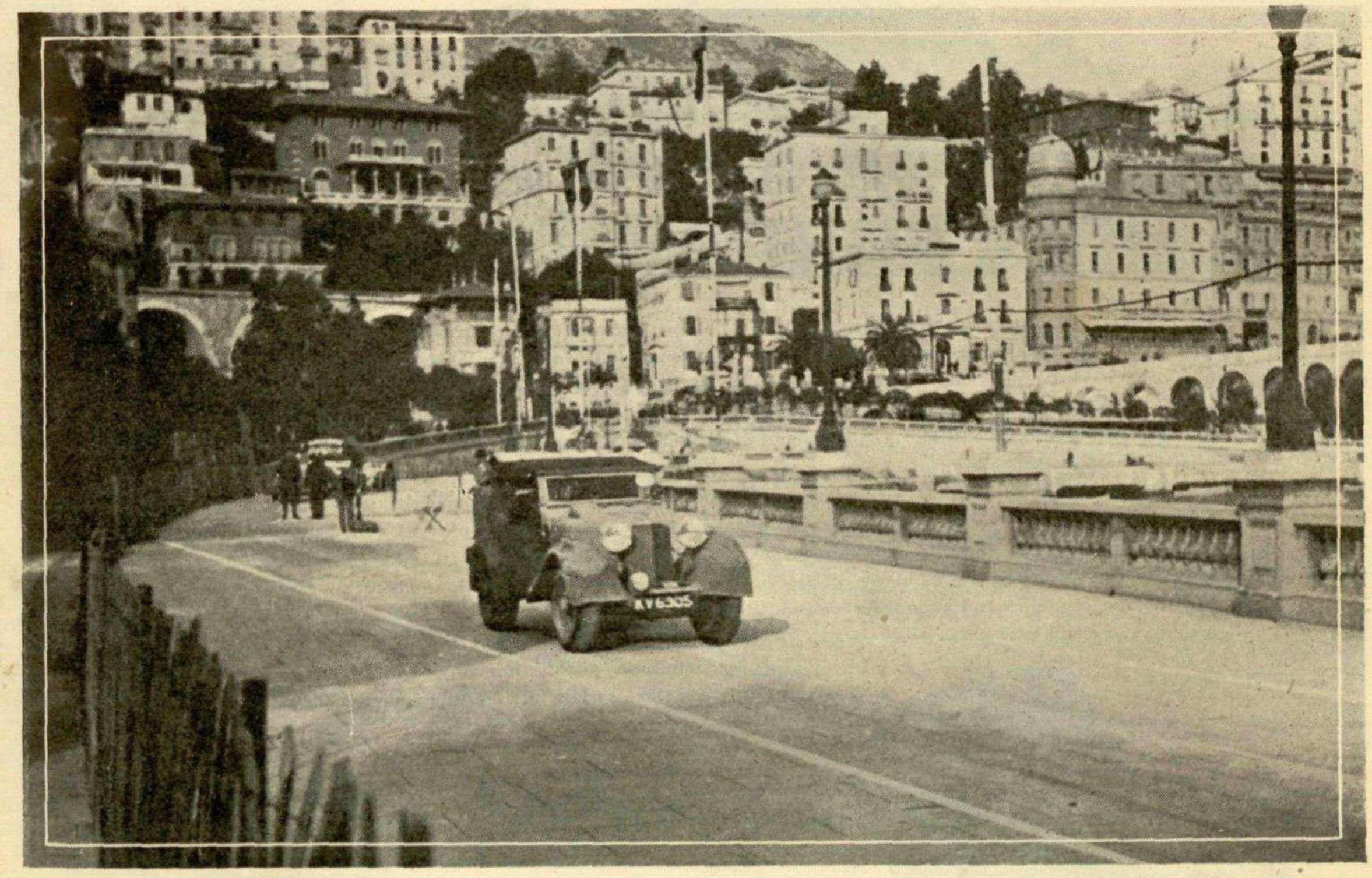
Vol. XXII No. 1 **INTERVIEW WITH EARL HOWE** *January, 1946*

MOTOR SPORT

INCORPORATING

Speed

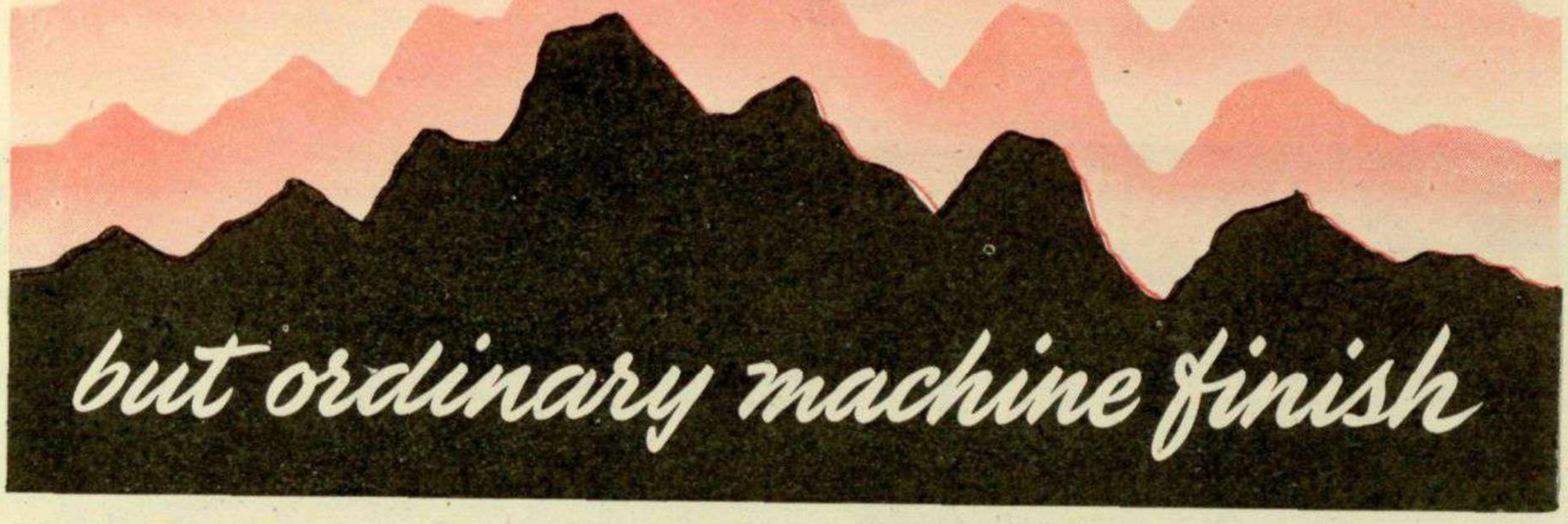
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THE FINAL "REMBRANDT" GATHERING

THERE is some division of opinion among enthusiasts as to whether the "Rembrandt" series of meetings should be continued indefinitely or whether the existing motor clubs should be left to take over once more the organisation of social gatherings for motorists. There can be no argument, however, concerning the success of the 14th and (provisionally) final gathering, held at the Rembrandt Rooms, Kensington, on December 2nd.

Proceedings began at noon with a cocktail party, and before long the centre and both sides of Brompton Road were lined with assorted sports cars. The weather was hardly suited to hoodless Bugattis and the like, for it rained hard until after lunch, but they turned up just the same.

The usual unorganised talking session continued inside the "Rembrandt" until the lunch check was reached at 1.45, about 200 "competitors" clocking in for this.

After lunch, the chairman, Earl Howe, read apologies for their absence from Eric Giles, Raymond Mays, Howard Godfrey, W. Boddy and Lord Brabazon of Tara. Speaking as one who had been away throughout the war, Earl Howe commented that the "Rembrandt" meetings had achieved widespread fame and had undoubtedly done a world of good. He hoped the meeting would produce a good discussion and that nobody would hesitate to "tell the old gang where they get off"! He then proposed a toast to the organisers, Anthony and Penny Rivers Fletcher.

Replying, Rivers Fletcher paid tribute to the large amounts of work which others had done to help organise some of the gatherings, especially Messrs. Clutton, Pomeroy, Tubbs and Capon. To him, motor racing was not so much a hobby as a way of life, and on behalf of the new generation of enthusiasts he paid tribute to the value of experience gained by the pioneers. Responding to demands for "a pennyworth," Mrs. Rivers Fletcher expressed her pleasure at being richer by 210 friends.

Proposing a toast to "The Sport," Sammy Davis said that news of the "Rembrandt" meetings had made folk abroad quite homesick. As regards the future of the Sport, the situation was certainly not hopeless; the motoring enthusiast is as popular with the Government as a polecat at a garden party, but this had always been the case anyway. We should thrive on opposition, and he had no doubt that we would get Brooklands and Donington back, eventually.

Davis emphasised the importance of using the experience of existing drivers, who were often sporting enough to coach even a rival. If he were ever reduced to a jet-propelled bath chair he, personally, would not rest until it went a damn sight faster than anyone else's, and he expected to end up doing a timed mile in a hearse. In toasting the Sport, he also toasted Earl Howe, the most perfect-mannered driver in any race and Britain's best racing ambassador.

Replying on behalf of the Noble Order of Polecats, Earl Howe said that, although we might not see much in 1946, motoring sport would certainly go on. A serious campaign to secure the release of Donington Park began recently, when the War Office listened to the views of motorists, cyclists, campers, and even M.P.s.

Proposing a toast to "The Press," Cecil Clutton said that our motoring journals were the envy of the world, free from commercial taint and renowned for their artistic technical draughtsmanship. He paid tribute to the work of Pomeroy, Cresswell and the late Gordon Crosby, and hoped that now sports correspondents Davis and Walkerley had been demobbed they would soon have races to write about. As for MOTOR SPORT, modesty forbids our repeating his compliments here.

In reply, Laurence Pomeroy said that Pressmen represented a sort of fourth estate, being paid to do the things most folk spend money on and receiving small monthly cheques as well! He hoped our motoring journals would never fail to express a wide range of opinions, but if ever the Government appointed a Peoples' Commissar for "Rembrandt's," Rivers Fletcher should get the job.

An interval followed, while the staff cleared the tables and the visitors went the round of the parked cars. A quick survey revealed the presence of A.C., Alfa-Romeo, Alta, Alvis, Aston-Martin, Bentley (A. and M.), Bugatti, Cord, Delahaye, Frazer-Nash, H.R.G., Lagonda, Lancia, M.G., Mercédès, O.M., Peugeot, Riley, Rolls-Royce, Singer, Sunbeam and Vauxhall. Incidentally, fewer varieties of uniform than usual were in evidence, though there was at least one visitor from the Antipodes.

Returning indoors, Sammy Davis was called on to open the discussion, and indicated that the most general interest seemed to be in means of getting racing on fast cars at low cost. He quoted 500-c.c. racing (proposed in MOTOR SPORT in 1941) as one way in which 80-90 m.p.h. might be obtained from cars costing little more than first-class motor-cycles. Tuning might be restricted, rather as 1½-litre motor-boats are limited to a maximum pull when tested against a spring balance.

Anthony Heal then rose to say that, although he personally held that nothing under 4½ litres was any good, the Vintage Sports Car Club had officially decided to make provision for 500-c.c. cars in their future events. They were all out to help any scheme which promised racing at a reasonable cost.

L. M. Ballamy then rose to plead the cause of 750-c.c. racing, in which he admitted having a vested interest. He claimed that Class I was an illegitimate breed not indigent to this country, and made the amazing statement that no engines of that size are available.

This impelled John Bolster to "rise from his chain-driven, jet-propelled bath chair," pointing out that 500-c.c. engines, as potent as V-twin J.A.P.s he once used, are available, rendering times of 43 sec. at Shelsley or 21 sec. at Lewes possible. A 750-c.c. limit would lead to multitudes of cylinders and new-fangled devices like

blowers, as well as rendering frills like steering and springing desirable. Anyway, the Bristol folk had already staged two sprints, one enabling him to do 110 m.h.p. in the rain, which was pretty frightening, and the important thing was to infect others with their drive.

Peter Monkhouse confirmed that serious 750-c.c. racing is exceedingly costly. A 500-c.c. car should be a young racing car, however, not a flying bedstead which only a Bolster could handle.

Cecil Clutton supported the theory that a 500-c.c. car with a T.T. motor-cycle engine should approach the 100-m.p.h. mark. He, however, favoured the racing of large elderly cars, which would soon be cheap once again.

Robin Jackson was also attracted by Class I, for motor-cycle engine spares and service are cheap, while single-cylinder engines are easy to work on. If a standard design is to be used, the R.A.C. would be the folk to pick it, but who would do the scrutineering ?

E. C. Gordon England begged us to think big and live dangerously. His contribution to this end was certainly considerable, for he suggests that we beg-borrow a few hundred lend-lease Jeeps and race them. Wow ! A. C. Armstrong was not hopeful of our scrounging these Jeeps, and thought they would be unexciting. Pomeroy, on the other hand, after a spell in Germany, thought it too cruel to ask drivers who had survived shells, bombs, bullets, doodle-bugs and rockets to try Jeep racing.

W. M. Couper said that Class I or Jeep talk was all play-racing ; our job is to wake up the manufacturers. They need it, having produced nothing new in 12 months' work ! His view was that, if a sports car race was held in Hyde Park, no big firm could afford to be out of the resulting publicity.

John Eason Gibson agreed that we must try to interest the car manufacturers, whom he regards as financiers rather than engineers or craftsmen ! His idea of how to do it was for us all to run foreign cars. Meantime, as now, folk must do their best with old racing cars until they could afford something better. Eason Gibson also pointed out that the Army Benevolent Fund wanted sports organisers to hold events and give them the proceeds, which would fit in well with a race in Hyde Park, Richmond Park, or even Battersea Park.

Answering the discussion, Earl Howe pointed out that racing costs money, and the Government's new powers to control investment may prevent the formation of a company to provide standardised or 500-c.c. racing cars. In any case, the Fiat " 500 " race at Brooklands was fun to drive in, but caused some awful wangling and was hardly spectacular. A rodeo on Jeeps, say at the White City, was something he and others would go a long way to see. [Sir !—Ed.]

As regards racing in Royal Parks, the King's consent would be needed for a race in Hyde Park or Richmond Park. (But is not His Majesty still patron of the British Racing Drivers' Club ?) Battersea Park belongs to the London County Council, who might not like the idea of a race very much. Sports car racing certainly improved the breed, and the T.T. should be held again in 1947.

* * *

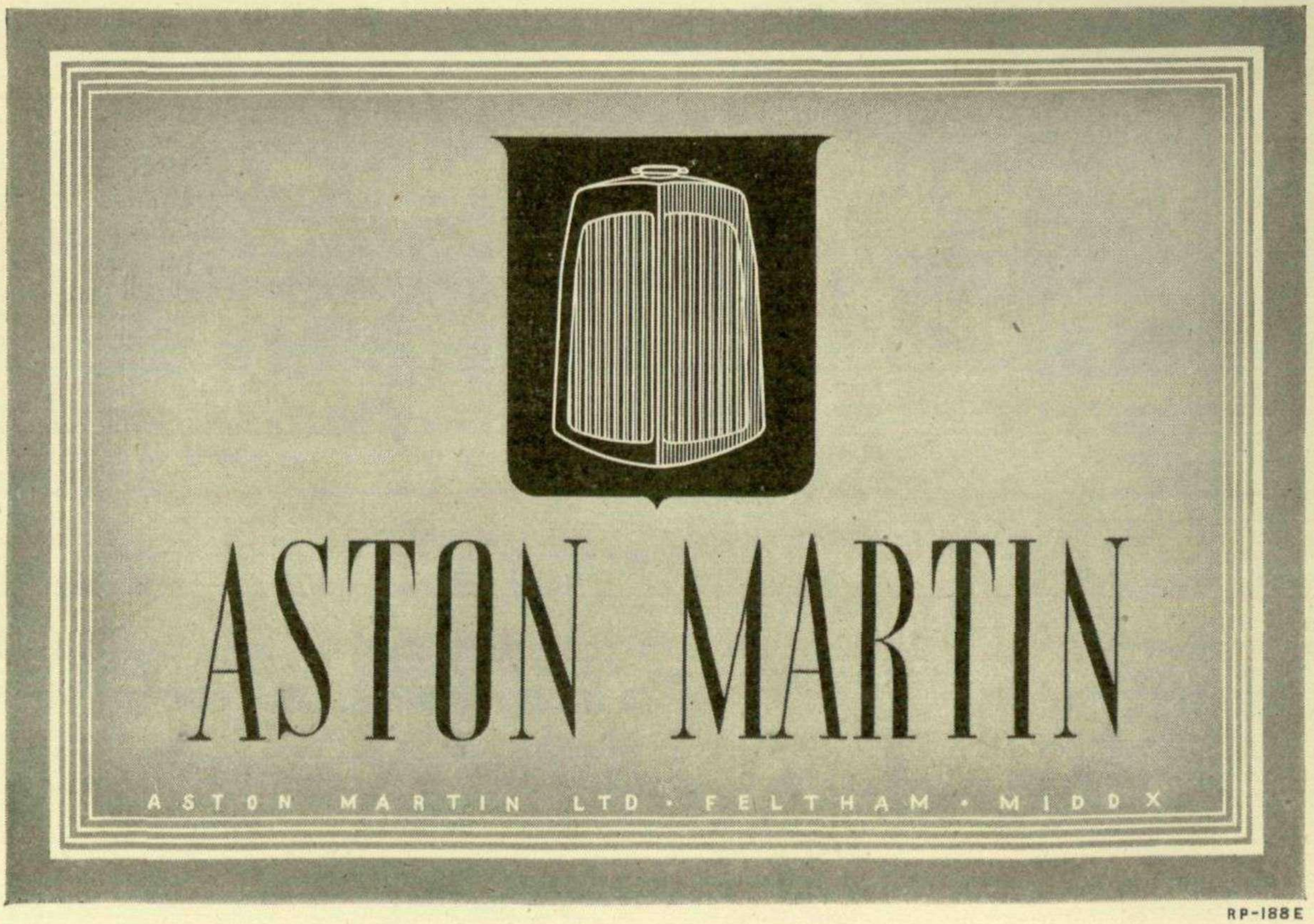
JOTTINGS

Two M.G.s with i.f.s. attended ; one a " Magna " with Dubonnet grafted on, the other a saloon with " Magna " wheels, bent wire gear lever and wishbone i.f.s. The latter was parked out of sight till dusk fell, but this spy carries a pocket torch !

When the rain stopped, Pomeroy went home for his " Prince Henry " Vauxhall. It starts readily on the handle, except when I tried to swing it !

" D. S. J." took one look at the weather and sold his ticket to F/Lt. Mallock. When the rain stopped, after lunch, he turned out !

Bob and Diana Cowell turned up in a nice " Competition " Delahaye.—J. L.



Personality Parade

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

No. 1—Earl Howe

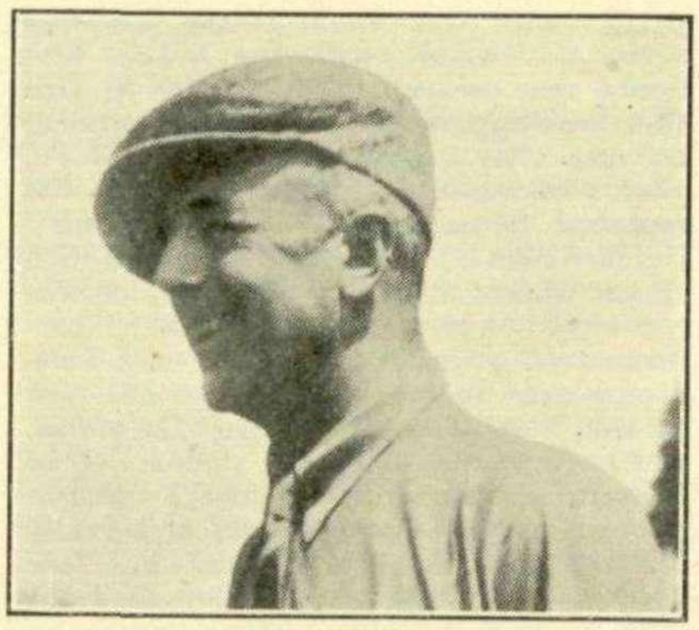
THE Rt. Hon. the Earl Howe is a gentleman of excellent taste. This was evident to us when we had the pleasure of visiting him at his charming Elizabethan country home in Surrey.

