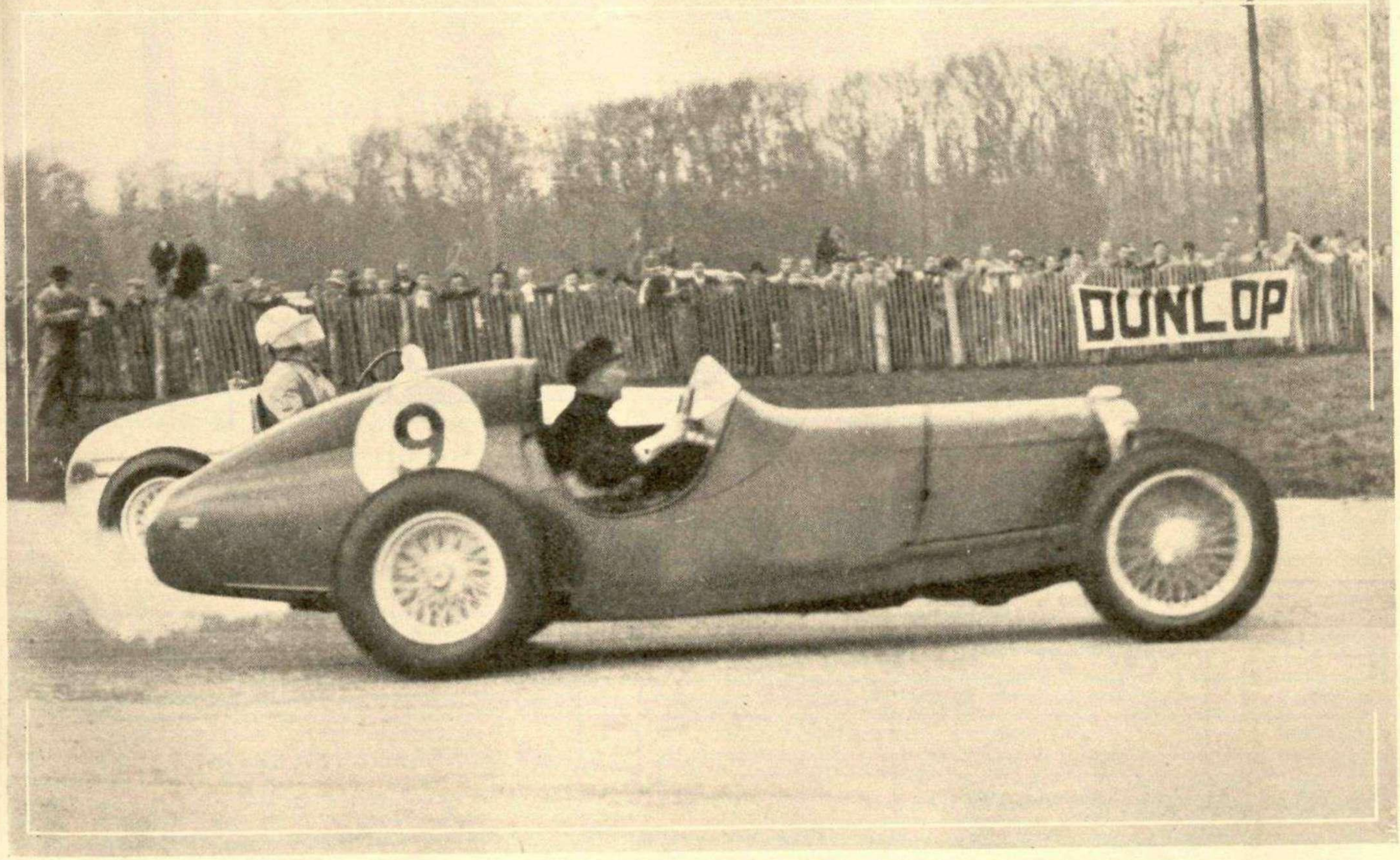
Vol. XXI No. 2 — A ROAD-EQUIPPED "SPECIAL" — February, 1945

MOTOR SPORT

INCORPORATING Speed

ONE SHILLING MONTHLY

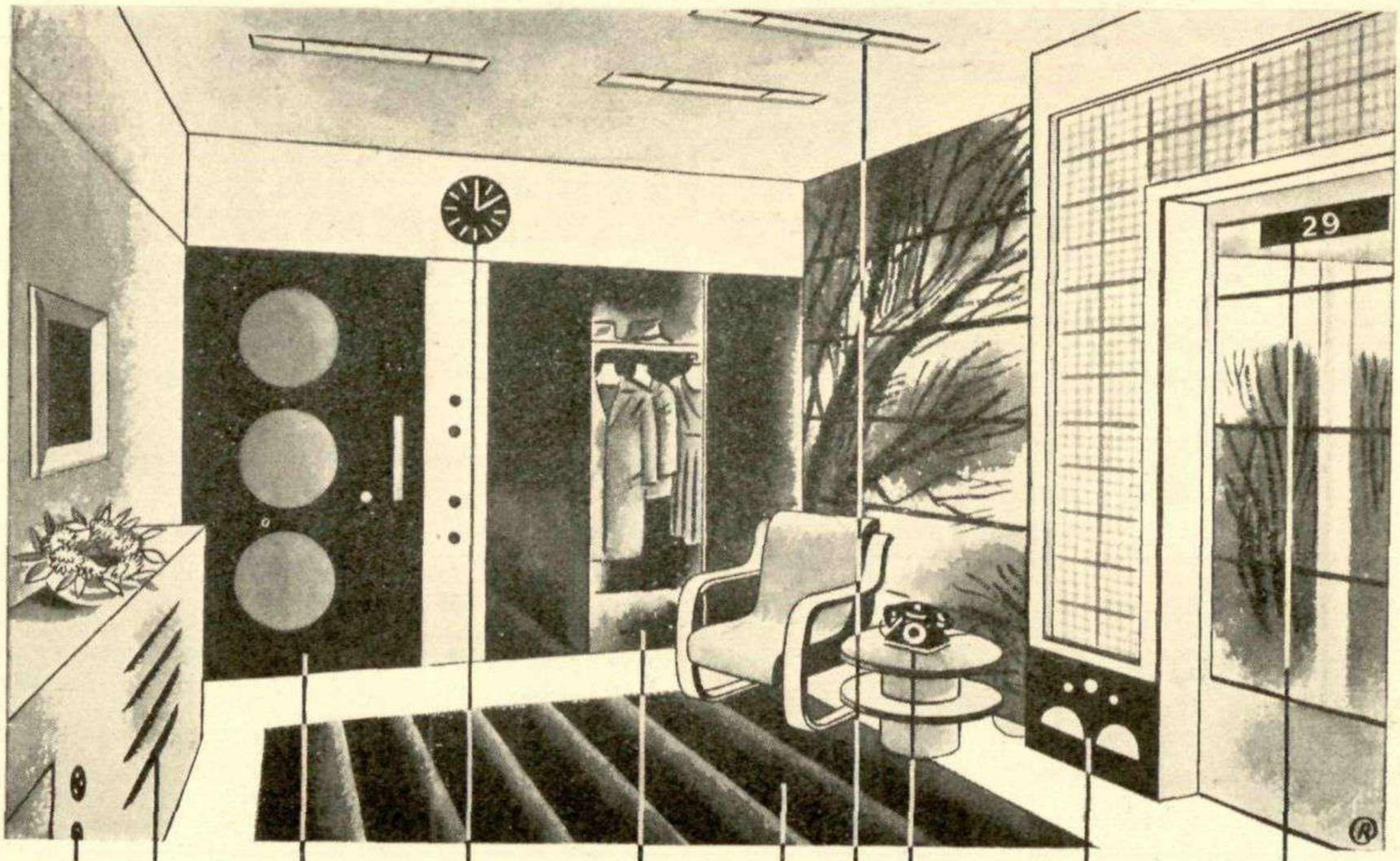


CONTENTS

Geoffrey Battersby's D.B. Special 23
Enthusiastus Extinctus 25
Scrap-Book 26
Veteran Specialist 27
Apprentice's Story 28
Letters from Readers 39
Cars I Have Owned 32
Another Belated Book Review 34
Rumblings... 35
Australian News... 36
Club News 37

THE **ALL ELECTRIC** HOME OF THE FUTURE

Nº 1 THE LOUNGE HALL



1. Power Point for Vacuum Cleaner
2. Air Conditioning Radiant
3. Passenger Operated Electric Lift
4. SMITH SECTRIC CLOCK
5. Built-in Coat and Hat Recess with "Press Button" Mirror Sliding Doors
6. Electric Panel Heated Carpet
7. Strip Fluorescent Lighting in Ceiling
8. Telephone
9. "Press Button" Shoe Brushes
10. Illuminated Number Plate with Number Visible inside and out

SMITH SECTRIC CLOCKS

plug in to Greenwich time

SMITH'S ENGLISH CLOCKS LTD., CRICKLEWOOD WORKS, LONDON, N.W.2

VOL. XXI. No. 2 FEBRUARY, 1945 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, 21, CITY ROAD, LONDON, E.C.1
Telephone: MONarch 8944

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

GEOFFREY BATTERSBY'S D.B. SPECIAL

In these days, when hybrids for use on the road are less popular than was once the case, Harold Biggs's description of this car of 20 varieties is very welcome.
—Ed.

IT is not every day that an opportunity occurs to examine a specially constructed car which has not already been written up by the motoring Press. It was, therefore, with great pleasure that I accepted Geoffrey Battersby's invitation to look at his D.B. "Special," which had been built, some years before the war, to his instructions, by the well-known London firm of automobile engineers, Messrs. Dottridge Bros., of East Road. The D.B. is, of course, a sports car, and had been built with the idea of embodying components of tried and proved worth, without in any way being bizarre or flimsy.

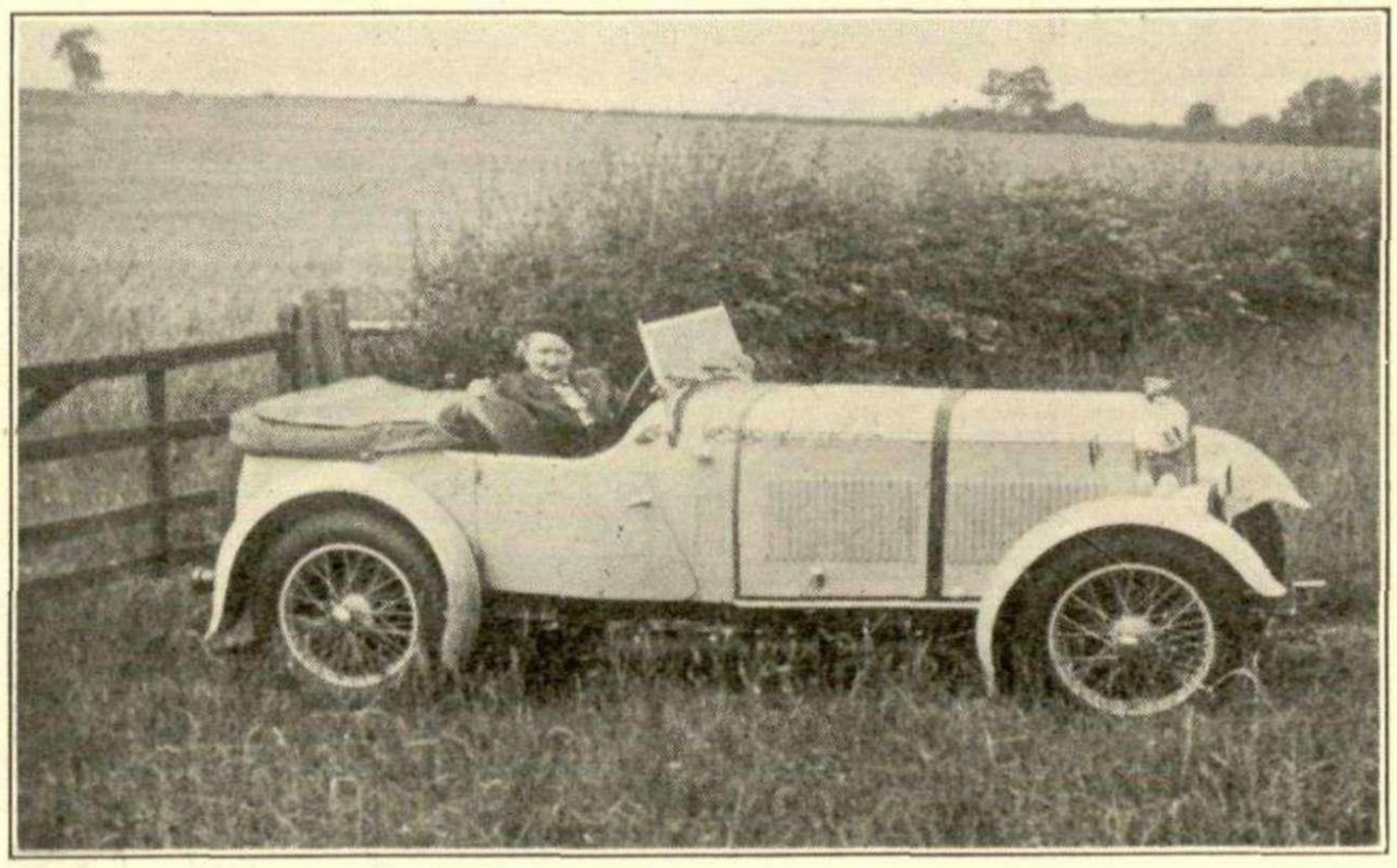
Knowing Battersby's experience in competitions, it is not surprising to find that the front-end of the chassis is Salmson; that and the engine are "San Sebastian" Salmson, and are ex-Clarke, who, it will be remembered, drove a Salmson in the first "Double Twelve." An interesting feature about the front-end is that the axle is of unknown origin, at least to the owner, and has, as an addition, substantial radius rods to look after brake re-action, its springs being on outrigged mountings. The rear half of the chassis, which is very cleverly and unobtrusively mated up, is G.N. The bevel box, which is of aluminium, is *positively-mounted on one* of the cross-members between vertical plates, which supplements the standard G.N. method of holding the bevel box in position by its own bevel cross shaft, with a large "U" bolt securing the nose-piece of the box. The bevel gears are helical and replace the standard straight-cut G.N. bevels. Two chain drives are retained, the sprockets being those mounted close to the cross-shaft side bearing housings, thus relieving the solid rear axle, made specially for the job, of much stress. The rear ¾-elliptic springs are slung below the axle and are suitably cambered to give a low position. Shock-absorption is by special long-bladed Hartfords at the rear and triple-bladed ones at the front.

A separate lever controls the change of ratio of the chain-drive, which gives one the option of 4.75 to 1, or 5.5 to 1; this, *in conjunction* with an E.N.V. 4-speed pre-selector box, gives a wide range of ratios. The E.N.V. box is off a "12/40" Salmson, for which it was specially made, thus fitting the "San Sebastian" unit with the minimum of alteration. The actual operative Salmson clutch is retained, Messrs. Dottridge's fitting an interesting interlocking device whereby the clutch could not be used unless the gear bands were fully engaged. The actual gear-change handle is of the more unusual "door knob" pattern, of which *the only one I had seen before was on the* o.h.v. O.M. which Dugdale drove in an Alpine Trial years ago.

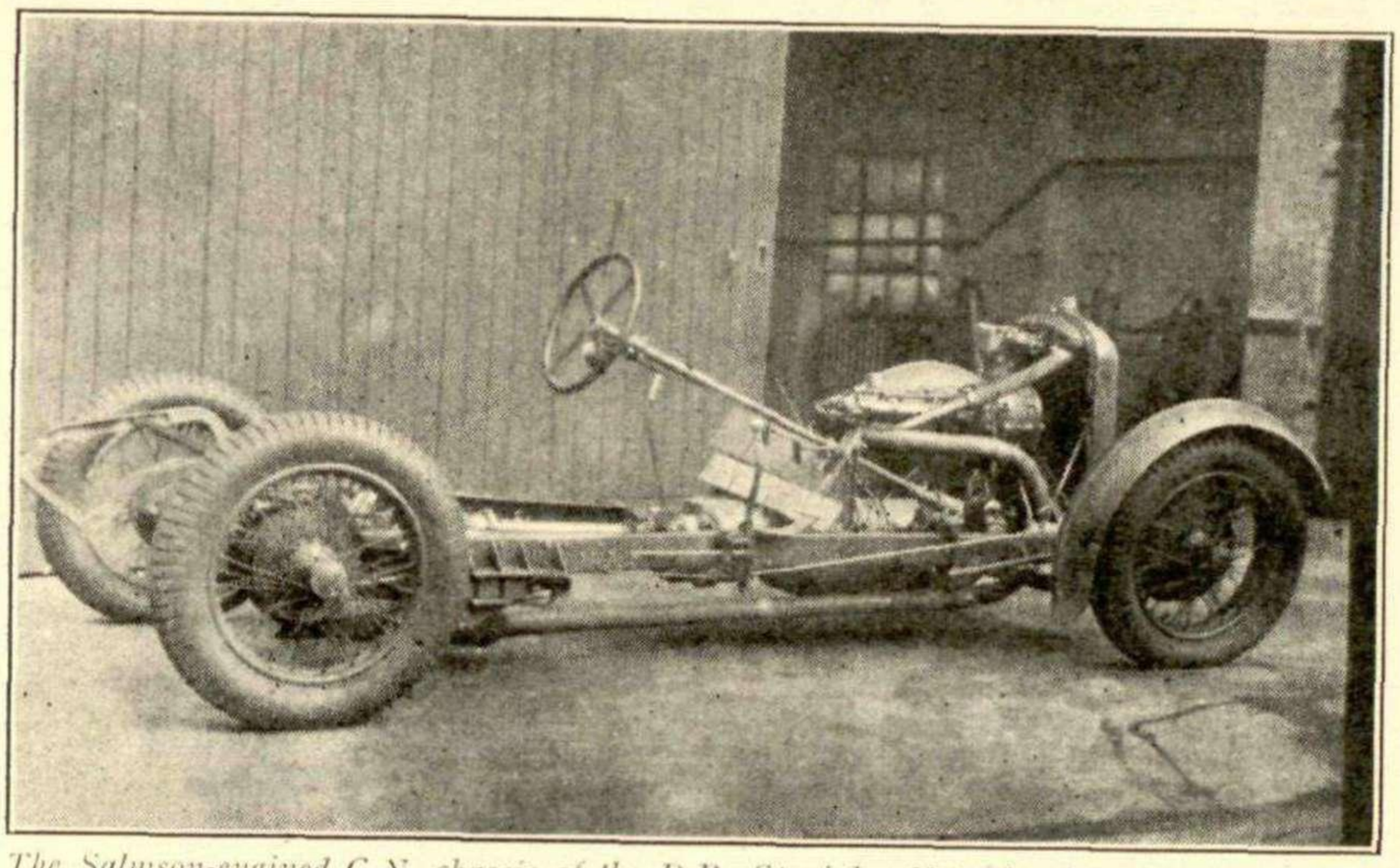
Bodywork from the dashboard back was Wolseley "Hornet," panelled in aluminium and mounted on upswept false chassis members extended backwards from the standard G.N. side-members. A very long, much-louvred bonnet covers engine and gearbox, blending in with the special radiator cowl, which is Salmson in general appearance but possesses vertical slats as the grille, and a special badge, a circular disc bearing an intertwined D and B in light and dark blue enamel, and inscribed round the circumference, "Supercharged Special."

The short 4-seater body is cellulosed cream and is of pleasing appearance, the low headlamps not detracting from the line and the single-panel screen not looking out of place.

To revert to the chassis layout, the whole of the brake gear is compensated *in the Bugatti manner*, by chains and sprockets, Vauxhall brake cables and Singer brake drums being used at the rear.



The finished D.B. Special gives the impression of being of more than 1,100 *c.c., and a very roomy body graces the G.N. frame.*



The Salmson-engined G.N. chassis of the D.B. Special. Note the Centric supercharger, Arnott carburetter, and the extensions for the body at the rear of the chassis.

A very neat coupling was noted in the *propeller-shaft, using many small bolts* instead of the more customary large ones. Three large cross-members emphasised the impression that the constructors did not intend the car to collapse under hard usage, which point was again obvious in the construction of the fully-domed wings of steel, those at the front being mounted on the brake back plates by massive channel-section supports.

The power unit, mounted well back in the chassis, is an 1,100-c.c. "San Sebastian" Salmson, with three-bearing crankshaft, thermo-syphon cooling, and twin Scintilla magnetos firing eight plugs. Level with the cylinder head is mounted, on an erection of angle-iron supports spanning the chassis, a 1½-litre Centric compressor, driven by twin belts from a triple pulley on the crankshaft (the third *sheave of which drives the dynamo).* The *supercharger runs at ¾ engine* speed and blows at 4½ lb./sq. in. at 5,000 r.p.m. Above it is a downdraught Arnott carburetter, the tank for blower lubrication being bolted to the facia back board. This position of the supercharger entails extremely complicated throttle control rods and linkages, but this snag has been overcome in that workmanlike manner which is obvious throughout the whole construction of the car. A standard "San Sebastian" steering box is used; wheels and tyres are 4.75 in. by 18 in., and the all-up weight, with 10-gallon tank *full, is 14 cwt.*

The large-diameter, well-swept four-branch exhaust manifold discharges into a Burgess silencer which extends for practically the whole length of the car and should efficiently silence the exhaust note without excessive back pressure. Nearly every detail in this most interesting car is of practical value, witness the permanent and substantial *starting* handle, and the many instruments. Among the various gauges I noted the popular Ki-gas pump and, incidentally, no grab rail or St. Christopher badge!

