

Bluebell

&

Mac.

Oct. 2nd R. 24. 9.

Stock to Showrooms.

Engine RH 3443 15/15 3 arch. ratio 1929 u.s. 6/6. 1930 6/6. 2/3. 3. 34.
Doubtless. Cambridge. Vincennes. Cyl. type gearbox 6476. single hole
10' 10" WB.

28. 3. Q.T. 9/5 mag. changed.

Edgar Sheah. John Rosa, Shirley.

13.6. Q.T. 2 large type Smiths Headamps & Smiths Shrimmers fitted. 30.10. D.R. Chas.

Mileage 1929. Interchangeable Young batteries 671396 1449.

Chasroy. Mileage 14673.

25. 2. Q.T. 11/3 Engine decarbonised. 1 new small end bush fitted. Mileage 29,000.
Preston. Mileage 31164.

21.10. Q.T. 1784. Reconditioned front springs fitted. 10.11. Q.T. 1863. Engine decarbonised.
2 new small end bushes. Bushes relined.

Preston. Mileage 3778.

10.3. Q.T. 2133. 1 new shackle pin & 8 bushes fitted 19.5. Inspection of guarantee. Rad repaired 9 water rail
Petrol consumption improved. Minor adjustments. Clutch plate relined. Rec. flywheel fitted. Gearbox bush
modified. Slack in F.A. rod taken up. All bushes relined. Track reset. Front sprocket repaired. Rad
screws fitted.

Major A. M. Braithwaite. 1932.

Henry. Mileage 6704. 1932. 1933. New pistons & rings & 4 new valves fitted. Seats recut!
23.3.0. 2629 Engine decarbonised. New pistons & rings & 4 new valves fitted. Seats recut!
new small end bush & 1 judgement pin fitted. Henry. mileage 7.629. New steering wheel fitted. 20.9.0.5.2715
F.W. Bo relined. Carbs adjusted.

2.1 Clutch checked. 8.21 Set discord joints (N type 8.Us) sent to H.M.B. 3.0. Carbs turned & adjusted.

1934.

3.14 valves & 8 bushes sent to McKinnies Garage. S.W.1. also 2 top com. oil drain pipes
5.6 Carbs adjusted. Rec. antenna antenna fitted. 8.8.1 Clutch shaft + 1 sprocket sent to McKinnies
Garage.

1935

18.6 Engine decarbonised by H.M.B. joints sent. 1936
23.6.6 Clutch springs sent to S.Y. Birmingham. Edinb. of w. 21.9 Engine decarbonised by
H.M.B. joints sent. 1936
19.3.8
27.6 Propeller propeller offer shortening sent to McKinnies Garage. 22-112 com. id
drain pipes sent to McKinnies Garage.

"Bluebell" $4\frac{1}{2}$

Reg. KW 56669 Chas. No. RL 3439 Eng. RL 3443
No. New (1972) MS 3937
Year. 1929 Body 2 Seater W.B. 91 9 $\frac{1}{2}$ "

Lowered Chassis and Rad; hit chassis ex-6/3904 1942

McKenzie Engine

Owned by L.C. McKenzie
G.H. Alexander
W.A.L. Cook
H. J.W. Wilmshurst
J.A. WALKER
E.G. HERFORD
Mrs A.G.T. RUSSELL (n.n.)

1938 → J. SWAN - COOK
1947
1948
1950 - 1952 STORMONT TRUST
1952 →
1955 - 1967

Also MSG 39 Empidic

Paul Harris 3/72, 1/73 \$7.3 Sold.
J.E. MEADOWS 6/73
MAJOR J.H. BANCY 12/74 1/76. 1/77 Sold
T. NEWTON 5/79
D. NEWTON 2/79

THE STANLEY CUP CONTEST AT THE CRYSTAL PALACE

VERY ENJOYABLE MEETING RUN BY FRAZER-NASH AND B.M.W. AND VINTAGE S.C. CLUBS.
JOHN MORRIS INVERTS THE BIG BENZ.

WIOTHOUT a doubt the Crystal Palace short-circuit, which the Frazer-Nash & B.M.W. Club, in conjunction with the Vintage S.C.C., used for the Stanley Cup Contest on April 15th, is highly suited to this sort of meeting. Not only is the course a very good one for amateurs to try their skill over and on which to demonstrate the qualities of their cars, but very friendly gatherings are possible in the grass-grown Paddock—wherein were to be seen a record number of marshals. Although lots of people left the course, the only really dangerous spot is Stadium Dip, where a tail slide on the adverse camber is apt to result in contact with the earth bank which guards the considerable drop beyond. Here the only bad accident occurred, when the unfortunate John Morris, having spun the 22-litre Benz round at the Link and skilfully kept it on the road, was caught out at the Dip and slid sideways into the bank, the big four-seater rolling right over and smashing axle, wheels, bonnet, scuttle and steering wheel. John looked to be badly crushed, but he bore up bravely and walked to the ambulance with bad head injuries, after receiving first aid on the spot. Of course, several papers used the crash scene, from a meeting which they would otherwise have scorned. Morris has been most unlucky with the Benz, but we hope he will not lose heart—the machinery did not appear to have suffered.

In the Paddock there were signs of real vintage enthusiasm. Bolster towed "Mary" behind a sports Morris Cowley, Bill de Selinecourt had Orlebar's new Austin, with Alta head, Solex down-draught carburettor and three-branch "Brooklands" exhaust system, and Truett completed repairs to a broken half-shaft on his S.S. in record time. An ancient Overland lorry appeared on the course, Nash was concerned about new pistons in the Lorraine, and Shakespeare produced a new Edwardian in his 14.3 h.p. Enfield-Alldays tourer.

Tony Curtis gave us a commentary that was a lesson on how such things should be done—someone who is somebody in racing should always be chosen to mouth at the mike.

In the first 4 lap handicap Barson, on Clarke's Frazer-Nash (with new Dubonnet independent suspension) beat Smith's B.M.W. and Johnson's B.M.W. led Mallett's B.M.W. and Hudson's B.M.W. on initial get-away, and H. J. Aldington beat Fane. After a lap Barson led from Crozier's Frazer-Nash and Smith's, whose B.M.W.'s horn was "shorting." Greig's Frazer-Nash fell sick and on lap 3 Leslie Johnson came up to 3rd place, but in the end Hudson finished third behind Barson and Crozier.

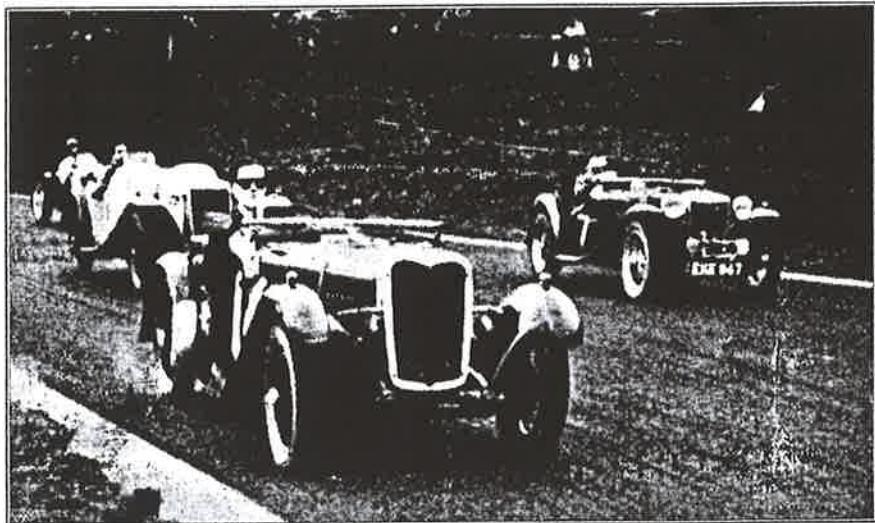
In the next race Van Eessen's Bugatti would not start and Laing's Type 44 Bugatti tourer was slow off the line. Ellis led throughout with a blown "Hyper" Lea-Francis, and Hampton's 1922 Mercedes-Benz just pipped Peck's imposing 3-litre Austro-Daimler for third place. The next 4 lap handicap saw

exciting happenings, for on the first round, Barson, on scratch with the victorious Frazer-Nash, smote the bank wildly before Stadium Dip and damaged the new suspension before poor Clark had had a drive, and then Morris rolled the Benz over. Through it all J. C. McKenzie drove a beautiful race in the 4½-litre Bentley in which he incorporated some of his own ideas last year, now with a light two-seater, blue-hued body. He won easily from Fotheringham Parker's old Lambda Lancia, which was fairly flung round the Dip and N. Green's smart 3-litre Bentley. Spooner ran a 2-litre Lagonda fabric tourer, and Carson's Amilcar carried a delightful "pipsqueak" bulb-horn on its brake lever.

Another 4 lap handicap followed, Lady Mary Grosvenor's Riley accelerating away

responds to the name "Britain." Whereas Windsor-Richards hugged Stadium Curve, Cutler cornered wider, while Gerard seemed to set baulked in some astounding bunching at Stadium Dip.

Next we saw L. C. McKenzie drive a model race and again win convincingly and quickly with his 4½-litre Bentley, in spite of a rehandicap of 8 secs.—a rather neat demonstration of his real understanding of a Bentley's "innards." Richards's trials Rover Ten was a surprisingly good second, with Parker's very stable Lambda-Lancia third. Radley's M.G. was in trouble, Greig passed inside Peck at the Dip on the final lap, and Darque's B.M.W. finished last. Leslie Johnson's familiar 328 B.M.W. won the next 8 lap handicap very nicely, wearing down the big lead built up by



The first short Handicap. J. S. Sandercombe (Singer) and R. E. Rushbrook (M.G.)

from Antell's Wolseley and Radley's M.G., Smith's B.M.W., likewise leaving Hampton's Mercedes-Benz, while Johnson's 328 B.M.W. beat Dyke-Achard's M.G. Lady Grosvenor led lap one from Sandercombe's Singer and Hampton, but by lap 2 Hampton was second and Johnson third and finally Johnson won at nearly 50 m.p.h. from Lady Grosvenor, with Turner's Riley—Gerard's blown car—third, very close behind. Smith ran out of road at Stadium Curve on the last lap.

Initial acceleration was in many instances most instructive, and in the next race Windsor-Richard's 30/98 Vauxhall beat Symons's blown T-type M.G., Trnnett's S.S. beat Mrs. Thomas's 328 B.M.W., and Aldington vanquished Fane. On lap one Shakespeare's Type 55 Bugatti passed Roberts's S.S. on the inside at Stadium Dip, where Goldman spun his S.S. round but continued. The old 30/98 stayed ahead for a long while, but was finally passed by Roy Cutler's Frazer-Nash, while Aldington retired, giving Fane third place on his new B.M.W. Goldman's S.S., we noticed, formerly called "Britain First," now

Thwaites with his limit T-type M.G. Johnnie looked much more wind-swept than he does after making best performance in a classic trial, driving as usual in a lounge suit and bare-headed—contrast to the garb worn by certain drivers of oh-so-slow cars and some non-competitors in the Paddock. Shaw's blown M.G. was second and Thwaites third. The winning B.M.W. averaged 52.28 m.p.h. In the following, long handicap Aldy beat Fane on get away and attempted a dead-heat at the end, but was judged to have won by $\frac{1}{10}$ of a second. Symons's blown T-type M.G. from limit was third.

Truett found his S.S. gyrating at Stadium Dip, where Stone's 6½-litre Bentley had exciting moments.

Another 8 lap handicap followed, Rogers' M.G. pipping Laing's four-seater on acceleration, while the Lambda-Lancia left Sidney's A.C. engined H.P.B., and Bochaton, with the well-used McEvoy, led Greig and Crozier on Nashes. Windsor-Richards forcefully stopped his 30/98 from taking a short cut at the Dip on lap one, and Green's 3-litre Bentley, steaming somewhat, looked like winning,

THE STANLEY CUP CONTEST—continued

until passed on lap 7, first by Parker's Lancia, cornered as never before and appearing to have a binding hub and then by Crozier's Frazer-Nash, which ultimately won. Laing's Bugatti seemed to like the Dip, but in general the tyre scream was intense and on lap 4 Darque spun his B.M.W. round at Stadium Curve. Greig just got third place.

An involved and rather startling Relay Race was the next event, won by the United Hospitals team. Cutler's Frazer-Nash was started by foot-action on the handle.

Came the 8 lap Veteran's Handicap and very intense it was. The Lorraine-Dietrich was a little difficult to start and was beaten by Heal's Fiat on getaway. Clutton was soon out in front on the Sixty Italia, cornering by sheer brute strength, rear tyres smoking and a wheel first locked under the brakes and then revolved backwards on the dry! These three cars seemed very evenly matched, but the Italia had 12 secs. start, and it won at 48.7 m.p.h., lapping at some 49 m.p.h. Heal's Fiat was second and Nash third, both cornering with the inner wheels lifting, Nash rather wide at Stadium Curve. The '07 7.2-litre Renault "Agatha"—That Scarlet Lady" went splendidly and the Enfield-Alldays did a most sedate, high-speed tour. This event again showed up the Edwardians very favourably indeed and the crowd just loved it.

In the 8 lap scratch race which followed, Robarts locked a front wheel at Stadium Dip and almost hit the bank. He recovered well, but "Aldy," Fane, Cutler and Turner got ahead of him. Fane caught Aldington on lap 8 and stayed in front to win the fastest race of the day by 1.9 secs., at 58.67 m.p.h. Fane is absolute master of that B.M.W. and we noticed that he looked casually over his right shoulder while sliding the Dip, coming back to the Paddock when the race was over. Turner was third with the blown Riley and Stone's big Bentley was lapped. Speeds, by the way, were announced with commendable promptitude.

In the next scratch race Johnson got an initial lead from Moffat's S.S. and Whincop's G.P. Bugatti. The last-named, and Hampton's Merc. had musical clutch-housings, Richards cornered his Rover faster and faster, and Moffat was trying hard. Johnson held his lead, winning his third race that day, and Moffat's 3½-litre S.S. 100 was second, but on lap 7 Mrs. Thomas got past Whincop, to take third place with her husband's black B.M.W. Johnson slid the Dip joyfully on his final lap.

Finally, the 15 lap Racing Car Handicap, when all eyes were on John Bolster, "Mary," if that is still the child's name seemed to lack anchors, but otherwise went like an eight-cylinder bomb. Hurst, aided by Bellevue, won on the M.G. Magnette from MacArthur's M.G. Magnette—also Bellevue nursed—and Winterbottom's 1,100 c.c. Alta, after Woodall's Morgan-like Chatterbox had faded from the picture. Altogether a most excellent meeting, for which the Aldington brothers and Harry Bowler, in particular, are deserving of high praise. The Crystal Palace certainly rather overshadows Donington for this class of meeting—although United Hospitals will hold a club meeting at the older venue on May 20th, to which the Vintage S.C.C. is invited.

When the point-totters had done their job it was found that the F.N and B.M.W. Club had won the Stanley Cup with 46 points, from the N.W. London M.C., which had 32 points, and the J.C.C. with 19 points. B.M.W. cars certainly motored convincingly all the afternoon; and so did a marshal's B.M.W. motor-bicycle.

STANLEY CUP (Provisional)

1. Frazer-Nash and B.M.W. C.C., 46 points.
 2. North-West London M.C., 32 points.
 3. Junior Car Club, 19 points.
4. United Hospitals and University of London M.C., 18 points; 5. Chiltern C.C., 17 points; 6. Kentish Border C.C., 15 points; 7. Vintage C.C., 10 points; 8. Berkhamsted M.C., 8 points; 9. SS. C.C., 6 points; 10. Cambridge U.A.C., no points.

RACE RESULTS

Frazer-Nash and B.M.W. C.C. Members' Handicap (four laps): 1, E. C. Barson (Frazer-Nash), 49.56

m.p.h.; Won by 5.3s. 2, G. M. Crozier (Frazer-Nash); 3, G. Hudson (Frazer-Nash), 18.8s. behind Crozier.

Vintage Sports C.C. Members' First Handicap (four laps): 1, W. H. Ellis (1½-litre Lea-Francis 8), 44.96 m.p.h. Won by 8.2s.; 2, C. W. P. Hampton (1½ Mercedes 8); 3, W. G. S. Peck (8.0 Austro-Daimler), 2.6s. behind Hampton.

Vintage Sports C.C. Members' Second Handicap (four laps): 1, L. C. Mackenzie (4½ Bentley), 46.97 m.p.h. Won by 14.1s.; 2, J. Fotheringham Parker (2½ Lancia-Lambda); 3, N. Green (3.0 Bentley), 2.5s. behind Lancia.

First Short Handicap (four laps): 1, L. G. Johnson (Frazer-Nash-B.M.W.), 49.89 m.p.h. Won by 6.1 secs.; 2, Lady Mary Grosvenor (1½ Riley); 3, R. M. Turner (1,100 Riley 8), 0.7s. behind the Riley.

Second Short Handicap: 1, R. Cutler (Frazer-Nash), 48.63 m.p.h. Won by 6.1s.; 2, C. Windsor-Richards (30.98 Vauxhall); 3, A. F. P. Fane (Frazer-Nash-B.M.W.), 3.6s. behind the Vauxhall.

Third Short Handicap: 1, L. C. Mackenzie (4½ Bentley), 48.66 m.p.h. Won by 2.2s.; 2, R. E. Richards (Rover 10); 3, Fotheringham Parker (Lancia), 3.6s. behind the Rover.

First Long Handicap (eight laps): 1, L. G. Johnson (Frazer-Nash-B.M.W.), 52.28 m.p.h. Won by 8.7s. 2, H. B. Shaw (1,100 M.G., S.); 3, K. E. Thwaites (1,202 M.G.), 3.0s. behind Shaw.

Second Long Handicap: 1, H. J. Aldington (Frazer-Nash-B.M.W.), 51.94 m.p.h. Won by a tenth of a second. 2, A. F. P. Fane (Frazer-Nash-B.M.W.); 3, G. M. Symons (1,202 M.G., S.), 1s. behind Fane.

Third Long Handicap: 1, G. M. Crozier (Frazer-Nash), 47.56 m.p.h. Won by 6.1s.; 2, J. Fotheringham Parker (Lancia); 3, D. Grig (1,667 Frazer-Nash), 0.3s. behind the Lancia.

Team Relay Race (three cars per team, three laps per car): 1, United Hospitals and University of London M.C. Team—Turner (Riley), Barson (Frazer-Nash), Gerard (Riley), 47.61 m.p.h. Won by 6s.; 2, Frazer-Nash and B.M.W. C.C. Team—Aldington, (F.N.-B.M.W.s) and Cutler (Frazer); 3, Chiltern C.C.

Veteran Car Race (Handicap), three laps: 1, C. Clutton (12-litre Italia), 43.7 m.p.h. Won by 8.7s.; 2, A. S. Heal (10-litre Fiat); 3, R. G. J. Nash (15-litre Lorraine-Dietrich), 0.6s. behind the Fiat.

First Long Scratch Race (eight laps): 1, A. F. P. Fane (Frazer-Nash-B.M.W.), 53.07 m.p.h. Won by 1.9s.; 2, H. J. Aldington (Frazer-Nash-B.M.W.); 3, R. M. Turner (1,100 Riley 8.), 8.7s. behind Aldington.

Second Long Scratch Race: 1, L. G. Johnson (Frazer-Nash-B.M.W.), 52.08 m.p.h. Won by 7s.; 2, N. D. Moffat (3½ SS); 3, Mrs. E. M. Thomas (Frazer-Nash-B.M.W.), 17.8s. behind the SS.

Racing Car Handicap (15 laps): 1, A. H. B. Hurst (1,100 M.G.), 52.13 m.p.h. Won by 51.1s.; 2, A. MacArthur (M.G. Magnette 1,100 S.); 3, E. Winterbottom (1,100 Alta S.), 4.1s. behind the M.G.

PUBLISHED ON THE 1st OF THE MONTH

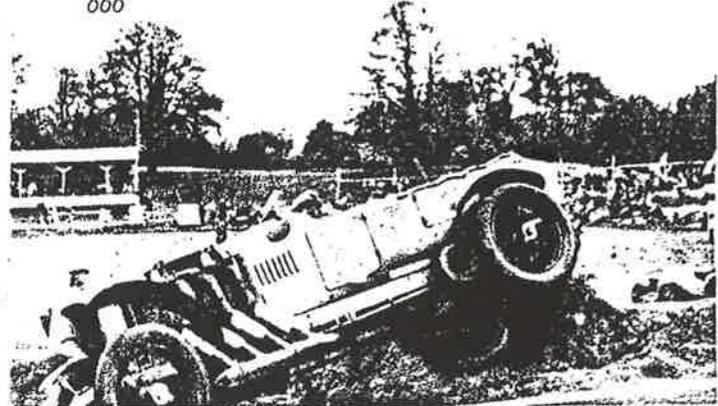
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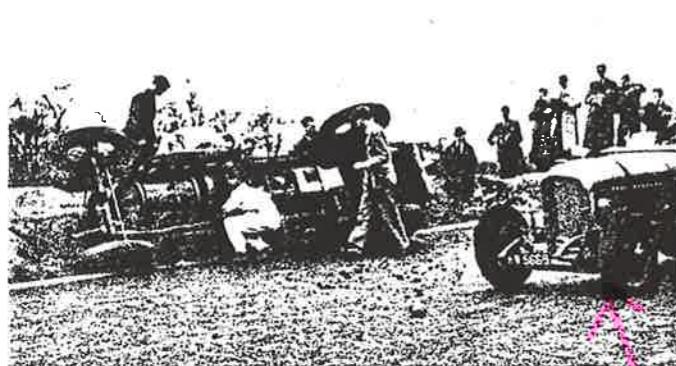
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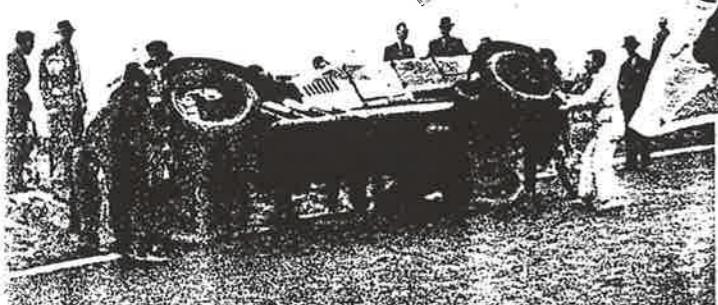
Sports Car Racing

(Description opposite)

A Selection of Incidents at a Well-supported Crystal Palace Meeting Last Saturday.



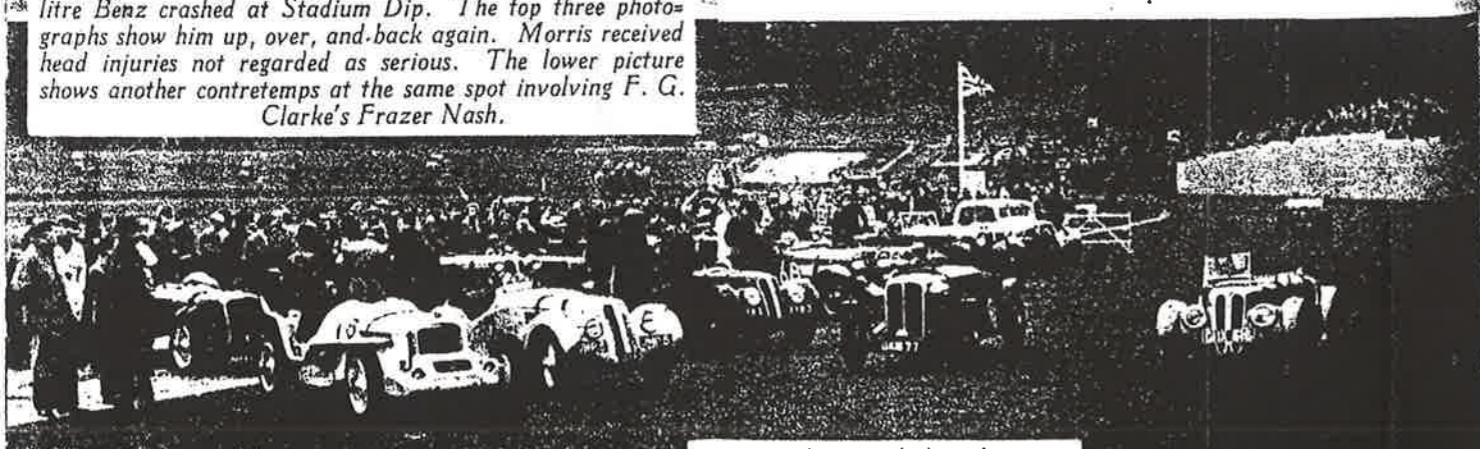
(Above) Two of the Aldington brothers—"W.H." and "Aldy." They were largely responsible for the meeting, which was organised jointly by the Frazer Nash and B.M.W. C.C. and by the Vintage Sports C.C.



(Left) The strange and violent operation shown here is the handing over of the sash in the relay race. The drivers are C. E. Truett and A. Goldman.



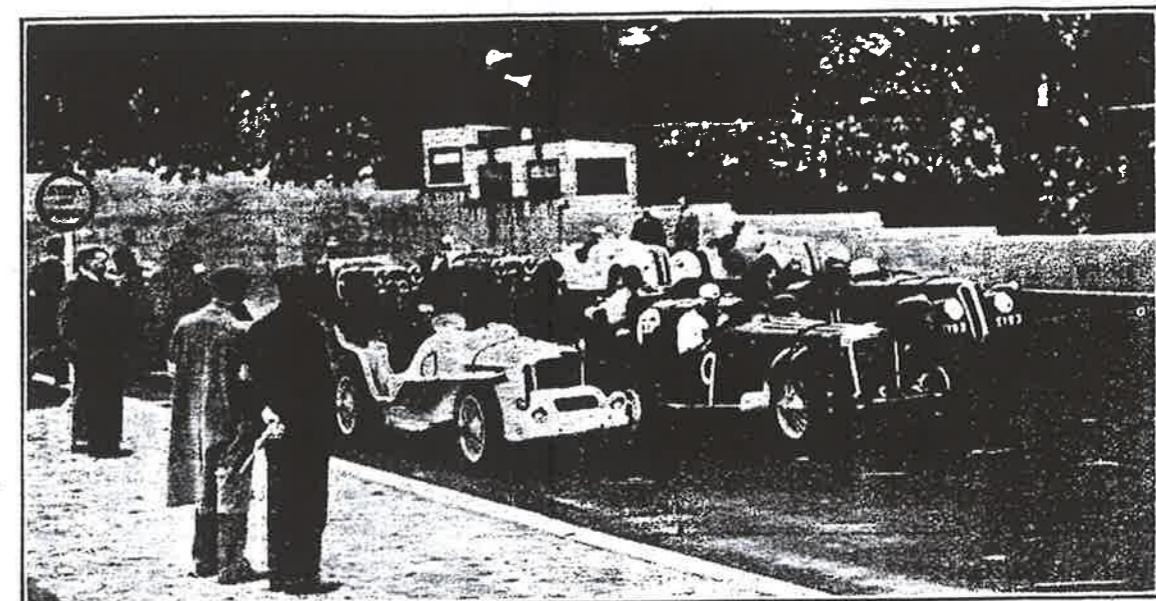
The big thrill of the day, when J. Morris's pre-war 2½-litre Benz crashed at Stadium Dip. The top three photographs show him up, over, and back again. Morris received head injuries not regarded as serious. The lower picture shows another contretemps at the same spot involving F. G. Clarke's Frazer Nash.



Two drivers who did well, H. J. "Aldy" Aldington and A. F. P. Fane (Frazer Nash-B.M.W.s) in close company at Stadium Dip.

April 21st, 1939.

The Autocar



A typical start watched by spectators above the concrete wall behind. A good crowd was attracted.

SHORT CIRCUIT

Novel and Successful Club Meeting at Crystal Palace Over 1.2 Mile "Link" Course

SATURDAY'S meeting organised by the Frazer Nash, B.M.W. and Vintage Sports Car Clubs, at the Crystal Palace, was a real day out for the Frazer Nash-B.M.W., and in particular for H. J. Aldington and Fane, whose two cars not only travelled at great speed, but had things practically their own way.

There were thirteen events, and it was not over-easy to get these into the afternoon, but the organisers managed it, and a very successful little meeting resulted in Frazer Nash-B.M.W. crowning their triumph by winning the Stanley Cup against all comers.

The first race was won by J. G. Clarke's Frazer Nash quite comfortably from G. M. Crozier's Frazer Nash, G. Hudson's Frazer Nash-B.M.W. 2-litre being a good third, and the average speed 49.56 m.p.h. Fane and Aldington, travelling at great pace, one in the silver, the other in the white 2-litre Frazer Nash-B.M.W., just could not make up their handicap, but were exceedingly impressive. Johnson spoiled his chance by sliding right round in the first lap, and Clarke invariably cornered with at least one wheel up in the air.

Runaway Win

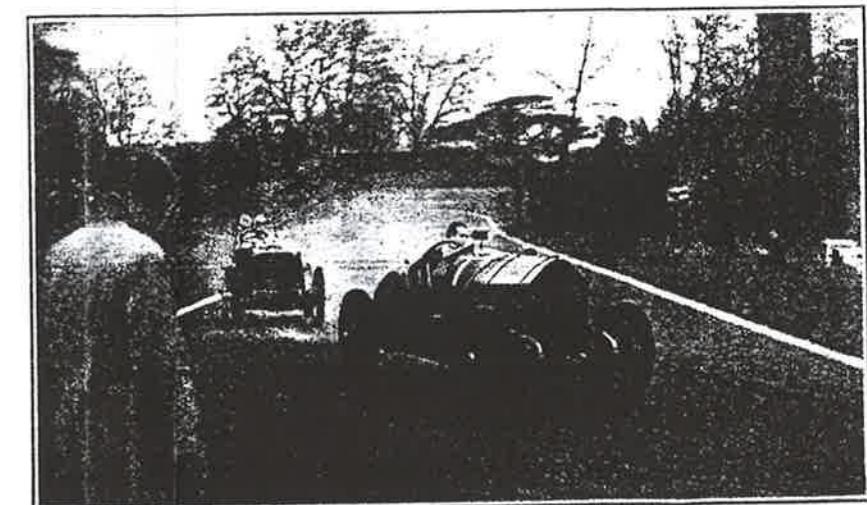
W. H. Ellis' supercharged Lea-Francis ran right away with the second race, C. W. P. Hampton's beautifully finished Mercedes-Benz 1½-litre travelling well and almost catching the leader on the last lap, while W. G. S. Peck's Austro-Daimler came through to third place, the winner's average being 44.96 m.p.h.

In the second instalment of this race there was no end of excitement. First of all, Morris, driving the huge, old-time, 2½-litre Benz, crashed owing to a series of extraordinary misfortunes. The throttle stuck, the clutch refused to disengage, and an earth wire fell off the switch, the result being that the machine

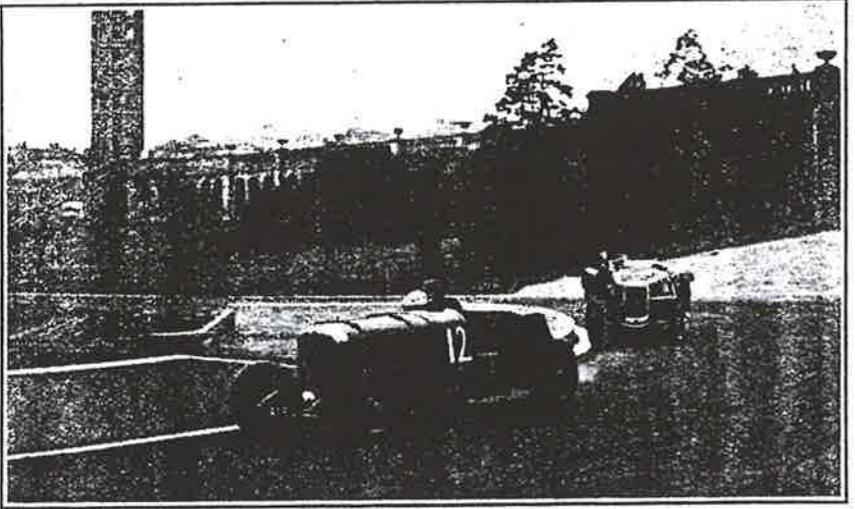
which boiled heartily throughout the race, was third.

The third event was notable for the number of people who took other people's corners in the most cheerful manner, a thing, by the way, that happened throughout the meeting. L. G. Johnson, making no mistake this time, ran right away to win for Frazer Nash-B.M.W. at 40.89 m.p.h., K. N. Smith's Frazer Nash-B.M.W. turned round on a bend, and Lady Mary Grosvenor brought a Riley 1½-litre very neatly into second place, R. M. Turner's supercharged Riley being a good third.

Event No. 4 saw A. Goldman slide round on Stadium Dip with an S.S. Aldington, for once, had trouble, and R. Cutler was successful with a Frazer Nash, Fane, who was very fast indeed, was



There was dust and thunder in the Veteran Handicap. A. S. Heal's 10-litre Fiat is shown here at Stadium Dip.



Showing the new Link bend : C. A. C. Stone's 6½-litre Bentley is leading R. Cutler's Frazer Nash.

again unable to make up his handicap, and the winner averaged 48.64 m.p.h. Windsor-Richards got his Vauxhall through to second place just ahead of Fane.

In the fifth event Pritchard's Midget was caught and passed by L. C. McKenzie's Bentley, which, still boiling, went on to win at 48.66 m.p.h., R. E. Richards with a very sporting-looking Rover being second, and the irrepressible J. Fotheringham-Parker a good third with a Lancia.

Then came the long handicaps, over eight instead of four laps. In the first of these, which was the sixth race, K. E. Thwaites' M.G. and Lady Mary Grosvenor's Riley held first and second places respectively until half-distance, when L. G. Johnson's Frazer Nash-B.M.W. got up to second and, travelling well, came through to win in the last lap at the excellent speed of 52.28 m.p.h., Thwaites being overwhelmed in this lap by H. B. Shaw with a blown M.G., who took second place from him just before the end.

The seventh race was a runaway win for the works Frazer Nash-B.M.W.s, which this time came through the field at a terrific pace together and got so great a lead that Aldington and Fane were almost talking to each other on the last lap, and had time to form line abreast at the finish, though the judges gave the verdict to Aldington, placing Fane second. G. M. Symons in a blown MG was third, while the two road

M.G. was third, and the average speed was 51.94 m.p.h.

because Windsor-Richards' Vauxhall, apparently losing pressure, emitted large and exciting flames from its carburettor air intake, and also because a little too much enterprise on the part of Richards allowed the Rover to go round twice in one lap, with the result that he finished fourth. Next year at -

Crozier's Frazer Nash won at 47.50 m.p.h., Fotheringham-Parker's Lancia being second, and D. Greig's Frazer Nash, apparently with a borrowed gear ever, third.

Johnson Prominent

Johnson scored again in the twelfth event at 52.09 m.p.h., N. D. Moffat's S.S. being second, and Mrs. E. M. Thomas a good third with her husband's black Frazer Nash-B.M.W., inside which she was almost invisible. The second woman driver, Lady Mary Grosvenor, was again very neat with the Riley, and Windsor-Richards went well with the Vauxhall.

The final race evoked great expectations, first because it was event 13, secondly because the light was failing and the course was on the slippery side owing to an occasional drizzle, and thirdly because sensations were expected from John Bolster's four-engined car. But the luck held good. The Bolster, it is true, went round in great style, making an incredible noise, losing fish tails and tail pipes and things like that, but showing the most extraordinary acceleration on the straights. Though its driver did a good deal of elbow work from amid the chains and machinery, nothing drastic occurred. Hurst, with the light blue M.G., driving a great race, took the lead, and, being faster on the turns, actually caught and passed the Bolster, to win at 52.1 m.p.h. The Irishman, MacArthur, with a blown Magnette, was a good second, and E. Winterbottom's Alta third. Woodall, with "Chatterbox," a compound of three-wheeler Morgan with some other breed, led well at first, had trouble, rectified it, and proceeded with great determination to the finish.

