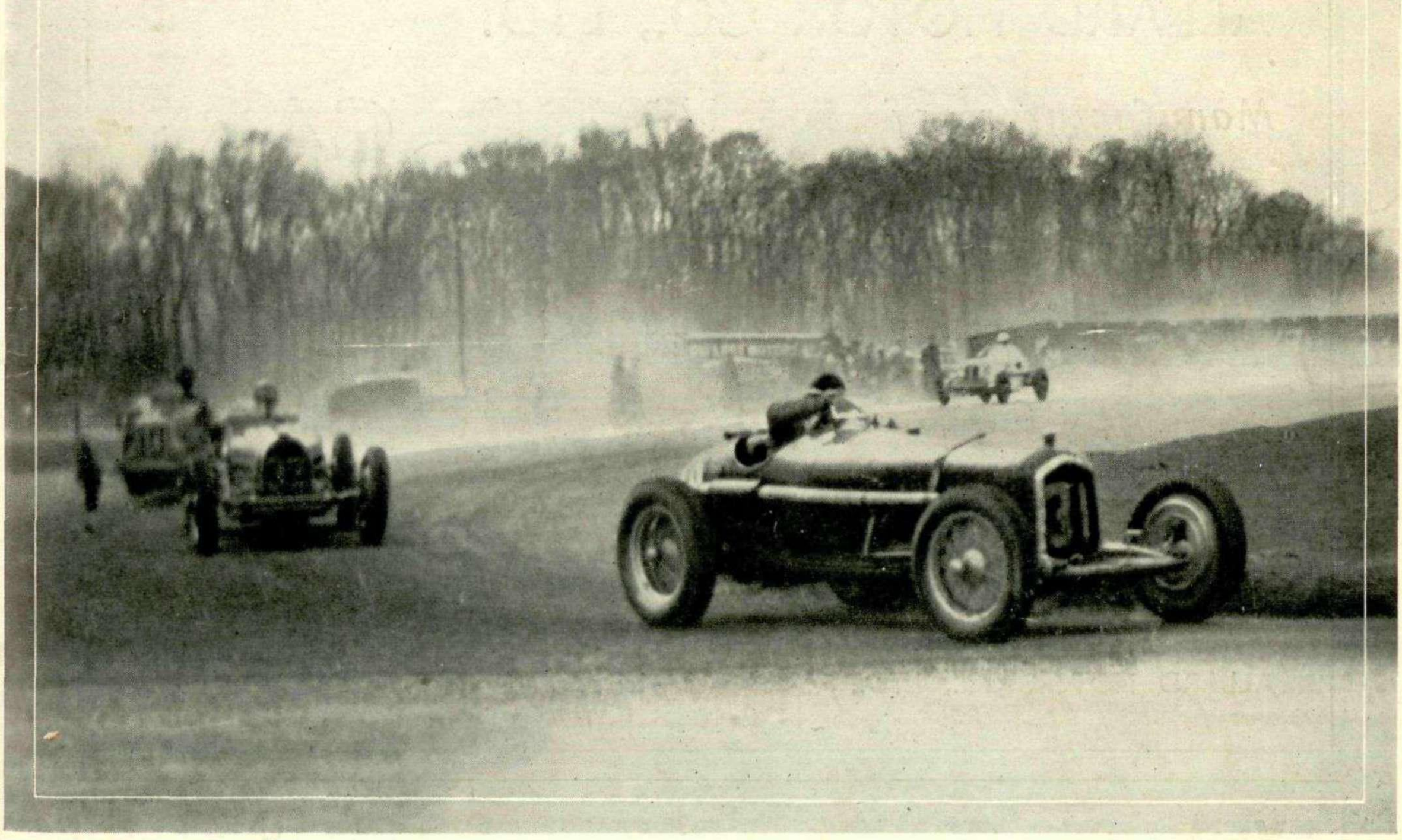
Vol. XXII No. 4 REPORT OF RECENT EVENTS April, 1946

MOTOR SPORT

INCORPORATING Speed

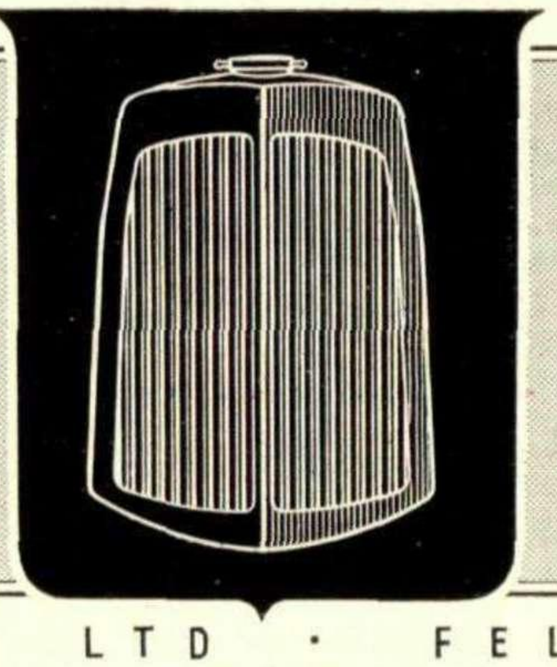
ONE SHILLING MONTHLY



CONTENTS

The Torquay Rally Recalled 67
More Trials and Rallies 69
Observations on the Gregoire 70
Personality Parade—No. 4. 71
Sideslips 73
Letters from Readers 83
Improving Induction Efficiency 75
The New 2.4-litre Healey 76
An Interview with Felix Scriven 77
Rumblings 78
Club News 80

ASTON MARTIN



ASTON MARTIN LTD · FELTHAM · MIDDX

RP-835A

ALLARD MOTOR CO., LTD.

Manufacturers of **ALLARD CARS**

We are now in production with these MODELS

Enquiries invited from Overseas

★ **OPEN SPORTS TWO SEATER**
★ **DROP-HEAD SPORTS COUPE**
★ **SPORTS SALOON**
★ **All with 30-h.p. engine**

A catalogue is available upon application

ALLARD MOTOR CO., LTD., 43-45, Acre Lane, Brixton, S.W.2. **BRI 6431**

EVEN MORE GOING ON DOWN AT LIGHTWATER

Is this possible, you ask ? For reply, you have only to pay a visit to that hive of industry and see all those Happy Little Men *scrambling over* massive great Bentleys, or diving headlong into the works of Delahayes. From time to time, a nice clean drawing appears, marking the birth of some new idea which may revolutionise the entire Motor Industry—or possibly not. Excited little men pore over it, and after a period of furious discussion, rush off with yelps of delight to add to an extremely unorthodox chassis, or to one of the more normal sports cars, the latest results of hours spent over the drawing board, and much frantic operation of special pressure-lubricated slide rules.

Both racing and sports cars are being prepared for the coming season, and some will be taking part in Big Events. This will *give some of the Happy L.M.* a chance to reappear in the Pits after an absence of six years.

Only the very highest quality of workmanship is allowed at Whinlands Works, and this, coupled with the atmosphere of really genuine interest, should lead you motoring enthusiasts to the obvious conclusion that when your car needs attention, you should take it DOWN TO LIGHTWATER,

TO **COWELL, WHITTET & CO.**

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

VOL. XXII. No. 4 APRIL, 1946 PRICE ONE SHILLING

SUBSCRIPTION RATE 13/6 PER ANN. POST PAID

MOTOR SPORT

OFFICIAL JOURNAL OF THE BRITISH RACING DRIVERS' CLUB

INCORPORATING **SPEED** AND
THE BROOKLANDS GAZETTE

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

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

THE TORQUAY RALLY RECALLED

Once upon a time the 1,000 miles of the R.A.C. Rally seemed quite tame going. But now, after years of couponised-motoring, the run seems to take on a new significance. So Hobley's reminiscences are of interest, especially as the R.A.C. hopes to put over a Rally of sorts later this year.—Ed.

TEN years ago! Thinking of all that has happened in the years between that decade seems like eternity, yet this first spring of peace, with its prospects of good things to come in the sphere of motor sport, brings back vivid memories of that thousand miles perambulation over the roads of Britain in the R.A.C. Rally of 1936.

Bristol was our starting-point, and it seemed odd to think that the finishing-post at Torquay lay only a hundred miles away, yet we were to travel ten times that distance before we reached it! Ranking next to London in popularity, Bristol was chosen by 60 of the 274 entrants and there were few non-starters. A notable absentee was "Jackie" Astbury, winner of three trophies in the Monte Carlo Rally that year; she was competing in the Paris-Nice.

Severn-side gave us a sunny send-off in the late afternoon, and one missed something of the thrill of the midnight start for Monte Carlo from the lonely headland at John o' Groats. There seemed a likelihood of fog when the warmth of daytime changed to the cool of evening—a contingency which fortunately did not materialise that night, though there was plenty of murky motoring to come at a later stage!

From Gloucester we struck northward through Worcester and Kidderminster, then veering westward for Bridgnorth, when dusk was falling, and so through Wellington to Whitchurch. Here the competitors divided forces. Making for the next check at Blackpool, some elected to take the more direct route to Preston by Tarporley, Warrington and Wigan; others, wishing to avoid that part of industrial Lancashire, went on to Chester, up the Wirral peninsula to Birkenhead, and through the remarkable Mersey Tunnel to Liverpool. We were among the latter section, and a run without incident brought us to Preston and so along the fine new road to Lancashire's playground, which we reached in time for a belated supper before the control opened shortly after midnight.

From Blackpool our course lay over familiar roads to Glasgow. The slumbering residents of houses bordering A6 must have had their dreams disturbed that night by the almost continuous passage of north and southbound cars—all, curiously enough, making eventually for the same place!

By G. F. Hobley, co-driver of a Centric-blown Morris Ten-Six with R. J. Morton in the 1936 R.A.C. Rally.

Morton, incidentally, won the Aftenposten Trophy in the Monte Carlo Rally of 1939 for the best performance by a car of under 1,500 c.c. from a Norwegian starting-point, driving a Vauxhall Twelve-Four from Stavanger.

Slipping through Penrith's deserted streets between 2 and 3 a.m., we met the vanguard of the Harrogate and Newcastle starters—a procession which continued the greater part of the way to Clyde-side. Filling up with petrol at Carlisle, we came across Joan Richmond similarly engaged with the Triumph with which she tied for second place in the light car class at Monte Carlo the same year.

Through Lockerbie and Beattock, running the gauntlet of innumerable sheep on the moorland road, their eyes gleaming like glow-worms in the light of our headlamps, we came by Crawford, Abington and the almost unpronounceable Lesmahagow to Hamilton, and so to sleeping Glasgow as the first light of the new day was breaking.

Glasgow's only sign of life was an occasional early riser on his way to work, and if you have ever seen Sauchiehall Street at its busiest, with its battery of winking traffic lights and its throng of people and cars, you will appreciate how pleasant it was to drive unchecked up that famous thoroughfare.

Rest and refreshment at the hotel control rejuvenated us for the next spell to Harrogate, and, as Glasgow bestirred itself for another day of bustle, we left it by the same road as that on which we had entered, and so to Penrith for lunch before leaving for Scotch Corner, en route for Harrogate.

Penrith had been bathed in sunshine but clouds hung low on the Pennines, and Stainmore and the stretch which followed on to the Great North Road provided us with an unpleasant belt of fog—a difficulty which the starters from other points, travelling northward, had encountered at the same place in the early hours of the morning.

Happily the fog cleared as we travelled down A1, turning off through Ripon to Harrogate for a short stop for tea before checking out on the run to London.

Back on A1 at Wetherby, we were through Doncaster before the light faded. We had been told at Harrogate that we would meet fog further south, and fog there certainly was—drifting clouds of

it—with a resultant restriction of visibility which slowed the progress of the Rally cars down through Tuxford, Newark, Grantham and Stamford. The cars ran in bunches, follow-my-leader fashion, which was all very well for everyone but the leader !

Eventually, however, the fog cleared and did not trouble us again as, by Baldock and Stevenage, we came to the outskirts of London, skirting the city by the North Circular Road, with its unceasing flow of speeding cars, to the control at a garage at Hounslow, on the Great West Road, about midnight.

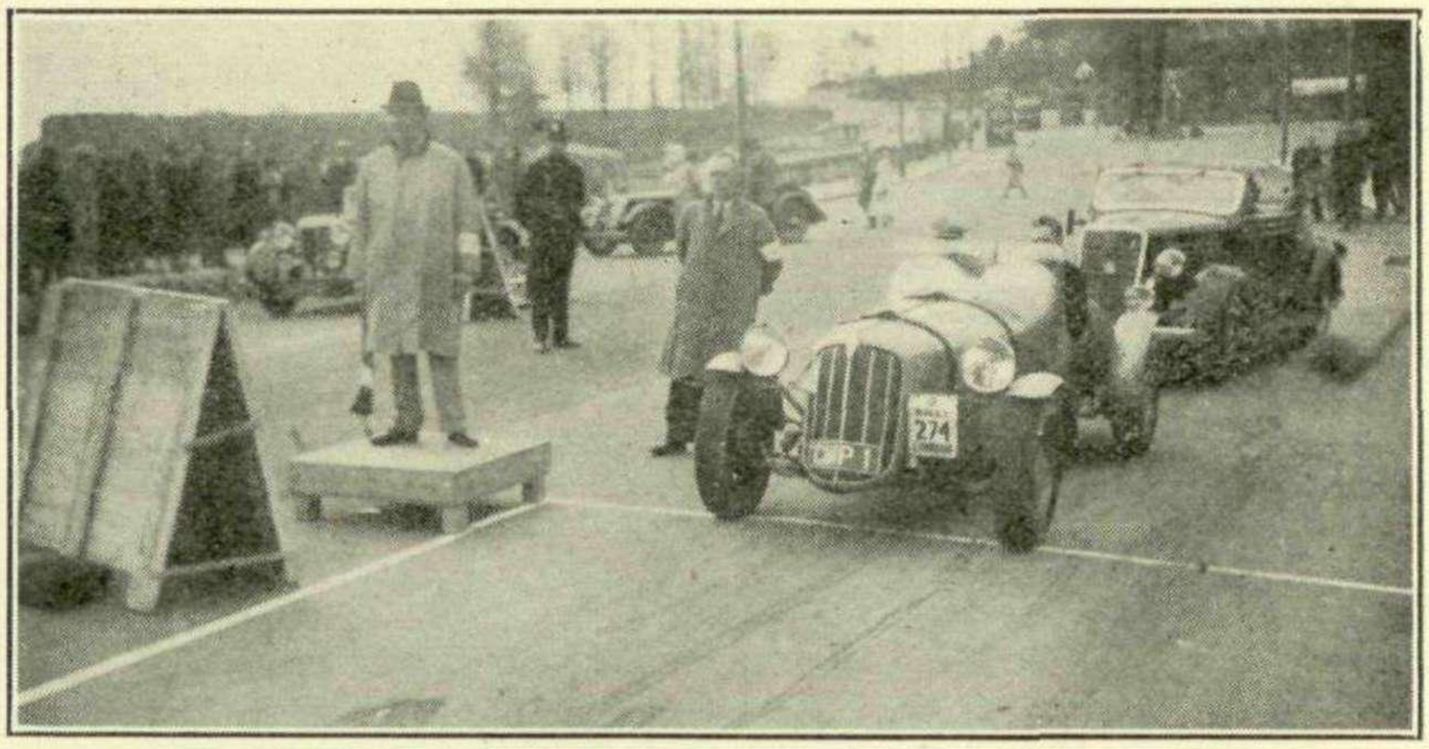
A halt of an hour or two; then off on the last lap to Torquay, through Staines, Basingstoke, Whitchurch, Andover, Salisbury, Shaftesbury, Yeovil, Chard, Honiton, Exeter and Newton Abbot.

It was an uneventful run through the dark hours until daybreak in the neighbourhood of Chard—a grey, wet dawn which chilled the tired travellers mentally as well as physically. The only person so early astir in Exeter—a man from whom we inquired the way—had apparently never been abed, for he told us that he had missed the last train the night before !

Cafes and hotels in Newton Abbot had the surprise of early customers for a hasty breakfast. By now the roads in the vicinity were busy with Rally cars, for all routes had converged at Exeter, and, with time in hand, most drivers were sauntering to the finish.

So, in pouring rain, Torquay welcomed those who had hoped to find on that sun-favoured coast a foretaste of summer !

All but 22 starters arrived at Torquay. Competitors arriving early being penalised, the road approaching the final control was lined with travel-stained cars, as their drivers whiled away the time until they were due to check in. Then, passing the control as near as possible to the time stipulated on their route books, they went on to the official car park, where the cars were lined up to remain untouched until the eliminating tests the next day.



Special test—Spikins's Spikins Hudson Special on the line. It made best performance in the 1936 R.A.C. Rally.

Heavy rain had softened the ground in the park and the passage of many wheels soon churned up the mud; one car actually became embedded in the morass and had to be dug out, precautions being taken to prevent this happening again.

All that remained to be done that day was the inspection of the cars for any damage or breakages incurred during the road section; 24 entrants losing marks in this examination. Eight, by the way, had previously been penalised for early arrival.

And so to breakfast, bath—and bed !

Next morning saw the competitors back at the car park bright and early to try to start their cars, using the self-starter only, within two minutes, all but a few succeeding. Then to the Torbay Road on the front for the first test of acceleration, braking and ease of handling.

A writer for a daily newspaper at that time pointed out the benefit of the Rally to the petrol firms, and actually ventured to estimate the amount of fuel consumed by the cars on the road section. Just as those thousand miles meant much to the petrol combines, so must the seven hundred yards of that test have enriched the tyre manufacturers, for how the tyres of those 250 cars screeched with the stress of quick starting and even quicker stopping !

There were some outstanding performances, the most notable being that of T. C. Wise, driving a T.T. V-8 Ford, who established the fastest time of the day with 44.4 seconds. Equally spectacular in its amazing acceleration, and second fastest, was F. R. G. Spikins's Spikins Hudson Special, with two blowers; he clocked 45.6 seconds, and, incidentally, put up the best individual performance in the Rally as a whole.

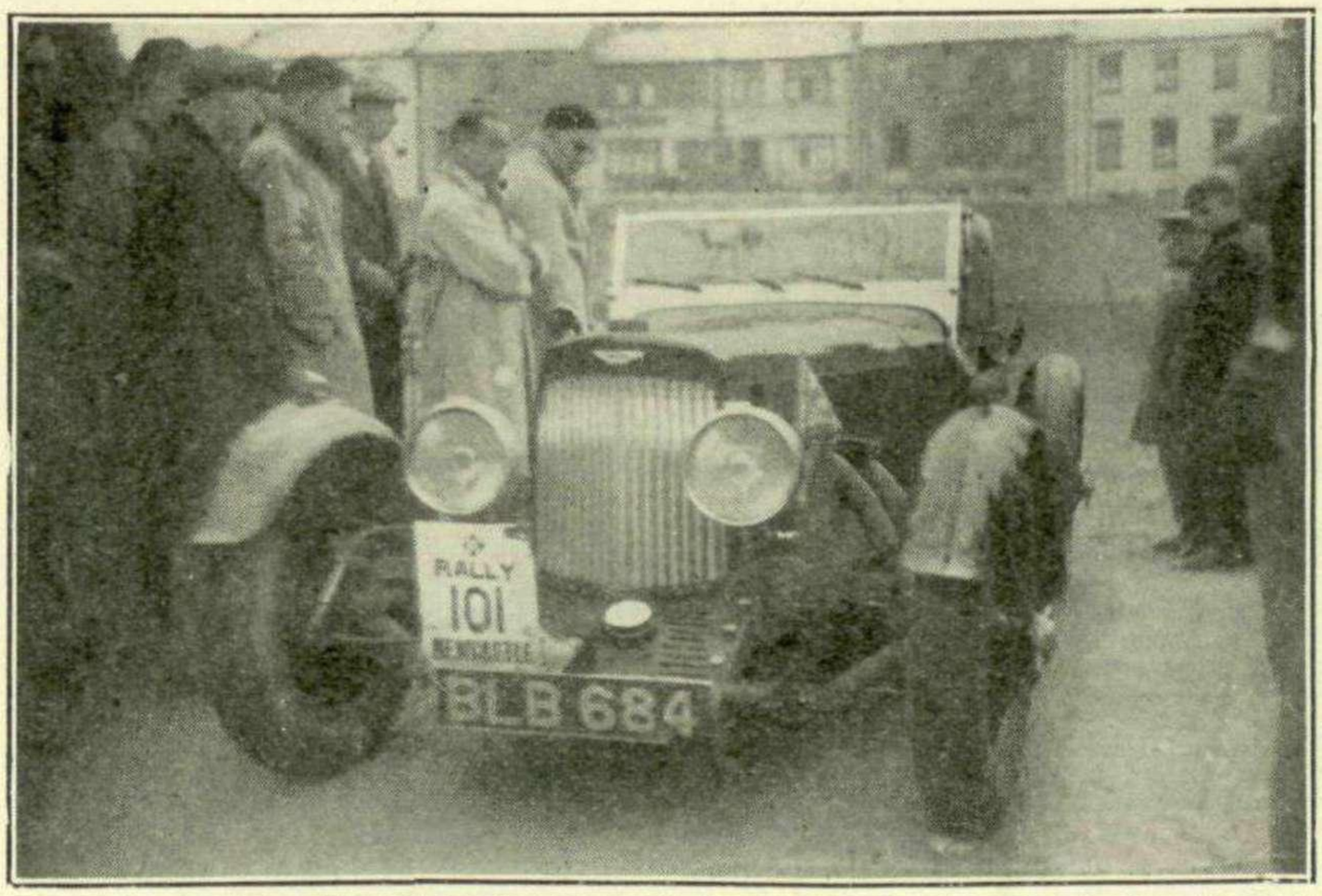
The second test followed for each driver as soon as he or she had completed the first. It took place on a rough-surfaced hill, said to be 1 in 4½, with a hairpin bend at the top. The competitors had to go so far up the gradient on to the steepest part, reverse a few yards, then continue up the hill and round the bend over the finishing line.