One of the most interesting things about this dashboard is a chromium-plated plaque on which is engraved the names of firms whose products have been incor*porated in this car:* Alvis, Amilcar, Aston-Martin, Austin, Buick, Citroen, Centric, Daimler, De Havilland, Delage, E.N.V., Ford, Frazer-Nash, G. N., Morris, Rolls-Royce, Salmson, Singer, Sunbeam, and Wolseley.



Enthusiastus Extinctus!

What follows mustn't for a moment be regarded as the official view of "Motor Sport," far less of its Editor! But we do feel that the case made out by the writer should be set down for feminine enthusiasts to answer. And, judging by a certain famous technical editor's Christmas card, the writer does not appear to be alone in the prophecy he makes in his closing paragraph.—Ed.

IS the enthusiast doomed to extinction? To make such a suggestion at a "Rembrandt" Meeting would probably require more moral courage than I possess. It might have required even more to have mooted a parallel and contemporary proposition at the Cavalry Club in 1910, yet history cannot be denied.

Robertson-Rodger laments that sheer lack of enthusiasm apparently brought to an end the "splendid era" of 1924-32. He dates the final decay from the general introduction of i.f.s.; this, however, is probably a mere coincidence. The real cause is almost certainly the subversive influence of the female of the specie. In fact, like many another tragedy, it all started with Eve.

The last war gave impetus to the so-called "emancipation of women" movement, and this war has finished the whole thing off. Broadly speaking, this "emancipation" means that woman, whilst retaining copyright of those weapons that have been solely feminine since Adam lost a rib, has also given herself the option of using those which formerly had always been man's alone by right of nature. In these ungodly days, a woman can, with equal facility according to the dictates of strategy, either fall into your arms in a tearful, helpless (?) smother, or tell you not to be a silly fool, and you, an English gentleman to the bitter end, are defeated either way.

The years immediately following the last war gave some slight respite and a false hope, but after the tumult and the shouting had died down to that gentle murmur that we foolishly imagined to be peace, the reaction set in again, and, after a little probing into cause and effect, I am forced to the conclusion that the outlook is bleak indeed.

It is unfortunate but true that the more desirable a car as a car, the less it finds favour in the eyes of woman. While she does, on occasions, like to "go fast," she has little knowledge of, and less interest in, the finer nuances of the word "performance." If she can, whilst enclosed by a roof and all the frills of a boudoir, read ninety-plus on a highly-optimistic golden-coloured hexagonal rate-recording device, she will be happier than seeing the same figure on an accurate speedometer surrounded only by fresh air and the barest necessities for fast motoring.

Unfortunately, too, one has to make concessions. On festive occasions, for example, you can cover up the "soup and fish" with a heavy coat, and after a two-second manipulation of a comb, no one can tell whether you have journeyed in a decent car or a taxi. Your popsie, on the other hand, has spent a guinea on a hair "do" and objects to turning up looking merely as though she ought to have spent it. After the party the drive home in an open car sobers you up, but she probably doesn't drink as much as you and, therefore, can hardly be expected to appreciate this point. (Although, by way of stressing it, I once, after a more than usually hectic flying club party, ran very badly out of road in a Ford V8, whereas the open Speed Twenty Alvis, which was my normal mount at that time, would have done no such thing—not even under those circumstances.)

There were many potent reasons behind woman's campaign to degrade the motor car, but most of them were summed up in the words of a female friend of mine who, of my open 2-litre Lagonda, said: "You'd rather have your wretched motor car than any woman in the world."

As I was at that time endeavouring to lay the foundations of a beautiful friendship, I weakly denied my gods; but I kept the car and she remained unconvinced, and neglected me for a man with a Chrysler.

Woman early discovered that the amount of attention available to herself varied in inverse ratio with that accorded the car, and decided to eliminate the competition. She herself, of course, was quite unable to share a man's enthusiasm for a decent machine, due to her inherent inability to handle it. Let us be fair at this stage and admit that there have been women who could and did drive a man's car—sometimes better than its owner—but it is irrefutable that for every one there were ten thousand (rough check) of the other sort.

I once read a book in which men of different nationalities advanced varying theories as to a woman's rightful place in a well-organised scheme of things. The Frenchman's suggestion was just what one has been traditionally led to believe of the Latin. (And who would say it was completely wrong, even if it is more traditional than real?) The German was insistent that the home was the only rightful environment of the female, while the Englishman thought that a woman's rightful place was on a pedestal. No one suggested the driving seat of a car as being at all a suitable place—which, of course, it isn't; but what with emancipation and one thing and another, she got there just the same and started altering things around. The end of real motoring was in sight.

The decay was first apparent, of course, in America, where, as I know from personal observation, women have far more influence than is good for their husbands over things in general. In short, American women always get what they want. In the motoring world they started off by wanting low-geared steering and sofa-soft suspension, and from then on never looked back, until, as we all know, the American automobile developed into something as nearly resembling a Fifth Avenue beauty parlour as human ingenuity could construct on four wheels. Even these latter, being so purely functional, had to be as little in evidence as possible.

I doubt whether it is going beyond the truth to say that designers became subservient to advertising managers. Advertising men know that the one thing that a woman cannot resist buying is "fashion," so cars ceased to be machines and were marketed as fashionable merchandise along "Keeping-up-with-the-Jones's" lines. If you doubt this, just skim the pages of a pre- (American-entry) war *Saturday Evening Post*.

American men are now so completely corrupted that the average young man of that country just doesn't *know* what a good car is. If you try to talk to him about motoring, he will respond with details of air-conditioning plants, radio sets or body styles.

Enthusiasm died in America simply because there was no longer anything to be enthusiastic about—woman had finally eliminated the competition—and it seems it must ultimately die here for the same reason.

Cast your mind back and recall the greater cars of the glorious years. Some are completely extinct and many others, merged in with great combines, exist only as a mockery of the once great names they bear. Those wonderful cars declined and died because there was not sufficient enthusiasm to keep them going—and the trend continues.

The modern may have a performance as good as the vintage car (all too often, of course, it has nothing of the sort). It may provide all the amenities of a luxury flat and make an ideal courting barouche, but it is quite impossible to enthuse over it. It has no personality and makes little or no appeal to one's sporting or mechanical instincts—for, of course, it wasn't designed to.

"The years that take the best away give something in the end," wrote the poet, but in this case he was wrong, for as one of the greater Bentley exponents remarked to me sadly, "The vintage era has gone and nothing has come to take its place." And nothing has!

Good vintage machinery is becoming ever scarcer and more expensive, and must continue to do so. (Helped along in this latter respect, incidentally, by so many gentlemen of whom we had never heard before the war; whose motoring antecedents are as doubtful as their right to the regimental ties and naval beards they wear, suddenly emerging as ardent champions of the better makes—and *quite* by chance, of course, dealers therein!)

The day must inevitably come when even the toughest and finest vintage cars have all reached their last resting place, and future generations of young men in this country will grow up, even as they have in America, knowing nothing of the glory that was, when men drove men's cars for the sheer joy of it and not merely as transport.

Is there no hope? No faintly brighter gleam in this stygian outlook? Can nothing be done to bring about a revival of the splendid era? Nothing, I fear, short of re-creating our social order from

basic principles with the aid of blunt instruments and horse whips; but the white races have grown out of the habit of beating sense into their women and the psychological principles involved are too fundamental to allow of alteration by civilised methods. "Love me, love my car," said the enthusiast, but woman—often so humorously referred to as the weaker sex—said "No. Love me *or* your car." And as even the most ardent enthusiast could not deny his greater obligation to the future of the race, it became even so.

Mind you, I do know one admirable young man who, when confronted with the ultimatum, "Blonde or Bentley," didn't even argue, but just drove away and left her weeping jealous tears. However, he is very young and she wasn't a very attractive blonde, anyway.

Poor lad. The days of his active enthusiasm are numbered, for he is the only scion of a noble and ancient house; a state of affairs that he will ultimately have to rectify. When his son goes motoring it will probably be in a sort of hyper-super-dooper streamlined magic carpet. The uncanny silence of its going will be disturbed by no evidence of machinery at work. No glorious "gobble-gobble" will bring music to his ears or cause any as yet unborn policeman to reach for a notebook. The only sounds within will be the dance music on the radio and the purring prattle of the popsie preening herself in the security of the knowledge that the whole thing is a setting for her charms and not a counter-attraction.

Time, they say, is a great healer, and therefore probably only occasionally will his father reflect sadly, though, let us hope, without bitterness, that he found a virtuous woman, but her price was far above sports cars.

SCRAP-BOOK

FROM time to time readers' scrapbooks are loaned to the Editor and have the effect of making him wish that he had been more industrious in his youth and had commenced one. The latest to come to hand is one compiled in his school-days by I. M. Clark, who, incidentally, was at school with Whitehead, Gerald Sumner and Watson, the Talbot driver. The cover bears a coloured picture of fictitious cars taking a hairpin bend at prodigious speed, the leader bearing the racing number 13; but the interior of the book is a most valuable cross-section of an absorbingly interesting period of racing history.

There is a picture of the 4-seater Renault 45 which averaged 105.3 m.p.h. for six hours at Montlhèry in the course of breaking world's records. There is a stripped tyre on Thomas's Leyland, which reminds one of the comparatively small section covers used on the "heavy-metal" of those days. Some excellent pictures show the A.C., which first exceeded 100 miles in the hour in the 1½-litre class, and the very intriguing hill-climb A.C. favoured by Joyce. The former car reached over 104½ m.p.h., and both had the Weller exposed-driving-shafts rear axle. Segrave is seen conducting a G.P. Sunbeam with its tail fairing removed, and there is a nice picture of Holcroft's "12/50" Alvis leaving the line at Aston-Clinton, the starter's car being one of the dear old Lancia "Lambda" saloons. Other competitors in this Inter-Varsity event were Summers's "30/98" Vauxhall, Tunnard's "Grand Sport" Amilcar, Heaton's Type 30 Bugatti and Millats curious A.C. Unusual cars shown are a 1½-litre six-cylinder Buc, an Indianapolis Guyot, and a 1½-litre straight-eight Moglia, while various views of the first experimental four-cylinder f.w.d. Alvis racer appear.

Several pages are occupied with pictures of the J.C.C. High Speed Trial which embraced portions of the Brooklands entrance roads, and the A.C. crops up again as Gillett's 2-litre taking the 24-Hour Record at Montlhèry and Raymond Mays's Rootes-blown, twin magneto Villiers-A.C. single-seater. This is a portrait of Mrs. Marion Agnew, entrant of R. C. Morgan's Thomas-Special, and there are scenes from an event at the Solitude circuit, Germany, featuring an Alfa-Romeo in the 2-litre race, which looks like a 3-litre "22/90," and what appear to be Type 30 touring Bugattis. Segrave's G.P. Sunbeam is seen at Shelsley Walsh, and we are reminded that Harvey's f.w.d. Alvis was fastest through the bends and made second fastest time. Connelli is seen being led away after winning the 1½-litre French G.P., on his back, his Darracq having collided with Duller's on the finishing line. In the same race Eldridge is seen with a very unfamiliar Eldridge-Special, its "Eldridge cowl" and a huge head-rest clearly evident.

There are many excellent views of Brooklands racing, and interesting cars therein include Law's streamlined Clyno and Campbell's Chrysler as a touring 2-seater, before it received its Jarvis racing body. The Jappic, of 2¾ h.p., is shown doing 10 miles s.s. at 67.35 m.p.h. (it did five miles, f.s. at 69.04). Bogenschutz in a car of his own name at Montlhèry and the fabric-bodied 1925 Le Mans Chenard-Walckers are things of which we were not unaware, but which refresh the memory.

The Sunbeam-Bentley duel at Le Mans is nicely recorded, and one is reminded of the very advanced 1,100-c.c. Chenards and the air-cooled 4-cylinder S.A.R.A. There are four views of curious 4-cylinder Mathis cars intended for the French G.P., having crab-track and the rear wheels enclosed beneath hinged panels in the wide tail, the driver's right elbow, even so, needing a faired bulge in the cockpit side and the cars looking very "Le Mans" on account of having 2-seater bodies, front wings and low-set headlamps. There is an excellent picture of Douglas Hawkes winning a Brooklands race at 99 m.p.h. in the 15-litre Lorraine from Howey's Ballot, and of Cushman's 4-seater Crossley with long ½-elliptic rear springs prominently in view, chasing Ropner's "30/98" Vauxhall on the Members' Banking. Interesting, too, is the sports Imperia which Duff drove in the Belgian G.P. Some technical details of Eldridge's underslung "special" with blown s.v. Anzani engine appear. In the Touring G.P. held at Montlhèry (1925 ?) the aforementioned Mathis and Boillot's winning Peugeot Weymann saloon are evident. The Peugeots had hotted-up 18-h.p., single carburetter sleeve-valve engines and two fuel tanks in the rear compartment, carrying 40 gallons. There is a picture of poor Count Zborowski and his ill-fated straight-eight Mercédès after the fatal crash at Monza; a daily paper error seems to be evident here, as the mechanic, Martin, looks suspiciously like our Sammy Davis, who, of course, rode with Zborowski in a Miller earlier that year. Views of Scriven's Brooklands car "Felix" show a chassis with side-members coming to a point beyond the rear axle, which is underslung above the chassis on ¾-elliptic springs, while the engine, presumably a Sage, had six separate cylinders, probably an o.h.c., and a curious inlet pipe on the off side, with a small carburetter bolted on at either end. Later pictures of this car show liberal drilling of the chassis members, a massive central cross-member, and what appears to be a 4-cylinder Thomas engine, with two carburetters. There is insufficient space in which to record all the interesting things in Clark's book, but Eldridge with another unfamiliar-looking "special" at Arpajon, Higgin's Miller at Southport, Senorita de Alvarez, Spanish lawn tennis champion, in a G.P. Bugatti, and a La Perle winning at Montlhèry deserve mention. The Wisconsin-engined Haugdahi which claimed to do 180 m.p.h. at Daytona, is shown, as is the later 10-litre, straight-eight Djelmo. Mays's later Villiers-A.C. appears, and there is an interesting photograph of a supercharged twin-o.h.c. engine with dual ignition distributors intended for a racing A.C. of about 1927 vintage. Interesting, too, is the all-enclosed single-seater Renault 45 which took the 24-Hour Record at Montlhèry, which was refuelled through a roof hatch. *The Motor* is shown conducting a test of a Fejes chassis, which included an hour's lapping of Brooklands at over 50 m.p.h., J. Boggis is shown making f.t.d. at Lewes with an absolutely standard-looking Aero-Morgan, a contrast to the 490-c.c. single-cylinder Fernihough-Morgan. There is a Th. Schneider at Spa, Morel with one of the first Amilcar Sixes at Mont Agel, and a Genestin, Aries, Georges-Irat and very touring Buick in the Routes Pavee. A fine shot shows Don's Wolseley-Viper in close pursuit of Barclay's T.T. Vauxhall on the Brooklands banking, and there is that first production f.w.d. Alvis 2-seater, with very touring wings, shown for the first time at the Scottish Show on the stand of J. H. Galt, priced at over £1,000. Such scrap-books are most instructive, and we shall be pleased of the opportunity of reviewing from time to time those of other readers.

VETERAN SPECIALIST

(Continued from the January issue)

THE damage proved worse than we had imagined, as the worm wheel was cracked, the balance gear case was broken, the near-side half-shaft was bent, the axle casing was split and two roller bearings chewed up. The chassis was twisted 2 in. out of true, and the engine bed had moved. A long fight with the Humber gentleman's insurance company ensued, and as the old Lanchester had only been insured third party, I was quite determined that they were going to pay for the repairs; furthermore, I contended that it was impossible to assess damage to a veteran on the same basis as a modern car, that the car was a valuable antique, and that as the insurance company were unable to replace it, they would have to repair it. This contention was upheld and we won the day. As a final throw the Humber gentleman contended that the Lucas oil lamp had been quite inadequate, to which Messrs. Joseph Lucas's representative replied that it was one of their standard commercial tail lights and was guaranteed to give more light than their standard electric tail light! So ended a most unpleasant affair, both Upton and Shanks receiving sums of money to cover their medical expenses. We were very lucky in being able to obtain a new worm wheel from Lanchesters; the other parts had to be made, with the exception of the rear wheel hub. I had foreseen that we might want a number of parts, and had inserted, for a number of weeks, an advertisement in *Exchange and Mart* for spare parts for early two-cylinder Lanchesters. Nothing happened for some weeks, and then I received a letter from Henry Hughes, of Bromsgrove, stating that he had broken up two such cars about ten years before, and that he still had some parts. I decided that the best thing to do would be to go over to Bromsgrove and see what he had. So the next Saturday Shanks and I set off, having taken the back seat out of my 21-h.p. Lanchester. We returned with the car packed to the roof—six wheels, front axle, complete countershaft with gears and clutch, two wick carburetters, two armatures and sets of magnets, six spare ignitors, boxes of ignitor and other ignition parts, two sets of brake parts and, perhaps most interesting of all, an original Lucas "King of the Road" headlamp (as illustrated in the Lanchester Manual), a pair of original oil side lamps, and a large brass horn, also a dashboard clock. These were polished up at the Guildford Plating Works before being fitted to the car. After the car had been repaired, and while it still remained in London, we had it beautifully coach-painted in the family colours of golden brown, with red wheels, and the leather front screen was re-covered in patent leather, and various external parts re-nickel plated.

On April 29th, 1933, I collected the car from London, drove it down to Guildford, and worked far into the night preparing it for the Veteran Car Club's opening Rally at Oxted the following day. Twenty-three cars were entered for this event and we successfully covered 51½ miles to and from this Rally. The next event was the Southampton Rally on Saturday, June 17th, for which 24 cars were entered. The Lanchester covered 107 miles in connection with this Rally and gained second highest award. This was the first event in which the car had appeared resplendent with its set of contemporary lamps and horn, also a genuine Lanchester double-note foot gong which Upton had found among his treasures. The only trouble we had was a temporary stoppage in the water circulation on the return journey, owing to some kind person putting a large piece of chewing gum in the water tank!

Just after this Shanks, who had decided to get married, departed, as we, unfortunately, had no accommodation at the time to offer him. His place was taken by R. Messer, who had served as a fitter at the R.E. factory at Farnborough during the 1914–18 war.

In which Francis Hutton-Stott describes some successes gained by his 1903 Lanchester after it had recovered from being rammed by a modern car.—Ed.

The next event was the Southend-on-Sea Rally on August 26th. We covered 146 miles in connection with this, Messer coming with me as Upton couldn't get away. Returning home on the Sunday afternoon we were progressing over the very rough cobbles in the Mile End Road, when the near-side track arm fractured and we were almost tipped out of the car. A large and rather ugly crowd collected almost at once. I waited with the car while Messer looked for a garage, but being Sunday they were all closed. However, we eventually found an undertaker who allowed us to put the car in his yard. Then an elderly man, who had been standing in the crowd, came forward and said he was an old steam engineer and that if we gave him the broken arm he would peg it and braze it. This he did, and we were able to complete our journey (be it confessed, very carefully), arriving in Guildford before dark.

Then, on September 9th, came the *Kent Messenger* Veteran Car Trial over a course starting and finishing at Maidstone and taking in Rochester, Chatham, Gillingham, Sheerness, Sittingbourne, Faversham and Charing. Twenty-six cars took part. Our certificate states that we completed the 72-mile course at an average speed of 19.91 m.p.h. We had suffered a certain amount of clutch slip throughout, hence this rather poor performance. We won the Rootes Cup presented for the "best kept car." The clutch slip we subsequently discovered to be due to a grub screw lodged between the clutch housing and the cone.

Next came the 1933 "Brighton," for which there were 81 entries. The start was again from Moon's Garage in Buckingham Palace Road. We started No. 57, and George Lanchester, who was driving the works car, was No. 59. Upton drove throughout and he was quite determined not to be passed by George. The old car ran perfectly, and we finished 7th at an average speed of 23.12 m.p.h., the other Lanchester coming in close behind us.

The 1934 season commenced with the V.C.C. Godstone Rally and Tilburstow Hill Climb on April 14th. We entered the Lanchester, intending to start from Torquay and cover a distance of 200 miles, but I was prevented from getting away in time to drive down to Torquay. So in the end we started from Guildford, and our route was *via* Petworth, Bognor Regis, Horsham and Crawley to Godstone, a distance of about 100 miles. Of the 33 entries we covered the greatest mileage to the Rally and were awarded the Cup. Our time for the hill-climb was 3 mins. 46 secs., not an outstanding performance.