That closed an excellent meeting in fine style, with the victory of the Frazer Nash-B.M.W. team, which acquired 46 points against the North-West London's 31 and the Junior Car Club's 19.

April 21st, 1939.

April 21st, 1939.

Land's End Trial Awards

Out of 194 Starters, 64 Gain Premier Awards; Team Prize to Supercharged M.G. Midgets (Drivers: W. J. Green, J. A. Bastock, and A. B. Langley); 31 Silver Medals and 49 Bronze

THE twenty-seventh Land's End trial of the Motor Cycling Club, held on the Friday and Saturday of the recent Easter week-end, proved slightly easier than last year's event. In 1938, out of the 216 cars which started, 68 gained premier awards. This year, out of 194 starters, 64 gained premiers.

Experience Counts

The team prize for this year's event goes to the drivers of three supercharged 1,292 c.c. Series-T M.G. Midgets. They are W. J. Green, J. A. Bastock, and A. B. Langley, all well known in the trials world and with long experience of this type of event. Again and again it is shown that the driving counts for much in trials, and although it is true that certain types of car have a better than average chance of doing well, one

may be sure that the driving plays its full part too. Due credit then, to Green, Bastock and Langley!

The results are extremely difficult to analyse fairly, as a small slip can make just the difference between a premiership award and the less significant silver.

CLASSIFIED RESULTS FOR EACH MAKE REPRESENTED

A.C. (2).		FORD V8—continued.	M.G. MIDGET—continued.	RILEY—continued.
R. J. P. Morley	Premier	K. G. Rumsey (10, 11, 12) .. Bronze	H. V. Matthews	R. F. Peacock (11) .. Silver
C. J. H. Day (13, E)	No Award	A. L. G. Bolt (8, 9, 11) .. Bronze	S. S. Kane	I. C. Mould (3, 7, 9, 12) .. Bronze
ALLARD SPECIAL (2).		J. H. Pool (2, 3, 8) .. Bronze	S. K. E. Thwaites (11) .. Silver	W. P. Maidens (5, 7, 11, 12) .. Bronze
F. Allott	Premier	D. B. Hall (8, 9, 11) .. Bronze	C. W. Taylor (11) .. Silver	F. D. Johns (7, 8, 9) .. Bronze
D. G. Silcock	Premier	G. N. Denton .. Retired	H. Richardson (12) .. Silver	C. V. Allix (3, 9, 11, 12) .. Bronze
ALTA (1).		V. S. A. Biggs .. Retired	C. A. N. May (11) .. Silver	C. E. Allam (3, 7, 8, 9, 12) .. Bronze
ALVIS (3).		FRAZER NASH (3).	E. R. King (11) .. Silver	A. J. Rice (3, 7, 8, 9, 11, 12) .. No Award
K. S. Richardson (11) ..	Silver	R. A. Barnwell .. Premier	E. T. V. Howson (8) .. Silver	J. R. B. White .. Retired
A. G. Heywood ..	Retired	G. D. Claridge (11) .. Silver	S. W. Cotton (8) .. Silver	ROVER (1).
R. Symons ..	Retired	E. E. Wright .. Retired	C. S. Loader (11) .. Silver	I. H. Dick (3, 8, 9, 11, 12) .. Bronze
ASTON MARTIN (3).		FRAZER NASH-B.M.W. (12).	R. R. Holdsworth (9) .. Silver	R. W.J. SPECIAL (1).
E. P. Harvey (3, 8, 9, 11, 12) ..	Bronze	A. E. Frost .. Premier	C. G. Gibbs (9) .. Silver	R. W. Jaggard .. Premier
J. Sherley-Price (7, 11, 12) ..	Bronze	C. G. Pitt .. Premier	C. M. Cooper (2) .. Silver	SALMON (1).
R. R. M. Jones ..	Retired	E. B. Wadsworth .. Premier	B. C. Carter (12) .. Silver	A. F. Gould (2, 5, 4, 6, 8, 9) .. No Award
AUSTIN (9).		M. J. H. Major .. Premier	H. I. Wilkes (7, 11, 12) .. Bronze	SINGER (11).
N. H. Scriven ..	Premier	F. E. Barratt .. Premier	F. E. Atiley (7, 11, 12) .. Bronze	P. Hennessy .. Premier
I. J. Thompson ..	Premier	H. C. Hunter .. Premier	H. A. Turner (7, 8, 12) .. Bronze	N. Roundhill .. Premier
J. A. Langley (12) ..	Silver	K. N. Smith .. Premier	E. Cleaverley (6, 12) .. Bronze	D. Wood-Dow .. Premier
J. E. L. Waring (2, 3, 4, 7, 8, 9, 12) ..	Silver	A. G. Johnson .. Premier	F. H. Wheeck (7, 12) .. Bronze	H. R. Pluckwell .. Premier
E. Wilson (3, 7, 8, 9, 10, 11, 12) ..	No Award	W. M. Airey (12) .. Silver	R. S. Henson (7, 12) .. Bronze	W. A. V. Davis (12) .. Silver
G. Shattock ..	Retired	C. R. Y. King (11, 12) .. Bronze	J. M. Shields (7, 8, 12) .. Bronze	R. W. Cassam (3, 8, 9, 11, 12) .. Bronze
E. Bishop ..	Retired	T. W. Dargue (6, 11) .. Bronze	J. A. Clare (7, 12) .. Bronze	C. W. Hanumond (8, 11) .. Bronze
I. F. Farley ..	Retired	G. Povey .. Retired	J. H. Gott (7, 8, 12) .. Bronze	H. J. Appleton (3, 8, 11, 12) .. Bronze
S. S. Brown ..	Retired	HILLMAN MINX (1).		H. W. Wilkin (9, 11) .. Bronze
BATTEN V8 (1).		H. F. Brayshaw .. Premier	K. G. Matthews (3, 7, 12) .. Bronze	H. L. G. Melly (14L) .. No Award
BAYLISS-THOMAS (1).		H.R.G. (4).	H. O. Theyer (2, 3, 4, 6, 8, 9, 12) .. No Award	G. H. Whitfield (2, 3, 8, 9, 10, 11, 12) .. No Award
J. J. Haward ..	Retired	W. P. Uglow .. Premier	R. Roberts (15E) .. No Award	L. E. C. Hall .. Retired
BENTLEY (1).		A. E. S. Curtis .. Premier	W. C. Kendrick (15E) .. No Award	S.S. (5).
C. Allen ..	Retired	G. H. Robins .. Premier	H. E. Kingdom .. Retired	H. K. Crawford .. Premier
B.M.V. (1).		W. A. Underby .. Retired	J. P. Tinney .. Retired	B. E. Feilding (8) .. Silver
D. Ackernley ..	Premier	JENSEN (1).	J. G. S. Pigott .. Retired	G. Wood (11) .. Silver
D.H. (1).		A. S. Whiddington (8, 9) .. Bronze	S. E. Hartman .. Retired	J. M. S. Alexander (7, 8, 9, 11, 12) .. Bronze
FIAT (2).		LAGONDA (2).	M.G. 1½-LITRE (4).	G. E. Abecassis (13E) .. No Award
M. Smith (3, 7, 8, 9, 12) ..	Bronze	J. F. Wood (3, 7, 8, 9, 11, 12) .. No Award	C. M. Davis .. Premier	STANDARD (2).
F. Wells (2, 3, 4, 7, 8, 12) ..	No Award	R. J. C. Marshall .. Retired	J. E. S. Jones (5, 11) .. Bronze	G. C. Price (3, 8, 12) .. Bronze
FORD (9).		LEA-FRANCIS (2).	P. K. Potter (2, 7, 11, 12) .. Bronze	C. S. John (3, 7, 8, 9) .. Bronze
G. Webb (7, 12) ..	Bronze	A. L. S. Denyer .. Premier	D. H. Sheppard .. Retired	TALBOT (3).
Cook (3, 8, 9, 12) ..	Bronze	H. W. Burnau (11) .. Silver	L. H. Coney .. Premier	W. R. Coote (3, 12) .. Bronze
McEvoy (8, 12) ..	Bronze	L.M. SPECIAL (1).	C. S. L. Burleigh .. Premier	H. J. Finden (3, 8, 9) .. Bronze
Harrison (8, 9) ..	Bronze	J. R. Lines .. Premier	E. P. Huxham .. Premier	R. Truscott (2, 3, 7, 8, 11, 12) .. No Award
Whalley (7, 12) ..	Bronze	M.G. MAGNETTE (3).	H. F. S. Morgan .. Premier	
A. Jenkins (3, 7, 12) ..	Bronze	K. G. Moss .. Premier	T. H. Jones (12) .. Silver	
R. Morris (2, 3, 7, 8, 12) ..	Bronze	H. II. Alderton (7) .. Silver	W. A. G. Goodall (5) .. Silver	
M. Kent (2, 3, 4, 7, 9, 12) ..	Bronze	A. W. Morrish .. Retired	L. Hyland (8) .. Silver	
FORD V8 (14).		M.G. MIDGET (54).	F. E. Whipp (2, 11) .. Bronze	
G. Webb (7, 12) ..	Bronze	W. J. Green .. Premier	W. Sandiford (3, 8, 11) .. Bronze	
Cook (3, 8, 9, 12) ..	Bronze	J. A. Bastock .. Premier	H. L. Duane .. Retired	
McEvoy (8, 12) ..	Bronze	A. B. Langley .. Premier	P. H. G. Morgan .. Retired	
Harrison (8, 9) ..	Bronze	J. M. Toumlin .. Premier	L. F. Phillipson .. Retired	
Whalley (7, 12) ..	Bronze	R. Bayles .. Premier	MORRIS (3).	
A. Jenkins (3, 7, 12) ..	Bronze	D. Murkett .. Premier	P. M. Downes (2, 3, 4, 6, 8, 9, 11, 12) .. No Award	
R. Morris (2, 3, 7, 8, 12) ..	Bronze	P. A. Collins .. Premier	L. B. Baker .. Retired	
M. Kent (2, 3, 4, 7, 9, 12) ..	Bronze	G. Murray .. Premier	L. E. Thorpe .. Retired	
V. Woodall ..	Retired	H. G. Goodenough .. Premier	OPEL (2).	
FORD V8 (14).		J. Shewell-Cooper .. Premier	M. H. B. Truscott (11, 12) .. Bronze	
Varley ..	Premier	H. Roberts .. Premier	P. C. Langlands (2, 3, 7, 8, 9, 11) .. No Award	
C. N. Norton ..	Premier	D. Harris .. Premier	PANSY SPECIAL (1).	
R. Thompson ..	Premier	F. G. Cornish .. Premier	K. C. Jarvis .. Premier	
E. Bradley (8) ..	Silver	D. Hartnoll .. Premier	RILEY (12).	
J. Ripley (11) ..	Silver	D. Clare .. Premier	A. P. McGowan .. Premier	
C. Brincknell (7) ..	Silver	E. Rushbrook .. Premier	T. S. Heaton-Fairclough .. Premier	
Iscauton Chetwynd (11) ..	Silver	E. G. Bootle .. Premier	V. J. Fishleigh .. Premier	
L. Marshall (8, 11) ..	Bronze	S. Graham .. Premier	W. Brindley (12) .. Silver	
KEY TO CAUSES OF FAILURE.		RILEY (12).	D. B. Payne .. Premier	
2 = Station hill.				
3 = Beggars' Roost.				
4 = Barton Steep (non-stop).				
5 = Barton Steep (special test).				
6 = Darracott hill (non-stop).				
7 = Darracott hill (special test).				
8 = Crackington hill (non-stop).				
9 = Hustyn hill.				
10 = New Mill hill.				
11 = Blinchnills Mine No. 1.				
12 = Blinchnills Mine No. 2.				
13 = O.T.L. Perranporth.				
14 = O.T.L. Land's End.				
15 = O.T.L. Taunton.				
T = Outside time limit at special				
test; E = Early at check; L = Late at				
check; O.T.L. = Outside time limit.				

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Then you can compare the distance each one goes "wards your requirements. All these things can be found in one place—The Autocar Car Buyers' Number. Published April 28th, at the usual price of 4d., it provides you with the services of experts literally for nothing, because all the usual features which make up an issue of *The Autocar* are included also.

STANLEY CUP MEETING

APRIL 15th

We were to have been doodling at Donington, but owing to the clash of dates we abandoned the notion to come in with the Frazer-Nash and B.M.W. Car Club on the organization of the Stanley Cup Meeting at the Sydenham Conservatory.

Very nice thing for us, and I'm told by them as done the work (most notably Harry Bowler and Norman McCaw) that it was a pleasure to co-operate with the 'Nash Club officials.

The running of the meeting was really astonishing—it just could not have improved upon, yet there was a complete absence of the sergeant-major attitude on the part of the officials. Hundreds and hundreds of people marshalled, including members of both organizing Club and the Road-racing Club. Particularly active among our own members were Harry Bowler, as Chief Marshal, Eddie Wrigley in the paddock, and Col. Clutton as the Vintage Steward.

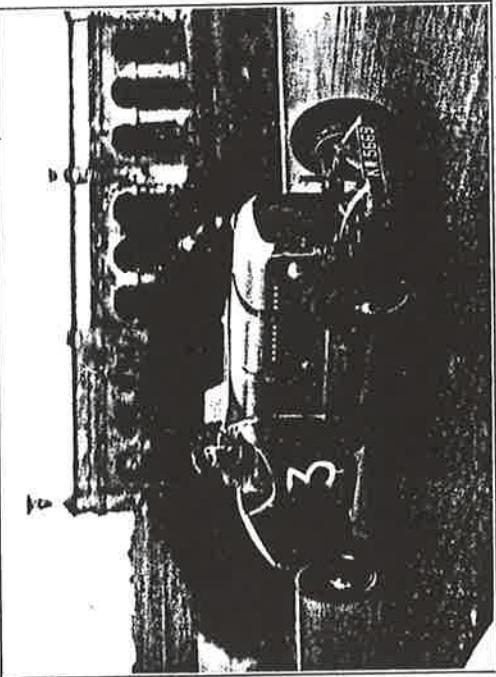
Two thousand spectators spectated, so that we even look like making a small slice of money on the transaction. Owing to the great number of officials I hope they will forgive me for not reproducing their names; the Club is none the less grateful to them.

The spoils were very reasonably divided between Vintage cars, 'Nash's and B.M.W.'s, and it was remarked with ghoulish glee that a certain inferior brand of pseudo-sports car, represented in large numbers (the name is neither R.R. nor T.T.), only once came in among the first five of any race and included most of those who did a behind-about face at the turnings.

Barson, driving John Clarke's 'Nash, won the 'Nash and B.M.W. Club members' handicap at the very smart pace of 49.56 m.p.h. This car now has very complex independent vanguard suspenders, but later in the day Barson drove among a bank and it is feared that the geometry is no longer what it was. Clarke really has had wicked luck with this lovely machine.

Our own handicap race attracted such a drove of drivers that it had to be two races. Ellis's blown Lea Francis pulled out an astonishing quota of acceleration to win by 3.2 seconds from Hampton's 1922, supercharged, 1½ litre Targa Florio Mercedes Benz. Peck's T.T. Austin Daimler went well, but Clive's 30/98 was not in really good form, fluffing at high revs.

How many of us, having turned 50, would enter for our first race (and on a circuit like the Crystal Palace), win it, get put back on handicap, and again romp home in front? Anyway, it is clearly just nothing in the life of our ever-popular Mr. McKenzie. He won the second Vintage race and still had two m.p.h. in hand to win the 3rd open short handicap at the round pace of 48.66 m.p.h. With characteristic guile he had put in just the right ratio to enable him to do practically all his motoring in top, which is worth seconds per lap on a course like this. Fotheringham Parker gave us a nice view of Lancia cornering, but the terrific push of Mac's 4½ Bentley left him 14 seconds behind in second place. On this race John Morris had the



Even when cornering, McKenzie preserves his benign expression.
Photo by L. Klementitski.

this year instead, and we hope to get a decent entry, so roll top. But the piece de resistance is the discovery of us absolutely perfect speed-trial course at Lilleshall, in Shropshire, and the R.A.C. are to look at it, and we are to prejudice our big-end there. This is a Good Thing of the first magnitude; we live very much in hope. Also, the Yorkshiremen have invited the Club to do their fiercest at Wetherby early in May, and this again is a Good Thing; remember that you M.U.S.T. have given brakes for this sort of affair. It is also hoped to run another event in the Burton area in the summer, when the impossible slippery hills will just be climable.

It has been decided that there is no longer any call for a separate Northern Bulletin, which has served its purpose in attracting new members, and in future all Northern news will be found in these chaste columns. The next gathering will be on April 28th at the Hop Inn, Banbury Bridge, near Prestbury, and it is hoped that Mr. Lycett will attend, so those who have not come will stay away at their peril.

Bradshaw's Daimler won the Veteran Class in the Warwick Rally, and had a trouble-free run of 349 miles out and back, doing about 10 m.p.g. fuel, 300 oil, and covering twenty miles in the half-hour when required. Its capacity is not 10½ h.p., as previously stated, this being the size of the original four-valve engine; it is only 9.240 c.c. Wike's Regal De Dion has been found to have been running with the engine oil above the level of the crank-shaft, which must be why it used to oil-up. Edwardian motors continue to come to light, two inutes examples being a horizontal-engined Wolseley, driven inverted-tooth primary and final-drive chains, and an Austin Buckboard, with its air-cooled single engine abaft the front wheel. Both of these are in good order, and are NOT for sale.

accelerator stick open on the big Benz and the car fell over at the stadium dip. Fortunately neither John nor the Benz were seriously damaged ; it is a difficult enough car to handle without any added troubles of this sort.

Among the open short handicaps, Vintage places were secured by Lady Mary Grosvenor on her Riley, Clive Windsor-Richards on the 39/98, and Fotheringham Parker on the Lambda, in addition to MacKenzie's second win. Roy Cutler's Nash was not fully run in and was taking things fairly gently, despite which it pocketed a first at 48.64 m.p.h., Roy swerving with his customary skill and verve.

Vintage cars were not so generally prominent in the long handicaps. Nine miles with 45 corners are over harsh for elderly brakes and machinery, and most of our people left the course clear for the youngsters.

Mr. Lyett's tour d'honneur in the 8-litre Bentley was one of the high spots of the day. The Bentley has had a new body during the winter and a whole lump of weight has again been cut away. The improvement in acceleration is easily visible and its performance was really electrifying, even when running with full equipment. Mr. Lyett was attaining about 95 m.p.h. on the bottom straight. When he started on his first lap he had never even seen the back part of the circuit, yet he came down to the Stadium dip and curve at a speed which really frightened me as a spectator, and I would wager a small sum that no fast standing lap was put up during the day. Unfortunately I have been unable to learn the exact speed.

The Veteran race seemed to give universal pleasure and it certainly did to the combatants. The Itala, going for the first time after ten months of mechanical tribulation, went beyond all expectation, so that neither the Fiat nor Vieux Charles could pick up more than eight seconds on her in the three laps and she won at 43.7 m.p.h., which is only 10 m.p.h. below the highest winning speed of the day. Thus, allowing for modern brakism, it will be seen how remarkably well these larger machines can slip round the corners.

Anthony Mills could not run at the last moment, so B. J. Porter (of veteran de Dion fame) courageously took his place on the Renault, but neither he nor Shakespeare on the hit-and-miss Alldays could make any impression on their handicap.

Anthony Heal and Dick Nash had a titanic scrap for second place, and considering the tremendous acceleration of the V. C. and the fact that the Lorraine's new cast iron pistons are tight it shows how tremendously fast the Lorraine really is. The Vintage team did not prosper in the team race, though Clive's well-known feats of pedestrianism were as popular ever. The 30/98 was out of sorts. Whincom's Bugatti was getting tired. Anthony Heals' 30/98 had blown up in practice when it was shaping really well, and the H.P.B. special, in reserve, was motoring very fitfully. For the same reason we were quite nowhere in the Stanley Cup placing. Still, we did not have wished it with a better home than our co-organizers at the meeting.



The Itala, stadium swerving.

Photo by L. Klemantaski.

The 15 lap racing handicap was most interesting, the two non-vintage M.G.s really going at a splendid speed and MacArthur's cornering was outstanding. Winterbottom had got the old Alta flashing along in fine fettle and fully deserved his third place. John Bolster has at last got the new special to stay put on the road and the acceleration out of the Stadium Curve was absolutely terrifying. Then, unfortunately the braking system faded out and he could not make anything up, on his already onerous handicap. The special, nevertheless, greatly enlivened the race by shedding its exhaust system at the feet of the gratified stewards, and in another lap they would have had the tail as well.

Racing finally stopped at 6.30 after 5 hours non-stop performance and here are the results of a very tight and proper meeting.

STANLEY CUP.

1. Frazer-Nash and B.M.W. C.C., 46 points.
2. North-West London M.C., 32 points.
3. Junior Car Club, 19 points.
4. United Hospitals and University of London M.C., 18 points.
5. Chiltern C.C., 17 points.
6. Kentish Border C.C., 15 points.
7. Vintage C.C., 10 points.
8. SS C.C., 8 points.
9. Berkhamsted M.C., 8 points.
10. Cambridge U.A.C., no points.

RACE RESULTS.

1. Frazer-Nash and B.M.W. C.C. Members' Handicap (four laps): 1, R. C. Barson (Frazer-Nash), 49.56 m.p.h. Won by 5.3 secs. 2, G. M. Crozier (Frazer-Nash). 3, G. Hudson (Frazer-Nash), 13.8 secs. behind Crozier.
2. Vintage Sports C.C. Members' First Handicap (four laps): 1, W. H. Ellis (1½ Lea-Francis S), 44.96 m.p.h. Won by 3.2

secs. 2, C. W. P. Hampton (1½ Mercedes S). 3, W. G. S. Peck (3.0 Austro-Daimler) 2.5 secs. behind Hampton.

Vintage Sports C.C. Members' Second Handicap (four laps):

1, L. C. Mackenzie (4½ Bentley), 46.97 m.p.h. Won by 14.1 secs. 2, J. Fotheringham Parker (2½ Lancia-Lambda). 3, N. Green (3.0 Bentley), 2.5 secs. behind Lancia.

First Short Handicap (four laps): 1, L. G. Johnson (Frazer-Nash-B.M.W.), 49.89 m.p.h. Won by 6.1 secs. 2, Lady Mary Grosvenor (1½ Riley). 3, R. M. Turner (1,100 Riley S), 0.7 sec. behind the Riley.

Second Short Handicap: 1, R. Cutler (Frazer-Nash), 48.64 m.p.h. Won by 6.1 secs. 2, C. Windsor-Richards (30.98 Vauxhall). 3, A. F. P. (Frazer-Nash-B.M.W.), 6.3 secs. behind the Vauxhall.

Third Short Handicap: 1, L. C. Mackenzie (4½ Bentley), 49.66 m.p.h. Won by 2.2 secs. 2, R. E. Richards (Rover 10). 3, Fotheringham Parker (Lancia), 3.6 secs. behind the Rover.

First Long Handicap (eight laps): 1, L. G. Johnson (Frazer-Nash-B.M.W.), 52.28 m.p.h. Won by 8.7 secs. 2, H. B. Shaw (1,100 M.G. S). 3, K. E. Thwaites (1,292 M.G.), 3.6 secs. behind Shaw.

Second Long Handicap: 1, H. J. Aldington (Frazer-Nash-B.M.W.), 51.94 m.p.h. Won by a tenth of a second. 2, A. F. P. Fane (Frazer-Nash-B.M.W.). 3, G. M. Symons (1,292 M.G. S), 1 sec. behind Fane.

Third Long Handicap: 1, G. M. Crozier (Frazer-Nash), 47.56 m.p.h. Won by 6.1 secs. 2, J. Fotheringham Parker (Lancia). 3, D. Grieg (1,657 Frazer-Nash), 0.3 sec. behind the Lancia.

Team Relay Race (three cars per team, three laps per car)

1, United Hospitals and University of London M.C. Team-Turner (Riley), Barson (Frazer-Nash), Gerard (Riley), 47.61 m.p.h. Won by 5 secs. 2, Frazer-Nash and B.M.W. C.C. Team—Aldington, Fane (Frazer-Nash-B.M.W.'s), and Cutler (Frazer-Nash). 3, Chiltern C.C.

Pre-War Car Race (Handicap), three laps: 1, C. Chilton (12-litre Fiat), 43.7 m.p.h. Won by 3.7 secs. 2, A. S. Head (10-litre Fiat). 3, R. G. J. Nash (15-litre Lorraine-Dietrich Fiat), 0.6 sec. behind the Fiat.

First Long Scratch Race (eight laps): 1, A. F. P. Far (Frazer-Nash-B.M.W.), 53.67 m.p.h. Won by 1.9 secs. 2, N. D. Moffat (H. J. Aldington (Frazer-Nash-B.M.W.). 3, R. M. Turner (1.1½ Riley S), 8.7 secs. behind Aldington.

Second Long Scratch Race: 1, L. G. Johnson (Frazer-Nash-B.M.W.), 52.09 m.p.h. Won by 7 secs. 2, N. D. Moffat (3, Mrs. E. M. Thomas (Frazer-Nash-B.M.W.), 17.8 ss. behind the SS.

Racing Car Handicap (15 laps): 1, A. H. B. Hurst (1.1½ M.G.), 52.13 m.p.h. Won by 51.1 secs. 2, A. MacArthur (M.G. Magnette 1,100 S). 3, E. Winterbottom (1,100 Alta), 4.1 secs. behind the M.G.

Private owner wishes to dispose of two Vintage cars.

These are:

1. 30/38 chassis No. OE.149, 1925 model, Velox Tourer, in really excellent condition.

This car is the property of a member of Vauxhall Motors Limited Technical Staff, and in view of the facilities open to its owner, it has naturally been maintained really well. Within 5,000 miles it was re-bored, crank-shaft re-ground, new main and big ends fitted, matched set of pistons fitted, new radiator core, new Autovac, modified dynamo driven, dynamo and magneto overhauled and really thoroughly looked over. Since then it has been checked over and tuned by Vauxhall Motors' Experimental Department, and is really A.1 mechanically. It has five excellent tyres, four almost new, and the all-weather equipment is very good, as is the car externally. Conforms to all safety glass, etc., regulations. £45.

2. The same owner has a 1931, 12/50 Open Four-seater Alvis for sale.

The oil consumption is guaranteed to be over 6,000 miles to the gallon, using an oil of viscosity twenty. The clutch, gearbox, and transmission of this car are in excellent condition, and the car is ready for any amount of hard work without anything being done at all. Body work is good with the exception of the wings, which need touching up. The tyres are only fair, but at the price of £57-10-0 this represents good value.

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LEWES SPEED TRIALS

LEWES was a chilly but dry spot on June 17th. Ned Lewis made fastest time of the day, handling Baron's "2.3" Bugatti in most expert and determined manner. Lycett had wretched luck, when, after a noticeably rapid start, even for the 8-litre Bentley, a gear selector jammed, and it proved impossible to move the gear-lever.

McKenzie did well with his blue 4½-litre Bentley and Monkhouse was really rapid with Connell's Darracq. Eason Gibson drove a new, Singer-engined 1½-litre H.R.G. and Miss Wilby had the big Atalanta, with 7-litre V12 Lincoln engine. Symond's R-type M.G. gradually misfired less and less until it went quite fast, and MacLachlan did his usual fast, if snaky runs in the Austin. Appleton lost something vital, which eventually turned out to be the complete head of a valve and was blown out through the exhaust pipe of the Appleton-Special, after one

very fast run, and A. D. Whitworth had a nasty moment when the offset, white Riley hit the bank beyond the finish and, the driver braking, spun completely round in the road amid clouds of rubber smoke. The Meadows-engined Stafford-Special, which is for sale at £120, motored very nicely, and Mortimer was good with the Alfa.

RESULTS
H.R.G. Cars : 1, J. Eason Gibson 27s.; 2, Peter Eve, 27.92s.

Standard Sporting Cars up to 1,100 c.c. Unsupercharged : 1, R. M. Andrews (939 c.c. M.G.), 31.68s.; 2, G. V. Coles (746 c.c. M.G.), 36.02s.;

1,500 c.c. Unsupercharged : 1, Peter Eve (1,487 c.c. H.R.G.), 27.95s.; 2, Miss M. Wilby (Frazer-Nash 1,490 c.c.), 28.13s.

2,000 c.c. Unsupercharged : 1, J. Eason Gibson (1,453 c.c. H.R.G.), 27.42s.; 2, Miss J. D. Brotchie (1,490 c.c. Frazer-Nash), 28.67s.

Unlimited, Unsupercharged : 1, R. Monkhouse (8,996 c.c. Darracq), 22.09s.; 2, G. A. Wooding (4,453 c.c. Lagonda), 25.50s.

Super-Sporting Cars up to 1,100 c.c. : 1, G. F. Penteny (939 c.c. M.G.), 29.81s.; 2, J. H. Fish (918 c.c. Morris), 35.0s.;

1,500 c.c. : 1, J. Eason Gibson (1,453 c.c. H.R.G.), 27.79s.; 2, Miss J. D. Brotchie (1,496 c.c. Frazer-Nash), 27.91s.

Unlimited : 1, R. P. Monkhouse (3,996 c.c. Darracq), 21.55s.; 2, F. Lycett (7,963 c.c. Bentley), 22.65s.

Bentley Drivers' Club (Handicap) : 1, C. C. Tomkinson (rec. 13s.), 20.17 net s.; 2, L. C. McKenzie (rec. 3.5s.), 21.27 net secs.

Racing Cars up to 1,100 c.c. : 1, R. J. W. Appleton (1,057 c.c. Appleton Special), 20.49s.; 2, W. E. Wilkinson (746 c.c. M.G.), 21.28s.

1,500 c.c. : 1, A. N. L. MacLachlan (747 c.c. Austin), 21.85s.; 2, Sir Clive Edwards (746 c.c. M.G.), 22.45s.

2,000 c.c. : 1, A. D. Whitworth (1,987 c.c. Riley), 20.99s.; 2, A. N. L. MacLachlan (747 c.c. Austin), 21.63s.

Unlimited : 1, N. Lewis (2,800 c.c. Bugatti!), 18.88s.; 2, A. Baron (3,800 c.c. Bugatti), 20.08s.

Handicap Class : 1, Miss B. J. M. Streather (3,485 c.c. SS. 100), 18 net secs.; 2, C. Mann (3,485 c.c. SS. 100), 18.33 net secs.

MORE 8-LITRE FIGURES

The B.A.R.C. race for road-equipped cars did not attract Forrest-Lycett's 8-litre Bentley as a runner, and many people still regard this famous car as the most desirable sports-car ever evolved, and probably the mostly potent. Last year MOTOR SPORT published the first test figures for this car. Amongst those obtained were the standing quarter-mile in 16.4 secs., and the 0-100 m.p.h. figure in 23.0 secs. The car had 7.00"×21" rear covers and a 3.0 to 1 top gear ratio. At the time, Mr. Lycett said, remarkable as these figures were, that he would improve on them with a lower axle-ratio.

On June 7th last he met us at Brooklands, and, using 7.00"×19" racing rear covers and his 3.3 to 1 axle ratio, he did the standing quarter-mile in 15.0 secs. and achieved 0-100 m.p.h. in well under 20 secs. We did not try the standing half-mile, because this gear-ratio, which gives 100 m.p.h. at 3,500 r.p.m. only permits of about 112 m.p.h., which would not suffice to better the previous time for this test, of 26.2 secs. Incidentally, although a comparatively low ratio was in use, on this occasion it must not be thought that Lycett employs his special axle to attain sprint honours. His usual

road ratio is 2.8 to 1 and he used this axle at Shelsley-Walsh, when the Bentley climbed in 44.08 secs., winning the unlimited class and making seventh fastest unblown time. It is worth emphasising that the 8-litre runs on pump fuel and is a 1931 car, of standard wheelbase—and nothing was done to it before it went out to record the figures given above. It will probably make an attack on the British Class B standing mile record later this year. Although we timed the car on a baking hot day the water temperature remained steady at 85°C. Still the world's Finest Sporting Car?

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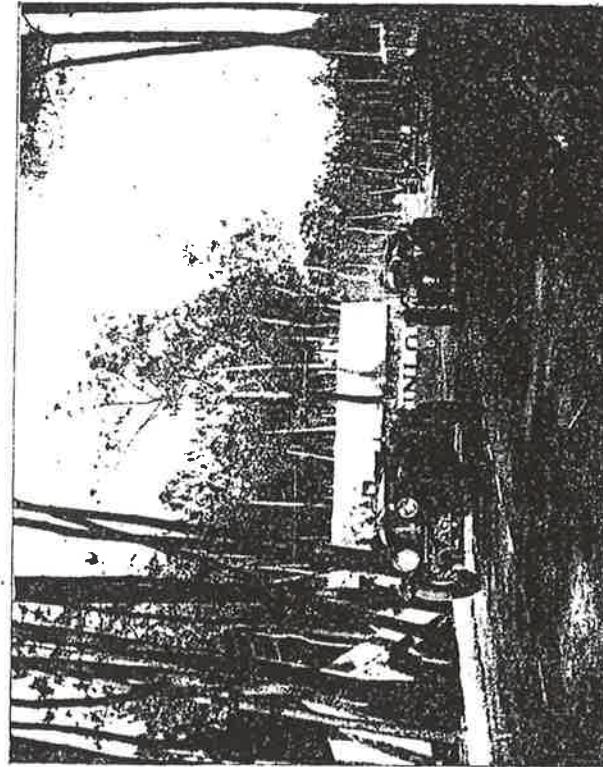
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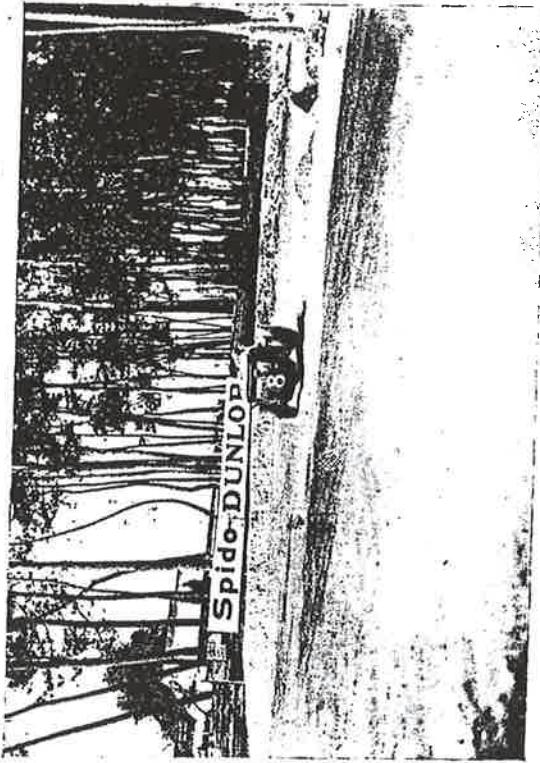
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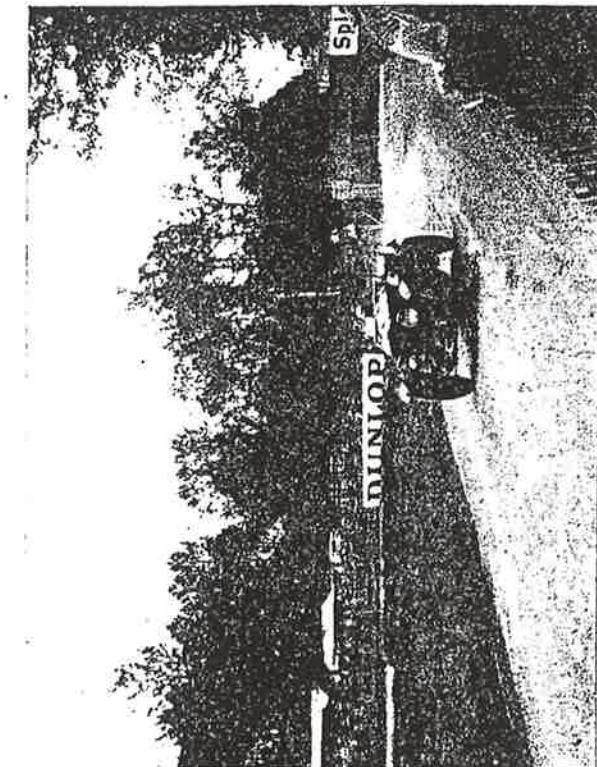
TELEPHONE NAT. 3045



Barnato and Birkin, Le Mans 1930.



