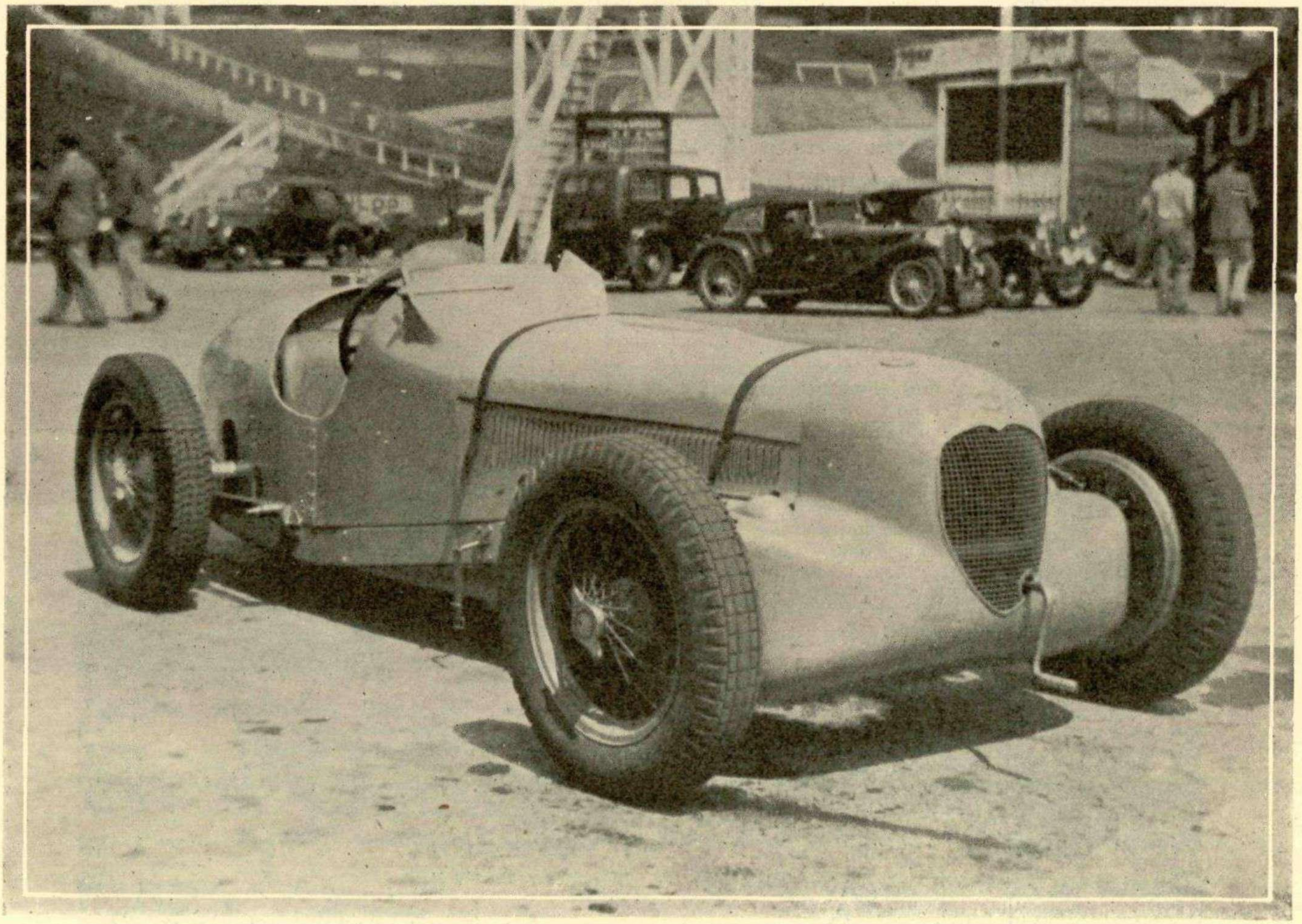
Vol. XXI No. 11 **SOME AUSTIN SEVEN FEATURES** *November, 1945*

MOTOR SPORT

INCORPORATING

Speed

ONE SHILLING
MONTHLY



CONTENTS

A Successful Amateur Venture 221
The Meeting of the Clubs 225
The First Post-War Racing 229
Some Austin Seven "Specials" 230
A Single-Seater Racing Austin Seven 231
Rumblings 233
Club News 235
Letters from Readers 238

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A SUCCESSFUL AMATEUR VENTURE

A. N. L. Maclachlan developed a fairly ordinary sports Austin Seven into one of the most successful sprint Austin Sevens ever. His car eventually clocked 20.23 sec. at Lewes and climbed Shelsley Walsh in 44.4 sec., while it would reach 72 m.p.h. in second gear and accelerate from rest to 100 m.p.h. in approximately 25 sec. Such performance from an amateur-built 750-c.c. car is little short of amazing, and we are deeply indebted to Maclachlan for this interesting account of "how it was done."—Ed.

THE history of my sprint Austin Seven began in 1926, when R. M. Papelian took a Gordon-England "Brooklands" Austin Seven to America and ran it successfully in a number of races against much larger cars. So tickled were the Americans that they described it as a "Pint Size Auto with Speed to Burn," and the following note appeared under a photograph of it in an American periodical:—

> "This amazing little auto makes 80 miles to the hour and 40 to a gallon of gas."

Anyway, after suitably impressing America, the car was shipped home, and I heard of it through an advertisement in the Motor Press. This was some time before the Inter-Varsity Speed Trial, and, as Oxford were badly in need of fast cars, I sold my old "Chummy," which had been considerably "hotted-up," and purchased it.

This was my first real racing car and I was naturally thrilled by what to me was the amazing performance it put up. With the wings off and the aero screens down, it would do a genuine 80 m.p.h. and would run up to 5,700 r.p.m. in second—about 55 m.p.h.

After using it for a short time, we began to get ready for the Speed Trial, and decoked the engine very carefully, polishing the head and ports. All unnecessary weight was taken off the car and, after testing to get the best ignition and carburetter settings, all was set. Our efforts were successful, as in the trial the "Tiddler" made fastest time in the 1,100-c.c. class, with a time of 51.8 sec. up Ewelme Down, against a fastest-time-of-the-day of about 45 sec.

In my youthful enthusiasm I had never heard of such things as rev. limits, and it was not long before I broke the crankshaft. Fortunately, it broke in the middle of No. 2 big-end journal, and the only damage was that the white metal in the big-end was torn up. A visit to Laystalls produced a new crankshaft and strict instructions not to exceed 5,000 r.p.m. I had learnt my first lesson and I have never broken another shaft on the Austin. Apart from one or two trials, I did no other competition work, as, leaving Oxford, I became a pupil at Thornycroft's Basingstoke works and could not get time off. However, in 1928 a friend and I ran through the London-Land's End Trial and got a Gold Medal—I remember simply romping up Beggar's Roost at maximum revs. in bottom gear.

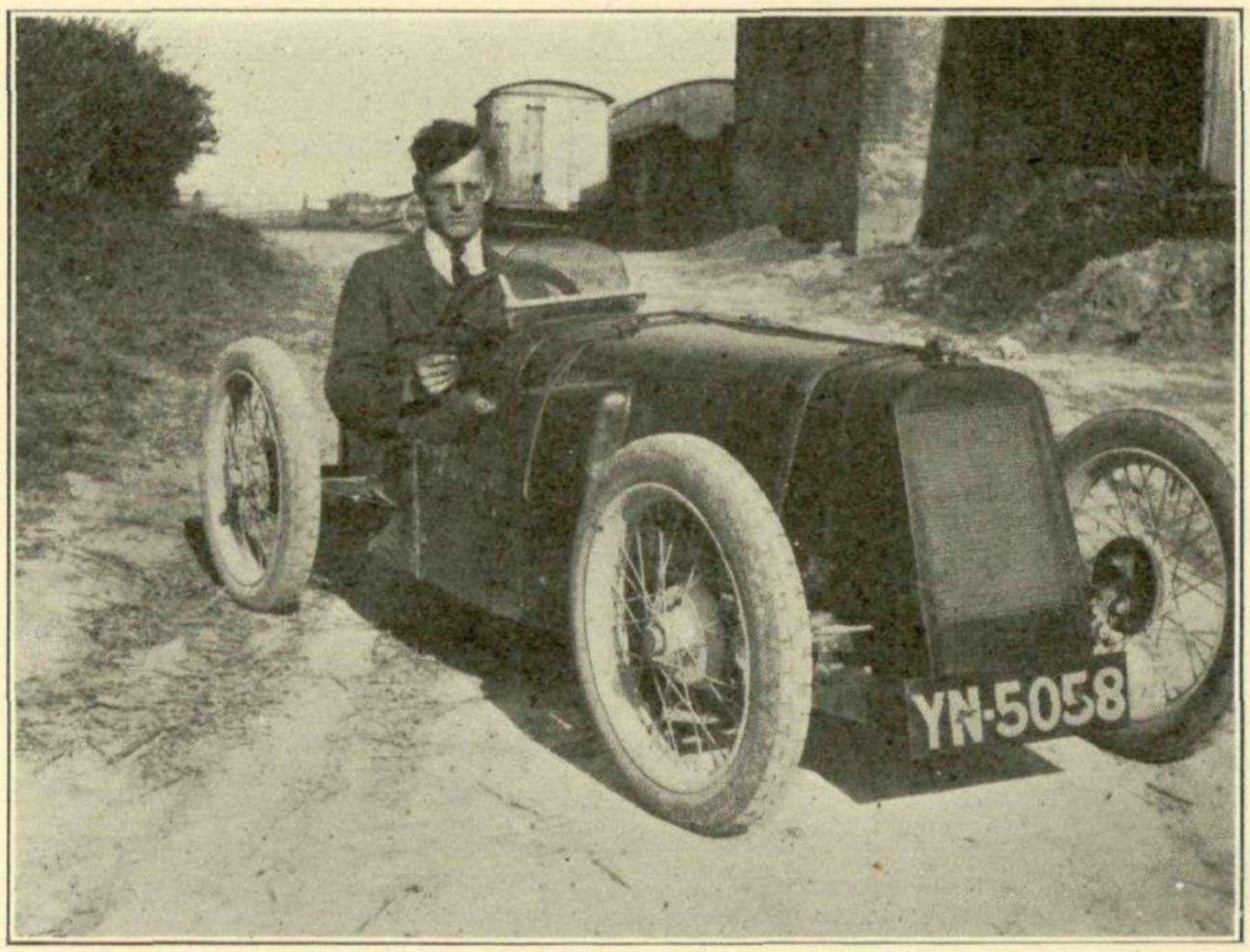
By now the car had done about 25,000 miles and the bores were getting worn, so the engine was dismantled and completely overhauled, with new main and big-end bearings, hardened liners to the bores and standard-size Specialloid pistons. During this period the Austin was my only means of transport and was driven very hard on all occasions. About this time I had several experimental cylinder heads made, and also tried out a number of proprietary aluminium heads, eventually fitting a Ricardo-design head with a compression ratio of 6.8 to 1. This gave considerably more power, and on a test lap at Brooklands without screens or wings the car achieved a lap of 79 m.p.h. So well streamlined was the body that putting on the very small aero screens and wings took 8 to 10 m.p.h. off the maximum speed.

By the autumn of 1928 the body had got very spent and the chassis was also a bit dicky, so the body was completely removed and the front axle, brakes and steering were overhauled, the body being scrapped. I had by then become the proud possessor of a "Hyper Sports" Supercharged Lea-Francis 4-seater, and was toying with the idea of making the Austin into a genuine sprint car. After much cogitation a rough design was got out and, with the aid of one of the body shop carpenters, a new body frame was built and covered in Rexine fabric. This made a very light construction. At the same time the seating was lowered, a new petrol tank fitted where the passenger seat used to be, and the radiator lowered and sloped back, the original bonnet being cut down to suit. As a result of this the performance on hills, and acceleration, became really brisk and on getaway I could hold all but the fastest motor-cycles. The general appearance is shown in photograph No. 1.

During the winter of 1928 the car went up to Austin's for a series of bench tests with various cylinder heads, and the table below gives a summary of the results:—

Cylinder Head	*Comp. Ratio*	*Peak R.P.M.*	*B.H.P. Max.*	*B.M.E.P.*
Austin "Brooklands" Head (C.I.)	5.45 to 1	4,400	23	100 lb./sq. in.
Ricardo Head (A1.)	5.5 to 1	4,500	23	94 lb./sq. in.
Ricardo Head (A1.)	6.8 to 1	4,700	28	108 lb./sq. in.

The Ricardo head gave a flatter power curve with higher peak revolutions. At that period the standard touring Austin Seven gave approximately 13 b.h.p. at 2,800 r.p.m., and for the time the performance was good, as ordinary No. 1



The Austin as it appeared at the end of 1928.

petrol was used for the tests, with a Solex carburetter having 23-mm. choke and 110 main jet.

The first sprint event I entered for was the Lewes Speed Trial in March, 1929, and the performance was good enough to get a first in the 1,100-c.c. class with a time of 26.4 sec. The next event was a dirt-track race near Portsmouth, organised by the Portsmouth and Southsea Club—the field consisted of two Salmsons, an Amilcar, a Morgan and the Austin. After a rather slow getaway, due to wheel spin, a tremendous " dice " ensued, and on the last lap I managed to snatch the lead in a cloud of dust and cinders, to win by a length amid loud cheers. Although very exciting I felt that this particular form of entertainment was very hard on the car and have never tried it again.

Later in the year I ran in the October Brooklands Meeting and got a third in a Mountain race at 58.2 m.p.h.

In December, 1929, I sailed for South Africa on business, so the Austin was put away, and it was not until I came home in June, 1931, that I saw her again. By this time the blown " Ulster " Austin had appeared, and one of these was owned by J. C. Elwes, a friend of mine, at Basingstoke. Elwes had already done well at Brooklands, and together we were to race with our Austins, and later with his J.4 M.G. and Aston-Martins in a good many events. It was Elwes who fired my enthusiasm to make the " Tiddler " really fast, and we decided to convert the engine to the " Ulster " type. Accordingly, an " Ulster " crankcase, crank, timing case, blower drive and No. 4 Cozette supercharger with Solex carburetter were obtained and the engine rebuilt, using an Alta aluminium head with a compression ratio of 6 to 1. The bodywork was improved, heavier brake cables fitted, and the car had its first try out at Lewes in the spring of 1932, where it won the 1,100-c.c. class with a time of 24.8 sec. Then came Shelsley Walsh and a tie for first place with E. R. Hall's M.G., the time being 49.2 sec. I should also mention that when " Ulsterising " the engine, cast-iron clutch plates, stronger clutch springs and close-ratio, constant-mesh gearbox pinions were fitted. These raised first and second gears, so that, with the 4.9 axle ratio, second was 7.07 to 1 and first 12.5 to 1.

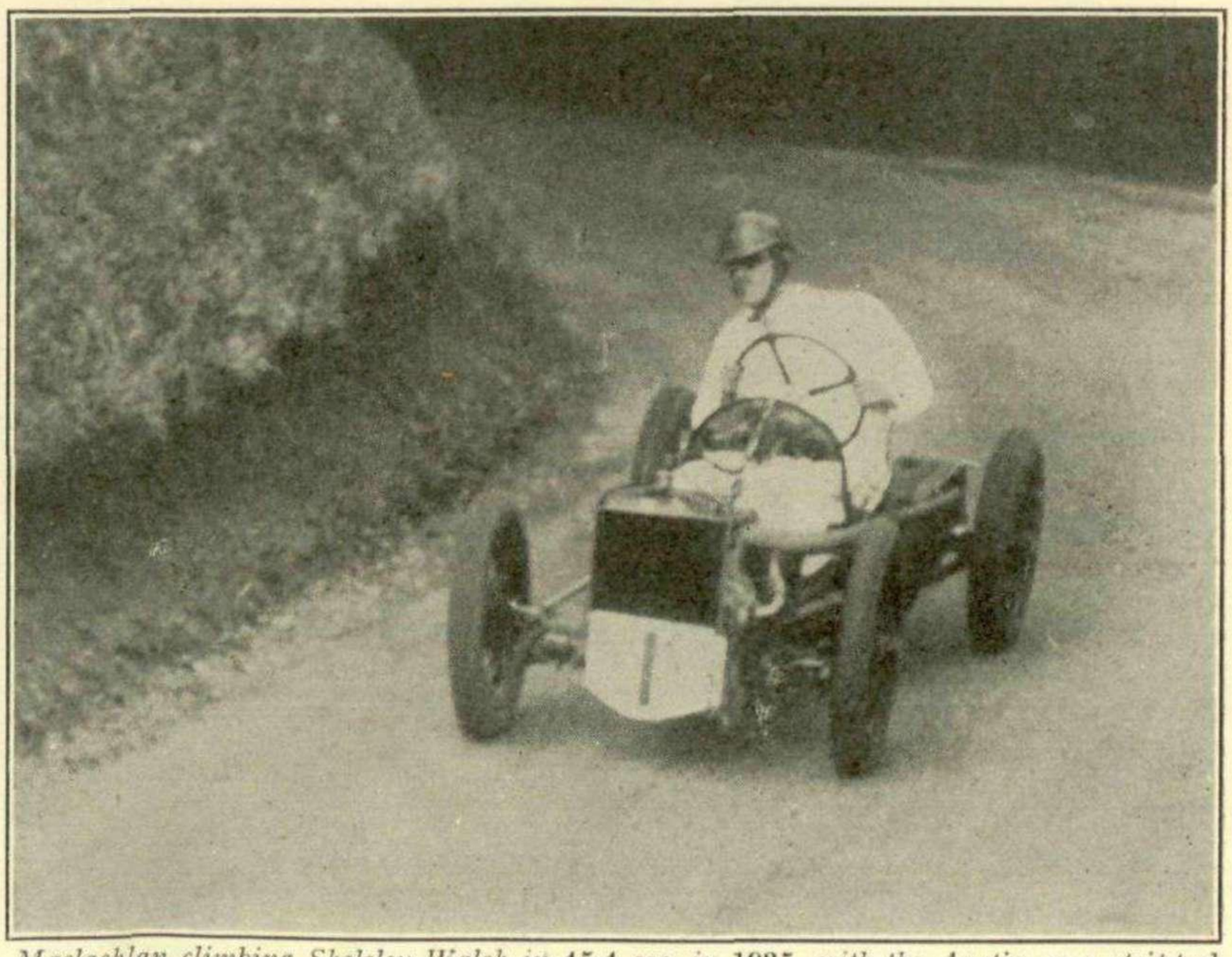
The next event was the September Brooklands Meeting, and I gained first place in the Senior Mountain Handicap at 62.86 m.p.h. *The Autocar* report said : " Maclachlan's Austin travelled with such vim that it speedily took command of the situation, though its victory was as near as no matter snatched away by Shuttleworth's Bugatti." This last-named car shot past me just after I crossed the line, and I had seen it out of the corner of my eye coming up the finishing straight very fast, and was in a fever of apprehension whether I would cross the line in time to win the race.

During the 1933-34 seasons the car ran virtually unchanged, apart from a few detailed improvements, but increasing knowledge of the various courses enabled me to put up improved performances at most events.

