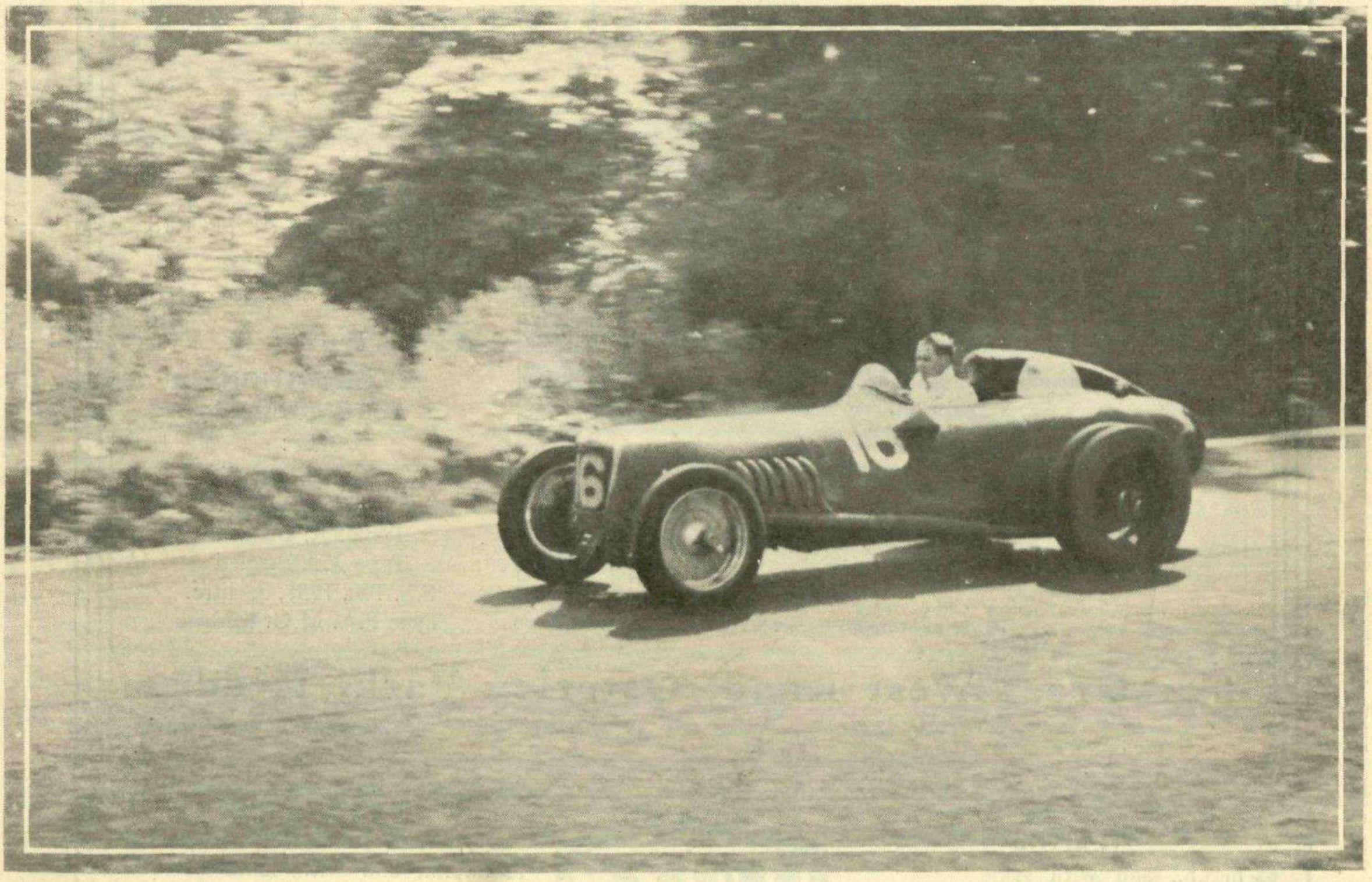
Vol. XXII No. 2 **DEATH KNELL OF BROOKLANDS** *February, 1946*

MOTOR SPORT

INCORPORATING **Speed**

ONE SHILLING MONTHLY



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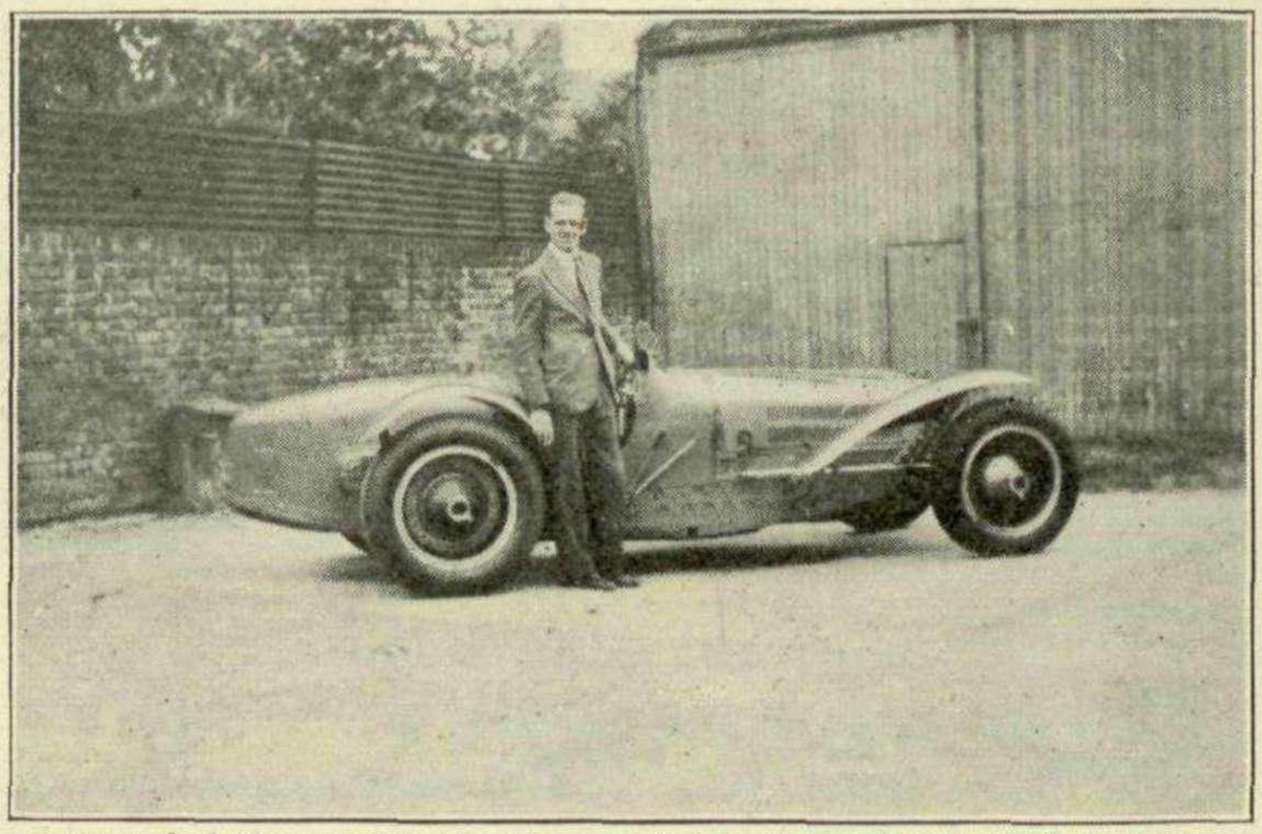
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85 m.p.h., and with same carburetter setting	32 m.p.g.
0-50 m.p.h.	11.0 secs.
Standing Start, ¼-mile	19.2 secs.

H·R·G

" 1,100 C.C."

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

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

1946

We shall be announcing our 1946 programme in next month's issue. Watch this space—we have some real news!

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VOL. XXII. No. 2 FEBRUARY, 1946 PRICE ONE SHILLING

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TWO-STROKE FLASHBACK

Some Details of the Loyd-Lord Car

So much curiosity is being displayed at the present time in engines operating on the two-stroke cycle, that there is interest in recalling the Loyd-Lord—one of the most ambitious of two-stroke cars. Announced at Show-time in 1923, the Loyd-Lord was the product of Loyd-Lord, Ltd., of Chiswick. Two and 4-cylinder models were built, the basic construction being the same in each case. The engines employed crank-case compression of a rather unusual kind. The crankshaft had wide disc webs, which had a negligible clearance in the circular-section crankcase. Between two of the cylinders the crankshaft carried a hollow brass casting, which served to admit mixture from the carburetter through a port which communicated with the crank discs. Each crank disc had a cut-away portion, and when this came into line with the port in the casting, mixture entered the appropriate cylinder beneath the rising piston. Later a transfer port was uncovered by the piston and the mixture reached the combustion chamber in the normal manner. Thus, not only were the crank discs employed as valves, but at high engine speeds it was claimed that a degree of supercharge was imparted by the rotating pockets in the discs. The big-ends were roller-bearing, on narrow crankpins, and the main bearings were double-row roller races. The piston crowns were domed and the head-shape corresponded very closely, to eliminate eddying and give a high compression ratio.

Accessibility was carefully studied and, to enable the pistons to be removed without dismantling the base of the engine, the gudgeon pins were mounted in a steel jaw which had a threaded extension piece. This extension screwed into a vertical hole in the piston and was locked by a nut and split pin recessed in the piston crown. The 4-cylinder engine had a water-cooled jacket and separate, detachable, air-cooled light-alloy heads to each cylinder, each head carrying a central sparking plug and having many deep, lateral ribs. For this engine two Zenith carburetters were mounted low down on the near side. A whittle belt drove a four-bladed fan, and the dynamo and combined Philbrin distributor for the coil ignition were gear-driven and on the off side.

The 2-cylinder in-line engine had a bore and stroke of 92 by 82 mm. and gave 32 b.h.p. at 3,200 r.p.m. The 4-cylinder engine was of 87.5 by 83.5 mm., rated at 18 h.p., but claimed to develop 60 b.h.p. There was also another 4-cylinder apart from the "18/60"—the "14/30," of 75 by 120 mm. (2,121 c.c.). In unit with the engine in every case was the clutch and gearbox, single disc on the 2-cylinder and "18/60," cone on the "14/30" and 3-speed on the small car and 4-speed on the larger models, respectively. Final drive was by spiral bevel and suspension by ½-elliptic springs. The 4-cylinder cars had expanding brakes on all wheels. The rear spring mounting was a rod above the axle, carried on a bracket bolted to the axle casing at the inner end and forming a pivot for the brake shoes at the other extremity. No brake back-plates appear to have been used. The 2-cylinder model had a transmission foot brake and hand-operated rear brakes, and all models had a r.h. gear lever. The 2-cylinder had an 8-ft. 6-in. wheelbase, a track of 4 ft. and its steel wheels carried 26-in. by 3-in. covers. The "18/60" had a wheelbase of 10 ft. 6 in., a track of 4 ft. 8 in. and used 820 by 120 Dunlop Cord tyres on centre-lock wire wheels. The "14/30" had 765 by 105 tyres on steel wheels, and whereas this and the "18/60" had Midgley lighting and starting, the 2-cylinder had Lucas electrics. The "14/30" had magneto ignition and the others Philbrin coil.

For the 1923 Olympia a Cadogan open tourer was prepared for the "18/60" chassis, finished in white with green upholstery, and seating three on each of its seats. It could be mistaken, at all events from photographs, for a Bentley or, perhaps, a Straker Squire Six. The 2-cylinder was exhibited with a fire-engine-red 2-seater body by the Weybridge Engineering Co. The "18/60" chassis cost £500 and the tourer £650, the "14/30" chassis £385 and the 2-seater £490, and the 2-cylinder 2-seater £187 10s.

Apparently the makers believed in the publicity value of racing, for S. Cockrell and V. J. Loyd entered a 69 by 120 mm. (1,795 c.c.) Loyd-Lord for the 75 m.p.h. handicaps at the 1923 August Brooklands meeting. Certainly this was a most interesting example of the two-stroke car, and one wonders whether one still exists anywhere to-day.

The "Motor Sport" Instruction Book Library

There has been a steady and considerable demand for the loan of instruction books from the Library, and obviously this is a useful service. But we have a few comments to make. In the first place, the period of loan (free, by the way) is *three weeks*, but many books are away for months. Some never return at all, notably our 3-litre Bentley book, and others are delayed by being sent to the London offices. Please note that, until further notice, books are to be borrowed from and returned to W. B., 5, Alexandra Road, Harrogate, Yorkshire. It is only necessary to state which car the book is for and to enclose an adequately stamped, addressed envelope. All too frequently such envelopes are too small; one 9 in. by 12 in. will cover almost all requirements, if it is strong. We are very pleased to loan books, but if you only require a specific piece of information this can be given to you by letter, so that the book remains available to others. In conclusion, we wish to thank all those readers who have contributed to the Library; it has not always been possible to acknowledge these books. Further contributions are welcome, and duplicate books are acceptable, to minimise waiting lists. The Library at present covers the following cars :—

Alfa-Romeo, 1½ litre single o.h.c., 17/95 twin o.h.c., "Gran Sport," Tipo 6c., 2,300 B. (in French).
Austin 7.
Alvis, "Firefly Twelve," "TA Silver Eagle," T.D., T.B., and T.C. "Silver Eagle," and "Speed 20."
B.M.W. R.5 motorcycle.
British Salmson, 12 h.p.; Bentley 4¼ litre; Delage "14/40" DISS, 15.7 & 18.2 Light Six, and D.8 8 cylinder.
Excelsior 2 stroke motorcycles; Essex Six.
Fiat, 500 and 1,500; Ford Ten and V.8 "30."
Hotchkiss A.M.80 3 litre; Hudson Terraplane Six (1938).
Invicta 3 litre, "12/45" and "12/90" 1½ litre.
Jowett "7/17."
Lancia "Agusta," "Lambda" 7th and 8th Series; Lorraine-Dietrich Six; Lagonda 2 litre and 3 litre; Lanchester 21 h.p., and 1913 25 and 38 h.p.
Morris Minor (1929-31), Cowley and Oxford bull-nose; Ten-Four Series M.; Cowley and Oxford (1928) and Isis Six (1930).
M.G. Midget M-type, J-type and Mark II Six; Mercédes-Benz Type 500K.; Minerva straight-eight; O.M. "10/30" 4 cyl., and "15/45" 6 cyl.
Rapier; Rolls-Royce "Silver Ghost"; Rover 12 h.p., "Pilot Six," "Light Six," and "10/25"; Rhode; Riley Nine, Twelve-Four and 1½ litre 4 cyl.
S.S. 2½, 3½ and 100; Sunbeam 3 litre twin o.h.c., 25 h.p.; Singer Nine; Salmson 10/20, push-rod and o.h.c. models (1928); Scott motorcycles; Standard Flying 9, 10, 12, 14 and 20 (1936-7).
Talbot "14/45," "18/55" and all sixes to "105 Speed"; Triumph Super 8, 9, 12/6, "Southern Cross" and "Gloria" 4 and 6 cyl.; Trojan two-stroke, rear-engined.
Vauxhall Light Six 12 and 14.
Wolseley "21-60" straight-eight.

Also Zenith Triple Diffuser, Solex self-starting F type and Cozette carburetters; Scintilla Vertex magnetos; Cozette superchargers and Lucas lighting and starting equipment. Total number of vols. : 78.

CORRECTION

In last month's issue we described the rear suspension of the new racing Alta as of De Dion type. In actual fact the suspension is fully independent and does not use the axle which characterises the De Dion system.

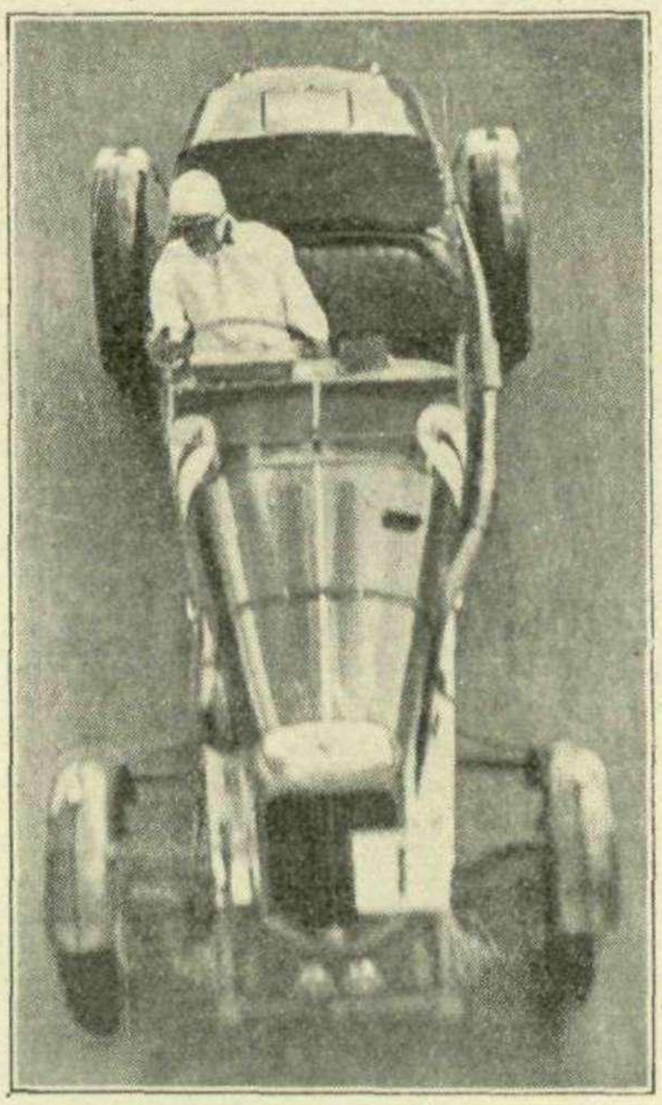
Rowland of Byfleet has been appointed agent for the new Altas.

★ BOOK REVIEW

"Shelsley Walsh," by C. A. N. May (*Foulis, Ltd.*), 8s. 6d.

Austen May has very quickly followed up his trials book, "Wheelspin," with another motor-racing work, "Shelsley Walsh." This new book is history pure and simple, and it is significant and pleasing that to-day, with racing non-existent, publishers find such accounts worth while—there was a time when only personal reminiscences of world-famous drivers found favour. May tackles the history of the classic Midland A.C. hill-climb from 1905 up to the war very well indeed.

It might be thought that mere reiteration of how various competitors ascended



A memory of the past—giving promise for the future. A Lagonda seen from an unusual angle during the T.T.

the hill, year after year, meeting after meeting, would tend to pall; actually this 135-page book gave us a very late night. Nor is there any reason to believe that only rabid enthusiasts will read it at one sitting—it should have a wide sale amongst the ordinary reading public who can appreciate sport. Probably because May is interested in this market, rather than in providing enthusiasts with a complete pocket-reference to Shelsley motoring, one finds rather a lot of the "big, powerful Mercédès," "glittering black-and-chromium Alfa," "sleek, lovely-looking G.P. Sunbeam" and "lovely blue Bugatti" touch. What technicalities there are, too, are so sparse as to whet the appetite for more, while May quotes freely from contemporary accounts—and not one from MOTOR SPORT; were we insufficiently lurid in our reports? In spite of these matters, May has done an excellent job of work, and these minor criticisms pass unnoticed as the tale unfolds. One is taken slap back to those nostalgic days at the Worcestershire venue, and no praise could be greater than that. The many photographs contribute to this end, and that of Stuck's Austro-Daimler, which took the record in 1930, is particularly fine.

Indeed, so praiseworthy an addition is "Shelsley Walsh" to the motoring bookshelf that the few errors are the more regrettable. For instance, it is distressing to find a self-confessed Segrave "fan" spelling that great driver's name incorrectly, and, later, Callingham is rendered as "Callaghan," clearly a type-setting error. Glen Kidston's rank is given as Lieut., when he was, surely, a Lt.-Comdr., the Shelsley Specials in places are given gears they do not possess (remember—"Nash and Godfrey hated cogs, built a car with chains and dogs"), and we rather thought the T.T. Vauxhall engine had twin o.h. camshafts long before it became the Vauxhall-Villiers. Incidentally, did not this last-named car have *three*, and not *two*, carburetters bolted to its Villiers supercharger? Later, Eccles's "2.3" Bugatti is rather humorously referred to as a "Two, Three," and Dick Nash's Union-Special is quoted as having a twin supercharger, when it actually used *two* blowers.