Ramponi at Mulsanne.



Another fine action study of the President, Le Mans 1930.

McKenzie at Lewes 1939.

LEWES, JULY 15th

Our new plan of having the paddock at the top really worked rather well! Unfortunately, most of the competitors arrived before any of the organisers, and chose a different place to what had really been intended, but it all seemed to work quite nicely. It is really remarkable that although everyone looks fun at our organisation, our meetings always go off smoothly and in good time.

As a matter of fact, we have some rather considerable feasts of organisation to our credit at meetings where it really mattered, and with Harry Bowler at the helm one can always be sure of success. Incidentally, Harry has bought a very fine touring car to replace the famous Bentley, now for sale. It is a 1935, 3½-litre Lagonda. It gets up to 85 really quickly, does 75 in 3rd, has the same axle ratio as the Bentley, corners magnificently, is arrested with alarming suddenness by Mr. Girling's appliance, is very smooth, comfortable and silent, and altogether everything a touring car should be.

And what, as you so rightly ask, has this got to do with Lewes?

Then, Tom Rolt and Angela Orred have got married, and this has not got anything to do with Lewes either, but it is dreadful the way I can never think of what I am supposed to be writing about for more than a minute or two together, and everyone will wish them every happiness. I do hope that two such enormously enthusiastic motorists won't let matrimony squeeze out their motoring activities.

About this Lewes business.

Stuart Wilton has driven Mrs. Corbett Fisher's M.G. at a lot of our meetings, so that we were very glad to see him making fastest time of 21.6 seconds, which is very good for this little car. Symonds' M.G. went somewhat intermittently as though with disordered sparkling plugs.

Arthur Laing also suffered from deranged igniting and motored up the course with a large load of wheels in the back, for reasons not perfectly explained.

Crozier brought a lovely blown 1½-litre Bugatti, externally rather like Richard Shakespeare's type 55. It had an unbelievably high bottom gear, so that getting it away was a real labour of love, and he did not charge out of bottom for a good 200 yards. The exhaust note was a joy, and his time of 25½ seconds good, everything considered.

Watson drove his Bentley with loud gear changing, while Burton, on a very lovely Talbot, put the self-thin-gummy gear-box to highly effective use. His time of 24.6 was good. His decision to rebuild his towing apparatus in the middle of the return road while the Benz boiled behind him was, perhaps, not quite so good!

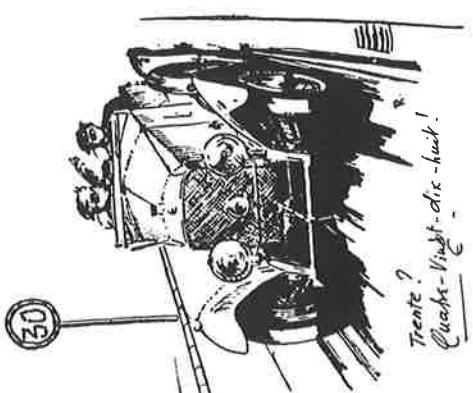
Bagratouni effected some pretty gear slicing in his nice Alfa, and in the same class, Clark, driving Cowell's Alfa, and Alan Southon's H.E., both gave way to irregular bursting noises.

stuck with no possibility of getting a pull from before or behind ! Playing strictly
Great varieties of gear change can be used. Playing strictly fair, they are incredibly slow (the compression ratio is low and the flywheel immense), a pause in neutral of four or five seconds being required at any sort of revs., for upward changes, though by using the quite efficient clutch stop a reasonably rapid exchange of ratio can be effected. Alternatively, between 1st and 2nd, or 3rd and top, one can go up to nearly full revs. and pull straight through with the throttle kept full open throughout. This must on no account be bungled, and in any case should be regarded as an emergency measure for the rarest use !

Acceleration is brisk up to 60, and 60-65 (about 2,000 r.p.m.) is a nice cruising speed. Above this the chassis begins to hop about and wheelspin may set in. However, given time and favourable circumstances, it is possible to exceed 90, and the engine will hold any speed up to which you can coax it ; it is absolutely smooth and safe up to its peak of 3,000 r.p.m. Incidentally, the rods on the E type are of steel, as opposed to the treacherous duralumin rods on the O.E., and the stroke on the E type is 10 m.m. longer, the dimensions being 98 x 150 m.m. The crankshaft is unbalanced and runs in five main bearings.

Driving these cars is quite an art in itself. At first, they seem quite petrifying, but quickly one gets used to the flexing of the chassis and the practically undamped springs, and to driving on the handbrake (the transmission footbrake is for dire necessity only). After a few miles all the old confidence returns and one regains the joy of driving this, perhaps the most individual and historic of all English sports cars.

It is really a great comfort to me to feel that, short of fire or king's enemies, at least one good example of this noble motor car is now reasonably safe from destruction.



SPECIAL AWARDS.

Fastest Time.—Stuart Wilton (M.G.).
Fastest Vintage and Pre-1925.—C. Windsor-Richards
(Delage).

	CLASS I & II (A, B & C), up to 1,100 c.c. 1 J. Lowrey 2 N. Green 3 Mrs. Corlett Fisher (H. Stuart Wilton) 4 G. H. Symonds	33.93 31.92 21.6 1st M.G. M.G.	Windsor-Richards
	CLASS III (A), up to 2,000 Sports. 5 G. Fitt 6 H. Kidston 7 D. F. Smith 8 A. Laing 9 Miss Wilby (Miss Dobson)	B.M.W. B.M.W. Aston Martin Bugatti Frazer Nash (Miss Dobson)	N.S. N.S. 34.12 1st V. 35.73 27.08 1st
	10 Miss Wilby (Miss Brotchie)	Atalanta	30.05
	CLASS III (B), up to 2,000 Super-Sports. 11 Peter Clark 12 D. Greig 14 G. Crozier 9 Miss Wilby (Miss Dobson)	H.R.G. Frazer Nash Bugatti Frazer Nash (Miss Dobson)	26.52 28.52 25.57 1st 27.08
	10 Miss Wilby (Miss Brotchie)	Atalanta	30.05
	CLASS IV (A), 2,000-3,000 Sports. 15 J. Panks 16 A. Goldman 17 W. Peck 18 G. Watson 19 B. Burton	Lancia S.S. Austro Daimler Bentley Talbot	31.72 1st V. 28.51 N.S. 33.01 24.59 1st
	CLASS IV (B), 2,000-3,000 Super-Sports. 16 A. Goldman 20 G. Bagratouni 21 A. Southon 22 A. C. Whincom 17 W. Peck 19 B. Burton 50 R. Cowell	S.S. Alfa Romeo H.E. Bugatti Austro Daimler Talbot Alta	28.51 22.44 1st 36.02 27 1st V. N.S. 24.59 23.19 2nd
	CLASS III (C) and IV (C), 1,100-3,000 Racing. 12 D. Greig 23 R. G. J. Nash 20 G. Bagratouni 22 A. C. Whincom	Fraser Nash Nash Union Spec. Alfa Romeo Bugatti	28.52 22.95 22.44 1st 27 1st V.
	CLASS V (A), 3,000-5,000 Sports. 24 G. Campbell 25 D. Silcock 26 Miss Wilby 27 C. Windsor-Richards	Invicta Allard Atalanta Bentley	27.45 23.79 1st 25.86 29.21 1st V.

McKenzie urged his blue 4½ Bentley up the course faster than anyone else has ever done before on a 4½, to the tune of a magnificent 23½ seconds. He now has the close ratio D type box with a higher bottom gear. Running up to tremendous revs., he effected instantaneous gear exchanges with complete silence.

Kidston's 57.c. drop-head Coupe was lovely to look at and impressively silent in action, though not as fast as one might perhaps have expected. I believe this is the first time one of these splendid cars has been seen in action in England, and his runs were therefore both interesting and instructive. His best time was 26.35 seconds.

Also noteworthy was Fitzpatrick on the blown Phantom 1 Rolls. He had fitted practically roller skates on the back and nearly fouled his mudguards as a result, while the blower gave out a considerable whine at the higher revs. This was another run which was impressive, rather than outstandingly fast, occupying 29.44 seconds.

Clive Windsor-Richards did a number of effective runs on the Bentley, 30/98 (now inordinately smartly turned out), Delage and '03 Italia, the last of which he had driven down himself and competed with excellent noise for the good time of 27.13 secs., despite a slightly slipping clutch. The Delage went magnificently, although a major overhaul had only been completed at 1.30 the previous night. A time of 23½ secs. is fine for a 16-year-old car, though even so he was only a split second faster than Anthony Heal on the Fiat with 23½—a purely monumental run, the car snaking about in a very spectacular manner. This car's performances really beggar description and defy explanation.

Raphael and John Morris had driven the Big Benz from Birmingham and reported a highly enjoyable run on which the petrol consumption worked out at the highly creditable figure of 10 m.p.g.

I was taken up by Raphael on one run, which was a very memorable occasion. The lightning gear changes possible on the Fiat and Italia are not practicable on the Benz, and even to one accustomed to these big, slow engines the performance was deceptive. Second gear sufficed all the way, the engine special rising to 1,750 r.p.m., which is terrifyingly high for cylinders of this size, and 150 r.h.p. over the advertised limit. Lander tackled gracefully up the hill in his beautifully restored 1899 New Orleans and Hampton's Bugatti was not quite as fast as one might have expected from its previous performances elsewhere.

Samuelson's 1914, 6½-litre Peugeot was seen for the first time and altogether lovely and impressive it is. Clearly, it can be made to go faster yet, though such widely spaced ratios are no help on a course such as Leves. It should be mentioned that Eddie Wrigley was actively efficient on the starting line and everyone was delighted to see Cecil Choate back at scrutineering, practically recovered from his fearful crash.

Here are the results:—

CLASS V (B), 3,000-5,000 Super-Sports.

A RECORD BREAKER MOVES TO NEW QUARTERS

28	L. McKenzie	Bentley	23.9	1st V.
24	G. Campbell	Invicta	27.45	
29	C. Windsor-Richards	Vauxhall	26.41	
25	D. Silcock	Allard	23.79	
30	G. Fitt	Hudson	22.42	2nd
31	S. Allard	Allard	22.12	1st
32	H. Kidston	Bugatti	26.35	

CLASS V (C) & VI (3,000-5,000 Racing).

29	C. Windsor-Richards	Vauxhall	26.41	
28	L. McKenzie	Bentley	23.9	
33	D. FitzPatrick	Rolls Royce	29.44	
34	C. Windsor-Richards	Delage	23.33	1st V.
35	A. S. Heal	F.I.A.T.	23.52	

CLASS VII (Ladies).

36	A. C. Whincop (Miss Strain)	Bugatti	30.6	
9	Miss Wilby (Miss Dobson)	Frazer Nash	27.08	
10	Miss Wilby (Miss Brotchie)	Atalanta	30.05	
26	Miss Wilby (Miss Fry)	Atalanta	25.86	1st
43	Mrs. Fry	Bentley	N.S.	

9	Miss Wilby (Miss Dobson)	Frazer Nash	1st	

12	D. Greig			
16	A. Goldman			
25	D. Silcock			
39	J. Morris			
	(O. Raphael)			
14	G. Crozier	Benz	28.48	
28	L. McKenzie	Bugatti	24.59	
33	D. FitzPatrick	Bentley	23.95	
3	Mrs. Corbett Fisher (H. Stuart Wilton)	Rolls Royce	29.19	

23	R. G. J. Nash	M.G.	21.78	1st
34	C. Windsor-Richards	Nash Union Spec.	23.03	
4	G. Symonds	Delage	23.25	
35	A. S. Heal	M.G.	22.76	2nd
		Fiat	23.57	

		PRE-WAR CLASS.		

		Formula Figure		

Peter Robertson-Rodger is nothing if not a trier. For the last seven years people have been trying to buy the single seater, Brooklands lap record, ex-Birkin, blower Bentley. Then Peter goes and bursts the Birkin road Bentley at Donington and succeeds in scooping the whole issue from under the noses of all the people who have been angling for it for years.

So he duly went with John Morley, Francis Hutton-Stott and Colin Lindsay-Nicholson to gather it up, and having found that the racing tyres were still continent of air they towed it triumphantly away behind John Morley's quite disgustingly opulent Packard, followed by a very great pantechnicon containing a crankshaft, two new superchargers, 16 pistons, 25 shock absorber brackets (very sinister), and a vast agglomeration of assorted things as to whose precise mission discussion was at times both rife and heated. They also bore away very many tyres and a complete issue of pit equipment.

The incredible thing to me is that not one of the party thought of seeing if the engine would start!

After a loud argument with the management of the "Comet" at Hatfield, they secured a reluctant lunch, and then Peter strove to insert his ample form into the historic driving seat.



"Fetch that — shoe horn" (featuring John Morley, Peter Robertson-Rodger and the single seater.

ON SOME THINGS WE SHALL MISS

DEFINITELY, we shall miss going to Earl's Court. The Motor Show, whether at Olympia, or Olympia and White City, or, as it now is, or would have been, at the newer Earl's Court building, brings annually a pleasing mixture of experiences. Winter begins to exert its presence without; within all is light, heat, talk, and discussion. Perhaps even more than at the racing circuit, the motoring scribe senses all his hopes, desires, enthusiasms and ambitions crystallise, when Royalty opens this show of glittering, up-to-the-minute cars in that big, brilliantly lit arena. Later, as feet tire and the head become fuzzy with smoke and the babble of countless tongues, you can reflect on the excitement, the humour, the intense interest of this great show of all the world's commercially respectable automobiles. Not all so commercial, however, for have not dummy engines reposed beneath resplendent bonnets and behind respected radiators, and so often a brilliant engineer has hovered round his latest creation, in the vicinity of which salesmen look less pleased with things, knowing that they can deem themselves lucky if the new product's ultimate sales can be counted—well, on the fingers of both hands? Although I usually pay only a fleeting visit to the Show and no longer go straight to Trojan's for a catalogue-bag, I enjoy Show-time thoroughly. I recall the last-minute surprises Olympia has sometimes sprung upon us, and the very, very interesting new sports cars revealed to us there as the outcome of an idealistic designer hoping to meet the requirements of a certain, easily tempted, and not too poor, section of the community. Yes, and I recall the stately dignity of the latest luxury carriages from the great houses of Rolls-Royce, Daimler, Napier, Wolseley and other well estab-

lished firms, before cars of this class were expected to go at least at 80 and get up to 50 m.p.h. or thereabouts very quickly indeed. I remember the days when stripped chassis could be explored in comfortable numbers and when commercial vehicle makers like Leyland, Guy and Maudslay commenced to build quite hot passenger cars. In those days we studied for hours, and wrote reams on brake gear and manifold formation and valve gear layout, for the purely matter-of-fact car buyer was not so commonplace as he—the lordly pusher of mysterious buttons, God bless him—is to-day.

In remembering these things, I shall miss Earl's Court. I shall miss, too, attending winter trials, at a different locality each week-end, at a time when rising early is quite an effort, rewarded by a good day's sport and a cheery meal-gathering with real sportsmen at the day's close.

If war goes on too long I shall miss going divers places, in the rain and sun of summer, to watch racing in an atmosphere embracing noise, excitement, thoroughbred machinery; and sporting men-folk attended by fairies who manage to combine modernity with feminine charm with unbelievable skill—at least, some of 'em. I shall miss going to such meetings, first in the chill of spring, later in the heat and dust and slight fatigue of summer, then in the autumn, when long drives home have the added zest of yet another change in the English scene and a desire to hurry down the road ere dusk spoils, a little, one's average speed.

Yes, I, and you too, must miss these things, on the occasions when we can pause in our new lives to exercise the memory. But we need not despair. The Motor

Industry is bravely carrying on, and motor transport stands on a far, far wider footing than it did in fateful 1914. Jowett, Austin, M.G.; Sunbeam-Talbot, Hillman and others have announced 1940 programmes and who, remembering the firms in existence now, which survived the 1914-18 affair, need extend to them unreasoned sympathy? May they be building even finer cars for the year which will follow the Armistice!

From our own, purely personal viewpoint, it may be that racing will receive a big fill-up when the war ends. Dangerous as it is to accept apparent lessons of one major war as applicable to the next, we certainly found people living at a greater pace in 1918 and in the years immediately succeeding the Armistice, than they did in 1913 or have been doing recently. In those days Brooklands accordingly found a definite place in the scheme of things, if a rather different Brooklands, under Col. Lindsay Lloyd, from the Track as we know it to-day. So perhaps it will be the same after this war with a British racing team widely demanded and race-course "gates" healthier than ever before. Or, when victory finally comes, maybe we shall seek relaxation, as an exhausted peoples, in quietly driving out into spots far from fellow-men in-his-masses, anxiously concealing our car's brute force as Bentley has concealed the real potency of his more recent products.

Either way, motoring will be the primary relaxation for tens of thousands of us. Those of us "in the game" now can take heart from this, and, while praying earnestly for Peace, may fight for it with all our will and determination. A racing driver and a soldier have lots in common, if you think it out sanely.

VINTAGENTS AT LEWES

STUART WILTON'S M.G. MAKES FASTEST TIME OF THE DAY

Fitt's B.M.W. was absent, still suffering from its bending after the J.C.C. Brooklands meeting, but the big Hudson was going very rapidly indeed. Peter Clark's H.R.G. was in good trim, although rumour says Peter does not rightly know where all the oil-pipes outside the Meadows engine go to, since Marcus Chambers modified the lubrication system to keep down the oil temperature. Another rumour concerned a Le Mans team of H.R.G.s for 1940. J. Banks brought along a Lancia Lambda with a most un-Lancia-like exhaust note, while Goldman's altered S.S. and Bagratouni's Alfa-Romeo were amongst the fastest sports-cars. Southon ran his H.E. and Whincop his Type 43 "2.3" Bugatti. Miss Strain drove the latter car in the sports class, going up nicely on her first run, but stopping to select a change of ratio next time. Ettore's gearboxes were not made for girl drivers when the Type 43 was a new car, and this was a plucky effort. Watson made some music changing-up on his Bentley, Campbell missed a change on his Invicta, and Laing's touring eight-

cylinder Bugatti was very slow. McKenzie did some really astounding runs in his blue 4½-litre sports Bentley, and Clive Windsor-Richards drove the '08 Itala, revving up fantastically in starting, his well known 30/98 Vauxhall, the 5-litre Delage, which is liberally besprinkled with oil-coolers and the rev. counter needle of which seemed over-excitable, and a decrepit old Bentley. Fitz Patrick's supercharged Phantom I Rolls-Royce saloon, using curiously small rear wheels shod with 6.00" x 16" covers to get the gear-ratios down, hissed up the course in fine style, and the Allards of Silcock and Sydney Allard were immense.

Hampton's 1913 Bugatti is really magnificently turned out, painted in authentic paint and varnish and with glittering brass work—the tiny, gold Bugatti Club badge on the facia is a pleasing detail. Incidentally, front suspension is by twin half-elliptic springs on each side. Another very interesting Edwardian was Samuelson's 1914 40/50 Peugeot tourer, sounding rather like a

30/98 Vauxhall as to exhaust-note and a 3-litre Sunbeam as to the hiss of its brakes. Owned up to 1925 by a director of Kia-Ora, Ltd., it was found by the present owner at Laystall's premises, where the apprentices regarded it as a plaything. Rated at 33 h.p., it has the same bore and stroke as a "Silver Ghost" Rolls-Royce and was a standard model in its day. The 7½-litre engine pulls a top gear of 2.6 to 1 and a third gear of 3.6 to 1. For a time a Blackfriars lorry repairing firm used it as a towing car! It is being gradually done up, is used regularly, and does about 70 m.p.h.

Miss Wilby and Miss Brotchie handled smart Atalantas, and Dick Nash brought his Frazer-Nash Union-Special out of a very long retirement—it is now for sale. The bodywork is as slim as can be and Nash's special gear-shift is interesting. Taking off carefully, to humour the clutch, and somewhat slowed by misfiring, Nash nevertheless clocked 22.95 secs. Timing was by the Bowler system and Bowler himself was chief marshal.

Points of View

To The Editor,
Bentley Drivers Club Review,

Dear Sir,

THE 30-98 COMPANY LIMITED
Gatwick House Povey Cross Road Horley Surrey
Telephone: Horley 5471-2
March 1974—Paint Manufacture

I learnt with interest that this company exists. Can we look forward to the establishment of a 4½-litre Company so that the superiority of the true marque can be upheld?

Yours faithfully,

TOM WILLCOX.

Bennetts Bank Farm,
Samlesbury, Preston,
Lancs.

Dear Sir,

I would like to record my appreciation for being allowed two special solo sessions at the B.D.C. Practice Day at Silverstone. Quite understandably the R.A.C. Rules—I was informed on arrival—prohibited motor cycles and cars on the track at the same time. But all concerned went out of their way to ensure that my journey wasn't wasted.

The sight of an O.A.P. circulating at rather pedestrian speed on a Vintage Norton, still being run in after rebuild (the Norton, not the O.A.P.), could hardly have been compensation for those waiting to go about their legitimate business.

I can only hope that everyone enjoyed themselves as much as I did.

Yours faithfully,

G. T. SHOOSMITH.

Gangbridge House,
St. Mary Bourne,
Hants.

Dear Sir,

No doubt your contributor, Mr. Paul Harris, knows the history of *Bluebell*.

I more or less watched her being built and when I compared certain points with the Forrest Lycett 4½, dear old Mac drew my attention to the fact that *Bluebell* was being built for his own amusement and with very restricted capital, whereas Mr. Lycett had very much more gold for disposal.

However, *Bluebell* was duly completed, won two Vintage races on the same day at *Crystal Palace* and competed in several other events pre-war. When questioned about winning the second race, having been re-handicapped, Mac stated he merely had to go a little faster.

One day when Mr. Lycett's 8-litre was competing at, I believe, Shelsley, Mac was of course there in attendance and had taken Ted Avery (his top mechanic) with him. When the event was finished, Mac said to Ted, "You can take *Bluebell* and visit your family and I will go back to London with Mr. Lycett."

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NOW YOU KNOW!

It is only rarely these days that we hear anything of the Presidential rasps—few who have experienced it are likely to forget—but we can well imagine the withering scorn that prompted the following letter.

If the missive didn't actually burn a hole in the mail bag en route to Paris, we trust Le Redacteur en Chef got the message—loud and clear—*Ed.*

Le Redacteur en Chef, l'Auto Journal, 43, Bd. Barbès, PARIS.

Dear Sir,

"Out of line in 32 places," and added some observations relative to Mr. Ted Avery. The first owner after Mac was Jack E. Evan-Cook.

Yours faithfully,
C. J. L. MERTENS.

* * *

Dear Sir,

I have just read, rather belatedly, Mr. de Haan's article on the Telejague in the February *Review*. I was very surprised that he found no one who had seen such a gauge. I certainly have one in working order on the tank of my 1927 3-litre (the last of the fourteen 100 m.p.h. chassis) and in my innocence I thought it was a standard fitting.

May I also say, that although not an engineer, I have found Nobby Clarke's articles absolutely enthralling. This is the most exciting thing that has appeared in the *Review* since Benly's reminiscences in 1947. Thank you, Mr. Clarke.

Yours faithfully,
W. A. TAYLOR.

* * *

Banwell House,
Banwell,
Somerset.

[Several] other members have also expressed their appreciation of Nobby Clarke's articles—*Ed.*

* * *

Dear Sir,

Further to your article in the B.D.C. *Review* (May issue) concerning Mrs. Flemmich. If I am thinking of the same person she owned a 6½-litre open tourer*. Her chauffeur was not allowed to drive the car but had to clean it; it was as clean underneath as it was on top. He also had to take the dog for a walk.

She had an 8-litre built, the engine of which was polished and plated bury works where I was employed in the engine shop. After the chassis had its mileage it went to the coachbuilders and returned with a body that looked like a hansom cab. This vehicle, if I remember correctly, was built completely from new. Mr. Nobby Clarke could say whether this is the same person as she always had him drive that car when it came into Service.

Yours faithfully,
R. G. KEY.

Axminster,
Devon.

* This was UL 7, the registration of which was later transferred to the 8-litre—*Ed.*

My attention has been drawn to the article in the current issue of your magazine on the Bentley S.3 Continental.

Frankly, I am appalled that a responsible motoring journal such as yours should publish an article with so many basic errors as are contained in that written by Serge Bellu on page 69.

For the sake of accuracy I feel I must point out the following mistakes of fact and misleading information:—

1. The dates in the heading should be 1962/1965, not 1963/1965.
2. The inset photo is an S1, not an S3.
3. W. O. Bentley conceived and designed the Bentleys manufactured between 1921 and 1931 when the old Bentley company went into liquidation. Not until 1940.
4. Rolls-Royce took over the Bentley company in 1931—not after the war—and closed down production.
5. Rolls-Royce built their first Bentley in 1934 having a 3½-litre engine based on the contemporary 20/25 h.p. Rolls-Royce.
6. The first Continental Bentley—the R-type—was introduced in 1952, not 1954.
7. The first 126 R-type Continentals had 4.6-litre engines; the 4.9-litre engine was introduced in July, 1954.
8. The engine of the Continental bore no resemblance to any pre-war engine.

In the interests of motoring historians of the future who may use *l'Auto Journal* as a reference, I hope that you will find space to correct the above errors in your next issue.

As a gesture of goodwill and to assist you in avoiding similar errors in future, I enclose for your reference library a copy of *Twenty Years of Crewe Bentleys 1946-1965* which I compiled last year for our members, and which is, I think, accepted as the standard work on the subject.

Yours faithfully,

STANLEY SEDGWICK,
President.

Cobham,
Surrey.

* * *

Dear Sir,

I thoroughly endorse Brian Morgan's reasons for owning a Continental R-type Bentley—in the May issue of the *Review*.

The instability in cross-winds may be affected by the shape of the body to some extent, but I took my car over to Crewe to have this point checked and they diagnosed general wear in the front suspension and steering which permitted the nose of the car to be pushed off course by cross-winds. When

ROLL OF HONOUR.

The following members have been killed, or reported missing during the war:

Keston Pelmore Paul Marx G. P. Hughes.
C. C. Tomkinson Roddy Seys

POST-WAR EVENTS TO DATE.

As many committee members as could be contacted met on July 6th, 1945, and decided to call a General Meeting of members and prospective members, and to seek confirmation of their decision to continue the Club.

A General Meeting was accordingly held at the Rembrandt Hotel on October 6th, 1945, at which the decision to carry on the Club was acclaimed, the appointment of a new honorary secretary announced, and the committee re-elected en-bloc, to serve until the presentation of the Club's reports and accounts at an Annual General Meeting to be held in the early part of 1946. The meeting concluded with a hearty vote of thanks to Mr. C. J. L. Merkens for assuming the role of acting secretary, and for his efforts resulting in this meeting.

The first event was planned, most fittingly, as a visit to Brooklands Track, following a luncheon at the White Lion Hotel, Cobham—and the Bentleys were to travel to the track in convoy. That these plans were abortive, and the dismal explanation are now common knowledge to us all, and further comment would appear to be futile, but Messrs. Thompson and Taylor, hearing that the piece-de-resistance of the whole meeting had fallen through, kindly gave permission for all those who attended to view some interesting racing cars which they had stored in the vicinity. Everyone, therefore, rallied at Cobham as originally intended. Over sixty members and friends turned up, and two-dozen vintage Bentleys graced the car park. After luncheon Mr. Lygett and Mr. McKenzie performed the unenviable task of judging:

1. The oldest Bentley present, and
2. The best-kept Bentley present.

The oldest turned out to be a 1922 3-litre, with front brakes added, the property of Geoffrey Dunn, and the best-kept Bentley was judged to be the beautifully-turned-out 4½-litre saloon belonging to A. D. Welch.

After the judging the Bentleys were lined up in single file, and shortly afterwards moved off in convoy, a truly inspiring spectacle, to the barn where the racing cars were stored. These included the Barnato-Hassan Special, the

Napier-Railton, the ex-Reggie Tongue 1½-litre Maserati and Jill Thomas' 2.9 Alfa.

The next event was the Kensington Gardens Rally on February 9th, 1946. This was held on a strip of road in front of the Albert Memorial, made available by the co-operation of the Office of Works. This was attended by the gratifying complement of one hundred members and friends, and no less than 31 Bentleys, their number being composed of 13 3-litres, 9 4½'s, 4 speed sixes, one 8-litre and four 4½'s. Of especial interest were J. Evan-Cook's ex-Mackenzie 4½-litre, which won the two events for which it was entered at the Stanley Cup meeting in 1939, and is still the fastest 4½ up.

Lewes: Thomas's ex-Glen Kidston car, which used to race as a 3-litre and now, fitted with a 4½-litre engine, has a truly excellent performance, the original pit-signals still being in evidence on the front nearside door: Obeyesekere's beautifully turned-out Bentley present was UL-7, Goodwin's 8-litre Mackenzie rebuild. Apart from faultlessly-kept coachwork, the entire engine and bulkhead has been either plated or polished, and the spectacle of such magnificence is matter for rapture to all True Believers. The propaganda value of this meeting in the heart of London was tremendous, and many members of the public came in to view the cars. W.O. Bentley and Kensington-Moir attended in person, and Woolf Barnato presided over the Annual General Meeting and the excellent cocktail party which followed at the Rembrandt Hotel afterwards, Rex Hayes' excellent model of Forrest-Lygett's 8-litre being on view throughout the evening.

Final event to date was the Invitation Meeting at Hendon Police College. Entries for this meeting had to be limited owing to lack of accommodation, to members only, but a complement of 46 turned up just before 9 a.m. on April 7th, and the dignified entrance to the world-famed Emporium of Law was further embellished by the unprecedented spectacle of twenty-three Bentleys drawn up in glittering line abreast and redolent of an atmosphere which somehow assorted strangely with the austere buildings and trim blue uniforms of the attendant police officers. Every body assembled in the main lecture-theatre at 9.00 hrs. for a talk by Chief Inspector Taylor and then, dividing into four parties, were shown round the driving-school by the instructors, and this is a pilgrimage which every enthusiastic motorist should try to make. The first item of interest was a pedal-reaction testing device which resembled the cockpit

CIRCUIT RACING AT LAST!

SINCE racing was resumed, some of the smaller clubs and newer organisations have certainly shown us the way. And it was left to the Cambridge University A.C. to provide us with real circuit racing, at Gransden Lodge airfield, on June 15th—incidentally proving wrong those pessimists, the R.A.C. included, who suggested that aerodrome runways and perimeter tracks would be too rough for serious racing. A bigger difficulty was found to be picking out the corners, with no hedges or trees bordering the course. John Bolster, for one, was delighted with the 2.13-mile circuit which Gransden Lodge provided.

The organisation was generally very good—the weather mostly foul. A large hangar formed the "Paddock," so that, although the noise and fumes became somewhat deadly, there was full protection from the British summer. The organisation fell down only over minor matters, such as the difficulty in operating a public-address system in the noisy hangar, rather crude flag-signals at the corners, and some confusion as a result of illegible numbers on the cars and additions to the programme. A fairly large crowd came—and kept well behind the miles of barbed wire which Curtiss had erected. There was a full complement of police, ambulances and fire-engines, and "walky-talky" radio and telephones were put to real use. Curtiss's public-address apparatus, contained in a trailer caravan, functioned well under the care of R. J. Walkerley. Commodore the Rt. Hon. Earl Howe, P.C., C.B.E., V.D., R.N.V.R., to give him his full dues as quoted in the programme, came in his V12 Lagonda and was very energetic and thorough as R.A.C. steward.

* * *

The first 3-lap race was for sports cars up to 1,100 c.c. Lester's M.G. led away from Davidge-Pitts's ex-Whitney Straight "Brooklands" Riley, with Bowles's "Ulster" Austin Seven accelerating through the field. However, Le Strange Metcalfe's "Balilla" sports Fiat early went out ahead, building up a fine lead, to win from Lester's PB M.G., with Lowrey third. Lowrey cornered very spiritedly outside other drivers, gaining several places for his H.R.G., followed by Rivers-Fletcher, both the H.R.G.s wagging their tails in opposite directions on correction. Wilecock's M.G. collided with Bowles's Austin, causing minor damage, the M.G. losing its exhaust system thereafter.

The next race, for 1,101-1,500-c.c. sports cars, saw Peter Clark's Le Mans H.R.G. get away from Andrews's Zoller-blown, Benson-o.h.v. Aston-Martin and Mrs. Gerard's Riley. Driving carefully, Peter built up a huge lead, winning at just over 60 m.p.h. from Mrs. Gerard and Lady Mary Grosvenor on Rileys. Jenkins's Meadows Frazer-Nash was picking up places at the corners and might have caught Mrs. Gerard, but it turned round at the hairpin and, second speed going in automatically after a bump had selected neutral, the r.p.m. went up to over 6,000, to the detriment of the big ends.

Excellent C.U.A.C. Meeting at Gransden Lodge. Parnell's 16-valve Maserati, the Alfa-Aitken and Abecassis's "3.3" Bugatti the outstanding cars. Fine showing by Bentley and Alta, in the "Sports" car races.

★

Obeyskere's Meadows-Nash was slower, and Knight's Full Brescia Bugatti was slow and not very stable. The Aston-Martin engaged in a private duel with Lovett's Rover.

Next, we had the race for 750-c.c. racing cars and, as expected, Issigonis (Lightweight) ran away from Marcus Chambers's Austin Seven, which booted, and Salvadori's M.G., which had badly adjusted brakes. The Lightweight went splendidly, to average 64.4 m.p.h.

The 1,100-c.c. racing cars were led by Nickols's blown M.G., with Weir's "Monaco" M.G., Finch's Amilcar Six, and Sumner's M.G. following. This order held throughout, in spite of one wheel locking-on horribly before corners on Weir's car.

The next race, for 1½-litre racing cars, promised excitement, and we had it. Parnell's beautiful 16-valve Maserati was away smartly at the fall of the flag, pursued by Whitehead's E.R.A., but Gerard's E.R.A. was soon out in front. Whitehead's E.R.A., however, passed everyone, but turned right round at the first corner.

After one lap Parnell led from Gerard, whose car snaked under the brakes, and Mortimer's Alta had gone sick. Then, at the corner following the mile-straight, after two laps were run, Gerard spun round and stalled his engine. He leapt out, handle in hand, to restart, but the car was blocking the course and had to be pushed off. Abecassis, in his Alta, had been in 3rd place and he now moved up 2nd, to finish in that position, with Bainbridge 3rd in Ansell's E.R.A. Parnell, wearing crash helmet and visor, drove splendidly, to average all but 79 m.p.h. over a wet course. He made fastest lap of the day, the Gransden Lodge record, at a shade over 86 m.p.h. Davenport's ex-Machire Riley, retired with dirt in the fuel system, and Mrs. Mortimer's 4½-litre, low-chassis Invicta towed-in her husband's Alta.

