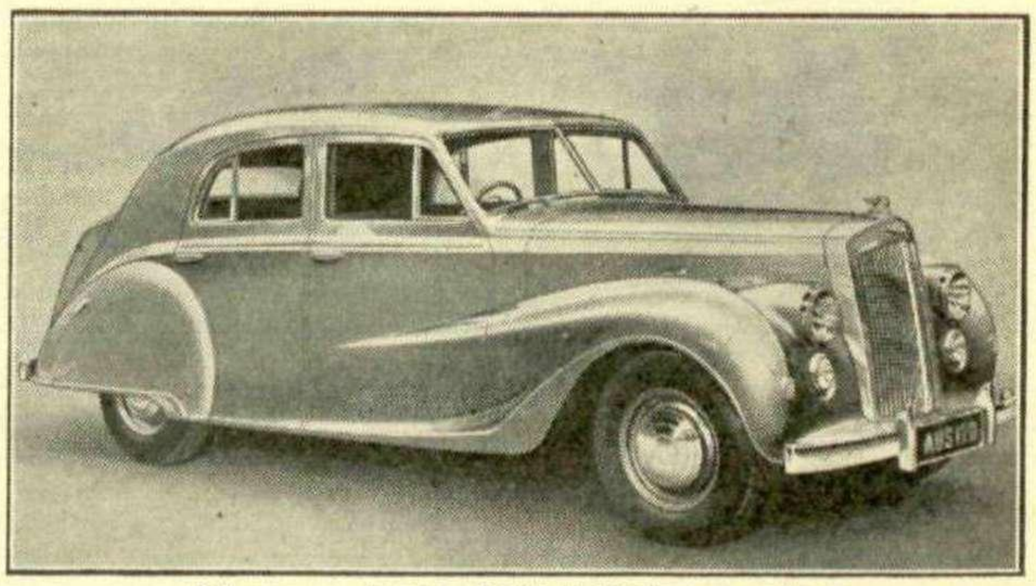
New Austins

Not since the days of the " Nippy " and " Speedy " have the Austin Motor Company, Ltd., made models of direct interest to users of high-performance cars, albeit their " Sixteen " is no sluggard. At the Geneva Show the new Austins were a centre of attraction and proved that they should come most distinctly in the high-performance category.

Having 6-cylinder, 85 by 101.6-mm. (3,460 c.c.), push-rod, o.h.v. engines, these fine cars develop 110 b.h.p. in single-carburetter form, or 120 b.h.p. in two-carburetter form. Both versions have a compression ratio of 6.8 to 1, and follow an identical specification. The counter-balanced, forged-steel crankshaft runs in four " Thinwall " bearings, and " Thinwall " bearings are likewise used for the camshaft. The lubrication system embraces jet feed to the cylinder walls and a Tecalemit full-flow filter holding 2 pints of oil, the total oil capacity being 17 pints. Cooling, thermostatically controlled, is by pump and fan, timing by chain, and ignition by coil, with vacuum-automatic control of advance and retard. The drive goes *via* a 10-in. Borg and Beck clutch to a 4-speed synchromesh gearbox controlled by a steering column lever. The ratios are 15.08, 10.5, 6.34 and 4.45 to 1, giving 18½ m.p.h. per 1,000 r.p.m. in top gear. The chassis has a wheelbase of 9 ft. 11 in., and a new independent wishbone and coil spring suspension is used at the front, with Austin's well-tried arrangement of long ½-elliptic springs interleaved with zinc, at the back. Double-acting hydraulic shock-absorbers are used all round. The steering gear gives a ratio of 16 to 1 for normal work, automatically changing to 18 to 1 for full-lock work, and there is a spring-spoke wheel.

It will be seen that these new " 110 " and " 120 " Austins are right up-to-date and should greatly bolster-up our export trade to countries populated by car-discerning peoples. Lots of us have come to believe in Austin dependability and will be most intrigued to see this desirable quality allied to extreme performance. It is interesting that Austin's are using Lucas electrical equipment (high-output 12-volt dynamo with compensated voltage control and solenoid-operated starter), A.C. fuel pump to draw fuel from a 16-gallon rear tank with twin fillers, Stromberg carburetter, Hardy-Spicer open propeller shaft and Lockheed hydraulic brakes.

At present the " 120 " two-carburetter version of the latest Austin is distinguished by the modernistic Van den Plas-built " Princess " saloon body, the single-carburetter " 110 " model carrying a rather more angular saloon body, without spats over its rear wheels, known as the " Sheerline." Very nice folders describing these two new Austins in detail and ably illustrated by Gildersleve, are obtainable from Longbridge.



The new Austin " 120 " Princess saloon.

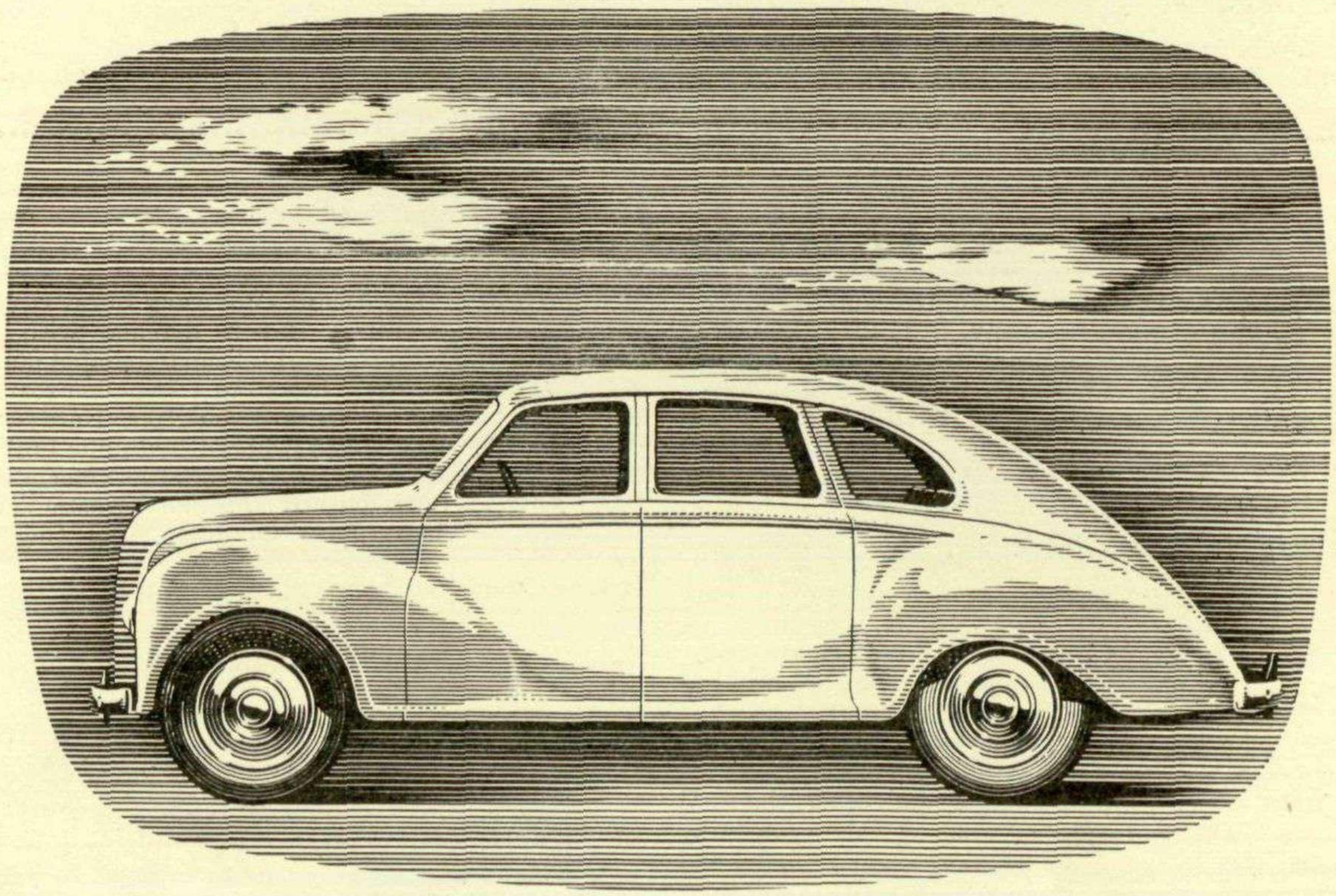
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Real Economy

Last month we talked about the Morgan 3-wheeler as a means of obtaining good performance with maximum economy. We see no reason to retract those sentiments, but not everyone who wants a Morgan can find one, and not everyone wants to buy a secondhand car anyway. So, looking somewhat to the future, which is necessary if one is British and contemplating a *new* car, one wonders whether the half-litre type of economy

ALL STEEL

and new right through



The new 1½ litre Javelin has the distinction of being the first 1947
British car of *wholly new design fully tooled for all-steel quantity production.*
It will be ready shortly for world-wide distribution.
The British car for which people here and overseas have been waiting.
Price and full specification will be announced in May.

You're going to like the JOWETT **JAVELIN**

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cars about which there was much chatter at the end of the war, might not catch on quite nicely. There were various attempts at this sort of thing in the past—the J.M.B. 3-wheeler with 600-c.c. engine, still sometimes encountered, and the suspension-less Villiers-engined Gnome on its Dunlop balloon tyres, for instance. With a modern, multi-cylinder, high-revving engine of about 500 c.c., using a reasonably high compression-ratio—the kind of power unit racing has fostered—and of really light-weight construction, a car of this type could surely give some 50 m.p.g. as a matter of course. That would be very useful at the present time. But the crux of the whole thing would seem to be to forget performance altogether. To try to give the customer 50 m.p.g. and 55 or more m.p.h. may not be impossible, but to aim at a regular 50 m.p.g. and not fret if cruising speed does not greatly exceed 40 m.p.h., is obviously a far easier task. To dyed-in-the-wool enthusiasts talk of such sedate speeds usually results in impatience, yet 'tis better to be able to motor somehow than not at all, and we have satisfied ourselves that for distances of up to 80 or so miles, or for town driving, a 40 m.p.h. cruising speed is not unendurable. So designers might like to try their hand at a real economy car, from which 50 m.p.g. plus is always obtainable. We have seen drawings of a hush-hush 600-c.c., two-cylinder, air-cooled car of modernistic outline which looks like a big stride in this direction—and we suspect, while repeating that economy and speed cannot be easily reconciled, that in this instance the performance capabilities may be distinctly sparkling.

* * *

Our Road Tests

Manufacturers of modern motor-cars have expressed displeasure at the low speeds recorded in our post-war road tests. So it would seem advisable to state again that, Brooklands being no longer available, facilities for extending cars are few and far between. Rather than discontinue timed tests, MOTOR SPORT obtained permission to use a private road and thereon marked out a measured $\frac{1}{4}$ mile. This course is reasonably level and, in any case, cars are timed in both directions. The surface is very reasonable, and the prevailing wind seems to blow at right angles to the road. Why, then, do our speeds depress the manufacturers ? Simply, we suggest, because at Brooklands a car could be driven flat-out for a considerable distance before entering the measured stretch and additional impetus added by diving off the banking just prior to the timed run. We try cars for speed under far more exacting conditions. The run into the $\frac{1}{4}$ mile represents about $\frac{1}{2}$ a mile in the more favourable direction. So our published timed speeds are mainly of value as a means of comparison of cars running under road conditions. Thus, the Allard achieved 80.4 m.p.h., the "TC" M.G. 65.6 m.p.h., and the saloon Sunbeam-Talbot Ten 53.6 m.p.h. On the other hand, the run-in permits even the slowest car to reach peak speed on its highest indirect gear some distance before top is engaged for the timed run and you can ask yourself how often, in road motoring, you get any appreciable distance in which to work up speed gradually in top gear after you have gone as hard as you can through the indirect gears ? When speedometer readings greater than those observed through the timed stretch are attained on the road, we usually find that (*a*) a strong wind was blowing behind the car, (*b*) that the road ran downhill, or (*c*) that an abnormally clear stretch of road was available in which to build up speed, such as a by-pass in the early morning. We believe that speed figures as published in MOTOR SPORT road-tests represent the highest speed that can be obtained readily on the road under normal give-and-take conditions, and which, therefore, can be reached many times in the course of a normal main-road run. We contend that such figures are far more instructive to the prospective purchaser than freak recordings only attainable by privileged road-testers or competition drivers, able to extend their cars over long stretches of roadway to which the public has no access. In our opinion, something like a clear mile or more of road would be needed before any appreciable increase in our timed speeds could be realised. A clear view for a further half-mile would be necessary in order to pull-up in the event of oncoming traffic. That is to say, at least one and a half miles of straight, empty going would be needed.

On the other hand, the speeds we publish should be obtainable frequently in the course of ordinary motoring by any driver prepared to accelerate briskly through his gears when an opportunity for speed presents itself.

* * *

Odd Spots

The Grey-Cleveland Harmer ex-Czaykowski Bugatti mentioned last month, turns out to be, not a "2.3," but a type 51A, $1\frac{1}{2}$-litre twin-cam car. Grey also has the ex-Rayson $1\frac{1}{2}$-litre, 4-cylinder Maserati. Incidentally, Pedigree Cars, Ltd. always have a good selection of Bugattis in stock.

* * *

Mrs. Darbishire has acquired the ex-Maclure, E.R.A.-engined i.f.s. Riley from Parnell.

* * *

J. H. T. Smith hopes to race again this year.

* * *

Major Gardner will attempt to do 150 m.p.h. with his M.G. in 4-cylinder 500-c.c. form on the Jabbeke-Aelstre motor road on July 24–27th.

* * *

Amongst the cars entered for the British Hill-Climb Championship is Sydney Allard's new single-seater sprint car. In appearance rather like a modern G.P. car, it has an air-cooled push-rod o.h.v. Steyr V8 engine, now with eight motorcycle-type carburetters and a very high compression ratio. A Ford 3-speed gearbox and rear axle are used, there is divided-axle i.f.s., the tank holds about one gallon and not only is the car very light, but it is said to give an excellent output low down in the speed range. The power/weight ratio should be E.R.A.-like.

* * *

Montlhèry Track, near Paris, is open again.

Reports of Recent Events

HANTS AND BERKS M.C. BLACKWATER TRIAL

A fairly happy-go-lucky event divided into saloon and open-car classes, this trial was rendered unexpectedly difficult by the thaw. The entry, as seen assembled at the start at the " Ely," was a varied one in spite of this being a closed event. Denyer blotted his copybook on Good Earth, unexpectedly coming to rest in his famous Lea-Francis, but Yeats and Birkett roared up in special Austin Sevens. It looked a close thing between Dyer's special shortened Riley Nine and Len Parker's V12 Allard on its usual under-inflated rear tyres, and the special test above The Glade decided it, Dyer being half-a-second faster than the Allard driver. Davies did very well to win the saloon class in his Ford Ten, beating Buckler's sister car by 15 marks and Arklay's vintage " 14/40 " Delage by 25 marks. In the open-car class Dyer beat Parker by that half second, both having clean sheets on the hills. Birkett's Austin Seven was 3rd, and Denyer's Lea-Francis 4th.

V.S.C.C. EASTBOURNE RALLY

For the second time this year the V.S.C.C. were favoured by fine weather when they organised their Rally and Concours d'Elegance at Eastbourne. 26 entered and there were two non-starters. Edwardian cars firmly vanquished the vintage types—moderns were not allowed in this event.

Most competitors encountered floods and torrential rain on their way, but by the time they reached the first control at the Race Hill, Lewes, the weather had improved and the course was dry. C. Slater (1930 Alvis) had come through snow-drifts and had been forced to make long detours because of impossible roads on his long journey from Carlisle. After passing through the control competitors were faced with an acceleration test over a distance of some 300 yards. J. Fairman (1930 4½-litre Bentley) put up the best time (14.48 sec.) with Peter Clark (1929 3.3-litre Bugatti) second (14.9 sec.) runners up being Mertens (Bentley), 16.15 sec., Wyer (3-litre Sunbeam) 16.97 sec., and Cook (Bentley), 17.16 sec. Several Edwardian cars were also competing in the Rally and the performance of the 1908 T.T. winner, the 5.8-litre Hutton driven by Marcus Chambers, astonished many people. His time was 18.29 sec. Just as the control was closing L. Taylor arrived with his 1911 Model 60 Stanley steam car which he had driven from Somerset. He covered the timed distance in 722.6 sec.

Following a prescribed route over the Downs, competitors next had to negotiate an observed section called " Witching Waves," which stopped seven cars, many Edwardians getting through where younger vehicles failed. After a brief run the cars arrived at the second control on the sea front at Eastbourne. The route through the town had been clearly signposted by the Borough Council in conjunction with the A.A. After signing off, many drivers set about washing and polishing their cars in preparation for the Concours d'Elegance that was to take place on the Sunday morning. Even the watches of the night and the grey hours of early morning saw considerable activity by some of those taking part. Dr. Ewen borrowed a car to return to London to obtain a spare low-tension magneto for the 1908 Itala which had broken down near East Grinstead. Carter-Jones had to search the Eastbourne garages for a 710 by 90 beaded-edge tyre for his 1924 " Redwing " Riley, said to be the specially built machine that V. Gillow drove at Brooklands. It is certainly much shorter and lighter than the standard model of the same date.

As the cars arrived on the sea front for the Concours d'Elegance they made a fine spectacle with their polished brass and nickel gleaming in the bright sunshine. Even those who had driven through the road section of the Rally were scarcely outshone by the competitors who had elected to appear only in the Concours. Outstanding amongst the latter was S. E. Sears' magnificent 1912 Rolls-Royce which had no difficulty in carrying off the first prize for the best-kept Edwardian car. W. H. Stout's smart 1927 3-litre Bentley was awarded the corresponding Vintage award. Marks were given for age, mechanical condition, state of the coachwork and closeness to original specification.

Following the Concours d'Elegance competitors took part in a Fast-Slow test on a short hill near by. Cars had to be driven as slowly as possible over a distance of approximately 100 yards and then accelerate over a similar distance. The difference between the times for the two parts of the test formed the basis for the marking. The slow-running capabilities of the Vintage cars showed to advantage in this test, Slater's Alvis putting up the best performance, taking nearly a minute and a half to cover the slow section. Lord Strathcarron's 1930 1,750-c.c. Alfa-Romeo put up the next slowest time, 69.6 sec. Fairman's 4½-litre Bentley made the quickest time in the second half of the test in 7.0 sec. Dr. Ewen (1908 Grand Prix Itala) and Peter Clark (3.3-litre Bugatti) tied (7.4 sec), as did Cook (Bentley) and Mertens (Bentley) in 7.8 sec. The event was watched by a crowd of several hundred spectators. The Borough Council and the Eastbourne police both collaborated with the V.S.C.C. in helping to make the Rally a success.

Results

BEST PERFORMANCE: M. Anderson (1911 Rolls-Royce). RUNNER-UP: M. Chambers (1908 Hutton).
BEST VINTAGE CAR: C. Slater (1930 " 12/50 " Alvis).
BEST BENTLEY: W. Cook (1930 4½-litre).
SMARTEST EDWARDIAN: S. Sears (1912 Rolls-Royce). RUNNER-UP: R. Dawkins (1911 Renault).
SMARTEST VINTAGE CAR: C. Slater (Alvis) RUNNERS-UP: W. Cook (Bentley) and P. Clark (Bugatti) (tie).

N.W.L.M.C. TEAM TRIAL

The N.W.L.M.C. ran its famous Team Trial in Somerset on April 6th, following the " Land's End," from which many competitors had returned. 16 teams were entered, representing 12 clubs. Underhill proved a real stopper, Price getting highest in his V8 Special. Here Imhof's Allard hit a tree and subsequently had to retire with a broken torque tube. His team (N.W.L.M.C.) was unlucky as Appleton's Allard retired with steering gear failure. Potter's Allard also experienced steering trouble, but he was able to finish. French used a queer method to defeat wheelspin in his Austin Seven, sitting in the back after fitting an extended steering wheel and driving on the hand throttle. Morgan's Riley " Sprite " lost its centrifugal clutch in spectacular manner at Carpenters, bits and pieces being retrieved from neighbouring fields. They talked of Len Parker's Allardian ascent of this hill long after he had gone on to Bagboro'. Here, incidentally, the local police hadn't been told of the trial—rather a pity, as they were willing to be sporting about it. On Truckwell, a wet, sticky-in-places hill, a T-type M.G. failed. Price climbed easily, as did Pilkinton's M.G., but Wilde's Railton Special failed and then charged wildly from bank to bank in turning. Flather (M.G.) and Scales (M.G.), had no bother, Hankins did a fast climb in the C.W.8, and Best (M.G.) came up very fast, front wheels frequently air-borne. T. C. Harrison, touching the banks at times, made a vivid ascent in his Riley " Sprite," Phillips in his Fairley was really excellent, and G. Holt's M.G. never faltered, his passenger bouncing up and down, as she had done in the " Land's End," like a ventriloquist's dummy. R. Holt's M.G. was also clean, Welfare just bounced his Austin Seven up, and then Dyson's Austin " Nippy " failed in section 1. Wadsworth was polished in his Ford V8, a Jeep got up, and Butler climbed splendidly in "Ophelia," his passenger in a bucket seat in the back of the car. Evans' new car was very sure, Birkett (Austin Seven) almost stopped in section 1, but recovered skilfully, Potter's Allard raced up, and Barton's Morris, valves clattering, was grand, even with two fewer "bouncers" than it had carried in the " Land's End." Tolman's M.G. ascended steadily, Campbell's Morgan 4/4 failed in section 2, Wharton was getting real revs. from his Ford Ten-engined Austin, and Bold (Riley) was skilful and sure. Whitefield used lots of r.p.m. from his M.G., Small's M.G. came up fast, his girl pasenger shutting the door *en route*, French's engine died away in section 2, but Len Parker came up easily. Cleave blipped his wonderful Morris Ten up, a 328 B.M.W. came up with much steering-wheel work, Buncombe's M.G. sounded sick and hit the bank but climbed well, while Fitzwater (M.G.) believed in revs., his girl passenger kneeling backwards on the seat, apparently praying. Several competitors got to Truckwell after the back marker and were retired in consequence.

Results

WINNING TEAM: Bristol Motor Cycle and Light Car Club drivers: G. W. Best, T. C. G. Butler and C. C. Evans. Marks lost, 16 (Evans lost only 3). Runners-up: S.U.N.B.A.C. drivers: K. Wharton, L. Parker and C. L. Bold. Marks lost, 17. Best performance by a Reserve driver: G. S. Scali, marks lost 17. Best performance of the day: C. C. Evans.
RESULTS OF SPECIAL TESTS: Special Test 1: D. Flather, time 13 2/5 sec. Special Test 2: Stirling Moss, time 17 3/5 sec. (driving for the Harrow Car Club in place of G. Pentony). Special Test 3: T. C. Harrison, time 30 4/5 sec.

PAU FORMULA GRAND PRIX

Connell drove his 16-valve Maserati in this race, and "Bira" an E.R.A. The former retired after 14 laps and "Bira," after holding 3rd place, fell out after 37 laps. Pagani's 1½-litre Maserati won by 3½ miles from Levegh's new unblown 4½-litre Delage, at 51.94 m.p.h. Louveau's Maserati was 3rd, ahead of the Delage cars handled by Archard, Etancelin and Chauboud.

S.S.C.C. HIGHLAND THREE-DAYS TRIAL

This was a very tough event indeed, and in the end the winner of the 1½-litre class proved to be Page's 1,287-c.c. M.G., while the over-1½-litre class was won by Watson's 4-litre Watson-Special. Page, Wilson and Stevenson (J2 M.G.) won the Team Prize for the S.S.C.C. Two Austins, two M.G.s and an Allard retired.

BRISTOL M.C. & L.C.C. ORGANISERS' TRIAL

In this event best performance was made by W. J. Ashby's M.G., while Joe Fry was runner-up in his Lancia "Aprilia."

750 CLUB ALDERSHOT TRIAL

The 750 Club's Aldershot Trial was run off over a very stiff course, in beautiful, if non-trials, weather. The timed special test with which the event concluded was arduous in the extreme.

Results

UP TO 1,300 C.C.: 1st, Yates (Austin-Ford); 2nd, Pearson (Morris); 3rd, Davies (Austin Seven).
1,300-3,000 C.C.: 1st, Welfare (s/c Austin Seven); 2nd, Denyer (Lea-Francis); 3rd., Best (M.G.).
OVER 3,000 C.C.: 1st, Potter (Allard); 2nd, Appleton (Allard); 3rd, McAlpine (Allard).

COFTON HACKETT SPEED TRIALS

F.t.d. was made by Parnell's E.R.A., but the course record was not broken.

B.O.C. OPENING RALLY

Held at the N.R.A. Pavilion, Bisley, this event was well attended, the cars ranging from such diverse types as Dr. Ewen's 1908 Itala—going better than ever, with a new l.t. magneto now in use—and new-member Tom Cole's very transatlantic Buick. Lemon Burton won the George Harris Cup for the best-kept Bugatti with his "Royale," Heal the Scuderia Prize with his Sunbeams, Wynmalen the Invicta Prize, and Crowther's Lancia a new award for the best-kept car of any make.

CHILTERN C.C. DAW CUP TRIAL

The Daw Cup was won by Richards (R.L.F. Special). Hancock (Singer) and Wadsworth (Lagonda) took 1st class awards, Silvester (Ford V8) and Ingram (Standard) 2nd class awards and Pratt (Riley) the saloon-car prize.

BRISTOL M.C. & L.C.C. ROY FEDDEN TRIAL

Owing to the intervention of an A.C.U. motor-cycle trial in the same area it was necessary to concentrate the "Fedden" course and a route was devised requiring two circuits of a 28-mile course. There were four observed hills (each climbed twice) and two special tests. Test A, the primary test, was an "L" shaped forward and reversing test, and B was of the straightforward acceleration order. There were fifty-seven entrants of whom eight were non-starters. The event was held in beautifully sunny weather. The two-lap course scheme worked well and competitors' interest was maintained as three of the hills had never been used before. The recent dry spell somewhat upset the organisers' ideas and in the main the wear and drying sun rendered the hills easier on the second circuit. All the same, only two competitors recorded clean sheets, namely, K. Wharton (Wharton Special) and C. C. Evans ("Daisy").

Old Sodbury (in six sections) was easy on the first circuit, but a small stream had "mysteriously" visited the slopes when competitors reached it for their second attempts. The early numbers then found it extremely difficult to even reach the first section, but as time went on and the water dried out, the hill became much less hazardous.

The grassy slopes of Widden caught many napping on the first run, with R. W. Phillips in his Ford-Ten-engined Fairley making a notable climb. In the second run C. C. Evans ("Daisy"), K. C. Delingpole (H.R.G.), C. A. N. May (Ford Special) and G. W. Best (M.G.) all made outstandingly good ascents. A. W. Morrish (M.G.) failed in the last section.

The start of Wortley (Circuit 1) was located in a farmyard and only three cleared the first section. For the second circuit the start was moved and thereafter little trouble was noted.

The six sections of Newington brought about only a round dozen failures on the first circuit and here again the start was moved for the second runs. In the latter, providing cars were "bounced" out of the heavy mud at the start, little trouble was experienced. About half the entry failed there, notable among which were J. H. Appleton and G. N. Mansell in their Allards and J. Buncombe (M.G.). A similar fate fell to A. T. Daniel in one of the ex-Cream Cracker P.B.s, who had a bad day generally. A stalwart climb was made by W. M. G. Marshall ("18/80" M.G.) who was ably assisted by his three passengers. W. A. Cleave (Morris) and K. Wharton made excellent showing, as did G. Coaker and R. W. Faulkner in their Jeeps.

With two clean sheets at the close the final result depended upon the Special Test times. The Roy Fedden Trophy then went to K. Wharton with 14 4/5 sec. in Test A against C. C. Evans' 15 sec.