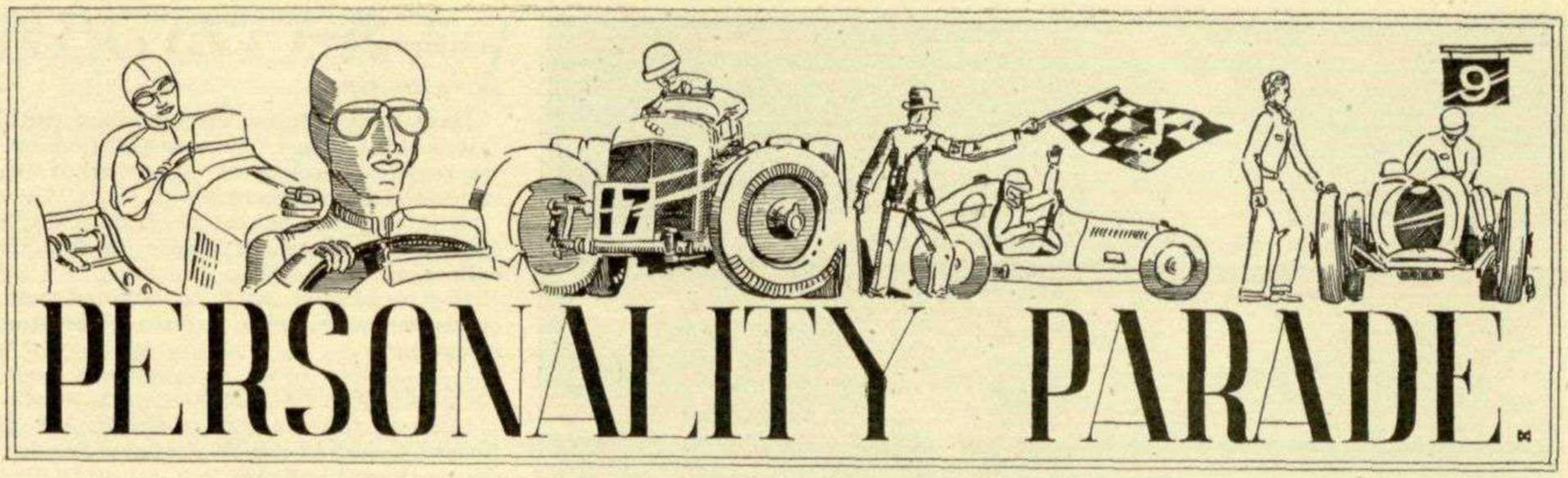
Then May quotes from an early article of mine, remarking that it portrays a climb of Shelsley *from the competitor's angle*. As I have never driven up Shelsley the joke is on me, especially as I like to claim I am an enthusiast who writes and not a journalist who motors. . . . But I can forgive May this, and we can all afford to forget the few inaccuracies. It is an excellent account of the Shelsley Walsh hill-climb and a most useful, if condensed, history of this classic event—condensed, that is, to the extent of leaving out such well-worn episodes as how the "30/98" Vauxhall came into being and what John Bolster said about turning off the fuel as they carried him off after "Mary" had overturned. Actually, it is surprising how many drivers and cars May mentions, and how detailed and absorbing he manages to make the accounts of each run. I congratulate him on tackling a difficult task and getting on top of it.

Raymond Mays, who naturally figures prominently on account of his many Shelsley records, writes a most entertaining Introduction, which one could almost imagine was the work of yet another May.—W. B.

ODD SPOTS

American petrol-driven model cars are called "spindizzies" and are so fast that they motor round the pole on their front wheels only—a case of spoiling the sport for a spot of sensation.

It is hoped that a road race will be held at Bathurst, Australia, at Easter. The townsfolk are very keen, as the race brings trade. The course is now cleared of Army vehicles, but is in "rather poor shape."



PERSONALITY PARADE.

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

No. 2—Anthony Heal

ANTHONY HEAL is one of the few drivers who are capable of handling a highly tuned vintage or veteran car (probably with poor braking) to its full potentialities with absolute safety. He has achieved the art of smoothness in control and accurate anticipation which bring driving to a nicety.

It is said that given the opportunity of handling a modern voiturette he would have gained similar success to his exploits on vintage and veteran machines.

Whilst not being a practical mechanic, Heal has a sound technical knowledge of his stable. He knows the modifications that would be most likely to produce the effects he may desire. However, he is loth to basically disturb the original layout or appearance of his vehicles.

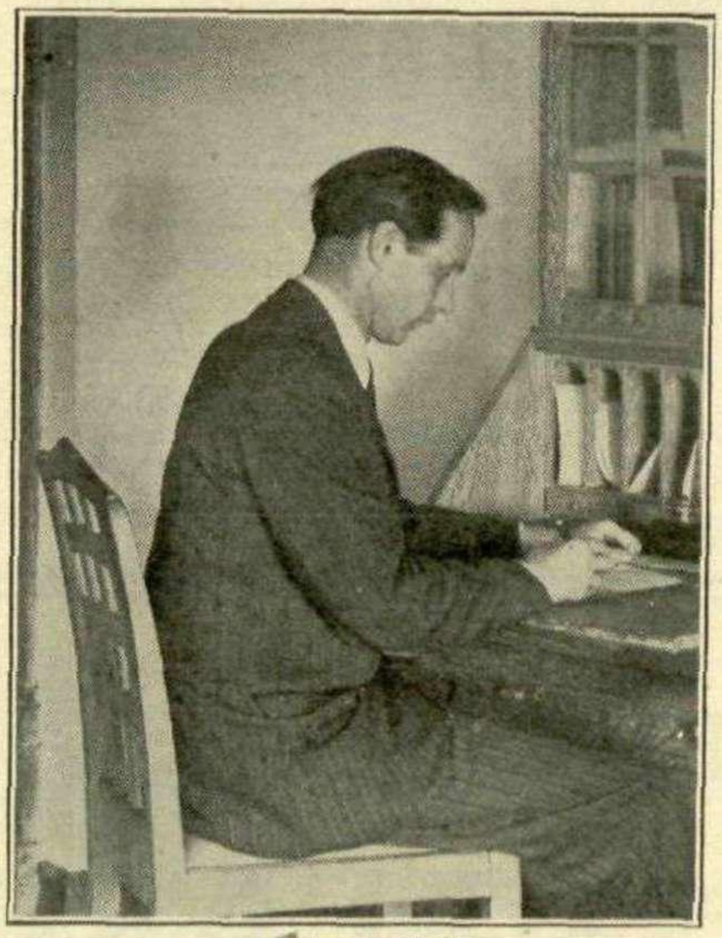
ACHIEVEMENTS

Silver Medal Land's End Trial 1931, Frazer-Nash.
Silver Medal Land's End Trial 1935, Vauxhall 30/98 O.E. type.
Premier Award London-Exeter 1935, Vauxhall 30/98.
Land's End 1936 P.A., Vauxhall 30/98.
Edinburgh 1936 Silver, Vauxhall 30/98.
1st Vintage Racing Car over 3-litres V.S.C.C. 1936—Howard Park Speed Trials, Vauxhall.
1st Vintage Super-Sport and Racing V.S.C.C. 1937—Croydon Speed Trials, Vauxhall.
Brighton Speed Trials, 30 sec., 1938, Vauxhall, Prescott, 56.6, Vauxhall.
Shelsley Walsh, 47.96 sec., 10-litre Fiat, 1938.
Brighton, 30.74 sec., 10-litre Fiat, 1938.
Prescott, 58.3 sec., 10-litre Fiat, 1938.
Poole Speed Trials, 25.6 sec., 10-litre Fiat, 1939.
Prescott Inter. Edwardian Class Record, 54.02 sec., 10-litre Fiat, 1939.

MOTORING ACTIVITIES IMMEDIATELY PRIOR TO THE WAR

Wherever there was an event for Edwardian cars, Heal could be found with his famous 10-litre racing Fiat. In his hands this car performed magnificently.

Finding, in the 1939 Poole speed trials, that there was no Edwardian class, he ran this 1910 Fiat in an unlimited racing event and it is noteworthy that there were three cars slower than his.



Anthony Heal

MOTORING ACTIVITIES DURING THE WAR

Until the "basic" stopped Heal used his potent O.E. Type 30/98 Vauxhall. This car, with two S.U. carburetters and a special camshaft, is capable of 100 m.p.h. and with a Delage front axle stops very nicely.

Later he covered a small mileage on his Scott "Flying Squirrel" motor-cycle in connection with Home Guard duties. His transportation finally degenerated to a push cycle.

FUTURE PLANS

Intends to continue driving in Edwardian classes with the Fiat and in Vintage classes with his other motors.

We asked his views on using his 2-litre supercharged Sunbeam as a modern racing car. He replied that whereas it could probably be made to hold its own, there was the question of spares (of which there are none). The car is over twenty years old and he intends to treat it with some restraint.

He does not plan to increase the size of his stable but, he says, you know what it is.

CARS NOW OWNED

O.E. 30/98 Vauxhall, open 4-seater (capable of 100 m.p.h. with its two S.U. carburetters and special camshaft).
1910 10-litre Fiat Edwardian racing car.
1914 T.T. 3.3-litre Sunbeam, 4-cyl. 16 valves.
1922 T.T. 3-litre Sunbeam Straight 8, twin o.h.c., 32 valves. (The car in which Segrave put up the fastest lap in the 1922 T.T. at 57.7 m.p.h.)
1924 2-litre G.P. Supercharged Sunbeam, 6-cyl. twin o.h.c.
1926 3-litre Sunbeam, 2 o.h.c. open 4-seater.
1909 Napier Cabriolet 30-h.p. 6-cyl.
1919 5-litre Ballot Indianapolis racing car.
1921 3-litre Ballot G.P. racing car.

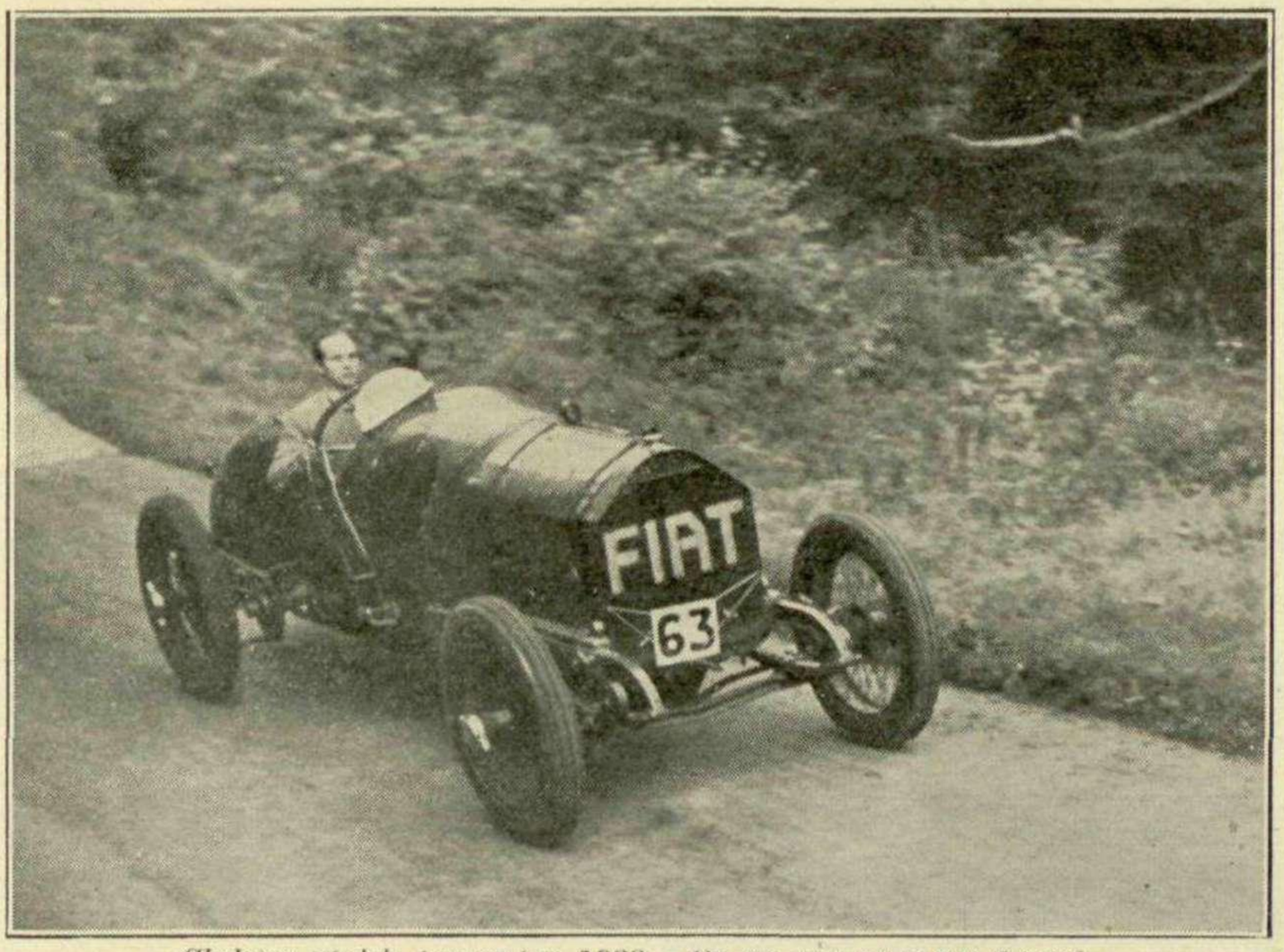
MOST FRIGHTENING EXPERIENCE

The occasion was the practising for the 24-hour Grand Prix d'Endurance at Le Mans in 1939, which commenced well after dark.

A certain participant approached Heal and suggested that he might care to accompany him, as passenger, for several laps in the 4-litre Talbot-Darracq that he was to run in the race. He readily accepted. They set off at a great pace, cornering to the limit of the car's quite remarkable ability, then hurtling on, touching 120 m.p.h. in places, all in Stygian darkness only pierced by the car's headlights. On throttling back on corners flames would appear at the carburetters which would shine through the bonnet louvres and light up the roadside in grotesque fashion. At the best of times an invigorating experience, but terrifying for Heal when he began to discover that the driver, following an indulgent dinner, was over-exuberant and not entirely in a composed state of mind. With great difficulty Heal persuaded him to stop the car, saying that he wished to try the vehicle himself.

From the pits Heal set off alone and lapped twice, when he had to come in as the throttle linkage had become disconnected. Soon after, with the defect rectified, the original driver again recommenced his spectacular lappery.

Finally, becoming increasingly dangerous and refusing to be called in, the



Shelsley Walsh, September, 1938. On the run up to the S-bend.

practice was stopped and all the other cars left the course. The circuit then became lined with furious French officials who jumped up and down and waved fiercely. Eventually coming in, this offending driver took to his bed with remorse and stayed there for the rest of the week.

HOBBIES OTHER THAN MOTORING

Says Heal: "With a wife and child and a business to attend to, and a stable of nine cars, can there be room for anything else?"

PRIVATE LIFE

Many enthusiasts are familiar with "Red Hill Cottage," just west of London, where Heal welcomes many who are interested in the Sport.

Adjoining the house one finds a large brick-built hall which houses his famous collection.

He is blessed with a devoted and charming wife (who is also interested in cars).

BUSINESS OR PROFESSION

Heal is the managing director of a furniture shop in the West End of London which bears his name.

ADVICE TO THE LESS EXPERIENCED

Start on a motor cycle, as it encourages a healthy respect for the other road user.

His experiences with 30/98 Vauxhalls make him appreciate the value of constantly thinking ahead. A fast car, with poor braking, need not be dangerous if one's senses are suitably trained.

Whatever sort of car one has, one will never have enough money. However, a large vintage motor gives the most fun for the least outlay.

ANY SUGGESTIONS FOR IMPROVING MOTORING AS A SPORT

He has no criticisms to make, says he enjoyed it as it was, but feels that it is a pity the public is so averse.

ADLARDS MOTORS LTD

Manufacturers of **ALLARD CARS**

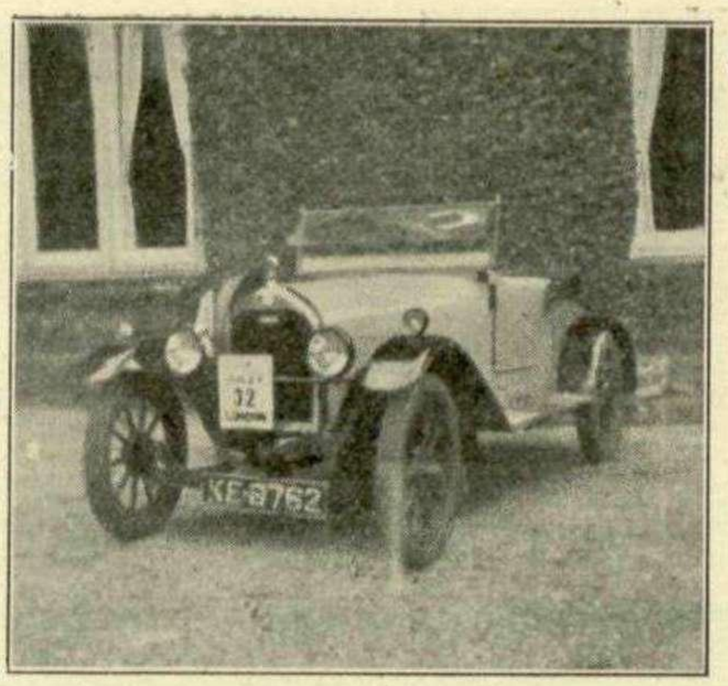
We shall shortly be in production with these MODELS

★ **OPEN SPORTS TWO SEATER**
★ **DROP-HEAD SPORTS COUPE**
★ **SPORTS SALOON**
★ **All with 30-h.p. V8 engine**

Enquiries invited from Overseas

BRANCHES AT PUTNEY, BRIXTON and FULHAM

REGISTER of the UNIQUE



AS promised, we again present our Register of the Unique, compiled with the assistance of readers, which aims to disclose the whereabouts of cars suitable as hacks, cheap transport, or for vintage or veteran car events, etc. We last published such a "Register" in March, 1942, and it was instrumental in saving from the breakers' yards a number of interesting, and in some cases historic, cars. Incidentally, we are always glad to hear of further finds, for inclusion at a later date. It must be emphasised that the owners of such cars have not necessarily indicated that they wish us to announce their cars, and therefore readers interested in purchasing any of the cars listed are asked to be tactful in their original approach to the owner. You are invited to write to W. B., 5, Alexandra Road, Harrogate, Yorkshire, enclosing a *stamped, addressed postcard marked clearly with the reference number(s) of the car(s) in which you are interested.* We will then return this card after entering the addresses given to us as applying to the owner(s) of the car(s) concerned. You need not enclose a covering letter. Neither the Editor nor the proprietors of MOTOR SPORT can take any responsibility for any action arising from use of this service, and no correspondence can be entered into. Vintage and prices, and statements as to condition, etc., are given as a guide only and we cannot vouch for their accuracy. The reference numbers, *which must be given on the postcards*, appear in brackets before each announcement. Readers who definitely purchase cars through this scheme are asked to notify us by postcard so that we can cross off these cars from the Register. This scheme is intended to help those readers who crave unusual cars, or spares for old models, and it is not a business or advertising medium in any shape or form. So please make use of this service in the spirit in which it was launched.

(1) NAPIER, 1923, 40/50 6 cyl. 7-seater limousine. Excellent order. Almost unmarked paintwork. Safety glass, four good tyres, sound spare, mechanically very sound. Instruction book available. One owner. In use up to 1939. £75 or offer. (London.)

(2) WOLSELEY flat-twin 2-seater, *circa* 1921. Approx. £10. (Worcestershire.)

(3) SUNBEAM, 16 h.p. Kaiser War tourer. Complete but needs tyres. (Worcestershire.)

(4) DOUGLAS, water-cooled, flat-twin cycle-car, *circa* 1922. Believed to have done under 1,000 miles. Repainted and in good condition. (Salop.)

(5) BENTLEY, 6½-litre chassis carrying breakdown crane. Believed cheap. (Suffolk.)

(6) INVICTA, 3-litre chassis. No body. (Suffolk.)

(7) ROLLS-ROYCE, 25/30-h.p. engine. Tuned and with manifold to take two carburetters. £75. (Yorkshire.)