The 2-litre sports car race was notable for a great duel between Crossley and Crook on 328 B.M.W.s, Crossley passing Crook at the top corner, only to be re-passed almost immediately. Eventually Crook got fairly well ahead, and, to complete the B.M.W. benefit, Crozier's 328 was 3rd. Crook averaged 69½ m.p.h. and, although running well, Greig's Frazer-Nash Six could not hold a candle to the B.M.W.s.

The up-to-3-litre sports cars came out next. Heath's blown 2-litre Alta made everyone else look silly, building up a huge lead, some ½-mile by two laps, and winning a grandly-run race at 66.8 m.p.h. He elected to drive in ordinary clothes and cloth cap, incidentally. Wugner's S.S.100 was 2nd, and Matthews's sister car 3rd. Jordan was flagged-in to secure his S.S.100's bonnet, when in 3rd place, and

Rayner Green did wonders with an S.S. saloon, holding Bremner's pretty little blown 1,750-c.c. Alfa-Romeo out of the top corner. Behind thundered several old-school Bentleys, which were nowhere in the picture, Brierley being last in spite of metallic exhaust note, and Mrs. Jason-Henry passing the Alfa-Romeo into a corner but being left behind thereafter.

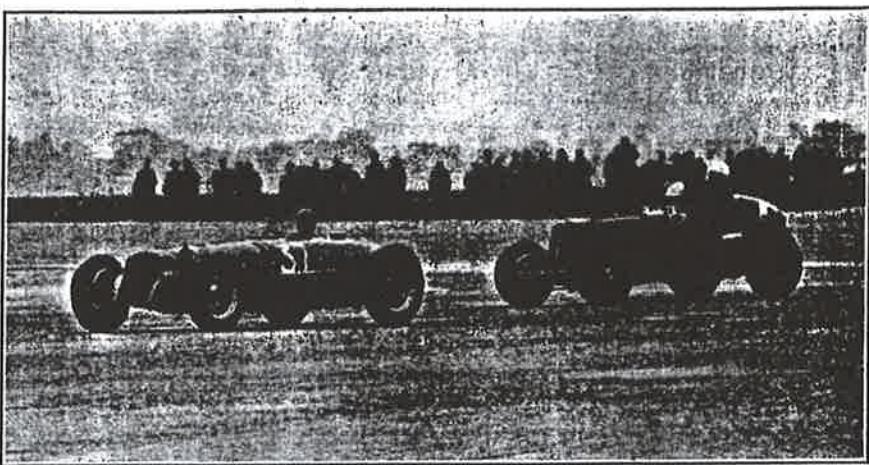
No Edwardians being present, Cowell's Alta, now with its driver's name on the scuttle, Bolster's "Mary" and Harrison's 2-litre Riley Six battled for 2-litre honours. Off the line they were equally spaced—Cowell, Bolster, Harrison. Then Cowell stopped while water was cleared from the front two sparking plugs and the Riley, sounding most healthy, started to build up a huge lead, finally winning at over 70 m.p.h. John had a grand dice, but burnt out his clutch, Cowell fell right out, and the enthusiastic Buck wasn't very rapid in his Type 35 Bugatti.

Three Type 51 Bugattis and Wallington's Alfa-Aitken raced next, with Abecassis (who had brought the ex-Charlie Martin, ex-Baron "3.3" G.P. Bugatti out of store), thrown in too, as he had no one to dice against in his own class. Bear got going really well, commenced to spit and "popper," and fell out, leaving the Alfa out in front, Abecassis 2nd, and Monkhouse 3rd. The Alfa and "3.3" Bugatti were really motoring, Wallington using brakes and revs. to great effect, and flame pouring from Abecassis's exhaust pipe. The Bugatti closed up a bit, but the Alfa won in a cloud of spray at 75.7 m.p.h., with Monkhouse, one strip rear wing out of place on his "2.3" Bugatti, virtually 2nd, and Watson's Bugatti—misfiring—3rd. Abecassis did one lap at 77.03 m.p.h.

There were so many sports cars of 3 to 5 litres that two one-lap heats preceded the Final. In the first, Metcalfe's Lagonda and Butterworth's 4½-litre Bentley were well matched on initial acceleration, but Alexander's ex-McKenzie 4½-litre Bentley 2-seater won easily. In the second heat Mann's 3½-litre S.S. won from an Alfa-Romeo, with Windsor-Richards's S.S. 3rd. The Final saw Mann lead away, Gilbey's Alfa-Romeo closing on him, and Alexander's Bentley 3rd. After a lap the Bentley had a small lead, and behind came Im Thurn's Bentley, Windsor-Richards's S.S., and Mann's S.S., in a bunch. Im Thurn experienced a front wheel slide at the top corner, touched a barrier, and lost several places, the Alfa's dickey lid flew open and it retired, while Miller's Bentley sounded sick. Alexander, snaking slightly as he braked, built up a most respectable lead, and won very easily after a grand run, at an average speed of 65½ m.p.h., clapped by the Bentley Drivers' Club. Mann was 2nd, Im Thurn 3rd and, miles back, having spun round, came the Le Mans Lagonda.

The Bentley Drivers' Club was again elated to see MacGregor's magnificent Blower Bentley—spare car of the Dorothy Paget team—win the big sports car race easily from Birkett's S.U.-carburetted 5-litre Bugatti and Howard-Sorrell's rather touring 6½-litre Bentley.

That would normally have concluded



An incident at Gransden Lodge. Roy Parnell's Delage and Bainbridge (E.R.A.) at close quarters on a curve.

the proceedings, but a 5-lap race was put on for the six fastest cars—and what a race it proved to be!

Those on the line were: Parnell's 16-valve Maserati, Hampshire's 6-cylinder Maserati, Wallington's Alfa-Aitken Abecassis's "3.3" Bugatti, Monkhouse's "2.3" Bugatti, and Bainbridge's E.R.A. Abecassis got away from the Alfa at the start. As they came up to the top corner after one lap it was evident these two cars were going too fast. Both took to the escape area, but Abecassis swung round, over the grass, and continued, Wallington, too wide to have cornered any way, eventually following. This incident put Parnell well in the lead, with Monkhouse close on his tail, and Hampshire and Bainbridge behind. Abecassis was back in 2nd place after another lap, close up to Parnell, with Monkhouse 3rd. After three laps Abecassis went past the Maserati going into the top corner, but Parnell actually got away on acceleration, only to immediately run out of fuel—very hard luck, sir.

Monkhouse still held off the Alfa-Aitken, but at the top corner, after lap 4, his Bugatti got into a nasty slide, missed hitting the Alfa, was held on full lock still sliding, Peter's mouth wide open, all but clouted the pylon on the apex of the corner, and recovered, with little loss of time. However, that let the Alfa and Hampshire's Maserati through. Abecassis was enveloped in steam and nearly swerved into Wallington when he received scalding water in his face after finishing. The thermometer "blew-up" well and truly, even its glass coming out. The Bugatti averaged 73.85 m.p.h., the course now soaked again with torrential rain. There was mention of a protest that Abecassis had taken to the grass, but he was billed as the winner—and deserved it.

Altogether it was a grand meeting and proved that disused aerodromes can offer excellent motor-racing facilities—the Government, having taken Brooklands and Donington, might take heed of this.

Results :

- SPORTS CARS, 751-1,100 c.c.:**
1st. C. Le S. Metcalfe (995 Flat)—No time.
2nd. H. Lester (930 M.G.).
3rd. J. Lowry (1,074 H.R.G.).
SPORTS CARS, 1,101-1,500 c.c.:
1st. P. C. T. Clark (1,496 H.R.G.)—60.2 m.p.h.
2nd. Mrs. Gerard (1,496 Riley).
3rd. Lady Mary Grosvenor (1,496 Riley).

RACING CARS UP TO 750 c.c.:
1st. A. Issigonis (747 Lightweight Special supercharged)—64.4 m.p.h.

2nd. R. Salvadori (747 M.G. supercharged).

RACING CARS, 751-1,100 c.c.:

1st. I. Nickols (1,100 M.G. supercharged)—65.7 m.p.h.

2nd. J. Weir (1,080 M.G. supercharged).

3rd. O. Finch (1,000 Amilcar supercharged).

RACING CARS, 1,101-1,500 c.c.:

1st. R. Parnell (1,490 Maserati supercharged)—78.9 m.p.h.

2nd. G. Abecassis (1488 Alta supercharged).

3rd. G. Bainbridge (1,488 E.R.A. supercharged).

SPORTS CARS, 1,501-2,000 c.c.:

1st. T. A. D. Crook (1,971 B.M.W.)—63.5 m.p.h.

2nd. G. Crossley (1,971 B.M.W.).

3rd. G. Crozier (1,971 B.M.W.).

SPORTS CARS, 2,001-3,000 c.c.:

1st. J. Heath (1,996 Alta supercharged)—66.8 m.p.h.

2nd. T. Wagner (2,663 S.S.).

3rd. G. Matthews (2,663 S.S.).

RACING CARS, 1,501-2,000 c.c.:

1st. T. Barrington (1,986 Riley)—70.20 m.p.h.

2nd. G. Miller (1750 Riley).

3rd. J. Bolster (1962 "Bloody Mary").

RACING CARS, 2,001-3,000 c.c.:

1st. R. Wallington (2,991 Alfa-Romeo supercharged)—75.7 m.p.h.

2nd. P. Monkhouse (2,271 Bugatti supercharged).

3rd. G. Watson (2,270 Bugatti supercharged).

SPORTS CARS, 3,001-5,000 c.c.:

1st. G. Alexander (4,398 Bentley)—65.5 m.p.h.

2nd. C. Mann (3,486 S.S.).

3rd. J. Im Thurn (4,398 Bentley).

SPORTS CARS, OVER 5,000 c.c.:

1st. S. MacGregor (4,500 Bentley supercharged)—No time.

2nd. H. Birke (5,350 Bugatti).

SPECIAL CLASS:

1st. G. Abecassis (3,300 Bugatti supercharged)—73.85 m.p.h.

2nd. R. Wallington (2,991 Alfa-Romeo supercharged).

3rd. D. Hampshire (1,488 Maserati supercharged).

ROYSTON RUMBLINGS

Air Commodore D. Atcherley, C.B.E., D.S.O., D.F.C., who so kindly lent the aerodrome, landed there during the afternoon in a Miles monoplane.

Other air aspects were a very impressive shoot-up by a Vampire and three C.U.A.S. Tiger Moths in close formation, the centre one towing first a glider, later a banner.

Abecassis's "3.3" Bugatti, the ex-Baron car, was driven to and from Gransden—what a road car! The carburettor was dismantled before the first race.

A big Wolseley saloon towed Monkhouse's Bugatti, and a 1,100-c.c. Balilla Fiat saloon did like service for Wallington's Alfa-Aitken, which uses the front half of the "Bimotore."

Mrs. Gerard set a fashion note—grey flannels and white helmet. And how lucky you found your umbrella, Mrs. G.!

Amongst interesting cars about the aerodrome were a s.v. Aston-Martin, Cooper's "12/50" Alvis coupé from Leicester, a very old Morris-Cowley 2-seater, and Winterbottom's sports Alta, now with coupé body from an M.G.

Birkett's Bugatti came in useful, taking home Hogarth's sick Velocette and also towing away Jenkinson's Frazer-Nash.

The noise in the hangar which served as a paddock was the worst ever! And why does it always rain at motor races?

The Sumner J.A.P. had bad luck, a broken exhaust stub preventing it from running. It has a blown J.A.P. engine, Bugatti gearbox and rear axle, Lancia "Lambda" front-end, Bowden-operated rear brakes, and G.N. clutch pedal.

A huge S.U. carburettor protruded from the bonnet of Parnell's famous Delage. It started on the handle, first pull-up.

Metcalfe ran his Le Mans Lagonda stripped and dived in visor and white overalls.

Will the person who rushed about the paddock in the morning blowing his horn behave better in future, please?

Wilcocks's M.G. had a quick-action radiator cap and outside exhaust. Lester carried his spare wheel on the seat beside him, and Lovett had the name "Hades" on his M.G.'s bonnet.

Finch's Amilcar Six was formerly owned by Hampton, Metcalfe, Monkhouse and Humphries.

More and more drivers are having their names inscribed on their cars. This originated on the Continent, usually on team cars such as the Auto-Union and Mercedes-Benz, but, let us remember, for the purpose of identifying the car, not the driver.

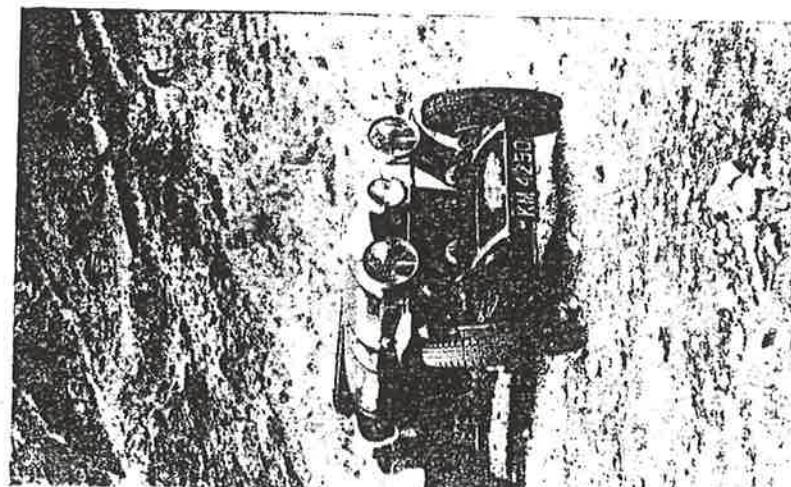
"Bira's" Maserati finished fourth at Chimay, but had trouble, which may be the reason why it did not appear at Gransden.

The motor-cycle racing was supported by the cream of the amateur road-racing riders, and we regret there is insufficient space to report it. Considering the conditions the standard of riding was exceptionally high, and the 500-c.c. and unlimited races were won at over 70 m.p.h. S. T. Barnett (490 Norton) was outstanding.

Half-way up the Gorge on a small plateau above the road, the cars were arranged in a rough semi-circle, noses pointing inwards, and closer inspection was possible. There were: Six 3-litres; ten 4½'s; one 6½ and one speed 6. Of especial interest was Paxton's 100 m.p.h. 3-litre, K.M. 4250. This is the car which was taken over to Le Mans in 1926 by Thistethwaite and Gallop, but which retired following trouble during practice.

The first went to Mrs. Dewey, who had travelled 170 miles from Helston, in Cornwall, to attend the rally, in her husband's 4½ tourer, and the second went to Stewart Marshall for his beautifully kept drop-head 4½ coupe. There was also a booby prize for the Bentley which had used the most petrol, irrespective of mileage. This consisted of an official application form for a supplementary ration of pool, and was presented, amongst great hilarity, to John Norris, who had brought along his large speed-six with the quintuple gas-works.

Great credit is due to Ronald Loader, of the Committee, for organising such a satisfactory show.



Some members visited Cheddar Caves, then everybody sat down to a huge picnic tea, at which prizes were awarded for:

- (1) The lady who had covered the longest distance to the meeting in an open car.
- (2) The best kept Bentley.



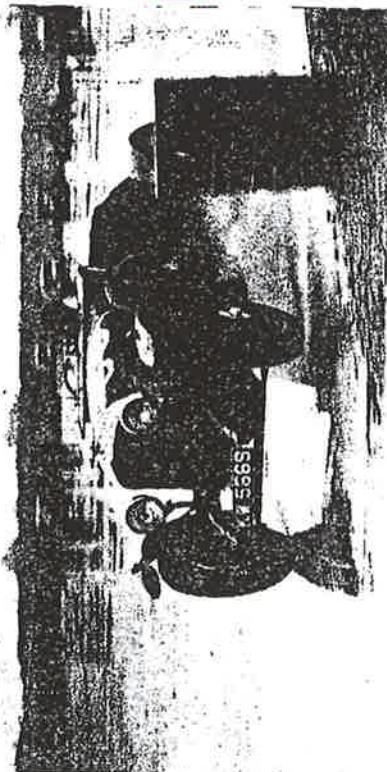
The Club was represented at Shelsley by John im Thurn.

The Club was represented at Shelsley Wash on June 1st by J. D. im Thurn, also of the Committee, who, in his big 4½, on a wet and slippery course, returned the excellent time of 52.92 secs., being 9th out of an entry of 25 in the 3000-5000 c.c. unsupercharged class.

The epic 'do' at Gransden Lodge on June 15th, organised by the Cambridge University Auto Club, and to which the Club was invited, was a great success, both for our hosts and ourselves. Stanley Sedgwick did a magnificent job as a controller, an official with a designation, new to the organisation of motoring events, but seemingly of great value in the smoothness and dispatch of the proceedings.

Then the incomparable Mac, ably assisted by Vaughan Davis, expended much energy and patience in the paddock in the capacity of Scrutineer and Scrutineer's Mate. Just to show that Scrutineers are in fact as other men, Mac succumbed to a cold and was ordered to bed by Mrs. Scrutineer and kept there, without cigarettes, until Monday.

The racing was most enjoyable and the times were very creditably quick. The rain which had fallen during practice stopped in time for the first race and the early classes were run in what, nowadays, passes for sunshine. The first race of direct interest to the Club, Class 5a, for sports cars, 2001 to 3000 c.c. and blown 2-litres, produced four 3-litre entries. They were unlucky to come up against Heath's 2-litre Alta which won in the fastest sports car time of the day, by a vast margin. The 3-litres went well, particularly that of Tanya Jason Henry and sounded grand, but were unable to make much impression on modern stuff.



Alexander drove a splendid race.

It began to rain heavily again as Class 6a, for sports cars up to 3 litres, blown, and 3001 to 5000 c.c. unblown, went to the line. Owing to the size of the entry the class was run in two heats and a final, the first containing the 4½s and Metcalfe's Lagonda (ex-Je. Mans, 1936). At the drop of the flag, John imThurn's Bentley was away in front, followed by Metcalfe, but was passed going into the first

corner by Gordon Alexander with Mac's old car. At the end of the lap, the Bentleys came home well ahead of the Lagonda, with Mertens not far behind. These four passed into the final.

The second heat was an affair of modern machinery, the qualifiers being three Jaguars and Gilbey's 2.3 Alfa.

It was still raining for the final. This time the start was more bunched, but Alexander led into the first corner, with Windsor Richards and Mann (Jaguars) and imThurn close behind. In clouds of spray the field disappeared. By the end of the first lap Alexander, driving a beautifully fast and steady race, had increased his lead. At the top corner Windsor Richards left the road and the race, and on the back-stretch imThurn passed Mann, only to be repassed going down to the hairpin. At the end of the straight, when he seemed likely to catch the Jaguar, imThurn went into the corner several knots too fast, had a healthy four-wheeler and removed one of the marker buoys, losing much ground. Thereafter the order did not change, and Alexander won a splendid race at 65.5 m.p.h. from Mann, with imThurn third. The Lagonda was well back and once again Mertens excelled himself. Both Bentleys with McKenzie crankshafts, were getting 4,000 on the indirects and 3,750 in top on the straight.

In the Giant class, MacGregor drove a fast and steady race in the Blower 4½, but was not really extended by the 4-litre Bug or by Howard Sorrell's 6-litre coupe avec spotlight.

The Committee had previously decided to award a memento for the best performance on a Bentley, and this most deservedly went to Gordon Alexander. The consolation prize of the bottle of champagne—and what a consolation—went to imThurn for his attempt to surmount all barriers, but he complained bitterly that from where he was sitting he could see very little of the race.

The next meeting was organised on Sunday, July 21st, at Weston-super-Mare.

The morning dawned very bright with promise of a 'scorcher,' which it turned out to be, and holiday-makers slept peacefully in their deck-chairs until soon after mid-day, when they suddenly came to life, craned their necks and cocked their ears as the low burble of arriving Bentleys broke upon the air.

At 12.30 p.m. in the courtyard of the Grand Atlantic Hotel were parked Loader's very imposing Speed Six saloon, a recent addition to his stable, all the way from Bridgnorth

HENDON 1947



S.P.S. Steele very busy in the Sprint and Skid event.



Bob Gregory passengers in his 1904 Darracq, driven by P. S. Skeggs.



Geoffrey Dunn in the Reversing Test.



Eric Dudley "not swinging the lead."



Pierre Maréchal mountaineering.

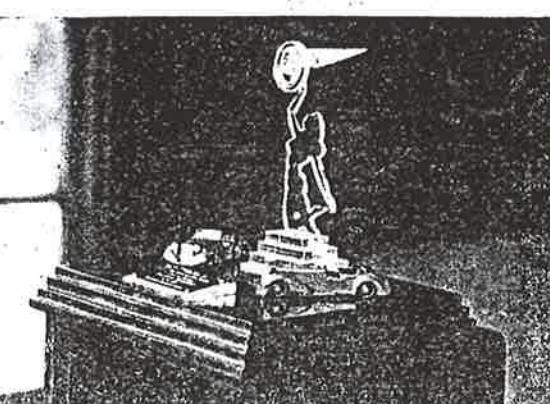


Gordon Alexander equals fastest Police time.

Beatley Drivers Club v M.P.Driving School				
Event	B.D.C.	M.P.M.D.S.		
No.	Competitors	Marks Total	Competitors	Marks Total
1	Mr. Dudley Stout Taylor	53 59 49	PS. Hartness Monkster Scott	39 59 31
2	Dunn Green Wilson Smith	68 62 68	PS. Isdall Zellman Coddish	69 63 70
3	Georges Ho Bushell Mr. Oliveira	86	Mr. Brocock Gray Hobbs	117
	Alexander Maréchal Norris	26 62 63	PS. Skeggs Skeggs Peer	32 79 78
TOTAL MARKS 641		TOTAL MARKS 691		

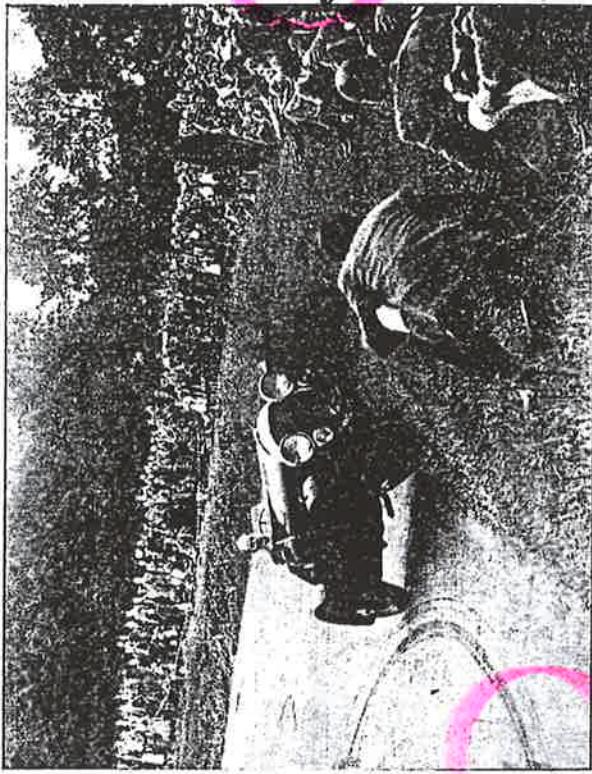
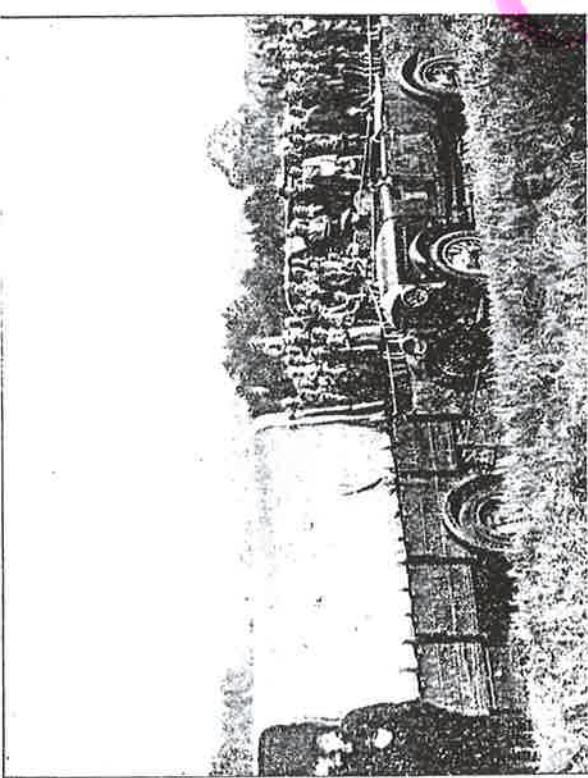
The Score-board.

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The Trophy presented to the B.D.C. by the M.P.M.D.S.

1948

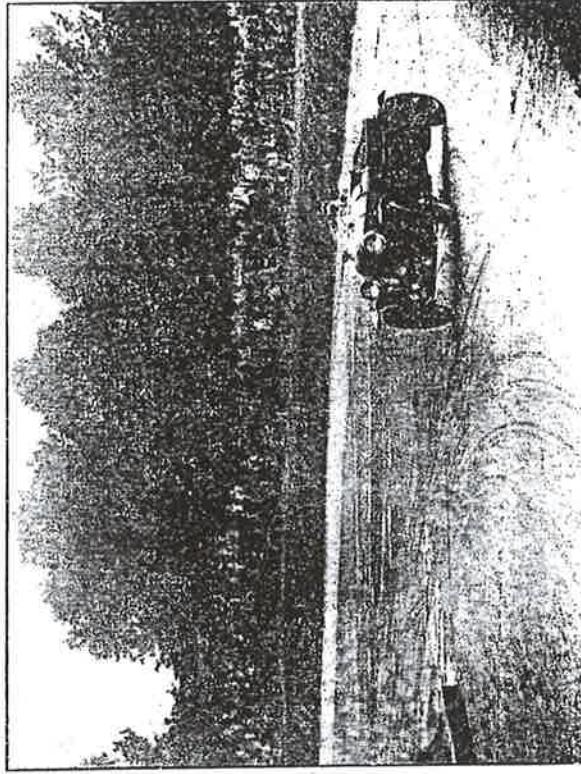
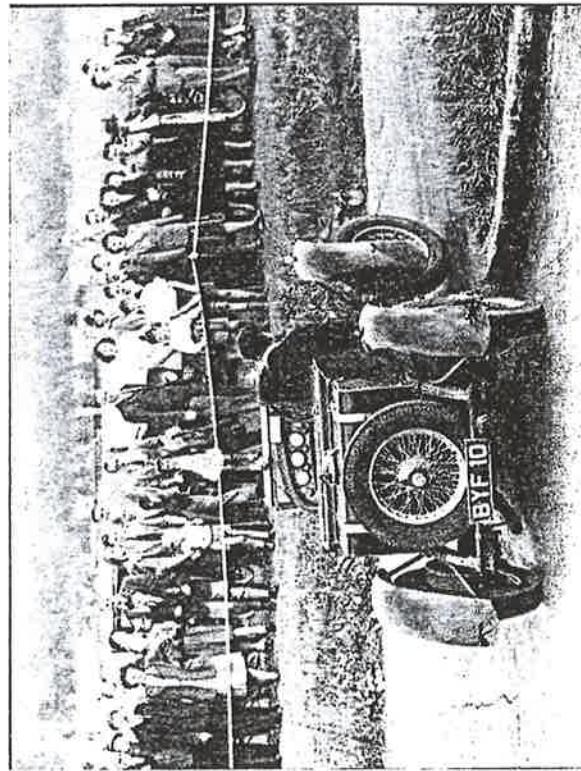


HENDON

Photos by Klemantaski

Left
Butterworth started well in Event 5, but broke his crankshaft and finished this way.

Right
So W. A. L. Cook substituted for him. He didn't do any good, either.



Left
John im Thurn corners his 4½ with commendable precision.

Right
Finally, Basil Mountfort was asked to have a go—and managed to cope. So, incredible as it may seem, did his nearside rear tire.

1919

**SPECIAL
SILVERSTONE PHOTOGRAPHIC
SUPPLEMENT**

(2) If the type with whom you swapped beers and lies last time greets you with a blank stare, do not assume that he wishes no more of you. He may be suffering from defective memory, eyesight, digestion, or a monumental hangover either in himself or his Bentley. It is just as much up to you to greet him as it is for him to greet you.

(3) If a Member, clear on counts (1) and (2), still encounters a total lack of brotherly love, may it not be that the fault lies with himself rather than with the Club? It would be improper to mention the specific failings of individuals, but may I mention that he who puts something, however small, into the kitty of co-operation, invariably gets far more out than he who expects the whole works, brotherly love included, for his thirty bob a year.

Lastly, sticking my neck out a mile, a word to the wives of new Members. Please don't assume that all of us are either quite mad or just overgrown schoolboys. Our Bentleys are as important to us as are the sitting-room curtains or that new hat to you—and slightly more durable. You are more than welcome to our gatherings, provided you meet the rest of us half-way. If you don't wish to do that, well, there's no place like home, is there?

Yours faithfully, W. H. Charnock.

VIGNETTE. A TRUE STORY

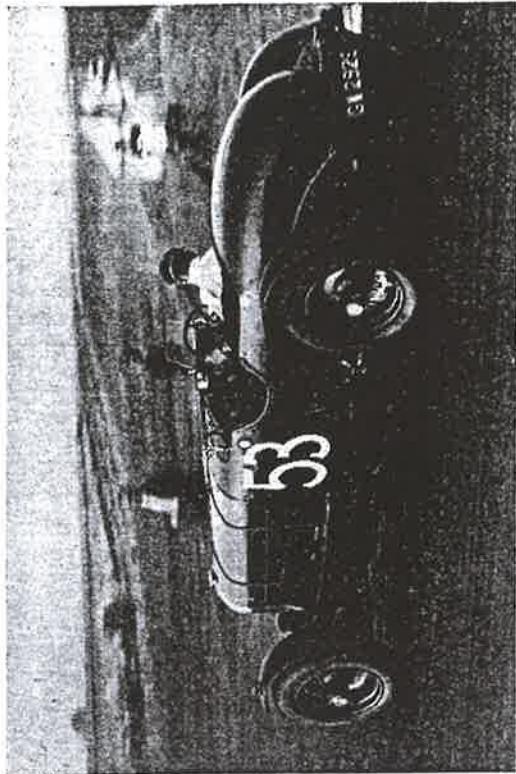
We were stopped by the traffic lights, when a shout from the pavement assailed our ears: "A tour and a half, a real old 4½! Lovely! Stop! Wait! I want to tell you . . ." He dashed across the waiting cars, and climbed in beside us. He was fair-haired, about 35, dressed in a sports jacket and flannel bags, and wore a striped tie. He had a growth of stubble on his face; his eyes were bloodshot. He was obviously "on a jag." He spoke softly, thickly, disjointedly: "A lovely 4½ . . . had one myself once . . . I know I'm three parts cut . . . was one of those flying blokes . . . pranged it . . . only motor car . . . wait, I'll show you . . ." His gaze dropped to the dashboard, and he was obviously admiring all the clocks and gauges. He lifted an unsteady forefinger, and pointing through the screen along the bonnet, innumerated "P 100s."

Turning, he said: "Would you like to make me really happy?" "Cautiously, and jod-like, we replied. "It all depends." "Let me drive your bus up—", he mentioned a nearby local test hill. "No," we said, muttering something about insurance. Unabashed, he pleaded: "Well, drive me round the block." Again we demurred, saying we were already late, and had to meet our wife, firmly. "I suppose I'm too drunk . . . perhaps some other time . . ." without rancour.

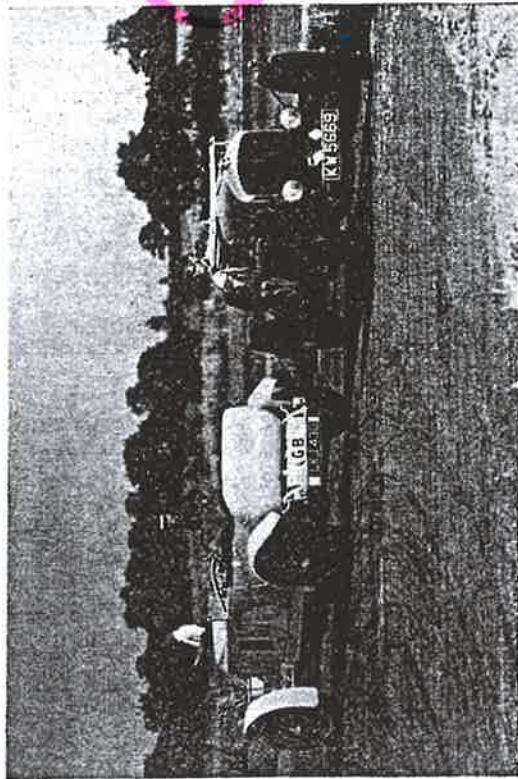
As a last resort, he said, "Well, rev her up, let me hear." He watched the rev-counter needle flick round to 1,500, and as he felt the throb of the exhaust, there was ecstasy in his expression.

He got out of the car mumble-blub, "Lovely 4½ . . . beautiful . . . only car," then, surprisingly, he raised himself to his full height and said clearly, "Show you what I'll do!" He walked to the front of the car, and facing the radiator, started to chant, "Black label 4½, green label 6½, er, er . . ." "Red label 3½-litre," we prompted. "Yes! Yes! That's right, red label 3½-litre." He bent forward, slowly and reverently kissed the radiator badge, and shambled off. We did not see him again.

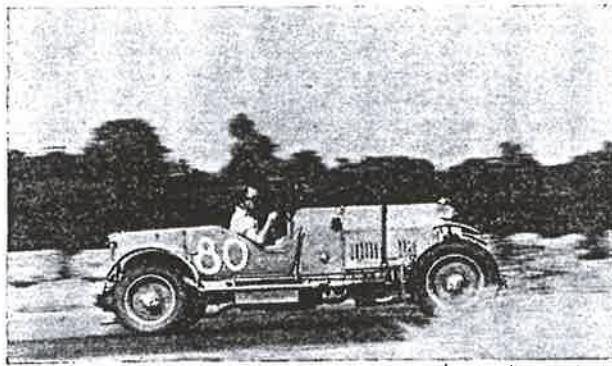
A. B. S.



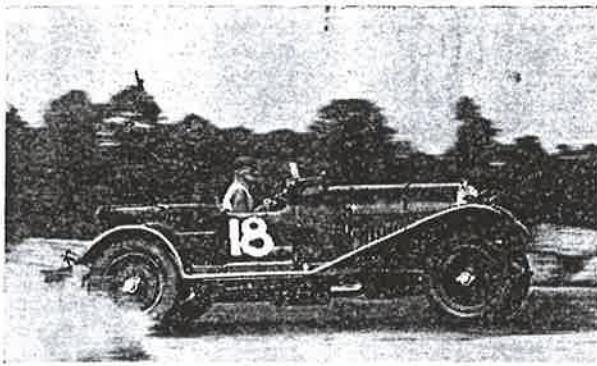
Guy Griffiths
All Honour to Man and Motor. Leslie Johnson driving Forrest Lyett's 3½-litre Bentley achieved Fastest Time of Day and Fastest Lap.



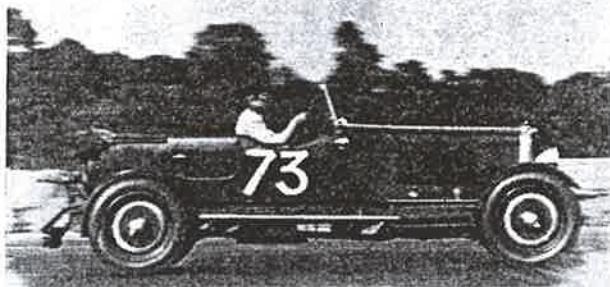
Guy Griffiths
Bill Cook took a little longer on that lap after slowing to hit the gap left by the gyrating 30/98 of the over-enthusiast T. B. Webb. (Note the grin of anticipation on the Ambulance man's face!)



