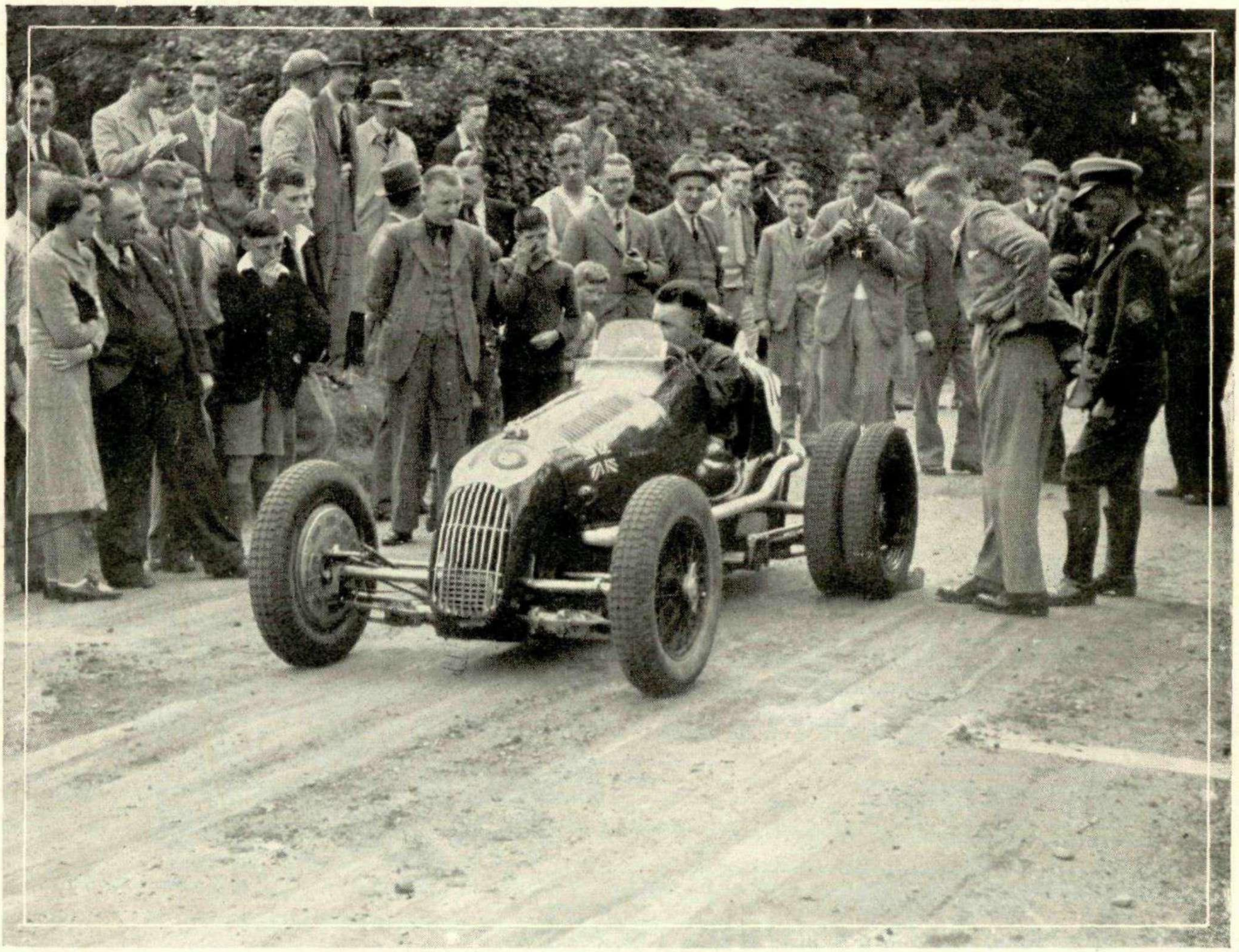
Vol. XXII No. 11 **SPECIAL ISSUE—1947 CARS** *November, 1946*

MOTOR SPORT

INCORPORATING **Speed**

ONE SHILLING MONTHLY



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FASTEST TIME AT PRESCOTT

Raymond Mays repeats triumph at Prescott in International Hill Climb

RAYMOND MAYS in his Supercharged 1980 c.c. E.R.A. achieved fastest time in the second international speed hill climb at Prescott, near Cheltenham, on Saturday, September 21st. This success was achieved out of a field of 94 entrants.

Raymond Mays made his ascent in 47.29 seconds.



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Reports of Recent Events

MILAN G.P.

This was yet another victory for the Type 158 Alfa-Romeos, Trossi winning at 55.59 m.p.h. from Varzi and Sanesi, with the Maseratis of Villoresi, Sommer and de Graffenried next in order. This after Farina had been flagged down to allow Trossi to win and had retired disgruntled! Varzi and Farina tied for fastest lap, at 56.7 m.p.h. The heats saw Varzi, Trossi and Nuvolari's 6-cylinder, 24-valve Maserati finish in that order in the first, Sanesi, Sommer and Farina in the second. Parnell's Zoller E.R.A. was 4th in heat 2, and Brooke's Jamieson-E.R.A. 8th in heat 1. In the race proper Parnell was out with axle trouble after 15 laps, Nuvolari after three. Taruffi's 1,100-c.c. Cisitalia was 6th in heat 2, beating Chaboud's Delahaye.

YORKSHIRE S.C.C. SCARBOROUGH TRIAL

Watson won this stiff event, driving his V8 Ford-engined car. The runner-up was B. Hankins (Allard) and G. Hankins (M.M.-V8), Mosby (B.M.W.), Clegg (Ford Ten), Mallock (Austin Seven), Scales (1½-litre M.G.) and Coupe (Butler-Special) took 2nd-class awards. No 1st-class awards were taken. Team Prize: Yorkshire S.C.C. "White Rose" team.

MID-SURREY A.C. EXPERTS' TRIAL

This year this famous event was confined to Bagshot Heath, where three special tests and 11 sections (selected by Michael May) were crammed into about 3½ miles. Eighteen started and five retired. Hutchison's Allard had clutch slip. Imhof, using his 1946 Mercury-engined 2-seater Allard with normal wings and lamps removed, would have won had he not missed one section. Sydney Allard, using a production-type, bored-out Allard, lost no marks, and his aggregate time for the tests was 46.4 sec. C. A. N. May's Ford V8 Special also lost no marks, but took 47.4 sec., finishing 2nd, with Murkett's blown P.B. M.G. ahead in the 1,100-c.c. class, Delingpole's H.R.G. 1st in the up-to-2-litres class, and Imhof the unlimited-class winner—the first two lost no marks, Imhof five, and they took 48.6 sec., 48.0 sec., and 43.0 sec., respectively, in the tests. The winning team was that composed of Uglow (H.R.G.), Delingpole and May.

STOP PRESS

BOULEY BAY

G. Bainbridge, driving Ansell's E.R.A., made f.t.d.

EDINBURGH CAVALCADE

The Edinburgh Cavalcade was the largest after London's and not only did several Scottish veterans take part, but much Scottish motor history has been unearthed as a result. Two 1900 Arrol-Johnstons, a 1906 Albion brake, a 1910 Halley fire-engine, and a 1928 Argyll tourer represented the Scottish industry. Other "new" veteran and vintage entries included a 1915 Skootamota scooter, a 1917 23-h.p. Vauxhall, a 1920 10.8 Humber, a 1921 Singer Ten coupé, a 1923 Crossley Twenty, a 1925 Austin Seven coupé, and a 1929 Swift Ten. Amongst the older enthusiasts' cars were Dr. MacDougall's 1926 3-litre Bentley, Howgate's 1923 T.T. Replica Bentley, another 3-litre by Rickerby, Jordanhill Motors' 4½-litre Bentley tourer, Stelfox's 1929 f.w.d. Alvis, Durle's 1930 Aston-Martin and a "12/60" Alvis. Allard, Daimler, Mk. VI Bentley, Rolls-Royce, Healey and H.R.G. were amongst the moderns.

G.P. DU SALON

Another Paris race in the Bois de Boulogne and, as the Alfas were absent, Sommer won in a 16-valve Maserati at 71.75 m.p.h. by some six miles from Raph's Maserati and Levegh's 4-litre Darracq. Sommer's best lap was at 74.83 m.p.h. Parnell non-started, Brooke, Ansell and Garland retired. Martin's B.M.W.-base Martin-Special won the small-car race from Veuillet's M.G. and Cortanze's Peugeot.

CISITALIA DEBUT

The debut of Italy's new Cisitalia racing cars happened in an evening race following the Turin G.P., and will live in history. Not only did the Dusio factory put in seven of the new cars, but drivers like Nuvolari, Chiron, Sommer, Cortese, Biondetti and Taruffi clamoured to drive them in their first race—and got them. The new cars are basically 1,100-c.c. Fiat, but with special chassis and *monoposto* bodywork. They weigh 7 cwt. In the end Dusio's Cisitalia won from Cortese, Chiron and Lanza's 1½-litre Maserati, the Simca-Fiats of Gordini, Scaron and Mestivier quite outclassed, and Nuvolari put out by steering trouble while in the lead, Taruffi by brake bothers. Dusio averaged 64.13 m.p.h. for some 86 miles. What a debut! And all the more intriguing because R. C. Rowland is importing a Cisitalia for use over here. The Maserati won the 1½-litre race.

FALKIRK AND D.M.C. INVITATION TRIAL

Best performance in this event was made by J. Watson's Ford V8-Watson Special.

TAUNTON M.C. SEPTEMBER TRIAL

Len Parker's V12 Allard won the Mullins Trophy, runner-up being a Jeep.



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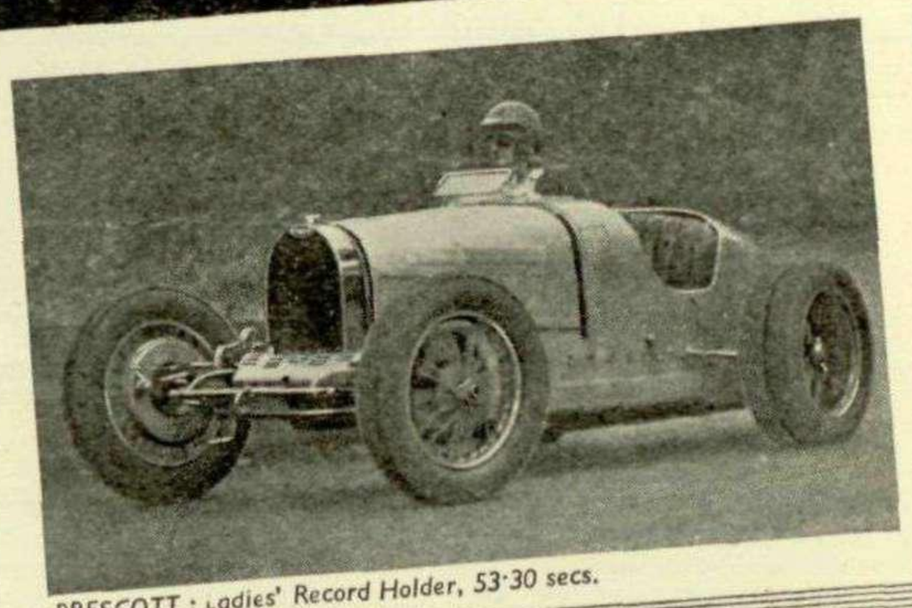
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Few people will be running new sports or racing cars next year, but a number of our customers are doing the next best thing by letting us rejuvenate their existing motors. Some are satisfied with a little tuning and a respray, while others are having a complete rebuild involving major alterations to engine and chassis and, in some cases, the design and fitting of a *lightweight, wind-cheating body.*

The time of year also brings the usual rush of trials enthusiasts. In this field we can be especially helpful, and are fortunate in having some of the best trials country on our doorstep for testing purposes. Those of our friends who are interested in having a special car built, or having their own cars improved, would be well advised to avoid delay if they want to be in the running this season. Fortunately, we are still able to cope with a few more cars, so if your interests lie in that direction, waste no time and come

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Allard Fastest at Horndean Speed Trials

THE Southsea M.C.'s 1939 Horndean Speed Trials were the last event on the British calendar to be run before war came. On that occasion Sydney Allard made f.t.d. but, after doing so, overturned beyond the finish, his passenger, the present Editor of MOTOR SPORT, and Allard himself, being thrown out of the car uninjured. On October 13th, over a slightly different course, Allard, driving his sprint Allard, again made f.t.d., in 20.0 sec. His second run was very hectic, but he kept his foot down in spite of wild slides up the loose-surface hill with its right-hand sweeping bend, to clock 21.7 sec. and, on a third demonstration run, recorded 20.1 sec. Timing was by hand-actuated stop-watch, the organisation very slick, the entry excellent. Confined to sports cars, this was nevertheless a most entertaining meeting. In the unlimited open-car class *Len Parker's more touring V12 Allard* was second to Allard in 20.6 sec., after a first run in 21.6 sec., and Emery's Hudson third, in 21.1 sec., after a 22.0 sec. run. Potter's Allard did 21.5 then 21.3 sec., Parker's quite-standard-looking S.S. "100" a very good 21.6 sec., Cole's Jaguar 22.9 sec., and Dryden's noisy Jaguar 22.6 sec. The last time was equalled by the Price-Special, while Matthews' be-badged Jaguar managed 23.0 sec., and Burgess, whose white 1946 Allard 2-seater had a show-finished engine and suspension which worked very steadily, clocked a creditable 23.4 sec. *Seccombe roared up in 22.5 sec. in the* Leyland, Butterworth's 4½-litre Bentley did 23.6 sec., and notable were Cole's s.v. S.S. "90" (25.5 sec.), Whittaker's 4.6-litre Packard coupé (26.5 sec., and his wife but .1 sec. slower), and Lewis's V8 Mercury-engined Atalanta coupé (24.7 sec.). Parker's 2.6-litre S.S.-engined M.G. did 24.6 sec., Quartermaine's lowered "30/98" Vauxhall thundered up in 24.9 sec., but otherwise the vintage cars were undistinguished—Maréchal's 6½-litre Bentley 27.7 sec., Lord Strathcarron's smart 3-litre Bentley 34.8 sec., Axel-Berg's beautifully turned-out "14/40" Delage 33.5 sec., and Jane's shortened Lancia "Lambda" Special 40.0 sec. Salmon's M.G. "Tiger"-engined Beckenham-Special, a very nice-looking car with Lancia i.f.s., clocked 28.1 sec., and C. S. Dewey's Willys-Jeep was the faster of two ordinary versions of these cars, in 30.0 sec.—besides competing, Dewey was secretary of the meeting, clerk of the course, and club steward! A special Jeep, bearing on its wood-and-fabric bonnet "Britain Can Make It," was confined to the paddock.

In the class for open cars up to 2 litres, Raymond Way's 328 B.M.W. won, in 21.8 sec., on a snaky run, Miss Haig being second in 22.3 sec. in spite of losing a moment at the start. Miss Haig had forsaken her A.C. for the ex-Oscar Moore, left-drive 328 B.M.W., a car she collected from the German factory before the war and which went really well. Morrish's blown PB M.G., by grace of many r.p.m., was third, in 22.7 sec.

Bowles did his fastest run in this class —24.5 sec.—with his blown Austin Seven, Denyer clocked a rousing 24.0 sec. on *both* ascents in his venerable Lea-Francis, and Best did 25.0 sec. in the supercharged, ex-Imhof 6-cylinder Singer.

The class for open cars up to 1½ litres saw Morrish's M.G. out in front, in 22.8 sec., beating Lester's special-bodied PB M.G., with cowled radiator. Baring's special 1½-litre Riley, a "Sprite" engine in a modified chassis, tied with Denyer for third place, both doing 23.7 sec. on their second runs, although Denyer was a trifle faster on his first. Betts, muffing his first climb, improved to 24.7 sec. in his Meadows H.R.G., Diana Cowell, improving noticeably, clocked 25.0 sec. in her Riley "Sprite," Coles' aluminium-bodied M.G. with lamps in its dumb-iron apron, managed a polished 25.1 sec. on *both* runs, and Pearson's old Morris Minor, with 1,272-c.c. o.h.v. engine, did 26.1 sec. In this class Williams drove a very neat 1,271-c.c. Wolseley Special, with aluminium body, and front suspension by long ¼-elliptic springs located by radius arms made up from old steering connections and working on a tie-bar between the springs (26.8 sec.). Hay's Anzani-Frazer-Nash and Hill's "12/50" Alvis represented vintage interests, their best runs being 31.2 sec. and 27.8 sec., respectively.

In the 1,100-c.c. class Lester's very creditable M.G. won, making both runs in 23.9 sec. He was very consistent, doing 23.5 and 23.4 sec. in the next class, as already recounted. Coles (M.G.) was second in 25.3 sec., and Lowrey's H.R.G. third. Moncur's pristine blue "Grand Sports" Amilcar did 31.3 sec., Dyer's cut-down Riley Nine 27.2 sec., Davidge-Pitts' "Brooklands" Riley 27.5 sec., while Miss Riddell's D-type M.G. couldn't better 45.2 sec.

There were two classes for saloons, that for cars up to 16 h.p. being won by Hollingsworth's supercharged Ten-engined Ford "Anglia," in 29.0 sec., Mrs. Fry's Lancia "Aprilia" tying with Seelly's 1946 Riley for second place. In the over 16-h.p. category Raymond Way's coupé B.M.W. easily vanquished Gibbons' Alvis "Speed 20."

It was pleasant to see the Southsea chaps again and we hope they will repeat this meeting next year. Interesting cars spotted in the well-supported public enclosure included an early flat-radiator Alfa-Romeo tourer, a 2-litre Crossley saloon and a mid-engined Trojan tourer. Sydney Allard made for home with his family in a Ford Eight saloon, his Allard going to Southampton next day for shipment to Jersey.

RESULTS:

SALOONS UP TO 16 H.P.:
1st. L. Hollingsworth (s.c. Ford) ... 29.0 sec.
2nd. Mrs. Fry (Lancia) ... } 32.5 sec.
S. Seelly (Riley) ...

SALOONS OVER 16 H.P.:
1st. R. Way (B.M.W.) ... ... 25.6 sec.
2nd. A. Gibbons (Alvis) ... ... 28.2 sec.
3rd. L. Hollingsworth (s.c. Ford) ... 28.9 sec.

OPEN CARS UP TO 1,100 C.C.:
1st. H. Lester (M.G.) ... ... 23.9 sec.
2nd. G. Coles (M.G.) ... ... 25.3 sec.
3rd. J. Lowrey (H.R.G.) ... ... 26.2 sec.

OPEN CARS UP TO 1,500 C.C.:
1st. A. Morrish (M.G.) ... ... 22.8 sec.
2nd. H. Lester (M.G.) ... ... 23.4 sec.
3rd. A. Baring (Riley) ... } 23.7 sec.
A. Denyer (Lea-Francis) }

OPEN CARS UP TO 2,000 C.C.:
1st. R. Way (B.M.W.) ... ... 21.8 sec.
2nd. Miss Haig (B.M.W.) ... ... 22.3 sec.
3rd. A. Morrish (M.G.) ... ... 22.7 sec.

OPEN CARS, UNLIMITED:
1st. S. Allard (Allard) ... ... 20.0 sec.
2nd. L. Parker (Allard) ... ... 20.6 sec.
3rd. P. Emery (Hudson) ... ... 21.1 sec.

Those who beat 23 sec.: Messrs. Allard, Parker, Emery, Potter, D. Parker, Way, Haig, Seccombe, Dryden, Morrish and Cole, in that order.

Gerard's E.R.A. Takes Cofton Hackett Course Record—and Class Records Fall

RESULTS:

SPORTS CARS UP TO 750 C.C.:
1st. B. Humphreys (Austin) ... 39.2 sec.*
(*Only runner.*)

SPORTS CARS, 751-1,100 C.C. AND UP TO 750 C.C. S.C.:
1st. H. Lester (M.G.) ... ... 36.6 sec.
2nd. H. Richards (Riley) ... ... 36.8 sec.

SPORTS CARS, 1,101-1,500 C.C. AND 751-1,100 C.C. S.C.:
1st. E. Newton (H.R.G.) ... ... 32.4 sec.*
2nd. Mrs. Gerard (Riley) ... ... 32.8 sec.
3rd. A. Daniel (M.G. s.c.) ... ... 33.6 sec.

SPORTS CARS, 1,501-3,000 C.C. & 1,101-1,500 C.C. S.C.:
1st. O. Moore (B.M.W.) ... ... 30.8 sec.*
2nd. T. Crook (B.M.W.) ... ... 32.6 sec.
3rd. F. Woodall (S.S.) ... ... 34.4 sec.

SPORTS CARS OVER 3,000 C.C. & 1,501-3,000 C.C. S.C.:
1st. L. Johnson (Darracq) ... ... 29.4 sec.*
2nd. G. James (Alfa-Romeo s.c.) ... 31.2 sec.
3rd. L. Parker (Allard) ... ... 31.8 sec.

RACING CARS UP TO 750 C.C.:
1st. C. Strang (Strang "500") ... 32.4 sec.*
(*Only runner.*)

RACING CARS, 751-1,100 C.C. & UP TO 750 C.C. S.C.:
1st. J. Dowson (Lightweight s.c.) ... 30.2 sec.*
2nd. H. Lones (Tiger Cat) ... ... 30.0 sec.
3rd. K. Wharton (Wharton-Special s.c.) ... ... 30.8 sec.

RACING CARS, 1,101-1,500 C.C. & 751-1,100 C.C. S.C.:
1st. C. Instone (G.N. s.c.) ... ... 32.0 sec.*
2nd. M. Carding (Ford Midget) ... 35.6 sec.

RACING CARS, 1,501-3,000 C.C. & 1,101-1,500 C.C. S.C.:
1st. F. Gerard (E.R.A. s.c.) ... 27.0 sec.*
2nd. L. Brooke (Brooke-Special s.c.) } 30.0 sec.
R. Parnell (Maserati s.c.) }
4th. J. Ashmore (Riley s.c.) ... 30.2 sec.

RACING CARS OVER 3,000 C.C. & 1,501-3,000 C.C. S.C.:
1st. I. Connell (E.R.A. s.c.) ... ... 27.8 sec.*
2nd. G. Bainbridge (Maserati s.c.) ... 28.8 sec.
3rd. G. Watson (Bugatti s.c.) ... 30.8 sec.

* New class record.

Cofton Hackings

Gerard (E.R.A.) made f.t.d. and beat his own record by 1.2 sec. at Cofton Hackett on October 12th. The course consisted of fairly brief straights and two awkward right-hand corners—rather a circus! On his demonstration run Gerard got down to 26.6 sec., but we assume his class time counts as record.

Records were broken in every class except that for blown sports cars up to 750 c.c. and unblowns up to 1,100 c.c., where Humphrey's Austin figure of 36.2 sec. stands—even so, Lester's M.G. did 35.6 sec. on its demonstration third run.

Continued on page 264

MOTOR-CYCLES FASTER THAN CARS UP SHELSLEY WALSH

E. Lyons (498-c.c. Triumph) clocks 39.44 sec.; Raymond Mays (E.R.A.) 39.57 sec. A very instructive invitation meeting. John Bolster makes fastest "unblown" time.

FOR the first time since 1912 both motor-cycles and cars competed at a Shelsley Walsh meeting. On October 5th Leslie Wilson and the Midland Automobile Club invited selected car drivers, motor-cycle riders and combination manipulators to compete at the famous hill. They were not in direct competition, but everyone seemed to regard them as such, and a plaque *was* offered for f.t.d. in any category. Generally, the motor-cycles were faster than the cars—and they looked safer and more efficient. Ernie Lyons and the twin-cylinder Triumph actually clocked f.t.d. in 39.44 sec. on his first ascent, beating Mays' black 2-litre E.R.A. On his first run Mays went beautifully, but in changing gear halfway up the finishing straight, he knocked his ignition switch off. He got the engine going again in an instant, but ruined his ascent—40.73 sec. His second run was clocked at 39.57 sec., .13 sec. slower than Lyons. Lyons fell at the "S" on *his* second run, but was quickly on his feet again, amid loud applause. He did not continue. The third runs of these two were done over a wet road—Mays doing 46.02 sec., Lyons 50.52 sec. In the wet the three fastest cars—Mays' E.R.A., Abecassis' "3.3" Bugatti, and Gerard's E.R.A.—averaged 47.8 sec., whereas the equivalent motor-cycles — Lyons (Triumph), Lockett (Norton) and Frith (Norton)—averaged 50.71 sec. But on actual fastest runs these three cars averaged 40.33 sec., whereas the motor-cycles did 39.98 sec. Thus the two-wheelers have come out on top—and with very little practice, most of them seeing the hill for the first time on the Friday.

* * *

The course record did not fall, Mays being unable to get near his pre-war figure of 37.37 sec. But John Bolster, whose "Bloody Mary," aged as it is, has never gone better, made best unsupercharged time. He actually beat Wilkinson's unblown record, but as queer subdivisions are used for Shelsley records, and "Bloody Mary" is obviously a "Shelsley Special," John cannot claim this as a record. The new motor-cycle records are: Solos up to 350 c.c., P. Goodman (Velocette), 42.66 sec. Solos, unlimited, E. Lyons (Triumph), 39.44 sec. Sidecar machines, J. Beeton (Norton), 49.21 sec.

* * *

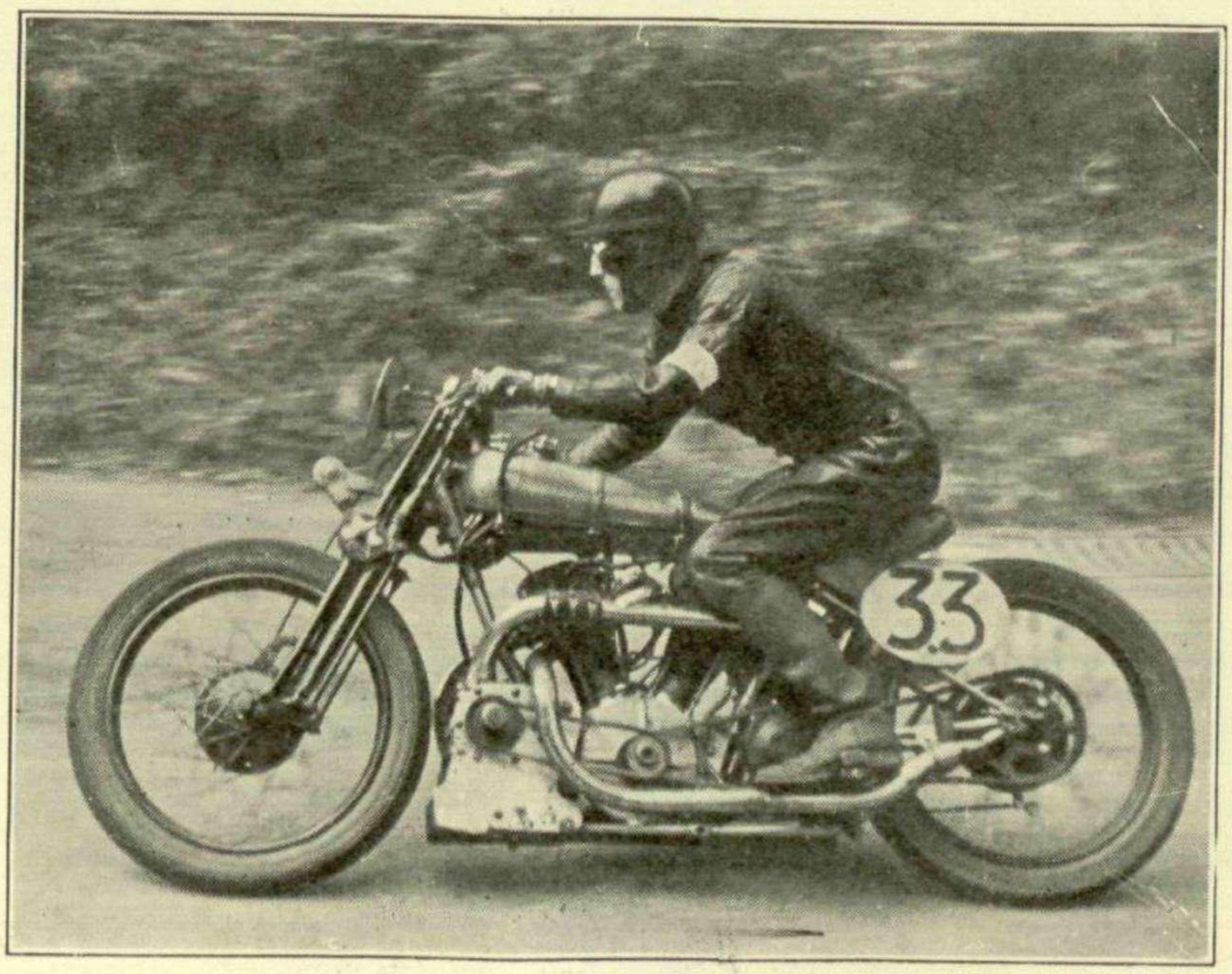
At this October climb considerable improvements were evident and organisation was of the strictest—even to tickets for claiming one's run and arm-bands for each competitor. The car park problem seemed completely solved by W. H. Owen, and there was now a tarmac path up the hill for spectators. So that there was evidence that the high charges of the earlier meeting at least benefit spectators in due course. But Shelsley is still a very expensive meeting; getting two persons and car in, buying a programme, and entering the "S" enclosure, absorbed 30s. The programme wasn't too well arranged, and why a biography of motor-cyclists only under the heading "To-day's Drivers"? The times were announced very promptly, the programme was run through very slickly, and the only bad delay was caused by complete failure of the mains power supply—for which you cannot blame the M.A.C.! All in all, this was a good meeting. Alan Hess did his stuff for the B.B.C. in a fine new box, Graham Walker's commentary was excellent, and the daily paper reporters in the Press tent dutifully got to their feet to watch Raymond Mays.

* * *

The paddock offered a whole lot of snooping. We learned that in practice Mays had clocked 39.16 sec., and Lyons 39.96 sec., and Abecassis had got up in 41.26 sec. Work was in progress on Harrison's Riley back-axle; the car has a new frontal aspect and used single 6.50 by 19 rear tyres. Mays was suffering from 'flu. His E.R.A.'s engine was in "Concours" condition. Bolster had a neat positive-stop gear change on "Mary," with ratio-indicating pointer alongside. As usual, his white-overalled mechanics got quietly on with their preparation. John had 4.00 by 19 comp. single rear covers. Peter Monkhouse was resetting the throttles on Salvadori's Riley, being troubled by suction holding the slides shut, and he was using twin 4.50 by 19 rear tyres. The "3.3" Bugatti sported a new radiator stoneguard, Carr's Alta a rev.-counter on the off side of its aero screen, above the cockpit. The Mercury-Special, still with G.N. bevel-box and springs and a m/c battery between the driver's legs, was handle-started. It ran on twin 4.75 by 18 rear tyres, whereas Abecassis had 4.75 by 19 twins, Yates' Maserati 5.00 by 19 twins. The Spider relied on single 5.00 by 16 rear tyres, with 4.00 by 19 covers on the front. The Becke had competition rear tyres. Geoffrey Taylor practised late after overcoming fuel pump trouble on the Alta, and Woodall's Frazer-Nash was a non-starter, as a piston collapsed. Parnell's Delage was also absent. Freddie Dixon was interested in Lyons' machine, and Langton has thoughtfully brought a spare J.A.P. engine. Wood had a mudguard collapse at the "S" in practice, bringing him off the Erswood and splitting his 3.25 by 19 rear cover. Lyons' famous Triumph had a standard, not alloy, barrel for this party, and a new sprint tank. Langton ran his dirt-track job, while Goodman, Lyons, Daniell, and Barnett had alloy wheels. Mort had brought his Triumph down from Scotland—it is a sand-racing job, mostly standard, but with twin carburetters and a sprint tank with the oil-pressure gauge on the side; it was running on "dope." Berry changed his engine sprocket. Lyons' Triumph rose and fell on its telescopic forks as the engine was "blipped." Taylor's sidecar suspension consisted of a Norton spring heel brazed to the chassis.