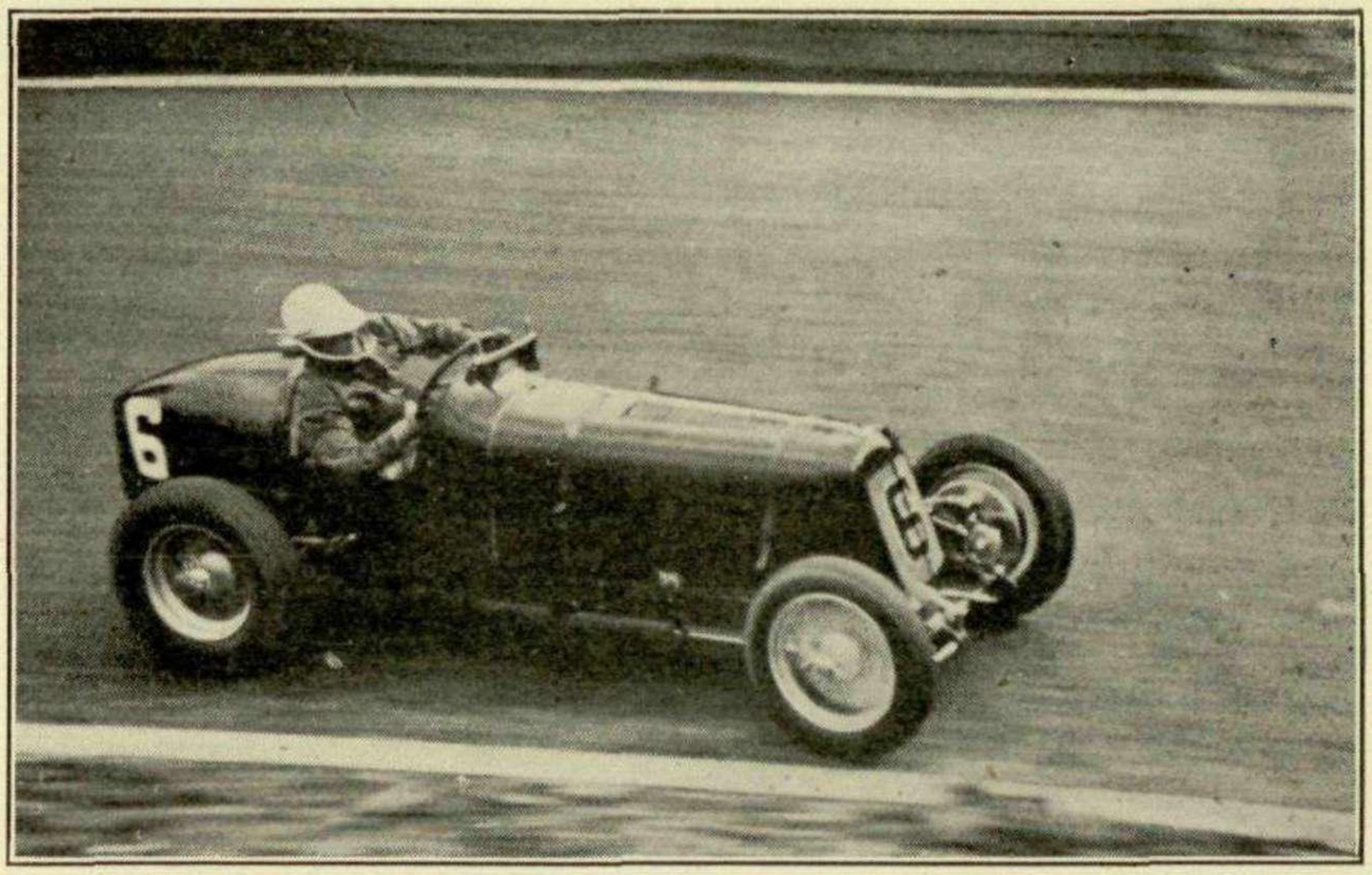
(8) LAGONDA, 2-litre engine from crashed car. Very good order. (Yorkshire.)

(9) ROVER, 1905, single-cylinder 2-seater. Requires tyres, but could be rebuilt, or suitable for spares. Approx. £15. (Yorkshire.)

(10) FORD, Model T sedan. Apparently complete but no screen. Magneto ignition. (Yorkshire.)

(11) ARGYLL, 2-cyl. tonneau, 4-seater about 1905. Poor condition. gearbox faulty. Possibly useful as spares. (Yorkshire.)





Let us hope we shall soon see a resumption of serious racing. Here is an E.R.A. in action at the Crystal Palace circuit before the war.

(12) RILEY, 1923, 11.9-h.p. tourer. Reputed to have done only 14,000 miles. Good hood and tyres. Requires painting. Approx. £5. (Scotland.)

(13) S.P.A. sports tourer. Rough but a runner. (Yorkshire.)

(14) MINERVA straight-eight, 1931, 27.9-h.p. saloon. Four good tyres, two fair spares. Bodywork reasonable. Sound battery. (Berkshire.)

(15) ALVIS, 1927, 12/50 tourer. Needs tyres, new hood and could do with new rings or a rebore. Otherwise complete and sound. £25. (Yorkshire.)

(16) G.N., 1920 chassis. Bought by gentleman just before his marriage; he recently celebrated his silver wedding. Car has been out in the open all this time. No body, but chassis and engine complete, if rusty. (Kent.)

(17) TAMPLIN, belt-drive V-twin tandem-seat cyclecar. Good order. About £10. (Hampshire.)

(18) REX, 3 wheeler, *circa* 1907. Complete and in good order. (Notts.)

(19) BELSIZE, 2 seater, *circa* 1913. Believed to run, but residing in a breaker's. (Cheshire.)

(20) Miscellaneous early small cars—Standard, Wolseley, Calcott, etc. Stored for many years and in decent order. (Hampshire.)

(21) HUMBERETTE, cyclecar, water-cooled V-twin. Engine overhauled. Generally sound but needs new back axle. (Surrey.)

(22) MERCEDES, believed about 1906 vintage. (Somerset.)

Veteran Types—

Resulting from the article " Where Are the Veteran Racing Cars ? " in the December issue of MOTOR SPORT we have had a letter from Cecil Clutton in which he gives some news of cars dealt with in the " Veteran Types " series. He believes that Peter Wike still has the 1902 De Dion once run by Karslake, while the " Ninety " Mercédès of B. Blythe was later driven by Mills, who sold it to Scott-Moncrieff. Several people are believed to have owned the Fiat " Mephistopheles " since Wike, and the present possessor is thought to be John Bradshaw. Clutton hopes to see at least a dozen pre-1914 racing cars competing in this year's Vintage S.C.C. events. The second 1914 Opel is safe (see " Letters From Readers ") and one of the old 200 Mile Race 1924 Darracqs exists as a chassis—for a time it had in it a Cozette-blown Meadows engine.

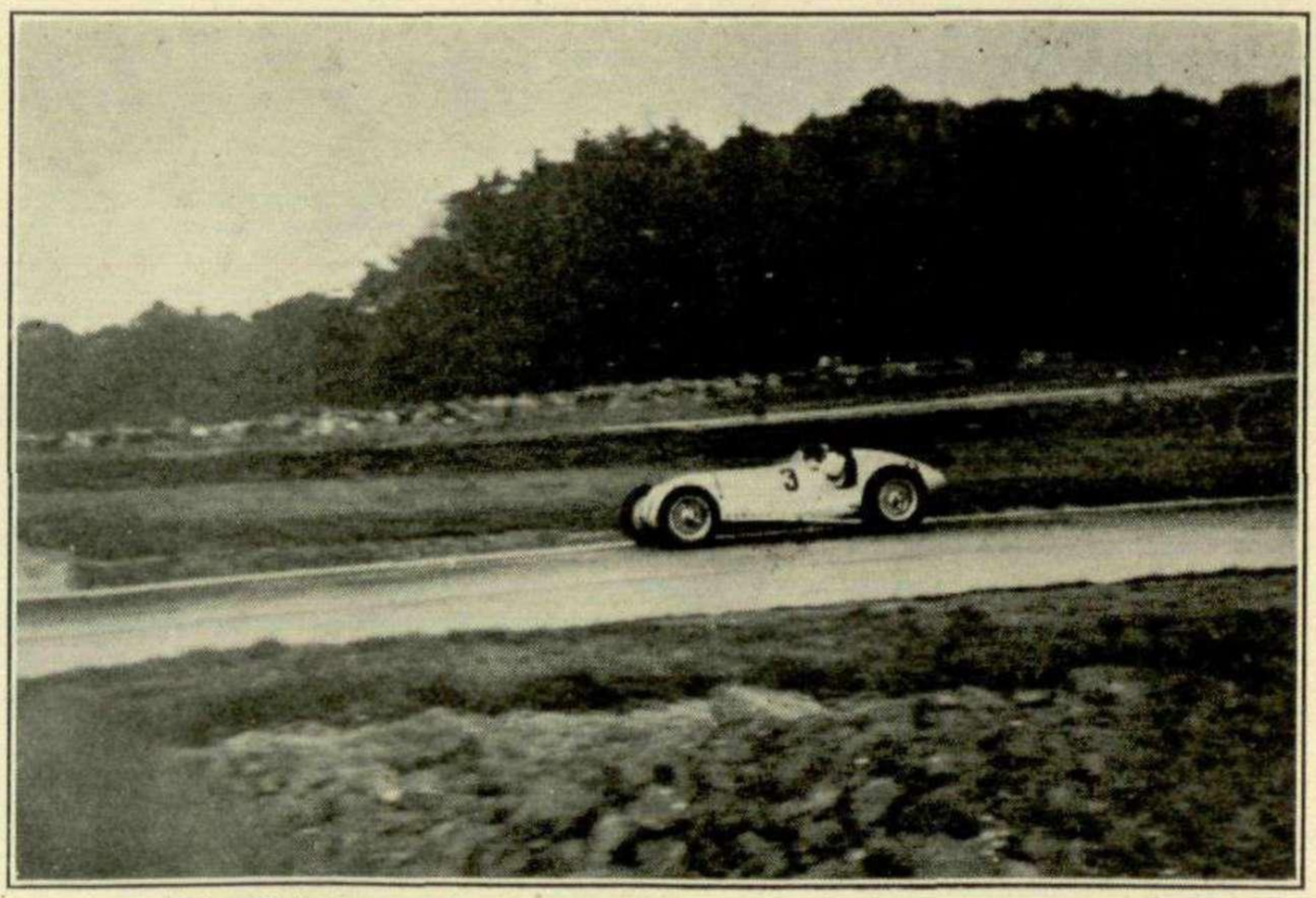
—and other Old Racing Cars

The Editor has pondered some more on where the old racing cars have gone. Up to war, the very narrow single-seater Calthorpe, which Whale raced at Brooklands, lay derelict in a loft at Camden Town, together with special bits for the two-port Meadows engine which would delight any Frazer-Nash enthusiast. We went back in 1941 but Whale had moved, and no one knew where the car had gone. We never quite established where the twin-o.h.c. 3-litre Targa-Florio Austro-Daimler raced by Clive Dunfee went—it was last seen at a Tooting garage but we heard it went to Australia. What became of the 2-litre G.P. Sunbeam into which Myles Rothwell put a 20-h.p. Rolls-Royce engine, and Hann's Mercédès ? In 1943 a young enthusiast wrote to ask our advice about a " special "; should he buy an Austin Seven, a Riley Nine, or use the engine from a 1½-litre Hornsted he knew about ? We replied and queried the whereabouts of the racing car, the engine of which was in danger of being put in a boat, but we heard no more. What, and where, is this car ? Through not acting at once, many such cars have been lost for ever. We shall be glad of any clues.

★ BOOK REVIEW

" Carburation, Carburetters and Petrol Injection," by Charles H. Fisher. (*Chapman and Hall*, 21/-.)

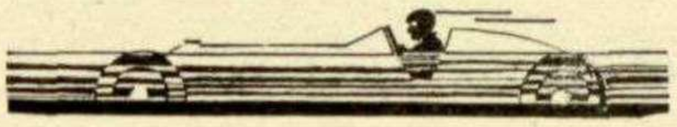
This book, by Charles Fisher, has reached its second edition and we are not surprised. In its 354 pages it provides as clear and comprehensive a survey of carburation as anyone could desire. The elementary theory of carburation and development of the carburetter occupies the early chapters. The hydraulics of carburation, and the various aspects of manifold design in relation to different crankshaft layouts and firing orders are dealt with very fully and in a most readable manner. Fisher not only deals with installation and road tuning, but he goes on to describe representative modern carburetters. Automatic mixture controls and aero-engine petrol injection are covered in the concluding chapters; the book is right up to date and has the further merit of a useful index. We commend it to amateur tuners as well as to students and designers. It is a very sound work on a complex subject.



Edward Hyde's Christmas card and a fine piece of photography—von Brauchitsch with the 5.6-litre Mercedes-Benz which finished second in the 1937 Donington G.P. at 82.57 m.p.h.

CARS I HAVE OWNED

E. Gordon Oxenham tells of a sequence of economy cars—sports and not so sporting—owned over a period of many years. Incidentally, further contributions to this series are now welcome.—Ed.



AT the tender age of nine I drove my first car—a 1914 G.W.K., with a rear vertical-twin engine and friction drive—and at the same age rode my first motor-cycle, a 1919 250-c.c. Villiers-engined Royal-Ruby, with single-gear belt drive.

This same motor-cycle later became my property (the machine, like myself, then being somewhat older) and was the first of my mechanically-propelled conveyances. It was a suitable machine on which to serve an apprenticeship.

In 1923 the Royal-Ruby was displaced in my affections by a 350-c.c. Douglas, and this at the time seemed to me a very fine mount, with its 2 speeds, clutch and kick-starter, although this, too, depended on a belt for the final drive. Certainly it was a lovely machine on grease due, probably, to its even torque. With the folly of extreme youth I entered this machine in a half-day trial and, although during the course of the afternoon it seemed that propulsion was at least due as much to my efforts as those of the engine, I am, to this day, rather proud of the fact that I "finished," albeit without any award.

The year 1924 saw me mounted on a 350-c.c. side-valve A.J.S., which proved to be an excellent machine. Once more I entered for a trial, and this time the folly lay not so much in the decision as in the choice—the South Midland Centre A.C.U. Championship Trial. My first discomfort came very early, actually *en route* to the start at Camberley, when I was severely "trounced" by a tubby little man riding a 250-c.c. Velocette 2-stroke. My discomfort was mitigated somewhat upon arrival at the start to find that the Velocette was now displaying numbers, which, on reference, indicated that the tubby little man was none other than Gus Kuhn, the "works" rider. The remaining discomfort vanished when, later in the day, it was announced that Gus had put up the best performance. Not unsurprisingly I was a non-finisher, after "biting the dust" on three occasions. Later I had a "chair" fitted to this machine, and upon taking delivery the agent made the remark: "I suppose you've had experience of driving with a sidecar?" I had not, but scoffed at any idea of difficulty. "He who laughs last" is probably the most fitting comment with which to conclude this episode.

Then came the "itch" for a steering wheel, and I became the owner of a Coventry Premier, which, for a 3-wheeler of those days, had the advanced nicety of a 3-speed and reverse gearbox. However, this did not prove to be a satisfactory means of transport, and was replaced early in 1925 by a "Grand Prix" Morgan, fitted with large water-cooled V-twin side-valve J.A.P. engine. I ran this machine (without success) in one hill climb. It is now rather amusing to remember that a certain fellow competitor riding (also without success) a very slow motor-cycle was the only entrant who deemed it necessary to sport a "crash hat," for he has since become a very well-known writer on motoring sport and is probably the most scornful derider of white-helmet wearers.

Late in 1925 I made a brief return to motor-cycles in the shape of a Zenith combination, fitted with a 680-c.c. V-twin side-valve J.A.P. engine. The Zenith is chiefly remembered as enabling me to get my first competition award. After running in one trial without success, I gained a bronze on the wettest afternoon in my memory. Jubilation was, however, preceded by despair, as when finishing, although I had quite an early number, the "park" seemed crammed with competitors awaiting my arrival. For the moment I was at a loss to know how I had "tripped up," but my fears were soon put at rest when I was told that by finishing I was entitled to the award. Two competitors had already clocked-in, and of the remainder I was the only one who had not signified his retirement.

That award, I think, gave me more pleasure than any which have followed in later trials. In 1926 I transferred my affections to four wheels, my choice being a new Austin Seven sports 2-seater. It was said that the makers reserved their best engines for the sports model. I am willing to excuse whoever was responsible for the selection of an engine for my car, on the grounds that even Homer was said to sometimes nod. The engine was never a particularly healthy one, nor was the car itself more than passing satisfactory. However, two trials awards gained with this car included one "Best of the Day."

Then followed a "Chummy" Austin Seven of the same year, which I bought second-hand, and in which, I like to feel, was fitted the engine that was my rightful due in the sports model. This was the most satisfactory Austin Seven which I have owned, and driving it I was able to pick up several trials awards. It was during the ownership of this car that I founded the London Section of the Austin Seven Car Club—the parent body being a similar club in Birmingham.

Then followed a later model "Chummy" and an immaculate primrose and black saloon, known as the "Mustard Pot," both of these cars also being bought "used."

In 1928 I bought (new) a 2-seater Singer "Junior," which soon developed an expensive taste for lots and lots of oil and wore out tyres at an alarming rate. The o.h.c. engine, however, would stand plenty of caning, and it was not altogether an unsatisfactory car.

I exchanged the Singer in 1929 for a genuine Gordon England "Brooklands Model" Austin Seven, originally built in 1924. This was an extremely potent motor car and was, in fact, the actual car on which, at Brooklands, Dingle had won the 150 Miles Limited-Fuel Race. However, it had its drawbacks, one of which concerned the fact that there was not always a convenient hill on which to park before stopping the engine, and it was only kept for a very short time.

The rebound from this episode led me to a 1927 7-h.p. Peugeot coupé, with an even smaller engine than that fitted to Austin Sevens.

From the sublime to the ridiculous, or *vice versa*, as you will. It was very slow and very comfortable. [Are there any about to-day?—Ed.]

Then came a 1927 Renault 9-h.p. 2-seater, which was a little swifter and equally as comfortable. (What is it that Continental manufacturers know about suspension which, apparently, is unknown to their English competitors?) Expensive things happened to both the dynamotor and the clutch of this car before it was "traded in" for a 1930 Jowett short-chassis saloon. I had always had a soft spot for a Jowett; their owners (and their makers) were such an enthusiastic lot of folk, but I'm afraid my chosen model was not a good representative of the make, and was, in any case, somewhat overgeared. I must not be too hard on this car, which, from one trials entry, earned for me one award.

Another rebound, for my next car was a 1929 9.5-h.p. Salmson, a "Grand Prix" chassis fitted with a rather nice, close-coupled sportsman's coupé. What a fine job its 1,100-c.c. twin-overhead camshaft engine was—years ahead of its contemporaries in design. (For proof of this turn up the history of Brooklands 1,100-c.c. lap record and see how long it was before a much later-designed car was able to capture the Salmson's record.) And what a beautiful engine on which to work. The car held the road like the proverbial leech—and who will say that this was unconnected with its makers' extensive racing experience? Altogether a car about which one could enthuse. The "Sammy" had been pretty thoroughly overhauled prior to my purchase and it gave me a lot of extremely satisfying motoring before it started to do expensive things. The rebound (always a rebound) found me the owner of a 1930 Morris-Cowley coupé. This was the cheapest car I have bought, but not the least satisfactory.

During ownership of the Cowley I was allowed to drive what was probably the very first privately-owned Ford Eight to take the road, and I immediately recognised that here was something quite outstanding in small, cheap cars. How smooth seemed the 3-bearing engine and what a lively performance it produced. In 1934 I was able to get hold of a 1933 model with a small mileage to its credit, and this was the start of my most trouble-free era of motoring.

In the following year I exchanged it for a 1934 model, which I later fitted with a high-compression, aluminium cylinder head. This car, so fitted, would make a very respectable climb of Countisbury in second gear. I did a fair mileage on this car when, merely for the sake of a change, I bought a 1932 Hillman "Minx." I shall want a more concrete reason in future before I change cars.

In 1937 I bought a new Ford Eight saloon and, after carefully running it in, proceeded to cover some 30,000 miles,

after which the tyres were good for many more thousands of miles and the engine was still using no oil.

At the end of 1938 I exchanged the Ford Eight for a 1939 Ford Ten "Prefect." I collected this car at Dagenham and ran it in very carefully for considerably more than 1,000 miles. At the end of 30,000 miles the engine was using no oil at all and only one gallon of fuel every 40 miles. Performance was then at its peak, having quite definitely improved between 25,000 and 30,000 miles, and at no time had I experienced the slightest trouble.

Quite recently, attracted by the present high prices offered for late-model cars, I disposed of the "Prefect."

There can be no question which make of car has given me the best service, and to anyone contemplating buying a Ford I would give this advice. Take delivery at Dagenham, carefully run-in for at least 1,000 miles, and then on no account be persuaded to touch the engine. Decarbonisation is definitely not needed (nor is it desirable) for a very large mileage, if the preceding advice is followed.

I am now running a 1931 M.G. "Midget" 2-seater, bought from a friend who had made a very good job of rebuilding it. It is fitted with an R.A.G. carburetter and gives more than 42 m.p.g. with a useful performance. Steering is outstandingly good, but, this apart, I have not had the car long enough to make further comment. When new car prices are (if ever) reasonable once again, the "rebound" from the M.G. may be to another Ford..

The list of vehicles I have owned is notable for the fact that I have not yet had a conveyance fitted with a 4-speed gearbox—a happening of accident, I can assure you, rather than design on my part—and an omission that may be rectified if the Ford Motor Company should depart from their present ideas.

ILLUSION

IT was quite like old times as I turned off the main road, along the narrow grass-grown lane, with the leafless branches almost meeting overhead, and I was strongly conscious of that feeling of anticipation which seems to accompany most people upon such occasions—a pleasant sensation of tackling the unknown. I had arrived at my destination early, early enough for the surrounding fields to be white with frost, so that I was glad to hold my hands against the hot radiator and stamp my numbed feet on the ground for several minutes, reflecting somewhat dubiously upon the beauties of our English countryside in late December. When suitably thawed out after my long drive, I decided to leave the engine running and take a walk up the hill to see what sort of a surface was awaiting me. I remembered being there several years before, and the memory was mainly of spinning rear wheels and treacherous yellow mud.