Here again there was some quick, clever work—and plenty of wheelspin as the road surface loosened with the hard wear to which it was subjected. All honour to Mrs. A. E. Moss, who, with her short-chassis Marendaz Special, was faster than anyone else, returning 19.4 seconds. Tying for second place were two of the then new 1½-litre Singers of the Autosports team, handled by F. S. Barnes and A. H. Langley (who, with J.D. Barnes, won the Manufacturers' and Club Team Prizes), and C. M. Anthony's 1½-litre Aston-Martin, each with 20 seconds.

On the following day the " beauty parade " took place, the cars entered in the coachwork competition undergoing the scrutiny of the judges on the front.

Alvis, secured two of the three premier awards—J. L. Sears's 3½-litre (open cars) and Charles Follett's Speed Twenty (closed two-door)—and the third went to Colonel Rippon's Humber (closed four-door).

So ended the fifth and possibly the most successful R.A.C. Rally of the pre-war series. Now for the next one !



The spirit of the rally—Watson's Aston-Martin arouses the interest of the onlookers.

A SOUTH OF THE THAMES TRIAL

On Saturday afternoon, March 9th, the first post-war car reliability trial to be held south of the Thames took place. Established clubs having remained dormant during the nine months since basic was restored, it was left to the very youthful Hants and Berks Motor Club to set the ball rolling with an extremely successful closed trial.

A 25-mile route was used, starting from the Ely Hotel, Hartford Bridge Flats, eight observed sections and a driving test being sited in country not previously used for a car trial. The clerk of the weather co-operated to provide sunshine after two wet weeks, and the course was in almost perfect condition.

Two easy observed sections opened the trial, a watersplash and a re-start on a gravel-surfaced hill. Neither caused many failures, despite the speed with which some folk rushed into the river—only one driver was seen to take the precaution of covering his radiator.

Some unobserved muddy lanes then took competitors to the driving test, incorporated for the purpose of settling ties, which involved entering the car, turning it round and parking astride a line, and emerging again to stop the watch. The best time was 17.8 sec., by both Davidge-Pitts and V. G. Gabbitas.

The third observed section, a moderately sticky grade decorated by a derelict tank, was the first serious obstacle on the route. The starting point did not provide overmuch wheel grip, and eleven of the twenty competitors had to be pushed before they reached the summit. Early comers had the easiest conditions, but Denyer (Lea-Francis) and Gabbitas (Ford Ten) were successful despite late numbers.

The fourth section, Leg of Mutton, was a short, sharp grassy slope which was by no means easy to climb on standard tyres. In fact, despite Marshal Venables's warning folk to "keep off the grass," only Denyer (Lea-Francis) and Panton (Lea-Francis) had a look at the view from the summit.

Two easy sections followed, a ford through the River Blackwater, and a lane with more mud than gradient which failed nobody. If any drivers thought their troubles were past, they had not seen Coombe Lane.

Just why Coombe Lane is difficult nobody seems to know. It is not very long, it is not very steep, and the mud is not deep, but it is an amazing wheelspin producer. In the trial, the only clean climbs were by Panton (Lea-Francis), Denyer (Lea-Francis), and Arklay (Standard Nine saloon). One spectating motor cyclist nearly made a fast climb, but was eventually ambushed by a large clump of blackberries!

The final section was a straight, clay-surfaced, hill approached through a ford, which failed about half the entry. Denyer treated it as a speed hill climb, yet Whittet's V8 Ford simply couldn't find any grip. Surprising climbs were made by Harrison in a bullnose Morris tourer and by Brown in an old 3-speed Austin Seven saloon!

Analysis of the marshal's cards showed that Panton and Denyer had the only two clean sheets, Panton being the faster in the driving test. Third place went to E. N. Davidge-Pitts, who had failed on two hills. In the saloon class, Moore (Riley Nine) and Brown (Austin Seven) each had three failures, the former being faster in the driving test.

Provisional Results

	Marks Lost	*Driving Test Time (Sec.)*
CLASS I (4-SEATER SALOON CARS):		
(1) M. P. Moore (Riley Nine)	30	21.2
(2) G. E. G. Brown (Austin Seven)	30	27.4
(3) K. Maxwell (Riley Nine)	40	20.6
(4) W. H. Arklay (Standard Nine)	40	20.8
(5) J. Lowe (Ford Eight)	40	24.0
(6) P. A. Whittet (Ford 30)	40	24.2
(7) A. Fountain (Riley Nine)	50	20.0
(8) P. Hayden (Riley Nine)	50	20.8
(9) Mrs. K. Davidge-Pitts (Austin Eight)	60	32.0
CLASS II (ALL OTHER CARS):		
(1) J. Panton (Lea-Francis Twelve)	0	22.8
(2) A. L. S. Denyer (Lea-Francis Twelve)	0	28.8
(3) E. N. Davidge-Pitts (Riley Nine)	20	17.8
(4) C. J. Wilson (M.G. Ten)	20	21.0
(5) A. G. Bowling (Singer Nine)	20	22.8
(6) R. J. Newton (Singer Nine)	20	25.0
(7) P. W. Harrison (Morris Twelve)	30	19.8
(8) H. G. Mackay (Morris Twelve)	30	22.8
(9) V. G. Gabbitas (Ford Ten)	35	17.8
(10) G. Lochee Bayne (Lea-Francis Twelve)	55	23.6
(11) E. Simpson (Morgan Eight)	60	20.6

THE VINTAGE S.C.C. NORTHERN SECTION RALLY

This Rally was a great success, except for the intense cold. Five Bentleys, including Kenneth Neve's 3-litre, graced the forecourt of the "Dixon Arms," Chelford, with the ex-Hughes "30/98" Vauxhall beside them, the latter brought by Blake Bros. to attract the very rich. In the "back yard" many more interesting cars collected. There were two Type 40 Bugattis and a very immaculate G.P., and a black "30/98" Vauxhall, unfortunately bearing the legend "Black Maria III." The H.S.M., alias a blown straight-8 Triumph "Dolomite," recently assembled by Giron, was running like a piece of electrical machinery, with no noise of cams or gears. A rakish "14/40" Delage, Crossley's neat 328 B.M.W., a rather swollen 2-litre Lagonda, a Napier, a "12/50" beetle-back Alvis, a Talbot "105" shooting brake, the blue, "100 m.p.h." Invicta brought by Molyneau and West, and a 2-litre Aston-Martin saloon lent a sporting flavour. Two M type M.G.s left dashingly, as is their wont, and such makes as Rolls-Royce, Lea-Francis, Fiat, D.K.W., Citroen and Lancia "Aprilia" brought other enthusiasts to the scene. Goodman made a good effort in getting his family over in a 1921 25 Talbot from Leeds. This car is the type used by Lambert and has a rakish Salmons body. Bunny Tubbs, Turner and Heal came up from London, the last-named in a Sunbeam 25. The prize for the oldest car to attend was won by Major Gardner, with an 1899 De Dion, while the best-kept car was judged to be Collinge's 1925 3-litre Bentley 2-seater. It is excellent that the Northern vintagents are active again—the presence of Neve, Shorrock, Ledson, Lees and Wike proves it is so. Crowley-Milling was elected to the Northern Committee.

THE FEDDEN TROPHY TRIAL

The Fedden Trophy Trial was very well organised indeed and the Bristol M.C. and L.C.C. deserve every credit. Thirty-one cars started and only five came through with clean sheets. The final acceleration test decided the issue, after Widden had stopped 18 competitors, Hen's Castle 8, Old Hollow 12, Hodgecombe 23, Bownham 12 and Nailsworth a few more. T. C. G. Butler's M.G.-Wolseley "Ophelia" took but 6 sec. in the test, to win the Fedden Trophy. This neat, abbreviated little car has the ex-Flower M.G. Magna engine in one of the early Wolseley Hornet chassis and the weight is down to a mere 10 cwt.

Burrough's Ford V8 Special clocked 6.9 sec. to win the Alexander Duckham Cup, while F/Lt. Mallock's Austin Seven did an excellent run in 7 sec., winning the 1,100 c.c. Daphey Trophy. Hutchison's V8 Allard made best performance over 1,100 c.c., while Sydney Allard, in an Allard that looked like an Allard, made the best showing by a Bristol M.C. member. Lawson's H.R.G., Johnson's 328 B.M.W. and Terry's Terryford V8 teamed up and duly won the Team Award. This trio also took the only 1st class awards, while Mansell (M.G.), C. C. Evans (M.G.) and Delingpole (H.R.G.) gained the 2nd class awards. The trial was notable for some good climbs by a "Chummy" Austin Seven driven by Siddall, the broken gearbox of Len Parker's V12 Allard, and the poor showing of C. A. W. May's 4/4 Morgan and the "specials," including Challand's cut-down Riley. Just like old times!

Observations on the Gregoire

IT was apt that when we journeyed to Grantham to test the Gregoire prototype we used a Fiat 500. The Fiat was a 1937 Cabriolet and had the C.R. raised to 7½, thereby improving engine efficiency, apparent in superior performance and m.p.g. figures. It was a good example of this successful model and revved briskly, giving, on all but the straight stretches, a feeling of possessing ample power for reasonably snappy travel. The hydraulic brakes were of the usual high standard of this system and roadholding and cornering of a high order. For the 112 miles we computed the petrol consumption as nearly 55 m.p.g. We achieved Grantham with little fatigue and looked forward to our testing on the following day. The Fiat had gone so well and impressed us so much that we were due to be severe judges of the Gregoire.

The premises of the Grantham Productions Co., Ltd., are modern, well built and spacious. One gains admission via a guard room and is carefully scrutinised by factory police. We asked Mr. Bleeney (Publicity Manager) if he would tell us more about the company's views 'on producing a sports car. He replied that they definitely intend to produce a sports model. The Gregoire chassis, he stated, does not depend for its rigidity on body-work. A light open two-seater body could be fitted and this would possibly give a weight saving of 40 lbs. He thought it possible that the company might sponsor a team of trials cars. Anyhow, Mr. Kendall is " Sport-minded," bemoaning, as he did recently, the loss of Brooklands. Then came our opportunity to test the Gregoire. This car is now so well known that a detailed specification would be tedious to readers. The all-independently sprung chassis follows Austin Seven layout, having two transverse springs for the front wheels. The rear wheels being controlled by single light alloy trailing links, each one tensioning a coil spring. The aluminium alloy castings (Alpax) used extensively are "the aluminium caster's dream of delight."

The suspensional problems of an ultra light vehicle are extremely delicate. With a weight of 10¾ cwt. and one up, approximately 4½ cwt. will be carried on the rear wheels, but this figure may rise to 7½ cwt. with three passengers on board. To produce a system of suspension capable of dealing with such a large load fluctuation and giving the required rate at either extreme was solved by the use of a coil spring in tension placed below and at a small angle off the longitudinal line of the trailing link. This angle off increases with loading and gives the desired spring rate.

The 4-seater bodywork had a cabriolet top. There were two entrances, the doors having a wooden frame covered with light alloy which was padded for sound damping. The windows, as on the Fiat, slid horizontally. The interior of the Gregoire is reminiscent of a light aircraft. The front seats had tubular frames and were of the simplest possible construction; none the less, they were comfortable. There is ample space in the back seats to accommodate our 6 ft. 2 in. The only parcel space provided was a small shelf behind the rear seat squab, available when the top is erected. A demonstrator drove for the first mile, explaining the controls. We then took over, getting away smoothly with the unaccustomed clutch. However, at first we did not have the same brilliant success with the gearbox. From bottom to second gear one tends to grate on the reverse cog. Furthermore, the ratio spacing between first and second gear seemed too great and the difference between second and third ratios too small. The gearbox ratios were : First 0.325, second 0.65, third 1, overdrive top fourth 1.28.

With a 7 x 40 back axle and using 400 x 15 tyres 12.2 m.p.h. represents 1,000 revs. in third gear. The tick-over was surprising, it being hard to discern if or not the engine was running.

In revving for " get away " a period is passed (some 600 revs.) which causes unpleasant vibration. This, however, is momentary and it is not experienced at any other rate of turn, though the engine does get somewhat rowdy if revved over 3,000 in bottom gear. Compared with the Fiat the engine pulls with a feeling of woolliness, unlike the brisk, free sensation obtained when a few revs. are indulged in with the Fiat.

In the Gregoire one has the impression of going slower than one really is. The Fiat gives the impression of being snappier than the Gregoire but is in actual fact considerably slower on acceleration, 10-30 m.p.h. requiring 21 secs. with the Fiat but could be achieved in the Gregoire in 15 secs. This, of course, is due to the fact that the Gregoire is a full cwt. the lighter of the two cars and develops two more b.h.p.

Best roadholding and cornering were found in the Gregoire. Its ability to get round corners in front-wheel drive style with one's foot hard on the accelerator was incredible. The ride was comfortable but not sloppy, if anything a little on the taut side. In spite of encountering some bad road surfaces there was at no time any evidence of loss of tyre adhesion to the road. The hydraulic front/mechanical rear braking system was both smooth and powerful.

Here we thought was the ideal basis for a perfect sports car for the impecunious enthusiast. It is stated that the power of the flat-twin engine is limited by the diameter of the inlet manifolding to 15 b.h.p. at 4,000 revs. Assuming that the crank and reciprocating parts have a customary high safety factor, it is reasonable to suppose that, with a 7 lb. boost, 25 b.h.p. would be forthcoming with reliability. Such a modified engine, in conjunction with 2-seater body-work having a total weight of, say, 10 cwt. with driver, should give a fairly creditable performance, being capable of 0-50 m.p.h. in 18 seconds with a top speed approaching 70 m.p.h.

Unless superchargers are soon to be manufactured at a price considerably less than their pre-war figure, it is unlikely this car will be marketed so equipped. It would be incongruous for a supercharger to cost more than half that of the rest of the engine.

A more practical suggestion would be to " hot-up " the standard unit, using two carburetters and the usual aids for increased power. In this fashion 20 b.h.p. should be obtainable without much difficulty at, say, 5,000 revs.

It is thought that the construction of the Gregoire should lend itself to the partial use of plastics. Some of the cast members could probably be formed in a laminated plastic (having a relative density of 1.3 against 2.67 of aluminium).

In considering this remarkable little motor car one is apt to forget, by virtue of its many finenesses, the fact that it is to be marketed at a price nearing £120 less than the standard Ford Eight.

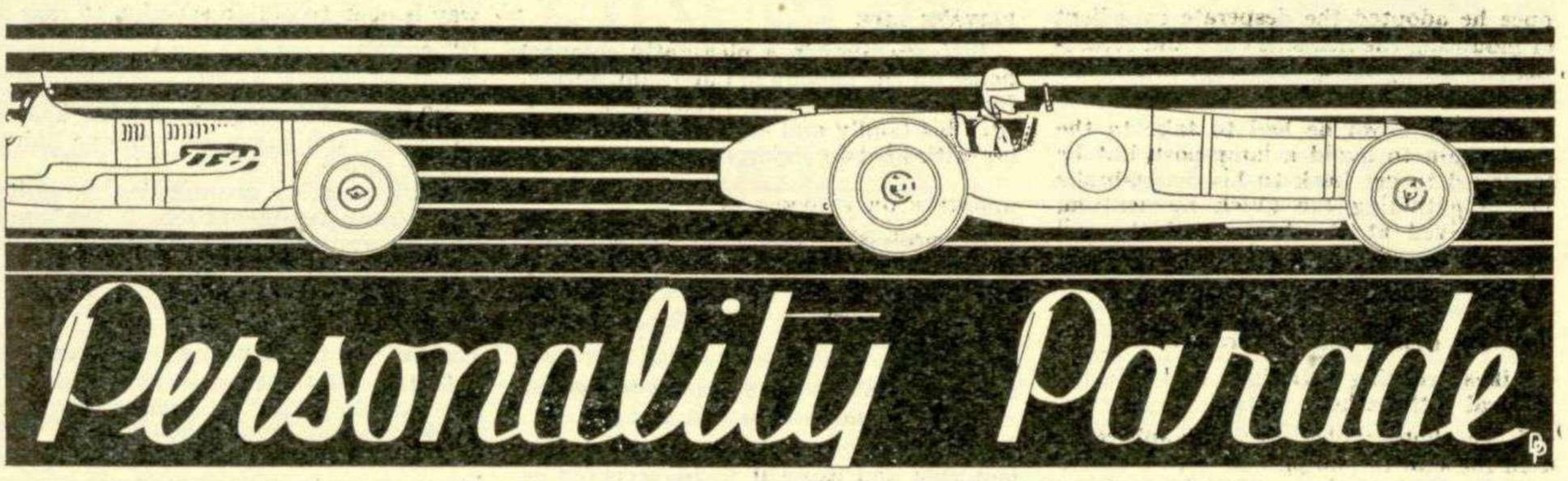
Whereas we have great faith in the reliability and longevity of the air-cooled flat twin, we feel that eventually the Americanised populace of the island race will demand the added smoothness of, at least, one extra cylinder.—D.P.

[I find the argument for three cylinders against flat-twin unconvincing. Does D.P. mean a radial or an in-line 3-cylinder and has he his balance data ready to offset the technical readers ?—Ed.]



STOP PRESS

Holland Birkett is looking after the 750 Club's Trial of April 7th, which is confined to open cars (of any size), and to which Sunbac, N. London, Harrow, Bristol and Hants and Berks clubs are invited. Interesting activities on War Office ground will occur, and there will be a timed test. Start : 1 p.m. from the " Foresters," Crookham, near Aldershot. Details from 3, Pondtail Road, Fleet, Hants. (Fleet 588.)



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

No. 4—L. M. Ballamy

MR. LESLIE BALLAMY does not only manufacture and modify sports cars but is, happily, sincerely interested in the Sport.

Always bright and optimistic, he is not bounded by the prevailing fashions in car-designing lore, but rather strikes his own way.

The success of his swing-axle front suspension speaks for itself, likewise the effectiveness of his numerous gadgets for Fords; also his neat supercharger conversions.

On the subject of engine tuning, Ballamy favours good power at low revs. and deprecates the idea of solely concentrating on maximum power/revs. output.

He is not interested in making an engine rev. above its economical piston speed (for wear and fuel consumption).

Power at excessive revs. has to combat high frictional losses detrimental to longevity and fuel economy.

Acceleration, roadholding and good braking are the important factors for English roads.

There are more designers who could produce a car with a high top speed than the above-mentioned virtues.

Ballamy is only interested in a car as a tractable road vehicle.

One result of the war has been to improve the reliability and efficiency of the blower, which have been developed for such purposes as pressurising cabins. In five years' time no manufacturer will consider an unblown engine.

ACHIEVEMENTS

1st, Prescott 1½-litre class, Type 37 Bugatti (with L.M.B. swing-axle f.s.), 1938.
Mid-Surrey Club Sopwith Cup, 1938. L.M.B. Special.
1st, 1½-litre class M.G. Abingdon-Abingdon Trial. L.M.B. Special.
Team Prize F.E.C. Xmas Trial, L.M.B.
Best Performance in F.E.C. Rally.
Several special awards in J.C.C. high-speed Trials, also has some place awards in J.C.C. two-lap handicap races at Brooklands.
Has gained an Award in every M.C.C. Trial entered, including premier in the Edinburgh and Silver and Bronze in Lands End and Exeter.

MOTORING ACTIVITIES IMMEDIATELY PRIOR TO THE WAR

Trial driving in his L.M.B. 1,100-c.c. Special ("Doodle-bug") which, of course, was chiefly Ford Ten with a Marshall blower, swing-axle front suspension and a hydraulic self-locking differential.

His favourite venues were the Brighton and the Mid-Surrey Sopwith Cup Trial.

MOTORING ACTIVITIES DURING THE WAR

Mostly Ford Eights.

FUTURE PLANS

Briefly he intends to produce two new models. One, using chiefly the smaller Ford component and a blower. The other is an entirely new conception at present shrouded in secrecy.

The L.M.B. is now undergoing overhaul to make it "trial worthy" and an overdrive is being fitted.

CARS NOW OWNED

"Doodle-bug."