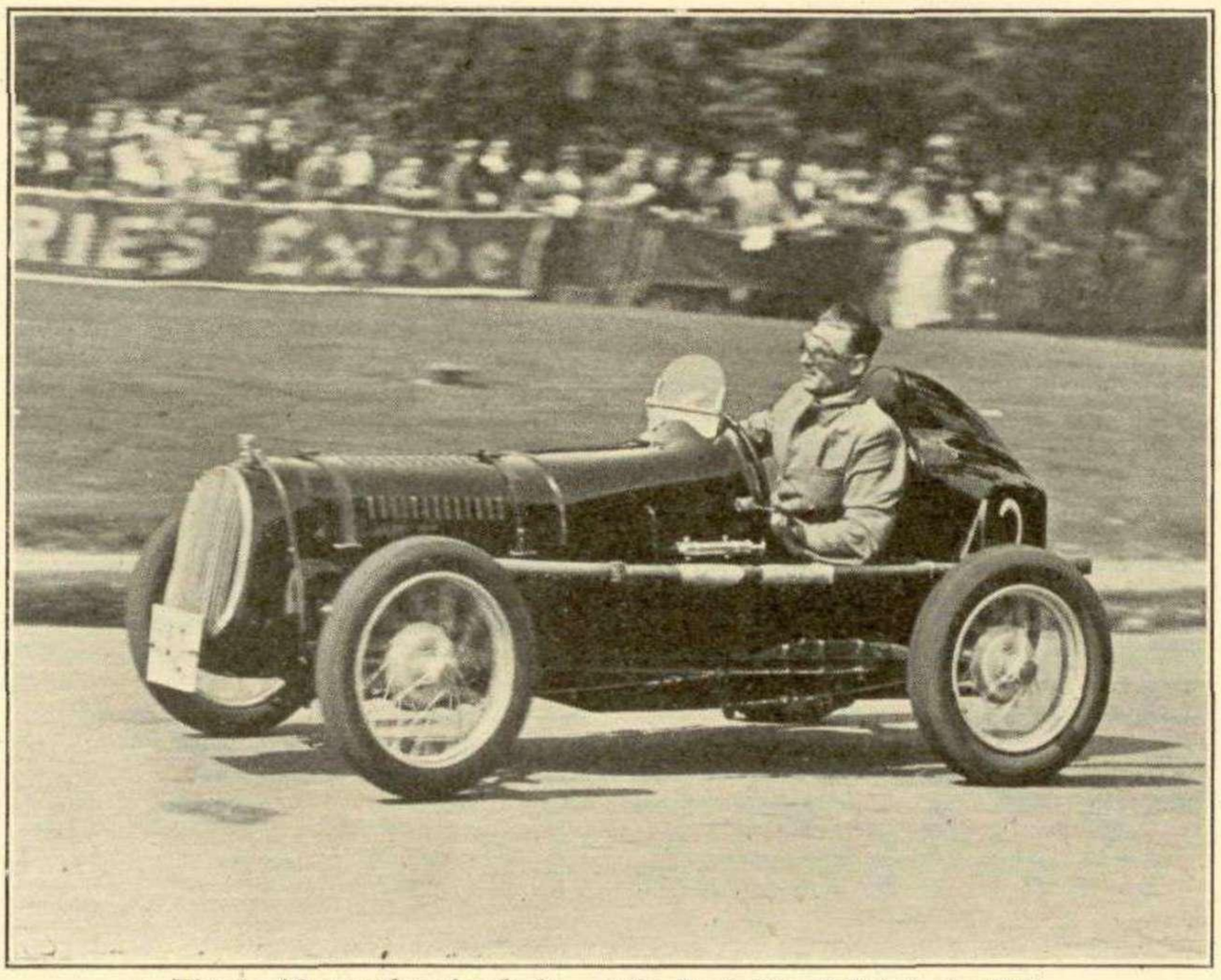
The 1933 Whit Monday Meeting at Brooklands produced a second round the Mountain at 63.8 m.p.h., and the June Shelsley Meeting a first in the 850-c.c. racing class in 49.4 sec. in pouring rain, whilst the Brighton Speed Trial also gave us a win in the 850-c.c. class, with J. C. Elwes driving.

The best performances in 1934 were 23.8 sec. at Lewes and second in the 850-c.c. class at Brighton at 61.6 m.p.h.

By now I was really beginning to know my way up Shelsley and round the " Mountain," and in May, 1935, got up the former in 45.6 sec., being third in the 850-c.c. class, whilst at the Whit Monday Brooklands Meeting I got a second in a Mountain race at 65.4 m.p.h., with a fastest lap of 67.5 m.p.h. ; these were both great advances on previous best efforts. However, I felt that the limit had been reached with the existing boost of 9 lb./sq. in., so it was decided to make the car really potent. My ambition was to get up Shelsley in under 45 sec. and Lewes in about 20 sec., and possibly get round the " Mountain " at about 70 m.p.h. So during the summer the car was completely stripped and a design for the new layout drawn up. In order to reduce the major alterations to the minimum possible



Maclachlan climbing Shelsley Walsh in 45.4 *sec. in* 1935, *with the Austin as a stripped chassis.*



Fitted with a real racing body—at the Poole Speed Trials, in 1936.

the general idea was to make a genuine single-seater with a light streamlined body, with the driver seated over the rear of the propeller shaft and well back—this would throw the weight well back when accelerating and reduce wheel spin.

A Centric supercharger displacing 800 c.c. per revolution was driven off the front of the existing blower-drive, which was fitted back to front in the timing case. This gave about 17 lb./sq. in. boost and necessitated mounting the radiator rather far forward on an extension of the frame. A new induction system was built up out of steel tube, the clutch pedal moved to the near side, and a new, remote gear change fitted. The rear springs were mounted over instead of under the frame, lowering the rear of the car about 2½ in., and a brand new " Ulster " dropped front axle assembly and spring was installed. The castor angle was increased and the steering box mounted over the gearbox, with a long fore and aft rod. The larger " Ulster "-size brake drums and shoes were also fitted and an entirely new, direct-acting cable brake system, with heavier cables, made up ; new rear wheels with 17 in. by 4.25 in. tyres completed the chassis alterations.

By this time Shelsley was looming up and I decided to run the car as a chassis to get some idea of what was going to happen. A few preliminary runs to get ignition and carburetter settings about right showed that there was tremendous urge, and we set off full of hope.

The first practice run was very fast, but on the second, near to the top, water started shooting out of the side of the engine and loud noises came from inside. The head was taken off and disclosed that the gasket had gone, and also that one of the cylinder liners had collapsed and damaged a piston. As I had been entered in the Austin Works Team something had to be done, so we rushed the car to Longbridge and worked all night, fitting a new block, head and pistons ; these were of the standard " Ulster " pattern. We got through by about 9 a.m. and went straight back to Shelsley very tired and dirty. On the hill all went well and, in spite of feeling somewhat insecure, perched on the open chassis, I managed to put up a time of 45.4 sec. (Photograph No. 2.)

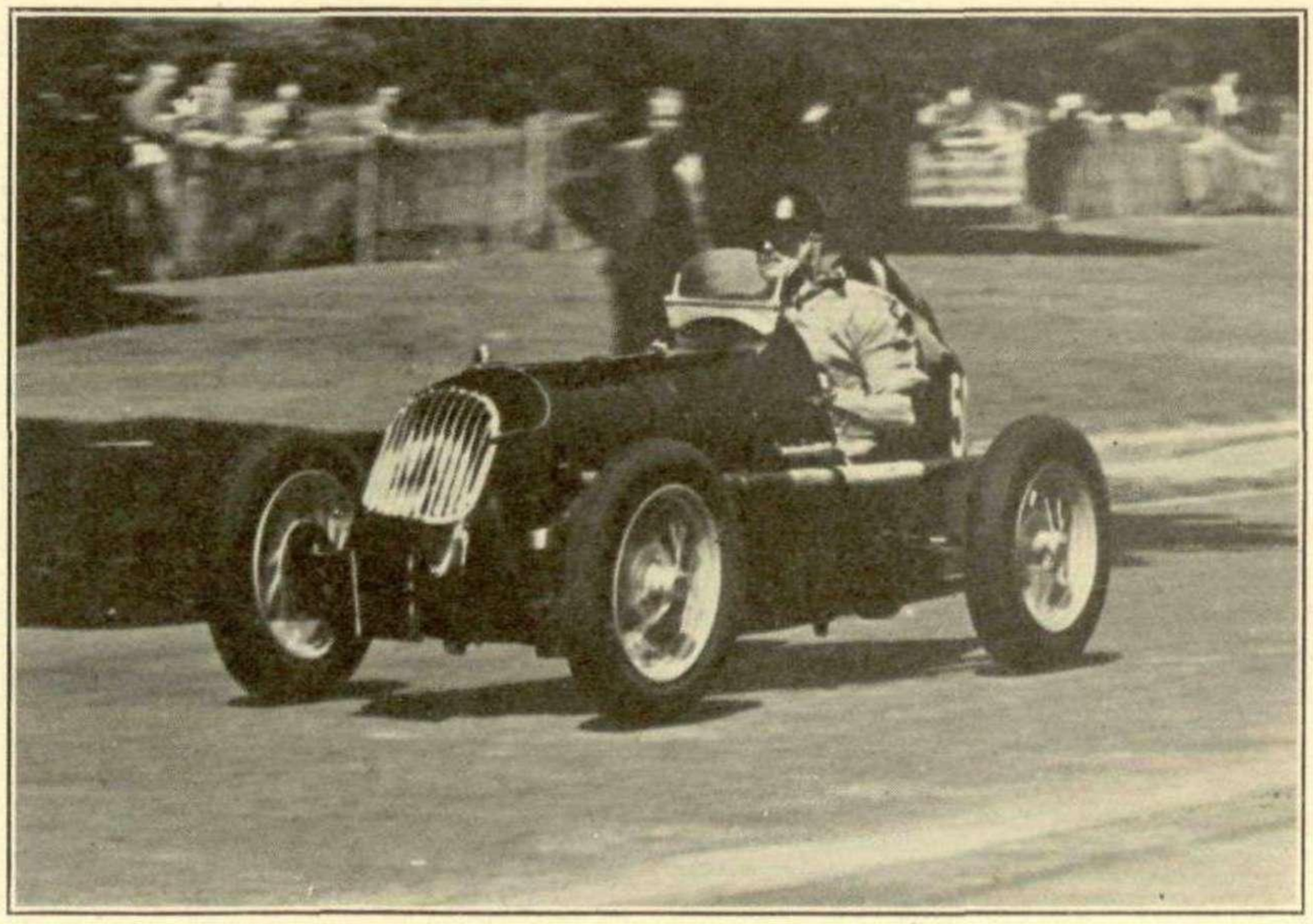
It was obvious by now that we were on to a good thing, but that the " Ulster " block and head were not going to be good enough for the high boost—so Austin's were approached and produced a new block, head and crankcase with extra holding-down studs ; the head had 25 ⅜-in. studs and was of aluminium, whilst the block had ten ⅜-in. studs holding it on to the crankcase. The gasket is made of copper-foil, .008 in. thick. When rebuilding the engine the opportunity was taken to put in a new " Ulster " crank and rods, also Austin's produced some very beautiful slipper pistons with two 1/16-in. rings.

The next job was the bodywork, and here Harrington's, of Hove, co-operated most successfully, making a lovely little single-seater in aluminium on a framing of ½-in. steel angle, a new tank holding about 4½ gallons being fitted in the tail. The general appearance is shown in the photograph taken at Poole Speed Trials in 1936 (No. 3). The rather long nose was shortened in a later modification with great improvement.

This work took place during the winter, and by the spring of 1936 all was ready for a try out. Several long runs with soft plugs, mudguards and petrol-benzol mixture served to run-in the engine, and a further series of full-power runs on a quiet stretch of road enabled the best ignition and carburetter settings to be arrived at. Unfortunately, some trouble with the fuel feed occurred at the May Lewes Speed Trials, and the best time I could achieve was 22.4 sec., the engine cutting out several times up the course. However, the performance showed that when properly going we should be able to get down to nearly the hoped-for 20 sec.

At the next Lewes meeting all went well and the Austin made fastest time in the 1,100-c.c. class and was third in the 1,500-c.c. class, with times of 20.38 and 20.23 sec. ; the latter time I have never succeeded in improving on.

After this came the Shelsley Walsh hill climb with a time of 44.4 sec. on a showery day, when the road was far from dry. This was probably the best show the " Tiddler " has put up, as it was the



A Klemantaski " shot " of Maclachlan's famous Austin as it now appears—here seen running in the 1937 *Poole Speed Trial.*

fourth fastest time of the day, Raymond Mays's E.R.A. making the fastest time in 41.4 sec. Walter Baumer and Charlie Goodacre made phenomenal climbs in 42.6 and 43.2 sec. in the Works Austins, but I had the satisfaction of beating Charlie Dodson on the other o.h.v. Austin and the redoubtable Hans Stuck on the Auto-Union.

The next event was Poole Speed Trial in August, 1936; this was one of the most enjoyable in which I have ever had the pleasure of competing. Not only was the course most interesting but the organisation was excellent and the day and surroundings lovely. There was quite a lot of "dicing," as the "S" bend near the finish was really most exciting, and Sydney Cummings on the Vauxhall-Villiers finished up in the bushes after a terrific skid. This was a most successful day for me, with wins in the 750-c.c. and 1,100-c.c. classes and a third in the 1,500-c.c. class. The best time was 23.42 sec., which compared favourably with the fastest-time-of-the-day of 22.82 sec. put up by George Hartwell on the ex-E. R. Hall M.G. Magnette with Zoller supercharger.

At the last Lewes Meeting, after a tremendous tussle with Hadley on the works' s.v. Austin, we eventually emerged victorious by the narrow margin of 0.03 of a sec., with a time of 20.53 sec. On this occasion Waddy's very clever four-wheel-drive, two-engined "Fuzzi" won the class with a time of 20 sec. dead.

During the following winter the radiator, which was rather too far forward, was cut down in size and set back over the front axle, and a new cowling made for the front of the car, greatly improving its looks. The object was to reduce the weight on the front wheels and improve the handling. At the same time new rear wheels with 16-in. by 5.25-in. low-pressure tyres were fitted, the previous rear wheels being put on the front. These large tyres enabled me to use a very low pressure, 15 lb. front and 10 lb. rear, which improved the cornering and grip, and also made the car a good deal more comfortable; it is very difficult to make the tail slide and there is remarkably little wheel spin when getting off the mark—the car appears to shoot forward the moment the clutch takes up.

During 1937, 1938 and 1939 the only events in which the car ran were the Lewes and Brighton Speed Trials, as I found it impossible to get away to more distant meetings. At nearly all these meetings Dennis Evans, on his very rapid "Montlhèry" M.G., and the Austin had a tremendous series of ding-dong battles, first one and then the other winning. The outstanding duel and performance took place at Brighton in September, 1937. The Austin started off with 25.91 sec, in the 850-c.c. class, Hadley taking 26.47 sec. on the works o.h.v. car and Evans 26.59 sec. In the 1,100-c.c. class Hadley broke the record with 25.7 sec., Evans did 25.8 sec. and I took 25.94 sec. In the 1,500-c.c. class I got a really good start and broke the record with 25.56 sec., which is 70.42 m.p.h. for the standing-start half-mile, with Evans doing 26 sec. and Hadley 26.02 sec. On the last run the Austin crossed the finishing line at 6,400 r.p.m. in top gear, which was just over 100 m.p.h.

The last event in which I ran was the Lewes Speed Trial in May, 1939; this gave me another win at 21 sec. dead in the 1,100-c.c. class and a second in the 1,500-c.c. class, with a time of 20.5 sec.

I am afraid this has been rather a catalogue of speeds and times, and so to conclude I propose to add a few details about the car. The chassis is the original "Brooklands" model, with the addition of the "Ulster" front axle assembly, larger brakes and improved brake cable system. The gearbox is also original, as is the entire rear axle, with the exception of the crown wheel and pinion; these latter are standard "Chummy" ones, using the 4.9 to 1 ratio. I have also used the 5.25 to 1 "Van" ratio and the 4.45 to 1 "Brooklands" ratio, but find the 4.9 best, as I get quicker acceleration than with the 4.44 and can also run up to 40 m.p.h. on first and 72 m.p.h. on second at 6,500 r.p.m., which I never exceed—this, of course, is with the close-ratio constant-mesh pinions in the gearbox.

The engine has been pretty well described earlier in this article and is somewhat of a mongrel, but it retains the original "Brooklands" high-lift camshaft, the compression ratio is 5.8 to 1 and the maximum boost about 17 lb./sq. in. The all-up weight of the car with the driver on board is about 900 lb., and I have calculated that the maximum b.h.p. is in the neighbourhood of 60, though the engine has not been bench-tested in its present form. Calculations show that on the level it should reach 80 m.p.h. in about 15 to 16 sec. and 100 m.p.h. in about 25 sec., and cover a standing half-mile in about 26 sec. This was strikingly confirmed at Brighton, when the best time for the standing half-mile was 25.56 sec. and the maximum speed at the finish just over 100 m.p.h.

With the Centric supercharger, the carburetter used is a 40-mm. Solex, and ignition is by the original Blic magneto, which has never missed a beat all its life. Since 1935 I have always run the car on Anglo M.G./2 fuel, which is not tricky and keeps well. The engine is very easy on plugs. For warming-up and road-testing, K.L.G. L.B.1s are ideal and never oil up, but, of course, will not stand up to full throttle—in actual events Champion N.A. 14 long-reach plugs are the most successful, but their life is short, as the porcelains crack after a few runs. Probably a harder plug would be better—on the other hand, I am certain of the N.A. 14s not misbehaving or wetting-up on the line. It is a great relief to be absolutely sure the engine will start up and remain on four cylinders, as in sprint events there is often no second chance if you miss your start. This applies particularly to Shelsley, where if you fail to start properly you are not allowed another r n.

The Austin is at present all vaselined-up and carefully stored, but I hope the day is not far distant when she will be out again and, after suitable preparation, should be as good as ever. Her present appearance is well shown in the very fine photograph taken by Klemantaski at the Poole Speed Trial in 1937 (No. 4).

Write To Your M.P.

As advised at the meeting between the R.A.C. and the recognised motor clubs, we wrote to our M.P. about the return of Donington Park to its owners. Below we publish this correspondence. The result is not very encouraging, but we shall be interested to learn if readers have had more promising replies.

Our letter read :—

4th October, 1945.

MAJOR YORK, M.P.,
House of Commons.

DEAR SIR,

I am anxious to bring to your notice the fact that while, since the cessation of hostilities, France has already held a motor-car road race, and is planning to hold many more, Great Britain is still without a course where motor races may be held.

There is, in my mind, no doubt as to the value of motor-racing to a nation whose defence depends on military mechanisation. Also, from the viewpoint of the export market, it is imperative that the British Motor Industry (our second largest industry) should have a course where cars may be tested at high speed.

Are you aware, sir, that to-day no such course is available in this country?

At a meeting of the recognised motor clubs at the Royal Automobile Club on September 28th last, Mr. F. G. Craner, clerk of the course at Donington Park, stated that this course is ready for use as soon as the military will give it up. Lord Howe, chairman of the R.A.C. Competitions Committee, has stressed the value of this road circuit to the country, not only as a testing ground, but as a national sports centre which before the war provided entertainment for 500,000 persons annually, apart from the large numbers of cyclists and campers accommodated there.

Will you, sir, please inform me what steps you propose to take to obtain for us the return of Donington Park.

I propose to publish a copy of this letter in MOTOR SPORT, and I will gladly give equal prominence to your reply, the favour of which I await with pleasure.

I am, Sir,
Yours faithfully,
W. BODDY, *Editor.*

Major York replied as follows :—

Marston Manor,
Long Marston,
York.
5th October, 1945.

DEAR MR. BODDY,

Thank you for your letter about Motor Racing.

I think the proper Authority to present a case to the Government on this question is the R.A.C. or the Standing Joint Committee

It is somewhat outside the province of a private Member of Parliament.

Yours sincerely,
C. YORK.

OUT OF PRINT

To avoid unnecessary correspondence, those subscribers desiring back numbers are informed that the following issues are unobtainable :—

1924 : June, July, Aug., Sept., Oct., Nov., Dec. ; **1925 :** Feb., April, Aug., Oct. ; **1926 :** Feb., Mar., April, Aug., Sept., Oct., Dec. ; **1927 :** Feb., April, June ; **1928 :** Mar., Dec. ; **1929 :** Jan., Feb., Mar., April, May, June, July, Aug., Sept., Oct., Nov. ; **1930 :** Mar., June, July, Aug., Sept., Oct., Dec. ; **1931 :** Jan., Mar., April, June, July, Nov. ; **1932 :** Jan., Mar., July, Aug., Oct. ; **1933 :** May, June, Aug., Nov., Dec. ; **1934 :** Jan., Mar., April ; **1935 :** Jan., Mar., May, Aug., Oct., Dec. ; **1936 :** Jan., Feb., April, Aug. ; **1938 :** May, June, July, Nov. ; Dec. ; **1939 :** Jan., Feb., May, June, Sept. ; **1940 :** Aug., Sept., Oct. ; **1941 :** Jan., June, Sept. ; **1943 :** Jan., Mar., Oct., Nov. ; **1945 :** Mar., April., Sept. Oct.