It called for but the briefest of inspections to see that things were as bad as ever. In truth, I had expected that they would be so, for the last few days had been horribly wet. Reaching the top, my boots already well plastered, I looked back down the long gradient, endeavouring rather hopelessly to select the best route for the proposed ascent. There were far too many big stones for my liking, and a tuft of rushes halfway up the hill told its own story.

Without much enthusiasm, I slithered my way back again, fell over a dead bough half hidden in the rushes and was further cheered to find that the engine had stalled in my absence. I cleaned a doubtful plug and was rewarded by a regular burble after two or three sharp swings, the deep exhaust note cutting through the frosty morning air in a satisfying and purposeful sort of way. I felt a little heartened, and as I took my seat I derived further encouragement from the sight of nearly new rear tyres—their bold tread being very much designed for the job in hand. I wished in vain for a locking device on the differential.

Pulling on my gloves, I engaged bottom gear, looked hard at the fearsome slope rising ahead of me, decided it was impossible, quite suddenly grew confident and let in the clutch with brutal abruptness. We moved. Not forward, not even backward, just vertically downward. I stamped on the clutch, tried reverse and managed to retreat a couple of yards on to a less sticky patch of ground. Then I experimented with second—and an exact liaison between clutch and throttle. This was more successful, much more, and soon I was able to ease the throttle open wide without promoting more than a trace of spin. I sympathised with the drivers of heavy goods trains, waging long battles with wheelspin as they coax their monsters away from the stations.

With surprise I caught sight of the tuft of rushes and realised that I was already halfway up, but the gradient stiffened here and I was compelled to drop down into first, with disastrous results—thick yellow mud spouting back from the wheels as the speed inexorably dropped. The off-side wheel seemed to be the worst, so I contrived to get most of my weight over it and throttled the engine right down as far as I dared, but for a few moments it looked as though I had "had it." I noticed an old man staring intently at me from across a sloping little meadow away to the left, and wished that these inquisitive yokels would not *always* come on the scene at awkward moments! The tyres were clogged solid with mud, rendering the deep tread virtually useless, but quite unexpectedly the wheels seemed to cut down on to a harder surface. I could feel the scrunch of stones, a comforting sound, and in another moment the worst was behind.

Reaching the top, my nostrils aware of the pleasant smell of baking mud—always dear to the heart of the enthusiast—I cast an anxious look back down the hill. To my considerable gratification I beheld a dead straight furrow all the way up from the bottom headland, the merest trace of a waver being discernible where my tractor had suffered the worst wheelspin. A couple more farings as straight as that and I would have the wretched field ploughed out nice and square by nightfall. . . .

That fooled you!—R. G. V. V.

WHAT'S GOING ON DOWN AT LIGHTWATER?

We have a Works there designed especially to serve the enthusiast, and now that the builders' lorries and inspectors cars are beginning to give way to fast cars and enthusiasts, we can cope with all kinds of work on Sports and Racing Cars. Experimental work, design, development, tuning, re-building and modifications are all to be carried out by a team of qualified experts. Complete bodies designed and built and alterations carried out to customers' requirements.
That short chassis Ford V8 trials 2-seater recently seen climbing Red Roads with the greatest of ease is for sale and we also have two Delahayes—a competition model 2-seater and a Coupe des Alpes.
Enthusiasts will be welcomed and all enquiries should be addressed to:—

COWELL, WHITTET & CO.

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



BROOKLANDS' OBITUARY

ONE of the saddest announcements we have ever made is that Brooklands is no more. Built by the late H. F. Locke King, at his own expense, for the express purpose of giving the British Motor Industry a much-needed testing ground, the Brooklands Motor Course, so happily situated amidst the Surrey pines, has served the nation admirably for 40 years.

Col. Holden, R.E., got out the design, Locke King footed the bill (a matter of some £150,000) and 80 truck loads of material handled by six locomotives over seven miles of railway track arrived during 1907 to alter, but certainly not to mar, this country estate. Over 2,000 labourers, aided by 10 steam grabs, toiled for a year, 200,000 tons of concrete were laid, and one of the first ferro-concrete bridges in the world was constructed, and, lo, the first, and our only, Motor Course came into being. Unsuspected difficulties resulted in serious setbacks, but gradually Brooklands came into its own—a race course frequented by British sportsmen but, of greater moment, a test track invaluable to the industry, and, as such, an invaluable asset to the nation. From 1914-18, the Track served the country equally well. After that war Locke King stood the cost of repairing it after the Government had patched it up, and from 1920 until 1939 Brooklands went from strength to strength.

Today, with Donington Park unreleased and the Crystal Palace circuit as good as gone, we need Brooklands badly. There, and there alone, could widely-varying types of cars be run together in safety. Nowhere else could testing, race practice and routine lappery go on at one and the same time without danger or inconvenience. Brooklands offered unlimited workshop accommodation, an aerodrome well suited to sporting flying and unrivalled facilities for motorists engaged in sport or business. Over and above this, the Track is an historic place, every bit as deserving of preservation as ancient buildings and famous beauty spots. During its 40 years, Brooklands has not only seen more high-speed motoring and motor-cycling than any other track in the world, but it has been used for all manner of purposes unconnected with motor-racing—cycle racing, military manœuvres, filming, ambulance brigade tests, British Legion rallies, demonstrations of the Motor Industry's products before foreign embassies, Press tests, research runs, etc. Likewise, the aerodrome is unique. The first Englishman to fly in this country—A. V. Roe—did so at Brooklands, and there Pegoud performed the first loop over British soil. Hawker and Vickers military aircraft were developed there and Brooklands has been deservedly called "the cradle of British Aviation." Only at the Track could beginners gain experience, the Press conduct their tests unmolested and engines be tuned and tested without the need for skilful driving, or for cars suited to road courses.

Remember this, when people say the old Track had had its day. Remember, too, that Brooklands was but a short drive from London. Those who deem it out of date must concede, such was the genius of Locke King and Holden, that fifteen years or more after it was built the Track could accommodate all save the very fastest racing cars, and it would, today, serve the quickest sports cars equally comfortably. Finally, its Campbell artificial road circuit, which could presumably have been repaired comparatively inexpensively, is just what we need now for a resumption of serious motor racing.

When war came, the M.A.P. requisitioned Brooklands. But, *and do not overlook it*, the B.A.R.C. asked its members, numbering about 1,250, to continue to pay an annual subscription in order to insure the future. When the war ended, Brooklands having again admirably served the nation, enthusiasts pressed for news. Lord Howe asked questions. All was silence—Sir Malcolm Campbell, one of the directors of Brooklands (Weybridge) Ltd., said nothing. Then the Bentley Drivers' Club hit upon the idea of a rally to the Track. The idea seemed innocuous enough, especially as *The Motor* had published photographs showing the state of the Track at the conclusion of hostilities. The outcome of this request was so unpleasant and the events leading up to cancellation of the rally after permission had been granted by the M.A.P., so mysterious, that the B.D.C., through its secretary, Stanley Sedgwick, wisely sent a report to the Press. This follows :—

Statement Relating to Proposed Rally at Brooklands

A letter to the Clerk of the Course at Brooklands requesting permission for members to meet on a Saturday afternoon was passed to Mr. K. L. Skinner, Secretary of Brooklands (Weybridge) Ltd., the owners of the Track. The letter was acknowledged and it was stated that ". . . Inasmuch as all our property is still in the occupation of the Ministry of Aircraft Production, and as access to it is still very difficult, it would not be likely that the Ministry would consent to your making the proposed visit. . ."

The Hon. Sec. acknowledged this, stating that the M.A.P. would be approached in the matter. This was done, suggesting a Saturday or Sunday afternoon in the near future.

An Air Ministry Official telephoned that he thought the Rally would be possible and he would visit the Track and make arrangements.

A Committee Meeting was held at this juncture and the proposed visit approved. Sunday, the 16th of December, was fixed as the date, lunch tickets to cost 6/- each, and the Hon. Sec. to make detailed arrangements, circularise members and send invitations to the members and the Air Ministry Official.

A letter was then received from the Air Ministry in which it was said : ". . . . Permission can now be given for the Club to hold a Rally at Brooklands subject to a few minor conditions . . ."

Lunch accommodation was reserved and a circular sent to members inviting applications for lunch tickets and stating that applicants in excess of 60 might be sent tickets for admission to the Track, for which a nominal charge of 1/- would be made.

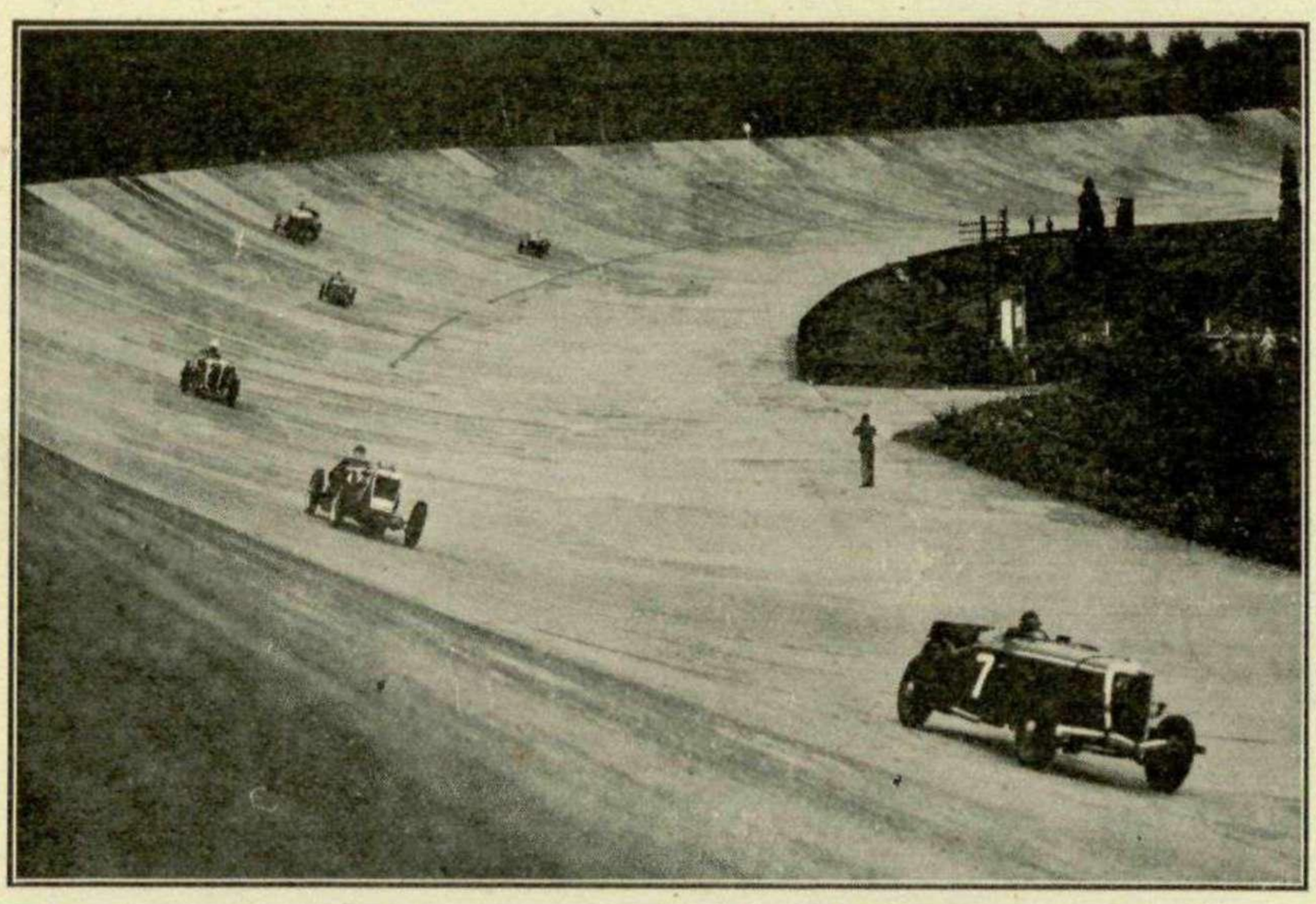
The Hon. Sec. sent a copy of the circular to Mr. Skinner and an invitation to lunch.

Immediately upon receipt of the circular Mr. Skinner telephoned the Hon. Sec. and said that the visit could not take place : "Why hadn't he been consulted when making detailed arrangements ?" "What did the Hon. Sec. think he was doing ?" "What about his Board's permission ?" "What about the High Court injunction against cars at the Track on a Sunday ?" "Nobody could charge admission except the owners."

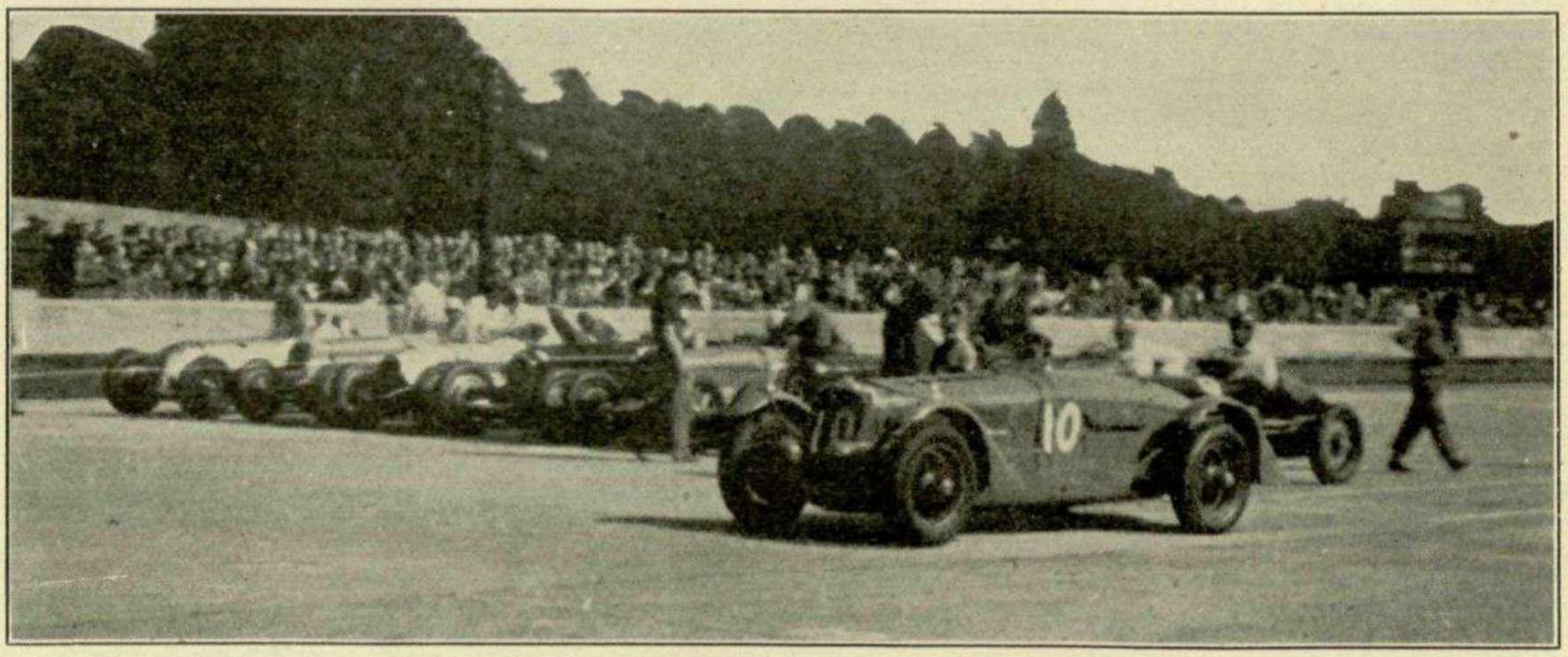
The Hon. Sec. replied that he had not yet come across any requisitioned property where the owners had any say in the use to which it was put, and as far as he was concerned he had the requisite permission to proceed. He did not see that any

Continued on page 34

Built, at his own expense for the nation's good
Betrayed by bureaucracy and dec

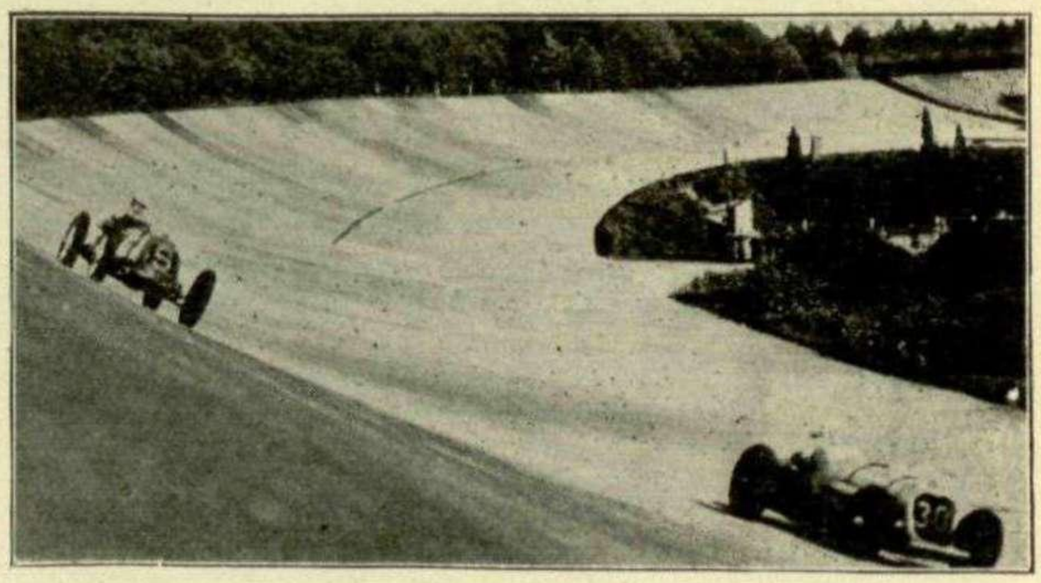


The expanse of the Home banking—what better testing ground than the Brooklands Outer Circuit?