Known as the " Old Rectory," it contains many valuable pieces of antique furniture, beautifully set off by the Linenfold oak panelling, but his most valued possessions are his numerous trophies and photographs of motor racing. Amongst these are some fine model ships, which reminded us that the Earl has been a Naval reserve for over 40 years. Here was such a wealth of interest that we could have browsed around for hours. Indeed, it must be pleasant for the Earl to return to such a restful and inspiring atmosphere after his hectic motor-racing exploits or his tiring political life in London.

Earl Howe first drove a car as far back as 1898 and completed in his first race in 1928. When a child his enthusiasm for motoring was such that he faked many a bilious attack to bring the doctor to the house, as he possessed the first motor car in the district, and his visits ended with a ride down the drive for Howe.

Howe was driving his E.R.A. in South Africa in 1938 and the early part of 1939.

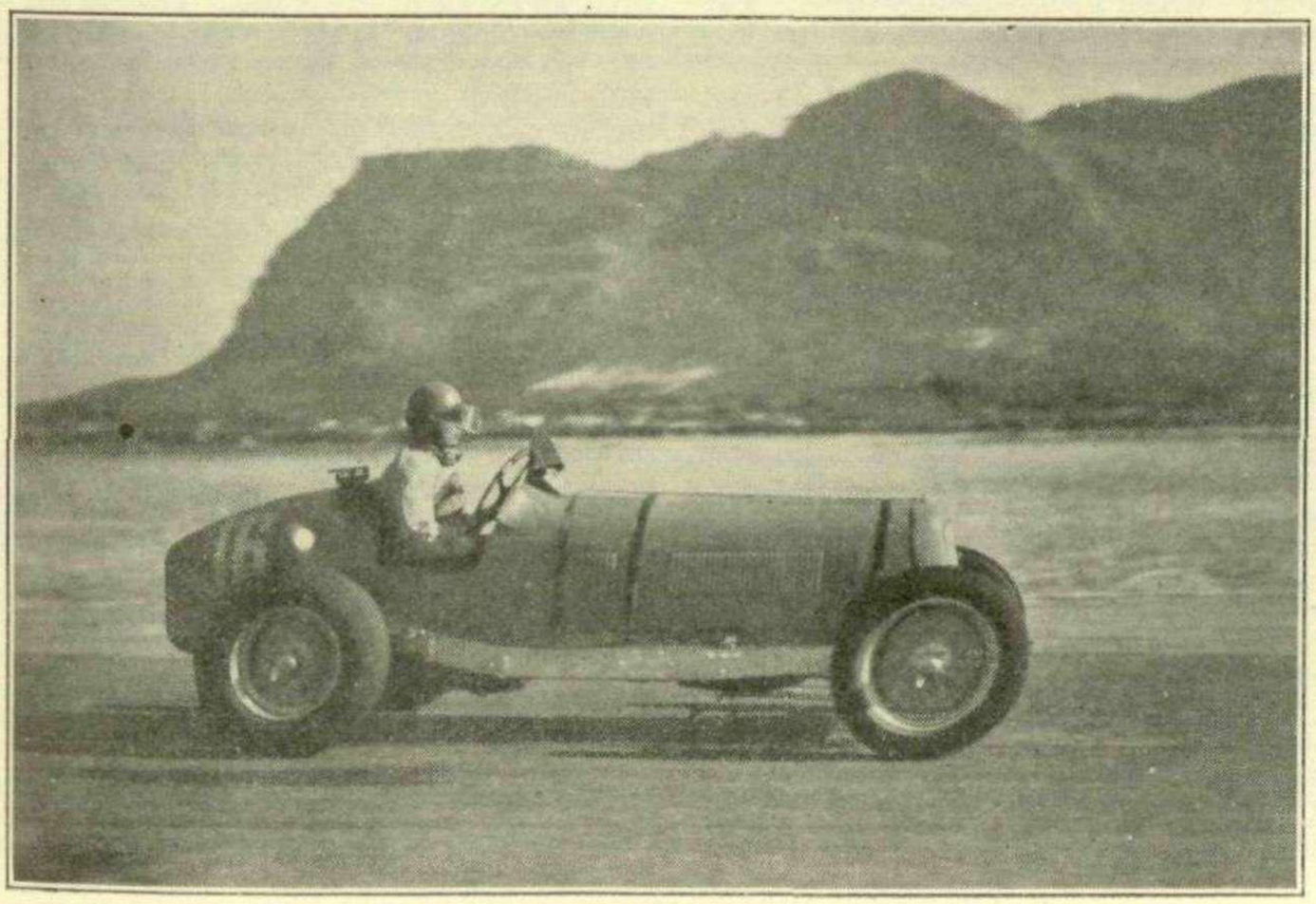
Whilst running at Brooklands on the Campbell Circuit in May, 1939, he missed a corner, owing to the limits of the track being obscured by a large puddle of rainwater. The E.R.A. was slightly damaged on striking a ball. This was his last race.



Earl Howe.

In the course of Earl Howe's extensive racing career some of his most notable successes are as follows :—

1st, J.C.C. B.D. 12-hr., 1931, M.G. Midget (with C. S. Staniland).
1st, Le Mans, 1931, Alfa-Romeo (in conjunction with Birkin, and 1st in 4th Annual A.C.O. Cup, also 1st in 7th Biennial A.C.O. Cup).
1st, Avus G.P., 1932, Delage 1½.
1st, Nurburg G.P., 1933, Delage 1½.
2nd, Picardy G.P., 1934, Bugatti.
1st, Targa Avruzzo, 1934, Alfa-Romeo.
3rd, R.A.C. Inter. T.T., 1935, Bugatti.
2nd, J.C.C. 200-Mile, 1936, E.R.A.
1st, Grosvenor G.P. (South Africa), 1938, E.R.A.
Racing Class up to 1,500 c.c., 1938, E.R.A., Brighton Speed Trials Record.



Earl Howe in action in South Africa.

Immediately prior to the war, he drove his Lagonda and Fiat 500 whilst on naval duties in the North, and later used his Bugatti as well.

As to future plans, Earl Howe says that he is not a " planner," but prefers to meet occasions as they arise. Anyhow, he has his E.R.A. The cars he now owns are a Bugatti, Type 57, Lagonda V13, Railton 4½-litre and a Fiat 500.

Howe's most frightening experience in motor racing was in the T.T. on the Ards Circuit, in which he was driving a Monza Alfa-Romeo. He was descending Bradshaws Bray at some 80 m.p.h. when to his dismay he perceived the Italian-driven car ahead of him pulling up on the bend. Immediately, Howe braked, but the surface was loose and he spun round 180 degrees, hit the bank with his back wheels, leapt into the air, cleared a low brick wall and sailed over the heads of three very surprised people who were climbing a bank to take photographs. The car then *landed on its four wheels in a potato field.* At this moment Howe was not a little surprised to find himself unharmed and the car apparently intact. Help soon arrived and with some struggle the Alfa was turned round and taken out of the field, through a gate, thence through a farm and back on to the course. Howe merely finished the circuit as the brakes proved to be defective. Subsequently it was discovered that the chassis was fractured.

Howe is chairman of the Marine Motoring Association. He is fond of music and has a vast library of gramophone records. He likes all sorts of music, but is opposed to " jazz." In his earlier days he played cricket and golf, but now his various mishaps (in which he has broken practically every bone in his body, except, strangely, those in his legs) have rendered him, he says, too bent for these games.

He has a large library, is fond of model ships and enjoys his well-kept garden.

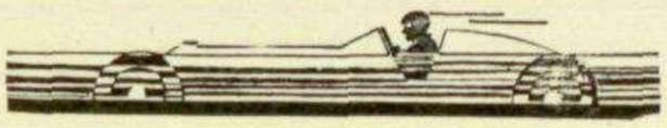
Earl Howe has strong individual characteristics. An array of caps that we observed in his library recalled memories of him, always wearing a cap at jaunty angle, in bygone days. His racing colours are blue and silver. He is a director of the A.E.C. Co. (manufacturers of heavy vehicles), is interested in politics and has been a member of the House of Commons for 11 years for Battersea South.

Earl Howe advocates starting at the beginning, as he did. He recalls his first job as a garage mechanic in France at 4 francs a day, later rising to 5 francs as he grew proficient. He is of the opinion that it is better to gain experience in unimportant races, where it does not matter where you come in. As you progress you invariably realise how little you know and how much there is to learn.

Continued on page 20

CARS I HAVE OWNED

This time with especial reference to " 12/50 " and " 12/60 " Alvi.



AT the end of the Kaiser war the family was running a 24-h.p. Talbot enclosed-drive landaulette, a 4-cylinder job of vast proportions. I do not remember much about it, apart from the fact that it was most comfortable and very reliable, and that it had a very loud and raucous Klaxon. This was followed by a 11.9 Harper Bean of 1922 vintage. It was the 3-speed model, with the battery slung between the rear dumb-irons, the tools being situated in an adjacent compartment. Although quite reliable for the period, it was gutless in the extreme and called for second gear when it saw a hill approaching; in fact, amidst the very hilly country in which we lived, the Yorkshire moors, one had to row it along on the gear lever. It was sold with few regrets, and was replaced by an 18-h.p. 4-cylinder Buick, with English 2-seater body finished in dark brown. The performance after the Bean was rather amazing, as it seemed to go almost anywhere in top gear. There were, however, two very bad snags, the lights, which were like glow worms in bottles, and the brakes, which were external contracting. When applied in wet weather they made a loud hissing noise, and the car seemed to go faster! But it was comfortable, very reliable and went well, so these two faults were overlooked.

At about this time, 1925, two of my brothers also decided that they wanted to motor, so a " Brescia " Bugatti and a " 14/40 " Vauxhall joined the Buick. The Bugatti was a very interesting car, being, I believe, a " Full Brescia," with two magnetos, the contact-breakers of which protruded through the dashboard and were covered by a thin sheet of oiled silk. There was no body to speak of, and the driver and passenger sat on a pair of sugar scoops, similar to those which may be seen at any grocery store, and surrounded by a thin sheet of aluminium. Immediately behind the seats was a 25-gallon bolster tank, the petrol being fed to the two carburetters by pressure, supplied by a small hand-pump under the dash. Gear and brake levers were outside; the gear change was very satisfactory, but the brakes were not up to much. The performance (and the exhaust note *via* an enormous outside pipe) were startling, but seldom for long, because something unpleasing always seemed to be happening. After several skirmishes, a key sheared in the back axle and, as my brother was by this time getting rather fed up with being stranded midway between Bradford and Harrogate, the Bugatti changed hands.

The Vauxhall turned out to be a good example of the breed. It was a 1924 4-seater tourer, known in those days, I believe, as the " Princeton." It suffered from only two annoying habits, wheel wobble and boiling. The former was cured fairly easily by fitting wedges under the front springs, but we tried almost endless cures for the boiling without success, and then suddenly one day it ceased boiling and never again misbehaved in this direction.

In 1925 the Buick was exchanged for one of the new " 20/60 " 6-cylinder roadsters of the same make, and the difference between this model and the old 4-cylinder was most marked. Apart from the greatly improved comfort and appearance, the performance was much better, but the same old trouble with the brakes and lights was present. The family at this time was apparently very Buick-minded, because after running the roadster for a year without any trouble at all, it was replaced by a 1926 " Country Club " Buick roadster, finished in pale blue with cream wheels, a colour scheme which was considered very smart. This model performed effortlessly for a year and then disappeared in favour of one of the new " 14/60 " semi-sports 4-seater Lagondas, which were then creating such a lot of favourable comment. At first I thought that at last we had got hold of a really fine car, and English at that, but fate decreed differently, because it turned out to be a complete " pup." There were many things which I liked about that Lagonda. It was beautifully built throughout, the bracket which held the spare wheel, for instance, looked as if it would anchor a battleship, and it was very fully equipped. Apart from the usual instruments, it had a rev.-counter and water thermometer, and the greasing arrangements were simplified by having two groups of nipples behind small trapdoors on the valances. The finish was in French grey and pale blue, and blue leather-covered pneumatic cushions, while a folding Auster screen took care of the rear passengers. This was all very well in summer, but in winter rain and snow seemed to blow in everywhere.

The steering, the Alford and Allder brakes and the gear change were beyond reproach. I do not think I have ever handled such a grand box, it was very much better than that on a " Speed Model " which I subsequently drove. The performance for a heavy-bodied 2-litre was quite good, and as far as I can remember it would do about 65 in top and 45 and 30 in third and second, but this did not last very long. After about 5,000 miles we were belting along quite happily when there was a loud crash and everything ceased. . . . A piston had burst and more or less wrecked the engine. Lagondas were very nice about it and supplied a new engine under guarantee, but it was not long before a similar thing occurred, so we thought it would be a good thing to cut our losses and get rid of it quickly while the going was good.. A 1928 14-h.p. Hillman Weymann saloon took its place. After the Lagonda, the performance of the Hillman was not very exciting, but it was a very comfortable and reliable vehicle, and it stayed with us for over three years, covering an immense mileage. People said that the fabric would crack and peel off, but my brother used a liquid polish called " Karspray," and the body was still in fine trim when the car was sold. The only trouble we had was a broken half-shaft. After a time the doors dropped slightly on the hinges, but this was soon put right by J. C. Brodie, Ltd., who fitted wedges and plates above and below the " Silent-travel " locks. At about the same time that we bought the Hillman a friend of the family bought his daughter a new 1927 " 12/50 " drophead coupé Alvis, and I managed to wangle several runs in it. The performance was even better than that of the Lagonda, and I at once decided that one day I would have a " 12/50."

The coupé was more or less the first Alvis in the immediate neighbourhood and it created a very good impression, and as a result several people bought " 12/50s " of various types, and the more I saw of them the more I liked them. I will admit here and now that one of the chief attractions was the most peculiar and fascinating exhaust note, but more of that anon.

In 1929 two of my brothers went into the motor trade and, as a direct result of this, three very interesting cars followed in rapid succession. Two 3-litre Bentleys, a " Blue " and a " Red Label," and a D.I.S.S. Delage. The " Blue Label " had a most unusual body—to look at it casually it appeared to be a normal 2-seater with a decked-in, boat-shaped tail, but when two small straps were undone just above the petrol tank and the rear of the body pulled out backwards, a full 4-seater was provided, the top decking hingeing down and forming the back squab. The performance was quite ordinary, as, of course, it was fitted with the single Smith's carburetter and had the wide-ratio gearbox and low axle ratio; but, nevertheless, it was great fun to drive. This model was followed by a 1926 " Red Label " Van-den-Plas coach-built 4-seater, and this, naturally, had a much better performance than the older car, but for some curious reason I could never travel far in it without becoming very car-sick. I was all right if I was driving, but if I acted as passenger it was hopeless. The next car on the agenda was the D.I.S.S. Delage, and I am sorry to say that I did not see very much of it, and I only had two really good runs in it, but that was quite enough to show me what an excellent car it was. The chassis was the normal D.I.S.S., fitted with a very pretty 3-seater beetle-back body by Hill and Boll, of Yeovil. The performance in general was good and the steering, brakes and gear change were first rate, but somehow the car seemed to have a " hoodoo " on it. Bout after bout of sticking valves occurred, and after a particularly violent attack on a journey up to Yorkshire it was abandoned in a garage on the Great North Road near Wansford, nad was eventually towed home. Unfortunately, while being towed, some idiot in a large, unwieldy lorry ran out of road and proceeded to almost completely demolish the Delage—and that was that.

I started my own motoring proper in 1929, although I had handled all the cars mentioned, from the first Buick upwards. My fourteenth birthday present was a 250-c.c. Francis Barnett "Empire" model. I never really liked it from the first day, and it had some very unpleasant habits, one of the worst of which was its constant practice of seizing up. It had the separate oiling system which was fitted to certain

Villiers' engines at that time, and no one seemed to know just how many drops of oil should flow through the visual indicator per minute. In the end I got completely fed up with it and swapped it for a 1930 350-c.c. 4-valve Rudge, which had four speeds and coupled brakes. I have nothing but praise for this, as it stood up to an unmerciful bashing without any trouble at all. The gearbox had very well-chosen ratios and gave 72 in top, 52 in third and 42 in second. The M.L. " Maglita " was rather a weird and wonderful affair, but it never gave any bother and it kept the battery well charged.

From there I graduated to the inevitable Morris-Cowley, a 1930 model. Being the first car that I had owned personally I lavished great care on it and, in an attempt to make it look slightly different from all the other Cowleys on the road, fitted it with " Ace " aluminium discs and a dummy rear tank. It looked quite smart, and it withstood all my furious dashes all over the countryside. Top speed was about 50, with 30 in second, and petrol consumption was about 25 m.p.g. In 1932 I exchanged the Cowley for one of the then-new 4-speed Oxfords, with the sports coupé bodywork, and I really think that this was one of the best cars we have ever had. I ran it in very carefully and then proceeded to belt it all over the place, including several runs from Harrogate to Amersham in 4¾ hours (that was before the advent of the speed limit and beacons). In 1933 we moved from Harrogate to Birmingham and as my work necessitated the use of a car, and as the Oxford was rather big and not too good on petrol in heavy traffic, I decided to look around and try and find something smaller to keep it company. My brother found me a shop-soiled 1933 " J2 " M.G. I liked this car very much at first, but it was beset by two rather annoying troubles, sticking valves and burst petrol tanks. The former was soon cured, but the latter was quite another kettle of fish. I kept on appearing week after week at Abingdon as one tank after another was fitted, and by the time the fifth one was fitted I think M.G.'s were just as fed up with the car as I was. However, for the next 14 months or so it did not give much trouble. but after this lots of things seemed to happen at once. Oil consumption rose alarmingly, so I decided to have the block rebored and one or two other jobs done at the same time. As it turned out, there were more than just one or two jobs to be done. It needed new camshaft bearings and drive, new big-ends and mains, new dynamo armature and new crown wheel and pinion, amongst other things, and after all this was completed it never seemed to regain its original performance, so I decided to look around for something else. I studied the various motoring papers and I noticed that the " 12/60 " Alvis was to be had at more or less the price I was prepared to pay, so I went up to Town and had a squint around. I finally found just what the doctor ordered, a 1932 " 12/60 " beetle-back 2-seater, finished in the usual shade of green. I took it out on the road, but this was not really necessary, as I had already made up my mind about it as soon as I saw it in the showroom. It went very well and it seemed to be in one piece ; also it had that exhaust note beloved of all "12/50" enthusiasts.

