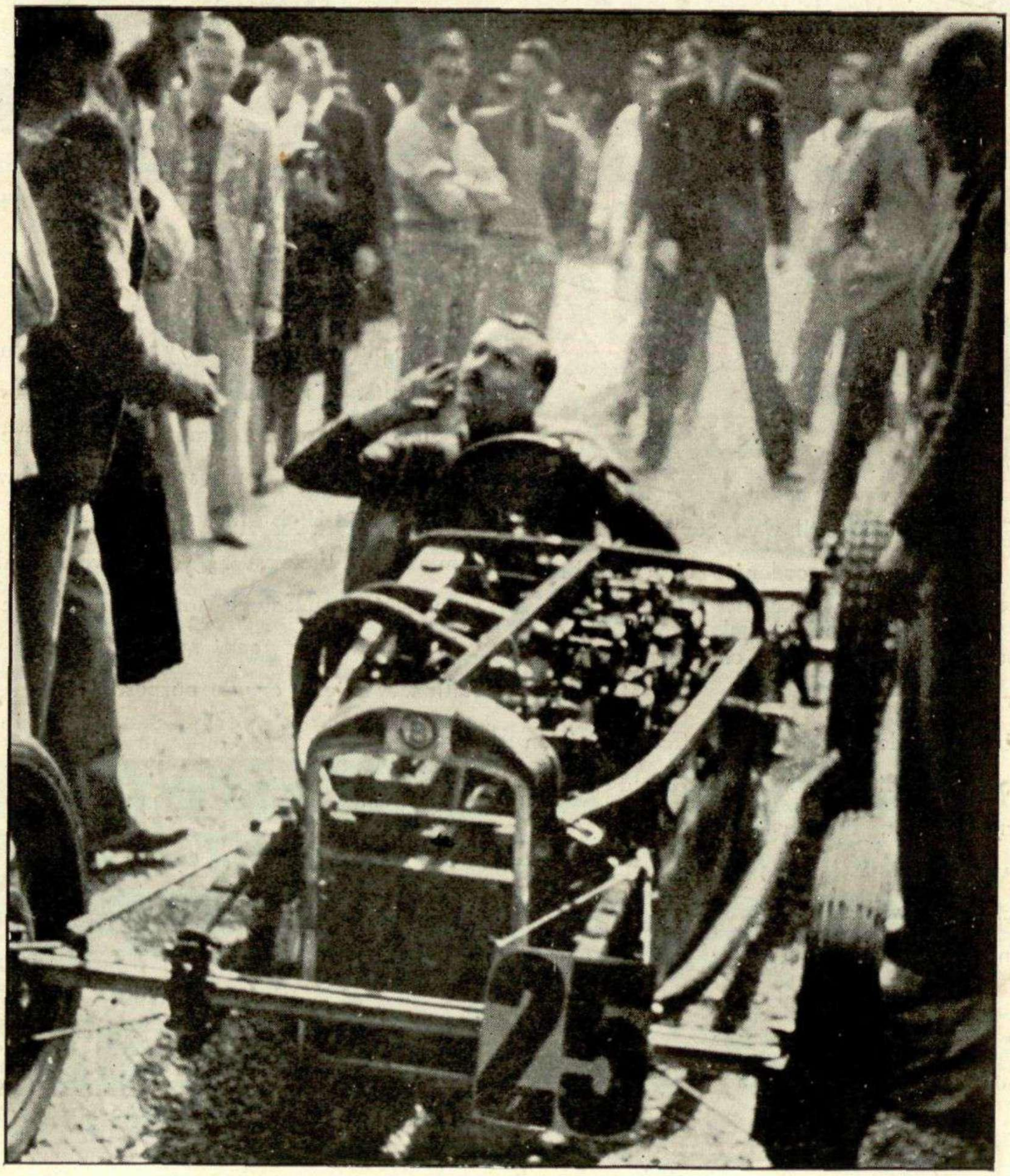
Vol. XXII No. 5 THE STORY OF PRESCOTT May, 1946

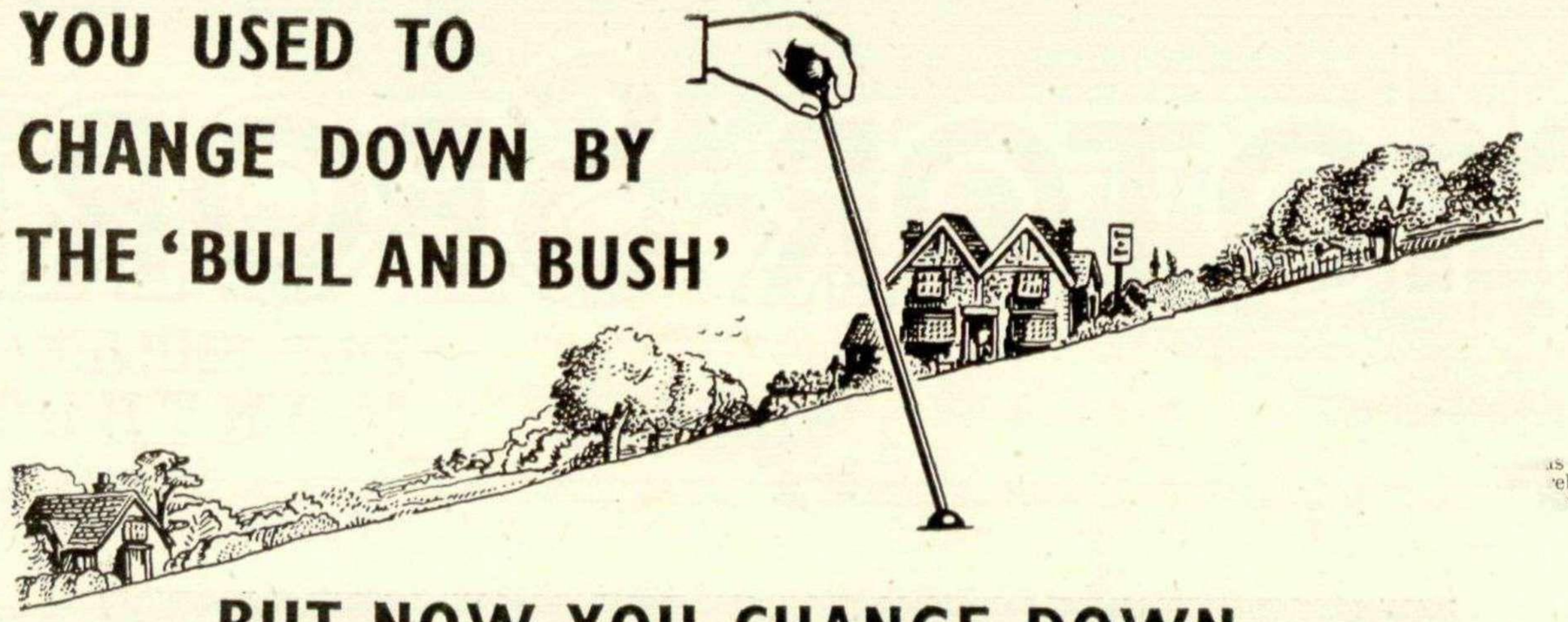
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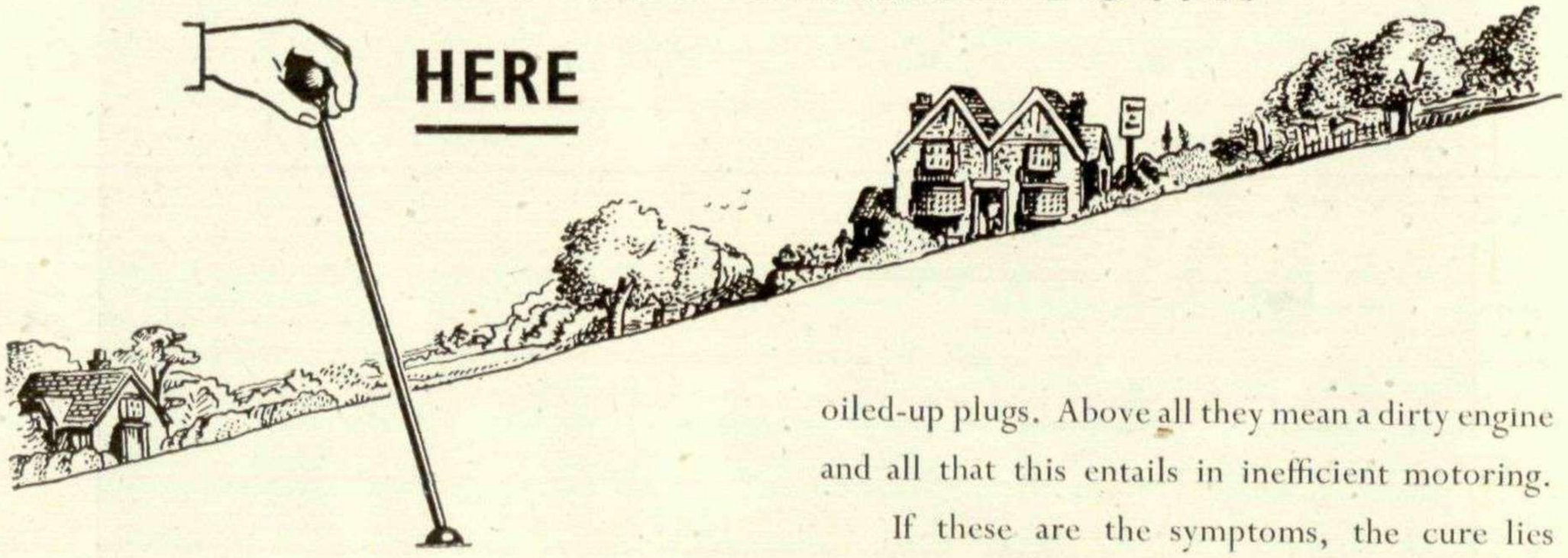
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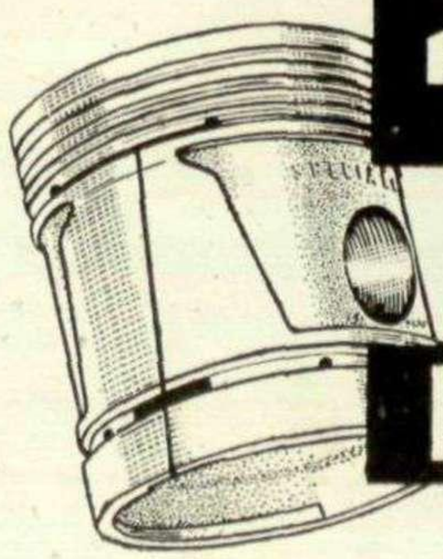
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THE STORY OF PRESCOTT

This brief history of the Bugatti Owners Club's famous speed hill-climb venue is opportune—for there will be four meetings there this year.

WITH no race-course in this country where motor-racing can happen, sprint venues gain a new significance, and the two outstanding are obviously Shelsley Walsh and Prescott. At Prescott the Bugatti Owners' Club, which owns it, intends to hold climbs there this season "come what may," so it is fitting that we should refresh our memories of the place and what has already happened there.

The B.O.C. came into being in 1931 and that year held a successful speed hill-climb at Chalfont St. Peter. In later years, this climb, a speed event at Northwood, Lewes speed trials and races at Donington were held and this club, always one of the most exclusive and best-run smaller bodies, went from strength to strength. In 1937, when it was announced that a club hill-climb site had been purchased, the B.O.C. really became a factor in the land! The club was actually all set to purchase Dancer's End when legal difficulties arose on the old trouble of noise and the matter had to be dropped. A member of the council then bought Prescott House for £2,500, and members were asked to subscribe £4,500 to cover this and the cost of the work needed. The club showed immense enthusiasm, £5 debentures carrying 4½ per cent. interest were issued, and Prescott became an established fact. The estate lay in grand country close to Cleeve Hill, Gloucestershire, about five miles from Cheltenham. It not only provided a course nearly 1,000 yards long with a fine variety of bends and an average gradient of 1 in 20, but a very excellent house as well, adaptable as club premises. When purchased, the road was little more than a rough, slippery track, but it was professionally widened and re-surfaced to give a hard road 15 ft. wide at the narrowest place and 20 ft. wide on the corners. A return road was constructed, fields were laid on as large car parks, and another used as a competitors' paddock. Work on the road commenced in December, 1937, and the club decided that in April, 1938, it would stage its opening rally at Prescott, to enable members to see and try the new hill. This rally was in every respect a success. After lunch in Cheltenham the famous 1913 Bugatti "Black Bess" led Earl Howe's Mercédès-Benz out to the estate. Timed climbs were permitted, and Craig's blown 4.9-litre Bugatti set an unofficial record of 55.58 sec., closely run by Symondson's Type 57 S.C. Bugatti in 57.83 sec., and Clutton's astonishing 1908 Sixty Itala in 59.03 sec. During the sunny afternoon Mrs. Newman and her son and Col. Leveson, with his wife and daughter, visited the course, and Col. Leveson promptly joined the club. It was a happy way of raising the curtain.

Prescott proper opened on May 15th, with a closed meeting. Everything proved to be decently in order except for the rough and slippery nature of some of the footpaths, for which an apology was broadcast. The electrical timing apparatus, public address system and marshalling all worked smoothly; there was a footbridge over the course, and times were issued promptly. Encouraged by the 2s. 6d. admission fee, some 2,000 to 3,000 spectators attended, while competitors had £60 worth of prizes to win. The day closed with Arthur Baron in possession of the course record, his 2.3-litre, twin-rear-wheeled G.P. Bugatti clocking 50.7 sec. There were 53 entries in all, and each car had two climbs. In practice Bear damaged his Bugatti and rushed to London for spares, and the Becke-Powerplus, Smyth's Brescia Bugatti and the Allard all left the road, but without serious damage. The veterans opened proceedings, Clutton hammering home bottom gear on the Itala, and then winning in 58.4 sec. from Heal's Fiat, which clocked 59.6 sec. Lord Avebury's Lammas-Graham dominated the touring class and then, of the 1½-litre sports cars, Clark's rather special Frazer-Nash beat Baillie-Hill's Meadows H.R.G. by a small margin, clocking 54.8 sec., with Curtis 3rd on another H.R.G. Shakespeare's Type 55 Bugatti took the 3-litre sports car class from Craig's Type 55, in 54.8 sec., while Allard, using Hutchison's V12 Allard, saw everyone off with a run in 54.35 sec., 3.3-litre and 4.9-litre Bugattis being the runners-up. Making much noise, the little Sumner-J.A.P. won the 1½-litre racing class in 51.28 sec., and as Vaughan's Becke-Powerplus and Lones's Morgan-base "Tiger Cat" were the runners-up,

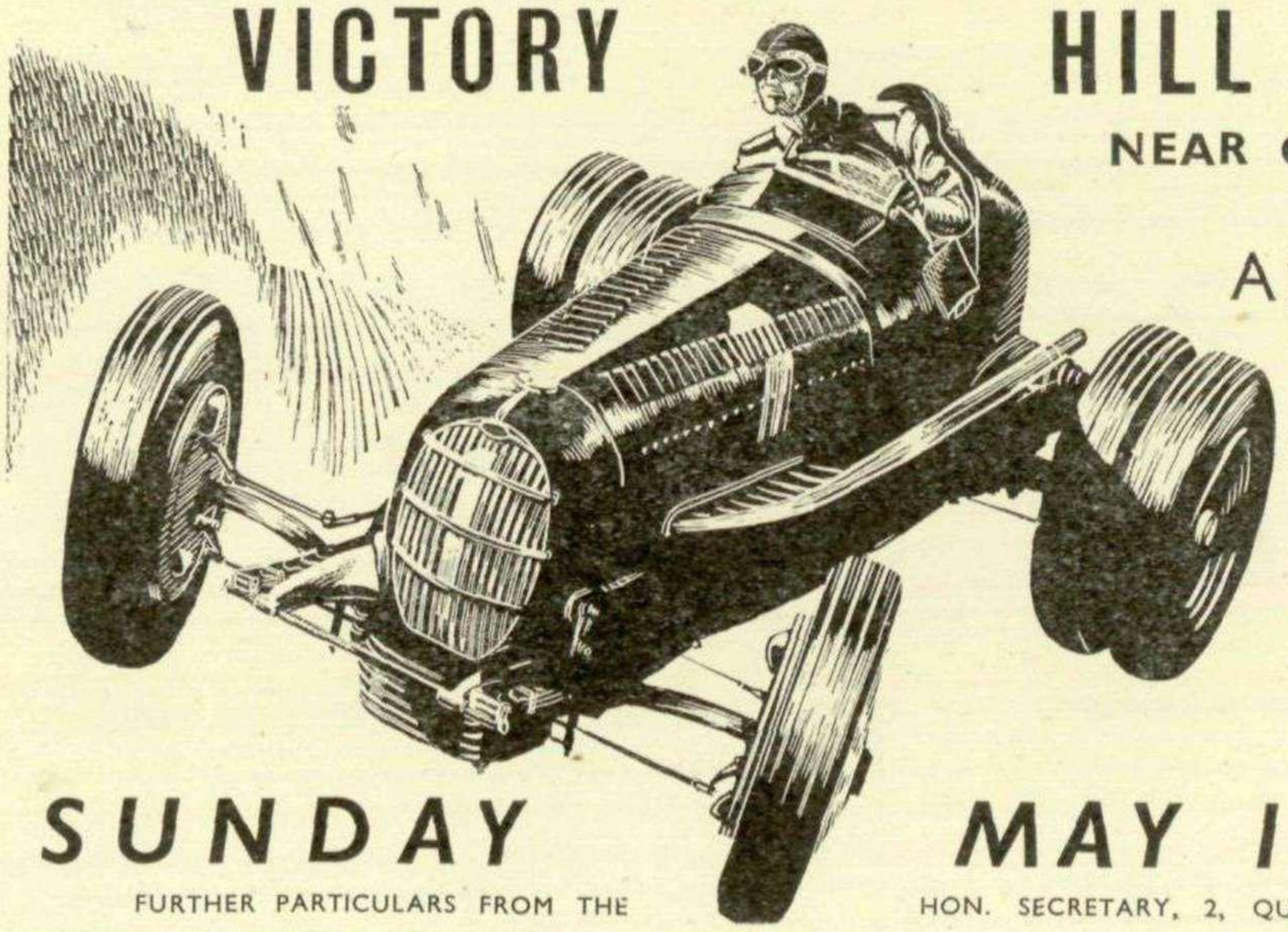
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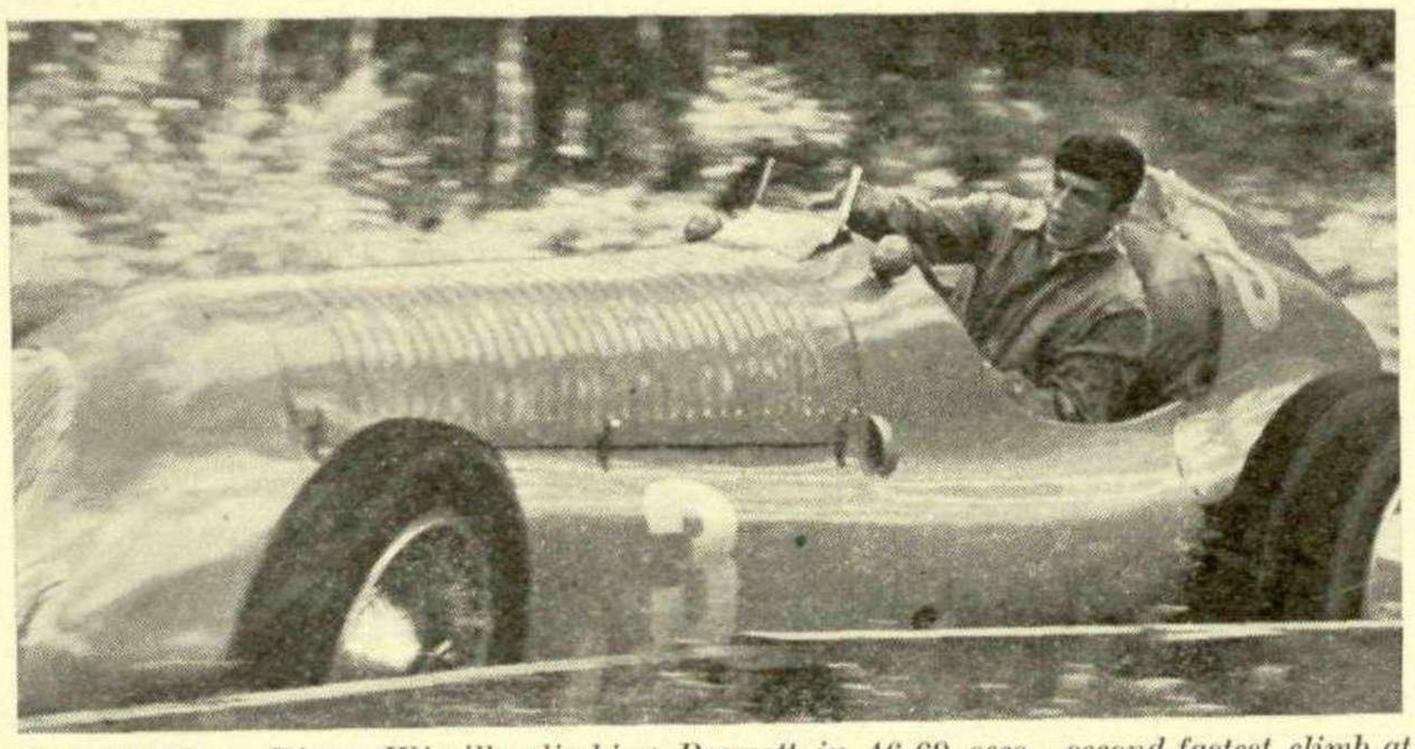
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Concentration—Pierre Wimille climbing Prescott in 46.69 secs., second fastest climb at the 1939 International Meeting, in the "Works" 4.7-litre Bugatti.

quite a Shelsley atmosphere prevailed. Of the over-1½-litre racing cars, Baron, of course, took the record, and Lemon Burton's 2.3-litre Bugatti was but 0.04 sec. slower. In this class Craig's 4.9-litre Bugatti did 52.9 sec., Ballamy, using an old G.P. Bugatti with i.f.s., took the novices' prize. It was pleasing that Læslie Wilson was present, enjoying himself to the full!

So pleased was the club with the new hill that the annual Monte-Honiton-Carlo Rally ended this year, not at Honiton, but at Prescott. Good times were recorded in the climb by Symondson (54.8 sec.), Shakespeare (55.2 sec.), and Craig (55.6 sec.), all with Bugattis.

The Open Climb on July 3rd surpassed all expectations. Showers rendered the course tricky, but notwithstanding, the record fell. The new holder, Abecassis, took his 1½-litre Alta up a whole 2.85 sec. faster than Baron had climbed in May, clocking, on his second run, 47.85 sec. Baron himself recorded 48.14 sec. with the Bugatti and Fane, showing real abandon and going up in the wet, did 48.56 sec. with the dual-blower "Shelsley" Frazer-Nash.