* * *

The 1½-litre cars opened proceedings. Gerard, sliding his E.R.A. into the "S" and showing fine acceleration, clocked



[*Photo by Guy Griffiths.*

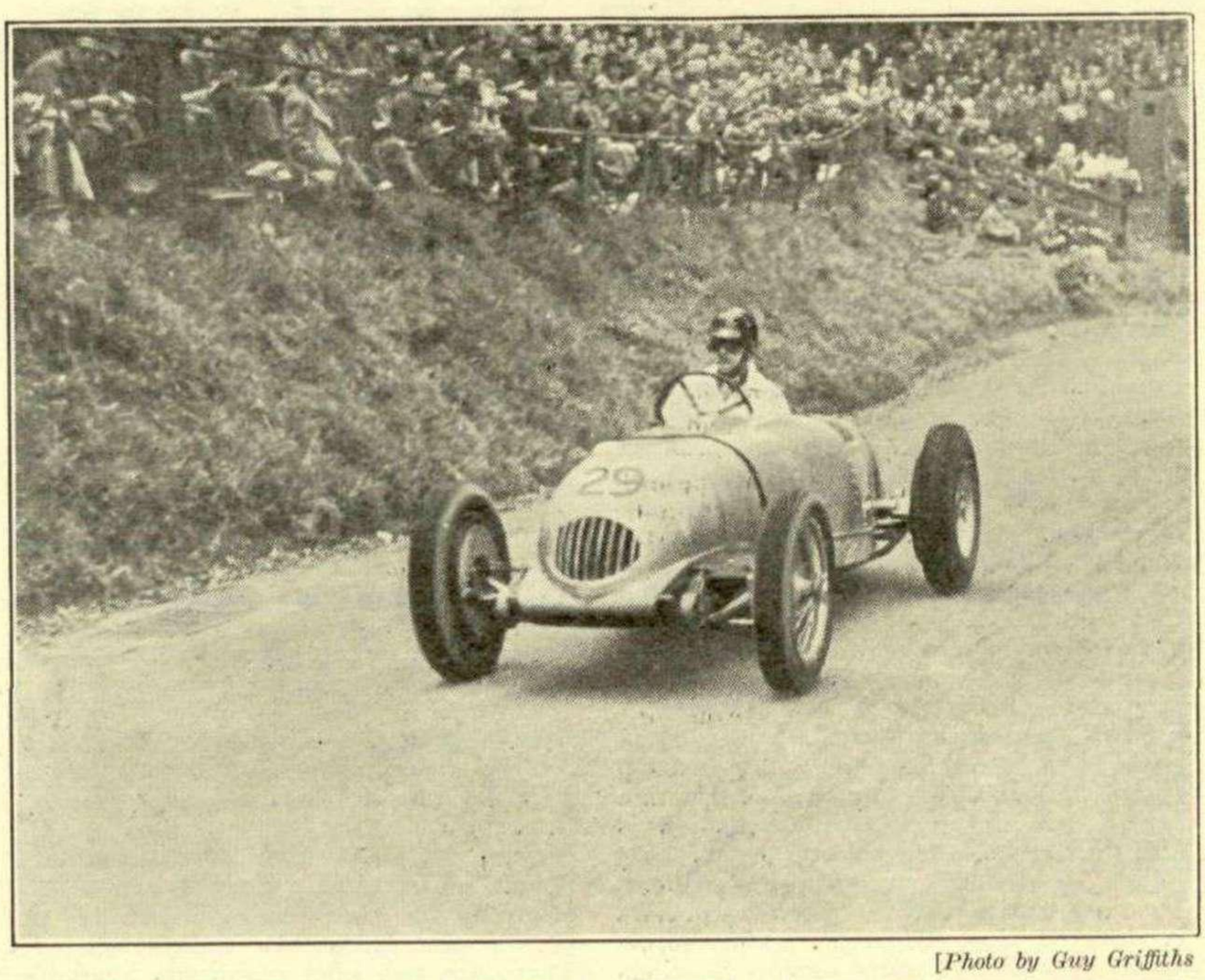
Noel Pope finds the blown Brough a handful.

best time, his first run taking 41.69 sec., which he improved to 40.76 sec. Shawe-Taylor, on the Ansell E.R.A., just touched the bank out of the "S" and snaked to the finish on his first run (41.65 sec.) and went on to the grass in starting on his second attempt (41.92 sec.). Connell (E.R.A.), using single rear tyres, was very fast, keeping close in at the "S," his times being 41.61 and 41.24 sec. There were quite a few incidents. On his second run Brooke got his front wheels well up the bank leaving the "S," which put the Brooke-Special into a wild slide. The Becke mis-fired on its first run, but was beautifully handled thereafter, to clock 46.35 sec. Williams took an altitude record up the inside bank at the first corner of the "S," and the Alta all but overturned, before falling back on to the road and, eventually, accelerating away. The driver sobered up thereafter. Hampshire (Riley) smoked a cigarette on both runs—a practice the R.A.C. should rule out. Apart from the safety aspect, imagine Hobbs combining his centuries with enjoyment of the fragrant weed! The Appleton-Special cut right out in the "S" on its second run and came to a standstill, the Martyr was slow, but Dowson was very quick in the Lightweight. The Spider asked lots of road, and Davenport clocked 44.98 sec. on his first run.

Came the 350-c.c. motor-cycles. Goodman's Velocette was fastest, in 42.66 sec., after doing 42.67 sec. on his initial ride. He gave a perfect exhibition of how to do it and, indeed, the faster motor-cycles looked safe and most pleasingly under control. Burnie's Norton was runner-up, in 43.94 sec., his second run being slower, possibly because of front-end bounce. Elliot (O.K.) was ragged and had tail wag, and Taylor (Norton) seemed to expect to encounter a concealed turning or something. Wood threw his Velocette where he wanted it on the corners.

Carr opened the 2-litre racing-car class with much tyre scrub and wheel flap, the Alta doing a rousing 41.98 sec., which was later improved to 41.74 sec. in spite of some fluffing. Taylor's Alta, tending to slide viciously, couldn't better 42.3 sec. Mays cut on his first run, then established fastest car time in 39.57 sec. just as the rain came. Bolster came wide from the "S" to snake to the finish, holding 2nd the whole way on a most hectic run to the line—a fine show. Harrison (Riley) entered the "S" fast, but had poor pick-up, Cowell (Alta) was polished but slow, and Monkhouse, in the Salvadori Riley, had a bad front wheel slide at the "S" and was slowest in his class.

The 500-c.c. motor-cycles were, generally, most impressive and beautifully handled. Lyons, falling on his second run, set f.t.d. in 39.44 sec. on his first. Both Broughs and Marshall's V-twin H.R.D. were out of form, Frith (Norton) had his front wheel in the air for some distance, and Berry used lots of revs., even though the Brough was sick, and held a nasty slide. Lockett and Daniell (Nortons) were good to watch, in contrast with Bevan (D.M.W.), Beischer (Norton) and Langton (J.A.P.), who "footed," Beischer having fine acceleration, however, and Langton bouncing to



[*Photo by Guy Griffiths*

Harrison's Riley in the middle of the Shelsley "S" bend. Note the new radiator cowl.

aid grip. Foster, on Roland Motors' Norton, stood up on the rests getting away, and used a middle course through the "S."

Of the racing cars over 2,001 c.c., Abecassis did all he could with the "3.3" G.P. Bugatti. (He ran it because his Alta was over for the Paris race.) Taking a wide swing into the "S," momentarily hitting the inside bank, then accelerating a snaking course to the finish, he clocked 40.66 sec. on his first run, Mays' E.R.A. being the only car to beat him. Rain ruined his second run, but after a bad slide George turned up the taps in spite of hedging and ditching then being in operation (49.91 sec.). Bear made two typical Bugatti ascents in the Type 51, missing towards the end of the first, very steady indeed in the wet on his second. The Mercury-Nash, smelling of hot American power plant, was handled neatly in the dry, but was a handful in the wet. Evans was a busy man in the "2.9" Alfa-Romeo (41.08 sec.), but it died before the finish on its second ascent (54.68 sec.). Newsome experienced vicious slides in the Jaguar, Johnson's sports Darracq was very neat but not rapid enough, and Yates was slower still in the Maserati. The Triangle boiled on the line on its second run.

Next the sidecar outfits tried the hill. The antics of Taylor's passenger caused much mirth amongst the car-spectators, quite unnecessarily, as this was one of the neatest ascents. Beeton's Norton won from Horton's Norton. Collins' Velocette was very slow.

After this the three fastest cars, solos and sidecars ran again for special awards. The set-up was rather complex, because if a competitor beat his previous times the new time counted, but if he did not, his best class time was counted. Further, competitors could not win these plaques for fastest ascents and also win their class, so that Mays, doing 46.02 sec. on his third run, was declared fastest car, but removed from the 2-litre class, although Abecassis, who did 47.86 sec. on *his* third run, was given the M.A.C. Challenge Trophy for second fastest car time and also unlimited racing-car class-winning award.

We have outlined in the text who was fastest class by class and give below a complete list of times. We again timed competitors through the "S," and the instructive figures obtained are given within brackets after the appropriate runs :—

Car Times

R. Mays (E.R.A.)—	40.73 (5.8)	39.57 (5.8)	46.02 (6.1)
G. Abecassis (Bugatti)—	40.66 (5.4)	49.91 (6.2)	47.86 (6.3)
F. Gerard (E.R.A.)—	49.54 (6.4)	40.76 (5.6)	41.69 (5.8)
K. Evans (Alfa-Romeo) ...	41.08 (5.8)	54.68 (6.7)	
I. Connell (E.R.A.) ...	41.61 (5.4)	41.24 (5.9)	
E. Shawe-Taylor (E.R.A.)	41.65 (5.4)	41.92 (5.5)	
N. Carr (Alta)	41.98 (5.6)	41.74 (5.6)	
J. Bolster ("Bloody Mary")	41.96 (5.9)	41.82 (5.8)	
J. Dowson (Lightweight) ...	42.51 (5.8)	42.14 (5.8)	
G. Taylor (Alta)	42.58 (6.0)	42.30 (5.9)	
C. Mortimer (Alta) ...	43.35 (5.8)	42.51 (5.6)	
T. Harrison (Riley) ...	42.52 (5.8)	44.88 (6.2)	
R. Cowell (Alta)	42.72 (6.0)	44.17 (6.3)	
K. Bear (Bugatti)	43.06 (6.0)	49.27 (6.2)	
E. Lloyd-Jones (Triangle)...	43.42 (5.9)	47.76 (5.4)	
R. Parnell (Maserati) ...	43.77 (6.4)	44.29 (6.2)	
S. Newsome (Jaguar) ...	43.78 (6.0)	50.16 (6.3)	
J. Northway (Mercury-Nash)	43.79 (6.0)	49.88 (6.4)	
D. Hampshire (Riley) ...	44.30 (*)	43.79 (6.1)	
P. Monkhouse (Riley) ...	44.20 (7.4)	45.63 (6.4)	
L. Johnson (Darracq) ...	44.40 (5.9)	49.00 (6.3)	
H. Lones ("Tiger Cat") ...	44.79 (6.2)	44.67 (5.8)	
J. Williams (Alta)	45.18 (7.8)	44.71 (6.0)	
R. Appleton (Appleton-Special)	44.88 (6.0)	No time	
B. Davenport (Spider) ...	44.98 (6.2)	46.10 (6.0)	
G. Yates (Maserati) ...	45.21 (6.0)	50.67 (6.2)	
H. Brooke (Brooke-Special)	46.21 (6.8)	47.51 (6.4)	
C. Vaughan (Becke-Powerplus)	49.62 (5.8)	46.36 (5.9)	
C. Instone (G.N. Martyr)...	48.46 (6.4)	48.22 (6.4)	

* *Apologies, sir! we missed this time.*

Continued on page 250

Technically Historic

Some Details of the Miller Racing Engine

WE recently availed ourselves of an opportunity to examine a Miller racing engine, which is of considerable interest because, although it has not been possible to establish exactly in which car it was used, it is of the type used at Indianapolis in 1925-6, and very like the engine which Lockhart used for his historic 164 m.p.h. 1½-litre flying-mile record in 1927. This engine is additionally interesting because we believe that M. Ettore Bugatti purchased one and carefully examined it before introducing his Type 51, twin o.h.c. straight-eight, in 1931. The engine certainly bears close resemblance to the Bugatti and it may easily prove to be the actual unit used in the Lockhart car.

It is a straight-eight, plain-bearing engine of 55.5 x 76.2 mm. bore and stroke (1,467 c.c.) and a 2-litre crankshaft is also available. The crankcase of this Miller is virtually a light-alloy oblong box, into which the one-piece crankshaft is inserted from the rear. The crankshaft runs on five quite narrow bearings and has 1-in. thick webs with balance weights. The three centre bearings are carried in large-diameter split housings, each bolted to eight studs depending from the crankcase webs. The big-ends are plain, the journals measuring 1¾ x 1⅝ in. The connecting rods are exceedingly light, circular type, with two-bolt ribbed big-ends of which the white metal is run direct on to the rod. The light-alloy pistons have flat crowns with a cut-away each side to give valve clearance, and they have considerable internal webbing, but no support for the gudgeon-pin bosses. Each has two compression rings, beneath which is a ringless deep oil-control groove, with lesser grooves down the length of the skirt. Circlips retain the gudgeon-pin.

Two Bugatti-like cylinder blocks with integral heads are secured to the crankcase, Lancia-fashion, by eight studs each, the studs passing into holes in the crankcase and their nuts being reached by removing large plates along each side of the crankcase. There is no sump, a long plate closing the bottom of the crankcase. The blocks are very slim, being 3⅜ in. in width, and water-cover plates close the sides, while a breather tube runs up between the centre cylinders. Unlike Bugatti practice, the cylinder bores are flush with the blocks and do not spigot into the crankcase. Two semi-tulip valves with 30° seats are used per cylinder, at 90° to one another, and closed by double valve springs. The cam-cases bolt to studs protruding from the heads and are continuous for all eight valves, bridging the gaps between the two blocks. Each cam-case has nine plain bearings for the camshaft and eight vertical studs to which the cam-cover is bolted. The inlet valves are on the near side, the exhaust valves on the off-side, and they work in push-in guides. The camshafts have sharp-apexed cams, suggestive of a high boost, and they operate the valves via very Bugatti-like sliding "pistons." They are driven by a train of gears from the front of the crankshaft, these gears being enclosed within a Y-shape timing case and running on self-aligning ball-races; all have straight teeth. Across the front of the timing case is a cradle housing a transversely-set Type AM8 Scintilla magneto, this being driven from the off-side camshaft via a gearbox containing right-angle reduction gearing. The plug leads enter a conduit which leads them to the 18-mm. plugs, one set vertically in each head.

At the rear of the engine is mounted a centrifugal supercharger driven from the rear of both the camshafts. It runs at 5½ times engine-speed and is mounted partially on the ends of the cam-cases, thus forming the highest part of the engine. A short inlet pipe supports a Solex carburetter (possibly not the original) on the near side behind the blower and feeds into the blower eye. There are two inlet manifolds available. One is a light-alloy eight-branch manifold with the delivery pipe from the blower coming up beneath it, to feed in centrally, through a 1⅞-in. dia. opening. The alternative is a manifold in which the inlet ports are siamesed externally and united at four branches, and the blower delivery brought in directly at the rear end via an opening of 2 1/16-in. dia., which corresponds to the diameter of the blower outlet. Each manifold has a curious uniflow pipe which attaches at each end and loops round outside the manifold, to provide the mixture with a continuous circulatory passage past the branches. The blower inlet eye dia. is 3 in. and the engine inlet and exhaust ports have a dia. of 1½ in. (A large, ribbed Roots blower was found with the engine but does not appear to have been used with it.) The inlet manifold runs along the near side. There seems to be no provision for a blow-off valve. The 8-branch exhaust system is on the off side.

The water pump is bolted to the base of the timing case; it faces forwards and is set between stays that bolt on to the front of the crankcase sides and extend forward to a circular front engine mounting. The pump delivers into a small-bore, four-branch pipe running along the off side of the block. Four threaded water outlets, two on the top off side of each head, carry a very "Henri-like" four-branch water return-pipe. Also at the base of the timing case is a gear-type external oil pump, which draws from a separate oil tank. The main bearing gallery pipe runs along the off side of the crankcase. The oil tank is with the engine. It apparently fitted in the car's scuttle and has a heavily ribbed light-alloy plate in the bottom, from which runs the feed to the pump, via a gauze filter and a tap which the driver was apparently enabled to turn off when the engine wasn't running, via remote linkage. The timing case also carries, higher up, an air pump, presumably for fuel feed.

This engine is approximately 3 ft. 3 in. in length, not including the clutch, and is 24 in. high from the base of the crankcase to the highest part of the timing case, or 29 in. to the top of the blower casing; the crankshaft measures approximately 2 ft. 6 in. in length. It was mounted at three points, we believe in a chassis which was in one piece with the body. The clutch screws into the 12½-in. dia. flywheel, and is contained inside a bell-housing at the rear of the crankcase. All parts, even the plates, are heavily drilled with lightening holes and there are twelve clutch springs. The gearbox is a very American-looking affair with square-ish casing, giving 3 speeds and reverse. Its short central lever is bent back to lie horizontally, but is otherwise that of any American car and works in a ball gate. There appears to have been torque tube transmission, and there is an arrangement for disconnecting the lay-shaft when in top gear.

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SHELSLEY WALSH—

continued from page 249

Solo Times

E. Lyons (Triumph)—	39.44 (5.3)	No time	50.52 (6.8)
J. Lockett (Norton)—	40.10 (5.8)	49.43 (7.1)	49.86 (7.4)
F. Frith (Norton)—	40.41 (5.7)	47.21 (7.2)	51.77 (7.4)
H. Daniell (Norton) ...		40.44 (5.9)	No time
C. Beischer (Norton) ...		40.71 (6.1)	51.65 (7.4)
S. Barnett (Norton) ...		41.05 (5.8)	52.00 (7.8)
A. Foster (Norton) ...		41.17 (6.2)	50.67 (7.6)
O. Langton (J.A.P.) ...		42.49 (6.1)	50.61 (6.9)
P. Goodman (Velocette) ...		42.67 (5.8)	42.66 (5.7)
E. Frost (Excelsior-J.A.P.)		43.79 (6.1)	49.73 (6.6)
R. Burnie (Norton) ...		43.94 (6.4)	44.09 (5.8)
T. Wood (Velocette) ...		44.29 (6.1)	45.39 (6.1)
L. Dear (Velocette) ...		44.47 (6.0)	46.11 (6.3)
B. Berry (Brough-Superior)		44.57 (6.9)	49.28 (*)
	Apologies, sir, no time.		
O. Beven (D.M.W.) ...		45.71 (6.3)	49.38 (6.9)
J. Humphries (O.K. Supreme)		45.75 (6.2)	46.36 (6.0)
F. Mort (Triumph) ...		46.10 (6.0)	60.66 (8.0)
N. Pope (Brough-Superior)		46.37 (7.6)	68.45 (9.0)
F. Elliot (O.K. Supreme)...		46.71 (6.2)	47.39 (5.7)
J. Booker (Royal-Enfield)...		48.12 (6.3)	No time
Dr. Marshall (H.R.D.) ...		48.24 (7.0)	60.14 (8.0)

Side-Car Times

J. Beeton (Norton)—	49.21 (6.3)	54.37 (7.2)	53.64 (6.2)
A. Horton (Norton)—	49.32 (6.3)	54.85 (6.9)	53.40 (6.9)
F. Ratcliff (Norton)—	49.44 (6.4)	51.42 (7.0)	52.56 (6.3)
L. Taylor (Norton) ...		51.20 (6.2)	52.62 (6.2)
L. Collins (Velocette) ...		56.26 (7.6)	69.01 (9.0)

Thus ended another post-war Shelsley, and cars left the parks to form that wonderful procession through Martley and Worcester. The motor-cycle boys look forward to a special motor-cycle meeting in 1947. They needed more practice this time, and say the Nortons suffered loss of pick-up due to T.T. carburetters and megaphone exhausts. Lyons had standard Amals on the Triumph. Solo riders need a spring hub on the final straight.

CARS I HAVE OWNED

Dermot P. Johnston, the well-known Irish photographer and enthusiast, writes of cars which have served him well—and not so well.

A PHOTOGRAPH in the February issue of MOTOR SPORT under the heading of "Register of the Unique," which I took to be of an 8-h.p. Darracq of about 1922 vintage, reminded me of an intention I have had for some time to contribute to "Cars I Have Owned."

My earliest motoring experience was with the 8-h.p. Talbot, which was, of course, the English version of the Darracq, and the first car I ever owned was a two-seater Talbot Eight of 1921 vintage, which I bought in 1929 for £8. Imagine in these days buying an eight-year-old car for such a sum!

At that time my family's car was a 1928 14-h.p. Talbot tourer. It was quite a nice car to handle in its way, but the brakes were poor and the design of these was modified the following year. This particular car had a most delightful whine out of the gearbox on third gear; I never quite knew why. But it was too reliable to teach me much about cars. Most of the groundwork of what I subsequently learned was gleaned from the original little 8-h.p. Talbot and its successors.

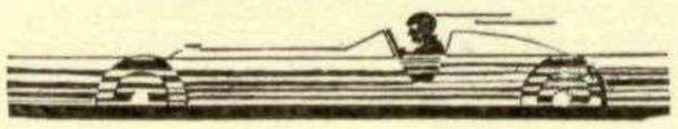
For the last year or so I had been at school, my interest in mechanical conveyances had been aroused by reading the Motoring Press of the day, and gazing whenever possible at the Amilcars, "14/40" M.G.s, Salmsons and other sports cars of that period which abounded in the university city where my school was situate.

All this, as I have said, led up to my becoming the proud owner of a Talbot Eight. In their day they were quite surprising performers, and, although virtually unstoppable, they had a very smooth little engine, and it was possible to achieve regularly some 40 to 50 miles per hour on second gear of the three-speed gearbox. They had a solid rear axle. The sump and lower half of the crankcase and gearbox was a one-piece aluminium casting, and, if my memory serves me, the block and head were bolted down on to this. It had a three-bearing shaft and coil ignition. From this ignition system I learned how coil ignition worked, through being forced to know about it from time to time in order to get myself home under power.

I well remember being about 80 miles from home when an ominous click appeared in the back axle, once every rev. of the rear wheels. With great circumspection I managed to get home and found a missing tooth in the crown wheel.

By this time I had acquired another car; this time a Darracq Eight which I was rebuilding, and as I had the body off it I put the Darracq back axle on to the Talbot and had it on the road again very shortly.

Very soon after this the car started missing on one cylinder. Investigation proved that there was no compression in No. 3 and I erroneously assumed that one of the valves had broken. If I had known as much then as I do now I would not have diagnosed it as such; however, I was learning. I had to complete a journey I was on, so continued that day and did the business I had to do in several country towns. In the evening I started to come home. Power had been dropping off steadily throughout the day, and with



great difficulty I got the car started, but only got about one mile outside the village before everything finally folded up, and it was impossible to go further. There was nothing for it but to plod ignominiously back to the village I had just left and get the local garage to tow the car in on the end of a rope, which they did. I asked the mechanic to take the head off and see what the matter was, and I would ring him up next day. Investigation of the Talbot engine proved that No. 3 piston was not going up or down, so the following Saturday the family Talbot was brought out to tow the Eight the 40-odd miles home. Subsequent dismantling showed that a piece of No. 3 con.-rod, where it had broken off, had whaled lumps out of the ends of the cylinder. These lumps had evidently been chucked around in the crankcase by striking the crankshaft and had knocked lumps off all the other cylinders, and, in fact, practically everything inside the engine. There was no part, except I think one big-end bolt, which did not show signs of having been knocked about by bits of metal. I never saw such a mess.

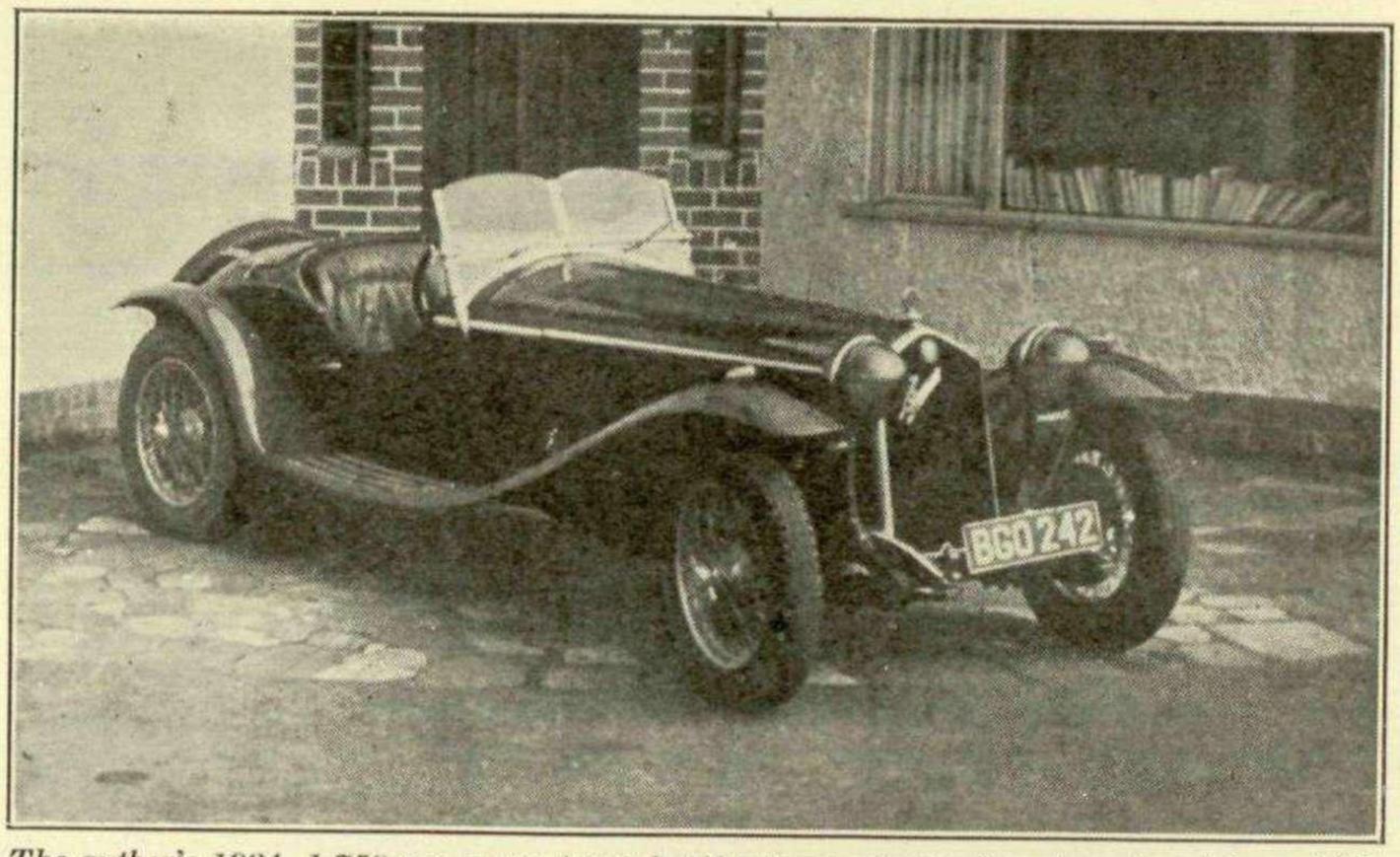
By this time the engine of the Darracq had been overhauled, so I ripped the old engine out of the chassis and put the Darracq engine in instead. Subsequent work on this car entailed scrapping the original Talbot body and putting on the Darracq body, which was in better condition. Still later, a crack appeared in the chassis and as the Darracq chassis had then been butchered, I had to take the 14-h.p. Talbot up to Dublin (where there were lots of Talbot Eights) and buy a chassis frame in a scrap yard there. There weren't any in any of the scrap yards in Belfast. The frame was tucked into the back of the Talbot Fourteen with the rear springs sticking out of the back seat, and the car was finally built on to the new chassis. I do not think the Customs men would be so amenable nowadays to somebody trying to import an unidentifiable chassis frame in the raw!

For a short while I had a 7.5 Citroen with a drop-head coupé clover-leaf body. It was just a two-seater, but you could put quite a lot of luggage and odds and ends into the tail, either from behind the seat or through a trap door on the outside. I do not think I have ever in all my puff driven a vehicle which had such a negation of performance, although it was quite satisfactory and reliable for the short daily run it had to do.

A 1921 Morgan with air-cooled engine followed, purchased for the princely sum of £4, and as delivered it had huge front wings, making it look rather like a bat. I modified its appearance somewhat by fitting it with motor-cycle type mudguards which turned with the wheels. The inevitable happened, of course—a stay came unstuck and the off-side guard wrapped itself round the wheel, locking it and causing me to head towards a stone wall to the accompaniment of



Fun with a family car—the author checking over his 1936 *Ford Ten in the* 1937 *Circuit of Ireland Trial.*



The author's 1934, 1,750-c.c. *supercharged Alfa-Romeo Zagato in a homely setting. This car, with others of the Knock M.C.C. "A" team, took the team prize in the Circuit of Ireland Trial.*

a strong smell of rubber. The high-geared steering of the Morgan did not make it any easier to avoid hitting the wall, but fortunately I stopped before making contact.

On a later occasion I was returning from Derry to Belfast late one afternoon, and at the top of Glenshane Pass, through the Sperrin Mountains, the Morgan began to fire very erratically. I was able to coast most of the way down into Maghera with an occasional short bout of firing, and as it was now dusk I got the car into the light of a garage. There was nobody there who knew anything about timing engines, but I found, on investigation, that the timing wheel on the mag. had slipped round and when this was suitably retimed the thing fired again. It was only held on to its shaft by the taper; there was no key-way. At this stage the Morgan had no headlights, so I bought a bicycle lamp and was able to get home somewhat slowly in the dark with its aid.

Some time about then I had seen on the road an elderly Frazer-Nash of 1925 vintage, and had spoken to its owner. This car was now, about 1931, for sale and I bought it. It had, of course, an old Anzani engine, very primitive front wheel brakes, and a vee-shaped screen which was too far away from the occupants. The body I had built back further aft and fitted a single-piece screen which modernised the appearance appreciably, and some friends with machining facilities made up for me a tubular axle using Morris brakes of about 10-in. diameter. The Rudge hubs were married to the Morris hubs so that the original wire wheels fitted. At the same time a new brake cross shaft—a copy of the then 'Nash arrangement—was made up, brake adjustment being taken care of by aeroplane strainers. All this improved the braking tremendously. Sundry trials had, of course, been indulged in from time to time, and I entered the 'Nash for a hill climb at Croft Hill in 1932. At this time it had the old beaded-edge tyres and one came off the rim on each of the three runs I made. So I had the wheels rebuilt with wellbase rims. The following year I had obtained and fitted one of the high-efficiency Anzani engines and entered for Ballybannon Hill Climb. Then in 1934 came the first "tough" trial organised by the Ulster Automobile Club, in which the old 'Nash was one out of two cars to climb all the hills clean. Marriage, and the need for economy, caused its sale towards the end of 1934, and I parted with considerable regret.

It was followed by one of the o.h.v. Morris Minor two-seaters with fabric body, which was rather like the early 8-h.p. M.G.s, and this, in turn, gave place to a B.S.A. three-wheeler. This was a most uncontrollable vehicle in the wet, which turned over with me once and then turned round and shot through a hedge backwards with me on a second occasion. I did not give it a chance to have a third shot, but parted with it forthwith.

After this there was a "12/40" Lea-Francis two-seater with Rudge wheels, which was quite a pleasant vintage type, and when I sold it it was bought by a police inspector who has a 3-litre Bentley and was at that time a constable.

The next car was a 1931 fabric-bodied 2/4-seater Wolseley Hornet, brought home on the end of a tow rope, completely dismantled and rebuilt, including re-bore. It turned out to be a very nice motor. Its steering as standard was unpleasant, but a longer drop-arm off some breed of Morris and slight modifications to the steering to make it fit, gave about $1\frac{3}{4}$ turns from lock to lock and it was then possible to control the car. Wife, self and dog had a camping holiday in the South of Ireland in this car in 1935 and did a tour of Germany in 1936, and, coupled with sundry trials, I could not regard it as anything but having been a very satisfactory little vehicle. It weighed under 15 cwt. Why must modern 12-h.p. cars be so heavy?

The year 1937 saw the acquisition of a 1936 Ford Ten tourer which had covered about 15,000 miles and was in grand condition. After modifying the brakes so that it would stop adequately, this proved an excellent car for general use and trials. Its acceleration from 0 to 50 m.p.h. was just under 16 sec. and although, of course, roadholding was nothing to write home about, I liked it very well.

Following this, family responsibility caused me to part with the Ford and I acquired my first saloon. It was a 1935 $1\frac{1}{2}$-litre Riley "Kestrel," which had belonged to R. H. Wright, the international time-keeper. I enjoyed this car quite a lot, even though it *was* a saloon, and only parted with it to take over a 1937 "Monaco" Riley Nine which had belonged to my father. I drove this car during most of the war and, concurrently for a short while, a 1935 Morris Eight and a 1932 Riley "Gamecock." The "Gamecock" I much preferred to the "Monaco" as it was lighter and had a better performance. I ultimately sold the "Monaco" in preference for an old 1934 Riley "Kestrel" which had the crash box, as by this time I had come to loathe and detest the self-change gearbox. After I had been tempted by an excessive amount of filthy lucre to part with the old "Kestrel," I bought a 1938 Ford Ten saloon, but it was not a good example, and I sold it again as soon as I could.

During the years when I had all these cars, I also, from time to time, drove family cars—comprising a Gwynne Eight, vintage unknown; a Vauxhall Twelve, 1934; a Riley, 1935; an old 1925 Lancia "Lambda" which my father-in-law drove for nearly twenty years, and a 17-h.p. Lancia two-seater which he had for a short while, and which he lent me for a tour in Scotland and England in 1934.

Early in 1940 I had the good fortune to buy in England a 1934 1,750-c.c. blown Alfa-Romeo with two-seater Zagato body. I was only able to drive this car a short mileage in 1940 before laying it up, but I kept it carefully during the war. Since basic rationing returned I have been getting a lot of pleasure out of it. When I bought it I had really intended to acquire another Frazer-Nash and went to England for the express purpose of buying one, but I have not regretted changing my mind because when I saw the Alfa at close quarters I realised that this was the "daddy" of them all. I have never driven anything which you could so "place to a T" with the utmost confidence under all circumstances, wet or dry. The steering is very light but direct. The brakes are good and as a fast touring car—which is what I use it for—it is most satisfactory. Petrol consumption at reasonable speeds (60 to 70) is 20 m.p.g. and it holds about three average-sized suitcases comfortably in the back compartment, which also contains the hood.

As a family conveyance I have a 1937 1,500-c.c. Fiat, with a four-seater, drop-head coupé body by Viotti of Turin. A Fiat "Mouse" completes the current stable.

This list of vehicles would not be complete without mention of a most enjoyable few years during the war when I delved into the hitherto unexplored realms of motor-cycling. I started with a 150-c.c. Coventry Eagle, and very quickly swopped this for a 250 o.h.v. Ariel, and after about a year of this machine I acquired a delightful bicycle in the shape of a 1940 500-c.c. "Speed Twin" Triumph. It was silent, swift, and quite delightful to handle.

Impressions of the Paris Salon

Specially gathered for " Motor Sport " by Marcus Chambers.

★

PANHARD.—2-cylinder flat twin, air-cooled 594-c.c., developing 15 h.p., 4-speed, front-wheel-drive, 56 m.p.h. Power-to-weight ratio, 19 kgs. per h.p. Valves closed by torsion bar. Cast aluminium chassis.

J. P. WIMILLE CAR.—Whilst striking to the eye, it is doubtful if the design of the double-curved Plexiglas windscreen is practical, having no screen wipers and being subject to abrasion from stones. Rear view is obstructed by engine compartment.

GORDINI.—1,100-c.c. single-seater racing Fiat, designed for racing on twisting courses, where all-up weight tells more than streamlining. Driver's cowl at rear of headrest made of Perspex. Front-suspension reminiscent of Mercédès Grand Prix car.

MONSIEUR LAGO'S latest 6-cylinder, 4½-litre, 93 by 110 mm. Talbot engine has followed closely on Riley practice. Will be supplied in touring form with two carburetters, or in racing form with three carburetters. Twin camshafts driven by chain, mounted low down. Valves operated by short push-rods and mounted in a semi-spherical head. Normal power output 170 b.h.p. at 4,200 r.p.m., m.e.p. 116. 250 b.h.p. in racing form. Engine mainly light-alloy. Transmission by Talbot-Lago Wilson-type gearbox made in France. This box is said to be a great improvement on the Wilson box. The clutch pedal behaves in the orthodox manner and has no " snap back."