Provisional Results

ROY FEDDEN TROPHY: Best performance of the day, K. Wharton (Wharton) 1,081 c.c.
ALEXANDER DUCKHAM CUP: Runner-up, C. C. Evans ("Daisy") 1,991 c.c.
DAPHNE TROPHY: Best performance car not exceeding 1,100 c.c., J. S. French (Austin) 747 c.c.
CLUB CUP: Best performance car 1,100 c.c.–2,500 c.c., K. J. Murton (H.R.G.) 1,496 c.c.
BASIL BARBER MEMORIAL TROPHY: Best performance car exceeding 2,500 c.c., D. W. Price (Price Special) 3,922 c.c.
J. H. KING CUP: Best performance by Club member, K. Wharton (Wharton) 1,081 c.c.
TEAM PRIZE, JAMES SHIELD: West of England Car Club Team, E. Ellis (B.M.W.) 1,911 c.c., K. J. Murton (H.R.G.) 1,496 c.c., W. A. Cleave (Morris) 1,086 c.c.
CLASS AWARDS.—CLASS A, UP TO 1,100 C.C.: 1st Class, W. A. Cleave (Morris) 1,086 c.c.; 2nd Class, C. L. Bold (Riley) 1,089 c.c.
CLASS B, 1,100 C.C. TO 2,500 C.C.: 1st Class, G. W. Best (M.G.) 939 c.c., C. W. Yates (Austin) 1,172 c.c., E. Ellis (B.M.W.) 1,991 c.c., R. W. Faulkner (Willys Jeep) 2,198 c.c., C. S. Dewey (Willys Jeep) 2,198 c.c.
2nd Class, H. B. Woodall (Wolseley Ford) 1,172 c.c., R. W. Phillips (Fairley) 1,172 c.c., T. C. G. Butler ("Ophelia") 1,296 c.c., V. S. A. Biggs (H.R.G.) 1,496 c.c., A. Coaker (Ford Jeep) 1,983 c.c.
CLASS C, OVER 2,500 C.C.—1st Class, L. Parker (Allard) 4,400 c.c., K. B. Steadman (Hudson) 4,168 c.c.
2nd Class, M. Wick (Allard) 3,917 c.c., C. A. N. May (Ford Special) 3,622 c.c.

THE CISITALIA RACE IN CAIRO

The first one-make race for Cisitalia cars, in which crack-drivers were invited to compete, held at Cairo in March, was a very exciting happening indeed. Two 25-lap heats and a 50-lap final were run off over a tricky 1½-kilo. circuit. Cortese put it across financier Dusio in the first event, beating him by 6 sec. and averaging over 60 m.p.h.

Taruffi, driving very nicely, dominated heat 2, which he won by 24 sec. at nearly 62 m.p.h., from Ascari, after Louis Chiron had lost some plugs. Serafini was 3rd.

H.M. King Farouk started the final and Taruffi just led Dusio into the first turn, but before long Ascari, hailed as a new ace, had worked his way from a bad start into 4th position. At half-distance Taruffi led from Cortese with Dusio 3rd, but wily Cortese grabbed an opportunity in this close-fought race and got past Taruffi after 33 of the 50 laps. Taruffi then experienced rocker-gear trouble and in the end Cortese won at around 62 m.p.h., Ascari finishing 13 sec. later, ahead of Taruffi, Dusio and Tardini. It seems that Chiron broke a back-axle, and Serafini had rocker trouble, while Brivio and Lurani had to give best to the ex-motorcycle boys. King Farouk gave a special cup to Cortese.

The gate money wasn't up to expectations, so Dusio cancelled the Heliopolis and Alexandria fixtures and led his Cisitalia performers to S. America *via* Barcelona.

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Forthcoming Important Events

PRESCOTT OPEN SPEED HILL-CLIMB—MAY 11th

The first Prescott hill-climb of 1947 starts at 2 p.m. on Sunday, May 11th. Organised by the Bugatti Owners' Club, this is an Open Meeting. Classes are for veterans, 1½ litre, 1½–3-litre and over 3-litre sports cars, and 500-c.c., 501–750-c.c., 751-c.c., 1½-litre, 1½–2-litre and over 2-litre racing cars. Cars may not be entered in classes outside their capacity limits, but sports cars can compete in racing-car classes. The racing-car classes will all be run off in the middle of the programme. Prize money comes to nearly £145. £50 and a silver cup will be awarded for f.t.d., and £10 and cup for each class win. There will also be a handicap award. Entries have closed. This will be the first big sprint event of the season. At the equivalent meeting last year f.t.d. was made by Raymond Mays (E.R.A.) in 51.7 sec. Admission will cost 7s. 6d., car parking 2s. 6d. Practice will take place from 11 a.m. to 6 p.m. on May 10th.

BO'NESS INTERNATIONAL SPEED HILL-CLIMB—MAY 17th

The first International sprint event of 1947 and the first hill-climb counting towards the British Championship will be held at Bo'ness, Scotland, on May 17th, by the Scottish Sporting Car Club. The sports car classes will be contested in the morning, the racing cars running in the afternoon. Practice takes place on the Friday, from 2–5 p.m. and from 6–9 p.m. The course is half-a-mile longer than last year and 4 ft. wider above the "Snake," while the Paddock is now at the foot of the hill and spectator facilities are vastly improved.

SHELSLEY WALSH INTERNATIONAL SPEED HILL-CLIMB—JUNE 21st

The postponed Shelsley Walsh hill-climb, also counting for the British Championship, will commence at 2 p.m. on June 21st. £100 and the Shelsley Challenge Trophy will be awarded for f.t.d., £75 for second fastest time, the main prize money totalling £235, apart from class cash awards. Leslie Wilson has decided to ban sports cars, and Edwardian cars are ruled out by a regulation calling for four-wheel-brakes. Spectator-appeal is the order of the day, obviously. The classes are 500 c.c., 501–1,100 c.c., 1,101 c.c., 1½ litres, 1½–3 litres and over 3 litres. Practice occupies from 10 a.m. to 5 p.m. on June 20th. Competitors must bring their own fuel and oil. At the opening Shelsley Walsh Meeting last year Raymond Mays (E.R.A.) made f.t.d. in 42.79 sec.

ULSTER TROPHY RACE—AUGUST 9th

The Ulster A.C. will again run the Ulster Trophy Handicap and Scratch Race, on August 9th. Prize money totals £1,000 and the race-distance may be increased and a greater number of entries accepted. The winner of the scratch race will take £250. Last year "Bira" won the scratch event in his E.R.A. at 78.47 m.p.h. and Hillis (Talbot) headed the handicap contest.

B.R.D.C. I.O.M. RACE—AUGUST 21st

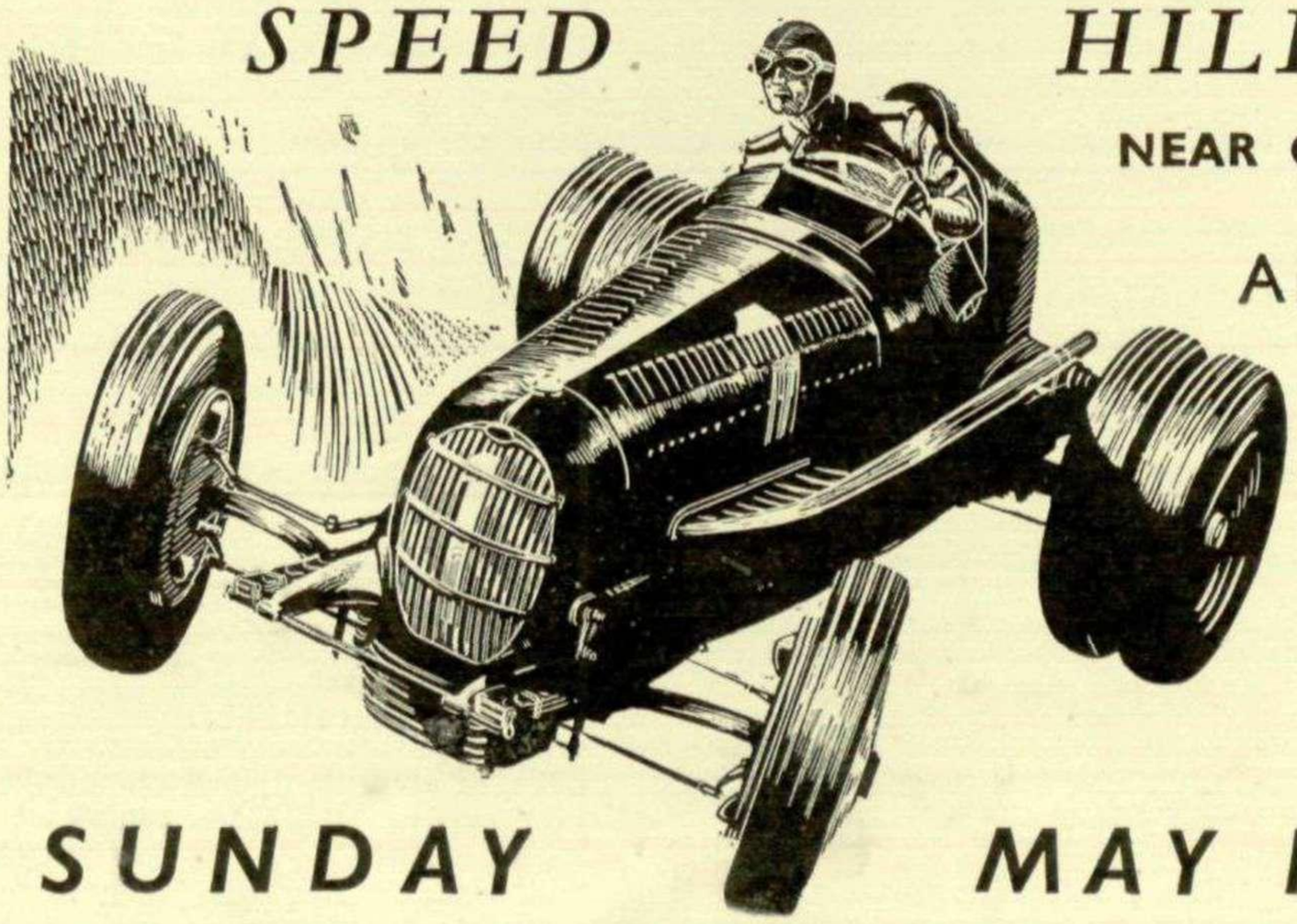
Most exciting is the news that the B.R.D.C. will hold a scratch race under the International Formula, in the Isle of Man on August 21st. The course will include the straight section from Onchan Village, past the motorcycle T.T. grandstand, down to St. Ninian's Corner, where it goes right-handed away to Douglas. The lap distance is 3¾ miles. It is possible that a preliminary race for blown cars up to 1,100 c.c., and unblown cars not exceeding 2 litres capacity may be run off before the main event.

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SPEED HILL-CLIMB



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SUNDAY MAY 11TH 2.0 P.M.

A 1,000-MILE TEST OF THE SUPERCHARGED NORDEC-FORD TEN

WE stated last month that we were conducting a test of a Ford Ten "Prefect" saloon equipped with an A.75 Marshall supercharger by the North Downs Engineering Co. We can now reveal that this test covered 1,056 miles in a matter of five days and ranged from town driving to a long-distance night run in the teeth of the worst gale in living memory. Any suggestion that supercharging of utility-type cars brings trouble in its train is dispelled when we say that in this mileage the only involuntary stops were those occasioned by dirt in a fuel line and by a short circuit in the ignition system. The latter trouble happened when snow, driven by the gale, wetted the engine until the h.t. current "shorted" between the top of the distributor and the supercharger inlet pipe. A chafed lead was found to be responsible and, as the car had covered 14,000 miles since the supercharger installation was fitted, can be excused. Otherwise, no mechanical troubles intervened and no belt tensioning or other work was required, although the Nordec-Ford was hard-driven throughout our thousand-miles test. About a pint of water was added to the radiator, oil put in as required, while fuel consumption came out at approximately 28 m.p.g. On "Pool," pinking occurred freely, but did not appear to cause over-heating or other bothers.

The North Downs Engineering Co. has gone very thoroughly into this matter of supercharging ordinary cars. The Marshall Roots blower is perfectly reliable providing its nose bearings are properly lubricated. This is done by tapping the normal engine oil supply and feeding to the supercharger *via* an adjustable valve and a sight drip-feed. The latter can be inspected from time to time—a comforting assurance that oil is going where it should. Throughout our test, it always was. A single belt is used to drive the blower from a pulley ahead of that which carries the separate belt driving the dynamo and fan. An adjustable jockey pulley running on ball-bearings tensions the blower-drive belt. The supercharger runs at 1.21-times engine speed and, with the existing down-draught carburetter, increases b.h.p. from 28 to 32.5 at 3,000 r.p.m. and from 29.5 to 37 at 3,500 r.p.m.

This power increase has the effect of improving top-gear acceleration or pick-up through the gears, to a marked degree. The sponsors of the Nordec-Ford rightly point out that to go beyond normal peak r.p.m. in the gears will accelerate wear and tear, and normally one changes up at 20 m.p.h. in bottom gear and at 30 m.p.h. in second. Even so, we had immense fun away from the traffic lights of the Kingston By-Pass, drivers of far more imposing cars being left standing by our insignificant looking, pressed-from-the sheet automobile, (incidentally, this is not intended as a slight on the Ford, for it has proved its sturdy worth the world over and, mercifully, makes no pretence to be anything but a practical utility car). Not only does the supercharger installation enable one to indulge in tricks of this sort, but it materially improves top-gear acceleration from 45 m.p.h. upwards (at 2lb./sq. in. boost) and enables hills to be climbed in top far faster than before. Consequently, this Nordec-Ford seemed just the job when a 200 mile night journey lay before us. It cruises easily at 50 all day, going up to 60 m.p.h. if required—incidentally, the speedometer appears to be almost accurate. There is a slight whine from the supercharger, nothing more. Starting from cold, and pulling away thereafter, is as easy as with the normal Ten, and so cool does the blower run that after a fast drive it is possible to rest one's hand on it. Not once did we hear a protest from the blow-off valve.

How does this installation mate with the Ford Ten as such? Well, we proved to our satisfaction the reliability of the outfit (special K.E. valves, over drive, etc. are available for Fords from the North Downs Eng. Co. if one wants to make doubly sure) and found that accessibility did not suffer unduly. The plugs are easily removed with a sensible plug-spanner, a sheet of rubber over the distributor top cured our short-circuit, and the fuel-pump primer is moderately easily reached—clean cuffs might suffer, but how often does the enthusiast consider such matters?

The Girling brakes are not only fully up to the car's increased abilities, but work very nicely indeed while, with the divided-axle i.f.s. supplied by North Downs, the road-holding was also entirely adequate, assisted by Ford's sensibly-geared steering.

The clutch was fierce unless dropped in, Alfa fashion, at zero revs., but this was hardly a fault to be blamed on the supercharger! Altogether this Nordec-Ford struck us as an excellent way of getting along, and incidentally, of getting maximum sustained urge for a £12 10s. annual tax. The Nordec installation also endows with individuality a car for which spares and service exist throughout the world. Most insurance companies ask no extra premium on the Nordec-Ford, while, as no radical alterations are entailed in installing the blower, this can be retained for use on a new car should the existing one be sold. On the car tested the air-cleaner was not coupled up to the carburetter intake, but normally this is in use, and obviates scoring of the blower rotors. Two extra gauges were fitted—an oil temperature thermometer, which never exceeded 40 deg. C., and a boost gauge, which went most fascinatingly up to 4lb./sq. in. at a touch on the accelerator. It was possible to cruise just below 50 m.p.h. at zero boost, which should give maximum economy of fuel.

We did a standing ¼ mile, two-up, in half-a-gale. in 29 sec. but did not have an opportunity to check the speedometer for further tests. However, we understand that the 0-50 m.p.h. acceleration time is improved by over 10 sec. when a Marshall supercharger is fitted, a truly useful gain.—W.B.

THE B.T.D.A. TRIALS CHAMPIONSHIP "STAR"

Few people seem able to recall the conditions governing the "Trials Star" which the British Trials Drivers' Association would have awarded at the close of the 1939 season if the war had not intervened. Consequently, we asked J. A. Masters, Secretary of the Association, how this Star was to have been awarded and whether it will be awarded for this season. Mr. Masters has replied that the B.T.D.A. anticipates that the Star will be revived for this season's trials, and that a list of those events for which points will be awarded will soon be issued.

The marking system was tested out by reference to certain 1938 and 1939 trials and was to have been introduced with the 1939 Land's End trial, and to have terminated at the end of that year. It is based on the principle of giving most marks to events with the biggest entries, and to give drivers competing in a few events a chance against many-event entrants, while checking "pot-hunting" for points. To this end, contenders for the Trials Championship may claim on their performances in any ten trials in a list of approved events. The season is to be January 1st to December 31st, and it is to be hoped that the B.T.D.A. will, by now, have issued its list of approved 1947 trials, and that this will include some classic events already held.

Marking is as follows: Where the regulations provide an award for best performance irrespective of class and determined by order of merit, one mark is counted for every starter, less one mark for each competitor placed above the claimant in order of merit. Where 1st and 2nd class awards are given irrespective of class and no order of merit is published, 1st class award-winning claimants take marks equalling the percentage of starters not gaining 1st class awards, divided by two. Second class award winners take marks equalling percentage of starters not taking 2nd or 1st class awards, divided by two, and likewise for 3rd class award-winning claimants. Trials which cannot be marked thus will either be marked specially or struck off the B.T.D.A. list of approved events. Bonus marks will not be given for Trophy or Team Award winners, etc., but marks can be doubled for the Experts' Trial.

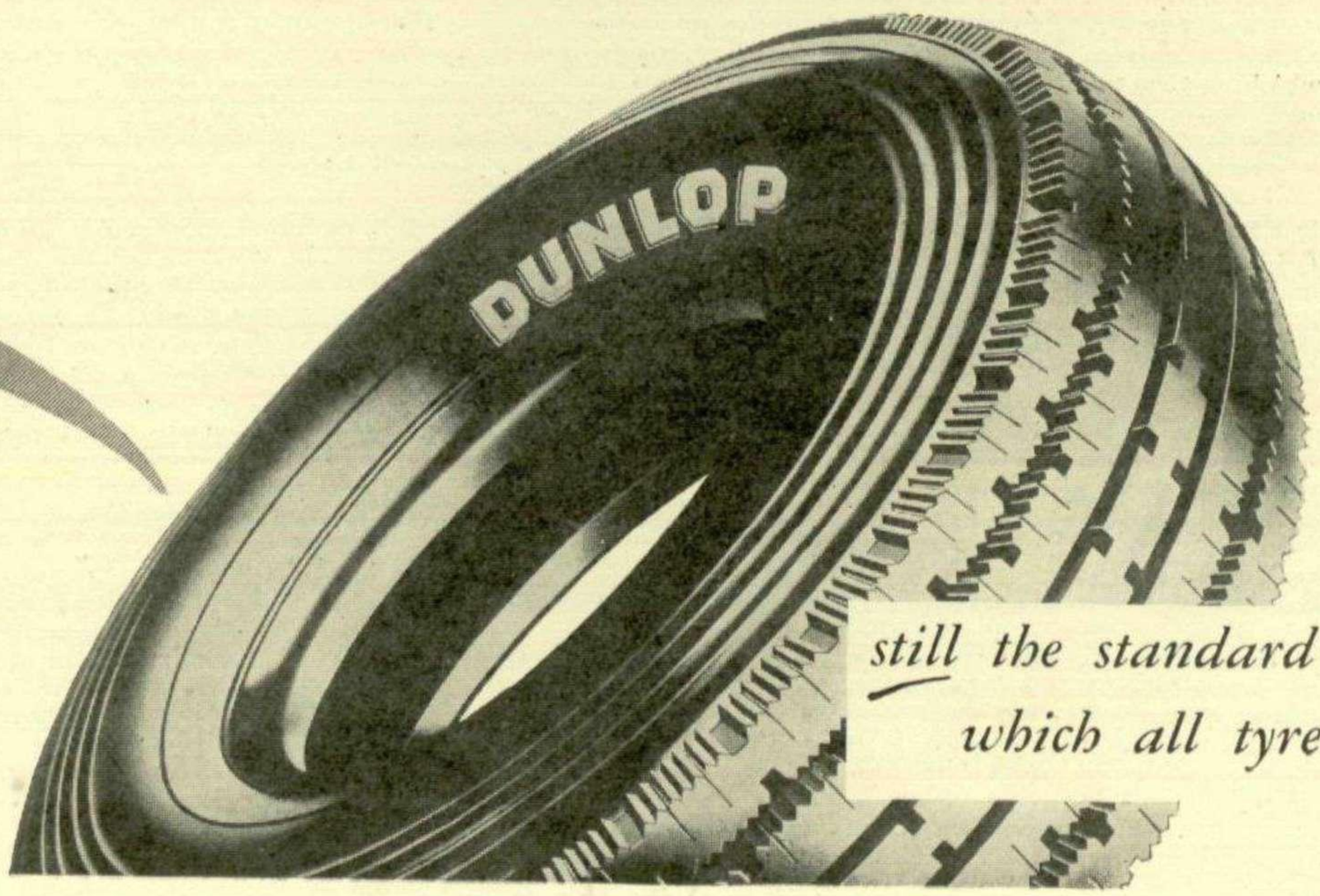
Claimants must be members of the B.T.D.A. and should submit claims based on their ten best performances to the secretary at the close of the season. It was the intention of the association to maintain interest by issuing a provisional analysis periodically and we hope this will be instituted throughout this season. Membership applications to the B.T.D.A. should be sent to J. A. Masters, 26, Bloomsbury Way, W.C.1.

PAT DRISCOLL
AT THE
750 CLUB

★

LAST month the 750 Club persuaded Pat Driscoll, the famous Austin racing driver, to attend a meeting of theirs, and Pat, in turn, invited the 750-ites to fire questions at him. The meeting wanted to know a lot about aluminium heads but Driscoll said the Austin designer did not hold with them—he used to motor sedately about in an Austin Twelve—although later they vastly improved Austin performance, for example on the Ten, and Pat was getting excellent results from an aluminium-sprayed head on his wife's Morris Eight. He had not had much experience, either, of unblown Austin Sevens except for the Le Mans " Grasshopper " type cars, which merely had to finish the first year in order to qualify for the next race, and so had a maximum of only about 68 m.p.h. " A good ' Nippy ' could see them off," said Pat, and, pressed for confirmation, stated that one which they had as a hack lapped at 72 m.p.h. with a maximum of 77 m.p.h. [1931 was mentioned and possibly Pat meant an "Ulster"—Ed.] Ultimately the s.v. engine was blown at 20lb./sq. in. pressure with a compression ratio of about 7½ to 1, and ran up to 10,500 r.p.m. The twin-cam engine was stressed for 14,000 r.p.m. but development was never completed and it was normally run at about 8,500 r.p.m. When war came all the spares for these cars were destroyed but the cars exist. When Lt.-Col. Waite became interested in golf he lost interest in motor-racing and Murray Jamieson—a splendid designer—got the sack. He had had independent rear suspension in mind for the twin-cam car but Austin's never encouraged him to press on very fast with such work. The special front axle he evolved gave excellent results and was copied by Bugatti—if they could have hidden the special joint they would have done so, but it had to be clear of the radiator, etc. and was visible on the near side. Two needle-roller bearings were used in this axle, about 5 in. apart. Driscoll said he had only once broken a crankshaft, but that he used specially light rods based on those used in Norton motorcycles, which probably helped. The early " dutch clog " cars were most uncomfortable for long-legged drivers, especially as the scuttle petrol tank chafed the thighs and the battery for the coil ignition dug into one's right leg. Later vertical magnetos were used, so the battery could be removed—incidentally, the lap speed went up by several m.p.h. Glycol cooling was used on the later s.v. cars and about 28 studs held the head down. Ballamy asked whether the design of Austin Seven stub-axles and steering pivots had worried Driscoll. " No," said Pat, " I never thought about them." Pressed as to whether the axles of the racing cars were changed frequently, Pat again said they never gave any trouble. Ballamy explained that he broke two stub-axles after a Brooklands-dice, but Boddy thought the divided L.M.B. axle probably put more strain on the steering pivots and stub-axles than the normal beam axle, which Lowrey rather confirmed. Driscoll said he could never understand why the Q-type M.G., which gave the same b.h.p. as the Austin, was slower. Asked whether it wasn't rather startling to follow an R-type M.G. in a race, Pat said not when Doreen Evans was driving, for she was a very good driver. Most M.G. drivers seemed so wild, however! Boddy asked how " Bira " appeared to like the s.v. car and was told he seemed quite at home in it but that Prince Chula expected him to beat Driscoll's lap record on his first outing, which he couldn't do, especially as the car wasn't then in 100% tune. Asked about the speed of the twin-cam car Pat recalled doing 122 m.p.h. along the straight at Brooklands. Ballamy said he had taken ciné films of the s.v. car cornering at the Fork and noticed it took a wide sweep and Driscoll said this was necessary as otherwise it tended to slide. In long races the cars ran better with half-empty tanks. Birkett queried whether controlled differentials had ever been used and although the question was not fully answered, Driscoll did tell us that a solid rear axle had been experimented with but that the car then became uncontrollable on sharp corners. The twin-cam car was not only noticeably more comfortable than the older cars but handled really magnificently and could be cornered as fast in the wet as in the dry.

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The 500-c.c. Outlook

The 500 Club has now finalised its National 500-c.c. Formula, which it hopes will make for keen competition amongst drivers of 500-c.c. racing cars and will reduce to a practical minimum the cost of constructing such cars. This Formula stipulates the following specification requirements :—

Engines.—Any unsupercharged engine not exceeding 500-c.c. capacity. Multi-cylinder engines have been let in because it is considered that *in unblown form* such engines will not seriously rival singles and twins in respect of power output. Incidentally, it is pointed out that 40 b.h.p. and decent streamlining should produce about 90 m.p.h.

Fuel.—It has been decided to permit any fuel, as it was found difficult to define " standard " petrol. This will please those who, headed by John Bolster, say that expense is saved by using alcohol fuels as " blow-ups " due to overheating are obviated. It will depress those who aver that dope motors are expensive.

Fuel Tanks.—The fuel tank capacity must not exceed one gallon. The purpose of this rule is to even up dope and petrol-burning cars in longish races, by necessitating stops for re-fuelling on the part of the former cars. It is also emphasised that fire risks are reduced and that better stability results from using small tanks on small cars.

Minimum Weight.—This is set as 500 lb. unladen net weight. This is considered a reasonable compromise between the desirability of increasing performance by ingeniously reducing weight and yet not permitting dangerously or expensively light cars.

Reverse gear.—As motorcycle gearboxes have no reverse gear this is optional. It is pointed out, incidentally, that cars weighing under 8 cwt. can run legally on the road minus a reverse gear.

Brakes.—Four-wheel brakes are compulsory and, additionally, hand operation of the brakes on either the front or back pair of wheels must be provided. This is purely a safety measure, although the Club emphasises that good brakes improve the effectiveness of a car under racing conditions.