The Meeting of the Clubs

THE meeting at the R.A.C. on September 28th was a most successful and invaluable occurrence. It was called by the Competitions Committee of the R.A.C. to enable the representatives of recognised motor clubs to meet the members of the Competitions Committee and to express their opinions on divers matters appertaining to the Sport and make requests and suggestions. The Competitions Committee has long hidden its light under a bushel, and this meeting was an excellent way of showing the clubs how anxious it is to serve them and to enable the clubs to air their views as to how best they can be served. That 45 clubs took the trouble to send representatives is most gratifying—those represented are listed in the panel below. The Press was admitted, and included *The Motor*, *The Autocar*, *The Light Car*, *Sporting Life* and MOTOR SPORT. The full Competitions Committee, with Lord Howe in the chair, faced these representatives, while Major Cole, of the R.A.C. General Committee, was present. A few other authorities were also there, including Norman Freeman, of Dunlops.

Meeting between R.A.C. Competitions Committee and Club Representatives at the R.A.C., on Friday, September 28th, 1945.

CLUBS REPRESENTED :

Aston-Martin O.C.
Auto-Cycle Union.
Berkhamsted M.C. and C.C.
Brighton and Hove M.C.
Bicester Garrison M.C.
Bristol M.C. and L.C.C.
B.R.D.C.
Bugatti Owners' Club.
C.C.M.A.
Derby and D.M.C.
Enthusiasts' C.C. of G.B.
Frazer-Nash and B.M.W.
Harrow Car Club
Junior Car Club
Lancashire A.C.
Light Car Club.
Liverpool M.C.
M.C.C.
Middlesex C.A.C.
M.G. Car Club.
Midland Enthusiasts.
Midland A.C.
Mid-Surrey A.C.
Middlesbrough and D.M.C.
Nomad Motorists.
North London M.C.
North-West London M.C.
" Rembrandt " Group.
Riley M.C.
Road-Racing Club.
Royal Scottish A.C.
Scottish Sporting C.C.
750 Club.
Sheffield and Hallamshire C.C.
Southport M.R.C.
S.S. Car Club.
Standard Car O.C.
S.U.N.B.A.C.
Ulster A.C.
United Hospitals.
Veteran Car Club.
Vintage Sports C.C.
West of England M.C.
West Middlesex A.M.C.C.
Yorkshire Sports C.C.

Lord Howe opened proceedings by saying that no subject was barred and anyone could speak. In 1939 the R.A.C. recognised 336 clubs, including mixed motor-cycle and car bodies. In the six months preceding the war they issued 73 permits for speed events and 188 for other events, and inspected 63 speed courses. They operated a comprehensive insurance scheme covering such events, kept a complete dossier of the successes of British drivers in races here and abroad [B.R.D.C., please copy] and authorised and kept a list of record attacks. They also ran three important events—a Rally, the Tourist Trophy race and the Veteran Car Brighton Run.

The first speaker was F/Lt. Donald Parker (E.C.C. of Great Britain), of whom we were to hear a lot more. Parker suggested that Raymond Mays should open the meeting by asserting his policy. Mays emphasised the value of motor racing, and said the Competitions Committee should move with the times and foster it all it could. He wondered, indeed, whether a separate organisation or an associate committee should not be formed to encourage racing amongst the uninitiated. Parker next rose, and in the course of a long deliverance stressed the beauty of racing as a dangerous sport, but said that before the war he could never learn where to see it. He felt motor racing should be developed as a

Important and useful discussion at the R.A.C.

spectacle ; it was more healthy than the cinema. Racing, in fact, needed a " man from the East " to lead it on. He would like one section of the Competitions Committee to control racing and another section to promote interest in it. The publicity aspect should be faced by the C.C. V. H. Tuson (Mid-Surrey A.C.) next asked whether the C.C. could tell us what courses would be available for racing, a point also put by the Ulster A.C.'s representative.

The W. Middlesex A.M.C.C.'s man then asked the R.A.C. to attempt to get road-racing legalised in this country—it seemed " now or never."

S. C. H. Davis (B.R.D.C.) said we needed most of all somewhere to race. Would the C.C. use all its power to get Donington, Brooklands and any other courses ? He expected racing tyres to be available in six to nine months, but what good would this be without courses over which to race ? The slow-motion effort, especially in respect of Brooklands, must be overcome.

Fred Craner then told us Donington is ready, but the military must be shifted. The " organised idleness " in military depots threatens to lose us our only road circuit. Would the C.C. ask all club secretaries and others to petition their M.P.s on this vital subject ?

Anthony Heal (Vintage S.C.C.) supported Davis and Craner, but questioned whether parliamentary representation should not come from the C.C. rather than from individuals.

Rivers-Fletcher (" Rembrandt " Group) suggested races on behalf of charity, as suitable courses for sprint events, etc., are owned by local councils, and they might then be proffered. L. Ballamy (750 Club) thought that steps should be taken to foster racing-mindedness in the Government and amongst the public. He pointed to the Axis countries before the war and urged the R.A.C. to rope in every motorist under one policy. We have better drivers and cars than Continental countries, and we should be encouraged. We have lost the export market on quantity but not on quality, and racing will help us to further " improve the breed."

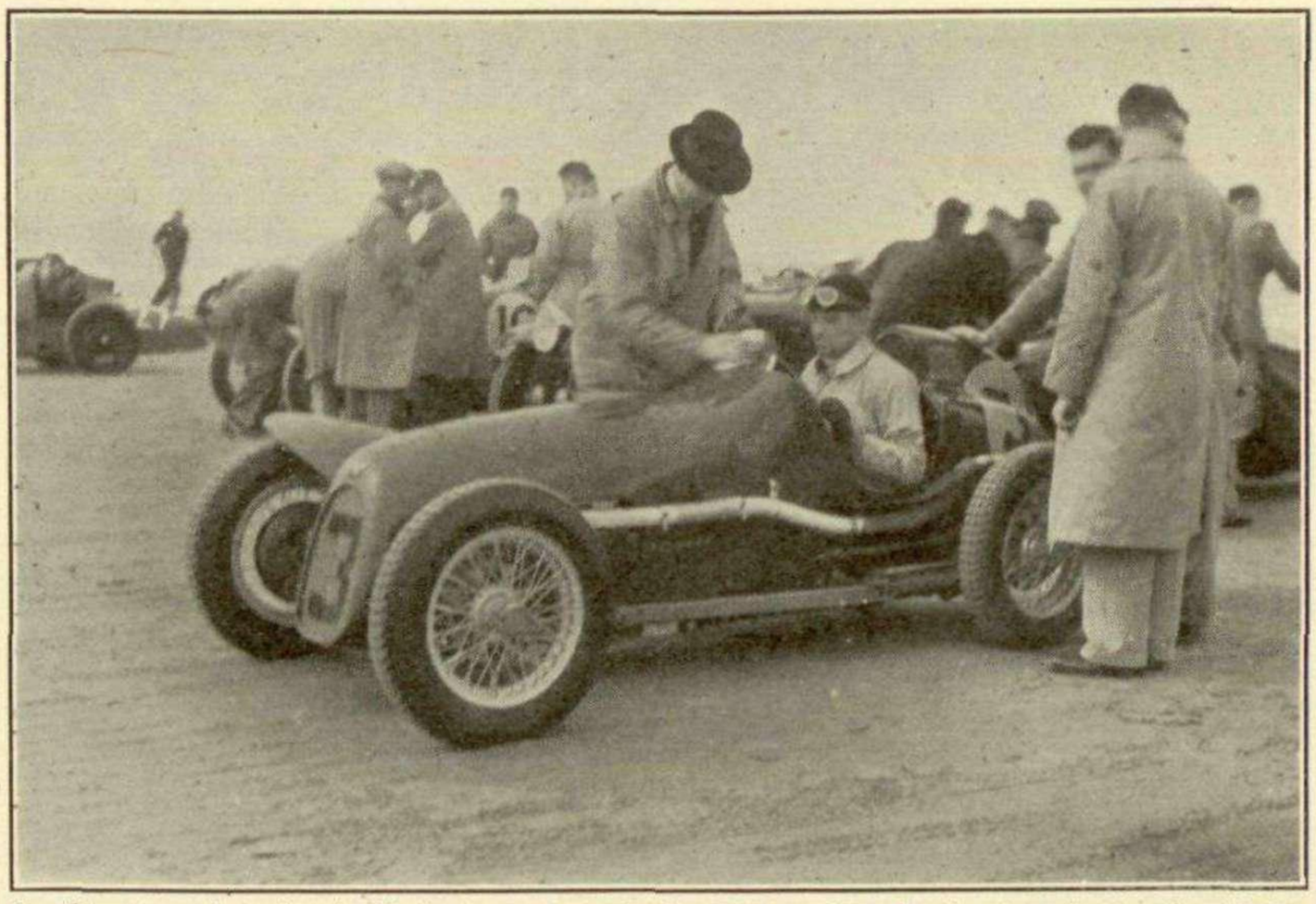
Christensen (Berkhamsted M.C. and L.C.C.) quoted the excessive motoring taxes, the raided Road Fund, etc., and said the Government should be urged to do more for us.

H. Bowler (Vintage S.C.C.) had found the C.C. very helpful in the past. It had two headaches to cure—courses, and the obviation of congestion in the fixture list experienced pre-war. He advocated an extension of the Invitation Event, perhaps embracing twelve clubs in a single event.

N. Freeman said we needed courses as well as tyres. In the former respect we are in a very, very poor state. We should press for Donington, and for Brooklands. Can the C.C. pull the necessary strings, please ? Aerodromes are normally no use, certainly not for racing events. *Re* tyres, this meeting was held a trifle too early for him to make a statement. But he could say that his company had held a board meeting at the instigation of France to clarify the position. France is going all out for motor racing. The revenue from the recent race at Boulogne was ten million francs. Forty-five cars competed and in practice alone they must have used up 300 tyres. These were old tyres ; not a single synthetic tyre was used. We should say to him, " You will turn our tyres down !" but while he would reject dangerous tyres, he thought many might serve, at the driver's own risk. The point was, France was racing-minded. Faroux hoped to hold a Six-Hour race at Nice, the Pau G.P. is being revived, etc. [Ponder this, the most significant statement at this meeting.] The rubber position was easing, and while national transport had the priority in natural rubber tyres, racing tyres made partially of natural, partially of synthetic rubber may soon be possible—but not for full G.P. cars. Our biggest need is courses to race over.

The next speaker, Gagen, of Bicester Garrison M.C., was sensational. He told us he had the permission of the C.O. of Finmere aerodrome to run a speed event there, and only that morning had seen the Air Ministry about the matter. It seemed likely that permission would be granted. [We believe the R.A.C. has already approached the Air Ministry on this subject generally, only to receive the usual bureaucratic, evasive answer. We only hope the Bicester M.C. obtains permission to use Finmere.]

Tett (Harrow C.C.) didn't give a damn what sort of racing we get providing we get it. He suggested that the C.C. might meet the S.M.M.T. before it approached the Government, and frame a racing policy that would appeal to the Motor



Southport sand racing is likely to start again in 1946. *Here is Goodacre's Austin, photographed before the* 100-*mile race there in* 1937.

Industry. If racing results were pooled for Trade use, we might get Trade support. What was the future of International G.P. racing ?

S. H. Capon (750 Club) put in his plea for co-ordination and a realistic approach to our problems. Racing should be developed as a public spectacle.

Lord Howe then rose to reply. The R.A.C., his lordship said, encourages and develops the motor movement. He agreed with Mays on the need for a British racing team, but reminded us that a G.P. team could easily run away with a quarter of a million pounds sterling. The C.C. *does* organise events, as witness the T.T. On the subject of courses, Howe saw the Secretary of State for War on August 22nd last, and stressed the value of Donington from the viewpoint of the industry, cyclists and the public. He asked to be allowed to write to the Secretary of State for War and obtain his considered reply. This he read. It was to the effect that until building sites and public carriageways had been cleared of surplus military vehicles, there could be no question of clearing Donington. This would not satisfy Howe and he will send his reply after the opening of Parliament, asking that a deputation be received from the R.A.C. on this matter. So far as Brooklands was concerned, negotiation is likely between the M.A.P. and the Track's owners, but its condition is bad and may well call for complete resurfacing. The Government may find it cheaper to purchase the Track than to repair it, and much haggling is to be expected, in which the S.M.M.T. may or may not be interested.

Howe thought aerodromes unlikely to offer a solution to present problems, because both runways and perimeter tracks are too rough for high speed, and cause excessive tyre wear. [Finmere may settle this one way or the other.] He had had eleven years in the House of Commons and thought legislation of racing on the roads of this country impossible to obtain. This is not a party matter, as he well knew from receipt of this motion in the House of Commons. Racing in the Royal parks, perhaps, but even here public opinion would probably force the Office of Works to turn down the proposal. Continental countries are poorly off for sport, and motor racing has developed in consequence—there is less desire for it here. However, we can do a lot, and the R.A.C. may even combine with the A.C.F. and hold races at Dieppe and Rheims. The C.C. would consider the desirability of this. Howe felt, nevertheless, that racing before the abolition of the basic petrol ration might lead to opposition.

Woodhouse (S.U.N.B.A.C.) requested that the C.C. encourage minor speed events, as these are the recruiting ground for racing proper. He asked the C.C. to look after trials and rallies, etc., and not concentrate entirely on racing, and for the present form of meeting to be called again in a year's time, as an inquest, as it were ; or even twice a year. He felt that the R.A.C. should refrain from organising additional events—there was enough to do as it is. The classification of permits should be revised, and joint events, like their recent evening trial with the M.M.E.C., should be encouraged. Would the C.C. take counsel with clubs having vested interests in certain districts ? What was being done in respect of the public parks report ?

Raymond Mays now spoke again, emphasising that the large accessory manufacturers held strong views in favour of racing and would lend support. He was not clear as to the exact function of the C.C. Does it attempt to encourage the Sport or only control it ? Does it encourage people to organise races or to race ? Does the C.C. meet and try to attract latent resources in furthering the Sport ? He had several ideas for tapping hitherto untried sources of possible support which he would be pleased to discuss with the C.C. Peter Monkhouse asked for an explanation of the relationship existing between the C.C. and the General Committee of the R.A.C. We had just competed in an event costing 15 millions a day, not unsuccessfully, so surely the Government and the Trade could afford to sponsor a G.P. team if the case were put to them.

Lord Howe, in reply, read Rule 1 of the R.A.C., *re* encouragement of motoring. He went on to say that one of our largest manufacturers was very hostile to racing. He had, privately, obtained the opinions of all the leading car manufacturers on this matter. One or two would support sports-car races ; *none* would support G.P. racing. He *did* agree with Mays on the desirability of a British G.P. team. Seven members of the C.C. are also on the General Committee, Howe stated, in reply to Monkhouse.

Monkhouse said, as the C.C. may now have several very startling suggestions to put up to the General Committee, arising out of this meeting, could the attitude of the General Committee to the C.C. be clarified ?

Lord Howe said, replying to Woodhouse, that the R.A.C. does try to " telescope " events. Someone suggested that the A.C.U. " group " events be copied, and Capt. Phillips said an extension of the Invitation Trial would cover this point and could for the time being embrace 15 or 20 clubs. It was a matter of " give and take."

Monkhouse now requested Lord Howe to answer his point. He gave an example: If, for instance, the C.C. wished to approach the Government and press for road racing in this country, would they be allowed to do so direct, or would they have to do so through the General Committee. Capt. Phillips said that in 1924 the C.C. asked the General Committee to stand the expense of a Bill in the House of Commons to sanction road racing. This Bill was blocked. The C.C. tried again in 1925. Again the Bill was blocked. The idea came from the C.C., was supported by the General Committee, and the necessary finance came from the General Committee. It really amounts to the General Committee delegating to this expert committee the job of looking after matters pertaining to the Sport.

F/Lt. Toulmin supported Woodhouse, especially in calling for this meeting annually. He would suggest a trials and a racing session in the late summer of 1946. He hoped the C.C. would maintain a continuous publicity campaign on behalf of the Sport. The value of competition motoring to the war effort should be emphasised—the German Army held reliability trials, both car and motor-cycle, for years before hostilities commenced, whereas the British Army only decided to do so six months beforehand, and then only for motor-cycles. [Forgetting Dunkirk, the bright British public will doubtless retort that even so, we won, didn't we !]. The daily Press should be approached. [We believe Capt. Phillips recently obtained some worthwhile Press support for a sprint event.]

White (Liverpool M.C.) put the important point that the rules for car trials should be identical with those for A.C.U. events, to facilitate the work of the mixed clubs running combined car and motor-cycle trials.

Ballamy thought this opportunity of putting on record our feelings was very

much worth while. Surely the position was not so hopeless? The C.C. must start a definite campaign in the House of Commons and obtain support from the Industry and the public. The R.A.C. should give us a lead as to how we can, individually, approach the Industry and the Press and write to our M.P.s.

Lord Howe would, he said, wish to see the wording of any petition the C.C. might draw up. He thought Ballamy was pushing an open door. The R.A.C. is doing its level best. On the matter of the Dower Report, which sought to establish public parks and prohibit motoring at Buxton, the Lake District, and the north-west coasts of Devon and Cornwall, action would be taken. On the racing side, he, Guinness, Bertram, Martin, etc., would do all they could. He felt if we waited we should not be disappointed. Parker then dropped a bombshell. The members of the C.C., he said, were so thick-skinned he was obliged to get to his feet again. They could not drive racing cars and they were all old men. Youth was needed to get something done, and he wanted to see a new committee, or new members on the existing committee to ginger up these old men. (Laughter and confusion.) S. C. H. Davis said he would take Parker on in any car and thrash him, and felt Guinness and Bertram could do the same. He agreed youth had drive, and he had never failed to encourage young men. But they wanted guiding, or they would break their necks!

Col. Brown, as the oldest member of the C.C., replied to Parker's remarks in a charming speech. He was there to help and he greatly enjoyed helping, but he would retire as soon as he was asked to do so, and the C.C. intended to elect younger members, in any case. (Both Davis and Col. Brown were loudly applauded.)

Lund (M.M.E.C.) asked for Sunday events, special races for amateurs with an annual championship, either abolition of entry fees or lower entry fees, zoning of the clubs, and a radio and Press publicity campaign. He asked if Mays would form a separate sub-committee of the C.C. for the last-named purpose and run it for the R.A.C.? Someone then suggested that the C.C. should be empowered to co-opt anyone from the hall at this meeting, if it becomes an annual affair. [As it must.] Flather (Sheffield and Hallamshire C.C.) wanted to see more trials and motor-cycle representatives on the C.C. George Symonds asked a personal question of Leslie Wilson: "Are we going to have a Shelsley Walsh meeting in 1946?" "Yes!" from Wilson. "Then I am quite satisfied with this meeting," retorted Symonds. (Loud and prolonged clapping.)

The Royal Scottish A.C.'s representative then announced a rally for 1946, and was assured of R.A.C.'s support, if petrol rationing permits the event. Lord Howe said the C.C. would meet in a week's time to discuss the many points raised. It co-opts its own members and realises that it should represent all sections of the Sport. Marcus Chambers (Vintage S.C.C.) said the clubs do not know all that the R.A.C. does for them, and suggested the issue to secretaries of a news-bulletin. [We heartily agree.] Capon asked how the decisions arising from the meeting would be heard, and Lord Howe said he did not know how Capon would hear, but a report would, of course, be put out.

Morgan (E.C.C. of G.B.) thought new blood on the C.C. desirable and asked when they last co-opted a new member. Answer: in 1939, when Leslie Wilson was elected. Someone wanted three members of the C.C. to be persons elected by the clubs' representatives, and Craner then asked Lord Howe how he felt about a petition to M.P.s on behalf of Donington. Lord Howe said a petition always went into the waste-paper basket, but if individuals wrote to their M.P.s much good might be done.

The Brighton and Hove M.C.'s representative said a big rally of manufacturers was due at Brighton in 1946, and his club hoped to run the Brighton Speed Trials in conjunction therewith. [Good news.] The Brighton and Hove Council seemed likely to give every encouragement to this project. That concluded the meeting.

Lord Howe thanked the club representatives for coming, and Heal thanked the R.A.C. for calling them together. We now await the findings of the Competitions Committee with keen anticipation. By calling this gathering the R.A.C. has exhibited in practical form its desire to do its best for the Sport. For our part we are convinced that it is the only body fit to control the Sport, and we do not think the Competitions Committee will let us down. If it does err in any respect, the clubs' representatives will have every opportunity of putting on record their wishes and of seeing that they are granted, in so far as the R.A.C. is able to grant them. Nothing could be fairer than that, and the meeting of September 28th must be counted as an excellent happening in every way. Let us hope for another meeting between the Competitions Committee and the clubs in six or twelve months' time.