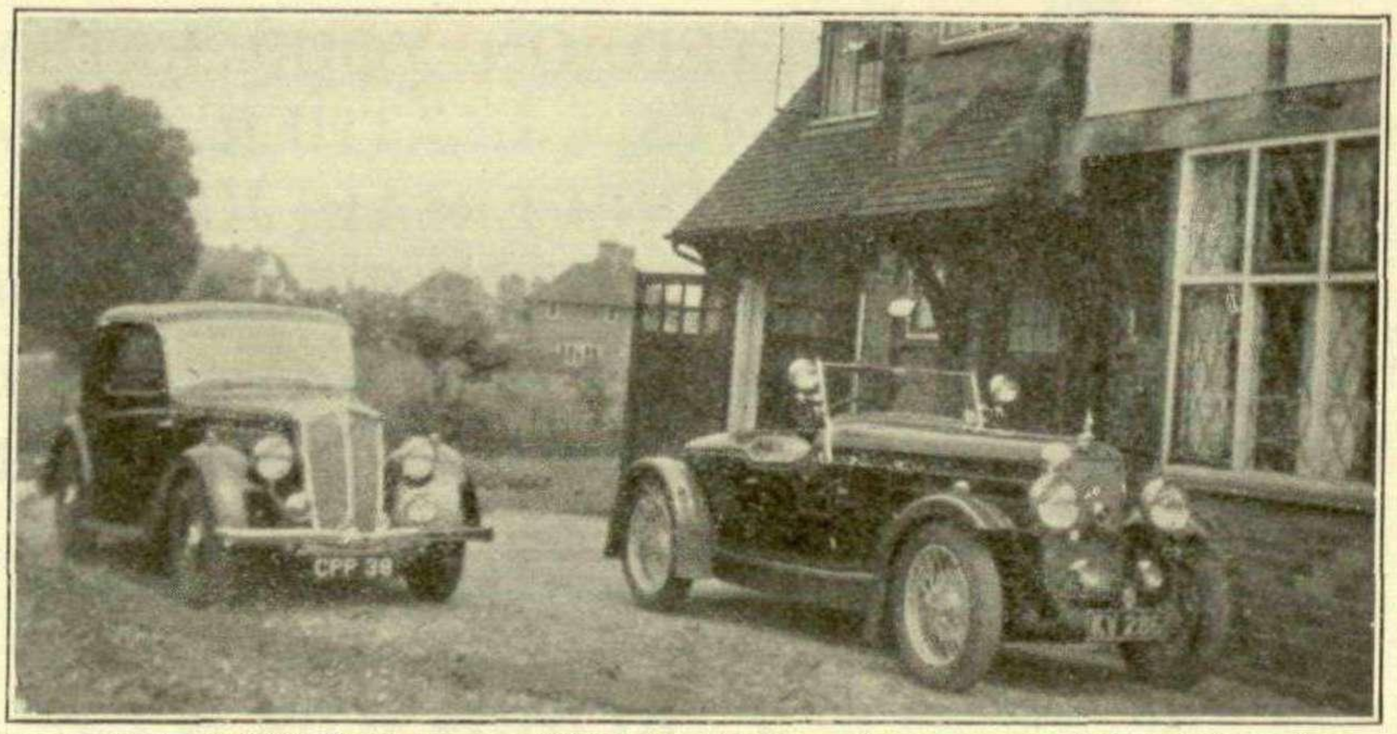
Several people had tried to warn me off these cars, murmuring darkly about heavy steering and brakes and a difficult gear-change, but this only made me all the more determined. I had only had the car two days when I set off with a friend in his Hornet on the 1935 Welsh rally (the first one that was held), and from the word " Go " I longed to get back to the Alvis. However, when we duly arrived at Cardiff, having tacked from bank to bank all the way there, I espied a very old " 12/40 " Alvis in the official car park, so, of course, I had to go over and have a look at it. I had never actually seen a " 12/40 " before, so I had a long talk with the owner . . . we subsequently became very good friends. To return to the " 12/60." I ran it for about 20,000 miles, and the only trouble during that period was a broken rotor arm, which was replaced for a few coppers.

One day when I was visiting the owner of the " 12/40 " Alvis in Birmingham we decided to run through to Coventry and see if Alvis had any particular dope on my car. The service department was most courteous and raked out the files, and from these I found out that the car was fitted with a 4.33-to-1 axle ratio instead of the more usual 4.77 to 1, a slightly higher-lift camshaft, and also the gearbox had slightly higher ratios than standard. No doubt these modifications accounted for the letter " S " which I had noticed stamped on the timing cover, gearbox, and rear axle differential housing. By this time I had saved up a small amount of spare cash, so decided that I would start from scratch and do the car up.

The engine was removed and dismantled and the block rebored by Burton-wood's, of Finchley, Aerolite pistons were fitted, the crankshaft reground and new mains and big-ends fitted. New timing gears were obtained from Avis and, when these were fitted, completely eliminated the rather unpleasant rattle that was becoming more prominent just before the overhaul. The brakes were relined with " Ferodo " and the vibration damper on the front of the crankshaft had its pins renewed. The S.U. Petrolift was replaced by a pressure pump of the same manufacture and a Zenith edge-type filter was fitted on the scuttle just below the pump ; the latter fitment was particularly useful, as it collected a sort of sandy deposit from the bottom of the tank—I had previously tried flushing the tank out, but I had never been able to get rid of this muck completely. A battery master switch was placed just beside the passenger's seat and was so wired that all the electrical circuits could be left in use, except the ignition ; this was very useful, as the car could be left with a fair margin of safety—on two occasions I found people trying to move it in car parks—and, although the starter would turn the engine over, nothing else would happen !

I made up a windscreen spray from an old Ki-gass injector and a small glass tank fitted to the scuttle. This worked quite well and was very useful when following other cars after a shower of rain.

After its rebuild, the engine was filled with Castrol XXL and Colloidal graphite, and the running-in period started—the throttle was treated with respect and the speed kept down for the first 2,000 miles, the pace being increased gradually as the miles began to pile up. I was very pleased to find that when the engine was fully warmed up the oil pressure was over 40 lb./sq. in. at 30 m.p.h. At 5,000 miles I let the car have its head, and on two occasions the rev.-counter moved up to approximately 4,200 and at the same time the speedometer hovered on 84. I have never bothered to have either of these instruments checked and no doubt they are inaccurate, but I feel that the car is capable of 75-77 m.p.h. under anything like reasonable conditions. I quite realise that this is nothing out of the ordinary for a 1½-litre motor, but it suits me well enough, particularly as quite good average speeds can be put up with the minimum of effort and, after all, surely that is the most important thing. The cruising speed is anything up to about 60 m.p.h., and this corresponds to about 2,800 on the rev.-counter ; very satisfying. Petrol and oil consumption are about 25 and 2,000 m.p.g., respectively, and the engine seems to hold its tune indefinitely, as the tappets only require adjusting every 5,000 miles or so, and, in any case, this is a very easy job on the push-rod o.h.v. engine. I change the oil



The author's " 12/60 " Alvis, on which he lavished much care, and a " 12/48 " Wolseley, which gave his mother excellent service.

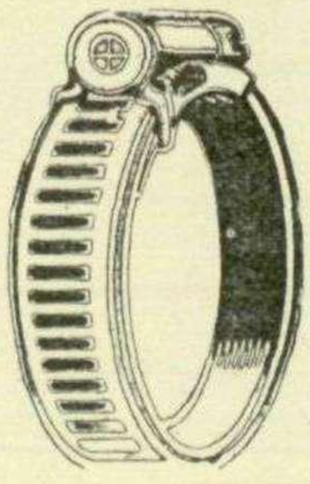
in gearbox and rear axle periodically and they never need topping up between the changes, and no stains of oil appear on either unit; 4,500 r.p.m. is the normal maximum speed of this unit and, with the ratios fitted and 600 by 20 tyres on the Dunlop knock-off wheels, gives 28 *in bottom*, 45 *in second* and 65 *in* third; 4,000 r.p.m. corresponds to just over 80 in top; the gear-change is first rate, particularly if the clutch stop is buttoned up fairly closely, when upward changes can be made almost as quick as the lever can be moved, but a certain amount of care is needed between second and third because of the long travel of the gear lever. One point of criticism here is that when third gear is engaged it is difficult to apply the hand brake owing to the proximity of the levers. The body, to my way of thinking, is a fine piece of work, and even to-day, after 12 years, it does not look out of date. The two front seats are very comfortable and quickly adjustable on their Leveroll fittings, while there is plenty of room in the single seat in the tail for a passenger or quite a large amount of luggage, and the hood is very neat, being quite waterproof when erected in conjunction with the side curtains (stored in a locker between sheets of baize behind the front seats). When the hood is folded it is hidden away under a hinged decking and so the lines are not spoiled by yards of flapping fabric. When the car was finally laid up at the outbreak of war it had covered over 60,000 miles in my hands and was just about halfway through its fourth set of tyres—I felt I was doing reasonably well to get about 15,000 miles per set, as the car was nearly always driven fairly hard. With the third set of tyres I tried out an experiment and used a Dunlop "Fort 90," a Goodyear, a Michelin "Zigzag" and a Dunstable retread and, much to my amazement, the retread lasted the longest of the four, covering 15,400-odd miles! I know a lot of people do not like retreads, but I never had any trouble with *this one* or the subsequent ones I used.

In 1936, after covering nearly 50,000 miles, the faithful old Morris-Oxford was replaced by one of the new "12/48" Wolseley sports coupés. I had never been very keen on the Hornet as a family car as the steering always seemed so peculiar and unpredictable, but the new "12/48" looked, on paper anyway, just the thing for my mother's use. It turned out to be an excellent little car, being very comfortable and reliable, and it could get along at quite surprising speeds. We did several 250-300-mile runs, and it did not seem to object to a cruising speed of 55 m.p.h.; on the other hand, the petrol consumption was never better than 24-25 m.p.g. In spite of careful attention to the S.U. and owing to the fairly high compression, Discol was the only fuel it really liked. At 10,000 miles a new set of king pins and bushes were required, and after the amazing wear I had had out of the "12/60" Alvis I was rather surprised, but no doubt it was mainly due to the rather heavy effect of the 600 by 16 tyres fitted. Once this job was completed no further trouble occurred in this direction and the car performed in a most satisfactory manner right up to the time it was sold.

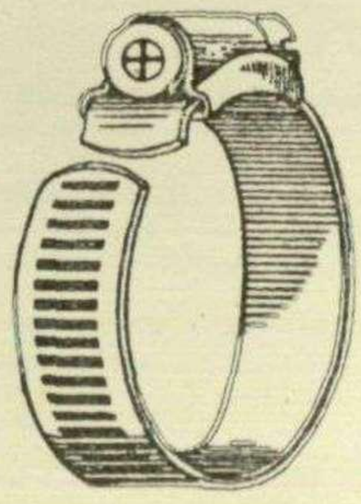
In 1937 several of the local lads decided that it would be a good plan to start a car club in the area, and in a rash moment I promised that I would enter for all their trials in a sort of wild endeavour to promote entries! When I woke up the next morning I realised that I did not want to run the "12/60," as its front mudguards were very low and the steering lock was not really suitable for trials corners, so I hunted round and luckily found a 1928 T.G. Alvis "12/50" 2-seater tourer. Basically, this car had the same engine and chassis layout as the "12/60," a 69 bore and 110-stroke push-rod o.h.v. engine, but it had a lower compression ratio, and a single 30-mm. Solex carburetter hung on a long riser pipe. The tandem dynamo and magneto are driven *via* a steel-bronze-steel set of helical gears—in some cases a fabroil pinion was used on the dynamo (it was supposed to be quieter, but the teeth sometimes stripped, so on the whole the steel pinion was preferable). The clutch and gearbox layout was just the same, but the box had the wide ratios, which was not quite so good, and the axle was 4.77 to 1. The steel artillery wheels were shod with 500 by 20 tyres and were fitted to the hubs with five bolts instead of the centre lock nut on the "12/60," and the petrol tank was situated in the dash and fed the Solex by gravity. The body was not in a very good state of repair, but the engine and chassis were quite healthy. Here, I felt, was a car that I did not mind bashing about, and if the worst came to the worst I could use it for spares for the "12/60." Four retread tyres, a new battery and one new plug were fitted, and then off we set, wondering if the motor would burst. Anyway it did not, even after 25,000 miles of being hurtled through hedges, ditches and what appeared to be young river beds. The only thing I did not like about it was the Timken taper-roller-bearing propellor shaft, which

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gave one a course of vibro massage up the spine at anything over 45 m.p.h., unless very carefully adjusted and well packed with grease. Even so, it was never very satisfactory, so it was changed for a shaft with Hardy-Spicer couplings. After one particularly hectic trip over an outcrop of rock, the horrible exhaust system, which had come off a "Silver Eagle" and consisted of a long length of pipe with a sort of flue brush inside it, was completely carried away, much to my delight. I had meant to deal with it for some considerable time, but the job never seemed to get done—here was the chance. I hied myself off to the local breaker's yard and secured a complete exhaust system from a "20/70" Daimler and, with a little wangling, tucked it right up under the chassis. I quite expected the motor to be very quiet, but I soon learned differently, because when the engine was started up the most shattering noise I have ever heard from a normal touring motor was emitted. At about 2,000 r.p.m. the note altered from the usual 4-cylinder burble to an ear-splitting crackle, which disappeared again at about 2,800 r.p.m. This was rather too much of a good thing, so a fishtail filled with "panscraper" was added to the tail pipe and the note became rather more subdued, although when pulling hard or accelerating that thin metallic note was just audible.

In 1939 practically the entire club committee did a month's camp with the T.A., and the faithful old Alvis kept us company, often carrying as many as ten people on board, bound for the "local." At week-ends it was loaded up and a bee-line was made for home, the run being accomplished in a quite creditable time; the only slightly disturbing factor was that when I used to park it in the garage and switch off the mag. the engine would keep on running for what seemed ages due no doubt to the want of a decoke, which it never got, anyway. When war finally arrived it looked as if I might have to sleep in the car, and, although there was plenty of room for three people to sit on the front seat, it was not my idea of a comfortable bed, so another "12/50" Alvis was purchased, this time a 1931 "Atlantic" saloon. This one turned out to be almost as good as the other two, the body, a half-panelled job in rather a poor state of health owing to dry-rot having set in, was reasonably watertight, and that was the main thing. I knew that the offside front door pillar was in a very bad condition, but lack of time and pressure of work prevented me from doing anything about it, and, of course, the inevitable happened—I was driving through Leicester and parked outside Woolworth's—I opened the door to get out and much to my amazement, and the delight of the passing crowds, the whole door fell off and completely blocked the pavement! I hurriedly picked it up and placed it in the back as best I could, and then drove off to some quiet place to cool off; but things were decidedly difficult, as the pillar had come away with the door and the windscreen and roof were flapping merrily in the breeze! However, I held the roof and screen on until I reached camp again and, with the help of the carpenter, fitted a new pillar and no further trouble occurred. The only other misfortune was a split con.-rod, due to a little-end bolt shearing. Fortunately, I found out just in the nick of time. I was draining the sump one evening and as the oil was pouring out there was an ominous "plop," and when I grovelled through the sludge I found a castellated nut and split pin which should definitely have not been there. On dropping the sump I found the little-end bolt from number three con.-rod missing, and on removing the rod discovered that it was cracked from the saw-cut at the gudgeon pin almost down to the big-end. I replaced the rod with a spare one that I had by me, and I never had any more bother. Petrol consumption on both "12/50s" was always at least 30 m.p.g. However, the oil consumption on the saloon was not too good, being under 1,000 m.p.g. In a vain effort to eke out the meagre petrol ration I fitted some wretched gadget which was supposed to do wonders to the consumption, but, apart from making starting difficult and causing an irritating noise like a vacuum wiper, it did not help very much. Another of its habits of which I did not approve was the strange way it affected the internals of the plugs, which took on a peculiar sand-coloured, woolly appearance, no doubt due to the very weak mixture; altogether most unhealthy looking, so it was thrown on the salvage dump without any regrets! I ran the "Atlantic" until the "basic" ceased for cars, and then regretfully had to lay it up. Its place was taken by a 1934 250-c.c. de luxe Triumph. I had never previously had anything to do with Triumphs and I was agreeably surprised by its performance, which was very good in spite of its weight and size. No one would believe that it was only a "250," as it was every bit as hefty as the W.D. "350" Matchless machines that we were using at the time, and it performed nearly as well as they did. No speedometer was fitted, so I do not know what the speeds were on the gears, but the petrol consumption was about 80 m.p.g., which suited me well. But I must admit that I am not a really keen motor-cyclist and I long for the time when I can get back to the Alvi. Yes, I have still got the three of them stored away at home, and I hope one day in the fairly near future to be able to go back and bring them out from their retirement.

A Further Opinion of the F.W.D. CITROEN

Messrs. Whittet and Wadham have covered most aspects of the f.w.d. Citroen pretty thoroughly, but I feel there is room for a further spot of constructive criticism. No car is, or ever will be, perfect. You and I can always improve on the other fellow's efforts, and someone else will always improve on ours. There is generally the feeling, too, that if only just a little more had been spent on this or that—a feeling that I personally get with most Continental standard bodies and a lot of British chassis.

It is both flattering and unfortunate that one tends to compare the Citroen with cars of the (pre-war) £500 to £600 class instead of £200 to £300. The car's size, vivid performance, handling and general comfort all conspire. Let us succumb to temptation and forget sordid monetary considerations.

Accessibility, though better than average, could be improved. Not everyone can apply Whittet's neat technique of wheeling away the complete works, which for me at least must remain a beautiful fantasy. A good start could be made by making the frontal bird-cage (which for once does serve a useful purpose) more readily detachable, and cutting away part of the front wings.

A quite unnecessarily lavish assortment of Continental threads is used, untouchable by normal spanners, which probably accounts for the widespread myth that the threads are left-handed. As my own red saloon "Citron Sanguinaire" was bought minus tool kit, I feel this acutely and am thankful for two good adjustable spanners.

Incidentally, among the first things I did was to paint the wings black (this avoids that cheap "dipped in the bath" appearance) and discard the hub embellishers, 9¼ lb. of useless and ugly unsprung weight that makes delightful bird baths or toy A.R.P. helmets for the kids to play with.

One expects some performance from 3,000 litres per ton-mile; the maximum b.m.e.p. is, however, surprisingly low, about 90 lb., and one wonders what a little tuning would do or the use of 4-5 lb./sq. in. boost. Wadham covered 60 miles in 60½ min. This means 4,000 r.p.m. for a solid hour, which seems to indicate toughness and unexploited possibilities somewhere. *Type agricole sportif*, if Mr. Bolster will allow me me to say so.

Quite the sorest point is the very pedestrian gearbox with its three gappy ratios. Bottom and second are pleasant enough at 14.8 and 8.3 on the 12.8-h.p. model (10 per cent. higher throughout on the 15), but the present performance on top (4.9) is far too good up to 50 m.p.h., whereafter it fades off somewhat. Replace top with two ratios of 5-5½ and 4 to 1 and you have a real motor-car.

But, there, we have added £100 to the price already. Would anyone buy? You bet they would!—J. R. Edisbury.

[If anyone cares to continue this educative work by writing of the few remaining Continentals to which we have yet to do justice—such as the Renault Eight, f.w.d. Hotchkiss-Amilcar, etc., we shall be pleased to hear from them.—Ed.]

★

VETERAN TYPES

XXVIII

A 1914 "PRINCE HENRY" VAUXHALL

By Cecil Clutton

THE "Prince Henry" trials seem to have called forth the very best from designers in that great period of automobile design, now conveniently, if inaccurately, described as "Edwardian."

When Vauxhalls decided to enter the "Prince Henry" lists (which they did with notable success) they used a machine which was no more than a slightly developed edition of the original "A" type, which swept the board in the 1908 R.A.C. 2,000 miles trial and made Laurence Pomeroy's reputation overnight. That car had a 3-litre engine developing 40 b.h.p., in a 9-ft. 6-in. wheelbase chassis. In 1910 "Prince Henry" form the dimensions were unchanged, but the b.h.p. had been increased to 52. Further tuning produced 60 b.h.p. and, with a narrow streamlined body, the machine became the first 3-litre to attain 100 m.p.h., also in 1910. This prototype "Prince Henry" was known as the Type C.10, the B-type having been a touring 6-cylinder model of no particular note.

In 1912 the "Prince Henry" was first put into production, known as Type A.11C., being practically identical with the Type 10 C; 43 of these cars were sold at a price of £605 each. In 1913 appeared what is now generally thought of as the genuine "Prince Henry" Vauxhall, having a 4-litre engine measuring 95 by 140, and a 9-ft. 9-in. wheelbase chassis, known as Type C.12; 66 of these were made, and in 1914 a further batch of 66 were made, with 10-ft. 8-in. wheelbase, selling at £735 complete. This was known as Type C.

It will thus be seen that the total number of "Prince Henry" Vauxhalls produced for sale to the public was 175 and that none were made in 1911. All of them had the pointed radiator, in addition to the famous Vauxhall flutes, and it is amusing to see that the latest General Motor Vauxhalls have made a partial (and not uncomely) return to this ancient tradition. The reason for the V-shape was, of course, to combine a large cooling surface with low frontal area.

Carrying history forward a little, in 1914 was introduced the D-type, which had a flat radiator and what amounted to a detuned "Prince Henry" engine. This was the machine which gave such famous service as a War Department staff car in the 1914-18 war. After the departure of Pomeroy from Vauxhalls the D-type was endowed with overhead valves and became known as the 23/60 O.D.