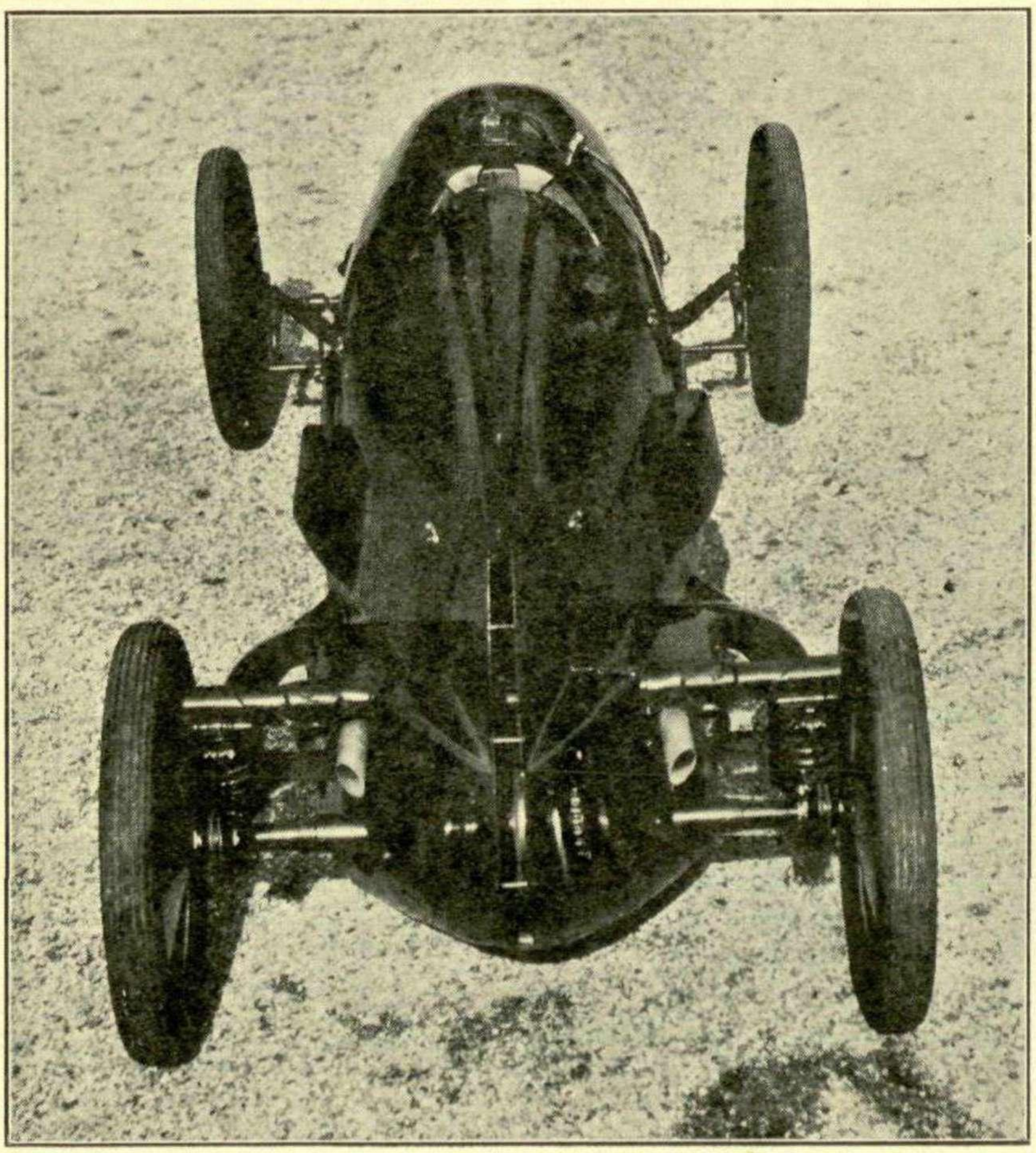
Bodywork.—It has been decided to let stripped chassis compete if a competitor has run short of time or money and hasn't built a body. But strong emphasis is placed on the desirability of fitting bodywork, if only to suggest to the public that these 500-c.c. class vehicles are real racing cars.

Wheel and Tyre Sizes.—To obviate a return to those carefree days when cyclecar exponents motored on wheels and tyres that would have shocked modern motorcycle riders, a minimum combined wheel and tyre diameter of 21 in. (wheel 15 in., tyre 3 in.) is laid down.

Track.—Likewise, to prevent dangerous freaks, the minimum permissible track is 3 feet.

The foregoing rules seem very reasonable and worth while, and Count Lurani's " Nibbio " would apparently conform to them. Incidentally, three-wheelers, the only form of cyclecar now recognised by the A.C.U., are not within the scope of the 500 Club.

Having framed these rules, the Club hopes to hold its own races and sprint events when venues can be found—it has wisely decided not to hold an I.O.M. race this year. For the time being it depends on existing organisers including classes for 500-c.c. cars, and it is distressing to find that, while such cars are catered for at Prescott and Shelsley Walsh, no mention is made of the Formula, and consequently 500-c.c. cars not conforming to the above specification can compete. This is bound to undo all that the 500 Club has done towards obtaining fair and inexpensive racing and we hope this not-easy-to-understand state of affairs will soon be rectified. Many new 500-c.c. cars are likely to join the already successful cars of Strang, Cooper and Lones this year. J.A.P., H.R.D., Douglas, Aspin and Triumph Speed Twin engines are expected to be popular and it will be most interesting to see whether the existing Prescott record (Strang, 52.98 sec.) and Shelsley Walsh record (Strang, 52.46 sec.) will fall. The 500 Club's Patron is Earl Howe, its President S. C. H. Davis, and its Vice-Presidents Messrs. Findon, Mays and Pomeroy—which speaks for itself. A stall will be occupied by the Club at the next Shelsley Walsh hill-climb and its magazine " Iota " will be on sale there. The Secretary is V. O. H. Siddall, Milford House, Lansdown, Bath.



Something at which to aim—Count Lurani's "Nibbio," which holds the Class I kilo. record at 106.7 m.p.h. It conforms, as it happens, to the 500 Club's formula.

MOTOR SPORT BROOKLANDS FUND

Donations to the Brooklands Fund stood as under, on April 20th :

	£	s.	d.
W. J. Tee, Esq. (MOTOR SPORT)	10	0	0
C. Clutton, Esq.		11	6
H. D. Harrison, Esq. ...	1	1	0
Reggie Tongue, Esq.	1	1	0
Dr. H. S. Hayton Williams	1	1	0
P. L. Pratt, Esq.		5	0
R. A. Daniels, Esq.		10	6
K. H. Miles, Esq.		10	6
S/Sgt. E. Garside Mrs. Garside }		10	0
	£15	0	6

THE "LAND'S END" AGAIN

The M.C.C. revives the great Easter Trial. Very arduous run, under fearful weather conditions.

★

THIS Easter, after all those years of trouble and strife, the M.C.C. revived its classic "Land's End" Trial, under modified conditions. The slight leather-coated figure of Organiser "Jackie" Masters was again to be seen conducting the most famous trial of all time. From Taunton, after breakfast at Deller's, the competitors—car, motorcycle and three-wheeler—set out on a very stiff test, which finished at "Land's End." In the later stages torrential rain and a gale rendered conditions not only difficult, but decidedly unpleasant for those not sheltering beneath roofs or hoods. Wick changed a fuse in his Allard on the way to the start, and in the huge car park we noticed Goodenough's Horstman, rather lurid with home-brewed body and modern lamps, amongst the moderns.

At Darracott, the fourth observed hill for cars, the surface soon became very sticky and few competitors managed the re-start test. The higher reaches proved easier and of the motorcycles only Grace's Triumph stopped while we were watching, although Christensen's Norton combination all but failed. Excellent riding was done by Kentish (B.S.A.), Adcock (Royal Enfield), Moncur (Ariel), Hosking (Scott), Newby (Triumph), Simes (Excelsior-Manxman), Denton (12S Royal Enfield), Mrs. Anning (P. & M.), Case (Matchless), Gurden (Ariel), Oxborrow (B.S.A.), Chidley (B.S.A.), Sugden (vintage Sunbeam), Saunders (B.S.A.), Hampton (H.R.D.), Hawtin (Scott), Dicks (Velocette), Bray (Royal Enfield), French (E.M.C.), Merrett (H.R.D. V-twin) and Axford (Velocette) while we were observing. Of the cars, Uglow (H.R.G.) was sure, Cleave's astonishing Morris Ten excellent, but the body of Maclean's B.M.W. fouled the road and Roundhill's Jaguar was fluffing at very high revs. Len Parker's Allard treated spectators to a real mud bath, Brunyee's Triumph used low pressure for the rear tyres, Widman's A.C. was neat, and Morrish's old Frazer-Nash made a grand ascent, sliding the bends. Haywood's vintage Bayliss-Thomas was one of the many who failed at the re-start, only to climb faultlessly thereafter, as did Barton's Morris Ten. We moved down the hill to see how the Special Test was conserving the M.C.C.'s "Premiers" and saw Richardson, Davis, Guernier, Allott and Scobey, all in M.G.s, and Grindrod's Riley, in spite of its passenger's Riley badge, fail by the line. Then, using lots of r.p.m., Morrish made a grand get-away in his blown M.G.

Competitors soon ran into heavy rain after leaving Darracott, where there was eventually some *five hours* delay, largely because Wilcock's gallant old 1911 Clement-Talbot couldn't cope with this sticky trials' hill.

Near Wadebridge Lloyd's Ariel sidecar outfit was delayed by the wet, and Cornish's Panther was in trouble.

So to the notorious Bluehills Mine. It could hardly have been more difficult, and the terrible weather conditions made things almost unbearable for officials, police and spectators. Yet quite a crowd, wet to the skin, lined the rails by the re-start on the concrete patch, which test was to lose so many their awards. The marshal with the chock was none too slick, so that Warner (D.K.W. motorcycle) experienced a nasty fall and twisted his handlebars so badly he couldn't take the test. Those in cars who failed dismally included Maclean's B.M.W., Brunyee's Triumph, Widman's A.C., Allott's M.G. with spin, Davis' M.G. likewise, Guerrier's M.G., Grindrod's Riley, Clare's "TA" M.G., Boutle's M.G., Burman's new Lea-Francis with vast touring body, Cookson's M.G., Scobey's M.G. with no power at all, Squillario's Hillman Minx saloon, Barrow's Vauxhall, and many, many more. Frey's "TA" M.G. did not even reach the re-start unaided, Walker's Riley "Falcon" couldn't get from the line, and Richardson's M.G. hadn't a clue. In contrast, Uglow's H.R.G. never faltered, Mansell's Allard was excellent, and Morrish got up splendidly in spite of the high ratios of his Frazer-Nash. Barton's Morris Ten was again astonishingly capable, crew still able to assist by bouncing, and Pilkinton's M.G. got off and away really fast, leaving an aroma of burning rubber in the rain-swept air. Mansell took his Allard off skilfully to the accompaniment of a nice exhaust beat, and Morrish (M.G.) put up the best show yet. Hayward's Bayliss-Thomas behaved perfectly, climbing with a harsh whine after the re-start, the H.R.G.s were excellent, and then Scroggs' Trojan did everything faultlessly, receiving the first and only applause from the sodden spectators as it two-stroked slowly upwards. Wick's four-seater Allard was well handled, and Nicholl's M.G. "Magnette" was good, after which a closed A.C., a Riley saloon and a Vauxhall-radiator-ed "Special" all failed early after the re-start. C. A. N. May's Ford V8 got away with certainty and accelerated fiercely thereafter. At this point our notebook was in danger of becoming pulp and we apologise to those competitors who are not mentioned—already many of our observations had become unreadable. Cars were still going out to Bluehills at about 10 p.m. after the marshals had left. Wilcock and his very brave mother arrived in the Clement Talbot, lightened by removal of hood and screen, and, although they did not attempt the hill, the old car returned strongly the way it had come after its oil lamps had been lit—how many years, we wondered, had elapsed since oil lamps were lit in the shadow of the famous tin mine? In Perranporth there was rather a lot of parking, two, even three, abreast with headlamps blazing, in a main road by a check, on the part of some competitors, and a competing Wolseley saloon had a minor accident with a non-competitor. However, it was a "Land's End" again and the greatest possible satisfaction was experienced by all.

Results

The following car-drivers won well-deserved Premier Awards:—

Cleave (Morris), F. Morrish (Frazer-Nash), A. Morrish (M.G.), Parker (Allard), Crossby (Vauxhall), Wick (Allard), Mansell (Allard), Delingpole (H.R.G.), May (Ford), R. Holt (M.G.), G. Holt (M.G.), Molly (Riley), Scales (M.G.), Undery (B.M.W.), Symons (Morgan), Hellier (Morgan), Moore (Ford), Grove (M.G.), Newton (H.R.G.), Wood-Dow (H.R.G.), Morgan (Riley), Mores (M.G.), Brayshaw (Humber), Morley (A.C.), Murkett (M.G.), Campbell (Morgan), Tyrer (B.M.W.), Hellyar (Singer), Morgan (Morgan), Goodall (Morgan), Couzens (M.G.), Eckett (M.G.), Imhof (Allard), Appleton (Allard), Denyer (Lea-Francis), Potter (Allard), Ellis (B.M.W.) and Harrison (Riley).



RP 835C

The Reminiscences of Reggie Tongue

A most absorbing account, by the well-known racing driver, of the cars which have served him both in races and on the road.

★

MY first real interest in motor cars began at a time when my father used to recount stories to me of the Bentley Boys at Le Mans. A time when British motor racing was supreme. How I admired, as a boy, the stories of Birkin, Sammy Davis, Woolf Barnato, Benjafield, Duller, Duff, Clements, Chassagne, Bernard Rubin, and the memorable victory after the White House crash, in 1927, of Davis and Benjafield.

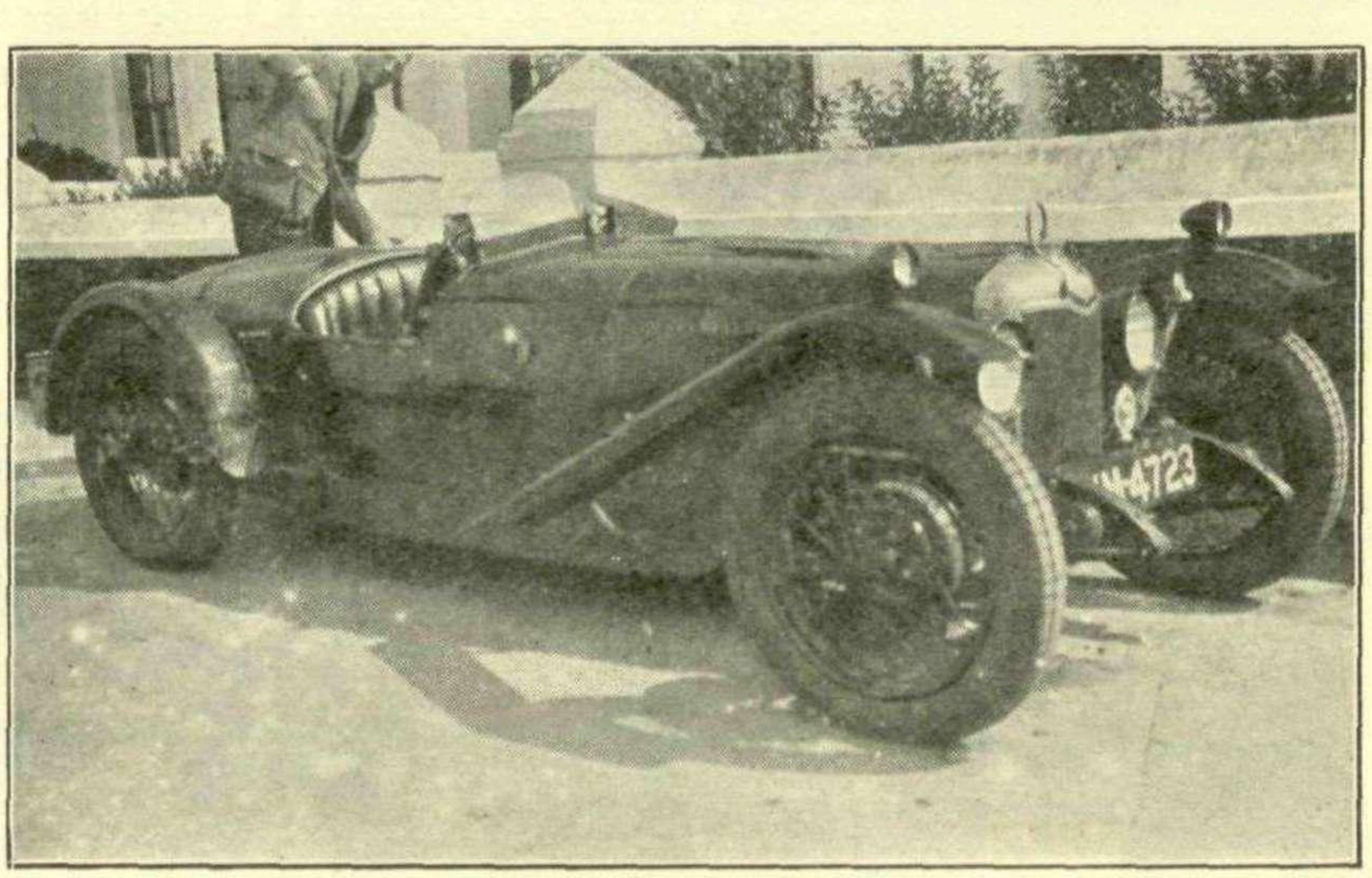
Prior to this time, though, my appetite had been whetted by my father's ownership of a "12/15" Fiat, about the year 1921, and a "20/70" Crossley about the year 1923. The "12/15" Fiat, although I never drove it, had an excellent performance and was the first car in which I travelled at 60 m.p.h. This car was also the first car, I think, to fit pistons with cast-iron tops and aluminium skirts. These pistons, however, were very prone to burning and wear, and everywhere my father always carried a spare set of pistons which were fitted on the spot if any trouble was experienced. The "20/70" Crossley was a very different proposition. It was remarkably fast and very reliable. It was built like a ship and was driven over the Yorkshire Fells (actually on the Fell as the clearance was so very good) and up and down moorland water courses, dug out of bogs, brought home, washed and polished and then driven down to Brooklands at an average of over 40 m.p.h.; and we tend to forget that roads then were not of the quality they are today.

It was about this time, 1925, when I was still at school and my father had a 3-litre Bentley and a 1924 "10/23" Talbot 2-seater, that my full interest in motoring sport really began. The latter was a beautiful little car, capable of at least 50 m.p.h. and built like a watch. It was almost the first car I drove, the previous ones having been a Standard Nine and "chummy"-bodied Morris. I remember so well driving the "10/23" Talbot round the lawn at home (whilst my father was in Ireland), flat out in second and even then, in spite of its small radiator it did not boil. This car had a solid rear axle, which was unusual [normally the "8/18" had the solid axle, while the "10/23" used a differential.—ED.], and after my gyrations, it looked as if the circus had pitched their tent on the lawn. I returned to school without seeing my father, and forgot about it until later I wrote for pocket money, when I duly received a reply to the effect that I would be paying off damage to the lawn until long after my school days were over. This was really my first effort at driving, and on what finer car could I have begun? Even now I remember so well what a beautiful gearbox, what a sweet engine, what excellent steering, how well all the switches on the dashboard operated, and the fine quality of the accessories and instruments which make the fittings of cars today "jerry-built" in comparison.

Shortly afterwards my father died and my trustees decided to sell the Bentley as being unsuitable for a young man of my years, but retain my father's 1926 "14/40" M.G. Mk. IV featherweight fabric saloon. This was one of the early cars made when M.G.s were still at Cowley and Abingdon was not in existence. At that time the performance was excellent and with the exception of the heavy wear on the cylinders the car was mechanically sound. The performance was quite good, and the car was capable of 60 m.p.h., but the body left everything to be desired. The ventilators dripped water on your legs, the bonnet catches, when undone, chipped the paint off the wings and the handle of the rear door used to puncture a hole in the fabric of the front door when this was fully open. Finally, when I sold the car to my cousin he fitted a very strong strap and connected the front doors to pins through the chassis to restrict their opening. The wind blew, however, the door opened, the strap held, but unfortunately all the hinges were pulled out of the very flimsy structure. Still the car had a lovely healthy exhaust, was nippy and definitely looked good.

I was mad keen on cars by now and fortunately an aunt with whom I now lived, and who had a 1928 2-litre Ballot drophead coupé (which was built like a lorry but had an excellent performance, in spite of its weight handicap) and which I often drove to her complete satisfaction, persuaded my trustees that a saloon car was no ideal for a young man of eighteen years, and talked of an open sports car. It was a toss-up between a 1½-litre T.T. Lea-Francis and a "Brooklands" Riley (VM 4723). Fortunately, the latter won. It was waiting for me on my return from school at the end of term. What a marvellous car that was and how well did Thomson & Taylor, Ltd., and the Riley Co. develop it. I was not allowed to race it, but decided to enter it for one of the M.C.C. trials. At this time Sammy Davis was also driving one. At the start at Virginia Water everyone looked askance at the small radiator and low ground clearance, and we could hear mumblings of "Well, he won't climb any of them." Sure enough, they were right, so we came home and made some drastic alterations. We obtained a special crown wheel and pinion and a special gearbox made by Pickups. It meant removing the engine to put in the gearbox before each trial and our maximum speed became sadly limited, but much to everyone's surprise we were winning 1st Class awards in the "Land's End," "Exeter," etc.

How reliable and fast that car was! It left nothing to be desired and never once did we have a major failure, except when going down from Newcastle to London, in heavy snow, to compete in the "Exeter," when a skid and subsequent blow against the kerb near Scotch Corner with the rear wheel resulted in the fracture of the banjo casing so that the wheel and half-shaft very nearly came completely out together. One memorable run this car did was when a friend and I, holidaying in Cornwall, decided that we disliked the weather at Land's End, and immediately set off for John o' Groats without any preparation except to wire the family to tell them of our changed plans. We were in John o' Groats from Land's End in twenty-six hours, non-stop, which included going sixty miles out of our way near Inverness. We did 2,000 miles in all on that holiday, and never even removed a plug. With full equipment, the maximum speed was not so high as that claimed, but the road-holding, braking, and steering, and general performance were a long way ahead of other cars at the time. There was a tendency to skid in the wet, and if you did there was not much you



This 1928 *Riley Nine "Brooklands" model was the author's first* real *car and receives high praise from him.*

could do about it. This was, I think, due to the very low c.-of-g.

Now, however, I was getting really bitten with competition work, and decided to enter for the Alpine Trial in 1933. For this I managed to purchase a most beautiful blue 2-seater Aston-Martin (GX 72), which is now in South Wales, I believe. I had thought of using the Riley, but decided that the cooling was not adequate, as radiators were to be sealed. Donald Healey, however, put up a brilliant show with his "Brooklands Nine," as he also did in the Monte Carlo. Later I wished I had competed with the Riley as, although the A.M. was superbly reliable it was too heavy, also the lock was not always adequate and we lost a few marks.

The Aston-Martin (chassis LM 10) was, however, so good that after seeing the Nice "G.P." I decided to enter for a road-race with one and settled upon Le Mans. The car easily qualified for the Rudge Whitworth cup. It was the most reliable racing car I ever owned and did what was required of it in every race in which it was entered. Strange to say, I saw it advertised the other day for almost the identical price I paid for it in 1934.

I not only drove the Aston-Martin already referred to but also several others, and even on one occasion a Long Chassis model (AMG 490). Very few of these cars were built. They were much smoother than the Le Mans car and had a large amount of room even for a four-seater. The performance was ample for the type of car.

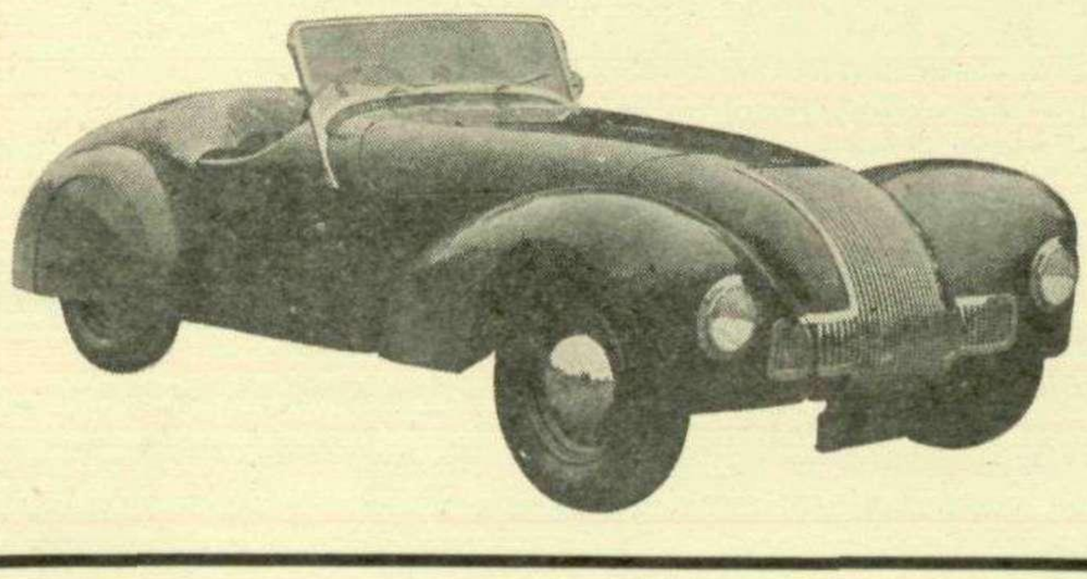
I once ran one of these cars in the "Land's End." On one hill we charged the bank and a few miles further on the wing developed a serious and pathetic droop. Fortunately, some men repairing the telephone service gave us about a mile of wire. We used what we required and threw the rest into the foot well of the passenger's seat. Returning through Camberley during the dead of the night the air was suddenly heavy with the smell of burning—obviously from the cockpit. We pulled up with great rapidity, threw out the seats and floor boards, expecting the see the first flicker of flame as the smoke was pretty thick. Then we discovered that the end of the wire had been caught up by the prop. shaft and the whole lot wound round. It took about an hour to free it all.

After Le Mans, however, I decided that in the following year I must have a proper racing car. In the meantime I purchased a "Le Mans" 2-seater Singer Nine (AVM 894) and entered the car for the "Alpine." This car was most unsatisfactory from my point of view, and I had it only a few months, competing in one or two events. It had nowhere near enough power in the "Alpine." It was quite incapable of maintaining even the standard time on the passes, and consequently many marks were lost. It was also very easy to over-rev. the engine, and when this did happen the crankshaft invariably broke. The steering was none too good, and, in fact, it was a purchase which sadly disillusioned me. It did, however, run through the "Alpine" without any mechanical failure and won a first-class award in the Inter-'Varsity Trial.

About this time I began my first efforts at journalism by doing road tests of popular cars for the Oxford University paper *The Isis*. How well I remember reporting on the first "J2" M.G. The makers had claimed 80 m.p.h. for the car, but the earlier cars were quite incapable of this speed. The reader will well imagine the predicament in which I was placed. The alternatives were either to break faith with the reader or the manufacturer. I took the car to the top of the hill on the Benson bye-pass, and dived down into the straight, to clock 65 m.p.h. Truth won the day and I awaited the wrath of the late Cecil Kimber, who was a friend of mine. It never came, but later models were much improved. For its size and type, the "J2" M.G. had a lot to commend it, particularly its lines and finish, which gave it the character of an independently and well-constructed car against other sports cars which had all the appearance of mass-production—although they were *not* so produced—and cheap construction with pressed-"tin" predominating in the bodies.