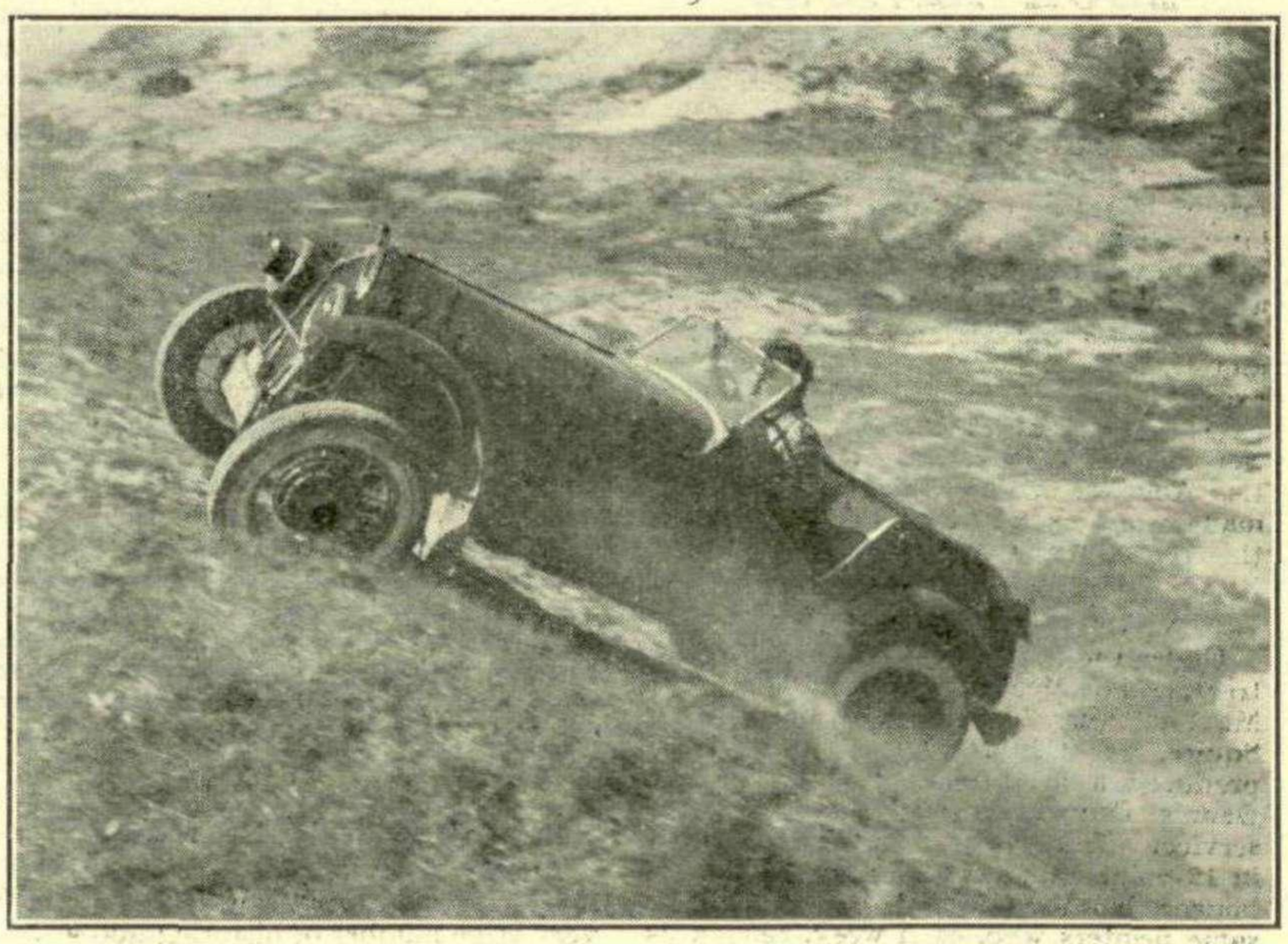
Lincoln Zephyr saloon (with swing-axle front suspension using duplex transverse springs both ends, i.e., two springs of equal length but with different periodicities).

MOST FRIGHTENING EXPERIENCE

L.M.B.'s horrific happening did not occur in competition, but after a Christmas party.

He was taking considerably more than the statutory number of passengers home in an Austin Seven saloon in the early hours. Fortunately he was in his normal state of sobriety.

Descending a steep hill at about 15 m.p.h. with brakes hard on, he found himself beginning to accelerate, on a road which was just a sheet of ice. At



Photograph depicts the L.M.B. Special on test, attacking a gradient of 1 in 2¾.

once he adopted the desperate expedient of mounting the nearside curb and retarding the car by using the hedge as a brake against the side of the body.

Halfway down he had to take to the road again to avoid a lamp-post, but he managed to get back to his hedge-brake before gathering too much momentum, and arrived at the bottom of the hill with his passengers in a complete state of nervous prostration.

HOBBIES OTHER THAN MOTORING

Likes reading Kipling and Burns. Musical with catholic taste.

Keen photographer, in which sphere he used his skill to photograph with a movie camera the behaviour of road wheels in action. Does not play golf but states he has a handicap of a wife and two children.

PRIVATE LIFE

Ballamy lives in a pleasantly compact house on the heights of Caterham, Surrey. He spends most of his evenings at home with his family and enjoys himself romping with his two children.

BUSINESS OR PROFESSION

By profession L.M.B. is an inventor. He is a director of Messrs. L. M. Ballamy Ltd., experimental engineers, a concern which embraces a research laboratory and two garages.

ANY SUGGESTIONS TO IMPROVE MOTORING AS A SPORT

The first thing to do is to legalise motoring and cause it to be accepted as an essential part of the national life.

Once this has been accomplished, the way is open to obtain sanction to race on the roads.

Motorists should not be regarded as a criminal class.

Whilst public regard remains against motoring, any move to improve things will be futile.

With motoring an accepted necessity, if a strong representation of the Sport were to approach the proper authorities and put it that the lack of motor racing was affecting national prosperity, it would be a different story.

ADVICE TO THE LESS EXPERIENCED

L.M.B. does not generally presume to give advice, admitting that he was never good at taking it himself.

Most of the things he knows have been learnt through bitter experience.

His motto—" Bite off more than you can chew and chew it."

FURTHER ALLARD SUCCESSES

K. Hutchison wins the Colmore and Moss Trophies

K. Hutchison, back on pre-war form, won the Colmore Trophy with his V8 Allard. The famous Sunbac Trial was run off under snow and Laverton and Kineton hills proved to be real "stoppers." In the timed test Hutchison tied with Newton's 1½-litre H.R.G., with a time of 17 sec. The Club Team Trophy was won by Allard, Hutchison and Price, the former with their Allards and Price with a V8 Ford. Lund's blown PB M.G. took the Rhode Cup, Evans's now-famous "Ophelia" the Shell Cup, and Allard the Bernard Norris Cup. The sole first-class award was won by Delingpole's 1½-litre H.R.G., while Price and Mansell (blown 1,292-c.c. M.G.) took second-class awards.

A whole host of the 53 starters gained "thirds":—Butler's V8 Butler-Special, Newton's H.R.G., Terry's V8 Terryford, Bold's Riley Nine, Burroughs's V8 Ford, Pollock's Frazer-Nash, Goodall's 4/4 Morgan, Challands's Riley Nine, Morrish's blown P M.G., Scales's M.G., Lawson's H.R.G., and Birkett's special Austin Seven. A good trial and return of one of the classics.

ALL THE WINNERS

We have been getting a spate of trials. The Harrow C.C. revived its Moss Trophy Trial and K. Hutchison's Allard proved the winner, over a snowy course. He was the only one of thirteen competitors to climb Seagrave's Farm and Hellacre Wood and was fastest in the acceleration test. Price's old V8 Ford gained the Cullen Cup and Murkett, Pentony and Frey, driving M.G.s, took the remaining awards. In the 750 Club's trial, again run in snow, fifteen cars ran. Only two finished, Yeats's Austin Seven taking the under-750-c.c. award and Parker's Allard the over-1½-litre prize. Then, in the Sheffield and Hallamshire M.C. Shann Cup Trial, consisting of driving tests, Flather's B.M.W. made best performance, Harrison's Riley "Sprite" being runner-up of the open cars and Jepson's Chrysler scoring amongst the saloons, with May's Fiat 500 as runner-up, by way of contrast.

BOOK REVIEWS

"Floyd Clymer's Historical Motor Scrapbook—No. 3." (*Clymer Motors*, 1.50 dollars.)

Clymer has brought out his third general "scrapbook." It is as thick as former issues and contains just as much interesting matter, ranging from the very early days to the nineteen-twenties, with a sprinkling of moderns thrown in. Motor-cycles are given plenty of space and this book, of 224 pages, is another excellent cross-section of motoring history, particularly that of the States. Copies can be had from 2125 W. Pico Street, Los Angeles, 6, California, and payment made when exchange of money between this country and America permits.

* * *

"Why Dennis — And How"

Under the above title Richard Twelvetrees, A.M.I.Mech.E. (he was Editor of MOTOR SPORT 20 years ago), and Pepys Squire, of Dennis Bros., Ltd., have produced a most readable book on the Dennis Company's 50 years of active service. This book, beautifully printed in 12-point Monotype Plantin on Winterbourne hand-made laid paper by the same printers who, each week, refresh us with the *Model Engineer*, is not on sale to the public. We hope, however, that the more deserving libraries will get copies, for much of technical interest is absorbingly told in this work. In the early days Dennis cars competed in the T.T. and in trials and observed runs, and, of course, a 20-h.p. Dennis won the Dewar Trophy in 1906 with a 4,000 mile R.A.C.-observed run. Since 1913 only commercial and public service vehicles have been made and this book gives some most interesting facts concerning the development of different models. Dennis's part in the war is not overlooked and we learn of a whole host of invaluable equipment which poured out of the Guildford factory, not forgetting the "Churchill" tanks, of which some 700 were built.

This publication strikes a most ambitious note and Mr. Pepys Squire deserves warm congratulations. We await similar histories which are promised of the Daimler and Wolseley companies with all the keener anticipation after the enjoyment afforded by the Dennis book.

* * *

"De Havilland Gazette"

Another very fine work is the revived *De Havilland Gazette*, which contains a very large number of historic photographs and gives a history of the de Havilland Aircraft Co. from 1908, when Geoffrey de Havilland decided that he must construct a flying machine. Photographs of many of the early D.H. aircraft are shown, and there are interesting statistics about the Company's recent war effort, not forgetting its 1914-18 war effort, and altogether this *Gazette* represents a truly remarkable six-pennyworth.

OBITUARY

With deep regret we learn that Alan Fisher has died in a German hospital following an air crash in which he broke his back. Fisher was one of those quiet folk of whom no one knew very much of his achievements outside his circle of intimate friends. But he was a very skilled and painstaking aeronautical engineer who contributed much to the war effort in connection with aero-engine research at the R.A.E. He got quite exceptional results from his own cars, a Raleigh and a Fiat 500, had owned almost every sort of car and motorcycle from an old Scripps-Booth onwards, and was rebuilding a f.w.d. Tracta coupé very carefully indeed. Such persons can ill be spared. We extend our deepest sympathy to Mrs. Fisher, herself a keen motorist.

SIDESLIPS

by

"BALADEUR"

"Baladeur" hides the identity of one of our most notable motoring historians and veteran car enthusiasts. So we are very pleased that he is now able to resume those "Sideslips" which so many people found absorbing before the war.—Ed.

I REMEMBER walking one winter's day about 30 years ago along a rather gloomy London street in the neighbourhood, unless I am mistaken, of Paddington Station. Not that there was anything very remarkable in that: the world was indulging then in one of those "sideslips" like the one it is trying to pull out of now, and if one had occasion to travel to the West of England one was under the regrettable necessity, as a rule, of going to Paddington Station. There is not the slightest reason, therefore, why I should remember that particular walk on that particular gloomy winter's morning, if it were not for the fact that my eye happened to light upon a closely shut and bolted garage door on which was written, as large as life, "Automobiles Th. Schneider."

My acquaintance at that time with automobiles, whether of the marque Th. Schneider or not, was strictly limited, and the notice on the door came as about as much of a shock to me as if, I suppose, I had been a pedestrian in Berlin suddenly confronted with the legend "Thos. Taylor Motor Cars." Admittedly the garage door was firmly shut and the offending notice badly needed repainting; but here, suddenly, was evidence, or so I thought, that, within a stone's throw of Paddington, Germans before the war had had the effrontery to keep their motor cars. Presumably if the notice had said "Mercédès" instead of Th. Schneider I should long ago have forgotten all about the incident!

Actually, of course, the firm of Th. Schneider had got rather less to do with Germans than had, say, Daimler. But even when I learnt this I still remembered that locked garage door, not because of its supposed connection with Germans, but as a symbol of an era that ended in 1914. Motoring got going again, of course, after the Kaiser war, but the continuity of its history had been broken and, although for a time we did not realise it, even the history of motor racing no longer centred as it had before around the history of the Grand Prix and the Coupe de l'Auto. Motor sport will get going again, no doubt, after the Hitler war, when they give us a little more petrol—unless, of course, what we really need is paraffin, and *Baladeur*, at his time of life, has got to set about understanding gas turbines. But it will be different, somehow.

At which point, although it involves a deadly sideslip from the theme of Th. Schneider which I was intending to pursue, a personal note can hardly be avoided. *Baladeur*, after wasting I don't know how many inches of good MOTOR SPORT paper, made positively his last appearance as a motor journalist more years ago than he cares to remember. He was, so to speak, well and truly laid up at the back of the garage, under a large metaphorical dust sheet. The last thing his owner had in mind was ever to put him on the road again, ever, that is, until he received so kind and unwarrantedly flattering a letter about his past performance from the Editor of this paper, that he really could not but make the effort. Removal of the dust sheet revealed that poor old *Baladeur* is not what he was: the steering gear had never been of the best, but what was worse, the metaphorical dust sheet had not prevented the accumulation of an astonishing covering of metaphorical cob-webs. He had in fact almost forgotten how to work. Well-tuned readers of MOTOR SPORT will doubtless catch him out at every other corner; but in case there are any other veterans who share the Editor's unaccountable predilection for the "Sideslips" of the past, I must make it clear that it is the same *Baladeur* who takes the road again.

All of which is completely off the Th. Schneider road which, it may be remembered, we were supposed to be following. It was, of course, absurdly ignorant of me, 30 years ago, not to know that the home of Th. Schneider was no nearer Germany than Besançon (or, incidentally, that with France at war, the company was doubtless pretty busy making other things than motor cars. In any case, I prefer to remember that Besançon is the centre of the clockwork industry, which is perhaps what attracted the first Schneider).

If I had been following motor racing in the pre-war years, too, I should have known quite a lot about the Schneider cars, which played a reasonably prominent part just before the fall of the curtain. Admittedly the beginning of the story, if it did begin with the Coupe des Voiturettes of 1909, was rather obscure. "Nothing could be ascertained," said the *Autocar* reporter who attended the race at Boulogne, "concerning the Renault-Schneider, of which only one turned up at the last moment, and it had to be adjusted on the road just previous to the race." It seems, however, to have had a 4-cylinder engine with a bore and stroke of 65 x 140 mm., the same dimensions as those of the Hispano-Suizas which were afterwards so successful and became the prototype of the famous "Alfonso" model.

But in 1909 the 4-cylinder voiturette could not live with the racing "single" and the winner was a Peugeot with a bore of 100 mm. and a stroke of 250 mm., which was nothing if not impressive. The impression it made on the *Autocar* reporter was not, however, a favourable one. "These abnormal engines," he remarked, "have to be driven by highly specialised professionals. While going they propel the car like a shot from a gun, but if they should stop it takes minutes to start them again." Also a job, one imagines, for a highly specialised (and courageous) professional; but for all that I have a sneaking desire for that Lion-Peugeot with which Guippone came home first at Boulogne.

As for Koechlin's Renault-Schneider, "adjustments" seem to have been required after, as well as before, the start of the race and nothing much more was heard of it. Schneider, too—if this was Th. Schneider—was apparently discouraged and there was no sign of the marque in the races of 1910 or 1911. Instead the Besançon factory started turning out a 12-h.p. 4-cylinder car of 70 x 110 mm. bore and stroke, which by 1911 had grown into a 14-h.p. of 80 x 130 mm. and by 1912 into a 14-h.p. of 80 x 140 mm. Thoughts were turning again now towards the *voiture de course*—again, that is, if the Renault-Schneider of 1909 had anything to do with the Besançon firm.

In 1912 the race for the Coupe de l'Auto, with a 3-litre capacity limit, was to be run in conjunction with the Grand Prix race at Dieppe, and at the Schneider works they got going on the design of a special racer, with a bore and stroke of 80 x 149 mm. I have always thought, incidentally, that it is one of the perversities of mathematics that the nice "tidy" dimensions of 80 x 150 mm. should bring the capacity of a 4-cylinder engine just over the 3,000 c.c. limit. But that, of course, is by the way; very much by the way, as it happens, because when the two-day race started on June 20th, 1912, the Th. Schneider racers had not been completed. All the same it seemed a pity to be entirely left out of it, and so a couple of standard 14-h.p. cars set out on the long journey. This, hardly surprisingly, had little effect on the Sunbeam success in scoring a 1, 2, 3 British victory, but one of the Schneiders followed them in, finishing fourth out of eight in the Coupe de l'Auto, which was not bad going for a standard model.

And by September the racers were ready; ready, that is, in time for the 3-litre race run at Le Mans by the Automobile Club de l'Ouest and called the Grand Prix de France in order that things should be made as confusing as possible between this race and the Grand Prix de l'Automobile Club de France which had been run at Dieppe. Moreover, all the famous marques were there to compete. There was Peugeot, the winner of the big car race at Dieppe; there was one of the old long-stroke Hispanos of the limited bore regulation days, with the cylinders bored out from 65 to 68 mm., and a stroke of 200 mm.; there was Koechlin, the driver of the 1909 Renault-Schneider, with a 2-stroke car called after himself, and a couple of Côtes, apparently with similar engines; there were two of the Alcyons whose steering had been criticised at Dieppe; a couple of Vinots, a Picker-Janvier with five speeds, and, for old time's sake, a single-cylinder Crespelle, 104 x 213 mm., driven by M. Crespelle himself.

The Schneiders, or at least one of them, apparently had sleeve-valves, but they went remarkably well and in the end Champoiseau's finished second to Zucarelli's Peugeot at 62 m.p.h., with Croquet's sister car fourth and Nicodemi's sixth. Jaubert's, the only one that

seems definitely to have been of the sleeve-valve variety, broke its magneto chain and thus disappeared pretty soon from among the leaders.

The next year, 1913, Th. Schneider decided to try for the Grand Prix itself. The race, which was run over a course near Amiens, was on a limited fuel basis, the standard set being about 14 miles to the gallon. This, if it did nothing else, set the manufacturers a pretty problem. The Italians, whose 14-litre Fiat had only been beaten by the Peugeot the year before—and which might have won if it had had detachable wheels—were still inclined towards something big. A fuel consumption limit did, of course, make a difference, but the utmost concession that the builders of the Italas for the 1913 race would make was to reduce engine capacity to 7,853 c.c. M. Mathis, on the other hand, whose 1,843 c.c. car of 1912 had been so light that it had had to compete in the unlimited instead of the 3-litre class at Dieppe, would make no greater concession in the other direction than to increase the capacity of the 1913 racer to 2,154 c.c. (He may, incidentally, have congratulated himself in the end on his insistence on lightness. "Weight's the enemy," he used to blazon forth in his advertisements, a sentiment which must have so completely won the sympathy of Henry Ford that I have always thought the Matford must have owed to it its origin.) Sunbeam, thoroughly satisfied with the performance of its 1912 3-litres, decided to add a couple more cylinders, tidy up that odd millimeter in the stroke, and produce an 80 x 150 mm., 4,523 c.c. engine. In general, however, a 4-cylinder of five or six litres capacity was favoured, and the 96 x 190 mm. (5,500 c.c.) Schneider approached pretty closely to the 100 x 180 mm. (5,654 c.c.) Peugeots.

The appearance of the former cars, however, was rather remarkable. The radiator, as I think on previous models, was behind the engine (was this the Renault contribution to the Renault-Schneider ?); but the bonnet was more or less streamlined into it and two oval apertures, protected by strong wire gauze, were cut in its front. Four cars started, driven by Champoiseau and Croquet, whom we have met before, Gabriel, on the subject of whom I am sorely tempted to sideslip again, and Thomas. (Was this, I wonder, Réné Thomas, the inventor of the flexible steering wheel which brought so much joy to so many ?) They were said, these Th. Schneiders, to be easily the best at negotiating the corners by the tribunes, and three out of the four of them finished, which was no mean performance in a race where twenty cars started and nine fell by the roadside.

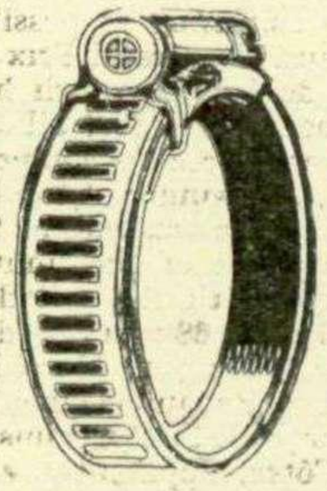
The next year it was Lyons, and the curtain was just about to fall. The fuel limit had been abandoned now and, instead, engines were restricted to a capacity of 4½-litres. It was necessary, as far as Th. Schneider was concerned, to reduce engine size by a litre, and it was done by clipping 2 mm. off the bore and 30 mm. off the stroke, giving dimensions of 94 x 160 mm. and a capacity of 4,441 c.c. There were four valves per cylinder, overhead, I fancy, but I have never seen so much as a picture of the engine, and a 5-speed gearbox, with a direct drive of 3 to 1 on fourth. Externally the cars looked much the same as the 1913 racers, but actually the radiator, sloping backwards in most modern style, was now at the front instead of the back of the engine.

Three cars started with Champoiseau and Gabriel as before and Juvanon as the new member of the team. But even now I can hardly write without emotion of the Grand Prix race that was run on July 4th, 1914. Think of it! Mercédès first, Mercédès second and Mercédès third; and one month later German armies sweeping through Belgium into France, ringing down the curtain on the Augustan age of automobilism. Champoiseau's was the only Schneider to finish in that most dramatic of all motor races; but even so that locked and faded garage door ought to have meant something more to me than it did mean thirty years ago.