Next came the V.C.C. Hyde Park Rally on May 12th. Thirty-six veterans were entered, and we had a completely uneventful run from Puttenham, taking exactly 66 mins. to cover the 32 miles, and the *Motor*, in their report of the event, said that the Lanchester's brasswork rivalled the sun with its brilliance.

On July 14th the Veteran Car Club organised its first Midland Rally and Reliability Trial. There were 19 entries, and the trials' course of about 40 miles started and finished at Leamington and included Sunrising Hill (1 in 6½) and Edge Hill. Only three cars succeeded in climbing Sunrising non-stop, the Lanchester, which completed the 40-miles course non-stop, being one of them. It gained the third award.

Then followed the *Kent Messenger* run on September 15th. There were 31 entries and it was described this year as a social event and not a race or reliability trial, and all cars completing the course by 4.30 p.m. were presented with a plaque. The start was at Maidstone at 10.30 a.m., the route being through Ashford to Tenterden, where drivers were entertained to lunch, then, after lunch, the cars continued *via* Cranbrook, Goudhurst, Pembury and Tunbridge Wells to the finish at Southborough, where the drivers were given tea and the plaques presented. The Lanchester completed the event with complete reliability, and we had an amusing tussle throughout with a 1904 Cadillac, passing and repassing each other many times. Kent Karslake, driving his 1908 Sizaire-Naudin, appeared to suffer every possible sort of breakdown, but eventually finished late, just in time for tea.

(To be continued.)

Apprentice's Story

This article, unlike a Traveller's Tale, sets down the true facts about some interesting cars owned by Lt. C. N. Mackie, R.A.S.C., now in Malta, chiefly when he was an apprentice with "The Leyland." Congratulations to Censor No. 6666 who stamped all 18 pages of the MSS.—Ed.

MY first car was acquired before I was old enough to possess a driving licence, and motoring had to be confined to a special course round the farm and fields belonging to the father of one of my friends. The car was one of the old 12-h.p., o.h.c., Wolseleys, *circa* 1923, purchased for £2. To this day I still think that that car, bought at a time when I knew absolutely nothing at all about the inner workings of such machinery, was the best bargain I ever made. I have no idea what mileage was covered careering round our private course, stripped of mudguards, lamps and windscreen, etc., but it must have been fairly high, and apart from a battery supplied by Gamages at an absurdly low price, no other replacements or repairs were needed. I eventually sold the thing for £3.

Next on the list, and still prior to driving licence age, was a 500-c.c. side-valve New Hudson motor-cycle. This was purchased from a dealer in London for £1. Owing to some misunderstanding, the machine was delivered to my home by express passenger train and cost me about 30s. in freight, which was a terrific setback to my finances. However, here again I was very lucky, and after fitting a replacement magneto obtained from a scrap-yard for nothing, except the muttered injunction to take what I wanted and clear out, I then proceeded to explore the by-ways (only !) of Shropshire, after dark, by the aid of a flickering acetylene lamp. On my seventeenth birthday I was doing a gala run with a friend of mine on the pillion, during which we hit a hidden gully while going downhill at a colossal speed, and for the third time in recent weeks I had to telephone home and ask my father to come and pick us up, at about ten o'clock at night, from some remote country hamlet miles away from civilisation.

He came all right, but with an ultimatum. This was to the effect that if I wished to continue my motor-cycling I must buy a new machine, and a small, inexpensive one at that. This was really very sporting of him, but the choice of motor-cycles was, unfortunately, not so sporting, and a few weeks later I went to the station and, blushing with mortification, took collection of a 250-c.c. 2-stroke Ivory Calthorpe. It wasn't really a bad machine for what it cost, but it never had a chance. Shortly afterwards I left school and went to Leyland Motors, Ltd., for an apprenticeship course, and there I landed in the thick of about the most rabid band of enthusiasts I've ever come across, headed by the late Martin Soames. I hadn't been there long before I realised that the only safe thing for the Calthorpe was to find a remote and secret lock-up for it before the said enthusiasts modified it out of existence, or the piston wore its way through the barrel with constant seizure during test of each modification. However, I had some very pleasant runs before I finally parted with it, one in particular standing out. This was at the instigation of a fellow motor-cyclist in the works, and one Saturday afternoon he came with me on the pillion and conducted me over a trials course he wanted to reconnoitre. We slipped and slithered over some terrible ground, plunged through water splashes, bellied the machine on outsize boulders, walked it up some of the steeper hills, and generally flogged it for nearly 100 miles, returning to Leyland at about 7 p.m. However, I was feeling so pleased with myself that, after depositing my passenger at his house, I decided to carry on home for the week-end. This was a further 80 miles, and it was covered at a very satisfactory average, through pouring rain, and without any mishaps or breakdown for the whole 180 miles.

My eighteenth birthday was approaching and I put in such effective pleading for a car that, when the day arrived, to my great astonishment I was given a limit of up to £60 and told to go and buy one myself. This was more than I had bargained for. I caught the first train up to town, and within half an hour of my arrival the car I had tentatively earmarked was mine—a 1928 "Brooklands" Riley—and I returned home the following day at fantastic speed and unmentionable r.p.m. (or so they seemed to me at the time), fairly bursting with pride in my new possession. My parents took it very well, but they were unable to hide their chagrin completely.

However, this rosy state of affairs did not last for long and one day, pulling away smartly from some traffic lights on the outskirts of Wigan, an "expensive noise" suddenly happened. Fortunately, one of the works' testers "happened" about the same time, and we completed the journey to Leyland on tow behind a massive Leyland "Beaver Six," attached by a very short rope and praying fervently that the rear ballast weight, which weighed about a ton, would not fall off and squash us. It didn't.

Upon dismantling the engine it was found that No. 1 connecting rod had parted from the piston at the little-end. The piston had jammed in the top of the bore and the rod, being just too long, had stayed put and not poked itself through the side of the crankcase in the usual manner. Two new valves, a piston and a connecting rod would soon put this right, but as the piston was a H.C. oversize Martlett which had to be specially made, the intervening time was devoted to a complete overhaul of the rest of the car. I undertook this myself with the assistance of an ex-tool-room chargehand.

The crankshaft main bearings were skimmed up on a lathe and new bearing shells turned up, remetalled and bored out. The big-end journals were reduced by hand from .005-in. ovality to less than .0005-in. This sounds pretty keen, and it was, too. About eight hours must have been devoted to each bearing, but the care then expended was well repaid later. The big-ends were remetalled and bored and, the piston having arrived, the engine was reassembled. Doing this I made (as far as I know) my first mistake, due to my lack of experience and, apart from smearing a little oil on all the obvious places, I was too stringent with it, the result being that the motor very nearly seized up when first started, before the oil pressure gauge came to life. During the running-in period the clutch thrust race began to utter some alarming shrieks, the dashboard parted company from the scuttle, and the gearbox gave symptoms that all was not well. So after 750 miles of careful running-in, the engine was taken out and the bearings examined and found to be in first-class condition. The gearbox was dismantled and the rear mainshaft bearing was found to be worn and turning in its housing. A new bearing was obtained and, copper-plated round the outside, became a nice press fit into the housing. A new clutch thrust race, a new dashboard made of $\frac{1}{8}$-in. sheet aluminium, and the inevitable brackets for the o.h.v. inspection plates, and we were ready for some motoring.

The first time out 5,000 r.p.m. was clocked with ease, but over that a regular missing note crept in, and about an extra 100 r.p.m. was all that could be achieved. However, the performance up to 5,000 r.p.m. was so satisfactory that I didn't worry overmuch at first about the missing 500 r.p.m., and vaguely suspected valve bounce, which I was not then in a financial position to cure anyhow. This was all settled for me in a very short time. Whilst proceeding along Watling Street one day the engine suddenly cut out dead, and upon investigation, it was found that there was no urge to the plugs. Further probing revealed a broken make-and-break spring. As we had come to rest 50 yards from a garage we were able to procure and fit a new spring in a very short time. As soon as we started off again I realised that the elusive 500 r.p.m. had been found at last ! The run to town was completed at a very brisk pace, and at one time such was my *joie de vie* that I let the motor run up to 5,750 r.p.m. in third gear without it suffering any ill effects. After this incident I had no further mechanical trouble at all for about 8,000 miles. During this time I enjoyed some very fine runs and the car put up some phenomenal averages (none of which I have the slightest intention of revealing), some of them remaining unbeaten to this day in spite of all my efforts in larger and faster cars. Although I did not realise it at the time, I think the splendid performance of this car was considerably aided by the body. This was not a standard "Brooklands" job, but one of the few which were made with

a fabric fixed-head coupé. By the time the car came into my possession the roof, of course, had been sawn off. The tail was cut off square just aft of the rear shackles and the spare wheel mounted on it. It must have been considerably lighter than the standard "Brooklands" model and, indeed, it was its very flimsiness which gave me more trouble thereafter than anything else. The rattling and distortion frayed wires all over the place and I was continually subduing minor fires, not to mention its disconcerting habit of shedding bits of itself at awkward moments. I think the most amusing of these incidents was when I decided to visit my school with another old school friend for the final of the bumping races. Arriving at a brisk pace it was necessary to take a sharp right-hand turn into the car park. My friend, entering into the spirit of the occasion, had most unwisely seated himself on the near-side door, or rather a piece of plywood which was doing duty whilst the proper article was being repaired. The combination of his weight and the extra thrust as we sped around the corner was too much for the substitute, which parted from the rest of the body with a series of horrible cracking noises and, together with my friend, who was too surprised to make any noise, went neatly tobogganning down the centre of the road for fully 50 yards. All this before the astounded gaze of assembled parents and to the ecstatic delight of their several offspring.

All good things come to an end and the Riley chose to do so one Christmas Eve at about 10 p.m., on the outskirts of Wigan. It had been an exasperating day altogether, as I had intended to start for home immediately after breakfast. The collapse of the autopulse petrol pump and water in the feed line, heaven knows how, combined with a temperature well below freezing point, all helped to delay the start until after 5 p.m. Then the dynamo packed up and I could not afford to use the headlights, and snow began to fall on top of an already ice-coated road, so I suppose we were quite fortunate to get to Wigan at all. Then, pulling away, ever so gently, from the identical traffic lights where I had had my previous misfortune, there was a soul-searing "clunk" from the engine, with two or three further dying gasps and then complete expiration. Although I had only a vague suspicion of what had happened I, at any rate, realised that the "clunk" was too definite and expensive to entertain any further hopes of the car reaching home. So the car was pushed to the side of the road and abandoned after all removable items had been taken out, and I finished the journey by train. My appearance about 1 a.m. on Christmas morning caused quite an uproar. I hadn't packed properly before leaving Leyland—such is the general habit with car owners—but had just chucked everything I thought I would want, plus Christmas presents, into the back of the car. Of course I looked more like a Christmas tree than any Christmas tree has ever looked before. A sponge bag and an attaché case contained my more intimate items of clothing. The rest was just hooked on—two pairs of shoes, tied together with their laces, round my neck, seat cushions, a fire extinguisher, a spotlight, a mackintosh, presents and, just to put the lid on it, I had been inveigled into buying my parents some young bulb shoots as an "original gift" and, of course, the only way to prevent these from getting damaged was to carry them, upright, one pot in each hand!

My worst suspicions of the car's ailments were correct (they nearly always are), and it was found that the crankshaft had broken at No. 4 journal. This meant a lot of work to fix the engine up again in its original trim, and I felt I would rather expend my energy on some other type. So a secondhand crankshaft was procured, the engine patched up, and the car disposed of. I cannot remember much of technical interest about the Riley, I'm afraid, after all this time and at this remote distance. I carried out one or two minor modifications, such as fitting a Tecalemit grease nipple on the clutch cover plate with a piece of copper tubing, so arranged that, with periodic injection, oil would drip on the thrust race and lubricate it, but I think this is now a fairly well-known tip. I later on fitted double springs to the make-and-break as a precaution against losing any performance from that source. The brakes, fortunately, never gave any trouble and were always adequate, for which I was thankful, as I did not fancy having to play about with the horrible cat's-cradle arrangement of cable. The gearbox was not a very good oil retainer. It used to ooze down the column of the remote control gear lever, and I often suspected it of leaking down the torque tube into the rear axle. At any rate, the latter never wanted topping up and the former did, much too often. Although the Riley gave me about as good a performance for its size and cost as probably anything else I could have obtained at that time (about 1935), I did not fancy two-bearing crankshafts any more, so early in 1936, after looking round, I finally purchased a Type 37 Bugatti for about £70. Never to this day have I forgotten the thrill of being initiated into how to start the car, how to slip it into first gear whilst at rest, pumping up of air-pressure in the tank, and manipulation of the taps after the engine had been started to enable the mechanical pump to take over. For me it was akin to the initiation of an aspiring *dèbutante* into the mysteries of a Court presentation. And I am sure that never to this day has the man I bought the car from forgotten my departure from his garage, as, with a completely uncontrolled leap and bound, we shot out of the *cul-de-sac* across the pavement and straight into the Edgware Road, where we promptly had the highest number of phenomenal avoidances anyone has ever had in the space of a few seconds. By the time we reached Palmers Green I was beginning to get the hang of things, and after an excellent lunch I proceeded on my way. Before I reached home darkness had descended and, apart from two token sidelights, all I had was a small Bosch spotlight to light me on my way. But it was a wonderful lamp; it bathed the surrounding countryside for miles in a white, fierce light. The journey, which eventually finished up at Leyland the following day, although a wonderful revelation of what the feel and handling of a thoroughbred should be like, brought to light several defects which pointed to the need for a major overhaul in the near future, and I was not loath to begin. The engine came out and the crankcase, crankshaft and rods were sent away for suitable treatment by Laystalls. One of the rear engine mountings was found to be cracked, so the sump was removed and taken into the works for attention. I was advised by the foreman of the foundry to try a repair which seemed very novel to me then, and still does. He was of the opinion that all the nature had been taken out of the metal by previous attempts to weld the crack, and his idea was to set the fracture in moulding sand, leaving about ½ in. clear each side of the crack, and then pour molten aluminium over the exposed surfaces, thereby effecting a clean joint with new metal. So, accordingly, a massive jig was made to hold the broken bearer in position and the operation was then carried out. After about a week of chiselling, the bearer was eventually reduced to its original shape, polished up, and revealed no signs of any cracks or faults. After further unprecedented labour, completely hindered by the cooling tubes, removing moulding sand from the sump, the engine was eventually reinstalled in the chassis.

The front axle was attended to next, the stub axles being rebushed and the axle beam, springs and all steering parts highly polished. At this juncture I also effected what I thought was a very neat and simple fitting for a pair of Marchal headlamps, which I had obtained off an old Delage. Two oblong aluminium blocks were shaped to lie along the top of the frame members, between the shock-absorber body and bracket, and drilled horizontally for the retaining bolt to pass through. ¼-in. studs were inserted, to which the headlamp standards were bolted. Thus, without any drilling of the frame or the addition of any untidy tie bars, etc., a rigid and simple mounting was effected. I mention this because I have never seen it on any other Bugatti, and it is so simple to do. After a decoke and grinding of valves the engine was assembled, and here I must confess that one or two piston rings were broken before finally getting the block back into position. The rest of the assembly was completed without any mishap. One thing that completely "foxed" me was the valve timing. I wrote to Bugattis and obtained from them two very different settings for two series of engine numbers. As my engine number did not fall within either of the series quoted, both settings were tried without the slightest appreciable difference.

The first real tryout on the road nearly ended in disaster. During assembly of the oil pipes the pressure release valve had been completely cut out. If I remember rightly there is a pipe which leads from the pressure side of the pump back to the release valve, and during assembly the pipes had been fitted in such a way that the excess oil was led back direct into the pump body. Anyhow, after going about 10 miles with the pressure gauge needle right off the dial, the unions on the main bearing gallery pipe decided they had had enough, and an equally impressive drop in pressure was suddenly registered. However, when

the cause of the trouble was realised and put right, sufficient pressure could be maintained to permit the return journey to be made safely. Before proceeding, I must here describe briefly my experience with a 2-seater, 4-cylinder, side-valve Anzani-engined A.C. of about 1924 vintage. This was commandeered from my sister for use whilst the Bugatti was being overhauled. Its chief characteristics were its terrific maximum (60 m.p.h. comfortably), terrific oil consumption, and absolutely lack of stopping power, although the (rear wheel only) brakes locked easily. It performed yeoman service, transporting bits and pieces of the Bugatti hither and thither and taking four up to Donington for several of the earlier events of the season, without any breakdowns. When the Bugatti was finished, I decided to do my sister a good turn and fit a new set of rings to the A.C. to try to curb the terrific oil consumption. However, by this time I devised a special spanner which was successful in removing the rear cylinder block holding-down nut tucked away behind the tappets, the Bugatti had claimed all the cash I had set aside for the new rings. So everything was cleaned up and reassembled, and the car was returned to my sister, together with a 5-gallon tin of Gamage oil, presented to her free, gratis and for nothing !

The Bugatti engine began to settle down and was sufficiently promising to put ideas into my head of doing some real "dicing." Tentative enquiries as to the price of a secondhand blower and fittings completely shattered me, and the idea was temporarily shelved whilst I argued with my conscience. During this period, at one of the Donington meetings, whilst manoeuvring the car in the parks the near-side front wheel hit an oversize rock and the rear near-side engine bearer cracked again. This was most exasperating and really brought matters to a head, as I didn't feel like stripping the car and doing everything short of separating the frame side-members, to get the sump out and repair the bearer, unless I was going to go the whole hog of fitting a blower and getting some real tuning done. In this frame of mind I was proceeding to London one morning by train in order to collect the family Lagonda, which had been having an overhaul. It was on a Tuesday, and I naturally bought a copy of *The Motor* to peruse. Upon opening it at the page of illustrated advertisements I saw one of the very cars for sale which I had coveted ever since their inception in 1930 ; one of the road-racing Talbot "90s," PL4 to be exact.

I am a hopeless salesman and a most gullible sort of person altogether, but, somehow, before the day was over I had persuaded the owner of "PL4" to do a level swop with me for the Bugatti, cracked engine bearer included ! Next day one of his men accompanied me home in the Lagonda and took the Bugatti away, and I collected "PL4" about three days later after repairs had been made to the selectors to make them select more positively, and the hood had been re-covered. "PL4" was in a very bad condition externally and, as subsequently revealed, internally as well. The revelation came whilst I was proudly demonstrating the car's paces to about four of the gang at Leyland, Martin Soames included. We were doing about 70 m.p.h., when two connecting rods decided they had had enough and that it was time they departed this life. This they did by making a most impressive exit through the side of the crankcase and were never seen again. So the car was pushed home to the accompaniment of much pungent comment and sarcasm from Martin ! But I had come a long way in his estimation since the days of the Calthorpe, and even he could not find much fault in my taste for the right kind of car, even if I was a little unfortunate in my choice. Also, I am proud to relate, I had assisted him in the preparation of his incredible Morgan for the 1935 L.C.C. Relay Race. This had mostly consisted of drilling holes in everything and making up special pipes, etc., as I had the entry into the coppersmiths' department at the time, which he had not. This was not very highly skilled work, and the team was scratched in the end, but even so, I felt that at last I had actually assisted in the preparation of a real "racer."

Repairs to the resulting disorganisation in the engine of the Talbot were really beyond my scope this time, and in any case I was in too much of a hurry to do some motoring with the car to want to spend all the winter repairing it. So instead of buying a blower for the Bugatti, the money was spent on having "PL4's" engine repaired by an outside firm. The work was done by the Burtonwood Engineering Co., Ltd., near Warrington, who carried out a very efficient job. The block was welded, bored out, and sleeved, the crankshaft ground all over, and a complete new set of pistons, connecting rods, valves, springs and guides fitted. The flywheel clutch thrust face was skimmed up, the water pump and dynamotor overhauled and a Lucas "Sports" coil fitted. Motoring was once again resumed and at odd intervals during the course of the winter new mudguards on the lines of those fitted to some of the reconditioned Bentleys were made up and fitted, and the small racing headlights removed and replaced by standard Talbot lamps. Vast sums were also spent on liquid for the Hobson Telegauges, causing them to record some surprising information !

The front axle swivel pins, brakes and shackles were all suitably dealt with, and when at the beginning of 1937, when a 12-hour sports-car race at Donington was proposed, more thoughts of having a real "dice" arose. But when the matter was really thrashed out it was decided that, in spite of the reasonable entrance fees, the accumulation of a certain amount of pit equipment and extra spare wheels, and the consumption of tyres and fuel, added to the cost of preparation of the car, made the overall expense prohibitive. So we merely spectated instead, after having spent a most hectic non-stop 36 hours previously, fitting a new crown wheel and pinion, and almost completely rewiring the car after a major electrical conflagration.