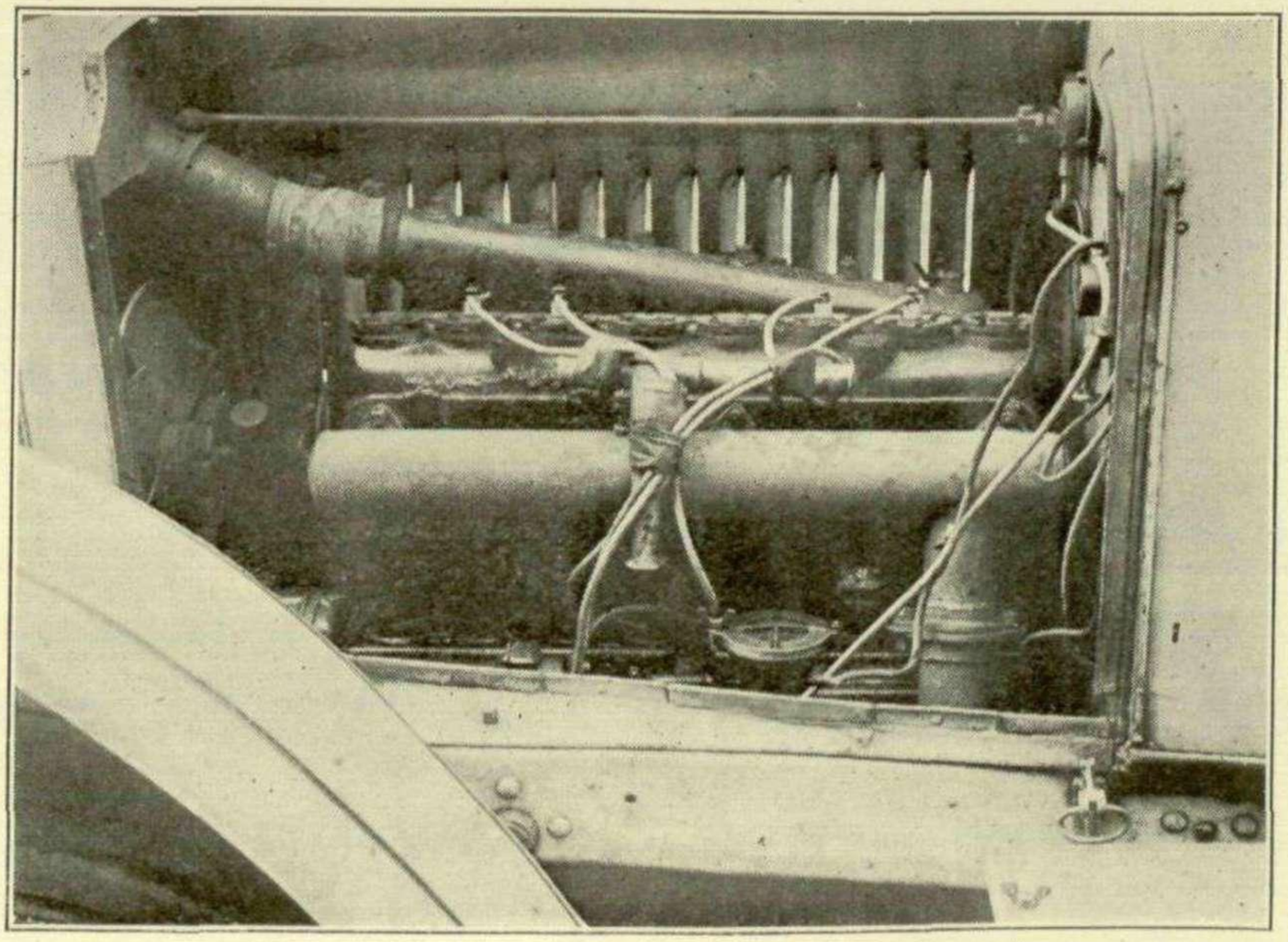
The story of how the Shelsley record-breaking E-type "30/98" was brutally developed from the "Prince Henry" is too well known to be repeated here. This prototype was probably indistinguishable from a "Prince Henry" in engine appearance, but the production E-type differed from it in a number of visible details. As compared with the 175 "Prince Henry" cars, more like 400 E-types were marketed in the years of their manufacture, from 1920-22. In 1923 the E-type was superseded by the O.E., which continued in production till 1927.

The construction and design of the A, C, D and E types followed closely similar lines, showing little change during the 14 years that they covered. The chassis was of conventional Edwardian pattern, highly flexible, with semi-elliptic springs at each corner. Transmission was *via* an open propeller tube, a torque arm locating the back axle. As will be seen from the illustration, the brake drums were of nominal diameter, but considerable width, which made them more powerful than might have been expected, and they were operated by the hand-lever. The E-type had much larger drums and, on it, the handle became the main instrument of retardation, the powerful, foot-operated transmission brake being reserved for panic procedure.

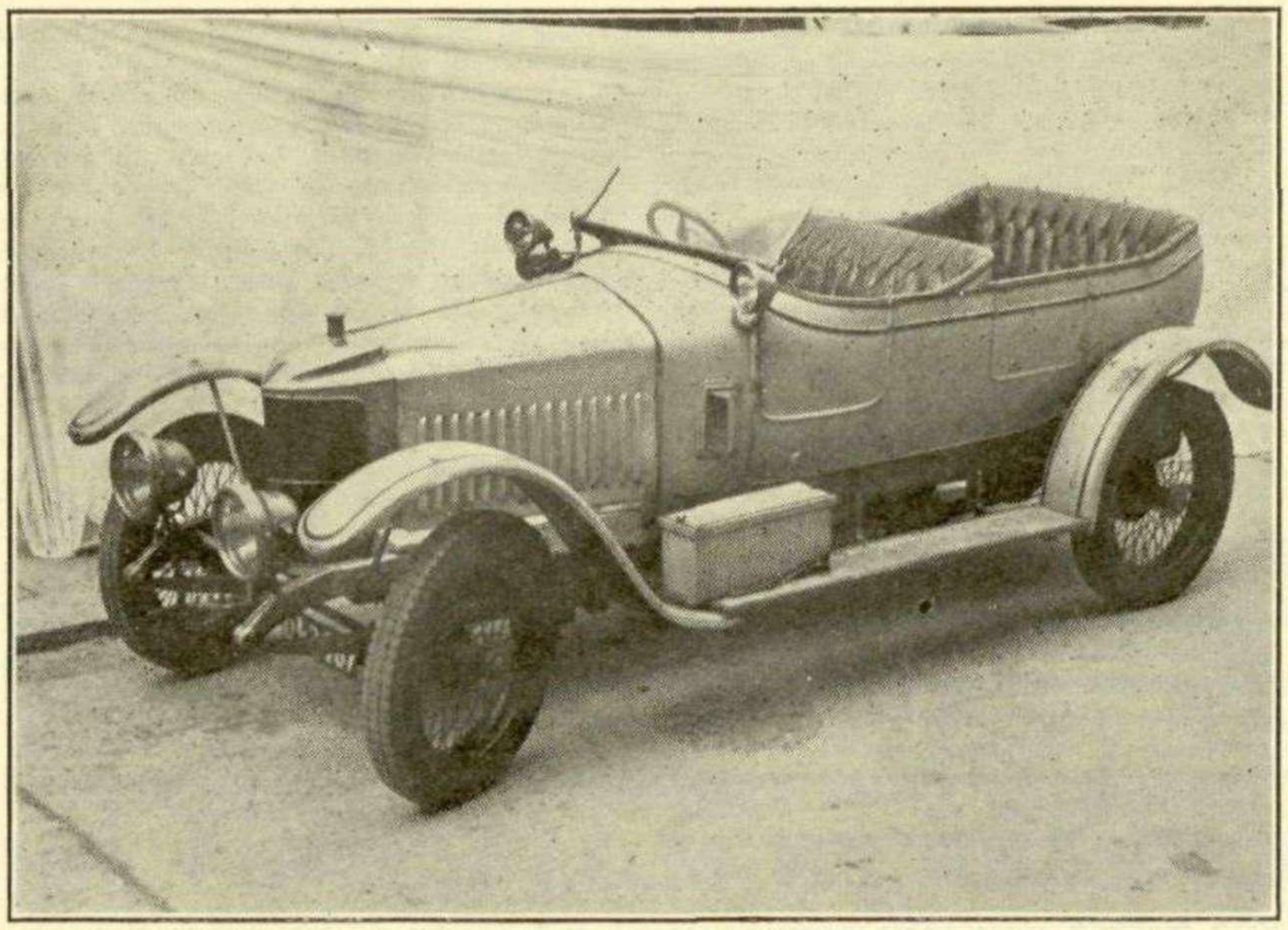
The engine and separate gearbox were mounted in a sub-frame which, while effectively insulating the engine vibrations, denied the chassis the valuable stiffening afforded by a rigidly-mounted engine. The engines were of completely straightforward design, although they were at first revolutionary by reason of their high crankshaft speed. All of the A, C and E-type engines peaked at 2,500 r.p.m. and had a permitted maximum of 3,000—a maximum effectively enforced by the breathing arrangements which made it practically impossible for the engine to go any faster. The aluminium crankcase supported an unbalanced crankshaft in five main bearings, and a monobloc top-piece had a fixed head with screw-caps for removing the valves. The inlet manifolding was cored through the block, the valves being situated on the near side and the carburetter on the off side of the engine. The clutch was a highly effective multi-plate device of Hele-Shaw pattern. The gearbox gave widely spaced ratios, increasing the engine speed by 50 per cent. between each pair.

In final form, the 4-litre "Prince Henry" engine had light-weight "Zephyr" steel pistons and the compression ratio must have been between 4½ and 5 to 1. The power output was stated to be 75 b.h.p. at 2,500 r.p.m., this being somewhat less, in proportion, than that of the E-type, which developed between 98 and 100 b.h.p. at the same speed, due to somewhat hotter camshaft, aluminium pistons and a 5-to-1 compression ratio. The overall gear ratios of the "Prince Henry" were 3, 4.35, 6.8 and 11 to 1. The total weight of the engine is only 500 lb.

The total number of "Prince Henry" Vauxhalls still in existence is very small, but what is probably the best preserved has fortunately, and most appropriately, come into the hands of the present Laurence Pomeroy. It was purchased new by Mr. Badgery, and is one of the 1914, long-wheelbase, C-type machines. For one reason and another it got very little use prior to the outbreak of the 1914 war, and was finally laid up in 1931, so that its active period was only a dozen years, during which time it covered the relatively modest total of about 150,000 miles. As is therefore only to be expected, the car is in practically mint condition. Many readers must have seen it when Mr. Badgery (then already nearer 70 than 60) brought it to Shelsley Walsh in 1938,



Efficient simplicity—the engine of the "Prince Henry."



Laurence Pomeroy's magnificent specimen of "Prince Henry" Vauxhall, which he used daily up to the end of last year.

but in 1945 he felt that he was unlikely to have any further use for it and handed it over to Pomeroy.

It was a plesant touch that in lieu of any purchase price, Pomeroy is having a model of the car built, which will be competed for annually, under the administration of the Vintage Sports Car Club, and regulations to be announced later. The car, as illustrated, is in absolutely original form, the electric fittings being as supplied by the manufacturers; a hood it never had. Both Mr. and Mrs. Badgery felt that a hood would spoil the lines. The only modification was the very sensible one of rebuilding the wheels to take 22 in. by 5.25 in. instead of the original 820 by 120 tyres. This has slightly raised the effective gear ratios, whereby the maxima at 3,000 r.p.m. are now 26, 42, 65 and a theoretical 95 m.p.h. in top. In point of fact, it does not pay to exceed 2,500 r.p.m. in the indirects, while in top the maximum, in touring trim, probably never exceeded some 75 m.p.h. Assuming the frontal areas to be the same in the C and E-type, and allowing for the 25 per cent. less power output, the C-type should be capable of 77 m.p.h., the E-type having had a maximum of 85 m.p.h. in touring trim.

The change of ownership was quite an "occasion," and Mr. Badgery's late chauffeur, Mr. Witt, came over to run Mr. Pomeroy round the houses, which he did to no mean effect, whipping round the narrow and twisty Worcestershire lanes with an enthusiasm remarkable and praiseworthy in one of his years. Pomeroy confesses that he accepted with reservation what then sounded to him somewhat apocryphal accounts of average speeds around 45 m.p.h. and petrol consumptions nearing 30 m.p.g. Under 1939 conditions they certainly would have been impossible, but under the present fairly traffic-free conditions Pomeroy has attained similar results. Indeed, so impressed did he become with the car's complete practicability that he immediately licensed it, and for September and October used it as his everyday means of transport and going to the office. In London he gets a steady 22 m.p.g., and in the country he has had as much as 28 m.p.g., while a normal, fairly hard-driving consumption works out at 24-25 m.p.g. It is, incidentally, the thirty-first of the 1914 output, being numbered C.97 in the 4-litre series.

I recently had the very great pleasure of driving this completely charming machine, which fully confirmed a long-held view that for pleasure touring there is nothing to rival the charms of a high-grade Edwardian motor-car.

Starting from cold was an easy matter. A few strokes on the pressure pump brought petrol to the White and Poppe barrel-like carburetter, the engine subsequently maintaining pressure in the tank by a pump driven off the back-end of the camshaft. A rag was placed in the air inlet, and after two or three turns of the starting handle to "suck in" the ignition was turned on, and a single smart revolution of the handle set the engine going; this in a machine which has received no attention for 15 years, except a set of new H.T. leads.

Out on the road, the clutch is both light and smooth in operation, and it is by no means difficult to get away from rest in third gear. The flywheel appears to be a good deal heavier than on the E-type, as normal, clutchless upward gear changes call for an exceptionally long pause in neutral. On the other hand, by using the remarkably powerful clutch stop, instantaneous changes may be made, and the terrific momentum of the flywheel, as the clutch is engaged in the higher ratio, is felt in a most exhilarating manner. Downward changes are easily effected, the use of the clutch being quite optional, as fancy dictates. The foot-brake is remarkably powerful, and the lightest possible touch is sufficient for all normal requirements. In moments of crisis the stopping power of this car is such as to put very many 4-wheel-braked cars to shame. But, as with all Edwardians, the adjustment needs constant taking up, and a skilful driver will hardly use the brakes at all.

The engine beat is highly reminiscent of a "30/98," the peculiar (and, as far as I know, unexplained) firing order of 1, 2, 4, 3 producing a marked "off-beat," which had quite upset Pomeroy until I was able to assure him that it was entirely standard. The exhaust note is more pronounced than on a "30/98," especially at low speeds, and I confess that I found it rather obtrusive for what is essentially a touring, rather than a sporting, type of machine. But at over some 1,200 r.p.m. this is no longer felt, and as the car swings along lazily at 60 m.p.h. (less than 2,000 r.p.m.) the engine beat is altogether delightful.

As is so often the case when one sits fairly high off the ground, and engine revolutions are low, the performance seems disappointing, and it is only when one finds oneself prancing away from quite high-performance modern cars, despite their obviously best endeavours, that one realises that things are happening quite some. It is no exaggeration to say that any estimated speed is almost invariably 25 per cent. too low. Exact figures are difficult to obtain, since no speedometer was fitted on this particular car, and one has to be particularly careful when rolling through 30-m.p.h. limits at a mere 900 r.p.m. The 60-m.p.h. cruising speed is easily identified, as quantities of smoke start pouring into the driving compartment if it is exceeded! In its present condition, which, although remarkable, is obviously not quite 100 per cent., it has been timed at 72 m.p.h., and I myself attained a speed, under favourable conditions, which was certainly in excess of 70 m.p.h., the engine remaining absolutely smooth and effortless in performance. Indeed, since its maximum in "straight and level" can hardly exceed 75 m.p.h., which is barely 2,400 r.p.m. (giving a piston speed of only 2,250 f.p.m.), it can safely be said that it would be impossible to overdrive the car. In this connection, Mr. Pomeroy asked Mr. Witt, after his somewhat hair-raising trial run, what speed he and Mr. Badgery used to cruise at. Mr. Witt seemed rather at a loss to answer this question, but opined, after a moment's thought, that Mr. Badgery and he used to be "rare devils" on the car; I myself noticed that the accelerator had a slight tendency to stick fully open. It would be interesting to see what petrol consumption the car would return cruising at full throttle when the engine is, of course, at its most efficient. I believe that the results would be highly creditable.

It is the ability of the Edwardians to cruise at fairly high speed and low r.p.m. that is one of their most endearing characteristics, and while heavy flywheels are not compatible with modern practice, there is no doubt that they are a most valuable factor in easy cruising. At cruising speeds, petrol consumption may

be considerably improved with the extra air lever, and by following out the recommendation of the instruction book to " slip in to neutral on long hills, when the car will float down." Another pleasant comment in the instruction book is that if the teeth of the gearbox wheels are " burred or chipped a wrong method of gear changing has been adopted."

Although innocent of shock-absorbers, the comfort and roadholding of the " Prince Henry " are of a very high order throughout the whole of the speed range. The axles do not patter or shimmy, and the car settles down at once after traversing any large irregularity in the road surface. In this respect it seems superior to many E-types, and this is probably due in part to the excellent condition of the chassis, and in part to the extra foot on the wheelbase. But, in particular, it is mainly promoted by the exceptionally low unsprung weight of both front and rear axles, and affords a forceful reminder of the immense suspension difficulties that modern braking systems have brought with them.

The " Prince Henry " goes round corners in a way that is absolutely uncanny. A slight understeer is perceptible, but despite distinctly brutal handling I completely failed to provoke a breakaway. The car seemed veritably grappled to the road and invariably swept round either fast bends or sharp corners without a trace of roll or skid ; it was a mightily impressive performance.

In view of the lack of a speedometer it was, of course, impossible to take any acceleration times, but as the weight is around 25-27 cwt. it can safely be predicted that it could be relied upon to cover a standing ¼ mile in 22-23 sec., and to accelerate from 0-60 m.p.h. in 16-17 sec., which are figures that it takes quite a respectable modern sports car to improve upon.

Despite the obviously excellent condition of both chassis and engine (the oil pressure never drops below 20 lb./sq. in., which is a remarkably high figure for this type of engine), Pomeroy is putting the car into John Wyer to have a thorough overhaul carried out, and all wear is to be made good. When this is completed, and the few existing slight shortcomings remedied, the machine will certainly appear as one of the outstanding products of the Edwardian era and a fitting memorial to its great designer. Its long wheelbase makes it more of a tourer than the E-type, and despite its creditable performance it is essentially as a tourer, rather than as a sports car, that it shines. As Pomeroy very aptly remarked, it would be extremely hard to find a more pleasurable machine in which to go to the South of France.

RADIO AND AN M.G.

John Norfolk gives some useful hints about installing car radio in a sports car.

I HAVE an " L "-type M.G. Magna, fast but noisy. The other day I acquired a very impressive-looking American Bosch car radio, complete with illuminated remote controls. Rather sheepishly I showed it to my wife.

" What on earth is that cake tin with all the wires coming out of it ? " was her opening and rather damping remark. I explained to her what it was. I told her it was going to be installed in our car. I extolled wistfully the joys of driving through leafy lanes while listening to " I've got you under my skin." I told her how much nicer the " news in Gaelic " sounded at 70 m.p.h. She was not impressed. " Don't be silly," she said, " as it is, one can't hear oneself talk above 20 miles per hour and over 50 miles an hour one couldn't hear a bomb drop." In a highly chastened mood I retired to the garage to brood upon the wire-infested cake tin. You see, as usual, my wife was perfectly right ; amongst all the other noises that my car makes, music from a car radio would be absolutely wasted. It would be a mere drop in the ocean. But I had set my heart on hearing Stuart Hibberd's well-modulated tones drifting out from underneath the dashboard, and so I started on the job of noise elimination.

The biggest item, of course, was the exhaust. At that time the pipe from the exhaust manifold entered a small expansion chamber about 2 ft. long, from the other end of which protruded another pipe, terminating in a fishtail ; all very nice and efficient, no back pressure and a healthy roar. The healthy roar now had to be subdued to a soft whisper without loss of performance. The breaker's yard was visited, and I returned triumphantly with a huge silencer about 6 ft. long and 1 ft, in diameter. I fitted this in place of the expansion chamber and fishtail. The result was excellent, with no falling off in performance.

Having effectively quietened the exhaust, all the other noises became much more apparent and, therefore, more easily diagnosed. By far the worst offender was the valve gear, calling for the comparatively simple job of rocker adjustment. I say comparatively simple because, with an overhead camshaft, adjusting the rockers to their correct clearance of .003 in. can, when the engine becomes old, be a rather deceptive job, inasmuch as hollows get worn in the undersides of the rockers, so that, although the feeler gauge may show a clearance of 3 thou., the actual clearance may be as much as 6 thou.