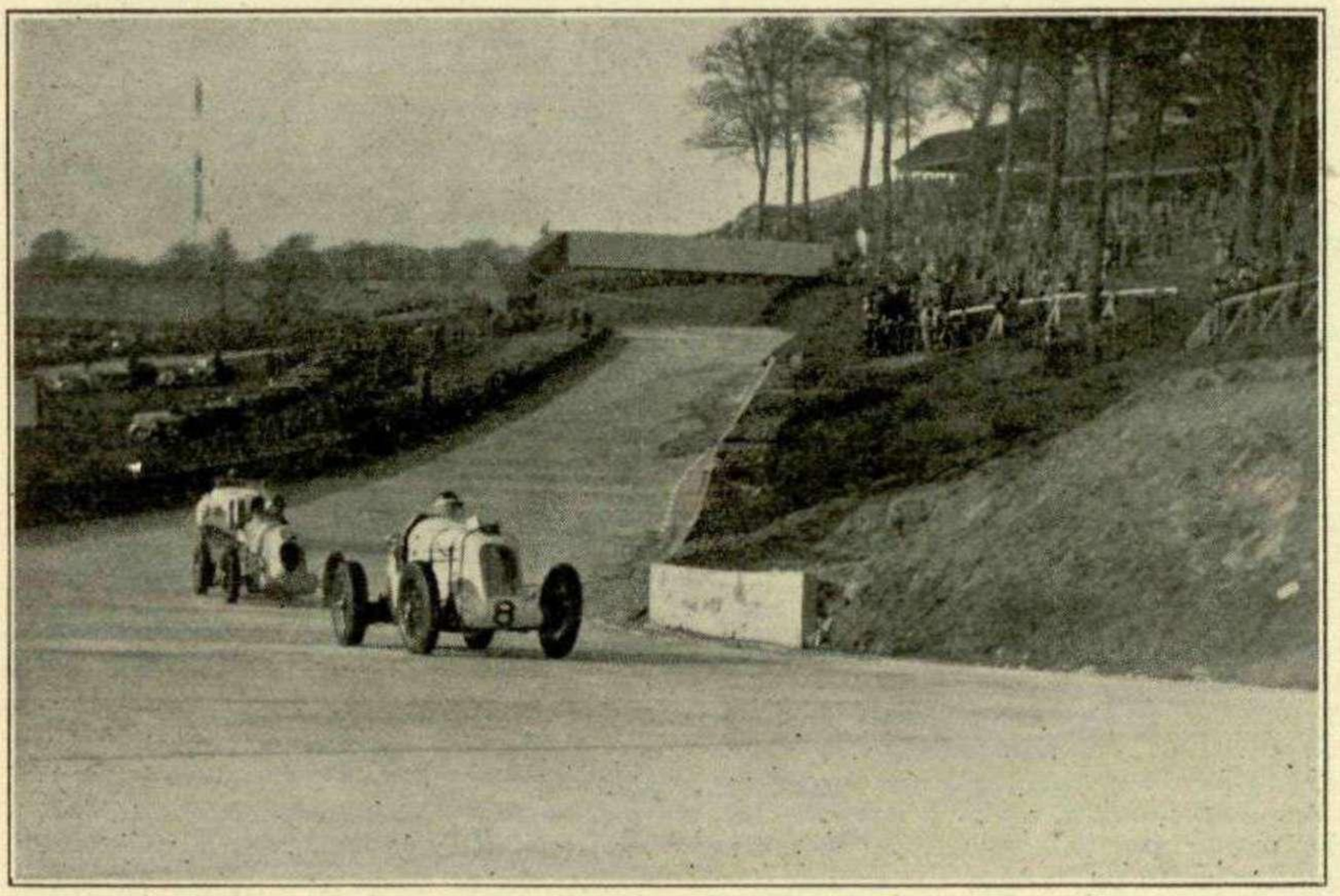


ABOVE: *The start of a Mountain race—a most popular event for several seasons before the war.*

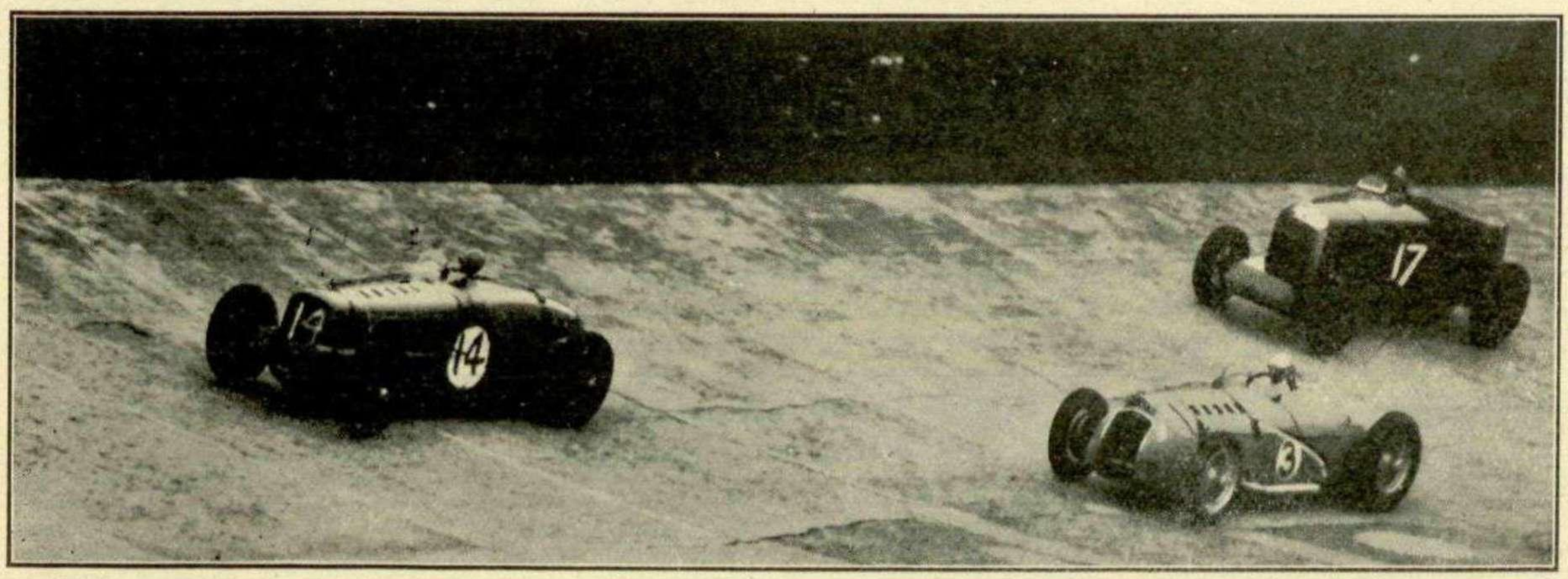
RIGHT: *No more long-distance record breaking, without the Outer Circuit.*



l, by the late Mr. H. F. Locke King — 1906.
ared an industrial area — 1946.

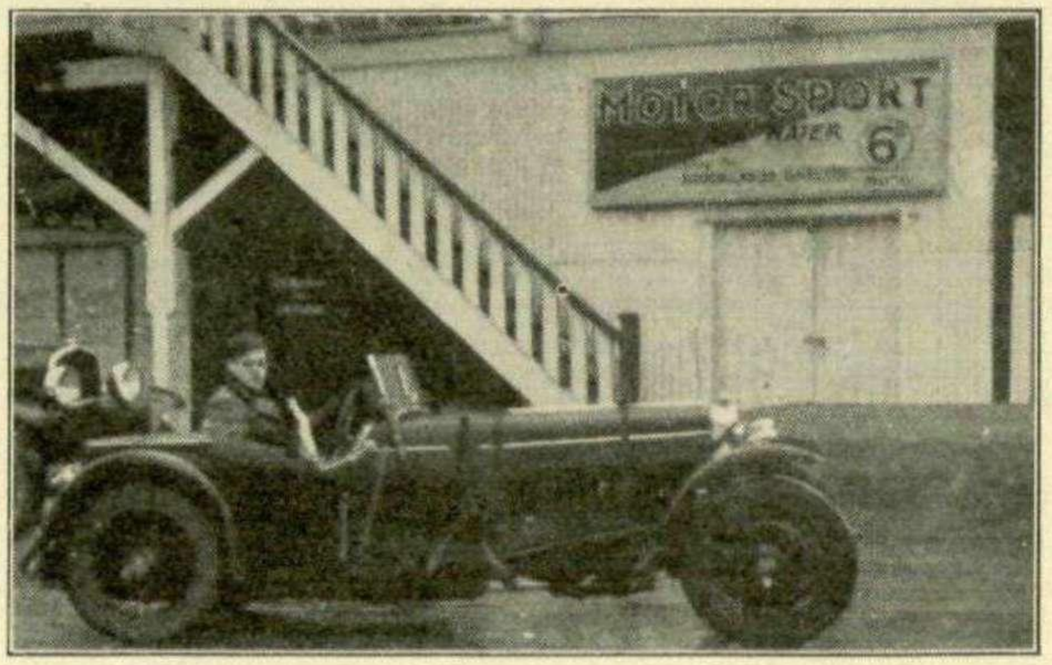


Part of the Campbell "road" circuit — just what was wanted for the resumption of serious motor racing in this country.



ABOVE: *Another view of the Outer Circuit — where the "heavy metal" could really get going and where all manner of cars could be let out without danger or inconvenience.*

RIGHT: *Ideal social centre* — MOTOR SPORT *used to keep "open house" at an office in the Paddock.*



BROOKLANDS' OBITUARY

—continued from page 31

covenants entered into, or injunctions against, the owners could affect the Ministry in possession.

Mr. Skinner then admitted that his first letter was written on the assumption that the Ministry would not give permission. He said the whole thing was ill-advised and causing him a lot of trouble. He could not stop us, but he thought the Ministry would. When asked by the Hon. Sec. if that would result from action taken by him, he said "Yes." After this the conversation was getting nowhere and Mr. Skinner rang off.

Efforts by the Hon. Sec. to secure a confirmation from the Air Ministry revealed that permission had been granted after an investigation of the "security angle" only, without reference to the other Departments concerned. Strenuous efforts by an M.A.P. official to secure the permission revealed more and more snags, not the least of which was a very strong desire on the part of the M.A.P. to avoid publicity in connection with Brooklands and its future as a race track.

It was deemed advisable at this point to advise members that the visit might not materialise and a circular to this effect was sent out.

A letter was then received from Mr. Skinner reiterating the points made in his telephone conversation and emphasising the lack of courtesy which had been meted out to him. It was also stated that ". . . having consulted my Board I am unable to give you permission to visit the Track" and "by the terms of our Bond to H.M. Customs this Company alone is permitted to issue tickets of admission to Brooklands upon payment."

The Hon. Sec. acknowledged the letter and asked Mr. Skinner to put before his Board the suggestion that the visit take place on foot, cars being accommodated outside the Track and no charge being made for admission. This letter was acknowledged by Mr. Skinner, who stated that it would be put before his Board, and requested that ". . . in the meantime, should you receive any communication from either the Air Ministry or the M.A.P. on the matter, perhaps you would be good enough to inform me."

A letter was received from the M.A.P. to the effect that "there are difficulties on legal and other grounds in arranging at the present time to allow access to the Track and the Department would be glad, therefore, if you would arrange to confine the meeting to a local venue outside the perimeter of the Track."

A part of this letter quoted above was passed to Mr. Skinner before the meeting of his Board took place and the Hon. Sec. wrote to the M.A.P. asking them to state their attitude should the owners agree to allow a visit on foot.

The Ministry replied: ". . . The Department cannot see their way at the moment to agree to your members visiting the Track, even on foot."

This was followed by a letter from Mr. Skinner in the following terms:

> "As promised, I brought the matter of your proposed visit to Brooklands before the Board yesterday, and am instructed to inform you that my Directors would have been only too pleased to have permitted you to make the proposed visit now you no longer wish to make it on a Sunday and not to charge for admission. But the letter you have received from the Ministry of Aircraft Production, which you quote to me, would seem to rob your visit of all point inasmuch as they preclude you from passing the perimeter of the Track. This means that access is completely denied to you."

It is evident that the above events have occurred at a time most embarrassing to both the owners and the Ministry, and it is not difficult to reach the conclusion that the death knell of Brooklands is sounding behind closed doors at this very moment.

The inference is that the Ministry are finding that it will be cheaper to buy the Track for industrial development than to reinstate it as a race track. This is borne out by the fact that Brooklands Ordinary Shares now stand at a 50 per cent. premium, the highest price since the Company was formed.

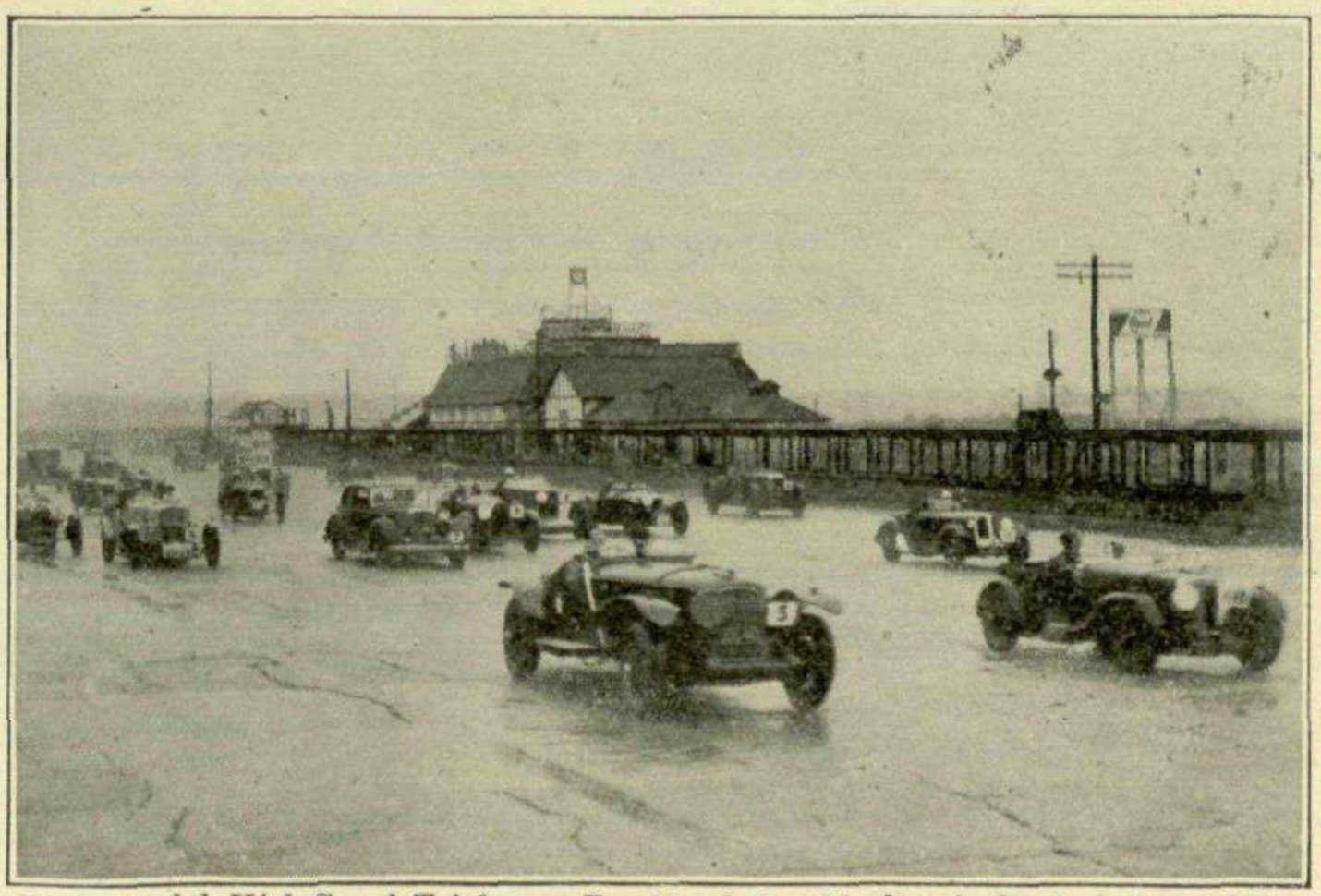
As the Track is lost to us, there is no need to enlarge on this unfortunate "passing of the buck" between Mr. Skinner and the Ministry. When it became known, due to the outcome of the B.D.C. request, that Brooklands' future was insecure, Lord Howe, on behalf of the B.R.D.C., called a public protest meeting in London. However, on January 7th, Brooklands (Weybridge) Ltd., called a shareholders' meeting and the majority voted in favour of selling the Track. Sir Malcolm Campbell appears to be quite indifferent to the fate of the place where he achieved fame. The other director, C. W. Haywood, argued that the M.A.P. would not release the Track for another three years and wished Vickers Ltd. to have the opportunity of buying it—at an agreed figure of £330,000. As repairs could not be commenced and whatever happened racing could not happen before 1950, it was felt best to sell out. Thus, ignominiously, after 40 years, the late Locke King's handiwork is ended; he received no thanks for this work, which has been, nevertheless, of inestimable value to the nation. His widow at least has the pleasure of knowing that tens of thousands of sportsmen have derived some of the happiest hours of their life at the Weybridge Estate. And some shareholders *did* protest at the sale, accusing the M.A.P. of "blackmail."

We do not know why the owners of the Track did not press for its release and repair—avarice seems the only answer. We do feel that the attitude of the B.A.R.C. has been intolerable. On March 31st, 1936, H.M. King Edward VIII consented to become the Patron of the B.A.R.C. Within a fortnight of H.M. King George VI ascending the throne the club was informed that the Royal Patronage would continue. Commenting on this great honour in its Year Book of 1937, the club stated:—"Needless to say, the B.A.R.C. will do everything in its power to be worthy of this distinction and will endeavour to maintain its proud position as the leading and oldest organisation in this country solely devoted to the interests of motor racing." The King is, we presume, still Patron of the Club! One would, therefore, at least have expected a public announcement that the Track was about to be sold, greater courtesy towards the innocent requests of the B.D.C., and an explanation of what is to become of members' wartime subscriptions.

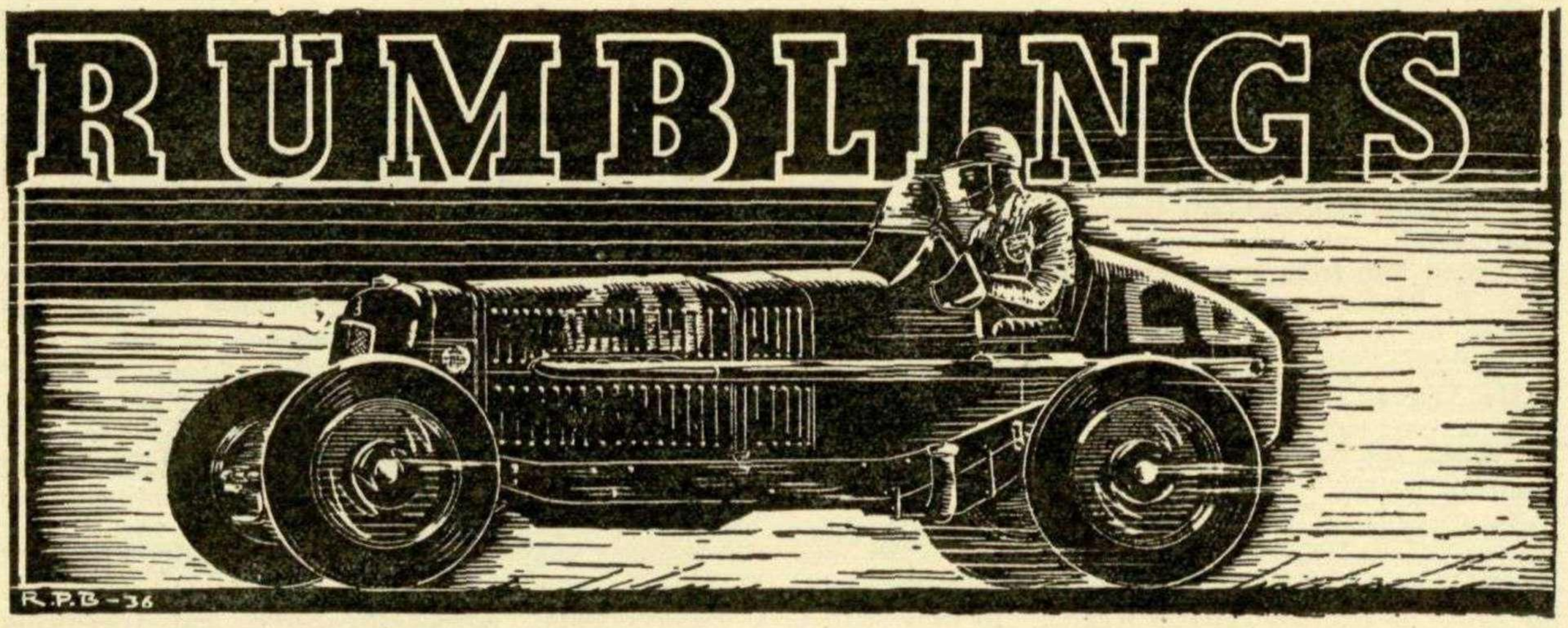
In 1935 the Brooklands Estate Company and Electrical and General Trusts, Ltd., negotiated to purchase Brooklands. Byfleet Estates, Ltd., duly acquired the Track and in June, 1936, Brooklands (Weybridge) Ltd. acquired the estate. A statement in the Year Book about this sale now seems to take on a new significance. The B.A.R.C. quelled "alarming rumours about the Track and aerodrome being turned into a building estate" and said that "so smoothly was the change-over made that it is doubtful whether any member would have been aware of the fact had the news not been published in the Press." This time, members seem to have enjoyed even greater secrecy, and publicity to have been even less welcome.

The M.A.P. and Vickers-Armstrongs have done motoring enthusiasts great disservice by acquiring Brooklands and turning it into an industrial area. Whether they have done the nation an equal disservice—remembering that as an aerodrome the place is obsolete and that we have no other motor course—is for the nation to decide. The industry appears to have done nothing to save the Track—although Lord Nuffield has bought an Australian horse-race course for £205,000, and Lord Austin gave more than that for atomic bomb research. When you remember that the Greyhound Racing Association has £500,000 to spare to combat dog-doping, poor old Brooklands seems quite cheap; we wish one of the big manufacturers would buy it and leave the outside bit to those who still want to race motor-cars. What a hope!

We would have preferred that Brooklands became a public park and cars never race there again than that the ugly shadow of avarice should darken a place where men have lived purposefully for a cause in which many have sacrificed their lives. Alas, it has not worked out even that way. But the B.A.R.C. owes it to the memory of Vincent Herman, William Burke, Percy Lambert, Dario Resta, Capt. Toop, Clive Dunfee, John Houldsworth, Leeson, Watson and other gallant men, to save and preserve the Lambert and Birkin memorials and the records of the Track's history. Let us see that these, at least, remain.



No more club High Speed Trials now Brooklands is sold—here is the start of an M.C.C. One Hour Outer Circuit event.