After all this, troubles were eliminated for a spell and some really fast, silent and unobtrusive runs were made. The possession of a car with a 4-seater body opened our scope of operations considerably, as the cost of petrol could be defrayed between four persons instead of only two as before. Several times we left Leyland on Saturday morning to attend a Brooklands meeting, returning the same night. A trial held under the auspices of the newly-formed Northern branch of the Vintage S.C.C. was essayed. This was *not* a success. My navigator was not the least bit interested in navigating, and we came completely unstuck on, I think, Litton Slack, where we were required to do a stop-and-restart test on the steepest part of the hill. "PL4's" bottom gear was much too high to attempt this sort of nonsense, so we just roared through non-stop, scattering stones and marshals left and right. Upon emerging over the crest of the hill we found ourselves in the wide open spaces and with an innumerable choice of tracks. The navigator chose this moment to announce that he had lost the route card, so what the hell ! This meant waiting for the next competitor to come along so that we could tail him. We eventually arrived at the finish hours late, everyone having adjourned for tea.

Upon our return from this painful episode it was decided to give the engine a decoke. Removal of the head and valves revealed two slightly cracked exhaust valve seats. At that time I was ignorant of the fact that Talbots would often run quite happily in this condition without detriment. A search was made and eventually a head from an old "75" in good condition was obtained for 5s. The holding-down stud holes were enlarged to accommodate the more robust studs of the "90's" head, about $\frac{3}{16}$ in. was milled off the face and, after grinding the valves, etc., it was refitted. Then the most exasperating series of mishaps occurred. Whilst tightening down, a stud was pulled clean out of the block. A new stud had to be turned down and screw cut with the bottom threads left at the next oversize and the block drilled and tapped to suit. At the next effort to secure the head exactly the same thing occurred. This happened five further times, the fifth time being the absolute "cat's whiskers." When screwing the new stud into the block, the oversized portion would not go down absolutely flush with the surface, so I removed it to clean out the hole a bit more. Removal of the stud also neatly removed the new thread, as the bottom of the stud had burred over owing to my efforts to screw it down flush. So yet another stud had to be turned, with yet another step up on circumference at the bottom end. When drilling and tapping the block again I was terrified of emerging through into the water jacket, but, fortunately, this did not happen and the head was finally secured. I should like here to state emphatically that this series of mishaps was not due to my ham-handedness ! A $\frac{1}{32}$-in. thick Klingerit gasket was being fitted in lieu of the old, very thin, all-copper one, and the head had to be held down very securely if the gasket was not to leak. One theory put forward was that the metal of the block had been affected in some way during its preheating prior to welding, but not being much of a metallurgist I am not in a position to express any opinion on this. Perhaps some of your more knowledgeable readers may be able to deduce some reason for this and also express their

opinions on the method adopted of repairing the Bugatti engine bearer.

The possession of "PL4" had given me the opportunity to become acquainted with Mr. R. Hebeler, of Fox & Nicholls, in my quest for information and spares. At each visit much time was devoted to worship before the specially-built 2-seater "90," which Mr. Hebeler had constructed on the chassis of the original white single-seater. This car seemed to me the ideal sports car, and I used to think that if I had been given a free hand, with no expense to be spared, I could not have evolved a better. The idea of becoming the owner of such a superb automobile never entered my head, until one day whilst visiting Fox & Nicholls, Mr. Hebeler being absent, someone volunteered the information that he was shortly getting married. So many lights of the motoring firmament have been extinguished after this operation that, after making some pertinent enquiries by correspondence, I found to my delight that Mr. Hebeler was not going to be an exception! After lengthy negotiation, and including a wonderful demonstration run, faultlessly piloted by Mr. Hebeler, I finally took possession of the car on New Year's Day, 1938.

"PL4," perhaps in a fit of pique, decided to let me down at the last moment. The symptoms, developed on Christmas Eve, were chronic misfiring and overheating. This got steadily worse and, on the great day, was so bad that the car had to be towed all the way from Liverpool to London. What a nightmare journey it was, too. We didn't finish seeing the New Year in until well after 4 a.m., by which time we couldn't see anything any more. The trouble was found to be a leaking gasket between Nos. 5 and 6 cylinders, considerably aggravated by my rash attempts to keep the car going. In fact, the passage at high speed of well-warmed gases had burnt a hole in the head to a depth of nearly ¼ in.

The new car, also referred to by its registration number, "GX68," did not require any of the usual preliminary titivation, and was ready for immediate high-speed progression. So here, instead of the woeful list of necessary initial repairs, is a description of its specification. The chassis frame was replaced when the rebuilding was commenced, as they were liable to split at the point where the gearbox cross-member is bolted to the bottom flange. Extensions were made to the gearbox cross-member so that it could be bolted to the new frame through the side channel, leaving the bottom flange undisturbed. A later-type front axle, with slightly more drop between the king-pin eye and spring platform, together with flattened front springs, effected a considerable reduction in overall height. The addition of a specially built up radiator 8 in. shorter than standard, but with a considerably deeper film to retain cooling area, permitted the rest of the body to be kept down to a reasonable height. One leaf was removed from each of the rear ½-elliptic springs, and special Holden & Hunt brake drums and Andre Telecontrol shock-absorbers fitted. The rear of the frame was cut off just aft of the rear axle arch, a 20-gallon petrol tank made up and fitted within the wheelbase, the brake and gear levers shortened, and the latter cranked back to effect better clearance of the lowered scuttle. The engine had been completely stripped and all worn parts replaced, the block being bored and new oversize, standard-compression pistons fitted. A Scintilla "Vertex" magneto replaced the Delco Remy distributor and coil and, after reducing the height of the steering-box mounting, room was made to fit a specially-built induction manifold carrying two S.U. carburetters, these being fed by twin S.U. petrol pumps. With the present head fitted, a compression ratio of about 8.5 to 1 is obtained. This, I think, is a shade higher than that of the standard "90."

At the time I took delivery, new and standard "90" gears had been fitted, but the rear axle ratio was somewhat higher, 4 to 1, the same as used by the team cars when racing, with 5.25 in. by 19 in. tyres fitted. A very neat 2-seater body was developed, the spare wheel being carried over the rear axle underneath a detachable panel. There is room behind the seats and between the petrol tank for a fairly generous size of suitcase and odds and ends. The lighting now consists of a centrally-mounted, flat-top-beam, Notex lamp, carried immediately above the dumb-iron fairing. Also centrally mounted, and immediately above, is fitted an ordinary Lucas spotlight with a 60-watt bulb. This arrangement gives as good a forward illumination as anything else I have sat behind, and does not cause so much extra wind resistance.

Other special features consist of a spring-loaded roller blind to control water temperature, fitted vertically on the near side of the radiator grill, oil temperature gauge in addition to the usual gauges, and semi-flexible front-engine mountings.

The temperature blind is controlled by hand with the aid of an aircraft parking brake ratchet device taken from an old Bristol "Bulldog" fighter and connected with Bowden cable. The oil temperature gauge element is inserted into the sump through the boss which normally accommodated the Hobson Telegauge float. The front engine mountings have never been disturbed, so I cannot give any details. They were evolved in an effort to eliminate constant breaking of the ordinary bolts, a defect I experienced several times on "PL4," and have been completely successful. The appearance and finish of the whole car is just right, and the plating and cellulose in new condition. The outlines conform to the best vintage traditions without offering too many chunky projections to the atmosphere. No unnecessary frills have been permitted and the only badges displayed are those of the Midland Automobile Club and the Vintage S.C.C.

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

NOTICE

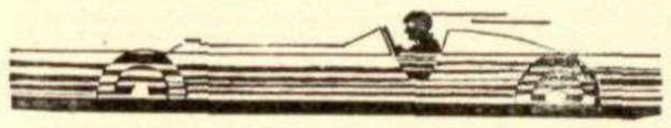
The Editor continually receives letters from readers who have sent subscriptions or orders for back issues to the London offices and have had no results. Will they please note that Mr. Boddy has no connection with the business side of MOTOR SPORT, and in future, will they please address their requests and complaints to 15–17, City Road, E.C.1—where a very diminished staff is doing its best under decidedly difficult conditions.

During approximately 12,000 miles' motoring before the war called a halt, the only repairs required were a reconditioned dynamotor from Lucas, front brakes relined, and the drums skimmed up. Considering that this mileage included a day out at Donington with the Vintage S.C.C., where a third place was obtained, much to my surprise, in an unlimited 6-lap scratch race, a day at Prescott, where, with a sticky surface and smooth rear tyres, a climb was managed in 60 secs. dead without any special preparation, a trip to the German Grand Prix to see Dick Seaman win his laurels, and many other long-distance runs, "GX68" has given me about as reliable, fast and enjoyable performance as any car could possibly give, and at a first cost of well under £300. Not long after I came into possession of the car I moved from Lancashire to Coventry. My "digs" were right in the town and maintenance and tuning had to be carried out in the street by the aid of gaslight. This, I decided, was not fitting for such a car, so a search was made for new lodgings in the country where more space would be available. I very luckily found what I wanted, about seven miles out, where I had the run of a large barn. But I did not fancy using "GX68" as a hack for going to and from work, so I looked round for a cheap (£5) model of the same make as the firm I was working with! I found one soon enough, but the garage also had for sale an old 4½-litre Bentley with a fixed-head fabric coupé body by Gurney Nutting, in superb condition, and in which a 3-litre engine had been installed. Needless to say, I succumbed. Although, after I had thrown away the Smith's five-jet carburetter and fitted a Solex, the performance was very satisfactory, and the fuel consumption on a long run over 20 m.p.g., my finances could not support such a high standard of living, especially with the increased horse-power tax, and I eventually traded the Bentley for a 1935 2-seater Morris Eight. This was flogged unmercifully, gave very reliable service, and apart from one or two enlarged big-ends and replacement front springs and shackles, needed no extra expenditure for its maintenance. I unfortunately wrote it off completely one night in November, 1940, when I collided with the rear of an unilluminated and fully-laden Leyland "Octopus."

My war-time motoring has had its exciting moments, but always on perfectly sober and standard W.D. machinery, the excitement and urge for speed being provided by Jerry, in spite of the entire unsuitability of most parts of the Western Desert for any such pastime. At present, in Malta, I am enjoying the use of an excellent W.D. Teledraulic Matchless, to which a little extra special attention has been paid. But I do not think it advisable to go into details until hostilities are over and I am once more in "civvies." This really brings me to the end of this awful effusion, with the exception of my plans for when peace comes again. "GX68" is carefully stored away and I hope to carry out one or two more refinements which should improve the performance still more, and to enjoy many more thousands of miles of quiet, reliable and high-speed motoring with suitable club events thrown in.

CARS I HAVE OWNED

This time by E. G. M. Wilkes, the well-known *motoring artist and* G.N. exponent.—Ed.



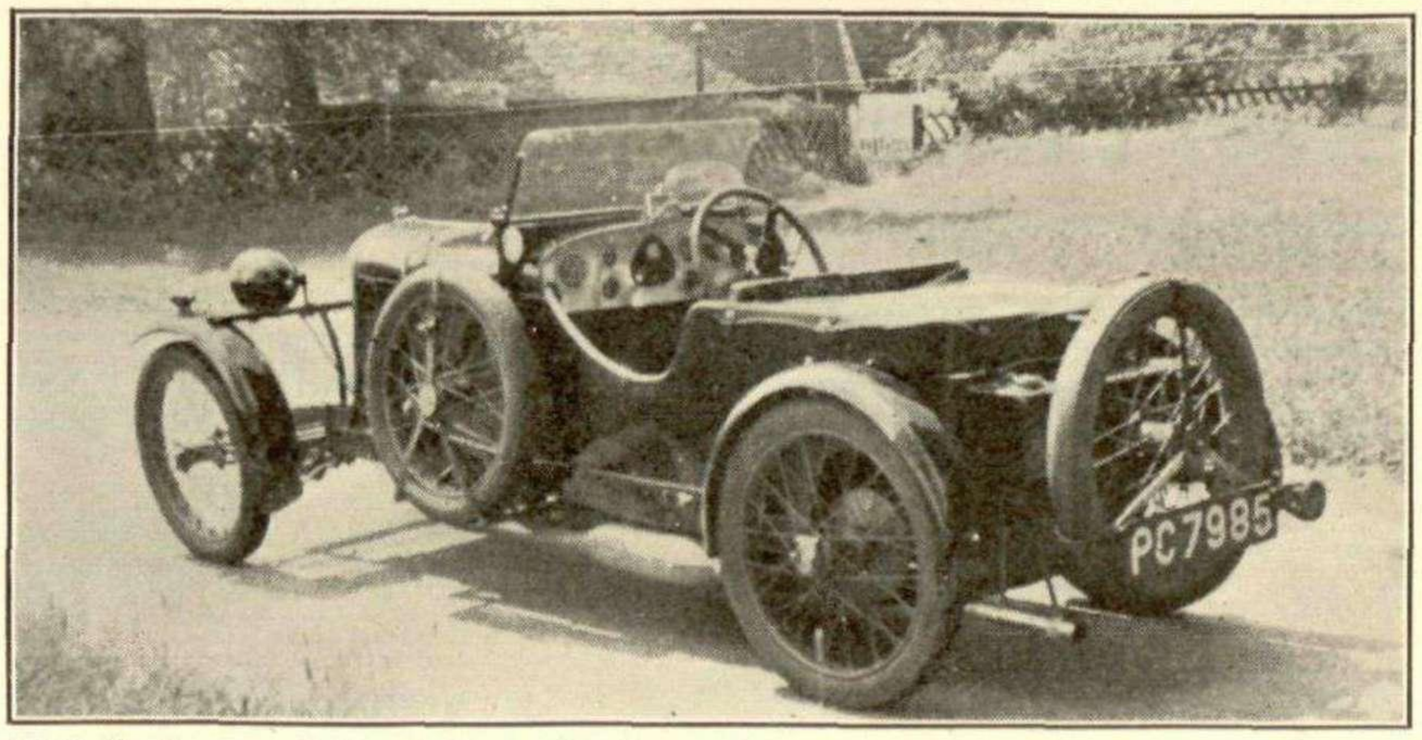
IN common with many of the contributors to this series, my motoring started with the two-wheeled species, which probably accounts for the fact that to this day I have the very greatest respect for motor-cycling. In my opinion, provided one is in the right mood to enjoy such things as fresh air and rain, a good motor-cycle will knock spots off a car. [But, alas, spots off the rider if he is unlucky.—Ed.] My father is himself an enthusiastic motorist, having started way back in 1906, when motor-cycles must have been like untamed Dartmoor ponies. Consequently, he had the wisdom to provide my brother and myself with our first motor-cycle as soon as we were old enough to obtain a driving licence. This machine, a six-year-old T.S. belt-driven Douglas, was the apple of our eye for some two years, and I can still vividly recall the ring of the outside flywheel, the rattle of its tappets and the click-click of the belt-fastener.

I might as well admit that ever since those early days I have kept a very comprehensive log-book of all my vehicles and motoring adventures, and can strongly recommend the idea as being very entertaining in later years. Thus, in poring over these ancient and priceless documents, I find that on a day in August A.D. 1929, having screwed up the Philipson adjustable pulley to its maximum extent, I achieved a speed of no less than 42 m.p.h. (down hill, of course), whereupon the belt broke and became caught between the rear wheel and the mudguard. As the belt fastener screw was nowhere to be found I had to borrow a knife from a nearby cottage with which to trim up the belt, and then search along the fence for a bent nail—a perfectly normal procedure in those days. In fact, I doubt whether many present-day motor-cyclists understand what is meant by roadside repairs. Forty trouble-free miles was noted down as exceptional, and life was just one long series of punctures and belt breakages, to say nothing of obscure mechanical troubles. One reason for this was that we were still at school and had to run our machines (during the holidays) on saved-up pocket money. Thus a new belt or tyre was an unheard-of luxury. Incidentally, at about this time the sport of motor-cycling had increased in popularity in our district, and when I left school there were some 16 young enthusiasts with their own machines—a very different state of affairs from to-day. A typical achievement was our first visit to the renowned Kop Hill after two previous attempts to reach it. The total mileage was a mere 30, and of the five of us who took part in this run, not one escaped trouble-free. The list included two belt breakages, a puncture, a broken petrol pipe, a split petrol tank, a broken valve cotter and a seized engine. Yet all these difficulties were overcome, although the return journey was in a blinding snowstorm necessitating much pushing up the hills owing to belt slip. Never have I been so cold as on that day. Trials of the mud-plugging variety were our main enjoyment, and I can remember actually regarding heavy rainstorms with delight, as we could then dash out and try our skill on the local "sections."

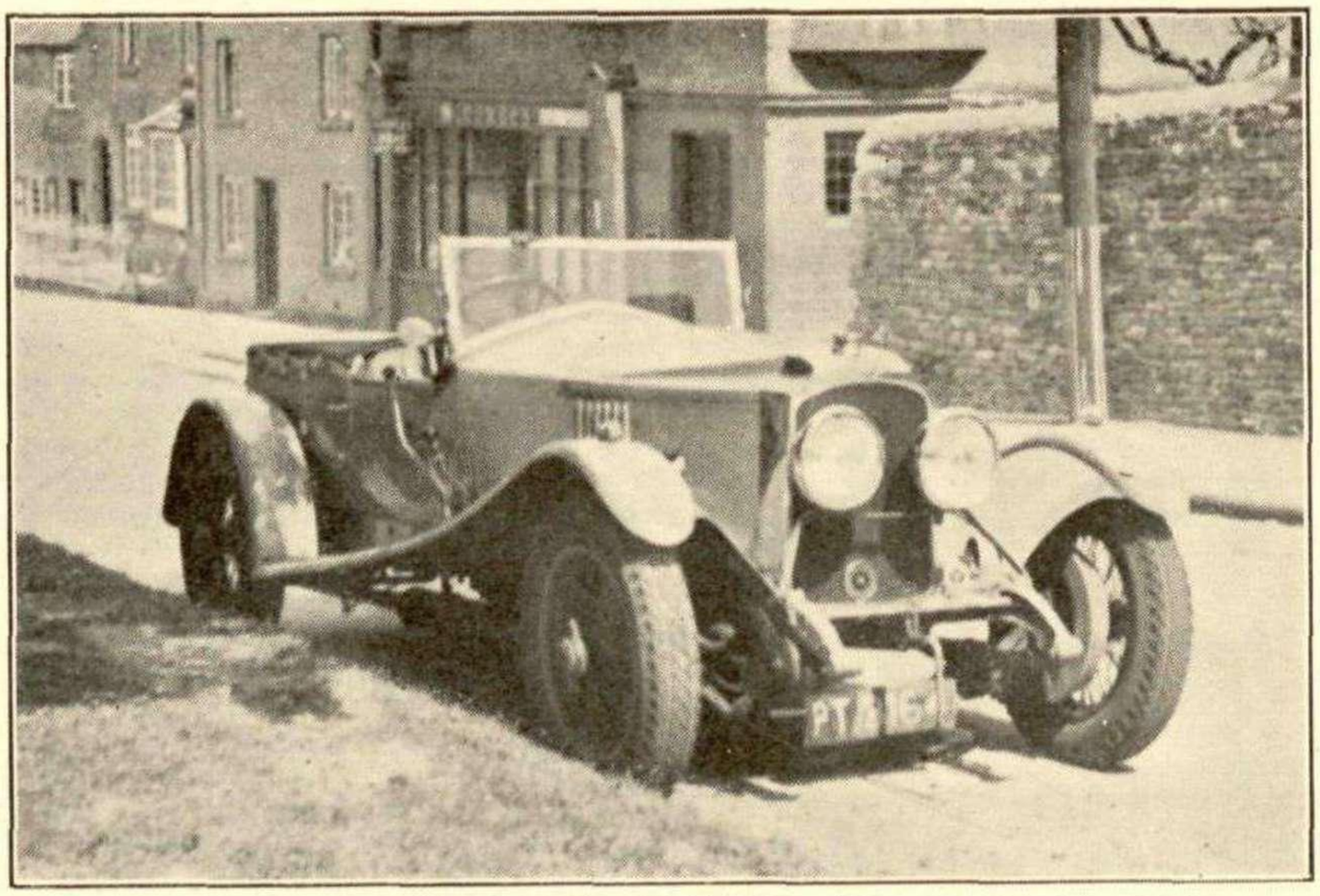
My next motor-cycle was another Douglas, one of the famous E.W. models. My brother also had one, and another unshakeable Douglas enthusiast was J. P. Shenton—now Lt. Shenton, R.N., whose name will be familiar to many readers of MOTOR SPORT as a Frazer-Nash and Lagonda exponent. The annual Schoolboys' Trial was the great event of the year for us, and no one took a trial more seriously than we did. One year we won the team award, and Shenton was runner-up for the best individual performance, and on the last year that I was eligible I succeeded in winning the coveted "Motor-Cycling" Trophy for the best performance, losing no marks on the sections and only two seconds on time—all these on some of the oldest and, to anyone who has tried riding a Douglas on mud, most unsuitable machines competing.