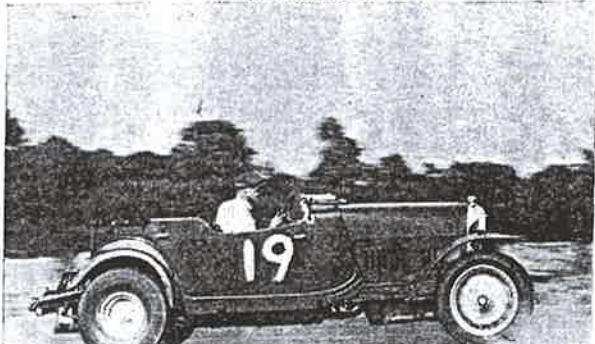
Louis Klementaski.
George Errington's 3-litre which won the late-type 3-litre race at 55.92 m.p.h. (The ex-Harry Bowler Brookland car).



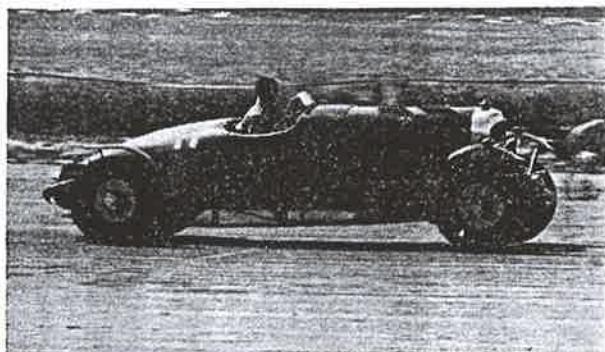
Louis Klementaski.
Edgell Baxter's 3-litre which was at one-time Clive Gallop's personal car.



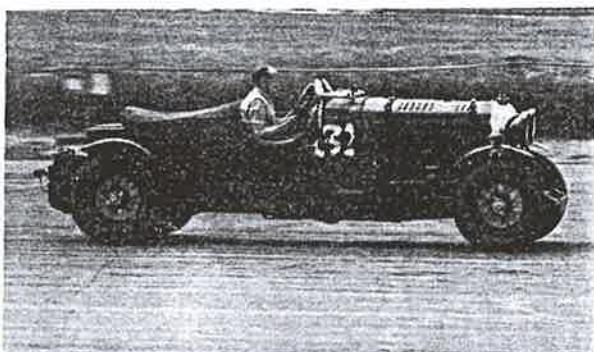
Louis Klementaski.
Anthony Heal, Captain of the team of visitors from the Vintage Sports-Car Club, easily won the 3-litre race.



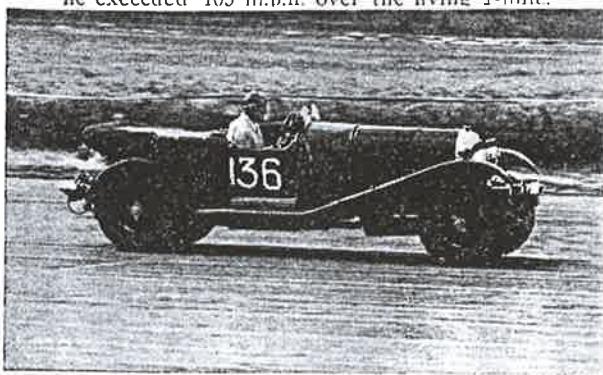
Louis Klementaski.
Bob Gregory's 3-litre (with the Bofors-Gun rear tyres). Petrol starvation dogged both his Bentleys all day



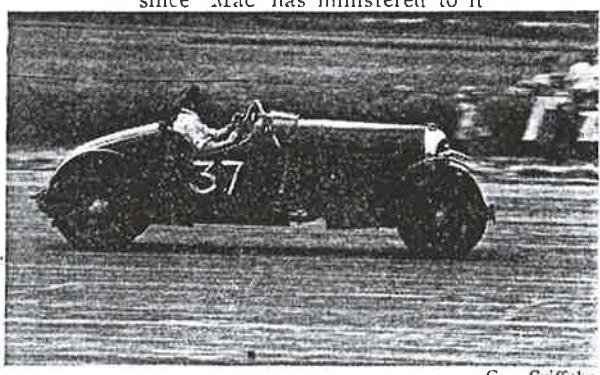
Guy Griffiths
Alick Pitts at the wheel of his ex-Birkin Blown 4½ in which he exceeded 103 m.p.h. over the flying ¾-mile.



Guy Griffiths
John Knight's first appearance in the ex-Emons Team car since "Mac" has ministered to it



Guy Griffiths
Darell Berthon's 4½-engined 3-litre was by no means the slowest short-chassis car.



Guy Griffiths
Bill Cook driving "Bluebell," the ex-McKenzie/ex Evan-Cook/ex Alexander 4½-litre



SILVERSTONE SPRINT AND RACE MEETING

"The organisation of a Meeting at Silverstone is not a task to be undertaken lightly and is one which involves financial commitments of a comparatively large nature. Your Committee, having reached a decision to organise such a meeting, were determined to make the most of it and to have Sprints and Races on the same day.

One of the principles kept to the forefront was that it was to be "a day out for the boys"—a real "Members' Day"—and this is the answer to possible criticism which may come from spectators who found four hours of Sprints with one car at a time very, very dull. The competitors were contributing the most money towards the cost of the meeting (2 guineas each) and were entitled to have their fun and obtain useful data and comparisons of performance with other cars hitherto not available.

I mention this, not to forestall constructive criticism which might result in next year's meeting being improved, but to make clear the basis upon which this year's meeting was planned.

Over 80 entries were accepted, of which over 60 were Bentleys, the remainder being approved cars of any make entered by Club members and invited teams from the Vintage Sports-Car Club, comprising 3-litre Sunbeams, 30/98 Vauxhalls, and 36/220 and 38/250 Mercedes-Benz.

All entrants had two runs over the Sprint Course with the exception of the cars other than Bentleys (Olds and Sods to you), the entrants of which very sportingly agreed to forego their second runs when it was found that time was running short.

The Sprint Course measured $\frac{1}{4}$ -mile and the time taken to cover it from a standing start was split into two parts at the $\frac{1}{2}$ -mile mark, thus giving for each run a time for the Standing $\frac{1}{2}$ -mile and a time for the Flying $\frac{1}{4}$ -mile. It must not be overlooked that the Course was on a considerable uphill gradient and that few cars, if any, can be said to have been covering the Flying $\frac{1}{4}$ -mile at its maximum speed.

In the early 3-litre class G. R. Anney put up fastest time over both distances and it is noteworthy that both times were better than the best put up by the late-type 3-litres. Evan Greg's time for the Standing $\frac{1}{2}$ -mile was better than any late-type 3-litre and I take off my hat to Jack Watts' Chassis No. 1, Engine No. 5, which was third fastest of all the 3-litres. There is material here for the school supporting the old-type sums!

R. E. B. Williams had the best acceleration of the late-type 3-litres but was not so quick over the flying $\frac{1}{4}$ -mile as Edhell Baxter and George Errington.

In the Closed (177777) $4\frac{1}{2}$ -litre class, Wellington and Wilmshurst vied closely with each other for best times over both distances, and the laurels go to the former whose Bentley ran with roof on.

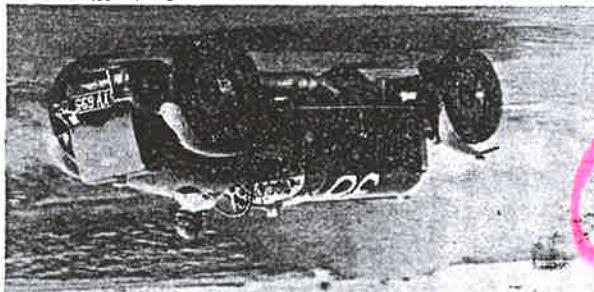
The open bodies, long wheelbase, $4\frac{1}{2}$ -litre class provided an entry of fifteen second place with the same car. John Knight made next best time with the genuine team car so recently rebuilt by the High Priest, and was closely followed by the Presidential transport which, when driven by Mrs. Mountford, vied with David Halliday for next place. It is truly astonishing to find that the Hogg $4\frac{1}{2}$ -litre was faster over both distances than any of the short-chassis models. This car is very rugged and the wheelspin on a dry road is quite something.

In the short-chassis class it is interesting to observe that the seven fastest cars over, the standing $\frac{1}{2}$ -mile were placed in the same order over the flying $\frac{1}{4}$ -mile. (Will the Hon. Treasurer now yield to the temptation to remove the two compression plates from Bluebell?)

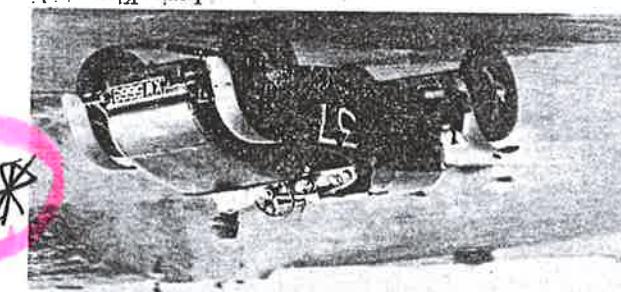
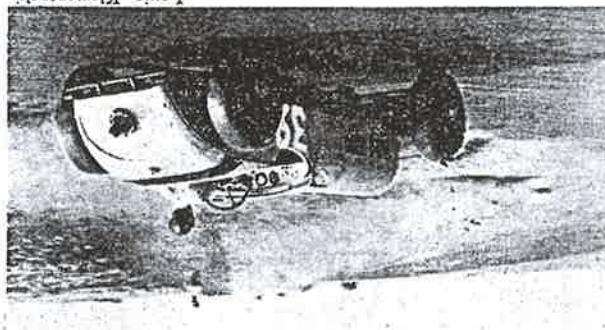
Alick Pitts did a lone run in the Supercharged $4\frac{1}{2}$ -litre class and shook everyone by exceeding 103 m.p.h. on the flying $\frac{1}{4}$ -mile.

The very heavy metal then covered the Course and Leslie Johnson, driving Forrest Lycett's 8-litre, proceeded to make FID of 7.89 secs., achieving not

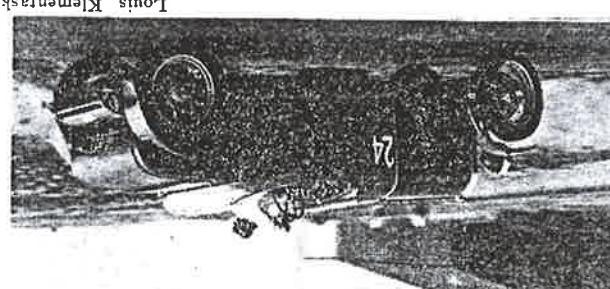
The similarity of driving position, placing of car and headgear of Bill Cook (left) and Harry Kemp-Place are interesting.
Louis Klemenski.



This was the Pace-V-Hassan of pre-war Brooklands days.
Louis Klemenski.



It all depends what you mean by elbow-lifting.
Louis Klemenski.



FIRLE HILL CLIMB 1949

The last competitive event organised by the Club this season was the Firle Hill Climb on Sunday, September 25th, and we were again blessed by the wonderful weather that has made this year's very full motoring calendar so enjoyable.

The hill was that used for the last test of our Eastbourne Rally, and we are again indebted to Viscount Gage for his kindness in allowing the use of his property.

The Club had hoped that it might be possible to have the surface re-laid, but this was ruled out by the prohibitive cost quoted, so we had to be content with the filling-in of the many deep ruts and pot-holes. The elimination of these unnatural hazards, combined with the heroic efforts of a stalwart gang of Club helpers in sweeping the surface of the hill from top to bottom to clear away loose stuff, certainly made the event much more enjoyable. Our guests were the one make clubs which earlier in the year had taken part in the Eastbourne Rally.

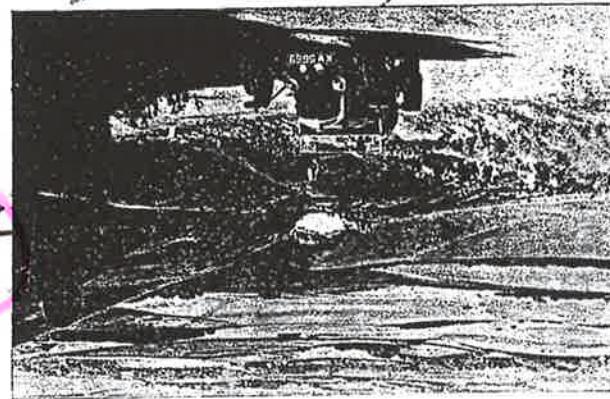
The morning practising had to be limited to one run each, as under the pounding of much heavy metal the surface showed signs of wear and tear, and with so much to come after lunch discretion had to prevail. Thus practice finished early and there was a rather long gap when nothing was happening; but no-one seemed to mind, and there were the usual little groups of people sitting happily in the sun eating sandwiches and chatting, or walking round looking at each others' cars. And there were the usual busy bolts doing last minute fiddling and adjustments. It was noted that after practising shock-absorbers came in for the greatest attention.

As all times are printed at the end of this article, no particular mention of them will be made here.

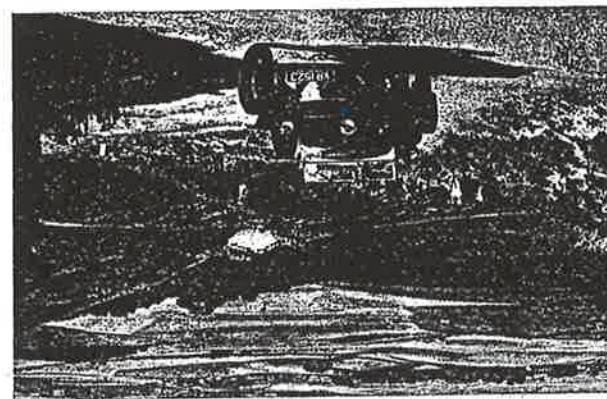
The serious business of the afternoon was opened by a courtesy run of the Le Mans Aston-Martin Saloon powered by the 2½ litre Lagonda engine, and the car was very fast, quiet and impressive.

The fastest 3 litre Bentley was that of Bob Gregory, who also had the rather doubtful distinction of making the noisiest gear change of the day. The clutch-stop was not doing its stuff, and rather than wait for the shaft to slow down with attendant loss of time he made the type of change that is usually referred to politely as "determined." This could literally be heard from top to bottom of the hill, and resulted in a bent selector finger. (Not Bob's, Stupid; in the gearbox).

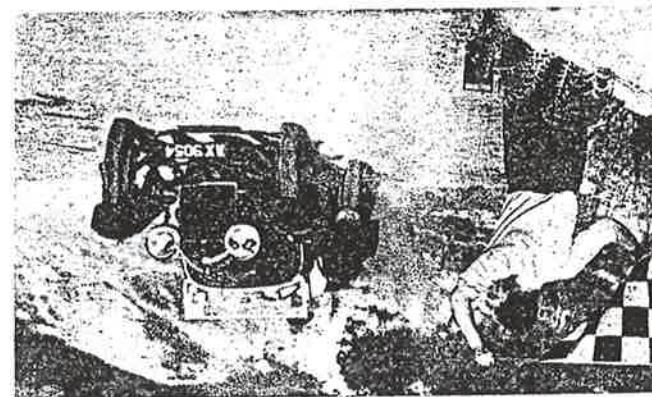
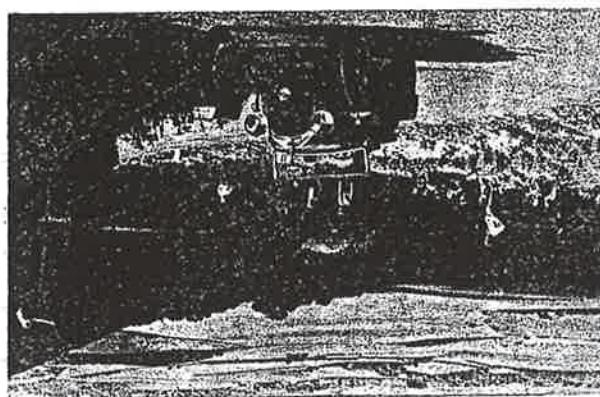
Bill Cook in Bluebell was fastest unblowered, Bentley, and as usual his climb was an example of safe, polished driving. Harry Kemp-Place was second fastest 4½, although his clutch was not up to form, and its



3-litres (Late Type)—R. D. Grego1y



4½-litres (10", 10")—D. Halliday.



CLASS WINNERS



Photo by J. E. Evan Cook

He's over! . . . fence, I mean!

With the filling-in of the many deep ruts and pot-holes. The elimination of these unnatural hazards, combined with the heroic efforts of a stalwart gang of Club helpers in sweeping the surface of the hill from top to bottom to clear away loose stuff, certainly made the event much more enjoyable. Our guests were the one make clubs which earlier in the year had taken part in the Eastbourne Rally.

RESULTS

September 25th, 1949

Opening Run by ASTON MARTIN 36.86 seconds
Second Run : 36.54 seconds

CLASS (A)

BENTLEY 3-Litre, with closed body.
No Entries.

CLASS (B)

BENTLEY 3-Litre, Old Type Sump Engine (Prior to 1926).
Secs through 1st Bend 1st Run 2nd Run

	Secs through 1st Bend	1st Run	2nd Run
3 K. D. Powell	7.5	45.63	45.79
1 E. R. Greg	6.5	45.65	48.19
4 G. R. Aincey	7.0	47.93	47.90
5 R. B. Sutcliffe	7.5	49.86	49.34
2 G. W. Dakin	—	N.S.	—

CLASS (C)

BENTLEY 3-Litre, with Late Type Sump Engine (After 1926).
Secs through 1st Bend 1st Run 2nd Run

	Secs through 1st Bend	1st Run	2nd Run
11 R. D. Gregory	6.6	44.72	41.29
7 G. H. Burton	6.4	43.60	42.09
12 H. D. Sharp*	7.5	40.69	47.98
6 Mrs. B. M. Berthon*	8.4	50.60	54.00
8 D. P. King	8.2	52.49	51.08
10 G. Dunn	—	51.56	N.S.
9 V. Axel-Berg	—	N.S.	N.S.
* Same Car.	—	—	—

CLASS (D)

BENTLEY 4½-Litre, with Closed Bodies (Hood and Screen erected)
Secs through 1st Bend 1st Run 2nd Run

	Secs through 1st Bend	1st Run	2nd Run
14 H. J. Wilnshurst	7.0	43.44	42.54
* Same Car.	—	—	—

CLASS (E)

BENTLEY 4½-Litre with Open Bodies and 10' wheelbase.
Secs through 1st Bend 1st Run 2nd Run

	Secs through 1st Bend	1st Run	2nd Run
16 D. Halliday*	6.5	39.11	38.02
15 S. Sedgwick	7.2	39.52	38.16
19 W. G. Halliday*	7.0	40.60	40.46
17 E. J. Teal	—	44.98	43.23
18 J. B. Knight	—	N.S.	N.S.
* Same Car.	—	—	—

CLASS (F)

BENTLEY 4½-Litre, not eligible for Classes (D) and (E).
Secs through 1st Bend 1st Run 2nd Run

	Secs through 1st Bend	1st Run	2nd Run
20 W. A. L. Cook	6.0	34.43	34.59
22 H. K. Place	6.0	35.17	35.25
21 A. J. Jarvis	6.5	36.11	36.55
27 S. J. Lawrence	6.8	37.66	36.63
28 C. H. D. Berthon	6.6	38.91	38.90
23 G. C. H. Kramer	6.5	39.51	38.93
26 W. H. Stout	6.5	39.23	38.99
24 E. D. S. Baker	7.5	40.84	39.62
25 Forrest Lyett	—	N.S.	—

CLASS (G)

BENTLEY 4½-Litre, Supercharged.
Secs through 1st Bend 1st Run 2nd Run

	Secs through 1st Bend	1st Run	2nd Run
31 A. L. Pitts	6.2	32.11	32.30
30 W. G. Smeed	6.0	33.62	34.90
29 K. Nutt	7.5	41.88	41.13

20

	Secs through 1st Bend	1st Run	2nd Run	Secs through 1st Bend	1st Run	2nd Run	Secs through 1st Bend	1st Run	2nd Run
CLASS (H)									
BENTLEY 6½-Litre. No Entries.									
CLASS (I)									
BENTLEY 8-Litre. 80 H. Parkinson									
CLASS (J)									
BENTLEY 3½-Litre. 81 Gavin Maxwell									
33 J. E. E. Cook									
CLASS (K)									
BENTLEY 4½-Litre. 32 H. S. F. Hay									
CLASS (L)									
Any other make of car entered and driven by a member of the B.I.D.C.									
35 G. M. Crozier (Mercedes-Benz)									
34 G. M. Hutton (3½ Bugatti)									
37 J. C. Payne (Riley)									
36 W. H. Charnock (2½-Litre Alvis)									
CLASS (M)									
ASTON-MARTIN Mk. II and International 1½-Litre. 38 D. F. Smith									
39 D. S. G. Coram									
40 T. H. Stewart									
42 N. S. Rook									
CLASS (N)									
ASTON-MARTIN ULSTER 1½-Litre. 44 K. G. Dace									
8.0 51.73 62.74 —									
CLASS (O)									
ASTON-MARTIN STANDARD 2-Litre. 45 P. M. Penfold									
6.4 40.28 43.23 —									
CLASS (P)									
ASTON-MARTIN SPEED MODEL 2-Litre. 46 F. E. Cowrick									
6.2 36.80 36.73 —									
CLASS (Q)									
FRAZER-NASH 48 R. C. C. Palmer									
47 A. C. Sears									
CLASS (R)									
LAGONDA 2-Litre. 49 Mrs. M. K. Harman									
7.0 — 42.36 N.S.									
50 K. L. Frosser									
6.5 — 40.54 N.S.									

BRIGHTON SPEED TRIALS — 1949

Brighton Speed Trials on the 3rd September, proved to be a red-letter day for us; but as there is so much of interest to tell, it is best to start with the first event in which Bentleys appeared—Class 4 Sports Cars over 2000cc.

R. W. Hogg driving his very quick ex-Butterworth 4½, ran against Alan May in the indecently fast 30.98 Vauxhall that went so well at our Silverstone Meeting, but in spite of all that Hogg could do, May crossed the line first.

In view of the fact that May's time of 32.45 secs. was fourth fastest in the class, the time of 33.80 secs. by Hogg shows how well he hung on Ian Metcalfe drove his rebuilt Barnato-Hasson 8-litre and put up the very creditable time of 31.00 secs., which was good enough to gain third place in the class."

Class 8 for Vintage Sports Cars of any capacity, was greatly enlivened by Alick Pitts in the blower 4½, which looked and sounded wonderful and shot up the course as if the old gentleman himself was close behind. The time of 30.56 secs. was almost incredible, but just to show that there was no doubt at all, his second run was 30.55 secs., which easily won the class and set up a new class record. Even this was only a foretaste of things to come, of which more anon. Although rather over-shadowed by the performance of the blown car, a fine run in 35.37 secs. by Bill Cook in Bluebell won him third place in the class. Then came what was to many of us the high spot of the day.

Thanks to the persistent efforts of Stanley Sedgwick and Harry Charnock, who had for some time been trying to induce the organisers of the meeting to include a special class, the after lunch proceedings opened fittingly with Class (9) Bentleys nominated by the Bentley Drivers Club.

The Committee rightly felt that as good a spectacle as possible should be provided for the great British Public, and that sheer speed was not so necessary as a high proportion of close finishes. For this reason the pairing of the cars to run together was undertaken by the B.D.C., taking into account the known or expected capabilities of the entrants and their cars.

The original programme had to be reshuffled somewhat at the last moment, as there were several bits of bad luck. J. Saiginson and his wife could not appear as their kiddy was a suspected appendicitis case, and we all hope that everything is now under control.

Poor John Knight started off from Manchester in his ex-Emons team 4½, and had the damnable luck of both mags packing up at Licthfield, so a tow home was the end of his day.

Gurney Smeed contracted Scarlet Fever and stayed in bed, crawling with germs, and we imagine his thoughts on the subject matched the nature of his illness.

Proceedings opened with a pair of 3-litres, those of V. Axel-Berg and G. H. G. Burton. In each run the former kept his nose in front, so his engine seems to be run-in successfully now. On Axel-Berg's second run great amusement was caused when he let in his clutch at the start, for his rear wheels leapt up and down many inches clear of the ground while the car stood still. This did not continue for very long, however.

David Halliday beat Scott-Russell on their first run, but his car went sick at the second attempt and the tables were turned. Sid Lawrence conclusively beat Bill Stout in the 4½ engined 3-litre both times, crossing the line at 100 m.p.h. on the first run and a little less at his second attempt, although the second time was better.

Geoffrey Kramer had the temerity to lead the President home twice, but fortunately the private bet of a tow home for the loser if he blew up was not needed, and a pint of beer later in the day satisfied honours. On his first run Sedgwick used a pair of smaller wheels borrowed from Forrest Lycett, but found that he ran out of revs too soon, so reverted to his usual size for the second attempt. His time improved as a result, 3.800 in third gear (non-McKenzie crankshaft), and a very hasty cog swap to top took place.

Bill Cook and Harry Kemp-Place renewed the private battle which is always a source of great interest. Proving that even experienced drivers can do just the same silly things as you and I, although not nearly so often, Harry put up a real "black" on his first run by getting away to a good start and then changing gear smartly across the gate from bottom to top and thereby ruining the time for his run. Bill made no mistake, and his time of 35.57 secs. proved good enough to gain third place in this class too. On their second runs Harry just got over the line first, but failed to equal his opponent's previous time.

T. Farthing and Reg. Markes were the first blower cars, and honours were divided by each winning one run, although the last word remained with Markes, whose best time was just too good. Then came a scuffling mentioned earlier, and Alick got away to a perfect start. Really winding his engine up he simply screamed up the course and crossed the line at 4400 in top, equal to 117 m.p.h., while we waited on tenterhooks by the timekeeper's box. Then it came, 30.38 secs., and fastest sports car of the day. Several of us ran up to meet car and driver as they came into the waiting area, and when Alick heard the news he was almost speechless with pleasure. All he could say, several times over was, "Oh, I AM glad." So are we all. Jolly good show, Alick.

This wonderful run, gained the cup awarded by Forrest Lycett for fastest sports car, and the donor must be delighted that it should go to a Bentley.

Lycett, good sportsman as always, would not run his 8-litre as a sports car in case he won his own cup.

When one stops to think about it for a moment, it really is pretty incredible that a 20-year-old car can beat a representative collection of the best modern high performance stuff at an International Meeting.

The next pair were 4½—Hay in the "Corniche" and Jack Evans-Cook. On each run Jack showed better initial acceleration and got well in front, which advantage he held most of the way, but Hay shot past unchanged since Le Mans, plus a clutch full of oil, handicapped Hay more than a bit, so his times were really highly creditable.

Harry Charnock was unfortunately running alone, another result of our non-starters, but did a good first run. He tried to emulate ...

All the rejoicing while waiting to return down the course was rudely interrupted when Alick's car was seen to be enveloped in smoke, and a rush of fire extinguishers dealt with the makings of a real bonfire among the wiring behind the dashboard. Fortunately no real damage was done, but car and driver looked as if they had just driven through a blizzard, being covered in white foam. Nothing daunted Pitts drove down the course in pairs one behind the other was a grand sight. Back in the Paddock a gang of members set to, with far more enthusiasm than they usually show even with their own cars, and washed and polished Alick's car with the most improbable assortment of cloths

an hour, or even an hour, and may cost 2/6d, or perhaps 5/-s., but on examination you will find that your block is cleaner than it has ever been since new. All the scale will have been dissolved from inside the casting, and the carbon from the ports and cylinder crowns will have completely disappeared, due to the solvent action of the acid. You need have no fear that the solution will attack the bores or do the slightest harm, and for the small expense involved, you will have a cleaner block than would be the case after days of hammering, chiselling and scraping.

Yours, etc.,

LEONARD TAYLOR.

The Bryn,
Nore Road,
Portishead, Somerset.



Gerry Crozier's new acquisition—the Barnato-Hassan

* * * * *

SEEING THE PARISH FROM A NEW ANGLE

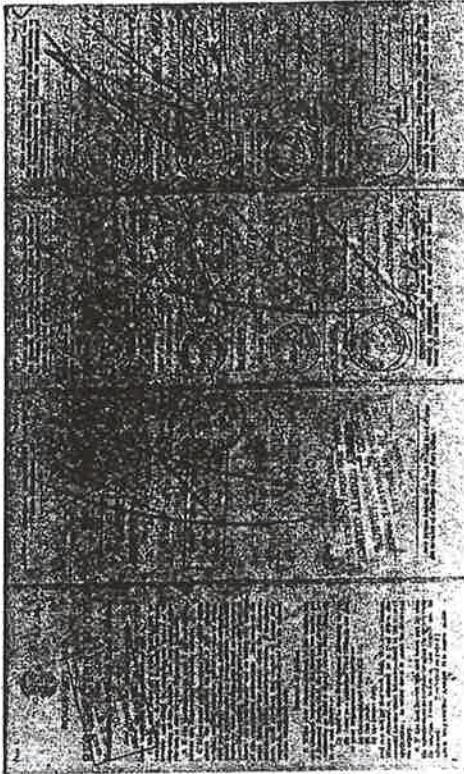
A very sporting Padre, who has asked to be taken up in a flying machine by the custodian of this journal has assured us of his conviction that he will thereby be brought nearer to Heaven than ever before.

STOP PRESS

One more "Ex" is added to the pedigree of "Bluebell" (the Bill Cook 4½) which has now passed into the hands of Horace Wilmsurst. This well-known Bentley now becomes the Ex. MCKENZIE/Ex EVAN COOK/Ex ALEXANDER/Ex COOK 4½ and no doubt, in the normal way of things, it will be referred to as the Ex COOK 4½ for some time—perhaps until Horace has chalked up a few worthwhile performances.

It is good to know that Horace is not unduly worried by the moral obligation attached to this 4½ to uphold the "Marque" in competition motoring against both its contemporaries and modern cars. We wish the new owner good luck and good motoring.

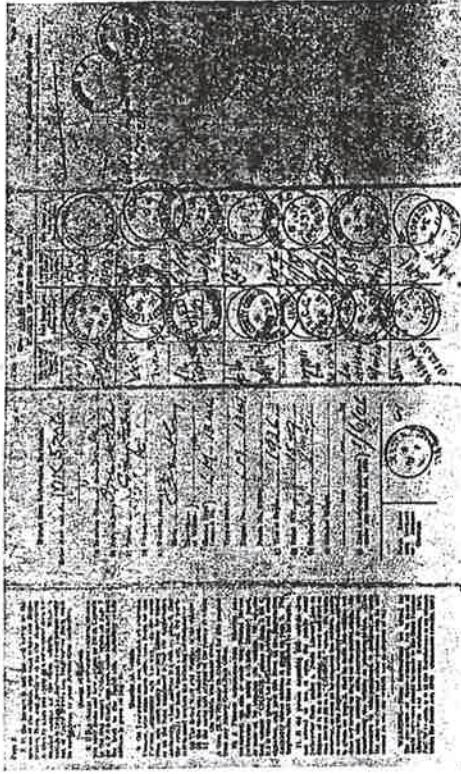
"OLD NUMBER 7"



The original Log Book of Old Number 7 has recently been presented to the Club by Paul Wakefield, Captain of the Frazer-Nash Section of the V.S.C.C. on behalf of the Section.

The book was given to him by the late C. L. Grace who acquired it from the Garage which broke up the old car after its final crash.

This gesture on the part of Paul Wakefield and the Frazer-Nash Section is very much appreciated by the Club, particularly as the Log came from a collection of racing literature and is the only known relic of the famous old 3-Litre.



SILVERSTONE, 1950

Of course it could have rained all the time, but it didn't—only 83.146 per cent of it. The course was dry and safe for high-speed cornering in the morning and the first run of the Sprints was in the dry, but afterwards . . . oh, dear! Thank goodness everybody behaved sensibly when the track became soaked for there were few 'moments' and no accidents.

Course practice in the morning was very pleasant to watch. It was interesting to see newcomers making a first slowish lap to get to know the course and then pressing down on the old mushroom as they gained knowledge and confidence. Later the more experienced came out and, at Beckett's anyway, it was astonishing how quickly the drivers got their cars safely round this far from easy corner. Incidentally there was not a single occasion throughout the meeting when Race Control had to be informed of thoughtless or dangerous driving at this corner.

The Sprints started immediately after practice and this year it had been decided to time each car in both directions up and down the straight—the mean of the two times to count.

The Sprint course was opened with a beautiful run by Forrest Lycett in the 8-litre with the President on board. Then came, in quick succession, the twenty groups of cars, four at a time. As each group came down the cars were parked on the perimeter track in rows of four. By the end of the first run there were over 55 Bentleys, Pomeroy's Prince Henry, six 30/98's and three 38/250 Merces waiting for the return run. What a sight! The F.T.D. for the Sprints was made by A. G. Pitts in his blower 4½. Of course, the real fastest was Lycett's 8-litre but he insisted on declaring himself a non-competitor, and it was obvious to all that his car was the quickest there. A true sporting gesture by a superb driver of a superb car. Pitts's mean time was 32.0 secs. (31.8 up and 33.2 down) the 8-litre offered 29.8 up and 30.2 down. Stanley Sedgwick says that on the opening run they were well over the 100. Pomeroy's Prince Henry was offered a courtesy run and put up the starting times of 43.6 and 48.4 secs. N. Powell's 38/250 was the best of the Merces, with 35.6 and 38.8 secs., while Alan May in the 30/98 clocked 34.8 and 35.6 secs. Gerry Crozier's 8-litre was second to Pitts with runs of 31.0 and 33.4 secs.

Of the Lady Drivers Margaret Pitts (whom we welcome as a new member in her first Club Competition) was first in Alick's Blown 4½ with the excellent mean time of 33 seconds.

As the meeting was running a little behind time it was decided to go straight on with the Races and in pouring rain Forrest Lycett made an opening lap with Bill Spear from the U.S.A. as passenger. The first race was a scratch event for 3-litres. We were very pleased to see Don McKenzie in the ex-Lycett 3 win his first race. After lying fifth behind Williamson, Denton Barker, Preston and Gregory he soon pulled through the field to win at a speed of 53.89 m.p.h., followed by Williamson and Preston, 5.8secs. and 8.4secs. later.

In the second race for 4½'s (10' 10" only) Scott Russell won from J. Garland with R. W. Hogg in the new-bodied ex-Butterworth car a very close third. The winner's time was 7m. 14secs. (56.69 m.p.h.) and there was a fifth of a second difference between Garland (7m. 20secs.) and Hogg. Scratch Race 3 was for 4½'s ineligible for the previous tussle. Such well-known characters as Pitts, Kemp-Place, Wilmshurst, Lawrence, Kramer and imThurn were to have a bash with Williams, Burton, Chapman and Mrs. Mountfort also around. Pitts beat Kemp-Place by 2.8secs. and Geoffrey Kramer, after a terrific dice with Wilmshurst and imThurn, came third two-fifths of a second in front of the former. Spectators enjoyed the Kramer/imThurn duels all the afternoon and it is a thousand

pities that this personal contest is unlikely to occur again in these cars as John's 4½ is going out to South Africa. Though Clarisse Mountfort came in last she is to be complimented on the excellent driving conditions. Horace Wilmshurst, Bluebell's new owner, also drove his recent acquisition splendidly. One of the most disappointed men was Sid Lawrence in his beautifully turned out Special. His new hydraulic brake system worked excellently and the engine appeared to have more than plenty of urge, but the back end may have been a bit too light for the slippery course. He therefore very wisely light-footed on the corners to avoid presenting any further problems to the men behind him.