At the beginning of 1935 I managed to purchase from the late Dick Seaman the Whitney Straight "K3" M.G. "Magnette," with which they had both had so much success. Unfortunately, by the time I obtained the car the best had been taken out of it, and although it was very fast, due to the high boost and light

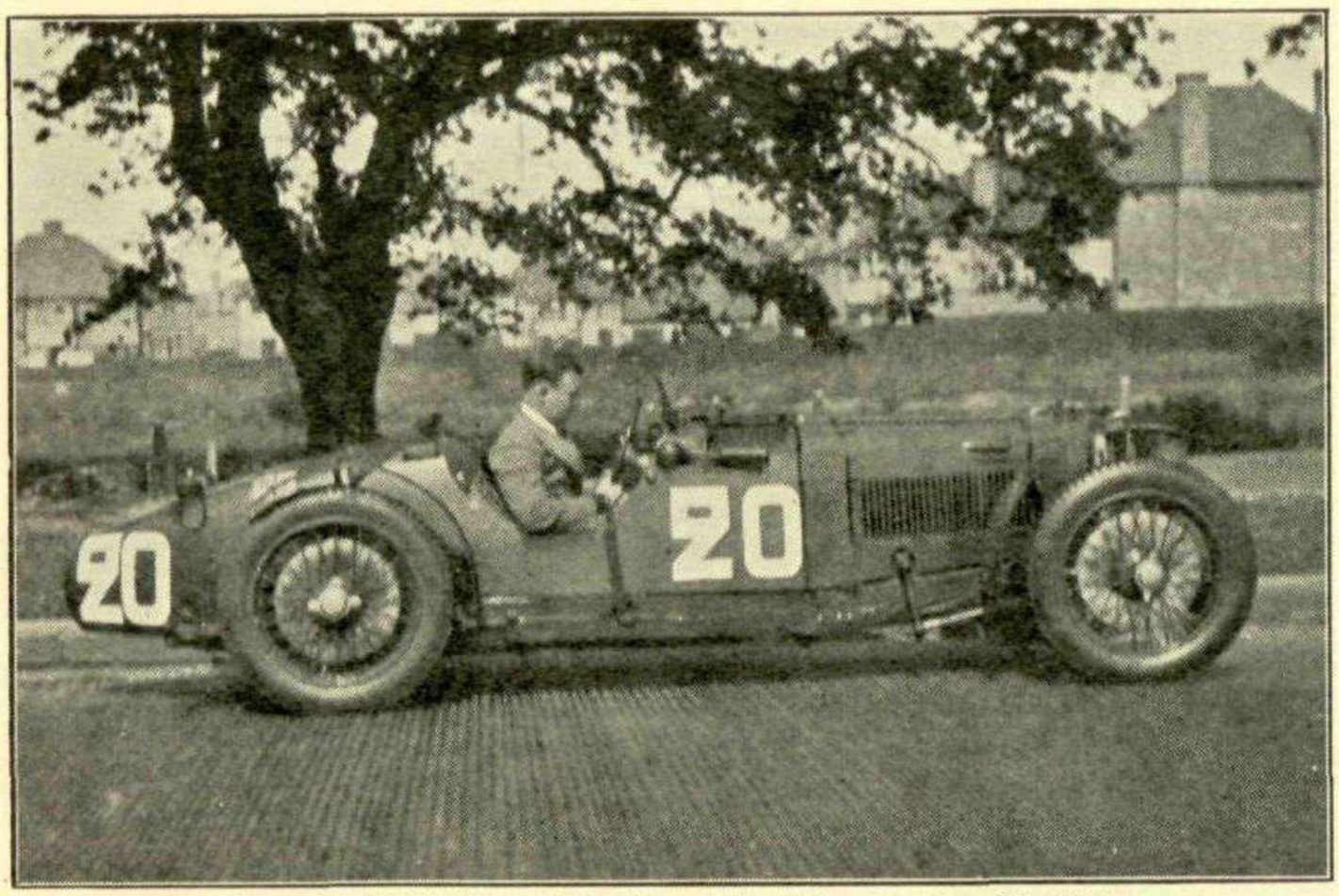
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The Aston-Martin which Tongue found so much to his liking

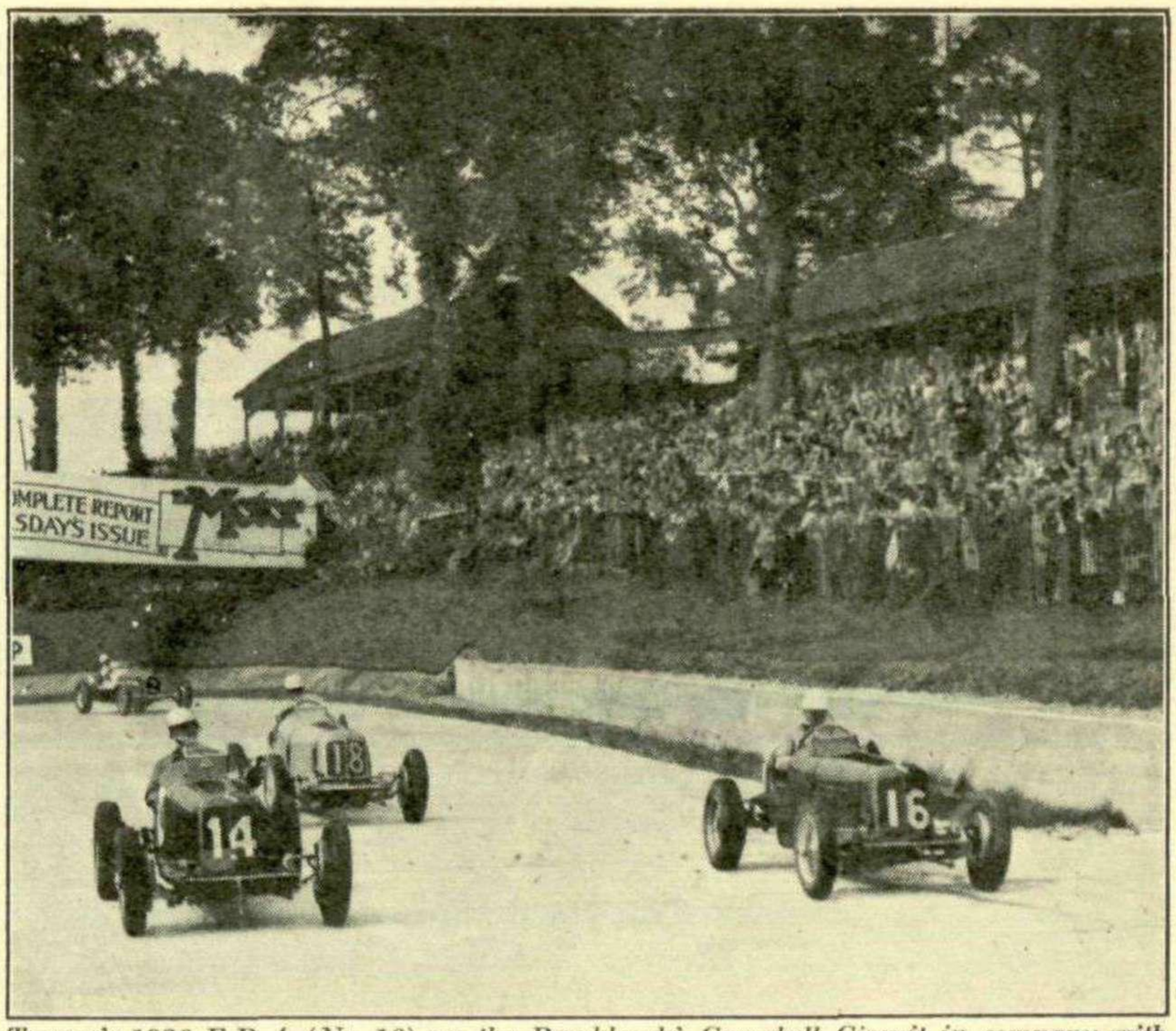
weight, its reliability left much to be desired. After one or two Brooklands' races and speed trials I decided to sell it, and purchased one of the M.G. " R "-type cars from Sir Malcolm Campbell. This car was a big advance in design, being a *monoposto* and also independently sprung on all four wheels. The car was well made but did not have quite enough power in relation to its weight. The carburation was difficult to get right and a great deal of trouble was experienced with the supercharger. The suspension also was too independent and going round a corner at speed gave one the impression of being in an aeroplane and banking steeply, due to the torsion bars being too resilient. This was later modified and I did have one excellent success with the car before parting with it to Charlie Manders. In the Inter-'Varsity Speed Trials of 1936 the car made fastest-time-of-the-day, and a new record for the course which stood for several years. In long-distance races, however, the type never really lived up to the reputation gained through M.G.'s successes, chiefly due to not being consistent enough.

About this time I was using a Ford V8 (ALT 600), one of the early 2-seater drop-head coupés. I purchased this car, secondhand, for about £85 and did almost 40,000 miles of cheap, reliable, trouble-free motoring. The front end was a bit prone to wander if you went into a corner too fast, when the car usually took charge, but that was the only fault the car had. I motored to race meetings all over Europe and had one spot of trouble, in the back-axle; due to the excellent service for Fords in almost any reasonably-sized town, I was able to have the axle replaced in three hours at a cost of less than 25s. During the time I had the car it was left in the open at night yet the paintwork remained excellent, and the car was always certain of doing well if one should suddenly decide to enter for a reliability trial. In the same year I drove a saloon Ford V8 (BGW 239) in the R.A.C. Rally with Roy Percival, and had the usual no-trouble run. I give these cars 100 per cent. marks for speed, reliability and comfort at the price. They were a marvellous all-purpose car. Dick Seaman had one about the same time and he always swore by his.

In 1936 I took delivery of a new E.R.A. (chassis RB 11), with engines 5017 and 5019, one of which was to be used as a spare. There is little I can say about the E.R.A. which has not already been said in the motoring Press and which will cause its name to live with other immortals—Bentley, Sunbeam, Alfa-Romeo, Delage and Rolls-Royce. This chassis was a marvellous design, I believe partly, if not entirely, due to the genius of Reid Railton. It was, like most things British, a little too heavy, but it did its job admirably.

The engine having been based on the Riley, to which I have referred earlier, it was obvious that the car would be a success. My own car gave me endless encouragement and several successes, such as being first at Cork, first in the 1,500-c.c. Class at Freiburg in the Hill-Climbing Championship of Germany, first in the 1,500-c.c. Class DeVelier Les Rangiers, third in the Prix de Berne and at Albi, to mention just a few. The only real troubles we encountered were with the supercharger and cylinder head. In the former the driving gears sheared on occasion, due to overloading, I fear, and cracked heads were far too common, due to incorrect mixture. It was always very difficult to obtain the correct mixture with the S.U. carburetter, and particularly with continental fuels. This is something in which the Continentals always seem a long way ahead of us. With the Alfa-Romeo, and particularly the Maserati, it was always almost invariably possible to retain the same jets for any fuel and climatic conditions. In fact, it was possible, with the Maserati I ran later, to drive up for fuel in the Paddock at Brooklands on hard plugs and restart on the handle much more easily than on most 10-h.p. touring cars, leave the engine ticking over, get in, and then do a flat-out lap.

One point on which I would like to air my views is the much vexed question of



Tongue's 1936 *E.R.A.* (*No.* 16) *on the Brooklands' Campbell Circuit in company with Billy Cotton's E.R.A.* (*No.* 14), *Johnnie Wakefield's E.R.A.* (*No.* 18)—*the winner of this race—and Evans' Alfa-Romeo* (*No.* 2).

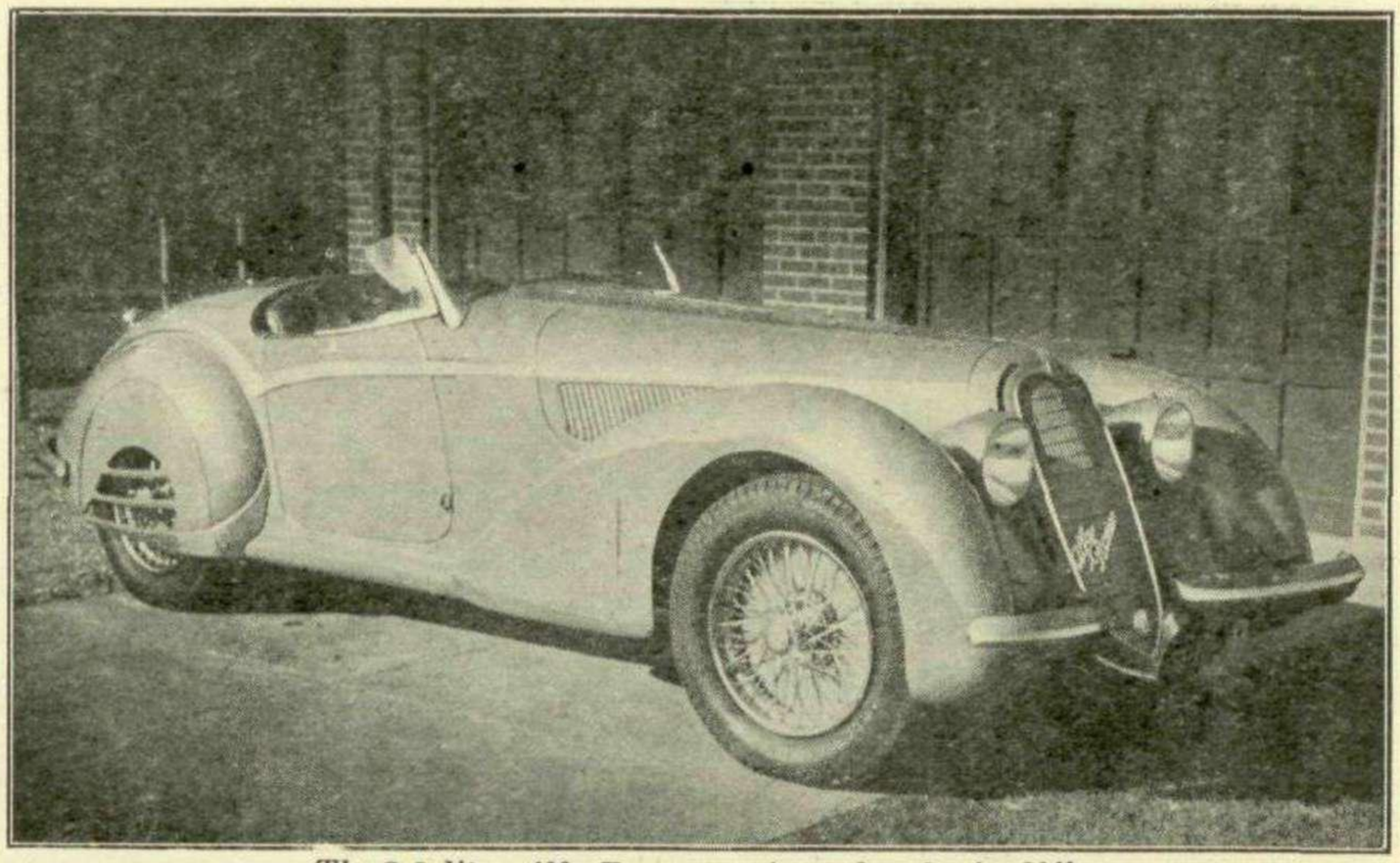
the pre-selector gearbox for racing. I personally believe that the loss in power and increase in weight due to this type of box are far outweighed by the disadvantage with a " crash-type " box of a driver having to pay too much attention to gear-changing, particularly when approaching a corner at speed and where the change must be left until the last possible moment. In a long race I am sure the advantage of pre-selection is very great, in removing strain and allowing a driver to devote all his attention to the road and the corners, because even motor racing, although the *greatest of pleasures, can be very tiring.* After the E.R.A. I was always a little apprehensive about my changes on the Maserati, and at Donington, in practice for the 1939 Nuffield Trophy race, I broke the crown-wheel and pinion, due to using the Maserati gearbox as a brake, which I had been prone to do successfully with the Wilson gearbox on the E.R.A. when wanting to put in a particularly fast lap. The Maserati gear-change was always difficult, especially if the change-down from third to second had to be left to the last available moment.

The only really serious failure which occurred on the E.R.A. was on the Campbell Circuit, when the plunger between the brake shoes split and became wedged between shoe and drum just after crossing Howe Bridge, with the result that the off-side front wheel locked on. Hideous moment . . . !

Whilst in France in 1936 I drove a 1½-litre Riley with Arthur Dobson in the French G.P. at Montlhèry, in which Rileys finished 1st, 2nd, 3rd and 4th in their class. This result alone I consider speaks volumes for the performance and reliability of the *marque.* I was delighted with the car, although I was of the opinion that the suspension was much too hard. This, of course, may have been due to the shock-absorbers being too tight, but it was definitely a car in which a tummy belt was necessary, as always worn by the late Pat Fairfield, Cyril Paul and Freddie Dixon.

During 1937 I purchased a 2-seater Railton drophead coupé of 28.8 h.p. (FBP 274) and used it until early this year. As a reliable, comfortable and fast means of travel on which it was possible to average 50 m.p.h. on long runs, due to the exceptional acceleration, it was in a class by itself at the price. On the Continent, however, where I used it a great deal, it suffered from one serious fault which rather outweighed its 100 per cent. reliability. It was prone to boil at altitude on the passes and particularly at height the power would fail completely, due to the petrol boiling in the pump and producing an air-lock. Even in this country, however, the water pump was prone to leak. Taken all in all, though, my 50,000 miles were very cheap, to say nothing of being enjoyable.

In the winter of 1937 I managed to borrow from a highly-reputable firm a " T.T." M.G. " Magnette " (the development of the " N "-type and not supercharged). The car had just been sold, but as the new owner was in France and not likely to return for some time no one was averse to my running the car in the Inter-'Varsity Reliability Trial. I duly set off, feeling like a thief and boosting my morale by thinking that no damage could occur to the car, anyway. I had it for a day or two and was not terribly impressed. After the cars I had been used to it seemed short of power, heavy, very rough, with a poor seating position, and not even up to the standard of the " N "-types run as a team in trials by the Evans family, and one of whose cars I had occasionally driven. All went well until the first hill, when I noticed that the oil pressure had dropped to zero, we were suddenly boiling, and all the power had gone. It transpired that a large boulder had fallen down the bank after the officials had inspected the course and we had driven over it, knocking a hole in the sump. Fortunately, the new owner, who returned earlier than anticipated, to find his engine in small pieces, did not object when he was told that he was having a complete overhaul free of charge. I wonder if he ever understood why the firm in question was so generous ?

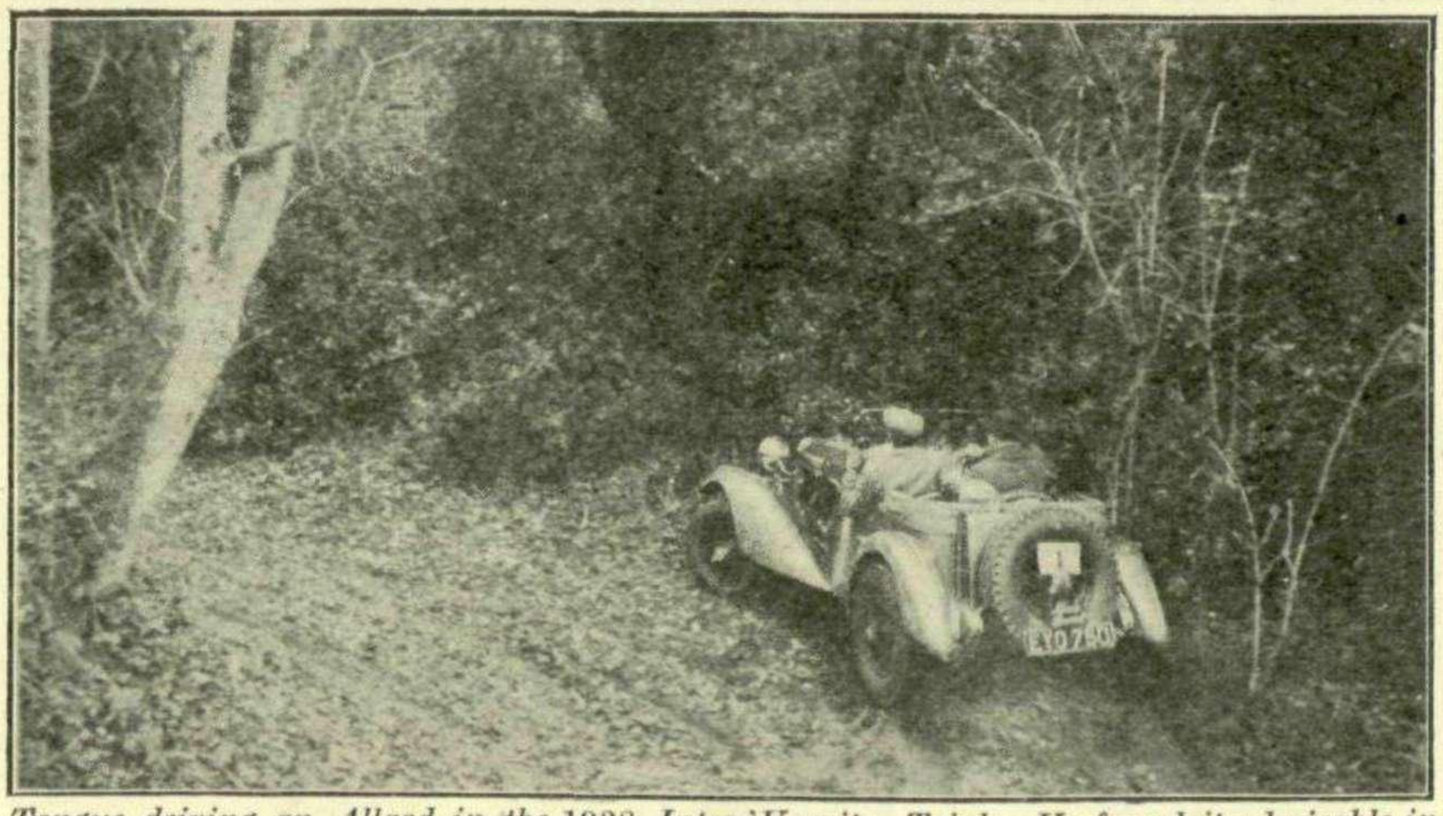


The 2.9-litre Alfa-Romeo—" in a class by itself."

In 1938 I drove an ordinary standard Allard belonging to Adlard Motors Ltd. [This firm is now The Allard Motor Co., Ltd.—Ed.]

What a different proposition this car was! It was designed for the job, and did it. I have never had *more confidence in a car* to succeed, in my long and varied experience. I didn't have to drive the car. The car drove me, and climbed one hill no one else attempted and one hill on which all the other competitors failed. The Allard at one point even passed a tractor stuck in the mud—and we were not using competition tyres ! On the ordinary road the car was also delightful, with good acceleration, excellent cornering, and a high maximum speed which it was possible to attain in complete comfort, the car being fitted with full touring equipment.

During the years described, I was, on occasion, without a touring car and relied entirely on motorcycles, although I did once buy a bull-nosed Morris tourer for £12. The mechanics of the latter were highly satisfactory, but the tyres and electrics left much to be desired and it was sold on the latter score. I expect someone, though, got many miles of



Tongue driving an Allard in the 1938 Inter-'Varsity Trial. He found it admirable in every way, both for this purpose and as a road-car.

reliable motoring from the old car. At the time it seemed to have little character, although, today, I think you would describe it as having " that certain something," with its peculiar " motor-boat " exhaust note, etc.

The motorcycles ranged from the first saddle-tank 2½-h.p. Matchless, *via* a 490-c.c. Norton, to an " R.51 " B.M.W. I consider the latter, in the motorcycle world, to be further ahead of its nearest rival, by a mile, than an Alfa-Romeo is over its nearest competitor, and I consider the " 2.9 " Alfa-Romeo " Spider " road car to be in a class by itself.

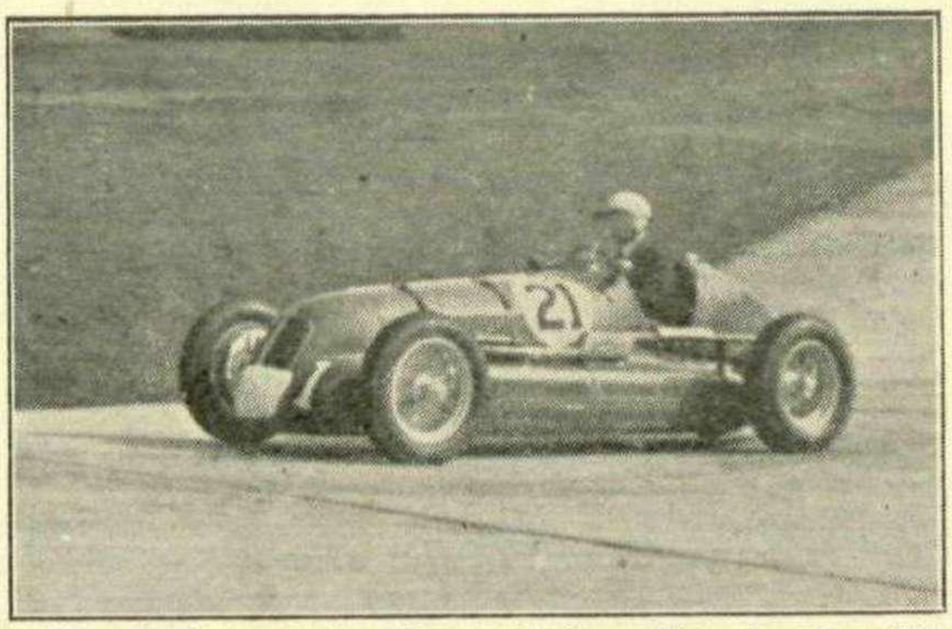
In 1939 I went out to America with John Cobb on his successful attempt on the World's Land Speed Record on Bonneville Salt Flats. Whilst there, I used a small Chevrolet. I can remember so well motoring the sixty odd miles along that almost dead straight road between Salt Lake City and Wendover and ruminating on the *character* of motor cars. This struck me most forcibly at this time, as the Chevrolet was comfortable and economical, although not very fast—the maximum was only 65 m.p.h. indicated. As for having any character, however, it had as much individuality as a telephone instrument; it did its job, which was all that was expected of it. I used to think of the character and personality of cars which I had driven and which, if not almost human, were definitely alive; the " 2.3 " Alfa-Romeo, Frazer-Nash, Rolls-Bentley, Atalanta, and the 12-cylinder Lagonda, to mention just a few of the others I had owned, begged, borrowed or obtained in the same manner as I obtained the " T.T." M.G. " Magnette."

How well I can remember being in another country—Switzerland to be precise—in 1938, and using a Mercédès 14-h.p. saloon, and on one memorable day taking a run over the Furka, Grimsel and Klausen Passes from Lucerne. That car was nippy, cornered beautifully, and, above all, lived. It was part of me, on that never-to-be-forgotten lone day's drive.

However, for really fast averages on the Continent my Surrey Dodge van (ex-Whitney Straight *equipe*) took a lot of beating. It had a forward-drive cab and so was excellent for cornering on winding Continental roads. Its best run ever was from Naples to Grimaldi between Mentone and Monte Carlo. I raced one morning at Naples, packed the E.R.A. into the van, and with my mechanic left Naples at 5 p.m. on the Sunday afternoon. We drove through the night and all the next day, with stops for meals and a half-hour's sleep by the roadside, arriving at the Italian Customs prior to entering France at 9 p.m. in the evening. Anyone who knows that road will fully appreciate the achievement with a fully-laden van containing racing car and spare engine, and multitudinous spares and pit equipment. That van was easily capable of 60 m.p.h.

The opportunity to drive the 2.3-litre Alfa-Romeo (actual Mille Miglia car) came to me through the kind offer of the late C. Penn-Hughes. It was a beautiful example of the type and superbly maintained. I think it gave me more pleasure in a shorter time than any other car I have ever driven. Only today, a friend who drives a B.M.W. in most events, suddenly said: " Yes, the B.M.W. is marvellous, but fast motoring in it over long distances becomes too easy, and consequently, boring; the Alfa-Romeo may not have the same effortless performance but at least with the Alfa motoring never lacks interest."

I drove several of the old Frazer-Nash cars, both on the road and in competitions. Provided the owner enjoyed fresh air and repairing and adjusting on most days of the week, this was definitely the job for anyone wanting a car of character. I well remember mending chains (plural) without a chain-link extractor (ever tried it?) on a hill in the dark, on one memorable " Gloucester." The owner told me this was always happening if the chains were not running in line. It certainly seemed to happen easily, due to worn keyways on the back-axle and sprockets. Anyway, this car was designed for the enthusiast, as exemplified by one owner who said to me, " Oh, it is all good fun replacing chains, particularly if you don't have to move too much gear to lift the floor-boards."



The author's 16-valve Maserati in action in the 1939 J.C.C. International Trophy Race. Tongue considers these cars far more suited to long-distance races than to sprints for reasons given in his article.

Now the Rolls-Bentley was a complete contrast, but I never fell in love with it as I did with the Alfa-Romeo, Frazer-Nash, or Allard. Everything operated beautifully, and the switches for the ignition, lights, etc., had that typical R.-R. actuation (such as being able to start a warm engine merely by switching on and flicking the magneto advance and retard lever on the steering column), but, like some human beings, the car was too refined to have any character. I recall, on a long straight downhill stretch, between Cheltenham and Chippenham, doing over 100 m.p.h. in a 3½-litre. It wasn't very long before the crankshaft broke. This car used to have a terrible front-wheel patter and at speed left much to be desired in respect of road-holding. I have driven many different types and recently had a run on a prototype 8-cylinder Bentley. All the old troubles of the front suspension have been ironed out. Up in the Derbyshire hills I had the speedometer hovering round the 100 m.p.h. mark in the first mile. The car is, however, sluggish, in my opinion, between 0-30 and 75-100 m.p.h. It seems too big and, to me, to be without that nippiness and character so essential to the real enthusiast. Today there is too much pressed-steel, and too many fairings about, to produce individuality.