My first car was, needless to say, a G.N. Actually it was just a pile of wreckage, but after much hard labour, working in the open under very trying conditions, it became the first of a series of "specials." As it would take far too long to write the history of all these "specials" in this article, I shall ignore them and refer only to my road vehicles. The first of these was again a G.N. This particular one was in perfect condition and complete with a brand new unpainted "Vitesse" body—all for £3. However, I scrapped the body and built my own. (Stafford East, who has just recently built a perfect replica of a 1919 G.N., has never forgiven me for this act of sabotage!) The maiden voyage of this car was to be a run to Shelsley but, unfortunately, the engine blew-up the evening before. So I hastily rebuilt a new engine, using the "hotted-up" parts from my "special," both engines being of the same type. This was accomplished in 2½ hours and illustrates one of the main advantages of a simple and accessible V-twin. Thus the journey to Shelsley and back, a total of 200 miles, was duly performed and under very trying weather conditions. To drive a G.N. in heavy rain with four bald, narrow-section tyres and a few square inches of aero screen as sole weather protection may seem a trifle hectic, but what would I give to be able to do that journey again to-day! With the hotted-up engine we crackled along at a steady 50 and seemed to cover most of the distance in a series of long slides. The most important point of all G.N. motoring was to take advantage of all stops to inspect the hub caps, to see that they were still there!

Shortly after this I fitted a Gwynne Eight engine into the same G.N., and the result was quite an amusing little car, capable of about 65 m.p.h. The Gwynne Eight unit was very much like a small edition of the "12/50" Alvis engine and a delightful job in every way and easily fitted to a G.N. chassis. The complete car had cost me £18, and I eventually sold it to my brother for £9 (brotherly love!) He ran it for a while and then sold it to a London dealer for £25, who promptly advertised it as a "super special with staggering acceleration," for no less than £32 10s. I nearly went into the car manufacturing business on the spot and cursed myself for being such a bad salesman. My next purchase was a very early "12/50" Alvis. This car had been very ill-treated by its previous owner and was partly burnt out. It was rather a unique car, with S.D. engine of 1,496 c.c. mounted on a sub-frame, and an unusual body with a tapered tail, and like all Alvis bodies, very solidly made. The outside exhaust system was an amazing piece of work, the pipe diameter gradually increasing to an enormous size at the rear end, with no trace of a silencer. A previous owner had stuck a fishtail on, but it was quite incapable of dealing with the engine roar. The complete car was rebuilt and front and rear axles, brakes, propeller-shaft and steering box were replaced by parts from a later type "12/50." The engine was rebored, fitted with Aerolite pistons, and the bearings



Wilkes's Gwynne G.N.—G.N. chassis (lowered), Gwynne Eight engine, Amilcar radiator, home-made body and Morgan windscreen.



The author's ex-John Bolster "30/98" Vauxhall, with front stoppers by Bentley.

re-metalled. Most of the bodywork was rebuilt, and altogether I spent some £50 on the job. It was an extremely pleasant car to drive and very fast for an Alvis—in fact, its liveliness led to its undoing. Whilst motoring to Shelsley once again, and with the engine turning over fast but quite smoothly, there was a sudden and very expensive noise. Investigation showed that the top of a con.-rod had broken and the piston was held firmly in the head by the rings, whilst the remains of the rod were running up and down the bore. Fortunately we knew that my brother was behind us on his ancient "bull-nose" Morris, and so we parked the Alvis and awaited his arrival. Sure enough, round the corner came the old Morris in a cloud of spray, and we continued the journey to Shelsley five up in what the catalogue was pleased to call an "Occasional Four." Incidentally, the achievements of this remarkable car, which cost its proud owner no less than 25s., would fill a book on their own. On the return journey we decided to take the Alvis in tow, and all went well until we reached Fish Hill, out of Broadway. Here the gallant old warrior got about half-way up with 20 cwt. of Alvis behind and then burst its radiator through what must have been excess pressure. Needless to say, the Alvis stopped the night at Broadway, but after buying up all the chewing gum and radiator cement in the village, the Morris, as usual, got us home. Next day my father and I went and fetched the Alvis, and by removing the broken rod and wrapping a piece of tin round the journal to keep in the oil, we covered the 60 miles home on three cylinders at a maximum speed of 20 m.p.h.

Fortunately this disaster caused very little damage and a new rod put things right, and shortly afterwards I part-exchanged the car for a 1931 "12/50" 4-seater. I often wonder what happened to the old car. (Its registration number was ER1575, if anyone should come across it.) The 1931 Alvis was a truly remarkable car, and so trouble-free and reliable that I never touched the engine except for tappet adjustments in the 11,000 miles that it covered in my hands. On one occasion it covered 130 miles with a crew of three, a Sunbeam radiator, an immense petrol tank and a large box of spare parts in the car, and towing a large trailer on which was a 6-cylinder o.h.c. Sunbeam engine, an extremely heavy veteran twin-cylinder engine, two Rudge wheels and competition tyres, three veteran wooden wheels and another big box of Sunbeam spares. Yet it took all this in its stride and with a complete absence of fuss. By then I was a real Alvis fan, so that it was hardly to be wondered at that my next car was again an Alvis—a 1932 "12/60" sports 2-seater this time. This model was, in my view, the best of the 12-h.p. Alvises, and although its performance was not good by modern standards, it was a real motor car, simple and well made, an extremely good-looker and, once again, dead reliable. In fact, I can strongly recommend a good "12/60," especially the 1931 and 1932 low-chassis models, to anyone who wants a vintage car for real hard work at a minimum cost of upkeep.

It had always been one of my ambitions to own a "30/98" Vauxhall, but it was only the chance of buying none other than John Bolster's "30/98" that induced me to part with the "12/60" Alvis. I purchased the Vauxhall some six months before the war, and although it was sadly in need of an overhaul, I could not resist the temptation to run it as it was, during the summer. I only covered 4,000 miles during those six months, but it was enough to make me all the more desirous of putting the car into first-class condition. Thus, having had a couple of "incidents" due to bad brakes, I decided that the time had come to rebuild. By this time the war had started and so the car was housed at Stafford East's works at Chesham, to be worked upon in my spare time. Unfortunately my visits to Chesham have been very few and far between, but to date the car has been completely dismantled, the chassis frame "re-made" and painted, and the front axle, rear axle, brakes, steering, springs and gearbox all overhauled and assembled. Work has now started on the engine, which is being fitted with a new cylinder block, head, camshaft and balanced crankshaft.

Since the war, what little motoring I have done has been on a 350-c.c. o.h.v. A.J.S. and a 1933 Riley Nine "Monaco." I still have the latter and it has proved so useful that I shall probably keep it at least until the Vauxhall is ready.

Apart from the "specials" which I have purposely omitted, there remains one other vehicle that has a very important place in my workshop. This is a 1907 Motosacoche motor-cycle which I purchased some years ago for 15s.! The Motosacoche has been completely overhauled and is in almost original condition and ready for the road as soon as a belt can be found. A very delightful piece of sales talk appears in an old advertisement by the English agents for this machine:—

"... the ONLY satisfactory Motor-Cycle for Ladies, Medical Men, Clergymen, Professional Men, is the MOTOSACOCHE. Resulting itself into the fact that the MOTOSACOCHE is THE machine for GENTLEFOLK. It offends no one, either by its appearance or sound, and is so clean it does not squirt oil over its riders as other motor-cycles are so prone to do ..."

And then, as if to stress the point still further, they conclude with their slogan:

"The Gentleman's Motor-Cycle and no one can deny it."

After all that I am sure no one would dare do such a thing! Had I been able to compose advertisements with such eloquence when selling some of my vehicles I might have been running a blown Alfa and a couple of E.R.A.s by now.

◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆

LETTERS FROM READERS

—continued from page 42

deplores the passing of the hand-made car and, moreover, I cannot ever foresee it being revived, as our pockets are now lean, and will be leaner. I think, however, that with the changing times, and car design changing to match, that we shall get more satisfactory performance in sporting cars from a reasonable design which is suitable for "quantity" production and supercharging it, than by a super-tuned engine of racing type excessively sensitive to pump fuels and carbon deposit.

I will conclude by saying I am not very keen on independent springing for this country—nor do we require 4-wheel drive here, but I would like to see bigger diameter road wheels with medium-pressure tyres, and a frame dipping down underslung below the two axles and really long and really wide-leaved semi-springs. I hope, too, that a change in the taxation system will bring us a short-stroke o.h.v. 6-cylinder engine which will have a durable cylinder life.

I am, Yours, etc.,

Preston. G. H. HENRY.

[This was written before the recent announcement of a capacity tax.—ED.]

ANOTHER BELATED BOOK REVIEW

"The Modest Man's Motor," by C. G. Matson (*Lawrence & Bullen Ltd.*, 1903)

MAJOR MATSON, of the Royal Marine Artillery Reserve, was an enthusiast of the best kind, whose leanings were, however, towards the low-performance vehicle of his day, the mechanical analogue of the dog-cart rather than the carriage-and-pair. The first champion of the people's car.

Although his ideas and ideals read strangely now, there is something to be said for them even forty years later. It all depends what you want a car *for*. If it's a potterbus you're after, Matson's your man. He is content with an average of 12 m.p.h. and "a motor that motes," and can be kept "moting" indefinitely by any enlightened amateur. It is against this background that his ideas must be judged.

"Let no man of moderate means," he says, "be led away by any craze for complications," including mechanically-operated inlet valves, shaft drive and pneumatic tyres. Particularly pneumatic tyres. And with good reason. On some friend's car "the off-side tyre burst, causing us to collide with a telegraph pole . . . I cannot enjoy these risks . . . I do not use pneumatic tyres—I would rather go tiger shooting."

His ideal specification reads quaintly but consistently :—

"A single-cylinder motor of about 6½ to 8 h.p. . . . with the inlet valve opening by ordinary atmospheric pressure . . . a slow-running horizontal engine, which is easily lubricated, has ample wearing surface, and a long, very long life. . . . The cylinder lies on its side with both its ends exposed to view. At one extremity is the crank—seen, felt, and easily adjusted ; at the other, the cylinder head, easily removed if required. . . . Two sets of accumulators, trembling coil, and 'wipe' contact for the sparking arrangement. This can be adjusted on the road, if necessary, in a few moments. . . . Solid, thick rubber tyres. Pneumatic tyres cost three times as much as all the other motor expenses combined [Max Pemberton, writing a few years later, quotes expenditure of several hundred pounds for tyre renewals on fast cars] ; they are quite unnecessary for speeds up to 20 m.p.h., *but the car must be made for these solid tyres*. . . . The frames should be of wood reinforced by steel plates. This is both light and strong, and easily repaired in case of an accident . . . Wheels should be of wood, of 'artillery' pattern . . . wire wheels, although strong enough, are tiresome to keep clean and free from rust. . . . Brakes should stop and hold the car on a slope of 1 in 10 at least. . . . Steering should be by wheel, to rack and pinion [shades of Rover Eight, Citroen, B.M.W. !] . . . *Transmission*. The fashion at present is to have a conical cavity in the flywheel. Into this fits a movable cone to which is attached a shaft. This leads to the gearbox, where the various gears intermesh agreeably to the slope on which the car is travelling [nicely put, sir !] and the power is then transmitted at right angles by bevel gear to the driving wheels. . . . From a sewing machine to enormous lathes . . . power is transmitted from where it is generated to where it is wanted by a belt and pulleys, and so it is on my ideal car. A flat belt about 2½-in. wide leads from a drum on the flywheel to an idle pulley . . . and when the driver wishes to proceed on his way, by depressing a pedal he switches the belt over to a driving pulley" on the same shaft as the idler, leading to the gearbox. "The driver steers with his hands and drives with his feet, pressing the centre pedal to go on and the left one to slacken," *i.e.*, by slipping the belt off the driven pulley on to the idler. This left pedal, fully depressed, applies the hub brakes ; the right one, a "powerful" transmission brake. "One can crawl about in any traffic on the top gear by letting the engine run at its normal and regular beat, and then, by gently using the centre pedal, one may take just as much power as one wants from the revolving belt by striking a portion of it only over on to the driving [he means 'driven,' presumably, or uses 'driving' as an antonym to 'idling'] pulley, and if even the edge of the belt touches the driving pulley the car will move slowly, so delicate and flexible is this mode of control ; one does not move one's throttle or sparking lever at all, and if a good opening occurs, one can strike the belt right over and glide through at once, being on the top gear." On paper, this primordial method of taking up the drive has obvious faults ; at the very least, rapid fraying of the belt edge seems likely. But actually "the belt does not stretch after a few weeks' [initial] use, nor slip, nor wear out. My old car was still running with the original belt when I sold it. To take up a new belt occupies two or three minutes. I have no great love for bevel gear."

The phrase "striking the belt over" is horrid, but surely no worse than later novelists' "throwing the clutch in (or out)."

Major Matson has very definite views on design, horses, dogs and the law. A few further quotations must suffice :—

"We observed the frame itself actually bending under the strain of the low gear . . . in the end the owner got tired of it, and asked if I could give him any advice. I could. My advice was to pour a can of petrol over it, set it on fire, and sell the remains for old metal . . ." Other counsels prevailed, however, and the car was "shipped off to South Africa—a chaste green, picked out with yellow."

"Somehow, at the back of a motor-driver's head a new sense is developed, *constant, watchful, listening for the beat of the engine*. . . . To him it speaks a human language."

Only "three things terrify him—a *new* noise in the engine, a dog nearly under his front wheels, and a lady cyclist."

"The horse is a noble animal and the friend of man, but he does not always stop" (referring to traffic, and a horse-drawn vehicle behind, in particular).

"The latest improvement is often . . . merely an extra source of trouble."

A car owner should "take an intelligent interest in the operation and adjustment of his engine." To "manage and drive his motor successfully at the lowest possible cost he must understand it. Unless an owner can grasp what is going on it is impossible for him to keep it going on, and he will, in the end, have to pay someone who can."

Of plugs : "You may pay fifteen shillings for one which will last as many months or as many minutes, or . . . buy one which for all practical purposes is equally good for fifteen pence. . . . The old one can be thrown over the hedge or taken home and repaired by putting in a new porcelain at a cost of twopence."

The exhaust valve "fortunately has a voice of its own, and when it needs attention, asks for it by hiccoughing, spitting, and finally giving off a few pops like revolver shots. If, however, you take it out and grind it in, say, once a month, it will do its work peacefully and quietly."

Oil : "I pay half-a-crown a gallon for mine. . . . I prefer a rather thin oil. . . . For the gearbox, . . . thick, common black oil is best."

Spares : The list is too long to quote, but includes "one pair crank brasses" and a packet of hairpins (primarily for the relief of air locks in the petrol tank).

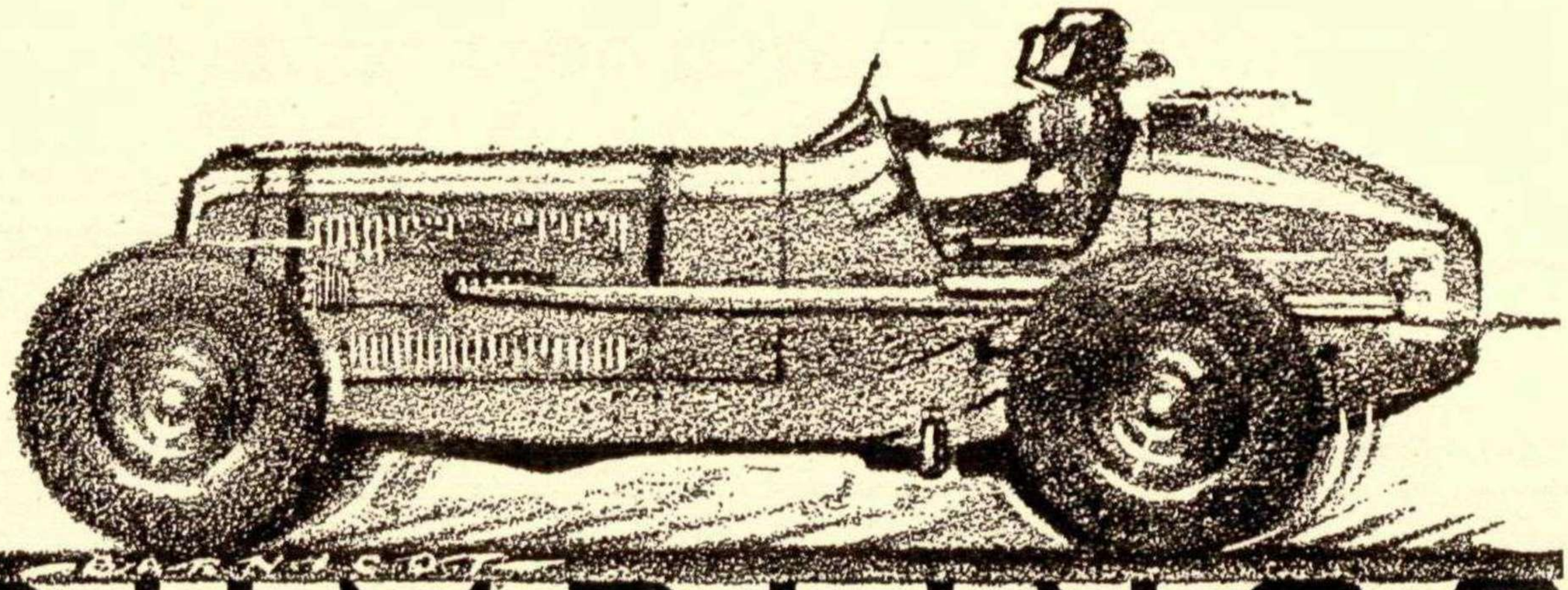
The major has little patience with foolish restrictions on liberty, *e.g.*, the 20 m.p.h. limit of those days. "Out of the thousands of persons now driving the mechanical carriage, not one of them does so without breaking the law every time he leaves his front door. No law that is not in itself the reflection of public opinion is in itself effective. The present law is disregarded by all concerned, and has by its own weight of foolishness become practically inoperative."

"We all know what happens . . . when a battalion comes down the street, . . . how horses back their drivers into shop windows, upset perambulators, and so forth. No one endeavours to apprehend the commanding officer, let alone the drum major. . . . But the motorist, he is different, and he, according to the new law [Motor Car Act, 1903] has to stop behind, to wait and pick up the pieces. . . . Why motor cars *only* ? How about traction engines, elephants, the Salvation Army—these cause 'accidents' and proceed unmoved ?" I wonder what direction the major's motoring tastes ultimately took. Did he trundle a Trojan in the 'twenties, or did he overcome his prejudice or mechanical inlet valves and pneumatic tyres sufficiently to graduate through the "T" Ford, Austin Seven, and suchlike modest men's motors, to better things ? It is a pleasing fancy to picture him at the age of 70 or 80 hareing around on a blown "2.3" and—purely temporarily—dismissing i.f.s. as just another of those crazes for complication.

—J. R. EDISBURY.

CORRECTION

In the article "The Villiers-engined Bugatti," January issue, for "B.H.D." read "B.H.W."



RUMBLINGS

This month's cover picture is a tribute to the late Percy Maclure, who died recently in Coventry at the age of 37, after an illness lasting for many months. He is shown at Donington at the wheel of one of his famous Rileys, driving, as was characteristic of him, without goggles. Because of family connections Maclure drove Riley cars, and it was common knowledge that he received some works support, but, nevertheless, the modifications made to his cars were his own, and he did most of his own work. Indeed, his successes can be largely attributed to the fact that he was a first-class mechanic, although his driving ability was also of an exceptionally high order —many people put him amongst the first flight of British drivers, and all would have liked to have seen him at the wheel of an E.R.A. He used 1,100-c.c., 1½-litre, 1¾-litre and 2-litre Riley cars and, running unblown, they were adversely handicapped even before they commenced a race. Even so, Maclure's successes included winning the 1937 Coronation Trophy at the Crystal Palace, where he was certainly a favourite with the crowd, and the 1938 International Trophy race at Brooklands. On the latter occasion we well remember the tremendous reception Percy received when he returned to the paddock—it was a very long time before he could shake off the autograph hunters and hero-worshippers and enter his battered Riley Nine saloon, and it was typical of the man that he was genuinely surprised and embarrassed at his popularity. He also scored class wins in the 2-litre category of the 1936 French G.P. and the 1½-litre class of the 1938 Nuffield Trophy race. He was reserve to the V12 Lagonda team at Le Mans in 1939, but, unfortunately, did not get a drive. Of recent years he evolved i.f.s. for his cars and, unsupercharged, his Riley held the Crystal Palace lap record for a time, a feat otherwise the prerogative of blown machinery. Only three men have been round London's road-circuit more rapidly than Percy Mac. He represented the very best class of British driver, and it is terribly sad that one so rugged in his racing should die as he did, at such an early age. For that, this war is certainly indirectly responsible.