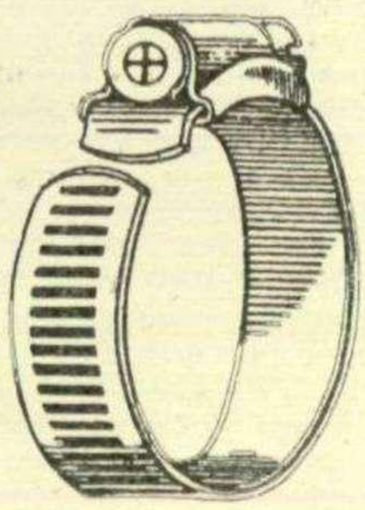
All of which, however, is a complete sideslip from the route I proposed to follow when I began this article, because I intended to reach Paddington Station, as I have had to do all too often these last six years, to derive what cheer I could there from inspecting the locomotives and to reflect on the Serpollet steam carriages of the real pioneer days of motoring. But space, the Editor tells me, is not unlimited and all that must stay over for another time.

JUBILEE WORM-DRIVE CLIPS

THE BEST POSSIBLE TO GET



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



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

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

STOCKED BY ALL GARAGES & ACCESSORY DEALERS

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

Improving Induction Efficiency

Commander Charles Featherstone, R.N., describes a successful experiment with a " 12/50 " Alvis.

FOR part of the war I was driving a 1931 " 12/50 " Alvis over the length and breadth of England and have nothing but praise for its unfailing reliability and ability to cover the ground quickly. Good though the performance was, I always felt, however, that the standard inlet manifold caused a considerable loss of efficiency and power. For the benefit of those who are not familiar with the standard Alvis induction system, the carburetter, a Solex updraught 30 MOV, is fitted low down, with air-inlet masked to some extent by the starter motor. There is then a vertical riser of about 8-in., during which heating is introduced from the exhaust manifold. The riser connects at the top with a horizontal tee-piece running fore and aft which has sharp right-angle bends to the forward and aft pairs of cylinders. The objections to this manifold are :—

1. The gas has to make three very sharp ninety degree turns before it enters the cylinders.
2. The manifold is a casting and therefore rough inside, impeding the passage of the mixture.
3. Some unequal distribution of gas is suggested by the uneven exhaust note at speed.
4. Masking of the air-inlet prevents maximum power.

Now, with any given engine, other things being equal, the power developed is dependent upon the amount of air that enters the cylinders through the induction system. With normally aspirated engines, therefore, the easier and straighter the path of the air, the more will enter the cylinders and the better will be the distribution.

The " 12/50 " Alvis has an overhead valve engine with ports so arranged that the charge enters horizontally—also 1 and 2 cylinders and 3 and 4 cylinders each share a common port. This, therefore, appeared to call for a horizontal induction pipe and horizontal carburetter to give the easiest passage of gas. (*See* 2 *and* 3 *of Appendix.*)

The order of firing is 1, 2, 4, 3, and it seemed that considerable improvement should be possible by making up a Y-type manifold with fairly long branches so as to give the gas an easy alteration of direction from a centrally-mounted carburetter to each pair of cylinders. At the same time, the amount of available room under the bonnet must be considered and in this case was a limiting factor.

The first step was to find a suitable carburetter and, by a piece of good fortune, I was able to pick up a 30-mm. S.U. complete. It should be noted that the float chamber should be ahead of the choke tube so as to give a slight enrichment of the mixture when hill climbing, which helps to cool the engine.

The inlet manifold was then designed. The points to note are :—

1. The internal diameter (1 3/16-in.) is critical, as obviously it should be the same as that of the carburetter bore and inlet port on the engine. These are 30-mm., but 1 3/16-in. is as near as makes no practical difference. This is an unusual internal diameter of pipe but can be obtained. In my case I was able to obtain a length of solid-drawn, mild-steel boiler tube.
2. The material can be mild steel, copper or brass, depending upon what is available.
3. The manifold is sufficiently strong to support itself and the carburetter without additional staying.
4. If a welded construction is adopted, all internal roughness should be smoothed out with riffler files or other suitable devices.

It will be noted that no heating is incorporated. There were two reasons for this, viz. :—

(*a*) Any heating increases the specific volume of the gases and therefore reduces the weight of gas induced per stroke and thus the power developed.

(*b*) To introduce a hot spot calls for a casting, with its attendant high cost for " one off " and rough interior finish. (*Note.*—Welding can be employed but is apt to introduce distortion.) (*See also* 4 *of the Appendix.*)

The manifold was made up for a very reasonable sum by Messrs. D. Bilton and Sons, of North Shields, who have intimated that they are willing to make up others if required.

As regards the standard manifold, there are two alternatives available :—

1. If of the pattern prior to about 1928 with inlet and exhaust manifolds cast in one piece, the inlet branches and induction pipe from carburetter must be sawn off or otherwise removed.
2. If of the later pattern, the top of the inlet manifold is detachable and should be removed.

Some difficulty will undoubtedly be encountered in fitting up the accelerator control. It was finally arranged by a bracket 5 in. high secured to the crankcase, and at the top of the bracket was mounted a bell-crank with 2-in. arms, which changed the near-horizontal of the rod from the accelerator pedal to a vertical motion suitable for the carburetter throttle. Various control rods, ball-and-socket joints, etc., were obtained from a local car breaker.

It only remains to add that when finally fitted up and the carburetter tuned, the results far exceeded my expectations, as detailed under.

1. *Starting.*—Very easy indeed. The S.U. seems to be the best starting carburetter I have yet met.
2. *Acceleration.*—Improved out of all recognition.
3. *Maximum speed.*—Considerably improved. No opportunity has yet arisen to try it out, but 60 m.p.h. can be reached and held with ease, even with a heavy saloon body.
4. *Hill climbing and top gear performance.*—Both considerably improved. Hills which could barely be climbed on top before are now climbed with comparative ease.
5. *Exhaust note.*—Much more even and regular.
6. *Fuel consumption.*—About 28 m.p.g.
7. Generally, the engine runs much more sweetly and smoothly with much more power available and also tends to run cooler. The difference has to be experienced to be believed and the car handles more like a 15-h.p. car than a 12-h.p.

In all fairness, however, it must be stated that, as was anticipated with no preheating of the mixture and also due to the valve timing overlap, the engine spits back until thoroughly warm, and, even after a downhill run with the engine idling or being driven by the car, there still remains a tendency to spit back on opening up. However, temporary mixture adjustment is easy with the S.U. This is the only possible disadvantage and I certainly do not intend to return to the original lay-out.

APPENDIX

1. Needle in use—CO.

2. Greatest induction efficiency in this type of engine will undoubtedly be given by two carburetters feeding direct into each inlet port through short, stub inlet pipes. (This was the system adopted by Alvis in their " 12/60 " model.) But two carburetters introduce many complications as regards tuning, maintenance and fitting. To get the best results with two carburetters, it may be necessary to use complicated devices such as exhaust gas analysers, cylinder head temperature thermometers, etc., so as to ensure that each pair of cylinders develops the same power at various throttle openings, while the difficulties in maintenance and fitting, and keeping the two carburetters synchronised are obvious. Two carburetters were ruled out for these reasons alone, but in addition the first cost is greater and economy is not so good due to the doubling of carburetter " stand-by " losses.

3. Carburation is theoretically improved with a horizontal carburetter, due to good pulverisation of the fuel as the air stream passes at right angles over the top of the jet.

4. If any manifold heating is desired, a suggested method is to wedge copper gauze (" pan scrubs " are very suitable !) between the inlet and exhaust manifolds and to bind round with asbestos tape.

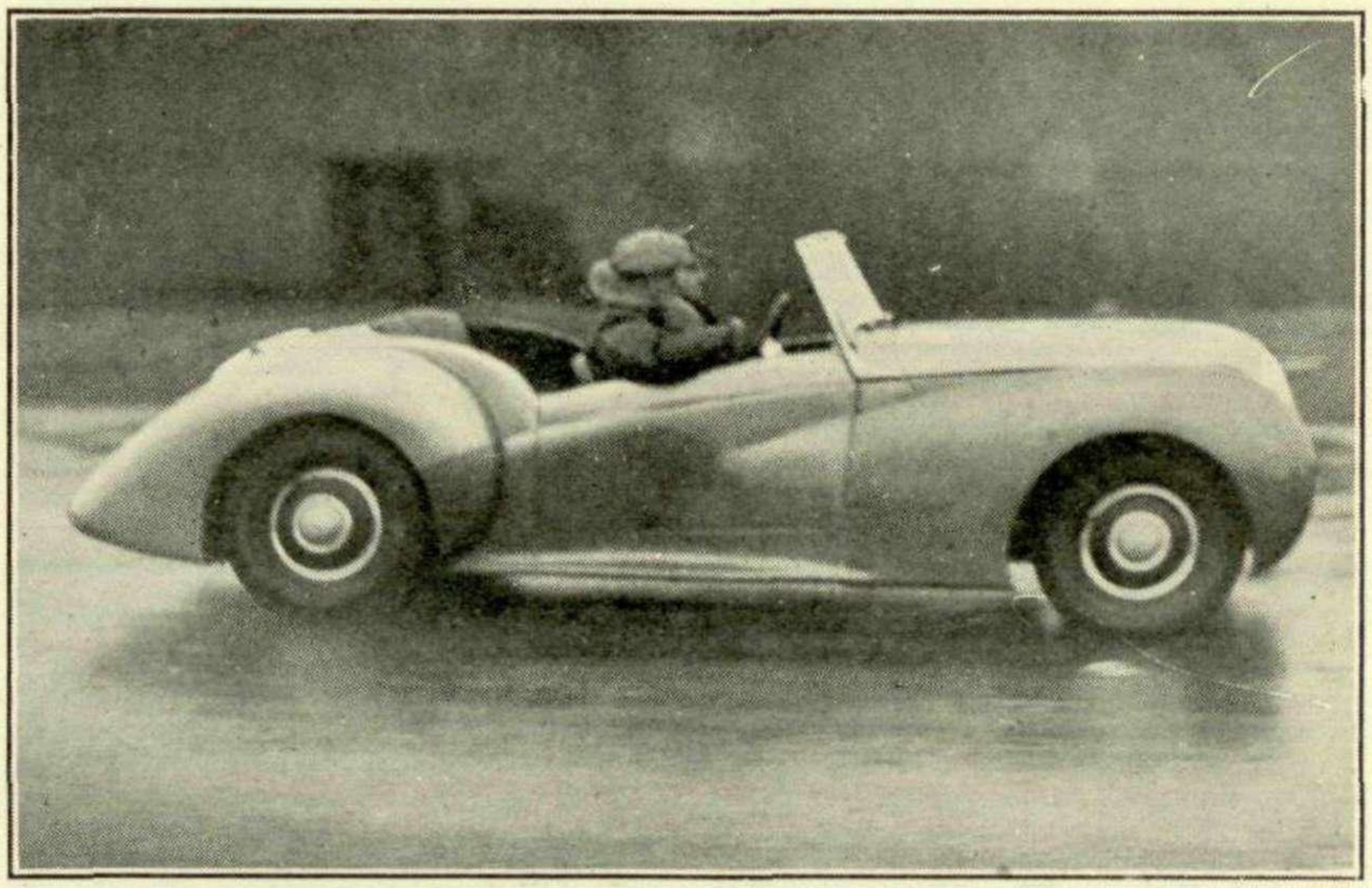
5. Unquestionably the greatest overall breathing efficiency would be obtained by also redesigning the exhaust system so that it leads straight to the rear with slight curves and thus avoid the present 180 degree turn which, although easy, must introduce some back pressure. This, however, is impracticable in the standard car as, due to the particular design of engine and the method of securing it to the frame, an external exhaust pipe is required.

6. A hole may be necessary in the bonnet to allow free ingress of air to the carburetter.

THE NEW 2.4-LITRE HEALEY

Donald Healey, who was once so closely associated with fast Triumphs, and who was a great Monte Carlo Rally exponent, has decided to manufacture a car of his own. In the 2.4-litre Healey he would seem to have "got something." Lots of people regret the passing of the vintage-type car and do not quite know what will take its place. The answer seems to be streamlined moderns, the low frontal area of which will enable designers to combine high gearing and extreme performance, two very desirable factors. Working to this end, Healey built an experimental car. We saw it accelerating vividly away from an hotel in Kenilworth and imagined we had seen a new Standard. We hadn't: We had seen the 2.4-litre Riley-Healey.

Putting a "Big Four" Riley engine into a special chassis, Healey claims to have achieved a car weighing 19 cwt. in open form and 20 cwt. as a saloon, and developing 100 b.h.p., able to reach 60 m.p.h. from rest in 10 sec., 70 in 16 sec., 80 in 28 sec., and to clock 19 sec. for the s.s. ¼ mile. The chassis is entirely special, with trailing-link, coil spring, independent front suspension and a normal rear axle sprung on coil springs. The wheelbase measures 8 ft. 6 in., the track 4 ft. 5 in. front and 4 ft. 6 in. rear.



The new Healey 2.4 at speed on the perimeter track of an airfield with Donald Healey at the wheel. On a trial run speeds approaching 100 m.p.h. were attained.

The gear ratios are really high: 3.5, 4.96, 7.54 and 12.76 to 1, and the Dunlop disc wheels carry 5.75 in. by 15 in. E.L.P. tyres. The fuel tank has a capacity of 16 gall. The open 2/4-seater body, wind tunnel evolved, has very advanced lines, with bulbous wings covering the wheels and a bonnet fairing which incorporates Lucas headlamps concealed beneath flaps which rise as the lamps are switched on, two built-in pass lights and flush-fitting side lamps. The steering geometry has been very carefully laid out and braking is Lockheed hydraulic. The Healey is certainly one of the most outstanding moderns, and should comfortably exceed 90 m.p.h. The saloon is equally advanced. We look forward to a road test of this well-known competition driver's product.



AN INTERVIEW WITH FELIX SCRIVEN

FELIX SCRIVEN raced at Brooklands in the "Outer-Circuit" age and competed in speed trials and hill-climbs when such events happened in great profusion on public roads every summer week-end. Feeling nostalgic for the "good old days," we asked him to grant us an interview, which he readily agreed to do, at the same spinning mill in Bradford where his famous Austin Twenty "Sergeant Murphy" came into being a quarter of a century ago.

Mr. Scriven ranks as a pioneer motorist, having ridden in pre-1900 Benz cars in their heyday and recalling what must have been one of the earliest motoring-camping holidays—to Iceland in 1903 with a De Dion to see the Gordon Bennett race. He grew up steeped in automobilism, as it were, and did some motor-cycle racing before the Kaiser War. After the Armistice in 1918 Scriven decided to turn to car racing. The Austin Motor Co., Ltd., was approached, and Scriven was offered a special Austin Twenty guaranteed to do 70 m.p.h. He requested a number of additional modifications of his own, and eventually Austin's agreed to incorporate some of these, withdrawing all guarantee as to speed. This Austin Twenty actually did 85 m.p.h. on the Track, when standard models, somewhat tuned, were doing about 66 m.p.h.

Scriven entered for the 1921 B.A.R.C. Easter Meeting and won the 75-m.p.h. Short Handicap so easily that another entrant registered a protest and he was called before the Stewards and asked to verify the details on his entry form. A somewhat heated argument followed, and Scriven insisted on returning to his paddock bay, lifting the cylinder head and making the officials check the dimensions of his engine before he left for Bradford.

The secret of the success of the Austin was very careful engine assembly. The 4-cylinder 95 by 127-mm. (3,610-c.c.) engine had its pistons and connecting rods balanced very carefully indeed. Two carburetters were tried, but these showed no improvement over a single carburetter on a special inlet pipe. Scriven did not like carburetters with a complicated air flow to the choke. Rudge centre-lock wire wheels were substituted for the standard artillery wheels, at a cost of some £70, and these carried 820 by 120 covers, although later 880 by 120 covers were used at the rear—a small enough section in all conscience for the speeds attained. The rear-axle ratio was raised from 3.93 to 1 to 3.18 to 1. The car was otherwise virtually standard, with first a 2-seater and later a 4-seater body, the latter as light as the former and resulting in no loss of performance. Originally red, Scriven later had the car painted blue. It sometimes ran with the radiator cowled, but later this cowl was discarded. Wishing to carry two mechanics as well as his passenger down to Brooklands, Scriven hit upon the bright idea of obtaining a large packing case. In this he would pack the detachable decking that normally covered the rear seats and the car's streamline tail, also many tools and spares, and despatch the case to his hotel near Weybridge some ten days in advance of a race meeting. The detachable tail carried two Palmer tyres at an angle of 90 degrees to each other and two more Palmer tyres were carried on the car, these being used on the Track.

After Scriven's Brooklands win, Capt. (now Lt.-Col.) Arthur Waite decided to race a similar car, using many of the ideas originally suggested by Scriven. This car, with single-seater bodywork, also appeared in 1921, and from it was developed a sports version of the Austin Twenty, one of which was officially timed to achieve 80 m.p.h. at Brooklands, carrying four persons.

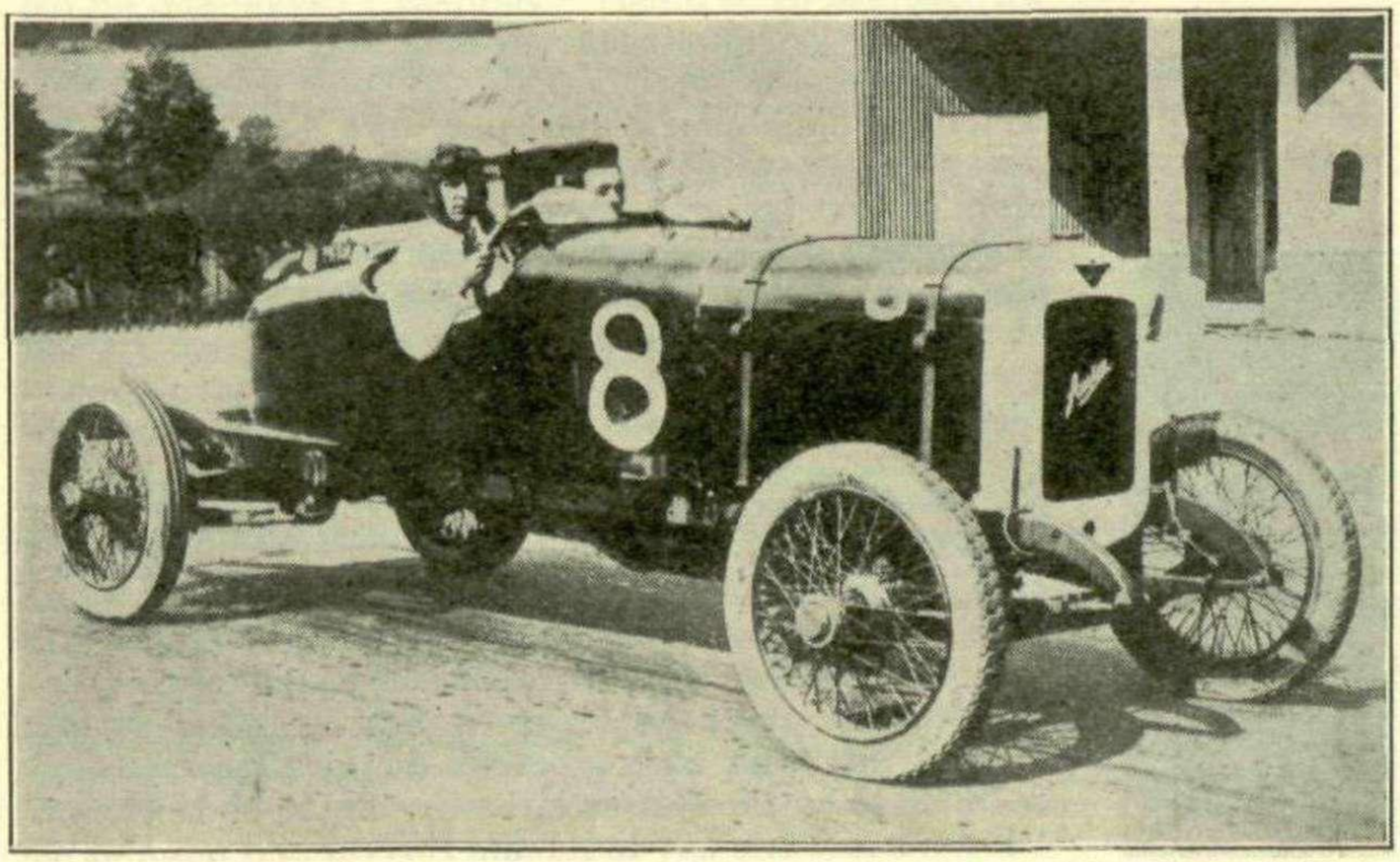
When Waite's car began to get cracking, Scriven naturally sought to increase the speed of his own car. Capt. Frazer-Nash worked out a new valve-timing, as Scriven had formerly used normal timing, although the camshaft had given a high lift. Building up a standard camshaft with solder until the correct timing was attained, Scriven then asked Laystall's to reproduce it; they made an excellent job, and the new camshaft was fitted. In this form, and still with 4-seater bodywork, "Sergeant Murphy" lapped at 94.99 m.p.h., the fastest lap ever made by an Austin Twenty.

The Austin was used consistently for competition work from 1921 until about 1927. Its last Brooklands win was at the 1925 Whitsun Meeting, when Scriven finished first in the 90-m.p.h. Short Handicap at 87.71 m.p.h. The car also did well in trials—as we write we have before us a picture of it climbing Mytholm in the 1925 300-mile, two-day sealed-bonnet trial organised in the North by the *Daily Dispatch*. It was eventually sold to a Bradford breaker for £25.