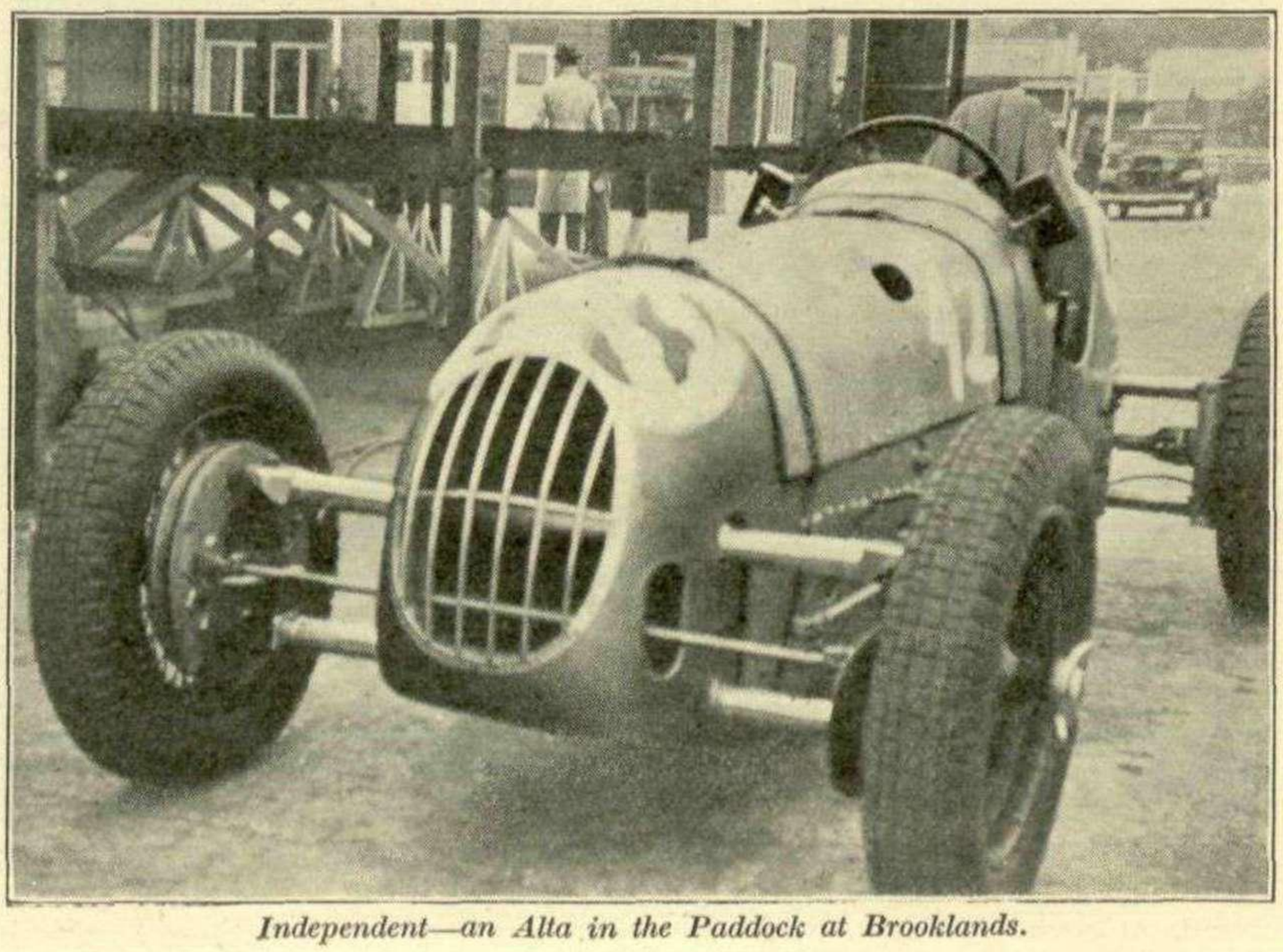
Are We Tough ?

Since, in 1938, we drove a 4¼-litre Bentley from Whitehall, London, up to the John o' Groats House Hotel in 15h. 14m., including a leisurely breakfast stop and refuelling, we have been inclined to "stick our neck out" when average speed over long distances is discussed. Some time ago an R.A.F. boy left us a copy of "Motor Cycle Reminiscences" to read, a delectable book written by "Ixion" of the *Motor Cycle* and published about 1920. In this book there is a chapter on the End-to-End record, and to sober down those who, like ourselves, consider themselves fast and enduring motorists, the facts contained therein are just the thing.

For instance, in July, 1902, E. H. Arnott started from John o' Groats on a bicycle having a 2-h.p. Werner engine over the front wheel, which it drove by belt. According to a photograph he started in a straw hat, *sans* overcoat and with oddments tied to his saddle, and he reached Lands End in 65h. 45m. You who ride autocycles to the office—ponder this feat! North of Perth the roads were very bad, as the Highland tracks had not been reconstructed to carry motor traffic, and with the advent of the railway the Grampian road had degenerated into a mere scar across the moors. Ferries were made use of to cross the Firth of Forth, from Granton to Burntisland, and Beauly Firth, and for later attempts tugs with steam up awaited the riders. Even so, the mileage was around 900.

In June, 1903, Tom Silver, with a surface-carburetted 3-h.p. Quadrant with ⅝-in. driving belt, managed 64h. 29m., in spite of some heavy falls. A year later G. P. Mills, who in 1894 rode the journey on a push-cycle in 77 hours, obtained a special Raleigh and got the record down to 50h. 46½m. He had hoped to do the run in 42½ hours but struck bad tyre trouble. A month later, with a belt-driven, single-speed Rex, Harold Williamson recorded 48h. 36m. This was not beaten until June, 1908, when Arthur Bentley's 3½-h.p. Triumph did 41h. 28m. He became lightheaded from lack of food after Gloucester. Next, Tom Peck's single-speed 3½-h.p. Rex did 40½h. in 1909.

Later that year Hart-Davies managed 33h. 22m. on a Triumph, still single geared. An attempt in September, 1910, saw Arthur Moorhouse get down in 32h. 13m., with a Rex, in spite of eleven hours of darkness. Hart-Davies returned to the fray in June, 1911, doing 29h. 12m., still with a non-variable gear. Incidentally, in 1910, Harold Cox claimed for his 1¼-h.p. Singer a lightweight record, clocking 57h. 26m., and Eli Clark responded with 39h. 40m., riding a 2¾-h.p. single-geared Douglas, although many people claimed this to be a medium-weight machine. A sidecar record was also recognised, Vivian Olsson taking a Peugeot-engined Vindec Special down in 65h. 14m. in 1909, which H. M. and A. W. Bentley challenged the same month with a Rex, taking 59h. 7m. In June, 1910, Hugh Gibson did 46h. 47m., using a 3½-h.p. Triumph combination, single geared—a very fine show.



Independent—an Alta in the Paddock at Brooklands.

The A.C.U., wisely, did not approve of these records. It is amusing to recall that quite early on, the time-keeper found he could not go from End to End by train and still be present at the finish, as had been the procedure for clocking pedal cycle attempts. Hart-Davies set up a light car record before the Kaiser War, with a Singer Ten, and only the unreliability of current aero-engines and the scarcity of landing grounds prevented him from trying the End-to-End record by air. To those who think they are hard riders or drivers, we can observe that John o' Groats is still the same distance from Lands End as ever was! Members of the Veteran Car Club might ponder on such a drive with a veteran car—at least a more practical form of amusement, when more petrol is given us, than a jaunt to Berlin.

As a sequel, J. W. Stocks is claimed to have done the run in a De Dion car in 1902, taking 62½ hours over an 888-mile route. He tried in 1899 on an Ariel tricycle, but broke his exhaust valve at Kendal. In 1934, with a Ford V8, he clocked 26h. 5m., putting 825 miles into 24 hours. Then, in 1937, with a 22-h.p. Ford V8, doing his own route-finding, he clocked 26h. 10m. up from Lands End, covering 834 miles in 24 hours. The mileage was 910 and the intended route, in case any wicked veteran owner, vintagent or modernist is interested, was Redruth, Launceston, Exeter, Bristol, Warrington, Wigan, Kendal, Carlisle, Pitlochry, Perth, Inverness, Dingwall, Alness, Helmsdale, and Wick. Inadvertent visits to Pershore, Blairgowrie and Strathpeffer increased the mileage.

* * *

The Half-litres

The Vintage S.C.C. has led the way in respect of 500-c.c. racing cars by announcing that its future events will embrace a class for such cars. This announcement is followed by news of a meeting of the go-ahead Bristol Aeroplane Company's Motor Sports Club, which also intends to sponsor the half-litres. The latter club suggests not more than two cylinders, superchargers banned, single-seater bodies and no other restrictions, dope fuel being permitted. This would seem a wise policy and one which might be widely adopted. It will to some extent deter Money-Bags Junr. from coming along and wiping everyone's eye with an expensive blown, all-independent, multi-cylinder job. It still remains to be seen whether 500-c.c. "specials" will be so slow as to make 1,100-c.c. G.N.-basis jobs more desirable and whether, in the long run, the latter won't be less expensive as well as more exciting. But on the face of it, the 500-c.c. sprint class is worth a trial.

* * *

1946

Although motoring sport will never be 100 per cent. enjoyable until petrol is unrationed, this year's prospects are tolerably bright. If the competition car is taxed for only one quarter, fuel for some 600 miles becomes available at the existing scale of rationing, and this makes trials possible, albeit not yet in the M.C.C. manner. However, apart from a really good fixture list so far as small trials are concerned, the M.C.C. still have hopes of a classic at Easter or Whitsun, and the "Colmore" and "Fedden" events are scheduled to happen. Then the Bugatti Owners' Club deserves every credit for deciding to hold its Welsh Trial and at least four Prescott meetings, fuel rationing notwithstanding. Prescott apart, sprint events at Shelsley Walsh, Naish, Backwell and Brighton seem fairly likely, particularly the Bristol events, and it can't be very long before the Vintage S.C.C. weighs in with its fixtures. The Veteran C.C. promises the "Brighton" next November. Whether Brooklands is saved remains to be seen, if its fate is not decided ere these words appear, but presumably Donington will be returned in the fullness of time, although perhaps not before 1947. Of new tracks, the Midlands scheme is interesting, but in the past so many similar projects have come to naught, including a course near Birmingham on which work actually commenced in 1922 or 1923, that one prefers to wait and watch—in any case, the thing couldn't be ready this year. However, new sprint courses are likely, while Scotland hopes to see a rally and the Bo'ness sprints. Ireland looks like having plenty of trials and sprints. On the Continent the Pau G.P. is scheduled for the end of next month, and fixtures are shaping at Marseilles (April), Nice (Six Hour Sports Car race), Vincennes (Bol d'Or), St. Cloud ("Independents" race), Albi, Nimes and Angouleme (July). Then on May 30th the American 500 Mile Race will be run as usual at Indianapolis. In October the Show happens again. Better, much better!

* * *

We deeply mourn the death of Capt. Robert Fellowes, Rifle Brigade, who died on Dec. 8th from wounds received at El Alamein. Fellowes was actively associated with Continental broadcasting and attended the Monte Carlo Rally and Continental races. He ably assisted "Grande Vitesse" of *The Motor* in reporting various events and also did good for MOTOR SPORT.

Continuing the Editor's Celebrities Card-Index, this time he deals with the late Georges Boillot. Boillot commenced racing in 1906 at the age of 21. He was outstanding amongst racing personalities because he drove for one concern only—the House of Peugeot, he helped to design and build the cars he raced and he won the great French G.P. twice, an honour shared only with Caracciola, Lautenschlager and Théry. Boillot's early successes were gained on the queer, long-stroke one and "two-lunger" Peugeots, but in 1912 he assisted Henri, Goux and Zuccarelli to build the first twin-o.h.c. racing car—the famous 7.6-litre Peugeot—and with one of these cars won the Grand Prix against the far bigger Fiats, also establishing the lap record for the Dieppe circuit. Next year he won this race again, from Delage, driving a 5.6-litre Peugeot. Boillot also won the Voiturette race with a 3-litre Peugeot and nearly gained his third G.P. success in 1914; only the Mercédès cars defeated his 4½-litre, f.w.b. Peugeot. Actually he led for much of the distance and was second on the very last lap, when a valve broke. Apart from road-racing, Georges took many records at Brooklands, gained several hill climb victories and, in 1914, using a 1913 G.P. Peugeot, he set a lap record at Indianapolis which stood until 1919. His end came at the age of 31, in 1916, in aerial combat.

* * *

Odd Spots

Over in Adelaide, George Brookes has put a 1926 "24/80" Straker-Squire on the road; it has an admirable top gear performance.

* * *

As we go to Press we learn of two wise moves by the R.A.C. Competitions Committee—the election of T. A. S. O. Mathieson, and insistence on third-part insurance for competitors in speed events—at a cost of approximately 1/6 per head.

Club News

WE HEAR

Lt. Dick Staddon, R.N.V.R., is concentrating all his energies on his Type 37 Bugatti, so he and Lt. Massey Riddle intend to sell the 7th Series Lancia "Lambda" with genuine Italian coupé body that they recently restored. Incidentally, last year their mess boasted Riddle's "105" Talbot 2-seater, two fine 3-litre Bentleys, a 1929 open 2-litre Lagonda, two Talbot "75s," one open, one closed; a blown 1½-litre Alfa-Romeo, a "Speed Twenty" Alvis and a Morgan 4/4. Riddle may sell his Talbot, for, as he remarks, a 2-seater is not much use to a man with a wife and three kiddies. John Hay, who used to be with the *Light Car*, is running an Anzani Frazer-Nash. J. D. Clayton has adapted a Morris Eight back axle to fit his Fiat 500, using the Morris brakes, and he volunteers to supply data on the conversion if anyone is interested. He has sold his special Triumph and is busy running-in his brother's Rapier 2-seater. Someone in Hull is putting a 2-litre 6-cylinder Triumph engine into a "T.T. Replica" Frazer-Nash, Jenkinson is getting excellent results from his Meadows-Frazer-Nash, Miss Worthington's twin o.h.c. car of this make is for sale, as is a good specimen of double-blower Shelsley car, the latter in Scotland.

F/Lt. Randell drove a 1919 "16/20" Sunbeam tourer from Harrogate to London in 11½ hours, before Christmas, including a puncture and several fuel-feed blockages. A. J. Freeman has bought a 1929 Tipo 6C Alfa-Romeo single o.h.c. 1½-litre 2-seater, which has been stored since 1939, and is reconditioning it.

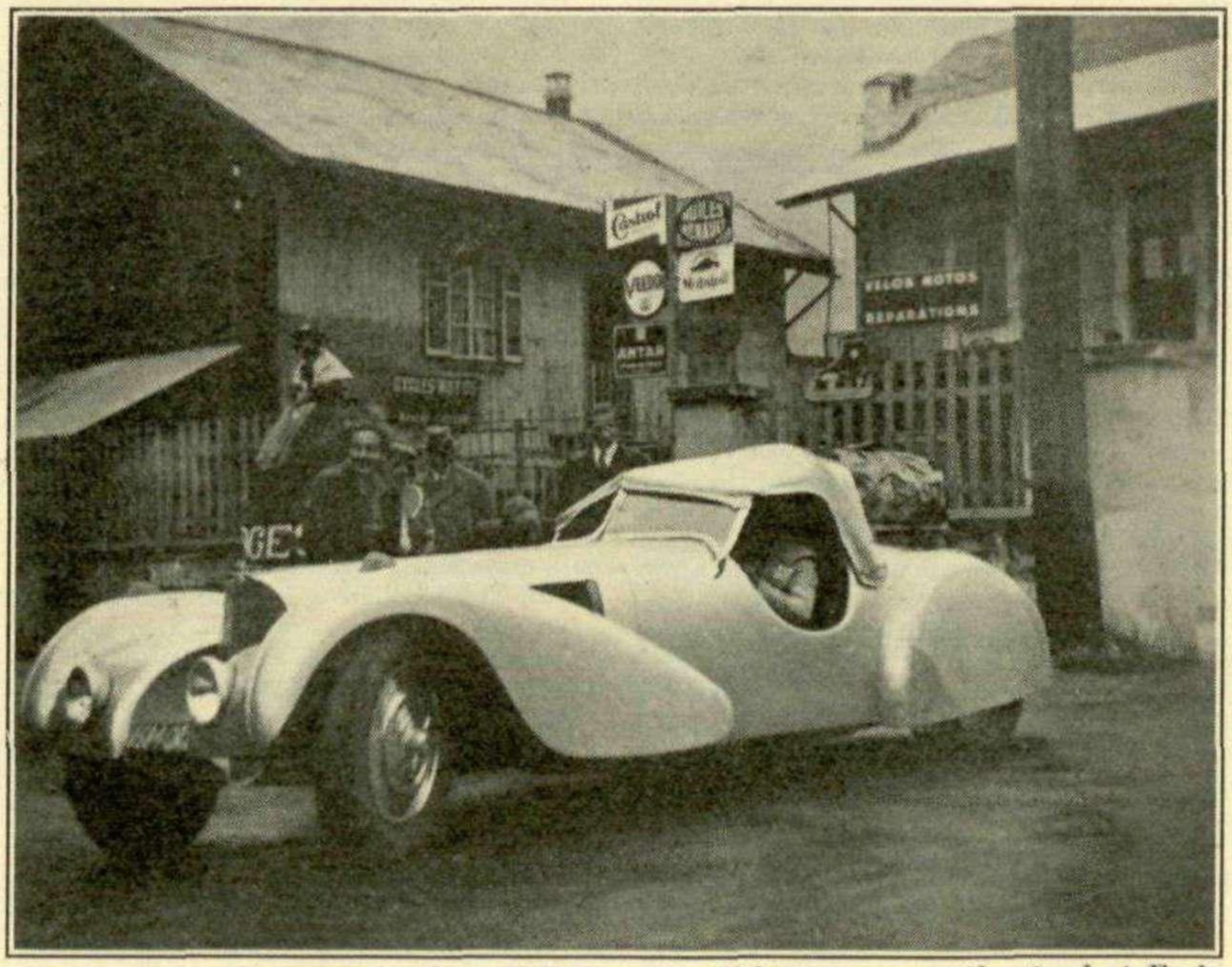
George Chaplin, who used to drive a remarkable "Chummy" Austin Seven, and later the orange T.T. Austin Seven, in high-speed trials, is using an Austin Seven saloon and a 1933 s.v. Morris Minor for business transport. During the war he served in the P.L.A. River Emergency Service and met J. Palmes, who was co-driver to Eyston at Montlhèry, on the same job. F/Lt. W. L. Harbutt, R.A.A.F., has been running a 1926 D.I. 2-seater "14/40" Delage while in this country, but intends to sell it, as he will soon be returning to Australia. Cecil Clutton is back in "civvy-street," and riding his Brough-Superior solo while awaiting his Type 49 Bugatti, which Shortt is rebuilding.

New finds in veteran cars are dealt with this month in the "Register, but we hear of a 1904 Riley Forecar, in excellent order and not for sale, in Yorkshire, an early Darracq on a farm and a 6-h.p. De Dion owned by a taxi-driver, while Major Dove, who runs a 1934 Riley "Monaco," has located an 1899 Phœnix, 1900 Peugeot, 1907 Rolls-Royce shooting brake and a 1913 Morris-Oxford—also not for sale.