Percy Maclure

A great deal has been written about the new Capacity Tax. This is clearly an imposition imposed on the motoring community by a greedy Chancellor, advised by the S.M.M.T. The industry in general will welcome it as a means of making the public more little-tin-box-minded than ever, and a country so devoted to 10-h.p. cars is unlikely to bother very much about the change. Certainly not enough to agitate for a reduction in the excessively high rate of £1 per 100 c.c., with, as yet, no announcement as to the minimum tax. But if the industry hopes that the new tax will prevent people buying American cars or bringing on to the road old cars which have been carefully stored for the duration of hostilities, we think it is likely to receive a rude awakening. The value for money and quality of vehicles in the tin-box class is likely to be so low for some years after peace is restored, that many people will decide to buy low-priced imported large cars or to keep their existing cars, even if this entails an annual tax increase of some £15 to £20 under this very unfair method of taxation. It is evident that we are meant to be an unambitious nation so far as our road transport is concerned, tied to little cars of low h.p.—this, in spite of what our Army transport is doing to regain peace for us. A well-known racing driver recently reminded us in *The Motor* that there will be no more great British cars and that, in time, the by-word in all countries for quality may pass from "Rolls-Royce" to "Cadillac" or "Packard." We fear that this is partially true, and the enthusiast may well feel proud that the sole remaining examples of classic British engineering practice to be seen on post-war roads, will be his. More seriously, we hope that Rolls-Royce, Ltd., will find that their products will command as ready a market under the new tax as they did before—we consider that they are very likely to do so. It will certainly be a dismal happening if cars of this sort, which so ably uphold British prestige all over the world at no cost to the Government, are killed off by the capacity tax—especially remembering the part Rolls-Royce, Ltd., played in winning the decisive Battle of Britain. Whatever the effect of the new tax on the new-car market, it is grossly unfair to apply it to

Capacity Tax

cars designed to operate under the old h.p. tax. All enthusiasts who care for the old, long-stroke order of things, and who appreciate big engines turning over lazily to produce a reasonable, but not high, power output, should take steps now to oppose application of the capacity tax to cars made before January 1st, 1946. Papers like the *Manchester Guardian* and the *Economist* have not been enthusiastic about the change and would doubtless give space to readers' opinions, and you can write to your M.P. We believe Lt. Peter Hampton has paved the way. . . .

* * *

Brooklands

At the 8th A.G.M. of Brooklands (Weybridge) Ltd., the chairman, C. W. Hayward, stated that no reply could yet be given as to the future of the Track. This is a very bad thing. Of recent years enthusiasts have become increasingly road-circuit-minded, and a proportion of them have been rather apt to scorn the old motor-course built nearly 40 years ago. The fact remains that no road circuit can be as useful from the testing point of view as Brooklands. You cannot have Pressmen conducting performance tests, engineers carrying out research, sportsmen going round for fun and racing drivers practising, all at one and the same time, on a road course, unless you subject everyone concerned to very grave danger. And if different periods of the day are allocated to all these divers functions, no one will get any work done at all; or, if any is done, accurate results will be upset by cornering, and the course will soon need re-surfacing. That, very briefly, is why we need to know, and at an early date, the fate of Brooklands—which has been an asset to this country never properly appreciated. Will Mr. Haywood or Sir Malcolm Campbell please tell us what steps are being taken to save Brooklands for the nation? Apart from this major issue, subscriptions to the B.A.R.C. have been solicited since the Track closed in 1939, and members and shareholders have some reason to ask where their money will go.

* * *

We regret to have to announce the death of Major Gordon Watney, at the age of 68. He raced Mercédès cars at Brooklands at a time when cars were cars, and those who drove them were anything but fragile blue-eyed playboys. He began later to tune cars for his friends, and from 1908–1914 developed his abilities into a successful business employing 100 men, specialising in preparing cars for the Track and rebuilding old racing cars—rather as Hann Partners, Ltd., did after the Armistice, and Thomson & Taylor, Ltd., did up to the outbreak of this war.

* * *

Good news—J. A. Masters has announced that the M.C.C. "Land's End" trial will be held again as soon as practicable, not necessarily waiting for an Easter week-end to come round.

* * *

The next meeting of the Midlands Motoring Enthusiasts' Club will be on February 7th, at the Crown Hotel, Corporation Street, Birmingham, and on February 8th Laurence Pomeroy will give a talk at the "Queen's," Stephenson Place, Birmingham. The Hon. Secretary is now G. G. H. Couzens

AUSTRALIAN NEWS

WE have received two newsletters from Melbourne, Victoria, N.S.W., one from Earl Davey-Milne and one from Ken Smyth. These two letters rather overlap, but we have summarised their contents below.

Duckett's 18-litre G.P. Mercédès is referred to, the corrected engine dimensions of which are 6⅞-in. by 7 1/16-in. bore and stroke. The year of the car is still in doubt, but is believed to be 1909; another smaller "60" G.P. Mercédès went to Egypt as an armed car in the last war, but is thought to have been broken up. Another matter to be corrected is that Duckett's Anzani-engined Bugatti has a straight-eight 2-litre chassis, not that of a Type 37. Davey-Milne's own "special" comprises a Type 37 Bugatti with a 1936 Hudson engine installed. The original engine, as with Duckett's car, had blown up and a Willys 77 engine was installed, replaced by the Hudson. This engine was decently mounted in the chassis and a new facia of light, welded tubes was made up. The Bugatti hand-brake had to go back about 6 in. The propeller shaft incorporates two Hardy-Spicer universals. On a 3.8 to 1 axle ratio the car is claimed to have done a s.s. ¼-mile in 17 secs., and to have reached 105 m.p.h., before rebuilding was undertaken. The car now weighs 15 to 16 cwt., and Davey-Milne hopes to put in a higher axle ratio and a radiator with a 6-in. core, after the war. His other cars consist of a "40/50" Rolls-Royce coupé, a 1931 Wolseley Hornet coupé, a Hillman Minx saloon, and the ex-Peter Williams duck's-back "12/50" Alvis. Williams has acquired a "30/98" Vauxhall, while the Type 37 Bugatti illustrated in our issue of July, 1943, belongs to Leo Hoare, and has a Type 40 block and s.u. down-draught carburetter. It does 82 m.p.h., and may be given four separate exhaust pipes and outside exhaust in the near future. Another special Bugatti belongs to Jack Day, comprising a single-seater on a Monza chassis, with V8 Mercury engine and Wilson gearbox, braking now being by 15-in. hydraulic stoppers.

Of Ford specials Bill Sinclair's has achieved 104 m.p.h. It has a Winfield camshaft and carburetter and Scintilla magneto. Other V8 jobs include Stan Dentler's Frazer-Nash-chassised car, and McDonald's Alta-chassised car, the latter said to do 115 m.p.h. and a s.s. ¼-mile in 16.8 secs. Jim Gullen has sold his blown V8-motored Ballot and is building another special, comprising a 2-litre Ballot chassis, much altered, which rumour says is to receive an Oldsmobile motor. Clarrie Head, Ken Wylie and Smyth have 4-cylinder model A Ford-engined midget cars. Head's uses a Winfield camshaft and carburetter, special head, valves, guides and pressure-feed oiling, and is said to give 98 b.h.p. at 4,000 r.p.m.—the Americans get 148 b.h.p. at 5,500 r.p.m. from specialised midget engines. Wylie's car is similar but with locally-made cam-shaft and Bosch magneto, and Smyth's is a cross between these two. Smyth says a good word for these midgets, realising we usually sneer at them over here—says they cost about £80 to build, and average about 18 secs. for the s.s. ¼-mile, and have done 124 m.p.h. They have a wheelbase of 5 ft. 10 in. to 6 ft. 4 in., and a track of 3 ft. 4 in. to 4 ft. Other cars of this type are Frank Fletcher's Austin Seven, the Beasley brothers' Willys-engined cars, Eddie Thomas's Plymouth Four, Edgerton's American-chassised Continental and Bail's 60-h.p. V8 job. Turning to normal sports cars, Wylie is rebuilding a 1935 "works" Riley Nine, McLaren has a P-type M.G., and Edgerton a T-M.G., Roots-blown. Then Morrie Monk has loads of G.N. bits, and builds them up like Meccano, his favourite device being a 11.9 Morris-engined job. The Head family own amongst them a Riley "Gamecock," a Riley "Imp," a Willys, an Austin Seven, an Austin Ten, a Riley "Kestrel" and a Wolseley. There are also two Austin Seven specials, one of which has a lengthened chassis, twin downdraught Zenith carburetters, standard camshaft and special cam followers, giving 6,500 r.p.m.

Club News

WE HEAR

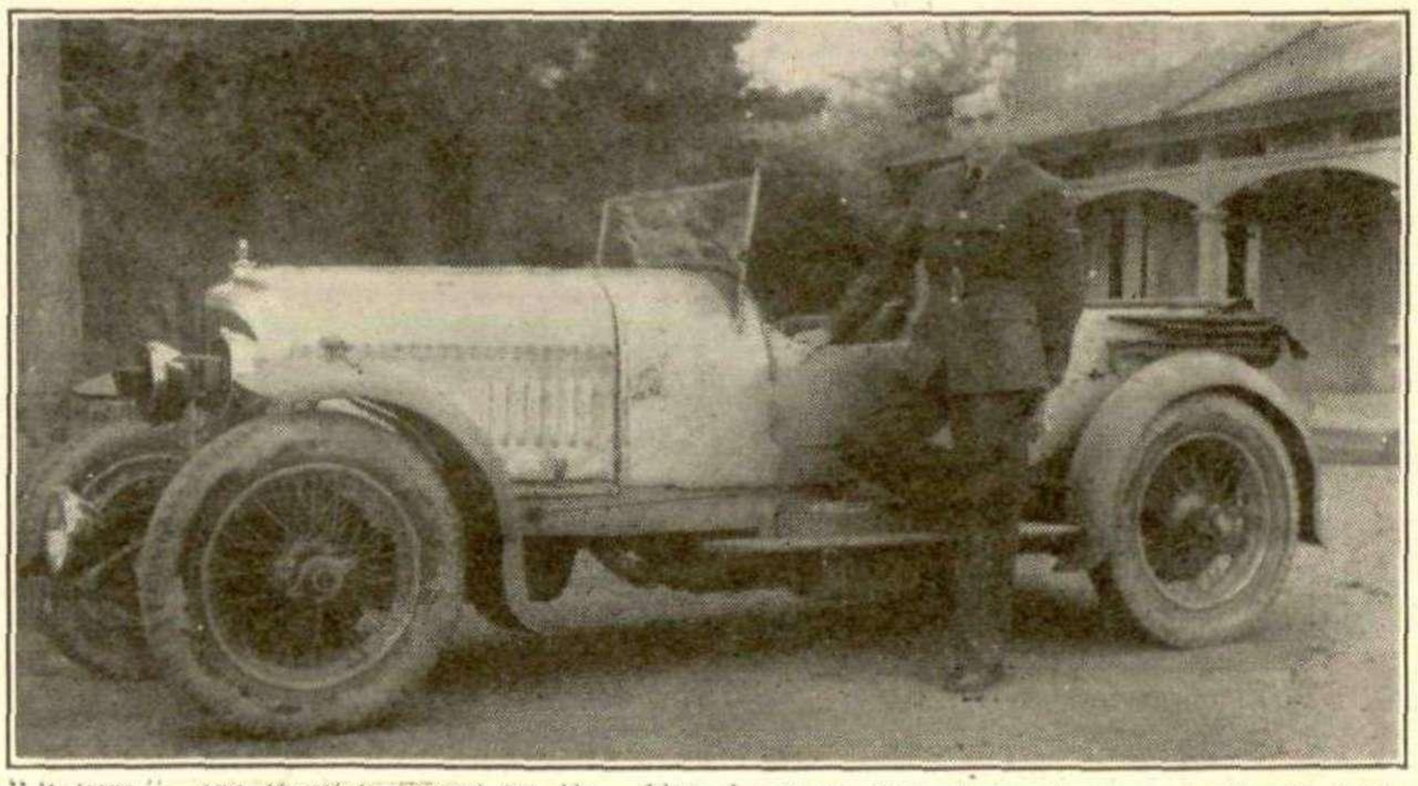
Lt. Peter Hampton is now in this country again, invalided out, and it will be some time before he is able to handle a fast car. His wife drives him to hospital every day in his "38/250" Mercédès-Benz; his views on the capacity tax are unprintable! He has also acquired the ex-Boothby Brescia Bugatti. Dr. T. L. Frank is busy converting a 1926 Big Six Bentley (chassis No. FW2619) into what he describes as a "high-speed drawing-room," and he would be most grateful to hear from anyone who can supply wheels with 18-in. rims and a 3.53-to-1 crown wheel and pinion. Advice about converting 21-in. wheels to 18-in. would be appreciated. This car was originally owned by H.R.H. the late Duke of Kent, but the Gurney Nutting fabric saloon body suffered from five years' exposure in a Colchester breaker's and has been replaced by a body from a 1929 Humber, with V screen and division. Dr. Frank also has a 3-litre short-chassis Van den Plas 4-seater in regular use, and a friend of his owns four Bentleys. He offers a slightly-bent track rod and drag link and a few other small spares to anyone who cares to pay carriage on them; his address is 1, Hamilton Terrace, Otley, Yorks.

Yet another Type AX 2-cylinder Renault, in not very good condition, has turned up in a Yorkshire breakers, and at Bournemouth there is a good Crossley Six saloon for sale for £17 10s. Confirmation has now been received that a pre-1914 ex-racing Rochet-Schneider, which was used in the early nineteen-thirties as a hose carrier by the Chalfont St. Peter Fire Brigade, ended its days at a Wembley dealers—local enthusiasts may care to continue the search. L. H. Muskett has been offered a 1922 "Silver Ghost" Rolls-Royce in nice order. The Sports Car Club of America inform us that the Connecticut meeting was made possible by MOTOR SPORT, as the Connecticut folk read of the club in MOTOR SPORT and immediately applied for membership. President T. H. Robertson tells us that his 1914 4.9-litre Mercer, which we described last November, still does better than 20 m.p. (imperial) g. He mentions that all three of the 1923 Indianapolis 2-litre Mercédès are now in the club. One is owned by Charlie Fisher and was probably Werner's car; it was raced on Boston dirt tracks up to about 1934 as the Oak Hill Special, using a Lancia "Dilambda" engine. (As Werner was said to have taken the engine back to Germany and to have put it in another chassis, with which he won the 1924 Targa Florio, this is probably the car Peter has in this country.) Then Joe Reutershan has a complete example, the actual car Sailer drove into 8th place at Indianapolis, and Al Wall has one of these cars in which a 3-litre Miller engine was installed by Zumbach's, of New York, about 1934, when the car was owned by McClure Halley. Then, in South Africa, Roy Hesketh, who finished 2nd in the 1938 Rand G.P., and who owned the only E.R.A. in the Union and also an R-type M.G. Midget, has been killed flying with the S.A.A.F., as have Fred and Charles Allen. W. L. C. Miller, who drove an L-type M.G. Magna in South African road races, flies operationally with the S.A.A.F., as does J. G. O. Watson, who enthuses over a Fiat 500, into which he plans to install his special Austin Seven engine, while he keeps a "San Sebastian" Salmson. Oliver is a flying instructor these days.

F/O Arthur Rusling, who contributed to the September issue, has been invalided out, following a flying accident, and is back in this country, and, at Stevenage, Joe Lowrey recently met Hugh Hunter, who has his famous Alfa-Romeo and a 4¼-litre Bentley two-door saloon carefully stored. Hugh rather inclines towards a future bound up with motor yachting, but will run the Alfa-Romeo again, especially in sprint events. He now uses a Fiat 500 with special windows in the rear quarters, or, if it's fine, a Triumph "Speed Twin." Appleton is hard at work on a war job, but finds a little time occasionally to plan improvements to the potent Appleton-Special, which is stored with Hunter's motorcycle, its engine now dismantled. Incidentally, before the war Hunter had a grand dice against Phipps's blown Cord when *en route* for the Nurburg Ring in the Bentley, doing 90 m.p.h. for some 30 miles, both cars having an identical maximum speed. Denis Jenkinson has acquired a Fernihough-built J.A.P. V-twin engine which he proposes to insert in a Norton frame.

We deeply regret to learn that Sqdn. Ldr. Abecassis is reported missing. Alan Good has been granted his divorce. "Tubby" Smith is said to be adding two M.V. tricars to his collection of veterans, and a breaker at Rush Green, Herts, offers a 2-litre Th. Schneider tourer for £80, while there is an O.M. saloon and an early Talbot-Darracq on the Leeds–Tadcaster road. We recently had a visit from F/Lt. Goodman, who is running an open Ford "Anglia," but craves a vintage car; he is rebuilding a 1923 Humber for his father to use as a farm car. The West Riding of Yorkshire produces a number of early Humbers in varying stages of preservation, and an early 11.4 Standard has been seen. On a recent 540-mile duty journey in his 1926 TE "12/50" Alvis saloon, Boddy encountered a blower 4½-litre Bentley, of the H. M. Bentley and Partners conversion type, an early Bertelli Aston-Martin, and a sporting saloon of quite unidentifiable make. An Enfield-Alldays 2-seater, in good condition, a V8 King, a Dixie Flyer, a Rover tricar, an early De Dion, a forecar of unknown make, a Dorman-engined Westwood sports 2-seater, and a flat-twin, belt-drive Brough-Superior motor-cycle are the latest "finds" in Yorkshire. Boddy hopes to acquire a 1926 7.5 Citroen on which to teach his wife to dice when "basic" returns.

In Ledbury an immaculate 4½-litre Bentley fabric saloon recently changed hands for £65 or so, and is now used on leave petrol. There is a 1924 Lanchester 21 tourer in as new condition, having had only one owner, for sale in the same town,



"3 litre"—the Bentley owned by Dr. Alex Lindsay, late medical officer to the R.A.C. It has a very late "Blue Label" engine and many modifications suggested by Mr. McKenzie. With the car is Dr. Lindsay's son.

for about £50. A Czech engineer is using a 1939 2-stroke 6-h.p. Jawa, and claims 60 m.p.h. and 40 m.p.g.

★

THE "REMBRANDT"

Enthusiasts will meet once again at the "Rembrandt," Kensington, on February 11th, for the twelfth gathering at this venue and, after lunch, a "To Start You Talking" feature will be held.

★

S.C.C. OF A.

The Sports Car Club of America held a meeting at Canton, Conn., in October last, which was attended by an open S.S.1, a B.N.C. with a Ford V8/60 engine replacing the original Ruby unit, an open S.S. "Jaguar," three Mercers, a drophead Lagonda "Rapide," a blown Cord, an S.S.1 saloon, two Rolls-Royce "Phantom I," and a special-bodied Hudson. The previous month a meet happened at Newton Centre, Mass., when a Duesenberg, two Mercers, a Rolls-Royce, a blown Cord sedan, and a Packard 116 attended. The September-October *Sportswagen* contains a photographic supplement, a specification of the Model A Duesenberg, and announces 16 new members, owning Type 57 Bugatti, "2.3" Alfa-Romeo, two 1921 Mercers, 1924 Rolls-Royce, 1922 racing 2-litre Mercédès, S.S.1, 1916 Mercer, Ford B.N.C., Model A Duesenberg, blown Auburn, 1924 Pierce-Arrow, 1940 Lagonda "Rapide," 6½-litre Bentley, 1928 Lincoln, 1926 "Red Label" Bentley, 1922 Mercer, 1915 Mercer, and 1929 Packard cars. On November 14th last membership stood at 52, with 123 cars, of which there were 20 Mercers, 14 Stutz, 13 Mercédès, 13 Packards, 8 Duesenbergs, and 7 Rolls-Royce. When we get our "basic" again British clubs must show similar enthusiasm for social meetings. Secretary and treasurer : A. H. Engborg, 20, Bedford Street, Lexington, 73, Mass.

★

"M.S." LIBRARY

When the Editor was posted north he found it impossible to operate the loan scheme of instruction books in the MOTOR SPORT Library, which he instituted when he was in the south. It has now been possible to recover a small number of these books, and they can be loaned free of charge for a period not exceeding three weeks, to readers who are *genuinely in need of them*, providing adequately stamped and dimensioned envelopes are sent. Address requests to W.B., 123, Bilton Lane, Harrogate, Yorks. The following cars are covered : 1½-litre single-cam and 1¾-litre supercharged Alfa-Romeo ; Alvis "Fire Bird" ; 3-litre Bentley ; 4¼-litre Bentley ; 15.7 and 18.2-h.p., Type DR Delage Six ; 1,500-c.c. Fiat ; 508C Fiat, 1,100-c.c. "Balilla" ; 1914-16 Model T Ford ; 3-litre, Type AM80 Hotchkiss ; 12.45, 12.90, 3-litre and 4½-litre Invicta ; 1935-7 M Jowett ; 2-litre and 3-litre "14/60" Lagonda ; 1923-4 Lancia "Lambda" ; 6-cylinder Lorraine-Dietrich ; M.G. Six Mk. II and M.G. Midget up to 1931 ; Morgan 3-wheeler ; 1929–31 Morris Minor and Family Eight ; Rolls-Royce "Silver Ghost" ; Sunbeam 25 ; 3-litre twin o.h.c. Sunbeam ; Talbot "14/45" ; 1936 Triumph "Gloria" 4- and 6-cylinder ; also Lucas electrical equipment and Excelsior 1933–4 motorcycles. Additional books will be gratefully accepted.

★

APPEAL

If anyone has a copy of "Monte Carlo Rally," by H. E. Symons, for disposal, will they please communicate with the Editor.

★

ENCOURAGING ENTHUSIASM

It is pleasing to be able to record that the B.A.C. Motor Sports Club, open to employees of the Bristol Aeroplane Co., Ltd., is receiving considerable help from the directors of that company, while a similar organisation flourishes in Derby. Let us not forget that mechanisation wins wars.