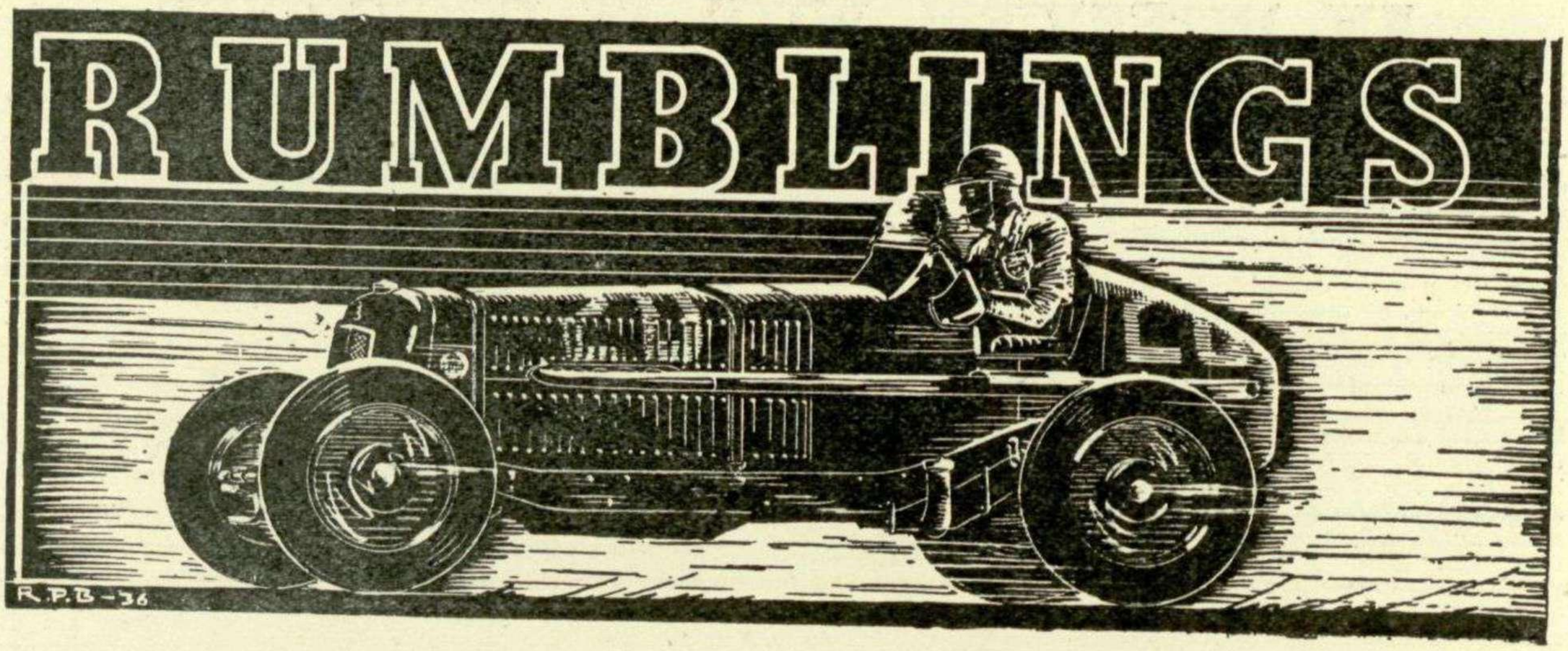
About 1925 Scriven decided to build a special car for Brooklands work. This employed a very low, completely-underslung chassis, using "30/98" Vauxhall side members braced by tubular cross-members, special care being taken to obtain a really rigid structure. At first a Sage engine of 2-litres capacity was used, having six separate cylinders and o.h.c. valve gear. This engine was designed about 1919 by two R.A.F. engineers, but was too lightly constructed for reliability, and it was always stripping its timing gears, etc. Scriven sought the advice of Parry Thomas, and the great man offered him the engine from his single-seater Thomas-Special, for which he had no further use. It came with two different crankshafts and sets of pistons, giving alternative capacities of 1½ or 1¾ litres. Scriven put this engine down on his B.A.R.C. entry forms as a Peter Hooker, as this firm had built it for Thomas. He subsequently learned that "Ebby," in casual conversation with Thomas, had asked where he got his engines built up and, not thinking, Thomas had murmured the name. Scriven's handicap was, therefore, never good, but he gradually improved the car, gaining his reward at the 1926 Summer Meeting, when he won the 90-m.p.h. Short Handicap at an average of 90.22 m.p.h. The car was now known as "No, No, Nanette," whereas formerly it was "Mother Goose," because it was "stuffed with Sage"! It was exceedingly low hung, with disc wheels and a very neatly streamlined 2-seater body, using a sloping, fully-cowled radiator.

Wishing to run in a 100-mile handicap later in 1926, Scriven had an extra fuel tank put in the tail of the car. He returned from a holiday and, with no time to inspect the work, set off for Brooklands. It was a very hot day, but going into Bawtry he became suspicious of a prickling feeling on his neck and, looking round, found 30 ft. of flame streaming aft—the new tank had collapsed. As he slowed, the flames came up into the cockpit and he had to jump off before the car stopped.

Continued on page 79

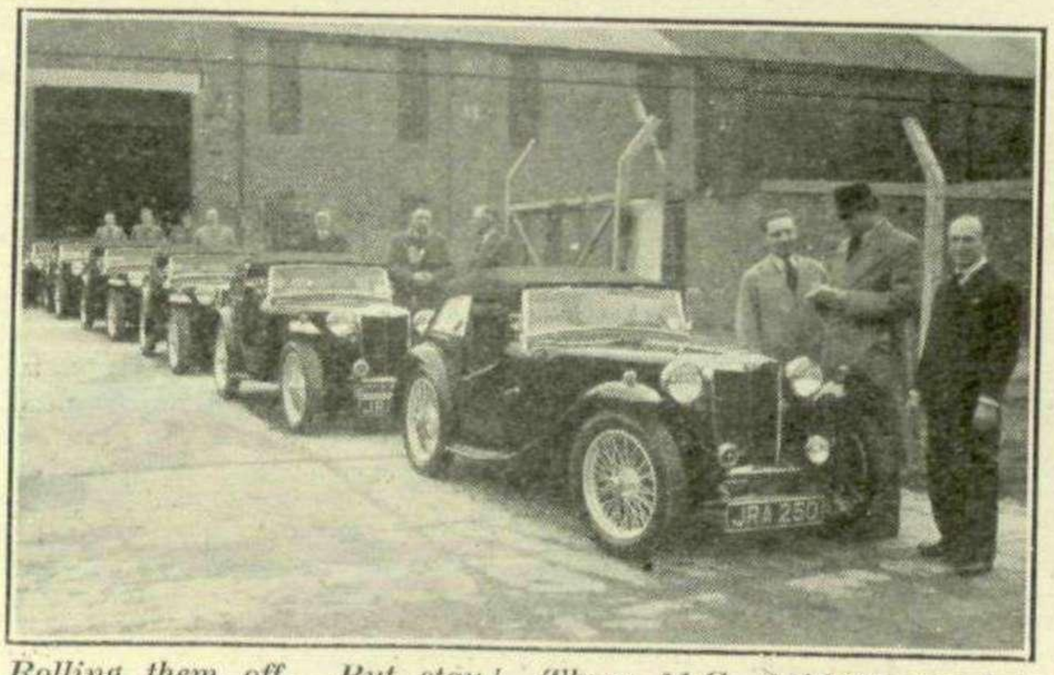


One of Felix Scriven's closest rivals, another Austin Twenty raced by Capt. A. Waite. It won a 1921 *short handicap at* 83¾ *m.p.h. and could do* 96 *m.p.h.*



Prospects

Certainly there is plenty to discuss in respect of 1946, even if, in the end, nothing much happens. The J.C.C. view the Jersey course with favour; there is the matter of a 500-c.c. race over the motorcycle T.T. course in the Isle of Man, and there is talk of a circuit between Edinburgh and Glasgow. Over and above which, the Crystal Palace design competition has been extended to April 5th and may decide the future of London's road circuit. As these new projects come up for discussion, Trafford Park, Bangor and Long Kesh die a possible natural death. The Jersey circuit is wide, has a 1½-mile straight leg and a 1½-litre car should lap it, they say, at 80-85 m.p.h. The Isle of Man course, 37¾ miles to the lap, with the 1,600-ft. climb up Snaefell, would be a teaser for the half-litres, while the proposed Scottish course is approximately 2½ miles a lap, includes a half mile straight, and is over 30 ft. wide. The Scottish Racing Drivers' Club hope to run a race of 40 or so laps, speed trials and motorcycle events at the last-named venue in May and September. Anyway, whatever materialises, the A.I.A.C.R., now active again, has been asked by the R.A.C. for the following dates in the International Fixture List :—April 20-23rd : Circuit of Ireland Trial; May 11th : J.C.C. Race; June 1st : Shelsley Walsh; June 15th : Ulster A.C. Ulster Trophy Race; Sept. 7th : B.R.D.C. Race; Sept. 22nd : Prescott; Sept. 28th : J.C.C. Race; Oct. 6th : Donington G.P. Personally, we shall not be surprised to see only Shelsley Walsh and Prescott occur—with, of course, lesser sprints at Bristol, Dancer's End and possibly at Bo'ness and Jersey. Motorcycles are due to compete at Shelsley and 500-c.c. cars at Prescott. The R.A.C. Competitions Committee now includes Lt.-Col. Stanley Barnes and J. M. Toulmin, who should watch trials-drivers' interests very adequately. Finally, a circuit has been suggested in King's Park, Edinburgh.



Rolling them off. But stay! These M.G. Midgets are being taken over by the Derbyshire County Police. They have a use for "Safety Fast," having run M.G.s since **1937**.

* * *

Sports Cars on the Farm

The farmer has every excuse for owning just those old cars you and I covet. Tom Gibson showed us a goodly array at his farm at Pickering, Yorkshire. Apart from a Singer van, a Singer "Bantam" saloon and an old Ford lorry, there was another Ford, with Chevrolet back axle and home-brewed body, which has done some remarkable work, and a venerable Jowett, also with home-brewed lorry body. Much more to the point, however, is the use Gibson makes of Bentleys, for which he is a great enthusiast. A 3-litre with one of the open bodies which Cooper's Motor Bodies of Putney made for this chassis, is in regular service, and although hard used, it gives an excellent fuel consumption and is very reliable. It has La Salle axles, with large-section tyres on split rims. To provide closed transport suitable to farm requirements, Gibson is building his own "utility" or shooting-brake body on a 4½-litre Bentley chassis. It is a really neat job of work, with no overhang at all, and a curve to the rear door which offsets the square lines of a body of this sort. To provide spares there are a 3-litre and a 4½-litre chassis, the latter having carried an open 2-seater body and said to have had its engine attended to by McKenzie. Gibson hopes one day to rebuild this car and put another open body on it. He will be pleased, incidentally, to help fellow Bentley owners in the matter of spares, if he has duplicates of any parts they need. His father

started motoring in the early 1900s, with Minerva and Humber motorcycles, and by 1911 was doing really ambitious tours with a belt-drive Douglas. His first car was a Mitchell, before the 1914-18 war, and he still enjoys fast runs in the Bentley, sagely remarking that it isn't speed, as such, which is the cause of road casualties. Incidentally, he has a splendid old 680-c.c. J.A.P.-engined Zenith "Gradua" solo, for which he wouldn't mind finding a home. Is anyone interested?

* * *

Conserving the c.c.

Racing cars of 500 c.c. are in the news. Apart from the Isle of Man T.T. suggestion, C.A.P.A. look like having events for such cars, the Bristol sprints will almost certainly include classes for them, and Prescott—where the first meeting happens on May 19th—certainly will. Some people have suggested that half-litre cars will not be sufficiently fast to interest drivers and spectators. It remains to be seen what the 1946 editions will pull out. But going fast on few c.c. is no new thing—neither has it been all that slow, in the past. You may not know it, but in motorcycle circles there have long been recognised records for "motor-assisted bicycles" of up to 75, 100 and 125 c.c., and for motorcycles boasting of but 175 c.c. Now, as long ago as 1926 the 75-c.c. flying mile record stood at 47.56 m.p.h., to the credit of M. Jonin's Train, which was actually of 73½-c.c. In the 100-c.c. category, not only had Liaudois motor-bicycled himself over the mile at 60.27 m.p.h. on a Train, but J. J. Hall's Francis-Barnett (with 98.6-c.c. J.A.P. engine) held numerous long-distance and duration world's records, the Hour at 33.8 m.p.h., and the Three Hours at 34.98 m.p.h. In the 125-c.c. division, Druz on a Dollar (lovely names) had covered a flying kilo. at 64.59 m.p.h., Meeten on a 121-c.c. Villiers-Francis-Barnet had the Hour in his pocket with 51.25 miles and Hall's J.A.P.-engined motor-cycle (not actually a "motor-assisted bicycle") held the Six Hour record at 33.66 m.p.h. The big chaps, i.e., of 175 c.c., did 77.04 m.p.h. over the kilo. (Lemasson's Alcyon), the Hour at 61.82 (Johnson's Francis-Barnett) and Three Hours at 57.18 (Worters on a Cotton-Blackburn). So what we are worrying about in 1946—all the foregoing happened twenty years ago—I do not know. Moreover, 500-c.c. cars are no New Thing. In 1926 Class I appeared on the books and by the close of the season Doré's "Sima-Violet" with 497-c.c. flat-twin engine had done 68.8 m.p.h. and Kaye Don with the Avon-J.A.P. single had the Hour and Three Hours in the bag at 62.2 and 61.96 m.p.h. respectively. There was also the 350-c.c. Class J, in which Walter's beautiful little Jappic, which had run at B.A.R.C. meetings, held records up to ten miles, the f.s. kilo. at 70.46 m.p.h. The 3-wheelers also did their share, a 350-c.c. Villard recording 55½ m.p.h., Jackson's V-twin Morgan-Blackburn of but 496 c.c. doing 72.44, while Fernihough actually motored for five miles at 73.12 in his single-cylinder 494-c.c. J.A.P. Morgan. The last-named and Tottey's Omega-J.A.P. shared records up to six hours at speeds around 60 m.p.h.

Reverting to 4-wheelers, in 1927 De Rovin's 487-c.c. single-pot De Rovin sent the mile record in Class I up to 82.54 m.p.h. and managed an Hour at 74.44, while Douglas Hawkes and the H.S. took intermediate records in the seventies. Using a 346-c.c. engine in the H.S., Hawkes also mopped up the longer spells in Class J, getting nearly 74½ m.p.h. for five miles and keeping going for 60 minutes at over 65 m.p.h. average. During 1928 Class I was stagnant, but in Class J the H.S. went at 76.49 for ten miles and set the Hour at almost 71. So even if you use an eighteen-summers'-old engine, there is no excuse for lack of performance from 500 c.c. Admittedly acceleration is harder to attain than speed, so let us examine the standing start figures at the close of 1927. No one had attempted short-distance s.s. records in Class I, but in Class J the Jappic's kilo. was at 52.92 m.p.h., occupying 42.27 sec., and the mile from rest was at 58.12, or 61.84 sec. By 1938, the 500-c.c. standing mile was Nibbio's, at 76.09. And we are all tired of hearing of Nibbio's flying 120 m.p.h. All of which should give the 500-c.c. exponents food for thought and encouragement.

* * *

Topical Thought

At the present time the impecunious amateur is in a rather happier position than the wealthy owner of a racing stable who has nowhere to race his cars. Whereas, at one time we envied those huge bags of gold . . . !

AN INTERVIEW WITH FELIX SCRIVEN—Continued from page 77

It ran on into the ditch and as his Pyrene was in the car he could do nothing. "No, No, Nanette" was completely burnt out, watched by the occupants from about 50 cars and lorries. Ever since, Scriven has carried his Pyrene outside his cars, on the non-carburetter side!

On one other occasion this car caught fire. It normally ran on gravity feed from a scuttle tank, and a big-bore drain pipe ran from this tank to enable it to be quickly drained when Scriven was experimenting with special fuels. He was lapping Brooklands when the drain cock opened and filled the undertray with petrol. Scriven kept going full bore and made for the Paddock. Coasting in, he yelled "Pyrene, Pyrene!" and various drivers, Malcolm Campbell in the fore, ran up and extinguished the flames. Apart from these episodes, Felix Scriven's racing contains no heroics. He eventually rebuilt the special and no further improvements could he think of to incorporate. The car had the best steering he has ever handled—and he has owned a Bugatti. It was finally sold to Guy North, noted special builder.

His achievement in getting a lap speed of nearly 95 m.p.h. from a 4-seater Austin Twenty is one of Brooklands' high-lights. He maintains that any big increase in performance, whether in respect of cars, labour or politics, merely indicates previous inefficiency—it was getting "Sergeant Murphy" from 85 to 95 m.p.h. that took a lot of doing. Incidentally, he found the car quite stable on Brooklands, 80 m.p.h. being the most exciting speed. Naturally, Scriven recalls long days and nights of continuous work at times, and he had many experiences in getting down to Brooklands. Almost always he drove his cars down and would do a good 500 miles before returning to Bradford.

During the recently-concluded war Scriven was a major in the Home Guard; he is still a keen motorist, now driving an Alvis "Speed Twenty-five."—W. B.

◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆

VINTAGE S.C.C.

The next activities of the Vintage S.C.C. are to be an A.G.M. on April 10th, followed by a buffet supper, at "The Westminster Arms," and a speed trial, at a venue near Watford, on Easter Monday. Details from T. W. Carson, 1, Downsland Court, Worting Road, Basingstoke, Hants.

CAR MODELS

Modelcraft, Ltd., of 77, Grosvenor Road, S.W.1, have produced plans for models of Austin Seven, M.G. Midget and 4½-litre Bentley cars, and also a scheme for making realistic wheels for same.

Club News

WE HEAR

In spite of trouble, worry and strife, and a revival of austerity the lads and lasses continue to drive, work and generally concentrate on motor-cars. A good thing, too!

George Sanders regularly uses his "30/98" Vauxhall, OE63, for business travel, and C. R. Galla More has acquired a twin-o.h.c. 1,750-c.c. Alfa-Romeo which he is stripping down. Then W. B. G. Warham has been lucky enough to get hold of one of the 1925 bull-nose M.G. tourers, believed to be one of the original demonstration cars (No. YK6528). He has disposed of his old Calcott tourer to Michael Avery and this car does 52 m.p.h. and, when nursed, returns over 43 m.p.g. It has now done nearly 10,000 miles since new and spares are still obtainable for it from Elephant Motors.

Capt. C. N. Jones, Hill House, Dagger Lane, West Bromwich, Staffs, is home from the C.M.F. and seeking a sound "14/40" Delage. An 1898 Daimler 2-cylinder motor-carriage, originally with tiller steering, but converted to wheel-steering in 1905, is safely preserved by Lewis Bros., of Dover. In that area, too, a 1929 "12/50" Lea-Francis 2-seater is in daily use. E. J. Steel, definitely an old-car enthusiast, followed a nicely reconditioned air-cooled Rover Eight across Wimbledon Common one day last February. It is astonishing how many early small cars are reappearing—and, based on the postcards which The Register has brought in, how interested folk are in them. Apart from those thus listed, a 1921 Coventry-Premier was advertised recently in a weekly journal.

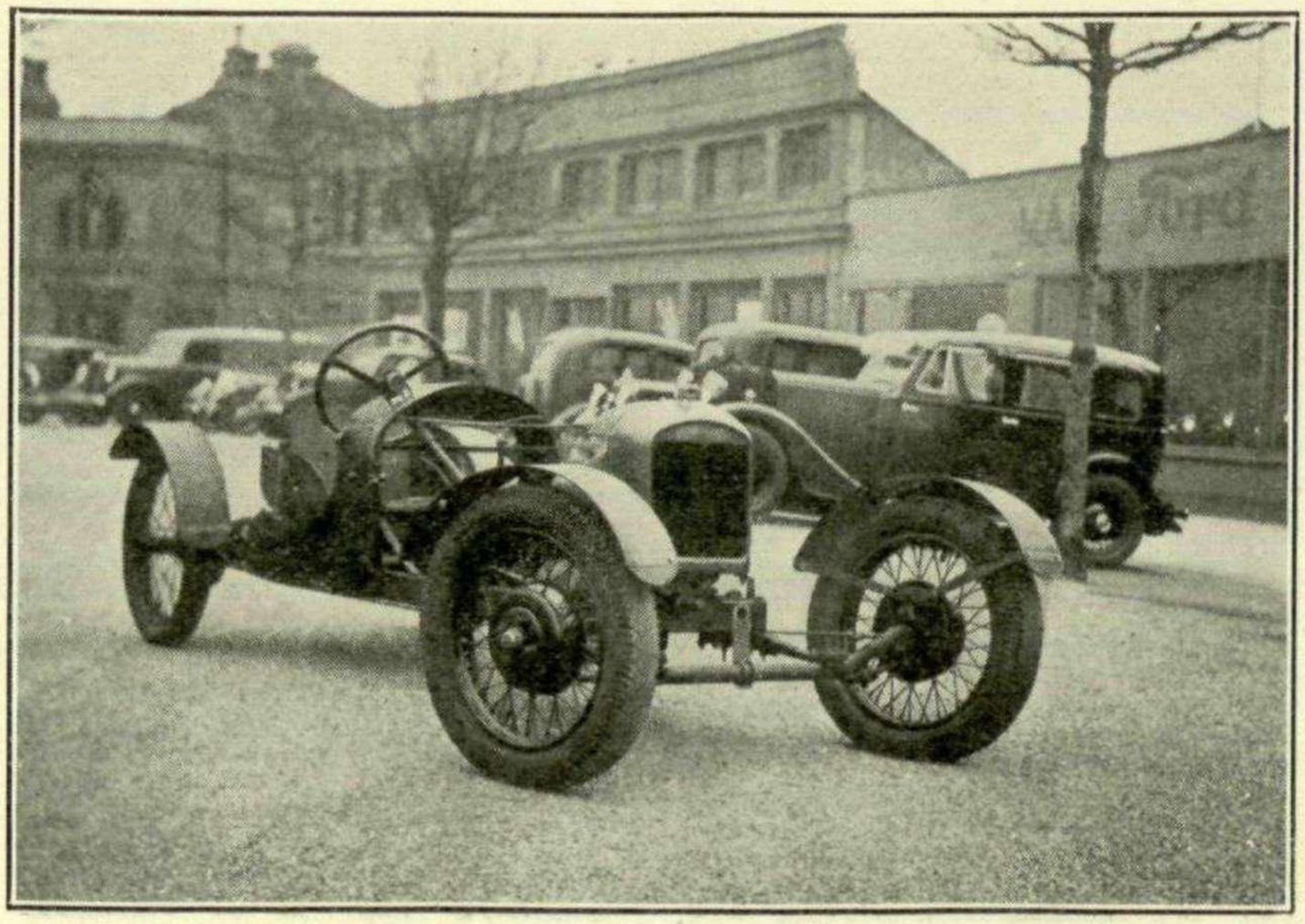
Turning to more modern matters, although J. Clegg seeks a veteran, his present stable comprises a 2½-litre Jaguar saloon, a modified Fiat "500," and the ex-Stancer-Beaumont Ford Ten Special. M. D. Tooley reports that his brother's M.G. Magna with Opel i.f.s., which MOTOR SPORT wrote up last year, has done 2,300 miles and can achieve 0-50 m.p.h. in 15 seconds, while fuel consumption has deteriorated somewhat, from 34 to 30 m.p.g., as, the car being run in, it is now driven faster than before. Tooley threatens a "special" from two derelict 12/6 Riley "Kestrels," the idea embracing shortened wheelbase, overdrive achieved by a Riley Nine gearbox set back-to-front and using only 3rd and 4th gears, i.f.s. from Vauxhall or Studebaker, and a general lightening and, maybe, a mild supercharge. Recipe for lots of fun and toil!