In Race 4 we had the Big Stuff—the Blowers and 6½ and 8-litres. Gerry Crozier won this in 6m. 22.4secs., 10.4secs. ahead of Pitts in his 4½ (S) and Stout in the 6½. Tony Harridge was three-fifths of a second behind and all the afternoon we were delighted with the ding-dong do fought out between these massive sixes.

As Races 5 (post-1931 Bentleys) and 6 (3-litre Bentley v. 3-litre Sunbeam) had been cancelled owing to lack of entries, the next contest on the card was the nth, round of the never-to-be-settled 4½ versus 30/98 dispute. This was won absolutely and completely by Alan May in his 30/98 in the splendid time of 6m. 15.4secs; easily the fastest race time of the day. R. W. Hogg was second in 6m. 27/secs. and Kemp-Place third in 6m. 28.2secs. May drove round in the pouring rain as if on rails and his winning speed of 65.58 m.p.h. made everyone, including the handicapper, think very hard indeed. The latter thank to some purpose for in the Special Invitation Race May was paid the compliment of being put on Scratch, giving Gerry Crozier a 15-second start. Incidentally, the handicapping of the entrants to the meeting must have been a Mark I headache to the Clerk of the Course, what with untried drivers on unknown cars and, of course, the rain.

Race 8 for the Blown and Bigger Bentleys and the Merces, was a bit of a walkover for the Crozier 8-litre in 6m. 17secs., but once again we had the Stout/Harridge controversy, though this time Tony was only half a second behind. Storr in the Mercedes had the misfortune to blow a silencer and this extra noise, added to the delightful whine of his blower, made his quick trip round the Course one of more than passing interest.

Next came the Handicap Races of four laps each. Hollis with half a minute start won the 3-litre race from Williamson at 'Scratch' and Maciver (rec. 10secs.) at a speed of 53.87 m.p.h. Teddy Teal in the Standard 4½ Race, with a start of 1m. 50secs., drove very well to win from Arnold Stenhouse (rec. 1m. 40secs.), while J. H. Orr-Ewing (rec. 1m.) was third. Winner's speed, 55.47 m.p.h.

The race for the Unstandard 4½'s was next and Burton (rec. 30secs) in his quick 3¾ came home first in 9m. 19.2secs. (62 m.p.h.), followed by Wilmshurst and Lawrence.

Race 12 was the Big Stuff Handicap with Pitts on Scratch and Stout and Harridge each receiving 10secs. Unfortunately Goodwin's 8-litre did not come to the line. Pitts won at the very creditable speed of 63.12 m.p.h., and once again we saw a lovely scrap between Stout and Harridge. This time the latter won by one-fifth of a second.

The last race of the day was the Special Invitation 5 Laps. This was won by J. C. Garland (rec. 1m. 50secs.) at 57.88 m.p.h., his time being 12m. 13.4secs. Crozier worked his way through the field to gain second place in 12m. 32.6secs. and Wilmshurst came third in 12m. 46.4secs.

This year several new ideas were tried out for the first time at a Club Meeting at Silverstone. To the delight of all competitors Benzole and Petrol were on sale in the Paddock. This really was a splendid innovation as it saved the awful bother of lugging tins of special fuel from

A TALE OF TWO EVENTS LAST SEASON

The Aston Martin Owners' Club organized one of the most ambitious Silverstone meetings of the season on Saturday, 29th July, and we were well represented.

For Race 1, two 5-lap heats were run to thin out the field for the 25-lap sports car handicap, and the first 15 in each heat went into the final. The winner of the first was Peter Scott-Russell, who got home just 0.4sec. ahead of D. J. R. Chapman in the nicely re-bodied 4½ which we first saw in its present form at our own Silverstone meeting. These two dominated the race, were never more than a few yards apart, and were obviously having a private dice and enjoying themselves immensely.

In the other heat the first Bentley home, in second place, was Sid Lawrence. Kemp-Place was 4th and Wilmshurst 6th.

The final was rather confusing to spectators, as in addition to the handicaps each car was flagged in for a compulsory pit stop to change a rear wheel, and the race order at any given time was a complete mystery. However, it was duly sorted out by the bobs, in the timekeepers' bus, and the clear-cut winner was again Scott-Russell, who had been driving an extremely steady and fast race. Good show, Peter!

Lawrence had trouble all day with vast quantities of oil in his brakes, and so had to evolve a new technique to get round the course at all. As he was lapping regularly in 2mins., or just under, without any stoppers at all, he certainly seems to have found the answer.

Horace Wilmshurst, in Bluebell, had the misfortune of the front crankshaft pulley coming unscrewed and moving forward until it fouled the housing and everything seized solid. Luckily the first fears that the crankshaft had broken were unfounded, and all has since been put right.

Our team entered for the Relay Race had to be altered as Bluebell was out of action, and Scott-Russell came to the rescue. Lawrence had broken a carburettor, and had to borrow carbs, and manifold and fit them to his car, and was only just able to get the job done in time. He actually crossed the track to take up team position just as the first car of the limit team was started. After all the work and panic, we could only finish in 5th place.

Race 4, a 5-lap handicap for open cars in any trim, was also run in two heats and a final, and produced just about as assorted a field as would a handicapper's nightmare. In the first heat Lawrence and Kemp-Place were 3rd and 4th, and in the final—Lawrence was 4th, still minus brakes.

In the last race of the day, a scratch 5-lap sports car effort, Lawrence was 6th. Thank you, A.M.O.C., for a very good day.

THE 'VINTAGE' PRESCOTT HILL-CLIMB

The 'Vintage' Prescott Hill-Climb on 19th August was blessed with decent weather, although the one shower of the day started promptly as the first car of the over 3000 c.c. class was on the line and continued until the last car of the class had just returned to the paddock. Thus the larger Bentleys had the doubtful pleasure of a slippery surface. The hill was dry for the second runs, and nearly all times improved as a result.

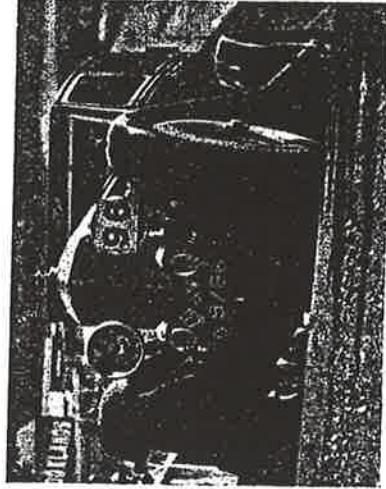
The class winner was Tony Hartridge in the Speed Six, and he handled this large and unwieldy car safely and well to record 57.27secs. Harry

Kemp-Place took 3rd place, although he most unusually had an off day. The fitting of ultra small rear wheels to give more suitable gearing had altered the handling properties of his car, and on the first run he ran into the pile of sand at Orchard in a real good front-wheel slide. His second run produced the same good enough for 3rd place, in spite of clouting a bank good and hard with the off-side rear wheel. Quarter-main's 30-98 Vauxhall just pipped all the 4½-litres, to our sorrow, so this round of the eternal argument went against us.

Alick Pitts ran the 'Blower' in the supercharged sports car class,

as his unblown car, originally entered, was not ready after throwing a rod the previous week. His time of 56.37secs. was just not good enough for a place.

GEOFF KRAMER.



POINTS OF VIEW

Dear Sir,

I enclose three photographs of S. H. Richardson's 8-litre in process of rebuilding and hope that you will be able to make use of them in the March issue. After use perhaps you would return them to the owner or to me as I see him once a month at the Bexley Noggins and Natter.

This N. and N. is now enjoying an increasing measure of support much to the delight of the few of us who have kept it going through some very poorly supported months. One feels, however, that if only half the members of the Club who live within say a gallon of petrol of the Kings Head would show sufficient interest to come along, this meeting could break all attendance records for B.D.C. Noggins.

Harking back to Richardson's 8-litre, I feel sure that he will produce some photographs of her when she is complete and I will send specimen on to you. Her body is fitted but when last at Bexley she was not cellulosed.

Yours faithfully,
JOHN DOVE.

Whyte Lodge,
Woolwich Road,
Abbey Wood,
London, S.E. 2.
5th February, 1951.

* See photo on page 12

EASTBOURNE RALLY

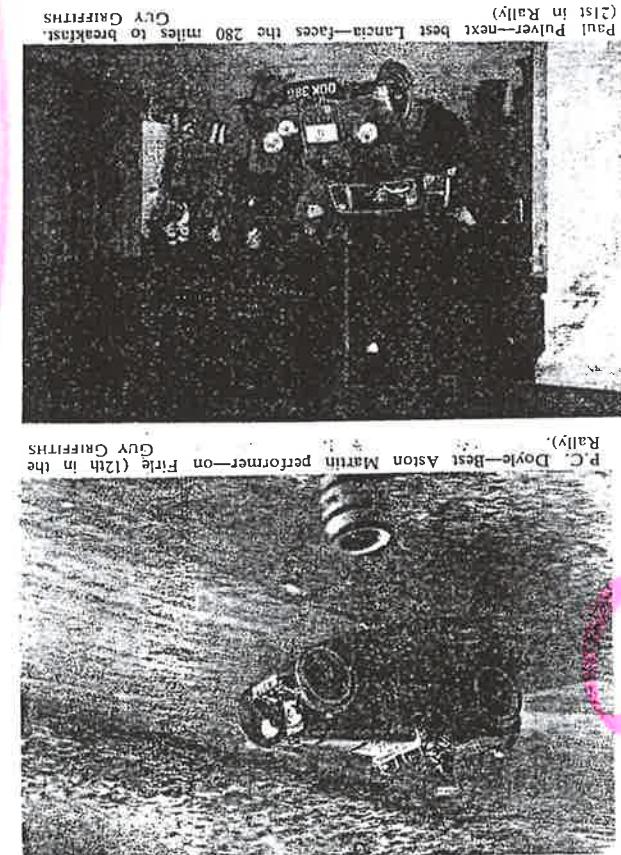
JUNE, 1951

B.D.C. REVIEW

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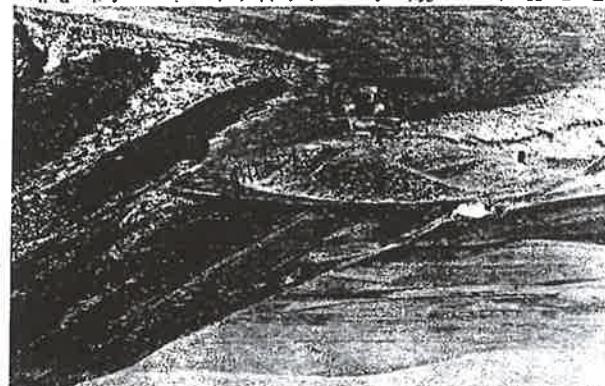
B.D.C. REVIEW



P.C. Doyles—Best Aston Martin performer—on Fritle (12th in the Rally).
Paul Pulver—next best Lanciac—aaces the 280 miles to breakfast.
(21st in Rally)



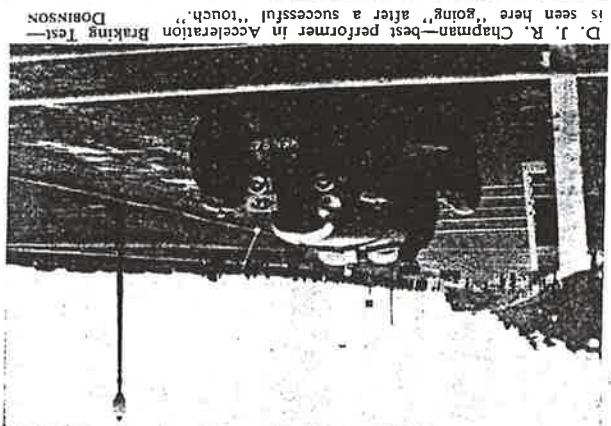
Ted Terri—Best Police Performer—rounds the top bend at Fritle.
He carries the Monte Carlo Rally British Competitors' bags. Best
in the Zür Zür Test and 3rd in the Rally.



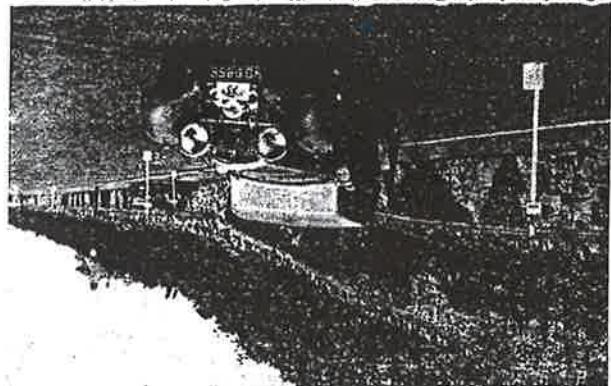
D. P. Hartis—one fifth of a mark behind the winner of the Rally
and best Reverse Wiggle Woggle. Guy Griffiths
up a phenomenal best performance in the Dunlops Dillemas.
Seen here in the Reverse Wiggle, Baker in his 3-fitter Put



C. Elphinston—Best Lagonda performer—on the line at Fritle.



D. J. R. Chapman—best performer in Acceleration Braking Test—
seen here, "going" after a successful "touch". Dobinson



Guy Griffiths
up a phenomenal best performance in the Reverse Wiggle Woggle, Baker in his 3-fitter Put

on again, the silencer will fill with unexploded gas, which being afterwards ignited may burst the silencer.

Very great care should be taken with the adjustment of the platinum points, for power will be lost if the gap becomes greater than 0.012in., while it goes without saying that both magneto should fire at exactly the same moment. On the flywheel is scribed a line which is marked with the firing point of the cylinders at a full advance of 40 degrees. The proper moment for the magneto break when the engine is at its best is 45 degrees, which means that the line should be disregarded for the moment, but that the nut on the clutch cover just in front of this line should be brought in line with the mark on the crank case, in which position the contact makers should break, thus giving 45 degrees advance.

To synchronise the break the contact maker should be advanced full upwards, a piece of cigarette paper should be placed between the platinum points of each magneto, then the flywheel moved in the normal direction; whoever moves the flywheel watching the position of the timing mark and the second man noting the exact moment when the cigarette papers are released. A more accurate method is to rig up in advance the electrical device illustrated. If the centre bolt which holds the contact maker is removed and the point on one wire held to the contact maker arm while the other is pressed against the boss holding the stationary platinum contact, the electric lamp will light up as long as the platinum points are in contact and will go out exactly at the moment they separate. Looking from the radiator end the right-hand magneto runs clockwise, the left-hand magneto anti-clockwise.

Replacing the Magneto

Imagine that a magneto has to be replaced by a new one; it will not have the special jaws through which it is driven from the cross-shaft, but held in position by three bolts. The magneto cannot be removed until Nos. 1 and 4 cylinders are on top dead centre. The importance of this will be realised when it is stated that on the cross-shaft casing is a castellated and split-pinned nut which looks very much as though it holds the magneto, whereas it actually holds the cross-shaft bearings. If the three nuts holding the magneto in position have been undone and the magneto will not come away because 1 and 4 are not on top dead centre, it is possible that the castellated nut should be undone also, which would de-range the whole cross-shaft drive.

Assuming the magneto to have been successfully removed and replaced on the bench, the first thing to do after this is to put the driving jaw on the armature spindle, noting that though there is a key-way on the armature spindle, no key is used. The driving jaw should be put on only just tight enough to prevent it moving accidentally. The flywheel should then be turned until the 45 degrees advance point is reached, and the magneto should afterwards be put back on the engine and bolted up in position with the bolts in the centre of their slots, the contact breaker and distributor covers removed, and the contact breaker at full advance. Then by means of a spanner on the centre bolt of the contact breaker, the whole armature should be turned until the contact points break, care being taken that the break is for No. 1 cylinder, as shown by the position of the distributor arm, which should point outside front. Then the magneto should be very cautiously withdrawn, and with the utmost care the jaw on the armature should be tightened home firmly. The magneto should then be put back, and if the contact maker has not moved the setting is all right.

Further Points to be Noted
Any more delicate adjustment should be made by rotating the magneto on its spigot. Exactly the same process as that already described is then followed out for the second magneto.

Never run the car with one magneto switched off; it is very bad for the magneto, and remember that each distributor has a grease cup which must be filled at intervals. Furthermore, before deciding that a magneto is at fault, disconnect the switch wire from the contact maker cover, as the trouble may be in this wire and not in the magneto. The plugs recommended are K.L.G. type J1 for the standard cars, and K.L.G. type F12 for the latest speed model.

Concerning the water circulation, the pump gland is at first something of a mystery, but the pump is detached bodily by undoing four nuts, leaving two alone. These two nuts hold the pump gland flange and should be given not more than a quarter of a turn if the pump leaks, which will be noticed when water trickles through a drain provided in the front of the crank case for the purpose. Giving the nuts more than a quarter of a turn may jam the pump spindle, and both should be just tight—no more in ordinary circumstances. When the pump has been detached bodily these two nuts are undone, the gunmetal flange is withdrawn, and the packing, which is Palmetto, can be replaced.

Sometimes a pump leak can be stopped by screwing down the grease cup, which, by the way, should always be kept full of thick grease.

Sometimes the pump spindle will bring away with it the shaft connection from the cross-shaft skew gear. In that case it will be noticed that the hollow spindle has a square orifice at one end. This square orifice fits the pump spindle, the other end does not, and, moreover, two faces, one on the pump spindle, the other on the shaft, are marked to show which faces must be fitted together. The gland washer must be put back with the mark o in the right position when the operation is completed.

(To be concluded.)

BENTLEY v. JAGUAR

We have had a letter from Oliver Goodwin which we are delighted to reprint. He writes: "May I ask that you take what steps you can to ensure that no member of the B.D.C. is unaware of the resounding Bentley success at the M.M.E.C., Silverstone meeting last Saturday, June 30th? I refer to Gerry Crozier's brilliant victory in the 5-lap scratch race for Sports Cars over 3,000 c.c. when he thundered home ahead of all the rest, including four of the famous XK 120's. It was a thrilling spectacle—the massed start—the great green Bentley—the red 4½-litre Lagonda of Goodhew—the line of low sleek Jaguars—the giant of 1931 first into Copse—the terriers close on her flanks. The second lap and the line of Jaguars' strings out leaving the fastest only at Gerry's heels. This jaguar did its damnedest—trying to manoeuvre inside on the bends—flat out on the straight—sustained pressure to the end with Gerry fighting every yard of the way. But the XK had to take second place to the Bentley, as so many other good cars have had to do in the past, and Goodhew's Lagonda was a brilliant third. Give Gerry a hand." We do with pleasure and pride add that his speed for this race was 73.81 m.p.h.

Another Bentley versus XK 120 contest happened on June 17th at Fersfield Airfield, Norfolk, when in the 15 lap handicap race Horace Wilmshurst in the Lawrence-tuned Bluebell won from Sarginson's XK in 24mins. 59 2/5secs, being 11 4/5secs. ahead; Horace, we hear, led from the 6th lap onwards, and overtook Clarkson's V12 Ferrari on a bend.

Our own records of members' performances are, unfortunately, not complete, but from a quick scuffle through the motoring journals we find that on June 2nd at the 8 Clubs Silverstone, in the 5-lap handicap, R. H. B. Mason and J. H. Orr Ewing in 4½s, both receiving 1 min. 15secs., got a first and third, the winner's speed being 63.08 m.p.h. In the Bentley Handicap at Fersfield, Wilmshurst and Lawrence were first and second, the winner's speed being 70.08 m.p.h. Later, on the 23rd June, in a contest between 4½ and 30/98 at the V.S.C.C. Silverstone, Wilmshurst, in a scratch race, won at 65.08 m.p.h. from Plowman's Vauxhall (64.70 m.p.h.) with McDonald's 4½ third at 64.40 m.p.h. On the same day Jack Bailey wound his 3-litre up to gain a third in a four-lap handicap with a speed of 61.23 m.p.h. Chapman, Williamson and Bailey were second in the Relay. At Bo'ness Hill Climb, T. H. May surged up in 46.65secs. in his Bentley, and at the B.A.R.C. Eastbourne Rally Bill Cook won the Concours de Confort with his 4½.

ONE THING AND THE OTHER

Things, as the Bishop once remarked, get around—and a rather aggrieved young man was the other day relating to me an experience which I now propose to pass on to you:—

The scene is Sutton Courtenay, near Oxford, and some yester-National Servicemen are avidly inspecting an excellent example of the Marque Bentley, vintage Bentley furthermore, standing beside the kerb. "So far so good! But the individual in charge of the delectable mechanism let the side down completely, for when he appeared upon the scene, he loftily ordered the young men away from its immediate vicinity, even though, as my informant remarked, "We weren't even touching the bloody thing Well, there you are. There is a story which appears to be quite true and, if it is, this person, whoever he is, has done us a disservice.

Major E. H. Lee writes again from Korea that he has been convening noggins to such effect since being made Korean Regional Organiser that he had netted at least one new member. He suggests a scheme for associate membership to allow impoverished but genuine believers and intending members the benefit of the Review and attendance at Club functions. In point of fact, the latter service is available, since everybody who may be interested is welcome at all our meetings. Whether the Review could be made available, at a small charge to those desirous of having it, without falling foul of some Governmental edict, I do not know. But, in the interests of spreading the Gospel, the question seems worthy of investigation Lt. Fawcett, R.N., writes from Hong Kong on the subject of the recent article on the "S.S." 100 m.p.h. 3-litres, concerning which he has a few controversial details concerning the car he had in 1947 and which he ran for a few months before patrol ceased altogether. In the first place (writer of article to note), he says he's rather fogged by the fact that the "S.S." is said to be added to the Chassis No., whereas the special supplement of vintage Bentley chassis numbers declares that they were added to the engine-numbers. Now for details of the car, quoted from his letter:—

"Registration No. XP 7478. Chassis No. 393 (presumably 10' 10"/1924). 1st Engine No. NR 513 SS (1926). Stamped on starter-motor housing. 2nd Engine No. 1043 (stamped on camshaft cover). May not mean anything as previous owner is known to have gathered pieces from various 3-litre engines when he installed this one in the Blue Label chassis."

Origin

The person from whom Lt. Fawcett bought this car had, at first, a Blue Label engine installed therein and agreed to sell for a modest sum. While our friend was away at sea, however, Mr. X (also, incidentally, of "Old Dear Motors Ltd.") substituted a Red Label engine which, he claimed, was taken from a 4½ saloon, mentioning a Blower engine which, he claimed, was gone into the saloon for the customer. So Lt. Fawcett ultimately purchased the car with the Red Label engine for a not-so-modest figure and Mr. X of Old Dear Motors disappeared when payment was complete. This Bentley had a "B" type box a 4:23; 1 back axle ratio and was, reputed (by the Old Dear) to have the SS engine, together with a "high lift" camshaft which, however, was believed to bear the mark BM 2391—although this was admittedly not checked. From all this, Lt. Fawcett deduces, with some justification, that his NR 513 SS should properly be taken with appreciable quantities of salt, insofar as the double-edges are concerned, and that the delicate innuendo which the article breathes concerning the unauthorised addition of the magic symbol in certain cases may not have been wholly without foundation. The car was ultimately sold during the absence of our correspondent on duty to a French lion-tamer (who has not as yet joined the Club) and the last report of this Bentley was that it was observed in the process of crossing the Pyrenees, the lion-tamer at the wheel, his trapeze artist wife at his side—and the lion in a cage bolted to the chassis in the place formerly occupied by the after portion of the body (and for those who would prefer to drive down the High Street at Morden in one of these buses we're supposed to own, well, there are buses aplenty). Provision, incidentally, had also been made in the lion-tamer's modifications for the stowage of a crate of monkeys, presumably out of reach of in very nearly indecipherable Anglo-Saxon and addressed to the friend who had negotiated the deal, the produce of "Old Dear Motors, Ltd." was said to be going "beautiful" and without a hint of trouble. Our Officer's period of foreign service is due to terminate, pleasantly enough, at Shamley Green in Surrey towards the end of the Summer. He will wish to buy another Bentley, so will all the "Old Dears" who may read these lines take careful heed Gibbs Pancheri continues his enthusiastic activities with the Singapore Motor Club which ran its usual standing half and flying quarter-mile, at Lim Ku Chang Road, earlier this year. Gibbs 4½ finished the half at 3,800 r.p.m., but was beaten to it by an XK 120 Jag, and a V.8 to which some expert had spoken rather convincingly. At the A.G.M. Gibbs was elected President, for which many congratulations, although it is a very well merited honour, in view of his tireless efforts upon the Club's behalf. After the meeting the Dunlop Endurance Film of Le Mans barbecue. This most enterprising Club, moreover, is reviving the very famous and lovely Gap Hill Climb. This is a beautiful course, with some sweeping bends and overlooks the western approaches to Singapore

* * *

Congratulations to member Ralph Sleigh and all who took part in the now historic 21-day dash round the world by A.40 and Skymaster. Ralph tells us that it was a wonderful trip though he would have preferred just a little more time to catch up with sleep. It is rumoured that he may be on another long drive later in the year. Ralph is so keen on this long distance stuff that he nearly talked us in to co-driving the beloved 4½ in an attack on the Trans-Sahara record. Ralph swears that it is a possibility with a vintage Bentley, and after all he should know. What a wonderful last-achievement for the Marque that would be!

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Due to the excessive number of interesting photographs available of the May 19th Silverstone Meeting, and the limited space available in the "Bulletin", photographs of the second Silverstone are being withheld until the next issue.

SILVERSTONE, JUNE 23rd.

Your scribe is now in no doubt as to how to report future Vintage Meetings at Silverstone : for it has suddenly dawned upon him that all he really need do is to stand by an Antone Amplifier and jot down all the relevant material as it falls from the tongues of Messrs. Tubbs, Clutton, Heal, Turner and Co. Better still, he could hire a shorthand-typist to do it for him, so that he could go and enjoy watching the dicing ; but then a shorthand-typist might get a little muddled by Bunny Malaprop's Ronto-Frascati and those other delicacies of speech which he dishes up to stimulate our receptive appetites. (We overheard one gentleman wearing a Club tie and badge say he'd have thought a man of Bunny's fibre would have known better ; the name was really Isotta-Fraschini — and he could not pronounce it, either !)

Well, this time your foolish scribe spent the entire previous night without sleep, assembling the rear axle of his 40/50 Napier, so that he arrived at Silverstone with leaden lids and discharged brain, and the only quite clear to him was that assistant observers for the "Bulletin" be found. Unfortunately, only one of several who had promised actually produced any material, and I am obliged to John Wrigley — of these notes.

Cox Barker recorded his impressions in the same notebook he had used last year's Brighton Run, and some of his references may have



S.C.H.D. Hour High Speed Trial, May 19th
Photograph by Geoffrey Deason

become crossed. Albeit, observation of a gentleman who bumped up and down to tighten his belt was presumably recorded on the Brighton Road, unless one of our members had suffered shock-absorber trouble resulting in some temporary derangement of his manly figure.

If on future occasions anyone would care to observe for the "Bulletin," even to the extent of making a full report, the Editor would be grateful to hear from him beforehand; for consecutive accounts from the same pen cannot but have a monotonous uniformity of style and matter.

Shortly before the close of practice, Anthony Heal was unfortunate enough to suffer breakage of the camshaft of his 10½-litre F.I.A.T. which probably disappointed the spectators almost as much as it did Anthony. Edwardian events are not as well supported as they might be, several early racing cars existing in this country which never get an airing at all these days. Next year, however, Douglas Fitzpatrick may have his Maybach-engined Metallurgique monster in running trim, and there are remote possibilities that a vast racing Napier may step into the breach left by the late-lamented Gordon-Bennett car.

First car away in the first event, a 4-lap handicap for Vintage cars, was the Clover-leaf Citroën of E. E. McGowan, which received 44 seconds start over the next away (Clutterbuck's Standard Avon) and no less than 3 min. 28 sec. from scratch. Haythornthwaite cannot expect too many mentions in dispatches unless he can provide an abbreviated name for future references, paper restrictions being what they are — nevertheless, his Riley 9 motored very well. Nigel Arnold-Forster had worked through the night to fit his best engine to the faithful old Frazer-Nash, and it was scarcely run in, whilst Birrell's Bugatti produced lots of smoke one way and another. R. J. Barton's 1928 Austin had a great long tail which seemed to hold it back (Birrell eventually retired on the second lap), and Tweedie Walker's Lagonda was clutching its slip. Samuelson's 1914 T.T. Sunbeam sounded very crisp and healthy, but Arnold-Forster's engine purred loudly and resisted speed, as was to be expected. Meanwhile the Citroën, which had air brakes at the front and curious wire-spoked wheels which looked Alvis but weren't, crept around and, like Sister Anna, was in everybody's way. Winner on handicap was Spence's Lea-Francis at an average speed of 60.18 m.p.h., followed closely by Len Gibbs' Riley which averaged 60.08 m.p.h.

Second event was a 4-lap handicap for the Chain Gang, which was creditably won by Crowther's very nicely maintained example. The start was a wonderful moment, with a wide miscellany of the familiar sounds of engaging dogs, jumping chains and so forth.

All the F.N.'s were of 1496 c.c., three of them being supercharged; and Scratch-man Sears' example looked and sounded in fine fettle, making a double gear-change soon after leaving the starting line, from which we assume it was fitted with a Duplex chain system. It's bark on the overrun was reminiscent of a G.P. Lago-Talbot, but its bite was not quite sufficient to overcome its handicap in the time and distance available, and it finished 6th after an astonishingly fast run.

After the race, Secretary Carson generously extracted his entire form from the Onze Légère and applied it to Crowther's 'Nash, to restart it



A Poore view of Goodhew during the Seaman Trophies Race, as witnessed by George Monkhouse

with such vigour that he pushed it right away from himself and then had nothing left to lean on.

Judging by the resulting indentations on the track, which are there to this day, Secretary Carson has a wheelbase only exceeded by that of a Bugatti Royale.

All this time, it seemed, there was a very disTOrRbing noise and fuss going on in the paddock, a large Teutonic kraftwagen belting up and down to everyone else's intense discomfort and danger, until one wished someone would have the good sense to choke it by stuffing a bun up its elephantine trunk. Why must we put up with these exhibitionist demonstrations long after practice time?

Race Three seemed to be all 30/98's and Bentleys in the traditional and evergreen battle, this time won by Wilmshurst's 4½-Bentley from Plowman's 30/98. McDonald bringing his 4½ Bentley into third place. Winner's speed, 65.08 m.p.h. On lap 3 McDonald had passed Plowman, but was overtaken again on the final lap.

A 4-lap handicap for Vintagents and Historians followed, with Goodhew starting from scratch in the P3 Alfa-Romeo. Davis slid about enthusiastically at Beckett's in his blown M.G. and the Vauxhalls of Binns, Plowman and Quartermaine did battle once more with the Wilmhurst Bentley. Goodhew was baulked at almost every corner, which could scarcely be avoided, and Powell handled his huge Mercedes as though it were a 170 V. Quartermaine was extremely fast round corners but lacked urge on the straight, and McNaughton's Sunbeam understeered

as usual : at the end of it all Davis, who had really tried very hard indeed, was first past the flag by 42.8 seconds, second being Webb's Vauxhall, and third Mrs. Gibbs in her Riley. All this time Goodhew had been racing like anything, and on his final lap he picked up 6 places, averaging 79.79 m.p.h., to finish a handsome fourth.

Event 5, the 8-lap race for the G.P. Italia Trophy, was less exciting than it might have been due to the small number of entries and the fact that two of those did not start. Nevertheless there were some exciting moments whilst Sam Clutton tried to catch Hern after losing some ground on lap 2, when he was baulked. Hern (Amilcar), Clutton and Byron (Bugatti) were never far apart, and Perkins' earlier 2-litre Bugatti was in very good form. Richards' Riley lost some power, and Storr's Mercedes was probably suffering from elephantiasis of the blower, as there were frequent phenomenal rumblings "Abdominal" which made one wonder whether the plumbing was as efficient as when it left Unterurkheim. Broad's Austin had, incidentally, caused some entertainment at the start by being push-started by three large men.

Until the last moment there remained a chance that Sam might over-haul Hern, but finally Hern crossed the line first with a lead of only eight-tenths of a second.

Event 6 was a handicap for Driving Members, chiefly notable for the fine performance and handling of Chevall's 4.3 litre Alvis-Special, which averaged 75.66 m.p.h. to finish second behind Goodhew's well-known Lagonda. Sears' Frazer-Nash again went extremely fast and left delicious noises in its wake, and the F.I.A.T. Balillas of Spiers and Meicalfe enjoyed each other's company until Spiers retired during his second lap.

The Edwardian race, always a joy to watch, lacked the usual quantity of rapid machinery. Jeddore Fisher non-started because his 11.1 h.p. Lagonda, which had left his home in the hands of Hamish Moffatt in the early morning, never arrived at the course due to magnetic trouble, and Samuelson wasn't able to produce his 1910 Talbot.

Costin Densham's game little Calcott showed its usual form, but was caught and overtaken on handicap by Gerald Firkin's Darraq and by Samuelson's Silver Ghost chassis, and all the time the Itala thundered round in the very capable hands of Bob Ewen, a martyr to its handicap, but not far behind the Calcott.

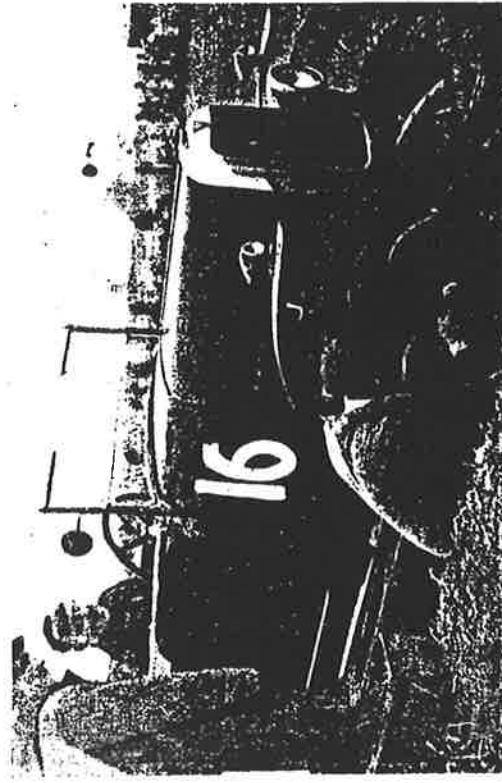
McGowan's Citroen was sent off as soon as possible for Event 8 as it had a very substantial handicap in its favour, and Len Gibbs won this Vintage and Historic handicap by more than a quarter minute from Goodhew's Lagonda, whilst in Event 9, Sears drove his Frazer-Nash to victory from Frost's blown twin-camshaft 1750 c.c. Alfa-Romeo.

Event 10 was a 12-lap Relay Race which provided much entertainment for competitors as well as spectators. The fastest car of each team of three carried the handicap for that team and set off first, each car having to cover 4 laps, although the second could carry on where the first one left off, if the second one left off too soon, and the same naturally applied to the second and third cars.

Sir Francis Samuelson in the T.T. Sunbeam did a very neat change-over with his second string, B. M. F. Samuelson in the 1914 Ghost, who

unfortunately ran out of petrol far from the pits, much to the relief of the Third Man, brother R. Samuelson, who was anxious about the big-end bearing on his 1924 Humber "8".

Webb (Vauxhall) also passed the sash with dexterity to team-mate Marsh (Lancia), and Sears, who led Team E, had a small red carpet prepared for the occasion, so that he should know exactly where to stop. Perkins' Bugatti thought it ought to live up to le Patron's oft-repeated claim about making his cars to go, not to stop, and pranged gently into Chapman's Bentley, which had already had its fling.