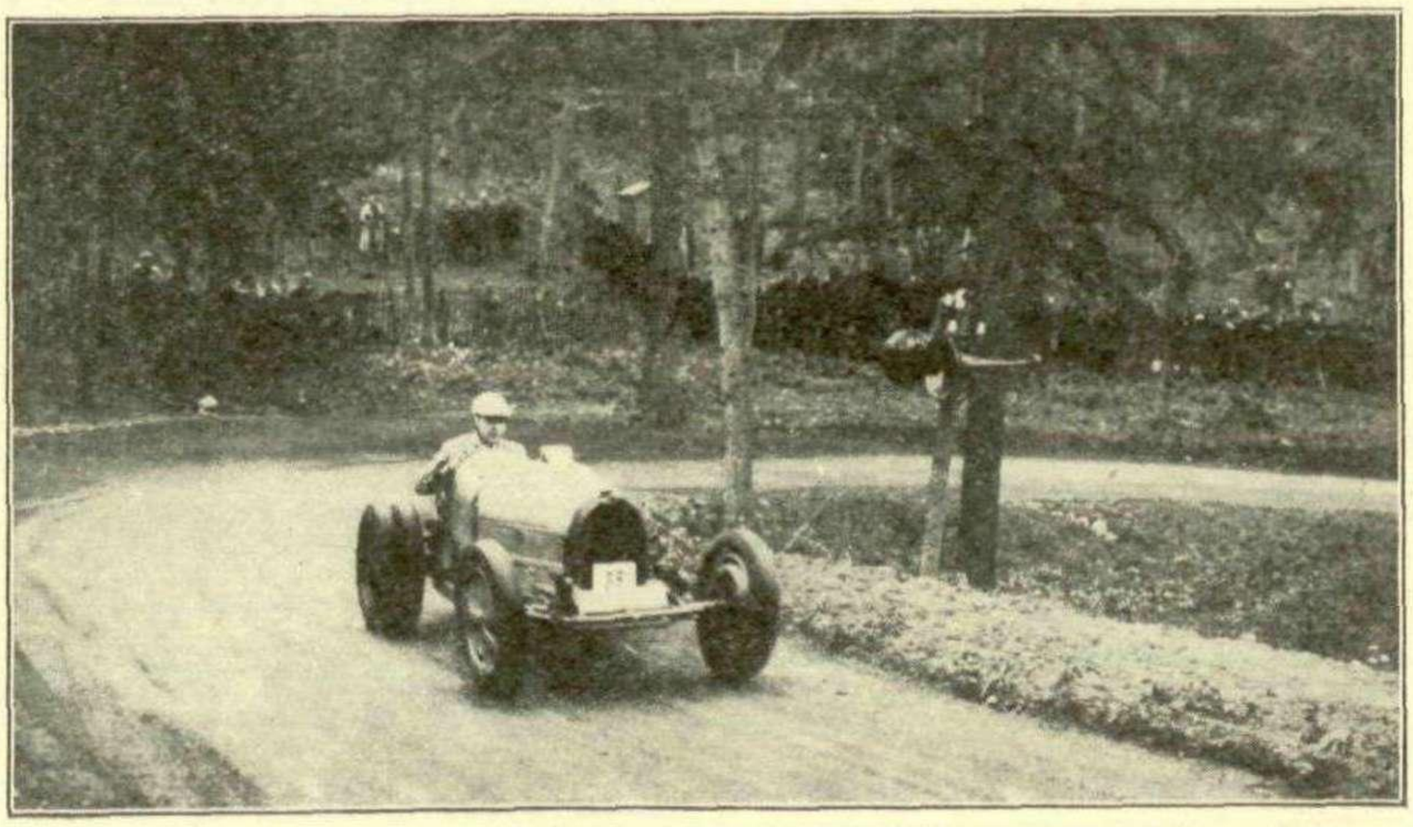
Clutton was motored off the road in the veteran Fiat, but before this, clocked a rousing 58.33 sec., although Mills's 90 Mercédès won on Formula. Baillie-Hill's H.R.G. dominated the 1½-litre sports cars, proving faster than Cladidge's and Curtis's sister cars, while Fane's 328 B.M.W. was fastest 2-litre sports. Hutchison's Allard won the big sports car category comfortably, from a Bugatti and a "30/98" Vauxhall. Buckley got his 750-c.c. racing Austin up in 50.86 sec., beating Denis Evans in the sprint M.G. Ansell's E.R.A. took 48.77 sec., to get 3rd place in the 1½-litre racing class, and Lord Avebury's Alta won the 2-litre division, in 50.92 sec. Baron's "2.3" Bugatti beat Craig's and Lemon Burton's Bugattis in the over 2-litres class. The standard of driving was high, but Prescott maintained its reputation as a tricky course, and the less-intelligent onlookers had their share of entertainment. Allard left the road and hit a tree, Lones's "Tiger Cat" left the road, and Morrish overturned his M.G. Magnette, without sustaining personal injury.

The next meeting was an affair of the Vintage S.C.C., on August 27th, this being the only club, besides the owners, permitted to use the hill, a privilege bestowed because it was Tom Rolt, of the V.S.C.C., who discovered Prescott and introduced the B.O.C. to it. As no R.A.C. timekeeper was present, times could not rank as records, but Fry and the Freikaiserwagen clocked 47.62 sec., without any brakes to speak of, after a crash in practice —.23 sec. better than the course record, unofficially. Heal managed a fantastic 55.91 sec. on the 1910 Fiat, Craig, on a lurid ascent with the "3.3" G.P. Bugatti, was second fastest, and Giron, in spite of gearbox trouble, third fastest in another G.P. Bugatti. The fastest vintage car proved to be Grimshaw's Bugatti (50.74 sec.), while Vaughan's Becke-Powerplus did 50.99 sec., and Cutler an astonishing 52.44 sec. with a Meadows-Frazer-Nash. Derek Matthew bent his Alfa-Romeo.

The last B.O.C. Prescott of 1938 came on September 25th. The course was wet, but the sun cheered the spectators. Fastest time was established by Ansell's white E.R.A., in 48.91 sec., but the Alta record remained intact. Abecassis was actually second fastest, in 49.12 sec. Again Heal's Fiat was the most outstanding veteran, with a climb in 57.49 sec. Claridge's Frazer-Nash managed 56.61 sec. to win the unblown 1½-litre sports category, and in the equivalent blown class Hampton's 1922 Mercédès needed 57.66 sec. Things livened up when the bigger sports cars came up, Bagratouni's supercharged Alfa-Romeo actually proving faster than Fane's B.M.W. and more rapid than previous meeting's Allards, to clock 53.92 sec., on a wildish ascent. Crozier's L.M.B. V8 won the largest sports car class in 54.42 sec., and with the racing cars came a new record, when Buckley's Austin won the 750-c.c. class in 52.37 sec. Lord Avebury's old-type 2-litre Alta took its class with an excellent ascent in 49.81 sec., and of the big racing cars, Craig's "3.3" Bugatti was victorious, in 50 sec. dead. A handicap was also run, Newsome's S.S. scoring on a climb lasting 55.85 sec. Fane's Frazer-Nash was fastest car up to half-time, in 49.43 sec. Again, excitement wasn't entirely absent, Sumner injuring himself when the noisy Sumner-J.A.P. left the road after clouting the bank, while Symonds overturned his M.G., Vaughan ran short of fairway in the Becke-Powerplus, and Joe Fry seriously damaged Freikaiserwagen in a practice crash.

So ended Prescott's extremely successful first season, with everyone mightily pleased, Abecassis in charge of a 47.85 sec. Course Record, unofficially bettered by Fry, and 1939 promising even greater things.

The 1939 Prescott season commenced on May 14th, with an Open event. Fifty-eight makes other than Bugatti entered, enlivened and put on their mettle by eleven cars from Molsheim. Better refreshment tents were in use and a big crowd attended with evident enthusiasm. A wet course was probably responsible for the record again remaining the property of Abecassis. The late Percy Maclure was fastest, with the i.f.s., blown 1½-litre Riley, in 51.65 sec. Buckley, with the works o.h.c. Austin Seven, made a magnificent climb in 53.69 sec. Abecassis himself suffered from temperamental plugs, and second



Arthur Baron's Bugatti leaving one of Prescott's many acute corners.

fastest time was made by Ansell's successful E.R.A., in 52.3 sec. Fane made a polished ascent in the single-place Frazer-Nash (52.67 sec.), to take third fastest. Beadle's 2½-litre Alta won its class in 55.74 sec., and of the sports cars Lind Walker's blown 1½-litre Bugatti (59.29 sec.), Clarke's Frazer-Nash (57.97 sec.), Shakspeare's blown "2.3" Bugatti (56.1 sec.), Langley's B.M.W. (55.34 sec.) and Hutchison's Allard (53.21 sec.) were the class victors. Baron's Bugatti took the big racing class by ascending in 55.81 sec., and Bear's unblown Bugatti clocked 56.43 sec. Taking 80.5 sec., Hampton's quite-perfect 1910 10-h.p. Bugatti won the veteran class on formula, with Lycett's Hispano-Suiza runner-up. Heal's Fiat, however, was fastest, in 60.48 sec.

A sort of private B.O.C. party happened next, on June 11th, f.t.d. going to Baron's "3.3" G.P. Bugatti in 48.71 sec., second quickest being Lemon Burton's 3.8-litre Bugatti, in 49.86 sec. Bagratouni's Alfa-Romeo *unofficially* beat Fane's sports car record, with a run which occupied 52.02 sec. The Becke-Powerplus, handled by Vaughan, won the 1½-litre racing class, in 50 sec.

Came the International fixture, the most ambitious Prescott yet, on July 30th. Raymond Mays entered for the first time, while Molsheim sent over Wimille and the 1937 Formula Bugatti, now blown. In practice, Mays, Wimille and Beadle all broke the course record, and a dry hill on the Sunday, following a bad storm, set the seal to the day's sport. Everyone was on their best form. Heal got an astounding 54.82 sec. out of the old Fiat, beating Alfa-Romeo, B.M.W. and three Bugattis, besides fourteen others, in the process. Crozier's 1½-litre Bugatti set a 1½-litre sports car record in 53.07 sec., and Claridge's unblown Frazer-Nash won its class, in 54.69 sec. Then Bagratouni's blown 2.6-litre Alfa-Romeo upheld its growing reputation by taking the 1½-3-litre sports class at record speed—52.11 sec.—beating the Alfa-Romeos of Hunter and Templer. B.M.W.s dominated the unblown class, Frost fastest in 54.46 sec., and Allard set a new sports car record with his V8 Allard in 51.33 sec., beating Silcock's V12 Allard by 1.32 sec. Monro got a good third with his 4½-litre Invicta. The racing classes were immense. Hadley set a 750-c.c. all-time high, in 47.76 sec., Buckley doing 49.39 sec., and the Dowson Lightweight a fine 50.64 sec. Then Fane's single-seater Frazer-Nash set a 1½-litre record, ascending in 47.72 sec. after spinning completely round on his first run. In this class Ansell's E.R.A., Hamphire's Maserati, Maclure's Riley and the wonderful 1,265-c.c. Becke-Powerplus were placed in that order, all in under 50 sec. Raymond Mays then came to the line in the black 2-litre E.R.A. and did two wonderful, resounding runs, in 46.25 and 46.14 sec., to establish the course record standing to this day. Beadle's 2-litre Alta was second in 47.37 sec. Wimille, trying very hard and displaying immense verve with an unsuitable car, clocked 46.69 sec. with the 4.7-litre Bugatti. He was rewarded with first place in the over 2-litre class, beating Kenneth Evans's 2.9-litre Alfa-Romeo, and making second fastest ascent of the day. Beadle, Fane, Hadley and Ansell, incidentally, were next in order of general merit. Mays took £100 and a silver cup. That was Prescott at its best.

There remained another Vintage S.C.C. meeting on August 26th, on the eve of war. A soaking course prevented fast times, Vaughan and the Becke managing f.t.d. in 56.07 sec., Allard being second best in 56.37 sec. Now we all await May 19th.

PRESCOTT F.T.D.s

	1938		
April 10th.	I. Craig (4.9-litre Bugatti)	55.58	sec.
May 15th.	A. Baron (2.3-litre Bugatti)	50.7	,, *
June 12th.	R. Symondson (3.3-litre Bugatti)	54.8	,,
July 3rd.	G. Abecassis (1½-litre Alta)	47.85	,, *
Aug. 27th.	J. Fry (1,100-c.c. Freikaiserwagen)	47.62	,,
Sept. 25th.	R. Ansell (1½-litre E.R.A.)	48.91	,,
	1939		
May 14th.	P. Maclure (1½-litre Riley)	51.65	sec.
June 11th.	A. Baron (3.3-litre Bugatti)	48.71	,,
July 30th.	R. Mays (2-litre E.R.A.)	46.14	,, *
Aug. 26th.	P. Vaughan (1.2-litre Becke-Powerplus)	56.07	,,
	1946		
May 19th.	? ?	?	

* Course Record

EXISTING PRESCOTT RECORDS

(Something at which to Aim)

Veterans	A. S. Heal (Fiat)	54.82	sec.
Sports cars up to 1½ litres, unsupercharged	Baillie-Hill (H.R.G.)	54.26	,,
Sports cars up to 1½ litres, supercharged	G. Crozier (Bugatti)	53.07	,,
Sports cars of 1½-3 litres, unsupercharged	A. Fane (B.M.W.)	52.75	,,
Sports cars of 1½-3 litres, supercharged	G. Bagratouni (Alfa-Romeo)	52.11	,,
Sports cars over 3 litres, unsupercharged	S. Allard (Allard)	51.33	,,
Sports cars over 3 litres, supercharged	J. Crowther (Bugatti)	55.03	,,
Racing cars up to 750 c.c.	H. Hadley (Austin)	47.76	,,
Racing cars of 751-1,500 c.c.	A. Fane (Frazer-Nash)	47.72	,,
Racing cars of 1,501-2,000 c.c.	R. Mays (E.R.A.)	46.14	,,
Racing cars over 2 litres	J. Wimille (Bugatti)	46.69	,,
Absolute record	Mays (E.R.A.)	46.14	,,
Sports car record	Allard (Allard)	51.33	,,
Veteran record	Heal (Fiat)	54.82	,,

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MORE TRIALS—and other Current Events

WEST OF ENGLAND M.C. SPRING TRIAL

Some of the hills in this event had to be cut out as being too difficult, but good fun was had nevertheless. Butler's "Ophelia," Evans's T-M.G., Tolman's and Buncombe's T-M.G.s managed the difficult first section of Little Silver and here Cleave's H.R.G. and Hutchison's V8 Allard got up all the sections. Price (Ford V8) was another who managed it. Then Bishop's 850-c.c. M.G. showed us how, although he failed on section two. Cotton was equally difficult to climb, success being confined to Parker's Allard, Butler, Evans, Tolman, Cleave, Price and Hutch. The first special test saw f.t.d. made by Hutchison, Tolman and Cleave being 0.2 sec. slower. Then Cleave won the second test, Hutchison and Tolman being bracketed for second fastest. A Riley saloon now put paid to the remaining four sections by becoming bogged on Upper Brooke, Imhof also breaking his Allard's gearbox here and abandoning the car. Mrs. Anning ambitiously arranged 22 observed hills, but wisely decided to call it a day as dusk came on. Hutchison took the Kennedy Trophy, Cleave's H.R.G. was best under 1½ litres, Parker's Allard, 20 marks down, took the big-car award, and Bishop's M.G. the Vigers Cup. Butler gained the M.C.C. Cup, and the Taunton M.C. won the Team Prize. Some of the marshals, alas, let their club down—and marshals are important people.

750 CLUB ALDERSHOT TRIAL

In spite of brilliant sunshine this was a very stiff and interesting trial, for which we must thank the untiring Holland Birkett. Incidentally, his names for the various sections and tests were a study in themselves! Soggy Wood was a level sea of mud, and the outstanding bits of negotiation were those of Denyer and the veteran Lea-Francis, and Whittet with his V8 Ford Special. Most of the others failed through going too fast and/or using too much throttle, including Potter. still finding his way about his Allard, Appleton's white Allard was an exception, using brute force to get through—some day someone will want to put a complementary "bar" on this make, as happened to the Zenith "Gradua"! Next came Soft Soap, followed by a very tricky up and down hill section called Hutch's Hairpin. Here Mallock's Austin Seven broke a half-shaft, but later continued. Chiles's late-type 4-speed Austin 2-seater made a very valiant attempt to climb the up-hill and Challands's cut-down Riley Nine got up clean. Denyer, too, showed how good are vintage cars in trials, but Potter, over-revving and slewing his Allard round, failed. Appleton was very rapid and the other Allard got its driver up. Davies, with a Type 55 B.M.W., was very neat, although his passenger all but fell off the rear of the car. Dog Leg failed most of the small cars, with its tricky right-hand bend, but Humphries's neat, black Cozette-blown Austin Ulster Special, with a horizontal Vertex magneto and big oil filter side by side under its radiator cowl, roared up the hill. Challands obviously knew his car; Gabbitas, whose Ford Ten tourer had had a bad time everywhere else, made the hill look easy; the B.M.W. was excellent, as was Denyer. Brandon's T-M.G. was good here. A restart through a water-splash followed and Whittet made a beautiful job of this. Analysing the trial, Soggy Wood failed ten, Trident one, Soft Soap two, Watersplash three, Hutch's Hairpin twelve, Dog Leg five, Stop and Go nine, Cydepath two and Good Earth seven. Lots of drivers, Mallock included, rushed fearfully fast at all the water sections and unsuitable cars were the Ford Ten, Grosscurth's Frazer-Nash Six, and a Fiat 500. The first timed test saw Brandon's M.G. clock 25.4 sec., next best being the Ford, in 25.1 sec. Brandon was again best in the second test, in 21.6 sec., followed by Roberts (Singer) in 23.4 sec. Whittet's Ford, which before the trial had been losing one bank of cylinders, now suffered more severe ignition trouble. Parker's Allard won the trial by a mark from Denyer's old Lea-Francis, with Appleton's Allard third and Davies (B.M.W.) fourth. In the up-to-850-c.c. class Chiles's Austin Seven was first, easily beating the Austins of Yeats and Mallock. A very well-run and enjoyable event.

THE BERKHAMSTED AND D.M.C. AND C.C. WINWOOD CUP TRIAL

Another classic—but dry weather rendered all three hills, Painsend, Bank Farm and Hawridge, non-stoppers. So the event was decided on the tests, in which Measures (T-M.G.) was fastest in the first, in 148 sec.; only C. A. N. May (Morgan "4/4"), Tooley (M.G. Magna) and Pentony (M.G. Midget) managed the reversing test and everyone succeeded in the stop and restart. Pentony took the Winwood Cup, Measures, in his first trial, the Visitors' Cup, and the N.W. London M.C. took the Team Award, their team comprising Hutchison's Allard, which broke a tappet, Price's V8 Ford and Measures's M.G. Hutchison and Burroughes's V8 Ford took "firsts" and Sanderson's PB-M.G. and Moore (B.M.W.) second-class awards.

BRIGHTON AND HOVE M.C. SPRING CUP TRIAL

This event suffered from a small entry and fine weather, the hills being so easy that the awards were allocated by the special tests. It was another Allard victory, Silcock's V12 winning outright, losing not a single mark. The Drewitt Trophy and the first-class awards were withheld. Hollingsworth's blown Ford Ten lost eight marks, and Mungean's Opel, Sykes's Wolseley Hornet and Chandler's Ford Ten, ten marks each, all getting second-class awards.

B.D.C. *versus* THE POLICE

The go-ahead Bentley Drivers' Club held a contest, consisting of a number of driving skill tests, against the Police at the Hendon Police School on April 7th, by courtesy of the "cops." In the skid-pan test Norris beat the Police by one point—as Forrest Lycett has observed, the old Bentleys just couldn't be made to slide enough. In the end the Police won by 146 points to 102, getting well away in the reversing test, although beaten on up-hill restart, skidding and parking. The Police used Wolseley, 4½-litre Lagonda and 4½-litre Bentley cars.

VINTAGE S.C.C.'s A.G.M.

This was extremely well attended. The club has some £200 in hand and no liabilities. Membership is up to approximately 350, 130 new driving and 17 associate members having been elected recently. The committee was re-elected almost *en bloc*, S. C. H. Davis and Laurence Pomeroy were established as vice-presidents, and Forrest Lycett was asked to continue as president for 1946. Harry Bowler said hoped-for fixtures were a speed trial at Madresfield on July 27th and a Prescott hill-climb on August 31st. Mrs. Choate presented prizes to Windsor Richards and Heal, but Cutler, Denyer and Potter were not present to receive theirs. Anthony Phelps, editor of the club's "Bulletin," and Dr. Ewen were proposed for the committee. Vincent Square was filled with pleasing cars, including Dr. Ewen's "14/40" Delage, an 8th Series Lancia "Lambda" coupé which brought Whittet, Joan Passini and Birkett from Bagshot, a Meadows Frazer-Nash occupied by Jenkinson and Pat Whittet, an Anzani-Nash belonging to John Hay, with Boddy as passenger, Phillip Turner's aged A.C. Anzani, Tubbs's D.K.W., Peter Monkhouse's Alfa-Romeo, Heal's all-weather Sunbeam, Windsor Richards's S.S., Rivers-Fletcher's "12/60" Alvis, a f.w.d. Alvis, McCaw's open Talbot from Darlington, a Le Mans Bentley, Pomeroy's "3.3" Bugatti, Peter Clark's Le Mans H.R.G., etc.—we hope we have attributed the right cars to their rightful owners! Clutton, Phelps, McKenzie, Hutton-Stott, Choate, Ashwood, Taylor, Marcus Chambers, Yeats and many other personalities were present, apart from Lycett, Bowler, McCaw and Secretary Carson at the "top table." And plenty of wives, girl-friends and blondes attended. Good party!

SCOTTISH S.C.C. HALF-DAY TRIAL

Woodcockdale failed the entire entry for this event, but three special tests were the deciding factor. Watson's McCulloch Special, a twin centrifugally-boosted V8 Ford, won the over 1,400-c.c. class, with Grant's S.S. and Ross's Humber runners-up. The under 1,400-c.c. class went to Elliot's Morris Ten saloon, with Couper's M.G. and Dewar's Sunbeam-Talbot next in order of merit.

A HILL-CLIMB

In the Darlington and District M.C.'s Summer Lodge hill-storm on April 7th, Richmond's H.R.G. won the car class, Hammersly's M.G. being second.

BUGATTI OWNERS' CLUB OPENING RALLY

This was held near Ripley in magnificent weather on April 14th, and the car park was soon full of Bugattis and other good motor-cars. There were plenty of "family

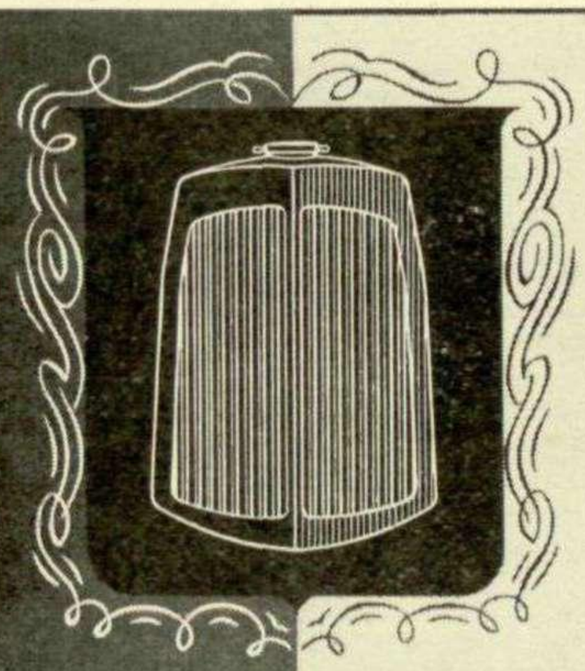
Continued on page 96

COME AND SEE WHAT'S GOING ON DOWN AT LIGHTWATER

We've now got an Alta and an E.R.A. so we're much too busy to tell you

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MONKHOUSE (Bugatti) MAKES F.T.D. AT ELSTREE

Huge entry for V.S.C.C. event. Some very good times. Abecassis's Alta is fastest sports car.