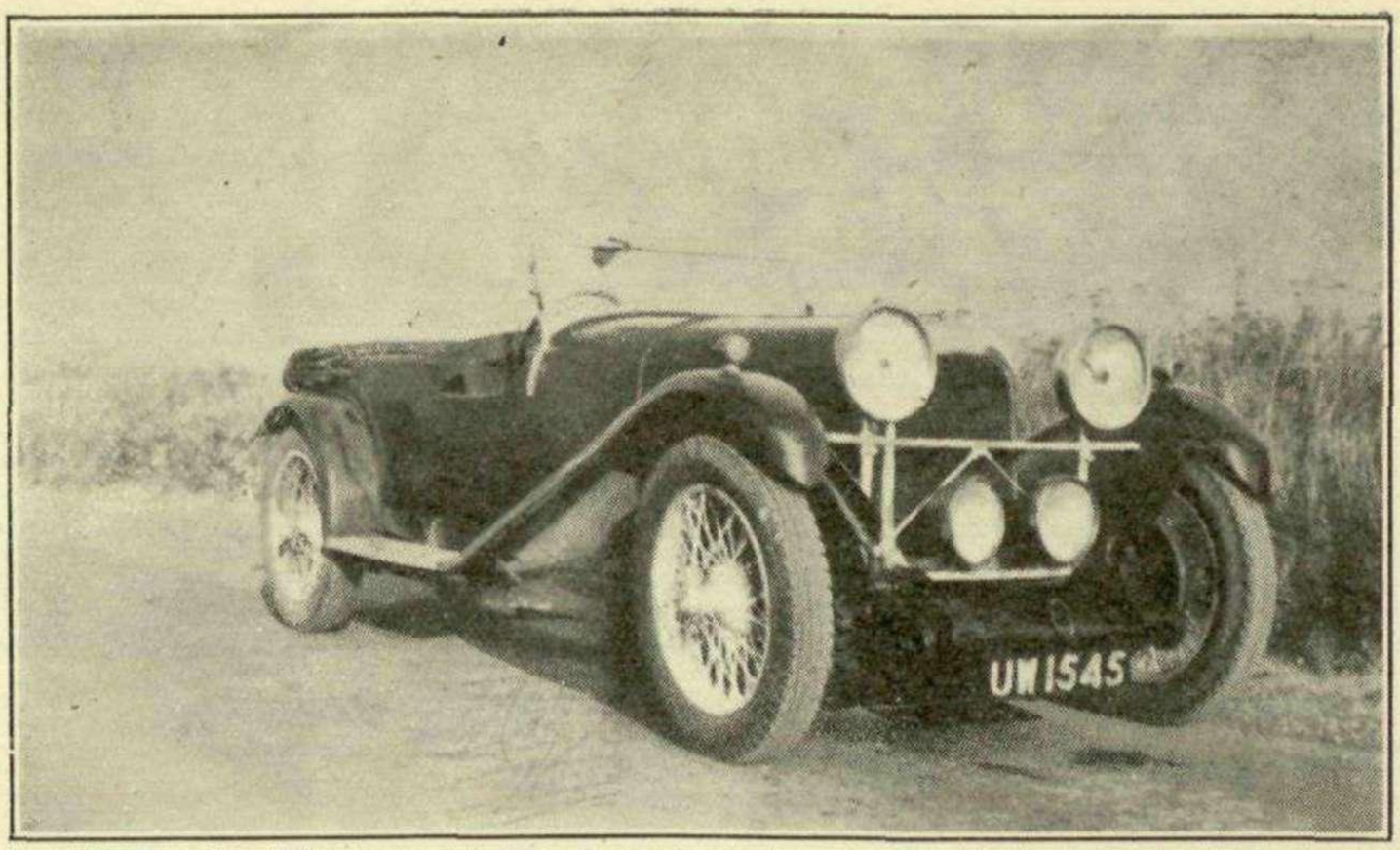
Ralph Venables, with George Denton and Stan Denyer, has found a man-sized route for the Sunbeam M.C.C. Solo Trial, due to be run off this month near Selborne. Joe Lowrey has had his 1,100-c.c. H.R.G. re-ringed and re-sprayed at the works. D. F. Allen's special Austin Seven, which ran at Naish House and Filton, is a 1933 chassis lengthened and lowered by mounting the front spring before the radiator and flattening the rear springs. The engine has standard 1933 crankcase and crankshaft, balanced con-rods, polished ports, Wellworthy pistons and double valve springs. The head carries an additional set of plugs, 10 mm. size, in pinned and threaded solid inserts. These plugs and the normal 18-mm. set are supplied from a V-disposed double distributor comprised of two normal distributor bases welded together to accommodate twin distributor heads. Twin Amal carburetters with No. 5 needles and 110 jet, arranged downdraught and their slides actuated by Bowden cables, are used, fed from a 12-gallon rear tank. A ⅜-in. balance pipe runs between them. The exhaust manifold has four pipes entering the external silencer, and the exhaust pipe is a 1½-in. diameter copper tube. The 2-seater body has an elm framework covered with 18-gauge aluminium. The windscreen is the top half of a "Chummy" screen and the wings are of 15-gauge aluminium. A potent little car.

John Grosscurth is getting good motoring from his Blackburn Frazer-Nash, and he tells us that Frazer-Nash owners who need new chains will find that the Morse chain, made by the Morse Chain Co., Letchworth, will fill the bill admirably. G. F. Lomas taxed his 3-litre "Blue Label" Bentley for December, but still has to complete the body details; he has disposed of his Morris Eight, but was anticipating a 1,100-mile journey from Scotland to Sussex and back in an elderly Standard Nine, in the new year. A. J. Butterworth is fitting an exhaust-driven supercharger to a 6½-litre Bentley. As he remarks: "Anything may happen."

Alan Southon has bought the ex-Birkett Type 40 Bugatti as stable companion for his H.E. A very fine McKenzie-built 8-litre open Bentley is for disposal, as its owner, who drove it at Lewes before the war, is in Burma—it is not, of course, the Lycett car. The prototype post-strife Allard is doing very nicely, thank you. A very well-kept, early Swift Ten 2-seater and a special Riley Nine sports 2-seater were observed in Harrogate. Keith Alderton, who built the twin-Scott-engined Morgan 3-wheeler some years ago, is about to use a 1924 21-h.p. Lanchester tourer. A.C.2 Peter Reece is running a Riley "Gamecock" with "Brooklands" engine, but has as well the ex-Crozier



Very beautiful—Constantin's Type 57S Bugatti, which was once on the stand at Earls Court, with front mudguards turning with the wheels. These were replaced with the wings seen above, as the original were impractical.



" 2-litre Lag."—This Van den Plas Lagonda is the property of Lt. P. A. Densham, R.A., who recently thoroughly restored it, after finding it in sorry state through war-time storage.

Ford V8, a " T.T. Replica " Aston-Martin, a " Speedy " Austin Seven, while he is rebuilding a 1929 "Brooklands " Riley Nine. Jock West has acquired an " International " Aston-Martin.

B. Blythe, the big-car enthusiast, who has a " 38/250 " Mercédès-Benz cabriolet, is reported to be in this country again, as chief test pilot to Lockheed's.

E. Goss has a Rally and would like some information about this breed. Major Lambton is still in the Holy Land; he has his Type 37 Bugatti and a " 20/25 " open Rolls-Royce as a second string. Sgt. Hodder needs a water pump for his 1927 Sunbeam Twenty. In Australia racing at Bathurst at Easter is off, but there will be a Canberra Rally, a road race at Albury on the King's birthday, and Bathurst racing will happen in October. And on New Year's Day there was a big *hill-climb for £75 prize money*, in which Beal Pritchard was due to drive a blower Bentley. Lucky Australia! Also, in Australia, a 1931 or 1932 ex-T.T. Borzacchini Alfa-Romeo, having dropped a valve in and its owner disliking the task of reassembly, a Terraplane Six motor is being installed, and two Gwynne Eights have cropped up, going well.

In France, Constantin is getting MOTOR SPORT again. He has owned the actual Type 57S Bugatti which was on the stand at Earls Court, and also a coupé Type 55 and four other Type 57s. Constantin also has a Fiat 500 with Siata head, a new Balilla Fiat and a 1922 rear-braked Salmson which does nearly 60 m.p.h., and is building an all independently-sprung " Special " with a Terraplane Six engine. Versatile! In Cannes he saw a Duesenberg 2-seater, and he would like hints on hotting-up the Terraplane engine.

Ansell has acquired Tongue's 16-valve Maserati, and L. Davenport has signed up to drive for R. Parnell.

Yet another club seems about to come into being—The Hants and Berks M.C. Interested parties are invited to attend the next meeting, at the New Inn, Eversley Bridge, between Blackwater and Reading, at 7.30 p.m. on February 22nd.

S.R.D.C.

The Scottish Racing Drivers' Club held a meeting on December 5th at the Central Hotel, Glasgow, which was well attended. This club was formed in 1939, and now hopes to go right ahead. Racing events for cars and motor-cycles are to be held as soon as conditions permit and if sufficient support is forthcoming a track may be acquired in Southern Scotland—soon England will be the only country without a motor course. Hon. secretary, W. K. Stewart, 4, Blinkbonny Crescent, Edinburgh, 4.

★

S.C.C. OF AMERICA

Last September one of those typically American two-day meetings took place at Col. Powers' house, 46 members staying the night. A ¼-mile sprint was staged on the Sunday, in which f.t.d. was made by Exner's 1932 ex-Indianapolis Studebaker, with a Buick " Special " a close second and 1930 Duesenberg, Talbot and 4¼-litre Bentley as runners-up. The club had 84 members last October, with 124 sports cars between them, newcomers including 8-litre Bentley, V12 Lagonda, 1911 Mercer and open Rolls-Bentley. The September-October *Sports Car* contains some excellent photographs, an article on rebuilding a Model J Duesenberg and an announcement about new sports cars. From the last-named, America obviously intends to shop in Europe as soon as she can, and clearly France has already gained useful publicity from her Boulogne races, which will influence many U.S.A. buyers. Hon. secretary, G. F. Boardman, 48, Thomson Road, W. Hartford 7, Connecticut, U.S.A.

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COVER PICTURES

This month's cover picture shows that very popular and skilled driver, the late Percy Maclure, coming out of Big Tree Bend on the Crystal Palace circuit during a 1939 meeting. The car is the supercharged Riley with i.f.s. Note the twin rear wheels, six exhaust offtakes, and the driver's scorn for goggles. The December front cover picture depicted the late Stanley Martin on the last bend but one of the Kilternan hill-climb. The photograph was taken in 1940 and the car is a Type 35 straight-eight, roller-bearing G.P. Bugatti, *not* a Type 37 as we stated, the Type 37 being, of course, a 4-cylinder car.

★

750 CLUB

A last-minute change resulted in the venue for the December meeting being transferred to Caterham. Over 30 attended, Austin Sevens in the majority, and also Opel, Vauxhall, Ford and M.G. After lunch a run was held, but this was rather difficult to follow. It is expected that a proper trial will be held in February and a sprint in March.

★

B.O.C.

The Bugatti Owners' Club dinner last year went over very well indeed. Eric Giles announced some real news—petrol rationing or not, Prescott will reopen this year. The club's 1946 fixtures open on March 20th with the A.G.M., followed by an opening rally on April 21st, a Prescott speed hill-climb on May 19th, a club Prescott event on June 23rd, an open Prescott meeting on July 28th and, it is hoped, an International Prescott meeting on September 22nd. The Welsh trial will be held on October 19th and the annual dinner on December 6th. Brave show! Lord Howe remarked during the function that " something queer " is happening in respect of Brooklands Track.

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BENTLEY DRIVERS' CLUB

The Bentley Drivers' Club held an informal lunch on Sunday, December 16th, at the White Lion Hotel, Cobham, Surrey.

The gathering was well attended, over 60 members and friends turning up and two dozen old Bentleys gracing the car park. This impressive array of motor cars caused many an unsuspecting motorist passing down the Portsmouth Road to look, then look again to make sure he could believe his eyes and then to pull up to inspect the parade.

Tampoe and Obeyesekere arrived early from Cambridge in an open " Speed Six," while G. N. Richardson and a colleague, at present without Bentleys, arrived from Worcester in a Frazer-Nash. Bentleys then began arriving from all directions, including L. C. McKenzie in a blown 4¼ (yes, 4¼, not 4½!), R. D. Gregory wearing 9-in. tyres on the rear wheels (not an attempt to evade the " no comps " rule, but the result of his " Red Label " having done war work on the farm pulling 5½-ton of trailer), and Sidney Smith, recently back from overseas, using up leave petrol in one of the half-dozen 100-m.p.h. 3-litres. Reginal Potter arrived in the special " Speed Six " saloon built for W/Cdr. Woolf Barnato. Such is the enthusiasm in spite of petrol shortage.

At the end of luncheon, Mr. Lycett, the chairman, made an announcement concerning the cancellation of the pro-

posed visit to Brooklands. He wondered what was happening and what the members of the B.A.R.C. were going to get for the subscriptions paid during the war, and suggested that when asked to pay another year's dues in January members should ask what they were going to get for it and when ! He added that it would be even more significant if no subscriptions were asked for in 1946.

Mr. Lycett and Mr. McKenzie then performed the unenviable task of judging (1) the oldest Bentley, and (2) the best-kept Bentley present. The oldest Bentley belonged to Geoffrey Dunn—a 1922 3-litre with front brakes added and going very nicely, thank you. The beautifully turned-out 4½-litre saloon belonging to Mr. A. D. Welch and his son was a popular choice for the other prize.

Messrs. Thomson & Taylor (Brooklands), Ltd., hearing that the visit to the Track had fallen through, very kindly gave permission for those present to inspect some interesting motor cars stored in a barn in the vicinity.

The Bentleys were then lined up in single file and moved off in convoy, a truly impressive sight. Those in the middle of the procession had a view of apparently endless Bentleys, both fore and aft.

The cars on view in the barn included the Barnato-Hassan, the Napier-Railton, the ex-Reggie Tongue (now Parnell) 1½-litre Maserati and the Jill Thomas " 2.9 " Alfa.

★

THE E.C.C. WINTER TRIAL

The Closed Winter Trial of the E.C.C. of G.B. was held recently. The actual number of starters was 38, out of a total entry of 41.

Starters included Potter's Allard, Clarkson's " Grasshopper " Austin, and a very stark 2-litre F.N.-B.M.W. which was reputed to weigh 13½ cwt. The rest of the entry was very varied, ranging from Grant's Austin Seven cabriolet to Austin Molyneux's 4½-litre Lagonda, which is, incidentally, the prototype of the " Rapide " model.

The course was set amongst the Derbyshire hills, ending at the " Marquis of Granby " at Bamford, where an excellent tea was served to some 100 hungry mortals. The tests en route included a stop and restart test on Cowdale, a braking test at Monksdale, and a reversing test at Brough House. Fastest time at Monksdale was made by G. T. Hankins on a Singer Special, whilst at the reversing test, his brother, B. Hankins (S.S.100), made best time in 20 sec.—over 5 sec. better than anyone else.

The provisional prize winners were : Open cars :—B. Hankins (S.S.100), 1; G. T. Hankins (Singer Special), 2. Closed cars :—J. Currie (Ford " Prefect "), 1; I. Grant (Austin Seven cabriolet), 2.

The next trial will take place in early April, and will be known as the Committee Trial, in which, in addition to private entries, the Committee, gladly doffing their responsibilities, will do battle in two teams of three, with two teams nominated by the Club. The organisation of the event will be presided over by Austin Molyneux, of Higher Road Garage, Urmston, Lancs.

An interim meeting is due to take place at the Carlton Restaurant, Brown St., Manchester, on February 5th. Prospective members will be welcome.

★

V.S.C.C. TRIAL

The Vintage Sports Car Club is holding its first post-war competition in the form of a 20-mile trial on February 3rd, starting from the King's Head Hotel, Holtspur, 1½ miles from Beaconsfield, at 2 p.m. All ages of car are eligible, but marks will be earned in respect of age. There will be four observed sections and two timed tests, one of these a " pit stop " in which a plug and a wheel have to be changed—which should be amusing but also instructive. Competition tyres and locked axles are barred. The finish will be at the Old Farm House, Hurley. Mr. and Mrs. Choate have kindly presented the main awards, for pre-1931 and later cars, respectively. Originally the 750 Club had booked February 3rd for their trial, but as this has been altered to a Club run, this clash in the fixture list becomes less serious. However, it is a pity it has happened, particularly in these days of little petrol and very few fixtures, and the R.A.C. must endeavour to obviate such clashes in the future.

★

M.C.C.

The Motor Cycling Club's balance sheet shows assets valued at over £4,000. The annual general meeting happened on January 26th and the club will hold a dinner-dance at the Porchester Hall on February 12th. It is hoped the Lands End will be possible at Easter, but that depends on petrol.

★

GENERAL NOTES

Having, as recounted last month, had to abandon the 1927 " Chummy " Austin Seven in Worcester, a good friend offered to relieve us of it, which was an offer too good to refuse. But certain items of kit had to be collected, so early, very early, one Sunday, the box-like Austin set out from Harrogate. In the dark and the wet we went towards Leeds, through that city, where trams were running even at this hour, and on along the dismal route to Huddersfield. In heavy rain and mist the now familiar road over the Peak was taken, from Holmforth, and after what seemed an eternity we turned off the road to Manchester, crossed the reservoir and climbed out of the valley, halting at a level-crossing as a goods train, double-headed, went by along that impressively steep track. In due course Chapel-en-le-Frith, likewise familiar, came up, and then we entered Buxton. Out of this town we took the road to Leek, bleak as it rose over the moors, and the mist now really thick. Very soon it cleared and the journey became monotonous, through Stafford and Wolverhampton, to better country from Kidderminster into Worcester. It was now about lunch-time, a watery sun failing to dry the damp pavements and a Sunday morning atmosphere pervading the place. A hasty lunch served by one of those blonde waitresses and we learned that our kit had gone with the " Chummy " to a village near Gloucester. Thither we went as fast as British utility permits with safety. On the way we conceived the idea of taking another look at Shelsley Walsh. The kit collected and an Austin Seven " Special " admired, we retraced our steps down winding country lanes, being forced to pause at a delightful hand-operated swing bridge over the Severn, what time torrential rain fell, a double rainbow appeared in the sky, and two tankers, one towing a barge, dieselled majestically down the river.

It was now the time when ordinary mortals sit down to tea ; we contended with a stuck traffic light in Gloucester, filled up with oil and petrol, and went to find Shelsley. After getting lost repeatedly, we knocked at the door of a country house, whereat an old Sunbeam reposed in a barn, and were at once directed to the famous hill. In the dark we ascended the narrow, exciting road up which so many good cars have gone, so very much faster. The Austin needed bottom gear practically all the way, and boiled into the bargain. We came down again, examined the timing and B.B.C. boxes, felt nostalgic, then remembered we were some 220 miles from home, with not much of the evening left. It seemed an age since we had lunched, as we ate tea in a cinema café, again in Worcester, the street lamps now aglow. Curious, how clean and span folk look, sitting in cinema cafès on Sunday evenings ! After this we just motored and motored. Wolverhampton, Stafford, Newcastle-under-Lyme, Manchester—came and went. Leeds, eventually, and by 3 a.m. we were into Harrogate. The " day's " mileage ?—453. Next, by way of a change, we went motoring again, in another Austin Seven saloon. This time on a Saturday afternoon, in search of an elusive " 12/50 " Alvis. At Howden a fine " 14/40 " Delage 2-seater was seen in the market place. In the fading light we entered the appalling town of Hull and drove over the fearful road surface beside the docks. The Alvis was not quite what we expected, but coming home we paused at Gilberdyke to enter a dilapidated shed and peer at some veteran motor cars. And so home—another 142 miles on the clock. But how one longs for the end of rationing and a faster car !



LETTERS from READERS

Sir,

We should like to correct the report of the Bristol speed trials in your December issue.

Our Mr. S. H. Allard did not drive " a touring-bodied Ford V8," but an open 4-seater Mercury-engined Allard. This car, which he uses on the road every day, is the actual car which we built for the ill-fated 1939 Show. It ran fully equipped, even to the extent of having its full-sized windscreen raised, and its time, the third fastest of the day irrespective of class, we consider very creditable.

Actually, the car was entered in the sports car class, but, for some reason as yet unknown, its time was not registered as in this class. Had this been done it would obviously have been the fastest sports car.

I am, Yours, etc.,
H. L. BIGGS,
pp. ADLARDS MOTORS,
Publicity and Advertising Dept.
London, S.W.6.

* * *

Sir,

I have just observed Cpl. Allen's letter suggesting a vintage motor-cycle club, and I feel that this is something long overdue.

Conversations I have had with many of the two-wheeled brigade lead me to believe that enthusiasm for old machines is no less than that of the car enthusiasts and, if the club be formed, I can vouch for the support of many friends.

After reading the concluding paragraphs of your article " Where Are They Now ? " I feel I must add a hearty " hear, hear." After many years abroad, this is a bleak country to find on my return, where motoring is suppressed to a far greater extent than I had anticipated. It is very gratifying to observe that the vintage cult goes on with greater vigour than before the war. And this is very greatly due to the unflagging efforts of MOTOR SPORT.

In conclusion, I should like to express my gratitude for the never-failing arrival of MOTOR SPORT, often to very remote and inaccessible parts of the world.

It has been my good fortune to acquire copies of your book dating back to 1924, and reading these evokes great nostalgia ; far from qualifying for the title of *Vintage and Veteran Gazette*, I feel we cannot have too much space devoted to real motor cars.

With all good wishes for the coming season.

I am, Yours, etc.,
H. G. HANMER.
London, E.5.

* * *

Sir,

Circa 1935, my brother and I prepared and raced a Montlhèry M.G. at Donington. Our rivals were M.G., Austin and Ford. The expense of this racing was moderate, and great were the sport and experience of it. Stoppage of beer for a week would buy a replacement for last week's crankshaft.

Thinking of such things and reading again about m.p.h. in MOTOR SPORT, after a year of nothing but knots on a destroyer, I make the following suggestions for racing on the small road courses, such as Donington and Crystal Palace.

The representatives of the 750-c.c. class, M.G. and " Ulster " Austin, are now suffering from *Anno Domini*, and in amateur racing the class should be replaced by one of 900 c.c. This capacity would allow 850-c.c. engines to be bored out and over-900-c.c. engines to be linered down, thus embracing many more engines of different types.

Pump fuel only would be allowed and other factors could be normalised to avoid expense.

The idea allows excellent racing with the minimum of danger, and would constitute that first step in motor racing which is so difficult to tread and yet so important. Very rigid scrutineering of cars and certain compulsory items, as special brake linings and high-tensile bolts, would be necessary. A further class, fitted with proprietary blowers, could be considered later.

Maximum speed probably would not rise above 90 m.p.h. in the unblown class ; to those who say this speed is too slow to lure spectators I say that speed is relative, and the artistry of Turner in the blown " Ulster " Austin always made Donington a worthy spectacle.

I am, Yours, etc.,
M. S. H. (Surgeon-Lt., R.N.V.R.).
H.M.S. *Mayina*.