If you feel thirsty, Norman McCaw, hon. treasurer of the Vintage S.C.C., has been demobbed and has taken over the George Inn at Piercebridge, near Darlington.

A very early bull-nose Morris Cowley saloon was noticed in the Edgware Road recently. P. Friston has acquired a 1922 G.P. Salmson with the four-push-rods-to-eight-valves engine. John Coleman has taken delivery of a very beautiful 1924 Scott combination; in looking about the Beverley-Barnes we mentioned last month he discovered this unique car to have a Krefeldersthalwerke crankshaft — which shows you never can tell! Sharman has taken delivery of an ex-Lones Blackburn engine for his Morgan, which is said to have been built for a 200 mile race and to give 50 b.h.p. on petrol, at 4,500 r.p.m. Lones is reputed to have won between fifty and sixty "firsts" with this engine. Quite a lot of interest seems to centre about M-type M.G.s and S. J. Humphries, A.M.I.B.E., 333, Watford Way, N.W.4, is willing to advise over technical queries, having rebuilt several of these little cars himself. R. H. Dyson is hoping to compete in the 500-c.c. class, using a 1932 Austin Seven chassis, with i.f.s. and Lockheed brakes, powered with two 250-c.c. motor-cycle engines set horizontally opposed. He hopes to get 25 b.h.p. from each engine, driving through a flywheel clutch and Austin box to a 4.9-axle carrying 17-in. wheels. So far, the outfit has absorbed over £56 sterling.

Interest in the veterans and other oddities grows apace and the "Register" was an immense success. Overflow from it covers a 1911 single-lunger Rover in just about saveable condition at Burnham-on-Crouch, two single-cylinder cars of unknown make, one a runner, one rotting, at a garage in Billericay; some early De Dion spares at Bristol and a well-shod "20/60" Star 2-seater at Ipswich. Then a garage proprietor at Kelvedon intends to restore a 1911 2-cylinder Renault for V.C.C. and similar events; a Suffolk farmer regularly uses a 1913 Belsize and Yorkshire looks like yielding up another early Argyll and a 1913 Delahaye. Over and above which, S/Lt. M. G. White, R.N.V.R., wants to find an enthusiastic home for a very fine 1910 Vickers-Wolseley, and MacLagen is anxious to do likewise for his touring G.N., ex Breen. In the latter's stable is a racing A.V. cycle car.

Roland Heath has bought Harbutt's "14/40" Delage, and D. Pierpoint is installing a 3-litre Sunbeam engine in an "Ulster" Aston-Martin chassis. Badderley has every hope of soon getting on the road with his modified Brescia Bugatti (registered in 1936 as a Giron Bugatti), while R. J. Foster has acquired a PB M.G. T. F. Green, 11, Romilly Avenue, Handsworth Wood, Birmingham, will be pleased to help *re* Hardy Spicer propeller shaft problems.



G.N. Hybrid—although not a production vintage type, the G.N., so beloved of "special" builders, deserves inclusion. This example was built by David Souter, of Angus, and had a s.v. Anzani engine, lowered chassis and Amilcar Six radiator. It would beat a Ford V8 on get away. The owner asks, "Where is she now?"

On being demobilised, Col. J. C. Elwes, O.B.E., was appointed Sales Manager to University Motors, Ltd. Harrogate possesses a very virile, early Chrysler taxi, and amongst unusual farmer's cars in this area are " 14/75 " Alvis saloon and Crossley Ten. Lt. Andrew Wilson has a f.w.d. Tracta 2-seater to dispose of if Peter Clark doesn't want it for spares. A dismantled f.w.d. Alvis was for sale in Leeds and some 6-cylinder Alvis bits lie at Cooper's yard, Ipswich. J. Hammersley is putting a Triumph " Scorpion " engine into a Vale-Special, while Patrick Green is out of the R.A.F. and working on his " Ulster " Austin Seven, Amilcar and " Grasshopper " G.N. He uses a 1932 Morris Minor as a hack and hears a lot from Salmson enthusiasts. Yes, there is plenty happening !

★

VINTAGE S.C.C.

It is very good news that by the time this issue of MOTOR SPORT appears another Vintage S.C.C. " Bulletin " should have been issued—light relief, perhaps. Anyway, another pointer that the war is over, if not forgotten. As Tim Carson has been demobbed from the R.A.F. he again takes up the secretaryship, Heal continuing as press secretary. Carson's address is : 1, Downsland Court, Worting Road, Basingstoke, Hants. This very go-ahead and deserving club is open to accept new members, and it is a mighty economical investment, too.

★

750 CLUB

Circular No. 3 of the 750 Club is so poorly duplicated as to be almost indecipherable, but we gather the dinner-dance was cancelled through lack of support. The oft-postponed trial finally became known as the Spring Trial and happened on March 3rd—on the same day as the Harrow C.C. and Yorkshire S.C.C. trials.

★

VETERAN C.C.

A supply of tyres and tubes for veteran cars is now available, and the new club badge, at 15s. 6d. post free, is ready. Enquiries to Capt. Cullimore Allen, Wooten, Iffley, Oxford.

★

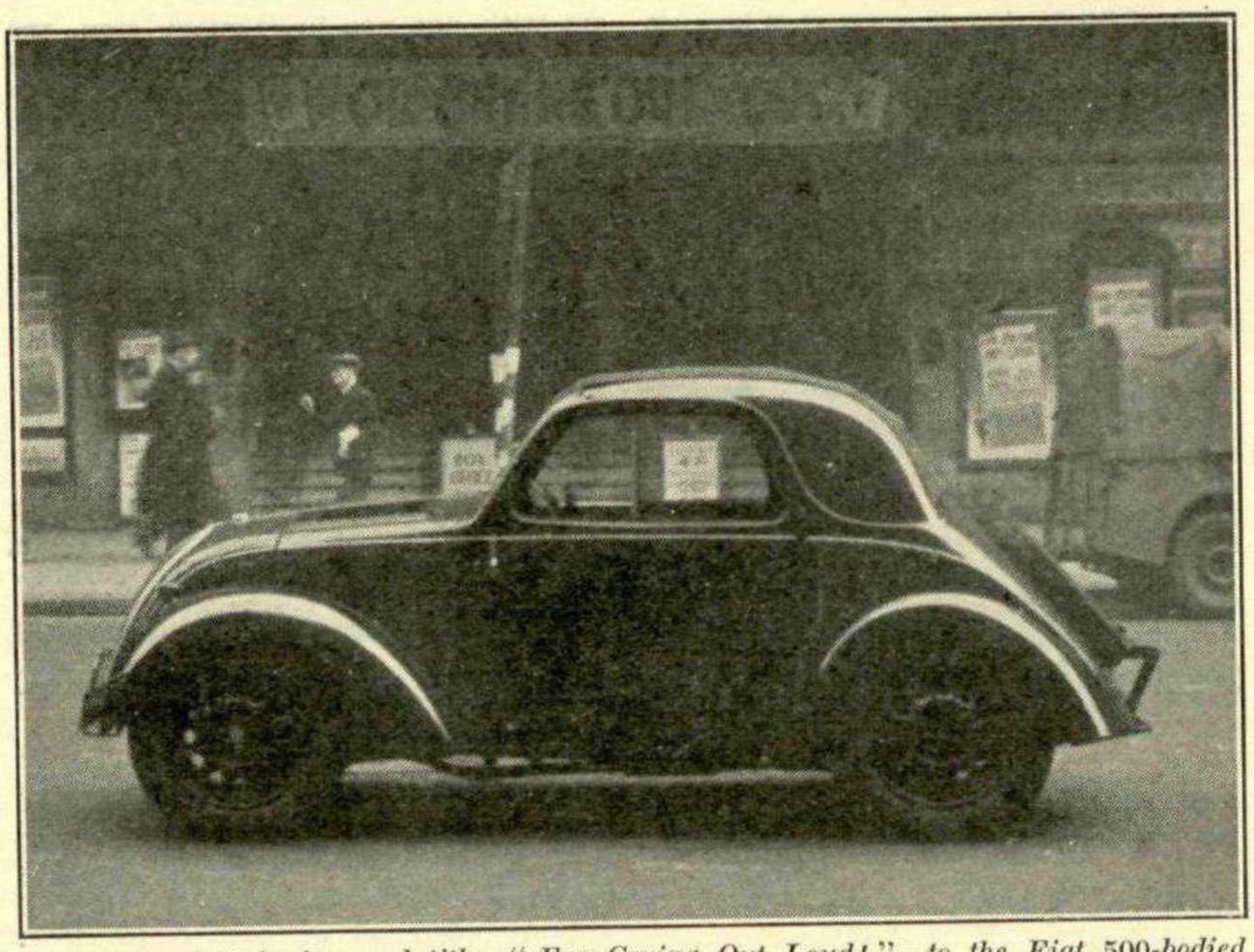
CLASHING FIXTURES

It pains us to see fixtures clashing at the present time, when petrol is scarce and there really isn't much happening. On March 3rd the 750 Club, Harrow C.C. and Yorkshire S.C.C. all held trials, and on March 9th an event at Blackwater put on by a brand-new club clashed with the Colmore. Your attention, please, Capt. Phillips.

★

BERKHAMSTEAD M.C. AND C.C.

This old-established club is fully alive to the future and hopes to run its Winwood Cup Trial and two sprints this year.



An appropriate background title—" For Crying Out Loud! "—to the Fiat 500-bodied Austin Seven special built by Yates.

FOR YOUR RECORDS

The winner of the Bristol M.C. and L.C.C. Full Moon Cup Trial was G. W. Best (M.G.). In the Liverpool M.C. Invitation Trial the under 1½-litre victor was C. L. Bold (Riley) and the over 1½-litre winner our old friend Guy Warburton (Ford).

★

MORE VETERANS

After " We Hear " closed for Press came news of more veteran cars—a 1913 Morris, 1914 model-T Ford and a 1911 Talbot—for sale, in Ballymena.

★

STRIFE?

According to the *Belfast News Letter* of February 13th, the council of the Ulster A.C. was taking up with the R.A.C. the latter's refusal to issue a permit for the proposed race at Long Kesh airfield on March 30th. The R.A.C. is said to have refused permission because information from certain quarters suggests the roads are dangerously narrow. The Ulster A.C. say the R.A.C. has not carried out an inspection of the course, which is 45 ft. wide at the narrowest point. This is a matter that needs clarifying.

★

COVER PICTURE

This month's cover picture is rather appropriate, inasmuch as the Donington G.P. has been booked for October 6th this year—although whether we get a Donington race depends on the War Office and the Ministry of Fuel and Power. In the picture Charles Martin's *monoposto* Alfa-Romeo leads Eccles's " 3.3 " Bugatti and Fane's " Shelsley " Frazer-Nash into Red Gate corner in the 1936 Empire Trophy, an E.R.A. making the background. In the end Seaman's Delage won at 66.33 m.p.h. Eccles was 6th, outside the time limit. Martin retired with the scavenge pump of the Alfa useless and Fane had transmission trouble.

★

A GOOD THING

So many readers ask if we know of vintage cars and spares for sale that we mention those we know about in " We Hear " and occasionally even run to a " Register of the Unique." Those who seek mainly *spares* will be interested in a monthly advertising medium known as the *Motor Market*, in which are listed spares under make headings, from vendors all over the country. As a random shot we turned up " Vauxhall " and there found an entry under " 30/98." This paper is supplied to subscribers only and details can be had from the Palgrave Publishing Co., Ltd., High Holborn House, London, W.C.1.

★

NOTICE

The Editor again apologises for desultory replies to correspondents and would explain that he was last month engaged in returning to London, all his records consequently being packed. And on February 28th, to make matters more complex, the Editor's wife presented him with a daughter. His temporary address is 47, Frankfurt Road, S.E.24. The Library has been in greater demand than

ever—if books do not arrive it is because they are on loan and will be sent as they come in—it is quite impossible to acknowledge applications. If you hold a book please return it to the London address given above, not to Harrogate.

★

AUSTRALIAN ACTIVITY

The N.S.W. Sporting C.C. held its Nichol's Hill speed hill-climb last December. F.T.D. went to Kleinig's Hudson-Special, which did a terrific ascent in 21.68 sec. Runner-up was Reed's Ford V8 Special, in 23.7 sec., with Clarke's 1924 Alvis, now Terraplane engined, third best, in 24.26 sec. Crouch's blower 4½-litre Bentley was beaten by a McLachlan-Hudson. Najar's TB M.G. managed 25 sec., and such cars as "30/98" Vauxhall vied with Ford V8 and Terraplane-engined midgets of the cinder-loving variety.

★

GENERAL NOTES

Influenza having coincided with the Vintage S.C.C. trial, it was pleasant to recover and go motoring again. Certain personal effects had to be taken from Yorkshire to the Metropolis, but before this was undertaken we went in the Austin to Naburn, via the age-old city of York, to inspect a boat at " dry-dock " in a field beside the river Ouse. After a post-mortem on the rather shot-about Gray engines in a friend's steel-hulled cabin cruiser (newly acquired from the Admiralty, who didn't want it any longer) we picnicked, drank beer in a little country pub and then went through some of the flattest country in East Riding, via Howard Park, to Pickering. The temptation to see Rosedale Chimney, with its reputed gradient of 1 in 2½, could not be resisted and we got the Austin up with but one involuntary stop, the view from the top compensating for the biting wind. From here we retraced our steps to a farm where sports cars are definitely understood.

Next day various factors delayed us, so that we lunched in Harrogate instead of getting clear by 10 a.m. as intended. Even then, at the last moment we remembered a necessary call at the sleepy village of Kirby Overblow. That over, we foolishly got lost in familiar lanes looking for the route to Wetherby, so that the driver said " Let's go via Castleford, instead." So the gutless, but cosy and reliable 3-bearing Austin Seven, rendered quite stable by reason of 5.00 x 16-in. rear tyres, skirted Leeds after climbing Harewood Hill in wintry sunshine. We fell to discussing the ideal house and when we had partially disposed of this absorbing subject, we were into the mining district of Kippax—where we *don't* want to build a house.

Pontefract came up and we joined the Great North Road at Barnsdale Bar. As far as Grantham we put up with A1. Have you ever tried avoiding main roads on a longish run? It is an excellent pastime, introduced to me by Holland Birkett when we motored North from Fleet in his Bugatti, an outing doubtless referred to in these notes at the time. On the present occasion we went left on the outskirts of Grantham and went through Rutland, England's smallest county, noting the way in which the road went several times under the same railway line, by way of high, arched brick bridges. There was the level crossing, at which the passenger had to dismount and ring a bell before the gates were opened—at Boothby Pagnell, in England, in 1946—personally, we like the idea. On through Little Bytham and Essendine into Stamford, where A1 was used for a mile or so. Then we used secondary roads again to Kettering, and came down by way of Burton Lattimer to Bedford. We are becoming accustomed to stupidity in sign-posting (or the lack of it) and here the red lights of Cardington airship station told us we were off the route. Luton offered a curious back-street detour. London was finally made via St. Albans and Radlett and the squalor of the Edgware Road.

On the return journey one day later we were even more ambitious, having some veteran cars to inspect in Essex—an overflow, as it were, from the " Register." After a call at Welwyn we left A1 for Hertford. Hoddesdon, with its greenhouses, smallholdings, river and canal running parallel, produced more bad sign-posting. We got away eventually and motored through the Essex flatness, noting a very well-kept Swift Ten 2-seater in Writtle and a Bentley, probably a 6½, in a garage yard in the same town. Several early Austin Twelves are spending the tail-end of their life hereabouts. Our immediate destination was Burnham-on-Crouch, very " Wednesday-afternoonish," bitterly cold in a half-gale, but productive of a few yachts at the quay and a not too-far-gone single-cylinder Rover in a field.

Retracing our steps, and thankful for a roof and glass windows, we went northwards through Maldon, to the main Colchester double-track road, which was followed to Kelvedon, to talk with an intelligent garage-enthusiast about his 1911 two-cylinder Renault. Off again in a sudden rain squall the Austin rolled on to Sudbury, the country becoming more undulating as we got into Suffolk. Bury St. Edmunds, a depressing town, was enlivened by the passage of a very nice open old-school Bentley, which reminded us we had, now many hours ago, seen an equally fine Van den Plas 3-litre at a Hatfield garage—and a s.v. Aston-Martin and fast-travelling 2-litre Lagonda near Welwyn.

The light began to wane as we entered Thetford, where a satisfactory tea was taken at a cafe at the beginning of the town, near a bridge over the river, beside which ran an inviting tow-path. In the dark we attempted to " cross-country " to King's Lynn, only to encounter, first, an ammunition dump completely across the road and then a notice directing us to the " Field Director: Aero Club." Completely baffled, we continued until confronted by a factory in course of erection beneath bright flood-lights. The operator of the concrete-mixer quite understood when we explained we were lost and in a heavy snowstorm, aided later by enquiry at an oil-lit railway station, we finally emerged from the storm and the narrow lanes into civilisation at Swaffham—fun, this " cross-countrying." From here it was a main road to King's Lynn, and over the swing bridge shared by road and rail, to Long Sutton into Sleaford, in which town the sign-posting was completely crazy, likewise the airmen intent on extinguishing a tall street lamp! After this fatigue set in and it was Newark and up A1 through Doncaster and so to bed.

As a change from motoring in a British baby car, there were brief, but satisfying, runs in a 327 B.M.W. fixed-head coupé and a Lancia " Aprilia " saloon—just to remind us how far ahead of our products are the Continentals. The B.M.W., apart from superlative bodywork construction, gave an easy 80 m.p.h. uphill, a very responsive engine (it is the one used in the 328), useful brakes and that smooth-as-cream, absolutely accurate, if ultra light, steering. The " Aprilia " went, four up, as no British 1,100-c.c. car knows how and did a lot more than 16 miles after the lighted panel warning you there is only that much fuel left, started to blink—for, as with most of its fellows, it is bettering 30 m.p.g.

Next, a meeting of Austin, " Speed Twenty " Alvis, " 16/80 " Lagonda and Lancia " Aprilia " one Sunday afternoon, complete with wives and girl-friends, to view a racing M.G. And thereafter a run in a typical British carriage, to wit, a huge Morris saloon of 18 or 25 h.p. or something, hanging on to the "grabs" in state while body tremor and dashboard-dither took place around us. Actually, this car serves well, doing 20 or more m.p.g., and is in its element towing a large Winchester caravan. We went to see a very spick 1924 3-litre Bentley with Cooper coupé body and not a lot of oil pressure, and received a rude shock when the vendor named the irreducible price as—£500. So we motored away to retrieve the Lagonda and Austin—quite like old times save for the Bentley incident.

MARTLET PISTONS

The acknowledged best for sports and racing cars and motor cycles

WE CAN NOW SUPPLY PISTONS AND KE 965 VALVES AND ALSO UNDERTAKE COMPLETE OVERHAULS AND MAINTENANCE

THE BROOKLANDS ENGINEERING CO., LTD.
Founded 1911
Brooklands Track - Weybridge
Phone: WEYBRIDGE 489

Letters from Readers

Sir,

I am enclosing a photograph of my "Type 40" Bugatti on the starting line with a blown front-drive Alvis at the Vintage S.C.C. of A. Standing ¼-Mile Trials a few months ago. The photograph is of interest not merely because it shows two fine old motorcars in excellent condition, nor even for the handsome view of myself mediating between S/Lt. (A) R. H. Rhodes, R.N.V.R., and the Starting Marshal, but because it illustrates a technique of running a speed trial which makes the event very much more exciting for drivers and spectators alike.