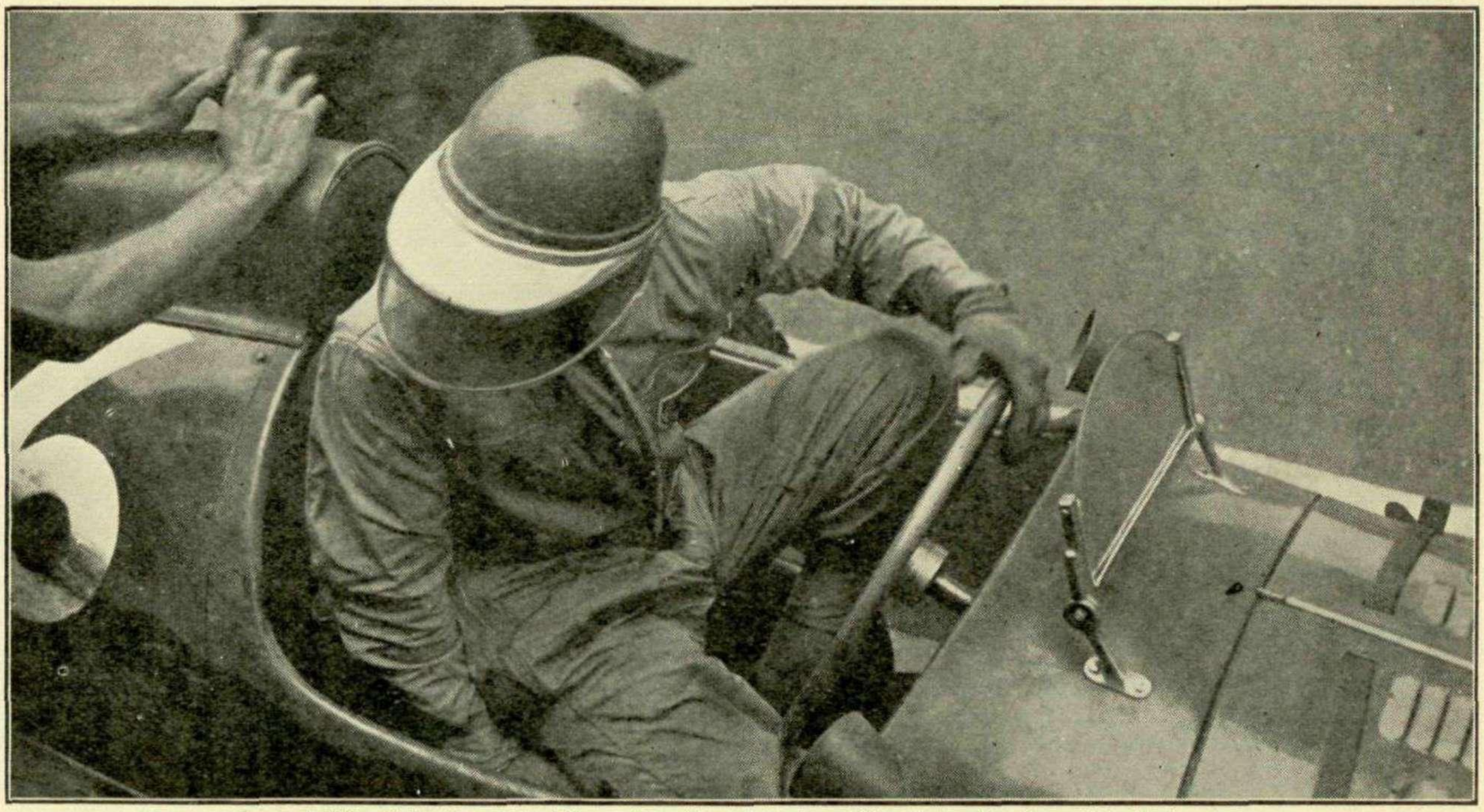
The V12 Lagonda is similar, and ideal for the man who wants fast motoring, but who wishes to keep clean, and not to have to know very much about why the wheels go round. I consider this car, like the 8-cylinder Bentley, too large for this country with its winding roads and heavy traffic, but ideal for America or the Continent, where straight fast roads are more plentiful.

In 1938 I took delivery of a 4-cylinder, 16-valve, 78 by 78-mm. 1½-litre Maserati, to which I have already referred. [This car is now owned by R. E. Ansell.—Ed.] At the time this represented a great advance in the design of 1½-litre racing cars. The Alfa-Romeo has now left it behind, from a point of view of b.h.p./litre, but even now there is still obviously the skilled craftsman's touch about it. It was a beautiful little car and never gave the slightest trouble, at the same time doing all that was asked of it. The Maserati was obviously built for a purpose, and fulfilled its object. It was designed for long-distance road racing, and, before the advent of the 1½-litre Alfas and Mercs., it was top of the tree. Consequently, it galls me considerably to see people using these cars today for short sprints and hill-climbs. The car is long for its size and type, and has a poor steering lock, while the steering is very high-geared for the long straights used in most Continental races (which can be taken at 150 m.p.h.), and is totally unsuited, in my opinion, for the type of event referred to, and for which it was not designed. I will neither comment upon the performance, of which the results achieved should be sufficient proof, nor compare it with the E.R.A., as such a comparison would be unjust and odious. I would, however, like to comment upon three essentials to the racing driver—road-holding, braking and steering. All these points were *par excellence*. The steering at the higher speeds was minutely accurate and, due to the independent suspension, was entirely free from shock transmission. It was, however, poor and heavy on sharp corners at low speeds.

Continued on page 126

PIT

It is so long since we have had a long-distance motor race that British enthusiasts may well have forgotten what pit work is. To remind them, before they visit Jersey, we publish the accompanying pictorial reminders.



"Bira" hastens out of the cockpit for a breather while his mechanics put in fuel.

THE REMINISCENCES OF REGGIE TONGUE—continued from page 125

Of course, you cannot have it both ways.

The braking was as good as could possibly be obtained, particularly when slowing down from high speeds, with a smoothness which imparted great confidence to the driver. There was never any tendency for the brakes to grab on, as on many racing cars I have known.

The suspension was excellent and gave the driver the most comfortable ride possible, which is a great help in a long race.

The gear-change, however, as I have already said, was difficult, with the lever between the driver's legs and tucked under the steering wheel, where it was rather inaccessible. The rest of the car, however, was beautifully laid out, the oil tank acting as a stiffener to the chassis, the fuel tank being the tail complete, and the seating position most excellently placed—the last-named I mention, in passing, to show how the car was planned from the word go. If I remember rightly, the Maserati weighed about 12 cwt.

When the war came I patriotically purchased a Fiat "500." This car had the shortest life of any car I have ever owned. For mother to use for shopping it may be satisfactory, but for long runs I consider such a car quite useless. It is much too easy to overdrive the engine. The result was that, in my case, the car was soon a sorry mess. The cornering also left a great deal to be desired, as the front-end had a tendency to go straight on at speed when the steering wheel had turned the road wheels.

After this came a 1938 Vauxhall Ten. What a different proposition! It has now done 80,000 miles of excellent service and I still have it. I purchased it second-hand in 1940 for £160. I have recently been offered £300 for it and it is still capable of reaching the outskirts of London from the Midlands at an average of 40 m.p.h. Definitely very cheap motoring.

I wonder what the future will bring—cars with rear engines of the turbo-compressor type, and lots of fairings of pressed-steel, with fitted wireless, air-conditioning, armchair seats—in fact, a home from home. I expect so, and readers of MOTOR SPORT, as well as myself, will always be compelled to live just a little behind the times in order to obtain real character in their cars, except, of course, in respect of the pure racing car and one or two sports cars built for the enthusiast.

[N.B.—I wonder if any reader has owned any of the cars specifically mentioned ?]

THE JERSEY RACE

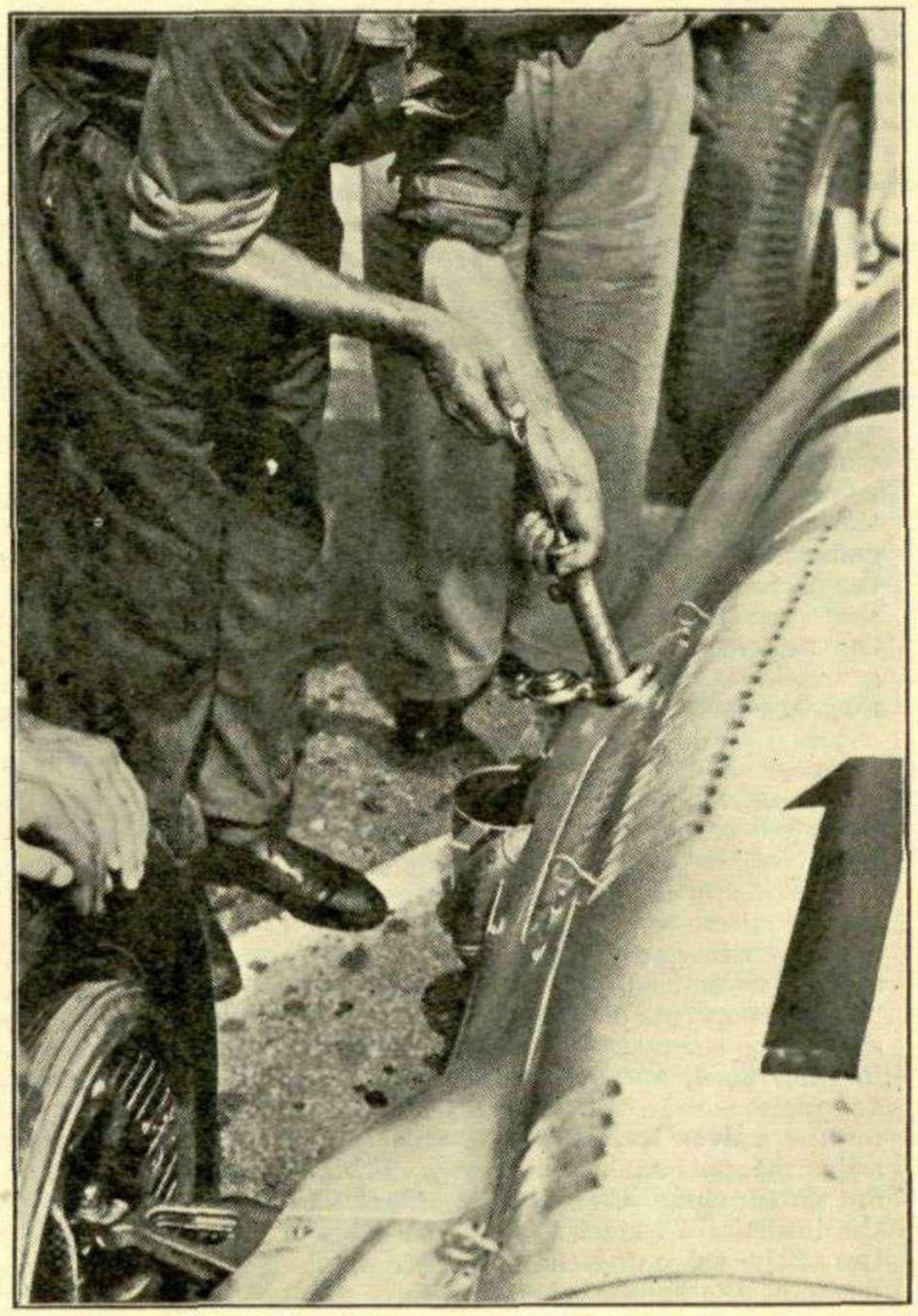
Everyone who possibly can seems to be going over to Jersey on May 8th, many by boat, others by the approved air line or with air-charter companies, a number employing R.A.F. experience by flying themselves over—we rather expect to see the last-named floating home on rubber dinghies all the following week.

Entries from the list given to us just before closing date were as follows: Ten Maseratis, drivers Chiron, Pagani, "Bira," Sommer, Connell and Evans, Parnell, Ansell and Bainbridge, R. Dixon and Grey, Gilbey and Monkhouse, and one unspecified; ten E.R.A.s, drivers Mays, Whitehead, Walker, Brooke, Cotton and Wilkinson, Abecassis, Gerard and Turner, Harrison, Bolster, and the Ashmores; four Delage, drivers Woodall, Louveau, Levagh, Achard; one Bugatti (Cleveland Harmer and Chorlton), one Darracq (Johnson); one Delahaye (Pozzoli); and the Challenger (Hampshire). Total, 28 cars. The winner? Our tip is Sommer or Chiron, if they come over, Mays or Parnell of the British drivers.

WORK



Freddie Dixon on the job—Rolt's E.R.A. in for replenishment.



Attention to a Mercedes by its efficient pit staff.

CLUB NEWS—continued from page 133

Trial. A friend arrived some time before midnight on Good Friday and after a meal we were away, down A.30 to the West Country. "Quite like old times," we said, as the Vauxhall Ten ran across Salisbury Plain in the moonlight, a competing car coming up astern to pass at speed. At Taunton, where the motor-cyclists were already threading their way, between lines of onlookers, to the starting marshal, under the watchful eye of "Jackie" Masters and Ralph Venables, we sought Deller's, and breakfast. Over this meal, taken at the odd hour of 4.30 a.m., a friend who used to come with us on countless pre-war trips was encountered, so that we lingered, reminiscing, ere we gathered up kit and followed his Riley saloon—the sort that makes a noise like an air-raid siren when it starts—the seventy or so odd miles to Darracott. Here the usual varied concourse of spectators had assembled, two dear old ladies and divers locals included. We returned to the car as heavy rain commenced to fall and drove sleepily along the main road to Hustyn, encountering on the way an elderly "12/24" Citroen saloon making its sedate passage through a little town. The rain bade us return quickly to the car after a long walk to see how Hustyn's famous water splash had fared during the recent floods, and as we were moving off the Riley unexpectedly re-appeared and we joined forces as far as Bluehills, magic names like St. Columb Minor, Newquay, Perranporth and St. Agnes now gracing the signposts. Good country.

The weather at the summit of Bluehills was trying in the extreme and we were relieved to get back into Perranporth, where an astonishing thing happened. At the check, where Masters again kept watchful vigil, his leather coat gleaming with rain, we located a friend who had gone at the last minute as ballast in Wick's Allard. We suggested to him that he should seek accommodation, as we were so wet as to make the run back to Taunton that night seem unwelcome. He vanished, shortly to return. "I have got something," was all he said. And he had. In a town crowded with trials folk he had found ideal accommodation, at a guest house not normally open. We were taken in, given a hot bath, and set before the fire while an admirable meal was prepared. Relatives of the proprietress had come down, as they had done for years, to spectate on Bluehills. They, too, were wet. Everyone talked of the trial as clothes steamed before the fire. We retired to bed, were given a grand breakfast next morning and were on our way by 11 a.m. The charge was 10s. 6d. each. And people say tourists in this country experience inhospitality. Nonsense, we thought, as we drove out of Perranporth, where Morrish's Frazer-Nash and other cars were being prepared for the long run home. Over a rain-soaked main road we went nearly to Exeter, the Vauxhall averaging better than 40 m.p.h. and still giving some 35 m.p.g. One of the highlights of this run was the sight of Peter Clark's 1914 Grand Prix Mercédès going great guns about five miles west of Oakhampton on its way down for the Trengwainton speed hill-climb on the morrow.

Turning off across country we were able to appreciate Devonshire scenery at its best—white-washed farm-houses and the more sombre buildings adjacent nestling at the foot of the hills in this green-and-red patchwork countryside. The Exe closed in on our right, a single railway line twisting and turning alongside it, and we came downhill to Stoodleigh Bridge. Here a wonderful repast of scones, watercress, sandwiches, and cakes in great profusion washed down by tea, was partaken of before a welcome log fire at Riverside Lodge. Again the charge was surprisingly moderate. Then we were on our way to catch up with the Team Trial. We left, after tea in Taunton, and were at our home in Hampshire by 1 a.m. on the Monday. Another motoring Easter had come and gone.

Front-Drive Alvis Facts

AS the F.W.D. Alvis is a little-known vintage type, I will give a brief description of its layout before going on to deal with my actual experiences with the car. Its components can be summed up in the one word—" massive." The engine has a bore and stroke of 68 × 102 millimetres, giving a swept volume of 1,482 c.c. ; the crankshaft, whose journals are 1⅝-in. diameter, the one aft being 2 in., the centre 1½ in., and the front 2⅝ in. long, is supported in three bearings. It carries a pinion at the front, from which is driven the oil pump, mounted below the crankshaft, and feeding oil to the bearings by an entirely separate gallery. A chain of three idler gears takes the drive from the front end of the crankshaft to the single overhead camshaft ; the second idler wheel also drives two gear wheels, one to the water pump and magneto at the off side, and one to the dynamo and supercharger mounted on the near side.

The valves are tulip-shaped, and each valve is fitted with two springs, held by the usual method of collar and split collets ; they are unusual in that they are completely shrouded by a dashpot, which covers them and is kept in position by special wells cast in the cylinder head. The cams operate directly on the dashpots, depressing them as they rotate, and these, in their turn, operate on the top of the valve stems. In this way, all side thrust on the valves is eliminated, and tappet adjustment as such is unknown, as there are no tappets. Clearance is effected by the insertion of steel shims between the top of the valve and the underside of the dashpot, the shims being held in a small cup which fits over the valve-stem head.

Oil is led to the camshaft from a by-pass in the pump, and is forced down the hollow shaft, in which each cam has a feed-hole drilled so that a constant supply of lubricant is led to the cam faces and dashpots, the surplus draining to the front of the cylinder head, and falling back to the sump via the camshaft-gear train.

The combustion chamber and ports are all carefully machined and polished, and, on my model, light-alloy con. rods are fitted, although I believe steel rods are the more common and really wear better, as the light-alloy tends to fatigue and the enthusiast may be met with the disconcerting sight of a con. rod coming through his crank case for a breath of air !

The pistons are slightly domed, and, in my case, fitted with three compression rings and one scraper ring, all above the gudgeon pin, which is of a sliding fit and $\frac{25}{32}$ in. in diameter. The Alvis instruction book gives the pistons with one scraper and two compression rings, but the difference is accounted for in my bores having been taken out oversize by some previous owner.

The cylinder head, block, crankcase, and base chamber are separate units, the latter being an imposing aluminium casting that would do credit to a lorry, and housing two gallons of oil. The valve timing is : inlet opens 5° before T.D.C. and closes 55° after B.D.C. ; exhaust opens 50° before B.D.C. and closes 10° after T.D.C.—very nearly a " square " timing. Ignition setting is 38.6° before T.D.C. on full advance, and the valve clearances between cam and dashpot are 6-thous. inlet and 12-thous. exhaust.

A large Roots supercharger looks after the induction side of things, sucking through a 40-mm. Solex carburetter with 26 choke, 135 main jet, and 60 pilot, and blowing through a " Y "-branch manifold directly into the block, being thankfully free of any hot spots (how I hate 'em !). The exhaust is rather quaint in that it comes from the head into a three-branch manifold, cylinders number 1 and 4 having an exit of their own, but numbers 2 and 3 having to share ! The maximum blower boost is 5 lb. per sq. in., but the extraordinary things that go on inside an inlet manifold have to be seen to be believed ; I nearly ran into a 'bus the first time I fitted my gauge, I was so fascinated by seeing it jerk from a full 25 in. of suction as one lifted one's foot, up to 5 lb. per sq. in. as one accelerated, and the apoplectic condition of the needle when it coped with a back-fire !

The drive is taken via a normal single-plate clutch, to a " crash-type " gearbox, and out through a standard differential, giving ratios of 4.81, 7.26, 10.10 and 15.44 to 1, with a reverse of 13.47 to 1. Engine, gearbox and differential are, of course, all one unit, and it is from now on that things become really unorthodox.

The front brakes are bolted directly to the differential housing, two short shafts about 9 in. long taking the drive from the differential to the brake drums, in whose centre is formed a universal-joint housing. Held away from the chassis by four transverse wishbone springs, is the front-wheel split hub-housing, which is attached top and bottom to the springs ; inside this is held the interior spherical housing, extension of which forms the pivot, equivalent to the steering-head pin of the ordinary car, the lower extremity being attached to the steering arm. This housing also forms a universal joint, and is connected to the brake drums by a half-shaft, having a cross head at either end to which are fitted detachable balls ; this permits the shaft to drive the hub from the brake drums with a full universal-joint action, and it also transmits the braking torque to the front wheels.

The rear wheels, too, are independently sprung being mounted on fore-and-aft radius arms which swing about the extreme rear of the chassis, the springs being reversed quarter-elliptics, and funnily enough, not provided with any form of damping.

Bodywork is fabric, and, in my case, is a two-seater with a sort of cubby hole in the duck's back, in which a gibbering passenger may be deposited, though I have, on one classic occasion, carried five full-grown men, two in the duck's back, and three of us in the front ! Weather protection is a little scant, but sufficient for the enthusiast, and one gets accustomed to having only one door, and that at the passenger's side. The windscreen is incredibly low, being a bare 6 in. in height, but the vision is surprisingly good, and one can see one's near-side wing, in true vintage manner, despite the abnormally long bonnet, which has to house a gearbox and differential, in addition to the engine.

The gear lever and hand brake are on the right-hand side, giving a nice clean cockpit, and the instruments are adequate, magneto and dynamo switches being mounted in a panel to the right of the steering column (which is adjustable for rake) along with the headlamp switches. The centre panel houses speedometer and rev.-counter, oil and petrol gauges, and, on the left, the boost gauge is mounted separately, leaving just sufficient room for a small cubby hole in front of the passenger.

Coming now to my own personal experiences, the circumstances of my acquiring the Alvis were rather unusual. I had been a motor cyclist of some 8 years' experience, my last mount being a " springer " Ariel " Four," and I had had to get a car for business reasons, my first choice being a Riley Nine " Kestrel," a rather pleasing little saloon, but tame after being used to 80 in third. After three months I had become bored with it. An advertisement for a " Brooklands " Riley in a Glasgow paper lured me into town, and, after running it to earth only to discover it sold, I found as its stable companion the Alvis. The latter was examined as any enthusiast would look over an unusual car, and I returned home with no further thought of purchase, but, as the week-end passed, it kept coming back to my mind, again and again, until finally I just had to go back. A test run completed the thing, a deal was struck, and the Riley and Alvis changed hands. A lot of work needed doing, and one of the first things that happened was

The F.W.D. Alvis, although not in very large production, achieved some notable competition successes and still has many adherents, in spite of its rather complicated design. Not very much seems to be generally known about it, so this informative and enthusiastic article by R. Stelfox is of more than passing interest. He deals with the production-model supercharged 4-cylinder car. It is worth recalling that the first racing F.W.D. Alvis, although it looked like an experimental chassis, was actually a very advanced car, with deep duralumin side members united for about ¾ of their length by a duralumin undertray. It had a 4-cylinder engine, the supercharger of which could be put into or out of action by the driver, and the car weighed 9 cwt. It was designed by W. M. Dunn and ran at Shelsley Walsh and in the 200-Mile Race in 1925. The production-model F.W.D. Alvis, which was the first four-wheeled British car with all wheels sprung independently and front-drive, made its debut at the 1926 Scottish Show. Straight-eight racing and T.T. versions were built later, but only the four-cylinder models, like Stelfox's car, both blown and unblown, seem to have survived to the present day.—ED.

a rear-tyre burst which let the chassis sit down on the silencer, to its detriment and the consternation of the proud owner. A new set of tyres was acquired by rather dubious dealings with a local farmer who happened to have a trailer with similar wheels. The instruments were all in need of repair, and I was very pleased with myself by my efforts at constructing a blower gauge from an old Standard oil gauge which read up to 30 lb. per sq. in.; I knew the blower should manage 5 lb. per sq. in., and that atmospheric pressure was about 14.7 lb. per sq. in., so I dismantled the gauge and shortened the little arm connecting the needle quadrant and the link mechanism of the "C" tube, until the needle was reading 20 lb. per sq. in., instead of zero, and then gave the dial a new face, marking the positive position of the needle in lb. per sq. in. up to a maximum of 10, and the negative side in inches of mercury to a maximum of 30 in. The thing worked beautifully, much to my astonishment.

The car's petrol consumption shook me rigid by turning out to be an honest 10 m.p.g., and, incidentally, caught me napping (and minus petrol) in the middle of the Fintry Moors in the first days of my ownership. After all, the tyro expects something a little better than 60 miles on 6 gallons from a 1½-litre, blown or not. However, after going over the petrol supply lines and caulking up the worst leaks, I eventually got it to give me 25 m.p.g., with very modest driving methods, and 20 with fairly hectic ones, which isn't too bad.

One point during the above bit of work, which indicates the highly efficient state of some of our garages just now, was borne out to me when I received my carburetter, after a supposedly complete overhaul. It was handed me as ready to bolt on, which I forthwith did, started up, and found that, although she could tick over and just run, she had no performance at all, and the chronic backfiring, at anything like a throttle opening, sounded like gunfire. As I, too, had carried out work on the engine, I humbly took for granted the fact that I had done something moronic, and proceeded to check everything I could think of, very nearly checking tyre pressures too, out of sheer desperation! I might add that I had blown through the carburetter before assembly, just in case some packing had got in, so I knew it was not choked. Finally, I came to the conclusion I was right, and it must be the carburetter, so I took it down, and, on unscrewing the little chimney affair that covers the main jet on the Solex, I discovered no main jet. As I had just paid some £8 10s. odd for the job, the things I called that garage were weird and wonderful.

I ran all through the summer without doing any serious work on the car, except to re-line the front brakes, a simple operation that involves taking out the engine unit, a fact I could not believe until I had it checked for me by the makers! To give some idea of the car's capabilities, the door-to-door journey from just south of Edinburgh, where I am working, to my home near Newcastle, is 104 miles, and, on the two occasions I have gone home it has taken me 2 hours 17 mins. and 2 hours 13 mins., the actual 100 miles from the start being covered in 2 hours 10 mins. and 2 hours 7 mins., respectively. Not too bad for a 17-year-old? The brakes are good, but heavy, and the steering is a delight, once one is used to it, but it scared the daylight out of me at first. It is very much an understeer car, and the first sharp corner I took at anything like speed, I needed every inch of road, and a good few feet of the opposite verge, to get round. The turning circle is very poor, and one sometimes feels a couple of locks will be required to get round the sharper bends of the Loch Lomond road!

I ran her in the Edinburgh Jubilee Cavalcade last October, with my mother as passenger. (One word of praise for the latter is deserved, as she is a great enthusiast, and drooled over all the old cars with me from 10.15 a.m. until 7 p.m., when the last Veteran left the King's Park. She is aged just over 60, and is still driving her Hillman Minx, having started in 1922 on a Jowett, and has never had an accident of any sort. I only hope I can say the same after nearly 25 years of motoring.) The next day, my cylinder-head gasket blew completely, so I decided on a major overhaul.