ETTORE BUGATTI showed two engines, the Type 73A single-cam, 1½-litre blown touring engine, and 350-c.c., twin-cam, 4-cylinder. Typical Bugatti. No h.p. figures yet available.

RENAULT.—740-c.c., 4-cylinder, with rear-placed engine. 19 b.h.p., 58 m.p.h., four doors, four seats. Should have great popularity. Deliveries scheduled to commence next June.

DELAHAYE.—Rear suspension is now pure De Dion.

TALBOT has abandoned the long radius arms on the front-suspension in favour of wishbones.

DELAGE still seems to have the best front-suspension.

GENERAL TENDENCIES.

The Show is remarkable for the large number of chassis featuring engines of less than 760 c.c. These cars are classed as prototypes at present, and some may never go into production. They have, however, reached the Show in outwardly completed form. The smallest is the Aerocarene 2-seater of 125 c.c., and the largest the 760-c.c. Renault.

In the racing and super-sports class we find plenty of choice. The Guerin-de Coucy single-seater, for which high speeds are claimed, is offered in three models; the 1½-litre is claimed to have a maximum of 160 m.p.h., which seems a trifle optimistic. The front-suspension is a little spidery.

Packard Clipper best of the Americans; Studebaker quite the most puzzling. Difficult to tell the back from the front.

Skoda Minor f.w.d. 2-cylinder, 615 c.c., water-cooled, 2-stroke vertical twin. 19.5 b.h.p., 37 miles per gallon, weight 680 kgs. Independent suspension at rear, a doubtful asset with f.w.d. The most striking 3-wheeler ever built is the new Mathis, powered by a 2-cylinder, flat-twin water-cooled, with two separate radiators. 707 c.c., 15 b.h.p., 64 m.p.h., f.w.d., three seats. Light-alloy largely used in engine.

The D.B. is quite modest in its claims and should be a very consistent performer in sports-car racing in the 1½-litre and 2-litre classes, the speed claimed being 106 and 112 m.p.h., respectively. Little is known about the new Bugatti, for which 260 b.h.p. and 150 m.p.h. is claimed for the blown, 1,500-c.c., single-seater.

TYRES are the main restriction in French motoring. It is not surprising that Michelin has developed a new cover which uses steel wire in the carcase. It is claimed that 30 to 40 per cent. less rubber is used in these covers, but heavy commercial vehicles have already successfully covered as much as 74,000 miles on such a cover. Smaller sizes will be awaited with interest.

Since the introduction of the Gregoire, the cast-aluminium wheel with detachable rim has come into its own. Nearly all French light cars have adopted this design. The use of the light alloys in engine and chassis is most marked. This is due to the fact that supplies of iron and steel are severely rationed to the French Motor Industry.

It was unfortunate that the English cars were not represented at the Show, owing to the decision reached by the S.M.M.T. in 1946. Cars were, however, in evidence outside, in the shape of Peter Clark's new Aerodynamic H.R.G. and Laurence Pomeroy's new Triumph "1800" Roadster. Both cars received great praise, and the prices were considered normal. The H.R.G. was often mistaken for a new French or Italian model. Peter Clark entered his car for the 1947 Le Mans at the A.C.O. stand.

In spite of there being no British cars, French agents staged shows for Austin and Jaguar, amongst others.

The French light cars are selling well. One American was heard to place an order for 1,000 Baby Panhards, offering to pay in advance. Even if we could not have made deliveries, the British manufacturers should have kept their names before the buying public. Customers came from Switzerland, Italy, Morocco, Tunis, Indo-China, America, Holland and Belgium.

The writer was fortunate to get a ride in P. A. T. Garland's 3-litre Delage, in which Gerard won the 1938 T.T. The car has a 6-cylinder engine of 2,999 c.c. with three S.U. carburetters. The Cotal gearbox is a delight. A slightly lower back-axle ratio is now used, so that acceleration was very good, over 90 m.p.h. in 3rd gear being obtained in a short stretch of Boulevard. The engine peaks at 4,900 r.p.m., but will run up to 5,600 if pressed. The car was driven through Paris without wings and with a straight-through exhaust pipe.

In practice for the Coup du Salon, Sommer's was easily the quickest of the Grand Prix cars.

The new 2-litre Salmsons did not seem to have a lot of urge. The D.B.s were very steady, but not quite as fast as we would have expected. The British contingent suffered from its usual troubles, Parnell with his blower. Brooke was very quick on the corners. There were many complaints about the organisation, which failed to arrange for fuel and pit passes right up to the last moment. The system of employing reserves is very unfair to those who come a long way to compete. Should an ace driver decide to turn up at the last moment, the reserve may find himself even further down the list, as one of the other runners will be dropped in favour of a more spectacular name.

We saw a complete straight-eight, twin-cam Salmson 1½ litre, with alternative 1,100-c.c. blocks, and single-seater body, in pieces in a garage. £300 will buy it, and it is said to be a 1932 car. It had Fiat " 1,100 " i.f.s. at the front, and looked very like an Alfa-Romeo, the camshaft drive being taken from the centre of the engine.

The most interesting accessory seen in the gallery at the Show was the " Turbano " water hose, which can be bent to any angle, thus eliminating moulded hoses. It should have many uses, such as for test-bed work. The makers seek a British agent.

★ BOOK REVIEW

" The Early History of the Motor Car, 1769–1897," by R. W. Kidner. (*The Oakwood Press*, 6s.)

This little 59-page book covers briefly the birth and early development of the motor car and is considerably enhanced by a large number of black-and-white sketches of the early vehicles. Chapters dealing with the work of Cugnot, Murdock, Trevithick, Hancock and others, with steam haulage from 1842–1880, with light steam vehicles of 1859–1879, with early petrol cars, with electric cars of 1888–1897, and with later steam vehicles, make for quick reference. A further volume covering 1898–1946 is promised, and we look forward to it—but it is very ambitious to attempt to cover this period of history in one book.

British High-Performance Cars for 1947

NEVER before has the British Motor Industry been more deserving of publicity. By its contribution to the war effort it most certainly ensured our present Freedom, and the Peace which politicians are making so precarious and comfortless. Nevertheless, seldom has a nation looked more successfully to its export market so soon after the termination of war. And never before has the British Motor Industry offered sounder or more interesting motor vehicles to an expectant (and patient) buying public. Those of us who feared that standardisation would kill the enthusiast's type of car can but be delighted and stimulated by the products which our manufacturers, particularly the smaller concerns, offer us, or hope to offer us, in the forthcoming year.

Those who supplied the aircraft, tanks, guns, ships, vehicles and all the complex and varied paraphernalia essential to successful participation in modern warfare, are displaying like genius, perseverance and tenacity in the doubly-difficult task of offering sound, worthwhile modern cars to the world.

There are those who bewail the demise of the " sports car," stating—and truly—that present-day high-performance cars are as different from the old idea of a sports car as chalk is from cheese, as different indeed as the V12 Lagonda was from the 3-litre Bentley. Let these good and earnest folk remember that road conditions and motoring requirements have changed very considerably from what prevailed in 1927. That drivers not in the least interested in motoring as a way of life, are yet clamouring for cars possessed of considerable maximum speed, vivid acceleration, sure, effective brakes and safe handling qualities, is an indication of real progress down the years. Most of us who have reason to go rapidly from place to place almost every day of the week appreciate the comfort, safety and convenience of the modern high-performance car. Those sports-car enthusiasts who, offered the choice of a 4¼-litre Rolls-Bentley or a 1921 " 30/98 " Vauxhall, would unwaveringly accept the older car, need not entirely despair. How would the secondhand traders live without good folk possessed of this sentiment to a greater or lesser degree? In the review of 1947 high-performance cars which follows, however, we present details of all the worthwhile products of the British industry which appeal to modern-minded drivers who consider a new car of this sort essential to their day-to-day health, happiness and peace of mind, and who are prepared to hand a big bag of purchase tax to the Government to acquire such a car—*when* they can get one.

A proportion of our readers will have nothing to do with British cars, or so they would have us believe. We crave their indulgence for those pages of this issue of MOTOR SPORT devoted to the high-performance products of an industry which contributed so much to the recent battle for freedom. We of MOTOR SPORT have preached the gospel of the Continental car in the past, in the hope that British designers, technicians and production engineers would learn something useful from the experiences of those who, from personal preference, drove B.M.W., Fiat, D.K.W., Lancia, Renault or Opel cars. Whether those responsible for producing our useful little 8- and 10-h.p. family cars have heeded these lessons, time alone will tell. But when high-performance cars, such as we review hereafter, are under consideration British products undoubtedly show the way to the rest of the world. Judged on all-round capabilities and general practicability, our 1947 cars are the best thing of their kind. And they display design-initiative and technical brilliance unsurpassed by sports cars down the ages.

As a nation we possess a happy reputation of disparaging ourselves whenever we can. In the past some of the family saloons produced in tens of thousands by big combines have been such that designers and sponsors should have been heartily ashamed of themselves. But our high-performance cars have not been too terribly bad. Whether it was a question of going round and round Brooklands Track for 24 hours, or covering over 100 miles in 60 mins. way back before that Kaiser war, exceeding 200 or 300 m.p.h. on a flying run lasting a few brief moments, taking world's records with a light car, or beating France at her own game year after year at Le Mans, this much-maligned little country has not exactly disgraced herself. We do not doubt that had Nuvolari come to Ulster in 1933 to win the T.T. with a Macaroni Gordini instead of with a Morris Garage, Britishers would still be talking of his victory at every available opportunity. If the late Sir Henry Birkin, Bart., had finished second in 1930 at Pau by grace of a car from Molsheim instead of one from Welwyn Garden City, or if " La Bentalie from France," in place of the Bentley from Cricklewood and the Lagonda from Staines, had won Le Mans after Le Mans, not a single British schoolboy or enthusiast would ever let you hear the last of it. Let us remember our past achievements and look to the future with confidence. And let us boost our high-performance cars as they deserve—a much nicer task, incidentally, than boosting the atom bomb.

Already Miss Haig's A.C., Imhof's Allard, and Brunot's Riley, amongst others, have done well in post-war events.

Let us do everything in our power to further Raymond Mays' proposed team of British G.P. cars, that they may go out and meet the at-present-invincible Italian Alfa-Romeos and Maseratis. Let us hope that British high-performance cars will soon be doing honourable battle again against such things as Bugatti, Darracq and Delahaye, and that we shall build cars to lead home those incredible hordes of Cisitalias.

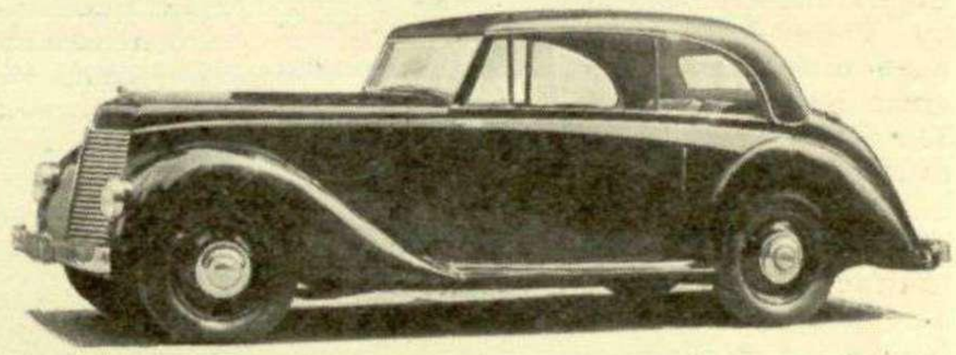
Meanwhile, here is what the British Motor Industry hopes to make in 1947 in the way of high-performance cars. We have included all those cars which perform better than mundane types of the same size or rated horse-power. If you find omissions, it is because the manufacturers concerned had nothing finalised when we approached them for particulars of their products in September (invariably this is no fault of theirs, the cause, as likely as not, being unexpired Government contracts or an unfair dose of red tape and restrictions, or both) or because they were too busy to reply to our letter. Or because our idea of a high-performance car differs from yours. Seriously, though, this review is a most stimulating record of what Britain can do when she decides to build good cars, and we commend it to you, whether or not you are in the market for a 1947 car.

* * *

ARMSTRONG-SIDDELEY

(Armstrong-Siddeley Motors, Ltd., Coventry)

At the outbreak of peace, Armstrong, Siddeley, Ltd., were quick off the mark with the introduction of entirely new cars, sleek in appearance as befitted their excellent performance. The engine is a six, of 65 by 100 mm. (1,991 c.c.), with push-rod o.h.v. In unit with it is a 4-speed synchro-mesh gearbox driven through a Borg and Beck clutch, with the alternative of a centrifugal clutch and 4-speed self-change steering-column-controlled box for those who like the more difficult aspect of driving done for them. Constant-track, torsion-bar i.f.s. and normal ½-elliptic rear suspension is used, damped by Luvax-Girling shock-absorbers. The wheelbase is 9 ft. 7 in., the tyre size 5.50 in. by 17 in., and Armstrong-Siddeley, Ltd., have chosen Lucas electrics, Dunlop tyres, a Stromberg downdraught carburetter, Girling brakes and A.C. fuel pump for these fine cars. The bodywork is particularly well appointed and very modern in outline, being offered in two forms, the " Hurricane " coupé and " Lancaster " saloon. The prices are, with purchase tax, £1,150 15s. in both instances. The 1947 Armstrong-Siddeley does not suggest a 2-litre car, either by its imposing appearance or by the way in which it motors. Its present popularity is readily understandable.



ALVIS

(Alvis, Ltd., Holyhead Road, Coventry.)

Alvis, Ltd., are concentrating on one model, the 4-cylinder, 74 by 110 mm., 1,892-c.c. car of 14 h.p. It has a 3-bearing crankshaft, push-rod o.h.v., pump cooling, and one S.U. carburetter, fed electrically from an 11¼-gallon tank. The unit, synchro-mesh 4-speed gearbox has ratios

of 4.875, 6.48, 9.42 and 14.46 to 1, and the drive is conveyed by an open shaft to a hypoid-bevel rear axle. The brakes are Girling, the steering Marles, and Dunlop disc wheels carry 6.00 by 16 Dunlop tyres. Alvis were early in the field with a rigid, part-boxed chassis, and the "Fourteen" retains this form of construction, but has ½-elliptic springs front and back. The wheelbase is a compact 9 ft., and the very well-balanced, modern-looking saloon costs £1,093 5s. after the Government's purchase-tax demands have been satisfied. The chassis, with front wings and bonnet, costs £640, plus tax.

ALLARD

(The Allard Motor Company, Ltd., 43-45, Acre Lane, Brixton, London, S.W.2.)

For some years before the war Sydney Allard's conception of a sports car was known to combine Ford reliability with a refinement that was the car's own, and to offer very high performance indeed. In trials alone the Allard made a most enviable name for itself. For 1947—indeed, production was well in hand some months back and several of the new cars are already in use—Allard has a car much as the pre-war models in conception, but with new chassis, suspension, etc., and bodywork of ultra-modern, almost futuristic, form. The range comprises a short (8ft. 10 in.) and a long (9 ft. 4 in.) wheelbase chassis, with choice of competition 2-seater on the former, and 4-seater tourer, coupé and saloon on the latter. The prices, *less* purchase tax, are, respectively, £750, £765, £850 and £926. The standard Ford V8 30 engine is used, giving 85 b.h.p. at 3,800 r.p.m. on a 6.12-to-1 compression ratio. The normal 3-speed gearbox is employed, in conjunction with a 4.1-to-1 axle ratio (or a 3.5-to-1 axle on the open cars), and 6.25 by 16 tyres on steel "Easyclean" wheels.

As the dry weight of the 2-seater is 21 cwt., of the 4-seater 23 cwt., and of the coupé 25 cwt., performance, acceleration especially, is obviously outstanding. Lucas electrical and ignition equipment is fitted and the steering is Marles, in conjunction with a 17-in. Bluemel wheel. The Allard chassis is a special job, designed with an eye to weight-saving. Front suspension is by swinging half-axles and transverse spring, and is thus independent, and rear suspension is by transverse André-bushed spring. The shock-absorbers are Luvax-Girling, set to suit this particular chassis. A normal Ford rear axle is used, reduced in width for all models save the coupé and located by a Panhard rod; the chassis frame is boxed for rigidity. Lockheed brakes are well up to the heavy demands made on them in view of the car's immense performance. The rear fuel tank holds 17 gallons, with reserve, and the electrical system is 12 v. 60 a.h. The tourer has a turning circle of 28 ft. 9 in. Trials drivers will appreciate a 9 in. ground clearance. Naturally, the Allard is largely an individual production, and such things as o.h.v. heads, superchargers, over-drive axles, etc., will probably be incorporated to special order. We believe that eight 8 ft. 4 in.-wheelbase cars are to be built but not listed as production models. Export orders in most encouraging numbers are already to hand. Mr. Godfrey Imhof, a private owner, took delivery of his 1946 Allard 2-seater last July and has completed a Continental holiday with it. Here are his impressions of this alluring and urgeful car:—

I have just covered 6,000 miles—mostly on the Continent—with my new Allard 2-seater and have begun to know the car fairly thoroughly. I expected the performance to be good, but I did not expect it to be so refined. With much of the weight at the back to aid grip in trials, I thought the front-end lightness might cause trouble on fast corners, but the front stays put at any speed, and I find my wife is happy when taken round corners 15 m.p.h. faster than in any previous car I have owned.

The performance can be judged by the fact that while in Switzerland we entered for the International Maloja-Pass Hill Climb near St. Moritz with the car quite untuned and unprepared for such an event. With a 3.5-to-1 rear axle and 7.50 in. by 16 in. rear tyres (chosen for reliability trials in England) we were very over-geared for the seven-mile climb, as at 6,000 ft. there is a loss of power of 20 per cent. In spite of this, and being strange to the course, we came 12th out of 25 entries, averaging 41 m.p.h. against the winner's 43 m.p.h. in a specially-prepared car with low gear-ratios.

We also entered the Ostend Concours d'Elegance, in which the car was awarded a Grand Prix and Silver Cup. The biggest mileage covered in a day so far is 575 miles, and the best average 400 miles at 47 m.p.h., both runs made in France. The strongest impression I have is of smoothness, effortless power, good road-holding and excellent steering. The front suspension layout is extraordinarily successful.

ASTON-MARTIN

(Aston-Martin Ltd., Feltham, Middlesex.)

This famous concern helped as much as any in the munitions drive, for which it pays the penalty of not being able to resume car production until early next year. They have, however, practically completed development work on the new engine which will go into this car. It is a 1,970-c.c., 82.5 by 92 mm., 4-cylinder unit with stiff 5-bearing crankshaft having thin-wall bearings, and o.h. valves, the exhausts inclined, operated from a high-set camshaft *via* short push-rods, the timing chain being at the back of the engine. The combustion chambers are specially formed and the water pump supplied the head on the exhaust side with jets of coolant to the valve seats. This engine is a rigid, efficient job, laid out so as to be easy to service. We can well believe that it is far from "woolly" and likely to give a very good account of itself.

A.C.

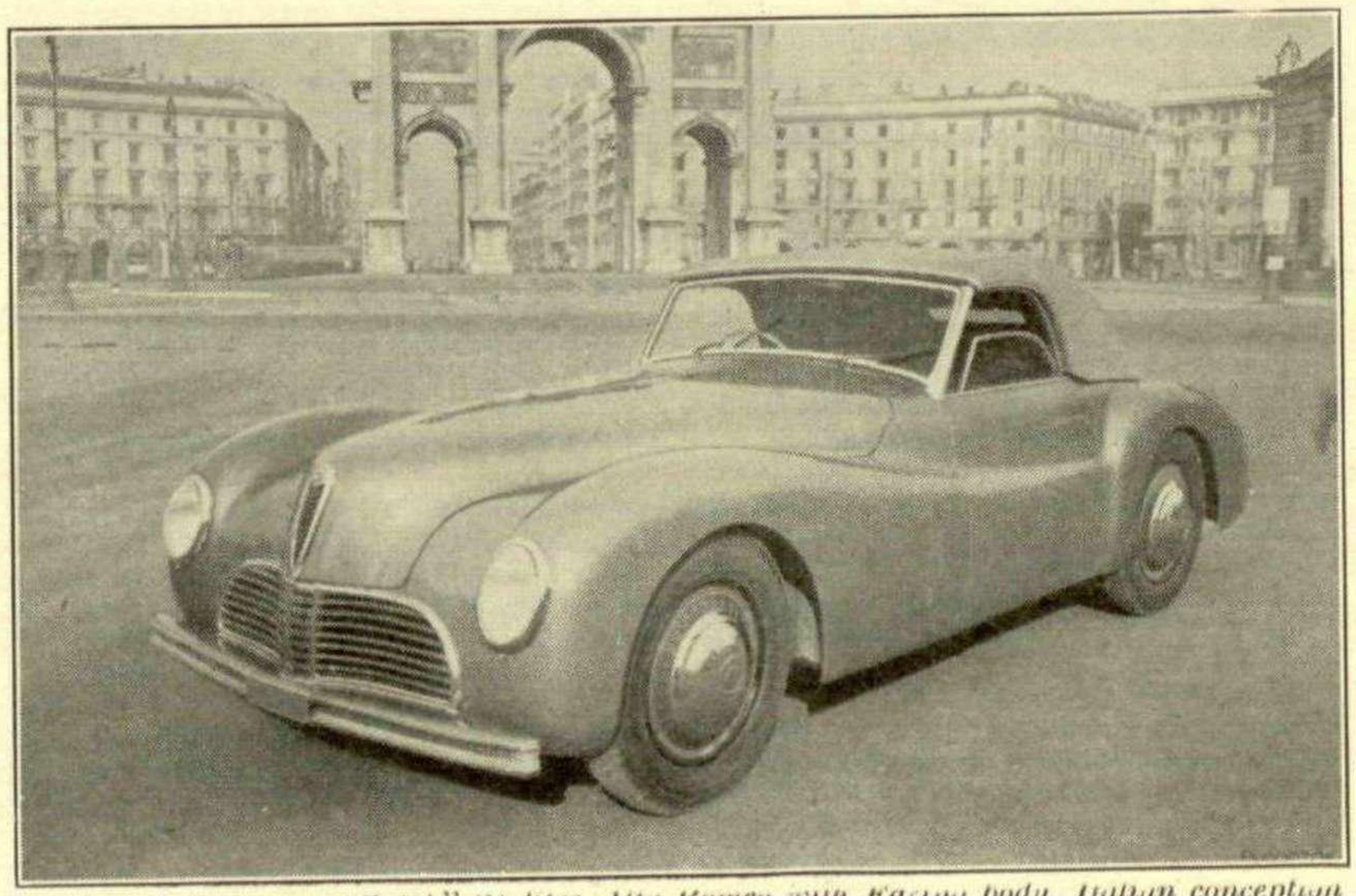
(A.C. Cars, Ltd., Thames Ditton, Surrey.)

Catalogues about the new A.C. are expected early next January and production is scheduled for March, 1947. All we can say at present about the car is that it will continue as a 2-litre, using the well-known light-alloy, o.h.c., 65 x 100-mm., six-cylinder engine which, basically, dates back to 1919 or thereabouts. A unit 4-speed synchromesh gearbox will be used, controlled by a normal lever. The chassis is to be entirely new, and A.C.s will again make their own bodywork. A saloon and convertible coupé will be offered, having a low bonnet line, headlamps blended into, and sidelamps recessed in, the front wings, and the rear wheels covered by side panels. A short-chassis sports 2-seater may be introduced later.

ALTA

(Alta Car & Engineering Co., Ltd., Fuller's Way, Kingston By-Pass, Surbiton, Surrey.)

Apart from the Grand Prix Alta racing car (the engine of which Abecassis apparently used in his 1½-litre car at Prescott), the basic cost of which is provisionally £1,850, a sports model of similar specification will be available. Indeed 2- or 3-seater open and coupé and saloon bodywork is to be offered, the first-named being of aerodynamic form with a wide



By way of contrast—a "6C" 2½-litre Alfa-Romeo with Farina body, Italian conception of a post-war, high-performance car.

front seat, ample luggage accommodation, a fully disappearing hood, and wind-up windows. The 4-cylinder twin o.h.c. engine of 83.5 by 90 mm. (1,960 c.c.) has a Roots supercharger, oil-cooled pistons, and, in unit with it, a 4-speed, synchromesh gearbox and a single-plate clutch. The tubular chassis has rubber independent suspension, front and back, hydraulically damped, and Girling brakes. 5.25 by 18 tyres will be used on the sports model, but the G.P. car is to have 6.50 by 16 covers on the back wheels. The sports job should be the world's fastest sports 2-litre. (See also MOTOR SPORT, January, 1946.)

BENTLEY

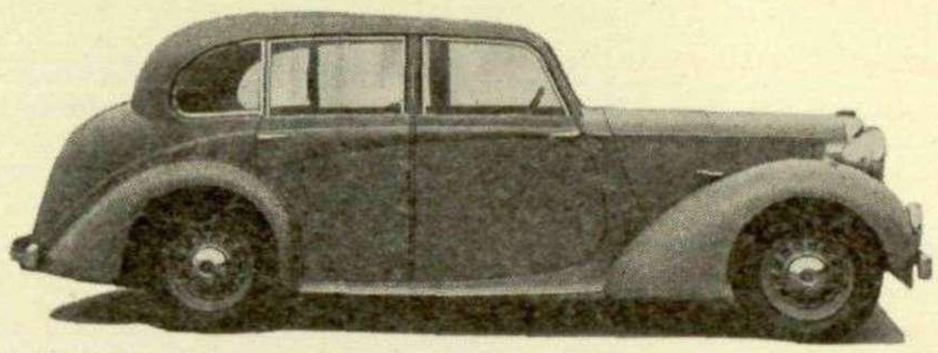
(Bentley Motors (1931), Ltd., Conduit Street, London, W.1.)

The Mk. VI 4¼-litre Bentley represents the famous Rolls-Royce-built Bentley in its most modern form; it is a car which the term "*high-performance*" befits better than any other, for every aspect of Bentley performance, from response to minor controls to speed, is so beautifully and satisfactorily blended. The o.h. inlet, s.v. exhaust 88.9 by 114.3 mm. 6-cylinder engine has numerous refinements which, performance apart, place the car in a category of its own. The compression-ratio is 6.3 to 1, and two S.U. carburetters supply the mixture. The sump holds two gallons of oil, which circulates at a rate of 7.3 gallons per min. at 4,000 r.p.m. and the drive goes *via* an 11-in. diameter clutch to a unit gearbox having the well-chosen ratios of 3.73, 5.0, 7.51 and 11.13 to 1. On this high top gear the Bentley is good for something like 90 m.p.h. at 4,150 r.p.m., the engine/road speed, in conjunction with 16 by 6.50 tyres, being 920 r.p.m. at 20 m.p.h. In 3rd, 67 m.p.h., and in 2nd, 45 m.p.h., are attainable at the r.p.m. equivalent to 90 m.p.h. in top. The very stiff chassis, with its coil spring and wishbone i.f.s. and ½-elliptic rear springs, weighs 33 cwt. dry, has a wheelbase of 10 ft. 0 in., and is retarded by Girling hydro-mechanical brakes put on by the famous Rolls-Royce servo mechanism. This very silent, very fast car is rendered individual by such features as light-alloy head, chromium-plated upper cylinder bores, cadmium-plated and polished rear spring leaves, automatic and driver-control of rear suspension, corrosion-treated exhaust system, silent starter-pinion engagement, central chassis lubrication, in-built heater and radio and walnut facia. At 2,500 ft. per min. piston speed the car cruises at 72 m.p.h. The chassis costs £1,785, not including purchase tax, and a wide range of custom-built bodies is available, of which the James Young 2-door saloon costs £3,910 15s. with purchase tax. The Mk. VI Bentley is one of the finest of the moderns.

DAIMLER

(The Daimler Company, Ltd., Coventry and Birmingham.)

The Daimler Company offers a range of exceedingly fine and pleasing models. The well-established 2½-litre 6-cylinder 2,522-c.c. car is continued, but it has been modified to give greater power at lower engine speed than hitherto, while the bodywork has been "cleaned up" to give better visibility and accommodation. The compression-ratio has been increased, and 70 b.h.p. is now developed at 4,200 r.p.m., the car being intended for effortless 70 m.p.h. cruising. Thermostatically-controlled water heating of the induction system, it is claimed, has resulted in better pick-up from cold, much improved acceleration, and a 25 per cent. improvement in fuel economy. The 69.6 by 110.49 mm. engine has inclined, push-rod-operated o.h.v., and the transmission embraces the famous Daimler fluid flywheel and a 4-speed pre-selector gearbox,



while the wheels carry 6.00 by 16 tyres, inflated 28 lb./sq. in. front, 30 lb/sq. in. rear. This was a truly fine car before the war (see MOTOR SPORT, June, 1940) and is even more appealing in 1947 form. The saloon costs £1,304 1s. 8d., with purchase tax, the coupé £1,425 9s. 5d., and the basic price of the chassis, which will take kindly to sports bodywork, is £815.

The 2½-litre is backed by two magnificent quality cars, to contemplate which does one a power of good in this utilitarian age. There are a 4-litre six and a 5½-litre straight-eight, developing their maximum power, 110 b.h.p. and 150 b.h.p. respectively, at 3,600 r.p.m., on a 6.3-to-1 compression-ratio. They are very fast cars and both retain a proper radiator in the Daimler style. The basic chassis prices are £1,400 and £1,700 respectively, moderate enough in all conscience for cars of this calibre to-day. All Daimler models have coil spring independent front suspension of perfected layout, Girling brakes, S.U. carburetters, A.C. fuel pump, Lucas electrical equipment, and Dunlop tyres. The larger cars use Clayton Dewandre vacuum brake servos and the respective gear ratios are: 2½-litre—4.375, 6.82, 10.15 and 17.85 to 1; DE 27—4.727, 7.21, 11.15 and 19.73 to 1; DE 36—4.09, 6.25, 9.65 and 17.08 to 1 (tyres 8.00 by 17 on larger chassis). These cars are a credit to C. M. Simpson, their designer.

FRAZER-NASH BRISTOL

(A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.)

Up to the war the German B.M.W., particularly the 328, ranked as one of the world's greatest high-performance cars. A.F.N., Ltd., due to the foresight of the Aldington brothers, had control of sales in this country. Those days are over. But the Aldingtons have brought about another great amalgamation—with the Bristol Aeroplane Co., Ltd. The new Frazer-Nash Bristol is the resulting car. With 66 by 96 mm., 2-litre, 6-cylinder inclined o.h.v. engine giving 85 b.h.p. at 4,500 r.p.m. on a compression-ratio of 7.4 to 1, by grace of triple S.U.s and 10 mm. plugs, etc., in a car weighing 22 cwt. ready for action, and having gear ratios of 3.9, 5.07, 8.46 and 16.77 to 1, the new Frazer-Nash ranks as one of the most significant of 1947 cars. Particularly outstanding features include a free-wheel operative on 1st gear, independent, transverse leaf spring front suspension with independent rack-and-pinion steering, 11-in. diameter Lockheed 2LS brakes, with cable-operated separate rear brakes and specially laid-out torsion bar rear suspension located by radius rods. 5.50 by 16 tyres are used, on bolt-on "Easy-clean" wheels, and the wheelbase is 9 ft. 6 in. All modern conveniences are there—Radiomobile radio, Bevelift jacking, Smith's heater, reversing and stop lamps, oil and water thermos., exterior lockable luggage accommodation, etc. This is a fast car for up-to-date people. You can cruise it at 77½ m.p.h. at the safe piston rate of 2,500 ft. per min., run at 20 in top at only slightly more than 1,000 r.p.m., or open up to over 90 m.p.h. Semi-aerodynamic saloon or cabriolet bodies will be available. The Aldingtons, it seems, have done it again, as we expected they would.

FRAZER-NASH

(A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.)

As if the Frazer-Nash Bristol isn't sufficient to put aside war-born blues and create an urge to go motoring, the sports Frazer-Nash is announced. Same engine, much the same chassis, but compression ratio up to 8½ to 1, giving 100 b.h.p. at 5,000 r.p.m. Larger sump, oil circulating at three gallons per min., slightly smaller radiator with hand-controlled shutters, and higher gear ratios—3.54, 4.55, 7.59 and 15.05 to 1. Light-alloy linered brake drums, 5.25 by 16 tyres, on "knock-on" wheels, 16-gallon fuel tank, 7 ft. 10½ in. wheelbase, and a total weight of 16 cwt. This Frazer-Nash will have aerodynamic 2-seater bodywork, enclosing the rear wheels, and should cruise at 85 and exceed 100 m.p.h., with other performance factors to match. The 328 usurped!

GORDANO

(Gordano Motor Co., Ltd., Limeridge, Clapton-in-Gordano, Somerset.)

The Gordano, to be produced by a group of west country enthusiasts with the right ideas, has been awaited with keen anticipation. We are now able to reveal that it will be a 75 by 85 mm., 1,496-c.c. 4-cylinder car, with one-piece light alloy block and crankcase with wet liners. The crankshaft runs in five bearings and these, like the big-ends, are lead iridium alloy lined Vandervell steel shell-type. The valves are inclined in a light-alloy head, which has valve seat and plug inserts, and a high-level camshaft in the cylinder block actuates the valves *via* hydraulic tappets and push-rods and rockers. Ignition is by high-voltage coil, and there are twin S.U. carburetters. Cooling is by pump and fan, with thermostat control, and the block content is "stagnant" to ensure a high cylinder temperature. The lubrication system embodies a very accessible, full-flow filter on the off side of the engine. The timing gears are at the rear, and the dynamo obtains a drive from the fan and water-pump belt. The drive goes *via*

a single plate clutch to a 4-speed box with synchro-mesh on top and third. Two arrangements of ratios will be available, so that the requirements of sprint and trials drivers can be met separately. The box-section chassis has all-independent suspension, by a coil-spring, Lancia-like layout at the front and through the medium of rubber in torsion at the rear. Driver-control of auxiliary torsion bars is an interesting feature. A low-set transmission line terminates in a hypoid bevel rear axle. Fuel is carried in a 12-gallon tank slung between the frame members at chassis level, to obviate overhang from a conventionally-located tank. 1½ gallons are trapped in reserve and feed is by engine-driven pump. Rudge wheels carry 5.00 by 18 Dunlop tyres and 11 in. by 1¾ in. high-duty, cast-iron brake drums are used. The front brakes are operated hydraulically, the rear *via* enclosed cables, on the Girling hydro-mechanical system. The hand lever operates only on the back wheels. Bishop cam steering gear gives a ratio equivalent to 1⅓rd turns lock-to-lock, with a 16 ft. turning circle, and the Gordano has a wheelbase of 8 ft. 6 in., a track of 4 ft. 8 in., and 6 in. ground clearance. The dry weight comes out at 1,400 lb. Electrics are by Lucas, and there is centralised chassis lubrication. The body is to be a semi-aerodynamic 2-seater of semi-monocoque construction, leaving the wheels unenclosed. The tail offers luggage accommodation, or an occasional seat under the hood, as the spare wheel lives under the floor. The lamps are recessed within the body. Altogether, the Gordano sounds most interesting. It is said to give excellent performance by reason of low weight, small head resistance and a sound chassis, and at 2,500 ft. per min. piston speed it cruises at 80 m.p.h., the gearing giving 1,112 r.p.m. at 20 m.p.h. in top gear. Chassis will be available.