Lockhart (12/50) Alvis) cheerfully endures the inevitable, as a pit attendant searches for the remote wheel-studs. Hour Trial, May 19th. A Geoffrey Dean photograph

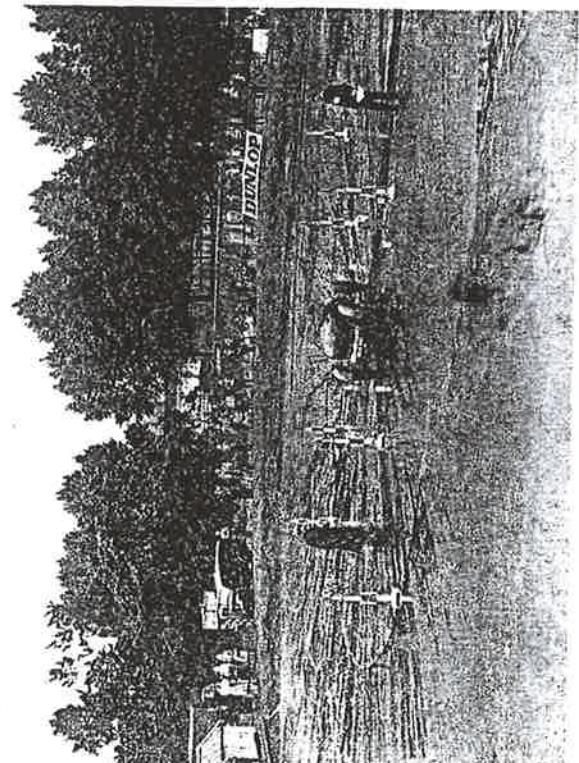
Marsh's Lancia came to rest broadside, a marshal just managing not to get independently suspended from it, and Arnold-Forster's 'Nash shed an apparently unimportant part of its anatomy which was instantly swallowed up by a pursuing Bentley, whereas Plowman lost his sash and went back for it, more conscientious than others who likewise lost their sashes and substituted pocket handkerchiefs. The Webb-Marsh-Pickworth team won by 20.6 seconds from the Chapman-Williamson-Bailey team, the scratch team (Chevrolet-Margulies-Wilmhurst) coming in third a further 19.6 seconds later at an average speed of 70.14 m.p.h.

And then it was all over, and we suddenly realised that there were probably eleven months to wait before it would all happen again.

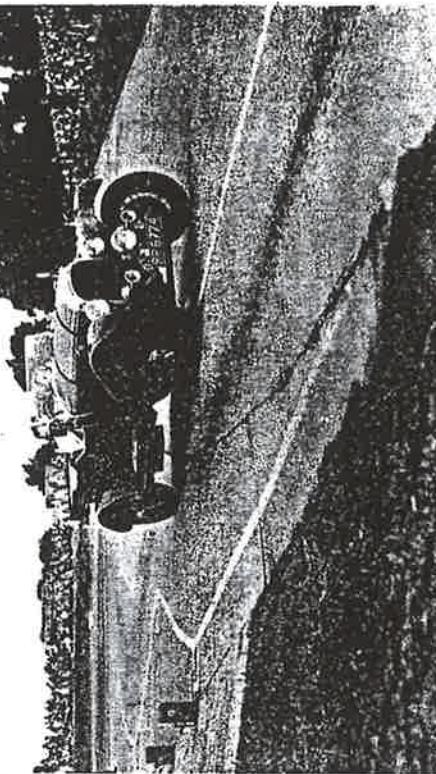
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Incidentally, no praise could be too great for George Grigs and his band body of marshals who were so largely responsible for the smooth running of this and the previous meeting.

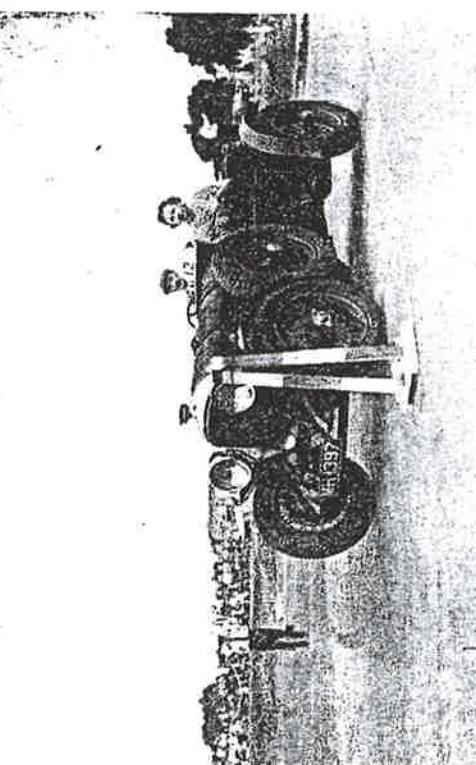
R.B.



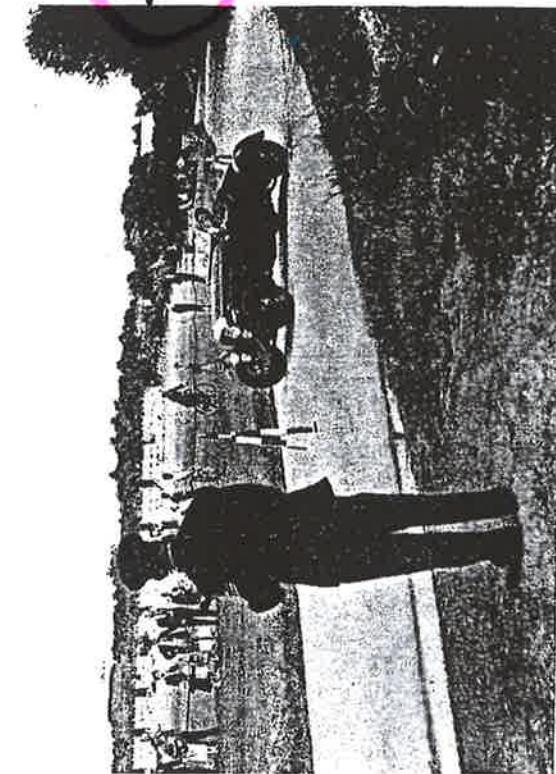
Chapman on the skid-pan after the rain



The Secretary heads for the open country with Betty Crouch



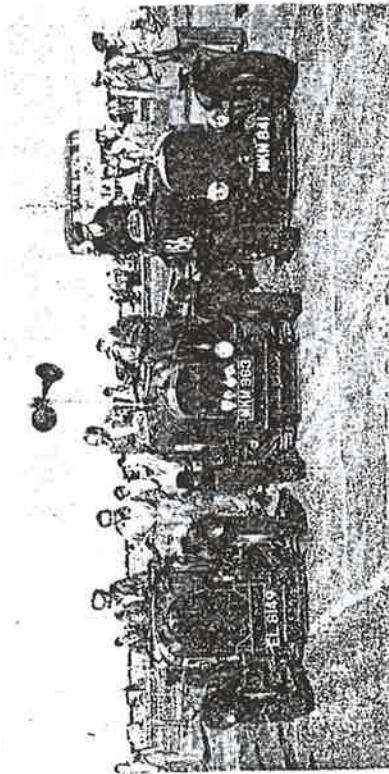
Basil and Clarisse Mountfort intent upon the task in hand



Horace and Joan Wilmhurst finishing off the Relay Race in "Bluebell" (1927)

THE DORCHESTER DANCE, 1951

BY A BENTLEY WIFE



The winning Bentley team in The David Brown Inter-Club Relay Challenge Cup

commanding lead when the third car of the team, Don McKenzie's famous ex-Forrest Lycett's 3-Litre set out. Don maintained the lead comfortably until faulty plugs slowed him to a crawl. Bigg & Riley, then lying second, came out of Copse as the Bentley, popping and banging and boiling furiously, crept round Stowe, hesitated, but picked up again. With agonising slowness Don was no more than two-thirds up the incline to the finish as the Riley lashed round Stowe and it looked as though the Bentley would never make it. A hundred yards from the finish Don nearly stopped but managed to keep going and received the Chequered Flag a couple of seconds in front of his rival.



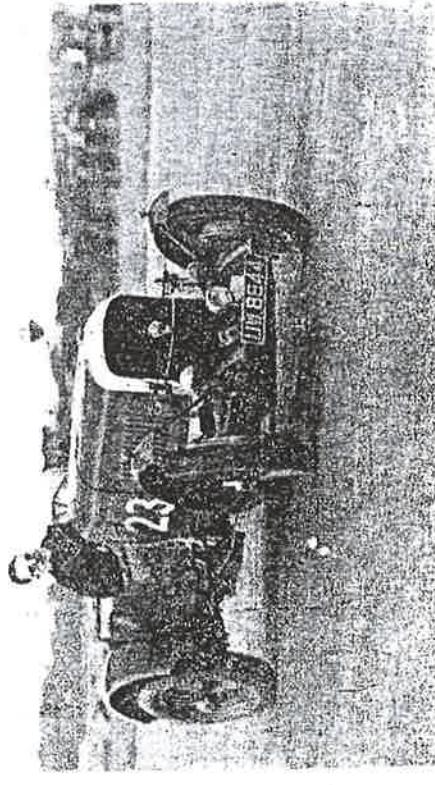
The competition for the Rolls Royce Challenge Trophy this year resulted in a tie. Above are Horace Wimhurst's Bluebell and Gerry Crozier's Barnato Bassan

October 20th—once again the enchanted day has arrived. The excitement of choosing and buying some fabulous creation is over; or the eager shaking out of moth-balls, the pressing and refurbishing of a well-worn (?) favourite is completed; or the last pins and tacks have been removed with hopeful fingers from a newly-made ball-gown.

However nervously we women set out for the party. Is my hair all right? ... My dear, I look like a sack of coal! I hope no-one will notice this raw edge ... these tears, and a thousand others vanish in the crush of the Dorchester Ante-room, as we start a new game, that of guessing the identity of the clean and elegant "King Penguins" who confront us, vintage-wise through the perils of fog, torrential rain, snow, mud and slush? At once we are uplifted by their annual bowing to convention, going in to dinner.

The dining arrangements in the capable hands of member Max Colombi left nothing to be desired. The inner man replete, we settled back to listen to the speeches.

The President proposed the Loyal Toast, which was drunk on this occasion with a peculiar poignancy; this was followed by the Toast of the Marque given in jocular, and at times, somewhat irreverent vein by Mr. Nevil Lloyd. The Health of the Guests was proposed by Mr. Murray Austin who caused some of the more celebrated no little embarrassment when he called on them to stand up as he mentioned their names! In reply, Sir Harold Scott thanked the Club in felicitous terms for its hospitality, and said with evident sincerity that the friendly liaison that existed



Ipsley Airfield, August 4th (Barry Sutcliffe at the hairpin)

A. HOLLISTER

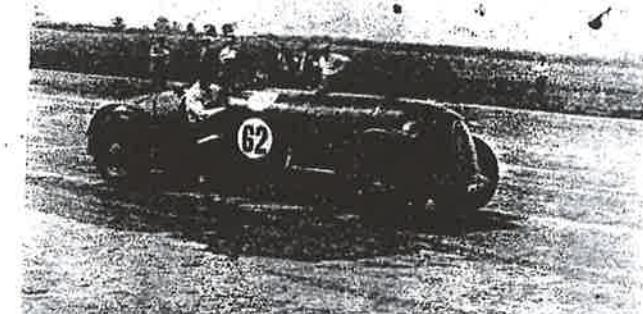
Between the B.D.C. and the Police Motoring School was a unique thing, and one which he avowed had infused a new spirit into the School at Hendon.

Then followed the presentation of the awards:—

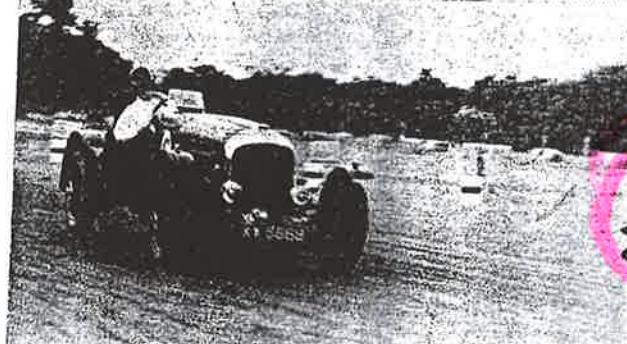
1. The Rolls-Royce Trophy was presented by Mr. R. Messervy to the joint winners, Gerry Crozier and Horace Wilmhurst.
2. The Keston-Pelmore Memorial Trophy could not be given personally to Mr. Forrest Lycett, who had won it for the second year in succession, as he was unfortunately prevented from attending the dinner.
3. The Christopher Tomkinson Memorial Trophy, won this year by Gerry Crozier, was presented to him by Mrs. Barbara Berthon, who in a few simple but moving phrases described the circumstances which had prompted the foundation of this award.

A suitably engraved tankard, in recognition of the many acts of kindness to the Club performed by him when Chief of the Police Motoring School at Hendon, was presented to Captain R. Minchin to mark his retirement from the Police. Last, but not least, the President threw over to Mr. Messervy the "father and mother" of all check caps, for him to wear, when carrying out his customary assignment of Finishing-line Marshal. He was obviously delighted with this gift, which had just arrived from America through the courtesy of Briggs Cunningham, and placed it on his head forthwith.

The "not-so-formal" business of the evening being thus completed, it was dance, dance, dance till 2 a.m., when "Bluebell" and "The Whale" roared on to the dance floor, resplendent and shining (? Johnnie Green's elbow grease). It was a happy and contented throng that joined hands round these two old warriors to finish the evening with Auld Lang Syne. So one more "Dorch" is in the bag. Our glamour rags return to the moth-balls, and like their owners patiently await October 1952.



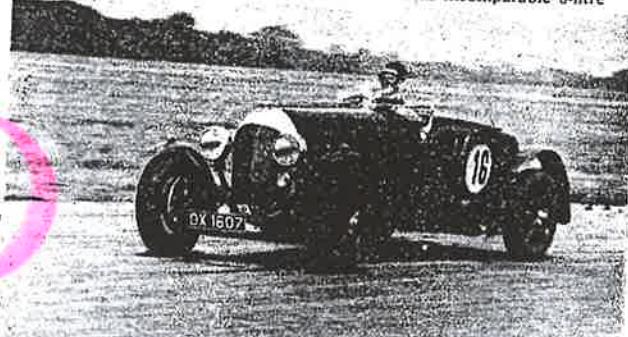
Gerry Crozier about to make F.T.D. in sprints in the Barnato-Hassan



Horace Wilmhurst looks grimly determined while winning the scratch "short 4½-litre" race



Forrest Lycett makes a demonstration run in his incomparable 8-litre



Don McKenzie happily in the lead to win the 3-litre scratch race
David Chapman really hurries the baton change in the relay race

THE YEAR IN SCOTLAND

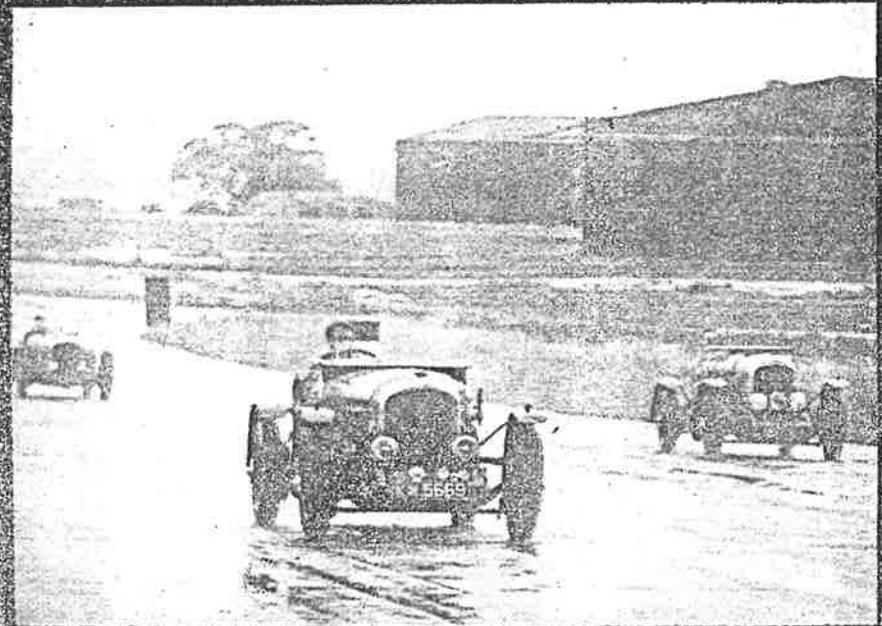
This year saw the first post-war activity of the B.D.C. in Scotland, starting with an inaugural meeting in January at Biggars. Since then there have been a number of very successful outings. Members this side of the Tweed may be glad to hear that for that meeting twenty-eight circulars were sent out on information supplied by the Club Secretary, and that for the November social evening held at Dr. Brown Kelly's house in Glasgow, the invitation list had grown to just over fifty.

There are still one or two cars not gathered in but the mission goes on, and it is hoped that next year will see all the existing products of the Firm in Scotland sporting locking ring badges—if we can get them! A very hearty welcome is extended to all new members. In spite of the obvious difficulties in attending meetings far distant from home, it is rewarding to find such a grand spirit pervading the meetings wherever they are held, and to hear that so many members are enjoying their motoring.

Thanks are returned to those members, and all concerned with them, homes. As the year goes out we send our best wishes to Gordon Sillars at present serving in the Suez area with the Marines, and hope for his W.O. himself who, among other things in 1919, did so much to ensure our enjoyment of 1951.

J.B.A.

THE
BENTLEY
DRIVERS CLUB
REVIEW



THE SILVERSTONE RACE MEETING, on May 3rd.

'It's funny,' said the present writer to his driver 'that last time I came here to Silverstone, which was for the Pom Trophy, a kind man drove me in an Austin 8, and this time it's your Morris 8.' 'What's funny about that?' he asked. 'Well, each time the driver concerned was invited to come in *my* car, and it wasn't until he arrived at my house that he found it was to be *his* car, because mine always shies at the prospect. Last time it wet its sump, and this time it dropped all four changers simultaneously.' But he didn't seem to mind, even when we bid the Morris in the public car park for 5/- rather than be seen in it among the Official Cars for nothing.

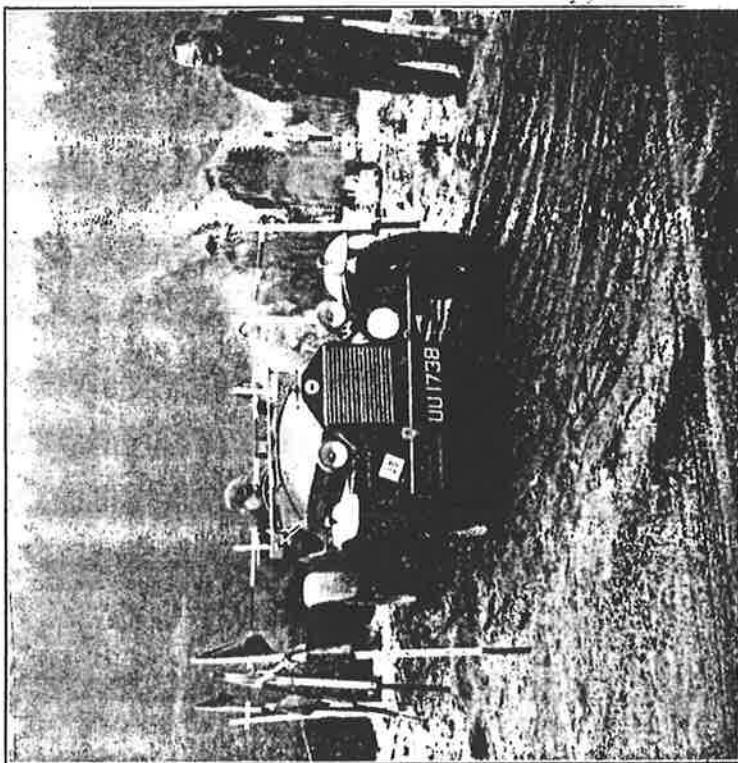
The first person we saw was Gerry Crozier, carrying the croziest of little brass whistles ever, mounted on little brass wheels with very worn bearings and smiling at the larger whale with Oriental detachment. After that we were prepared for anything, and there it was, right in front of us! 'Anything' had the ODDEST figure, and her dress was a little crumpled round the tail — perhaps she had been sitting on it. She had a G.N. chassis here and there, a Riley 9 engine and a Ford steering-box and 2 gearboxes giving a total of 12 speeds. An eminent Club Official said: 'Why the hell . . . never saw such a . . . the Scrutineers . . .' and Kent said: 'I hope it wins!' Nearby Nigel Arnold-Forster was getting his things together, as it were. We looked inside the capacious luggage boot of his side-valve Frazer-Nash, and it was full of chains and sprockets and pedigree dogs; the luggage lay on the tarmac beside the car, and a mass of extra sprockets and dogs were being chained up by torn and bleeding fingers. (Biting the hands that fed them.)

Arthur Fisher was hook, line and sinker under the bonnet of his known 2-litre Lagonda — a genius at play amidst a fantastic web of exhaust pipes and wires. If half of them went anywhere, it wasn't his fault. A very fragile-looking Bébé Peugeot was appropriately labelled TENDER CAR: one way and another we knew we had come to the right place.

Lord Charnwood's 1911 Coupe De l'Auto 3-litre Delage was a most welcome addition to the Edwardian contingent. If anyone can spare ten a nice steering wheel with a thin wooden rim it would much improve the appearance of the car, and be more in keeping than its present mucrum spring Bluemel. A DISS Delage wheel would be particularly appropriate.

This was our first meeting to be run on the new club circuit, and the majority of drivers seemed to think well of it. The spectators thought extremely well of the B.R.D.C.'s new grandstand, which kept them dry in the very best corner, and there was no doubt in anyone's mind that the B.R.D.C. were also making an excellent job of such amenities as the pits and other conveniences; moreover the new method of protecting operators on corners whilst still giving the drivers a sporting chance of survival were much approved.

Anthony Heal, who was lap scoring for the One Hour High Speed trial, installed himself in a neat little single-seater hut with a glass front,



L. M. Austin garaging his Lancia at Bisley last February

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looking therein rather like an Emmettic Tram-driver; and soon after mid-day a lot of familiar faces, sheltered by unfamiliar crash-helmets, waited tensely opposite their owners' cars for the Le Mans-style start of this first event of the day. The up-to-1100's were first off, one minute ahead of the remaining field, there being altogether 21 starters. John Vessey (Lancia-Lambda) and Rolls (Sunbeam) were very smartly away indeed, but Jenkinson's Bugatti and Edgar's Alvis were correspondingly slow. Nigel Arnold-Forster, looking rather like Old Bill in a particularly rakish Battle Bowler, couldn't, at first, induce any revs out of his Frazer-Nash and was Last Man out.

Barker spun his Bentley on Woodcote during his first lap, and the Clutton/Tubbs commentary began to alternate on the current affairs with endless sparks of electric wit to illuminate their very competitive discourse. Competitors soon began visiting their pits for the first of two obligatory stops for mock plug and wheel changes. Jenkinson's Bugatti had its wheel knocked off the wrong way for about half a minute, and a fortune awaits the inventor of a power-driven multiple brace for the Alvis 12/50 contingent. Nigel A-F lost his few remaining fingers getting his wheel off, while Bonham-Christie in another Nash used both hands to get his first speed in. Then a twin-cam Sunbeam wearing an Austro-Daimler radiator (D. MacIver) pulled in with off-side front brake smoking Ferodo-Sobranie, and the other Sunbeam with a Sunbeam radiator was seen to have a standard-looking pushrod engine. John Vessey wore a neatly painted Lancia emblem on his helmet, and Edmund Seal, another Lancia owner, said to the present writer (another Lancia owner) that he thought owning an Italian car was like wearing a Swiss watch.

The Austro-Sunbeam retired early with a broken gear selector, the Sunbeam-Sunbeam ditto with an air-uncooled motor, and Mrs. Gibb-Riley let itself down at one corner (of itself) far from the pits, but she put it all together again and continued on the spare. Thompson drove his 12/50 with great dash, drifting his corners with polished regularity.

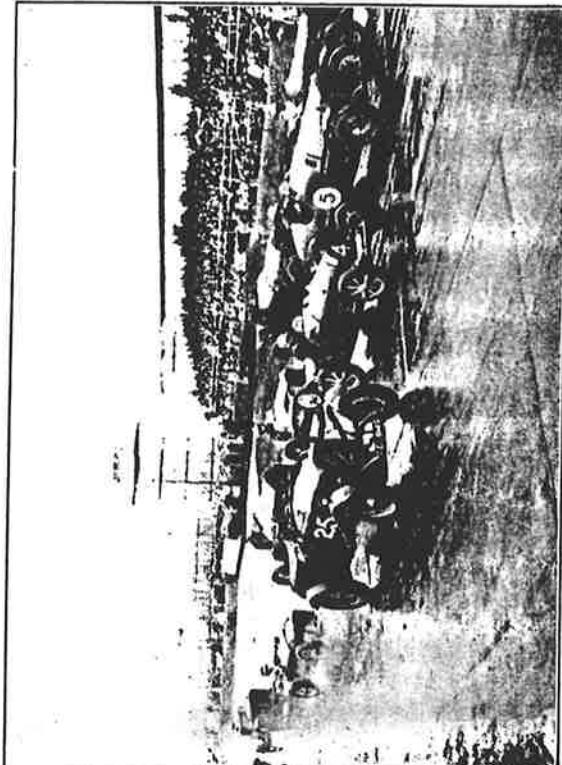
After one hour it was revealed that all the Bentleys had qualic- (Messrs. Hollington, Copeland, Barker and Bailey, all in 4½'s) as did the Alvises of Edgar, Hall, Gaudin and Thompson and the Frazer-Nash of A-Forster, Brown and Smart, the Bugattis of Jenkinson and Branc J. Pinkerton's Austin 7 and Cuff Miller's Riley 9.

Event Two. 5-lap handicap (approx. 8.5 miles)

The weather now cleared, having rained intermittently through the Hour Trial, but the course was no less slippery for this event. W. Ewen was at the wheel of the Lyrett/Clutton 10½ litre Delage, which he drove steadily and well, and Paddy Denton a 1½ litre blown Alfa which sounded very healthy and kept all four cylinders going. Margulies Talbot nearly lost itself once on Woodcote and narrowly missed the double decker bus which serves as time-keepers' office upstairs in shelter for all and sundry during rainstorms downstairs. Eastdale had an even more dramatic series of moments in his blown 1750 Alfa. The workmen still building the pits probably seeking danger money "up" result. Sears drove his post-vintage Frazer-Nash with great brilliancy.



Lord Charnwood at speed in his recently restored 1911 Coupe de l'Auto Delage, Silverstone, 23rd May. Note the high exhaust manifold emanating from the horizontally disposed valves.
Photograph by Max Hill.



If you have tyres to shed, prepare to shed them now. A photograph by John Hughes of the start of the G.P. Itala Trophy Race at Silverstone, 23rd May

but could not overtake Gilling's Salmson, third place going to Mason in his 4½ Bentley, which beat the Wilmshurst Bentley by six seconds of the 44 which Wilmshurst had to concede to it.

Event Three. — Another 5-lap handicap.

This race was spoilt by there being 9 non-starters (including both reserves) out of a field of 22. Dick Hardy looked awfully Mickey Rooney as he sat desaxé in his Hardy Annualcar (alias 'Anything'), and Copeland's Bentley's rear axle was in such a hurry to get away at the fall of the flag that it nearly left the rest of the car and Copeland behind. Goodman broadsided his high, wide and handsome 3-litre Alfa-Romeo on Woodcote, half-disappeared down the reverse-camber grass escape patch, but kept his wits about him and pulled back on to the track with no delay at all, much to the spectators' delight — a notable piece of sang-froid. The Fisher Lagonda played Guy Fawkes to the gallery, and what was going on in its induction system was nobody's business, including Arthur's. Treen motored impressively fast in a much nicer-looking Riley than last year's, and Dudley Gahagan displayed a touch of Molsheim Madness by describing a semi-helix right in front of Eric Sears in the family Sunbeam (1914 T.T.). J. H. Pratt brought his Bugatti home first a mere 5 seconds ahead of Sargent in his Riley, who was in turn 3 seconds ahead of Moss in a blown 1500 Alfa-Romeo.

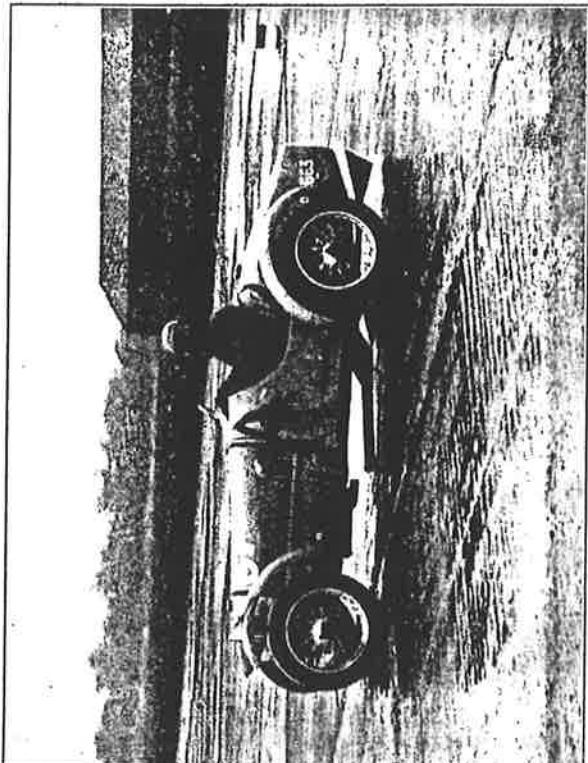
Event Four — The 1908 G.P. Itala Trophy for Vintage Racing Cars — 10 laps = 17 miles

A dramatic start with everyone in everyone else's way, and nothing to see or smell but smoke. It was Byrom's race from the very start, his impeccable type 51 Bugatti sounding wonderfully crisp and healthy and he driving it with real mastery. For the second successive year Sam Clutton had to be content with second place in the big Delage, a mighty impressive sight ; in the midst of it all we overheard Bunny Tubbs say something over the Antoine about 'Sir Francis in the purple Sunbeam', which phrase seemed somehow in keeping with the nature and title of the race.

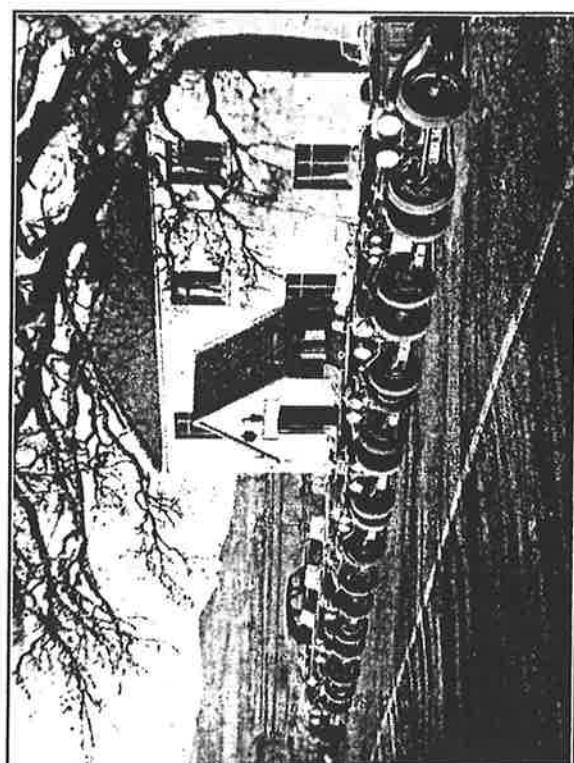
Jack Sears tried all he knew to catch and pass Williamson's 4½ Bentley, having one nasty prolonged moment at Woodcote, but his lack of rear brakes on the wet track was a great handicap, and he had to wait for the final lap to overtake Williamson, when the latter coasted over the finishing line after producing some really frightening noises under the bonnet. 'Broken Crankshaft', said the pundits, and everyone was very sorry. This was the fastest race of the day. Byrom having averaged 69.41 and come in 44 seconds ahead of Sam Clutton.

Event Five — A 5-lap Scratch race for Vintage Sports Cars.

In this contest Wilmshurst seemed to handle his 4½ Bentley as though it were a much smaller and more manageable machine and won deservedly from Sargent in his rapid and reliable Riley, the winner's average being almost 65 m.p.h. Vessey was good value in his Lambda, cornering wide and fast, and third place went to George Burton's 4½ Bentley.



Dudley Gahagan's Bugatti is not a bit exhausted after all this dashing about at Silverstone.
Photograph by K. Wright.



Retrospective picture by John Hinckliffe of the Frazer-Nash Christmas Party at the 'Royal Oak', Gretton. A Full Sprocket engagement!

Event Six — 10-lap handicap, open to all comers

A motley collection of mostly post-vintage machinery, but the first three places fell to the only vintage runners. Sargent winning in his Riley Invicta exhibited a predilection for sliding off the course, but Sears again impressed spectators with his handling of the spruce little Frazer-Nash, although he did once do a piece of grass-tracking.

Gerry Crozier swam round in his little whale like a budding Jonah, the huge Bentley displaying marked oversteer, which was surprising, but it gained 4th place for him, which wasn't. Tony Eminson, wearing the most novel line in crash-proof headgear, did well to get his newly-acquired Type 37A Bugatti into second place ahead of Frost's 1750 Alfa. John Ching was, incidentally, impressively silent and smooth in an ex-Brian Lewis Talbot 105.

Event Seven — 5-lap handicap for Vintage Cars

Williamson had miraculously changed his crankshaft (or was it a loose float chamber?) and was all ready to thunder round again in this handicap. More rain fell, but this didn't seem to worry B.E. Brown at all, and he won at almost 62 m.p.h. John Charnwood's wonderful 1911 Delage sounded better than it went, but it will soon find its form. Pratt brought his Bugatti over the line in 2nd place, only two seconds behind the Bentley (a feather in the handicapper's hat) and well ahead of Hollington's Bentley. (Give me back that feather.)

Event Eight — 10-lap handicap, open to all comers

Ladies first! So Miss J. Bodde left early in her 1925 Salmonson hotly pursued by the rest of the field. Jack Sears in the 1914 Sunbeam shot away from Major Bailey's Bentley at the start, leaving the latter with wheels spinning on the line, and Paddy Denton's Alta couldn't get a proper grip of things in 1st speed, so he put it straight into 3rd. Reynolds reversed his blown Austin 7 as the flag fell, but fortunately without damaging the next in line. Wilmhurst made no mistakes and pressed on regardless, and Byrom was superb to watch in the Type 51 as he struggled to reduce his handicap. The Reynolds Austin went ever so slow, then slower and slower until eventually it wasn't going at all. Jack Sears used the grass a bit but could not hold the Bailey Bentley, the latter winning in fine style from Mason's Bentley, Byrom and Mrs. Gibbs, who had driven her Riley very prettily.

Final race was a 5-lap handicap in connection with the 'Motor Sport' Trophy Competition. This was won by Len Gibbs in a Riley from Mason's and Wilmhurst's and Bailey's Bentleys, in that order.

Altogether a very brave show, not one bit marred by fickle weather and a record attendance with more than 500 spectators, cars saturating the official car park. We were especially sorry for Lt-Col. Michael, who bent his 4½ litre Lagonda rather badly in practice, and we hope he has put it all together again ready for the next time.