★

THE Vintage S.C.C. speed trials at Elstree on Easter Monday over a ¼-mile of slightly uphill aerodrome runway produced a " Brooklands " entry and attendance. The start was very late, electrical timing had to be abandoned for stop-watch, and the second runs were conducted in a very haphazard manner—one also heard some complaints *re* the classification of entries. But all this may be excused under the prevailing circumstances, and especial praise must be bestowed on Harry Bowler, as organiser, and on Humphries, of the N.L.E.C.C., the hard-working starting marshal.

Bowles's Cozette-blown " Ulster " Austin went very well to win its class, and Marcus Chambers's Marshall-blown, alloy-headed Austin Seven was fastest vintage 750-c.c. car, the class being dominated by the truly beautiful Dowson-Lightweight. Rivers-Fletcher won his class with Weir's single-seater M.G., with blower driven by four belts, and in the 1½-litre sports class two B.M.W.s dominated everything, while Denyer's Lea-Francis was fastest vintage, with Hay's Anzani-Frazer-Nash runner-up. Many novice drivers of racing machinery displayed immense spin on the slippery getaway, Symonds all but set his tyres alight on the R-type M.G., and J. H. Williams spun round twice, for no good reason, a few yards from the line on his Alta.

The larger racing car classes produced some most exciting entries and magnificent runs. A. R. Parnell, with the ex-Seaman Delage having Chula i.f.s., did a rousing 15.8 sec. On the first runs, the 4-cylinder Maserati left the Dixon-Riley, both from Parnell's stable, Abecassis (Alta) beat Gerard's E.R.A., and Bolster's getaway on " Mary " was immense, leaving behind Cowell, who was handling the ex-Lady Mary Grosvenor Alta for the first time, although they tied in the end. Mortimer's Alta and Hampshire's 6-cylinder Maserati had a neck-and-neck dice, the former's near-side rear wheel spinning furiously, but the latter winning—and Price's V8 Ford Special, on photographic duties, beat both for the first few yards! Peter Monkhouse, on his immaculate Type 51 Bugatti, then gave a grand exhibition and set f.t.d. at 15.2 sec. On a later run his wheelspin was truly rubber-igniting, and he won the match race with the fastest motorcycle. Giron's single-cam G.P. Bugatti was slower, but equally polished. Canham (bored-out V8 Allard) and Parker (V12 Allard) got away well, but even so, Alan May's old " 30/98 " Vauxhall tied with them for a class victory. Ripley went very neatly in the newly-bodied, ex-Couper Talbot, beating Metcalfe's Graham-Paige, which has four Solex carburetters, a 6,000 r.p.m. counter and outside exhaust, but which misfired. Bear's imposing " 4.9 " Bugatti just beat Potter's Allard in the large super sports car class, Mann's 3½-litre S.S., with fair passenger, did a very fast run, and Marshall drove the Leyland Eight, now running well, really nicely, although Heal's 1910 Fiat was only 0.2 sec. slower. Birkett's 5-litre Bugatti lorry, saved from a scrapyard, did a rousing 21.6 sec., beating Purnell's 6½-litre Bentley chassis quite easily.

Vaughan handled the Becke-Powerplus well, but after a good step-off, seemed to momentarily lose a gear, and Heath's E.R.A. snaked somewhat from the line. Purnell's Bentley (composed of a cab on a bare chassis) just disposed of Sumner's Isotta-Fraschini. Bainbridge, with the ex-Allison 4½-litre Bentley, found a 9.5 to 1 compression ratio unsuited to his fuel, and Colborne-Baber's 3-litre Bentley, running as a stripped chassis yet carrying a passenger, was sedate, as was Purnell's 1922 G.P. Sunbeam, the latter a nice sight, however. Heal's 1921 Sunbeam was a non-starter, having stripped a timing pinion, but his 1910 Fiat was 2nd in the Edwardian class (on Formula), Rodney Clark's Bugatti " Black Bess " just beating it, while Bolster's very beautiful 1911 " Silver Ghost " Rolls-Royce tourer was 3rd. Boddy's " Alphonso " Hispano-Suiza, having towed its broken-down tow-car to the meeting, misbehaved half-way up the course. Altogether it was an excellent meeting, and you can sort out exactly what transpired from the appended times. If some of the cars were a trifle queer, it was nothing to the fashions, ladies' siren-suits vying with a certain gentleman's sports coat and Edwardian chauffeur's hat!

Provisional Results

Sports Cars up to 750 c.c.:
1st R. J. Yeats (Austin) ... ... 30.2 secs.
Super Sports Cars up to 750 c.c.:
1st R. J. Bowles (Austin) ... ... 22.2 ,,
Racing Cars up to 750 c.c.:
1st J. M. P. Dowson (Lightweight)... 16.4 ,,
2nd A. Issigonis (Lightweight) ... 16.8 ,,
Sports Cars—751–1,100 c.c.:
1st C. le S. Metcalfe (Fiat) ... ... 22.8 ,,
2nd J. Lowry (H.R.G.) ... ... 24.4 ,,
Super Sports Cars—751–1,100 c.c.:
1st R. A. Peacock (M.G.) ... ... 21.4 ,,
2nd C. le S. Metcalfe (Fiat) ... ... 22.8 ,,
Racing Cars—751–1,100 c.c.:
1st A. Rivers-Fletcher (M.G.) ... 18.6 ,,
2nd R. Graham (M.G.) ... ... 19.8 ,,
Sports Cars—1,101–2,000 c.c.:
1st O. Moore (B.M.W.) ... ... 19.0 ,,
2nd R. Way (B.M.W.) ... ... 19.6 ,,
Super Sports Cars—1,101–2,000 c.c.:
1st G. Abecassis (Alta) ... ... 17.4 ,,
2nd G. Claridge (B.M.W.) ... ... / O. Moore (B.M.W.) ... ... / L. Johnson (B.M.W.) ... ... / J. Crawley (B.M.W.) ... ... Tie 19.0 secs.
Racing Cars—1,101–2,000 c.c.:
1st A. R. Parnell (Delage) ... ... 15.8 ,,
2nd J. Bolster (" Bloody Mary ") ... / B. Cowell (Alta) ... ... / R. Parnell (Maserati) ... ... Tie 16.0 secs.
Sports Cars—2,001–3,000 c.c.:
1st Miss Patten (Peugeot) ... ... 22.8 ,,
2nd A. S. Heal (Sunbeam) ... ... 23.8 ,,
Super Sports Cars—2,001–3,000 c.c.:
1st L. Giron (Bugatti) ... ... 18.6 ,,
2nd H. Dezsoe (Alfa-Romeo) ... 21.4 ,,
Racing Cars—2,001–3,000 c.c.:
1st P. Monkhouse (Bugatti)... ... 15.2 ,,
2nd K. W. Bear (Bugatti) ... ... 17.4 ,,
Sports Cars—3,001–5,000 c.c.:
1st A. May (Vauxhall) ... ... / R. Canham (Allard) ... ... / L. Parker (Allard) ... ... Tie 18.6 secs.
Super Sports Cars—3,001–5,000 c.c.:
1st K. W. Bear (Bugatti) ... ... 17.8 ,,
2nd C. Mann (Jaguar) ... ... 18.4 ,,
Racing Cars—3,001–5,000 c.c.:
1st C. Mann (Jaguar) ... ... 18.4 ,,
2nd R. Canham (Allard) ... ... 18.6 ,,
Sports Cars—over 5,000 c.c.:
1st H. Birkett (Bugatti) ... ... 21.6 secs.
2nd J. E. C. Purnell (Bentley) ... 23.4 ,,
Super Sports Cars—over 5,000 c.c.:
1st O. Raphael (Mercédes) ... ... 20.6 ,,
2nd G. Jason-Henry (Bentley) ... 23.2 ,,
Racing Cars—over 5,000 c.c.:
1st R. Marshall (Leyland) ... ... 19.6 ,,
2nd A. S. Heal (Fiat) ... ... 19.8 ,,
Edwardians:
1st R. Clarke (Bugatti) ... ... 21.8 ,,
2nd A. S. Heal (Fiat) ... ... 19.8 ,,
Vintage Sports Cars—up to 750 c.c.:
1st R. Yeats (Austin) ... ... 30.2 ,,
Vintage Racing Cars—up to 750 c.c.:
1st M. Chambers (Austin) ... ... 22.2 ,,
Vintage Sports Cars—751–1,100 c.c.:
1st E. Kehoe (Riley) ... ... 25.8 ,,
Vintage Super Sports Cars—751–1,100 c.c.:
1st E. Davidge-Pitts (Riley) ... 23.0 ,,
Vintage Racing Cars—751–1,100 c.c.:
1st E. Davidge-Pitts (Riley) ... 23.0 ,,
Vintage Sports Cars—1,101–2,000 c.c.:
1st A. L. Denyer (Lea-Francis) ... 21.6 ,,
2nd J. G. Hay (Frazer-Nash-Anzani) 24.4 ,,
Vintage Super Sports Cars—1,101–2,000 c.c.:
1st F. W. Kennington (Alfa-Romeo) 21.2 ,,
Vintage Racing Cars—1,101–2,000 c.c.:
1st J. Bolster (" Bloody Mary ") ... 16.0 ,,
2nd Major Vaughan (Becke Powerplus) 19.2 ,,
Vintage Sports Cars—2,001–3,000 c.c.:
1st A. S. Heal (Sunbeam) ... ... 23.8 ,,
2nd P. A. Whittet (Lancia) ... ... 24.0 ,,
Vintage Super Sports Cars—2,001–3,000 c.c.:
1st L. Giron (Bugatti) ... ... 18.6 ,,
2nd A. D. Foreshaw (Sunbeam) ... 22.6 ,,
Vintage Racing Cars—2,001–3,000 c.c.:
1st L. Giron (Bugatti) ... ... 18.6 ,,
2nd A. Colborne-Baber (Bentley) ... 24.2 ,,
Vintage Sports Cars—3,001–5,000 c.c.:
1st A. May (Vauxhall) ... ... 18.6 ,,
2nd Major Jones (Bentley) ... ... 21.2 ,,
Vintage Super Sports Cars—3,001–5,000 c.c.:
1st A. May (Vauxhall) ... ... 18.6 ,,
2nd J. G. Fairman (Bentley) ... 21.8 ,,
Vintage Racing Cars—3,001–5,000 c.c.:
1st J. G. Fairman (Bentley) ... 21.8 ,,
Vintage Sports Cars—over 5,000 c.c.:
1st H. Birkett (Bugatti) ... ... 21.6 ,,
2nd J. C. Purnell (Bentley) ... ... 23.4 ,,
Vintage Racing Cars—over 5,000 c.c.:
1st A. S. Heal (Fiat) ... ... 19.8 ,,
2nd L. Gibbs (Fiat) ... ... 20.6 ,,
FASTEST TIME OF THE DAY:
Peter Monkhouse (2,263 c.c. s/c. Bugatti) 15.2 ,,
FASTEST VINTAGE TIME:
John Bolster (1,962 c.c. un-s/c. "Bloody Mary") ... ... 16.0 ,,
FASTEST MOTORCYCLE:
M. D. Whitworth (348 c.c. Velocette)... 16.2 ,,

ELSTREE ECHOES

The car with which Monkhouse made f.t.d. was once the Bugatti Owners' Club car and Peter bought it from them during the war. He ran with light mudguards in place, and was doing about 100 m.p.h. over the line.

Monkhouse also drove the ex-Connell Darracq, which is rather inflammable, and had considerable clutch drag on the line. It was going very fast at the top end of the course, but was beaten by Mann's S.S.

Lowrey unconcernedly munched a sandwich as he left the line, and Marshall, equally unperturbed, engaged the Leyland's bottom gear after the " get ready " signals had commenced.

Marcus Chambers's Austin is very neat, with chain-drive, " cabin "-supercharger and four-branch exhaust manifold. Marcus came to the line with crash-hat and visor, but elected to run bare-headed.

One of the most imposing cars was the 4-cylinder, sixteen-valve Maserati, and about the noisiest, Symonds's R-type M.G.

Morris's " 38/250 " Mercédès had a very touring body with large rear trunk, but, even so, managed 20.6 sec.

Lady Mary Grosvenor drove the ex-Hutchison Allard, now black, Potter's Allard had his name on a large plate on the facia, and Canham in the bored-out V8-engined car showed everyone how to get an Allard off the mark.

Before the event Jenkinson lost his 2nd gear chain, Hay had plug trouble, and Whittet lost his propeller shaft, but both Frazer-Nashes and the Lancia ran well.

Peter Monkhouse and his wife both wore the same buttonhole flower.

Lots of drivers used twin rear wheels, including Hay (4½-litre shortened Bentley). Donald Parker's Aston-Martin Special has a V8 Ford motor, and is inclined to overheat, being beaten by the Price-Special V8. The 7½-litre Duesenberg was a very normal 2-seater, but spun one of its wheels furiously, nevertheless.

It was nice to see Bainbridge and Leslie Johnson again. Johnson had entered the "Monaco" Darracq, which Monkhouse drove, as he elected to use his own 328 B.M.W.

The 1899 New Orleans of Lander managed the gradient!

Charles Mortimer used his 1½-litre Alta, which holds the Lewes class record. John Bolster wore a crash hat in "Mary" and pumped up pressure as he motored, and Dudley Froy made a nice, if slightly snaky, run in Wyer's 3-litre Maserati, which is the car in which Birkin drove his last race at Tripoli.

Alan May truly upheld vintage laurels by equalling the times of two of the better Allards with his 1924 "30/98" Vauxhall, which is only mildly non-standard, with 7 to 1 compression ratio, downdraught Zenith carburetter, and Hispano front axle.

"All The Times"

Secs.	
15.2	P. Monkhouse (Bugatti).
15.8	A. R. Parnell (Delage).
16.0	R. Parnell (Maserati).
16.0	J. Bolster ("Bloody Mary").
16.0	B. Cowell (Alta).
16.2	G. Abecassis (Alta).
16.4	J. Dowson (Lightweight-Special).
17.0	R. Gerard (E.R.A.).
17.2	D. Hampshire (Maserati).
17.2	J. Williams (Alta).
17.4	K. Bear (Bugatti).
17.4	G. Abecassis (Alta).
17.6	C. Mortimer (Alta).
17.8	K. Bear (Bugatti).
18.2	D. Froy (Maserati).
18.4	R. Parnell (Riley).
18.6	L. Giron (Bugatti).
18.6	R. Canham (Allard).
18.6	P. Monkhouse (Darracq).
18.6	A. May (Vauxhall).
18.6	L. Parker (Allard).
18.6	Rivers-Fletcher (M.G.).
19.0	G. Claridge (B.M.W.).
19.0	O. Moore (B.M.W.).
19.0	L. Johnson (B.M.W.).
19.0	L. Potter (Allard).
19.0	J. Crawley (B.M.W.).
19.2	Major Vaughan (Becke).
19.2	A. Whincop (Bugatti).
19.6	R. Marshall (Leyland).
19.6	R. Way (B.M.W.).
19.6	G. Alexander (Bentley).
19.8	G. Symonds (M.G.).
19.8	R. Graham (M.G.).
19.8	A. Heal (Fiat).
19.8	D. Price (Price-Special).
20.0	Lady Grosvenor (Allard).
20.2	R. Holder (Riley).
20.2	C. Strang (Railton).
20.2	K. Burgess (Watkins-Nash).
20.4	Webber (Bentley).
20.6	G. M. Watson (Riley).
20.6	L. Gibbs (Fiat).
20.6	O. Raphael (Mercédes).
20.8	J. Appleton (Allard).
20.8	H. J. Ripley (Talbot).
21.0	B. Bainbridge (Bentley).
21.2	F. Kennington (Alfa-Romeo).
21.2	Major Jones (Bentley).
21.4	H. Dezsoe (Alfa-Romeo).
21.4	R. Peacock (M.G.).
21.4	D. Greig (Frazer-Nash).
21.6	A. Denyer (Lea-Francis).
21.6	C. Mertens (Bentley).
21.6	M. Quartermaine (Vauxhall).
21.6	H. Birkett (Bugatti).
21.8	D. Parker (Aston-Martin Special).
21.8	R. Clarke (Bugatti).
21.8	T. King (B.M.W.).
21.8	J. Fairman (Bentley).
22.2	J. Bowles (Austin).
22.2	M. Chambers (Austin).
22.4	D. Jenkinson (Frazer-Nash).
22.6	J. Grosscurth (Frazer-Nash).
22.6	A. D. Foreshaw (Sunbeam).
22.8	S/Ldr. Boothby (M.G.).
22.8	O. Moore (Cord).
22.8	C. Metcalfe (Fiat)
22.8	Miss Patten (Peugeot).
22.8	Col. Berry (Bentley).
22.8	W. Will (Singer).
23.0	G. Hartwell (Sunbeam-Talbot).
23.0	A. Morrish (M.G.).
23.0	E. Davidge-Pitts (Riley).
23.0	Mrs. Gerrard (Riley).
23.2	G. Jason-Henry (Bentley).
23.4	J. Purnell (Bentley).
23.4	G. Jason-Henry (Riley).
23.6	I. Metcalfe (Graham-Paige).
23.8	J. Morris (Duesenberg).
23.8	A. Heal (Sunbeam).
24.0	P. Whittet (Lancia).
24.2	A. Colborne-Baber (Bentley).
24.4	J. Lowry (H.R.G.).
24.4	J. Hay (Frazer-Nash).
24.4	J. Hay (Bentley).
25.0	G. Howard-Sorrell (Bentley).
25.0	G. Cramer (Bentley).
25.0	V. Lowett (Rover).
25.4	Rivers-Fletcher (Alvis).
25.4	P. Stephenson (O.M.).
25.8	C. Tipper (Fiat).
26.2	J. Bolster (Rolls-Royce).
27.8	A. Partridge (Alvis).
30.0	J. Purnell (Sunbeam).
30.2	R. Yeats (Austin).
32.6	W. Boddy (Hispano-Suiza).
120.0	J. Lander (New Orleans—1899).

CARS I HAVE OWNED

—*continued from page* 98

pouring rain in five and a half hours with quite a weighty load of equipment. The body and trimmings of the car had had a lot of time and work spent on them and the appearance was very pleasing. I think the line of this model was, at any rate æsthetically, very well designed. Then my job required the carrying of more and more lights and a 4-seater was indicated. After seeing many and different models I finally come upon a 1938 open sports Vauxhall with the well-tried "14/6" engine. At first I was dubious. Independent suspension which had, in the early days (1933, 4 and 5 ?) given some trouble, typically American design, but, thank heavens, a 4-speed gearbox. A test run showed first-rate getaway and a smoothness that made the Riley seem like a bag of nails. The body (I am not sure who made it; they are very unusual and rather on the "Greyhound" lines, but the name of the firm is not to be seen) is low and smart. Finally, while trying to make up my mind, other people began to arrive and I knew I must decide on the spot. Of all the cars I have owned this has been the most satisfactory. It is dead silent (yes, I love exhaust note, but not for its own sake), as smooth as chocolate, the acceleration is the real thing, and its worst—and only serious—disadvantage is difficulty of maintenance. The answer being, I suppose, that such common work is entrusted to a garage. I have never been flat out, but had 72 m.p.h. on the speedometer several times. Petrol consumption works out at 24 in town and about 28 in the country.

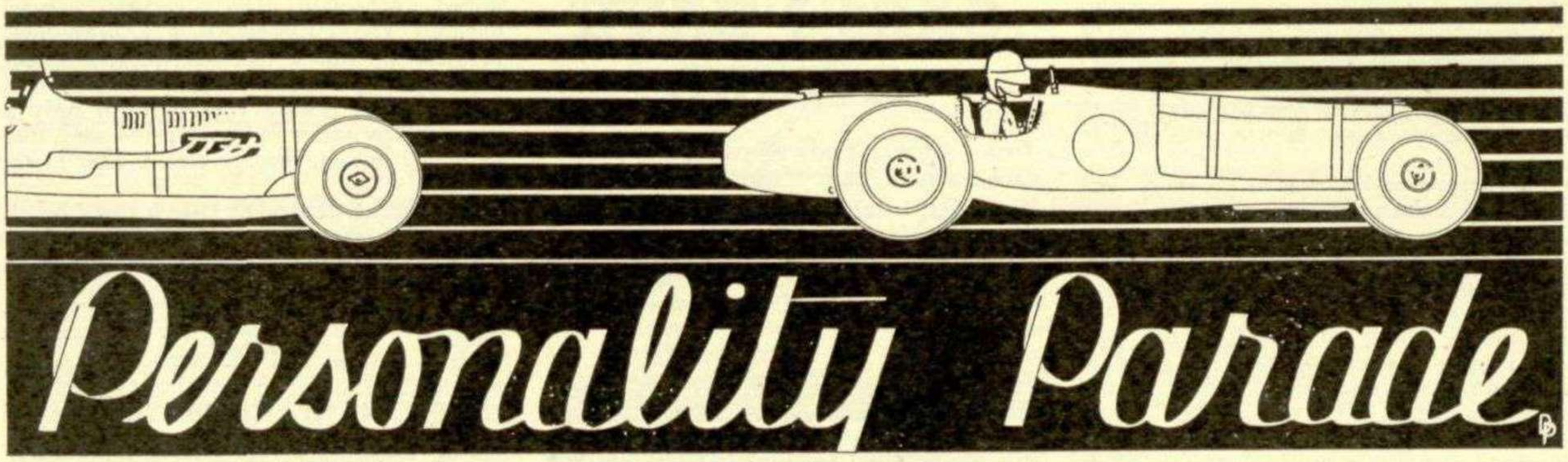
The result of all this is that the bias I originally had against small engines is stronger than ever, but the bias against American design is at a new low.

I would end on a different note. The company for which I work had several real enthusiasts (particularly one P.B. M.G. owner) and wherever and whenever we can we are going to feature motor racing, trials, hill climbs and the like in our newsreels. If we have our way, very much more so than was ever the case before the war. [We hope you do get your way, Mr. Vivian-Brann, because this would be some of the best publicity motor-racing could have. And one day you yourself might be indirectly rewarded, by being able to buy a British car able to give you what at present you seem to find only in cars of vintage type or of American conception.—ED.]

MORE TRIALS

—*continued from page* 93

men's" Bugattis, like the "Airline" 57, Bear's 57 saloon, Pomeroy's Type 49, Hampton's supercharged Type 46 saloon and Continental Cars's Type 57. Also faster stuff—Hindes brought the magnificent road-decked "3.3" G.P., Giron his well-used and docile "2.3" G.P., Craig his "4.9" and Williams his somewhat modified Type 43. There were also a G.P., Birkett's practical rather than elegant 4-seater Type 38, the glistening Type 57S "Suzanne," Rodney Clark's very perfect 1913 "Black Bess," and Mrs. Hampton with the equally-immaculate 1910 Bugatti. Apart from Bugattis, three Alfa-Romeos, two Invictas, the Crowther's four Lancias, Roland's "Ulster" Aston-Martin, a pre-1914 Siddeley (unnecessarily equipped with "period" hats), a huge open Speed Six Bentley, a Type 540K Mercédès-Benz, Hay's Anzani Frazer-Nash, Cook's ex-McKenzie 4½-litre Bentley, Sumner's open white Isotta-Fraschini, an open Rolls-Bentley, Beart's not-so-slow Riley Nine saloon, some Alvi and a sprinkling of tinware were amongst those present. Hindes told us he was police-pursued three times on the way down, merely because his rear number wasn't painted on a transverse flat-surface, which makes one wonder whether the British Empire is about to follow the Roman! George Harris Cup for best-kept Bugatti, *any age*: Hampton (1910 Type 13). Jacques Cup for best Invicta: Wynmalen (1936 4½-litre). Scuderia Prize: Crowther (Lancia stable). Treasure Hunt: 1st, Birkett; 2nd, Landon; 3rd, Williams.