HUMBER

(Humber, Ltd., Coventry.)

The Humber did much to win the war; it will not be the fault of its designers if we lose the export drive. For the modern Humber is a practical, well-constructed, high-performance car especially suited to overseas markets. The "Super Snipe" is the nearest approach to the enthusiast's car in the range. Rated at 27 h.p., it develops 100 b.h.p. at 3,400 r.p.m., and pulls the high axle ratio of 4.09 to 1, the lower ratios being 5.99, 10.14 and 16.07 to 1. Stromberg, A.C., Hardy-Spicer, Lockheed and Lucas contribute to the efficiency of this fine car, which costs, with purchase tax, £965 9s. 5d. in saloon form.

HEALEY

(Donald Healey Motor Co., Ltd., The Cape, Warwick.)

It was a happy idea on the part of Donald Healey, well-known Monte Carlo driver in the past, to produce a really high-performance, aerodynamic British sports car. The Healey, in both open roadster and coupé form, has already appeared in one or other of the Cavalcades. It has a 2.4-litre, 4-cylinder Riley-base engine in an entirely new chassis. 100 b.h.p., or just over 40 b.h.p. per litre, is developed, and the Healey turns the scales at under a ton, so the performance abilities are obviously of a very high standard. Over 100 m.p.h. and 0-60 m.p.h. acceleration in 10½ sec. is claimed. The steering is specially laid out to give extreme accuracy of control and freedom from kick-back, the front suspension is independent on the trailing-link principle, using a coil spring, and the rigid rear axle is also sprung on coil springs. Dunlop disc wheels carry 5.75 by 18 tyres, and the brakes are 11-in. by 1¾-in. Lockheeds. The bodywork, both open and closed, is aerodynamic, with the wheels covered by wings blending into the body sides, and all lamps sunk into the frontal aspect. The wheelbase is 8 ft. 6 in., and the gear ratios come out at 3.5, 4.963, 7.542 and 12.761 to 1—very high ratios for a car of under 2½-litres capacity, which undoubtedly are made possible by the effective streamlining, which should also make the Healey a most economical fast car.

H.R.G.

(H.R.G. Engineering Co., Ltd., Oakcroft Road, Kingston By-Pass, Tolworth, Surrey.)

Before the war H.R.G., Ltd., built some of the highest-performance small British sports cars. It was a happy idea of theirs to continue these models at the conclusion of hostilities, offering, in addition, new aerodynamic 2-seaters on the 1,100-c.c. and 1½-litre chassis. The engines are 9- and 11.9-h.p. Singer units, respectively, and the chassis is in the vintage tradition, with stiff springing, ¼-elliptic at the front to a tubular axle, with shock-absorbers arranged as radius arms, ½-elliptic at the back, a remote-control close-ratio gearbox, and cable-operated four-wheel brakes with electron drums. The 1,100-c.c. car gives 40 b.h.p. at 5,100 r.p.m. on a 7¾-to-1 compression-ratio, has ratios of 4.55, 6.67, 10.32 and 16.34 to 1, weighs 13½ cwt. dry, and, with 4.75 by 17 tyres, does 1,170 r.p.m. at 20 m.p.h. in top gear. With normal sports 2-seater bodywork the price of this worthwhile car is £812 2d. 9d. with purchase tax paid. The 1½-litre gives 65 b.h.p. at 4,800 r.p.m. on a 7-to-1 compression-ratio, has ratios of 4.0, 5.86, 9.06 and 14.37 to 1, weighs 14 cwt. dry, and does 1,030 r.p.m. at 20 m.p.h. in top. Normally bodied, £882 8s. 4d. satisfies both the makers and the Government. On this chassis the aerodynamic 2-seater (see also MOTOR SPORT, July, 1946) is already making a great hit. It is, in our opinion, one of the best-looking of the modern wind-defeating cars. The fuel tank and spare wheel are mounted at the side, one balancing the other, the knock-off wheels are not fully covered-in at the front, but are enclosed beneath Dzus-fastened panels at the rear, and accessibility has not been lost sight of. The all-in price of this striking car is £991 0s. 6d., and at 2,500 ft. per min. piston speed it cruises at 71½ m.p.h. Export orders are coming literally from every quarter of the globe. Charles Follett, who is sole world concessionaire, and Peter Clark, a private owner, have already taken 1½-litre aerodynamic H.R.G.s abroad. Of this experience, Clark writes:—

As the new H.R.G. had covered less than 250 miles when we reached Folkestone, it was obvious that no performance figures would be obtainable this trip; for the time being we had to be content with 2,000–2,500 r.p.m. (40–50 m.p.h. in top gear). Nevertheless, the trees (and pot-holes) of N.1 sped past happily enough, and we had leisure to admire the excellent driving position; there is plenty of support for the small of the back, the steering wheel on the end of quite a long column rather like a 57 Bugatti comes right down into the lap and, of course, the fall-away front gives splendid visibility. The driving position is particularly fascinating at night, the low-set headlights giving excellent range, and the two front-wheel "sponsons" making a friendly silhouette with the "flight deck" bonnet in between.

With the mileage gradually piling up, we were able to increase engine speed to 3,000 r.p.m., glancing cautiously at the thermometers, which stayed resolutely at 60° C. for the oil and 70° C. for the water. Without ever exceeding 60 m.p.h. we put up a really surprising time back from Paris to Boulogne, forming the opinion that the roadholding of the aerodynamic shows a marked improvement over "the old car," and looking forward with keener anticipation than ever to sports-car racing in 1947.

JOWETT

(Jowett Cars, Ltd., Idle, Bradford, Yorkshire.)

The Jowett previously has never been a high-performance automobile, but the new "Javelin" appears to be in this category. The old-established Bradford concern has had the happy idea of putting a 1,485-c.c. version of its flat-four engine into a new chassis with 8 ft. 6 in. wheelbase, torsion bar i.f.s. damped by hydraulic telescopic shock-absorbers, an 8½-in. ground clearance, and with integral pressed-steel Briggs Motor Bodies saloon coachwork. The body is semi-streamlined, with lamps recessed into a full-width frontal aspect. The engine is in light-alloy with wet steel cylinder liners, and gives about 50 b.h.p. It is of 72.5 by 90 mm. bore and stroke and has in unit with it a Borg and Beck clutch and 4-speed gearbox. The Jowett "Javelin" weighs 18 cwt. dry, does 50 in 3rd, and goes along effortlessly at about 70 m.p.h. in top gear. It is crab-tracked and has Girling brakes. This is unquestionably one of Britain's more promising small saloons.

JENSEN

(Jensen Motors, Ltd., West Bromwich.)

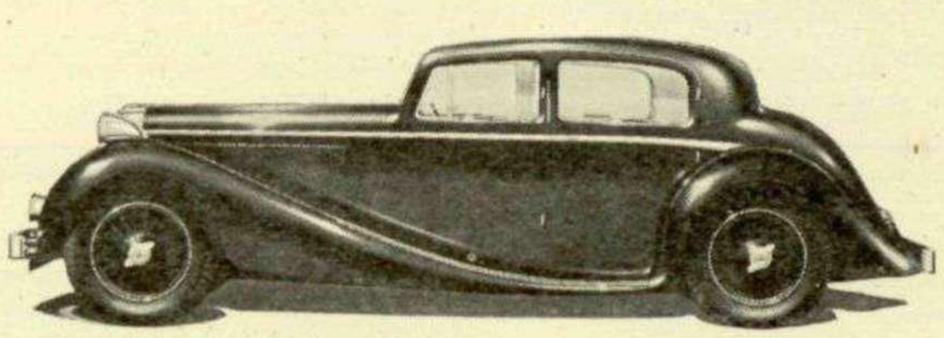
Before the war the Jensen established itself as a Ford V8-engined car of very good appearance. For 1947 one model only will be offered—a new 85 by 85 mm., 4-litre straight-eight-engined car. This new engine has wet liners in a light-alloy block, and light-alloy head with steel valve inserts and bronze plug inserts. The o.h. valves are inclined, all in the same plane, at 20°, and operated by push-rods and rockers from a block-located camshaft. Zero-Lash self-adjusting tappets are used. The crankshaft runs in nine 2.48-in. diameter bearings and has 2.09-in. diameter crankpins. The pistons are bi-metal and the oil pump delivers at 10 gallons per min. at 2,400 r.p.m., from a 1½-gallon sump. Two S.U. carburetters are fed by A.C. pump from a 19-gallon tank. This engine, which is of Meadows' conception, gives 130 b.h.p. at 4,300

r.p.m. on a 7¼-to-1 compression-ratio and drives *via* an 11-in. diameter Borg and Beck clutch to a 4-speed synchro-mesh unit gearbox with ratios of 3.4, 4.5, 7.5 and 11.0 to 1. 600 by 16 tyres are fitted, and at a piston velocity of 2,500 ft. per min. the new Jensen would be doing 106 m.p.h. in top gear; at 20 m.p.h. in top the r.p.m. equals 84.6; dry weight 29 cwt. Altogether this seems to be an exceptionally fine automobile. Front suspension is by coil springs and unequal wishbones, rear springing by coil springs, and Panhard rod to a normal axle. Girling brakes, Luvax shock-absorbers, Bevelift jacking, Lucas Bijur chassis lubrication and Lucas electrics are employed. Production will commence next May or June, and the saloon will cost £1,997 18s. 4d. all in.

JAGUAR

(Jaguar Cars, Ltd., Coventry.)

We believe that for 1947 Jaguar Cars, Ltd., will continue to offer 1½-, 2½- and 3½-litre versions of cars which were widely



appreciated before the war for their fine lines, performance capabilities and competitive prices. The larger cars now have Girling two-leading-shoe brakes, air-conditioning, de-froster and de-mister.

LAGONDA

(Lagonda, Ltd., Staines.)

Technical information and pictures of Lagonda's 1947 car will not be released until early next year, but we are permitted to say that it will be a 6-cylinder, 2.6-litre car of very high performance, fine finish and notable economy, and rated at 23 h.p. Suspension will be independent all round. The prototype is on test and possesses most attractive lines.

LEA-FRANCIS

(Lea-Francis Cars, Ltd., Coventry.)

For 1947 the old-established Lea-Francis Company is again offering its high-quality 12- and 14-h.p. 4-cylinder cars, which have 90° o.h.v. operated by very abbreviated push-rods from camshafts on both sides of the engine. The 12-h.p., 1,496-c.c. engine gives 50 b.h.p., the 14-h.p., 1,767-c.c. engine 65 b.h.p., at 4,700 r.p.m. on a 7.25-to-1 compression-ratio. A single S.U. carburetter is electrically-fed from an 11-gallon rear tank. The drive goes *via* a 9-in. diameter Borg and Beck clutch to a 4-speed synchro-mesh gearbox and other items of the specifications of these decidedly attractive cars are Hardy-Spicer propeller shaft, ½-elliptic springs, front and back, with Harris-rubber-bushed eyes and shackles, 13-in. Girling brakes, Burman-Douglas steering and 5.50 by 17 tyres. The gear ratios are 4.88, 6.70, 10.53 and 16.19, and 5.13, 7.05, 11.07 and 17.01 respectively. Lea-Francis coachcraft is particularly interesting, light-alloy being used in a form of stressed-skin construction, resulting in an appreciable saving in weight, in conjunction with aluminium alloy bonnet and wings. The complete saloon body is said to weigh a mere 6½ cwt. Special rubber-mountings are used to damp vibration from the efficient engine/gearbox units. The price of the saloon, on either chassis, plus purchase tax, is £959 1s. 8d.

LANCHESTER

(The Lanchester Motor Company, Ltd., London and Coventry.)

The 1947 Lanchester Ten looks like a family-type saloon, but goes, they say, far better than that. It apparently achieves its 45–50 m.p.h. in 3rd gear, does about 70 m.p.h., and handles like a sports car. The 3-bearing, 4-cylinder o.h.v. engine has a 7.4-to-1 compression-ratio and, for a capacity of 1,287 c.c., gives 40 b.h.p. at 4,000 r.p.m., and 60 lb.-ft. torque at 2,000 r.p.m. There are Girling brakes, Daimler fluid flywheel, 4-speed gearbox with steering column, pre-selector control, and Zenith, A.C., Blundel and Lucas equipment. The ratios are 5.0, 7.55, 11.65 and 21.4 to 1, and 5.25 by 16 tyres are inflated 26 lb./sq. in. front, 28 lb./sq. in. rear. The body is of pressed steel and the car weighs 23 cwt. wet. Altogether a most intriguing little saloon. The purchase-taxed price is £761 0s. 7d.

MORGAN

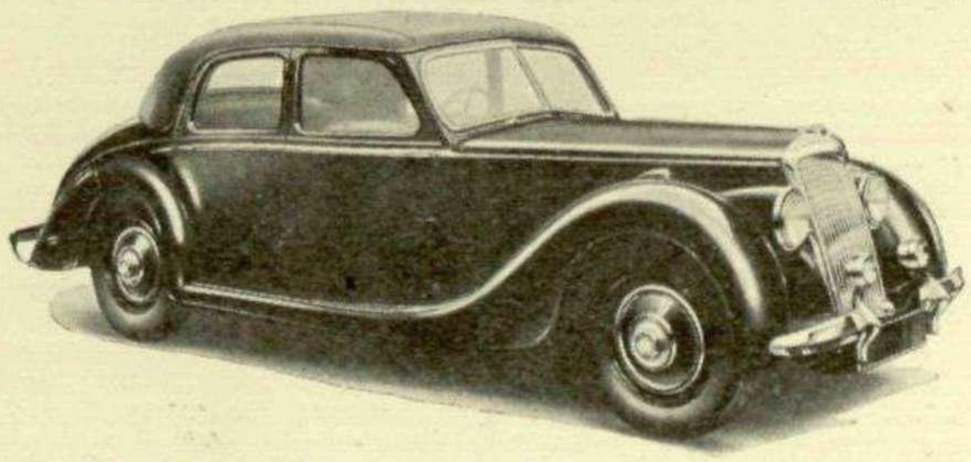
(Morgan Motors, Ltd., Malvern Link, Worcs.)

The Morgan 4/4 is being continued much as before, as a lively small car endowed with excellent high-speed cornering abilities by reason of its classic coil-spring i.f.s. and low build. It is available in 2- and 4-seater form and also as a coupé, at all-in prices ranging from £449 1s. 8d. to £556 11s. 8d.

M.G.

(The M.G. Car Company, Ltd., Abingdon-on-Thames, Berkshire.)

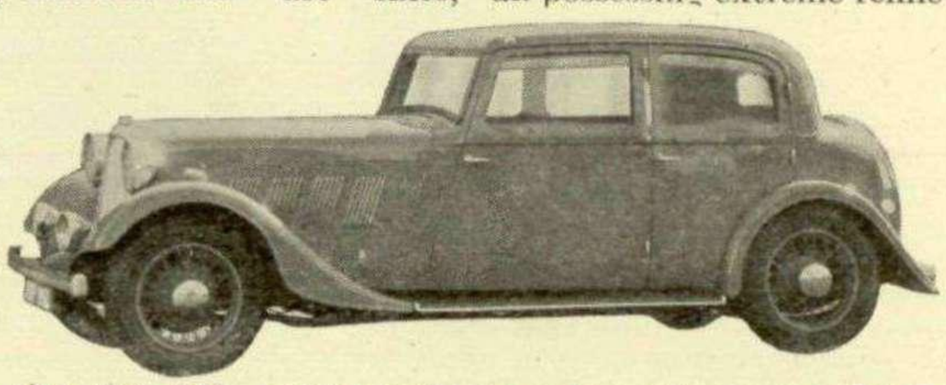
The 1947 M.G. is the 2-seater "T.C. Midget," a sports car admirably suited to trials work and competition motoring. Its push-rod o.h.v., 4-cylinder, 1,250-c.c. engine has twin S.U. semi-downdraught carburetters and its ribbed light-alloy sump holds 1½ gallons of oil. The 4-speed gearbox has ratios of 5.125, 6.92, 10.0 and 17.32 to 1, the bottom ratio being a useful one for trials restarts. The engine peaks at 5,250 r.p.m., which affords you over 60 in 3rd and over 40 m.p.h. in 2nd gear. Lockheed brakes assure "safety fast" and the specification includes S.U. petrol pump, Burgess silencer, Dunlop wheels with 4.50 by 19 tyres, Lucas "Altette" horn, 5-in. speedometer and rev.-counter, Bluemel steering wheel, Bishop steering gear, Luvax-Girling shock-absorbers, Lucas 12-volt electrical equipment, etc. The body follows the lines of previous "Midgets," but is wider and possesses very good weather-excluding equipment. The b.h.p. is 54.4 at 5,200 r.p.m. and maximum torque 64 lb./ft. at 2,700 r.p.m. The wheelbase measures 7 ft. 10 in., and the "T.C. Midget" is a compact, very brisk, 80 m.p.h. fast-touring or competition car of proved design. Jarvis, of Wimbledon, are offering service and facilities for London users of the famous Abingdon products.



ROVER

(The Rover Company, Ltd., Solihull, Birmingham.)

Rovers state that they "do not build cars that would really conform to the generally accepted idea of speedy sports machines." But it is nice to know that their range of very high-grade 10-, 12-, 14- and 16-h.p. models continues. The smaller are "fours," the two larger cars are "sixes," all possessing extreme refinement and no mean performance. Prices range, with purchase tax, from £690 15s. for the Ten saloon, to £876 0s. 7d. for the Sixteen sports saloon. Normal, very effective, ½-elliptic suspension and the dashboard-controlled free wheel are retained.



RILEY

(Riley (Coventry), Ltd., Foleshill, Coventry.)

The 1947 Riley is a very elegant and imposing 4-cylinder, 1½-litre car of entirely new conception and having refreshingly modern lines. Its 69 by 100 mm., 1,496-c.c. engine naturally incorporates typical Riley valve gear, 90° o.h.v. being operated by short push-rods on both sides of the block. With a compression-ratio of 6.7 to 1, this engine, aspirating from a single H.2 type S.U. carburetter, gives 55 b.h.p. at 4,500 r.p.m. and a maximum torque of 76 lb./ft. at 2,750 r.p.m. At 4,500 r.p.m. the piston speed is 2,950 ft. per min. Champion L.105 plugs are ignited by way of a Lucas coil and an A.C. mechanical fuel pump delivers petrol from a 12½-gallon tank. There is 29° valve overlap. The drive goes through an 8-in. diameter Borg and Beck clutch to a unit, synchro-mesh gearbox which the engine likes you to use.

The ratios are : 4.89, 7.23, 11.2 and 19.42 to 1. The engine lubrication system incorporates a full flow filter, and at 3,500 r.p.m. the oil circulation is 3½ gallons a minute.

The Riley has torque-tube transmission, its own make of steering gear, and a wheelbase of 9 ft. 4½ in. The car's dry weight is 24 cwt. and there is 7½ in. ground clearance. The suspension is an outstanding feature of the new Riley. At the front it is by torsion bar with independent action, at the back by long ½-elliptics. The chassis is liberally braced with tubular cross-members, and the wheels are of bolt-on type. At the pleasant piston pace of 2,500 ft. per min. the car cruises at 61 m.p.h. The price of the saloon, purchase taxed, is £863 5s.

SUNBEAM-TALBOT

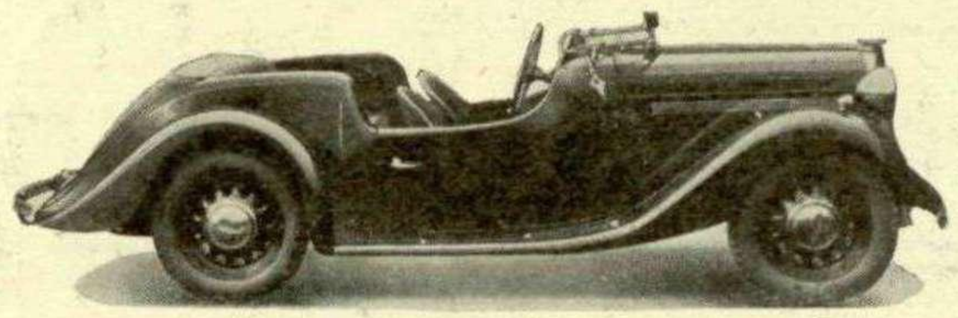
(Sunbeam-Talbot, Ltd., London, W.10.)

Before the strife, Sunbeam-Talbot cars were renowned for their up-to-the-minute appearance and their easy, smooth-running manner of going. For 1947 the well-known Ten and 2-litre models are continued, with important refinements. New cross-members stiffen the frame, a new rubber rear engine mounting washes out vibration, and the combustion chambers of the aluminium heads are improved. Jacking is improved and the Ten's crankshaft now has balance weights. The Ten now gives 41 b.h.p. at 4,500 r.p.m. against a former 38 b.h.p., and the 2-litre, 56 b.h.p. at 3,800 r.p.m. instead of 52 b.h.p. These are very good figures for s.v. engines. 10-in. Lockheed brakes retard the 2-litre, and Stromberg carburetter, a pleasant-to-handle 4-speed synchro-mesh gearbox, Lucas hydraulic shock-absorbers, Triplex safety glass, and " Easi-Lift " jacking are other features. There is provision for radio on all models, and the gear ratios are : 2-litre, 4.44, 10.97, 6.62 and 15.83 to 1, with 16 by 5.25 tyres ; Ten, 5.22, 7.79, 12.90 and 18.63 to 1. A variety of bodies is offered, stylish and nicely finished—sports saloon, drophead foursome coupé and sports tourer and 2-seater. Prices range from £646 0s. 7d. for the Ten tourer to £844 1s. 8d., for the 2-litre coupé, inclusive of tax.

SINGER

(Singer Motors, Ltd., Coventry Road, Small Heath, Birmingham, 10.)

For many years before the war Singer cars found favour for competition work by reason of efficient, reliable o.h.c. engines offered in a variety of forms—4-cylinder " Nine " and 1½-litre, and 1½-litre 6-cylinder. The 4-cylinder engines are also used with every success in H.R.G. cars. For 1947 Singer Motors offer the " Nine Roadster," one of the few open-bodied moderns. It retains the 4-



cylinder, 60 by 95-mm., 1,074-c.c. o.h.c., 3-bearing engine, which gives 36 b.h.p. at 5,000 r.p.m. on a 6.9-to-1 compression-ratio. Loex light-alloy pistons, and an A.C.-fed S.U. carburetter are used. The crankshaft runs in 1¾-in. diameter steel babbit-lined bearings and has 1⅝-in. diameter crank pins. There is a 12 v. 51 amp. hour battery, and coil ignition and thermo-syphon cooling figure in the specification. The 3-speed, synchro-mesh gearbox has ratios of 1, 1.84, and 3.3 to 1, the axle ratio being 4.1 to 1. A 7¼-in. diameter Borg and Beck clutch takes the drive, and the rear axle is a Scott Tubular. The brakes are 8-in. diameter Girlings, a 17-in. spring-spoke wheel actuates Burman steering gear, and the 5.00 by 16 tyres run 20 lb./sq. in. front, 26 lb./sq. in. rear. With a wheelbase of 7 ft. 7 in. this trim and lively little economy sports car weighs 15½ cwt., and carries seven gallons of fuel. It is priced at £492 13s. 11d. with purchase tax. It is backed up by a 1,193-c.c. Super Ten saloon and a 1,525-c.c. Super Twelve saloon, the former giving 38 b.h.p. at 4,800 r.p.m. on a 7-to-1 compression-ratio, the latter 43 b.h.p. at 4,400 r.p.m. on a ratio of 6.6 to 1, and both having 4-speed gearboxes.

TRIUMPH

(The Standard Motor Co., Ltd., Coventry.)

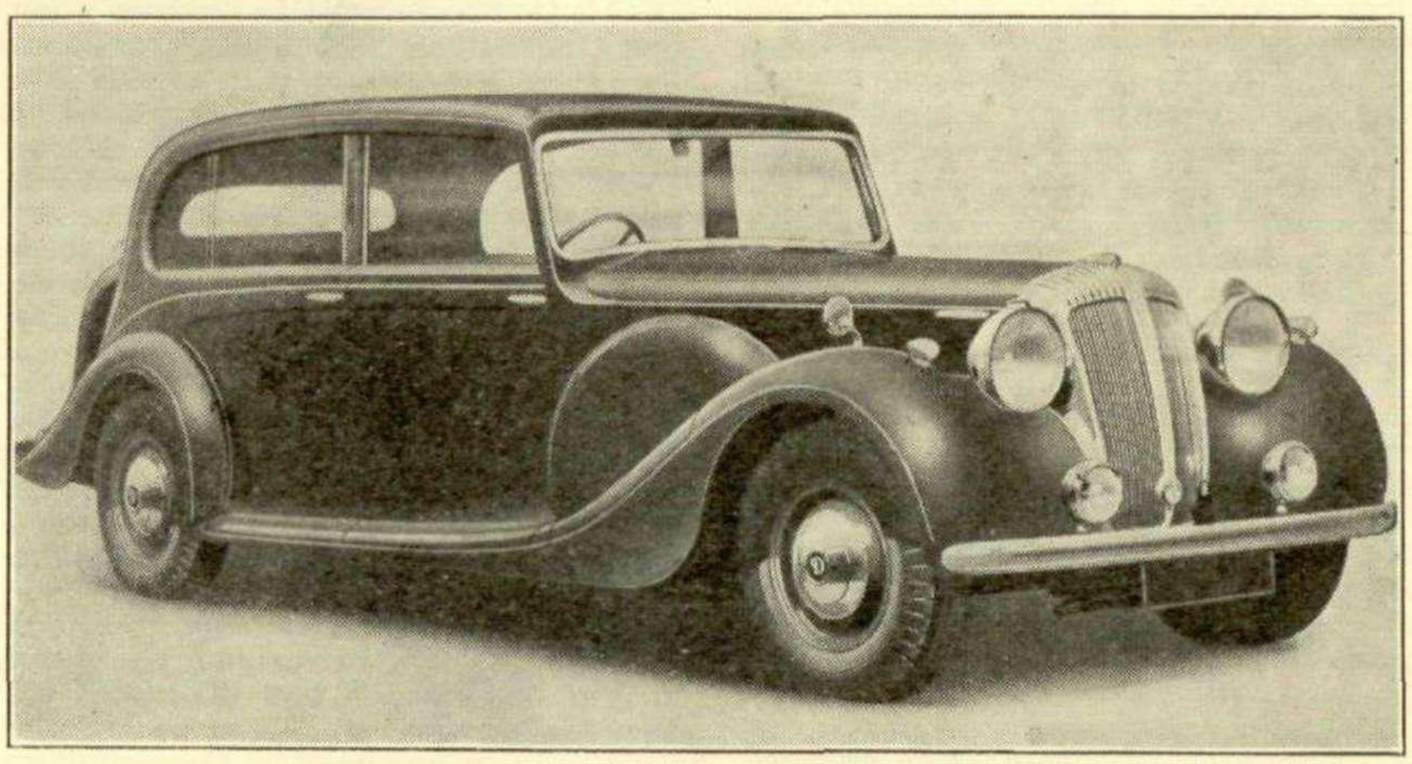
The new " 1800 " Triumph is a striking-looking car, already seen in numbers on the road. Raymond Mays has been using one. For those who like razor-edged lines there is the saloon, with notably thin screen pillars and neat wings, priced at £888 16s. 1d. with purchase tax. If you prefer rounded contours, the clever Roadster Coupé offers them, for the same expenditure. Between them these cars offer many desirable features—ample luggage space, spring steering wheel and column gear-lever location, telescopic fuel filler (on coupé), triple screen wipers (on coupé), special ventilatory arrangements (on saloon), etc. The light-alloy-panelled coupé opens by folding the hood down behind the front seats, and the dickey accommodates two, on folding seats ; the occupants are protected by glass windows in the lid of the dickey, which hinges forward to act as a windscreen. This feature alone is an attractive one, and the " 1800 " Roadster should be in big demand. Three people can occupy the front seat. Both models have a 4-cylinder, 73 by 106 mm., 1,776-c.c., o.h.v. engine, giving 65 b.h.p. at 4,500 r.p.m., on a 7½-to-1 compression-ratio ; 4-speed silent synchro-mesh gearbox with oil dipstick ; Girling hydraulic braking with 10-in. by 1½-in. drums ; tubular chassis ; i.f.s. by transverse leaf spring ; ½-elliptic rear suspension with anti-roll bar ; Luvax–Girling shock-absorbers ; Marles steering, and 10-gallon fuel tank. The saloon has gear ratios of 4.86, 7.06, 11.80 and 19.18 to 1, the coupé ratios of 4.75, 6.64, 11.10 and 18.04 to 1 ; both use 5.75 by 16 tyres and have wheelbases of 9 ft. and 8 ft. 4 in., respectively. The respective weights are just over 25 cwt. and 22½ cwt., and Triumph's claim 30, 50 and 80 m.p.h. on 2nd, 3rd and top for the saloon, with 0-50 in 16 sec., and 30, 50 and 84, with 0-50 in 15 sec., for the Roadster coupé. They give plenty of technical data and claim 26 m.p.g., and braking 30ft. from 30 m.p.h.

YET ANOTHER

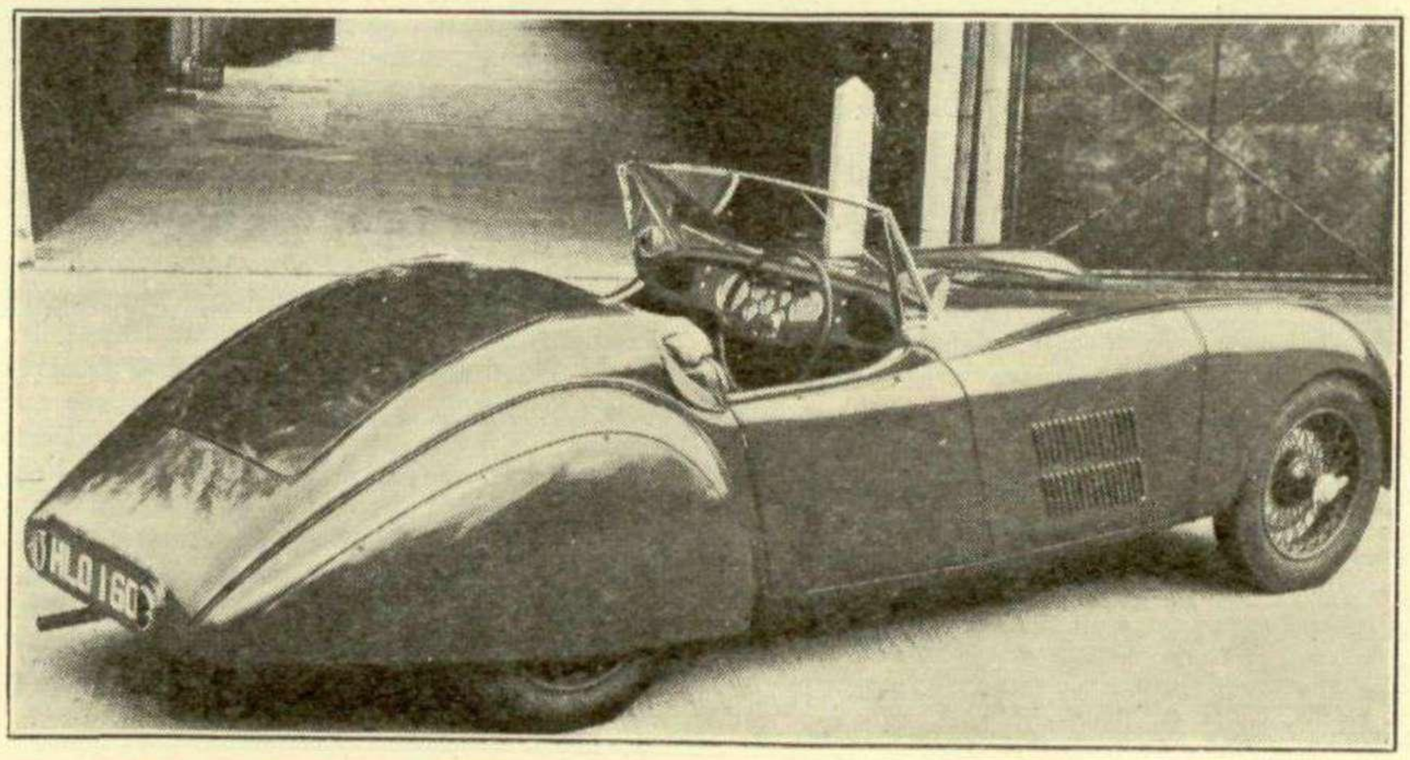
We are always pleased to hear of a racing car in retirement, and recently the Editor went up to Berkhamsted to inspect a mysterious " Parry-Thomas-Special." This car had belonged to Chetwynd-Stapleton and is now owned by E. Ballam, who is overhauling it. The chassis passes under the axle at the rear and has liberally-drilled side members and pedals. Front suspension is by ½-elliptic springs and the rear axle is carried on ¼-elliptics and located by curiously long arms which pivot at the rear of the gearbox. The front brakes are hydraulic, probably from an early Chrysler. A rakish 2-seater body is fitted. The engine is obviously a Thomas creation, being a Type 2L, No. 3, Peter Hooker 4-cylinder, like a scaled-down Leyland Eight. It has the same ingenious valve gear, with one cam serving two inclined valves per cylinder, closed by a leaf spring bridging the stems. The o.h. camshaft is driven from the rear of the crankshaft by the famous eccentric drive, in this case with two coupling rods. The magneto is on the off side, the water pump on the near side, driven by short shafts from gears engaging the reduction gearing for the lower eccentric. The plugs, horizontal in the off side of the head, appear to be ahead of the combustion chambers, but communicate *via* long passages. The connecting rods are tubular, and the crankshaft runs in two plain bearings, with an additional bearing aft of the timing gears. A Solex carburetter feeds into a 2-branch manifold on the off side and there are four separate exhaust pipes on the near side, feeding into a *pseudo* Brooklands' silencer. The gearbox is controlled by a cranked, central lever and wire wheels, of early Alvis type but with " H " on the front hubs, carry 4.50 in. by 21 in. tyres. The sloping radiator is cowled in.