After the valve gear, I turned my attention to all those things which rattle and squeak on an elderly car, such as the doors and hood. In effect, installing radio galvanised me into doing all those maddening little jobs which normally do not get done until a door falls off or the hood becomes airborne at high speed.

The car now being relatively quiet, I got down to installing the radio. To start with, I drilled two holes through the side of the tool box, which is under the bonnet directly behind the facia board. Through these holes I inserted the two long bolts protruding from the back of the set. A couple of large washers and nuts tightened up from the inside of the tool box rendered the set fairly secure. As an extra support I passed a metal strap underneath the set, anchoring both ends of it to the underside of the scuttle. Between the top of the set and the scuttle I inserted a strip of Sorbo rubber to damp out vibration.

So far so good. Now for an aerial. I rather fancied a telescopic one, so with this end in view I straightened out a 3-ft. length of copper petrol piping, into which I inserted a 6-ft. length of heavy gauge steel wire. It was a perfect fit, loose enough to be pulled in and out, tight enough to stay put in any position desired. The lower half of the copper piping I enclosed in a short piece of small bore rubber hose as an insulator. By means of two small " U " bolts the whole assembly was then secured to the outside of the scuttle on the same side as the set. From the bottom of the aerial a short, heavily-insulated wire passed to the set. The body of the set I earthed to the car chassis. The positive connection from the set was plugged into the inspection lamp socket on the dashboard *via* a 15-amp. fuse.

I switched on. The dial on the dash lit up cheerfully and a heartening hum emanated from the set. After about 30 sec. the valves warmed up and music poured forth. The volume was terrific, the tone good ; I had a fair choice of stations and good selectivity. Then I turned on the ignition and the first snag became apparent. A loud " tick-tick-tick " broke in on the programme ; it was the S.U. petrol pump. Worse was in store, for as soon as the engine started the interference became absolutely deafening. I stopped the engine and began, by methods of trial and error, to suppress the interference.

First of all I fitted 5,000-ohm suppressors to all the plugs. The result was not entirely satisfactory. The interference, though lessened in volume, was still present and engine performance suffered considerably ; starting from cold became very difficult and running at all speeds very sluggish. The suppressors were removed and a single 10,000-ohm resistance inserted in the circuit from the H.T. ter minal on the coil to the centre electrode in the distributor head. As well as this I connected a .5-mfd. condenser between the battery side of the primary coil and earth. At a tick-over the result was perfect, no interference at all, except for an occasional click from the petrol pump. Upon accelerating, however, a sort of whirring noise became apparent, always coming in at the same speed and increasing in volume. It was the dynamo, which only interfered when the cut-out points closed. To combat this I connected a .025-mfd. condenser between the armature terminal and earth. At the same time I connected a similar condenser between the petrol pump and earth.

I can now listen to the radio with ease and without interference at any speed, and none of the modifications carried out affect the engine performance.

A Trio of Tricycles

J. S. Lowrey writes some more about Morgans

THE strange species which Anthony Phelps has, slightly prematurely, christened "enthusiastus extinctus," is subject to many strange diseases. Of these infections, one of the most virulent is undoubtedly Morganomania, the main symptom being a tendency to rave about the effects of 30-odd b.h.p. on about 800 lb. of old iron.

Personally, I once thought I was safe, believing that Morganomania was a disease, like measles, which never bites the same victim twice. Well, I know better now.

Early in the present (pardon me, recent) war I had my first taste of tricycling, in a Morgan of the late nineteen twenties. The thing looked quite barbaric and had the strangest effect on Canadian soldiers, but it did get basic rations when cars were not so endowed. It also went surprisingly well, so that long after I had sold it to an enthusiastic naval type I still had a yen to try a hotter example of the genus Morgan.

My downfall came in November, 1944, when an advertisement in "the blue 'un" (or was it "the green 'un"? I cannot recall now) caught my eye. Sunday saw me crossing the Big City by public inconveniences and, by going on chance without awaiting an appointment, I managed to get in first with my deposit. I suppose there are a fair variety of industries in Barkingside, but I will merely record without comment that my Morgan was found in the back premises of a mouse-farm.

Collection of the Morgan presented a problem in the days of no basic, but luckily it proved possible to organise an essential journey into approximately the right district. Norman bravely volunteered to co-operate, and we went off with our rope, to the accompaniment of the thuds which characterised 1944 London. The device was duly secured to the H.R.G.'s spare wheel bracket, and we departed cautiously (at first, anyway) around the North Circular Road.

One of the peculiarities of my Morgan is that to apply the front brakes you *push* on the handbrake. Maybe it was a momentary triumph of instinct over instructions, but somehow the rope got tangled and broken at the Woodford traffic lights right under the eyes of a fine pair of "bluebottles." Needless to say, we were far from our "shortest and most direct route."

Praise be to Allah, even policemen are human. Having commented sarcastically on the feebleness of our towrope, and having offered us a bootlace to replace it, the cops demonstrated the nautical way to tie a knot and sped us on our way. Whew! After that there were no more incidents at my end of the rope, though howls from the tricycle's under-inflated tyres once suggested that maybe I *was* a bit too keen to beat up a noisy U.S. Army truck.

Having got my Morgan, I am afraid I simply sat back and waited for basic, merely looking at it occasionally. Frankly, it looked rather good to me, being a well-preserved 1930 or 1931 super sports with low chassis, o.h.v. J.A.P. engine and low, pointed-tail body.

The next chapter is dated General Election day, chosen for no special reason, and *certainly* not because the gentlemen in blue were too busy to bother motorists. Anyway, I enlisted Charles's help for the evening, and we took the "Moggy" out for a few trials, which seemed advisable in advance of the expensive preliminaries to regular motoring.

The performance up a wooded local hill was quite impressive; in fact, declining the offer of a turn at the helm, Charles said it was too much like a Shelsley Special newly introduced to alcohol. It certainly did seem rather inclined to go hedging and ditching, adjustment of the rear wheel alignment merely producing slight hesitancy as to which hedge to assault first. Luckily, the cause proved to be nothing more serious than 2 in. of toe-out on the front wheels.

It is the custom of sundry motor-cyclists residing along the borders of Surrey and Hampshire to foregather at some hostelry on the first Friday evening in each month. Having hitherto only attended these gatherings on four wheels (very advantageous, too, for rapid travel across Hartford Bridge Flats on a wet and windy evening), the July gathering obviously had to be attended on three wheels instead.

For that evening I had Phillip as passenger, and he had to work his passage. The sad fact was, the sands of time seemed to have entered into the Morgan's fuel system, and several stops for work with wire and pump proved necessary. But between times, the "Moggy" went well enough to impress Phillip quite appreciably.

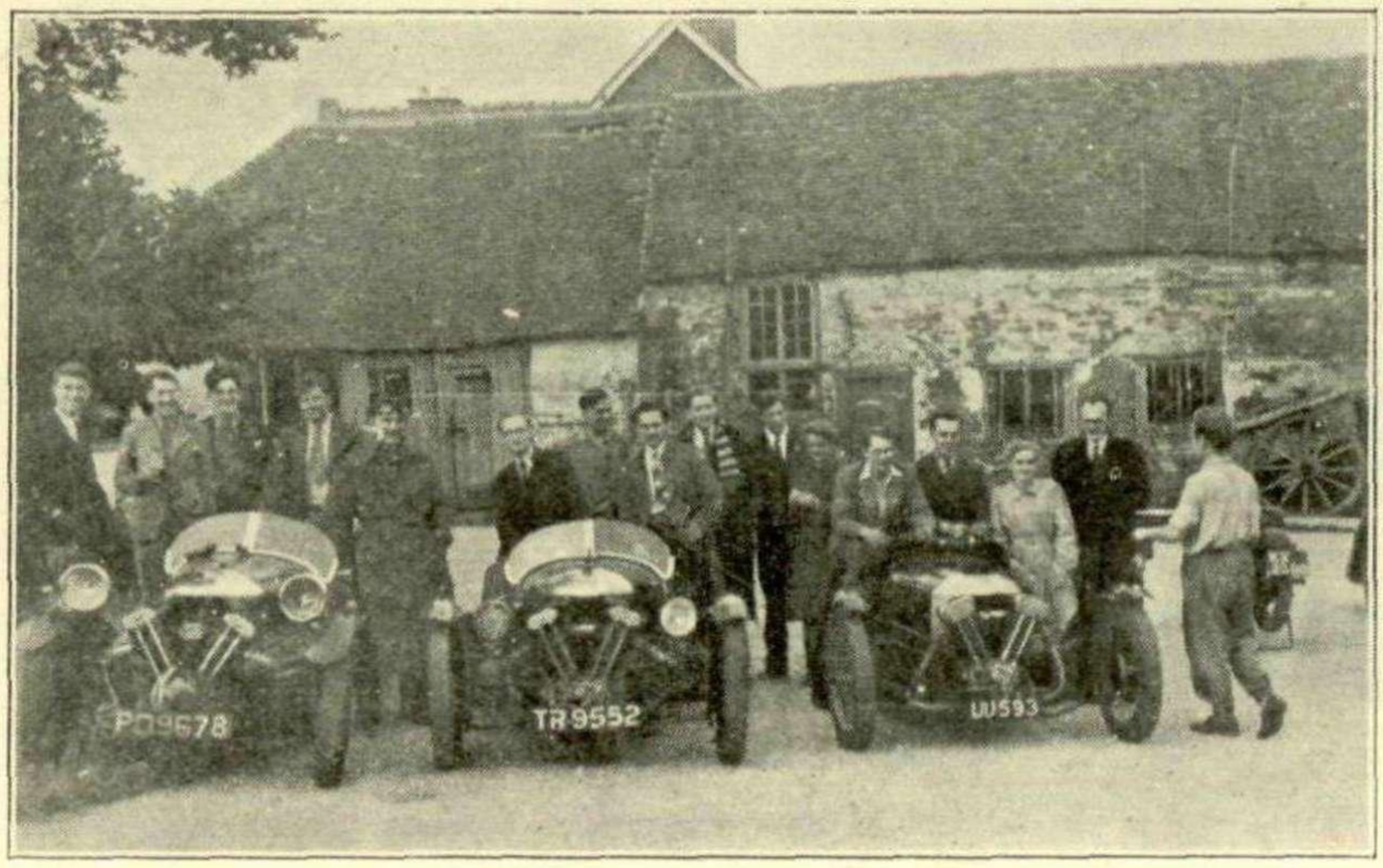
The sensation of the evening, however, was provided by Charles, who had shown unheard-of activity since helping with the try-out. To everyone's astonishment, he and Bob made a belated appearance at the "Phœnix" in quite the starkest Morgan ever. Apart from its fearsome looks, the engine had been hurriedly timed with one cylinder firing about 100 degrees late, resulting in a barrage of sound, beside which the output from my phoney Brooklands' cans paled into insignificance.

By now the infection was spreading fast, and before long Phillip also had acquired a Morgan, so that the first Friday in August saw a trio of tricycles bearing down on the "Ely." That evening was certainly Charles's picnic, for Phillip was beset by misfiring, while I broke my top gear chain and had to do the 12-mile run home in bottom gear. Morgans being geared kinda high, that only took about 30 minutes, including going quietly (well, fairly quietly, anyway!) through two towns.

Like a sucker, I decided to enter for the 750 Club Gymkhana at Oxted—little dreaming what a rough field they had in mind! Lack of a reverse gear kept us out of most of the stunt events, and oil on the clutch prevented us doing better than average in the hill climb—we were actually beaten by a J2 M.G. Midget! The day's damage was one punctured rear tyre (heroically fixed before the hill-climb by passenger Bill Arklay), two semi-detached front wings, one much less watertight radiator and one quite used up brake cable. We duly made home under steam (literally), though with no rear brake and by the light of one sidelamp.

Soon after the Oxted damage had been repaired, the local lads decided to do some timing on a rough and sandy hill, so the Morgan took another bashing; this time, with the aid of a push start, it bettered the times of Charles and Bob, though it was soundly trounced by a camshaft Velocette and chair. Anyway, despite clutch slip and a main jet too small for full throttle to be used, it went much too fast for my peace of mind.

After that the car had a spell of use for normal "basic" purposes, and acted as a standby for journeys to work. It seemed to be more prone to shake off such trivial items as lamps, horns, brake rods,



etc., than was my previous Morgan. However, the addition of Simmonds nuts or the like to vulnerable points did a lot of good, and for a long while the previous "Moggy's" reputation for always getting there and back under power was sustained.

With the coming of winter, sensible folk are apt to desert super sports tricycles for more weatherproof vehicles. Far be it from me to blame Charles and Phillip for disposing of their Morgans—they got good prices, and what is speed to a civil servant? Personally, when a removal became necessary while my car was being overhauled, I found it necessary to tackle a daily round trip of 30 miles in my hoodless horror.

For quite a spell everything went well, especially after I had found out the two types of long-reach plug suited to the two very different cylinders. A Morgan is certainly the thing in which to make regular journeys to a high place like Hindhead, for a whiff of gas in top gear makes the moderns look awfully silly on long hills. In the other direction, I must admit that a fairly gentle descent was advisable, for the brakes definitely lacked 1939 power.

The debacle came on the night of November 5th. Driving home in the dark, the Morgan suddenly made funny noises and struggled vigorously to get at a solid-looking roadside bank. Having dissuaded it from this course by a combination of brute force and sheer luck, I found that it was supported on two wheels and the frame, the off-side front wheel having assumed a peculiar attitude due to fracture of the bottom front cross-tube!

Being rather busy, I endeavoured unsuccessfully to get local garages to retrieve the Morgan for me, the usual excuse being lack of a crane. So I got Bob to come and pick the front end up (yes, literally!), while I got things lashed back into about their correct places, after which Norman towed me home behind his beautiful "Red Label" Bentley. Completely stuck for transport until the broken tube could be sleeved and brazed up, I was driven to acquire a 250-c.c. B.S.A., which does 40 m.p.h. but 100 m.p.g., so if anyone wants a hardly used (very hardly used indeed, I might say) Morgan . . .

Frankly, Morgans can be the most trying things at times. If it is true that those whom the gods love they first drive made, then Morgan owners must be more beloved of the gods than even vintagents. So often there seems to be just that elusive occasional misfiring, or something just not quite right, about the handling or braking. Yet withal there is performance which, in everything but ultimate maximum speed, will make the average sports car look silly, and there can be quite considerable cornering powers.

The temptation is strong indeed to attempt the fearsome task of producing an ideal Morgan. An old type J.A.P. engine with twin carburetters to give real power all through the range. A low frame (unless trials be contemplated) with wide front track, using modern brakes and detachable wheels, but probably with the old 2-speed, 2-chain transmission. A modern single-plate clutch, but the old super sports body for minimum weight. It would be an ambitious undertaking perhaps, but the results would be far better than are achieved by the expenditure of equivalent cash and toil on the everlasting Austin Seven.

[Quite so, and it is a fascinating prospect. So much so that if anyone with extensive experience of Morgans cares to write an article about his experiences, I shall be very glad to have it. Not forgetting, of course, that excellent contribution on this subject by the late Martin Soames in the early part of the war.—ED.]

THE SPORT IN AUSTRALIA

In Australia speed events have been held on public roads, with police approval—happy country! On October 7th last the V.S.C.C. held a ¼-mile sprint, which received 11 entries of vintage cars. F.T.D. went to Crouch's blower 4½-litre Bentley in 17.6 sec. This beat a visitor's Ford Bugatti, and an E-type "30/98" Vauxhall beat an O.E. "30/98," both being trounced by a 3-litre Sunbeam. In the handicap, Perry's Type 40 Bugatti was the victor, followed by Nicol's blown f.w.d. Alvis. On October 11th the same club ran a speed hill-climb, again with 11 supporters. F.T.D. was by a V8 Ford-engined Riley, in 29.6 sec. Best vintage: Crouch (Bentley) in 31.1 sec. Electrical timing, microphone, telephone system, etc., were used by the V.S.C.C. of A., and the police again approved. The N.S.W.S.C.C. were due to use the same venue on December 9th.



RUMBLINGS

The New Alta

Geoffrey Taylor has left everyone else at the post. He has announced that he will soon be in a position to deliver a Grand Prix-racing Alta, in either 1½ or 2-litre form. Apart from the fact that we have no circuit in this country where such cars can be exercised, this is splendid news. The new chassis displays several revolutionary departures from earlier Alta practice and, these days particularly, seems very much like a rather pleasant dream. All independent wishbone-type suspension is used, with rubber the shock-absorbing medium, controlled by piston-pattern hydraulic dampers. The rear axle is, of course, of De Dion type, each driving shaft having two universal joints. Braking is by Girling twin-leading shoe brakes in light-alloy drums having cast-iron liners. The shock-absorbers can be controlled by the driver and the brakes adjust themselves automatically to compensate for lining wear. The body is a single-seater, very reminiscent of a pre-1939 Mercédès-Benz, and fuel is carried in two tanks placed one on each side of the chassis. For sprint work these can be replaced, if desired, by a normal tail tank. The chassis is still a tubular framework, but has been somewhat modified, while the self-change gearbox has been discarded in favour of a single-plate clutch and 4-speed, synchromesh gearbox. Interesting features of the latest racing Alta are thermostatically-controlled radiator shutters with a driver over-ride, easily detached body panels, a tubular safety member by the instrument board to protect the driver should he turn the car over, a helical reduction-gear back-axle, and adjustable driving seat and steering wheel. The engine follows previous Alta design and construction and is a 4-cylinder, in two sizes—78 by 78 mm. (1,485 c.c.) and 83.5 by 90 mm. (1,960 c.c.). It has twin chain-driven o.h. camshafts, 14-mm. plugs and a two-blade Roots supercharger drawing from an S.U. carburetter. Ignition is by a vertical magneto. The crankcase is stronger than before, the cylinders are in one block, not two, and the 3-bearing Nitralloy crankshaft is now fully counter-balanced. Separate oil pipes have now given way to ducts in the crank-case and the pistons are oil-cooled. The water flow through the head has been improved and automatic re-plenishment of the sump oil can now be arranged. The new chassis has a wheelbase of 8 ft. 5 in. and a track of 4 ft. 5 in. and uses 5.25-in. by 18-in. front tyres and 6.50-in. by 16-in. rear tyres. The price of this most promising G.P. car will be £1,850, exclusive of purchase tax. It should prove a most intriguing addition to the very meagre list of our Grand Prix racing cars, and also have the effect of rendering future races highly interesting.

At Last!