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

No. 5—Cecil Clutton

CECIL CLUTTON has largely antiquarian interests. This is apparent not only in his connection with vintage and veteran motor cars, but in his other hobbies, which include collecting old watches, of which he has some fine examples dating as far back as 1695. He is also a keen student of ancient music and keyboard instruments of the 16th/18th centuries.

He has great knowledge of the methods of organ building, about which he frequently writes in the musical Press. Saxon, Norman and Gothic architecture are also within the bounds of his interest and understanding. But it is in cars that his greatest interest lies and all readers of MOTOR SPORT will be familiar with his learned writings on this subject.

It must not be judged from the foregoing that Clutton delves only in the past. Far from it. It will be recalled that he road-tested for MOTOR SPORT a Type 57 S.C. Bugatti, a "2.9" Alfa-Romeo and the Aston-Martin "Atom," and his numerous articles in MOTOR SPORT have dealt with modern development as much as with ancient history. Prior to the war he was using his 1925 3-litre "Red Label" Bentley drophead coupé for touring and for towing his 1908 G.P. Itala (which he shared with Peter Robertson-Roger) to competitions. He was, and still is, a committee member of the V.C.C the V.S.C.C. and the B.O.C.

During the war he had done very little motoring. He sold his Bentley in 1940 and bought a 1932 Type 49 Bugatti saloon, which is now being completely rebuilt. This car is of 3.3 litres and a straight-eight with a single cam-shaft. He describes it as the "Bugatti Chevrolet." Whereas it has no great performance, it has Bugatti steering and is probably the most reliable model made in its class. He quotes an average of 21 m.p.g. on "pool" with a top speed of 80 m.p.h. He says it has the Yanks equalled for flexibility. In the Home Guard he learnt to ride a motor-cycle and ran a 1925 "S.S. 100" Brough whilst the "basic" was going. From 1943 to 1945 he was engaged in a considerable amount of aerial motoring in the R.A.F. as a pilot, though his age precluded him from any operational flying.



Cecil Clutton

Clutton started serious motoring in 1934. He gained various minor successes in the V.S.C.C. Reliability Trials using an Anzani-engined Frazer-Nash and an "E" type "30/98" Vauxhall.

He did most of his competition driving on the Itala, in which he ascended Shelsley in 50 secs., Prescott in 58 secs., and also lapped the Crystal Palace circuit at 47 m.p.h.! These speeds are only rivalled by the very fastest modern sports cars and, at Prescott, the Itala has beaten such formidable opposition as "57.S" Bugattis and 2.3-litre Alfa-Romeos, despite their four-wheel brakes.

Concerning his future plans, he is looking forward to touring his Type 49 Bugatti and competing again in the Itala, and, at some later date, when things are properly normalised, entering the newly acquired 10½-litre ex-John Cobb Delage in sprint events.

His stable at present comprises:—

1932 Type 49 Bugatti, 3.3 litre, 72 x 100 mm., single cam. Two plugs and three valves per cylinder. Plain bearings.

1911 Fafnir tourer, 4-cylinder, 80 x 120 mm. (The only car that his father ever had from 1927 to 1940. A completely reliable and delightful vehicle. Max. about 50 m.p.h., 23 m.p.g.)

1925 "S.S.100" Brough motor-cycle, 1,000-c.c. Jap twin, 90/95 m.p.h., described by Clutton as "very frightening."

1908 G.P. Itala, 4-cylinder, 12 litres, 155 x 160 mm. (Finished eleventh in 1908 G.P. driven by Cagno. Handled better than winning Mercédès but quite outclassed on power/weight ratio. Has lapped Brooklands at 101 m.p.h. in 1910, winning Whitsun Gold Plate. Last driven in 1940 at Brooklands when, with full touring equipment, and in poor tune, it did a s.s. quarter-mile in 20 seconds and a flying ditto at 85 m.p.h. A very handy car and quite suited for touring. Does 13 m.p.g. on the road.)

1923 10½-litre V.12 Delage, 90 x 140 mm., shared with Peter Vaughan. (At present needs a good deal doing to it. Took world speed record 1923 driven by René Thomas at 143 m.p.h. Then used most successfully in French hill climbs. Later migrated to England where it became one of Brookland's most successful racers, largely driven by Oliver Bertram and John Cobb. Should make a nice car for Shelsley.)

Clutton cannot recall ever having been particularly frightened in a car. He contends that if anything frightening happens you are probably going so fast that you have no time to be scared. He knows nothing more frightening than being out of control on (*a*) a horse and (*b*) a penny-farthing bicycle. Concerning his private life, he says he is too busy to have any. He is 36 years of age, is a chartered surveyor and a Fellow of the Surveyor's Institution, and an Associate Member of the Town Planning Institution.

His advice to the less experienced is that if you have not a lot of money or the determination of Raymond Mays, give up all idea of competitive success and motor for fun. Small club events are more fun than most. Don't buy high efficiency cars. They are either expensive to buy or else expensive to tune and maintain. Small capacity classes also involve "works" competition. Large cars (4½ litres and over) are relatively

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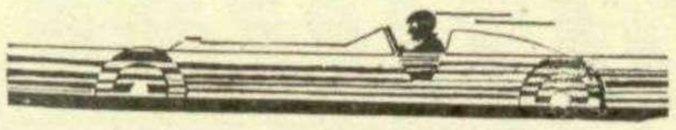
CARS I HAVE OWNED

This time Vivian-Brann, director-cameraman for "Pathe News and Pictorial," tells us how he regarded many cars he owned for more than mere transport. His last paragraph makes especially good reading.—Ed.

FIRST, I write as a biased person. Secondly, I am not, and have never pretended to be, a real mechanic. My bias is against small engines and heavy bodies—to my mind the downfall of so many English cars, sports models included.

I have owned 27 cars in 12 years, but of these less than half were kept for longer than a year. Like most others, I had one motor-cycle, first. I bought it because it looked pretty—a 250-c.c. Ivory Calthorpe. For three months it ran reasonably (maximum about 47 m.p.h.) and then seized up. The excuse was too good to miss and motor car No. 1 was purchased when I was 18. This was a 1926 14-h.p. M.G.—bull-nosed. It was dead reliable, damnably noisy, would cruise interminably at 40–45, and did 27 m.p.g. The wheels were affixed with three nuts; two of mine had one thread of each stripped, but no wheel ever left the car. Unfortunately, I then fell for the foxy prattle of a "sports-car specialist" and exchanged my old bull-nose for a 1927 2-seater M.G. which was simply worn out, but to the everlasting credit of the grand old car it, likewise, never let me down. Its maximum was about 47 m.p.h., and I drove it for ever with my foot flat down. At this time—after about two years in English studios—I landed my first newsreel job, and bought my one and only Bugatti Straight Eight Grand Prix (Type 30 ?). Plain bearings, real Bugatti wheels, and the rest. The car was an odd mixture—it came from Bachelier's and obviously had been thoroughly gone over—but would the thing ever fire long on eight cylinders? Everything was checked, plugs changed interminably, and Bachelier gave it another "once-over." The handling was, without doubt, a real pleasure, but too much of a good thing can go too far. I loved it for its performance during the few miles when all went well—its appearance (sneer, if you like—I love the æsthetic fierceness of high-powered motor cars) was without par, and the exhaust growl was sweet music, but the utter lack of baggage (camera in my case) space, the perpetual film of oil in the cockpit and, most of all, the missing, finally decided me, and I said good-bye. Next came a Mark I M.G., which someone had adorned with outside exhausts, and this seemed like a slow Rolls after the Bugatti. Its weakness was half-shafts (three sets in five months) and everyone just said, "Always a fault with that model." So encouraging, but after the third lot had gone in I did about 15,000 more trouble-free miles before selling. As a sports car it failed—oot heavy, and cornering was always tedious; but as a fastish tourer it was comfortable and—back-axle apart—never went wrong.

And now to incur the wrath of the mighty. From a garage in Surrey a 3-litre Van den Plas "Red Label" Bentley. The engine looked and sounded the real thing. It used no oil and, to do it justice, ran for the eight months I used it without requiring a spanner or penny. But what else? As far as performance was concerned I know the acceleration on these cars was nothing, but mine must surely have hit a new low. True it would do 50–60 for hours on end, but only after minutes on end waiting for it. As an engineering job, with all their



toughness, they are real battleships, but, seemingly, with most of their weight and consequent sluggishness. I still like to see them—they are monuments to a great period but so hopelessly out of date, and I don't mean simply conventionally. I sold it to a real 3-litre enthusiast who wrote a charming letter saying it was all a Bentley should be—maybe I couldn't drive?

After this I went haywire and had, as No. 5, a Talbot "14/45," No. 6 an Avon Standard 16-h.p., No. 7, M.G. Mark II, No. 8, Rally 9-h.p. "Competition" 2-seater, No. 9, Morris "Cunard" "10/6" Special (undoubtedly for a nearly-new car the worst performer I have ever known), No. 10, M.G. J2, No. 11, Rover Ten, No. 12, Alvis "12/50" (about 1927), No. 13, "Brooklands" Riley Nine, No. 14, Talbot 95, No. 15, O.M. 16-h.p., No. 16, Ford Ten (ugh!), No. 17, Singer "Le Mans"—and so on, but each for such a short time that a detailed account would be unfair. Then came 1936, and my newsreel company sent me to France. So I looked around for something with a little power; at this time the Singer Nine was in my possession, and one of my many objections to it was its minute engine that necessitated such astronomical revs. to get going. I found a 1929 f.w.d. Alvis (unblown). It had a fabric body, but had only done about 20,000 miles. The owner worked at Kew Gardens and, wondering whether the cheque book would go to £100 or so, I said, "How much?" He said £20, and I tried to look normal. I never regretted that purchase, and soon got used to the transmission noise. It was not especially fast but solid, and felt very much one-piece. From Paris it tootled between Marseilles, Cannes and Monaco almost daily for weeks, costing me not a penny. Then came bombshell No. 1. "Off to Spain" to cover the Civil War, and memories of snipers shooting up a magnificent Hispano tourer, scraping out the occupants and driving off with the motor (part of this I filmed, together with most other Spanish Government material I and others took, it never survived the censor).

Meanwhile, my wife, who was in France, arranged that the Alvis be returned to England and, to be brief, I endeavoured to leave Madrid—but that is another story.

When the war arrived I was in the T.A. and suddenly found my newsreel job exchanged for 2s. a day. The Alvis adored petrol—her one greed—and I finally bought a 1935 Morris Eight. This is the one Morris job I have always admired, especially the pre-1939 model without the chocolate-box adornments. It took me miles, day and night, winter of '39, summer of '40, and winter of '41. When petrol ceased I used it for only a few months and was then posted and, like so many others, hastily sold it and made a will.

Finally, at the end of 1943 a small bomb and I fell out—and I awoke some days later. In 1944 I was discharged and went back to a quiet life, making the newsreels of flying bombs, etc. While making "The Second Battle of London" I again "went out"—not flying bombs, but brake failure on a tin-box of 10 h.p. But to sit in Rye Hospital watching the aforesaid bombs falling like ninepins to the A.A. fire was almost worth it. My first motor was an Austin Ten 2-seater (1934)—no sports car, to be sure, but it served me reliably and well until I could find something better. This turned out to be an old fabric-bodied 2-litre twin o.h.c. Lagonda. With the solidity of a London 'bus, it proved reliable, and happiest on longish runs at about 50 m.p.h. all the way. The chassis had split at some time or another, but had been fairly efficiently repaired. A Scintilla magneto had also been supplied and all the wiring (such as it was) was Halifax or Spitfire. These cars were typical of the old power-to-weight bogey, and the acceleration was painfully slow, partly, of course, due to a non-functioning clutch stop. I should imagine my Lagonda had already covered anything around the 150,000 mark, but it still felt like a real motor car, and with a little money and labour would no doubt be capable of many more miles. A pointer to the shortage of, and desire for, good sports cars was the fact that I advertised it in a local paper, and was immediately offered £20 more than I had asked for it by a dealer. However, I preferred it to go to a fellow-enthusiast and sold it for a lot less to a R.A. captain who proceeded to run on leave petrol to Northumberland with, I think, five up, and his only trouble was difficult starting. This was cured by a little magneto adjusting and/or retiming. Personally I cannot stand the so-obvious dealer who grudgingly offers you £150 for "the old wreck" and then hand-paints the body and tyres and "sacrifices" the whole for £300. There are, no doubt, many who do not indulge in such methods but, especially at present with the price-inflation, it is all too common.

My next purchase was a November, 1932, Riley "Gamecock," whose engine possessed a badly-worn gudgeon pin, but which, nevertheless, functioned well and seemed not to mind. The best points of this car were the cornering, steering, starting and economy. The worst were the springs (I believe always a weakness on the older Rileys) and the weight, which was basically chassis, axles, brakes, etc. This last was, of course, a credit to the solidity of the model, but had a very adverse effect on performance. Her ideal cruising speed was a steady 45 m.p.h., and I should put her maximum at about 63 m.p.h. My best run on this was on a job at a remote Welsh mine, with Mr. Shinwell. The return journey was made at night, and the 160 miles covered in

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SIDESLIPS

by

"BALADEUR"

I HAD it in mind to write this month upon an astonishing variety of topics, from the technicalities of "infra-charging" (the opposite, that is, to supercharging) to the influence upon steering gears of the extent of Napoleon's conquests. But before I can embark upon any such dissertation it is clear, from what the Editor tells me, that I must give some explanation of what "Baladeur" means—the significance of the word, of course, not of its user's writings. (I have done all this before, as a matter of fact, but it was a long time ago, when MOTOR SPORT was a mere stripling compared to its present self.)

Well, according to my French dictionary, the normal translation of "baladeur" is "a stroller, a saunterer," which might be considered an apt enough name for the perpetrator of "Sideslips," if only it was more in keeping with his readers' habits on the road. But persevere a moment with the dictionary: "(mech.)," it adds, "gear for changing speeds." A "baladeur" is, in fact, a selector rod, and its choice as a *nom de plume* was imposed upon its user (who is not, truth to tell, as selective as all that in his subject matter) by that remarkable French production which used to appear year after year ever since the early days of motoring (which may do so still, for all I know about French affairs these days) and which was called "Le Catalogue des Catalogues"—or, more familiarly, "the Dogalogue."

Now the "Dogalogue," as well as giving the specification of all the year's French cars, and of such foreign ones as came to its notice, used to give certain particulars of older models; and the particulars chosen for each were its horse-power; number of cylinders; bore and stroke; number of speeds; and number of "baladeurs." At first the inclusion of this last item in so concise a specification astonished me considerably, until I realised that the "Dogalogue" was obviously conservative in such matters and that its interest in "baladeurs" clearly dated from the time of the transition from the quadrant to the gate change. Having owned three cars which relied on the former arrangement I can appreciate to the full the benefits of one or more extra "baladeurs" and the consequent avoidance of a too perfect change resulting in the teeth of one pinion being pushed straight through those of the other with which it was meant to engage. Indeed there is in my possession an unfortunate photograph of *Baladeur* himself, taken by some untimely Pressman and showing him at the Vintage S.C.C. Speed Trials at Bramshill, peering anxiously over the side of his *bolide* as he seeks to put in the second speed!

One has only got to put forward a claim for the invention of the motor-car itself or any of its component parts for the assertion to be hotly contested. For all that, in this matter of the multiple "baladeur," I am going to put in a word for Vinot et Deguingand, a marque which faded out, I believe, about twenty years ago, after a Vinot had run third in the Tourist Trophy race of 1905. The car, I suggest, which first possessed this unusual feature was, however, shown by them at the Paris Salon in January, 1901. "The only novel feature about the car," said the *Autocar* reporter who attended the Show, "is the change-speed gear, which is composed of two trains of loose wheels operating on the fixed wheels and working by different movements of the hand-lever. The lever moves in two guides—an upper and a lower one—and each movement acts upon one or other of two rods connecting with the sliding shafts. The advantage claimed for this arrangement is that the driver has not to graduate the movement of the lever, but pushes it backwards and forwards as far as it will go in the segment for each speed and reversing. This arrangement is said to be specially valuable at night time, when the driver is not able to see or feel the notches in which he puts the lever." His inability to see in the dark is readily understandable; and as for feeling, well, one assumes, I suppose, that at night time he would be driving after dinner.

Quite apart from the question of "baladeurs," however, the whole business of gear-changing was obviously a terrible bugbear to the early motorist, although I am inclined to think that he did not know when he was well off, for quite some of the nastiest gearboxes of all time, in my opinion, were fitted to the pre-synchromesh, high-speed engined cars of the 1920's. On the other hand, quite the nicest I have ever known intimately was possessed by my 1912 3-speed "Alfonso" Hispano-Suiza. The Achilles heel of that car was its inadequate-sized multi-plate clutch, which had such difficulty in moving the car off on its high bottom gear that it was in a chronic state of semi-seizure and was best not used for gear-changing, a situation which made the decided "clonk" with which the speeds engaged all the more satisfying. But the early motorist did have to contend with an almost constant-speed engine, which could not be allowed to "race"—and which was apt to deliver next best thing to no power at all if it didn't. His need, in these circumstances, for expert advice is amply shown by a small sample from my library of motoring books.

We are pleased to announce that we have received official information that the Royal Automobile Club of Belgium is organising a Grand Prix which will take place in Brussels on 16th June, 1946. Those desiring particulars of entries, etc., should apply to the Competitions Department, Royal Automobile Club, Pall Mall, London, S.W.1.

The purchaser of "Motors and Motor Driving," published in the Badminton Library in 1902, had, indeed, no less a pair of experts than S. F. Edge and Charles Jarrott to instruct him. "In changing speeds," they warn him, "there are various things to be avoided, and the learner will very quickly realise that it is most difficult, if not well-nigh impossible, to change speed without withdrawing the clutch." There were heretics, however, even in expert circles. R. J. Mecredy, the editor of the *Motor News*, for instance, writing in "The Motor Book," published in 1903, expressed quite the contrary opinion. "When changing from the high to the low," he remarks, "many experts hold that it is necessary to operate the clutch pedal. We have not found that so, in moderately powered cars at all events. As a rule if the gear lever is moved steadily into the notch, the teeth will mesh without a sound."

One can imagine, on the contrary, the shrieks of protest that could be elicited by a "steady movement" on these lines from, say, a "moderately powered" car such as an Austin Seven of twenty years ago!

By 1904, however, Mr. Archibald Ford, the Principal of the Liverpool School of Motoring, had decided that all this business of "changing from the high to the low" was greatly overdone anyway. In "The Darracq and its Management" he has just been describing how to change up and how the clutch should be engaged gently after the process. "If you raise the foot abruptly," he explains, "the car will go forward with a jerk, and the gearshafts will commence knocking. To prevent this the foot is raised quickly but gradually, so that the clutch slips somewhat in the flywheel. This eases matters a good deal, until the car has obtained sufficient momentum for such 'easing' to be for the time being dispensed with. When, however, an up-gradient is encountered, not sufficiently steep to necessitate recourse to the second gear, 'easing' must again be requisitioned to enable the car to run easily and without knocking. The art of 'persuading' or 'easing' having once been thoroughly mastered, some really stiff hills can very easily be negotiated on the high speed."

There is, as the I.C.I. advertisement says, "Nothing Like Leather"; but really what some of those early leather cone clutches must have endured in their time is almost past imagining. By 1907 Max Pemberton, in "The Amateur Motorist," is suitably scathing—but with a curious reservation. "Another practice," he declares, "against which a protest cannot be too soon recorded is that of clutch-slipping. If a car will not mount a hill upon a certain speed without slipping the clutch, that speed should instantly be changed. With the latest metal-to-metal clutches it is true that advocates of slipping have a better cause, but my own experience goes to show that clutch-slipping is a mistake at any time and under any circumstances; and that the man who indulges overmuch in it is not and never will be a great driver."

And yet I have owned one of those very 1904 Darracqs on the "management" of which Archibald Ford advises, after it had passed through the hands of Heaven knows how many drivers, great or small, who were doubtless thorough masters of the "art of persuading," and its leather clutch never gave me a moment's trouble; whereas, as I have

already mentioned, the metal-to-metal clutch of my "Alfonso," which was even later than anything Max Pemberton had ever seen in 1907, could not be slipped enough for the car to be coaxed away from a standstill without its plates buckling every way until the poor clutch really did not know whether it was in or out!

But if the Liverpool School of Motoring taught its pupils how to avoid changing down, earlier pundits had practically forbidden the novice to do much in the way of changing up. Let us return for a moment to Messrs. Edge and Jarrott, who have just given the budding automobilist a careful description of what to push and pull in order to get a 1902 car of the Panhard type under way. "Keep on the low and second speeds until you feel thoroughly at home and confident that the car will do that which you mechanically direct it to do," they adjure him. "Remember that with a motor car the driver controls the vehicle . . . (!)

"*Third Speed.*—The third speed may now be used, and you obtain this under exactly the same circumstances and in exactly the same way as set out in the explanation of changing from the first to the second speed. It will be well if some long runs be taken at this stage, no speed higher than third being attempted."

This self-denying ordinance over top, moreover, was not confined to the mere tyro. In the *Autocar* of October 25th, 1902, Mr. Bernard B. Redwood, pictured, in a magnificent fur coat, on a 16-h.p. De Dietrich with Dr. Boverton Redwood, in an equally magnificent fur coat, described a "somewhat extended trial" of the car which he had been enabled to make by the courtesy of the Burlington Carriage Co. "We made our way slowly through the London traffic in a northerly direction," he says, " . . . the village of Finchley was soon left astern and the delights of a full-powered car began to be experienced. All hills were climbed on the third speed at fully the legal limit . . . The run was continued through Hatfield and St. Albans, thence back to town . . . The top speed was used once on a deserted road."

Of course the idea of going all the way from London to St. Albans and back with only a furtive sprint on the top speed on a deserted road would not have suited Mr. Archibald Ford at all. "So we are now travelling merrily along on the second gear," he remarks, having just described the ticklish process of getting it engaged. "We must remember, however, that the engine is working faster on the second gear than on the top gear . . . and as each explosion means combustion of petrol, besides heat and noise, the faster the engine works, so much noisier and hotter it becomes, and so much more petrol it consumes than if it were on the highest gear, when the motor would be working with less rapidity. It therefore behoves us to get on to the top gear as soon as possible."

Three years later, however, Max Pemberton was stoutly declaring himself to be one of the old school. "Nowadays," he complains, "a silly doctrine of 'everywhere on top speed' is preached by manufacturers and mad chauffeurs, and is doing infinite mischief to many cars." But to write like this in 1907 was to play the part of Canute; as early as 1902 manufacturers, driven to it, possibly, by "mad chauffeurs," were at least experimenting with the "all-on-top" car. At the Paris Salon of that year MM. Charron, Girardot et Voigt showed a 40-h.p. straight-eight C.G.V. chassis which the *Autocar* characterised as "specially interesting because entirely new and involving a principle which we believe no one has attempted to apply up to the present moment." It was, added the reporter, "apparently the outcome of the mechanical inlet valve, since the makers argue that if they can get a complete range of speed up to 1,600 revolutions they are able, with eight cylinders, to propel a vehicle at any speed without the intervention of change-speed gearing. The clutchshaft, in fact, gears direct on the countershaft without intermediate gearing of any kind."

I am inclined to doubt, actually, whether the 40-h.p. C.G.V., which incidentally had the crank throws set at 45°, was ever found to be a practical proposition, and I should be much interested to hear if any reader has actually tried one on the road. The *Autocar* report of the 1902 Salon remarks, rather cryptically, that "the eight-cylinder chassis is shown incomplete, with only the cylinders fitted"; and even in "The Automobile," based on Lavergne's "Manuel Théorique et Pratique de l'Automobile sur Route," and revised in 1903, Paul N. Hasluck says, "the C.G.V. 40-h.p. eight-cylinder motor employs two carburetters and by its use it is *hoped* to dispense with change-speed gear . . ."