The following letter has been sent by the R.A.C. to each of the clubs which sent representatives to the meeting. This has been received too late for Editorial comment to be added, but we hope to return to this subject very shortly:—

October 9th, 1945.

DEAR SIR,

I have pleasure in enclosing brief notes of the meeting between members of the Competitions Committee and representatives of clubs, which was held at the R.A.C. on Friday, September 28th, 1945. You will, of course, realise that this must necessarily be short, and in no way a verbatim report.

As promised by the chairman, the Competitions Committee (which met on Thursday last, October 4th) has given its most careful consideration to the various points raised in the discussion and has already taken action on these points.

The suggestion put forward that an informal meeting between the Competitions Committee and club representatives should be an annual affair was considered, and it was decided that a conference should be called at some convenient date during the autumn of 1946, prior to the compilation of the 1947 fixture list.

Efforts will be made to bring into line the general competition rules of the R.A.C. and A.C.U., and for this purpose Mr. L. A. Baddeley, Mr. Lionel Martin and Mr. H. J. Morgan were appointed as members of a joint sub-committee. The Competitions Committee of the Auto-Cycle Union has been approached, and has appointed Mr. V. Anstice, Mr. M. D. Ball and Mr. B. Marians as its members of that sub-committee.

Those representatives who were present at the conference will be aware of the action which the Competitions Committee is taking to obtain the early release of Brooklands and Donington. Since the conference further efforts have been made.

Steps have already been taken to obtain permission to use W.D. ground, much of which is eminently suitable for reliability trials, scrambles, etc.

The report on national parks in England and Wales by John Dower has, as was explained at the conference, received the consideration of a sub-committee appointed to deal with the matter, and appropriate action has been taken to get the very strong views of the R.A.C. and A.C.U. properly represented.

The question of general publicity for motor racing as a national sport was considered, and it was agreed that the best type of publicity was the holding of races with the consequent reports and comments that appear in the Press. During the war, with a complete cessation of motor racing, there has naturally been a total absence of such reports. With a revival of racing in this country and abroad, motor racing news will reappear, and as courses become available and the number of fixtures grows there is every reason to expect that motor racing will receive its fair share of publicity in the national and provincial Press. The extent of such publicity before the war was impressive. This is probably not appreciated by those who had no experience of pre-war racing conditions.

The Competitions Committee has considered very carefully the possibility of launching a propaganda campaign in favour of a programme of Grand Prix races, and the construction and formation of a British team of racing cars to compete in such events in all parts of the world.

The committee feels that it would do more harm than good to initiate such a campaign until there is a reasonable prospect of its success. It is not thought that manufacturers would be prepared, or be in a position, to delay or impede their programmes to undertake the research, experimental and constructional work which would be entailed, nor is it thought that the personnel required could readily be made available at present. At the same time, it is intended to keep the whole question under very careful review, and to take action at the earliest possible moment that it appears to be advisable and practicable.

The Competitions Committee wishes me to re-affirm the chairman's statement that it found the conference of very great assistance, and to thank representatives—many of whom came from a considerable distance—for attending. It is hoped that in 1946, when clubs have had an opportunity of becoming re-established, the meeting will be even more representative of Motor Sport in all branches.

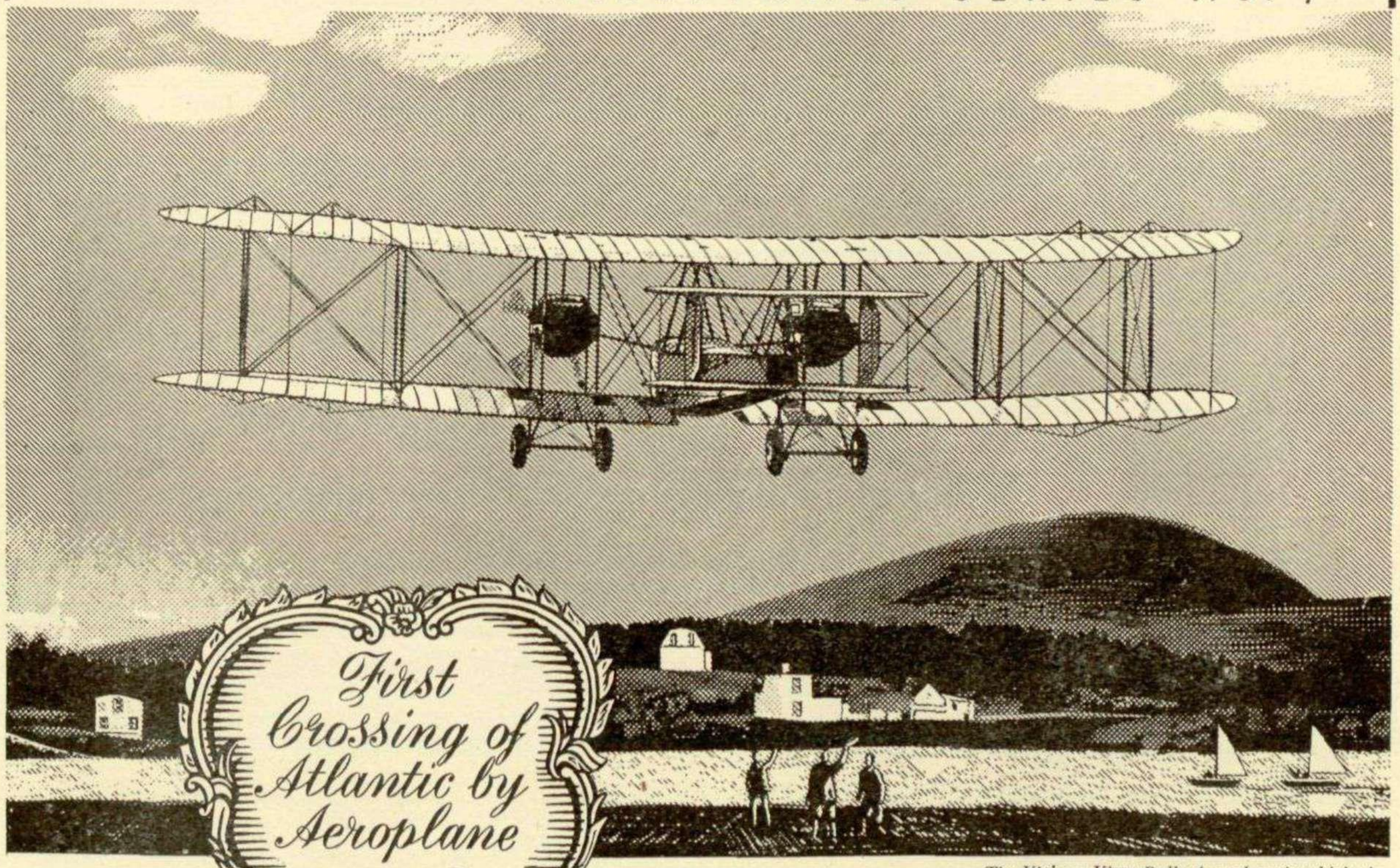
Yours faithfully,

G. L. SAMUELSON,

Acting Secretary.

Smiths of England

MILESTONES SERIES No. 7



The Vickers-Vimy Rolls Aeroplane in which the first Atlantic Crossing was made

When the smoke of battle clears we shall appraise fully the value of the Transatlantic Air Ferry Service. Yet it was not until after the Great War of 1914-18 had been won that the Atlantic was first crossed in a direct non-stop west to east flight by Capt. Alcock and Lt. Whitten-Brown, two Englishmen, both afterwards knighted for their achievement. They had in 1919 no complete meteorological data, no radio beam, but thanks to the Smiths of England, they were equipped with the finest instruments then available and were enabled to leave Newfoundland on June 14th of that year and arrive next morning in Ireland. Not only "Smith" aviation Instruments, but K.L.G. Plugs also contributed materially to the success of this brilliant historic venture.

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Scientific S.E.71

THE FIRST POST-WAR RACING

France Shows Us the Way

Three excellent events in Paris. Big attendance. Wimille's Bugatti victorious in Coupe des Prisonniers Race.

WHILE Britain remains without a motor course or road circuit, France has had her first road race meeting since the cessation of hostilities. This took place on September 9th over a twisty 1¾-mile asphalt circuit in the Bois de Boulogne, right on the outskirts of Paris. A straw *chicane* was used on the straight leg and the grandstands and timekeeper's offices were on the edge of the Bois boating lake. The meeting was organised by the Independent Drivers' Association, assisted by Groupement Nationale des Réfractaires et Maquisards, revenue from the race going to a fund for assisting returned French prisoners of war and deportees. So great was the enthusiasm which greeted this meeting that some 80,000 to 100,000 persons spectated, willingly paying the equivalent of 10s. each (or £5 each if they spectated from the grand stands). The revenue from the meeting came to about £50,000, and has decided France that she must develop her motor-racing programme in 1946. M. Mauvre was in charge of arrangements, aided by Mestivier, the latter also competing.

Three separate races were contested—the Robert Benoist Cup, for cars up to 1½-litres engine capacity; the Coupe de la Libération for 1½–3-litre cars; and the Coupe des Prisonniers, for cars over 3-litres. In addition, there were three motor-cycle races and a display by the motor-cycle police of Paris. M. Ettore Bugatti attended in a 12-litre Bugatti "Royale," fitting car for such an occasion. Excellent weather was enjoyed.

The Robert Benoist Cup race attracted 17 entries and was run over 36 laps. Starters included Gordini and Cayeux on Simca Fiats of 1,100 c.c., Brunot and Ferry on Rileys, Savoye's Singer, Alin's small Simca Fiat, Pollédry's Aston-Martin, and Bouchard's 1,100-c.c. Salmson. Gordini ran right away with the race, doing his 32nd lap at 60.5 m.p.h., to cover the 63 miles in 1 hr. 3 m. 32 s., an average of about 59 m.p.h. His Fiat was unsupercharged. Brunot's sports Riley followed it home, with the Salmson third.

After this race Mme. Garnier, daughter of the late Robert Benoist, was presented with a bouquet and the spectators observed a minute's silence in memory of a very gallant patriot, trumpeters of the Paris police then sounding the "Last Post."

The Coupe de la Libération attracted a mixed field, which included Mestivier himself in a blown 1,100-c.c. Amilcar Six, Brugel, Ondet and Grignard with Amilcars of this type, Pollédry this time with a 1,750-c.c. Alfa-Romeo, two 2½-litre Amilcars, Veuillet's K.3 M.G. Magnette, two supercharged 1½-litre G.P. Bugattis, Martin's blown 1½-litre Bol d'Or Salmson, a blown 1-litre L.M., a 2-litre Citroen-engined D.B., a B.N.C., and two 4-cylinder 16-valve supercharged Maseratis handled by Roger Deho and Henri Louveau. The Salmson was a most intriguing single-seater with circular, protruding, grilled radiator cowl and all-wheel i.f.s. Louveau's Maserati ran away with the race, his 11th lap being covered at just over 66 m.p.h. (1 min. 33.9 sec.), a class record. He averaged over 61 m.p.h. for the race, his drive taking 1 hour 1 min. 9.7 sec. The M.G. was second, a lap behind, and a 2½-litre Amilcar was two laps behind Veuillet.

Naturally, the Coupe des Prisonniers caused the greatest excitement. Sixteen started, including the last-minute entry of Jean Pierre Wimille's unblown 4.7-litre Bugatti, now slimmer than when it ran at Prescott in 1939; Raymond Sommer's unblown 4½-litre Formula Talbot, which Mays drove in the 1939 French G.P.; Levegh's 4-litre Darracq, Louis Gerard's old 3-litre Maserati, Etancelin's 2.3-litre "Monza" Alfa-Romeo, Trintignant's, Friedrich's and Balsa's 2.3-litre Bugattis, Chaboud, Villeneuve, Cornet (with Mathieson as reserve driver), Trillaud, Chotard, Wormser and Grignard with sports Delahayes, and de Sauge's unblown 3.3-litre Bugatti. Sommer was first past the grand stands, closely followed by Wimille (who had not been able to practise). The Bugatti took first place on the second lap and a great battle developed, both drivers displaying considerable skill in negotiating this slippery, winding course. After 10 laps Wimille drew further ahead and, gaining about 3 sec. a lap, had a lead of about 1½ miles by lap 42. The Bugatti put up a fine show, almost lapping the Talbot, and averaging nearly 71 m.p.h. for the 75 miles. Several laps were done at an average of over 78 m.p.h. Chaboud's Delahaye was third, far behind the Talbot. Only seven cars reached half-distance. Etancelin drove well to get his old "2.3" Alfa-Romeo gradually into third place, only to "blow-up" at three-quarter distance and walk in. Gerard, wild as ever, crashed the Maserati.

It is pleasing to record that no bad smashes or any personal injury resulted, although pre-war, non-synthetic tyres were used. Speed was wisely restricted by the *chicane* in the Allée des Fortifications. Altogether an excellent meeting—*Vive la France*! Whether we shall ever attract 100,000 persons to Hyde Park for a similar event is doubtful. But certainly we would welcome racing between cars such as these at Donington or Brooklands next year. Let us hope the R.A.C. obtains it for us. To France, anyway, goes the credit for resuming motor-racing after six years of war.

RESULTS:—

Robert Benoist Cup: 1st, A. Gordini (1,100-c.c. Simca Fiat), 59 m.p.h.; 2nd, Brunot (Riley); 3rd, Bouchard (Salmson). Fastest lap: Gordini (Fiat) at 60.5 m.p.h.

Coupe de la Liberation: 1st, H. Louveau (1½-litre Maserati, s/c), 61 m.p.h.; 2nd, Veuillet (K3 M.G.); 3rd, Lascaut (Amilcar). Fastest lap: Louveau (Maserati) at 66 m.p.h.

Coupe des Prisonniers: 1st, P. Wimille (4.7-litre Bugatti), 71 m.p.h.; 2nd, R. Sommer (4.5-litre Talbot); 3rd, Chaboud (Delahaye). Fastest lap: Wimille (Bugatti) at 78 m.p.h. (Speeds are approximate.)



"*Continental boy.*"

Some Austin Seven "Specials"

NO car is more versatile than the Austin Seven in the matter of interchangeability of parts, and for this reason it is a popular basis for amateur conversion and "special"-building. Now that economy motoring must be foremost in the minds of many, this famous little car will obviously continue to be the subject of enthusiastic modification. Much could be written on what to do and what not to do, but there is no better guide than studying what has actually been done in the past. So we publish below the condensed specifications of some interesting non-standard Austin Sevens, by kind permission of the 750 Club, from back issues of whose *Bulletin* the data has been extracted. The performance claims are the owners' own, and seem optimistic in some cases, but no doubt all these cars went very well. We have confined these descriptions to unsupercharged cars used on the road, as being of the greatest interest to impecunious would-be Austin advocates.

P. R. Quiggin's 2-seater.—1926 fabric 2-seater, less axles, and 1929 "Swallow." Front axle dropped as "Ulster" by bending and welding-in a distance piece. Front spring main leaf reset with centre below shackles and remaining leaves fitted upside down. Spring taped and bound. Radiator cap now 31 in. from ground. Magneto-type engine with double valve springs, Bosch magneto and Alta head. Fitted with new main bearings. Steering column well raked, and extended, and 18-in. wheel fitted. Ten-gallon Rover fuel tank above back axle, giving a mere 4-in. head of fuel (Autovac later). Two-seater body formed from remains of "Swallow" saloon. One aero screen. 4.9-to-1 axle. 4.00-in. by 19-in. tyres. Three-speed box. Weight with 3 gallons fuel, 7 cwt. exactly. Claimed to cruise at 45 m.p.h. and to have put 42 miles in 1 hr. 0.5 min. Very sure starter. Cornering excellent, but a bit of a handful on the straight.

P. H. Hunter's A.E.W. 4-seater.—A 1934 car purchased from H. B. Shaw in 1939. Clutch relined and five new Dunlop "Freighter" tyres fitted. Ran in C.S.M.A. winter trial, registering one failure, to gain 2nd class award. Light front wings made from a motor-cycle mudguard, cut in half. Engine dismantled and carefully reassembled, but standard except for double valve springs and a Klingert h.c. gasket. Ran in C.S.M.A. Championship Trial and lost no marks, being second to King's 328 B.M.W.-engined Frazer-Nash in acceleration test. Clean sheet in 750 Club Committee Cup Trial. Plug trouble in General Aircraft M.C. Night Trial. Performance claimed: 45 in 3rd and 68 in top gear, and 80 miles covered in 2 hr. 0 min. 6 sec. on good road. Used Discol. Later fitted Invur-strut split-skirt pistons, Zenith downdraught carburetter, "Nippy" inlet manifold, and "Ulster" exhaust manifold. Thereafter suffered from fuel starvation, as mechanical pump could not cope. Sold to Birkett, who eventually sold her back to Hunter.

H. Birkett's "Ulster."—Probably a T.T. Replica. First registered 1934. Bought in unblown state, with updraught Solex carburetter, l.c. Alta head and 4.9-to-1 axle. Stripped rear axle pinion and then rebuilt. Engine kept as it was, using the 1⅛-in. diameter-pressure-fed crankshaft. Axle replaced by 5.25-to-1 type, which added 15 m.p.h. Large diameter exhaust pipe carried under rear axle and given a 12-in. fan-tail. Spare wheel moved from tail to offside of body and Smith's headlamps fitted. Used for Continental tour, cruising at around 60 m.p.h. Crankshaft period at 2,500 r.p.m., or 40 m.p.h. in top gear. Gradients of 1 in 10 suited 2nd gear of the close-ratio box. The car was later rebuilt, with boxed-in frame, transverse rear Hartfords to cure tail-end float, and raised steering box to further rake the column. The minor controls were scrapped to permit a flexible wheel, the exhaust system was carried above the rear mudguard and 17-in. wheels replaced the former 19-in. ones. The old crankshaft was retained, but an alloy head was fitted, giving about a 7.5 to 1 compression ratio. On a round-the-British Isles tour the crankshaft broke, so a standard engine was installed, much over-geared. Magneto trouble was soon experienced. Later a special engine was installed, with a 1½-in. diameter, Laystall, two-piece, dynamically balanced crankshaft, a Scintilla P.N.4 magneto and a 1¼-in. downdraught S.U. carburetter on a "Nippy" inlet manifold. The Smith headlamps were replaced by Zeiss, and the "Ulster" went abroad again. It now cruised happily at 4,000–4,250 r.p.m., = 67 m.p.h. During the war the car was given a Ford Eight carburetter in place of the S.U., and did a daily 25-mile journey, and also pulled a trailer. It was later dismantled and the engine used in a 3-wheeled "special," and now in Birkett's Ruby-chassis 2-seater "special."

J. S. French's 2-seater.—1929 coach-built saloon-chassis and home-built body based on a 1926 "Brooklands" Austin. Chassis dropped 7½ in. at the back and 5½ in. at the front. Standard small-crank engine thoroughly overhauled, with polished combustion chambers, h.c. gasket, enlarged ports, polished and flaired inlet valve guides, double valve springs and no fan. Every other clutch spring double to avoid slip. 4.9 axle. 4.00-in. by 19-in. tyres. Propeller-shaft period at about 38 m.p.h. and some vibration flat out. Performance claimed: over 40 in 2nd and 70 m.p.h. in top, with cruising speed of 50 m.p.h. Oil consumption nil; fuel 47–48 m.p.g. on long run, with standard FZ Zenith carburetter with comp. jet reamed out slightly. Body of sheet steel and 20-gauge aluminium. Staggered seats, battery under floor, spare wheel in tail, ground clearance 4½-in.