At first we were at a loss to place this car. Then our interview with Felix Scriven (Motor Sport, April, 1946) came to mind. Scriven's own " Special " was very low, and for it Parry Thomas sold him an engine. The very long starting handle and space before the engine of Ballam's car suggest that Scriven found the Thomas engine more compact than the Sage he used formerly. The scuttle fuel tank has a union and large tap, like the one Scriven described as used for tests with different " dope " fuels, being easy to drain. There is a fire extinguisher outside—and after the car was burnt-out, Scriven told us he always carried one in this position. So this would seem to be none other than " No, No, Nanette " with which Scriven won a 1926 90-m.p.h. Long Handicap at 90.22 m.p.h., and with the engine from Thomas's famous 4-cylinder Thomas-Special. The engine shows signs of a bad blow-up at one time. The name on the cowl and the Nurburg Ring badge on the facia are obviously additions after Scriven's time.

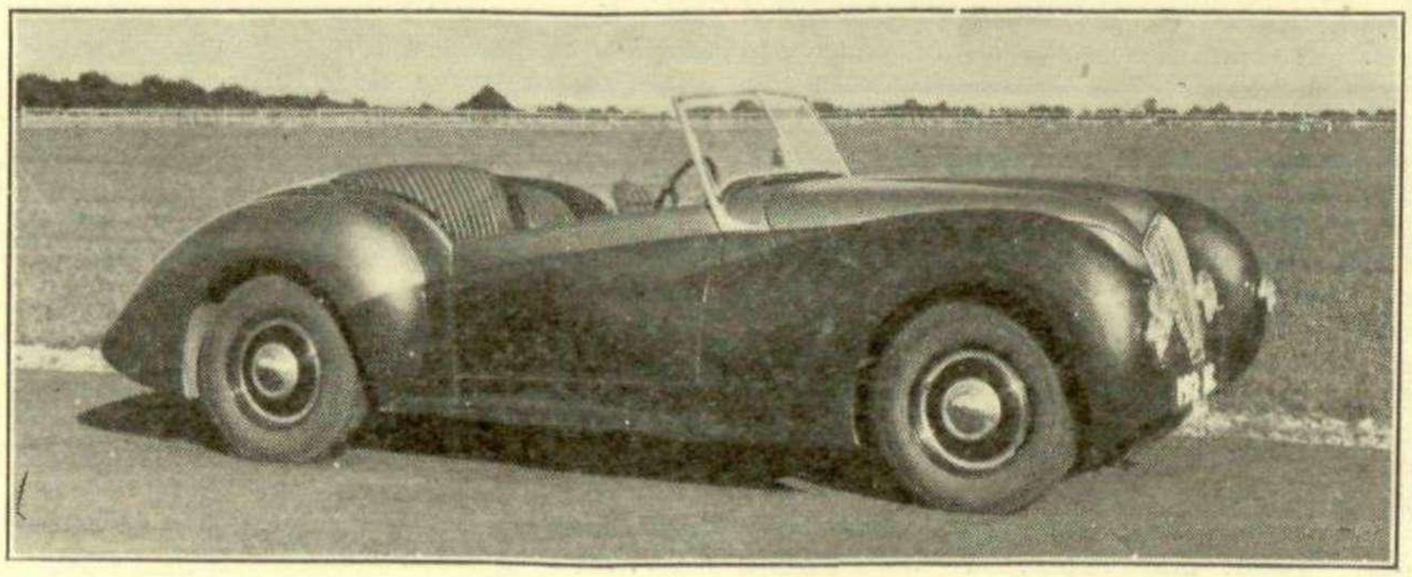
OUTSTANDING NEW BRITISH



Luxury allied to good performance—the 5½-litre, straight-eight Daimler represents the highest conception of British quality car and, note, retains its traditional radiator form.

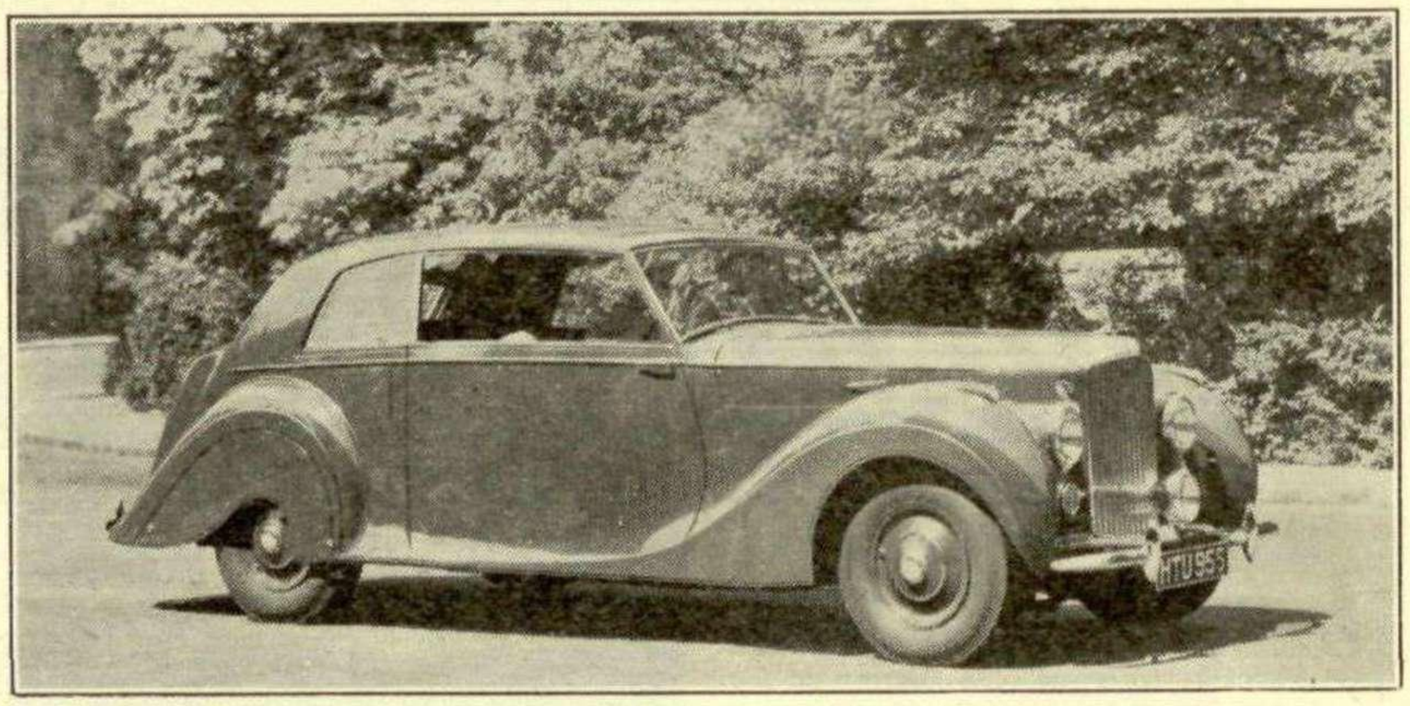


1½ litres and fully aerodynamic—the post-war H.R.G. Already Peter Clark has taken delivery of his, and has entered it for the 1947 Le Mans race.

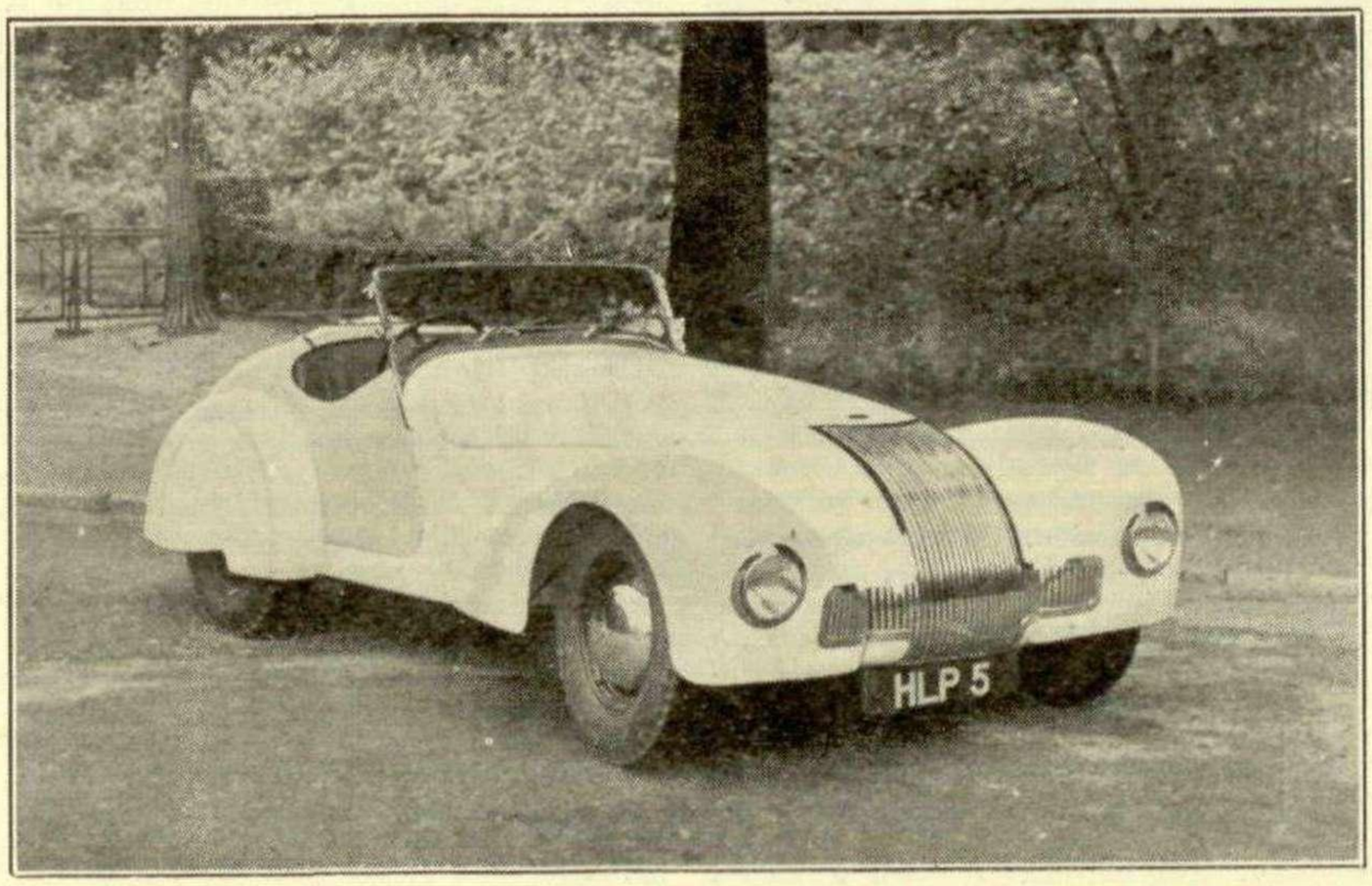


Post-war aerodynamic—the Riley-engined Healey was one of the first British aerodynamic-bodied cars to appear after the war, 0-60 m.p.h. in 10½ sec., and over 100 m.p.h. are claimed for it.

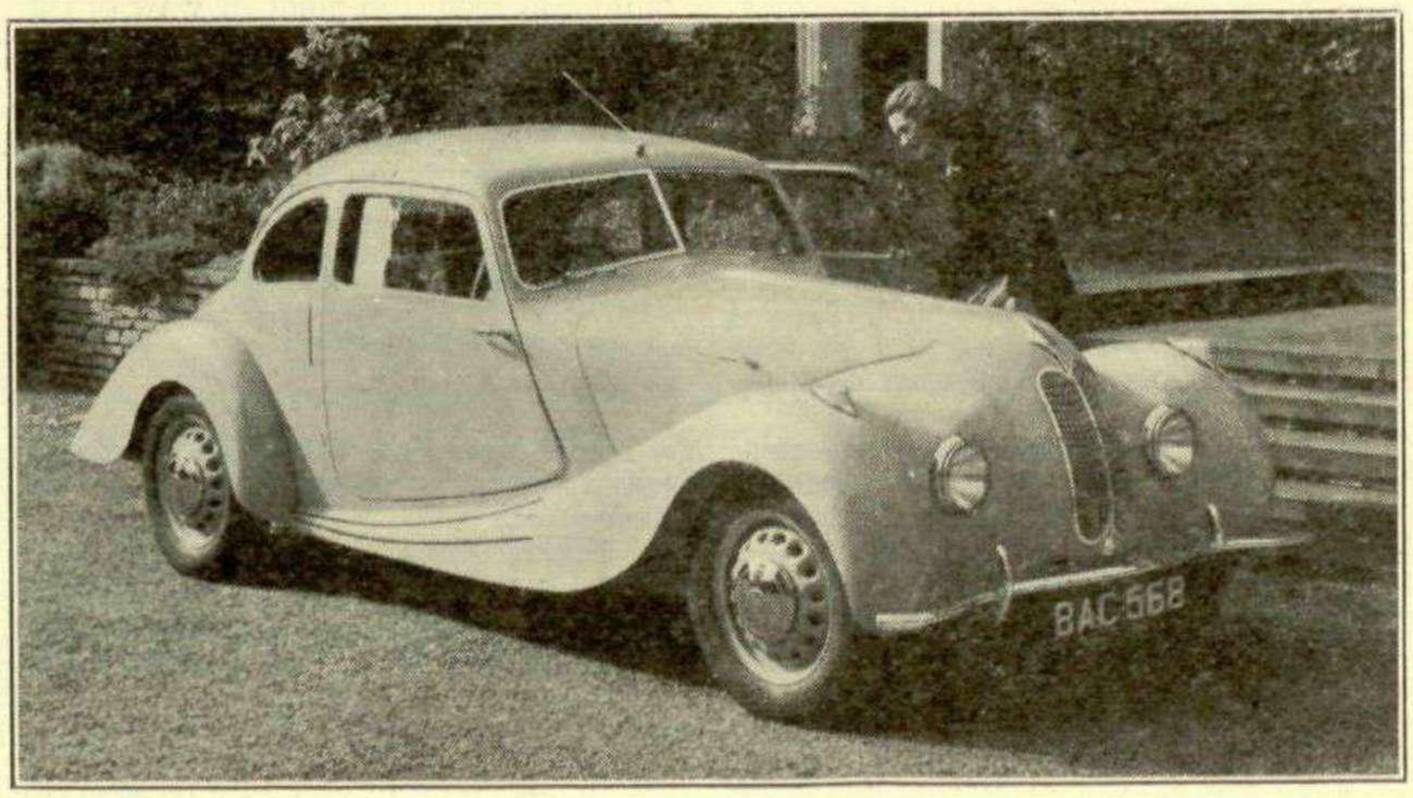
HIGH-PERFORMANCE CARS



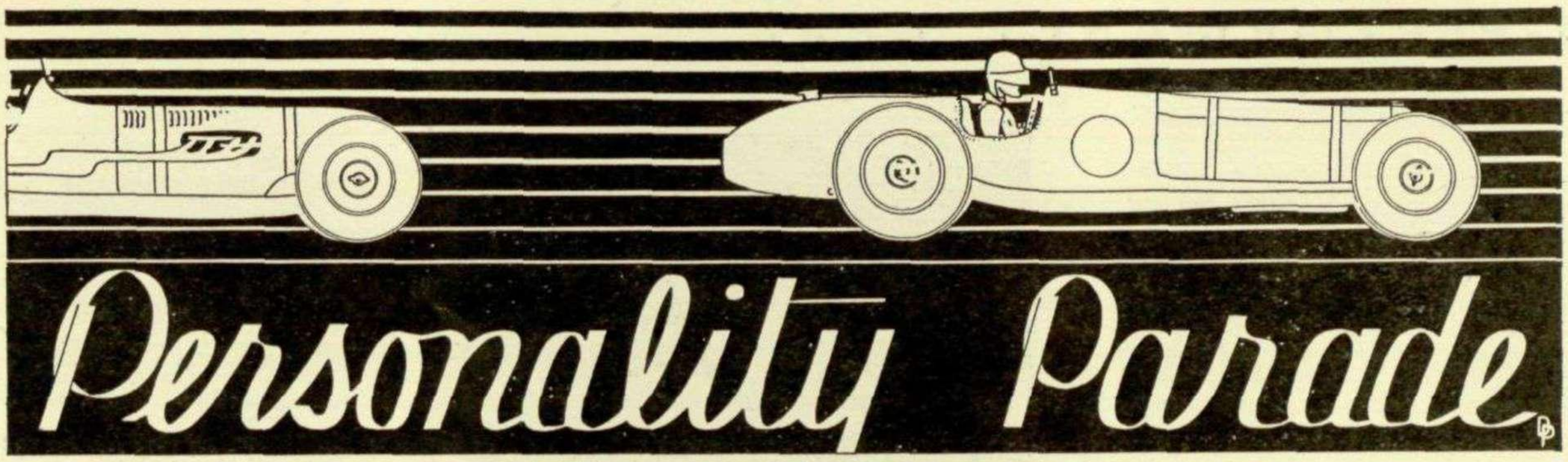
Rolls-Royce, Ltd.'s conception of the modern, high-performance car—the Mk. VI, 4¼-litre Bentley. This car is regarded by many experienced drivers as the finest fast car in the world.



Sydney Allard's contribution—the post-war V8 Allard. Developed from the pre-war Allard, it utilises Ford components and blends vivid performance with refinement and practicability. The car shown is Godfrey Imhof's personal car, which is already upholding the prestige of the make in competition events.



Combined product of A.F.N., Ltd. and the great Bristol Aeroplane Co., Ltd.—the up-to-the-minute Frazer-Nash "Bristol." It possesses all modern conveniences and an extremely fine all-round performance.



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

No. 10—Charles Follett

WITH the facilities that Charles Follett has at his disposal for sampling the latest sports cars, selecting for himself whichever shows the greatest promise and having such cars expertly tuned, it is only right and proper that he should take advantage of such a happy position, as he has in the past.

His interest in cars probably started before World War One, when he used to help an aged gentleman with a Panhard. In 1914, at the age of 15, he joined the Army and served in a trench mortar battery. After a year's service in the B.E.F. he was wounded by enemy action and was later invalided out. He was then employed with the Mechanical Warfare Supply Department, this department making the first tanks. His connection with tanks furthered his interest in cars, and in 1920 he went into the motor-car business. Before he did any competing he attended all the race meetings, particularly at Brooklands.

He achieved his first racing car in 1930. It was a specially-built 1½-litre "12/50" Alvis intended for the last "Double Twelve" race. Unlike the production "12/50," it had steel connecting-rods and a special fly-wheel. A new type of French bearing material was used for the big-ends which was so satisfactory that these were not renewed during the life of the car. Running on alcohol fuel this Alvis lapped Brooklands regularly at over 98 m.p.h. Follett used it intermittently until 1938.

His favourite sport has always been to compete with a car which is basically a production sports model, such as the 4½-litre Lamas Graham, the 1½-litre Lea-Francis, and the Railton. All these cars performed well and won numerous awards. The Railton in standard form, and running on Discol pump fuel, actually lapped Brooklands at 115 m.p.h., and in 1938 broke the sports-car record at Shelsley Walsh, clocking 44.40 sec.

Perhaps his most famous sports car was a modified Alvis "Speed Twenty" which, with a standard touring body and quite a lot of touring equipment, would lap Brooklands at 107 m.p.h. running on "dope." It was the famous R. F. Oats who was responsible for all the modifications and tuning on these vehicles.

Since the war Follett has not been actively engaged in any racing. However, he has been a prominent figure on the organisation side. His own personal car is a 1936 4¼-litre Bentley.



Charles Follett.

We asked him what car he would choose to take with him, if he was to embark on a long continental tour, having consideration for the poor condition of the roads, the necessity for reliability, and his own particular preference in what would give him the greatest pleasure. Without hesitation he selected the post-war Bentley. Having driven such a model for a number of miles, he is of the opinion that he has never handled a more superb motor car from the point of view of ride, cornering ability, ease of control and unobtrusive performance.

Follett has numerous plans for the future. Track-racing, his favourite form of the Sport, is unfortunately out of the question at the moment. However, he intends to form a team of three cars to compete in rallies, high-speed trials and sprints. For this purpose the new aerodynamic H.R.G. will be used. He hopes to continue organising events—he has been on the council of the J.C.C. and is a member of the B.R.D.C. committee. In pre-war days one would often see his large form officiating at the start of Donington races. Standing over 6 ft. high, he appeared the back-bone of English sporting respectability.

His attitude to racing is easy-going. He enters for events more for the pleasure of the racing than the possibility of winning a prize. Motor racing, he says, helps one to meet a lot of very nice people; the Sport seems to attract a likeable type. Other hobbies are shooting wild fowl and photography.

As one who has sampled so many different types of cars, we were impelled to ask him his opinion about independent front suspension. He replied that he is not necessarily in favour of it. There are many cars with i.f.s. which are considerably worse than some with solid axles. A good solid-axle arrangement can come very near to perfection. It is a great mistake to fit i.f.s. just to conform to the prevailing fashion.

Has Charles Follett ever had a terrifying motor experience? Yes! He contends that all drivers should at all times be a little bit frightened; it keeps them on top form! As soon as one gets over-familiar with a car one becomes a danger to oneself and everyone else. He recalls an incident at Brooklands in 1936. He was driving his "Speed Twenty" Alvis and was fairly close behind a Bugatti, and on his tail was Col. Gardner driving a K3 M.G. Gardner was about to pass when the engine of the Bugatti completely blew up, the bonnet became airborne, and pieces of engine flew in all directions—there was smoke everywhere. With the defunct Bugatti on his left, and Gardner, now almost level with him, on his right, he charged into the smoke. It was only the knowledge that the other two drivers concerned would do the right thing (continue on a straight course) that prevented Follett from having a very uncomfortable moment. Motor-racing, he remarks, is a perfectly safe recreation in the company of experts.

When asked what advice he would put forward to the less experienced, he strongly advocated spending a considerable period watching others in advance of starting oneself. Commence with trials and relatively unimportant sports-car events, where one quickly gains experience under the watchful eyes of practised club officials. The J.C.C. have catered very well for the beginner. Always carefully read the rules for events in which one intends to participate. Also learn not to be a nuisance to others. Follett regards hill-climbs as a most specialised and skilled form of racing. So much endeavour and preparation are crammed into those few seconds at Prescott or Shelsley Walsh that they equal a whole afternoon of normal club events.

Early Racing Sunbeams

Anthony Heal recalls Coatalen's experiments of 1910-11, which led to the evolution of the successful road-racing Sunbeams of the post-1918 era.

IN 1909 Louis Coatalen joined the Sunbeam Motor Co. at Wolverhampton as chief engineer. He immediately instituted the policy of experiment in design and test in racing that was responsible for building up the reputation of the Sunbeam Company. It was the Coatalen policy that brought the firm to the leading position in the British motor industry that it maintained for so many years, and it was the abandonment of that policy at the time of the economic slump in the early 'thirties that contributed to, even if it did not wholly account for, the Wolverhampton firm's downfall.

It may not be generally known that, prior to adopting the L-head side-by-side valve-engine for his 12/16-h.p. 3-litre cars in 1912, Louis Coatalen had designed, built and raced (with varying degrees of success) Sunbeam engines both with vertical and inclined overhead valves, and with push-rod and overhead-camshaft valve operation, as well as motors with the more normal T-head, side-valve arrangement. The epoch-making success of the 1912 3-litre cars that won first, second and third places in the Coupe de l'Auto at Dieppe, and which were third, fourth and fifth in the Grand Prix de l'A.C.F. itself (which was run concurrently) has overshadowed the earlier and, in some ways, more interesting experiments. It is proposed, therefore, to give a short account of three of these early cars in this article.

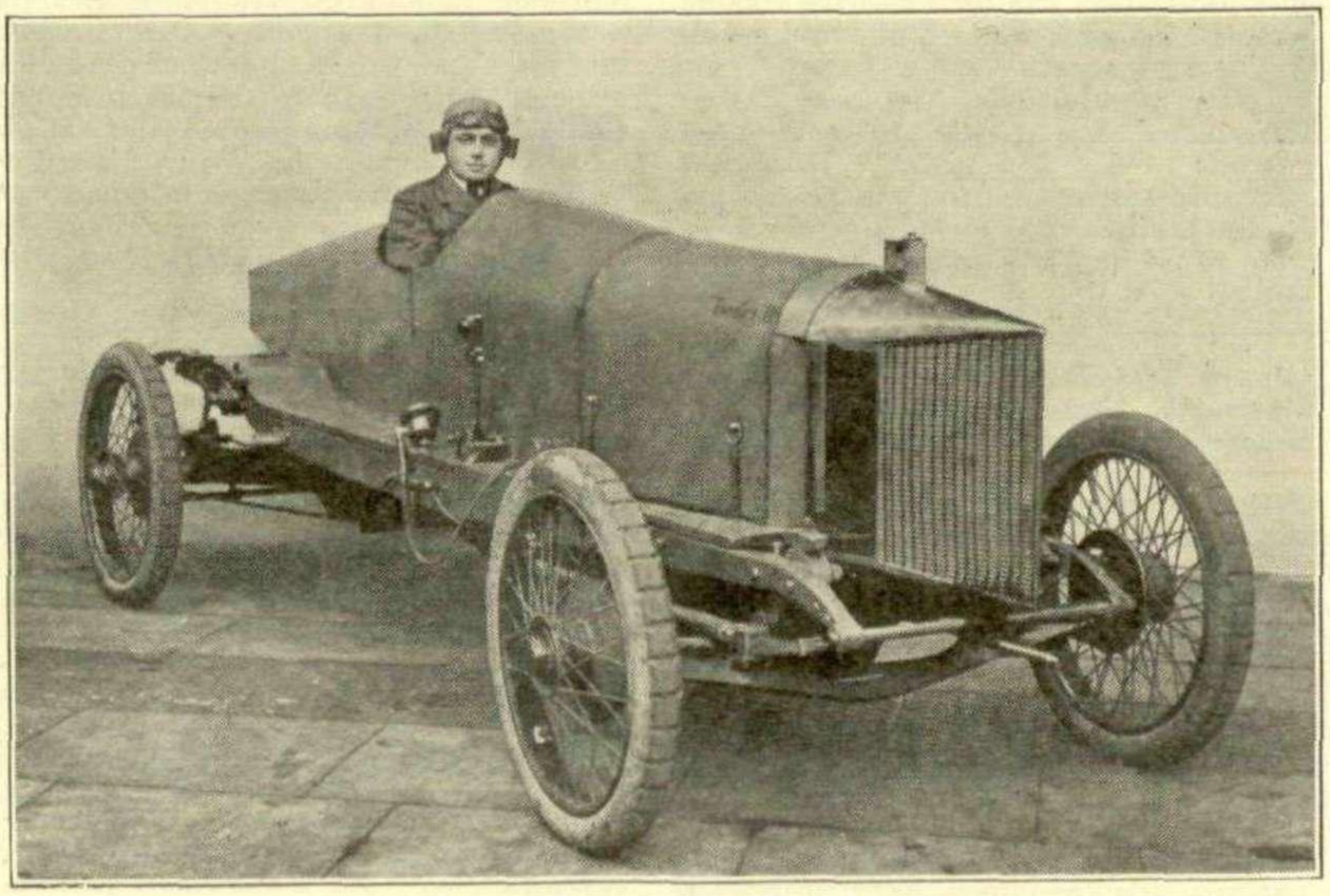
For many years Sunbeam cars had competed in trials, hill-climbs and races in more or less standard form, so that the appearance of the specially-built, cigar-shaped, single-seater Sunbeam "Nautilus" at Brooklands in March, 1910, caused a good deal of interest and speculation. Coatalen was not only a brilliant engineer and an ardent experimentalist, but he was also a keen publicist, and he quickly realised that to the technical lessons to be gained by racing were to be added appreciable advantages in the way of advertisement. "Nautilus's" narrow single-seater body was built up of wooden slats mounted on hoops rather in the manner of a barrel, the nose and tail being formed by cones of polished brass. Only the driver's head protruded through the small cockpit opening. In order to reduce the wind-resistance still further, the front axle carried a streamline fairing and discs covered the wheel spokes. An undershield completely enclosed the underside of the car, and the exhaust pipe was apparently led along inside the car to the opening in the tail cone, instead of protruding from the body.

A small radiator was mounted low down in front of the engine and it was supplemented by another mounted transversely behind the driver's seat. A small hole (about 4 in. in diameter) in the nose admitted air to the forward radiator, but no provision appears to have been made to provide any air flow to the rear one. The cooling system seems to have been the Achilles's heel of the car, for the rear half of the body had to be removed when "Nautilus" raced at Brooklands. Even this expedient appears to have been insufficient, as the car boiled badly. In its first race it was baulked by a collision between two other competitors when it had a good chance of success after covering a lap at 77.6 m.p.h. At the 1910 Whitsun meeting at Brooklands, *The Autocar* reported that "the Sunbeam got away (in the 21-h.p. handicap, 8½ miles) with a fine burst of speed and looked like winning at one period, but all at once it slowed up and was passed by the other three cars owing to lack of water in the radiator causing the engine to overheat." "Nautilus" was at first run with thermo-syphon cooling, but even the addition of a water pump failed to overcome the overheating trouble.

The engine had four cylinders of 92 by 160 mm. (4,244 c.c.). Sixteen overhead valves were mounted vertically in the cylinder head and were operated, through push-rods and rather lengthy rockers, from two camshafts, one on each side of the crankcase. The weight of the operating gear necessitated the use of very strong valve springs and the rockers caused a good deal of side-thrust on the valve stems. These two factors, according to Coatalen (*The Motor*, May 19th, 1914) were the cause of the car's unreliability, but it seems likely that the cooling arrangements must also bear some part of the blame. A forward-facing air scoop on the air intake of the carburetter provided a slight forced-induction effect and this, no doubt, was the cause of statements that had been made that the engine was supercharged. Incidentally, "Nautilus" appears to have been the only chain-driven Sunbeam to have raced at Brooklands.

In 1911, profiting by the lessons learnt with "Nautilus," Coatalen produced another overhead-valve engine for a very successful racing-car known as "Toodles II." To overcome the troubles experienced with heavy push-rods and rocker gear, the new engine had a chain-driven overhead camshaft in order to reduce the reciprocating masses to a minimum. The bore of the new engine was reduced to 80 mm., while the stroke remained 160 mm., giving a capacity of 3,215 c.c. The cylinders were cast in pairs and were set 16 mm. desaxé. The cooling of the valve seats and the lightening of the operating gear had evidently been given special study. There were two valves per cylinder inclined at an included angle of 100°. Each valve was mounted in a detachable water-jacketed cage. Each valve cage had its own water off-take branch, and holes in the joint face registered with similar holes in the cylinder water-jacket. The whole of the water flow had therefore to pass through the jackets of the valve cages. 50 mm. diameter tulip valves with hollow stems were used for lightness. To avoid side thrust on the valve stems, the valve springs were enclosed in thimbles which moved in guides, the forked ends of the rockers bearing on the thimbles. A second return spring was used for each rocker.

The camshaft, which was carried in plain bearings, was driven from its front end by a compound roller chain enclosed in an aluminium casing. Trouble was experienced with the chain thrashing and, to mitigate it, a flywheel was fitted to the front end of the camshaft to damp out variations in torque. As was common practice at the time, the inlet valve opened at top dead centre, but the exhaust valve did not close until 12° after t.d.c. The oil pump, water pump and magneto were driven off the crankshaft



The Sunbeam "Toodles II."

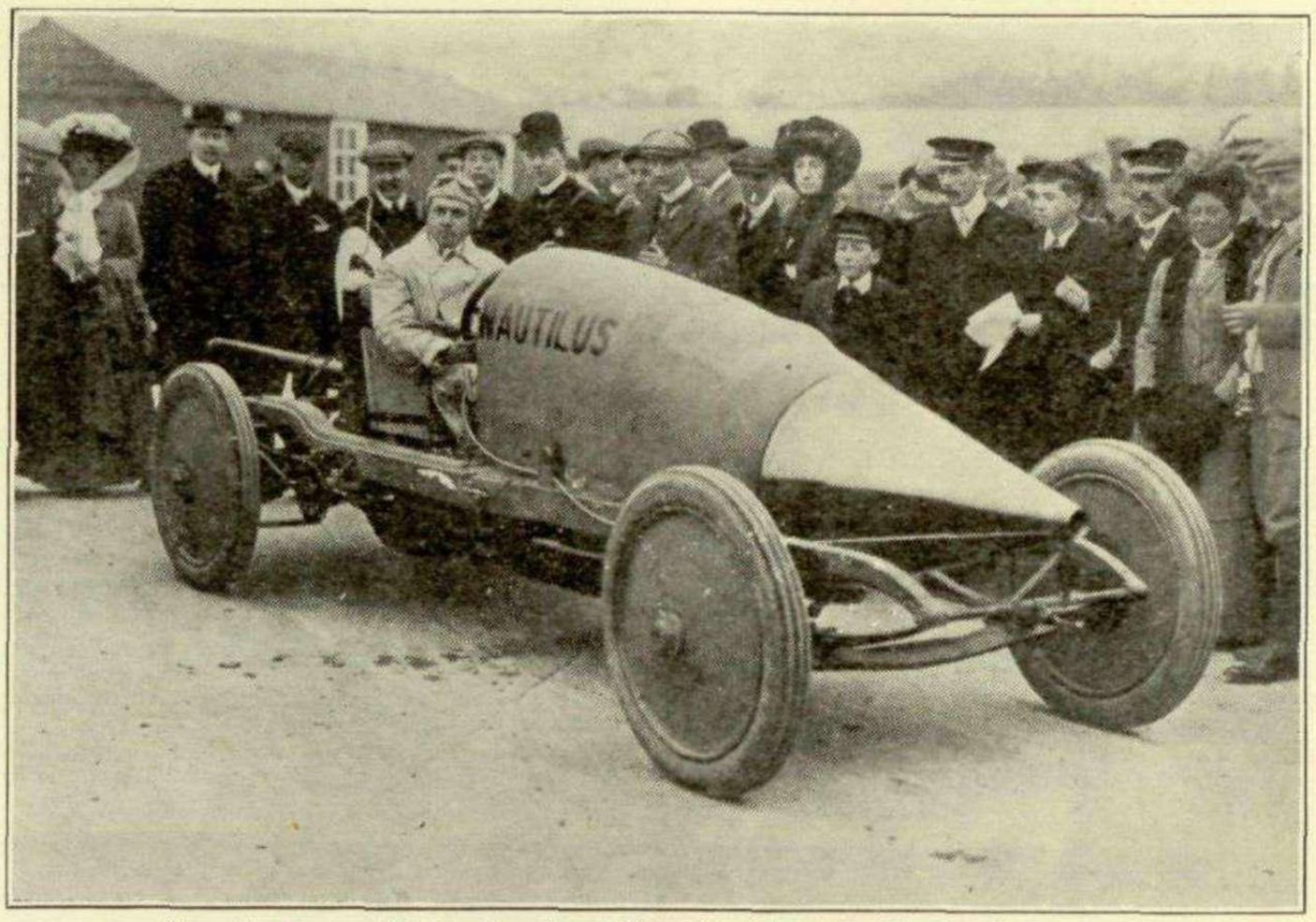
sprocket on the near side of the engine.