Such "hopes," however, were at least more or less realised by the Sheffield Simplex which was introduced in about 1907. This car had a 6-cylinder engine of 114 x 114 mm. bore and stroke (the same dimensions, that is, as the contemporary 40-50-h.p. Rolls-Royce), geared to do 40 m.p.h. at 1,200 r.p.m. (as against 43 m.p.h. at the same engine speed in the case of the Rolls-Royce) and having, to quote Mr. Hasluck's 1909 volume, "no regular gearbox, although to facilitate the climbing of extra severe gradients, there is a little gear fitted close to the live-axle differential and giving two forward speeds and a reverse. This gear is to be regarded as a standby to be used exceptionally and not normally."

The Sheffield-Simplex certainly worked, but whether one really started on top or actually used the "standby" is a matter on which I should like more information. And apart from this, I doubt whether even Mr. Archibald Ford would have seen much point in it, since in 1905 Mr. D. M. Weigel had been able to advertise the fact that he had driven a perfectly normal 24-30-h.p. 4-speed Talbot with six passengers aboard, from London to Scarborough and back, without changing down from top (the amount of "easing" resorted to not being stated). But still, the 40-h.p. C.G.V. of 1902 and the 45-h.p. Sheffield Simplex of 1907 were, I suppose, the parents of the light large-engined American car of modern times.

* * *

A friend of mine, who is a motorist of some considerable experience, obtained a commission, during the Hitler war, in the R.A.F. That was before the days of austerity, which later reduced him to a bicycle, and he found that, in order to travel upon his official occasions, he was provided with a motor car. Not being accustomed to service habits, however, he was somewhat surprised to find that he was not allowed to drive the thing himself, but had to entrust its conduct to a member of the W.A.A.F. who was characterised as a "motor driver." Resigning himself to the passenger's seat, therefore, he told his chauffeuse where he wanted to go, and received his second surprise when she started off in third. The car, not being over-engined, complained somewhat at this treatment and reiterated its complaints with increased vehemence when, almost immediately, its driver put it into top. It did not actually stall, however, and my friend received his third surprise when, just as it was beginning to pick up, its fair conductress changed down again to third and then, at a very suitable speed, up once more into top.

Thereafter all went merrily until, at a signpostless fork they realised too late that they had taken the wrong road. "I am afraid," said my friend, "that we shall have to reverse." A maidenly blush suffused his companion's countenance. "But," she said, indicating the gear-lever, "I don't know where to put this thing for that."

At last a great light dawned upon my friend, who had been puzzling throughout the journey on her unconventional use of the "thing" when starting. His "motor driver" clearly understood the motions required by M. Levassor for the operation of his sliding-pinion gearbox; alas! she had not gone a step further and become acquainted with the multiple "baladeur"!

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EXPERIENCES WITH FIAT

"1,100's"—*Continued from page* 103

car is running. This dent is almost impossible to get rid of satisfactorily once it is done, and the door does not fit properly again. The fabric universal joints don't seem quite up to the job, judging by the amount of prop.-shaft trouble suffered, and could with advantage be of a modern type. I would scrap the "trafficators," which never seem to work, or fit a normal solenoid-operated type. The five-pint capacity of the sump seems inadequate for such a high-performance car with such a high cruising speed (50 to 55 m.p.h.).

Apart from these failings, the Fiat "1,100" is a fine job, much superior to the small English car except perhaps for paintwork and plating which do not stand up well to our wet climate. Who knows, we may see this job on our roads again in even greater numbers. I deeply deplore the abandonment of the steeply sloping bonnet, which seems to me the best feature of these cars, giving exceptional vision forward and, when one gets used to it, being much more pleasing than yards of high bonnet in front of one. This is a matter of taste, but experienced motorists endorse this view, and it seems a great pity that the Fiat concern have decided to adopt the normal high bonnet line.

Note.—As an afterthought—the engine woolliness in No. 1 car was found to be due to very late valve timing.

"They Shall Endure"

By Cecil Clutton

MOST "Thirty-Ninety-eights" have either been interfered with so much, or else are so excessively exhausted that their original quality has largely disappeared.

OE77 has not been interfered with; nor is it exhausted. It belongs to Val Doone, a partnership which has achieved considerable fame as landscape photographers; those readers who are also keen photographers will either have visited or heard of their recent highly successful exhibition in London. The two partners, Lorna Pritchard and A. G. Willis, are keen vintagents, both in cars and cameras. But they do not look on OE77 as a sports car. They regard it merely as the most suitable car in which to conduct their business. This calls for long, fast runs (often in order to catch a particular landscape under special weather conditions) with a minimum of fuss and effort and a maximum of comfort and reliability, carrying considerable quantities of delicate photographic gear. Willis bought the car in 1937, and he and Miss Pritchard have become devoted to it, both for its amiable personality, and also because of its special suitability for their requirements.

First licensed on May 2nd, 1924, the Vauxhall was regularly licensed until 1932, but for the next five years it was only run during the six summer months, until it came into Willis's hands in March, 1937. For the two and a half years from then until the war, she covered the useful total of 70,000 miles actually recorded, and was then laid up for the duration.

The 70,000 miles included a lot of rough going in Wales, the Lake District and the Border Country. During that time there were only three involuntary stops, two due to a sticking contact breaker arm and one to being hit full in the face by a gravel lorry. The damage for this incident came to £19 10s., for which the lorry's insurance company admitted liability, but maintained that OE77 could not be worth more than £12 10s. altogether. In the end they paid up in full.

When bought by Willis, the car was completely standard, and the only alterations effected since have been to substitute a Scintilla magneto for the original Watford instrument, with greatly improved effect, and to alter the brake linkage. The brakes are of standard O.E. pattern with the quaint but simple kidney box operation for the front wheels. Originally, the hand-lever operated the rear wheel brakes, and the pedal ("for emergency use only") worked on the transmission brake and front wheels. The revised linkage put all four wheels on the foot-lever, while the handle works on the transmission. The combined power of the two brakes is really remarkable, and while they fade fairly rapidly under repeated and violent application, for the normal requirements of fast touring (as opposed to dicing) they are entirely adequate. The E-type brakes were notoriously sketchy, and the late O.E. cars, with vast drums and hydraulic operation, were even more notoriously temperamental; but, driven as was intended (which never was as a racer) and judged by the standard of those times, the Vauxhall brakes were probably as good as those of most other machines.

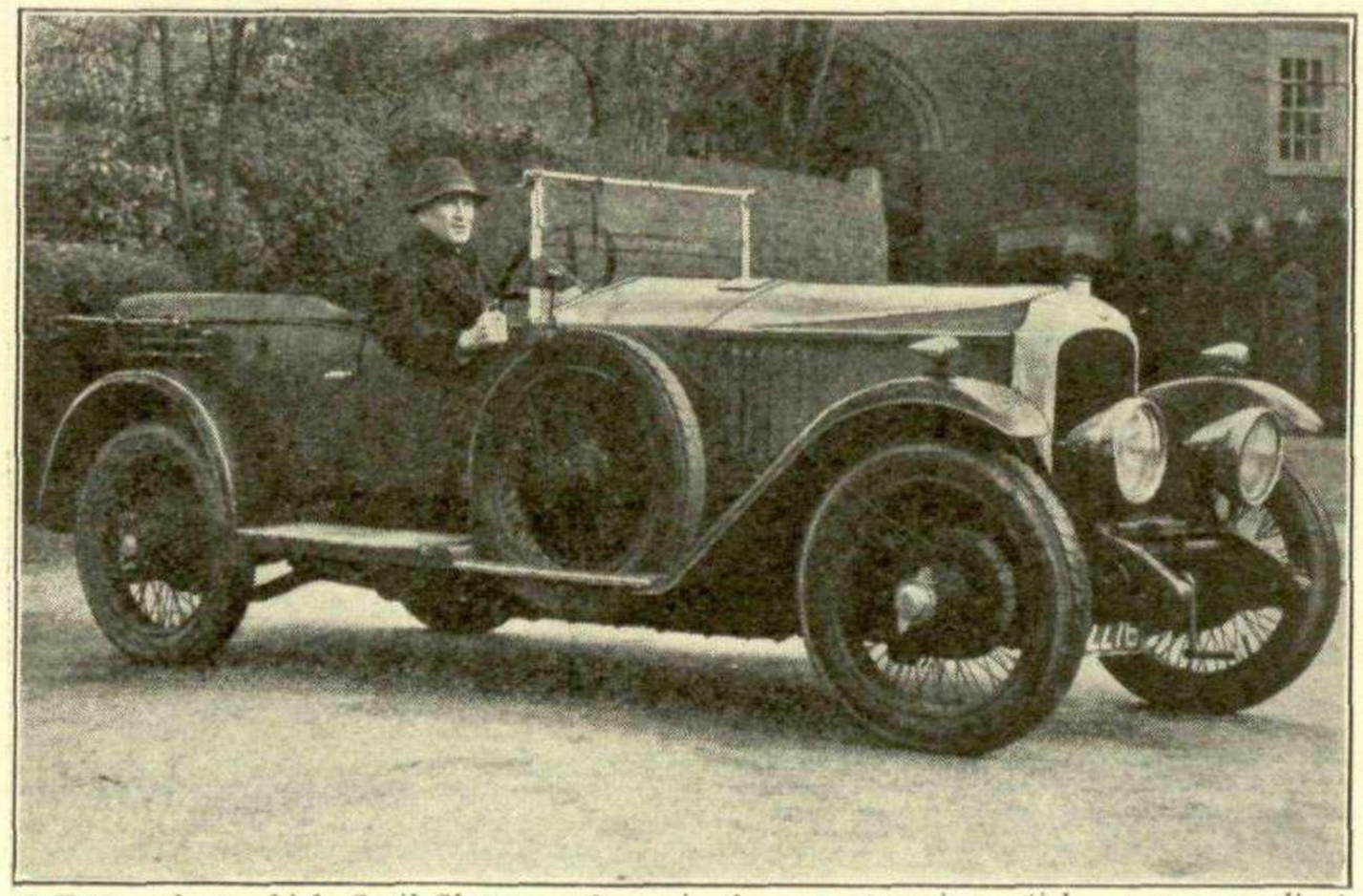
Renewals during 1937-9 amounted to two new sets of plugs and approximately 70 whittle belts, through whose Heath Robinsonian intermediation the dynamo is rotated. These seem to disintegrate at the rate of about one to every thousand miles! Oil consumption (Castrol R) was too small to measure, and petrol was used up at the rate of 17 m.p.g., on an average.

Having covered 70,000 miles and then been laid up for the war years, Willis conceived the idea of having the engine decarbonised, and this work was carried out by T. H. Plowman, of Luton and "30/98" fame. Plowman also fitted a Ki-gass, which has enormously improved starting from cold. His ministrations have absolutely transformed the car and I, at least, have never experienced another "30/98" which could in any way compare with it, though, undoubtedly, there are many faster examples. The really staggering part of the performance is the smoothness and flexibility, both of which closely approach Rolls-Royce standards. It therefore came as rather a shock to hear Plowman refer deprecatingly to the engine as "very rough." As he was with Vauxhalls in the days to be proud of, Plowman certainly should know, but to the less experienced observer, it is difficult to see how the present refinement of OE77 could be improved upon.

When a "30/98" is tuned for increased performance it either becomes intolerably rough, or else takes on an entirely different character altogether, seldom for the better. A standard 4½-litre Bentley, by contrast, was a most cow-like creature in standard form, but gained immeasurably by being hotted up, until one arrives at the stage of Forrest Lycett's 4½, which is perhaps one of the very nicest sports cars in existence.

But in standard form it is very hard to see how anyone could ever prefer a 4½-litre Bentley to a "30/98" Vauxhall, especially when it is remembered that OE77 was on the road three years before the earliest 4½-litre reached the public. In the first place, there is nothing lumpish in the appearance. The car has the lines of a trained athlete; the whole thing is taught and perfectly poised; there are no superfluities. In the driving seat, everything is just where it should be, and it is immediately instinctive to use the long handbrake, though on this particular car, with its non-standard linkage, this is no longer appropriate. Quite remarkable, too, is the warmth and freedom from draughts of the front seats—though the same cannot be said of the back ones!

Various qualities impress the driver within a few yards: the lightness, sensitiveness and accuracy of the high-geared steering, and the smoothness, flexibility, and low-speed power of the engine. It will run evenly at less than 250 r.p.m. in top gear and accelerate away briskly from that speed—some six or seven m.p.h.—without snatch or delicate use of the small pedal. Starting from rest may be achieved in either bottom or second gear, and the handbook (a rare work, of which Willis fortunately possesses a copy) directs that the gearbox should be worked steadily through from bottom to top, keeping the engine speed as near as possible to 250 r.p.m. until top gear is finally achieved! Once top gear is engaged it needs a very steep hill or abrupt corner to call for the use of any of the



O.E.77—about which Cecil Clutton enthuses in the accompanying article—a very excellent example of a standard **1924 "30/98"** *Vauxhall.* [*Photo by Val Doone*

lower ratios, and it is this quality which makes the "30/98" able to cover large distances at high average speeds with so little effort from the driver. It also explains, in large measure, the apparently ill-spaced ratios, each of which calls for a 50 per cent. increase in engine speed, the back-axle ratio for the O.E. being 3.3 to 1. This, with the standard 820 by 120 tyres, gives a road speed in top of 29 m.p.h. at 1,000 r.p.m., 96 m.p.h. at the maximum of 3,300 r.p.m., and 77 m.p.h. at a piston speed of 2,500 f.p.m., which is higher than any new post-war British car of which particulars have been released up to the time of going to press, including the immensely fast 3½-litre S.S. and that otherwise extremely promising plot, the 2.4-litre Healey car. Nor is this any theoretical datum, but a speed which a standard "30/98" really would maintain without fuss. Being belt driven, most, if not all, "30/98" speedometers become increasingly slow, as a result of slip, at high speed, and usually the belt flies off altogether approaching terminal velocity. On a slight down-grade, during a recent run, I had an OE77, the indicator moved round to 84 m.p.h. in a very short time, and at this speed (a mere 2,900 r.p.m.) the engine was completely unobtrusive and clearly working comfortably within its limits. In point of fact, 85 m.p.h. was the usual maximum on the level, with full touring equipment and windscreen erect.

While the short-stroke, high-speed engine of the present day offers far greater specific output than engines of the "30/98" class, it is the remarkable low-speed torque of the latter, and their ability to maintain a very high cruising speed at conservative r.p.m., that makes these old cars so attractive and effortless as fast tourers. As examples of design, they are not particularly clever or efficient, but they are remarkably pleasing to use, and one doubts if there will ever again be a car which will cover upwards of 70,000 miles between decarbonisations.

The gearbox gives a slow clutchless change, but by using the excellent multi-plate clutch upward changes may be snatched while the throttle is held fully open. It is a change effected without the least sound, and is a most exhilarating experience. Similarly, a snap getaway done by dropping in the clutch at about 1,500 to 2,000 r.p.m. sends the car fairly leaping off the mark, the whole of the back part rising high on the springs as the tremendous load is suddenly put through—and this despite the torque arm.

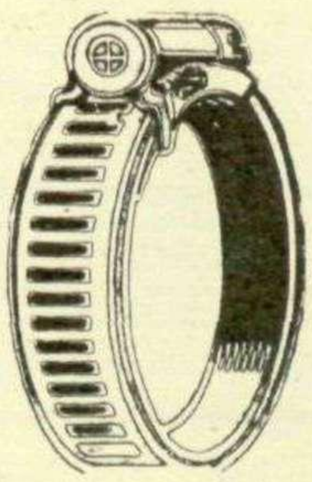
As I drove it, the carburetter of OE77 seemed not to be entirely happy, having been adjusted for economy and Pool octanes, so that the time from rest to a speedometer 50 m.p.h. (which may well have been slow) was the rather disappointing one of 14 seconds. But, as has already been said, it is not in terms of stop-watch times that "30/98" performance must be measured; it is in their all-round, top-gear urge that lies the secret of their enduring reputation.

Coming back into London it was starting to rain and the roads were exceptionally greasy. "30/98s" had a bad reputation for excessive indulgence in "the dreaded sideslip" on wet roads, with beaded-edge tyres. So I was very interested to see what would happen. In point of fact, when driven with reasonable discrimination there was no difficulty at all, and only once, when I crammed everything on for some suddenly changing traffic lights, did the wheels lock, so we let those lights pass. Later, as confidence increased, I started playing bears a little, spinning the wheels on slippery corners, but the manners of the car remained absolutely impeccable on every occasion, as they had been throughout the rest of the run. In this connection, there is no doubt that the excellent roadholding and comfort of the standard car, with its light tyres, brakes and axles, was largely sacrificed by fitting fat tyres and heavier axles, as was commonly done by the ardent "improver."

In general, this very grand car clearly showed its parentage by its similarity to the "Prince Henry" model which I recently described in MOTOR SPORT. After a total mileage which can hardly fall short of 200,000 miles, it is still a young car, sound of wind and limb, and ready for many more adventures into the Welsh mountains in search of photographic subjects.

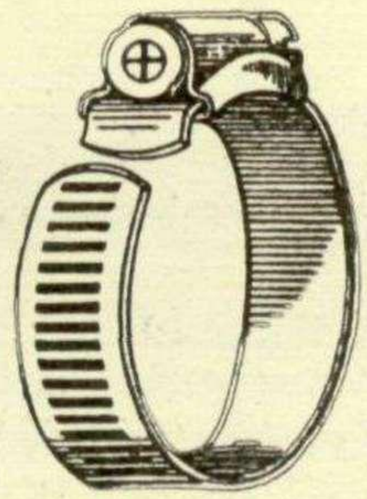
In one respect only it could be improved; the headlights are simply awful.

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EXPERIENCES WITH FIAT "1,100's"

F. W. Champion enlarges on a subject dealt with in "Motor Sport" of January, 1944.

ORIGINALLY a Riley Nine enthusiast, I was seduced away from this marque by things people told me and things I read about these little Fiat cars—I am referring to the 10/12 "1,100" model. Better steering, superior roadholding, lower fuel consumption and lighter weight were promised by my tempters. My little Riley Nine went to a friend who, though he did not appreciate the fact fully, got a grand little car in fine fettle. A brief search produced a 1939 de luxe "1,100" Fiat with 20,000 miles to its credit, at a fair price. On checking up I found that the dealer who sold me this car made only £25 on the transaction, which was not exactly profiteering I thought, and for this price he trued and balanced the prop.-shaft and fitted a new timing chain. Timing chains on these cars get noisy very quickly owing to the short distance between the crank and camshaft centres.

A brief test showed what delightful little cars these are, a wonderful sense of control and safety being given by the combination of first-class steering, good roadholding, excellent cornering and, of course, the grand view forward due to the low "falling away" bonnet and the highish seating position. There is something delightful about driving these cars which I fear cannot be said about the popular British small car, which tends to be a pain in the neck for travelling any distance. Acceleration and maximum speed seemed very poor on my car, which was strange as compressions were good, ignition O.K. and carburation very fair, though not quite all it should be. Of this more anon. Circumstances dictated that the car could not be put into use, so it was stored away.

Shortly after this I had an opportunity of buying Fiat No. 2, a blue car of the fixed-head variety which I prefer. The price was low, in fact extraordinarily so, so a trip to Birmingham on a pouring wet day, a run round in the car and the purchase was made on the spot. This car had done about 50,000 miles and had seen lots of hard work in the hands of a bad driver. In spite of this, condition was fair, the engine was not smoky, it used no oil (which is not usual with these engines, which are of an oily type), compressions were good and valves in perfect condition. There was a good deal of rumble from the main bearings and the prop.-shaft dithered not a little. The body was very quiet and rattled less than No. 1; perhaps the fixed-head roof had something to do with this. It seems wrong to me to spoil a nice body by cutting (literally in this case) a great square hole in it and fitting a sliding panel which one never uses, and never needs to use with these cars, as, in spite of a fixed windscreen, ample ventilation can be secured from the scuttle ventilator, the inside of the car always remaining fresh and free from fumes.

Anyway, car No. 2 was put into use on essential work, rumbly mains and all, and put up a big mileage with no attention except relining the clutch, whose linings were as smooth as glass. Careful adjustment of the Italian Solex carburetter's variable main jet produced 32 m.p.g. in suburban running—not as good as my Austin Seven but only 4 m.p.g. less and with much better performance. The normal maximum of 72 m.p.h. was cut down to a bare 60 by this adjustment, but it was considered worth while.

This car had oversize tyres, which gave it a very fine performance in third gear; one could drop down into third for quick main-road overtaking, and shoot past other cars at about 50, changing up as one passed. I imagine many lorry drivers and others wondered what this small cheapish-looking saloon was that could pass them with such celerity in a gear lower than top. Nothing was done to this car in some 10,000 miles except greasing and an occasional wash and polish. It stood out in the open all winter and never failed to start in the mornings. Steering, in spite of its big mileage, was perfect. Eventually it was decided to get Fiat No. 1 on the road as the rumbly mains of No. 2 were a bit wearisome, so No. 2 was sold to the same dealer who supplied No. 1, and he gave a very fair deal once more. No. 1 Fiat being a very clean car and in good condition all round except for the "woolly" engine, it was decided to strip the engine, fit h.c. pistons, fettle up the valves, etc. The engine was accordingly stripped and found to be in excellent order, bore wear not being excessive. The white metal of one big-end was cracked, so all rods were remetalled. A set of 7.5-to-1 h.c. pistons was supplied by V. H. Tuson, who had had very good results from these pistons; these have deflector heads and look very like a two-stroke piston. The effect of the head is to raise the compression ratio and to alter the combustion chamber shape, giving a more turbulent effect. The shape is roughly a wedge, with the plug firing at the deepest part. A single "Cord" laminated ring was fitted to each piston, in addition to two compression rings and one slotted scraper. The purpose of this was to combat the "oiliness" of these engines which, even in good condition, tend to oil plugs occasionally. All went well with this job and at last the engine was erected and ready.

Teething troubles set in—totally unexpected ones. The starter motor did not like cranking the engine round with 7.5 to 1 compression ratio as against the standard 6 to 1, the compressions of all four cylinders feeling like a brick wall when tried on the handle. The war-time "non-copper-asbestos" cylinder head gasket blew between No. 1 and No. 2 cylinders, carburation was uncertain, and starting not what it should be. The battery was having a really hard time trying to cope. Fortunately I was able to find a couple of pre-war copper-asbestos gaskets made for these cars by a well-known gasket concern. These were very thin gaskets and it was decided to fit both, a most unprofessional business of course, but needs must when the devil drives. The engine was found to be nicely free from oil, the single "Cord" ring holding it back very effectively. On testing again a great improvement was noticed, the engine being somewhat smoother, less sensitive to ignition setting, and quieter, all due, of course, to the lowered compression ratio due to fitting two gaskets. The starter-motor could now cope with its job and a much more "worry free" car resulted.