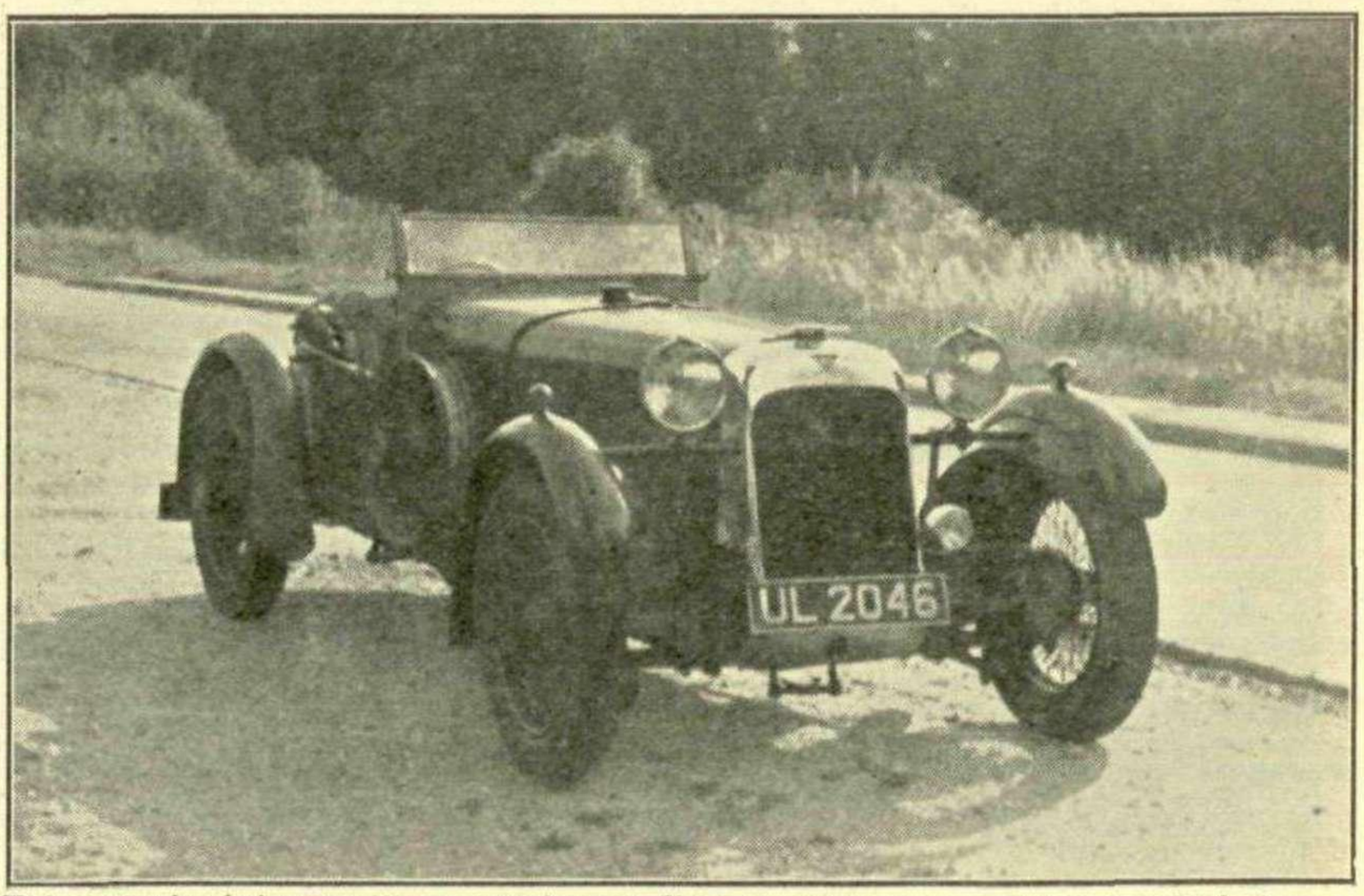
I stripped engine, clutch, gearbox and differential, and found everything O.K., except a badly-worn clutch (it had been slipping a bit) and broken piston rings, which accounted for an oil consumption of about 8 or 9 hundred miles per gallon. These were replaced, and, after checking the head and finding it quite true, a new gasket was procured, and the whole shoot rebuilt, the operation taking about a month of evening and week-end work. The engine fired right away, and within 30 seconds the head gasket blew again.

To describe my hopeless feelings would be impossible, as I had under a week in which to become mobile for business reasons. I stripped the head once more, and this time checked the block, and my worst fears were realised; it was warped, and, though I had checked the head, like a fool I never thought of a warped block. Call me a moron, if you will, but we all make mistakes. It was obviously impossible to strip the whole engine and have the block machined, because of the time factor, so I had to fake something. By careful measurement, I isolated four hollows, opposite each bore, and between the studs on the side of the engine away from the inlet and exhaust manifolds. I then built up the solid-copper gasket with solder at these points, measuring the required thickness as near as possible with callipers, and tapering off from the maximum of 5 thous. in each hollow to zero at the edges. I assembled once more and again the engine fired first go, but after about two minutes, number two cylinder blew, with a loud hiss.

Nothing for it but to strip again, with spanners in my hand and despair in my heart, and this time I cleaned and polished the block, and, using a huge soldering bit and a blow lamp, I built up the cast-iron block itself with solder, no easy job, I might add. The rough I took down with a coarse rasp, the rest with a fine file, and the last with emery cloth, using a 6-in. steel straight-edge, and a 1½ thou. feeler-gauge as my measure. I had to build up some of the hollows as many as three times, by reason of my taking off too much, and it took me about 7½ hours of heart-breaking work to get things done to my satisfaction. Once more, the head, blower and what-have-you were assembled and, as a jointing compound, I used Holt's "Overhaul," so as to leave as little as possible to chance.

Once more I took hold of the handle and, with prayers, gave her a swing. She fired, and kept on firing, and I went to bed happy for the first time in six nights.

And that is the position to-day. She gives me great joy, and an honest 25, 45, 60 and 80 to 85 m.p.h. in the gears, with acceleration from 0 to 50 in 12 secs., 20 to 25 m.p.g. and uses no oil. The silencer still tends to fall off at times, and once its over-close proximity to the floor boards of the duck's back set the body on fire, about 5 miles south of Jedburgh. But who cares? I love her!



This metal-bodied 2/3-seater supercharged F.W.D. Alvis was completely rebuilt last year by the Phœnix Green Garage and is the type of car about which Stelfox writes. The tyreless spare wheel typifies motoring in war-victorious Britain.

Club News

WE HEAR

R. W. Pollack knows of ten keen Frazer-Nash owners in the Birmingham area. His own Blackburn-engined "Shelsley" Frazer-Nash is being fitted with a Clyde supercharger by Chris. Shorrock. Leslie Seyd has very thoroughly rebuilt the ex-Shakespeare 1913 "12/14" Mors and also has the 1912 14-h.p. Gregoire. L. W. Thomas is building a 2-seater "special", using 3 in. by 16-g. tubular chassis members, Lancia-type i.f.s. with soft springing, an ex-Ashby bronze-head, four-carburetter Riley engine with Laystall crankshaft, Martlett pistons, etc. He is unable to find close ratio gears for the Riley "Gamecock" gearbox he is fitting and would even exchange an old "11.9" Bugatti, minus back axle, for these.

An apprentice in the Austin Experimental Dept. reports that two of the "twin-cam" racing Austin Sevens are intact, one being in Austin's showrooms and one in the shop, while one of the blown off-set s.v. cars is also safely preserved. A "14/45" Rover was encountered in Dorking recently and a 1927 "16/65" is reported near Slough, where a 1926 "20/60" Sunbeam has also been found. Then one or two Stars have been seen—a 1931 chassis sold recently for a modest £7—and someone is seeking one of the old V-8 Guy cars, rumoured to be at a Midlands' farm. Veteran car restorers may care to know of a set of Lucas acetylene headlamps and oil sidelamps, *circa* 1912, dirty but sound, which should be obtainable for a small sum. Price has now stripped down the engine of his "12/22" Lea-Francis and has found it in excellent condition after 70,000 miles service. He tells us that the aforementioned Calthorpe and Albert cars discovered in the Birmingham area have changed hands, and that a 1927 "16/4" Wolseley, a 1927 Morris-Oxford tourer and a 1925 Bean Fourteen, have come to light recently in that part of the universe.

That reminds us that a very decent "14/40" Vauxhall drop-head coupé was sold nearer London not long ago and that Alan Southon, having disposed of his Alvis, has acquired a 2-litre Ballot saloon from Windsor Richards. During the floods last month, Monaco Ltd., of Watford, borrowed a boat from Elstree Reservoir, fitted an outboard motor to it, and conducted some effective rescue work. Humphrey Jones has acquired a Type 35C straight-eight 2-litre G.P. Bugatti, and John Smith and Sydney Higgins have a 1½-litre Bugatti, while Vivian Buck has changed his Type 35 Bugatti for a straight-eight, supercharged single-cam 1½-litre Type 35B, which he hopes to run at Shelsley and elsewhere this season. The last-named car is believed to have run last at the Crystal Palace in 1939 and has a "2.3" chassis, No. 4863, a 2-gallon sprint tank in the passenger's seat and certain engine parts and front axle chromium plated. Buck is very anxious to hear from past owners or from anyone who knows the car—his address is 34, Lea Road, Heaton Mon, Stockport. Further flattery—the latest publication in which we have encountered a "Cars I Have Owned" article is the Lancashire and Cheshire Car Club's Gazette. It is possible that our own series of such articles will be revived in the future, as space permits.

Apparently the "Britool" people, of Wolverhampton, are making metric-size socket spanners, which will be welcome news to owners of Continental machinery. Dick Nash is pushing ahead with his scheme for a motoring museum and Shell-Mex Ltd. have presented him with a really early Pennington. F/Sgt. Evans has a 1931 A.J.S. saloon. Out in America Russell Sceli, President of the S.C.C. of A., is rebuilding a Type 57 Bugatti chassis and seeks a drawing of its rear suspension and brake gear. He is finding difficulty in locating an engine and may have to resort to one out of a 1946 Buick; a 2-seater body will be beaten out of aluminium on the lines of that of the 57 SC "Competition" model. Axel Berg has bought from Tim Carson his 500-c.c. sprint car and talks of installing therein a d.t. Douglas engine tuned by Mavrogordato.

Paul Frére, of Brussels, is willing to help people with Ballot servicing data, his father having owned 1924 2-LT and 1927 2-LT, 1928 RH straight-eight and one of the last of the RH3 straight-eight Ballot cars. He wonders, incidentally, who is the R.A.F. officer running a very fine Type 43 Bugatti in the Brussels area.

There is some confusion about the correct timing of the 1,657-c.c. Blackburn-Six engine in a Frazer-Nash and a reader supplies the following data: Inlet opens: 18-20 deg. b.t.d.c., Exhaust closes: 14 deg. a.t.d.c., one tooth on flywheel equals 4.34 deg.; tappet settings: inlet .004 inch, ex. .006 inch, old; full ignition advance 9½ teeth on flywheel. Which may help someone or other. A fine sight on the Great West Road recently was an immaculate 4½-litre Bentley saloon—full of policemen. Monica Whincop now has a most intriguing little car, in the form of a 1935 sports Fiat Balilla with a 1938 1,100-c.c. Balilla engine. She contemplates things like twin S.U.s, raised compression, stronger clutch springs, etc., so as to go even quicker than at present.

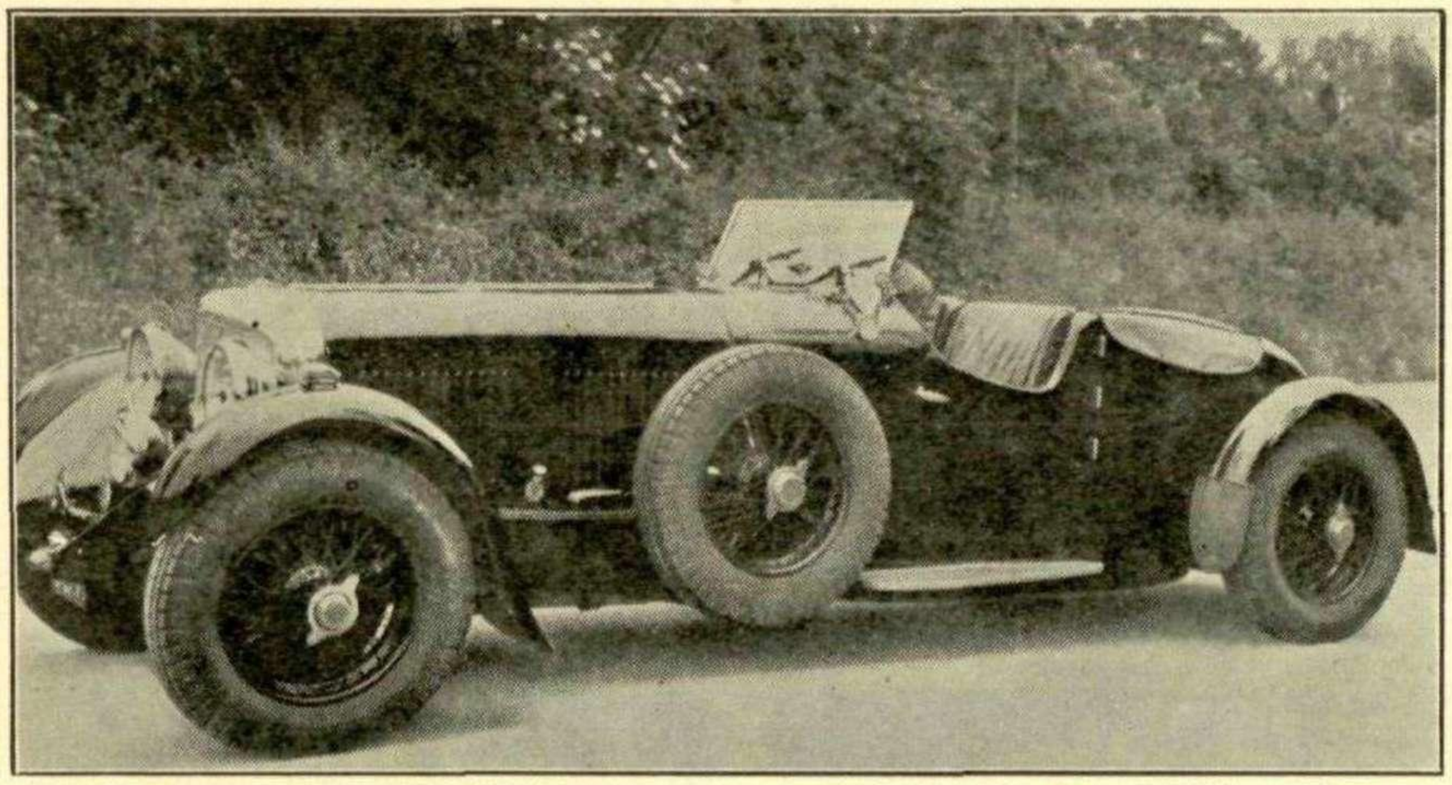
Major Peter Jackson has added an Anzani Frazer-Nash to his stable. Grey, who drove a "2.3" Bugatti last year, has acquired the 4-cylinder Maserati once raced by Teddy Rayson. Axel Berg has saved the 1908 Gobron which was rotting at Peasmarsh. Peck motors in a vintage sports Darracq and finds it excellent for negotiating flooded roads, with its high ground clearance and rear-placed magneto. Interesting "gate crashers" at the B.D.C. Kensington Gardens Rally included a Type 37 Bugatti, a 3-litre Invicta, an S.S.-bodied f.w.d. Alvis, a 328 B.M.W. and a "38/250" Mercédès-Benz—but the Bentleys stole the show.

J. F. Gard has a 1928 "Brooklands" model Austin Seven. K. W. Bear had a most informative article in the March issue of "The Ulster Motoring Review" about his last-year's hill-climb experiences. He obviously likes Bouley Bay and Craigantlet, especially the latter. At Prescott he commenced the Type 51 Bugatti at 1,000 r.p.m. in the wet or about 3,000 r.p.m. in the dry, changing quickly into 2nd at about 3,500 r.p.m. or 4,500 r.p.m., respectively. The first bend was taken at 50-60 m.p.h. and the finishing line was crossed at about the same speed. At Shelsley Walsh about 80 m.p.h. was reached before the S-bend and 100 m.p.h. over the line. Due to ill health L. C. Christensen is disposing of his Darracq-engined Pansy-Special which should make a nice trials car for someone. Tom Cole is having his Jaguar tuned and modified for sprint events and future sports car races. Stuart McNab is modifying a 1929 Riley Nine tourer for mild competition work and would be glad to hear from anyone who knows these cars from this angle. A friend of his has a P-type M.G. into which he is putting an R-type engine for sprint work.

Cars seen during Easter included an old bull-nose Morris, an Alta and an early aluminium Frazer-Nash near Perranporth, and a 2-speed s.v. Morgan-J.A.P. in Taunton.

FIXTURES FOR MAY.

3rd.—N.W.L.M.C. Lawrence Cup Trial, Bagshot.
V.S.C.C. Northern Rally, Yorkshire.
8th.—JERSEY INTERNATIONAL ROAD RACE, St. Helier.
10th.—Jersey Closed Invitation Speed Hill-Climb.
11th.—B.O.C. Open Spring Speed Hill-Climb, Prescott, 2 p.m.
17th.—M.G.C.C. Council Meeting.
Bo'ness International Speed Hill-Climb.
Veteran C.C. Hill-Climb, Surrey.
18th.—Liverpool M.C. Jeans Gold Cup Trial.
Cemian C.C. North Kent Invitation Trial.
23rd and 24th.—M.C.C. "Edinburgh" Trial.
24th.—Southsea M.C. Windmill Hill Closed Speed Hill-Climb.
31st.—M.M.E.C. Cofton Hackett Closed Speed Trials.
Liverpool Welsh 24-Hour Rally.
May 31st and June 1st.—Midland A.C. Rally.



Much admired at the B.D.C. Kensington Gardens Rally—Goodwin's 8-litre Bentley—

V.S.C.C.

The Vintage Sports Car Club has had to abandon its speed trial at Lewes on May 17th, but we believe the V.C.C. will stage a hill-climb near the Hog's Back on that day. Persons up to 17 years of age can now join the V.S.C.C. for 10/- a year, no entry fee. Car badges are now ready, at 14/- each. The Secretary's *new address* is: T. Carson, "Mellaha," Pack Lane, Kempshott, Basingstoke, Hants.

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COVER PICTURE

This month we depict Luigi Villoresi in his 16-valve four-cylinder Maserati in the Buenos Aires race. These cars will compete against the E-type E.R.A. (shown on the front cover of the April MOTOR SPORT) in this season's important races. In this country Parnell, Ansell, Connell and "Bira" own Maseratis of this sort, the last-named having, it is believed, a car with the latest form of rear suspension.

★

750 CLUB

Phil Hunter, the Club's original Secretary, is now at the helm again, and an Austin Seven spares scheme is being reintroduced. Hon Sec., P. H. Hunter, 28, Belmont Avenue, Welling, Kent.

★

V.S.C.C. OF A.

That excellent journal, "The Vintage Car," continues to arrive from Australia with news of the Vintage Sports Car Club of that continent—although, for reasons best known to the G.P.O., issues for different months arrive almost together. New members continue to be enrolled—and vintage cars to be unearthed. Recent additions include Lorraine-Dietrich, "Grand Sport" Amilcar, G.P. Salmson, "Brooklands" Riley, Aston-Martin, 1913 Siddeley-Deasy, an E-type "30/98," and an Austin Seven. The pictorial front covers of the last-received issues of the "Vintage Car" are really rather fine—one depicts Lex Davison's 1½-litre Alfa-Romeo (which came in 6th in the Under-1,500-c.c. Short Handicaps at Bathurst) with his wife Diana taking its photograph, while the other is of Bill Chadwick's famous 1912 Vauxhall 2-seater, A210 (therefore known as "Fifty Bob"). It was presented to Boyd Edkins by Luton as an appreciation of his competition successes when he was New South Wales representative for Vauxhall. In about 1922 the chassis was shortened and the 4-seater body replaced by the present 2-seater; in recent times Sunbeam f.w.b. have been added. Recently the old car was matched against a Jeep on acceleration and won easily. Two more of Shepherd's grand articles carry us on through the vintage desirables, his latest efforts covering Amilcar and Isotta-Fraschini. No matter how much one knows of cars, there is ever something fresh to discover. From the latter article we learn that the Isotta catalogue gave the oil consumption of these cars as 280 m.p.g. The Club has just acquired a series of books containing all registration numbers of cars in S. Australia up to 80,000, giving owner and make from 1920 to 1927; would that something of the kind had been issued over here! The Christmas Trial was won easily by Dean's 5th series Lancia "Lambda," from Lane's "30/98" Vauxhall, Davison's S.S.K. Mercédès-Benz, Camm's G.S.S. Salmson and Coxhead's E-type "30/98" Vauxhall.

Hon. Sec.: R. Beal Pritchett, 1, Phillip St, Neutral Bay, N.S.W.

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SHEFFIELD & HALLAMSHIRE M.C.

At the 43rd Annual General Meeting of the Sheffield and Hallamshire Motor Club held on 21st February, approval was given to a new constitution which will undoubtedly form a more efficient basis for the Club. In accordance with this constitution a Management Committee was elected to deal with the general affairs of the Club and then two separate sections were formed, one for Cars and one for Motor-Cycles, each to have its own Chairman and Committee but each to be accountable to the ManagementCommittee for their deeds. Mr. J S. Jenkins was smartly re-elected to the position of President of the Club, in spite of sharp but true and constructive criticism which he made when reviewing the previous year's work.

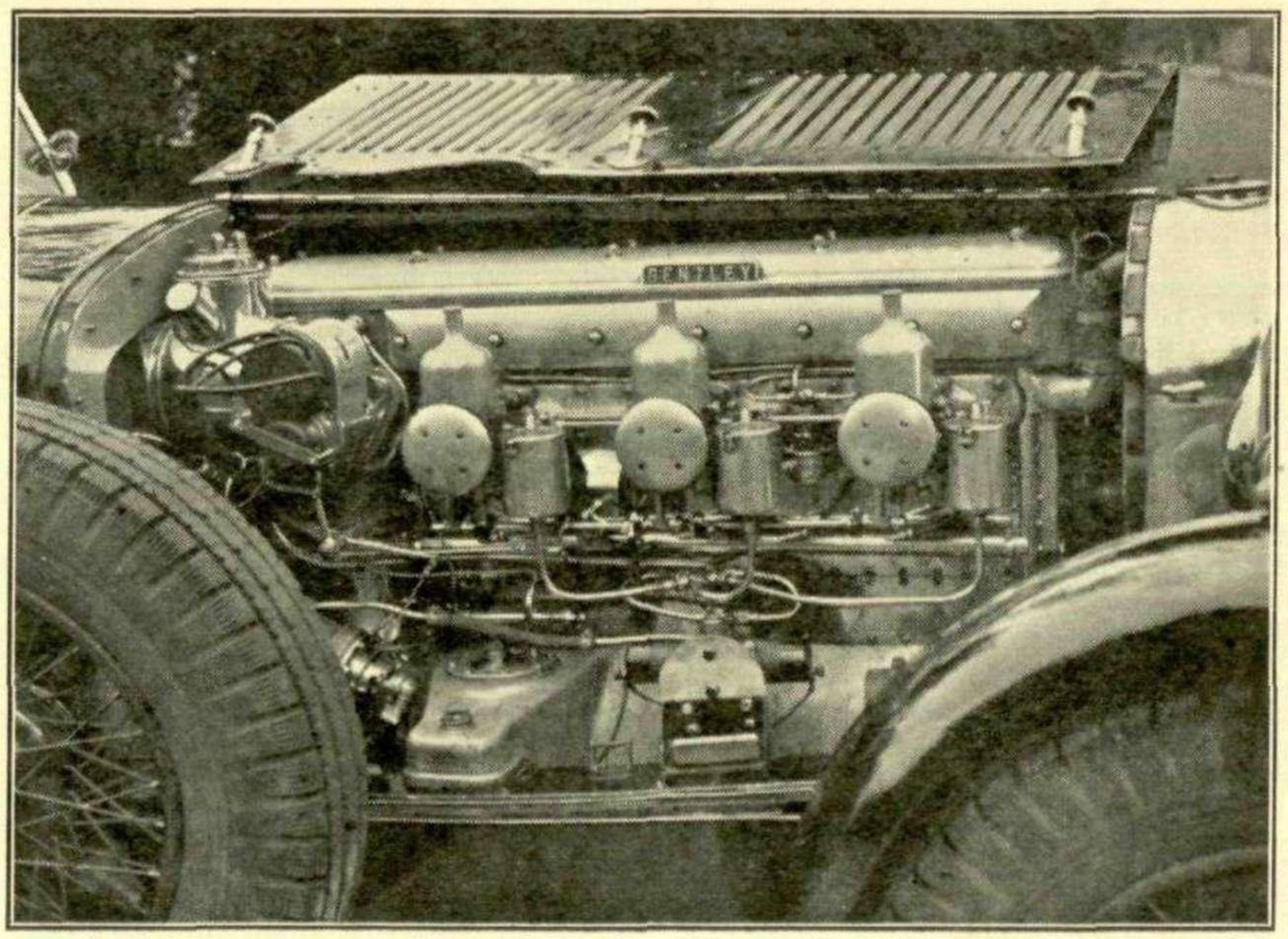
The Car Section held its first meeting on Friday, 7th March, and a committee was elected with Mr. D. G. Flather as Chairman, Mr. R. W. Phillips as Captain and Mr. K. G. Settle as Trials Secretary. Details of the future programme were discussed and it is likely that some of the old Home Guard excuses will be coming to light again! Sec., J. D. Foster, 7, Evelyn Road, Sheffield 10.

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THE RIGHT IDEA

The following is taken from the *Sunday Express* dated March 23rd:—

"Sergeant Harold Holden, of the Cambridge Borough Police, covered the 74 miles from Staines to Cambridge in 90 minutes with a packet of the drug streptomycin needed to save a child desperately ill in hospital with pneumonia. He made a midnight drive in a sports car chosen for its road-holding qualities."



—and still more a centre of attraction when its magnificently-kept engine was revealed.

SHOWING THE FLAG

Three Austin Sixteen saloons were driven by S. C. H. Davis, Alan Hess and Denis Buckley 3,000 miles under appalling weather conditions from Stavanger to Geneva, on the occasion of the recent Geneva Motor Show. They checked in on time at Geneva in spite of having been hours behind schedule *en route*. No mechanical trouble of any kind was experienced and the Managing Director of Austin's was so pleased that he gave the cars away to the Movietone News, Fox Photos and *Reuters* representatives who accompanied the cars.

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BENTLEY DRIVERS' CLUB

The March issue of the Bentley Drivers' Club *Review* is quite something, running to 40 well-illustrated pages, and Dr. Benjafield's Le Mans reminiscences are continued therein. Future issues are to be all in small type and will preserve a 50/50 balance between topical and historical matter and this *Review* will then be quite the best thing in Club publications. On March 29th, the Kensington Gardens Rally was held, unfortunately under traditionally damp conditions. It seemed there was no stemming the great flow of Bentleys entering the metropolis and one felt that more old-school cars must have congregated than were ever made ! It was a truly magnificent assembly, and practically every type was represented from immaculate Vanden Plas 3-litres to very grand 8-litres—we felt that for sheer dignity the closed-bodied examples of the latter model outdid even the two modern 4¼-litres which were present. All told, 120 vintage Bentleys answered Stanley Sedgwick's call. At the A.G.M. held subsequently at the "Rembrandt" Wing-Comdr. Woolf Barnato arrived in his Mk. VI Bentley to take the chair. He opened by saying that the Club now had 429 members, whereas last year it had but a hundred. The existing Committee was re-elected, together with three new members, and the Club's business was got through exceedingly quickly—a reflection on how satisfied are members with the conduct of their Secretary and Committeemen. Wing-Comdr. Barnato announced that Elliot's blower 4½ had won the prize for the best-kept Rally car and Elliot was forthwith presented with a bottle of champagne—incidentally, McKenzie, as Judge, had to check such things as chipped teeth on starter rings, etc., before finally deciding that Elliot's car had won. Wing-Comdr. Pressland's 8-litre was runner-up, Alexander's 4½-litre 3rd, and Whittingham's car the best 3-litre. Wing-Comdr. Barnato said he was leaving for America in three days time on the "Queen Elizabeth" and would be staying with John Stack, American representative of the Club, at his Henry Hudson Hotel, before going on to California. He was taking over his Mk. VI, to show it to the Americans. On the following day another of those excellent contests took place at the Hendon Police School between The Club and the Police.

Thirty-seven Bentleys and their crews arrived in pouring rain at the Metropolitan Police Driving School at Hendon for the second annual celebration of what some jester has titled "The Gestapo Grand Prix !"

The conducted tour of the instructional buildings and garage was cut shorter, to a certain extent, to allow maximum dicing time—and competitors were able to put in some practice runs beforehand, a great improvement on last year.

The Clerk of the Weather decided to co-operate at this point and the sun appeared at intervals throughout the remainder of the proceedings.

Alexander (4½-litre) and Marechal ("Speed Six") created a mild sensation in practice, by negotiating, under police observation, a certain acute bend leading into the skid-pan at speeds greater than the existing Driving School record for this corner, namely 58 m.p.h. Alexander came through at 60 m.p.h. and Marechal at 62 m.p.h.

The competition was won by the Police, with 691 points against the club's 641, and they gave an exemplary display of driving which was at once a delight and an education to watch. Each event was preceded by a demonstration in slow motion of what competitors were expected to carry out, by Gregory's incredible 1904 Darracq, with a police officer as either driver or crew. Timekeeper was John Hyslop (Bugatti Owners' Club), and Anthony Heal (Vintage S.C.C.) came along to judge.