Light steel pistons, turned from solid forgings, had most of their skirts cut away very much like the later Ricardo "slipper" pistons. The piston crown was steeply conical and, with the hemispherical combustion chamber, gave a *compression ratio of 5 to 1.* With their two compression rings and gudgeon pins complete, these steel pistons only weighed 1 lb. 7 oz. Long, narrow H-section connecting-rods were carefully lightened by a row of 14 holes of graduated size, so that little of the centre web remained. Throughout the whole design great care was obviously taken to reduce the weight of all the reciprocating parts, and one is reminded of Coatalen's famous saying: "An ounce off the piston is worth a pound off the crankshaft and a hundredweight off the chassis." At 2,600 r.p.m. the engine gave 63 b.h.p., which was 26 per cent. more than the side-valve racing engines developed from the 80 by 120 mm., 12/16-h.p. model.

Not only was unnecessary reciprocating weight eschewed, but the frontal area of the car as a whole was reduced to a minimum. The narrow, sharply-pointed radiator was built up of oval-section tubes with numerous small conical projections. The air, after passing through the cooling element, was discharged through vents on either side of the bonnet. A bulkhead behind the radiator sealed off the engine compartment. The steering gear was mounted centrally, and a slender single-seater body with a longish, pointed tail was fitted. A smooth undershield ran the whole length of the car.

The chassis was a standard 1910 model with ¾-elliptic rear springs. Rudge-Whitworth wire wheels were used and Triou hydraulic shock-absorbers damped the axle movement.

During 1911 "Toodles II" won 22 prizes, including a five-mile match race with C. A. Bird's 60-h.p. Napier at 83 m.p.h., and two short handicap races at the Brooklands Whitsun meeting. Coatalen also broke the 16-h.p. Class Short Record (½ mile, flying start) at 86.16 m.p.h. The season's successes brought the Sunbeam Company and their chief engineer a great deal of very welcome réclame and, in order to follow up the advantage thus gained, another engine was built early in 1912 with a gear-driven overhead camshaft in place of the chain-drive used on "Toodles II." No record appears to exist of this engine ever having been raced, and this may be due to the fact that the energies of the firm were devoted in 1912 to the preparation of a team of side-valve 12/16-h.p. cars for the Coupe de l'Auto.



The Sunbeam "Nautilus" at Brooklands, offending tail removed.

As mentioned earlier, this policy paid a handsome dividend when the three basically standard Sunbeams swept the board at Dieppe. Their success was largely due to careful preparation and test at Brooklands, but the experience gained by a lone entry in the 1911 race must also have stood them in good stead. The fact is often overlooked that Sunbeam's first attempt at international road-racing was the modest entry of a single 12/16-h.p. car in the Coupe de l'Auto in 1911. The car used on this occasion was basically standard. The engine had four cylinders (80 by 149) in a monobloc casting, with T-head. Pressure lubrication was used and the cooling was assisted by a water pump and a fan. A Bosch magneto and a Claudel carburetter were fitted. The cone clutch transmitted the power to a 4-speed gearbox and "live axle." Third-gear gave direct drive and top was geared up. Rudge-Whitworth detachable wire wheels were fitted and two spares were carried, one on each side of the car. The bodywork was of roughly streamline form, and the pointed tail bore a striking resemblance to those used on F.I.A.T. racing cars in 1922, and on Bugattis from 1924 onwards. To reduce the time spent at the "ravitaillements," two filler caps were provided, and a photograph of the car refuelling shows two large "bidons" being emptied simultaneously. The race took place over ten laps of the Boulogne circuit and the total distance was 315 miles. Louis Coatalen shared the driving with T. H. Richards, who had handled the 30-h.p. 6-cylinder Sunbeam during the 12-hour World's Record at Brooklands. On the first lap the Sunbeam lay 10th, but it climbed to 7th position for the second and third lap. On the fourth round it was passed by Burgess (Calthorpe), but recovered the position by overtaking him on the next lap. The Sunbeam maintained 7th place until it was passed by Porporato's Gregoire. A skid due to an excess of enthusiasm in an attempt to overtake the French car eliminated the Sunbeam on the eighth lap. Thus ended the Wolverhampton firm's first entry in an international event. A modest enough beginning to what was to prove to be a long and successful racing career.

COFTON HACKETT—

continued from page 247

The Mephistophelgatti and Hudson-Triangle Special spun at the first bend and C. A. N. May (Ford) hit the barrels on both runs.

Lones was using a 14-to-1 compression-ratio on his two-of-everything J.A.P., and methanol fuel.

Bainbridge drove Ansell's ex-Reggie Tongue 16-valve Maserati, which has been waiting all season for a new block—a beautiful car marred by a notice: "This is Ansell's Best Mild" on the body.

Gerard and Connell were very polished, Salvadori (Riley) good, but Brooke blipped and Parnell was slow in the Maserati. Roy Parnell handled the Delage well, its i.f.s. working overtime.

Mrs. Darbishire (Bugatti) seemed to throw her car into a series of phenomenal avoidances, recovering with further armwork, the course being a tricky one.

Lund's ex-Spikins' Singer Bantam was misfiring, Rowley's blown 2-litre Bugatti experienced wheelspin, and Tyrer's ex-Esplen R-type M.G. lacked speed.

Buck handled his old Bugatti very neatly, the ex-Malcolm Campbell, Ten-engined, road-equipped Ford Midget of Carding accelerated well, and Millington seemed to select the wrong ratio in the Watkins-Nash.

Monro ran his 2-seater Invicta, Pollock's blown Frazer-Nash Six seemed almost over its teething troubles, Gahagan's 4-seater "2.3" Alfa-Romeo was good to watch, and Sanders ran his fine, aluminium-bodied 4-seater "30/98" Vauxhall as a racing car—it cornered nicely but displayed overstressed front springs.

Johnson's Darracq was rapid in spite of misfiring, Ostle's Riley had curious, pointed mudguards, Penn's Riley a long, Dixon-like tail, and James' Alfa-Romeo carried someone else's disc wheel as spare, to comply with the regulations.

SIDESLIPS

by

"BALADEUR"

"AT Kingsclere, we turned down the lanes, well-surfaced, flanked by gracious country-houses standing in orderly grounds, and seemingly quite devoid of traffic. . . . We fell to reflecting what a lot of motoring must still remain to be chronicled, considering how the motor car must have been adopted cautiously in these parts. . . . Perhaps some day someone will recall all these happenings . . ."

The quotation is from page 197 of the September issue of MOTOR SPORT, and, as far as I know, that last "perhaps" may have been a pretty large "perhaps" in the mind of the writer, as he recorded his impressions of a "sunny, sleepy afternoon" drive in the summer of 1946. But it so happens that there has fallen into my possession a stoutly bound octavo notebook which formerly belonged to the chatelaine of a house that looks across the few miles of rolling intervening country to the high ground which flanks Kingsclere on the south, and in it there is recorded in contemporary style the earliest motoring experiences of its original possessor. Unlike so many early motorists, her husband was in no way connected with the motor industry, he belonged to no motoring club, he would hardly have regarded himself as an expert automobilist; but he drove his own car instead of relying on the doubtful skill of a professional chauffeur, and the contents of the notebook are probably as faithful a chronicle of the experiences of the "average owner" when motoring was yet young as you could well have. I propose, accordingly, to transcribe them; and if his readers find the result exceedingly boring, well, in my opinion, the Editor has, frankly, nobody but himself to blame!

The notebook, then, is entitled "Log Book of Motor Car purchased September, 1903: 6-h.p. De Dion, Panhard gear. Carriage built to order," and it starts off with:

"TOUR TO SCOTLAND, 1904.

"*Saturday, August 20th.*—Fine day. Left home 8.30 a.m. Arrived Oxford 10.50. Delayed by exhausted accumulator. Arrived Northampton 4 p.m. Running about 6 hours. Distance 80 miles. Burnt 4 gallons petrol.

"*Sunday, August 21st.*—Fine day. Left Northampton 8.25."—at which point I must comment that they had presumably spent the night in Northampton at an hotel and nevertheless succeeded in starting after an earlier breakfast than it would be easy to achieve in 1946; a fact which, if one were not acquainted with Continental standards in such matters, would seem to belie the epic comment on this country made by that famous early motorist, the Baron Pierre de Crawhez: "People get up late, and everything is closed on Sundays, particularly in Scotland." (*On se leve tard, et tout est ferme le dimanche, surtout en Ecosse.*) But to return to the log book.

"Went *via* Stamford and Grantham. At Newark, delayed by punctured tyre. Had to put on new one. Arrived Retford 5.50. Running about 6½ hours. Distance 92 miles. Burnt 5 gallons petrol.

"*Monday, August 22nd.*—Pouring wet day. Left Retford 9.30 a.m. Arrived York 2.15. Running 4½ hours. Distance 55 miles. Burnt 3 gallons petrol.

"*Tuesday, August 23rd.*—Wet morning. Left off raining about 11.30"—by which time, one fears, there must have been a nasty puddle in each seat.—"Left York 9.15. Arrived Thirsk 11 a.m. Waited there 1½ hours to adjust brake. Arrived Durham 4.30. Running 5¾ hours. Burnt 4½ gallons. Distance 67 miles.

"*Wednesday, August 24th.*—Showery morning. Fine afternoon. Left Durham 8.30. Left Newcastle 9.45. Lunched Felton 12.30. Running 7 hours. Distance 79 miles. Arrived Berwick-on-Tweed 4.30. Petrol 5½ gallons. Very hilly, especially at Alnwick and Belford.

"*Thursday, August 25th.*—Fine morning. Left Berwick-on-Tweed 8.30. No petrol in town. Purchased some at blacksmith's at Cockburnspath. Reached East Linton 12 noon. Discovered ball race of right-hand hind wheel was unsoldered. Repaired by local blacksmith. Started again 3.30. Rain storms. Took wrong turn and went round by Dalkeith. Reached Edinburgh 6 p.m. Running 6 hours. Petrol 4 gallons. Distance about 67 miles.

"*Friday, August 26th.*—Left Edinburgh 3.30. Went to ferry at Granton. Crossed to Burntisland on steamer. Stayed night at Kinross. Distance without crossing about 16 miles.

"*Saturday, August 27th.*—Left Kinross 9.30. Stayed at Bridge of Earn ½ an hour. Bought petrol in Perth. Arrived Dunkeld 12.30. Lunched there. Started again 1.15. Stopped at Pitlochry to buy petrol. Arrived Blair Atholl 3.30. Running about 4½ hours. Petrol about 4 gallons. Distance 52 miles.

"*Sunday, August 28th.*—Started 9 a.m. Drove till 1.15 over the Grampians, through Aviemore and Moy. Lunched at road-side. Started again 1.50. Reached Inverness 4.25. Running 6½ hours. Distance 83 miles. Petrol 5 gallons."

They had now covered some 600 miles, and it was clearly time for a rest. From August 29th until September 17th they were evidently staying with friends near Inverness, and then, after a break of three weeks, the log book is resumed.

"INVERNESS TO ABERDEEN."

"Left Inverness *Saturday, September 17th*, about 11. Two miles from Nairn discovered differential screw was broken. Had to be dragged in by horse. Took all day to mend.

"*Sunday, September 18th.*—Left Nairn 8.45 a.m. Went *via* Keith and Huntly. After Huntly, crossed the Ochill Hills. Stopped for lunch at road-side shortly after Keith. Accumulator, which had run all the way from Oxford (about 800 miles), showing signs of weakness, put in new one charged at Northampton. After Huntly, in a desolate part of the mountains, second accumulator ran out. Replaced old one and reached Inverurie about 5 p.m. Gale in our teeth all the way.

"*Monday, September 19th.*—Left Inverurie 10 a.m. Accumulator recharged. Just enough petrol to reach Aberdeen. Car sent from there by sea to London."

Well, the equinoxes were approaching, and perhaps they had had enough of gales, whether in their teeth or not, because I do not expect that they enjoyed much protection from them in the "carriage built to order." And that is all that the notebook has to say about the "6-h.p. De Dion, Panhard gear," except for a sort of foot-note which records that the "car ran continually until April, 1913, nearly 10 years, when it was sold." But from the record of its performance on that trip to Scotland, which is preserved in the log-book, two salient features seem to me to stand out—the remarkable reliability of the single-cylinder De Dion engine, and its equally remarkable extravagance. Not once is there any reference even to any starting difficulties, and, apart from faulty accumulators, whose misbehaviour can hardly be laid at the door of Messrs. De Dion Bouton, the engine does not seem to have given a moment's trouble.

But its extravagance was positively shocking. According to the figures given in the log-book, the total distance to their stopping place near Inverness was 623 miles, which were covered at an average speed of 12½ m.p.h. and at the cost of 35 gallons of petrol, or at the rate of approximately 18 m.p.g. The road in places was admittedly hilly and I expect that they had to use second and first speed a good deal; but even allowing for this factor, the figure of petrol consumption just shows what happens if you run an engine with an automatic inlet valve at 1,600 r.p.m. This subject of thermal efficiency is one which has for long had a certain fascination for me; I have threatened before now to enlarge upon it; perhaps one day I shall actually do so. You have been warned!

But having disposed of its first automobile, the log-book was far from having finished. On the contrary, the next page announces progress to bigger if not better motor cars, with the entry: "Argyll Car, 12/14-h.p., 2-cylinder. Tonneau back to seat 5 persons in all. Purchased July, 1905, through Farman Automobile Co., Long Acre."

It had been selected, I fancy, with considerable care, for in the company of the log-book there was a large limp-covered folio volume, entitled "Peach's Motor Annual, 1905," which listed a whole range of automobiles which could be supplied by Frank Peach & Company, from the 4-h.p. Orient-Buckboard, which cost £90, to the 110-h.p. Napier, for which they asked a cool three thousand—and a pound *was* a pound *in 1905, remember.* (By contrast, the most expensive Rolls-Royce came out at only a third of the price, while you could have one of their little 10-h.p. "twins" for a mere £385.) In fact, the task of selection finished, as far as I can see, by confusing the keeper of the log-book, because according to Mr. Peach, and he seems to be borne out by other contemporary evidence, the 12/14-h.p. Argyll was a 3-cylinder, and the only twin marketed by the company was the 10/12-h.p. fitted with an Aster engine. Mr. Peach even shows a picture

of it, and it is rather a stylish-looking turn-out, with a separate lever to engage reverse and a curly bulb horn on the steering wheel. But—it cost £350, and if they had only sprung an extra 10 per cent., they could have had a Rolls!

However, the accuracy with which its log was kept doubtless reflects the pride of its owners in the new car. "*July 10th*," it starts off, "Brought from London, 47 miles; short distances, 12 miles. *July 11th*—Station and trial runs, 15. *July 13th*—Trial runs, 7"; and so on. August came and they were off to Scotland again. Two days were now sufficient for the 270 miles to Durham, which had taken twice as long to reach the year before in the 6-h.p. But if the Argyll was faster, it suffered perhaps from the defects of its qualities. At Durham, on the way south, "coil was discovered to be damaged and we had to stop. *August 18th*.—New coil had to be adjusted. Started at 10. Had to stop at Darlington to have switch put on. Drove without stopping to Doncaster. 15 minutes for tea. Started again at 5. 10 miles from Nottingham tyre punctured, had to put on spare one in Sherwood Forest. Drove in the dark. Arrived Nottingham at 8.30.

"*August 19th*.—Started at 9. About 3 miles from Nottingham tyre burst. Put on two, one after the other. Started again at 11 o'clock. Reached Loughborough. Had both inner tubes vulcanised. Started again at 1 o'clock. At Leicester one cylinder stopped sparking. Adjusted it in garage. Started again. 3 miles out tyre punctured. Put on vulcanised spare inner tube. Punctured again. Returned to Leicester on flat tyre.

"*August 20th*.—Started 9 a.m. Coil had to be adjusted all the way. 8 miles from Banbury tyre burst, crawled into Banbury. No new ones to be had, left car there, home by train.

"*August 21st*.—Fetched car from Banbury. Two new inner tubes burst inside new cover. Came home on one tied up with string and new one bought in Oxford."

But it would be unfair to judge the performance of the Argyll by the trials and tribulations of the return journey from its first trip to Scotland. For the most part the bald record of mileage covered as it trundled round the still deserted roads of the Hampshire–Berkshire border, as it was taken to London and the north, or as far east as Dover, or as far west as the Lizard, is a measure of its reliable serviceability. Of course it had its tyre troubles, like all cars of the period. At 1,500 miles, the log-book records, "two secondhand covers bought, one proved a failure"; at 2,000 miles, "2 new tyres, 2 tyres banded with leather non-skids"; at 3,000 miles, "two new Dunlop tyres"; at 7,000 miles, "two new banded tyres put on. One bulged almost at once. Gaiters put inside." And I do not pretend that it was wholly free from mechanical troubles, although in 1906 and 1907, once, that is, that it had been properly run in, it seems to have had a remarkably good record. In 1908, "top speed gear and reverse had to be renewed." In 1909, "taxi cab ran into motor at Paddington. Had to have front axle and steering rods mended"; and, some months later, it had "new spring put in." Towards the end of 1910 there was further trouble. "Differential had to be taken down, new pins put"—and not, apparently "put" very successfully, because in February, 1911, on the way to St. Albans, "Differential and brake broke on Elstree hill. Pushed into Edgware." There followed a run of gearbox trouble. In April, "gears went wrong"; in May, "gears went wrong at Hurlingham"; and in June, "gears went wrong at Hampton." Finally, on October 9th, "Piece flew out of the cylinder. Went to station after that"! Which is a good deal more than a good many of your moderns would do.

But the Argyll, clearly, was getting a bit long in the tooth, and in March, 1912, the faithful chariot was sold, after having covered, according to the log-book, the useful total of 25,563 miles. I should think that the owner was well satisfied that he had had his money's worth out of the £350, which his Argyll had cost him. All the same, she was outlived, be it noted, by the "6-h.p. De Dion, Panhard gear."

* * *

Of course the extravagance of the latter would be a serious matter nowadays. I incline to doubt whether there are many Regional Petroleum Officers who would know what you were talking about if you asked for supplementary petrol coupons because your car had a high-speed engine and automatic inlet valves. Not, of course, but what there are not means of overcoming these difficulties if you are willing not to count the financial cost too closely.

"Do you remember my old M.G.," he asked me, "which had a difference of opinion with a traction-engine one night before the war, just outside Exeter?"

"I do," I replied, "and having seen the wreckage, I can never understand how you survived to be a menace to poor harmless traction-engines in the future."

"Oh!" he said, "that's the extraordinary thing, really, about motor accidents. You can have crashes that make the most frightful, terrifying noises of crumpling metal, but it's very seldom that you get crumpled much yourself. However, after that one, the second-hand market not being what it is to-day, it was held that very little value attached to what was left of the poor old M.G., and I sold it to a breaker for a 'fiver.'"

"I see," I said, not quite understanding what all this was leading up to, "and did he succeed in straightening it out or something?"

"Oh, no," he replied, "he took it to little tiny bits—'took it abroad' is the phrase they use for it in Devonshire—and melted them down for scrap metal. I more or less watched the process myself, as I used to visit his yard periodically in the hope that he might have dug up something in the antique motor-car line. But the point of all this is that, as he never had any other intention than to break the M.G. up, he did not ask me for its registration book. I found it in a drawer the other day and, of course, I promptly renewed the licence. Something like licensing a ghost, you know."

"I see," I said, "and do you find the car much use in spectral form?"

"Much use!" he replied, "why, of course I do. With the help of its coupons, the Bentley's petrol problem is nothing like as acute as it was. I am sure the poor old M.G. could have wished for no better memorial."

BRDC Notes

NEW NATIONAL COLOUR

Some time ago it was announced that for a trial period of two years (commencing in 1947), the distinctive colour for British cars in International competitions will be blue, with the national flag on each side of the car. The actual shade has not been defined, and it is suggested that Royal blue should be used to differentiate from the shade used by the French. The position of the national flag has not been laid down, as it will obviously depend on the shape of the body, the location of the race numbers taking precedence. The size must be 1,575 square cm., which means that the Union Jack will measure approximately 32 cm. by 48 cm.

CLUB CHRISTMAS CARD

Limited quantities of a club Christmas card designed by George Lane will be available early this month. The card measures six inches by five inches, is printed on a Cornwall grey board, and the club badge is die-stamped in green. The price is 9s. per dozen, inclusive of envelopes and purchase tax, and orders, accompanied by remittance, should reach the secretary as soon as possible.

BUFFET SUPPER AND FILM SHOW

A buffet supper, followed by a film show and entertainment, will be held at the Gaumont British Cinema, Film House, 142-150, Wardour Street, W.1, at 7.30 p.m. on Thursday, November 7th. The film programme includes news-reel shots of the following 1946 events: Elstree Speed Trials, Nice Grand Prix, Shelsley Walsh, London Cavalcade of Motoring, Ulster Trophy race, 100-mile race at Atlanta, Brighton Speed Trials, and the novel "entertainment" promises to be very amusing. As accommodation is very limited, members are advised to make early application for tickets, which are 10s. each.

BADGES

Delivery of club car badges has now commenced and all outstanding orders should be cleared within the next 14 days. Fittings are not yet available, but little difficulty will be experienced in improvising some form of attachment as the badge has a threaded shank fitted with two lock-nuts. Current prices are as follows: car badge £2 2s., silver buttonhole badge 15s., alloy buttonhole badge 7s. 6d., cloth overall badge 5s.

WANTED

Two E.N.V. close-ratio gearboxes, either Type 110 or 150. Alternatively two E.R.A. or similar boxes. Details to the secretary.

RUMBLINGS

Spider

One of the most interesting happenings at this season's sprint events was the return of Basil Davenport's famous Spider, which climbed Shelsley Walsh in 45.65 sec. to win the 1½-litre class and make fastest time by an unsupercharged car at the first post-war climb. This ascent was the fastest of all those great runs in this car which Davenport has made at Shelsley Walsh, with the exception only of his time of 44.6 sec. put up in 1930 when competing against Stuck's 3-litre Austro-Daimler. The successful re-appearance of this famous sprint car has naturally aroused much controversy. A lot of people thought that G. H. Symonds had acquired the Spider, but actually the car he raced immediately before the war was Davenport's 2-seater practice car, in which he used a 2-valve-per-pot engine, but which Symonds ran with a new body copied from the Davenport single-seater and in which he installed a Davenport 4-valve-per-pot engine. We are glad to be able to sort things out in Davenport's own words. Here is what he writes :—

" The car I am now running is my original ' Spider,' which was assembled by me in 1923. The chassis was purchased from the Frazer-Nash works, who at that time were in London Road, Kingston-on-Thames. The body, which I made myself, was on the same style as that of Kim II, a car used by Captain Nash with great success in 1920/21.

" During 1924 I used a 2-valve-per-cylinder, o.h.c. engine of 1,100 c.c. This engine had the camshafts driven by a chain at the rear of the cam boxes, on the same lines as my present engine. About this time I was fortunate in being able to purchase from Captain Nash a 1,500-c.c., 4-valve-per-cylinder engine, out of a car called " Mowgli," which had lapped Brooklands at over 90 m.p.h. in 1922, a very good performance in those days. I started racing with this engine in 1925, and it was the basis of all the success I had from 1926 to 1930. I knew I was on the right lines when, at a Southport meeting in 1925, I did 92 m.p.h. over the measured mile. At Shelsley that year I was unfortunate, as the big-end broke up 100 yards from the finishing line, and I had to free wheel the rest. Even so, I was only half a second slower than Segrave's Sunbeam. After this performance, I was convinced that with luck I could make f.t.d. [Another fine performance of Davenport's in 1925 was f.t.d. at Colwyn Bay.—Ed.]

" With the experience gained in 1925, I discovered the method of keeping a V-twin engine running correctly and in one piece for the distance of one mile.

" At Shelsley, between 1926 and 1929, I won seven consecutive climbs, comprising three trade and four amateur events.

" In 1926 my time was 48.8 sec., ending in 1928 with 46.4 sec., all on a flint surface.

" In 1930, against Von Stück, I did my best time of 44.6 sec. on the tar road, as it is to-day, but with hand-signalling at the start. Although beaten by Von Stück, I remain more pleased with this performance than any.

" From 1926 to 1930 the modifications to ' Spider ' were as follows : first, I used one carburetter, a 40-mm. Solex, and petrol-benzole fuel. In 1927 I had two carburetters and used R.D.1, with an 8 to 1 compression-ratio and new camshafts. In 1930 I got up to a 10 to 1 compression-ratio. Of course, various parts were substituted as the old ones gave out, which was fairly often.

" Originally I used forked connecting rods. This practice is universal on all V-twin motor-cycle engines, and it gave me a lot of trouble. The rods occasionally broke just above the fork, with disastrous results. In 1927 I made the chief alteration to the engine, by advancing the right-hand cylinder ¾ in. and using two single rods side by side, which eliminated any further trouble.

" After Von Stück's time of 42.8 sec. in 1930 it was obvious I would have to try to go quicker.

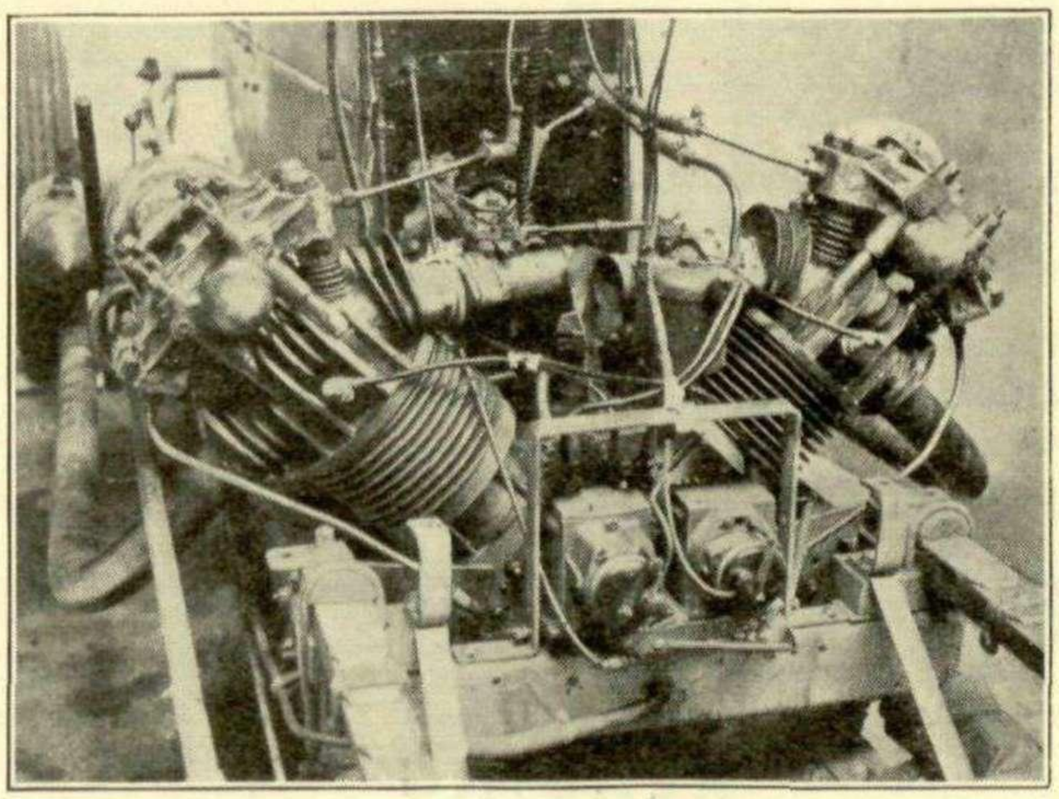
" Dr. G. Mucklow, now Professor of Engineering, Birmingham University, designed new cylinder heads, to replace the original ones which were of light construction in aluminium bronze and inclined to warp. The new heads worked in with the existing cam boxes and layout, and were fitted in 1931, together with front wheel brakes. I ran twice without success (46.2 and 49.2 sec.) and then, owing to pressure of business, I retired from the game in 1931.

" With the ending of the war, and the encouragement of G. H. Symonds, who had previously bought my spare car with a 2-valve o.h.c. engine, I decided to have another try. In this I was fortunate in having the help of my two younger brothers, A. C. and M. E. Davenport, both very clever mechanics and well-known racing motor cyclists. We had to build the car up from scratch, as the engine had been taken down when I retired in 1931. We soon discovered the reason for, and remedied, the fall in speed experienced during that year.

" At present I am using a compression-ratio of 11 to 1, with alcohol fuel. The engine will do 5,000 to 5,500 r.p.m., and the three ratios I use at Shelsley are 10 to 1, 6.6 to 1, and 5.2 to 1, which give maximum speeds of 45, 66 and 75 m.p.h., respectively. The rear wheels are fitted with 16 by 5 tyres and the front with 19 by 4, which I considered the most suitable of those available at the time. The weight of the car is 10 cwt.

" I find it very interesting returning to racing after an interval of 15 years, and hope to get ' Spider ' going faster next year."

We certainly hope you do, B. D. H., for you deserve your successes, if anyone does.



The 1½-litre, four-valve-per-pot, chain-driven, o.h.c. V-twin engine which this year propelled B. H. Davenport's Frazer-Nash " Spider " up Shelsley Walsh in 45.65 sec.—basically the same engine with which he took the record for the hill in 1926, '27 and '28.

* * *

Discussion

Last month Rivers Fletcher put over another " Rembrandt " luncheon and discussion. This time Oliver Bertram took the chair, and very ably did he conduct the meeting, which took the form of a discussion on problems bearing on the future of competition motoring. A sort of informal version of the R.A.C.'s Meeting-of-the-Clubs, as it were. Such subjects as international racing, the G.P. formula, ex-enemy competitors, G.P teams for Britain, and kindred subjects having been declared taboo, the discussion developed around such things as scrutineering, handicapping, what is a sports car ? and the Technical Press.

Major Dixon Spain spoke first, by way of introduction, stating that this year the R.A.C. had issued 600 competition licences, vetted 20 courses, and sanctioned 34 speed events. He warned organisers against the fearful fuss that would follow a fatal accident to a spectator at such meetings. Those present (their ranks somewhat depleted by the Horndean sprint on the same day) then debated whether sports and racing cars should be allowed to run together in the same event. Credit goes to Ian Connell for the best suggestion—let the racing cars have their second runs immediately after their first runs, while engines are warm, opening and concluding the meeting with the sports-car runs. This would save hanging about with temperamental machinery and enable cars to be packed into vans and on to trailers earlier than is now the case. It might also materially assist in getting the fast cars two runs over a dry course. Thank you, Connell !

On the subject of handicapping, Philip Turner put in a word for individual handicaps (B.A.R.C. fashion), but everyone else was against it. Someone suggested grouping cars into different classes on the basis of performance, irrespective of type of car, driver, etc. A matter which was not discussed but which should have been, was whether capacity classes at sprint meetings shou'd be standardised, or the sub-divisions left to the discretion of the different organisers. Personally, we rather like the spice of variety which results from the existing haphazardness. The debate on scrutineering didn't get anywhere in particular, and the age-old question of what is a sports car acted as a red herring across the trail. On the subject of race reports in the Technical Press, Laurence Pomeroy said he would like to lie in a slit at the side of the course, the better to watch i.f.s. in action. That concluded the official meeting

We hope these Rembrandt meetings will continue to be an annual fixture—but rather later in the year when no active participation in the Sport is to be had elsewhere.

BOOK REVIEW

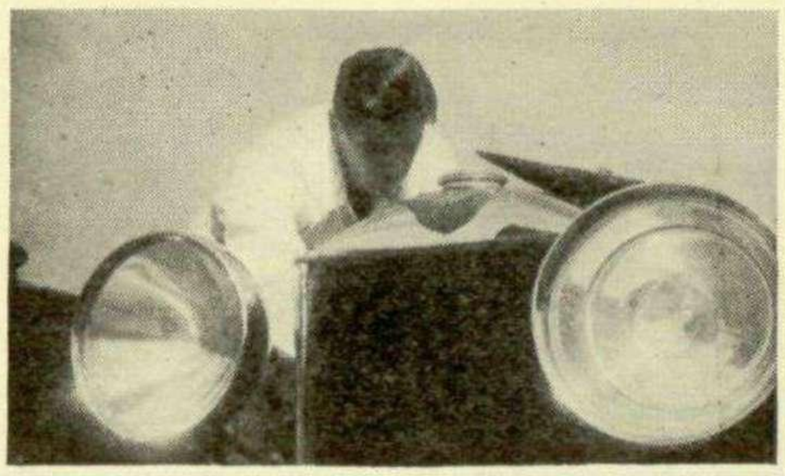
" Bouverie Street to Bowling Green Lane," by A. C. Armstrong, A.I.A.E. (*Hodder & Stoughton, Ltd.*, 20s.)

A. C. Armstrong, Managing Editor of *The Motor*, offers in this book a history of 55 years of specialised publishing on the part of Temple Press, Ltd. Dealing with the introduction and development of such papers as *The Motor*, *Cycling*, *The Cyclecar*, *The Motor Boat*, *The Motor Ship*, *The Aeroplane*, *The Commercial Motor*, and many others, this work is of direct interest to those associated with, or interested in, motoring journalism.