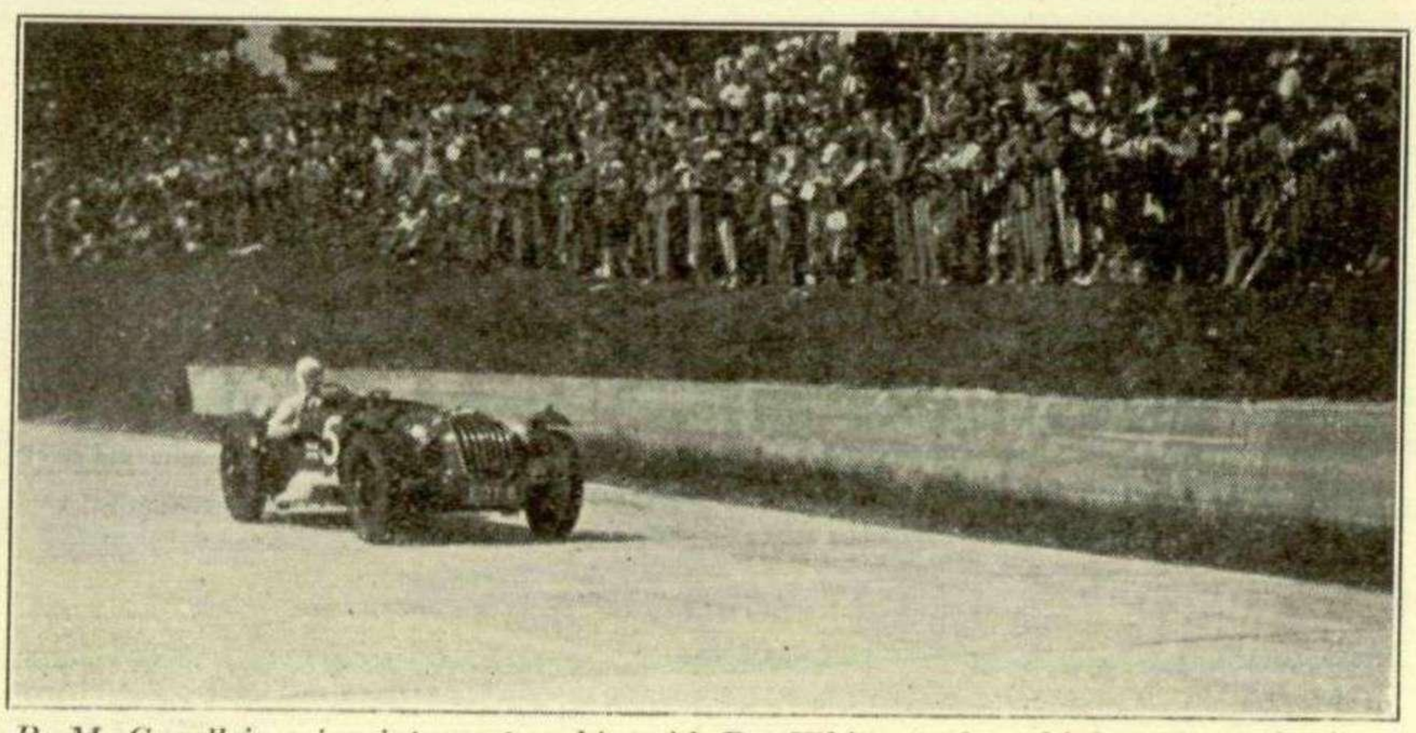
A 500-c.c. class at sprint events has been suggested many times in MOTOR SPORT, notably by Kenneth Neve. Lots of "special" builders indicated that they were very keen to try their hands at this interesting aspect of the game, but obviously they were not prepared to carry their plans very far until one or more of the active clubs promised a class for such cars at their events. Until last month no one was bold enough to do this. Then the Vintage S.C.C. came forward with the announcement that in all their future speed events provision would be made for Class I cars. In order to gain some idea of the likely entries which Class I will obtain, A. S. Heal asks any amateur builders of such cars who would like to compete in V.S.C.C. speed trials and hill-climbs later this year to communicate with him—at Red Hill Cottage, Denham, Bucks. (Denham 2710.)

The ½-litre sprint car has two advantages over existing "specials." It is an unknown quantity, which adds to the interest, and it should prove reasonably inexpensive, especially if alcohol fuel is allowed, as advocated by John Bolster. There is very little danger of these 500-c.c. "specials" proving painfully slow, nor do we expect them to resemble cinder-crawling midgets, for undoubtedly the majority of constructors will build in the G.N. tradition. It is all most inspiring, and we shall be glad to hear from builders of such cars, so that we can publish descriptions of their cars. This is the newest thing that has occurred in the Sport for a long time. We warmly congratulate Lowrey and Neve, who launched the idea in MOTOR SPORT as long ago as 1941, and the Vintage Sports Car Club for its initiative in sponsoring events for such cars.

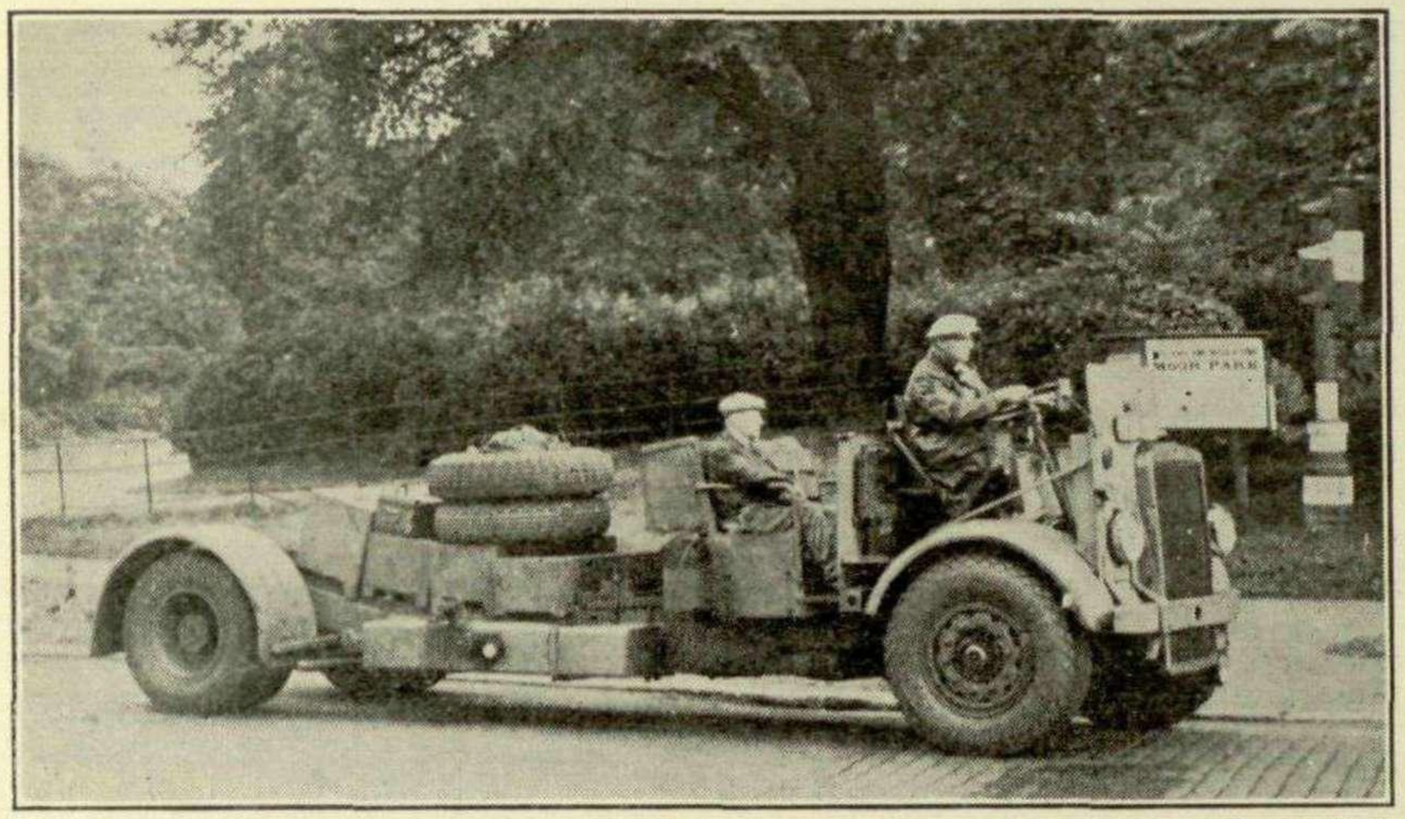
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The Air Speed Record

Britain again holds the absolute air speed record. All our readers must be aware of this, but MOTOR SPORT would like to add its praise of Group-Capt. H. J. Wilson, A.F.C., who flew the jet-propelled Rolls-Royce "Derwent"-engined Gloster "Meteor



R. M. Cowell is going into partnership with Pat Whittet to form his own motor business at Bagshot. Here he is seen in the Fastest-Sports-Car event at Brooklands with his 2-litre blown Alta.



[*Photo by courtesy of Leyland Ltd.*

"Kindred Spirits."—The vehicle is the new Leyland double-decker 'bus chassis on test; mileages up to 3,500 a week have been covered on this work. The vehicle is a Leyland "Titan" P.D.I.

IV" and returned a speed of 606.25 m.p.h. as the average of four flights over the 3-kilo. course. This is a grand effort for British prestige. Can we hope to see it followed up by a successful team of G.P. racing cars?

* * *

Celebrity Card-Index

Inspired by our new feature "Personality Parade," No. 1 of which appears in this issue, the Editor humbly presents his "Card Index of Celebrities." This one concerns none other than Rudolf Caracciola. "Rudi" was unquestionably one of the world's great drivers. Born at Remagen in 1903, he commenced driving at the age of nineteen. A year later, in 1923, he won the Muennerstadt hill-climb with a 1½-litre Mercédès-Benz. After this his victories came in floods. In sixteen years he gained more than 85 first places, and he has three times been champion of Europe, in 1935, 1937 and 1938. Caracciola was also German road-circuit champion in 1935 and again in 1937. His big victories include five wins in the German G.P. and first place in the Italian G.P. on three occasions, in the Swiss G.P. three times, as well as winning the Italian 1,000-Mile Race and our T.T. Mostly driving Mercédès-Benz cars, "Carach" nevertheless won the 1932 German G.P. with an Alfa-Romeo and was to partner Chiron in a Bugatti in 1933—when he crashed in practice for the Monaco G.P. and broke his hip. He still limps as a result of this accident. Outstanding when handling big cars, especially in the rain, Caracciola will for ever be remembered for his handling of the white "38/250" S.S.K. Mercédès-Benz in the 1929 T.T., which race he won over a soaking course. This versatile driver also broke innumerable records, notably the Class B flying start short distance records at around 270 m.p.h. and the 3-litre class records at not far short of 250 m.p.h.—both for Mercédès-Benz. Admittedly "Carach" had little mechanical knowledge or sympathy and minor "cockpit troubles" could influence his mastery. But for consistently fine driving of difficult cars over a very long span he was all but unbeatable. When Brauchitsch disobeyed orders and led him at Monaco, Caracciola got by in the end, even though he wrecked his engine to do so.

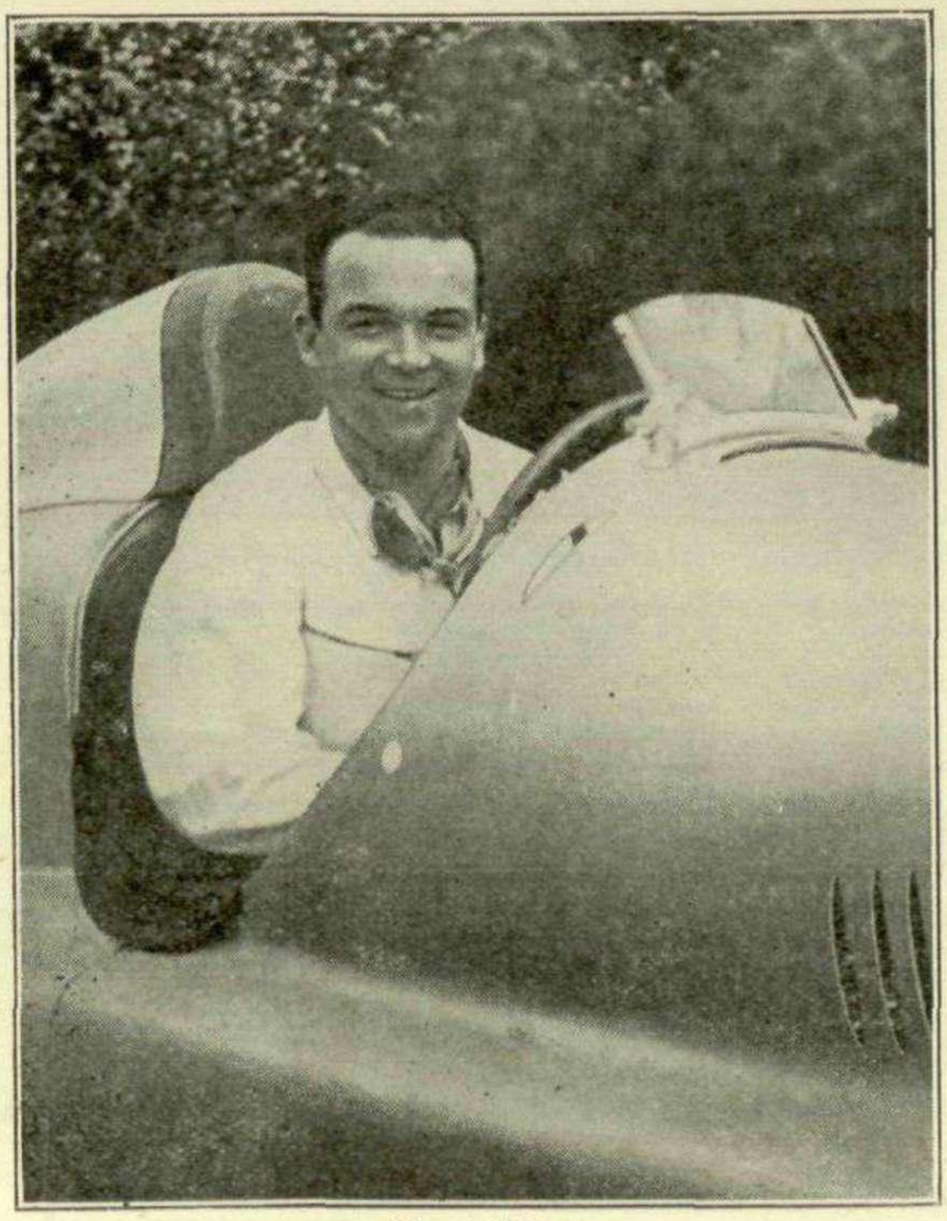
* * *

A New Venture

Bob Cowell and Pat Whittet have resigned their directorships of Continental Cars, Ltd., in order to start a sports and racing car business of their own. They are having a works built at Lightwater, near Bagshot, within easy reach of London, and hope to install a Heenan and Froude dynamometer in a special engine test house—so that deeds, not words, will count when they prepare clients' cars. Diana Cowell, Bob's wife, who is a B.Sc.(Eng.), will be there to lend tone, and Jenkinson hopes to be on the staff ere long. As Cowell says: "Naturally, the place is to all intents and purposes a lunatic asylum at the moment, but we have a lot of fun." His transport at present is provided by a Jeep built from surplus ex-Army bits, but you will remember him as racing a 2-litre Alta and, since the war, owning a wide variety of very potent sports cars. Already there are a few cars in stock, including a blown "Hyper" Lea-Francis, a 402 "Le Mans" Peugeot and a "Montlhèry" M.G. Midget.

* * *

Congratulations to Laurence Pomeroy, of *The Motor*, on securing the story of Germany's 44½-litre V12 Daimler-Benz-engined Mercédès-Benz land speed record car.



Caracciola.

WE HEAR

A Chiswick garage is using a 1926 7.5 Citroen for driving lessons and towing jobs. R. S. Shapley has disposed of his Type 35C Bugatti and now owns an 8th Series open Lancia " Lambda " and an R-type M.G. Lieut. Cameron acquired Boddy's Lancia " Lambda." Alas, John Gordon's G.N. chassis went for scrap while he was in Italy—this, too, like the G.N. which Boddy found, was stored in a Leeds basement—any more about ?

At the R.A.E. Enemy Aircraft Exhibition which concluded last November we are told that many motoring personalities were seen and the car park contained a well-kept Hampton drophead coupé and at least two cars displaying British Racing Mechanics' Club badges.

Owen Finch seeks a *crankshaft for his* ex-Samuelson 750-c.c. M.G., having sportingly let his own go to the owner of a C-type M.G., who needed one. Harold Biggs contemplates selling his Model 18 Special Ford V8 coupé and his 3-bearing Austin Seven and buying a modern, open fast car. Ken Gilling is using an early open 4-seater Riley Nine while his M.G. is being rebuilt following a crash. A provincial paper was very bright over the *Bristol* speed trials, having a *heading* calling attention to runs at over 200 m.p.h. ! These Press fellows . . . ! ! Ken Hutchison is as keen as ever on the Sport, contrary to recent rumours, and Adlards Motors are reconditioning the original Allard, CLK5, for him. An exciting-looking new model has been seen in Kenilworth, with excellent getaway, open body, substantial i.f.s. and a quite unidentifiable radiator. Our guess is something sensational by Standards. R. D. S. Swann, who seeks a " 12/50 " Alvis or similar car, reports that Marshal Graziani's personal car in Cirenaica, a 2½-litre 6-cylinder twin-o.h.c. Alfa-Romeo, was in his hands for six months when he was in Benghazi in 1944. This interesting car had independent suspension all round, by fore-and-aft torsion bars at the back and coil springs at the front using twin-wishbones, and carried open 5-seater bodywork with two large drinking-water tanks in the rear quarters, one each side of the petrol tank. The car was apparently stripped down by Swann's predecessor, with the aid of three P.O.W. mechanics, one of whom had been ten years with Alfas. The car was thought to be a 1940-41 model and several times reached its 140 k.p.h. (nearly 88 m.p.h.) on the Benghazi-Barce Road. The number " 30.3.40 " was cast in the side of the crankcase.

Keith Inman has a 1925 " 14/40 " Mk. IV M.G., which was considerably hotted-up by a previous owner and timed over the ½-mile at 72 m.p.h. He is contemplating fitting a Marshall low-pressure supercharger and a compressed-air braking system and would be glad of an instruction manual, and also to hear from others who own or have owned side-valve M.G.s. Fuel consumption with the old two-jet Solex is 30-35 m.p.g. P. M. Fiddian seeks information as to replacing the original engine and gearbox of his 1930 M-type M.G. Midget with a J2 unit. Wilsons Lorries, Ltd., makers of scale-model lorry kits, hope to offer sports car kits in the near future. D. Murray Wilson, one of the directors, runs a 1925 " Chummy " Austin Seven and a Terraplane as his personal cars. F. Harrison, ex-dirt track motor-cyclist, runs a Vale-Special, and is hoping to install a V-twin Blackburn engine or two Austin Seven engines in a G.N. chassis. Philip Turner has acquired a 1923 4-cylinder A.C., which had one previous owner and was carefully stored in Ireland up to 1944, but, unfortunately, the worm-drive axle gave up on the run back from the Filton speed trials last year. The 1924 200 Mile Race Alvis, out in Australia, has been fitted, alas, with a Terraplane engine. Arising out of the D.K.W. controversy, we hear that Laurence Pomeroy covered approximately 50,000 miles in his two D.K.W. cars during the war and was so pleased with them that he has acquired a third, this being a metal-bodied 4-seater de luxe coupé. Pomeroy hopes this car will supplement his " Prince Henry " Vauxhall for the next few years.