At the end of the morning, a very beautiful trophy was presented to the club by Capt. Minchin, President of the Driving School, and Stanley Sedgwick reciprocated, for the club, with a huge picture, specially executed by George Lane for the occasion, of a "Blower 4½-litre Bentley at Speed," together with an appropriate plaque. The assembly then retired to the police club-house.

Outstanding performances of driving were given by Sgts. Tisdell, Perkins and Skeggs of the police, on the School's Lagonda, and by Alexander (4½-litre) and Marechal ("Speed Six") of the club. The latter had the misfortune to smite a bank and slightly damage a rim, when the skid-pan temporarily took charge in the final event, but still achieved a good time despite a jammed rear drum.

Great thanks are due to the police for their courtesy and hospitality. The value of these events both to the former and also to the motor-sporting contingent cannot be over-estimated.

Results were as follows :—

EVENT 1 ("Not swinging the lead"): Police 169, Club 149 points.

EVENT 2 ("Reversing"): Police 201, Club 200 points.

EVENT 3 ("Not pranging the bucket"): Police 117, Club 86 points.

EVENT 4 ("Sprint and skid"): Club 206, Police 204 points.

Teams.—Police : Sgts. Perkins, Harper, Scott, Shillabeer, Gubbins, Steele, Skeggs, Teare, Tisdell, Candish, Messrs. Frakes, Pocock and Gray. *Bentley Drivers' Club :* Messrs. Dudley, Stout, Taylor, Dunn, Green, Wilson-Spratt, im Thurn, Bashall, Alexander, Marechal, Norris, and S/Ldr. Crampton.

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V.M.C.C.

It was a brilliant idea on the part of the Vintage Motor Cycle Club to hold a gathering of old-timers. This went with a great swing and amongst the celebrities present were Graham Walker, Arthur Bourne, Jim Hall, Baragwanath, McNab, Prof. Low, J. A. Prestwich, Rex Judd, and Grenville Bradshaw. Bourne was anxious that really outstanding vintage motorcycles should be collected and Walker saw in the vintage cult an opportunity to escape into a past glorious in history and bright in memory. He also thought purchase of a vintage machine the best apprenticeship to motorcycling—in this connection, although prices of old mounts generally are higher than they should be, we are glad that they still remain well below the ridiculous level reached for cars of similarly limited if creditable appeal.

★

HORSE-SENSE ?

James Agate, in a review of "The Filibusters," by John Lodwick :—

"Who is not familiar with the novelist who paints a picture of a ribbon of road gleaming in the moonlight, and then goes on to say that 'the driver opened the throttle and felt the car bound beneath him like a live thing' ? But a horse *is* a live thing, and it looks as though our young people are going to set more store by a £40 pony with a mane and tail than by four thousand quids' worth of ironmongery, which can never be anything but dead no matter how hard it may pretend."

★

N.L.E.C.C.

Some 180 persons, including members of the 750, Cemian C.C., Berkhamsted and Harrow Car Clubs, saw the Indianapolis sound and colour film lent us by the Firestone Tyre and Rubber Co., on Thursday, March 27th, at the Hartley Hall, Mill Hill, and listened to Laurence Pomeroy giving us his impressions of the race, and answering questions.

Regarding Mr. Pomeroy's talk, perhaps the main point he made was that the American cars showed development of engines at the expense of chassis design, brakes and suspension, and also the general efficiency of the organisation was at a surprisingly low level. He also stressed that a number of design features that have been adopted on private cars were tried out long before at Indianapolis, such as f.w.d., constant velocity universal joints and 2-stage blowing. The cars were run in top gear the whole time, and notwithstanding the indifferent chassis features, they really did travel astonishingly fast.

The film dealt at some length with the earlier races at the track, and showed Wilbur Shaw, the winner of the first event in 1911, at the wheel of the actual car he drove. Interesting was the scene of the drive past of veteran cars preceding the start, including a White Steamer, a 1900 Oldsmobile driven by Ab Jenkins, a 1908 2-cylinder Buick, a Model T Ford, and coming up to the present day with a 1946 Chrysler Station Wagon. Finally, the 1946 race itself, with close-ups of some of the cars at pit stops, and a complete view of two crashes. Naturally the theme running through the entire show was the Firestone tyre, and Wilbur Shaw's 500 miles on synthetics at an average of over 100 m.p.h. in 1944 was emphasised ; especially impressive was a close-up of one of the front tyres suffering distortion at its point of contact with the road on a fast curve.

The evening finished with Laurence Pomeroy answering questions and making a resumé of the film we had just seen.

Regarding N.L.E.C.C. future events, there will be a Rally and Concours d'Elegance at Aston Clinton on May 18th.

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JERSEY

The Bentley Drivers' Club hoped to run a sports-car race before the big race at Jersey, on May 8th, but, although sympathetic, R. L. Sangan, Hon. Sec. of the Jersey M.C. & L.C.C., has advised the B.D.C. that this is not possible and, further, that on the advice of the J.C.C. it is considered inadvisable to hold a sports-car race over the St. Helier circuit this year.

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GENERAL NOTES

The winter of 1946-7 will long be remembered, and there is some satisfaction in having continued to motor in an aged Austin Seven exactly as intended, come snow, fog, ice and flood. On one of these journeys one side of Oxford Street, in the City of London, was barricaded off because authority con-

sidered that the ice hummocks formed thereon—largely as a result of setting men to pitch the frozen snow off the pavements into the road—impassable to vehicles. That caused a really first-class traffic muddle, through which we inched side by side with someone's fine 2-litre vintage Lagonda, reflecting on how curious it was to find vehicles equipped with chains in the heart of the Metropolis. A.30 was little better and how our truly incredible little Austin—which should by rights have fallen asunder long since—survived the buffeting only Longbridge can know.

With the eventual advent of better weather came more concentrated motoring. A supercharged Ford Ten was subjected to normal to-ing and fro-ing for a while and showed its dislike of a driving blizzard by ceasing on a lonely road over the heathland near Bagshot. A considerate Army officer allowed us to creep dejectedly into his snug Vauxhall saloon and we went in search of petrol, persuading a confectioner to give us a large sweet jar as receptacle. A gallon of the precious fluid failing to appease the Ford we were towed by a venerable Lancia "Lambda" to the Whinlands Works and given a first-rate reception by Pat and Mary Whittet, who exist down at Lightwater to exude sympathy and service on just such an occasion as this.

The trouble proved trivial and we were soon on our way. Possibly that episode was the cause; the fact is we went off on the morrow in the Ford to view the Pioneer motorcycle run to Brighton, possessed of what felt like an abnormal temperature, which even the perfect weather couldn't dispel. However, a bit of prowling round in search of an old-time trials hill alleged to run up on to the North Downs (we didn't find it; only a permanently closed level-crossing and a tree across a lane!), and lunching unexpectedly and excellently at a café, the walls of which were hung with early maps of Surrey and Hampshire, improved the outlook not a little. So much so that that night we decided to take a long-overdue trip to Liverpool to inspect a certain "12/50" Alvis.

In a gale which we afterwards learnt was a record one, we took the Ford down to the local garage (whose proprietor is a keen B.M.W. driver) to fill its tank, returning to don extra clothing, take on a few tools, top up with oil and sort out the maps. As an afterthought we threw in gumboots and a spade. After all, we were going north! The dashboard clock showed 12.20 a.m. as we left.

Over familiar roads to Reading we got along rapidly enough, this blown Ford an excellent car for a run of this sort. It seemed we would make good time, although every so often we would have to swing round a fallen tree and twice we had to crawl through long stretches of fast-flowing flood water. Then, running downhill at nearly 60, a policeman waved at us to stop. The Girlings took the situation in hand, we were told of a tree completely across the road, and took the unwanted detour down six miles of narrow lanes. Oxford came up at last—"Cowley," the passenger murmured sleepily, as we passed a big factory. The gale had now abated, but fallen trees, draped with telephone wires, were everywhere and sometimes only by motoring on the footpath could we get by. A car less rugged or willing than this Nordec Ford would have been an embarrassment on such a night. With Chipping Norton next on the route-card we swung left down a road guessed as the correct one because a stub of broken signpost arm pointed to it. Within a few hundred yards the wet surface gave place to white and snowdrifts could be seen across our path, beyond the limit of the headlamps' beams. We tried charging the first one—and stuck fast. An hour's work with the spade and we were able to reverse out. Prospecting on foot revealed the road well and truly blocked, and, even as we debated our new route, a lorry went by, grumbled on its gears and ceased to move forward.

Hailing another lorry at the T-junction ahead of us we were told it had come through from Birmingham, making a detour to avoid one fallen tree and taking to the footpath to negotiate another—the driver was expecting to find a way through to Bournemouth, but, he said philosophically, if he couldn't, he'd stay where he fetched up until the roads were cleared. So, following his advice, we pressed on. On the outskirts of Birmingham we bought oil and, hearts sinking, asked the way. A little later we confirmed our direction from a policeman. In half a mile we were utterly and completely lost. Then began the game all travellers play in this maze-city. We asked 'bus drivers, night workers, policemen. They would consider, haltingly direct us, and lose us, if possible, more completely than before. Feeling the strain, at the height of this game we appealed to a constable for an all-night café. He had best come with us, he said, otherwise we might get lost. We all but hauled him into the car. When he got out he said we could practically see the turning we needed, but must just go round the one-way system to it. We followed his detailed instructions to the letter—and found the place, on foot, half an hour later! We can only assume that local inhabitants of Birmingham carry pieces of chalk with which to mark their return routes and that many persons posted missing are motorists still looking for the way out. The café was a dirty building outside which we queued with unshaven Service men—inside most of the tables were supporting the drooping heads of more Service men and women, temporarily lost to the world—lost, too, we were sure, in this great city. To our surprise we ate one of the best ham sandwiches ever and, after another tussle with ring roads and one-way streets, came on to the Wolverhampton arterial as the dawn broke. Followed miles of ice-surfaced going, the Ford proving stable by reason of its special i.f.s., but giving us some anxious moments nevertheless. We ran into Liverpool with the fuel gauge at zero and our jerrycan empty, tanked up, paid 1s. 8d. for the privilege of an eerie dice through the Mersey Tunnel (last used on the way to Southport on a burning summer's day in 1936) and continued along tram-infested thoroughfares until the sand-dunes of the river closed in on our left-hand and we knew it was time to search for a garage containing an Alvis.

Business attended to, "breakfast" taken in a suburban shop, we followed a Standard Eight to the Warrington Road and pressed the Ford hard all the way to Coventry—treatment it apparently enjoyed, save for a momentary stoppage in the fuel supply.

Nearing Coventry, the fun began again as it had at Birmingham. People who had worked at Rootes No. 2 factory directed us to places entirely devoid of factories. A foreign gentleman, who had also worked there, insisted on leaping into the laden back-part of our car, and, in stern broken English, told us how to proceed, insisting that we should rush madly along, regardless of traffic lights and the like. After a worrying quarter of an hour he succeeded in directing us to a children's playground. Desperate—for it was 4 p.m., we were unfed, unshaven, very tired, and had 100 miles still to do and a Sunbeam-Talbot to find—we asked a postman. "Easy," he said, "turn left at the lavatories." Of course, there were no lavatories. At last, a policeman got us to Rootes Factory No. Something-or-other, and, braving the immaculate chauffeuse in Hillman Minx and the smart commissionaires, we enquired again. This time we landed in a sort of farmyard, where a stout woman presided. "Where," we screamed, "is the Rootes Works?" "Ain't no woodworks 'ere," she considered. "No, no," we said, "a motor factory." "Ain't no motor factories 'ere," she said. "What, not in the whole of Coventry?" we exploded. A long pause. "There may be one—Standard they calls it," she said . . .

Much later, by the back gate, we got there. Under the disdainful noses of disgruntled commissionaires we were ushered to the Publicity Manager's office. Mr. Oakley is an understanding man. His colleague, he explained, had been away for two days and had wired that all roads were impassable. He could well understand the difficulties of a run down from—*where* had we said?—Liverpool. A glimpse of the orderly floodlit factory, systematically turning out lots of Hillmans and Sunbeam-Talbots despite present restrictions and setbacks, was taken from a glass-fronted alcove after curtains had been dramatically drawn aside—to us, it was as a glimpse of fairyland.

Soon we were in a new Sunbeam-Talbot Ten saloon—and could not have wished for a more willing or restful car. A worried gate-keeper demanded our destination. "Hampshire," we yelled, and pressed on the accelerator.

A hasty meal and we were heading for home, close behind the Ford, finding ourselves possessed of rather more speed and low-end acceleration, less performance up hills, so that a mighty "dice" ensued, punctuated by long periods of crawling in second gear through flooded sections of road. We arrived at Fleet as we had commenced, a few yards separating the two cars. And so to bed—we recollect a garage where we paused for oil and the garage-man telling of a certain little British saloon which came in, running far from well, and they walked up the road and swept up two of its con.-rods and pistons with a broom. Or did we dream it?

Came Easter, and naturally we went off to the "Land's End" and the Team

Continued on page 127

LETTERS from READERS

Sir,

Your remarks in "Rumblings" in the April MOTOR SPORT led me to believe that you might be interested in some details of a more modern Morgan than the 1927 "Aero" there described.

I own a 1937 Matchless-engined two-seater, purchased in July last year. I paid £160 for it, being in urgent need of a car at the time and unwilling to pay East Anglia's over-inflated prices. In passing, Rover Tens change hands for around £800 in those parts! I was not really robbed, as I have seen less well-preserved specimens than mine offered for £200 and more, but a sound example should be available for nearer £120–£140.

Chief charms of the Morgan, to my mind, lie in its very low running costs and very satisfactory performance. Cruising at 45 m.p.h. gives 45 m.p.g.; at 50 the engine is quite as happy but considerably more thirsty. Oil consumption is heavy, but this is not really surprising with an air-cooled twin, far from oil-tight and not in the first flush of youth.

My car has, of course, the three-speed and reverse gearbox, readily detachable rear wheel, reasonable brakes and low build, which are such a contrast to earlier models. I must insist that the car is *not* unstable, as on occasion I have entered a corner far too fast and the car slides before a front wheel lifts, and as I possess an American wife, this does not entail acrobatics on the part of the passenger. That the said wife, brought up on heated American saloons, tolerates the car at all is surely a point in favour of a Morgan's "austerity." I admit the thing is austere; the hood is adequate but there are no side-curtains, and as there are no doors it is not possible to enter or leave with the hood erected. However, it was quite wet at Prescott last year, and very wet at Shelsley, and yet my wife is eager to come with me again this year.

Very shortly after purchase, a bolt fell from the gearbox, letting out all the oil and smashing the worm-wheel into a thousand fragments. Frantic telephoning to the works, all known dealers, even Mr. Boddy himself, failed to disclose a spare. However, an Ipswich firm agreed to make one up on receipt of drawings. I asked Morgans for these, and they sent worm and worm-wheel by return post. Surely there is a moral here? And a local garage have told me this sort of thing is not unknown with other makes.

As these ramblings have continued too long already, I will cease on a few salient points in favour of the cyclecar. (1) by no means unreliable, (2) certainly cheap to run and my insurance company raise no objections, (3) performance is most satisfying, not the 96 that some claim for the "T" type M.G. but an honest 70 (*vide* "Motor Cycling Road Test" for this model in 1937), 45 in 2nd and 25 in 1st ensure very reasonable acceleration, and (4) they take enough driving to be interesting.

Beside the Matchless, twins of the same age as mine by J.A.P. usually give a little more urge, the Ford Eight and Ten-engined jobs more refinement and often more room (many of them are 4-seaters).

Really, the secret is light weight, thanks to a taxation demand of 8 cwt. maximum. It certainly makes me think when a famous 10-h.p. car comes out in 1947 weighing 22 cwt. as a saloon, and the technical press call it a "brisk performer." My o.h.v. Matchless is 1,000 c.c.

I am, Yours, etc.,

Bolney, A. H. WILSON.
Sussex.

* * *

Sir,

Having read your article on some of the first M.G.s with interest, I am reminded of a car built by the managing director of my firm in 1926-27. I was only eight years old at the time, but can remember being very impressed by the appearance of the car even at that age.

Both Cecil Kimber and William Morris were very interested at the time, and both got ideas from it which appeared in subsequent Morris and M.G. cars. Being o.h.v., this car performed rather better than the current M.G.s of that day. In about 1930 the Cowley engine was replaced by a modified Isis engine (18-h.p. overhead camshaft) and the car would then do well over 80 m.p.h.

The steering was modified to rake the column nearly horizontal by raising the box to the top of the bulkhead and then taking a link vertically down to a bell-crank which was mounted in the normal steering-box position. I have never seen this done before but it is a tip well worth remembering.

Unfortunately the car was completely written off in a smash and Mr. Milner parted with it.

I am, Yours, etc.,

BRIAN MORGAN.
Birmingham, 20.

[This sounds an interesting car; Mr. Rivers Fletcher has also drawn our attention to it.—ED.]

* * *

Sir,

I have just finished reading the April issue of MOTOR SPORT, and was interested in your criticism of my article concerning new sports cars. In the interests of accuracy, I would like to correct the misunderstandings present in your criticism.

My article was not an editorial, as I am not the editor of the *Sports Car*. The article concerned *all new* sports cars, British and Continental, that are now offered in open 2-seater form, and was not written for the purpose of "depreciating the new British sports cars." The *appearance* of new British utility cars was criticised, not the size—the reason for the size being appreciated. I did *not* admit that I had "not heard of the new Healey, Invicta and Lagonda," nor did I mention those cars in the article. I expressly stated that the cars described were "cars designed for competition in sports car events, *i.e.*, two-seaters." I am familiar with the specifications of the above three cars, and also with the fact that none of them are offered in 2-seater form. In regard to the Allard performance figures, I stated that "Possibly the 'Pool' petrol used in the test was responsible." New Cadillacs get around 12–13 miles per U.S. gallon, equivalent

Blakes

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to 16 miles per Imperial gallon, as reported in the Allard road test. Again, as the article concerned only new cars, the description " out-of-date " applied to the basic design of *new* British two-seaters, and *not* to vintage cars, as you apparently misunderstood. We appreciate good vintage machinery, as you observed, but we also appreciate the fact that when an enthusiast decides to buy a *new* sports car, he wants it to be new in chassis and engine, as well as in bodywork. In general, the continental 2-seaters appear to be ahead in this respect at this time.

The matter of availability of sports cars in the U.S.A. has changed considerably in the last month. British, French and Italian cars are now available in New York, generally at prices beyond the reach of most enthusiasts. The most convenient price reference is probably the Ford " V8 " cabriolet (drophead), which, while not a sports car, is the most popular enthusiasts' car now produced in America. It is upholstered in good leather, develops 100 b.h.p., has a 3.54 rear end, good performance on our roads, and sells for $1,595. Another $100 spent on readily available h.c. heads and two-carburetter manifolds gives around 95 m.p.h. maximum. The average American enthusiast has this car in mind when he prices the " TC " Midget at $2,150, the Allard at $5,500, the Talbot-Darracq at $7,500, the Pinin Farina-bodied Lancia at $11,500, the Delahaye at $12,500, and the Bentley at $14,600. Typical saloons are Austin Ten at $1,950 and Lancia " Aprilia " at $4,600, all prices at New York.

I am, Yours, etc.,

THEODORE F. ROBERTSON.

Massachusetts, U.S.A.

[As Healey, Invicta and Lagonda were not mentioned we ventured to think Mr. Robertson had not heard of them. Healey's certainly make a 2-seater, which we have illustrated in MOTOR SPORT.—ED.]

Sir,

I read Mr. Clutton's article on the " 40/50 " Napier with great interest. It certainly was a beautifully made car, but its performance as described by him seems woefully short of that given by the pre-1914 Napiers. My father's 1911 model would have run rings round the car as described by Mr. Clutton and would easily hit 65 m.p.h. when loaded with six up and a lot of luggage and with a heavy coachbuilt body. I feel certain that with a bit of tuning the model as described by him could have given a very much improved performance. Incidentally, in the 1920's Napiers developed a lighter 6-cylinder, with a first-class performance which, however, never went into production. I understand that several of these chassis were produced for the use of the directors and would be interested if anyone could give details of their performance and to know if one of them is still in existence.

As an owner of three A.B.C.s and the last of the " Super Sports " models, which was turned out in June, 1928, I would like to correct the information given in the April number. The performance was very much better than that quoted and on a number of occasions I easily obtained the performance guaranteed by the makers of 0–30 m.p.h. in 5 sec., this being obtained on bottom gear. I easily held a " 12/50 " Alvis on long dicing matches on A.1. The makers guaranteed 0–50 m.p.h. in 13½ seconds and this could also be easily obtained through the gears as the gear-change, especially upwards, with the clutch stop properly adjusted, could be made just as quickly as you could move the lever through that delightful vertical gate. This car was not fitted with a skimped body, but a really solidly built one, quite the most comfortable 2-seater sports body I have ever owned. The car was the acme of reliability.

Incidentally, A.B.C.s, in their later days, could be fitted with Whitehead front wheel brakes. The A.B.C. was the first light car to be fitted with finger-light and positive steering, worm and nut type, and with the first decent and effective springing. If it had been fitted towards the end with a Meadows or an Anzani engine would have had a much longer life. In all, some 1,450 A.B.C.s were built and it would be interesting to know if any are still left on the road.

With all best wishes for the continuance of MOTOR SPORT, whose arrival is always one of the bright spots of the month.

I am, Yours, etc.,

O. S. M. RAW (Lt.-Col.)

London, S.W.1.

[We heartily endorse Lt.-Col. Raw's enthusiasm for the A.B.C.—ED.]

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Stop Press!

During the racing season we have to find space in MOTOR SPORT for reports of a large number of topical events. In consequence, it may be necessary to publish " Baladeur's " popular " Sideslips " bi-monthly while racing is in full swing. This feature is held over this month but will appear in the June issue.

* * *

Some fifty Lagondas, 2 litres predominant, attended the Farnborough, Hants, Lagonda Rally on April 20th, one coming from as far afield as Blackpool.

* * *

McMichael's " TC " M.G. won the Circuit of Ireland Trial, from an M.G. " Magnette." A Hillman " Minx," Vauxhall Twelve and H.R.G. tied for 3rd place.

WANTED—*continued*

WANTED.—½ engine speed tachometer, inlet manifold, blow-off valve for "Ulster" Austin. Fan for 1933 Austin Seven. Hewitt, c/o Barclay's Bank, High Street, Coventry.

WANTED.—Two small bucket-type seats, not more than 18-in. wide each. One 4.50 by 19 tyre and tube. 84, Red Down Road, Coulsdon, Surrey.

WANTED by enthusiast. 3-litre Bentley 4-seater tourer, in reliable condition, or other car which will motor fast and well—Alvis, Lagonda, etc. Maximum (regrettably) £300. Lt. A. White, R.N.A.S., Dale, Haverfordwest, S. Wales.

CAN anyone either supply or notify us as to the whereabouts of a set of steel timing gears for an Austin "65" sports, 1933, car No. B8 1073, chassis No. 177467? Hunt's B'ham. Ltd., 199, Hagley Road, Birmingham 16.

ALVIS, "12/50," "12/60" or "16/95" open 4-seater. S. Cornthwaite, 56, Barton Lodge Road, Hall Green, Birmingham 28.

YOUNG ex-serviceman urgently desires 2/4-seater sports car in running order. Maximum 10 h.p. £70. Meakin, 10, Knighton Court, Leicester.

WOLSELEY "Hornet Special" (1934) Instruction Manual urgently required. D. Lockspeiser, Birchway, Waverley Road, Farnborough, Hants.

ENTHUSIAST requires Alvis "12/50," "12/60" or similar model. Small capital. One requiring overhaul considered. Gibson, 9, Hill Street, Lydney, Glos.

WANTED.—Austin "Ulster" or "Nippy" axle ratio, engine less accessories any condition, 17-in wheel. Shirbon, Kensington Gardens, Howden, Goole, Yorks.

URGENTLY required all M.G. "PA" or "PB" spares; crashed or very rough car would do. Davis, 245, Upper Richmond Road, East Sheen, S.W.14. 'Phone Prospect 2921 (or Shepherd's Bush 4369 after 7 p.m.).

WANTED for "J2" M.G. gearbox first-motion shaft. Low pressure blower and fittings, reputable make, good condition at reasonable price. Box No. 110, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—1929 Lea-Francis "12/40" rear stub axle, near side left-hand and hub cap (Rudge) 1937 M.G. 10-h.p. "TA" model, cylinder head in good condition. 20, Duchess Road, Clifton, Bristol.

WANTED.—Books by Monkhouse. Or exchange for "Wheelspin" and "Shelsley-Walsh" (new). Waite, Woodville, Sutton-in-Craven, Yorks.

A.C. MANUAL 1936 (approx.) for cash, or copy of "Motor Racing and Record Breaking." Webb, Eynsham House, Tettenhall, Wolverhampton.

WANTED—*continued*

WANTED.—Pair large headlamps in good condition, Marechal preferred. Full particulars and price to 18, Upland Road, Upton, Wirral, Cheshire.

MARSHALL Supercharger and fittings wanted for N type "Magnette." Good condition, reasonable price. Box No. 105, MOTOR SPORT, 15, City Road, E.C.1.

WANTED.—Cylinder block (Monobloc) for 1927–8 single cam 1,500-c.c. Alfa Romeo. Sound condition. Please state whether standard bore and price required. Kirby, 31, Fellows Road, Farnborough, Hants.

REQUIRED to satisfy insatiable desire, small sports car, mechanically healthy, but essentially at pre-inflation price. Findon, 40, Sussex Square, Brighton, Sussex.

FOR 1935 Riley 1½-litre "Kestrel," radiator block, dynamo, wings, clutchplates, seat cushions. 54, Uttoxeter Road, Mickleover, Derbys.

1931/32 INTERNATIONAL Aston saloon or tourer. Saloon preferred. Would also consider 1933–5 "T.T. Rep." Frazer-Nash. Fair price paid, but car must be in first-class mechanical condition. Lt. C. E. Bickford, R.N., H.M.S. "Nelson," Portland, Dorset.

AUSTIN SEVEN cylinder block or complete engine, "Nippy" preferred, urgently wanted. Greg, River Cottage, Petworth, Sussex.

WANTED.—Manchester area. Willys-Jeep, must be in excellent condition throughout and under 5,000 miles. No bodywork mods. required. Guaranteed all letters replied to. Fullest details. Box No. 106, MOTOR SPORT, 15 City Road, E.C.1.

WANTED.—Chassis including engine for M.G., Lagonda, Riley, Singer "Le Mans" 8–10 h.p. State price and details. Wright, 35, Hillcroft Avenue, Rayner's Lane, Pinner.

WANTED.—Bodies of sports cars of good class, in reasonable condition. De Bondt, 12, Ridge Hill, Golders Green, N.W.11.

WANTED.—In good condition, by enthusiast. Complete set of *Speed* (*Motor Sport*), Vol. I, No. 1, through 1932. Books: "Motor Racing," S. C. H. Davis; "Flat Out," "Speed on Salt," Eyston; "Motoraces," Monkhouse; "Motoring Sport," Stuck; "World on Wheels Comp.," Duncan; "Record of Motor Racing," T. G. Rose; "Invention of Automobile," Nixon; "Circuit Dust," "Grand Prix," Lyndon; "At Wheel Ashore and Afloat," Grahame-White. Other books, vintage or racing. Quote price and condition. Box No. 107, MOTOR SPORT, 15, City Road, E.C.1.

WANTED—*continued*

WANTED.—Model 18 Ford V.8 Cabriolet. Modified or standard. Please send particulars and price to J. Sharpley, Royal Hants County Hospital, Winchester.

LAGONDA 2-litre, low chassis tourer wanted by enthusiast. Full details and price please. Box No. 108, MOTOR SPORT, 15, City Road, E.C.1.

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M.G.—2 "K.3" crankshafts. "N" camshaft urgent. "N" cylinder block. D. C. Pitt, Rodborough Cross Cottage, Rodborough Common, Stroud, Glos.