John Jesty's 2-seater.—Originally an Austin Seven "Hawk," first registered in 1925. Bought Christmas, 1938, for £5. Fitted M.L. magneto and Claudel Hobson carburetter to get it going. Steering column lengthened 6 in., lowered, and given a Riley wheel, bringing seat very low and about 9 in. in front of the back axle. Two-seater body made easily detachable, being attached to chassis only by steering column clip, radiator stays and rear edge of front wings, nearly all wiring and the accelerator, etc., being carried on the body. Chassis intended to be standard, to retain 8½-in. ground clearance for trials, but as it would not corner, it was subsequently lowered. Front spring inverted and rear springs flattened, lowering chassis 4 in. Alta h.c. head fitted. Rear tank mounted on chassis extensions after loss of tank mounted on back of body. Autovac feed, later replaced by electric pump to save underbonnet space. 12-volt pump working from 6-volt battery. Engine given three-branch exhaust manifold, and Aerolite pistons, otherwise was standard. In original form, and using 3-speed gearbox, car did five laps of Donington inner circuit at 45 m.p.h. (best lap 3 min. 18 sec.). Four-speed box fitted later. Cruised at 50. Only troubles in 2½ years were pinion bearing failure, which wrecked the crown wheel, and flywheel working loose.

E. G. Smith's Trials "Special."—Initial experience gained with a magneto ignition 1928 Gordon England "Cup" 2-seater bought in 1933. With lightened flywheel, double valve springs, and Ricardo alloy head it ran in many trials, climbing Nailsworth Ladder, driver only up. Very reliable, and cruised at 40–50 m.p.h. Replaced by 1931 2-seater, which climbed Beggars Roost, minus passenger. New car built, using engine from "Cup" 2-seater. Ariel car 3-speed box bought for 10s. and fitted behind standard 3-speed box. Chassis extensions made from Morris and Vale chassis members, and strong body from 1927 "special" Austin fitted to resist efforts of 14-stone passenger. Wide front axle, with springs half-way between standard and "Ulster." 4.50-in. by 17-in. competition rear tyres. Ran in several trials, but ratios too wide and engine lacked just the little bit of urge required. 1930 "Ulster" engine and close-ratio box substituted for standard unit. Home-made divided front axle used, to give i.f.s. Most trials hills taken in bottom on Ariel box and top on "Ulster" box, with quick change in 2nd on latter box. "Bottom/bottom" sometimes needed, but *not* for Red Roads. Rapid tyre wear resulted in i.f.s. being replaced by home-made axle of "Ulster" type. Car now climbed Simms, Fingle Bridge, Doverhay, Ham Hill, Breakheart, Cussop-Dingle, and many others. Widlake and a few Kentish chalk hills defeated it. Engine kept as near to 4,000 r.p.m. as possible on trials ascents. Crankshaft eventually broke, but engine rebuilt with standard crankcase and crankshaft, using "Ulster" camshaft, but was prone to lose big-ends. Car next converted in 3-wheeled "Ulster Barrow," using James, Raleigh, Vauxhall and Riley parts, to enable it to run in motor-cycle events, while being easily converted back to four-wheeled form. Front-wheel wobble finally overcome and a Premier Award won in the M.C.C. London–Exeter trial. Van engine fitted and car sold when war came.

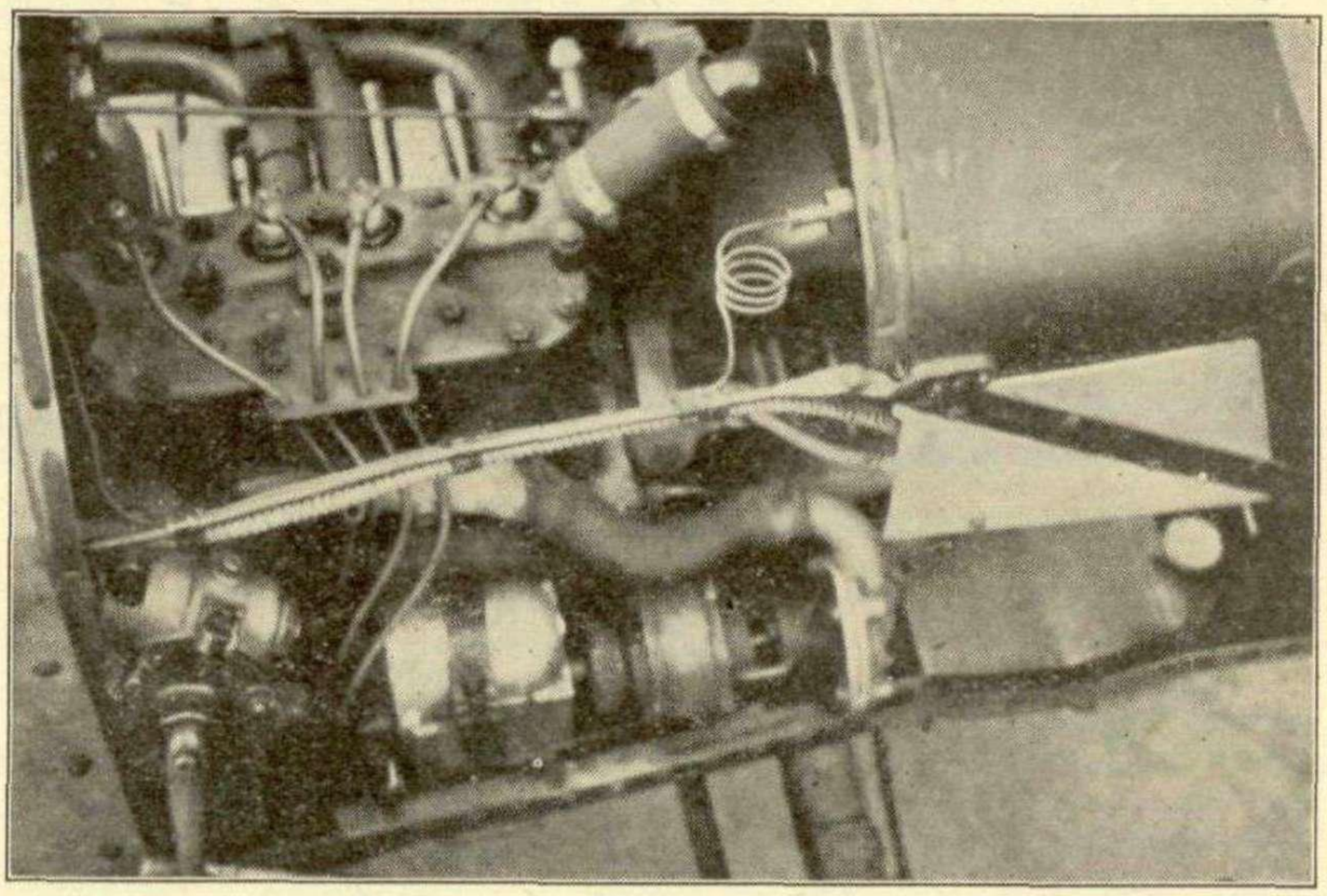
THE LATE GORDON BRETTELL'S SINGLE-SEATER RACING AUSTIN SEVEN

AS this issue is by way of being an Austin Seven number, there is interest in recalling details of the late E. G. Brettell's racing car of this make, especially as it will probably be raced by the late owner's brother in the future. This car was based on the Marquis de Belleroche's "Ulster," the tailless body of which was put on a touring chassis. The Monaco Garage, Ltd., of Watford, were entrusted with the task of converting the "Ulster" chassis into a racing car. The rear springs were mounted above instead of inside the frame side members, and kept in place by an internal aluminium block on each side and very carefully made and fitted U-bolts. Chassis and suspension were otherwise standard, but highly polished to show up incipient failures. The brakes, also, were virtually standard, except for longer cam levers and air scoops. A long tubular outside brake lever on a separate countershaft was used, and on both countershafts the levers were duplicated. Because maximum braking effort was normally required, it was found possible to adjust for in the cross-shaft, whereas for road use this would not have been so easy. The brakes proved very effective, but shoes and drums were replaced between every race.

The engine was an absolutely standard Cozette-supercharged "Ulster," but very carefully assembled and having the chromium-alloy type block with ten $\frac{1}{8}$-in. base studs and a deep valve chamber, in conjunction with which was a bronze Whatmough-Hewitt head, held down by extra studs. The Cozette compressor was in poor condition, but, even so, blew at 10 lb./sq. in. pressure and was quite reliable. It drew from a horizontal Solex carburetter. At one time this Cozette was replaced by a Powerplus compressor, driven from the front of the standard blower drive, the radiator being mounted far forward, in a steel framework, for this reason. This layout was not a success, so the Cozette went back as before. A motor-cycle type sight feed regulated the oil supply to the supercharger. A special four-branch exhaust manifold was made up, an electron distance-piece being used to match the tapering ports. Engine assembly alone occupied five weeks.

The gearbox was built up specially to give the required ratios, and was controlled by an outside, left-hand lever. The rear axle had the normal 4.9 to 1 ratio, various sized wheels being used as required. The single-seater body was mounted on a $\frac{3}{4}$ in. by $\frac{1}{2}$ in. sub-frame of R.R.66, to which aluminium alloy sheeting was screwed. It had a maximum width of only $17\frac{1}{2}$ in., or $1\frac{1}{2}$ in. greater than the diameter of the steering wheel. The tail consisted of a faired 10-gallon tank of 26 s.w.g. tinned steel. The steering box was mounted on the side member, the column thus coming into the cockpit at an angle. The Austin, which was finished in 1937, weighed $6\frac{3}{4}$ cwt. and, running on 50/50 methyl alcohol and benzole (happy days!), could do approximately 44 m.p.h. in first, 60 m.p.h. in second, 80 m.p.h. in third and in top gear would exceed 100 m.p.h.

At the 1917 Easter B.A.R.C. Meeting, Brettell won a Mountain Handicap, doing one lap at 64.02 m.p.h., and at the Whit Monday Meeting of 1938 was first in a Campbell Circuit Race, lapping at 62.87 m.p.h. It will be recalled that Brettell went over the top of the Members' Banking during one Mountain race, breaking his arm, but the little car escaped serious damage. We shall hope to see Brettell's brother handling it when racing is resumed.



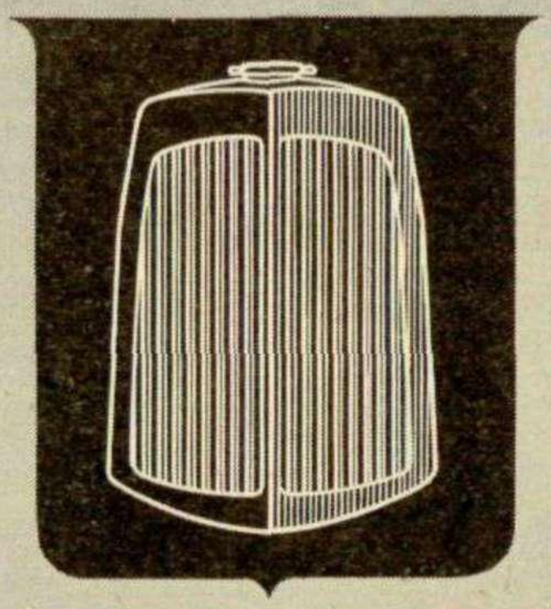
The engine of the single-seater raced by the late E. G. Brettell. Note the water-pump, which was standard on the blown "Ulster" engine.

★ BOOK REVIEW

"I Couldn't Care Less," by Anthony Phelps (*The Harborough Publishing Co., Ltd.*). 8s. 6d.

We have had divers books, mostly good, by R.A.F. fighter pilots, one book—very good indeed—by an R.A.F. bomber pilot. Now we have the personal reminiscences of an A.T.A. pilot—and Anthony Phelps's "I Couldn't Care Less" is another excellent, live flying book. Those readers who have enjoyed Phelps's "Cars I Have Owned," "There's Worse Things Than Opels" and "Enthusiastus Extinctus" in MOTOR SPORT will like his book. This is a personal story of the author's time with A.T.A. as a pilot, after his R.A.F. career had ended; later, of course, he was a civilian test pilot, but "I Couldn't Care Less" confines itself to his A.T.A. flying. One realises after reading it just how much A.T.A. did to help win the war and just how exacting was the kind of flying their pilots did as a daily job. Phelps has plenty to say about his personal opinion of many different aircraft. He also shows up a side of A.T.A. life which will have escaped many of us, namely, the difficulty of finding decent hotel accommodation after a hard day's flying, and the agony of travel on British railways when the ferry 'plane had been inadvertently missed. He does a grand job in reminding us that A.T.A. shared equally with the R.A.F. and Fleet Air Arm the humour and tragedy inseparable from war. There is not much motoring in this book, but, as would be expected from a 2-litre Lagonda enthusiast and Bamford and Martin-Aston exponent, what there is is very much "up our street." We appreciate the author's tribute to the satisfaction to be derived from a long run in a good sports car, something not to be even compared with flying and able to materially assist in curing a nervous breakdown, no matter what an M.O. would think—we, too, have found this so. Then, visiting the late R. O. Shuttleworth's aerodrome, Phelps is reminded of what officialdom owes to young men with mechanical knowledge and the willingness to drive and fly fast; his comments on how the bureaucrats have denied such men the expression of their talents—are doing so even now, with the Battle of Britain still a vivid memory—are comments which will be agreed by everyone who motors fast but sanely; and by many others, too, who realise that the war was one of mechanisation.

Apart from a few serious observations such as these, the book is written by one who lived by the A.T.A. motto which forms its title, and who writes as he lived—vigorously, in the present, letting the future bring what it will. Definitely a good book. Its 134 pages were disposed of at one sitting the same day as we received the book—you will probably treat it the same way.—W. B.



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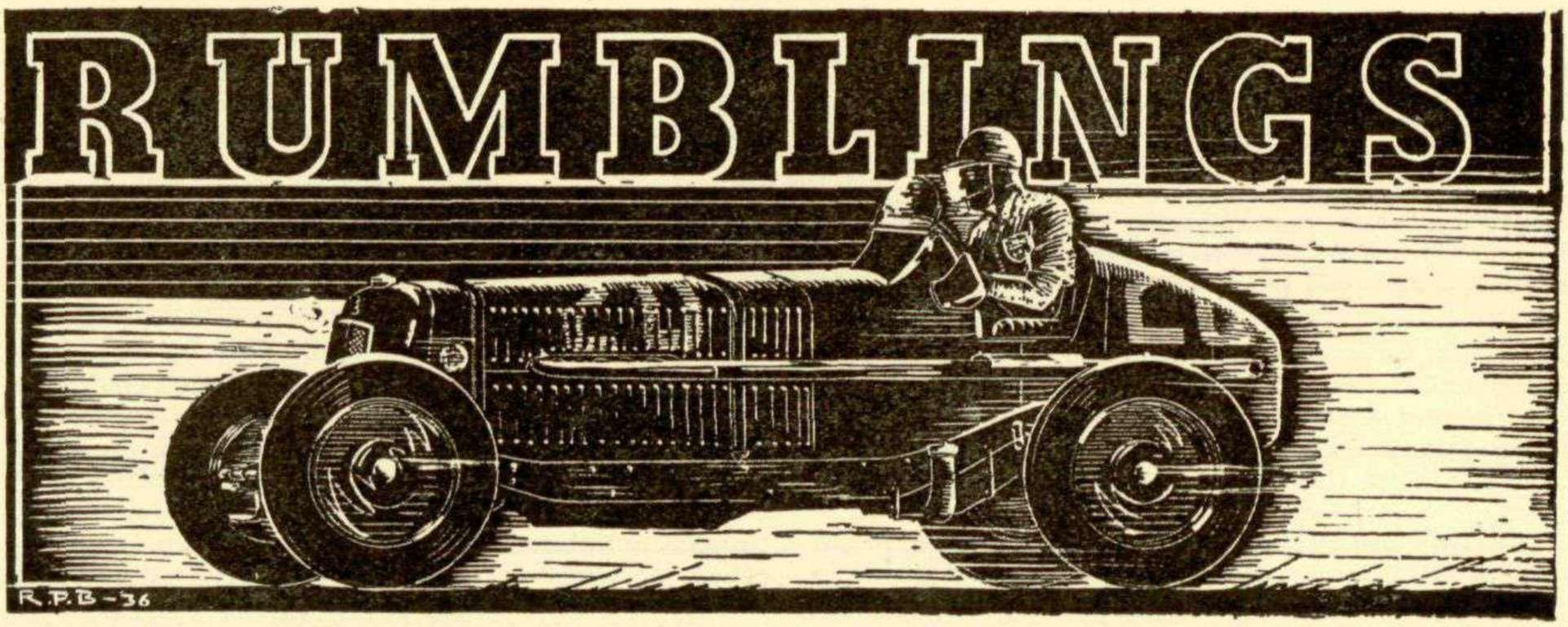


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As this is by way of being something of a special Austin Seven issue, it is worth while looking back on the beginnings of the Seven as a racing car. The very first racing Austin Seven appeared almost as soon as the standard models—in 1923. Capt. Arthur Waite had a simple 2-seater racing body fitted to what was virtually a standard chassis, even to the absence of shock-absorbers, and took it to the Easter B.A.R.C. meeting. The little car won the Small Car Handicap by quarter-of-a-mile at an average of 59 m.p.h., crossing the line at some 65 m.p.h. Not only that, but the car was driven up to Brooklands from Banbury that morning, and on to Bromsgrove after the meeting, covering the 190 miles at an average of well over 30 m.p.h. At the Whitsun Brooklands Meeting, Waite again won the Small Car Handicap, this time at 67¾ m.p.h., and Austins also finished second and third in the short handicap races. Even before these Brooklands successes, however, the Austin Seven had won a race. Waite took a team of three cars to Monza for the Italian Cyclecar G.P., being determined that his cars should run in their first event as far away from home as possible in case anything untoward happened! In actual fact, Waite won the 750-c.c. class at over 56 m.p.h. for the 156 miles, covering one lap at better than 64 m.p.h. Later, third and fourth places were obtained in the G.P. des Voiturettes at Le Mans, after rather poor luck at Boulogne. These cars had very elementary bodywork and non-standard gear ratios, while two low-hung carburetters fed through the standard exhaust manifold.

The Seven's Beginnings

At the end of 1923 Gordon England appeared at Brooklands with a rather barrel-shaped single-seater and attacked Class L records. He took records from five miles (79.6 m.p.h.) to one hour, the latter at 73.5 m.p.h. Then, in the 1923 200-Mile Race, England ran a 2-seater Austin Seven in the 1,100-c.c. class and, carrying a passenger, finished second, averaging the astonishing figure of 76.84 m.p.h. on a non-stop run, with one lap at 79.05 m.p.h. Records from 100 miles to 200 miles were taken during the race, including the hour at 73.9 m.p.h. We have had England's word for it that he used a practically standard engine, even to 1⅛-in. crankshaft and standard rods, but with special camshaft and two carburetters.

In 1924 a 750-c.c. class was introduced for the 200-Mile Race, and no fewer than nine Austin Sevens ran. At ordinary B.A.R.C. meetings, too, the Austin Seven in racing guise was so popular as to be almost commonplace. Hendy finished first in the "200" at 75.61 m.p.h., doing the last few laps with one con.-rod and piston in the bottom of the crankcase. Even so, he beat the averages of all save one 1,100-c.c. car. During record attacks at Montlhèry in 1924 four hours' running was done at 80 m.p.h., with a lap at 84.1 m.p.h. The year 1925 saw record attacks by a blown Austin Seven, and Waite took the class flying kilometre record at 85.97 m.p.h. for the two-way run, doing over 92 m.p.h. in one direction. In August, 1925, records up to 10 miles were taken, all at over 80 m.p.h., and the s.s. mile, at 65.73 m.p.h. In October the 50-mile class record fell, at 83.74 m.p.h.

These speeds give one furiously to think, and may even depress some present-day builders of Austin Seven "Specials." Certainly one cannot but have the warmest admiration for this little car, and one rather envies Capt. Waite his 1923 experiences—making the Seven a fast car then must have been as absorbing as later attempts to make it exceed 100 m.p.h.

In 1923, too, the standard 10.5 b.h.p., magneto ignition "Chummy" was beginning to be a factor with which to reckon in trials. A bronze medal was gained by J. Falakee in the "Land's End," and in that trial B. Harcourt successfully climbed Porlock, Lynmouth, Beggar's Roost and Greymare hills, only to collide near the finish with a dog, which caused his retirement. W. L. Crozier got through the Scarborough and District trial without loss of marks, a performance only equalled by a 1½-litre car, and A. W. Byers gained a "gold" and A. Ditchon a "silver" in the Newcastle to Edinburgh and back night trial. In 1924 Austin Sevens gained a long list of trials victories. Thus did the immortal Austin Seven commence its competition career.