The first runs, electrically timed, were made individually in the usual way. But thereafter the cars were run in pairs on a knock-out tournament basis, the difference between times of first run being used as a handicap. This resulted in some really exciting finishes and is about as near as you can get to racing without actually having a race.

Obviously, this type of event is only suitable for courses of adequate width, such as disused aerodrome runways or newly-built roads not yet open to the public. Secondly, with two cars on the course simultaneously, the timing becomes less accurate, as the first car to move on handicap trips the timing gear and this car is not necessarily the first to pass the finishing line. Thirdly, the success of the scheme depends upon the good sporting spirit of every competitor, it being obviously possible to ensure final victory by making a very slow first run and progressively speeding up a little each round.

There are probably other snags, but I still think it a good scheme and enclose also a photograph of Jack Jeffery's "E"-type "30/98" passing my Bugatti (myself at the wheel this time) some 200 yards after the finishing line. I actually beat him, after receiving due handicap start, by about half a car's length.

I am, Yours, etc.,
PETER C. T. CLARK,
S/Lt. (E), R.N.V.R.

Australia.

* * *

Sir,

You may be interested to know that the Cambridge University Automobile Club is being restarted after its war-time retirement.

Nearly fifty members have been enrolled so far, and we have a good selection of vehicles of all types. The petrol ration and present University regulations regarding motor vehicles present serious obstacles, but events are being organised despite these difficulties.

Any help from old members to revive the spirit of the club would be most welcome.

I am, Yours, etc.,
D. HODKIN, Secretary.

Cambridge.

* * *

Sir,

Mr. G. Robson apparently wishes to form various "clublets" for owners of certain vintage cars. Such ventures are foredoomed to failure, as there can never be sufficient support to maintain them. Invicta owners discovered this when they formed a club against the advice of the Vintage Sports Car Club. The existence of this latter body provides the necessary framework within which owners of particular makes can easily get together, and although Mr. Robson ignores its existence in his letter, it has been the accepted "clearing house" for such purposes during the past ten years.

I am, Yours, etc.,
CECIL CLUTTON.

London, W.11.

* * *

Sir,

May I be permitted to correct a slight error which occurred in the published description of my "Speed Six" Bentley.

This car was first registered in March, 1926, and the present body is the original built by H. J. Mulliner & Co., Ltd. Whilst the chassis was undergoing McKenzie's rebuild, the bodywork was modernised and a newly designed hood and windscreen were fitted by Corsica.

I am, Yours, etc.,
LEONARD TAYLOR.

Portishead, Somerset.

* * *

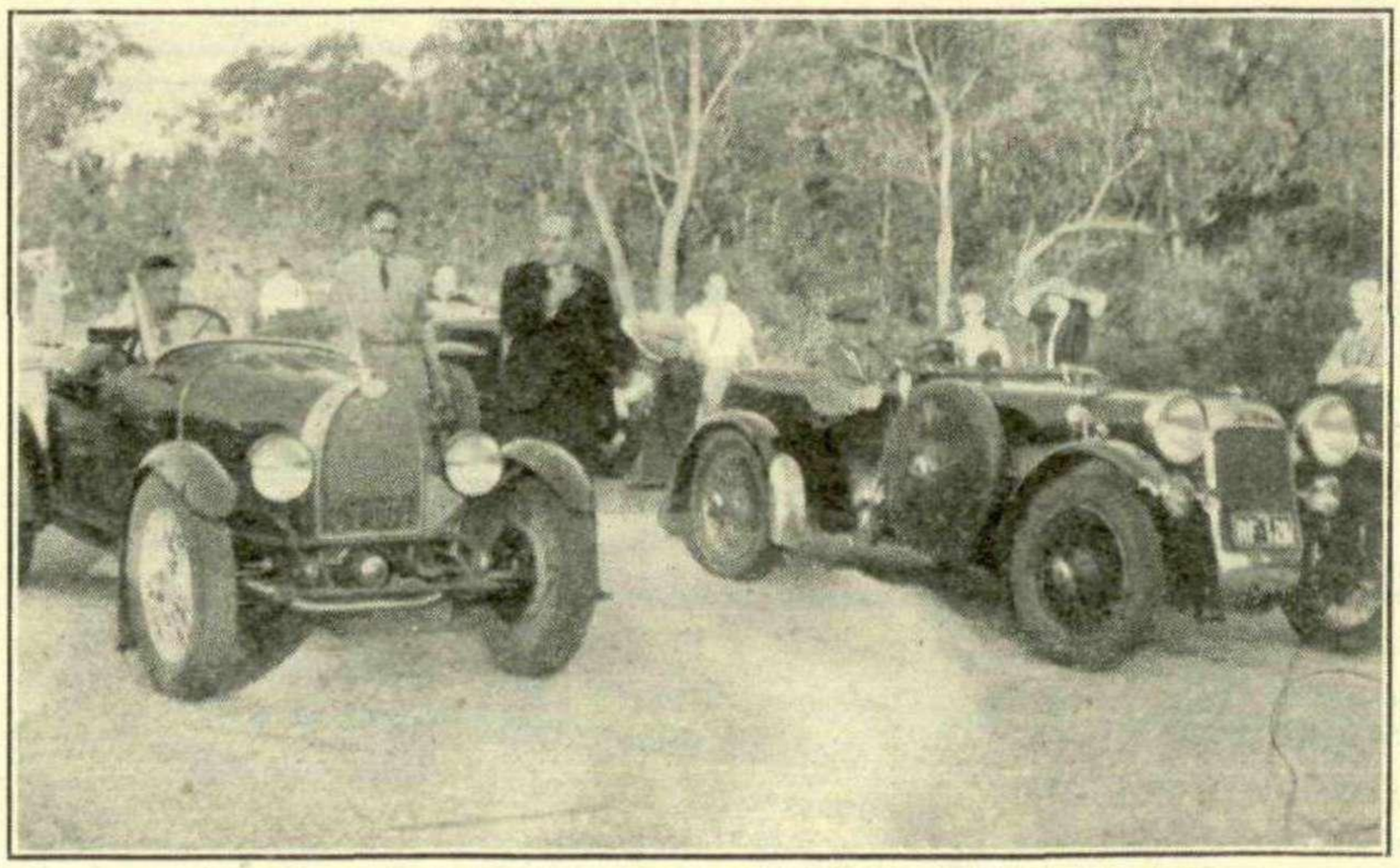
Sir,

Dr. Smallhorn's letter regarding Lancias in the December issue was very interesting and very informative. Having owned and driven four Lancia "Aprilias" since 1939, I would venture to suggest that he is a little wrong in his statements about their controllability.

It is hardly true that their factor of safety is such that one can be driving them to the limit and if one exceeds this they become uncontrollable. This can appear to be the case to a person not fully conversant with handling the car under extreme conditions. This really comes about, in my opinion, due to insufficient experience and thus not acquiring the rather different technique required to drive one really fast.

The consensus of expert opinion, and from practical experience in my case, is that it takes at least 20,000 miles to begin to know an "Aprilia." After over 60,000 miles I think I can now push one along without ever coming to grief through my own fault.

As for sliding: Dr. Smallhorn's remarks on this are absolutely contrary to my experience and may account for him thinking that an "Aprilia" can become uncontrollable. In actual fact, I find it best when in some hurry to slide round most corners and bends. I can vouch for this from practical experience, and have never lost control due to sliding. On one occasion when I went into a corner too fast for normal cornering, about 45 m.p.h., I had no alternative but to go into a slide, which was performed perfectly in spite of a dead weight of 50 stone in the back and no shock absorbers fitted. I think Dr. Smallhorn will find the experience of any other ardent enthusiast the same as mine unless, as previously mentioned, said enthusiast has not had sufficient "Aprilia" experience.



How they do it in Australia. (*See letter from Peter Clark.*)

A most important point about the "Aprilia," not mentioned by Dr. Smallhorn, which cannot fail to impress when one knows of its capabilities, is the gearbox. In my opinion there is only one box on the market with which one can change gear quicker, and that is the Cotal, but even to be quicker with this one has to forgo using the clutch, which is not good for the box. On any other box one cannot change gear quicker than one can operate the clutch. On the synchromesh one has usually to pause whilst passing through neutral, which makes it slow. On the preselector one changes gear at the same speed as one operates the clutch, but has the disadvantage of high frictional losses in the gearbox, but with the slight advantage that one can change gear with both hands on the steering wheel. On the "Aprilia" gearbox one can change up or down between any two neighbouring ratios as quick as or quicker than one can operate the clutch. This includes 3rd to 2nd, 4th to 2nd, and 2nd to 1st. No change involves or needs double declutching and I should imagine takes approximately 1/20 sec. or even less. Also no change involves any heartrending noises or transmission shocks and it is possible to change down into 3rd at 45 m.p.h. without the passenger being aware of the fact unless he was watching the driver very closely.

The gearbox of my first "Aprilia" stood up to 47,000 miles of this pukka gear-changing plus 20,000 miles before I had it without any trouble whatsoever, the only maintenance being oil changing.

Another important point on this model —a little technical perhaps—is the phenomenally low piston speed, representing over 85 m.p.h. at 2,500 ft. per min. This means that one can drive flat out all day without ever reaching this rather critical piston speed. This is the main reason for its hard-wearing qualities and low petrol consumption even when driven hard. Altogether a most delightful car, which up to date has no competitor in its class.

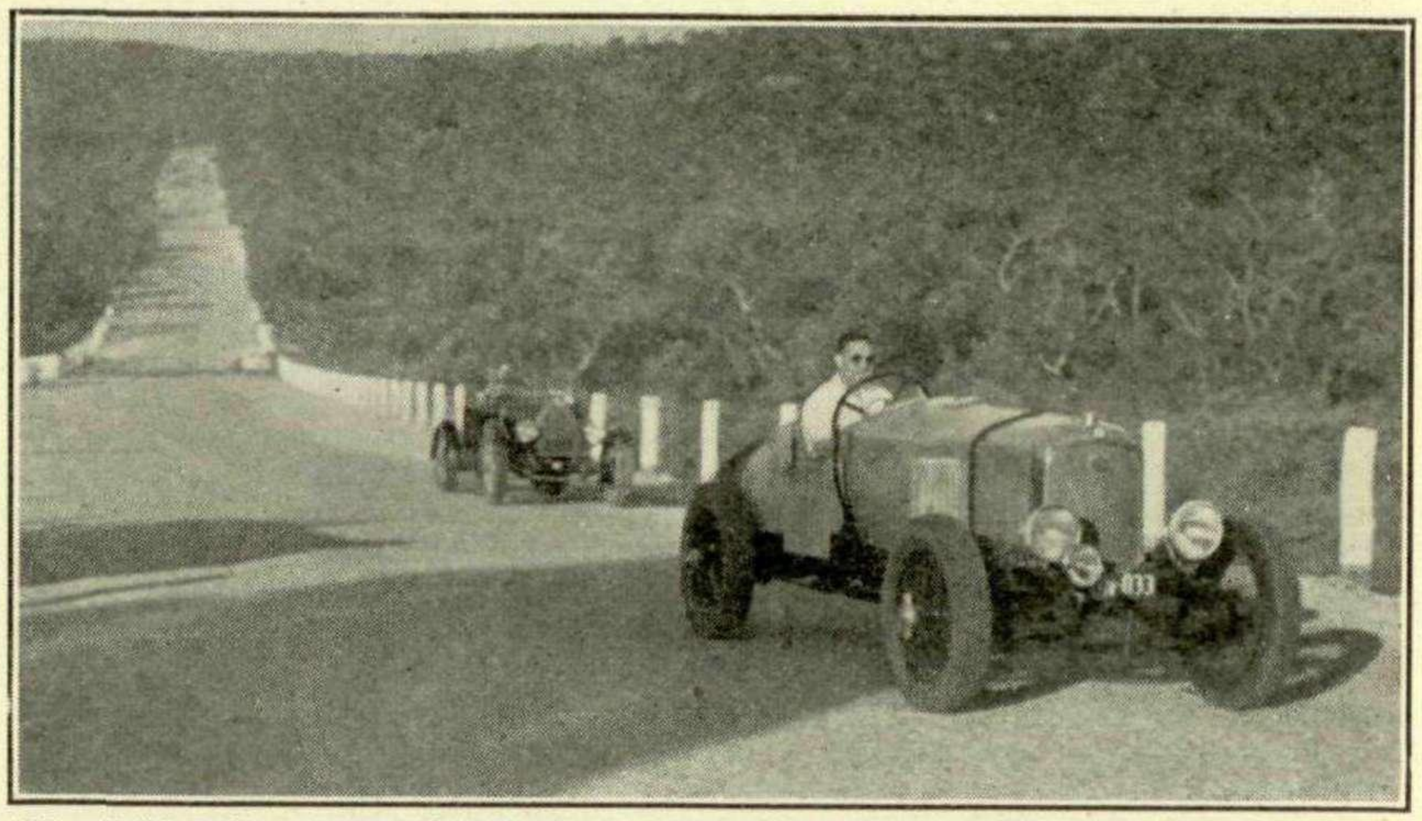
If any reader is at all dubious about any of my remarks I will be only too pleased to demonstrate if a meeting could be arranged.

All the best to all enthusiasts.

I am, Yours, etc.,

"Lancia 'Aprilia' Exponent."

R.A.F.



The finish of a two-car duel in the Australian speed trial referred to by Peter Clark. An E-type "30/98" Vauxhall beating Clark's Type 40 Bugatti.

Sir,

So Brooklands has gone. But with the realisation of the fact memories come back in a flood—memories of things both big and little that were part of something very English in its happy freedom from red tape and all that that implies.

We who went there to learn to fly in 1913 had a good time and did, to an extent astonishing to look back upon now, much as we pleased. As a pupil at the Bristol School I had the right to take my car on the track at any time except when racing was taking place and, consequently, I was able to stable it in one of the aeroplane sheds close to the Iron Bridge.

My 1913 15.9 Sporting Sunbeam became well acquainted with the track in various ways, some of which can hardly have been contemplated by the makers of that famous speedway. For example, I soon noticed that large numbers of rabbits lodged in the outer banking, but boarded in the aerodrome. In other words, they crossed the track in the evening to enjoy the nice, short, green grass inside.

So a new sport was born. R.S., who lived not far away, produced a single-barrel .410 and we tried out the idea. I always drove because it seemed that if the car was to be piled up the owner had better be responsible. R.S., C.C.D., or E.G. sat on the back of the other front seat with the gun. The windscreen was let down flat. Rabbits are apt to become a little confused in the glare of headlamps (even the old acetylene ones) and that gave the marksman his chance. We drove hundreds of miles round the track at night in this engaging pursuit and helped to keep the rabbit population within limits. Keeping the lights on a bunny sometimes took us, at surprising angles, right up the banking; but we never had any trouble. Rumour of such a possibility came from outside when we heard that Mr. Locke-King intended to take proceedings to stop us. Like most country-bred folk I had a good idea of the position of *ferae naturae* in the scheme of things, so we went on undismayed and nothing ever happened to deter us.

After these trips we generally went to the "Blue Bird," the famous restaurant in the aerodrome kept by Mrs. Billings, for drinks. There one might and did meet all sorts of people connected with 'planes and cars.

There was a good deal of motor racing to be seen and many famous cars took part. Percy Lambert's Talbot, which might almost be considered the first modern racing car, was outstanding among them and Lambert's skill and daring

Blakes BOOK

AGE DOES NOT CONDEMN

We found ourselves in a pretty ancient Lagonda the other day. Its bodywork was hardly streamline; the bloom was definitely off the paintwork; but, you know, the engine hummed as sweet a song as any "latest model" . . . Listening to that satisfying note, it struck us (not for the first time) that too many people who come to us for used cars are bewitched by a car's date of birth. Must be 1938 or later. Yet not once but a hundred times we've proved that an old bus that has been well cared for is better than a nearly new car that has been 'caned' by rough usage . . . In fact we have the proof of it in our second-hand lists right now, in the shape of a few sporting jobs which have lost precious little in their lives except a useful slice off their original price! If you're in the market for a car of this kind, you might like to call and see them.

110 BOLD STREET, LIVERPOOL 1 : Royal 6622

were things to be seen and remembered. I can never forget one handicap in which he started as back-marker. On one circuit he took the top of the banking after the Railway Straight. There were several cars in his vicinity including one directly in front of him. At a good bit over 100 m.p.h. Lambert came down diagonally from the top of the banking to the flat, passing behind some cars and in front of others, and returning to the top of the banking immediately afterwards. He won the race.

Tests were interesting to observe if maddening to listen to. The sleeve-valve Argyll did 24 continuous hours and it came past the "Aviary" (where I lodged, near the Iron Bridge) roughly every 2¾ minutes. In the day-time it did not matter, but during the night it caused some hard swearing.

Of course I had a number of little private races with other owners. The one I remember most clearly was against a 2-seater Crossley which was just too good for the Sunbeam.

It was, I think, in July that Mr. Noel Pemberton-Billing put up the remarkable performance of taking his ticket in one day. He began to receive instruction from the head of the Vickers School in the early morning and took his ticket after tea on the same day. I knew H.B. of the Vickers School rather well and I asked him on the following day how the thing had gone. His reply remains with me still. "Quite all right, but if he thinks he knows anything about flying—God help him!"

One Sunday afternoon the news was blared out through a megaphone that Cody was approaching and a few moments later he landed. Many years afterwards when I saw the "Flying Cathedral" at the Science Museum I found it hard to believe that I had seen this extraordinary contraption in flight. The heroic pilot, who at one time or another had broken most of the bones in his body, had his last and fatal accident on the following Wednesday.

In the autumn a profoundly impressive thing happened, but it would have been still more impressive if one had known what was coming. Pégou brought his Blériot monoplane to Brooklands and looped the loop. It was hair-raising to watch it because he dived the plane for such a long way before he pulled the stick back. That marked the beginning of aerobatics in this country. Within a few months B. C. Hucks was outdoing Pégou in every direction, so quickly was the idea followed up.

It would be possible, indeed easy, to go on raking up memories of half a moderate life-time back "until the thing became almost a bore." What I want to suggest is that those who think of Brooklands merely as a racing track for motor cars are not within leagues of the truth. The place was a sort of breeding-ground for the internal combustion engine and for a thousand things that have grown with it. How great a part it played in helping us to win two wars one cannot guess, but it must have been an important one. Thirty-three years ago Brooklands was helping to mould the shape of things and, in the best English tradition, it did not take itself too seriously. Now it has gone and we shall never see anything quite like it again.

I am, Yours, etc.,
No. 596.

* * *

Sir,

As a motorist of some discernment, I congratulate you on your unbiased attitude and policy of giving praise *only* where it is due.

In particular it has given me great pleasure to see such frequent and favourable mention of that much-criticised but really remarkable little car the Opel in your columns, for I feel that only by observing their foreign competitors to be frequently and loudly praised will British manufacturers begin to realise that such devices as independent suspension, short-stroke engines, integral construction and real weight reduction are worthy of their serious consideration.

After five years of careful observation in many countries, I consider that our present policy of exporting outmoded, inferior, and absurdly unsuitable small motor cars, is likely to prove absolutely fatal to any hope of maintaining our overseas sales when continental cars again become available in quantities.

It is obvious that Motor Sport, with its policy of unvarnished criticism, can help considerably in convincing the manufacturer that even if the British public are prepared to endure, and even to enjoy, the discomfort and tedium of travel in fussy, obsolescent and ill-sprung little cars, the overseas buyer has learned to appreciate the modern features of the continental small car, and will buy British only so long as he has to.

After the MAY 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.

Incidentally, it is obvious that when these facts are at last fully appreciated, the impecunious enthusiast will be able to buy something which looks, feels and performs like a motor car, at a reasonable figure.

I am, Yours, etc.,
Philip Buttlebank.

Maidstone, Kent.

* * *

Sir,

I see in your March issue, in "Rumblings," on page 57, where you are describing Mr. Charles Mortimer's new venture at Byfleet, that you mention that his 1½-litre Alta holds the 1½-litre record for Lewes.

This obviously cannot be so, because I hold the Lewes course record at the moment, having taken it on August 20th, 1938, in 18.27 seconds, in Ian Connell's E.R.A. This is a 1½-litre car, so it presumably also holds the 1½-litre record.

I trust that you will be kind enough to make the necessary correction in your next issue.

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

Watford.

[Let justice be done.—Ed.]

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

CATALOGUES, photos, etc., of Delahaye' Delage, Mercédes-Benz, Type 540K, exchange for *Autocars*, *Motors*. J. Evans, 39, Childwall Mount, Childwall, Liverpool, 16.

DUNLOP pre-war cover, 5.25 x 16, second-hand but excellent condition, callers only. 93, Balfour Road, Highbury, N.5.

A.C. OPEN 4-seater, chassis and axles rebuilt, special engine, easily completed. Routledge, 7, Elmete Avenue, Scholes, Leeds.

ALVIS Special, very light chassis, 4.5 to 1 rear axle, i.f.s., needs body only. Routledge, 7, Elmete Avenue, Scholes, Leeds.

1910 WOLSELEY 20, tyres poor, no battery, otherwise good, £20. White, 42, Victoria Road, Darlington.

LUCAS "Vertex" 4-cyl. magneto, clock or anti-clock rotation, £10. J. Humphreys, 89, Old Penkridge Road, Cannock, Staffs.

M.G. "P" type instruction manual, 7s. 6d., or exchange "N" type Magnette manual. J Humphreys, 89, Old Penkridge Road, Cannock, Staffs.