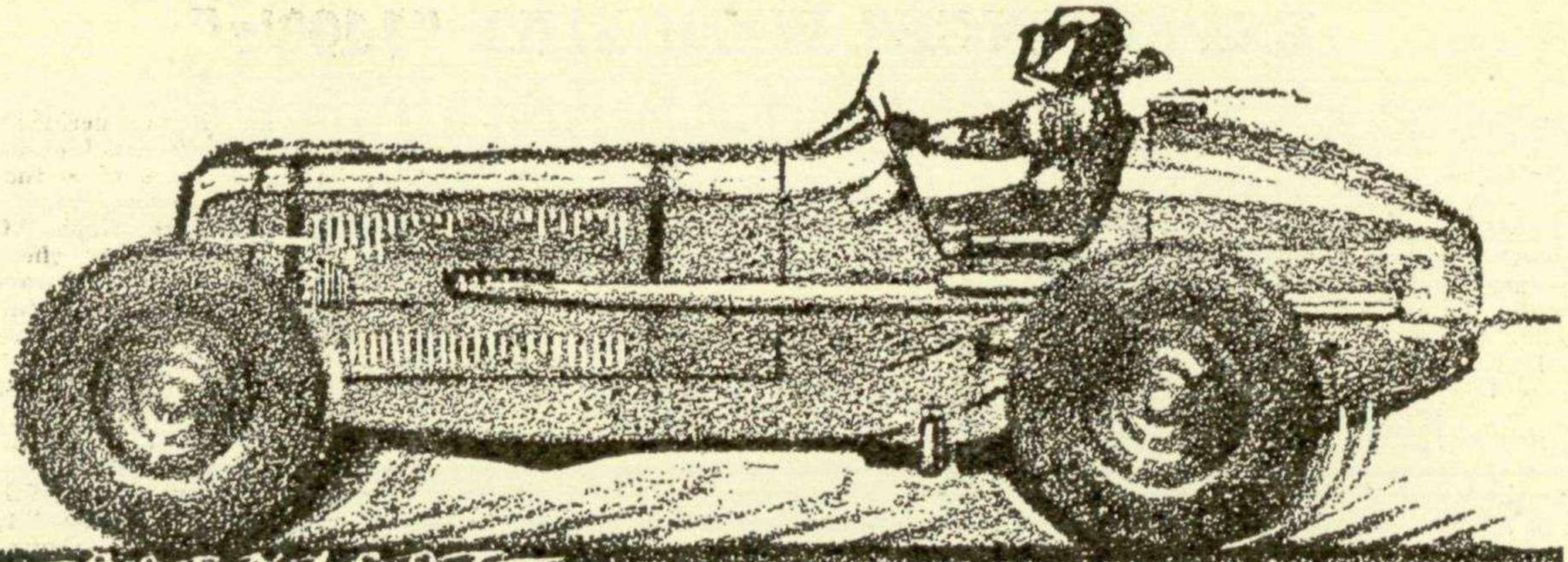
As regards performance, careful comparison with a standard Fiat "1,100" with flat-top pistons has shown that the deflector piston engine is quieter, better on acceleration, and on flat-out maximum, which is about 75 to 78 m.p.h., and is immeasurably superior on hills. The way the power output utterly fails to fall off on gradients must be experienced to be believed; long uphill grades can be stormed at 40 to 45 m.p.h. with no falling off in speed, as is found with the standard car. This attribute cannot be too strongly emphasised and, of course, it results in much better averages in town and country running.

The car is very quiet and compares with good-quality English small cars in this respect (Fiats tend to be somewhat noisier, usually), and driving is a real pleasure. The sports-car enthusiast who enjoys a raucous exhaust is welcome to it, from my point of view.

A carburetter tune-up by the little wizard at Solex's cured the bad starting and flat spot low down, and carburation is now all it should be. Fuel consumption has not been checked, but without cutting down the main jet seems to be in the region of 37 m.p.g. Cutting down the main jet will improve this, but with the present inferior petrol it is thought better not to do this.

Now for some criticisms of these cars, which are my own personal opinion—others may not agree. First, let us not spoil a good saloon body by a sliding roof which, of course, was added, as the Italian Fiats are not fitted with sliding roofs. I sincerely hope that this feature will die a natural death on all cars; other countries don't seem to need it or even want it. The pillarless saloon body I don't like; it seems very weak without the central pillar to brace it. My personal preference is for a two-door saloon with wide doors. The doors on these pillarless saloons seem to rattle in spite of catches at top and bottom, one of which (the lower) often fails to catch unless one closes the door with the hand pushing below the centre line of the door. The stark, plain finish of the interior I like, and I would make this plainer and more serviceable still, if possible. I don't like the cloth trimming on the backs of the front seats, which chafes very badly if anything rubs it. Let us have good hard leather or a "board" type of backing as fitted in the standard models of 1938. A method of hinging the doors should be found which does not cause a frightful dent in the body if the door flies open when the

Continued on page 100



RUMBLINGS

"500" Progress

The suggested rules for 500-c.c. class contests, laid down by the B.A.C. Motor Sports Club are by now well known and seem generally acceptable. We rather liked the idea of not permitting more than two cylinders, but whether or not real economy would have resulted from insisting on pump fuel is debatable, John Bolster, of course, believing that reliability can only be courted by using alcohol, and rightly saying that engine "blow-ups" will absorb more cash than costly fuel. With this question goes the capacity of the fuel tanks, although enforcing two gallons maximum capacity might well even things up in circuit racing, by bringing the more highly-tuned alcohol-motored cars into the pits quite frequently—probably once every 30 miles or so. Even before the discussion on March 25th, the very go-ahead Bristolians had done much for 500-c.c. cars. Enquiries came in from as far afield as Singapore, Scotland, Leamington and Cardiff, and Bolster, Neve, Carson, Joe Fry, Poore and H. C. Lones are reported to have 500-c.c. "specials" on the stocks. So the support of the Vintage S.C.C., B.O.C. and Midland A.C. is well merited. Dick Caesar has done a very great deal for the "new fast motoring" movement, including a visit to London to confer with S. C. H. Davis. He also enthuses over racing of cars powered with standard Ford Ten or similar engines, but realises that 500-c.c. "specials" are of more universal appeal.

On March 25th last another meeting was held and the proposals brought to a head. It was suggested that any type of half-litre engine be permitted, but that superchargers be barred, that four-wheel brakes with an independent hand-lever be insisted upon and that no restrictions be made in respect of fuel or bodywork, etc., providing the minimum weight is 500 lb. All this seems perfectly acceptable, taken in conjunction with the R.A.C. scrutineering proviso, but it must be remembered that these are suggestions only. Already the May Prescott meeting includes a class for *supercharged* 500's, unless the regulations have been amended. Now how much more usefully directed all this praiseworthy and enterprising Bristol thinking would have been had the R.A.C. laid down these rules as applying to all national 500-c.c. contests, record-breaking excepted. Or even if Leslie Wilson, Eric Giles, Harry Bowler and other sprint organisers had agreed to a common formula to govern their 500-c.c. class events. However, near-standardisation will undoubtedly follow and 500-c.c. racing is "on." Eighty souls are now earnestly interested.

* * *

Service

It seems as if the enthusiast who cannot work on his own car is going to be very well catered for by the Trade in this post-strife world. First and foremost, Raymond Mays, in conjunction with no less a personality than Tony Crook, has formed Raymond Mays and Partners, Ltd. The directors are Mays, Berthon, Wing-Cmdr. Lester, W. K. Richardson and, of course, F/Lt. T. A. D. Crook himself. Mays's Malting Buildings have been converted into a tuning establishment well able to deal with all manner of interesting and potent motor-cars. Richardson, who tuned Mays's racing cars before the war, is in charge, and has working with him several ex-E.R.A. mechanics. In addition, there is an entirely separate motor-cycle tuning establishment. This new concern, besides offering the best of facilities to Midlanders in search of speed, is also agent for Rolls-Royce, Bentley, Armstrong-Siddeley, Triumph, Citroen, Standard, Rover, and Wolseley cars, and Triumph and Velocette motor-cycles, and also distributors for H.R.D. motor-cycles in Lincolnshire and Rutland. Mays has his E.R.A. in readiness and Crook hopes to compete in sprint events with his "2.9" Alfa-Romeo and "328" B.M.W., so the firm will be actively represented.

Then, at Watford, Ian Connell is back in harness with Peter Monkhouse at Monaco, Ltd., and a big programme is in hand. L. G. Johnson has acquired Connell's famous Darracq and this car is being overhauled. Other overhauls or rebuilds in progress concern such cars as Best's ex-Monkhouse Type 55 Bugatti, Weir's special *monoposto* K.3 M.G. Magnette, Graham's ex-MacArthur K.3 M.G. Magnette, the ex-Powis-Lybbe 2.3-litre

Monza Alfa-Romeo, the famous 4-litre Sunbeams "Tiger" and "Tigress," Duke-Wooley's K.3 M.G., and the Monaco-modified T.T. M.G. TB Midget. Not content with servicing these cars, Monaco Ltd. are doing up Heal's "30/98" Vauxhall, the ex-Dr. Roth racing Talbot, Peter's own Type 51 Bugatti and *monoposto* P. M.G., and divers Alfa-Romeo and M.G. cars. There is also the Monaco light aero engine, which was nearly ready for test in March, and a scheme is also in existence for making up spares for racing cars and the more obscure sports cars when such are otherwise unobtainable. Busy folk, these Monacoites! If you are nearer Maidenhead, John Grosscurth and a friend can undertake a limited number of overhauls or rebuilds of rapid machinery, vintage or modern, two, three or four-wheeled. In particular, these two intend to specialise in Frazer-Nash, Sunbeam (John, of course, owns a Blackburn Six 'Nash and the 1922 G.P. Sunbeam), Morgan and Vincent-H.R.D. We gather that spraying and panel-beating facilities are available. And so, "over to Caterham," where Marcus Chambers has joined L.M.B., and where "specials" of varying degrees of urgency can be built-up to clients' specifications and the induction and suspension arrangements of your pet motor-car suitably improved. Add to the foregoing the already established facilities offered by Cowell, Whittet & Co. and by Charles Mortimer, Thompson and Taylor, and others, and fast motors should seldom go sick these days.

* * *

Dutch Hopes

A 1½-litre Grand Prix is expected to happen at Le Circuit de Zeist, Holland, on August 24th. The circuit measures 5½ km. a lap. Alfa-Romeo are said to be entering a team composed of Nuvolari, Varzi and Pintacuda, and Erik Verkade, who once drove with Louis Fontes, intends to drive his 1940 16-valve 4-cylinder Maserati, which has torsional i.f.s. This car was hidden in Italy throughout the war. Intending British participants are invited to contact the Clerk of the Course, Circuit de Zeist, c.o. Nederlands R.A.C.

* * *

New Formula

The A.I.A.C.R. has met again and provisionally settled on a formula for the classic races of 1947-1951 with which few people will wish to quibble. No impositions will exist, beyond a capacity limit of 1½ litres for supercharged engines and 3 litres for unsupercharged engines. Special fuel is to be permitted. That is the picture at present and it looks very satisfactory. But confirmation is to follow, at another A.I.A.C.R. meeting next month. A change seems unlikely, however.

* * *

Obituary

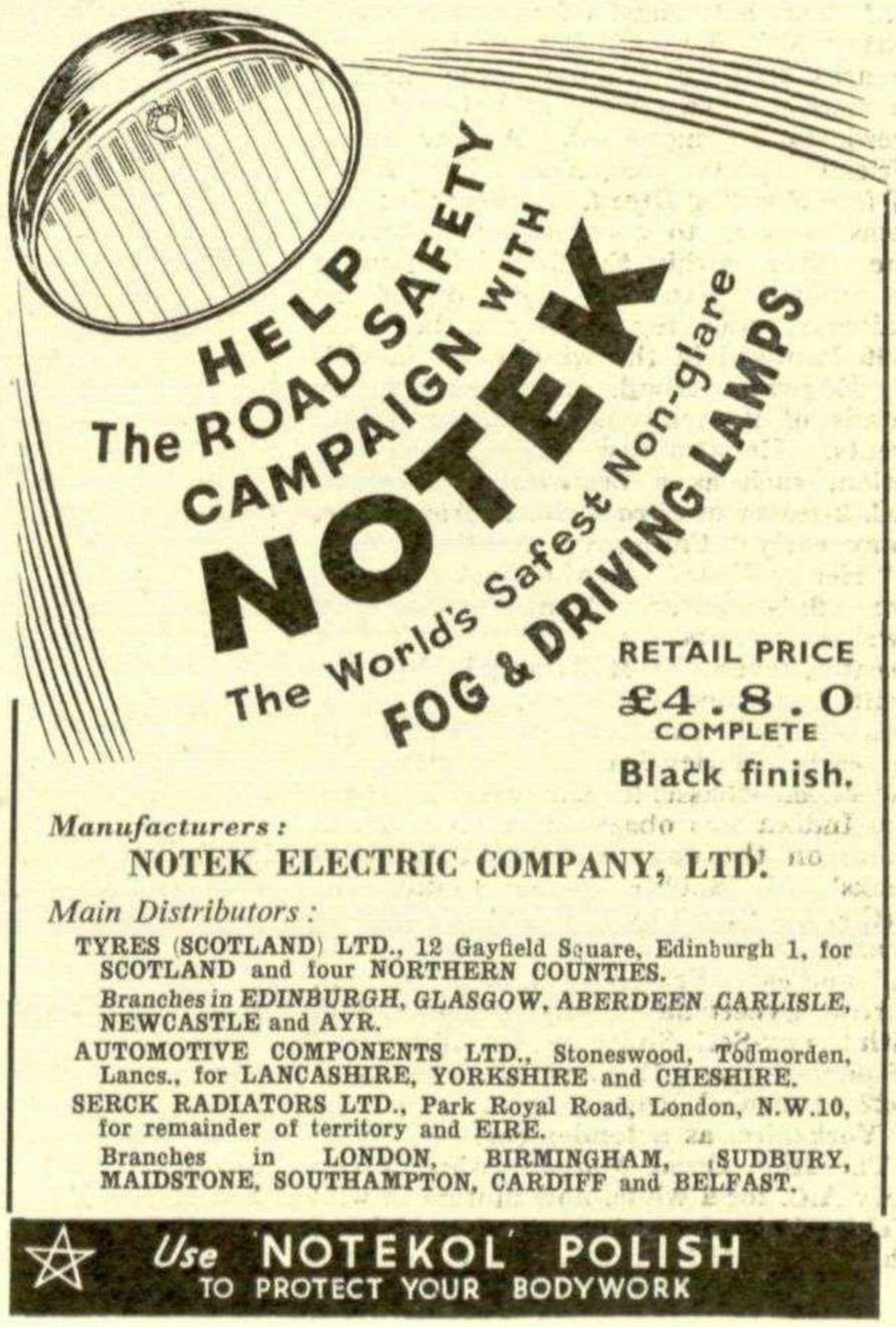
It is with sorrow that we have to record the demise of Walter Watkins and W. E. Humphries. Watkins, who was killed on a motor-cycle, was, of course, highly successful in pre-war sprints with his home-designed and built Watkins-Nash. His personal transport was a "12/60" Alvis. Humphries raced a very spick-and-span Amilcar Six and an M.G. much-modified by himself, at Brooklands before the war. He ran a motor business in Hampstead Road and was known to, and the friend of, almost everyone who was anyone in our world. At the time of his illness he was rebuilding one of the Le Mans Lagondas.

Then L. Hill, A.M.I.A.E., M.I.M.T., passed away with pleurisy. He was works manager of Alfa-Romeo British Sales some years ago, and went from there to Laystalls and later to the Automobile Engineering Training College. He was responsible for the design of the modern Allard and author of several text books.

* * *

Sound Sense

A very sane treatise on the future outlook of racing, written by S. C. H. Davis, appeared in the *Autocar* of March 29th, under the heading, "Racing—The Broad Outlook." Davis does not overlook the need for a handicap in future sports car races, especially those of short duration. We would like to suggest that the R.A.C. "vets" the handicapping and that it is consistent, year by year. In the past, when different speeds were set for different size cars, a sweeping victory by one make of car often affected the handicap speed of all cars in the victor's capacity class, in the next year's race. Such an attempt to prevent one manufacturer from monopolising the prize money was detrimental to progress and defeated its aim of safeguarding the entry list. For divers reasons a straight-line handicap graph is not practical, and obviously speeds in every class should improve over the years. It is deliberate kinking of the graph-line we want to avoid.



Club News

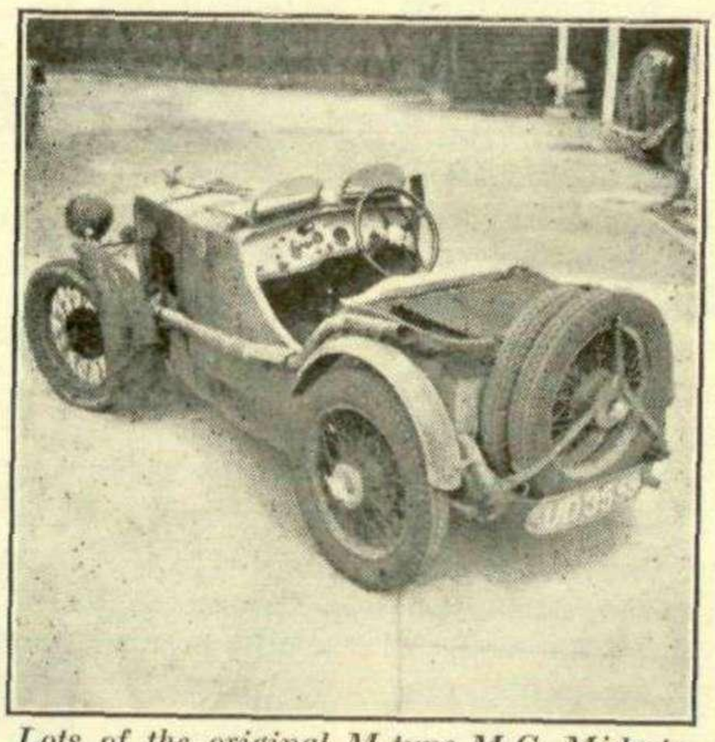
WE HEAR

News of the fate of two more veteran racing cars is to hand from the pen of S. A. Gibbons, of Wanganui, New Zealand. He reports that a pre-1914 G.P. Vauxhall, said to be Hancock's, was imported by W. J. Scott, of Christchurch, about 1913 and raced in hill-climbs and at beach events very successfully in the early days of the Kaiser War. It thereafter changed hands many times and round about 1925 was partly destroyed by fire and the remains broken up. Then one of the 1911 Coupe de l'Auto Delagecars existed in New Zealand in a partly dismantled state, and less body, in 1930, this, too, being eventually destroyed by fire. Gibbons rides a Square-Four Ariel and is putting his 4½-litre Invicta on the road again after having it up on blocks for 3½ years. J. Hodges has an Austin Seven chassis reputed to have been raced at Brooklands, the engine having double valve springs and a magneto from a Salmson.

MOTOR SPORT is in considerable demand amongst the officers of *H.M.S. Undauntable* and one of their number seeks a spare engine for his 1934-5 Lagonda Rapier, to recondition *while at sea!* This enthusiast's former car was a 1931 "M" Type M.G., of which he remarks that its dynamo never charged for more than two weeks at a time due to overdoses of engine oil. A new South African sports magazine, *The South African Sporting Digest*, intends to include items relating to competition motoring. The editor, within the first few days of his enforced return to the Hub of the Universe, was regaled by a beautiful 1899 Panhard in the window of Jarvis's of Edgware Road, accompanied by details of its many successes in V.C.C. events. He also saw other ancients in action, such as a beautifully preserved A.C. 2-seater of *circa* 1926, in Acre Lane, many early "Chummy" Austin Sevens, a "Heavy Four" Austin Twelve tourer, two flat-radiator Armstrong-Siddeley Twelve tourers, a "10/23" Talbot 4-seater, several '20 Rolls coupés, Jowetts, Swift Ten saloons, Clynos, etc. And a Brixton tyre dealer had just disposed of an early Harley-Davidson motor-cycle and sidecar-chassis for £20, while a V-twin solo Indian was observed in Hyde Park. Then, on the day he brought his two-weeks' old daughter home, Boddy was further overjoyed by the sight of a blower Bentley, 2-litre Lagonda, Lancia "Lambda" and early Frazer-Nash, all going well. Forrest Lycett has kindly presented him with the ex-Seth-Smith 1914 "Alphonso" Hispano-Suiza. He has his eye on a 1922 air-cooled Rover Eight, at present in Yorkshire, as a tender car.

The Rev. Oscar Morgan, who ran an early A.C. for a while, now motors in wild Welsh Wales in a 1924 "10/12" Fiat, which had until recently stood forgotten in a shed for twelve years, with only 35,000 miles on the "clock." This car our clerical friend supplements with a 150-c.c. James motor-cycle. John Grosscurth had fun with his Frazer-Nash Six during the icy spell. Wadsworth is said to have unearthed another veteran racing car, in the form of a T.T. Thornycroft 4-seater of generous dimensions. R. Allen-Bygrove wishes to meet another enthusiast with a view to sharing the cost and work of participating in competitions. He resides at Eastbourne and has been driving for fifteen years, in most European countries. Letters can be forwarded. F/O. Cotterell has recently obtained for himself a 1922 "Blue Label" 3-litre Bentley Park Ward 2-seater, with f.w.b., and would be glad to receive hints from Bentley owners. His car's engine number is 91 and chassis number 87. Martin Quirk reports that his M-type M.G. has been modified in respect of Morris Minor chassis, Standard Nine wheels and cut-down bodywork.

A "19/100" Austro-Daimler is said to lie derelict in the West Country and J. K. Heap will supply details to anyone interested. Bobbett's Garage, Teignmouth, have a 29.4-h.p. 6-cylinder Napier tourer, believed to be pre-1914 and used up to 1931, which may become available. It has electric lamps but no tyres. There was a Talbot "75" 4-seater for sale at "The Ochre Works," Wick, Bristol. S/Ldr. H. O. Jones is running that famous 1932 T.T. Frazer-Nash, MV 3079. He overhauled the engine 800 miles ago at the time of writing and gets 30 m.p.g. with excellent performance. The transmission is getting a bit spent, however, and a recent journey of 300 miles was covered at an over-40 average *sans* top speed and without really warming the enormous "Alpine" header tank. G. E. Kitchin has acquired a blown 1½-litre twin-o.h.c. Alfa-Romeo which has the body from the ex-Whitney Straight Maserati. A/C. Whitton, although in the Middle East, intends to compete at Prescott, and has acquired a special 2-seater Morris Eight for the job. It has a bronze head, oversize pistons, and is Zoller supercharged. It does some 75 m.p.h. and cruises indefinitely at 60.



Lots of the original M-type M.G. Midgets are still on the road. Here is a 1930 model modified, to some extent, by M. R. C. Quick.

Sir Clive Edwards has joined the ranks of active veteran motorists, having procured a very grand 1900 New Orleans. Out in Malta, H. L. Jenkins is building a "Special," using a 1936 M.G. N-type Magnette engine. One of the surgeons at the Royal Westminster Ophthalmic Hospital runs a 1927 "2 LTS" Ballot Figoni coupé. D. R. Taylor is making several modifications to his faithful 1929 Riley Nine "Monaco" saloon. He may send his 1924 "Le Mans" Bentley chassis out to Hugenholtz, in Holland. P. L. Platt has a Vernon-Derby undergeared by reason of a Singer back axle; has a maximum of about 48 m.p.h. at rather over 3,000 r.p.m. The pre-1914 Cotton-Desgoutte, discovered during the war by Grace, is now in Heal's care Alas, a "24/90" Straker-Squire Six, that had been stored for several years, has met its end in a Birmingham breakers. Cecil Clutton is using an ex-"Bloody Mary" magneto on his Brough-Superior, which now goes exceedingly well. Major A. E. E. Calcott, Chief Inspector of Mechanisation, India Command, is the grandson of the chairman and founder of Calcott Bros., and consequently he seeks an old Calcott car—can anyone help? A. Wray has acquired Clarke's Type 37 Bugatti. G. F. Lomas's Bentley is coming along well and he has some "Speed Model" manifolds and twin S.U.s to try out. He may take delivery soon of one of the new M.G. Midgets, having had simply fearful experience some time ago in trying a big mileage in an elderly Standard Nine. H. L. Benn is disposing of his 1924 much-modified 2-seater sports Austin Seven, together with many spares.