* * *

The Future

At least 1946 looks promising, if there is sufficient petrol about. Leslie Wilson has promised us a Shelsley Walsh meeting and both the Bugatti Owners' Club and the Vintage S.C.C. Prescott hill-climbs. The Brighton speed trials seem likely to happen, and sand-racing is

to be resumed at Southport. Then right at the beginning of the year the M.C.C. hope to stage the "Exeter," and there is to be a Scottish rally. Also we can expect sprint events down Bristol way and perhaps in Oxfordshire. And that altogether excellent event, the veteran car run to Brighton, is due to be held. *The Motor* has suggested to the R.A.C. a speed trial in their own country club grounds at Woodcote Park—an excellent idea! Douglas Tubbs pressed for it at the meeting of the clubs on September 28th, and we should have scooped it for MOTOR SPORT had we thought of it first. Altogether, subject to officialdom not putting a spanner in the works, we can look forward very keenly to 1946. We can hardly wait to get through the winter.

* * *

Vive la France!

Not only has France staged a very excellent motor race in the Bois de Boulogne, but she has plans in hand for many more such events next year. A six-hour race at Nice is hoped for next year, for sports cars to Le Mans regulations. Easter Monday, 1946, is spoken of as the possible date of this event, which is said to have the backing of M. Jacques Cotta, Mayor of Nice. Then Mme. Anne Itier, the Bugatti driver, in conjunction with Jean Delorme, has started an organisation known as Auto-Réalisation Courses, which, for a fee, will undertake the complete organisation for a motor race for any municipality that wants one—what a brilliant idea! Sixteen drivers, mobile workshops, pit equipment and 16 unblown 2-litre racing cars are spoken of. We would have thought it better to have doled out starting money to independent drivers with their own cars, to obviate the "circus" aspect, but this is a step to get more racing, which is the main thing. They also say the Pau G.P. may soon be revived. All this is very good news indeed, even if, considering our own position, it lends weight to those pessimists who query whether, having won the war, we intend to lose the peace.

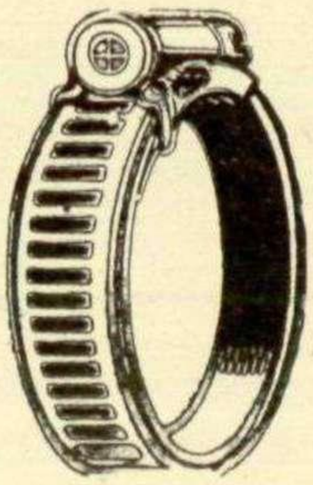
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Obituary

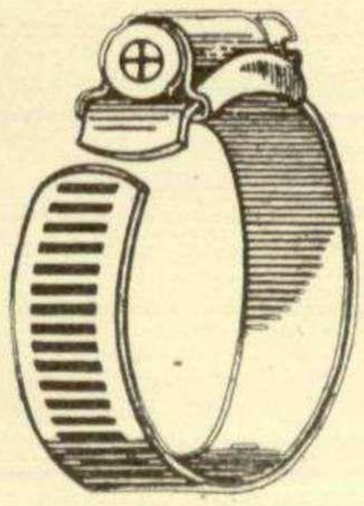
It was with a great sense of shock that we learned of the death of Wing-Comdr. Frank Lachlan MacLean Harris. Harris joined Temple Press, Ltd., in 1924 after a varied journalistic career. For many years he was editor of *The Light Car* and *Motor Cycling*. His knowledge of early small cars was profound and he was a very capable driver—he once covered a Scottish six days' trial, motoring up from London and following competitors round the course, in a 2-speed Morgan, and thought nothing of it. "F. L. M.," as he was generally called, possessed a vigorous, breezy personality which acted like a tonic to those who were privileged to be counted amongst his friends. He was especially keen on the outdoor life and was an experienced caravan user. After leaving Temple Press, Ltd., he founded *The Caravan* and took over the *Sports Car*, the latter being the official organ of the M.G. Car Club, of which "F. L. M." was a very able secretary. He did an immense amount for the caravan movement and served the M.G. Car Club and trials drivers generally to an extent the value of which cannot easily be estimated. Harris was a very skilled trials driver himself, being probably the only person to gain an M.C.C. premier award on a motor-cycle, in a 3-wheeler and in a car. In the 1914-18 war he was in the R.A.F. and in the recently concluded war was in the R.A.F.V.R., doing useful work in the Balloon Section. That Harris died at the early age of 48 is both a shock and a profound loss to the whole motoring world.

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WE HEAR

F/Lt. Peter Jones hopes to install a Diesel engine in a private-car chassis, and F/O. McConnell has been using something very different — a 250-c.c. Villiers-engined 2-seater Rytacraft, which gives him 80 m.p.g. and 45 m.p.h. Over in Sydney, John Crouch has got together a nice stable, comprising a Delahaye, an O.E. "30/98" Vauxhall, an M.G. coupé, a Frazer-Nash with Frontenac motor in lieu of the former blown Anzani, a 4½-litre Blower Bentley, reputed to be ex-Birkin, and a Fiat 500 for his wife. He would like the Bentley's history—engine number SM3909, chassis number 3907.

Boddy has collected a remarkable "museum" from the basement of a Leeds house, consisting of a 1922 G.N. chassis with spare o.h. inlet-type engine, a 4-cylinder in-line air-cooled T.A.C. motor-cycle with automatic inlet valves and shaft drive, a 1909 V-twin Moto-Reve engine, a 1921 flat-twin Wooler motor-cycle engine, and the remains of a 1904 Laurent et Klement car, of which the V-twin water-cooled engine is almost intact. All these things are in many pieces and were loaded into a 1931 "Chummy" Austin Seven and towed home to Harrogate behind another Austin Seven, to occupy the home garage with a sixth series Lancia "Lambda." From the same source Alan Skerman obtained a 1923 Amilcar with cut-down "12/50" Alvis duck's-back body, also dismantled, and there was a 1916 3-h.p. V-twin solo *Enfield in a decent state of preservation.*

Austin Molyneux has exchanged his very fine 2-litre Lagonda for a 1935 4½-litre Lagonda sports tourer.

The MOTOR SPORT Instruction Book Library grows apace, recent very acceptable gifts covering Scott motor-cycles, the Type 6C 2,300B Alfa-Romeo (in French) and, from the C.M.F., a "Speed Twenty" Alvis book. Leonard Potter has exchanged his V12 Lagonda for a Type 540K Mercédès-Benz. Major C. W. Lambton has purchased a 1926 open touring Rolls-Royce Twenty and has also been running his Type 37 Bugatti on the basic ration—can anyone lend him an instruction book for the former car? Tom Allen, A.M.I.A.E., has installed a Riley Six engine in a very much modified 7th Series Lancia "Lambda." Birkett now has another Type 30 Bugatti and some more Brescia spares.

Daniel Richmond has a 1935 Lagonda "Rapier," with compression ratio reduced from 10.5 to 1 to 7.5 to 1 in order to use "Pool" petrol. He would be pleased to help any owners of these cars with information and has some spares available, but not, he adds, main fibre timing wheels, having stripped five of the latter in seven months' driving! C. J. F. Morside, a veterinary surgeon, has just obtained a very fine "Red Label" 3-litre Bentley and owns a 1938 Alvis "Speed Twenty," and he is disposing of a Morris Eight and a Hornet-Special in order to make room for a Special of his own. Also, he is on the track of a veteran Benz and Coleman steamer. A s.v. Aston-Martin with very sketchy body and "12/50" Alvis engine was seen motoring well near Oxford last month. Breen has acquired a genuine Le Mans Chenard-Walcker.

Club News

N.L.E.C.C.

On September 12th A. G. Imhof addressed the club, at one of its normal monthly meetings, on the subject of "Trials and Rallies," in the course of which much was said of the various types of 1½-litre Singer. Imhof came in his own well-known 1½-litre "Le Mans" Singer. The September *Radcap* has two accounts by marshals of the Cockfosters Rally—incidentally, S. J. Humphries describes the Leyland Eight which ran at that meeting as a sister car to that buried under Pendine Sands; actually, it was "Babs" which killed Thomas and was buried there. Hon. secretary, G. Bance, 15, King's Avenue, Muswell Hill, London, N.10.

★

PIONEER M.C.C.

The Pioneer Model Car Club has commenced its activities in the record field. Six cars attempted the half-mile and mile records during September. The bigger cars developed various troubles, but in Class A (engines up to 5 c.c.) Cruickshank's M.G. established the Mile record at 47 m.p.h. and the Curwen-Special the Half-Mile record at 48 m.p.h. This is most interesting and encouraging news, and we hope to hear of increasing record-activity in the future. Hon. secretary: J. Cruickshank, 105, Salisbury Road, London, N.W.6.

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COVER PICTURE

This month's front cover picture depicts the famous 1½-litre Seaman Delage, bought by Prince Chula after Seaman had joined the Mercédès-Benz team. This car and another Delage were modified in accordance with plans sent over by M. Delage, but were never a success. In his book, "Brought Up in England," Prince Chula admits to losing some £8,000 over the venture. Not many pictures of the car in this guise have appeared; this one was taken by a reader.

★

THE FIRST POST-WAR TRIAL

To their credit the Sutton Coldfield and North Birmingham A.C., in conjunction with the M.M.E.C., held the first post-war trial, an evening event which attracted 50 entries. Three observed sections and four special tests were worked into a route of 12 miles, so that not too great an expenditure of basic fuel was called for.

Results:—Best performance: J. E. Newton (M.G.). Best performance in the closed-car class: K. C. Delingpole (Frazer-Nash B.M.W.). Souvenir awards in open-car class: J. F. Kemp (M.G.), N. Binley (M.G.), R. B. Lowe (Frazer-Nash), F. D. Gibson (Allard), B. Humphreys (Austin) and E. Lloyd Jones (Mausting). Souvenir awards in closed-car class: F. A. Smith (Alvis), T. Langford (Triumph) and F. D. Woodhall (Triumph).

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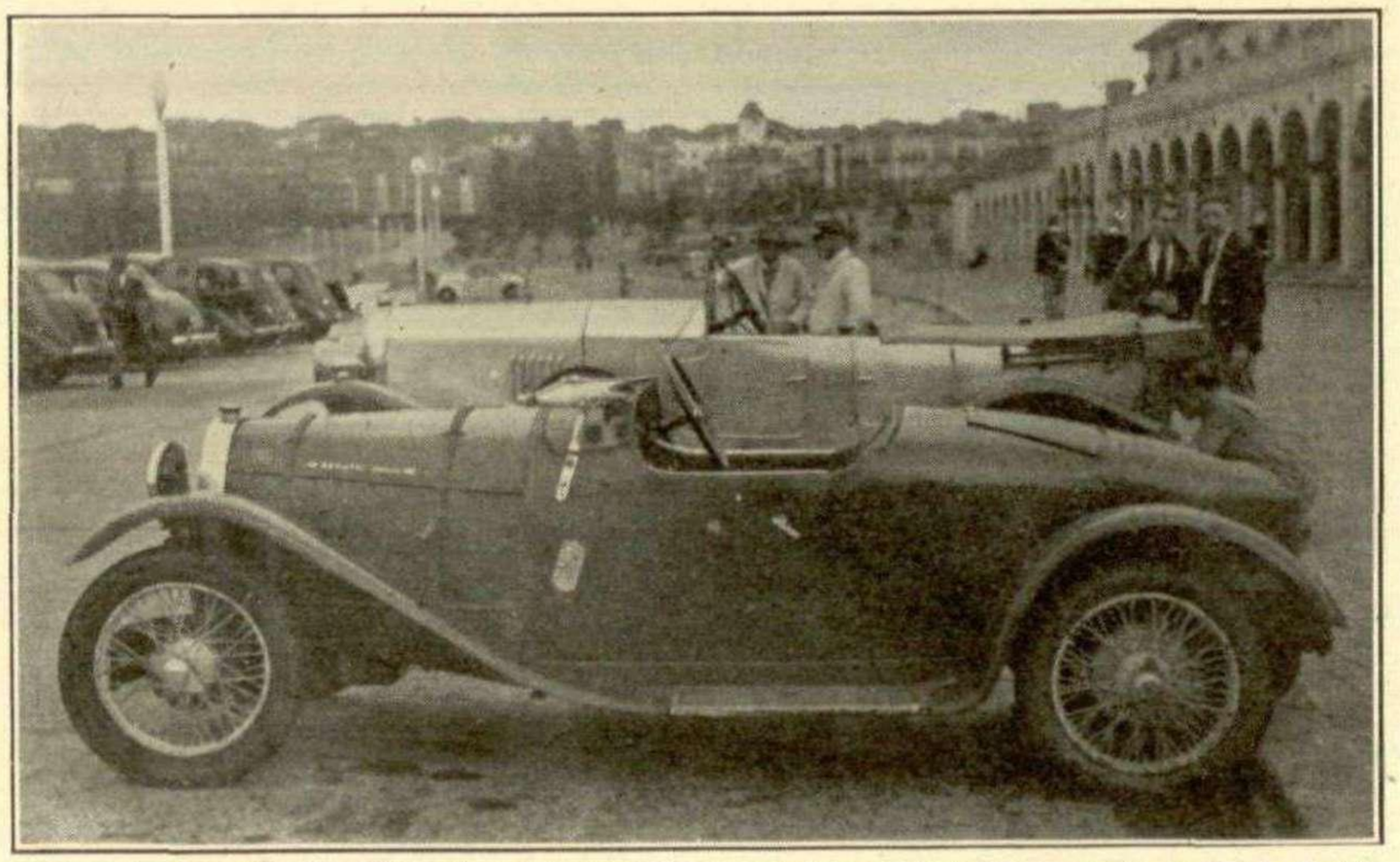
THE BRITISH MOTOR SPORT FUND

The Junior Car Club announces further donations to this fund, as follows:—Sir William and R. C. Rootes (Sunbeam Talbot, Ltd.), £100; Colonel A. C. R. Waite (Austin Motor Co., Ltd.), £100; Thos. Firth & John Brown, Ltd., £100; Jack Barclay, Esq., £100; *The Autocar*, £100; *The Motor* and *The Light Car*, £100; H. G. Henly (Henlys, Ltd.), £100; H. F. S. Morgan (Morgan Motor Co., Ltd.), £25.

★

GEAR RATIOS

In connection with our road test of the Scott-engined Morgan "4/4" in the September issue, we now learn that the gear ratios were not standard "4/4" ratios as suggested, but were as follows:



"Brescia Modifie."—This 16-valve Brescia Bugatti long-chassis, 2-seater, typical of this famous model in the Molsheim range, belongs to O. Platt-Hepworth. It was photographed at the opening Rally of the Vintage S.C.C. of Australia.

15.8, 10.8, 6.3 and 4.5 to 1. ; 1,000 r.p.m. in top gear equals approximately 16½ m.p.h.

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MORE DELAYED ACTION

The Editor has again had to change his address and put many of his records in storage. He hopes readers will forgive him any omissions or delays in replying to queries and that they will continue to communicate with him. He will do all he can to supply information in the cause of the Sport and to help keep good cars on the road.

★

VINTAGE S.C.C.

If anyone attending the recent Rally at Bagshot in a vintage (for this purpose, presumably a pre-1931) sports car did not obtain a plaque will they please notify the acting secretary : A. S. Heal, Red Hill Cottage, Denham, Bucks.

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APPRECIATION

Readers frequently send the Editor interesting photographs, books, catalogues, etc. Recently a 1923 Show number of *The Autocar* and some very historic catalogues, including 1923 Austin Seven, D.F.P., Eric-Campbell, etc., were so received. It is not always possible to acknowledge such gifts, but we can assure the senders they are greatly enjoyed and are filed as a valuable source of Editorial reference.

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GENERAL NOTES

One Sunday, the Austin very sick, we, nevertheless, decided on an ambitious trip to conclude a deal over a Lancia "Lambda." After climbing over the Peak near Manchester and coasting down the other side of this grand road, we climbed and descended again until we came upon Chapel-en-le-Frith, the home of Ferodo brake linings—we can understand decent brakes being at a premium in these parts ! The run was enlivened by encountering numerous sports Morgan 3-wheelers, and in Chapel itself we found a derelict Alvis "12/50" sports saloon in the local garage, a square-radiator Clyno lorry outside a factory, a "Nippy" Austin Seven in a service station, and saw a Talbot "90" sports 4-seater and an R.A.F. officer rushing round a curve in great style in an early back-braked Coupe de Ville Rolls-Royce Twenty. Quite a spot. Our host proved to live in a charming house in a tiny village under the shadow of the hills—he says he is looking forward to going to work in the winter in his well-worn Morris Eight, when the snow is about.

Then, in the Austin, we ventured down A.1 to the Vintage S.C.C. Rally, a very stimulating event. The run down was first brightened by a duel with a very early Austin Seven "Chummy," driven by a young R.A.F. officer, who had equipped his car with radio and painted his squadron badge on the back panel. Getting past on the straight stretch near Grantham nearly brought our little-end trouble to a head and the R.A.F. type immediately overtook us. Then we met a T.T. Replica Frazer-Nash and an Aston-Martin, and the tail end of the run was enlivened by having to drop one member of the party and a 12-volt battery destined for a Fiat 500 in which he was returning on the morrow, in Maidenhead, necessitating a difficult cross-country journey in the dark. The Vintage week-end embraced short but spirited runs in cars so diverse as an aged Austin Seven "Chummy" and a Bugatti, and then we filled the Austin's tank and followed an H.R.G., 1,100-c.c. variety, from Fleet to Farnham. Perhaps that was unwise, for we were at once coaxed into an unlit, water-cooled, 2-speed Morgan-J.A.P. and taken for a horrific "dice" along a short piece of arterial road in the gathering dusk. The sensation of impending disaster was strengthened by the vibration of the propeller-shaft tunnel and the flashes of flame from weak parts of the exhaust system—it is a terrible thing to be Editor of MOTOR SPORT, for we are convinced that as soon as anyone gets us into his or her pet motor-car that motor-car is promptly driven several times more rapidly than its owner has ever driven it before ! Actually, of course, the driver of the Morgan is a sane and experienced type, and the thing *had* got front brakes, of a kind, so we emerged safely and enjoyed an excellent supper before rattling away in the Austin to London.

Next day a solo journey was undertaken up A.1, seemingly never ending and very dull. A rather pleasing factor, however, was the fact that by coasting all we could and not exceeding about 35 m.p.h. this 219-mile run, plus the distance from Fleet, *via* Farnham and Guildford through to South London, appeared to use only about 4½ gallons of petrol. And we had great fun waving on a Rolls-Royce and a couple of Rolls-Bentleys with suitably magnanimous gestures.

Also, while having the crankcase overfilled in the hope of appeasing the non-standard little-end, we saw a fine Lancia "Lambda" saloon and an old Humber Eight tourer in a garage ; later, north of Doncaster, another "Lambda" saloon was seen.

Sick though it was, the Austin next coped with a local journey to collect much junk, towing in a derelict 1931 tourer of the same breed, loaded as these little cars have never been loaded before. Another journey followed, to the same place, in a 3-speed Austin Seven saloon, and it was time to go South for the R.A.C. and Veteran C.C. meetings. Again going down *via* A.1 as far as Hatfield, interesting cars seen included a modern Darracq saloon in a hurry, a Super Sports Morgan driven by a flying type in helmet and goggles, an all-white "Chummy" Austin in Hammersmith and a well-preserved Humber Eight fabric saloon in Clapham—and we noticed a Hispano Suiza radiator protruding from Collier's garage, south of Wansford.

We went up from Fleet to the R.A.C. in a beautiful 1932 "T.T. Replica" Frazer-Nash, an exhilarating experience, the acceleration in the lowest speed making London traffic almost a pleasure. Out on the open road the 'Nash reached 75 m.p.h. easily enough, at a mere 3,400 r.p.m. and was taken up to 4,200 r.p.m. in second, equal to 50 m.p.h., and 4,000 r.p.m., or 70 m.p.h. in third speed. As is customary, long spells of third were the order of the day, roadholding was excellent, save for a tendency to weave at speed, never really disturbing, and the brakes were very good indeed. The suspension was hard enough to make one very conscious of it at first, but it was a fine, worthwhile ride and, considering that this 'Nash will dispose of nearly anything on the road and yet over 250 fast miles has averaged 30.5 m.p.g., it must be set down as an essentially practical form of motoring for present-day conditions.