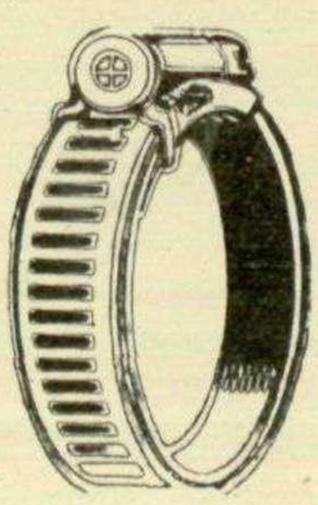
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Sir,

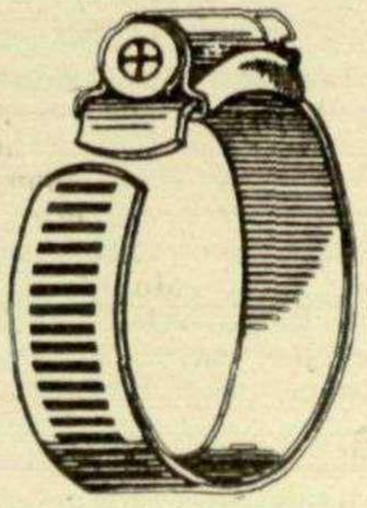
Replying to your correspondent Mr. C. Bunbury, *re* Citroens : Yes, I have had a near-side front tyre burst at about 60 m.p.h. and, apart from the fact that the cover was torn to ribbons, the car did not deviate from its course at all, and I had not the slightest difficulty in pulling up safely.

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Citroens are notoriously heavy on front tyres, especially if they are driven at all hard and, judging from the number of them I see being driven practically " on the air " of the front tyres, I should think many people must have found out how they behave when a tyre bursts.

Mr. Bunbury is right in thinking that the gear change was improved in the later models, although it will be recalled that in my recent article on the Citroen a point I mentioned was the need for improvement at this point.

I am, Yours, etc.,
Lightwater, PAT WHITTET.
Surrey.

* * *

Sir,

When attending the recent Rembrandt meeting I was extremely sorry to note that no definite arrangements were made for a continuation of this series, which have become so popular during the war. Apart from their war-time value, however, I feel there is a very strong case indeed for their continuation in times of peace.

The average motor club, while it may do excellent work, does not achieve the immense breadth of subjects which the Rembrandt meetings have covered, and I do not think it possible that any one club could satisfactorily do so. There is further a tendency, which will become increasingly obvious as the petrol ration increases, to want to drive cars and not to discuss and to learn about them.

If Mr. Rivers Fletcher could be persuaded to continue the Rembrandt meetings, perhaps only during the winter months, I feel that he would be doing an immense service to the Sport by causing everyone to stop and think, and by increasing the knowledge of the many enthusiasts who were too young to have any active interest in the Sport before the war.

I am, Yours, etc.,
Birmingham, 14. GRAHAM C. DIX.

* * *

Sir,

I was very interested indeed in your article " Where Are They Now?" concerning the whereabouts of veteran racing cars, and I thought that you might like to know that the future of still another of these fine old cars is assured, at least for the length of my life. I refer to the 1914 Grand Prix Opel, sister car to Mavrogordato's, which I bought in 1943 from Shortt.

When I took possession of the car it was in the last stages of dilapidation and so I stripped it down to the last nut and bolt. I was pleased to find that there is *nothing irreparably broken, and at* present all the parts are safely stored away awaiting my demobilisation, when I shall proceed to assemble them, a job which I think that I can do in about a year of working in my spare time.

Since joining the R.A.F. I have met Mavrogordato and, after comparing our respective cars with the photograph in Segrave's book, we came to the conclusion that my car was actually the one raced by Segrave in the early 1920's. This is borne out by the fact that my car has a lengthened chassis, a shell with a pointed tail and triple Hartfords at the rear, whereas Mavrogordato's machine is in its original Grand Prix form, with a cylindrical bolster tank. *I intend to rebuild* mine in its original condition, as the chassis frame will be quite easy to shorten down to its old length and I have the advantage of having Mavrogordato's car to copy.

There are two modifications which I shall have to make. One is the fitting of two separate Bosch magnetos in place of the original twin-spark job, which is lost and, I imagine, is irreplaceable. The second is the fitting of a Rolls-Royce gear change mechanism in place of the original which is a very shoddy job and guaranteed to lock solid if the chassis whips, due to parking on uneven ground. Apart from this, the car will be strictly in its 1914 form, and I am greatly looking forward to motoring round the countryside on that delightful top gear ratio of 2.75 to 1.

I am, Yours, etc.,
BRIAN MORGAN (F/Lt., R.A.F.).
B.A.F.O.

* * *

Sir,

It appears that MOTOR SPORT's attitude towards the return of motor racing in this country bears no relation at all to constructive criticism.

The organisers responsible for the " Bristol Sprint " feel that their efforts to provide a race meeting for the large entry of 100, with the attendant difficulties of having short daylight hours and official permission being granted five days only before scheduled closing date of entries, should have received the benefit of a report in spirit akin to that in which the meeting was held and run.

We are astonished that throughout the whole article in your December issue there is not one word of praise. The inevitable minor snags were given the fullest publicity, and the brimming enthusiasm both of competitors and spectators, who braved appalling weather conditions, was not even hinted at.

The article gave no clue that nearly *300 individual runs (170 timed)* were smoothly dealt with between 10.30 a.m. and dusk at 4.30 p.m. The use of photo-electric timing and " Walkie-Talkie " radio, both new and interesting features, without which this achievement would have been impossible, were apparently of no interest either.

The B.A.C. Motor Sports Club planned this event to satisfy a demand which would otherwise have been unfulfilled, and were looking forward to organising bigger events of a similar nature next year, to which the public would be invited. They now feel that their efforts may be considerably jeopardised amongst the very people for whom such meetings are *primarily run, by a discouraging* report of a meeting which, it admits, was " an occasion of some importance " as the first post-war motor race meeting in this country.

I am, Yours, etc.,
JOHN SIDDALL.

[We are sorry Mr. Siddall disliked our report of the B.A.C.M.S.C. sprint. As the Editor could not attend, the report was written by a contributor who has competed at pre-war events. Consequently, perhaps he was rather critical, but without criticism no improvements can be suggested. The very fact that the event was the first post-war speed trial was surely praise enough—we look forward *to the next.—ED.*]

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M.G. " P " type engine and gearbox with or without blower. Condition immaterial if really cheap. Dyer, " Downderry," Collaton Road, Shiphay, Torquay, S. Devon.

ALVIS 12/60 saloon, 1930/32, Bentley 3-litre Van den Plas 1925/6. Norton 500-c.c. o.h.v. any date. Carson, 1, Downsland Court, Worthing Road, Basingstoke.

IMPECUNIOUS enthusiast urgently requires old Frazer-Nash, Type 40 Bugatti, or similar. Lt. J. F. Fletcher, 11, Beechcroft Road, Gosport, Hants.

ULSTER Austin " Whatmough " head, crankshaft, tulip valves, 4-branch exhaust. Neal, 53b, Warwick Road, Bishops Stortford, Herts.

RILEY Nine, condition immaterial, complete or dismantled, suitable for rebuilding. Details to Sub-Lt. (E) J. Evans, R.N.R., c/o 39, Childwall Mount, Childwall, Liverpool, 16.

WANTED, two J-type M.G. carburetters with manifolds, any spares for Vale Special except engine and box. J. Hammersley, 3, Fern Street, Darlington, Co. Durham.

SCINTILLA Vertex 4-cylinder magneto, must be new. D. Tout, Milverton, Somerset.

REQUIRED *urgently, starter motor and* outside exhaust system for International Aston-Martin. P. F. Black, 47, Canons Drive, Edgware, Middlesex.

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20 BOOKS including "Motor Racing with Mercédes-Benz," "Combat," "What's at Speed," MOTOR SPORT May 1937—April 1939 (one vol. bound). 1943-1944 incomplete. *Speed* vols. 1, 2, 3, bound, vol. 4, eight loose copies. Brown, White Walls, Esher Road, Esher.

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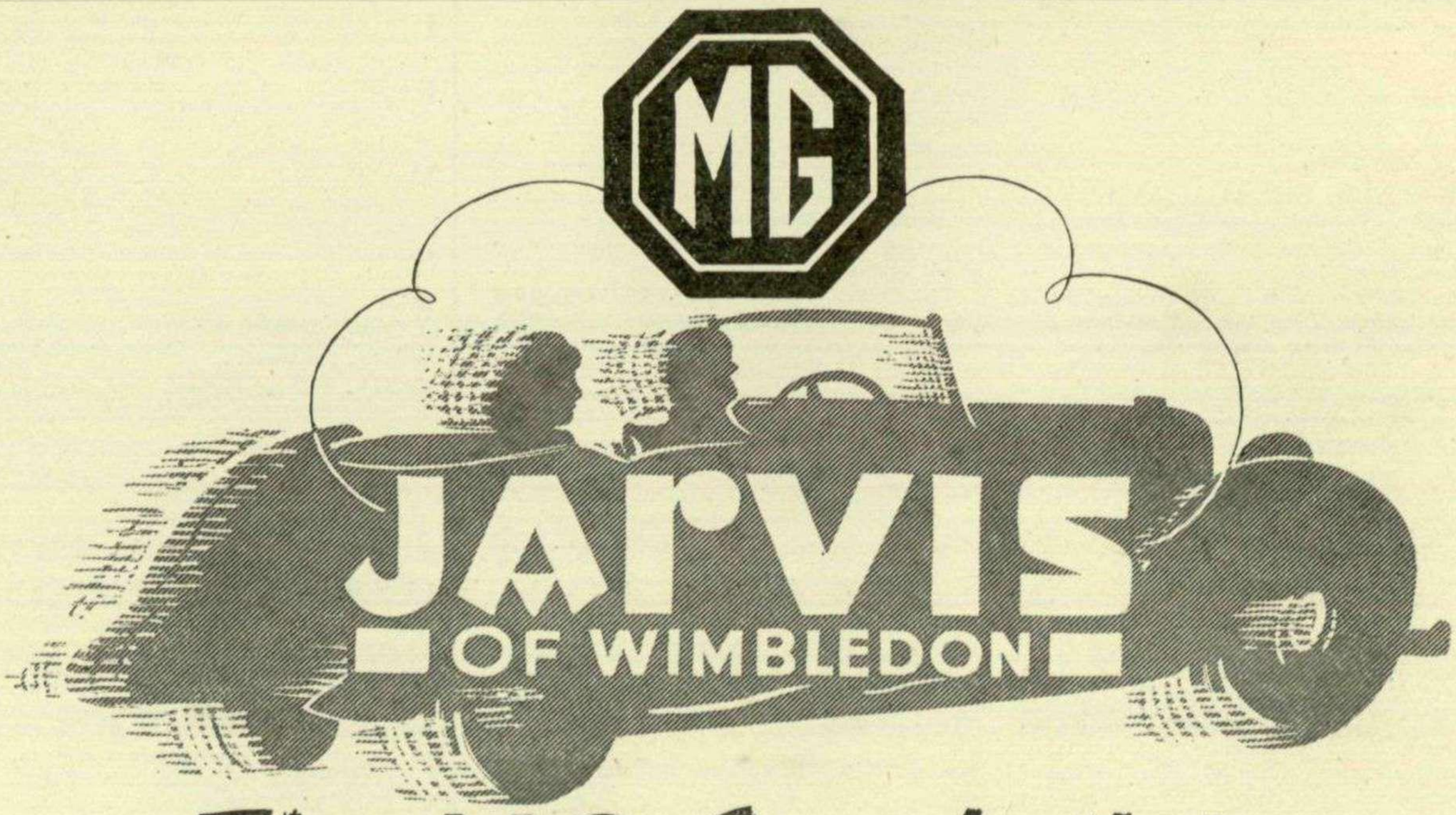
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TWO Zenith downdraught carburetters, 1 3/16 bore, £2 10s. each. 34, Kingsholm Road, Southmead, Bristol.

FRAZER-NASH Spares. Front axle, 10-in. brakes, polished, £8. 6 New Rudge racing wheels, triple spoked, £2 10s. each. 5-in. Jaeger 120 m.p.h. speedhead, new, £2. New Rudge hubcaps, 10/- each. Countershaft and rear axle c/w sprockets, £7. 10-gallon slab tank, 5-in. quick action filler, £2. Lucas 4-cyl. clockwise vertical magneto, unused, perfect, £10. Also Nash springs, shockers, body, sprockets, frame material, etc. 67, Kirby Road, Coventry.

2-LITRE Lagonda tourer with blower removed. Very good condition, new batteries, excellent side curtains and P.100 lamps, £220. Spurr, Caledonian Road, Savile Town, Dewsbury.

VAUXHALL 14/40, 1925, polished aluminium 2-seater body, five nearly new tyres, 21-in., new battery, good hood, fast. Reliable, two owners since new. Offers. Exchange vintage car. Letters to B. H. Jackson, Elm Cottage, Chappel, Essex.

3-LITRE Sunbeam engine complete, also many engine spares, including cylinder block, crankshaft, pistons, etc. Ken Wharton, Hume Street, Smethwick, 0656.

FRANCIS BEART offers the following:—Riley Nine spares: 1 Fram filter, new element, 30s. Brooklands silencers, cut fishtails attached, very good condition, 35s. each. Two 500x18 triple-spoked racing Rudge wheels, £2 17s. 6d. each. 1 pair of S.V. carburetters, 1935 Riley, in perfect condition, with manifold and pipes, £10. 1 pair ditto 1932 "Gamecock," with intake and pipes, £6 10s. Genuine Brooklands Riley close-ratio gearbox, 4.77, 5.96, 8.25, 12.5, excellent condition, £20. 1 cast alloy Brooklands silencer, ex early Brooklands Riley, 15s. 1 crown wheel and pinion in very good condition, quiet ex. 1 mp. 8x44, 4.55 to 1, £5. Thames Cottage, Thames Street, Walton-on-Thames, Surrey.

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

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

WANTED—*continued*

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

PARACHUTE Regiment Lieutenant, real enthusiast, wants Vauxhall 30/98 or similar at pre-war price. Lieut. H. A. Hadfield, c/o 72, High Street, Marylebone, London, W.1.

RILEY enthusiast requires Brooklands "Gamecock" or similar Riley Nine. Condition fair. J. Jordan, 294, Stechford Road, Washwood Heath, Birmingham, 8.

WANTED, Montlhéry M.G. Midget, blown or unblown, or J3 or J4, in reasonable running order. Eldridge, Hazeldene, Kathleen Drive, Leigh-on-Sea, Essex.

TRIUMPH 16-h.p. gearbox. Magna or Hornet diff. unit, 4 to 1 or higher. V8/30-h.p. engine. 16x6.50 road-racing covers. Blower suitable 2½-3½-litre. BM/ELKG, London, W.C.1.

WANTED for P-type M.G. 8/43 (or nearest) straight-cut crown wheel and pinion. Two small bucket seats, and two sidescreens. Pritchard, Minydon, Menai Bridge, Anglesey.

WANTED by enthusiast, fast, weatherproof, inexpensive sports car, Riley, Delage, Alvis, M.G., any vintage car. Box 215, MOTOR SPORT, 15, City Road, E.C.1.

WANTED Sports Car, old Bentley, Delage, Lagonda or similar type; would consider car worth rebuilding. 'Phone Wallington 7114 or write 39, The Newlands, Wallington, Surrey.

REQUIRED for 3-litre Bentley being overhauled, 1 to 4 pistons either new or secondhand, correct size or .02-in. o/s. Year of car, 1924. Please write Somerville, 50, Victoria Street, Chateris, Cambs.

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WANTED—*continued*

WANTED, Alvis 12/50 or 12/60, must be cheap. Mechanical condition immaterial; would consider car minus engine with sound bodywork. Mordell, Snelsmoor Lane, Chellaston, Derby.

UP to £40 offered for interesting pre-1929 light car for hack use. E. J. Steel, 117, Blenheim Park Road, South Croydon. Uplands 6635.

RILEY 9-h.p. Kestrel Saloon; must be sound mechanically—bodywork not so important. Reasonable price please. F/L. Pickard, R.A.F., Upper Heyford, Oxford.

SUPERCHARGER wanted, No. 4 Cozette for "Ulster" Austin, £25 offered for same in good order. Also wanted, 3-speed "Ulster" gearbox. Box 216, MOTOR SPORT, 15, City Road, E.C.1.

SIDESCREENS for 1931-2 Hornet Swallow 2-seater. Gearbox, three-speed, for disposal. Northcott, Grey Tiles, Sandy Leaze, Westbury-on-Trym, Bristol.

M.G. J.2 instruction book, also complete spare wheel strap for same. T. Palmer, 28, West Street, Weston-super-Mare.

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

J.4 M.G. camshaft, clutch housing, cylinder head and general engine spares. Ken Wharton, Hume Street, Smethwick 0656.

SELF-CHANGE or crash gearbox suitable for J.4 M.G.; please state ratios. Ken Wharton, Hume Street, Smethwick 0656.

"ULSTER" Austin (preferred) or 8-h.p. M.G., required by young enthusiast. Owens, 66, Downs Cote Drive, Bristol, 8.

SITUATION WANTED

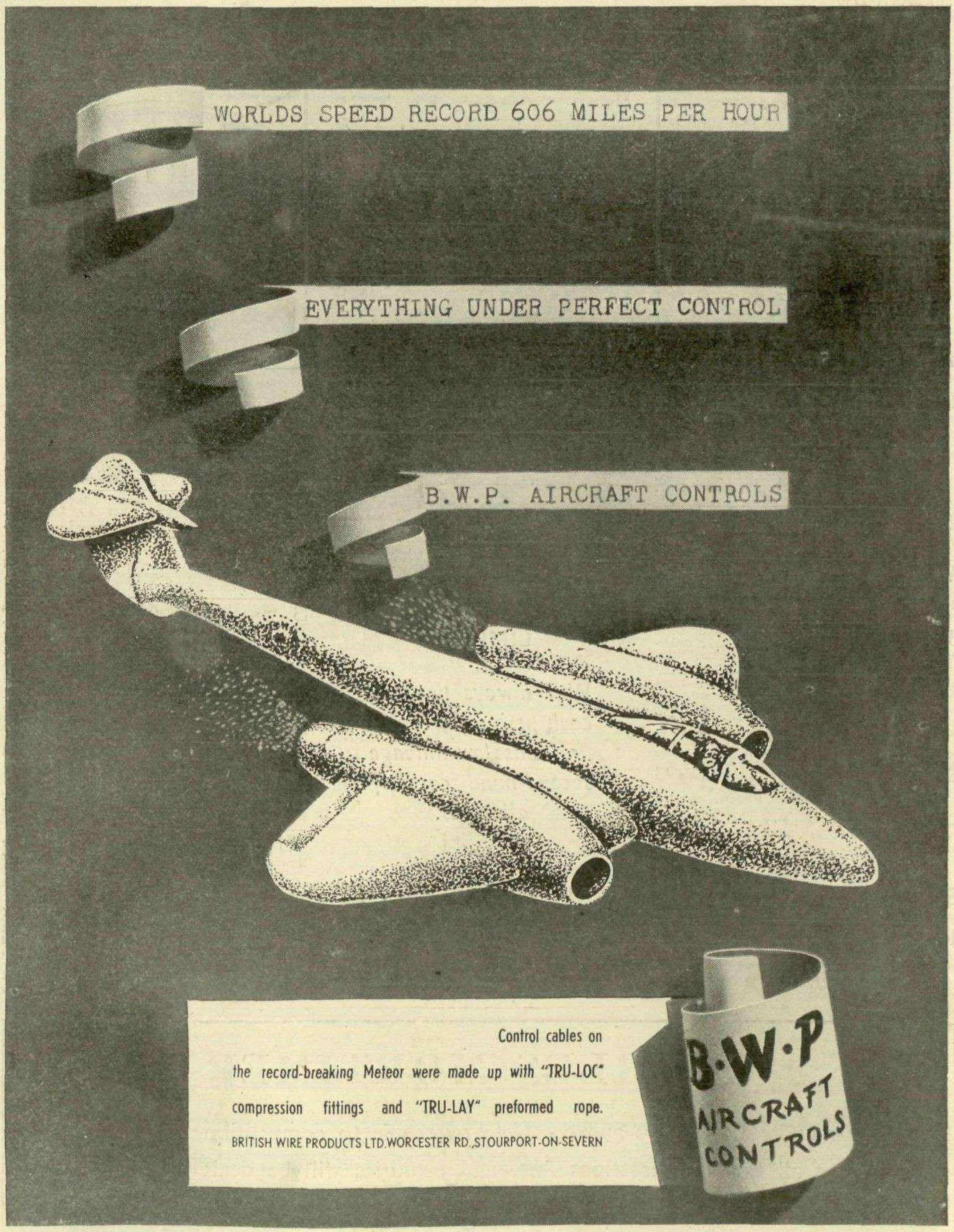
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