The author of " Bouverie Street to Bowling Green Lane" emphasises the greatness of the more prominent writers and artists who have been with the Temple Press between 1891 and 1946. Of note are Lipscombe's mechanical perspective sketches of car mechanism of 1904–5 and the first Atlantic-radioed pictures of Segrave taking the Land Speed Record in 1927.

We would have enjoyed more details of the author's G.N. days, stories associated with obtaining scoops for *The Motor*, and greater space devoted to those colourful " *Motor* " personalities, the late Humphrey Symons and present Technical Editor Laurence Pomeroy. Only once does Armstrong refer to Motor Sport, and then only to remind his readers that George Lane, now a regular *Motor* contributor, " began with amateur sketches " in this paper ! We cannot refrain from reminding Mr. Armstrong that one of *The Motor's* Technical Editors and both its present Sports Editors may be said to have served their apprenticeship in motoring journalism by contributing to Motor Sport.

Apart from these criticisms, we like " Bouverie Street to Bowling Green Lane."



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Club News

WE HEAR

Although prices generally remain at staggering levels, a few interesting cars came up recently at fairer figures. Notably a 1924 "Monza" Hispano-Suiza, less tyres, in Exeter; a 7th Series 2-seater Lancia "Lambda" with six good wellbase tyres but wrecked 8th Series engine, for £60; and a 1922 Rolls-Royce "Silver Ghost" with Barker open touring body, stored since 1939, and with one owner since new, for £100. A nice car, this last-named, it would seem.

Congratulations to James Brymer, the motoring photographer, on his recent marriage.

J. A. Palmes, of Jarvis & Sons, Ltd., has a 9-ft. wheelbase 1926 "Red Label" 3-litre Bentley, newly-bodied by his firm. He bought it from Emons, and apparently Bowler did quite a lot of work on it, but its past or original form is a closed book to its present owner. Can anyone supply him with the car's history, please? The Reg. No. is YK 1664. T. A. D. Crook severed his connection with Raymond Mays & Partners, Ltd., just before the last Prescott meeting, and his 328 B.M.W. was prepared privately, in Lincoln. It ascended the hill in practice in a little over 53 sec. Crook is disposing of his well-known "2.9" Alfa-Romeo "to make way for something even faster next season," but he intends to retain the B.M.W. Until further notice Vauxhall Motors, Ltd., are staging a Jubilee Exhibition at Luton, with such things as a tiller-steered veteran, a "Prince Henry," a "30/98" and some excellent models, including one of the pre-1914 Brooklands racing Vauxhall, "KN," on free display. The October issue of *The Model Car News* excelled itself with a very fine scale-plan of a "T.T. Replica" Frazer-Nash and a detailed account of the S.M.M.T. Exhibition models. Neville's 1903 Gladiator, which he ran in the Coventry–Birmingham Cavalcade, occupied some six weeks, working 14 hours daily, to get it ready. The car now starts with a single swing and runs down to 10 m.p.h. in top gear. The drive is *via* a leather cone clutch from a very compact 2-cylinder engine, while the radiator has a false shell. Neville still carries the original sparking plugs about with him, which have a spark gap of 3/32 in.!

Ever original, the Trojan concern has introduced a supercharged 4-cylinder, 2-stroke engine of 1,186 c.c. for its new 15 cwt. van; 24 b.h.p. is developed at a mere 2,300 r.p.m. The Plug and Spanner Garage has recently completed an aerodynamic body of very fine construction on a 2½-litre Jaguar chassis. Oscar Moore has purchased Leslie Johnson's 328 B.M.W., and also runs his left-drive B.M.W. in sprint events. He would be interested to hear of anything similar for disposal, for his own use. At the International Prescott meeting, first "Bira," then Mrs. Gerard, begged lifts up the hill during practice in his left-drive car. Mrs. Arklay is using a 1927 "14/40" Delage with very Continental, close-coupled closed body, which car is believed to be a D.I., with D.I.S.S. engine. Guy Griffiths has been using a Riley Nine saloon, but has a "1,100" Fiat saloon coming along, with 9-to-1 compression-ratio. Capt. Widdowson has bought an 8th Series Lancia "Lambda" saloon through a MOTOR SPORT advertisement. Before the war he ran a Rover Twelve, and he once owned a straight-eight Bianchi, which had too great an appetite for its lower-gear teeth. Down at Brooklands, Scale Models, Ltd., are producing some 1,000 of their little model Maserati, E.R.A. and Alta racing cars a week, and still cannot keep pace with demand. Rolls House

FIXTURES FOR NOVEMBER

2nd. M.C.C. Buxton One-Day Sporting Trial, and Dinner/Dance.

7th. B.R.D.C. Film Show, Wardour Street.

9th. S.U.N.B.A.C. Vesey Cup Trial, Birmingham area.

10th. V.S.C.C. Rally, Bisley area.

16th. Bristol M.C. and L.C.C.—John Douglas Trophy Trial.

17th. Brighton and Hove M.C. Half-Day Trial.
Harrow Car Club Cottingham Memorial Trophy Trial, Bagshot Heath.
R.A.C. Veteran Car Run, London–Brighton.

22nd. J.C.C. Party, Grosvenor House.

24th. N. Midland M.C. Sporting Trial, Retford area.
Taunton M.C. Allen Trophy Trial.

N.B.—The Hants and Berks M.C. Trial on November 3rd is cancelled.

Publishing Co., Ltd., have issued a 1s. guide to 1947 cars, which includes photographs of most of the new models and a survey of design, also a list of registration number references, road signs and radiator emblems.

Patrick Green has acquired a 1907 2-cylinder Swift and, for everyday transport, has his 1926 "Grand Sport" Amilcar. He hopes to run his G.N. "Grasshopper" in sprint events next year. He also has a "Surbaisse" Amilcar, and reports much interest in these cars and in Salmsons, for which he holds a stock of spares. Salmon's Salmon-Special was on its second outing when seen at West Court and has given surprisingly little teething trouble. The Chiltern Car Club held a "revival rally" on October 12th and hopes to hear from enthusiasts in its area. It is a well-conducted body, whose secretary is A. R. Woodley, King's Arms Hotel, Amersham. The subscription is 10s. 6d. At the Brighton Speed Trials timing was actuated by the starting lamps, the spoons merely registering false starts.

Out in Tasmania, B. E. Sheldrick runs a fine 8th series Lancia "Lambda" 2-seater. Before this he had a 69 by 130 mm., 4-cylinder., s.v. Chenard-Walcker, *circa* 1925, with 2-bearing crankshaft and tubular con. rods. The engine was 3-point rubber-mounted (over 20 years ago!) and revelled in revs., while the unit gearbox gave four forward ratios. The typical f.w.b. only were used, in conjunction with a transmission retarder, all three brakes being operated by the pedal, while full depression of the clutch pedal also applied the transmission brake. Peter Clark took his new aerodynamic H.R.G. to the Paris Salon and afterwards got from the Arc de Triomphe to the quayside at Boulogne in under three hours, without ever exceeding 3,000 r.p.m. This despite diversions and atrocious pavé in much-bombed Beauvais and Abbeville, for the roadholding is even better than in the older cars. His Le Mans H.R.G. is now for sale, with much special equipment, so someone will get a very fine car. Peter tells us it now gives about 65 b.h.p., not 85 as we quoted, and remarks that, because he liked doing 70 in third when using the car daily, he had non-standard ratios in use, which made the car less sprightly than it need have been up Prescott.

K. Lee asks who now owns his Type 40, Bachelier-bodied Bugatti, Reg. No. RLP 6?

Yates has installed a Ford Ten engine (Ford Eight gearbox) in an Austin Seven chassis, using set-up springs, Girling front brakes, a "Chummy" body, 5.25-to-1 rear axle and a new header tank. A thermostat, oil gauge and water thermometer are neatly fitted and the little car not only goes remarkably well on the road but should make an excellent trials car.

Antorcha, the Spanish sports review, is beautifully produced and devotes very reasonable space to motor-racing, the March number containing a particularly fine photograph of nine G.P. Bugattis on the line at San Sebastian. W/C. Gyll Murray has recently acquired a "Red Label" Bentley, engine No. AH1500, chassis No. AH1493. Interesting cars encountered recently have included a well-preserved 10-h.p. open Bianchi, near the MOTOR SPORT offices, and a Leon Bollee saloon, in Staines. We know that pukka motor-enthusiasts never think about railways except with distaste, but in case you carry youngsters in your car who are so misguided and badly brought up as to be engine-minded, you may be

amused to know that Ian Allen, Ltd., of Staines, issue little books which give the numbers of all locomotives, and from which you can turn up the age and type of same (remindful of the Bentley Drivers' Club's statistics !). There is a book for each railway group, and they cost 2s. each. Kiddies will probably like to have them all, or at least their " local " one, in the car, for loco. spotting on long runs. That's all ; sorry, dyed-in-the-wool car folk ! Apart from Scale Models, Ltd., C. S. Hughes and the Brooklands Engineering Co., Ltd., are still resident within Brooklands. Zeré, who rebuilt a racing Amilcar Six some years ago, is now concentrating on parts for petrol-engined model cars.

★

USEFUL

Recent editorials in the *Gazette* of the Civil Service Motoring Association have put in a strong plea for racing on the (closed) roads of this country, and reports of Prescott meetings, etc., appear in the *Gazette*. Whatever may be one's opinion of the regular civil servant, there is no denying that this is extremely good propaganda for the Sport, the more so as we believe that membership of the C.S.M.A. runs into tens of thousands.

★

AMBITIOUS J.C.C.

The Junior Car Club was founded in 1912, but it certainly hasn't old-fashioned ideas. Its latest announcement is a duration contest, with a £1,000 prize, for cars propelled by a non-reciprocating power unit other than steam, electric or direct air reaction motors. Once again, the absence of Brooklands will prove a " bind." While waiting for entries, Mr. Morgan, please put over a small event for those of your members who own those old-fashioned cars with reciprocating piston engines. And please try to publish some of the historic Brooklands data which the J.C.C. has inherited from the B.A.R.C.

★

A CLASS I CLUB

News is now to hand about the new club for builders of 500-c.c. cars. An administrative and technical committee will work in conjunction in an attempt to define the national 500-c.c. class. A magazine is contemplated, which should do much to assist those building these little cars, of which the Strang " 500 " and Cooper-Special are such effective yard-sticks. Sec., J. O. M. Siddall, Milford House, Lansdown, Bath.

★

TRIALS SEASON

By the time this issue of MOTOR SPORT appears the trials season will be in full swing, and rather more ambitious routes will be possible than of late in view of the more generous ration of " basic " petrol. It is essential that the public be considered in running these events, and we hope that the R.A.C. will again keep a watchful eye on clashing fixtures and routes generally. And that organisers will be sensible and notify the police of the hills they propose to use. The finest way of enjoying trials is, obviously, to compete in them. But those of us who are unable to do this for one reason or another should remember that efficient and conscientious marshals will be needed in considerable numbers, and that helping thus can be very good fun. A good organiser will give each party of marshals only one job to do, but when that job is completed it is often possible, by skilful map-reading and cross-country navigation, to see something of the other hills or tests. This freedom of exploring the countryside in winter with a definite objective is part of the fascination of the trials season. The busy, cheery scenes at the start, the pilgrimage to a venue well off the beaten track to await the arrival of the first competitor at your particular hazard, clock and watches " zeroed " to " standard time " before you set out, dispatching competitors up a muddy hill or through a special test, recording their performances and, finally, pulling off your gum-boots and driving hurriedly across country to the unique amusement prevailing as competitors come in to tea in a warm, brightly-lit room after clocking-off, ready for food and warm drink, is part and parcel of the trials game as marshals and officials see it. Make the most of it !

★

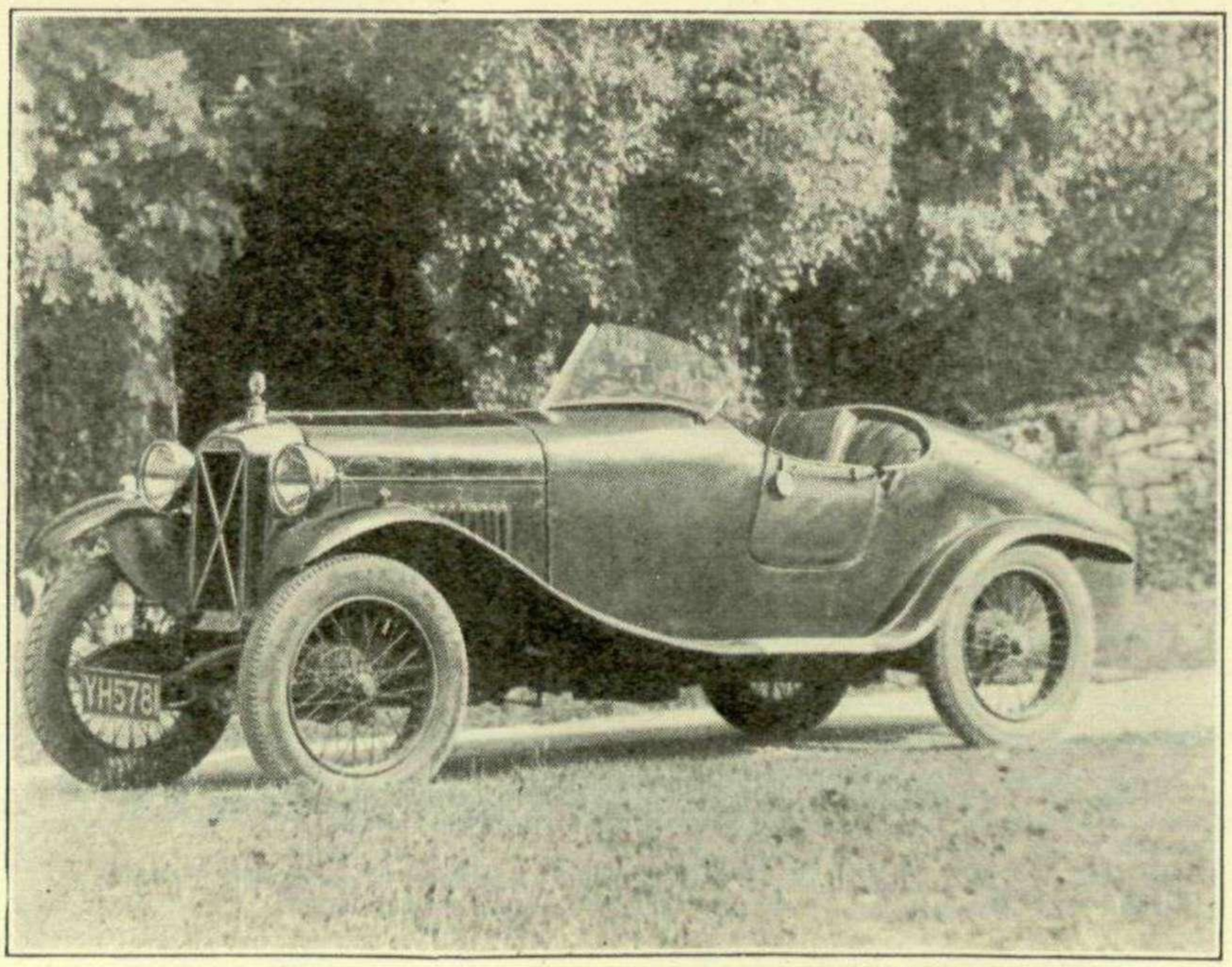
COVER PICTURE

It is said that Austins will be resuming racing next year with the little o.h.c. " Sevens " and that is very good news indeed. So we make no excuse for going back into the past this month and depicting on the cover Bert Hadley about to start at a pre-war Craigantlet hill-climb with one of these cars. The photograph is the work of Dermot P. Johnson. The o.h.c. racing Austin Seven, after the E.R.A., is Britain's foremost all-round racing car. Something like 116 b.h.p. was developed at 7,600 r.p.m., equal to 155 b.h.p. per litre, and from 1936 up to the outbreak of war these cars gained many notable successes. These included a Brooklands lap at 121.22 m.p.h., the class Mountain lap record at 77.02 m.p.h., the hill record and f.t.d. repeatedly at Craigantlet, class wins at Shelsley Walsh and Prescott, and many racing victories.

★

B.D.C.

The September *Review* of the Bentley Drivers' Club leaves one astounded at its excellence and usefulness. Apart from humour of the brand originated by the V.S.C.C., interesting Bentley-flavoured articles and photographs of historic Bentley competition exploits, there is a list of 85 new members elected since last June, with their cars and registration numbers detailed, and reports of recent events. The club now has 253 members and, by a coincidence, as many members own several cars while others are temporarily car-less, there are 253 Bentleys on the strength. These are made up of 116 3-litres, 75 4½-litres, 11 " blower " 4½s, 20 6½-litres, 14 8-litres, 6 3½-litres and 11 4¼-litre Derby-built cars. The most astounding feat of club journalism also features in the current *Review*—a list of all Bentley chassis numbers from 1922 to 1931, with clues so that the different types, in detail, can be identified therefrom and, further, a list of famous racing Bentleys, giving the driver in a given event, fate of car in that race, type, racing number, registration number, engine and chassis numbers, and present fate, if known. No one contemplating Bentley ownership can afford to be without this list, and in sheer gratitude to the club they should join forthwith. We find that a total of 3,040 old-school cars



[*Photo by Guy Griffiths.*

" Twin-Cam Sammy "—The 1,098-c.c., twin o.h.c. " Grand Sport " Salmson is still in considerable favour, judging by advertisements and enquiries we receive. For its price and size it had a remarkable performance in its day.

was made, as follows: 1,624 3-litres, 50 4-litres, 54 "blower" 4½s, 668 4½-litres, 373 Sixes, 171 Speed Sixes, and 100 8-litres. This compares, we believe, with 815 "30/98s" made from 1914-1927.

On October 5th the dinner/dance was held at the "Dorchester." As the Editor of MOTOR SPORT was at Shelsley Walsh, Mrs. Boddy deputised for him. Here is a report of this event, in her own words:—

The evening was an outstanding success—the food good and George Carter's Band excellent. The toasts were short and interesting, and as that to "The Marque" was being proposed by the club's president, W/Cmdr. Woolf Barnato, even those who do not own a Bentley must have felt a glow of pleasure as, with a roar from its engine and lowering of the lights, the curtain was raised to reveal on the stage an impressively-lit Bentley—John Emons' 4½-litre team car which, in 1929, won the 500 Miles Race, was 3rd in the Six-Hour Race, and 4th at Le Mans. Considering that most cars are completely worn out before 100,000 miles, it is interesting to note that Emons has covered 200,000 miles in 12 years in this Bentley, and can still get over 100 m.p.h. from her. S. C. H. Davis responded for the guests and spoke of the sportsmanship of the team drivers of his racing days, which was very well received, and G. H. Alexander received from F. C. Clement the club's award for the best performance by a member driving a Bentley at the Gransden Lodge meeting. The dancing was gay, and for my part the effect of six years of war slipped away very easily. Gifts were presented during the evening, the intention being, I gathered, that those ladies who had arrived in open Bentleys should be the lucky ones. But so many ladies stepped forward that the secretary had to discriminate, and one present was given to Mrs. Truelove because she had motored from Shelsley Walsh in an open Bentley, which no one would have guessed. (My husband asks me to emphasise that *his* non-appearance should not be associated with the fact that he went to Shelsley in a Bugatti!) A most enjoyable evening as befits a club as live and enthusiastic as the Bentley Drivers'.

Hon. secretary: S. Sedgwick, "The Cobb," Stoke Close, Cobham, Surrey.

★

N.L.E.C.C.

The North London Enthusiasts' Car Club held an interesting Concours d'Elegance at Elstree last September, judged by Mrs. Petre, Gregor Grant and Phillip Turner. Amongst the entries were Humphries' 1904 Humber tricar, Edgar's 1913 Morris-Oxford, Green's Amilcar, Sharpe's 1938 Marshall-blown Morris Eight, the first production-model f.w.d. Citroen, the open 2-seater 1946 Allards of Appleton and Burgess, Peter Clark's new aerodynamic H.R.G., Way's open V8 Jensen, of film fame, and—very welcome—two Alvis "Speed Twenty-five" saloons of the Hendon Police School. Secretary: G. Bance, 7, Queen's Avenue, Muswell Hill, N.10.

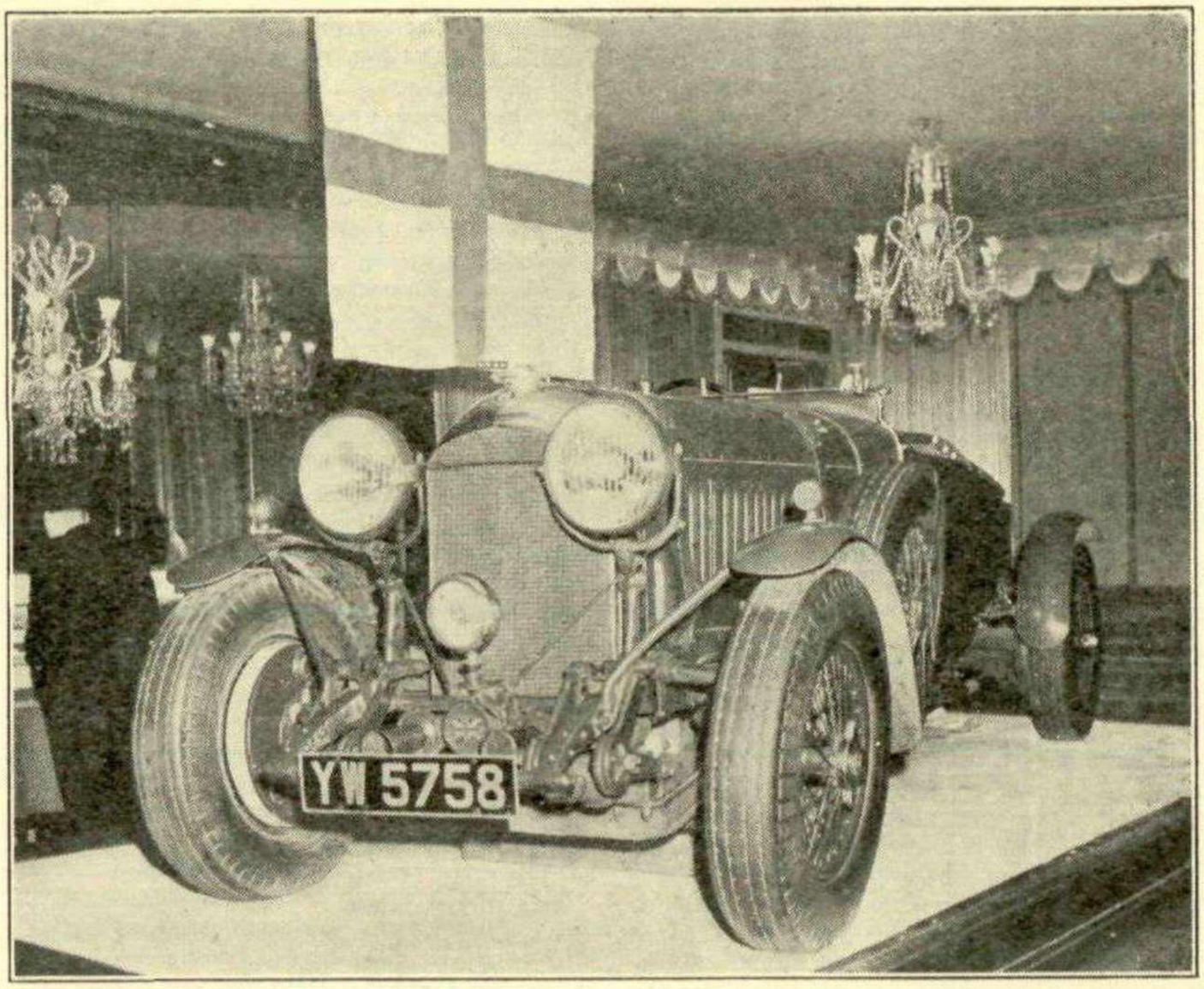
Results:

PRIX D'HONNEUR:
Allard, 1946: J. H. Appleton.
BEST-KEPT CAR:
M-type M.G., 1930: S. J. Humphries.
VINTAGE CAR AWARD:
Morris-Oxford, 1913, 2-seater: W. E. Edgar.
POST-1930 OPEN CARS:
1st. 1946 Allard: K. E. L. Burgess.
2nd. 1946 H.R.G.: Peter Clark.
3rd. V8 Jensen: Raymond Way.
POST-1930 CLOSED CARS:
1st. Armstrong-Siddeley Coupé: D. Murkett.
2nd. "Speed 25" Alvis: Metropolitan Police.
3rd. 1935 Morris Eight: Layman.

★

SHOW NUMBER

This misguided isle exists in a Sprint Age. France, on the other hand, although over-run by the Germans, has her motor racing and her Motor Show. So we are not in the least surprised to find *Le Monde Illustre* of October 5th a special Show Number, running to 64 large pages, lavishly produced and illustrated. The frontispiece of this issue devoted to "L'Industrie Automobile dans le Monde" shows the start of a French race, Riley, Simca and elderly Bugatti to the fore. There are excellent pictures of Wimille's new enclosed sports car and of futuristic Delahaye and Delage. The centre-spread, "Les Belles Voitures," features Rolls-Royce, Mk. VI Bentley, Chevrolet, Pontiac, Buick, and Cadillac.



Bentley at the Dorchester—John Emon's 4½-litre team car is a guest at the B.D.C. party. The Autocar *and* The Motor *used the same picture—clearly, great minds think alike. Our reproduction depicts the details.*

★

PROMISING

In its July-September *Gazette* the Junior Car Club explains the reasons for failing to run a race on September 28th in conjunction with the B.R.D.C. Support "on a scale never before made available to motor racing" was offered by the *Daily Graphic*. In July the hitherto uncooperative Air Ministry offered the use of an airfield. Little Horwood, near Bletchley, was judged most suitable by the J.C.C., but the Ministry of Supply refused to clear derelict vehicles from the perimeter roads. The Air Ministry offered Harrington, Nuneaton and Castle Donington. The first two had been ploughed up, but the last-named was excellent and Lord Howe, Major Dixon Spain and others went to inspect it. The Air Ministry then changed its mind again and finally, after a conference attended by Lord Howe and several Government departments, withdrew its offer "owing to legal difficulties." However, it then offered Seighford airfield, and called a conference of 19 people. Other Government departments were affable and the Board of Trade enthusiastic. The circuit wasn't ideal for a big race and the Air Ministry now called for its pound of flesh, bringing in its financial section. When terms were proposed it was too late to do anything this year. However, the Air Ministry now promises to do its best to make an airfield available and to allow the R.A.C. to allocate this to deserving clubs. Fees will be payable to the Ministry, we gather. If this comes about the J.C.C. and B.R.D.C. will organise an International race as early as possible in 1947. The Ministry refers to the two meetings at airfields this year as a "mistake," but we congratulate the officers who gave sanction without consulting higher authority—and we challenge the Air Ministry to explain in what way Elstree and Gransden racing was bad for this country.

★

EVEN MORE PROMISING . . .

Jersey hopes to hold its Motor Week next year and, all being well, the J.C.C. will put on a big race there on May 8th, 1947. Whitney Straight may race again, and also wishes to establish a race circuit in this country. Brands Hatch motor-cycle grass-track is being turned into a mile road circuit for motor-cycle racing and may one day be extended further, for car racing. John Cobb hopes to attack his own land speed record next year and has his eye on 400 m.p.h., and Oliver Bertram plans to do likewise, with a jet-car.

★

B.O.C.

The tea and film-show of the Bugatti Owners' Club at Dorking on October 20th was very well attended, and the 1946 films were shown. The Bugattis present

comprised five versions of 57, including those of Col. Giles, Bear, Hampton and Heath; Abecassis' G.P.; Williams' Type 43 with Type 49 gearbox; Birkett's Type 44; and Farquharson's Type 30.

✱

GENERAL NOTES

Life has been almost pre-war in its motoring intensity of late—and very nice too! Hardly had the joy of taking "Alphonse," the aged Hispano-Suiza, to Cardiff subsided, ere we were off in the stern-sheets of a Bugatti to the Brighton speed trials, the homeward journey enlivened because we had an E.R.A. hitched-on behind. Is it idle curiosity, or latent unborn enthusiasm, that arrests almost every pavement-user, young and old alike, that they may watch the passage of a racing car along English roads?—in our case, obviously a *real* racing-car, for it was entirely innocent of mudguards and carried a racing number which we really should have erased.

Following on the luxury of a speed event near home—the sprint at West Court—we had a more hectic time covering the International Prescott meeting. Torrential rain and something of a gale having put paid to light in the "village," we sat in the gloaming awaiting the arrival of our companions for the morrow. They came in a Ford Ten in deference to the elements, but, the womenfolk deposited, we set out at once for London to bring back a faster vehicle. Along the unintentionally "blacked-out" roads we motored towards the luckier areas where adequate lighting twinkled ahead. The car radio gave us dance music until we entered the outskirts of the Metropolis as midnight struck. In South London we exchanged the "Ten" saloon for an ugly but effective V8 Ford service-lorry and by 2 a.m. were home again.

Next morning produced an uneventful run to Prescott, a fast-travelling Hotchkiss saloon being disposed of between Witney and Cheltenham. That night we stayed at the "Plough," putting the service-lorry away just as Leslie Johnson arrived with Tommy Doman, their Darracq very business-like in the half-light.

The Sunday morning was occupied with odd jobs on the Allard we were accompanying, and in trying unsuccessfully to tow-start a racing Riley. Out at the hill, we got in some trials driving training in the Paddock with the Ford lorry before it was parked to everyone's satisfaction. After the meeting the evening (and a part of the Monday morning!) was occupied in a dice behind the Allard over the hills in teeming rain, a prolonged meal in almost the pre-war tradition (but less the bacon and eggs) at Sturt Farm, the shepherding of countless red, white and blue Allards (very imposing in the lamplight) into some sort of order on the Oxford By-Pass for their run home, and a cross-country tour, four up in the lorry's cab, *via* Reading and Farnham back to Fleet.

Shelsley Walsh was the excuse for yet another fast, soul-satisfying run in the Type 44 Bugatti and, the day's sport over, we took our place in that fascinating procession of enthusiasts' cars which wound its way home through Martley and Worcester, the cloud-shrouded hills now a sombre background in the fast-failing light, the locals taking a lively interest in this curious cavalcade as far afield as Pershore and even in Chipping Norton, where a small café opened its door to us and fed cold, hungry mortals very adequately.

That over, Cofton Hackett had to be visited, and so on a not-very-inviting Saturday morning we were in the Bugatti again, going North, quickly, so that, in spite of a brief call in old-world Abingdon, we were able to eat a surprisingly good "light luncheon" at the "Moat Farm" café beyond Stratford and still arrive in time for the start of the meeting. That meal did much to offset the depressing effect of the bleak country hereabouts. Birmingham's environs, too, were drab enough, seen beneath a pall of extra unpleasant "cold front," as we believe the "met." people term it. On the homeward dice in the dark we got temporarily mixed up with some form of carnival which had managed to get Stratford-on-Avon's main street closed for its own especial functions. We only hope the passage of a Bugatti, using its lower ratios, did not unduly disturb the illusion, apparently possessed by almost every local girl, that she could appear as one of Shakespeare's noted characters merely by wearing a large paper hat . . . To offset that enjoyable but chilly run, we took the long-suffering Austin Seven to Horndean and got there in snug, if fumey, security. This same Austin has made certain necessary journeys up to London and back, tedious in some ways, but with interesting contrasts between the City, West End, suburbia, and the open country beyond Staines, not to mention the gamble as to how many of the ten sets of traffic lights will "pip" you along the arterial road into, or out of, Chiswick.

Then there was yet another jaunt along the sleepy, somehow-back-o'-beyond Berkshire lanes in search (as ever!) of a veteran car, fruitless, as it proved, but notable for the many interesting cars encountered *en route* that morning—a fine "30/98" Vauxhall in Maidenhead, Lycett's 8-litre Bentley in store at Bray, a sober Austin Twelve saloon with a B.R.D.C. badge, a special "Brooklands" Riley Nine, an astonishing red "10/23" Talbot, a Meadows-Frazer-Nash, and an open 8th Series Lancia "Lambda," all told.

The time spent in Yorkshire seems an age ago already, yet a run thereto would not, somehow, come amiss. We recall stealing from the office on a sunny winter's day to start immediately after lunch for Yarm, a curious town possessed of a wide, cobbled main street and some imposing viaducts. It is closely associated both with an outsize in floods and the founding of the Stockton and Darlington railway, way back in the dim ages. Its age-old garages boasted some intriguing cars and, from Harrogate, you could get there in an Austin Seven if you didn't mind returning through the evening, as like as not in mist and rain. How enjoyable it would be to decide suddenly to go up there again, and to take a good car, knowing that home now lay far south of Harrogate, and to pack it all into a day's concentrated motoring, perhaps returning cross-country! Why distance lends enchantment is a mystery, but it certainly does. As we have said, re-reading old touring articles, none seems absolutely to capture the spirit of this. But in a back issue of *The Autocar*, Michael Brown concludes an account of a 170-mile run: "Patches of mist gleamed wraith-like as the wet roads began to give up their moisture, reminding us that the season of the fog lamp was not far ahead now. Soon we were taking the thousand and one roundabouts on the Ewell By-Pass."

Meanwhile, Hampshire seems a pleasant county in which to reside. Surrey is at hand for visits, likewise Berkshire and Buckinghamshire; and somehow we prefer to visit, returning to Hampshire to reside. The close proximity of Blackbushe airfield and the Royal Aircraft Establishment, with its quota of anything from helicopter to jet-aircraft, and the contribution of old-world Tiger Moths from Chobham, lend an atmosphere of mechanised activity to our "village," and this is accentuated by the presence of tanks and military vehicles on test over the common, as one comes to expect, living within three miles of Aldershot. The one main road which links with the Hartfordbridge Flats—over which so many famous cars were tested before sunrise in years gone by, the V8 Darracq amongst them, they say—in one direction and dwindles to Crookham Village in the other, is the communal shopping centre on all but Sunday, and parking is happy-go-lucky and unpoliced, the medley of insignificant saloons serving to offset the occasional presence of immaculate vintage Humber, Ford V8 "Special" or 2-litre Lagonda. Not far away the main railway line strikes out straight as a die for the West, so that there is magic in the place-names displayed on most of the coaches. Much of the country round about is criss-crossed by curious minor railway lines, but the canal to Basingstoke has long since all but dried up. One night, in a special Austin Seven, we tried to see at how many bridges we could drive across it, which led to the discovery of a local ruin, King John's Castle, in the middle of a field and apparently inaccessible by car. A30, main thoroughfare to the West, runs over the Flats, after rising from Blackwater, to fall again to the pleasant straggly town of Hartley Wintney, once the home of the V.S.C.C., and losing nothing by lacking a railway station, a distinction it shares with Odiham, most of whose houses are said to be at least a hundred years old. Nor are we far from little lanes which rise steeply to the Hog's Back, that road which proved so trying to automobilists of other days.