★

E.C.C.

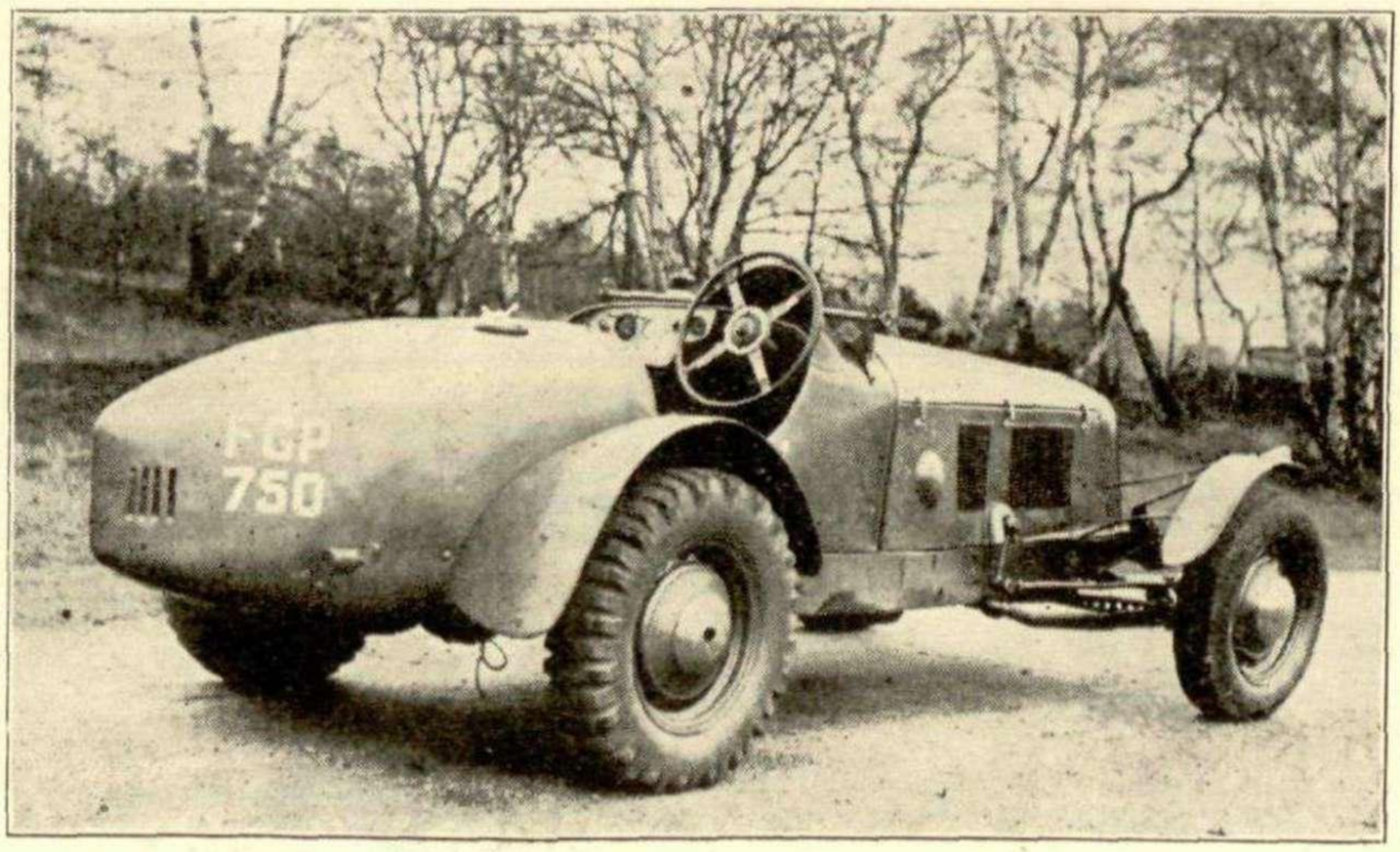
David Gandhi informs us that Raymond Mays is now president of the Enthusiasts' Car Club. A meeting was scheduled for January 30th in Stockport and, in future, meetings will be held in Manchester, greater support being hoped for. Bulletins will be sent to members bi-monthly, and the annual subscription is 5s.

Hon. secretary : D. L. Gandhi, 134, Heaton Moor Road, Heaton Moor, Stockport.

TO all Motor Sportsmen, wherever they may be, we extend our Greetings, and the hope that this Year may see the culminating success of our combined efforts—Victory for our Cause.

ADLARDS MOTORS LTD.

Manufacturers of Allard Cars



Branches at PUTNEY, BRIXTON *and* FULHAM

LETTERS from READERS

Sir,

In view of the fact that I am a fairly wide supporter, by way of advertisements, I consider it my right to criticise severely the publishing in your paper of December of the business arrangements of my firm, Continental Cars, in regard to the making of a film. I do not know quite how the writer of this passage got his information, but feel that actual financial arrangements are not the kind of thing that a reputable paper should publish, at any rate without first seeking my permission and confirmation.

In point of fact, the statement made about the remuneration of the "racing drivers" is not correct, and I expect you to publish a short note to this effect in your next issue.

Whilst on this subject, I would like you to ask yourselves whether it is at all in the interests of those connected with motoring and the Sport to publish all the details of some action which has, up to the time of publication, been winked at by the police, but which, now being brought into the bright light of day, may cause questions in high places and further action to be taken.

I am, Yours, etc.,
R. E. CLARKE,
For CONTINENTAL CARS.

Chobham, Surrey.

[We were not aware that Continental Cars were working under contract for the producers of "The Rake's Progress," as persons not on their staff handled and prepared some of the cars. We merely reported the happening as fully as possible as an interesting event in our world, and if some facts went a little astray, we apologise. Authority should note that if the Ministry of Information and the Ministry of Fuel and Power deem motor-racing for film-making purposes necessary in war-time, it can hardly bilk at the closing of roads for real motor-racing, as a means of increasing national prestige, when peace returns. So perhaps Continental Cars have done the Sport more good than even they realise by letting their cars appear in this film.—ED.]

* * *

Sir,

I noticed in your last issue of MOTOR SPORT a short column dealing with Meadows power units. Some time ago I wrote to Henry Meadows, Ltd., in regard to an engine believed to be of that manufacture. Since then I have heard nothing from them, and I am still trying to establish whether or not this engine in question was made by Meadows.

The chassis in which this unit is fitted is, I believe, one of the earlier M.G. Midget chassis, with an aluminium body with pointed tail, which, when bought by my late brother, was advertised as having a Meadows engine.

However, it is certainly not typical of that make.

Unfortunately, I have no photograph, but briefly the description is as follows: 4-cylinder, rated at 11.9 h.p., a fully-counterbalanced crankshaft is fitted. The crankcase and block being of aluminium, the latter having steel liners inserted. The valves are operated *via* rockers by a single overhead camshaft, which lies in a bath of oil down the inlet side of the head. The camshaft is driven by an extremely thick chain from the front end, and a large Watford magneto is driven off the camshaft drive and is fitted at right angles. The head appears to be of cast iron. Twin S.U.s are each bolted to short, straight manifolds on the left side. The sparking plugs are mounted in pairs in between the exhaust ports, the manifold being of straightforward design discharging through a Burgess silencer. The dynamo is gear-driven off the front of the crankshaft. The engine bears a strong resemblance to the Frazer-Nash o.h.c. job, but differs in the position of the camshaft and the valve operation.

Incidentally, there are several enthusiasts here on this R.A.F. station, the most popular cars being a "Red Label" 3-litre Bentley, in excellent condition, and a much-modified M.G. Magnette.

Since MOTOR SPORT has become available in the mess, the mess secretary's popularity has certainly increased, with us anyway.

I am, Yours, etc.,
R.A.F. H. V. BLAND (F/Lt.).

[Here is a problem for the experts, which someone will doubtless solve.—ED.]

* * *

Sir,

I am at present engaged collecting data for a book on the history of A.C. cars.

I should be most grateful to hear from any of your readers who have had experience of these cars, particularly the early models. In particular, I am anxious to have information regarding experiences in racing and trials and, if possible, I hope to devote a chapter to "specials" based on the A.C.

I should be very pleased to receive on loan any literature, catalogues, race descriptions, road tests, etc., which your readers may have, and would assure anyone kind enough to loan me such documents that they will be promptly returned.

I am, Yours, etc.,
L. J. R. TAYLOR (Major).

Shrewsbury.

[Matter can be forwarded—and, meanwhile, will the writer please confirm his full address.—ED.]

* * *

Sir,

I have just read "Those Were the Days," and I would like to say how much I enjoyed it. Particularly interesting (to me) were the references to the s.v. Aston-Martin "Bunny," but now I am in the peculiar position of not knowing whether I am a vandal—having broken up what I believed to be "Bunny"—or a liar for telling so many people about "Bunny," when what I really owned was "Nigger."

Well, if it really was "Nigger" I had, I hope the lucky owner of "Bunny" will take note of the fearful mess I have made of things and carefully preserve "Bunny." I hope, too, Mr. Ellis and other enthusiasts will not feel too outraged by having bits of the "Nigger" given to them in the mistaken idea that they were from "Bunny."

As a change from this sombre subject, I have had much enjoyment lately from "doing up" a G.P. Salmson (twin o.h.c.). I swapped this car with a friend nine years ago. Now it has been swapped back to me again. Reading from the front, it starts off as Salmson, although the radiator is Amilcar, progresses to the clutch as pure Salmson, then switches abruptly to Aston-Martin (short cardan shaft and 4-speed box). From there it gradually becomes Ford Model "T" back axle with 3.63 to 1 ratio, culminating in Morris hubs, brakes, etc.

By the way, if any reader of MOTOR SPORT has two or more 10-in. well-base wheels to fit Rudge hubs to sell, I should like to buy them.

The engine, after its 16 years' work, was in fair condition. The crankpins were only 2½ thous. oval, and apart from lapping them round again—a slow job—and re-metalling all bearings, I have done little to it. I know definitely that during the last 12 years no oil but veterinary castor has been used, which probably explains why things have stuck it so well.

I would like to have retained the old solid back axle—my friend used to do some incredible cornering on wet roads with its aid—but I'm afraid the not-so-good tyres which we may expect to get would take a poor view of it.

I am, Yours, etc.,
ALEX. S. WILSON.

Dunblane, Perthshire.

[All this is most interesting. A subsequent letter from Mr. Wilson states that his car had no list of records on the dash, such as "Bunny" had, and so it seems possible his car wasn't "Bunny" after all. He put in a Sunbeam back axle, and people who say "Bunny" is somewhere in Scotland with a Sunbeam rear end are obviously thinking of this car. We now propose, therefore, to follow up some admittedly slender clues in the hope of tracing the immortal and elusive "Bunny."—ED.]

* * *

Sir,

MOTOR SPORT still reaches me. Reading the correspondence columns makes me realise that there are, after all, a few motorists left at home, and it is to them that I am writing this letter, if you will be kind enough to print it.

When I left England 3½ years ago I had neither the time nor the petrol to take my Lagonda home to Bournemouth for laying-up.

Although the garage where I had to leave it is being very good about it, and wrote me a letter saying all was well, I would be very grateful if one of you, living in the Dorking area, would write to me and say he was willing to go and have a look and tell me how things are. This would be very much appreciated, as I often think of the car and look forward to driving again.

With best wishes to your paper.

I am, Yours, etc.,
S.E.A.C. P. A. DENSHAM (Lt., R.A.).

[If anyone cares to help Lt. Densham we can put them in touch.—ED.]

Sir,

As the article in the December issue of MOTOR SPORT entitled "On a Mild Disturbance in the Midlands" is inaccurate in some major respects, I would like to make the following observations for your information and that of your readers :—

The events leading up to the meeting at Birmingham in October had no connection whatever with the effort which the M.M.E.C. made some months previously with the same ends in view. If MOTOR SPORT or its readers are interested in the latter, I shall be pleased to supply full details for publication. The position of the M.M.E.C. was fully set out in a letter from Graham Dix published in *The Autocar* of December 1st, and it is unnecessary to cover the same ground again.

I deny the allegation that the M.M.E.C. or, indeed, any other club, was represented at the October meeting, which was a private one, by invitation only, of individuals.

A meeting having been convened, it was necessary to provide a basis for discussion. That was the reason for Mr. Dix putting forward once again the view of the M.M.E.C. It has never been suggested by anyone connected with this club that these views are anything but a *basis for discussion*.

The committee, which was elected from those present at the meeting, consisted of the following : Messrs. R. Mays (chairman), G. C. Dix, Storey, R. Cæsar, H. Birkett, G. Bance, A. Heal, C. Clutton, W. R. R. Leese, A. Rivers-Fletcher, Adams, P. R. Monkhouse, L. Potter, J. Cooper, D. Jenkinson, G. Harding, W/Cdr. Lester, and Dr. W. P. Forrest.

Of the 18 members of the above committee, only two are members of the M.M.E.C., viz., Mr. Dix and Dr. Forrest.

It was *this committee* and not the M.M.E.C., as stated in the article, which elected the sub-committee of four—Messrs. Mays, Cæsar, Heal and Dr. Forrest.

Before deciding what value the Birmingham meeting had, let us await authorised publication of the work of the sub-committee, and then we may decide if its findings and suggestions are worth while or desirable, and act or withhold action accordingly.

In fairness to your readers, the M.M.E.C. and Mr. Dix, I ask that this letter receive publicity similar to that of the article in question, so that all interested may be acquainted with the precise position.

I am, Yours, etc.,
STEWART FORREST,
(Chairman, M.M.E.C.).

Birmingham, 16.

* * *

Sir,

In view of wrong impressions which have been brought to my notice following the article entitled "On a Mild Disturbance in the Midlands" in your December issue, I should be grateful if you would permit me to make clear my own part in the Birmingham meeting.

The report gives the impression that the M.M.E.C. was represented at that meeting. That is not so. Those invited were present as individuals, and not club representatives. It is true that the meeting was arranged by the M.M.E.C. because their desire that any constructive ideas as to the future of motoring Sport should be formulated agreed with that of Raymond Mays. The M.M.E.C. undertook the preliminary arrangements of the meeting because the club was in a position to do so more easily than anyone else. Their definite wish not to influence such discussions as may arise in any way thereafter caused them to retire from the scene, having satisfactorily completed the only job they set out to do, namely, to convene a meeting of as many enthusiasts as possible. The private and confidential notes I sent to you prior to the meeting were intended to give you some idea of what I proposed to discuss, to assist you to formulate your own speech, as I was given to understand that you would attend in a private capacity. The meeting having taken place, there was no point in retaining notes which were preliminary personal thoughts in no way purporting to represent the views of the meeting. That is the reason why I sent you the notes, and why, later, you were asked to destroy them.

The implication that I was speaking on behalf of the M.M.E.C. was not justified. It is true that I referred in detail to a suggestion compiled by the M.M.E.C., but I did this because I was not able to make a more suitable one. I endeavoured, to the point of boredom, to make it quite plain that it was not my hope to get the scheme passed in full. The object in submitting it at all was to provide one suggestion which the meeting could criticise, amend, or even throw out. I said that it was submitted as a basis for discussion only. I did not submit it, as the report states, because "the M.M.E.C. wanted to reorganise the Sport now." The M.M.E.C. *does not* want to reorganise the Sport. Neither do I. I think the M.M.E.C., many present at the meeting, and most certainly myself, do want activities to begin again as soon as possible. We want to begin with as little confusion as possible. If there were any pre-war aspects which it would be undesirable to repeat, we want those who are aware of them to bring them to light now, so that they may be eradicated. But we all realise that there are competent authorities to deal with them. One of the main objects of the meeting was to discuss such things. If there is general agreement, then the proper authority should be asked to act, to do any reorganisation required. I trust that no one mentioned in this letter, including MOTOR SPORT, wishes to set up a motoring dictatorship.

The M.M.E.C.'s suggestion, which I outlined, was not intended for publication because it is not the policy of the club. At present the club has *no* policy on post-war sport. It is content to abide by the wishes of the majority, subject to the right, if it should become necessary to exercise it, of making every endeavour to safeguard its own interests. These do not include reorganisation of the Sport. In so far as they are concerned with Sport they are limited to small-car events, and any other forms of Sport which may be among the less costly types. Neither can it be said that the suggestion I made is my own policy. I, in common with most others at the meeting, am anxious to do all we can for motoring Sport, but any changes which are recommended must be backed by a large proportion of those whom such changes are likely to concern. For this reason, I consider the publication of the discussion in Birmingham to be inopportune. Discussion on that discussion is a waste of time. Let us wait until we have definite authoritative proposals put before us, with the necessary support.

Your report further suggests in the second column that I accepted, on behalf of the club, Wing-Commander Lester's proposals in total. This I did not do. I have already stated that I did not represent the M.M.E.C. Neither did I accept his proposals on my own behalf. I

CONTINENTAL CARS

Now carry a stock of good quality sporting cars which from week to week covers almost all tastes. Late type French cars wanted for cash. Overhauls can be carried out by appointment only at present.

The following cars are at Chobham :

Type 49 Short Chassis Tourer
Ex Embiricos 55
Type 57 Saloon
Type 55 Coupé
Type 57 Coupé
Type 51A G.P.
Ex Rothschild Electron Coupé
Type 57S Tourer
Type 35B G.P.
Ex Bachelier 4.9
Type 35 G.P.
and others

Tel. : Chobham 31

RODNEY CLARKE
LEONARD POTTER

CENTRAL GARAGE,
CHOBHAM
nr. WOKING

assumed this, like my own, to be suggestions only, and I duly noted them for my personal consideration if and when revisions became necessary. What I did support, and I now confirm that I am in entire agreement with him on this point, was his statement, which I quote from the MOTOR SPORT report: "That motoring Sport should be part of the national way of living. Motor racing is allied to (national) politics. The nation must get mechanically-minded if it is to survive future wars, and racing offers the chance."

Your report states: "The M.M.E.C. . . . wanted to control motoring politics . . ." At the meeting I made it quite clear that the club wished to do nothing of the sort. I now deny it again, absolutely.

The report of my speech concludes: "Dix wanted to see the formation of a committee at this meeting . . ." Yes, I did, but not as you continue: ". . . to further these aims" (viz., by implication, the control of motoring Sport, its reorganisation by the M.M.E.C., etc.). I said, and I repeat here, that the Birmingham meeting was not representative; it could not be, for no clubs were present. The meeting, therefore, would not have been in order, as some suggested, in making any recommendations upon the future of motoring Sport. Therefore, I wanted a committee to be formed in order to get representative views of the clubs so that, *ultimately*, if it were felt to be necessary by those concerned, the clubs' recommendations on the future of the Sport could be made to the proper quarters with authority and support.

I trust that this statement of my own part in the Birmingham meeting makes it clear that the Editorial comments in regard to the M.M.E.C. are completely undeserved. The fact that MOTOR SPORT devoted so much space to this meeting is encouraging to those interested in the future of motoring. It is to be hoped that any authorised statements made by the committee of the Birmingham meeting will receive the equally careful consideration of MOTOR SPORT and its readers. In the meantime, in the event of any declaration of policy on the part of the M.M.E.C. or myself in regard to the future of the Sport you will be informed by the club and by me, and you will receive authority to publish such views. Up to the present time no such policies have been formulated.

I am, Yours, etc.,
GRAHAM C. DIX.

Birmingham, 14.

[We only hope this conveys more to our readers than it does to us. The Birmingham Disturbance is fast becoming the Birmingham Bore.—ED.]

* * *

Sir,

I am writing to correct an error in your report of the Birmingham meeting. I am misquoted as having said: "Speaking generally, no one at the meeting represents motor racing"; what I actually said was: "Speaking generally, *the meeting* did not represent motor-racing." I ask you to correct this because I am informed that some people have taken the remark to mean that I do not consider Raymond Mays, who took the chair at the meeting, to represent motor racing.

All readers of MOTOR SPORT must know Raymond Mays's long and successful motor-racing career, and his successful efforts with the E.R.A. Company to enhance Britain's prestige in international motor racing, so I naturally would not like it to be thought that I, an old friend of his, did not consider him qualified to represent the Sport.

I have sent a copy of this letter to Raymond Mays.

I am, Yours, etc.,
A. F. RIVERS-FLETCHER.

New Barnet,
Herts.

[We acknowledge Raymond Mays as one of Britain's greatest racing drivers and the sprint exponent *par excellence*. Whether he is better qualified to represent the Sport than is the R.A.C. Competitions Committee, or qualified race organisers, is another issue altogether.—ED.]

* * *

Sir,

With regard to Mr. Hutchison's letter, I am interested in the paragraph about the suggestion of using the components of a Ford Ten to make a trials' car. But the fact must not be overlooked that the demand for ordinary standard cars will be so great that the manufacturers will not be able to satisfy the orders of their own dealers, and will not be able or interested in supplying component parts to a small manufacturer. Another point that all sporting enthusiasts must remember is that most probably there will be government control on all car sales, and the sporting enthusiast will not stand much chance of obtaining a permit within one year of cessation of hostilities in Europe.