Two independent enthusiasts are seeking information as to how to stop a "30/98"—the old Vauxhalls are, incidentally, having quite a vogue again. A change of plan has decided Lee against a streamline body for his Beverley-Barnes, as mentioned in the March issue, and he urgently seeks a suitable 2 or 4-seater body. A 1926 11.4-h.p. Citroen was recently advertised in the weekly Press and a 1914 Calcott, last used twenty years ago, has turned up at Wallington. Then Breen has heard of a 1911 T-head, worm-drive "12/16" Sunbeam. There is rumour of another 1922 4-cylinder G.P. Sunbeam having come to light and a 1920 "40/50" Rolls-Royce was recently advertised at a fair price. Finally, up in Cumberland we hear of a breath-taking

stable composed of an S.S., M.G., " Phantom I " Rolls-Royce, Aston-Martin, 4½-litre Bentley, 3-litre Sunbeam, 1924 Twenty Rolls and two old Sunbeams, one of 1914 vintage.

H. L. Biggs is carrying out modifications to his 1936 Austin Seven tourer with trials in prospect. Up in Yorkshire, Walton runs a late-type 3-litre V8 Lancia drop-head coupé, believed to be a Mille Miglia car, which he supplements with a Lancia " Aprilia." His father is knowledgeable over the very early days and was at one time employed with the Sizaire-Naudin agency. Walton also has an R-type M.G. Midget, which Routledge is getting into shape for him to drive in forthcoming sprint events. Louis Giron is getting some very good road-motoring from a particularly stark " 2.3 " G.P. Bugatti. Lawton-Goodman Ltd. have a " 37.2 " Hispano-Suiza with huge ambulance body, a fine *coupe-de-ville* Isotta-Fraschini for £250 and a straight-eight Lanchester saloon. F/Lt. Randell wishes to dispose of his 1919 16-h.p. Sunbeam, taxed and insured.

★

M.M.E.C.

W. A. Richards succeeds G. G. H. Couzens as honorary secretary of the Midlands Motoring Enthusiasts' Club. His address is 58, Beaufort Road, Edgbaston, Birmingham.

★

YORKSHIRE SPORTS CAR CLUB

This club has revived and has planned the following fixtures :—May 5th, Open Semi-sporting Trial; June 2nd, Closed Trial; June 30th, Open Sporting Trial; August 25th, Social; Sept. 22nd, Open Sporting Trial; Oct. 13th, Closed Sporting Trial. The following awards are available : Enthusiasts' Cup, Consolation Cup, Horsfall Trophy, Fairfax Trophy, Duckham Trophy. It is hoped to find a substitute for Wetherby and offer the Wetherby Trophies for a speed event. Badges will soon be available again. Hon. secretary, G. Dracup, 1, Baslow Grove, Heaton, Bradford (Bradford 8438).

★

E.C.C. OF G.B.

Mr. F. M. Aspin gave a very interesting talk on the design and development of his engines, amply illustrated by slides, at the last club meeting. Question time produced some very pertinent enquiries regarding b.h.p. and r.p.m., during the course of which Mr. Aspin gave some illuminating figures. We learnt that his 350-c.c. job produces 35 b.h.p. at 7,400 r.p.m., which immediately led to the 500-c.c. racers demanding figures for their size. Mr. Aspin said that with his 500-c.c. vertical-twin he could comfortably exceed the T.T. Norton figure of 54 b.h.p. Just before the war experiments were going on with a 750-c.c. job which was giving 100 b.h.p. at 9,000 r.p.m. with a dry weight of 150 lb. The war, however, has held up the development of this particular motor. During his last visit to America he was asked to design an engine which would run for one hour at 18,000 r.p.m.—the r.p.m. being the sole proviso. A square single of 2½ in. was used, and the stated r.p.m. held for the stipulated hour. The bottom end has never been the same since. An Aspin 4½-litre engine has been in lengthy service on a P.S.V. vehicle, which was previously fitted with an 8-litre unit. The smaller engine shows the same b.m.e.p. of 160. Finally, Mr. Aspin admitted to using one of his own engines for daily use in his own car, and told the audience that he habitually takes it up to 8,000 in the gears. When pressed, Mr. Aspin coyly admitted that the chassis is Ford. Joint secretary : R. M. Powell, 72, Upper Chorlton Road, Manchester 16.

★

NOMENCLATURE

Recently we have heard people refer to their modes of transport by such appellations as " bus," " kite," " tub," " crate," " tank," etc. " Motor-car " is good enough for us !

★

COVER PICTURE

This month we present a typical picture of John Bolster in his renowned Bolster Special " Bloody Mary." It was taken by a reader, W. A. Plumridge, of Nottingham, who took it at Shelsley before the war. With 500-c.c. " Specials " in the offing, Bolster's car is of some interest, as one of the most successful of the larger " special " sprint cars. Its radiator is unmistakably G.N., with a new badge, and there is, we believe, some Bleriot-Whippet about this potent, twin J.A.P.-engined car.

★

WEST OF ENGLAND M.C.

Future fixtures embrace a hill-climb on May 15th, grass-track motor-cycle racing on May 26th, and a one-day car and motor-cycle trial on June 16th. Hon. secretary : Mrs. M. L. Anning, Tor Hill, Kingsteignton, Newton Abbot (Bishopsteignton 297).

BRISTOL M.C. AND L.C.C.

This very wide-awake club promises us another Naish Speed hill-climb on May 4th.

★

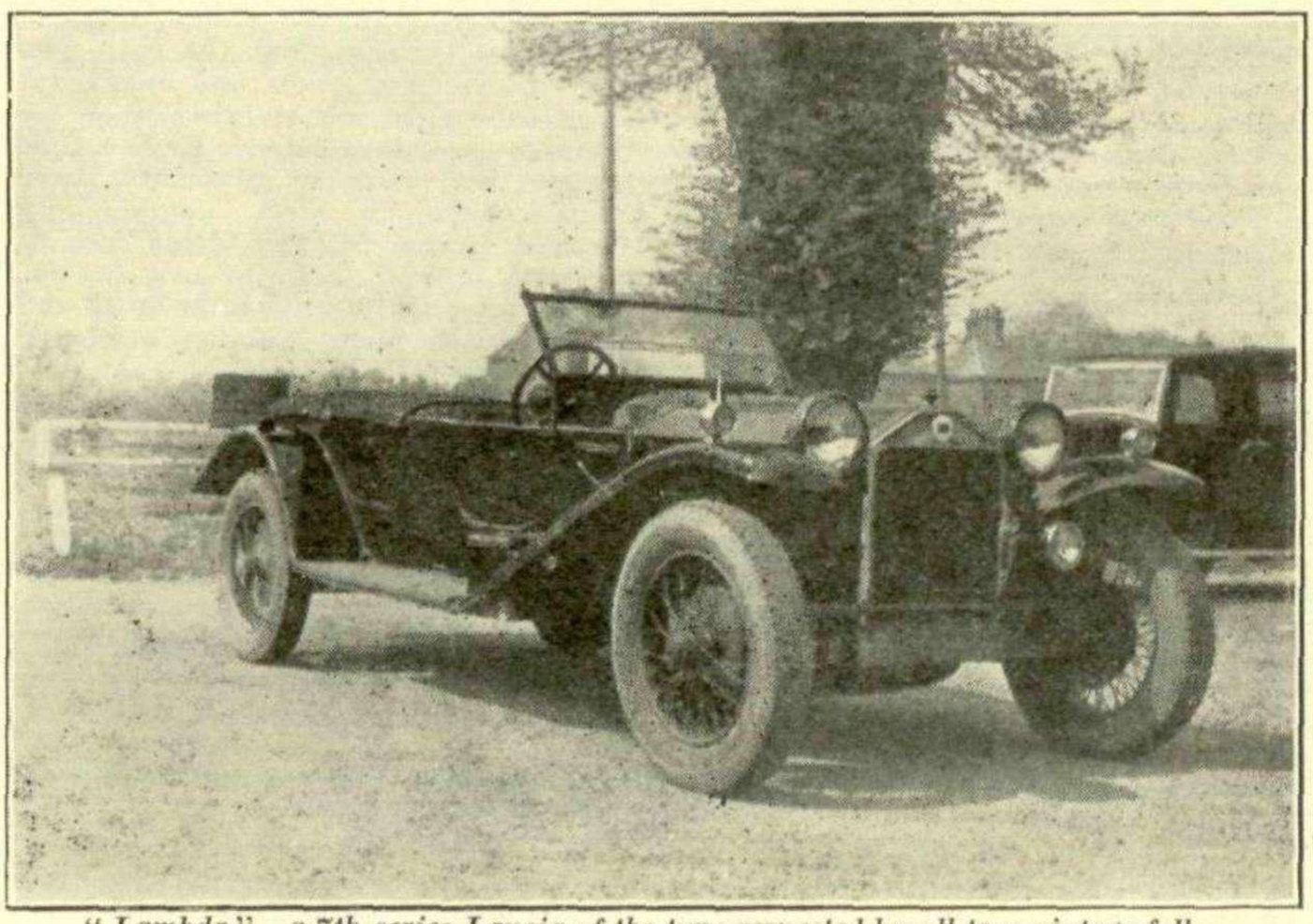
BRIGHTON AND HOVE M.C.

The Brighton and Hove M.C. has come to life again and has got out its 1946 fixture list. A treasure hunt is scheduled for May 26th, and the classic Brighton-Beer trial will happen on June 22nd-23rd if conditions permit (Waddy to help organise this), followed by a hill-climb on July 14th. Car membership, including R.A.C. association, costs £2 12s. 6d. a year, social membership £1 1s. a year, with 5s. entry fee. Hon. secretary : K. Riley, M.Sc., M.I.M.T., 399, Holmesdale Road, London, S.E.25 (LIV 1906).

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A SUGGESTION

Old motor-cars, far from dying away, seem to be very much in evidence these days, due to the shortage of new cars. One sees them in use, hears of them, even finds such things as Calcott, Crossley Fourteen, 11.4 Citroen, Douglas and Coventry-Premier advertised in the weekly Press—incidentally, all the latter at prices exceeding that asked for an excellent 1920 Rolls-Royce just recently. Then the Veteran Car Club has some 180 pre-1904 cars on its register and many more cars of like vintage to verify. This body and the Vintage S.C.C. know of a whole host of pre-1914 cars; there are lots of 1920-1930 cars, as we have said, still active (a reader mentions a 1928 Minerva, someone else a 1924 Swift) and then there are the old racing cars, about which so much has been published in MOTOR SPORT and elsewhere. Indeed, so much veteran data exists that the mind finds it difficult to absorb it all. Someone digs up a famous model or an obscure make out of history and you ponder whether an example still exists, or how *many* of the type survive,



" Lambda "—a 7th series Lancia of the type respected by all true vintage folk.

and exactly who the owners are. Some of these old cars, of course, must just come and go, as pleasing sights encountered now and then on a run or read of (more frequently than many people would think possible) in the Editorial correspondence. It is quite impossible—at any rate it seems so to us—to log them all. But the V.C.C. and Vintage S.C.C. could compile a useful list of veterans known to them—from every source, and not merely those owned by their members. Certainly someone should draw up a record of known examples of old racing cars so that those of us who care about such things can see directly how many and what types are preserved. We will gladly make public such a record if someone will compile it. Readers who find obsolete *makes* still in existence might well drop us a postcard containing the details. In these ways a more consolidated record might be drawn up of the quite astounding number of aged, yet worthy, cars still motoring (or ready to motor) in our midst.

★

A BIT ROUGH

We believe veteran cars are to be encouraged to take part in the Victory Parade in Hyde Park. We hope they will not. The fearful state of the road surface in the premier Royal Park in the World's Leading City is such that an Austin Seven, let alone a veteran, is advised to keep away.

★

ANOTHER SPEED TRIAL

The Mid-Surrey A.C. hope to have a speed trial over a 700-yard course on June 1st, open to 850, 1,100, 1,500, 2,500 and unlimited c.c. cars—but no racing machinery to run. Alas, this fixture clashes with Shelsley Walsh, just as the Brighton and Hove and Berkhamsted trials clashed with the " 750 " Club's trial on April 7th Forward the R.A.C. !

★

GOING ALONG ?

See you at Prescott on May 19th ? Incidentally, racing cars will be on test there on the 4th and 5th of this month. After which nothing, we imagine, will keep you away from Shelsley on June 1st. Entries for the latter, by the way, now have to be in well before the original closing date of May 11th—so, if you wish to compete, contact Leslie Wilson, 75, Silhill Hall Road, Solihull, at once. A good entry is coming in, and some 500-c.c. cars are hoped for.

YORKSHIRE TRIAL

The Yorkshire S.C.C. had to wash out four hills in its March trial due to the weather—it seems unbelievable, writing a mere month later—and out of seventeen entries, Holroyd's B.M.W. made best showing, Hague's Riley " Sprite " being runner-up.

★

GENERAL NOTES

The Great North Road continued to dominate our motoring. There was a 6.45 a.m. start with the light increasing every minute, for London from Yorkshire, in the 1934 Austin Seven. The first stop was a brief one—it was cold out of the car—to glance at a " 12/24 " 2-seater Citroen for sale near Doncaster. Then on, monotonously, to the tune of 32 miles in the first hour, 34½ in the second, 34 in the third and 32 the next—more credit to the lack of congestion on the road than to our buzzing box.

The return journey, in another Austin Seven—economical things, these Austins ! —was made in bitter cold, with certain worries to dissolve, so again we came up A1, picking up a third person in London and lunching at Baldock, where a beautifully-preserved, belt-drive 2-stroke Sparkbrook was seen seeking the way to London. We did the Huntingdon detour and overtook a vintage Dodge hearse, and later stopped to enthuse over the very fine 37.2-h.p. Hispano-Suiza breakdown lorry which has served Collier's Garage, of Wansford, since 1934.

Comparing notes, we found London to have yielded up two early " Speed Twenty " and a " Silver Eagle " Alvis, three Trojan vans, one with competition rear tyres, another with " solids " on the front, and a bull-nose Morris Sports at Hatfield, the last-named in a garage, slightly damaged.

The next trip to London was much the same, except that it was really *bitter*. We went via the Vintage S.C.C. Northern Rally at Knutsford, and left at dusk, climbing over the Peak to Buxton with lights flickering in the valley and the " cat's-eyes " picking out the road-side. That run ended at 3 a.m. and involved a lot of snow. It was snowing when we returned, two days later. Earlier that day we had motored pleasantly over familiar roads to Fleet, climbing up Hartford Bridge Flats to come face to face with aircraft, and the new detour. We had intended to leave after lunch and left, eventually, about 7.30 p.m., the headlamp calling for attention at the last moment, what time snow continued to fall persistently. Through Windsor Park to Slough, and then commenced a fascinating cross-country run, in the course of which misleading signposts, so common nowadays, confused us, and the snow became momentarily interesting on the heights " somewhere in Bucks." We got back on A1 in the end, of course, ate an indigestible meal at a lorry-drivers' cafe in the early morning, and went to bed at 5.30 the morning after we started out.

Still doing this " 200 hard," we came down by train one Saturday, to return, mostly in the dark, in the original Austin, having been detained at Welwyn until 4.30 p.m.—incidentally, negotiating at this place a drive that one day might well serve for a speed-trial course. This time the towns came up like clockwork and the Austin just went on and on at a steady 40 m.p.h.

The final run down A1, for some time, if we have any say in the matter, happened a few days later, when the little car, very fully laden, again ran uneventfully and at an admirable economy of fuel, save for one front-wheel puncture. Since then there has been the fun of re-learning one's technique in London's traffic, being bullied no end until remembering that it is every man for himself and he who brakes first is lost. The number of interesting old cars and fast cars in the Metropolis has proved good entertainment—one day alone we noted (unless mistaken) the ex-Gerard T.T. Delage, an open, red Lancia " Lambda " and a late-type, very imposing Darracq saloon. There was a visit to the exhibition of German Aerial Weapons at South Kensington Museum, a trip to admire the coloured tiles of old-time racing cars which grace the Michelin building in the Fulham Road and a visit to the Warren Street offices of poor Bill Humphries's premises, to admire again that fine composite photograph of the start of the very first 200-Mile Race. Yes, with a car, London is just tolerable—without . . . . . !

However, one is again the " hub," as it were, and a mere gallon of petrol was enough to take us, in the welcome March sunshine, to a friend's at Fleet, for an invigorating " dice " round the local trials course in a special Austin Seven. The widened L.M.B. front-axle of that little car worked wonderfully well over the rough stuff, and the engine, with down-draught manifold and Ford Eight carburetter, etc., had truly excellent urge. And, ere we motored home, there were motors as diverse as a " 2.3 " G.P. Bugatti, 4-speed Austin Seven " Chummy " and a P-type 4-seater M.G. (soon to be converted to supercharged Q-type specification) to examine and admire.

PERSONALITY PARADE—

continued from page 97

inexpensive to buy, do not need much tuning, require very little maintenance and the competition is not so keen. They afford the easiest way of getting a good power/weight ratio and therefore of going quickly. As a long-term policy he thinks a good quality, fairly large, and old car is the most pleasurable way of getting fast economical motoring. Clutton says he finds no pleasure in small cars.

With regard to improving the Sport, he is pleased to see that the Competition Committee has revivified itself. " What we really need," he says, " is to convince the people who now go to the " dogs " and horse racing that motor racing is a more exciting sport." This would require (*a*) a big publicity push such as only the R.A.C. and S.M.M.T. could back, particularly directed at schoolboys, and (*b*) enough events to be within easy reach of the most populated areas."

With nation-wide enthusiasm aroused, the Sport is bound to improve itself. But, as Clutton remarks, both (*a*) and (*b*) are easy to say, but difficult to put into effect.

THE LAWRENCE CUP TRIAL

This classic of the N.W.L.M.C. will commence at 2.30 p.m. on May 18th, on Bagshot Heath. Lots of hills will be embraced in a distance of 10 miles. The Hutchisons are running the show.

Entries close first post May 13th, to Mrs. Hutchison, Vale House, Frensham Vale, Lower Bourne, Farnham, Surrey (Frensham 272), at 15s. each. This is a closed event. Classes are : up to 1,100 c.c., 1,101 to 1,500 c.c., and over 1,500 c.c. blown cars go up one class. Spectators will enjoy this.

LETTERS from READERS

Sir,

In your description of the Gregoire car the gear ratios are quoted in an apparently novel fashion, which I find incomprehensible. May we, please, have some further information?

In connection with the same article, I fail to see how a 7-lb. supercharge could raise the power output from 15 to 25 b.h.p., unless the engine speed is also greatly increased. Even if the supercharger were completely efficient, I believe that 22 b.h.p. is the most that could be hoped for.

I quite agree with your editorial comment about the use of three cylinders.

I very much hope that MOTOR SPORT will shortly be able to publish a road test of this important newcomer; also the Healey, of whose roadholding and cornering powers I hear golden opinions from one who should know.

May I express my great enjoyment of once more reading "Baladeur's" contributions to MOTOR SPORT after an absence of, I believe, exactly nine years.

I am, Yours, etc.,

CECIL CLUTTON.

London, S.W.1.

[Mr. Parker's comments follow.—ED.]

The gear ratios quoted—0.325, 0.65, 1, and 1.28—are the degree of turn required at the input end of the gearbox to achieve an output of one revolution, in the different gears.

It would be more orthodox to quote the gearbox ratios: 1st, 3.08 to 1; 2nd, 1.54 to 1; 3rd, 1 to 1; over-drive, 0.78 to 1; or the overall ratios (through the 5.71 back axle) as: 1st, 17.59 to 1; 2nd, 8.79 to 1; 3rd, 5.71 to 1; over-drive, 4.46 to 1. I am sorry to have caused confusion by using the continental method.

The Gregoire engine is deliberately limited to a maximum of 15 b.h.p. at 4,000 revs. (less than 80 b.m.e.p.) under which conditions the inlet manifold pressure would be well below atmospheric. With a pressure of 7 lb. *above atmospheric* in the manifold—probably giving a 100 per cent. pressure rise—I feel that 25 b.h.p. (still only about 117 b.m.e.p., allowing for supercharger loss) would be a conservative estimate.

Mr. Clutton's 1908 12-litre Itala gives, I believe, 100 b.m.e.p., and it is also interesting to consider the figure of 91 b.h.p. obtained by Mr. Ashby in 1934 from an unsupercharged 1,100-c.c. Riley, with a compression ratio of only 10 to 1. Engines with poor or deliberately restricted breathing respond the most favourably to supercharging, relative to their former performances.

The use of three cylinders, either in line or radial, is sound practice. The flat twin, used in the Gregoire, is remarkably smooth and free from vibration for its type, but, as we all know, the range of smoothness of an engine increases with the number of cylinders it possesses. The lighter a car is the more unfavourable is the ratio between the gross weight and the mass of the reciprocating parts, worsening the case for few cylinders.

On the score of air cooling an in-line three-cylinder engine I would draw readers' attention to the existence of the new Danish-made Nimbus motor-cycles. The in-line four-cylinder, air-cooled power units have o.h.c. and develop 24 b.h.p. I recently observed these in Copenhagen, and noticed particularly the lack of finning about the cylinder head and the fact that there were no air scoops. It seemed rather that the pressed frame shielded the engine from the air flow. They were relatively silent and seemed smooth.—D. P.

* * *

Sir,

The letter from Mr. Monkhouse in your April issue is of interest because he appears to be labouring under the same misapprehension as I did myself prior to the war.

I first learnt that I had been credited with holding the Lewes 1,500-c.c. record from the *Light Car* of March 16th, 1940. Knowing that Mr. Monkhouse had bettered my time on a car of similar capacity, I wrote to the Editor of the *Light Car*, pointing out the apparent error, only to find that under the prevailing ruling I really was credited with holding the record.

The explanation is found in the reply, published in the *Light Car* of March 23rd, 1940, to my letter, and reads as follows: "... the point is, however, that Monkhouse put up his best-ever time when running in the 2-litre class, which still leaves Mortimer the fastest 1½-litre class man, and therefore the 1½-litre class record holder."

After this issue the Readers' Sales and Wants advertisements will be DISCONTINUED. Small advertisements will all be inserted in the Classified Advertisements Section and charged for at the appropriate rates.

In view of the circumstances, the record is not one that I am particularly proud to hold and I have, in fact, never previously claimed it.

Mr. Monkhouse was certainly "quick to reply," but I should not like him to think that I had claimed the record without being sure of the facts.

I am, Yours, etc.,

CHARLES MORTIMER.

Byfleet.

* * *

Sir,

I was glad to see your note referring to "a write-up of some of the 'now-forgotten' cars" which appeared after the letter from Graham Dix.

I sometimes wonder if the present-day motorist would be astonished at the performances of some cars such as Seneschal, 9-h.p. 4-cylinder o.h.v., a really snappy and excellent performer; the Vernon Derby "Ruby" or Chapuis Dornier editions, "Subaisse" Amilcars, the twin-cam 1,100 Salmson, to quote, four, all of the 1,100-c.c. class and excellent performers by present standards. Even now, twenty years later, sports-car enthusiasts still return for another look.

READERS' SALES AND WANTS

FOR SALE

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

SCINTILLA Vertex NV4, clock rotation, 12½°, good condition, £8, or near offer. Eames, Plas Acton, Wrexham.

FIAT 500 drophead coupé, 1938, 2/4-seater, mechanically excellent, new tyres. Offers. Eames, Plas Acton, Wrexham.

TAPLEY performance and gradient meter dashboard or steering fitting, perfect condition, £7. Morrish, 15, Upper Cranbrook Road, Redland, Bristol.