Club News

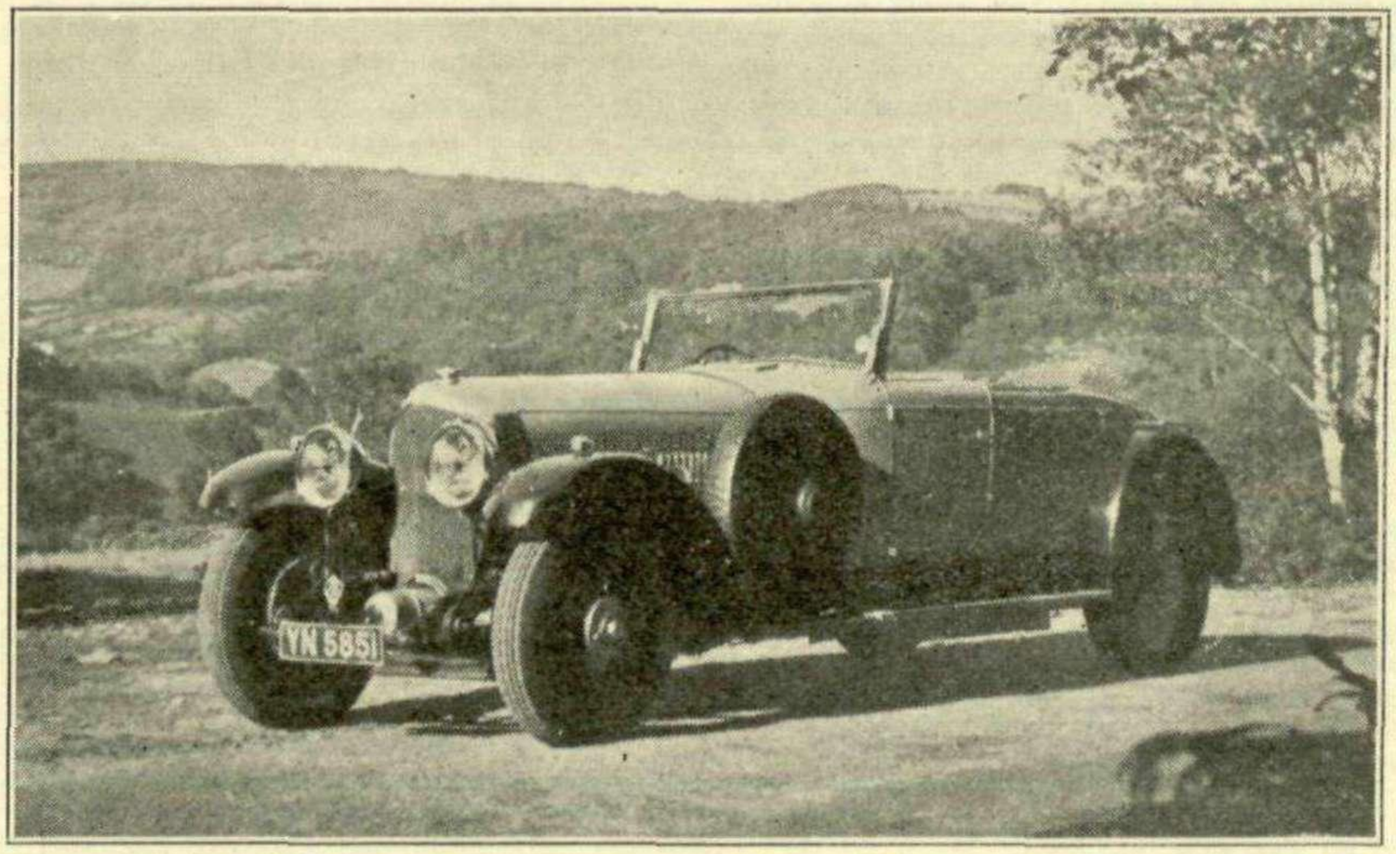
D. H. Gahagan is running his Type 37 Bugatti between Bicester and Guildford at week-ends, sometimes changing over to his " Manx " spring-heel Norton. Adlards Motors, Ltd., are busy—they have been preparing the ex-Hutchison V12 Allard for a Bristol enthusiast, have modified Silcock's V12 and have fitted Lockheed brakes and a 91A crankshaft to Leonard Potter's ex-Hutchison light-trials Allard. The last-named car has the engine bored-out to Mercury size and now sports an ex-Bugatti René Thomas steering wheel. The V.C.C. has purchased a very early single-cylinder Wolseley and two De Dions from a Leeds breaker, under their Acquisition Scheme. Lt. Marcus Chambers is preparing the ex-Peter Clark single-seater Austin Seven for sprint work, adding a blower. He plans to run in the unblown 750-c.c. class also.

Harry Souter is out of the Army and is having his Bugatti converted into a 2-seater for sports car racing, the work being in the care of Papworth. Inman Hunter commenced his journey home to this country from Australia per Avro " Lancastrian " on December 4th. Interesting cars he recalls from his journeyings include the car he mistook for a Maserati, which turned out to be a V8-engined Bugatti ; a s.v. Aston-Martin, No. 1923 ; a Stanley steamer, Kissel, 1923 Marmon, " Double Twelve " Studebaker, a Benz, Chenard-Walcker, Skoda, Bayliss-Thomas, etc. A bad fire in Sydney unfortunately resulted in the loss of N.S.W.'s only Q-type racing M.G. Doc Bond had sold his to someone in Melbourne. New South Wales racing cars, however, include 2.9 *monoposto* Alfa-Romeo, Type 37 Bugatti, 328 B.M.W., 3½-litre Delahaye, two N.E. M.G. Magnettes, also Bugatti, Alvis and Kleinig-Special, powered respectively by V8 Ford, Terraplane Six and Hudson engines.

★

VINTAGE S.C.C. OF A.

The Australian vintagents really do go the pace. Their monthly, *The Vintage Car*, is excellent, and the August, 1945, issue contained a supplement and data on the " 30/98 " Vauxhall (507 E-type and 308 O.E. models are said to have been made from 1914-1928, the O.E.s being numbered 1-55 in 1923, 56-111 in 1924, 112-166 in 1925, 167-221 in 1926, 222-276 in 1927 and 277-308 in 1928), an article by Peter Clark on his Type 40 Bugatti and all the news. Three new members and two associates were elected in August, and at the hill-climb, which formed part of the N.S.W.C.C. trial, Kleinig's Hudson-Special made fastest time. American-engined vintage cars are rightly frowned upon, but if a spare engine of original type does not exist in Australia, there is some excuse. A flying ¼-mile sprint and a s.s. ⅛-mile event were scheduled for last September, with an A.G.M. on September



" Speed Six "—The Big Six Bentley in sports form. This particular example is a 1928 *model brought to England from the Riviera just before the war and rebuilt to " Speed Six " specification by McKenzie. Owned by Leonard Taylor, it has done* 11,000 *miles since the rebuild and came to the Vintage S.C.C. Bagshot Rally. The coachwork is by Corsica.*

26th. The bulletin is somehow reminiscent of MOTOR SPORT—but, then, imitation is the sincerest form of flattery.

★

N.L.E.C.C.

The North London E.C.C. held a very successful dinner and dance at the Elstree Way Hotel on November 21st last. Amongst those present were Mr. and Mrs. Findon, Philip Turner, Godfrey Imhof, etc. At the end of the evening tribute was paid to the part the ladies play in humouring the queer antics of the enthusiast and providing food for him and his fellows after a long drive or extended spell in the workshop.

★

THE MORGAN 3-WHEELER CLUB

The Morgan 3-Wheeler Club is doing all it can to maintain interest in Morgan motoring, and it has " groups " covering all parts of the country. A regular memorandum is issued.

★

BENTLEY DRIVERS' CLUB

The Bentley Drivers' Club did a very brilliant thing when they obtained permission from the Air Ministry for their members to enter Brooklands on December 15th last, so that they could see for themselves the state of the track—but, after all arrangements were completed, the Air Ministry withdrew their sanction. However, lunch was taken at the White Lion Hotel, Cobham. Incidentally, membership is open to owners of Bentley cars manufactured by Rolls-Royce, Ltd., as well as to those owning products of the old Bentley Company. Hon. secretary, Stanley Sedgwick, " The Cobb," Stoke Close, Cobham, Surrey.

★

M.C.C.

Most regrettably the " Exeter " trial has been cancelled, due to petrol rationing remaining unchanged, but there is some hope of a " Land's End " at Easter or Whitsun — knowing the workings of bureaucracy, we ourselves are not very optimistic.

★

C.U.A.C.

It is very good news, and one of the brighter signs of the times, that an attempt is being made to re-form the Cambridge University Automobile Club. Those who were members up to 1943 are known, but what is needed is someone to act as hon. secretary and sufficient support from enthusiasts in residence to justify restarting this old-established body. Will those interested, and anyone able to act as hon. secretary, please write to F. J. Dykes, 21, West Road, Cambridge, the club's president—this request comes from Mark Ward, who was secretary in 1941-42. We wish the C.U.A.C. well; it certainly should be re-formed.

★

E.C.C. OF G.B.

This body held a 20-mile, 20 m.p.h. average-speed trial last October. *Results :* 1st, Capt. Normanton (Morris Eight); 2nd, J. Hudson (P.A. M.G.); 3rd, P. Davidson (Riley Nine " Lynx "). A dinner-dance is scheduled for the New Year.

★

BICESTER GARRISON M.C.

This club announces that the intended sprint event at Finmere airfield had to be abandoned because the Air Ministry refused to give a definite answer as to whether or not the proposed course could be used—how typical! An attempt will be made to re-open the issue in time for an event next spring.

★

SUNBAC AND M.M.E.C. TRIAL

A combined trial was held last year. *Results :* Best performance of the day: C. L. Bold (Riley Nine). Best performances in each of three driving tests: Butler (V8 Butler-Special), Milburn (M.G.) and Wharton (Ford " Utility "). C. A. N. May drove a Morgan 4/4 and Gilson a Ford Ten.

★

SCOTTISH RACING DRIVERS' CLUB

This is a newly-proposed body. A council meeting to explain future activities was due to happen in Glasgow on December 5th.

★

V.C.C.

G. James Allday, who in 1941 mooted a veteran car run to Berlin as soon as possible after war ceased, has sent out a letter to Veteran Car Club members, stating that the Brighton Run could not happen last year—we congratulate Mr. Allday on sending his signed letters through the post for 1d., but must register surprise that one so keen on the Berlin run should accept so calmly the impossibility of holding the Brighton Run last year. Actually, of course, the Veteran Car Club is not to blame for the continued deferment of this event, and we all look forward to the promised Half-Century Commemoration Run to Brighton this year.

★

THE EASTWOOD TRIAL

The Bristol M.C. and L.C.C. has been by far the most active club since hostilities ceased. Their Eastwood Trial attracted 22 competitors. *Results :* Best performance, C. C. Evans (M.G. Magnette); runner-up, A. W. Morrish (P.A. M.G. s/c.); 3rd place, T. G. Butler and J. Bendle (J.2 M.G.s). Touring class: 1st, W. V. Kethro (M.G. Magnette).

★

W. HANTS AND DORSET C.C.

This club announces that it hopes to hold the Poole Park speed trials on August 1st next—which is good news indeed. We recall the starting line still visible when we walked through the park during the war. Hon. secretary, C. B. K. Milnes, Oak House, Queen's Road, Ferndown, Dorset.

COVER PICTURE

At this time of the year thoughts turn to the Monte Carlo Rally, perhaps the greatest of all motoring adventures. Can we hope that it will be revived *next* January? The cover shows Healey's little Triumph arriving victorious at Monaco in the 1934 event—thereby considerably increasing British prestige.

The little 1,232-c.c. Triumph won the 1½-litre class and was third in the General Classification, starting from Athens. Note the oversize tyres and extended mudguards.

★

N.Z. SPORTS CAR CLUB

The Bulletin now appears as a printed monthly, the cover of the issue for last August featuring a photograph of a " Brooklands " Riley in action.

★

REGISTER OF THE UNIQUE

Owing to the very early closing date for going to press with this issue it is not possible to publish the Register of the Unique this month. It will appear in the February issue—so, if you come across anything of interest in breakers' yards and similar places which would appeal to enthusiasts, please send the details to W. Boddy, at 5, Alexandra Road, Harrogate, Yorks. The more queer finds the better!

★

GENERAL NOTES

One Saturday we left the office, lunched, changed and carried ourselves backwards 20 years by entering a very early specimen of " Chummy " Austin Seven, in order to climb up to a friend's house on the outskirts of the town. Here the object of interest—and, to small boys, wonderment—was a " trials special," consisting of a stripped but standard 3-speed Austin Seven chassis carrying *very* sketchy mudguards, two bucket seats and a 2-gallon petrol tin pressurised by means of a tyre pump. Climbing up beside the driver, we progressed astonishingly rapidly on this strange Austin, the illusion of great speed being increased by the queer flexings of the exposed chassis, the complete lack of protection from the raw November wind and the absence of bodywork. Followed by the " Chummy," we went out towards Skipton, through magnificently wild country, ere we turned off and motored over a river bridge and along remote lanes to our objective—a rough track over Pock Stones Moor. An ideal testing ground, we thought. The driver of the other Austin changed places with us, and the " special " set off up the steep initial ascent, vanishing from view. After some time it reappeared and the " Chummy " was taken up. This out of sight, we again boarded the " special " for a truly rough climb at high speed. Thereafter the two Austins wound their way over the narrow track, dodging rock outcrops, swerving this way and that in negotiating foot-deep ruts, now in bottom gear, now in second. A halt was called to investigate the swollen ford and to

throw the " Chummy's " bonnet in the back of the car. The light was fading rapidly and the " special " had no lamps. If a crossing proved impossible, the long return the way we had come would be most unpalatable ; perhaps, in the dark, impossible. Slowly the " Chummy " lowered itself down the slope, sank into the water and, with engine pulling strongly, was out and away, climbing up the far track, dimly discernible in the gathering dusk. It was our turn, and the " special " made equally light work of the job. Thereafter followed a pleasingly brisk run over better tracks to real roads again. Here we drove the " Chummy " to enable its owner to again sample the other car, and an enjoyable afternoon's sport concluded just after dark—warmth, comfort and good food appreciated all the more on account of it.

At the crack of dawn next morning we were up and off to the same house as on the previous afternoon, for the " special " was to be towed down to Gloucester behind a Hillman " Minx " saloon. He who had bravely volunteered to steer it donned a waterproof Sidcot, and we were off. The Great North Road was taken for a while, then we branched right just beyond Bawtry, and thereafter two incidents of note occurred—a " Ruby " Austin saloon was encountered in a ditch, surrounded by police cars and two very charming girls were seen struggling with a punctured tyre. Even the latter spectacle did not stop the Hillman, but we ceased shortly afterwards with a " flat " of our own on the rear-side front wheel, much guile being called for in persuading the bent-tin jack to raise the car. Soon after we had recommenced our journey a halt was called for fuel, at a garage on a cross-roads, and we discovered the owner to be John Crossley, so we admired his immaculate 328 B.M.W. and his racing photographs, heard of what a contrast he had had in a recently-disposed-of 3-litre Bentley, and learned that he also owns a 2.3-litre Alfa-Romeo, a worry in connection therewith being the fearful things that happen if the mixture weakens.

Food in Warwick, and we went on and on, through Stratford-on-Avon and Cheltenham, eventually to arrive in the dusk at Gloucester. Now, two of us were due that evening at Builth Wells, in Wales, to collect and drive back to Harrogate that night in a 1927 " Chummy " Austin Seven. But introducing the " special," unloading the Hillman and restowing our battery and luggage, and eating a huge tea after the " towee " had thawed out before an equally huge fire in an old farmhouse, absorbed much time, so that it was dark and foggy ere the Hillman set out again, and the run therefore foreboded adventure. Maps had been studied and the F/Lt. who was driving had duly " briefed " his crew, but all that we could see from the back seat was the black, black night, and we were reduced to discussing the ideal car in which to set out to marshal night trials and the like.

After a seemingly unending run, the Hillman stopped and the driver said, " This is Builth." A policeman, the police station and a railway station then informed us that we should never find the village of Glascym in the dark. It was 11 p.m. and all the hotels were



" She slides a bit going into the chicane."

either full or shut. At last one took pity on us—after a fearfully cold night we discovered we were the only guests in the place ! And subsequently we learned that the Hillman had punctured again and then lost itself, to arrive at its destination, an R.A.F. airfield near Bath, at 5 a.m. next day.

Soon after that hour we had our own troubles, for no 'bus or train went to our elusive village and a Morris Ten taxi was taken, its little, white-haired Welsh driver going flat out in a mist up the mountain road, telling us of accidents and narrow escapes the while and hauling himself up by the steering wheel at corners so as to better see out of the car. At last, stopping abruptly in a village composed, apparently, of about two or three houses, we had a warm welcome from a vicar and his wife, a second breakfast of many eggs, and the " Chummy " was brought out and commenced. The vicar proved a great enthusiast, particularly addicted to motor-cycles, owning a fine Sunbeam combination and a big-twin Matchless, but recently using a s.v. Anzani A.C. as well as the Austin.

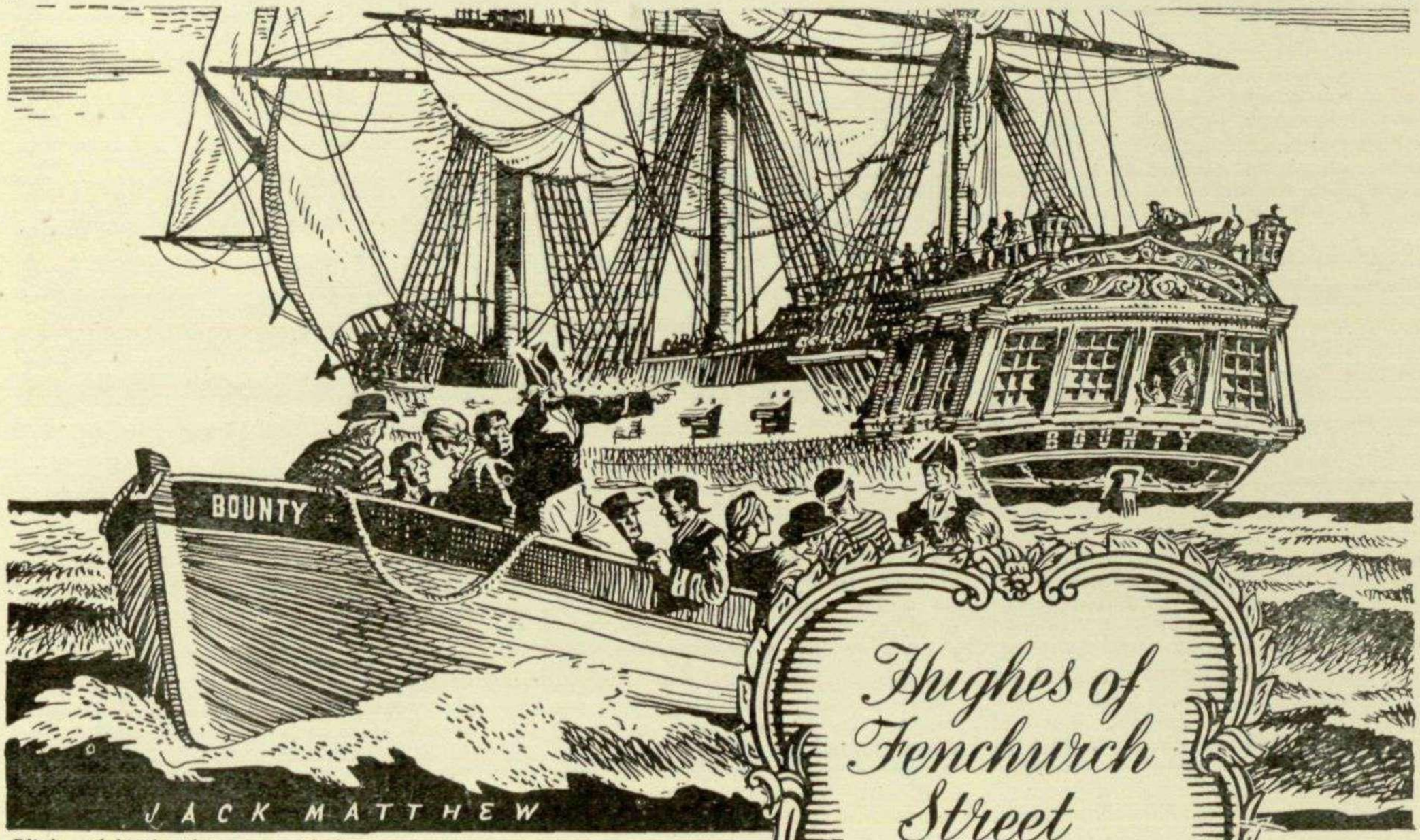
The run back to base, already hours behind schedule, was something of a scramble. We had a battery, but no lamps, and it was 1 p.m. when we left. The brakes were conspicuous by their absence and the descent to Builth to collect our luggage from an astonished hotel was hectic in the extreme. Incidentally, while waiting for our taxi that morning we came upon a rather curiously-bodied 3-litre Bentley in the local garage and learned that Kidstone, Clement and Harcourt Wood had lived locally, Wood doing the run down from London in the old days in 4½ hours or so. Two other fine Bentleys had been noted on the Sunday, one a 4½-litre coupé ; also a mysterious car on trade plates, obviously a new car on test, in Kenilworth.

To resume, we commenced a feverish run back to base, the Austin pouring out smoke, so that the driving compartment was all but uninhabitable, the brakes virtually absent, the steering distinctly queer, but the little magneto-ignition engine as game as ever. Wales was left behind ; in Leominster we stopped to try to buy a " 12/40 " Lea-Francis saloon that was not for sale, and as we began to worry about fuel and daylight, Bromyard came up. Finally, quite lightless and in the dark we crawled furtively, if noisily, about Worcester, looking for a garage. Here we abandoned ship and came on to Birmingham in a single-decker 'bus, which, even compared to the Austin, was so full of exhaust fumes as to be a disgrace to the owners. A café, a cinema and another café in Birmingham, and we faced the all-night train journey back to Harrogate.