All around the pine trees dominate the undulating sand-hills and Brooklands doesn't seem far away. Indeed, one is reminded of a passage from that great flying book by Cecil Lewis, "Sagittarius Rising," wherein the author recalls the occasion when he, aged 17, received a telegram telling him to report to the R.F.C. at Brooklands: "The moon-faced boy disappeared on his red bicycle between the tall pines. Surrey autumn, westering sun, bronze-plated tree-trunks, the scent of resin, matted pine-needles, toadstools, and out and away along the flanks of the hills the blazon

Continued on page 274

LETTERS from READERS

Sir,

I read in your interesting and up-to-the-minute description of the Brighton Speed Trials that Abecassis beat me in my Bugatti when we ran together. This is not the case, since I passed him shortly before the finish, which was actually evident by the time.

It is also worth noting that I. F. Connell's E.R.A. was actually second in the 1½-litre class, but you no doubt omitted to record this fact because in his 1½-litre class run there was a false start and he had to re-run at the beginning of the next class. The official results of the Brighton and Hove Motor Club make this quite clear, his time being recorded therein as 28.66 sec., 77.95 m.p.h., being beaten in that class only by F. R. Gerard, E.R.A., with a time of 28 sec.

Incidentally, it may interest your readers to know that on my first run my speed over the finish was 115 m.p.h. in the Bugatti, and in my second run, which was at a slower average speed, my speed over the finish was 120 m.p.h. This pathetic state of affairs would appear to indicate rather indifferent driving at the start, which I think was the case. My wife's speed over the finish was no better than 110, which means that her start must have been, and was, very much better than mine. It is a fact that the average speed over the last few hundred yards in a sprint of this sort makes hardly any difference in time compared with the way one gets off the mark.

I am, Yours, etc.,
P. R. MONKHOUSE.

Watford.

[We apologise for the error in our report, but would point out that the Brighton Constabulary would not let us watch the finishes of the match races, that the old signalling system indicating to those at the start who had won has been discontinued, and that the official results given to us after the meeting showed Monkhouse's speed in Class 18 as 77.41 m.p.h., Abecassis's as 77.61 m.p.h. Abecassis actually averaged 76.61 m.p.h.—but you see how the unfortunate pressman, journalist, scribe or what have you, trips up.—ED.]

* * *

Sir,

S/Ldr. Boothby does not now appear to disagree fundamentally with my views on *the merits of the Austin Seven, so I will* reply to the second part of his letter.

Regarding the Railton, I did not make the conversion personally, and so, I fear, can claim no credit for the contributions to his museum. It was, however, done with the full approval and on the recommendation of the makers of the engine, who supplied some of the parts for the conversion. The carburetter was not changed when the car was in my hands.

The reason *why* I halved the engine was not because it was too powerful, but because I could not afford the tax, nor find the petrol to run it.

The performance was actually improved, because on eight cylinders it boiled at over 60, whereas on four it could cruise at 70 (by speedometer).

I sold the Railton because I found that both before and after the conversion it took longer to complete my daily journey from Chertsey Bridge to St. George's Hill (near Brooklands) than did my 1931 Austin Seven saloon, so the increased running cost and discomfort of the Railton hardly seemed justified.

In conclusion, I would like to wish S/Ldr. Boothby the best of luck with his new project. We can certainly do with a really potent sports car at a reasonable price. I look forward to meeting him again in competition.

I am, Yours, etc.,
A. R. M. MALLOCK (Capt.).

Catterick Camp,
Yorkshire.

* * *

Sir,

In reply to M. M. Usher's letter in last month's issue, you were quite correct in stating my two Norton engines are a Model 18 and an ES2, as although these as now fitted by Nortons are the same, my two engines vary somewhat. The Model 18 is a 1930, I think, with cylinder head bolted to the block, exposed valve gear and flat-topped piston. The ES2 is a 1938 with cylinder head bolts going right through the cylinder into the crankcase, enclosed valve gear and a H.C. piston. I was unable to find a camshaft engine at a reasonable price, but am hoping to get over 40 b.h.p. from the ES2 with a 14-to-1 compression.

I am, Yours, etc.,
TIM CARSON.

Basingstoke.

* * *

Sir,

Perhaps, through your columns, some of my friends in the 750 Club can add to my small existing knowledge regarding the actual number of "Grasshopper"-type Austins existing.

I believe that there were three English team-cars driven, at times, by Hadley, Buckley, Langley, Goodacre, Scriven, etc.

The Scotch "Tartan Grasshoppers," were driven by Carlaw, Valentine and Blyth.

Then I believe Hadley had a grey "free lance" car, and there was one driven in the Paris–Nice by Mrs. Petre and Madame Itier; this was painted blue and is at present owned by Wilson, of the Scottish Sporting Car Club.

Can anyone account for any more?

I am, Yours, etc.,
H. L. BIGGS.

Enfield.

* * *

Sir,

Having become the latest victim of MOTOR SPORT'S campaign against those cars which have character enough to be named and are courageous enough to besport those names in spite of the recent lecture in this publication, I feel that I must write, not only to protest against being branded a bad type, but also to sympathise with those cars whose owners have not sufficient affection for them to give them a name which they are not ashamed to inscribe on their bonnets. I admit hastily that some of the names that we are called could not possibly be emblazoned for all to see!—not even in small letters.

Surely it is a far better thing, and certainly in better taste, for us rather to have our own names visible to the public eye than those of our owners whom we suspect of trying to perform a little personal "build-up." I consider that the only circumstances under which an owner's name should appear on the car are when he has been the actual builder of the car concerned; then, his name followed by the hallowed word "Special" may appear. If a famous special has been acquired from the original owner-builder and somewhat modified, I do not think that the new owner is entitled to call it either by its original name or to call it his special.

As regards the point in the lecture that a name does not help anyone to appreciate from what components the car is made, I have the following remarks to make:—

If the spectator or seeker-after-knowledge is an enthusiast, he will get a lot of fun out of working out for himself just what has been put into the particular car by hints dropped by capacity, noise, chain transmissions and general observation.

If our friend is not an enthusiast then he will not be interested anyhow.

Finally, although I inwardly sympathise, I think that MOTOR SPORT should practice what it preaches and only mention the name "Alphonse" once per column. But then, perhaps, Alphonse is a good type and does not flaunt his name on his bonnet.

I am, Yours, etc.,
"LITTLE WILLY-RILEY G.N."

Hatfield.

[We hasten to say that "Alphonse" is not painted on the bonnet of the Editorial Hispano-Suiza nor attached to the car's make in programmes. It is a contraction of the official Hispano-Suiza type-name "Alphonso XIII" and not a pet name applied by us to the car.—ED.]

★ BOOK REVIEW

"Speed Camera," by E. S. Tomkins. (*Foulis*, 10s. 6d.)

We have sometimes claimed that we are motoring enthusiasts who write rather than journalists who motor. In the same way, reading this entertaining 100-page book about how to photograph motor racing, it is evident that the author is an enthusiast who takes his camera to motor-race meetings, rather than a professional camera-man. He writes of his art in a pleasingly informal style and, while telling us a lot about photography, cameras, materials and technique, also gets over the spirit which prevails at race meetings far more effectively than many who write of racing itself. He includes interesting references to well-known photographers, describes popular venues, picks your camera for you and tells you what to watch for during a race. There are 56 photographs, some poorly reproduced, but all well worth having. A very useful contribution to motoring literature.

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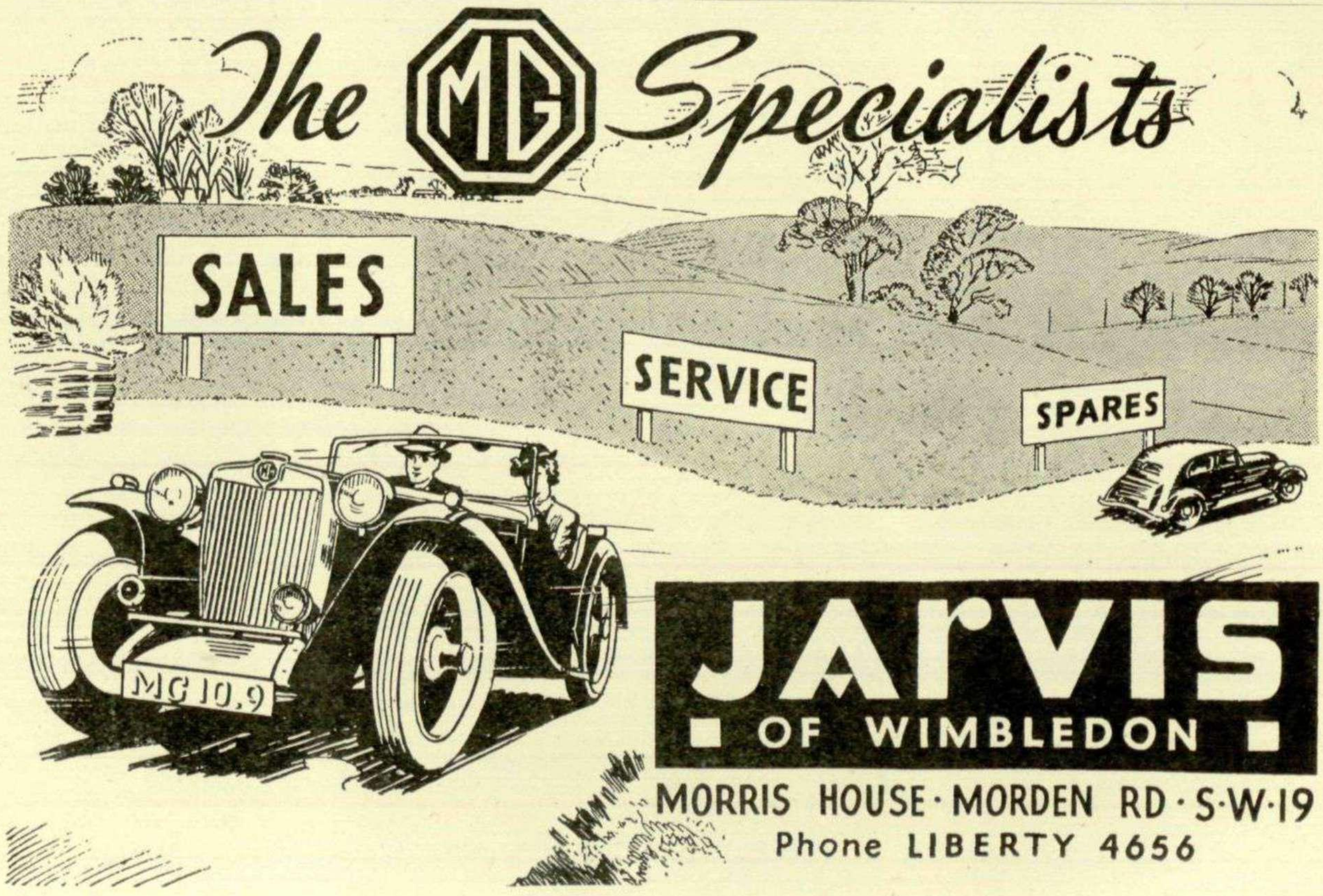
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CLUB NEWS—continued from page 272

of gold bracken and the crumbling dustiness of dead heather. . . . 'Report on the fifteenth' . . . ! A faint hum drifted over from Farnborough ! Somewhere aloft there in the distance was a machine, a pilot, a comrade, sworn to the same fellowship of daring and loneliness in the high cold airs of evening. 'Report on the fifteenth.'" That, for Cecil Lewis, was to lead to true adventure : "I pushed out over the water at about a hundred feet, on a compass course for Calais. Immediately England was lost. . . . The fifteen-minute crossing seemed interminable. . . . I swooped for the sands, sped up the coast to Calais, found the main road to St. Omer, followed it over the town, and slipped in over the water tower on to the aerodrome, drenched in rain. 'Where in hell have you dropped in from ? ' said the C.O. 'Brooklands.' 'God Almighty ! On a day like this ! What did you bring over ?' 'An S.E.5a. Here are the log books.' I got a tender to Calais, caught the leave boat, and was back for dinner that night."

CORRECTION

Will students of the Sport please accept our apology for an error in the Brighton Speed Trial results ? Whincop and Grey (2.3 Bugattis) clocked 29.0 sec. and tied for 11th place, whereas in our list of the dozen best times we awarded this place to Parnell, and 12th place jointly to Mrs. Monkhouse and Bolster ; the three last-named move below Whincop and Grey.



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E.R.A. 1½-litre (ex-Tony Rolt) chassis, suspension and brakes modified by Freddie Dixon, giving superb road-holding. Crash-type gearbox improves reliability and allows towing. Quickly detachable mudguards, sprung tow-bar, canvas cover. This car has run faultlessly in every event entered this season. Spares include: Four wheels and racing tyres, differential, axle shafts, three alternative axle ratios, cylinder head, block, crankshaft, pistons, valves, rockers, etc., excellent running order and available for trial. I. F. Connell, Monaco Engineering Co., High Street, Watford. 'Phone 4491.

INVICTA gearbox in good condition off 4½-litre 100 m.p.h. chassis. Offers to Price, 31, Grove Street, Wilmslow, Cheshire.

1923 ALVIS "TJ" "12/50" saloon, £185; consider Austin "Chummy" part exchange. Box 270, MOTOR SPORT, 15, City Road, E.C.1.

"BROOKLANDS" Riley, late type, special short tail, completely rebuilt, new hood, tonneau cover, resprayed, taxed, £385. Also Graham-Paige "special" 2-seater, guaranteed over 100 m.p.h., on "Pool," Laystall engine, special motor, good tyres, incredible performance. 19-h.p. Oakland tourer, new tyres, hood and sidescreens, a vintage car of character, perfect throughout, stored 16 years, taxed, £75. Monk Motors, Lightpill, Stroud, Glos.

TWO 20-in. triple-spoke Rudge wheels and 780 x 150 B.E. tyres to fit same. Also one 780 x 150 tube—good condition, £6 the lot. J. McKelvie, East Harling, Norwich, Norfolk.

"12/60" ALVIS saloon, 1932, mechanically perfect. Body good. Recent complete engine overhaul (Laystall), new battery. Offers around £200. Unsworth, Crank, St. Helens, Lancs. Rainford 279.

"HYPER" Lea-Francis 1928 4-seater tourer (without blower), good condition, best offer around £120. Liverpool area. Box 271, MOTOR SPORT, 15, City Road, E.C.1.

"12/50" ALVIS, 1931, open sports 4-seater. Reliable, economical, but body rough. Chance for Alvis enthusiast. Price £125. Box 272, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—*continued*

"12/50" ALVIS special low coachbuilt 2-seater, short chassis. High-geared steering, high-ratio back axle. New battery. Very fast. Excellent condition. Offers. Unsworth, Crank, St. Helens, Lancs. Rainford 279.

SPRINT "Special," G.N. chassis, racing Blackburn 1,100-c.c. V-twin, aluminium bronze cylinder heads, central steering, new tyres. Also rear part of body, good condition, £75. 120, Beeches Road, West Bromwich 0951.

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SALE.—Jeep spares, all parts new condition. Wanted.—M.G. "F" type "Magna" camshaft valvegear, other spares and instruction book. Would exchange for above. Jones, 63, Station Road, Llandaff North, Cardiff.

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SUNBEAM 21-h.p. open 4-seater sports, new battery, new hood, grey and black. Magnificent *vintage car. Taxed. A battleship of the road.* Fast and lovely to look at. £150. Adams, White Goat Farm, The Nab, Whalley, Lancs.

M.G. "P.B." "Airline" coupé, 1936, very good condition, new tyres, £370 or offer. 71, Mulgrave Road, Sutton. Vig. 6747.

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FOR SALE—*continued*

3-LITRE twin o.h.c. 1928 Sunbeam. Engine, chassis, etc., very good; body rough. Details on application. Offers. Forsyth, c/o Brown, 64, Inverleith Row, Edinburgh, 4.

M.G. "J2" engine, almost complete, also gearbox. Used tyres, 3.50, 4.00, 4.75 x 19. "J2" manual. Miscellaneous tools, new. Wanted: M.G. "PB" exhaust pipe complete. 35, Park Road, Walkden, Manchester.

MARENDAZ-SPECIAL engine, rebuilt chassis, some body parts; A.C. 2-litre engine complete; many spares for "Specials." Details from French, 1, Preston Gardens, Ilford.

"12/40" ALVIS 2-seater with dickey, excellent mechanically, good tyres and brakes. Body needs attention. £80. Yates, 746, Bury Road, Bolton, Lancs. Tel. 1069.

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3-LITRE Bentley frame, 9 ft. 9 in. Crankcase, block, mag.-drive, 13-57 crown and pinion, 4½-litre, 15-46 rear drive, bulkhead, C-type gearbox, also "P80" headlamps. 31, Corfton Road, Ealing, W.5.

HISPANO-SUIZA 27-h.p. drophead coupé, taxed, in excellent condition. Offers. C. H. Peacock, 20a, Hartington Road, Chiswick, W.4.

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WOLSELEY "Hornet" special two-seater sports. All new weather equipment by Weathershields. Good tyres. Excellent engine, bodywork green—£225. Leeson, Iverley, Stourbridge. Hagley 9234.

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B.S.A. 4-seater sports. First-class engine, all-weather equipment. Five brand new tyres. The whole car in excellent condition. £300. Leeson, Iverley, Stourbridge. Hagley 9234.

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VAUXHALL "23/60" tourer, 1923. Excellent. Leeds 62758. 24, Davies Avenue, Leeds, 8.

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ALVIS "Crested Eagle" drophead coupé with "Speed 20" 3-carburetter engine, pre-selector, i.f.s. Taxed December. Performance and appearance excellent, £350 or offer. Hay, Redwood, Bath Road, Maidenhead. 'Phone 353.

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ALFA-ROMEO 1½-litre drophead coupé, new twin camshaft engine, fitted 1938, 4 unmarked Dunlops, superb condition throughout, chrome wheels and drums, £665 or exchange for Riley 9/12 h.p. 225a, Balham High Road, S.W.17. Balham 1736.

"HORNET"-SPECIAL speedometer; rev. counter, 5 in.; heads only, £3 each, offers. McRae, Millar Street, Crieff, Perthshire.

ZENITH carburetter, '32-'38 Austin Seven, new, £3. Six-cylinder Bosch mag. dynamo, 12v., £4. Peacock, Hurstbourne, Charlton King, Glos.

3-LITRE Bentley spares for sale, including radiator, back axle, etc. Apply Birley Hall, Wadsley Bridge, Sheffield.

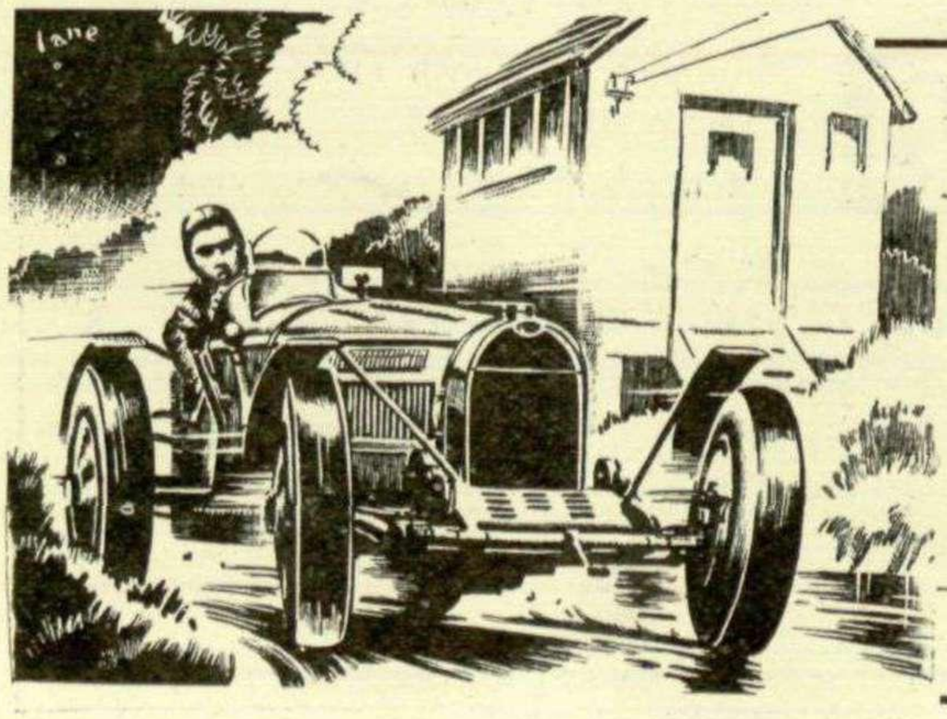
SUNBEAM 14-h.p. 1924. Good running order. Battery, side curtains and tyres good. Three spares. New hood and tonneau cover. Offers.—Liddell, 29, Weymouth Mews, W.1.

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M.G. 1938, 1½-litre 4-seater tourer. Immaculate gunmetal finish. Engine, chassis and body perfect in every detail. Wonderful acceleration and road-holding. Just decarbonised and checked over. Open to any inspection or trial. Good all-weather equipment and tonneau cover. Genuine private sale, £650. Silvey, Chemey House, Brook Crescent, West Hagley, Worcestershire.

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ALFA-ROMEO, 1,500-c.c. twin o.h.c., supercharged 2-seater. Body by Young of Bromley. Engine completely overhauled by Monaco. New mains, connecting rods, pistons and big ends; new valves, springs and guides. £575. For family reasons. Would exchange for 4-seater of Aston-Martin type. R. V. Mosse, Rose Tor, Oxted, Surrey. 'Phone, Oxted 508.



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COMPETITION CARS offer 1937 Alta 2-seater, Amilcar "Surbaisse" 2-seater, 9-h.p. Riley and 3-litre Invicta "Specials." Lancia "Lambda." Details on request. Terms. Exchanges. Competition Cars, Vine Grove, Blossom Way, Hillingdon, Middlesex.

A "BROOKLANDS" Riley radiator, with Enot filler, £5. A complete Riley Nine racing front axle assembly, with Elektron 17-in. brakes, also Woodhead springs with drilled eyes; all joints 100 per cent., everything burnished, ex-Maclure 1,100-c.c. car, £30. A 1 5/16-in. racing crank, £20. A "Brooklands" body, £6. Two shock-absorbers, friction, £2. A 16-gal. petrol tank, £2. A Standard Nine gearbox, less selector, £6. Standard sump, £1. A complete torque tube, back axle unit, 5 to 1 ratio, £20. D. Parker, Brentwood, Woodhurst Park, Oxted, Surrey.

2-LITRE 1928 Lagonda open 4-seater, very good condition. Offers to H. Greenhalgh, 75, Pamella Road, Northfield, Birmingham.

"MOTOR SPORT" from January, 1944, *Autocar* from January, 1942, *Light Car* from August, 1945. Cash offers. S.A.E. reply. 120, Marlborough Flats, Walton Street, S.W.3.

ALVIS "12/50" chassis, fitted "TE" engine perfect working order—£50. Also Salmson "Grand Prix" in modified crab-track chassis, fitted solid axle, 4-speed box, remote control, working order, £65. Both above are complete with wheels and tyres, but less bodies. Seen, Surrey. Buyer to collect. Box No. 275, MOTOR SPORT, 15, City Road, E.C.1.

AS Mr. H. L. Brooke has now purchased one of the new "Grand Prix" E.R.A., his present E.R.A., No. R.B.7, the late property of Mr. Arthur Dobson, is now for sale. It has been completely stripped and overhauled and will be turned out in "Grand Prix" condition. This car whilst under Mr. Dobson's ownership had many records. This year it has obtained the following honours: 1st, Grand Prix des Frontiers, Belgium; 1st, Cote de Scheurburg, Luxembourg; 4th, General classification Grand Prix, Albi; 2nd, Fastest, 1½-litre-class, Brighton Speed Trials; 8th, Grand Prix, Turin. Price, £2,400, exchanges considered. Coventry Motor Spares, Gulson Road, Coventry.

FOR SALE—*continued*

WOLSELEY "Hornet"-Special 1933, mechanically sound, engine requires slight attention. £150 or nearest. Rymer, 54, Craven Street, Northampton.

"MOTORCYCLING," *Motor Cycle*—Full-page extracts covering track, sand, road-racing speed trials, hill climbs, T.T.S., technical reports of machines, 1919-1939: £5, buyer collects. Biggs, 9, Fir Tree Walk, Enfield 2493.

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

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

GENUINE enthusiast offers service free. Sports-racing stable, travelling distance Leicester. All-round engineer, careful worker. Black, 630, Saffron Lane, Leicester. 'Phone, 32438.

GEARBOX, 4-speed for Vernon Derby, model "H3," 8-h.p., or separate gears, especially first and second. Write Leach, Red Gables, Weydown Road, Haslemere, Surrey.

DELAGE "14/40" saloon or drophead coupé wanted, about 1937, or similar 4-cylinder car of 1½ to 2 litres capacity. S. R. Waine, 223, Churc Road, Sheldon, Birmingham, 26.

FOR "J2" Midget: 5-in. speedo, radiator thermometer, starter-dog. Disposal: New Bowden brake cables. 40, Furnival Road, Doncaster.

SUPERCHARGER unit, Arnott or similar, suitable for Morris Eight, series E. Also standard-type manifold. Sutton Wong, Horncastle.

CARBURETTERS, petrol pump, and one road wheel for 1932 Alvis "Speed 20." Stolen during owner's absence in M.E. Urgent. Cromwell-Morgan, 7, Medina Terrace, Hove.

TWO 21 x 5.25 and one 21 x 6.00 tyres. Must be first-class condition, pre-war preferred. Lt. Bailey, R.N.A.S., Ford, Sussex.

WANTED, instruction book, Riley "Sprite." 31, Bath Street, Cheltenham.

AMAL carburetter, 1¼-in. drum ("T.T." type preferred). Also single-cylinder magneto (anti-clock). Carson, 1, Downsland Court, Worting Road, Basingstoke.

ALVIS "12/50" big-port head, complete with manifold, carburetter, etc. In good condition. Would exchange 1926 genuine racing Norton or buy. Woolbridge, 15, Denzil Avenue, Southampton.

YOUTH offers £20 for Austin Seven, or anything. Preferably near London. Thomas, 11, Woodstock Road, Croydon. 'Phone 6141.

WANTED for Austin Seven: Alta or high-compression head (14-stud), dropped front axle, "Nippy" or "Speedy" gearbox; two 17-in. wheels. News about any sports Austin parts welcomed. Also Fiat "500" front end with wheels and steering. Autoservices, Simpsons Brae, Londonderry.

WANTED: Set of "Hornet" Speed Model brake drums, hubs, back plates, master cylinder and piping. Also set "J2" valves and camshaft. Lund, Eversleigh, Gathurst, Wigan.

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WANTED—*continued*

YOUNG enthusiast requires sports car in good running order. 1927-34 model up to 1½-litre. Price not to exceed £150. Also M.G. "J" or "P"-type chassis. D. Siddons, 38, Hazelwood Road, Northampton. 'Phone, Northampton 1740.

WANTED: Pair large high-class headlamps. 561, Old Kent Road, London.

4½-LITRE Bentley instruction book. Urgent need. *Please write to Ramsdale, 2, Walmley* Ash Road, Sutton Coldfield.

EXCHANGE 1936 Riley Nine "Kestrel," in good condition, for 1½-litre "Kestrel," cash adjustment. Priest, 59, Park Hill, Carshalton.

WANTED urgently: Tools for B.M.W., and some metric spanners. Haig, Twitten Orchard, Pulborough.

TWO tyres, 5.50 x 18, new or re-treads. Jones, Folkestone Hotel, Weston-super-Mare.

OLD-TYPE Frazer-Nash wanted, in running order or otherwise, otherwise preferred. 7, Shirehall Close, Hendon, N.W.4.

WANTED.—Information and spares for Stanley steamer. 24, Davies Avenue, Leeds, 8.

SCINTILLA "Vertex," N.V.4, clockwise, suitable Type 40 Bugatti. Type 40 spares wanted. Lee, 31, Bramhall Park Road, Bramhall, Cheshire.

SPORTS saloon or open 4-seater, any make or condition. 12-20 h.p. considered. Not more than £300. 54, Uttoxeter Road, Mickleover, Derby.

WANTED: MOTOR SPORT 1941, Nos. 6 and 8; 1943, No. 10; 1945, Nos. 3, 7, 8 and 11; 1946, Nos. 3 and 8. Price, 31, Grove Street, Wilmslow, Cheshire.

WANTED, at once, back numbers of *Speed*, 1935, Jan. to May, inclusive; 1936, April; 1937, Sept. to Dec. inclusive. Sidgwick, 22, Dobell Road, Eltham, S.E.

RILEY Nine "Kestrel." Particulars to Box No. 276. MOTOR SPORT, 15, City Road, E.C.1.

WANTED, M.G. Midget, "T" model preferred, or "Magnette." Box No. 277, MOTOR SPORT, 15, City Road, E.C.1.

WANTED, pre-1930 Bugatti-Meadows or similar 1½-litre engine. Rowley, 112, Birmingham Road, Aldridge, Staffordshire.

CHARLES MORTIMER

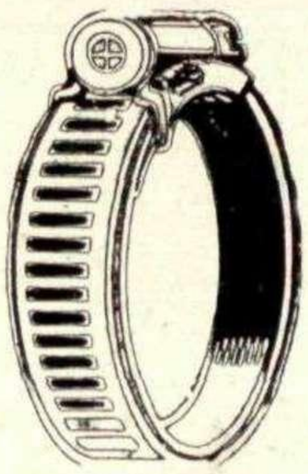
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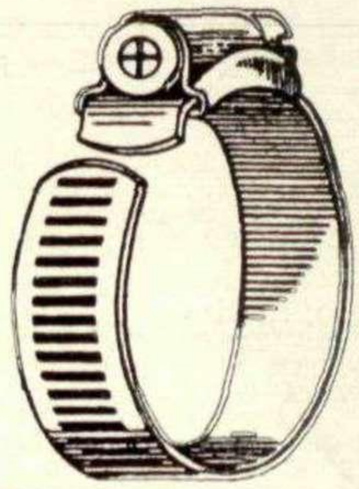
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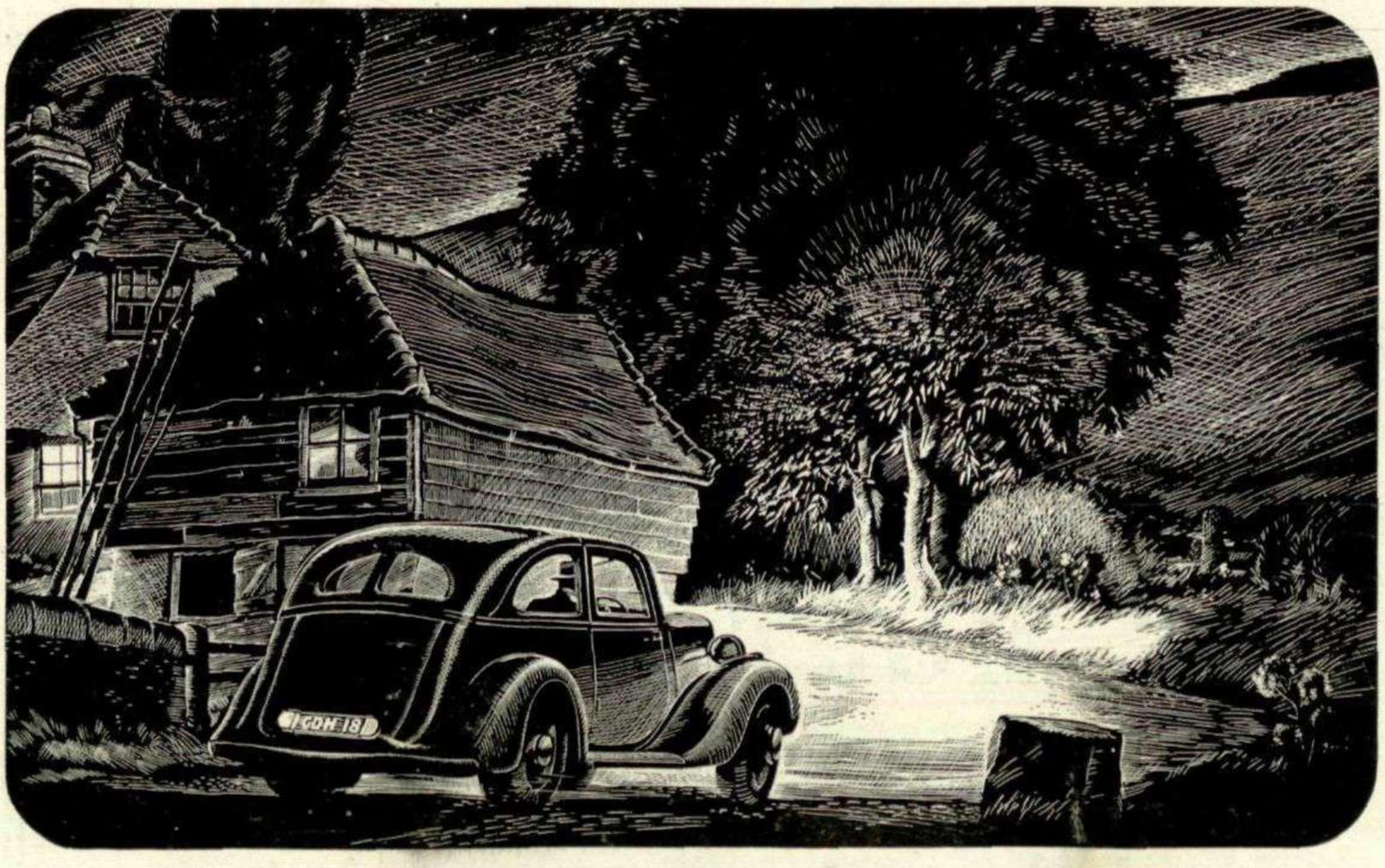


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