My company have been investigating the possibilities of making a 10-h.p. car with a maximum weight of 12 cwt., but we were wistfully hoping that if a reduced car tax were adopted, the 1½- to 2-litre class would be more satisfactory. However, the suggested £1 per 100-c.c. tax will force manufacturers again into the 10-h.p. class, and most Sport enthusiasts will have to forget about the 100 m.p.h. cruising speeds, so often talked about, and be content with a 75/80 m.p.h. maximum.

I am, Yours, etc.,
S. H. ALLARD.

Worcester Park,
Surrey.

* * *

Sir,

I was very interested to read Mr. Wyer's article. Some time ago I was given, by Chick Fowler, a small blueprinted data chart relating to the 1½-litre Darracq single-seater. I think the figures contained in this are interesting in the light of those quoted as coming from the desk of Mr. Dabbs, of Sunbeams.

You will see, in particular, that the output of the 1924 1½-litre Darracq engine at 4,500 r.p.m. is given as 90 b.h.p., which closely corresponds with Mr. Dabbs's figure of 92 b.h.p. As the figure of 108 b.h.p. at 5,500 r.p.m. appears in the same chart, I think it can be accepted as accurate. It may be, of course, that the engine for the single-seater racing car received some special tuning. Unfortunately, the carburetter setting is not stated. I note also, in the same issue, a further reference to my connection with Anthony Brooke and the Vauxhall-

READERS' SALES AND WANTS

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

FOR SALE

GRAND PRIX BUGATTI
SPARES AND SERVICE

F. O. CLEVELAND HARMER
Bugatti Specialist
83, Old Oak Road, Acton, W.3
Shepherds Bush 5022.

1932 Alpine Riley chassis. Engine required 4-in. patch and new con. rod. £30 or near. T. Moore, Laurels, Gt. Witley, Nr. Worcester.

3-in. Jaeger rev.-counter, suitable for M.G., black figures, cream background, 50s. James, Moxhull Hall, Wishaw, Warwickshire.

FIAT 1,500 engine and gearbox, set Delage friction shockers, Chaltenham, £6 10s. Write BM/WLTB, London, W.C.1.

REAR axle, 4-speed synchro and 3-speed gearbox; engine parts for "M" Midget. Routledge, Elmete Avenue, Scholes, Leeds.

ALVIS Firefly and Riley Nine chassis frames; five 20-in. Rudge "Spin-Offs," Minx engine, complete. Routledge, Elmete Avenue, Scholes, Leeds.

NEW 10-in. headlamps, with bulb and flex, etc. Black cellulose finish, 30s. each. A. T. Sayers, 58, Stanley Avenue, Dagenham, Essex.

QUANTITY Norton racing spares, Amal T.T. carb. Remote needle, E.P. racing plugs, etc. Enquiries, Bosisto, 9, Buckingham Vale, Bristol, 8.

ALL Special Series Riley Nine spares, crank rods, twin S.U. manifold, etc. Patten, 11, Pembroke Place, Caversham, Reading.

WANTED

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

WANTED. 1931 Ulster Austin (unblown), set of valve tappet caps (8) urgently required. Thompson, Englefield, Joy Lane, Whitstable.

ENGINE, Montlhéry M.G., for rebuilding, any condition, or would consider complete car. R. M. Powell, Meadowfield, Rochdale Road, Middleton.

AMILCAR, side valve, 1929, complete car, engine or parts. Also Instruction Book. J. A. R. Paterson, 12, Poll Hill Road, Heswall, Wirral, Cheshire.

WANTED. 4.7—1 bevel and pinion for 1933 Riley Nine. State price, Patten, 11, Pembroke Place, Caversham, Reading.

LAGONDA 4½-litre Instruction Book, preferably for the i.f.s. 1938/40 model. Silberston, Linethwaite Hall, Moor Row, Cumberland.

3 or 4½-litre Bentley, engine condition immaterial, if sound chassis and transmission. Coles, 36, Castle Hill, Maidenhead, Berks.

SUPERCHARGER and drive for 2-litre Lagonda, also crankcase and other spares. Clive Mordaunt, The Malting House, Foston, Nr. Grantham, Lincs.

AUSTIN Seven Ulster Cosette Blower, Ulster gearbox, Nippy inlet manifold. Mallock, 3, Pannalash Crescent, Harrogate, Yorks.

OUTLET pipe for No. 9 Cozette Blower wanted urgently. Tel. Staines 3559. Capt. R. G. Shattock, "Ingleneuk," Moor Lane, Staines.

HORNET Special 2/4-seater, or L-Type Magna. Condition unimportant if cheap. 211, Southlands Road, Bromley, Kent. Ravensbourne 1028.

PURCHASE or borrow 1931/2 Ulster Austin handbook. Deposit if required. Brown, Albany House, Bradford Street, Shrewsbury Shropshire.

Spares Section, MOTOR SPORT, 21, City Road, London, E.C.1

Villier's car. It may save confusion in the future if I make it clear that when Mr. Brooke purchased this engine he approached me to see if the supercharger system could be improved. I informed him that with the existing single-stage Rootes blower running at about 20 lb./sq. in. pressure, a great deal of horse-power was being thrown away, and that by changing over to a two-stage Rootes system it would not be unreasonable to expect a gain in output to the extent of 30 to 40 *brake* horse-power, the indicated horse-power remaining the same. At the same time I said that if I could be of any assistance in making suggestions covering this re-arrangement of the gas works I would be pleased to do so.

I am, Yours, etc.,

London, E.C.1. LAURENCE POMEROY.

* * *

Sir,

I would like to say how much I enjoyed the illuminating article by Cecil Clutton some months ago, in which he refreshed my memory about cars of long ago. Mr. Clutton has displayed a thorough knowledge of his subject, his reasoning is sound and his facts are correct and agree with my own knowledge and memory.

Mr. Clutton and I regret the passing of these famous old makes and models, as they were hand-made real engineering jobs, possessing personality and individuality so unlike many modern cars which are getting increasingly difficult to distinguish on the road.

I would like to recall for Mr. Clutton's pleasure a few old models which had particularly strong features of character and type, such as the "Shelsley" Crossley 15.9 h.p. of 80 by 130, current about 1913 and 1914. The "25" and "35" Rotary-valve Italas, which made about 40 consecutive climbs of the Mont Cenis Pass under an Italian summer sky as far back as 1912 or 1913. The Metallurgique "26/50" and "38/90" h.p., and the Grégoire 80 by 160, Sizaire Naudin 70 by 170, D.F.P. 70 by 130, upon which Capt. W. O. Bentley broke so many records in 1913, and the Rochet Schneider, probably the highest class job France offered in those days.

Mr. Clutton refers in his article to the Austro-Daimler which Porsche designed for the Prince Henry Trial of 1910. The same model distinguished itself in the Austrian Alpine Trials. This model was known as the 27/80 h.p.—a bonny push-rod o.h.v. 4-cylinder of 105 by 165 mm. Shod with 880 by 120 tyres on wire wheels, a wheelbase of 10 ft. 6 in., and a 4 ft. 8 in. track. It possessed a sharply pointed honeycomb radiator of great distinction and finish. I well remember seeing this car exhibited at the Manchester Motor Show, together with its larger brother, the "35/60" touring model. A friend of mine had one of the "27/80" type, and his father had a 20/30 h.p. of the same make, both of which were splendidly constructed and very satisfactory. Perhaps Mr. Clutton also remembers a model styled the 19/100 h.p., a very sporting 6-cylinder of low build, marketed here round about 1926.

Now to proceed. I had expected Mr. Clutton to mention the famous 4-in. Tourist Trophy Race as a milestone in the evolution of the sports car. It seems to me that cars were being built to all sorts of sizes without a set purpose until this event.

As the title of the race suggested, it imposed a limit size of 4 in. for the bore of all 4-cylinder cars participating. It was a road race and not a track competition, and cars were equipped with reasonable bodies as sports cars are understood to have. The event was well supported, I think, and it was most noticeable that after this useful size had been established in this way, reasonable and moderate as it was for those days, that almost every maker of any standing listed a car of this bore; many manufacturers producing a sports and also a tourer with differences only in wheelbase length and gear ratios, but little else. Mostly these engines carried a stroke of 140 mm., yielding a cubic capacity of 4½ litres. I suggest, therefore, that this size gained an unassailable position and popularity for about 15 years from 1910. I think, therefore, this was the point upon which the "capable" size anchored itself.

I agree the Coupe de l'Auto established the 3-litre size. Does Mr. Clutton remember the I.O.M. T.T. of about 1923, when Bentley, Sunbeam and Minerva each entered a team of three cars—all 3 litres? This was not repeated, as the course was too narrow, especially on the long mountain section, for cars to safely pass each other. Two other factors, I have always felt, which have a bearing upon the manner designs have developed, as much as anything which we have yet said, were (*a*) the nature of the country of origin, its terrain and the temperament of its people; (*b*) the taxation system (of cars) prevailing in each land. Enlarging upon (*a*) the cars are primarily built for "home" consumption, and in our case our roads have always been undulating and curving and our legislation antiquated. Furthermore, the powers that be have always strongly discouraged road racing in any part of these islands.

Touching upon (*b*) our system of taxation to R.A.C. formula, which takes only the bore into consideration, has caused the manufacturers, perforce, to cultivate the long-stroke "lead-pencil" type of cylinder, resulting in small valve diameter, long con. rods and high piston speeds.

May I now make a few remarks about the Type 13 Bugatti referred to by Mr. Clutton. We had one of these engaging little beasts in our family in 1915. Fitted with an English-built 2-seater body and dickey, and no silencer, we were obliged, nay, compelled, to fit a long expansion chamber as the crackle was quite crisp for those days. It was, of course, overhead cam, dry sump, grasshopper springs, and stood head and shoulders above any other current design of light car at that date. The wheelbase was 7 ft. 10½ in., 710 by 90 tyres, 35-litre pressure tank; right-hand change in a gate of minute travel, and possessed ratios of 3.4, 4.5, 6 and 10; the speeds we were able to obtain being roughly 62, 57 and 45 m.p.h. on the three higher ratios. It was carried out in a massive and businesslike manner throughout, and was natty. The car was rather overcooled for this country, the large pear-shaped radiator and very big water pump were a shade too much even in hilly Wales, the brakes were unbelievably bad, and the dry sump system always "passed back." It was our first experience of dry sump, and our difficulties were aggravated by the war being on, with no kind of service available, no parts, and the catalogue printed in Italian. There were only six cars of the type in the country. We disposed of her, with regret, to Capt. Bayliss, of Sunbeams.

I agree with Mr. Clutton with deep feeling when he says, in effect, how he

Continued on page 33

"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 *Light Car* road test says:

"The acceleration of the H.R.G. is not merely good, but positively brilliant and there you have the characteristic which, more perhaps than any other, endears the car to a driver who looks for thrills in his motoring."

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

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

1928 4½-litre Bentley. Excellent mechanically. New Sports 4-seater body, green and chromium. Wanted, 1926–1928 "Blue Label" saloon. Box No. 157, MOTOR SPORT, 15, City Road, E.C.1.

AUSTIN Big Seven four-door saloon, July, 1938. Coachwork and mechanically 100 per cent. 24,000 miles. New battery, five perfect Michelin "Stop" tyres. Has been stored. Offered by original owner for £165. F. T. Whitehouse, Kenilworth Works. 'Phone Kenilworth 335.

1931 Speed-Six Bentley chassis, complete with all instruments, front seats, wings, running boards and lamps. Twin S.U.s, 6 sound tyres. *Excellent condition throughout.* Could be driven away. £120. Webb, 8a, Warwick Road, Kenilworth. 'Phone 775.

BENTLEY 3-litre "Red Label" requires repairs, £45; also Aston-Martin chassis, less engine, £20. G. Brown, St. John's Road, Great Birmingham.

HILLMAN Minx, 1938. 11,000 miles. Perfect running condition. £350, or nearest offer. *'Phone HOL. 2508.*

1.100-c.c. 4-carburetter unsupercharged Dixon-Riley, 115 m.p.h., electron axle casing, 4 spare wheels. Car and history available for scrutiny by appointment. Kappey, 241, Tettenhall Road, Wolverhampton.

GRAHAM KIRK offers Centric supercharger, complete with all fittings for P-Type M.G., sell or exchange; small Roots type suitable for motor-cycle, 750-c.c. Marshall or Villiers blower preferred. Heathside Road, Norwich. 'Phone Norwich 33141.

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

4½-litre Bentley, perfect throughout, many special features, private sale. Full details on request. Seen Birmingham area. *Box 160, MOTOR SPORT, 15, City Road, E.C.1.*

BENTLEY chassis for disposal, comprising 9 ft. 9 in. wheelbase frame, fitted 4½ engine, axles, radiator and bulkhead. The engine is newly rebuilt and has had the compression ratio raised. All springs have been reset, and brake rod joints refitted. Rewired throughout. VDP wings and running boards. 25-gallon tank. Good tyres. The 2-seater body, which requires fitting, is included. Decease of owner reason for sale. Price £175. The Hazel Motor Co., 183a, London Road, Hazel Grove, Ches.

IMPECUNIOUS enthusiast like meet similar, view sharing garage, experience, companionship. Has petrol allowance. V. C. Hunt, 112, Sussex Gardens, W.2.

FOR 4½-litre Bentley BM/1800 camshaft. King pins and bushes, shackle bolts and bushes. General spares. Wellington, Burrwood, Wrecclesham, Surrey.

£30 genuinely exceptional 1930 Rudge Ulster. Mechanical condition better than new. Will out-perform any "500" costing double. Superb roadholding and brakes. Demonstration Gloucestershire. Unsuitable beginner. 90 m.p.h., 60 m.p.g. Stored since 1942. Mallock, 3, Pannalash Crescent, Harrogate.

GENUINE Targa-Florio 3-litre Alfa-Romeo Tipo RLSS, complete, but needs overhaul. £40. Also *1931 Norton 16-H solo motor-cycle*, new tyres, good order. Ex Home Guard. £15. Mrs. Peter Clark, Hither Coppice, Hudnall Common, Berkhamsted, Herts.

LAGONDA 2-litre Speed model, Van den Plas tourer, new hood and side screens, 12.9-h.p. engine, completely overhauled by Lagonda Distributors, twin Zenith carburetters. Late property of naval engineer. Unique opportunity to obtain a carefully - used vintage car. £175. Evans & O'Malley, Ltd., "The Sports Car People," 36, Great Portland Street, W.1. 'Phone Museum 2191. Evenings, Paddington 8763.

M.G. P.B., exceptional car blower, numerous *spares, details on application.* Lowe, Harboro Hall, Blakedown, Nr. Kidderminster.

BENTLEY 4½-litre Van den Plas tourer. Overhauled by specialists. Superb chassis, the whole *car in excellent condition throughout.* £225. Evans & O'Malley, Ltd., "The Sports Car People," 36, Great Portland Street, W.1. 'Phone Museum 2191. Evenings, Paddington 8763.

LAYSTALL
for
CRANKSHAFTS

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*

MORRIS 11.9 h.p. for sale. 9,238 mileage to date. Original tyres and battery, registration date 19/10/25, number ON 573, mechanically perfect. £25 or offer. Sheppard, East Green Drive, Stratford-on-Avon.

FOR Sale, 18-in. Bluemels spring steering wheel, £1 5s; also Jaeger 100-m.p.h. speedometer, 4½-in. dial, 10s. 6d. Sheppard, East Green Drive, Stratford-on-Avon.

TALBOT 21 h.p. for sale. Requires attention to wiring and carburetter. Also new hood. Offers near £30. Box No. 161, MOTOR SPORT, 15, City Road, E.C.1.

M.G. (1938) 10-h.p. sports green 2-seater in first-class condition with excellent tyres. Best offer over £325 secures. Lt.-Col. Buckland, 88, Watergate Street, Chester. (Tel. No. Chester 3941.)

INTERNATIONAL Norton 350-c.c., late 1938, perfect condition, tyres excellent, no lighting. Price £105, or near offer. J. Lawrence, 841, Gt. West Road, Osterley, Middlesex.

ALLARD Special for sale. The latest, best and fastest of these cars is offered in perfect condition. Mileage under 5,000. Many special mechanical features and finished in Concours d'Elegance style. Holders of sports car records at Prescott and Wetherby. A certain winner of trials and speed events in post-war competitions, and a perfect road-car, fully equipped. K. Hutchison, Vale House, Frensham Vale, Lower Bourne, Surrey.

FRONT and rear hubs with knock-on caps and five 4.75 by 18 wire wheels. Special close ratio gearbox pinions. Two brake drums, complete differential with 4.9 to 1 and 4.3 to 1 crown wheels and pinions and axle shafts. Hydraulic steering damper, propellor shaft, steering column, pull and push bar and track rod, all in excellent condition. Wolseley Hornet Special. *Offers*, Sir J. H. Walker, Bart., Ringdale Manor, Faringdon, Berks.

WANTED

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

WANTED. Big-Port Alvis, close-ratio box, 100 per cent. mechanical condition essential. Bodywork immaterial. Top price offered. Chiddingfold 47, Surrey.

WANTED. MOTOR SPORT, Sept., 1939 to Sept., 1944. Earlier copies also desired. State price. Major Cliff-McCulloch, St. Mary's Hospital, Paddington.

M.G. "P" chassis frame, set +030 pistons, Luvax rear dampers, pair B.S.A. front springs. Meyrowitz goggles wanted for "P" 2-str. N.S. rear wing, Instruction Book. 1, Hope Villas, Knebworth, Herts.

£20 offered for Ford V8., 22 h.p. Body not needed. Condition immaterial. Mallock, 3, Pannalash Crescent, Harrogate.

RILEY Nine Mark IV open 4-seater, any condition. Give full particulars, Musson, 4, St. Bernards Crescent, Edinburgh.

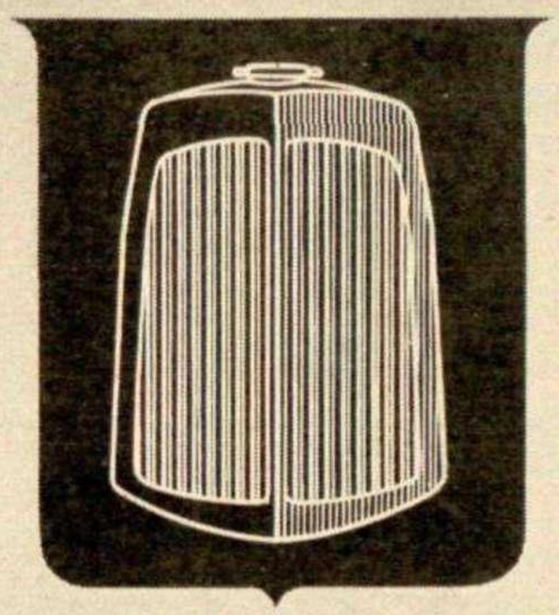
THE following are urgently required: *Brooklands Gazette*, Vol. 1, Nos. 1, 6, 8 and 10; MOTOR SPORT, Vol. 2, Nos. 1, 2, 8, 9, 11 and 12; Vol. 3, Nos. 2, 3, 10 and 12: Vol. 4, Nos. 7, 8, 9, 10, 11 and 12: Vols. 5 and 6, all copies. *Speed*, Vol. 1, No. 10, April, 1936. Will give good price for complete vols. Condition must be fairly good. Baylet, Crossways, Platt, Borough Green, Kent.

WANTED. Alvis Speed Twenty, early model, preferably saloon, with or without engine. Early Austin Seven, or similar saloon. W.B., 123, Bilton Lane, Harrogate, Yorks.

R. C. ROWLAND MOTORS *of* Byfleet, Surrey

Telephone : 270

We urgently require good Sports and Racing Cars, and are prepared to pay the highest prices for suitable models.

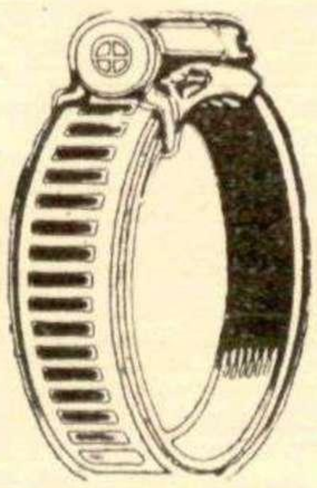


ASTON MARTIN

ASTON MARTIN LTD · FELTHAM · MIDDX

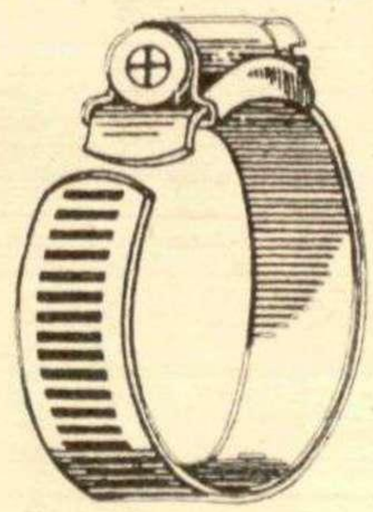
RP-188E

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.

Printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London, E.C.1, and Published by the Teesdale Publishing Co., Ltd., 21, 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.