We were all packed up to return to worry and toil when the bombshell went up—the Bugatti was going to the West Country and a climb of Porlock was contemplated. In a flash plans were changed, we were loaned an Army greatcoat and a helmet (later to find the former had not any buttons), and we stowed away in the stern sheets of the Type 30. This was so nearly motoring in the grand manner. Just consider it. We left Fleet at about 12.30 p.m. and motored cross-country, avoiding Basingstoke, through delightful sunlit Hampshire lanes to join A.30 and lunch in Andover. Leaving again at 2 p.m. we continued towards the West Country, the unfolding scene nostalgic to one so long exiled in the North, the Bugatti cruising at around 60 m.p.h., cornering as only the Molsheim product can, and once doing nearly 4,000 r.p.m. in top, which the passengers put at near 80 m.p.h., producing a discussion anent the final-drive ratio. There was a stop to inspect a Type 40 Bugatti in a showroom, another stop to replenish the radiator and yet another to fill the fuel tank and secure it in its mountings. Yet we were in Minehead before 6 p.m. and able to eat eggs and bacon in a café, which kindly re-opened its doors on our arrival. As we ate, a beautifully preserved "9/20" Humber saloon was pursued along the front by an aged Austin Seven.

In the half-light we devoured the remaining few miles to Porlock, to make a steady ascent of the famous hill, second gear going in between the bends, although we were four up. A pause at the summit to don coats and we turned off down the Toll Road and set out for home. The Bugatti made light of the long night run ahead of us and, even with a stop in order to telephone the time of our probable arrival, we were in by 11.40 p.m. Over 270 miles, and all this accomplished—yes, even to a stroll on Minehead beach to gather the inevitable seaweed and pebbles. Speed, it is true, costs money, but on an occasion such as this it seems worth it without question. The memory of the drive down—miles of beautiful, unspoiled English scenery ; flower-bordered cottages, clean with whitewash ; spacious towns occupied by afternoon strollers in their Sunday best—will linger with us for many a day, long after we have forgotten the duel we had, later that night, before we finally disposed of what was believed to be a drophead Vauxhall Twenty-five, the only car to pass the Bugatti during the run.

We were brought back to reality by the return on the following day, North, in the Austin. And even this was somewhat eased by the very reasonable road leading up from Leicester to Doncaster, and the earlier pleasure of driving through Henley and Oxford.

THE B.R.D.C. MEETS AGAIN

At the committee meeting of the British Racing Drivers' Club, on September 19th, it was decided that matters of policy should come up for discussion when more members have returned from the Forces. MOTOR SPORT has been asked to continue as the club's official organ. The club hopes to regain its old vigour in due course and is likely to devote increasing attention to ensuring that the interests of British competitors racing away from home are completely covered. The club sent S. C. H. Davis and G. Abecassis as their representatives to the R.A.C.'s meeting of the clubs. H. J. Morgan has agreed to act as secretary for the time being and Charles Follett has placed his London premises at the disposal of the club. At a general meeting on September 12th, with Lord Howe in the chair, a "caretaker" committee was elected, composed of Lord Howe, W. Everitt, K. D. Evans, Capt. G. E. T. Eyston, R. J. W. Appleton, Dr. J. D. Benjafield, Major Oliver Bertram, Arthur Dobson, Charles Follett, S. C. H. Davis and C. T. Delaney. Future activities of the B.R.D.C. will be fully reported in MOTOR SPORT.

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THE VETERAN CAR CLUB RALLY

Bureaucracy may not realise that the war is over, but the Veteran Car Club certainly does—as witness their very successful Rally at the "Ely" on September 29th. The entry was a record for any V.C.C. event other than the Brighton Run, embracing 53 pre-1914 cars, and on the day, which was graced by glorious weather, 41 cars arrived, composed of 25 pre-1905 veterans and 16 Edwardians. C. A. Smith, of the "Ely," deserves everlasting gratitude, not only for placing his premises at the club's disposal, but for providing a really first-class buffet lunch and for presenting four excellent prizes.

When we arrived at about 11.30 a.m. we were surprised to find a large number of veterans already present. There were Capt. Cullimore Allen's 1902 7-h.p. Gillett-Forest with its incredible "radiator grille" and the Lanchesters of Hutton-Stott, the 1903 car with its leather apron, the 1913 38.4-h.p. car, a really massive tourer; the 1903 Lanchester had come up from Newbury at an average of over 28 m.p.h., and the bigger car brought the remainder of the Hutton-Stott family. Walters's 402-c.c., 4½-h.p. De Dion Bouton phutter-phuttered in, and Mrs. Hampton brought Peter Hampton in his beautiful 1910 Type 13, which is so spick and span that it is probably smarter than when it was new. The engine simply sparkled in the sun, the valve cover bearing Ettore's signature in full. The arrival of the 1896 Thornycroft steam carriage was a most exciting event; it has iron tyres, steers on the rear wheels through an exceedingly low-geared ship's pattern wheel and looks very top heavy. It was driven by its original driver, T. E. Baker, and spun its wheels freely on the gravel of the car park. It was attended by several of Thornycroft's workers and a tender lorry and had to be jacked-up for investigation of the front axle, which had shifted on its mountings. As a background for a gathering of early vehicles this steam carriage is delightful. Welham's 1909 Renault, used regularly up to 1936, displayed an L-plaque, and Rowden's 1914 Rover Twelve was a very sensible Edwardian tourer, as was J. G. Hampton's 1912 Sunbeam 2-seater. Geoffrey Frank's 1912 Daimler Twenty limousine came down from Liverpool with no trouble at all, having started at 3 a.m. Poppe's 1903 Sunbeam had Heal as a passenger during the run out along the Flats and round the adjacent airfield run-way, in which all the cars took part. C. A. Smith had his veterans on view, but not running—the 1907 O.T.A.V., built by the Officine Turkheimer, with its whittle-belt final drive and 26-in. by 2¼-in. tyres; the 1906 F.N.; the 1904 Stanley steamer; 1900 Locomobile steamer; the 1897 Hurtu and the 1898 De Dion forecar, all in fine trim.

As 1 p.m. approached there was speculation as to how many cars would clock-in and so gain commemoration plaques—actually, 30 did so. Pilmore-Bedford's 1904 Wolseley got in with some 7 min. to spare, Breen's 1914 T.T. Sunbeam later still, and Capt. Colver's wonderful 1896 Arnold motor carriage, sprag trialing, was only just in time. Prince's 1904 Panhard tonneau was 5 min. late and Capt. Leich's Begot et Mazurié three-quarters of an hour late.

Pierpoint's 1904 English Licence Roi de Belge Mors was silent, accelerated well and displayed excellent Bleriot headlamps.

Led by a Jeep, the old cars made their run without any bother at all—a fine show. Wolseley chains, big Mercédès cylinders and a De Dion's bell combined to make merry music. Hutton-Stott's 1903 Lanchester carried a cine-camera, and both "Alphonso" Hispanos—F/Lt. Seth Smith's and Bridcutt's—showed real acceleration and fine exhaust notes. The last-named had the ex-Fuggle 1913 car, running as a chassis in the form in which it ran at the fateful August, 1914, Brooklands Meeting; what a magnificent car! Laurence Pomeroy brought his grand 22.4-h.p. "Prince Henry" 1914 Vauxhall, in which George Monkhouse, forsaking his 4½-litre Bentley, rode as passenger. This car is in daily use, even to going about London, and will exceed 70 m.p.h. while doing 22.24 m.p.g. Pomeroy intends to thoroughly recondition it this winter, perhaps adding Girling rear braking. George Eyston brought T. W. Hutton-Stott's 1903 Thornycroft, as Tom Thornycroft wanted to drive the 1904 Thornycroft. On the short ceremonial drive Thornycroft drove the earlier car, getting so excited that he waved to all and sundry. D. B. Tubbs and his wife rode in state in the Daimler limousine, and "Tubby" Smith and a lady very sportingly followed the cars on a very old side-by-side-seating bicycle, a grand effort and fitting conclusion to a splendid event.

Back in the car park the horns and bells and exhausts of various veterans were exercised to oblige the B.B.C. and the prizes announced. The 1900 Pieper was started by swinging aside the near-side front mudguard to insert the handle—this car was ably driven by Mrs. Wood; and the 1901 James and Browne displayed fearful vibration, but a very smooth clutch. Boddy and Dr. Ewen had rides in the 1914 T.T. Sunbeam, a van collected Sam Wright's 1903 Humber, a Thornycroft was towed off and a Sunbeam "25" saloon took home the 1906 Wolseley-Siddeley which had brought Wadsworth and Peacock and which burst a radiator seam. So the cars dispersed, and a grand day's sport was over. There was a final bit of excitement when Peter Monkhouse arrived with Mrs. Ariel Clark's 1914 Mercédès.

Lots of interesting moderns brought people to watch—8-litre Bentley, two Bugattis, a Rally, V12 Lagonda, Aston-Martin, 3-litre Sunbeam, Scroggs's famous Trojan, a "Porlock" Singer Junior, an aged Fiat Eight 2-seater and many, many more. They were marshalled by a cheerful policeman, who was most interested in the veterans. All credit to the Veteran C.C. for a very well-organised event. We look forward to future events, and especially to the 1946 Brighton Run.

Awards.—Oldest car to arrive: 1896 Thornycroft steam carriage (T. E. Baker). Oldest car to arrive driven by a lady: 1900 Pieper (Mrs. E. L. Wood). Veteran car coming greatest distance under own power: 1903 Wolseley (G. E. Milligan). Best-kept Edwardian car: 1910 Bugatti (Mrs. C. W. P. Hampton).

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★ BOOK REVIEW

"The Salt of the Earth," by Ab. Jenkins and Wendell J. Aston (*Clymer Motors*). 1½ dollars.

This little 78-page book is a reprint of the 1939 edition. It tells the story of the Utah salt flats as a record-breaking ground, first investigated for the purpose by Rischel in 1911, using a Packard driven by Johnson. In 1914 Teddy Tezlaff drove the Blitzen Benz there, as part of Ernie Morass's racing "circus." A mile at 141.73 m.p.h. was claimed, but not officially recognised.

Ab. Jenkins really "discovered" the salt beds and commenced record-breaking there in 1932, using a stripped V12 Pierce-Arrow 2-seater, on which he had worked to raise the b.h.p. from 130 to about 175. Jenkins drove the full 24 hours; he dryly remarks that the car was without plumbing! The history continues from this point throughout the record attacks on the salt by Jenkins, Cobb, Eyston and Campbell. As a history the book is interesting and there are many excellent photographs. But we dislike the "Americanese," in text, captions and emphasis of unimportant detail. To our mind, writing notes and flinging them to the onlookers at 100 m.p.h., shaving at 125 m.p.h. at the end of a 24-hour record run, driving a tractor over the timed mile (Allis-Chalmers tractor; 68 m.p.h.) to gain the title of "world's fastest farmer," and delighting in narrow escapes, has no place in serious record-breaking. There are many inaccuracies, too. Repeated reference is made to *Reed* Railton and Davis's initials are transposed; *The Autocar* is described as an "English trade magazine," which it is not; and it is only partially true to say that Kaye Don and Eyston first gained fame at Montlhèry. Nevertheless, much interesting data is given, but the book is hardly up to the standard of Eyston's "Speed on Salt." Some details are included of Jenkins's Mormon Meteor III, which he hopes will reach 400 m.p.h. with two V12 supercharged Curtis-Wright aviation engines.

Letters from Readers

Sir,

I read with interest Anthony Phelps's rather harsh criticism of the small car and small car enthusiast in the June issue.

I venture to suggest that Mr. Phelps has a slightly mistaken idea of what an enthusiast is. Surely no true, and knowledgeable, enthusiast will over-stress an engine unless he is competing in some form of competition from a more or less professional point of view.

I have known several very hot Austin Sevens which have given their owners little or no trouble, but at the same time have given their owners a great deal of real pleasure.

Mr. Phelps goes on to say: "No one really prefers a small car, do they?" Surely again the answer depends on what part of the country you live in, your own stature, what the bulk of your motoring consists of. Personally I'm short, do much of my motoring in the Yorkshire dales and in Cumberland, and I find a big car far less pleasant to use under these conditions than a small one. And what a nuisance a big car is in large busy cities and in market towns on market day.

I have owned and driven small cars for ten years now and have had very little trouble, and I'm never very far behind my friends in big cars on long runs, and frequently find myself leading in hilly districts such as I mentioned earlier.

Mr. Phelps mentions the 2-litre Lagonda, "12/50" Alvis and old-time Lea-Francis. I agree they are wonderful cars and a joy to motor in, but where one car is kept hardly practical. I had a "12/50" some years ago, and whilst I loved her stability and solid feeling and her excellent workmanship, I found her very tiring on long runs, both because she was rather heavy to drive and because of the noise. She was no faster than my old 1932 Riley Nine and far more tiring, yet I found the Riley much more pleasant to drive.

I'm hoping, when I return from this distant land, to get another 1932 Riley Nine "Gamecock" with which to enjoy my post-war motoring.

As a regular reader for more than ten years may I say that MOTOR SPORT to-day is better than ever.

Wishing all your readers a happy "basic" motoring.

I am, Yours, etc.,
R. R. DOVE.

S.E.A.C.

* * *

Sir,

A Canadian reader, Mr. A. C. Oldman, asked for details of b.h.p. and compression ratio of various European cars. I cannot give any compression ratios, but the following output figures may be of interest:—

Alvis, 4.3-litre: 123 h.p. at 3,600 r.p.m.; Delage, Model D8,120, 4.7-litre: 120 h.p. at 4,000 r.p.m.; Darracq, 4-litre: 115 h.p., at 4,000 r.p.m.; Darracq "Lago Special," 4-litre: 140 h.p. at 4,000 r.p.m.; Delahaye "Coupe des Alpes," 3.3 litre: 120 h.p. at 4,000 r.p.m.

I am afraid I have no figures for the 12-cylinder Delahaye, nor the Bentley, Rolls-Royce and Hispano cars, but I give below some data on a few other high-performance Europeans:—

Mercédès-Benz, 540K, 5.4-litre, supercharged: 180 h.p.; Alta, 2-litre, supercharged: 165 h.p. at 5,500 r.p.m.; S.S. Jaguar, 3½-litre: 120 h.p. at 4,500 r.p.m.; Bugatti, Type 55, 2.3-litre, supercharged: 135 h.p. at 5,500 r.p.m.; Alfa-Romeo, 2.9-litre, supercharged: 180 h.p. at 5,000 r.p.m.; Lagonda V12, 4.5-litre: 180 h.p. at 5,500 r.p.m.; Lagonda 6-cylinder, 4.5-litre: 140 h.p. at 3,800 r.p.m.; Hotchkiss, Paris–Nice Model, 3.5-litre: 120 h.p. at 3,800 r.p.m.

I hope these figures will be of interest to Mr. Oldman. Most of them were taken from the weekly motoring Press.

I would like to express my appreciation of the high standard of interest which MOTOR SPORT maintains.

I am, Yours, etc.,
M. VAUGHAN.

Esher, Surrey.

* * *

Sir,

Regarding the proposal to institute periodical driving tests for all drivers, I would record my dismay at the lack of action on the part of motoring bodies to stem the ever-rising flood of rules, regulations and anti-motoring feeling that is choking the life out of the British motor industry.

I suggest all motorists write their M.P.s; a really large protest would have some effect.

I am, Yours, etc.,
"CLEAN LICENCE."

London, E.18.

* * *

Sir,

I see in the September MOTOR SPORT a very interesting article on the ubiquitous Jeep by Capt. John Moon. Like many others, I can endorse a great deal of what Capt. Moon writes, though I have had less experience with them. Anyone who has ridden any distance in a Jeep will recognise the authentic touch in his reference to the flapping hood hitting one's head and his heartfelt (?) comments on the unyielding cushions. Personally, for leg relief, I used to hitch the side safety belt on when not driving, and hung my leg over it or rested it on the front mudguards. It was cooler that way, too.

I do not know what inside reason, if any, there was for choosing the Willys engine in preference to the Ford or Bantam. But may I suggest that the Willys "4" has been substantially the same since it was introduced into the Willys-Overland model named the "Whippet," about 1926. This car sold in quite large numbers in Australia, and was well ahead of its competitors in design at the time. Both Ford and Chevrolet were still 4-cylinder cars then and, though very reliable steady engines, had not such items of design as force-feed lubrication to big-ends, Ricardo cylinder heads, etc. Apart from minor improvements, the engine was unchanged from that time on. It was certainly beyond its teething troubles, and possibly this had something to do with its choice.

I would certainly agree with Capt. Moon that the Jeep is not likely to menace the better type trials cars. It would need a great deal of alteration, in my opinion, even to be adapted for general use. Nevertheless, there was one Overland "Whippet" with the Willys "4" engine which did some remarkably fast road record-breaking over New South Wales country roads. At the time, road records between Sydney and various country towns up to approximately 500 miles away were a recognised form of publicity, and Ford cars and Willys cars were both competing. Unfortunately, I have no figures with me, but from memory I believe the average speed rose from 50 m.p.h. to over 60 m.p.h. This speed over the distances and roads concerned was quite creditable. I am again speaking from memory, but I believe the engine was hotted up only by high compression, special valves and springs, and pistons. I believe a higher back axle ratio was also fitted.

I drove the car for hack work myself at odd times, and she was quite pleasant to handle.

Nevertheless, as the engine is only one portion of the Jeep, I believe, with Capt. Moon, that the "tailwaggers" and "grasshoppers" types of car are in no danger.

I am, Yours, etc.,
W. L. HARBUTT (F/Lt.).

R.A.A.F.

* * *

Sir,

I have been fortunate to obtain a 1939 D.W.K. saloon, a "Meisterklasse" of 648 c.c. In spite of the redoubtable Mr. Bolster's vituperous attack on these little cars, I am more than pleased with it. However, it has at present one fault, namely, slight play in the big-end roller bearings, and I am anxious to know whether any of your readers can tell me the size of these bearings, and also whether replacements are obtainable.

In conclusion, may I wish MOTOR SPORT the continued success (and more pages) which it deserves.

I am, Yours, etc.,
P. G. MOBSBY.

Bristol.

[A handbook is requested.—ED.]

* * *

Sir,

May I crave your kind assistance in the following matter? I have my 1934 J2 M.G. laid up in Salisbury, Wilts., at pre-

sent, but hope to put it on the road when I am demobilised about the end of November. I would like to have some repairs and a minor overhaul carried out on it before I come back to U.K. Since my home is in Kent, and I know no suitable garage in or around Salisbury, could you give me the address, or put me in touch with a competent firm who could undertake the work for me if I advise them exactly what I want done ?

Though deprived of my beloved Midget here, you may be interested to know that one obtains a variety of motoring on Service affairs over here in the Ruhr in spite of the appalling roads.

I have been using the V8 Horsch and Maybach, both very fine motors, 1½ and 2.3-litre Mercédès, several Adlers (all very heavy on the hands) and the inevitable Opels, " Cadets " and " Kapitan."

Up to date I have not encountered anything of a very sporting nature, though several " 38/250 " Mercédès, and odd B.M.W.s have their being around Dusseldorf.

Tyres seem to be the chief trouble over here, both on Service requisitioned and German-owned cars. I saw recently two German-owned and driven T model M.G. Midgets, both making very heavy weather on the bomb-battered roads. Long stretches of Autobahn are now available, and I find the Horsch cruises very happily at about 75 m.p.h. as long as the surface permits.

In spite of numerous enquiries I have no information concerning the present location of the Auto-Union and Grand Prix Mercédès, but assume they are tucked away somewhere in the South or East.

I should be interested to know whether any other enthusiasts over here have discovered them.

I should be most grateful if you can help me concerning the garage at Salisbury.

I am, Yours, etc.,
D. A. HEWETT (Capt., R.A.).

B.O.A.R.

[Letters will be forwarded.—ED.]

* * *

Sir,

As an American reader may I express my great interest in your publication and the ideas set forth therein.

In the June issue, Capt. Moon, describing his 1½-litre formula racing design, mentions front-wheel-drive cars made by Harry Miller in this country, and adds that full details of this type would be of interest. As I was once employed by the Miller-Hibbard Co. (1935) and owned and drove a front-drive Cord for two years, it may be possible for me to " shed a ray or two of light " on the subject.

The best-known example of front-drive car marketed in the U.S.A. during 1929–1932 was the " Straight-Eight " Cord, built by the Auburn Motor Car Co. (makers of Auburn, Cord and Duesenberg cars).