WANTED.—For "TB" M.G., wider-rim wheels, preferably 17-in. (exchange set if possible), aero-screens, Ashby or Brooklands wheel, electric windtrumpet/s. Offers of other useful items considered. Mirza, 487, Ashley Road, Parkstone, Dorset (Parkstone 1500).

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ALVIS "Firefly" mascot, perfect, 30s. ; Smith's 8-day clock, fitting dashboard hole of 2-in. diameter, and a Jaeger 8-day clock fitting a 2⅜-in. hole, both in perfect condition and good timekeepers. £3 each. Bacon, 39, Park Hill Court, Addiscombe Road, Croydon.

ALVIS 1929 12-h.p. drophead coupe, recently overhauled 1931 engine. Ring Oxford 85121 for appointment to view.

1924 "30/98" Vauxhall (O.E.103). Completely rebuilt August 1946. Bentley front axle, steering, brakes. 4 Hartfords. Modified low-slung chassis. New body with full touring equipment including 12-in. Bosch heads, hood, extended exhaust, etc. Traditional "30/98" performance. Acceleration and road-holding defy description. £450. O'Neill, 4, Alexandra Road, Liverpool 22. (Waterloo 1155.)

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1935-6 SINGER "Le Mans" 4-seater, black, rev.-counter, remote change, etc. Exceptional condition. Taxed. £315. Croydon 4433, Extn. 103, 9 to 5 p.m. Townsend, 20, Addiscombe Grove, Croydon.

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BUGATTI 3.3-litre Type 57 open sports 4/5-seater by Corsica. Superb car in immaculate condition, dark blue ; hood, tonneau and side curtains. Latest type 14-mm. cylinder block. Stored since 1942 and recently completely dismantled and re-erected regardless of cost ; since run only 2,000 miles. Taxed year and in faultless running order. £2,250. Hampton, Spronketts, Bolney, Sussex.

1935 FRAZER-NASH-B.M.W. drophead coupe, Type 40 (3-carburetter), 1½ litre. A really fast car, four brand new tyres. Seen London or Maidenhead. 'Phone Maidenhead 1006.

RILEY "Alpine 6" sports 4-seater, 1931. Fabric body, good tyres and hood, carefully maintained ; fast reliable car for enthusiast. Towing bar attachment. £195. Carpenter, 30 Wish Road, Hove 3. Tel. : Portslade 8407.

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SCINTILLA N.V.4, as new, offers ; Ford 8-10 distributor, as new, offers ; Solex downdraught carburetter, good condition, offers. Wanted : 6.00 by 18 covers. Write or 'phone before 9.30 a.m., Edgbaston 3108. A.1 Taxi Co., 6, Bilston Terrace, Edgbaston, B'ham.

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FOR Sale, "22/90" Alfa-Romeo. Excellent condition, etc., £300. Wanted : Amilcar engine, handbook, spares. Advertiser, 24, Davies Avenue, Leeds 8.

FOR Sale, Bugatti 2.3-litre. Double-cam., supercharged, Grand Prix model. Perfect condition, ready for racing or very fast road work. Wings not fitted but available. Price £1,750. Box No. 82, MOTOR SPORT, 15, City Road, E.C.1.

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FOR Sale.—M.G. "Magnette," 1937, ratio 43 to 8 crown and pinion wheel. Apply—Newton Home Products, 93, Goldsmith Street, Nottingham.

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1930 BENTLEY 4½-litre V.D.P. open 4-seater. New hood and tonneau. Well shod, mechanically sound. Selling for lack of garage space. £475 or might exchange for smaller car. Box No. 83, MOTOR SPORT, 15 City Road, E.C.1.

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£95.—ALFA-ROMEO, type RM.1, drop-head, 13.9 h.p., taxed, in daily use. Also "Rycraft" mahogany speedboat, hull 16 ft. by 6 ft. Seen Malden, Essex. £55. 'Phone Hertford 3463 between 6 and 7 p.m. only. Box No. 84, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "18/80" Mark 1 and 2 models with speed model, tourer and saloon bodies. Several available. Imperial Motors, Whiteladies Road, Bristol 8.

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£7. 1930 AUSTIN SEVEN engine, complete with gearbox, radiator, petrol tank, faulty magneto, otherwise in perfect condition. Box No. 87, MOTOR SPORT, 15, City Road, E.C.1.

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FOR SALE—*continued*

FOR Sale.—Dunlop beaded-edge balloon cover, 775 by 145, never used, still wrapped. 80s. Wanted.—Six new K.L.G., P.K.I. or K.S.5 18-mm. plugs. Box No. 85, MOTOR SPORT, 15, City Road, E.C.1.

SCINTILLA Vertex n.v.6, perfect, £15; 25-gall. slab tank, new, £12 10s.; 6-gall. Triumph tank, electric gauge unit, new, £3; Riley Gamecock tank, £3. French, 1, Preston Gardens, Ilford. 'Phone VAL 6678.

44-MM. downdraught Stromberg, new, £10; new ball races. Wanted.—Steam car, White, Doble, Stanley, also chassis, any cond., £25, and "Speed" etc. Box No. 86, MOTOR SPORT, 15, City Road, E.C.1.

M.G. 1940 2.6-litre black saloon car; brown upholstery, 4 practically new tyres; used on Police Road Patrol and now redundant by replacement; regularly serviced by staff mechanic. Seen at the premises of Messrs. Claud Hamilton (Aberdeen), Ltd., 254, Union Street, Aberdeen. Offers to be lodged with the County Clerk of Kincardineshire, 33, Evan Street, Stonehaven, not later than the 10th of May.

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FOR Disposal.—1930 Riley chassis frame, steering, springs, shockers, front axle, tank. Riley Twin S.U. carbs. and manifold 26 Mil. Also Zeniths, M.G. "Magnette," front springs, new, and stub axles complete, front trunnion boxes, new. Miniature racing car with J.A.P. 250 engine, suitable boy 10–15 years, £18 10s. Needs body. Croysdill, 6, Beaumont Avenue, St. Albans.

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ALVIS "12/50" coupe, 1929, new hood, sidescreens, mechanically good. Very reliable. £175. Cox, 3, Shepherd's Green, Chislehurst, Kent.

TAPLEY gradient meter 3-3/16-in. diam. fixing, 30s. 2 S.U. Petrolifts (vertical), Klaxon H.F. horn, all 12 v., 15s. each. Crofts, 9, Petersfield Court, Stratford Road, Birmingham 28.

ENTHUSIAST offers cash for sports cars, parts, fittings, wheels, tyres, hub caps, stoneguards, lamps, meters, carriers, wheel cages, mascots, badges, books, photos, anything sports car, any condition. Single parts or quantity. Also parts, fittings for exchange or sale. Fittings made to order, plating, cellulosing, rebuilding. Enthusiasts write G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

FRANCIS BEART has for disposal the following papers and books: *Motor Car Journal*, 1905 to 1910, 133 copies, £8. *Commercial Motor*, 1905–9, 127 copies, £5 15s. *Commercial Motor*, 1918–20, 15 copies, 8s. *Motor Traction*, 1905–10, 171 copies, £8. *Motor*, 1905–7, 102 copies, £8 15s. *Motor*, 1941, 36 copies, 10s. *Motor*, 1943–45, 10 copies, £1 7s. 6d. *Autocar*, 1940–45, 193 copies, £2 10s. "Modern Motor Car" (Judges), 3 vols., £2 10s. Daimler Motoren-Gesellschaft 1915 Presentation Books (new) £3. Thomas Cottage, Thames Street, Walton-on-Thames, Surrey.

ENTHUSIAST breaking up stable of 8, 9, 10, 12-h.p. sports cars. Particulars of cars for sale on request. Will also consider exchange for other good models. Spare parts also for sale or exchange. Box No. 96, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS saloon, 1934, "Speed 20," £400. M.G. 2-seater, 1936, "PB," £350. Riley 4-seater, 1932, 9 h.p., £300. Aston-Martin 2-seater, 115 m.p.h. "Mk. 2," fitted for touring, £900. Lamas Graham 4-seater, 26 h.p. 1937, supercharged, £900. Full particulars from Townend, Copley Gate, Halifax.

FOR Austin Seven, 2 chassis, 2 gearboxes and few engine parts and 19-in wheels. 1 front axle complete. 4 pairs new headlamps. Fiat "500" wheel. 1 h.p. gas engine, large rev. counter and 8-day clock. 1 pair ambulance wheels, 16 by 4. 1 pair 10-in. section wheels, tyres and tubes, ideal for hill-climb, special. Power bench drill taking up to ½-in. 6-in. lathe, several parts missing. Polishing head with large Jacobs chuck. 4 1936 Riley Nine wings. Ford Eight bonnet and rad. grill. 2-wheel bench grinder. A. & D. Nicholls, Engineers, Grange Road, London, W.4.

RILEY Nine "Kestrel" Saloon, recent overhaul, good tyres, very fast, taxed and insured, £345. A. &. D. Nicholls, Engineers, Grange Road, London, W.4.

1930/32 RILEY NINE engine, complete with recently overhauled starter and dynamo, magneto, twin inlet manifold and S.U.s, good condition. also radiator, gearbox less gear lever, 5 Rudge-type knock-on wire wheels. Amilcar chassis with front and rear axles, offers to Box No. 97, MOTOR SPORT, 15, City Road, E.C.1.

TYPE-57 Bugatti chassis, fitted close-coupled two-door Sports Saloon, very handsome but in very poor condition. Rear springs and all dash-control shockers, no other parts. 1937 "V8" front and rear axles with brakes and front spring, also 2 Bugatti radiators, believed Type 47 and Brescia. £65 the lot. Buyer collects. Write only Barnes, Queensgate, Sudbury Hill, Harrow-on-the-Hill, or 'Phone Arnold 5364.

MERCURY "Special" builders, Ford "Mercury" V8, 3,622 c.c. and 4,000 c.c. engines, gearbox and transmission spares available. Colin & Leslie, Ltd., 12, Wharfdale Road, Bournemouth (Westbourne 64497).

RILEY "Kestrel" 1936, 1½-litre, 12-h.p., 4-cyl., 6-window saloon. Preselector, Scintilla D.W.S. jacking. "Ace" chromium discs, twin horns, etc., excellent tyres, 31 m.p.g. Most attractive car which has just had extensive overhaul by Riley specialists. £575. D. C. Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

FOR SALE—*continued*

E.N.V. CROWN wheels and pinions, S.H. One 12 by 53, 8-bolt, one 8 by 44, 8-bolt. £3 10s. One pinion only 9 for "47 Crown" (Morris) £1 5s. Burgess, 43 Amyand Park Road, Twickenham, Middx.

BENTLEY 3-litre "Red Label" sportsman's coupe; immaculate condition inside and out, 1926 chassis with 1934 body fitted (late type engine), done less than 1,000 miles since complete engine overhaul. Taxed. Any trial, £500 or near offer. Box No. 98, MOTOR SPORT, 15, City Road, E.C.1.

SUPERCHARGER, brand new Centric, suitable for 750 to 1,100-c.c. engine, £28. Willard, 6, Hazelmere Road, Birmingham 28.

SKIRROW Special dirt track chassis, less engine, £20. Large box of assorted tools. G.N.-Fraser Nash transmission spares. Many other assorted spare parts. Prices on application. Bingham "Barncot," Brewery Road, Horsell, Surrey. 'Phone Woking 1254.

M.G. "PA/PB" standard 2-seater body complete with bonnet, new screen, aero screen, dash panel, upholstery, fuel tank, spare wheel, carrier, hood and tonneau, etc. Set of brand new alloy wings if required. Whole outfit recellulosed. Super condition. £65. M.G. "PA/PB" outside exhaust manifold, complete, £5 10s. M.G. "PA/PB" Arnott supercharger installation, complete, 8½ lb. boost, condition as new, £45. M.G. "PA/PB" 8/43 crown/pinion, £5. M.G. "PA/PB" 8/41 crown/pinion, £5. M.G. "PA/PB" inlet-exhaust valves, M.G. 1½-litre new clutch thrust race, 15s. 1½-litre new clutch centre plate/oil, 15s. M.G. "J.2" water manifold, 25s. Set new J.2 camshaft bearings, 10s. "M" Electron 1-gallon sump, 25s. M.G. pair new 6.00-in by 16-in. racing wheels complete, nearly new tyres and tubes, £18. D. C. Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

WANTED

ENTHUSIAST requires 2-litre sports car. Good price offered. Stewart, 39 Sheen Lane, Mortlake.

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

SPORTS car urgently wanted, condition, age, distance and price unimportant. Box No. 9, MOTOR SPORT, 15, City Road, E.C.1.

URGENTLY wanted. Hood or hood frame and dynamo for 1930 "Silver Eagle" Alvis 2-seater. Greg, River Cottage, Petworth, Sussex.

WANTED.—Bugatti chassis, 2-litre "Grand Prix" preferred, less engine, but otherwise complete and with body. Box No. 65, MOTOR SPORT, 15, City Road, E.C.1.

SPORTS car wanted. Any make considered if sound and moderate price. Please give full particulars. P. Weaver, Dalby Road, Melton Mowbray. Tel.: 431.

WANTED.—Wolseley "Hornet" Special engine and gearbox complete, with starter and dynamo, required for rebuilding. Must be in a basically sound condition. Good price offered for suitable unit. Competition Cars, Ltd., Vine Grove, Blossom Way, Hillingdon, Middlesex.

WANTED.—For G.P. Bugatti. Bulkhead-cum-dash assembly. Undertray, bonnet, scuttle, steering drag link, steering box gland nut, steering column universal joint bolts and taper pins, steering wheel, pedal cross shaft with pedals and compensation gear, rear axle radius rods. Birkett, 3, Pondtail Road, Fleet, Hants. 'Phone 588.

WANTED—*continued*

WANTED.—M.G. "18/80," Mark II, 4-speed gearboxes with remote controls and clutch housings. Also M.G. "18/80" Mark III engine, any "18/80" parts or complete cars. Imperial Motors, 103, Whiteladies Road, Bristol 8.

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3½-litre. "Blue Label" Bentley open 4-seater, very good engine, body-work by Gurney Nutting in Royal Blue, good tyres, any inspection, at £340

Alvis "12/60" "Beetle-back" 2-seater, in good condition, body-work cream, any trial, at - - £290

Riley "Gamecock" 2-seater sports, in cream and red, excellent engine, good tyres, at - - - - £285

M.G. "Magna," green bodywork, drop-head coupe, good tyres, any inspection, very clean car, at - - £255

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LUSTRE METALLICS, LTD.,
30, Glover's Court,
Tel.: Preston 2977.



WANTED—*continued*

WANTED, 4-cyl. Scintilla Vertex magneto; also two leather bucket seats in good condition. Franklin, White Cottage, Stevenage, Herts. 'Phone Stevenage 292.

GOOD prices paid for quality sports cars with frost-fractured cylinder blocks and heads. Box No. 99, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS 1933 "Firefly" handbook, clock and "Firefly" mascot. Rivers, 598a, Kingston Road, Raynes Park, S.W.20.

GENUINE enthusiast offers £45 for sound small car. Age immaterial. Central Scotland area. D. Hardiman, 54, Claremont, Alloa.

TYRES, 18 by 475 or 500 urgently needed. New or retreads, good condition essential. Write stating price and details to Box No. 100, MOTOR SPORT, 15, City Road, E.C.1.

RELATIVELY impecunious young enthusiast requires "PA," "PB" M.G. or Frazer-Nash. Any condition, funds £160. S.A.E. Box No. 101, MOTOR SPORT, 15, City Road, E.C.1.

CROWN wheel and pinion for 1924 Sunbeam "14/40"; also set of beaded-edged 815/105 tyres. C. Taylor, Corpus Christi College, Cambridge.

RAPIER intake manifold with carburetters, also engine incomplete or damaged considered. B. & H. (Nottm.), Ltd., Popham Street, Nottingham.

TYRES, 17 by 525 urgently needed, retreads or reconditioned. Good condition essential. Write stating price and details to Box No. 102, MOTOR SPORT, 15, City Road, E.C.1.

CHASSIS-LESS engine required for sprint motor, preferably Frazer-Nash or Riley, etc. Write, giving full particulars, to Shone, 3, Westfields, Bromyard, Herefordshire.

WANTED.—8th Series Lancia "Lambda" engine, complete less magdyno and carburetter, state price. Box No. 103, MOTOR SPORT, 15, City Road, E.C.1.

MORGAN sports three-wheeler, in good condition, wanted. Cash or exchange 1934 Austin Seven saloon. 89, District Road, Wembley, Middlesex.

WANTED.—Pair horizontal carburetters, about 1⅞-in. bore. Details to 8, Aldersmead Road, Beckenham, Kent. 'Phone Sydenham 5084.

WANTED.—Books: Exchange Biro's "Bits and Pieces," for Eyston's "Flat-out," Campbell's "30 Years of Speed," or similar. Box No. 104, MOTOR SPORT, 15, City Road, E.C.1.

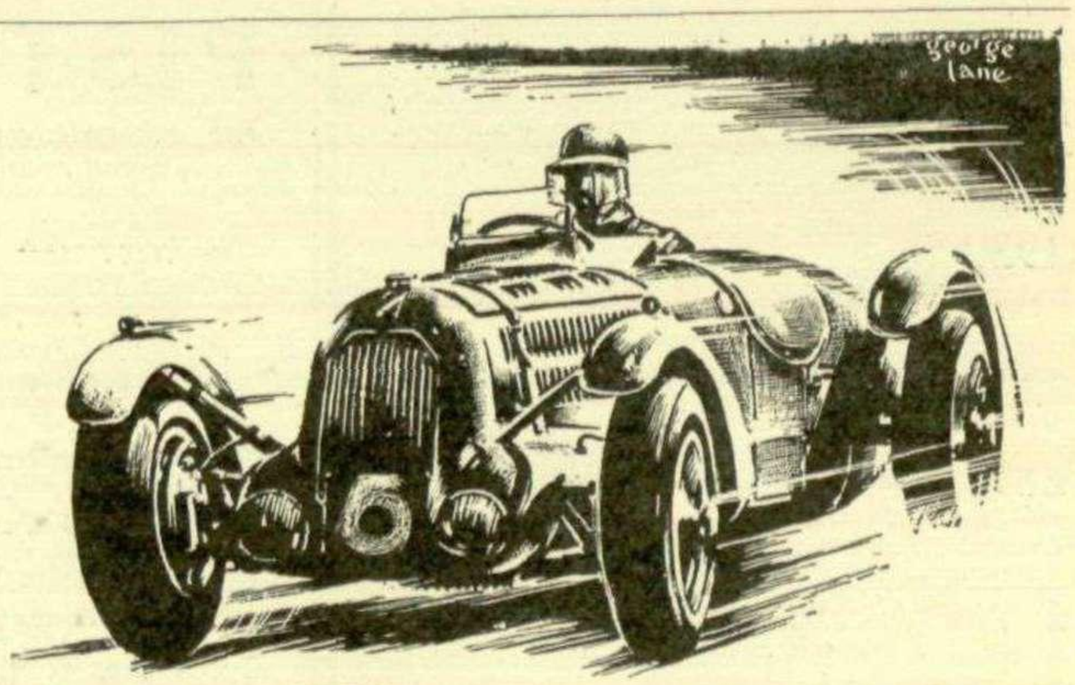
WANTED.—Austin Seven, 1933 or later preferred. Condition of body and engine (if any) immaterial. For rebuilding for trials. 47, Swinderby Road, Wembley.

WANTED.—Side screens and hood for Alvis "12/50" "beetle-back," 1929. Any condition. Also Morgan 1931 super sports low-gear sprocket or complete wheel. Holdsworth, 46, Soaper Lane, Bradford, Yorkshire.

WANTED.—12-volt Bosch horn. Pair of large Hartford or similar shock absorbers, 11–12-in. arms, anti-clock magneto for Hyper Lea-Francis. Wilson, 612, Welford Road, Leicester. Tel.: Leicester 78571.

WANTED urgently. "K3 Magnette" induction manifold with blow-off valve. 6-branch exhaust manifold, also 328 B.M.W. steering box or similar short rack/pinion box. Bendle, 74, Coldharbour Road, Bristol 6.

Continued on page 136



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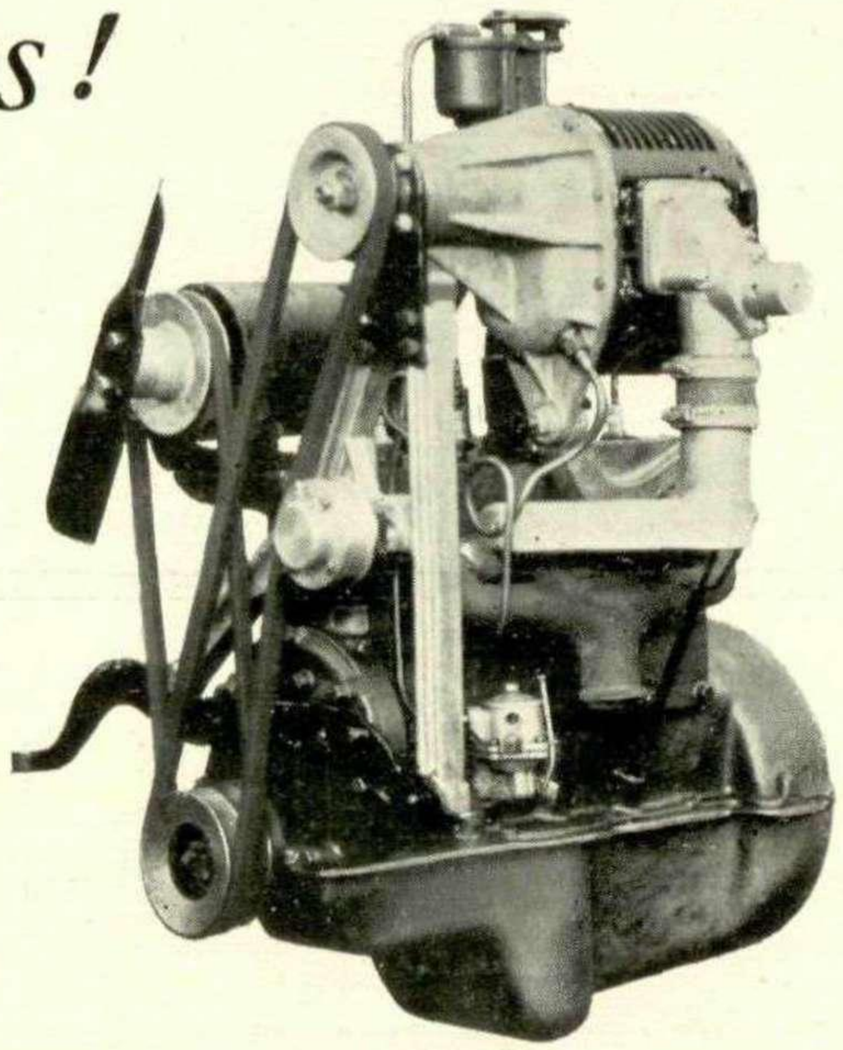
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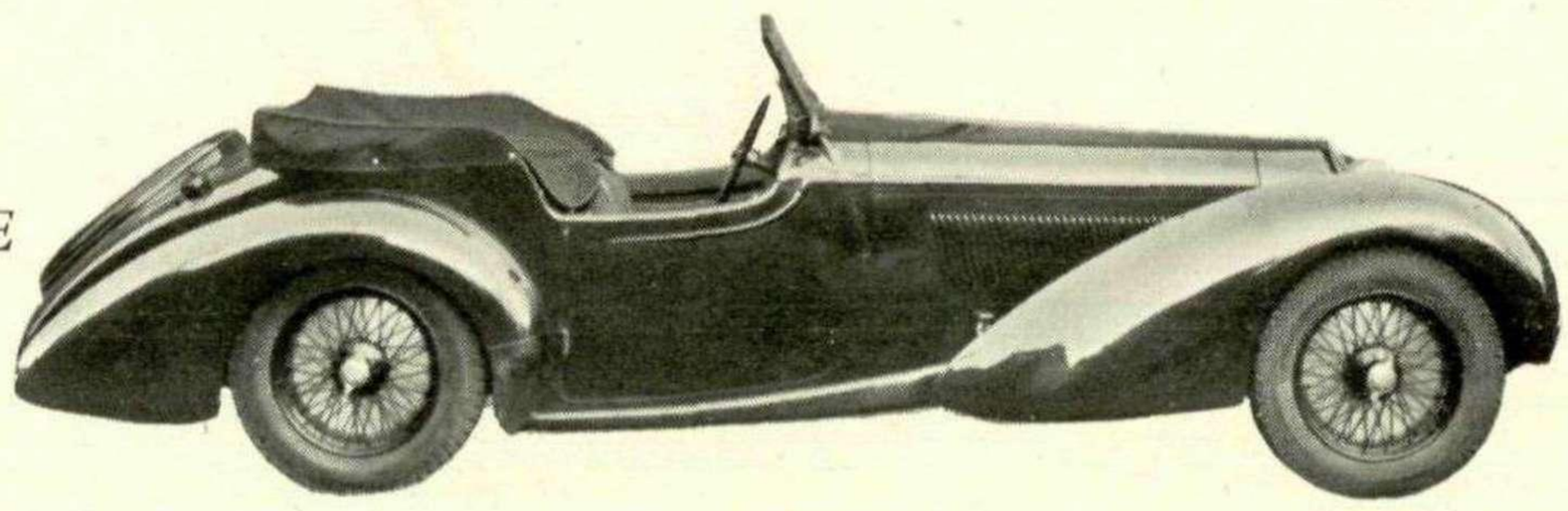
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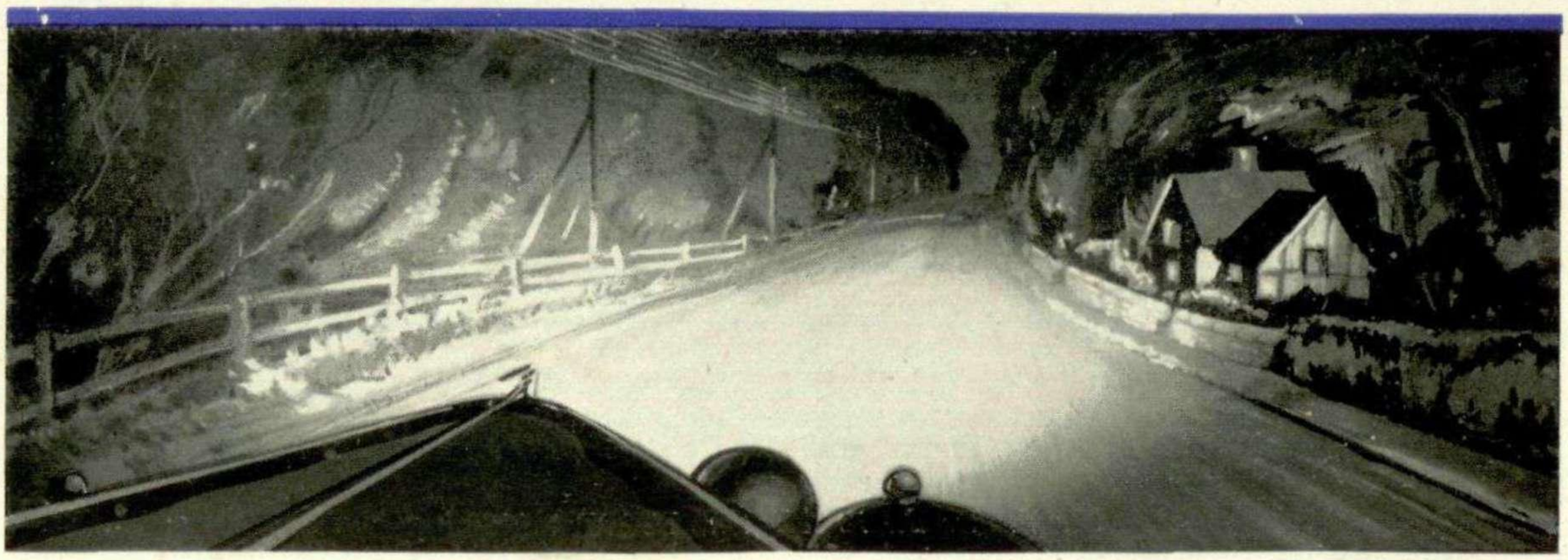
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