TWO 6.00 x 21 Dunlop 90 covers and three 5.50 x 21 Michelin covers unused since being rebuilt by makers. Also Frazer-Nash bevel box in good condition. Denyer, Anstey, Alton.

SPECIAL Morgan front suspension unit. Fit G.N. chassis. Girling brakes. Seen Hertfordshire, £8. Wilkes, 12, Coniston Road, Earlsdon, Coventry.

CENTRIC blower suitable for 1,500-c.c., overhauled, £18. Also Scintilla Vertex N.V.4, anti-clock, £10. C. C. Garlick, 61, Leighton Road, Kentish Town, N.W.5. Gulliver 3067.

8TH Series Lambda front axle, engine, and other spares. Brown, 15, Ingersley Road, Bollington, nr. Macclesfield, Cheshire.

POWER Plus supercharger from J.4 Midget with carburetter and induction pipe to fit J.2 Midget, £12 10s. Set of J.2 pistons .020 in. oversize, 25s. Front and rear brake assemblies, with front hubs and stub axles complete with track-rod. Rear axle casing and pair of half-shafts and hubs, £3. Four Lucas hydraulic shock absorbers (unused) 25s. Lomax, 221, Birchfield Road, Redditch, Wores.

AUSTIN Seven 4-speed gearbox, £4. Bancroft, 34, Avalon Road, Ealing, W.13.

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.

AUSTIN Ulster or Nippy, front axle, drag links, sump. M.G. J.2 windscreen. 60, Elmfield Road, Doncaster.

1924 BENTLEY 3-litre handbook, also hood and two bucket seats. H. L. Stewart, 220, Nelson Road, Whitton, Twickenham, Middlesex.

M.G. "P" type 2-seater body, or airline coupé, in good condition. Brown, 15, Ingersley Road, Bollington, Macclesfield.

A.C. 16/80 engine, complete electrics, manifolds, clutch, etc., or blown 1½-litre Meadows. Lt. French, 3, Bramley Crescent, Ilford, Essex.

M.G. "N" type Magnette engine and gearbox, any condition, blown or unblown. J. Humphreys, 89, Old Penkridge Road, Cannock, Staffs.

M.G. J.2 or P type condition immaterial, suitable rebuilding, consider chassis and engine or any parts. Also J.2 handbook. S. T. Pateman, 7, Whitmore Park Road, Holbrooks, Coventry.

WANTED, Motor Sport, complete, 1936/7/8/9 R. Truscott, White Gates, Horley, Surrey.

BLOWER for 1,750-c.c. Alfa-Romeo: also Bosch and other spares. Write BM/WLTB, London, W.C.1.

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

CLASSIFIED ADVERTISEMENT SECTION

Advertisement Offices :

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

Telephone : MUSeum 0522

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

FOR SALE

FRAZER-NASH G.N. sprint chassis, central steering, 4-speed Rudge hubs, £20. B.T.H. dual mag. Alvil S.E., £4. Two carburetters and *manifold, 3-litre* Bentley, £5. 105, Eaton Terrace Mews, S.W.1.

ALVIS "12/60" engine, 1932, dismantled for overhaul, less carb., manifolds and distributor. Hardy-Spicer shaft, c/w end fittings, new H.T.S. bolts. High ratio steering box, drop arm and column. £10 the lot, or separately. Buyer collect. Robson, 11, Campden *Hill* Road, W.8.

LANCIA short chassis 4-seater, 14-h.p. "Lambda," rebuilt as new. Unmarked body finished in black, with silver wheels, and new rubber 5.25 by 20 Dunlop tyres. The engine has been stripped and made as new by Burtonwood Engineering Co. The electrical equipment is perfect, with two new batteries and Zeiss headlamps, augmented by Marchal and Notek fog and passlights. Nothing has been omitted that would make the car nearer new, and many improvements have been made, *e.g.*, fitting a deeper and sloping windscreen, a new radiator and plating with chromium the windscreen, radiator shell, hub caps, etc. In short, it is a unique car prepared regardless of cost and effort. Offers over £325 are welcome. 40, Brent Street, London, N.W.4. Hendon 8742.

FOR disposal, new 125 Centric Blower for 750 c.c. to 1,100 c.c., £21 10s. Riley Nine racing cylinder-head, new, ex-Dixon, complete with special valves, springs, etc., ready for racing, £30. Riley 4-speed all helical gearbox, remote control, good condition, 1933-4, £14. Quantity of H.C. Riley Nine pistons (Martlett), standard coil, new, £2 2s. each; slightly used, £1 15s. each. Ratios 9 to 1 to 14 to 1. Francis Beart, Thomas Cottage, Thames Street, Walton-on-Thames.

EXCHANGE Morris Eight van, first registered February, 1938, new tyres, for vintage car about 1½ litres, in running order. Thompson, 187, Harefield Road, Uxbridge.

1,100 c.c. "V" Twin Anzani engine, complete mag., dyno., carb., £5. 3 speed and reverse gearbox, chain driven, £2 10s. Dunning, 69, Woodside Road, Beaumont Park, Huddersfield.

FOR SALE—*continued*

TRACTA 1½-litre f.w.d. coupé, unique, low-built French sports car, completely rebuilt as new by late engineer owner, spare engine, etc., available, still needs re-wiring. Offers over £150 to Lowrey, 4, The Sycamores, Avenue Road, Farnborough, Hants.

FRANCIS BEART has for disposal for Riley Nine, rear slab petrol tank, 12 gall., ex 1.17P, perfect, less filler, £7 10s. Chrome Bosett *spotlight*, nearly new, £3. Bosch large trumpet 12-v. horn, £2 2-in. radiator dashboard thermometer, 21s. Ditto, 4-in., 20s. Used racing, long reach 14-mm. plugs, Lodge, BR50, BR52, 12s. 6d. *each*; *18-mm., short* reach, Lodge, BR4, 8, 29, 12s. 6d. each. Touring 14 mm., used, in good order, J.8, L.10 and K.L.G., L777, F50 and 850, 2s. 6d. each. Thames Cottage, Thames Street, Walton-on-Thames.

MOTOR SPORT, 1943, 10 copies; 1944, 11 copies; 1945, complete. *Autocar*, 1943, 12 copies; 1944, *45 copies; 1945, 50 copies. Offers*, N. Hall, Deverell Barracks, Ripon, Yorks.

SPECIAL Competition Rover 14 2-seater full-trials *modification. Apply R. B. Lowe, Prince's* Works, Alvechurch, near Birmingham. Hillside 1191.

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

"RED LABEL" Bentley 3-litre Van den Plas speed model, 1927. Engine rebuilt in 1938, flywheel lightened. Battery, tyres, silencer new this *year. New S.U. carbs. and manifold fitted* last October. One of the best "Red Labels" in existence, but must have closed car for business. Offers to Capt. J. D. Foster, Abberley House, Bromsgrove, *Worcester.*

"12/50" Alvis, with 65 by 110 engine; less body, but excellent for rebuilding as otherwise in running order, £20. John Haining, Plex Farm, Broad Oak, near Shrewsbury.

VINTAGE car, 14-h.p. 2-seater sports Delage D.I.S., for sale, completely overhauled and re-cellulosed within last 14 days. Reason for sale, owner going abroad. Heath, 8, North Street, Gainsborough. Tel. 512.

4½-engined 3-litre Bentley. Mechanically sound, fabric poor. Offers to R. Truscott, Sidlow Garage, Sidlow Bridge, Reigate.

AUSTIN Seven (Mag. Model) gearbox, chassis, axles, etc., good condition, £15. Box No. 227, MOTOR SPORT, 15, City Road, London, E.C.1.

LAYSTALL *for* CRANKSHAFTS

FOR SALE—*continued*

1930 Alfa-Romeo 1½-litre, 6-cylinder open sports 4-seater. Engine has been completely stripped. Mains and rods re-metalled and bored in line, and all work necessary carried out. Engine requires assembly. Body sound structurally. Requires re-spraying and trimming repairs. Offers over £80. 1930 B.N.C. 2-seater, supercharged 1,100-c.c. Ruby engine. Bottom half of engine overhauled at cost of £28 (receipt available). Cylinder block requires repairs to cracked valve seats. Blower perfect, tyres fair. Body sound. Chassis re-sprayed. Offers over £75. M.G. "J" type engine, complete with manifolds, 2 S.W. carburetters, dynamo, excellent condition, special E.N.V. crash-type gearbox, propellor shaft. £40 the lot. Montlhery M.G. camshaft, £7 10s. Many other spares. 1,750-c.c. Alfa-Romeo supercharger, perfect, £30. G.P. Salmson engine, gearbox, and quantity of spares, £15 lot. Three-carburetter S.W. unit for Rover, 1 ¾ downdraft S.U. and many others. The above are being sold on behalf of enthusiast who is going abroad at short notice. Details from Wiltshire Cottage, Hartley Wintney, Hants.

FOR disposal, "Speed and Sport," 1931/2, 3 copies, 1s. each. "Brooklands Track and Air," 1934, 5 copies, 1s. each. *The Motor*, 1908/9/10, 63 copies, £5. *The Motor*, 1941/2/3/4, *177 copies*, £4 10s. All in perfect condition. Please add postage. 2,000 other copies of old *Motors, Motor-Cycling and Motor-cycle, Moto Revue* (French). Francis Beart, Thames *Cottage, Thames Street*, Walton-on-Thames.

CENTRIC blower, suitable for M.G, 1,100-c.c. 6 lbs. at 3,000 revs. Practically unused, complete with installation piping, blow-off valve, manifold, oil pump and tank, to suit P.A. and P.B. M.G. 14, Adelaide Terrace, Blackburn.

"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 Colmore Trophy Car Trial, 1946

THE ONLY FIRST-CLASS AWARD - 1½-LITRE H.R.G.

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

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE—*continued*

MOTOR SPORT, 42 assorted copies, 1939-1944. Prop.-shaft and universals for 2-litre Lagonda, 3 inner tubes, 5.00 by 21. 170, Lower Clapton Road, E.5.

FRAZER-NASH chassis and engine, also new shockers and front springs, unused Duralumin channels for chassis frame, also Dural sheets, rods and angles, aluminium blocks for rear springs. At present stripped down. Will consider offers for parts or whole. Box No. 226, MOTOR SPORT, 15, City Road, London, E.C.1.

RILEY open sports 4-seater. Reg. 31/10/34. Scintilla, new hood, screens. £300, or near offer. Box. No. 228, MOTOR SPORT, 15, City Road, London, E.C.1.

JAGUAR, 1937 type 2½-litre open super sports 4-seater. Low mileage car with excellent pre-war tyres, new hood, tonneau and battery. Fold flat and aero-screws. P.100's, most exceptional condition and appearance, and capable of very high performance. Little used, as three cars in family. £675. Wood, "Taunton," Pevensey Road, Bognor Regis. Bognor 1359.

DELAGE 27.9-h.p., 8-cyl. engine. T.F.S. Two spare wheels with tyres. Caldwell heater and charger. Streamline coachwork by Fernandez. Darwin blue 4-seater saloon. 13,000 miles. Nearest £900. Farbridge, 39, St. Edmunds Avenue, Ruislip, Middlesex. Ruislip 5478.

AUSTIN special chassis, L.M.B. front axle, rear lowered and extended, overhauled engine. Spring wheel, raked steering. Numerous spares, including rear tank, £30. Offers, Bingham Barncot, Brewery Road, Horsell, Woking, Surrey.

1925 Fiat, Type 519, 27-h.p. open 4-seater. Completely rebuilt 1938. Taxed year. £190. 88, Hallowell Road, Northwood.

1921 Talbot "25," sound condition, £40, or offer. 1922 Rolls-Royce, running order, £35. 26, Davies Avenue, Leeds, 8.

FORD V8 trials special, very short wheelbase, specially built for well-known driver but never yet run. Perfect condition throughout, 8 wheels and tyres, all pre-war and nearly new, £375. Rover Ten trials special, tuned engine giving genuine 85 m.p.h. Excellent condition, £330. Cowell, Whittet & Co., Lightwater, Surrey.

1931 Alvis, "12/50" 4-seater tourer, perfect condition, taxed and insured. Offers over £150. 6, Colgrove Road, Loughborough. Tel. 3037.

£75 Alvis, 1929 "12/50" 4-seater, mechanically sound, body needs attention. Good running order. Five tyres, etc. 'Phone Hampstead 0539, evenings.

FOR SALE—*continued*

SUPERCHARGED 3½-litre Rolls-Bentley fitted with aerodynamic streamlined full 5-seater saloon body by Park Ward at a cost of £800. 1935/36 chassis. Completely overhauled by Rolls-Royce at 58,000 miles in May 1935 at a cost of £227. Invoices shown. A.A. mechanical test report available for inspection. Only 5,000 miles since complete overhaul. Fitted with Ride control, P.100 headlights, giant Fram oil filter and largest Arnott supercharger, combined with 46-mm. Solex carburetter giving controlled boost of 5 lbs. per sq. in. Phenomenal performance. 0-60 m.p.h. in 11.5 seconds; standing ¼ mile in 18 seconds; maximum speed of 110 m.p.h. Genuine 16 m.p.g. Specially strengthened clutch fitted. Five perfect tyres. Chassis always maintained by Rolls Royce. Body in spotless condition. As silent as the standard Rolls-Bentley. Owner reluctantly compelled to sell as he is leaving England to open New York office. Best offer over £1,850 accepted. Apply Mr. Bernard (Managing Director), Bernards (Publishers) Ltd., The Grampians, Western Gate, London, W.6. During business hours. Telephone SHE 2581 for appointment to view.

CHARLES FOLLETT
LIMITED

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

★

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

FOR SALE—*continued*

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

1936 4/4 Morgan, recently completely stripped, overhauled by famous British racing marque, just over 1,000 miles since rebuild, which included re-spraying (black and silver), and new all-weather equipment, practically new tyres. Any trial. Best offer over £375. Only reason for sale, owner must have 4-seater. Wise, 118, Burnley Road, Dollis Hill, N.W.10

LANCIA Lambda. Completely overhauled and rewired. Fast, reliable tourer. Good tyres. £120. Powling, 42, Halsall Road, Southport.

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

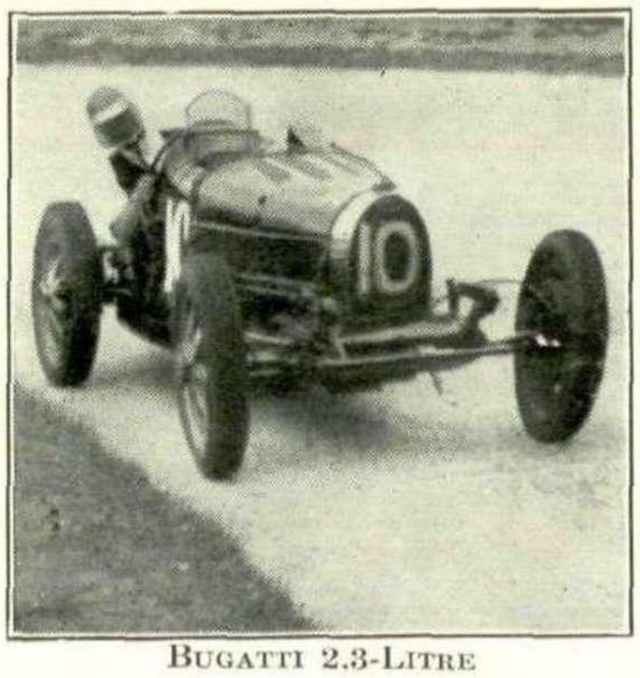
1935 LAGONDA Rapier saloon, taxed, ready to drive away, £175. 8, East Green Drive, Stratford.

1923 G.N. 2-seater, complete less carburetter, dismantled for storage, £5. MacLagan, Morenish, Sledgate Lane, Wickersby, Rotherham, Yorks.

WANTED

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

WANTED urgently by enthusiast to complete collection. Any copies or bound volumes of the following:—*Autocar* up to July 1927, copies of Nov. 22nd, 1935, and July 11th, 1941. *Automobile Engineer* 1921-33 incl. and 1913; copies of March, 1915, and Sept., 1920. *Automotor Journal* after June, 1928. *Brooklands Track and Air* all copies. *Bugantics* up to Dec., 1934. *Irish Motor News* up to Jan., 1934; copy of Nov. 4th, 1937. *J.C.C. Gazette* up to June, 1940. *Light Car* up to Jan., 1936; copy of July 22nd, 1938. MOTOR SPORT up to Feb., 1931. *Motor* up to Oct., 1927. *Motor Cycle* up to Feb., 1932. *Practical Motorist* after May, 1939; copy of Feb. 9th, 1935. *Proceedings of I.A.E.*, Vols. up to XV (1920-21) and after XXXIII (1938-9). *I.A.E. Journal* up to Vol. V and after Vol. X. Also any show guides, motoring books, catalogues, instruction books, pamphlets, etc., of any date. Please state price wanted. 7931077 Cpl. Rickley, D Squadron, 43rd R.T.R. BM/AUTO, London.



BUGATTI 2.3-LITRE

CHARLES MORTIMER

Won the Third March Mountain Handicap at the B.A.R.C. Opening Meeting, Brooklands, March 11th, 1939, and obtained second place in the Second Easter Road Handicap, B.A.R.C. Easter Meeting, Brooklands, April 10th, 1939.

WHY NOT PROFIT BY OUR EXPERIENCE IN LETTING US UNDERTAKE WORK FOR YOU

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

CLASSIFIED ADVERTISEMENT SECTION

WANTED—*continued*

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.

WILL give 7s. 6d. each for copies of *Brooklands Gazette* and MOTOR SPORT, Vol. 1, Nos. 1, 6, 8, 10; Vol. 2, No. 2; Vol. 3, No. 2; Vol. 4, No. 10; Vol. 5, all 3 copies; Vol. 6, Nos. 5, 6, 7, 9, 10, 11, 12. Would consider complete vols., especially Vol. 6 incorporating Vol. 5. Bayley, Crossways, Platt, Borough Green, Kent.

3-LITRE "Red Label" 2-seater required, condition of body immaterial, chassis only considered if in good condition. Send details and price required to Box No. 223, MOTOR SPORT, 15, City Road, London, E.C.1.

3-LITRE Bentley instruction books or gen book *re* upkeep of same required. Good price given. Box No. 224, MOTOR SPORT, 15, City Road, London, E.C.1.

GENUINELY impecunious ex-Service man needs small h.p. car, £75 available. Any offers to G.W., Garden Cottage, Harwood, Corbets Tey, Essex.

WANTED—*continued*

WILL buy 327 model Frazer-Nash, 1939. 27, Rupert Street, Bristol, 1.

WANTED old 3–4½-litre Bentley. Condition immaterial. Price according to year and general condition. Please write, 1, Warner Avenue, North Cheam, Surrey.

WANTED, open 4-seater Delage D.L., D.I.S., or D.I.S.S. Preferably running order and mechanically sound. Also Alvis, Riley, or similar, under 2-litre, about 1928. Barrett, 230, Lincoln Road, Walton, Peterborough.

WANTED, 4.50 by 19 competition tyres, either new or little used. J. H. Sarginson, Angel Hill, Buty St. Edmunds.

ALVIS "12/60" or Silver Eagle 4-seater or D/H coupé. Body must be in fair condition. Winder, 57, St. Hildas Road, Harrogate.

IMPECUNIOUS enthusiast requires sports car. Any make, size, year, or condition, but must be cheap. Baillie, Garlenick, Grampound, Cornwall.

TWIN or three-carb. manifold. Also 45° overlap camshaft for 1934 Wolseley Daytona. G. Braznell, Oaklands, Eastcombe, Stroud, Glos.

WANTED—*continued*

DASHBOARD and instruments, carburetters, electric pump, hood, sidescreens, windscreen glass, seats for 2-seater M.G. P.B., 1936. Track rod and couplings, main bearings for Meadows 4-cylinder, 1934 Frazer-Nash. Drophead coupé Atalanta, Allard, Brough or Delage type car, 20 to 30 h.p. Scintilla Vertex, six cylinders anti-clock. Messenger, Overthorpe, Thornhill, Dewsbury, Yorks.

YOUNG Motor Sport enthusiast would like to purchase sports car, condition and year immaterial. Price in region of £60. 56, Hamilton Road, Dollis Hill, Willesden, N.W.10.

RILEY enthusiast seeks either "Brooklands" or "Gamecock." Would part-exchange rebuilt 1932 chassis, if desired. Cash adjustment. Partics. and price to Daniel, 28a, Church Street, Enfield, Mdx.

WANTED old type Riley Nine, Alvis "12/50" or similar, saloon preferred. Cheap. Box No. 225, MOTOR SPORT, 15, City Road, London, E.C.1.

WANTED, MOTOR SPORT for September, 1934; August, 1935; December, 1935: November, 1938. A. E. Over, 3, Grange Hill, South Norwood, S.E.25. Livingstone 3597.

ALVIS 12/60 complete engine (condition immaterial) or cylinder head for same. Also close ratio gearbox. Montgomery, Moorfield Drive, Neston 528, Cheshire.

L. M. BALLAMY LTD.,

GODSTONE ROAD,
WHYTELEAFE, SURREY

WE HAVE MUCH PLEASURE IN ANNOUNCING THAT

MARCUS CHAMBERS

HAS NOW JOINED THE COMPANY AND WILL BE PLEASED TO ATTEND PERSONALLY TO ALL TYPES OF SPECIAL CAR WORK AND EXPERIMENTAL :: :: ENGINEERING :: ::

Telephone - - UPPER WARLINGHAM 2718

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