The 1931 Cord was intended to reach 100 m.p.h. after the usual 500 mile running-in period. My particular car had been acquired secondhand, and the former owner had " given it the works." Even so, it was able to touch 80 m.p.h. with no strain at all, the front wheels driving steadily and evenly, and with the best roadholding qualities I have ever been able to find in any car. It was somewhat heavy. The convertible sedan weighed 4,400 lb ; make of engine was Lycoming, Model F.D. ; bore 3¼-in. and stroke 4½-in., and total displacement for eight cylinders was 298.6 cu. in. ; 33.8 h.p. at S.A.E. rating, and developing 115 h.p. at 3,000 r.p.m. Regular 6-volt Delco-Remy ignition, using a single coil and double contact-arm distributor ; five main bearings, babbit lined and shimless.

The front axle load-carrying member is bent forward so as to pass around the differential housing (which is bolted solidly to the transmission and engine).

The dead member of the front axle carries the weight of the car, and transmits it through the wheels to the usual spindle-body mounting designed to receive the universal joint. Spring suspension is four short ¼-elliptic springs rigidly clamped to the forward end of the frame and running fore-and-aft. The rear axle is dead and is designed to carry the load only. It does, of course, absorb the torque reaction of setting the brakes. It rides on the usual semi-elliptic fore-and-aft leaf springs.

In 1936 and 1937 an 8-cylinder V-type engine in a shorter chassis was manufactured. This design was short-lived, and although I had no experience with the V8, personally, I heard drivers who had say the performance was not nearly as fine as that of the earlier models.

At present I drive a 1930 Auburn with a Mercédès-Benz radiator and sports hood. I hope to add a Centric supercharger soon.

I am, Yours, etc.,
LANDRETH KING WORLEY.

New York,
U.S.A.

* * *

Sir,

Now that we have got the war finished out here I find that I have time to write you a few lines and to thank you for sending the MOTOR SPORT each month.

It is impossible to tell you how much pleasure it has brought to dozens of fellows and I can assure you that each copy is read from cover to cover by some hundreds.

Now that things are getting settled, I hope we shall soon be able to continue with the Sport, and I (and dozens more) wish you and your staff every success in the years of peace.

I shall be leaving India in another four months, but I hope you will be able to continue with MOTOR SPORT until I leave, and when home I hope to be able to call in and see you. Again many, many thanks.

I am, Yours, etc.,
PETER M. THRELFALL (Major).

India Command.

* * *

Sir,

My head is bloody but unbowed, and I still think that the D.K.W. is best described as " the little blunder," in spite of Charles M. Dunn's spirited defence of it.

The suggestion that the 2-stroke engine is " at least as quiet as its contemporaries " can be disproved, because a D.K.W. engine has been tested in a modern, pressed-steel motor-car in place of the standard engine. The increase in noise was such that the car was quite intolerable

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.

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DETACHABLE luggage grid, suitable for M.G. First offer of £2 secures. Morrish, 15, Upper Cranbrook Road, Redland, Bristol.

1929 "12/40" Lea-Francis complete chassis, excellent Meadows engine. "Hyper" type radiator. Offers. E. G. Wyburn Hallett, 127, Tolladine Road, Worcester.

GEARBOX, Austin Seven, Synchromesh 2nd, 3rd and 4th. Reconditioned with new races throughout. £10. V. A. Benning, Rotherfield, Windsor Road, Maidenhead, Berks.

STOP-WATCH, split second, 4 hands, fully-jewelled movement. £12, or offers. J. T. Peake, The Grange, Cubbington, nr. Leamington Spa.

AUTOPULSE 12-v. (unused) Lucas D.J.6a Distributor, five 20 by 6.00 "Spinoffs," 1934 Riley Nine "Stainless" radiator. Routledge, Elmete Avenue, Scholes, Leeds.

MANY spares for "Firefly" and "Speed Twenty" Alvis. 3 Carbs. wanted for "Speed Twenty." Routledge, Elmete Avenue, Scholes, Leeds.

BENTLEY 3-litre chassis No. AX.1653, running, 5 tyres H.P., fair. £50. Cameron, 10, Beaver Road, Ashford, Kent.

PAIR 5.00-in. by 16-in. tyres, reasonable condition, gaitered, £3. Good 130 by 40 Michelin R.L.P. tyre and tube. R. Yeats, 8, Cavendish Road, Chiswick, W.4.

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.

COMPETITION tyres for 17-in. wheels wanted, 16-in. or 19-in. considered. Lowrey, Engine Dept., R.A.E., Farnborough, Hants.

LARGE car, suitable towing, body immaterial. Buy or exchange Lea-Francis—Morris Minor. E. G. W. Hallett, 127, Tolladine Road, Worcester.

INTERNATIONAL Aston-Martin Block, any reasonable condition ; would exchange for other spares. Smith, 12, Keswick Gardens, Ruislip, Middx.

MARENDAZ Special engine, complete, 15/90 or 13/70, in running order, also spares. S/Lt. French, R.N.A.S., Worthy Down, Winchester.

TAILED-body Shell, with or without scuttle ; bonnet not required. Type M.G., Q, K.3, Austin "Speedy" or similar. F. G. Lomax, "Mayfield," Finstall Road, Bromsgrove, Worcs.

AN enthusiast wants cheap sports car, complete or incomplete if buildable. Write BM/WLTB, London, W.C.1.

TYRES and tubes, 21 in. by 5.25, or near. Any reasonable price paid. F/Lt. Allen, Carbery, Sway, Hants.

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

to ride in, and that is why the thing has to have a " cardboard " body. The great advantage of this type of coachwork is that you do not have to wash it, because it looks just as scruffy whether it is clean or dirty.

I am glad that Lt. Dunn and I agree about the brakes, though how he has the " sheer nerve " (his phrase) to suggest that a car is properly designed which is virtually minus those useful accessories I am at a loss to understand. I am sorry that he regards my " Specials " as some of the most awful contrivances on four wheels, and can only plead that extreme poverty and lack of workshop equipment dictated their method of construction. Nevertheless, they made a large number of fastest times and course records, some of which still stand, though the total cost of my best car was less than the price of a new front axle for a well-known make of racing car. Why I am censured for employing chain drive, whereas the " properly designed " D.K.W. is also chain driven, I cannot see. Not being an engineer, I do not know what a " snaking chain " is, though I have heard of worm drive.

Lt. Dunn mentions Delage cars, and I agree that certain models are very pleasant to drive. I have, however, exchanged mine for a British car, largely because spares and service ceased to be available.

I enjoyed Mr. Stuart Best's article on the early Lanchesters, which were very fine cars indeed. The 40-h.p. model had only one failing, which was the clatter which the drives to the camshaft and auxiliaries made when the engine was ticking over in neutral. As soon as the car was on the move it became beautifully silent, and it was a great pity that the makers could not cure this slight fault. I once thought about buying a 21-h.p. Lanchester, but they seem to be very hard to find these days.

I am, Yours, etc.,
J. V. BOLSTER.

Wrotham, Kent.

[There used to be a 21-h.p. Lanchester on A.R.P. duties in Ripley, Surrey, if Mr. Bolster still craves one ; there was also another, in 100 per cent. order, reported from the Midlands some while ago.—ED.]

* * *

Sir,

I could hardly disagree more cordially with John Bolster's strictures upon the D.K.W.

It is, of course, a matter of opinion, but I have heard no one else complain that the steering is unresponsive. It certainly has the rather dead feel common to i.f.s. and f.w.d., but it is perfectly accurate and quite outstandingly good on snow and grease. The springing appears to be no worse than on equivalent British cars, and it at least affords a remarkable measure of stability, which no one could say of most British Eights.

The brakes are admittedly poor, though I believe that this was remedied in the latest models. I am prepared to believe what Mr. Bolster says about the electrical arrangements. The gear-shifting arrangements are strangely vague, but luckily the indirect ratios are seldom required owing to the characteristic 2-stroke, low-speed torque. The lack of any means of hand-starting is another bad fault. These are, in my view, the sum total of the D.K.W.'s shortcomings.

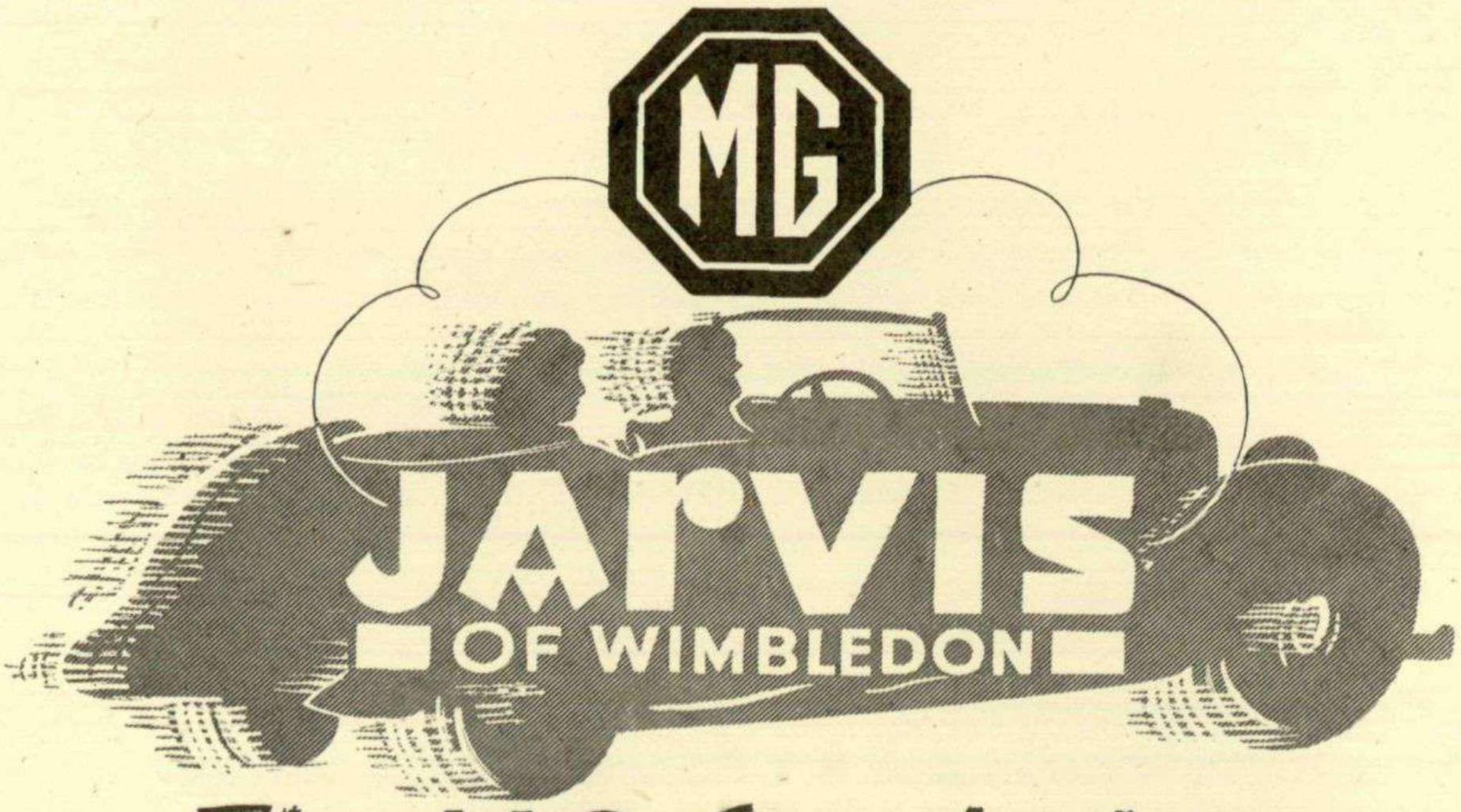
The engine is a 2-stroke, but what of it ? Decarbonisation, if frequently required, is accomplished in half-an-hour. There are only five moving parts in the engine and, after 65,000 miles, Laurence Pomeroy's showed no signs of needing a rebore ; 45 m.p.h. cruising gives 45 m.p.g. fuel consumption, and 50 m.p.g. can be bettered, even on " Pool." The free wheel removes the objectionable characteristics of a 2-stroke on the over-run, and the funny exhaust note is only rather obtrusive when pulling hard at low speeds.

The body was certainly fabric-covered, but beyond that its only apparent shoddiness lay in its lack of chromium plate and allied bathroom fittings. As against that, four people can sit *in* it in comfort ; there is none of that tiresome sensation of being insecurely poised on a roller-skate. Small cars are apt to be most exhausting and temper fraying on a long run, but I found this by no means applied to a D.K.W., which feels like quite a large car.

And, after all, it *was* designed by Porsche, so that it would be rather surprising if it was not quite a sensible motor-car.

I am, Yours, etc.,
CECIL CLUTTON (F/O.).

R.A.F.



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FRANCIS BEART has for disposal the following: Riley 1932/3/4/5 9-h.p. spares. Standard ratio head, reasonable condition, 40s. Ditto lamp, 20s. 4 Amal carburetter with induction pipe, perfect condition set for petrol, £20. 4 S/H valves, 4s. each. Rocker boxes, square type, £1. 1 pair S/H front springs, 25s. 1 large Brooklands silencer and tail pipe, £2 12s. Quick-action radiator cap, I.M.P., 10s. Wind horn, 20s. 3 Rudge wheel caps, chrome, for Riley, 10s. each. 4 1⅞ con. rods, 9s. each. 1 matched pair of 4-in. oil and water gauges, 20s. each. *Numerous oil gauges, ampmeters, racing wire wheels,* triple spoked, 4.50 by 18, 5.00 by 18, 4.50 by 19, 5.00 by 19, 6.00 by 19, perfect condition, from £3 each. Thomas Cottage, Thames Street, Walton-on-Thames, Surrey.

FRANCIS BEART has for disposal: M.G. J.2, reconditioned crankshaft, with new front main bearing and one new con. rod, £7 10s. E.N.V. crash gearbox, complete, for V.2, very good condition, £12 10s. Thames Cottage, Thames Street, Walton-on-Thames, Surrey.

HILLMAN drophead coupé, 21 h.p. Excellent condition. Taxed. Any trial. £260. Wall, 8, Georgina Avenue, Worcester. 'Phone 4724.

AUSTIN "Ulster" special chassis. 1935 polished racing springs; engine overhauled. Tyres good. Opportunity for enthusiast. £75. Radlett 6067.

ASTON-MARTIN International brake drums, *shoes and back plates*; also Triumph 4-speed gearbox and self-changing gearbox. Gath, Woodcroft, Brandon, Coventry.

BROUGH S.S.80, superb condition, £100, or exchange for 8- or 10-h.p. car. L/Cpl. Gaudin, 92/1 M. Coy., Harper Bks., Ripon.

3-LITRE twin-cam, 6-cyl. Sunbeam engine for disposal; also all spare parts. Full details on request. Ken Wharton, Hume Street. Smethwick. Smethwick 0656.

K.S.S. Velocette, suitable for sprints or road work, with spare engine. £45. Ken Wharton, Hume Street, Smethwick. Smethwick 0656.

SALE or exchange, 1935 Centric blown P.A. Midget engine, bored and sleeved, new bearings and crank ground, new valve springs and camshaft drive, crown wheel and pinion. Open 4-seater, with alloy *front* guards. Good performance. Wanted, 1,100-c.c. open 4-seater, must be in good condition. Apply 14, Adelaide Terrace, Blackburn.

"ULSTER" front axle, beam rebuilt and reconditioned. £3 or offer. Miller, 10, Well Lane, Horsell, Woking.

MARSHALL (Rootes) blower, suit 1/1½-litre. Complete, large S.U., etc. Good condition. £23. Clayton, Monkhams, Waltham Abbey. Essex.

TYPE 44 Bugatti chassis in excellent condition, repainted, rewired, new Lucas sports coil, twin Lucas Alto horns, dynamo and starter overhauled. Engine in good condition, tyres fair. Price £130. McKelvie, East Harling, Norwich, Norfolk.

"30/98" Vauxhall, OE.222, engine recently completely overhauled. Velox 4-seater, body re-cellulosed black and red, Hispano front axle, new chrome radiator. Extremely fast. £200. Axel-Berg, Ragley Estate Office, Arrow, nr. Alcester, Warwick.

FOR SALE—*continued*

AUSTIN Seven, *new 2-seater body, articulated* front axle with divided track rod. Underslung back end with ½-elliptics, rear tank, low-angle steering column, spring wheel, large section tyres all round on 17-in. rims, extra spare cover, "Ulster" pressure crank, dual ignition, 4-speed box, Hardy Spicer shaft, "Ulster" valves and cam.-shaft, H.C. head, "Nippy" downdraught and inlet, 3-branch exhaust, dry sump lubrication 1 gallon, remote cog sorter, new battery. This car represents three years' work, and I am offering it for sale because I simply cannot get brakes to pull the skin off a rice pudding. £150. Beavis, Tower Hill Works, Witney, Oxon.

1930 2-litre Lagonda open 4-seater, well kept and maintained by an enthusiast. New hood, tonneau, battery, 4 new tyres, P100s. Photographs and full particulars from Densham, 25 St. Peter's Road, Parkstone, Dorset.

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M.G. Magna engine, clutch and gearbox, and accessories, complete and perfect in every respect, like new, for sale. Box 197, MOTOR SPORT, 15, City Road, London, E.C.1.

BRITISH Anzani aero engine, perfect in every respect, like new, for sale.—Box 198, MOTOR SPORT, 15, City Road, London, E.C.1.

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

SUPERCHARGER, small Roots pattern T.T. Scott motor-cycle, engine or parts. Experimental purposes. Graham Kirk, Heathside Road, Norwich.

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

M.G. Magnette, 1936, unmarked, well shod, new all-weather equipment, batteries. Exchange for T. or P.B. Midget, similar condition, or any open car of reputable breed up to 12 h.p. L/Cpl. Gaudin, 92/1 M. Coy., Harper Bks., Ripon.

"MOTORACES" and "Motor Racing with Mercédes-Benz," by Monkhouse. Also "Motor Racing and Record Breaking," by Eyston and Lyndon. Best offer lot, or separately, or exchange for MOTOR SPORT, January, 1940 to July, 1945. Box 199, MOTOR SPORT, 15, City Road, London, E.C.1.

RILEY Nine wanted, preferably 4-seater tourer. J. Merrilees, Boyehyde Cottage, Allington, Chippenham, Wilts.

WANTED, complete instruction book for International Aston-Martin. Good price paid. Also August, 1932, issue MOTOR SPORT. Fitzsimmons, Druid Lodge, Cabinteely, Co. Dublin, Ireland.

WANTED, o.h.v. or s.v. cylinder head and block for 16.9 O.M., promptly. A. W. Northover, The Queensberry Hotel, Amesbury, Wilts.

ENTHUSIAST wants car complete or requiring attention or assembly, providing price is reasonable. Write BM/WLTB, London, W.C.1.

PARTS for M.G. Magna, L type. Radiator cap, 2 wing lamps, off-side head lamp, Rotax distributor cap, petrol pump, 2 bucket seats, crown wheel and pinion, complete, dynamo. Neale, Fox and Hounds Inn, North Wylam, Northumberland.

WANTED 7/9-h.p. sports car up to £85. Vintage model no objection. Must be in sound condition. Lt. W. Sessions, R.N.V.R., 25, St. John's Grove, Redcar, Yorks.

WANTED vintage sports, 1925 or later, up to 14 h.p. Delage or similar. Sound reliable condition essential. Box 200, MOTOR SPORT, 15, City Road, London, E.C.1.

SMITH'S 5-in. rev.-counter with drive, for Midget or suitable for conversion. Black dial. 18, Morley Road, Doncaster.

ALVIS 1931-32 "12/60" sports 2-seater "Beetleback" wanted. Offers or information of such a car for sale welcomed. Box No. 201, 15, City Road, London, E.C.1.

SMALL h.p. sports car or chassis (3- or 4-wheeler) suitable for rebuilding. Jepoon, Greenways, Styal, Cheshire.

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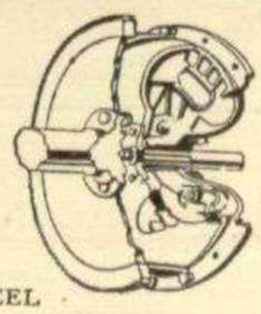
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