A bare week later there was a business trip to London and back in the Austin Seven saloon, satisfactory, inasmuch as we left at 4 p.m. and were in South London and indoors by 1 a,m, on the Sunday, stopping for a puncture and to clean out the fuel pump and also to buy fuel and to eat. And the engine had only fired for the first time after a major overhaul immediately before the start. At Newark a hapless R.A.F. boy on a solo James was enquiring his best route to Ilford. We pushed him off and soon overtook him carrying a pillion R.A.F. hitch-hiker, but in Grantham they were pushing the bicycle in. From London there was a drive into Kent with fog on, of all things, a house-hunting expedition, two garages on the Hastings Road yielding up an old Swift Ten saloon and one of the first Hillman 14 saloons. Heartily fed up with " A2," we returned *via* " A5 " to Leicester, where Mrs. Corah very kindly allowed us to inspect the Coupe de l'Auto Delage which Bablot drove to victory in the 1911 race—it occupies a proud place in garages filled with two Packards, a Vauxhall and an Austin Ten, and a coloured Gordon Crosby impression of the old car in full flight hangs in one of these garages. By now we were very late and scurried on in undistinguished utility along the straight bit, by-passing Ollerton to rejoin the Great North Road at Bawtry.

Smiths of England

MILESTONES SERIES No. 9



Bligh and his loyal men set adrift.

In 1780, William Hughes, a prominent figure in the Clockmakers' Company whose family had been connected with horology for some fifty years, interested himself in chronometer construction. History tells us that he supplied a chronometer to Captain Bligh of the "Bounty." Early in the next century Mr. Joseph Hughes started making nautical instruments of the finest kind then known. Later, in 1833, Henry Hughes founded the world-famous firm of Henry Hughes & Son Ltd., now so appropriately associated with the Smiths group of companies. He it was who opened the shop at 59 Fenchurch Street, in the City of London, which for more than a hundred years has supplied the needs of navigators, explorers, and others connected with the sea. The firm has tremendously increased its productive capacity and today instruments made by the Barkingside factory are found as standard equipment on ships and aircraft the world over.

S. SMITH & SONS (ENGLAND) LTD

MOTOR: Smiths Motor Accessories Ltd., K.L.G. Sparking Plugs Ltd., British Jaeger Instruments Ltd., Petro Flex Tubing Co. Ltd., Smiths Jacking Systems Ltd. CLOCKS & WATCHES: Smiths English Clocks Ltd., Enfield Clock Co. (London) Ltd., English Clock Systems Ltd., A.B.E.C. Ltd., British Precision Springs Ltd. AVIATION & MARINE: Smiths Aircraft Instruments Ltd., Henry Hughes & Son Ltd., Marine Instruments Ltd., Furzehill Laboratories Ltd. INDUSTRIAL: Smiths Industrial Instruments Ltd, A.T. Instruments Ltd., David Harcourt Ltd.

Scientific S.E.91

LETTERS from READERS

Sir,

Capt. John Moon, in his interesting article on the Jeep, stated that a few with four-wheel steering were made.

Actually, only 50 A4s, four-wheel drive, four-wheel steering, were made in 1941. They simply had a normal front axle assembly at the rear, with the steering of front and rear axles effected and coupled by a steering transfer box.

Possibly the technique required for handling this type of Jeep was not easily acquired by the average G.I., hence the model was dropped.

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

Enfield.

* * *

Sir,

I recently spent an evening glancing through a 1938 issue of "Motor Specifications and Prices," published by Stone & Cox, and was surprised to note a number of British cars manufactured in the 1930's of which I had never heard. Among these are some which, on paper, in size at least, are companions of the big Mercédès and Hispano-Suiza.

There was the Owen, built in 1935 (8-cylinder, 90 by 150 mm., 7,600 c.c.), and the Hatton-McEvoy, built in 1930 (6-cylinder, 110 by 170 mm., 9½ litres).

Another of over 4 litres was the 30-h.p. Moveo, while over 3 litres were the 20-h.p. Orleans, the 22-h.p. Moveo and the 8-cylinder 30-h.p. Leidart, while in the 1 to 1½-litre section were the 10 and 12-h.p. Jewel, 12-h.p. Hermon, 10-h.p. Barclay, and a 2-cylinder 728-c.c. 6-h.p. André.

I was interested to read again about the 10-h.p. Comet, which I have never seen or heard of except in lists of specifications, but which I seem to remember was supercharged, with 90 m.p.h. and a turning circle of 27 ft.

An interesting foreign car, which appears on paper to be the forerunner of the D.K.W., was the French Donnet-Zedel, manufactured in 1932 (8 h.p., 2-cylinder, 2-stroke, 79 by 75 mm., giving a capacity of 750 c.c.).

I am sure there are many other people who have not heard of some of these cars, and I should be glad if readers could throw any light on them.

I am, Yours, etc.,
Graham C. Dix.

Birmingham.

[A whole lot of motoring history still remains to be written-up. Apart from the cars and period mentioned by Mr. Dix, there were some now-forgotten cars built in the early nineteen-twenties which would command even more admiration from present-day enthusiasts. Of the cars Mr. Dix mentions, the Moveo was an honest attempt to offer a straightforward semi-sporting "Six," while the Leidard used a Ford V8 engine. The V-twin André was quite well known and was entered for a Monte Carlo Rally. If readers are sufficiently interested, we will prepare an article on obscure, obsolete cars such as these. But to cover the Paris Salons of the early twenties would require several issues of Motor Sport.—Ed.]

Sir.

In the July issue there appears an article headed "That Ideal Stable—Being Mostly a Flight of Fancy," in which is laid down the minimum number of cars necessary to get the most out of motoring as a sport and a convenience.

Being fortunate enough to live in a place where motoring regulations are reasonable and motoring taxes fairly low, my brother and I possess a stable which goes a long way towards the ideal laid down.

Following the headings given in the article, we have :—

(*a*) General Domestic Purposes :—
2½-litre S.S. "Jaguar."

(*b*) Fast Road Motoring :—
(i) Modern : S.S. "Jaguar."
(ii) Vintage : 6-cylinder "24/80" Straker-Squire.

(*c*) Sprint Competition or Amateur Racing :—
Ex-J. P. Wakefield, 1,500-c.c. 6-cylinder Maserati.

(*d*) Trials. ——

(*e*) Veteran (or, more correctly, Edwardian) Motoring :—
(i) 1910 38-h.p. Daimler landaulette.
(ii) 1912 Buick.

(*f*) Hacking : ——

The Straker-Squire may possibly be run in some more gentle trials, and until recently, until it returned to its owner, who was a prisoner of war in Germany, a 4-cylinder Straker-Squire, the 1923 20-h.p. job, was used as a hack.

Wishing you a speedy return to unrestricted motoring.

I am, Yours, etc.,
G. H. Brooks.

Adelaide,
Australia.

* * *

Sir,

The secretary of the North London Enthusiasts' Car Club has drawn my attention to a remark in the last issue of Motor Sport under "Club News," in which the performance of my 1932 M-type M.G. seems to be doubted.

When a petrol consumption test was held by the above club, I recorded 59.2 m.p.g. ; you remark, "Surely a little coasting was resorted to." I would like to inform you that this car is the same Midget that was seen at Cockfosters Rally, and was remarked on in Motor Sport as "being in better than showroom condition." It has already covered over 100,000 miles, and is just being run-in after its first rebore. During the petrol consumption test the vehicle carried an independent witness, and the run was over a course necessitating the use of third gear for a stretch and second to turn round in one sweep for the return journey (a 4-speed gearbox is fitted). At *no time* was the car *coasted*.

The standard S.U. carburetter is fitted with a standard needle, and I am willing at any time to demonstrate the ability of this car to do 60 m.p.h. and 60 m.p.g. on the same carburetter setting.

READERS' SALES AND WANTS

To meet the repeated demands for something on the lines of the old Spare Parts Announcements, we have instituted a system of inexpensive advertisements. Each announcement must be limited to twelve words, plus the advertiser's sufficient postal address, and the charge will be 1s. 6d. per announcement, payable at time of posting.

FOR SALE

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

BABY Fiat, less back axle, gearbox, engine, Lincolns Line, £10. Write BM/WLTB, London, W.C.1.

FOR sale, large quantity 7th and 8th Series Lancia spares, engines, axle, heads, camshafts, etc. Brown, 15, Ingersley Road, Bollington, Macclesfield.

FOR Sale, blown "Ulster" Austin spares, block, valves, crankcase, camshaft, ordinary head, etc. Brown, 15, Ingersley Road, Bollington, Macclesfield.

ALVIS Enthusiasts 12-h.p. unit, complete, polar induction mag., rear axle, cheap. Rye Hills, Silloth, Cumb.

VOL. X Motor Sport, bound, clean, 25s. ; "Road Star Hat Trick," 12s. 6d. Posthumus, 1, Bay Villas, Green Street, Sunbury-on-Thames, Middx.

WANTED

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

SUPERCHARGED Fiat 500 wanted, complete or otherwise, or separately, condition immaterial. Barnes, The Plumes Hotel, Park Royal, N.W.10.

SCINTILLA Vertex, suitable 4-cylinder Coventry Climax engine (12-volt). C. A. N. May, 10, The Drive, Hopwood, Alvechurch, Worcs.

IMPECUNIOUS enthusiast urgently requires old Frazer-Nash, in running order. Lt. Fletcher, R.N.V.R., 11, Beechcroft Road, Gosport, Hants.

ALVIS "12/50" Big port head, with or without outside manifold. Newhouse, Middop, Gisburn, Yorks.

34 Riley Kestrel "12/6," axles and wheels, complete body, less instruments. Newhouse, Middop, Gisburn, Yorks.

Spares Section,
MOTOR SPORT,
15/17, CITY ROAD,
LONDON, E.C.1

Incidentally, I have recently completed the tuning of a 1939 " 14/60 " Wolseley saloon, and over the last 600 miles, in which the car has not been out of the Metropolitan area, it has averaged 36 m.p.g. without coasting, and is capable at any time of 74 m.p.h., by tested speedo.

I am, Yours, etc.,
S. J. HUMPHRIES.

London, N.W.4.

* * *

Sir,

I read with much interest Mr. MacLachlan's extremely interesting article in your November issue.

I once had the good fortune to drive this car in its original low-built form at the Cambridge speed trials, and at that time I was under very severe competition from the Evans with their R- and Q-type M.G.s and, I believe, Reggie Tongue driving an R-type M.G.

Somewhat naturally, I did not figure in the results because, good though the Austin was, a 10 lb./sq. in. boost did not compete with the 25 lb./sq. in. boost of the M.G.s.

In your November issue you refer once again to Gordon Brettell's car, and there are one or two errors in the article which I think should be corrected. First of all, the block is held on to the crankcase by ten $\frac{3}{8}$-in. studs, not, of course, $\frac{1}{8}$-in. Also the weight of $6\frac{3}{4}$ cwt. should be $6\frac{1}{4}$ cwt.

In the original article which you wrote some years ago you missed the weight out altogether, and you now give it incorrectly. In view of the fact that the odd $\frac{1}{2}$ cwt. caused much sweat, blood and tears being removed from the Austin, I do feel that when this has been done due credit should be given for it.

Incidentally, Brettell's best time at the Poole speed trials in August, 1937, was 25.97 sec., the course record at the time being 22.2 sec. I feel this time compares very favourably with Mac's time of 23.42 sec, in a much modified and more highly-boosted car. Brettell's best time at Shelsley was 47.87 sec.

Incidentally, with our special 4-speed gearbox we got very interesting ratios: 4.9 top, 6.4 third, 7.95 second and 10.6 bottom.

I trust this extra information will interest your readers.

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

Watford.

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PERSONALITY PARADE

—continued from page 3

Start with all humility and an open mind, learning by every means possible.

Dick Seaman, he points out, spent many hours studying photographs of cornering technique and learnt much thereby. There is no quick and safe road to success.

Asked if he had any suggestions to improve motoring as a sport, Earl Howe said it is important that motor racing should be commenced before it can be improved. He feels that racing cars were getting too fast for the circuits that were available, and with this high speed the safety of the spectators represented a big difficulty. Furthermore, as the speed of the racing car increases, so the number of drivers who can handle them with the necessary split-hair reactions rapidly decreases. At 200 m.p.h. things happen so quickly that drivers with exceptional qualities are required.

★ BOOK REVIEW

" The Civil Air War," by C. G. Grey. (*The Harborough Pub. Co., Ltd.* 12s. 6d.)

This is C. G. Grey at his best and brightest. The various flying books he wrote during the war were good, but full of technicalities and condensed history. In " The Civil Air War," Grey has more space in which to deal with one of his favourite subjects and he does the occasion justice. This is a most absorbing study of the political, geographical and engineering problems which the future of air transport presents. Lots of people not in the least interested in aeroplanes could find much of interest in this instructive survey of past, present and future problems. Grey spares no one in trying to expose factors which are hampering the proper development of civil flying. He wants to see Britain the leading Power in the air, and many things that stand in the way of this ideal infuriate him. Those who read whatever " C. G. G." writes because he *is* " C. G. G." will thoroughly enjoy this new book, while those who seek the truth about many puzzling matters affecting our future in the air will get what they require in " The Civil Air War." It is pleasant to read of civil as distinct from war flying, but Grey makes it clear that civil aviation itself is fighting a very fierce war. This book, which runs to 212 pages and needs no pictures to sell it, contains many recordings of delicious witticisms uttered by Grey's friends—notably " The Black Market is our only link with Democracy," to which an Admiralty inspector replied: " Such an idea is enough to make any Civil Servant turn in his groove."

JARVIS
OF WIMBLEDON

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FOR SALE

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

1½-litre Invicta 1934 saloon, good running condition, together with spare engine and accessories. Spare gearbox, new set of liners and pistons. Price £175. View by appointment. Luard, 7, Stanford Court, Cornwall Gardens, S.W.7.

EX-M.G. single-seater racing body, New screen and quick-filler petrol cap. J.2 back axle, gearbox, radiator and engine (poor condition). 1 doz. J.A.11 Champion plugs, unused. Hosking, Cloudeslee, Croft Drive, Caldy, Wirral.

DELAGE 14/40-h.p. 2-seater with dickey, body by Grose. Engine just overhauled ; hood and curtains good ; five good tyres, three more suitable retread. Owner repatriated Australia. £110 or offer. F/Lt. W. L. Harbutt, R.A.A.F., Gamston, Retford, Notts.

SCINTILLA Vertex magneto, 4-cylinder, as new, exchange only for 6-cylinder ditto. Cash adjustment. Taylor, 1, Queen Square Avenue, Bristol.

ALVIS 1931 "Silver Eagle," T.C. "16/95" open 4-seater, excellent mechanical condition, new hood. Exchange blown or unblown "Ulster" or 1½-litre with all-weather equipment. Woodhead, 10, Stanway Road, Shirley, Birmingham.

FOR SALE—*continued*

P.A. model M.G. Midget, two new tyres and battery. £250. Box No. 209, MOTOR SPORT, 15, City Road, E.C.1.

H.E. 1930 model 2-litre 6-cylinder three-carburetter Weyman sports saloon. Good condition throughout. Tyres good. Laid up for last six years. £150. Aked, 99, South Promenade, St. Annes-on-Sea.

RAILTON 1936-37 29-h.p. sports 4-seater. Excellent condition throughout. Taxed. Insured August, 1946. Recently overhauled, new starter motor fitted. Would accept £500 or near offer, or exchange for drophead coupé of about 20 h.p. of good make. J. Trevor Bowen, Stratheden Hotel, Eaton Crescent, Clifton, Bristol.

RICARDO Motors, Ltd., Twyford, Berks, offer Racing Amilcar, 1,100 c.c., supercharged. Magnificent condition. £800.

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★

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

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

27, Rupert Street, Bristol 1, require a racing M.G.

"MOTOR Racing" by S. C. H. Davis and "Circuit Dust" by Lyndon, good price paid. Box No. 210, MOTOR SPORT, 15, City Road, E.C.1.

WANTED, crown wheel and pinion for 1,500 Fiat (1938). Box No. 211, MOTOR SPORT, 15, City Road, E.C.1.

RICARDO Motors, Ltd., Twyford, Berks, want Amilcars, any year and any condition, even if dismantled. High price paid for the real thing. Enthusiasts most welcome.

"1½-LITRE"

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

H·R·G

"1,100 C.C."

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

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

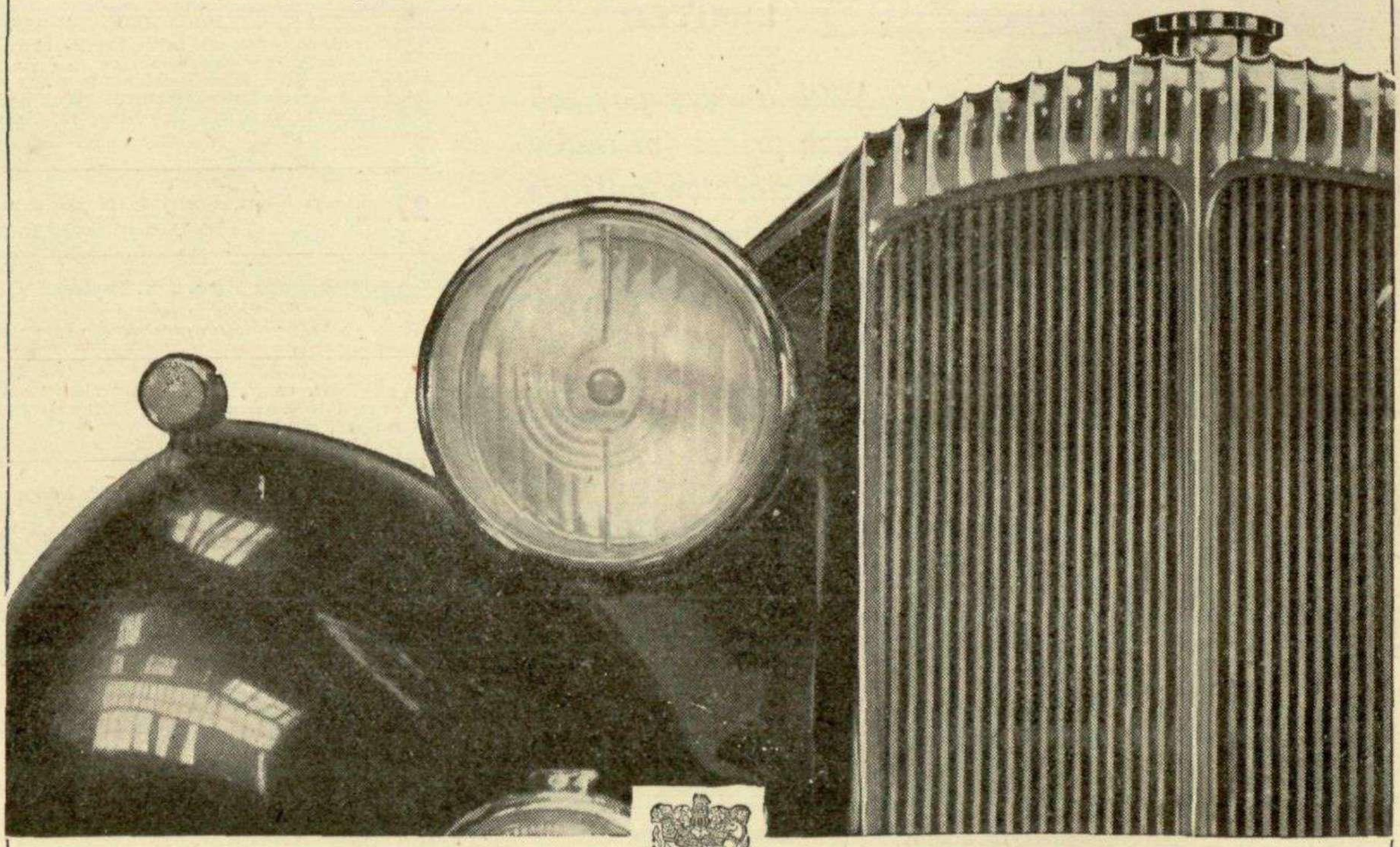
ANNOUNCEMENT

We wish to advise all our owners that the H.R.G. Service Department is now in a position to undertake repairs and overhauls on a limited scale. Spares are becoming easier and we should be glad to hear from any owner who wishes to have his car serviced. Please drop us a line and we will endeavour to assist you. ★ *Watch this space for further announcements.*

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