1⅞-in. vertical S.U. carburetter and two 6.50 by 17 Competition tyres, O.M. centre-lock wheels. Offers to A. S. Lamburn, Staverton Hostel, Cheltenham.

ANZANI-G.N. E.N.V. 3-1 helical bevel. Hardy-Spicer shaft and spares. Popesgrove 7900.

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.

WANTED, Riley Nine saloon, 1932, respectable condition, about £60. Eames, Plas Acton, Wrexham.

DROP arm and draglink, dynamo, complete with driving gear and water pump dog; gearbox, crash preferred. Nut E.N.C., self-change if reasonable, all for Rapier. Two-litre high chassis Speed Model Lagonda in sound, reliable condition, reasonable price. Richmond, Efford Mill House, Lymington.

LE MANS car wanted by enthusiast. Good home guaranteed. Reasonable price offered. J.E.C., 179, Francis Close, Kingston Road, Ewell, Surrey

WANTED, dynamo for J.2 M.G., or complete engine. 141, Dickinson Drive, Bescot, Walsall.

BUY or loan Instruction Book, 1935 Alvis 11.9. Wilson box tourer. Dale, 12, Langley Terrace, Crosland Road, Oakes, Huddersfield.

TWIN carburetters, S.U. preferred, for Blackburn engine, fitted to Frazer-Nash. Bore 1¼-in. flange lateral fitting. H. R. Motors, Ltd., 30, Hertford Road, Hoddesdon.

WANTED. £2 offered for perfect copy "Monte Carlo Rally," by H. E. Symons. F. R. Wells, 1, Egmont House, 105, Brighton Road Sutton, Surrey.

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

AERO-ENGINE British Anzani, 1,100 com. air-cooled V twin, four valves per cylinder, 34 h.p., complete with framework, hub, propeller, instruments, tools, etc., like new, and ready for use in light aeroplane. Box No. 232, MOTOR SPORT, 15, City Road, London, E.C.1.

FOR home-production and export we offer: Two models of small but highly efficient air-compressors, Czechoslovakian design, tested and accepted by Czech Air Forces. Precise and complete plans and drawings. Genuine prototypes ready for any trial. Box No. 234, MOTOR SPORT, 15, City Road, London, E.C.1.

ANTI-Corrosion solution of Czechoslovak origin, giving matt silver finish like chrom. satin on Leica, Contax, etc. Simple, and without any apparatus to apply. Any quantity or formula. Box No. 235, MOTOR SPORT, 15, City Road, London, E.C.1.

1927 Frazer-Nash, Anzani 1½-litre, 2/3-seater open sports, transmission completely overhauled, brakes and clutch relined, good tyres, seven wheels. Excellent performance. £140. Ring Eccles 3663.

1921 Talbot "25," sound, £40. 1922 Rolls-Royce, running order, £35. Riley "Imp" windscreen valances and luggage grid. "Gamecock" side-screens. Splined wire wheel, ex-Delage. Non-skid chains. Parts for 1923 Humber Twelve. Offers. 26, Davies Avenue, Leeds, 8.

FOR SALE—*continued*

TRIUMPH Dolomite 16-h.p. sports 2-seater. Mileage 13,000. Black and ivory, with ivory upholstery. Philips wireless, with controls mounted on facia board. This car was built to Donald Healey specifications for 1938 English Rally, gaining first award in coachwork class. Carefully stored during the war, and in immaculate condition. £875. Scottish Cars, Ltd., 85, Titwood Road, Glasgow, S.1. 'Phone Langside 3392.

M.G. Magna 6-cyl. engine, 1,200 com., complete with clutch and gearbox, like factory-new, and ready for use. Box No. 233, MOTOR SPORT, 15, City Road, London, E.C.1.

BENTLEY, 1927, short chassis propeller shaft; new, unused bushes in front joint, rear excellent, complete, £7 10s. Bentley spring steering wheel, good condition, £2. Leathley, Brownings, Cowfold, Sussex.

M.G. "Magnette" type manual gearbox, complete, with clutch housing and thrust and ped. Overhauled, as new, £20, or offer. Owen, Old Church Lane, Stanmore, Middlesex.

1938 D.K.W., in good condition, engine just rebored and new pistons fitted, five good tyres. Best offer over £200 accepted, delivery during May. Box No. 237, MOTOR SPORT, 15, City Road, London, E.C.1.

Commencing with the JUNE issue the charge for Classified Advertisements will be increased to 1s. 6d. per line.

"30/98" Vauxhall Wensum, silver grey, frosted, aluminium sports 4-seater. One owner driver. Mechanical condition throughout perfect. What offers? Box No. 231, MOTOR SPORT, 15, City Road, London, E.C.1.

FOR Sale. Pair large Telecontrols, unused, suitable 3-litre Bentley, £10. Scintilla Vertex N.V.6 magneto, ex-Riley Six, contact breaker missing, £5. 1¼-in. downdraught S.V., £2. Two R.A.G. carbs., ex-Aston-Martin, £3. Offers for any above considered. Wanted, Fiat 1,100-c.c. Scott, 98, Normanton Lane, Littleover, Derby.

LAYSTALL *for* CRANKSHAFTS

FOR SALE—*continued*

SIDE curtains, Lagonda Rapier 4-seater tourer. Reconditioned at cost of £4 15s. What offers? Godley, 41, Bowood Avenue, Eastbourne.

LAGONDA 2-litre "16/80" Pillarless Sports Saloon. Registered 1935. This car has been completely overhauled for enthusiast, engine stripped, bearings attended to, etc. Suspension has been overhauled, springs set up, new rear shock-absorbers fitted, and five new tyres. Interior woodwork has been re-polished, the fabric head re-covered in black leather, and the car is just about to be re-sprayed maroon, but the colour could be varied to suit purchaser. When finished the car will be virtually as new and one of the finest "16/80's" on the road. Owner only selling due to purchase of rebuilt Bentley. Price £500, no offers. Virr, Connaught House, Clent, Worcs. Tel. Blakedown 141.

"ULSTER" Austin Eight. Very good condition, Engine thoroughly overhauled. Good tyres, very fast, £150. Alldred, 4, Bannerdale Road, Sheffield. Tel. 50172.

BENTLEY 3-litre "Blue Label," less body, differential and small parts only. Bentley 6½-litre "Blue Label," less body and ignition units. Only five good 7.00 by 21 tyres and tubes. £100 the two. Marshall blower, type 75, September, 1938, with S.U. carb. and mounting plate. Suitable Ford Ten, etc. Good order, £28. 10, Ford Street, Bow, London, E.3.

"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** ★

The West of England Trial, 1946

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

Going to larger classes, what of the Ansaldo (2-litre sports tourer), Diatto, the "Alpine" Steyr, Metallurgique and the later but still forgotten Imperia, with its slide-valve engine?

Sounds as if I'm "foreign" car conscious, so I'll ask again, what of the North Lucas saloon, with its radial air-cooled engine, or the utility style but sound Rover with flat-twin engine air-cooled 8-h.p., or the A.B.C., yet another excellent flat-twin?

Others of interest might be the friction-drive G.W.K., or that intriguing museum piece, the Lafayette, with, I believe, a 3-cylinder radial, air-cooled; the whole engine tipped bodily as one changed gear position in the range of its friction-drive ratios. Yet another was the Constantinesco, with its automatic and almost infinitely-variable gearbox; how many average motorists know much of these; just a selection which have come to my mind as creations of the 1920's?

I am, Yours, etc.,

Cardiff. W. J. Cope.

[Yes, we remember, and honour, them all.—Ed.]

* * *

Sir,

Here is another reader looking for assistance through your letter department.

I own what is supposed to be the only modified Brescia Bugatti in the U.S.A. (?). This winter I plan to completely rebuild the car, concentrating on the engine and transmission. My problem, of course, is obtaining advice and the required parts. The reconstruction job will include new valve guides, bearings, H.C. pistons, two-carburetter manifold, transmission gears, and other odd parts such as wheels, brake drums, etc. I suppose it would be hoping for too much to look for a full Brescia engine or block?

Perhaps you have a reader who would give me some much-needed advice, or who would refer me to the possessor of the required parts? I would also like any Bugatti handbooks or literature.

Possibly some of your readers might like to swop car photographs across the Atlantic? Thank you.

I am, Yours, etc.,

Paul J. Timmins.

527 Broadway, S. Boston,
Mass., U.S.A.

[Can anyone help?—Ed.]

* * *

Sir,

May I suggest that the Vintage Sports Car Club and the organisation Mr. Robson may bring into being have entirely different functions.

As the owner of a very ancient Lambda I propose to support Mr. Robson's venture with the hope that the services rendered in the shape of the record of cars and spare parts and the data acquired by years of experience of numbers of enthusiasts will help to keep many of the old favourites on the road. On the other hand, I am confident that this support will in no way take from the pleasure I enjoy through being a member of the V.S.C.C., nor in any way weaken that admirable "clearing house," as Mr. Clutton likes to call it.

I am, Yours, etc.,

Bath. J. A. Earle Marsh.

Sir,

I hasten to compliment you upon your vigorous and outspoken denunciation of that immeasurable national disgrace—the rape, sale and extinction of Brooklands.

I am, Yours, etc.,

Forrest Lycett.

London, S.W.5.

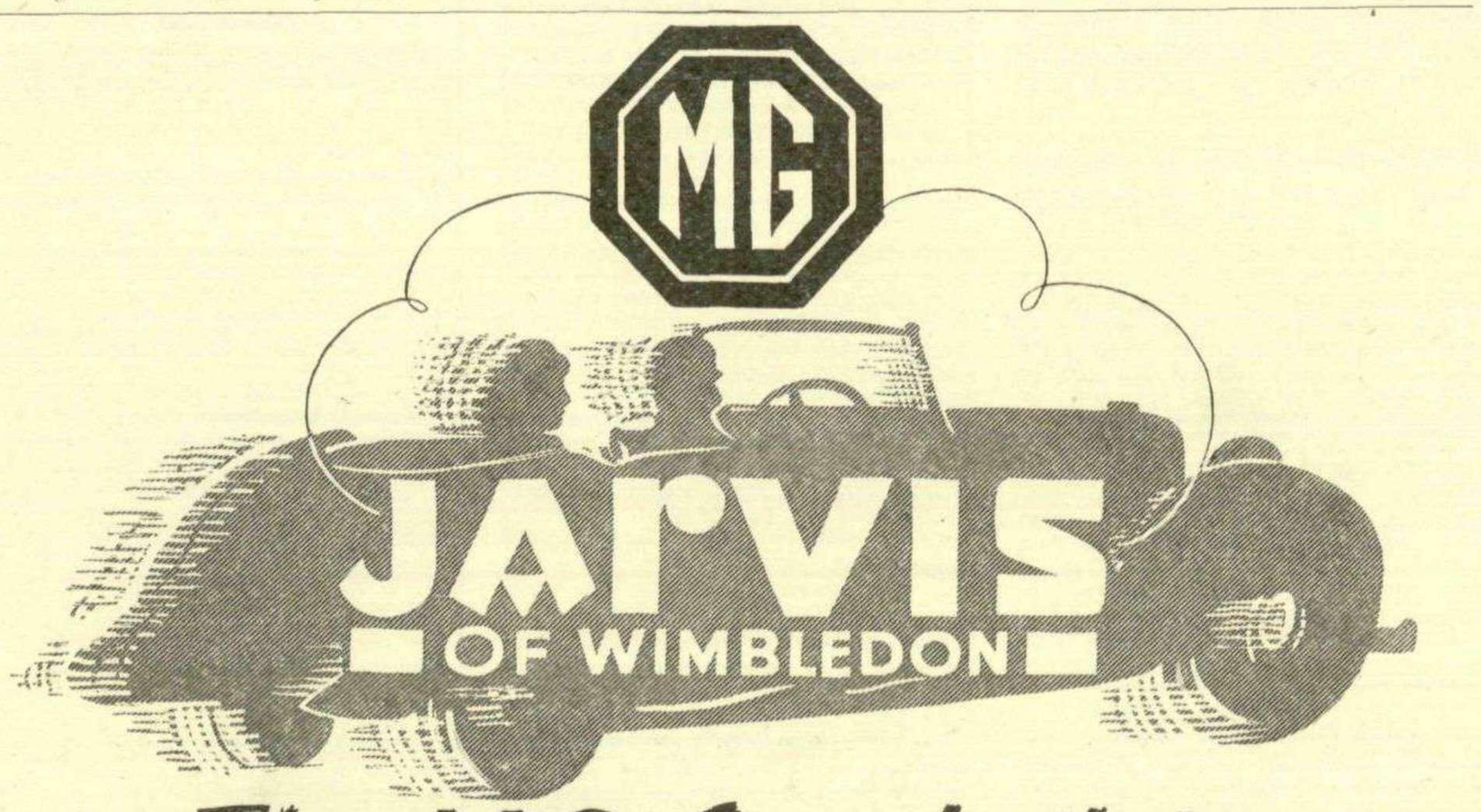
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STOP PRESS

Too late to be reported in this issue, the proposed new club for vintage and veteran motor-cycles met on the Hog's Back, Surrey, on April 26th, to decide its title, etc. C. E. Allen, who made the original suggestion in Motor Sport, now back from overseas, and Cecil Burney, were behind the venture and offered an award for the most practical everyday vintage motor-cycle attending and another for the oldest machine to arrive. It seems that up to December, 1931, will be the date adopted as qualifying a motor-cycle as "vintage" and that emphasis will be placed on reasonably rapid, practical machines. However, a veteran division was also under consideration. We wish this club well. Details from C. E. Allen, 43, King's Avenue, Loughborough, or C. S. Burney, Cedar Cottage, Marlow, Bucks.

* * *

Those interested in model cars will find a comprehensive survey of car modelling down the years in the *Model Engineer* dated April 11th and 25th, written by the Editor of Motor Sport.



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FOR SALE—*continued*

M.G. "T" Midget, £175. Opportunity for enthusiast to acquire complete but slightly damaged "TA" which is in pieces. Complete with four nearly new tyres, three pre-war, full weather equipment, spot lamp, radiator muff, grab handles, oil and water. Thermometers, double Hartford, etc. M.G. 1½-litre clutch race, 19s. 6d. Centre plate, 17s. 6d. "TA" Midget set of con.-rods and main bearings, complete, standard size, £6 5s. Timing chain, 15s. Brake linings, Ferodo. 14s. 6d. Everything new. M.G. P.B. road springs, front, 16s.; rear, 19s. Crown pinion, 8/43, 35s. Aluminium bonnet, 55s. J11 prop. shaft, 25s. "F" prop. shaft, 25s. J11 chassis, £9. "F" chassis, £5. Don Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Glos.

C. A. N. May desires to sell his special "4/4" Morgan. Only reason, buying trials special; unable to maintain both. For specification, trial run, apply Stella Experts, Ltd., Lower Essex Street, Birmingham. £345.

FOR SALE—*continued*

LUCAS Vertex magneto, 4-cyl. anti-clockwise, £10. C. A. N. May, Stella Tyre Experts, Ltd., Birmingham. Midland 3045.

MARSHALL Roots blower for Rapier, less carb., but complete with manifold, inlet pipes, throttle rods, oil pump and pipes, pulleys, belts, special dynamo with extension for blower drive and conversion to coil ignition. Offers. Would like standard dynamo, carbs. and manifold as part payment. F. Magna block, crankshaft flywheel, sump head (no camshaft or valves), distributor valve cover, starter, carbs., manifold and prop. shaft. Offers, one lot or separate. Richmond, Efford Mill House, Lymington.

FOR sale, four bead-edge tyres, 28 by 3, and tubes, three having good treads. Best offer secures. Knight, The Orchard, Ruislip Road, West End, Greenford, Middlesex.

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FOR SALE—*continued*

KLGF 18C, 14 mm., slightly used, some almost new. Sell lot under half price. 23 plugs (cost £1 1s. each), offered 8s. 6d. each, or divide, 10s. each. Also KLGL B1, 10 plugs, 8s. each. Miss B. Haig, Twitten Orchard, Nutbourne Common, near Pulborough.

FOR disposal, 90 new and secondhand, in perfect condition, 18-mm. Bosch short-reach racing plugs, type 400-420, £1 each; 8/4, 15s. each. One 12-volt S.V. petrol pump, nearly new, £3 5s. Riley "Imp" radiator block, no leaks, £3 7s. 6d. Two new chrome quick-action filler caps, 2½ in. to 3 in., £2. One 12-v. Bosch windscreen wiper, less blades, 30s. One J2 M.G. cranks. reground, with part bearing, £3 7s. 6d. One pair 1 and 2 Racing Andre shock-breakers, 4 in. discs, ex-Riley, £5 pair, nearly new. One pair of Matched 5-in. Jaeger speedometer and RP17 counter, with Swiss clock in counter, perfect condition, £8 pair. Francis Beart, Thames Cottage, Thames Street, Walton-on-Thames, Surrey.

Blakes BOOK

SPOT OF HISTORY

Leaving the atomic age for a moment, let us leaf back through motoring's own Scrapbook . . . *November 1896* : the famous Emancipation Run from London to Brighton. Great occasion when the 4 m.p.h. limit was abolished and the breath-taking speed of 12 m.p.h. allowed ! . . . But what is this on a still earlier page ? *June 1896* : J. Blake & Company, coachbuilders, taken over by Alderman Graham Reece, father of the present Managing Director. . . . We are modestly proud that we've been in motoring almost from its very beginning and have been growing ever since. Seems to us this proves something or other, but space is short and we must leave our satisfied customers to tell you what it is ! Another way, of course, would be to put us to the practical test of serving you — whether it's a matter of purchase, sale, repair, insurance, or merely friendly advice.

110 BOLD STREET, LIVERPOOL 1 : *Royal* 6622

CLASSIFIED ADVERTISEMENT SECTION

WANTED

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

URGENTLY wanted, a rough sports car, a crashed saloon, and a "20/25" Rolls-Royce. Full details, please, including price, to BCM/SWBS, London, W.C.1.

WANTED in immaculate condition, MOTOR SPORT, 1940, May/December; 1941, complete; 1942, complete; 1943, complete; 1945, November only. R. Truscott, White Gates, Horne, Horley, Surrey.

WANTED 12-volt Bosch starter motor and pinion for 1932 T.T. Meadows Frazer-Nash. Particulars to H. O. Jones, Dan-y-Blorenge, Llanfoist, Abergavenny.

TWIN-CAM Bugatti, Alfa or Continental Six or Straight Eight, crashed or dismantled. Brookfield, Coverack Helston, Cornwall.

1934 or 1935 Standard 12-h.p. engine. Seelhoff, 148, Broad Lane, Coventry.

WARREN dual overdrive gearbox. Must be 100 per cent. sound. W. L. James, Berwick Lodge, Ludlow Road, Maidenhead.

WANTED, to complete volumes, MOTOR SPORT for November and December, 1933; January, April and May, 1934; May, 1935; March, 1943. Good price offered. Neal, 53B, Warwick Road, Bishops Stortford, Herts.

URGENTLY wanted. Lea-Francis, Alvis "12/60," Riley Nine, or similar. Will build if necessary. 'Phone Rusholme Manchester 3075, or write to Box No. 236, MOTOR SPORT, 15, City Road, London, E.C.1.

R.A.F. officer returning from overseas wishes to purchase open sports car, preferably 2-seater. Please write, as officer will not be in England until May 6th; all letters answered. Price to be about £150. F/Lt. N. C. Bradford, 32, Shirehall Park, Hendon, London, N.W.4.

WANTED. Twin S.U. carburetters, 1¼ in. or 1⅜ in., for 2-litre Lagonda. 10, Shirehall Close, Hendon, N.W.4.

WANTED—*continued*

ALVIS "12/60" wire wheels, five stud fixing, also "Firefly" body, open or closed. Richards, Woodside Close, Tolworth, Surrey.

12/50 Alvis or Lancia Lambda wanted, in running order. Carpenter, 1223, Christchurch Road, Bournemouth.

GOOD old sports or tourer, mechanically sound, Riley, Alvis, Lea-Francis, or similar. Just demobbed; hope I haven't completely missed the boat. Powell, Tudor House, Upper Beeding, Sussex.



URGENTLY wanted, either Bentley, Lagonda, Alvis, etc. Open, good but not silly price paid. Box No. 229, MOTOR SPORT, 15, City Road, London, E.C.1.

AUSTIN Seven tourer, c. 1926, in running order. Hillyard, Brendon, Tannery Lane, Woking. Tel. Ripley 215.

SPORTS car wanted, open or closed. One requiring attention would be suitable. Write fully to Arbenz, Kingswood, Packhorse Lane, Hollywood, near Birmingham.

WANTED—*continued*

SALMSON 1929 4-speed gearbox wanted. Also front spring radiator. Write Med., 116, Haverstock Hill, Hampstead, N.W.3.

SPEED camshaft, BM.1800 or similar, for 1928 Bentley 4½-litre. Please state setting obtainable. R. N. Wellington, Burrwood, Wreeclesham, Surrey.

WANTED, crankshaft and con.-rods for 32/33 blown J.3 or J.4 Midget. Martin, Lydiate House, Lydiate Ash, Bromsgrove, Wores.

COPIES MOTOR SPORT, Sept., 1939 to Dec., 1945. State price, delivery London. W. H. Smith & Son, 248, Rue de Rivoli, Paris 1e.

ENTHUSIAST, with sporting interests but slender purse, seeks old, big-twin motor-cycle in running order, preferably with electrics. Underhill, Signals, R.A.F., Boxted, Colchester, Essex.

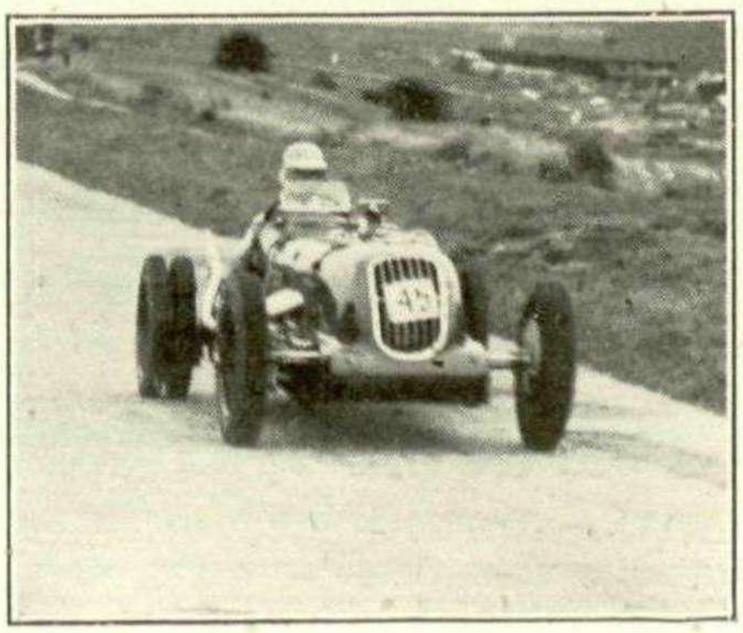
WANTED urgently, complete chassis of racing or sports car, any make, year or h.p. Condition immaterial. Box No. 230, MOTOR SPORT, 15, City Road, London, E.C.1.

WANTED, following copies of MOTOR SPORT: Dec., 1945; July, 1943; Jan., 1941; Jan., Feb., March, May, July, 1940; Jan., Feb., 1939. State price required, and condition. F/O Watt, Bank House, London Road, Isleworth, Middlesex.

WANTED Lancia Lambda, late series and good condition preferred. 21, Brancote Gardens, Bromborough, Ches. Tel. Bromborough 1629.

WANTED for Fiat 500, 1939, dynamo starter, set oversize pistons, or complete engine. Good price paid. Whitegate House, Town Street, Bramley, Leeds.

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



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