R. B.

'He that driveth flatteh out and without mappe loseth his bearing.'
(From an old proverb.)

VINTAGE-HAPPY

What I knew then about motor-cars could have been written on that postage stamp (what I know now would take two) as I was — and am — a collector of vintage boats. These, for the record, ranged from a naval whaler (believed ex-Nelson's 'Victory') through, during one of our financial crises, a bright scarlet coracle, to our present charming Victorian steam launch. Incidentally, if Scott-Moncrieff sees this, Cameron Peck does collect obsolete steamers.

However, one felt the urge for wheeled transport, even if only to rescue the family from the scene of our latest maritime disaster. But what to get? Natural inclination, or selection, demanded a 'car of character' and a chance perusal of a Certain Periodical showed that vintage machinery would provide this. And at a figure within — or at least not too far beyond the range of our slender means. Vintage, then, but there still remained the question of what make (or marque, as I now say)?

My father rushes all over the landscape in a series of Rolls Royces, each larger and more potent, in that silent way of theirs, than the last. I remember, in parenthesis, a Phantom III just before the war, with a bonnet about twelve feet long — and seemingly full of engine at that — and bicycle mudguards. I put the nostalgic thought from my head, and cast back among the Old Man's earlier treasures. There were, let's see, a black and yellow Wolseley coupé de ville, in which the chauffeur, lonely and no doubt stiff with cold on his wintry bridge, skidded us into the Victorian Memorial at Hyde Park Corner. Then there was a Hudson, and purple at that, over which a decent veil will be drawn, an incredibly nude Stutz (before my time) a Mercer, a Cole and — a Sunbeam.

Sunbeam! As a more than usually repulsive small boy, one of my few saving graces was a reverence for Sir Henry Seagrave: I didn't know Barry Dove then. So I bought all the magazines until I saw just the thing — ninety pounds, 'enthusiast maintained,' and reputed to start on the button, whatever that meant.

So, one fine Sunday I deserted hearth and home and took the train to Berkhamsted to view this perfect piece of machinery, fortified by beer and the 'News of the World'. Berkhamsted is a nice place, but billy. I tramped all over those beautiful hills looking for I knew not precisely what and then — I saw it. Over a gate, among a motley horde of geese and children, I perceived a rather down at heel looking heap, at whose depressed and generally bedraggled air my heart sank. If its bodywork grew whiskers, its tyres were bald. I thought of those hills — but, at least, if it had been uphill walking all the way there it would be downhill motorling back again. In my mind's eye I began to see the effect of a little brasso here, some paint there, some insulating tape there ...

I bought it.

The following Wednesday I escaped early from the office and, bowler-hatted in the pouring rain scaled all those hills again to take over Our Car. The late owner assured me she would indeed start on

Cope with, it was rumoured, a seized engine. Bad luck, after coping with a car which was obviously losing a lot of water, for almost the full distance. By the finish the rain had stopped and several Bentleys were glad to do likewise. Class winners were: Three-litres, H. B. Crozier; long 4½'s, G. N. Stratton; short 4½'s, G. G. McDonald; and in the Big Class M. H. Morris' Speed Six.

Time having seized Geoff Kramer by the forelock, the 'lunch interval' was annulled and he who downed a gin and sandwich did so in the knowledge that he ought to be somewhere else at the same time. The first two seven-lap scratch races, for three-litres and long 4½'s, were run concurrently, producing a total field of 12. After a good start, in which Dick Williams gained several places, David Halliday led from Scott-Russell and Wyatt, followed by Hollingdon and Bill Mason. This order was held until the third lap, when Wyatt took Scott-Russell on the run into Woodcote. At this stage, Don McKenzie, sliding appreciably on the curly bits, had worked his way up to 7th place and was leading four 4½'s with his light and potent ex-Lycett three-litre. By the fifth lap, Wyatt had taken the lead from Halliday with about 50 yards in hand, the remaining order being unchanged and the field stringing out. Next time round Halliday had forfeited second place to Scott-Russell and in that order they finished, with McKenzie challenging Williams right up to the flag. Ben Wyatt's winning speed was 62.65 m.p.h. and McKenzie's, an easy three-litre winner from Hollis, 57.6 m.p.h.

The second scratch race, again two 7-lap events in one, brought out the 8-litres of Gerry Crozier and Richardson and, in a field of six short 4½'s, the Blood and Thunder Boys, that intrepid gang which includes Jack Bailey, McDonald, Williamson, Uncle George Burton and all. The exploits of these characters, who will race any distance, any place, any weather, would make a good Hollywood epic in the Clark Gable tradition. When one of them blows up an engine, he doesn't moan about it but goes home and mends the thing. If admitted to Formula 1, they would go down in defeat firing on all four and no damned excuses made. Bentley types. At the start, Richardson seized the lead from Crozier, followed by McDonald, Bailey, Williamson, Walker, Burton and Smith in that order. On the second lap Crozier took Richardson at Copse and Bluebell's conductor executed a monumental slide. By the end of lap 3, Gerry had pulled away from the field and McDonald, still driving impeccably, was challenging Richardson's 8-litre. All got through a greasy Woodcote adequately, as did Bailey and Williamson, but Walker arrived in an impressive series of gyrations, culminating in a forced landing on the grass just clear of the corner. While he was sorting himself out, Smith motored in under similar frictionless conditions and sought the same parking place as Bluebell, dealing her pristine flank an almighty wallop. Stung to action by this rude assault, Bluebell started up and moved off briskly, but not for long. A few seconds later Smith also vacated the loathly spot, which was just as well, since, on his next lap, Gerry Crozier seemed to want that place too and slid to a standstill more or less in the path of approaching traffic. Ho! on his heels (or rather, wet on his skid marks) came Richardson who, finding the way ahead full of static 8-litre, took what avoiding action he could and proceeded backwards almost into the safety ditch. Gerry was quickly away but Richardson was badly bunkered and it was many agonising seconds before his spinning rear wheels yanked his bolide out of the mud to rejoin the contest. This multiple episode recalled boyhood memories of Ivanhoe and reminded one of the days of the joust when noble knights in all-enveloping bodywork galloped into one another at full chat. Motor racing preserves the age of chivalry (or does it?), so why not adorn our crash hats with coloured plumes and the gossamer favours of our ladies? Just how and when the B. & T. Boys slipped past all this only they themselves know, but that they did so is evidenced by the finishing order of

McDonald, Bailey, Burton and Williamson. McDonald's well-deserved win was at 63.02 m.p.h. and in the big stuff, Crozier won from Richardson at 61.08 m.p.h. including all stops.

There followed a 5-lap handicap with 14 starters, run in black weather with horizontal rain and storm cones hoisted. Walker, returning to the fray with a slightly willing Bluebell, went slap into the ditch at Copse on his first lap and made it a day for this famous little car, whose fortunes all have followed for many years. Three previous owners looked on successfully than some, with the limit man, McKenzie (50secs.), leading for the first three laps, giving way to Williamson (25secs.) on the fourth, and to four other on the last lap. Final order was Williamson, Bailey (10 secs), Burton (25secs.), Mason (40secs.). John Norris, from scratch, could manage no better than ninth place which indicates the additional burden put on a large motor car during the rainy season. Winner's speed was 54.41 m.p.h. with 8 2/5 seconds between first and second, and 1 4/5 sec. between second and third.

The weather was clearing by the start of the 10-lap handicap, at which point it was regretfully announced that, owing to the state of the circuit, the final invitation handicap had been scrubbed. The ten lapper produced 13 starters, mostly the boys from the previous session, and the handicapping for the first four cars home was much above average. The limit man, Hollis (2min. 20secs.) led for eight laps, when he was passed by Williamson (30secs.) who again held the lead until the finish. Woodcote was by now being treated with great respect and Bill Mason was the only one who had one or two minor moments here. Final order was Williamson, Stratton (1min. 20secs.), Hollis, McDonald (scr.). Winner's speed 56.67 m.p.h., 9secs. between first and second, 1 2/5secs. between second and third, 2 4/5secs. between third and fourth. First-class handicapping and one more well deserved win for Williamson of the Old Firm or Bailey Commando.

The meeting concluded with a five-lap handicap frolic for five of the Oddmedics, ranging from Crocker's Lagonda (3mins. 15secs.) to Robins' Molsheim Marvel on scratch. The handicapper's task was an impossible one of course and naturally the finish strung out more than in the Bentley races. Hely (Healey Silverstone), Robin Carnegie (Ford-Busker) and Crocker were all good through Woodcote, now drying up nicely. Seaman won with the old "white" Riley, his front wheels flapping as if in applause as he took Woodcote, at 56.86 m.p.h. His handicap of 2mins. 10secs. was a generous one for a car with a lot of history behind it. Crocker was second, Hely (29secs.) third and Carnegie (1min. 25secs.) fourth. The Bugatti, trying desperately to clear its throat, was last. Had it been on form, as in the sprints, it would no doubt have made the procession bustle more than somewhat.

So ended a wet and entertaining meeting in the traditional manner, with all sorts of cars going out for a blip round the circuit, the fast motors cruising round slowly and the not-so-fast ones not so slowly. It is usual at this stage to comment on this and that, but the writer, being no racing man, feels this is not his job. He has nothing but awed admiration for all these characters who press on under conditions when most of us would overheat in the paddock may me of more interest. First there was unstinted praise for the faultless driving of McDonald throughout the meeting. It is easy to drive carefully if you are out for a few laps fun and don't mind being last, but not so easy when you wish to breast the tape ahead of the other boys. The writer's notes contain not a single reference to Burton, which indicates that George too drove extremely sensibly and made no nonsense. All were sorry that Bluebell's first outing in new

hands should have ended in disaster. It must be difficult to change from a fast car to a very fast one and must call for more restraint than many of us possess. There was much violent comment on Woodcote-in-the-Wet. It is presumably now so impregnated with rubber dust and oil that it needs retreading urgently, but if this were done, the R.A.C. would doubtless ban Silverstone from all competitions forthwith. Arnold Stenhouse, as Chief Announcer to the B.D.C., appears to be a natural for P.A. He doesn't miss a thing, is audible throughout his range, and is never facetious at the expense of chaps who have paid good money to wear out their tyres. This practice of being funny, often by little men who lack the guts to have a bash themselves, is on the wane and Arnold has given it another welcome fillip in the right direction. Full marks to Geoff Kramer Control who miss the fun of getting soaked and who never see a thing; also thanks to John Lester whose most comprehensive notes have put what bones there are into this report. It was very pleasant to welcome Dr. Brown Kelly and his large Scottish contingent, also Dr. Bill Murray who comes all the way from Geneva to this party. Among the absentees, we all missed the Equipe Mountfort who non-started through illness (Clarisse, not the Bentley) and all wish her a speedy recovery.

To end on the most fitting note of all, it was an honour to find that our patron had come along, just as an ordinary spectator, to see the show. The serpentine waste-pipes on some cars may make him smile, the backyard coachwork on others may make him shudder, but under all those bonnets beat the same great-hearted old motors that began as a dream in the mind of a young man in World War I. Though the R.A.C. demands vaccination and birth certificates, crash bars, rubber collision mats, engineers' reports and exhaust gas analyses, may the same engine notes welcome you to Silverstone next year, W.O., and for many many more to come.

W.C.



Once Too Often

SILVERSTONE

BEST LAPS OF EACH DRIVER SHOWN IN BOLD
Thanks to the kind co-operation of our timekeeper, Lou Ebblewhite, we are able to publish below the times taken by every Bentley on every lap in every Race.
Note.—When studying the individual lap times reference should be made to the caps—L of the meeting to ascertain the weather conditions prevailing in the different races.

SPRINT TIMES (PROVISIONAL RESULTS)

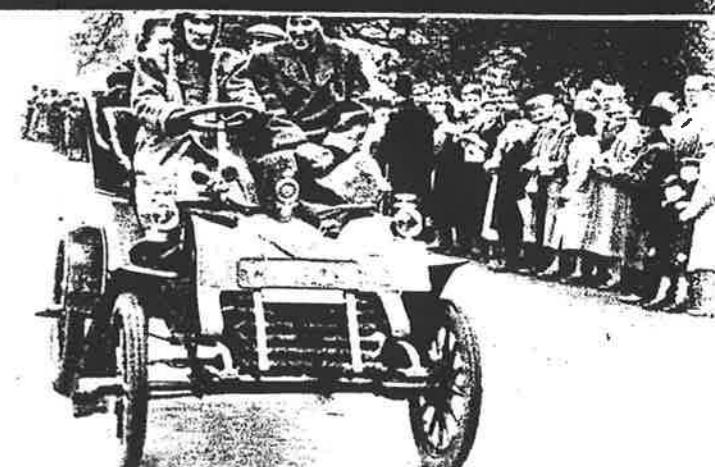
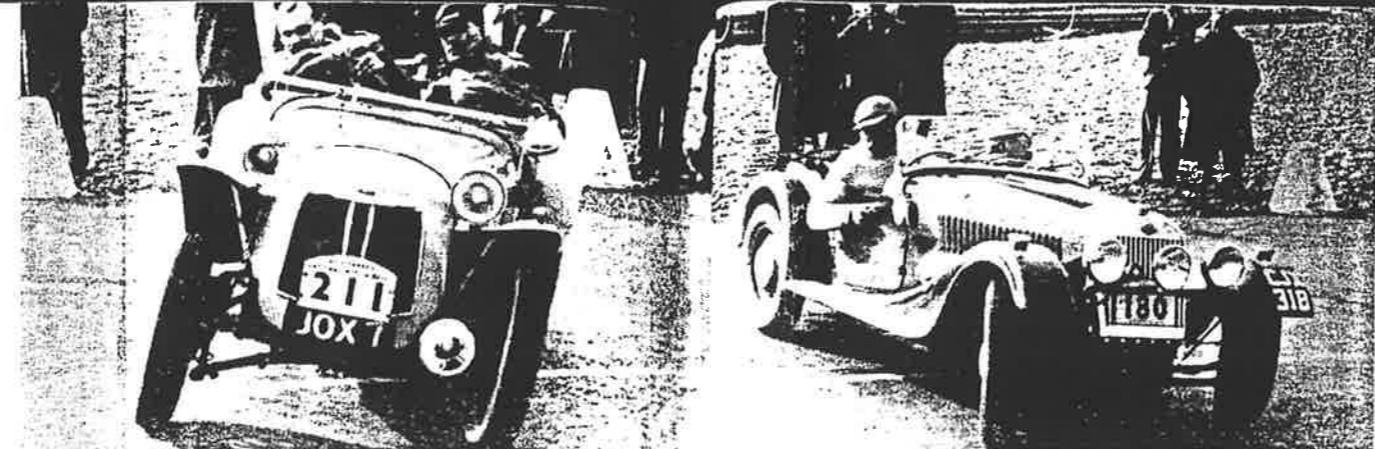
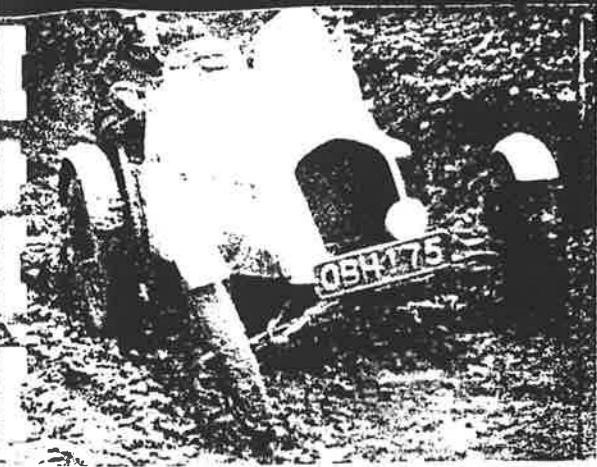
700 YARDS. STANDING START

	Time	1st Run	2nd Run	Time	1st Run	2nd Run	Time
Class (a) 3-litres							
1st	D. McKenzie	30.4	30.6				
2nd	R. MacIver	33.2	41.0				
Class (b) 4½-litres (10' 10")							
1st	P. Woolzey (Driver B. Wyatt)	26.8	27.0				
2nd	D. McClure	28.8	30.2				
3rd	R. H. B. Mason	29.0	29.0				
4th	D. Halliday	30.2	29.6				
5th	H. D. Brown Kelly	29.6	30.0				
6th	A. J. Hollington	30.0	30.4				
	E. J. Teal	30.0	33.6				
8th	G. N. Stratton	31.0	30.6				
9th	J. P. Hopewell	30.8	31.8				
10th	R. E. B. Williams	32.6	31.0				
11th	J. H. Hutchinson	32.8	33.0				
Class (e) 4½-litres (not eligible for Class (b))							
1st	J. H. Bailey	25.6	25.8				
2nd	J. A. Williamson	26.0	26.0				
3rd	G. G. McDonald	26.4	26.4				
	J. H. Orr-Ewing	27.2	26.4				
5th	G. H. G. Burton	27.2	27.0				
6th	E. Smith	27.6	29.4				
7th	J. A. Walker	28.4	28.4				
8th	Mrs. B. M. Berthon	33.0	34.4				
Class (d) 4½ (S), 6½ and 8-litres							
1st	F. Lygett	8-litre	23.4				
2nd	G. M. Crozier	8-litre	24.4				
3rd	S. H. Richardson	8-litre	24.0				
4th	J. Norris	6½-litre	27.0				
5th	T. E. Walker	4½-litre (S)	27.0				
Class (e) 4½-litres							
1st	J. E. Evan Cook	28.2	28.6				
Class (f) Approved cars of other makes							
1st	E. Robins	Bugatti	26.6	25.0			
2nd	W. A. L. Cook	Bugatti	26.0	26.0			
3rd	W. A. McMillan	M.G. Special	27.0	27.6			
4th	D. Hely	Healey	27.2	27.4			
5th	R. Carnegie	Ford	30.6	30.4			
6th	W. H. Charnock	Alvis	31.4	30.8			
7th	W. B. Seaman	Riley	33.4	32.6			
8th	J. W. T. Crocker	Lagonda	36.0	37.4			

RELIABILITY

"A showpiece among these cars (at Boreham) was the eight-litre "Barriato Hassan" owned by Gerry Crozier. Built from Bentley parts, this car held the track record at 142 miles an hour for four years."

(Daily Mail, 17.5.52.)

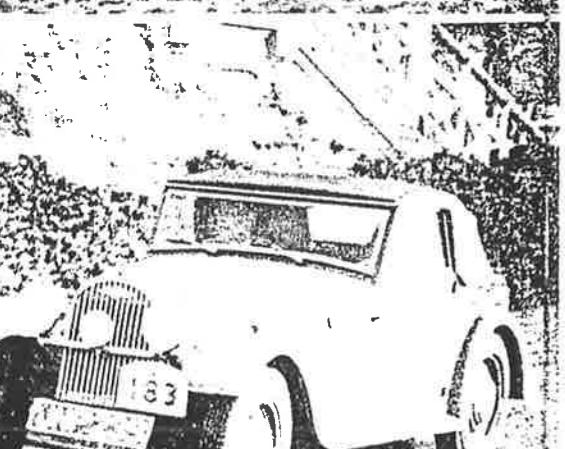
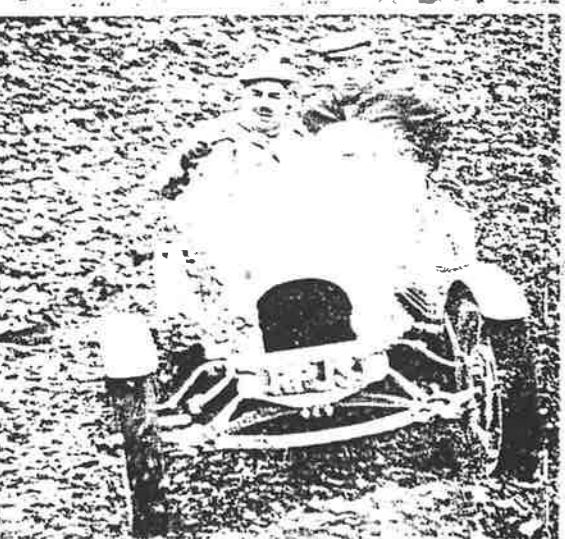
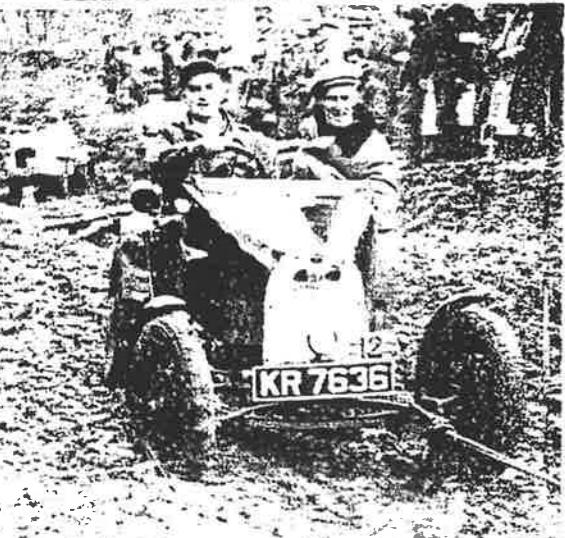


THE KNOWLAND TROPHY WINNER. —E. J. Chandler in his supercharged Ford Ten-engined Chandler Special wins the Cemian M.C. Knowland Trophy Trial, which included one unclimbable "section."

SORRY START.—Ken Rawlings, in a car delightfully described by a daily paper as a "slightly modified Standard Vanguard," gets going to some purpose in "Buttercup" after starting either in the wrong cog or with the hand-anchor on—a pity, as this probably cost Rawlings the Rally.

SPLENDID SHOW.—D. Howard's Morgan Plus Four being taken through the M.C.C.'s second test at Brighton, very, very fast and with absolutely no mistakes.

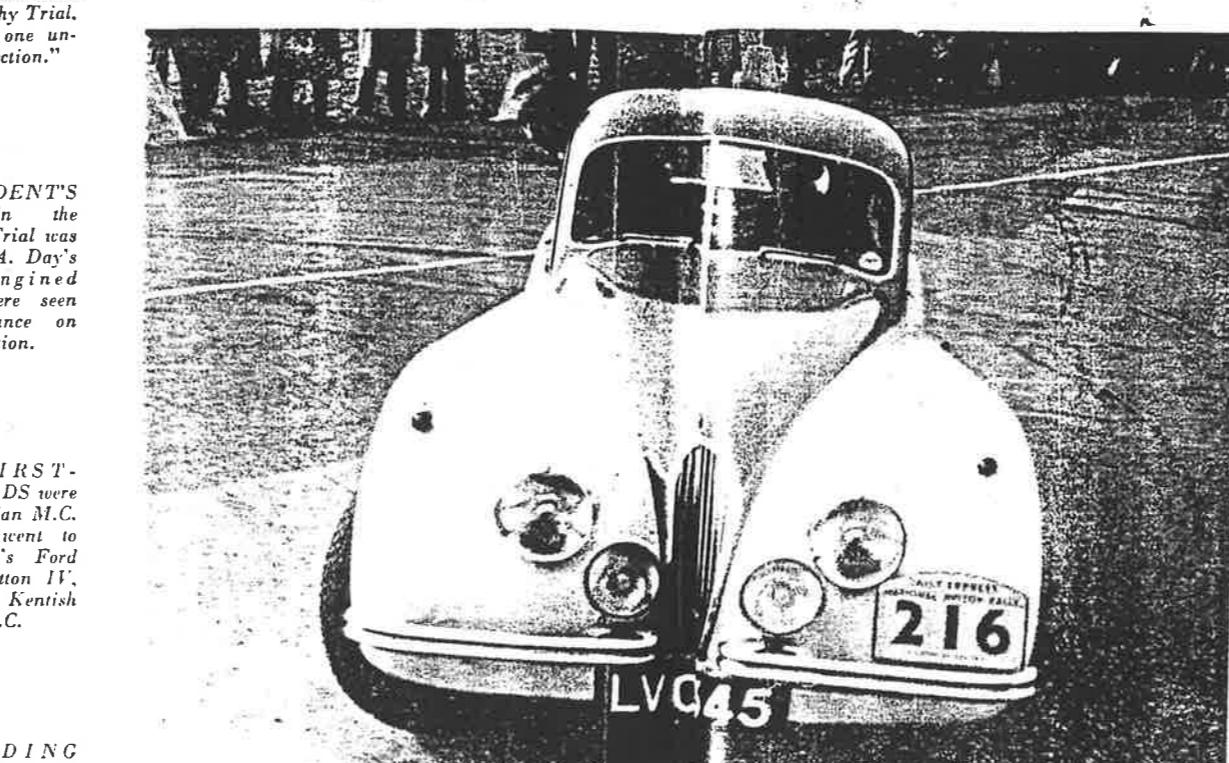
**MOSS IN AN UN-
USUAL ROLE.**—Stir-
ling leaving Hyde Park
in F. S. Bennett's 1903
Cadillac at the start of
this year's R.A.C.
Veteran Car Run to
Brighton.



THREE FIRST-CLASS AWARDS were won in the Cemian M.C. Trial. One went to P. A. Barden's Ford Ten-engined Cotton IV, representing the Kentish Border C.C.

A black and white photograph of a vintage racing car, likely a Ford Model T, viewed from the front-left angle. The car has a prominent front fender and a single headlight. A license plate is mounted on the front bumper, displaying the letters "LVC" above the number "45". To the right of the car, a racing number "216" is displayed on a rectangular sign. The sign also includes the text "DAILY EXPRESS" at the top and "MANCHESTER PHOTOFAX" below it.

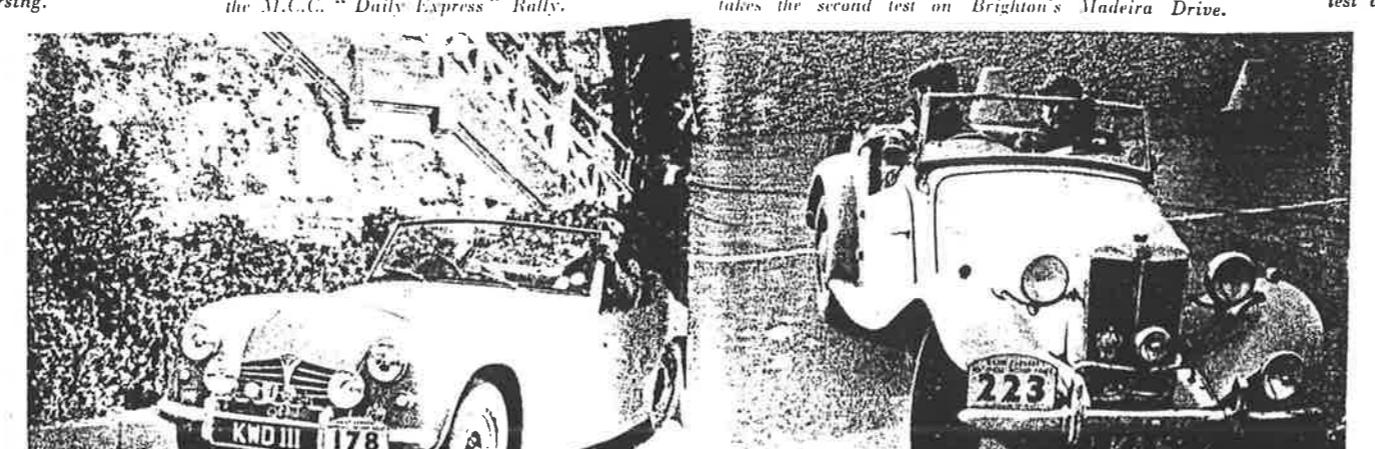
GRUNDY GOES TO BRIGHTON.—A. H. Grundy decided that a crash-hat was the best wear for the Brighton Run, which he took on his 1903 Quadrant tri-cycle.



OUTSTANDING PERFORMANCE in the second Brighton test of the M.C.C. Rally was put up by Peter Morgan in this Morgan Plus Four, a coupe being by no means easy to take through a test which involves reversing.

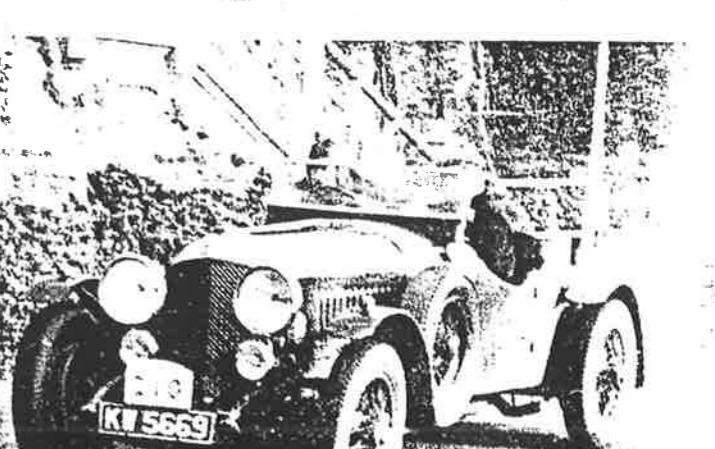
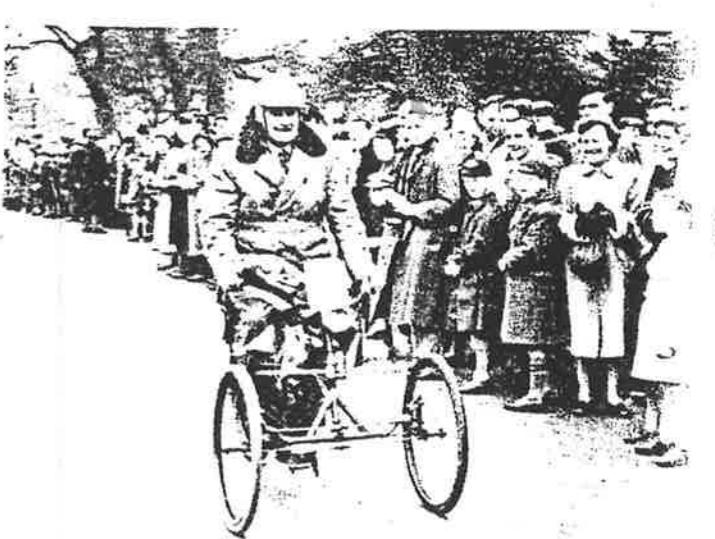
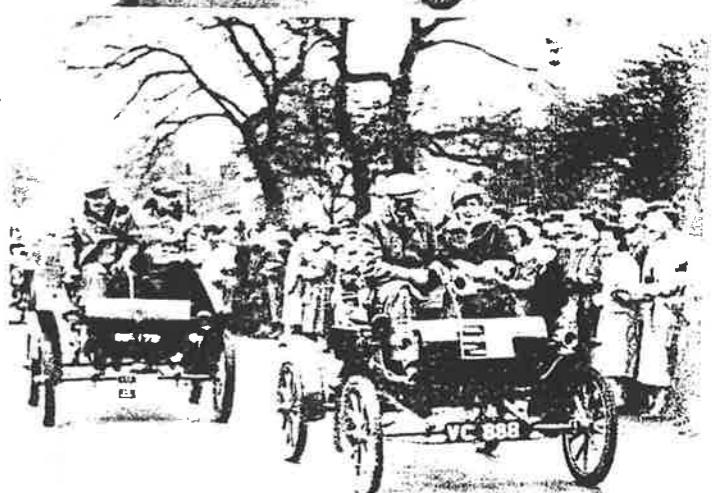
NEAT AND FAST.—Stirling Moss gets his left-hand-drive Jaguar coupe hustling at Brighton, but lost time in the second and third tests due to difficulties in gear engagement. R.D.C. badge and John (Journalist) Cooper apparently deciding the time has come to abandon ship!

VINTAGE IN THE RALLY.—*Applause* greeted J. A. Walker's splendid handling of his 4½-litre ("Bluebell") Bentley in the second test at Brighton.



MARAUDER AT BRIGHTON.—Passenger clutching bay-window. F. E. Shanks takes on the final tests in the M.C.C. "Daily Express" Rally.

M.G. IN FULL FLIGHT.—C. R. Cowlin in his TD takes the second test on Brighton's Madeira Drive.



FOURTEENTH B.A.R.C. MEMBERS' MEETING

(Sept. 12th)

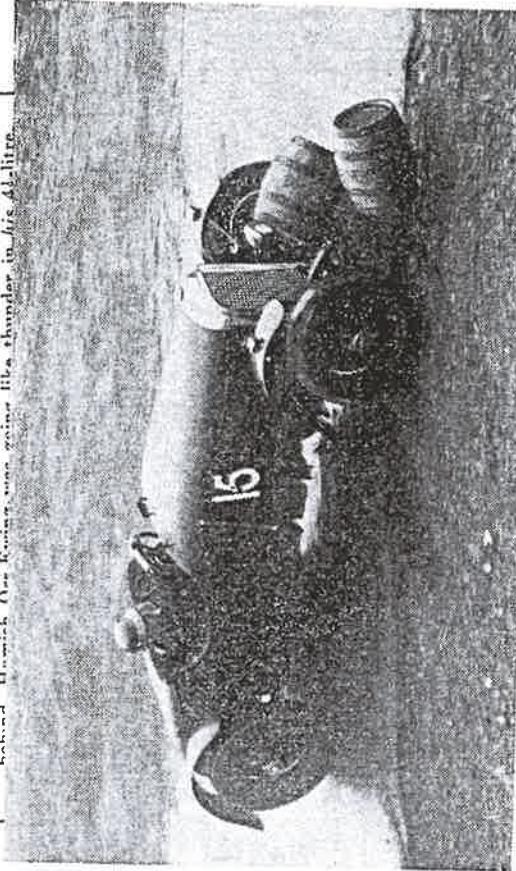
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A Bentley Handicap followed and it drew the greatest applause of the afternoon. P. J. Morgan's nice 1923 3-litre, looking very like "Old No. 7," of a few years later, led for three laps, driver sawing viciously at its wheel to bring it to heel from the chicane. On lap four Bill Mason in his quite unspoil'd 4½-litre four-seater got by, while looking over his shoulder.

BENTLEY D.C. ACTIVITIES

AN amusing feature of the Bentley D.C.'s annual Dinner/Dance at the Dorchester Hotel, Park Lane, London, W.I., on 24th October, will be a "black museum" of the causes and results of expensive noises. Applications for tickets should be made before Monday, 19th October, to Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Bucks.

The Eastern Region's annual dinner will be held at the Sun Hotel, Dedham, Essex, on Monday next, 12th October, starting at 7 p.m. On Sunday, 1st November, the club's "Scottish Inn and Castle" Rally will be held. Entries close on Monday, 26th October, and the Secretary of the Meeting is J. O. Grieve, 10 North Saint David Street, Edinburgh, 2.



BARRELS FOR BLUEBELL: J. A. Walker, driving his well-known 4½-litre Bentley, "Bluebell," gets involved with a couple of course markers during the Bentley D.C.'s Fiftie Hill-Climb on 27th September. He actually took one of the barrels to the top of the hill, resting snugly on the dumhivers!

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Autosport

the shoulders of the President and Geoff Kramer when they were checking some more proofs on the morning of the Dorchester and we think that it is going to be a superb publication. Jeffries also asks if anyone can give him the name of a garage in London or Kent where he can take his car for check up and repair. He says that if he had any money he would, of course, go to the recognised experts but as this wise course is not at the moment possible he wonders if there are any engineering equivalents of the "clever little woman round the corner who just ran this up," whom all Bentley housewives seem to know.

He also has a comment on Kensington Gardens. "I have been there three times, and each time have been staggered by the care with which some members' cars are kept. Also by the fact that every inch is in immaculate condition. This has kept me from competing. My car would only raise a laugh. And yet, away from such glitter, my own effort is not too bad. I spend hours polishing etc. But so far I have not been able to have the windscreen or the locking nuts re-chromed, and the inside is, by Ken. Gardens standards, awful. Could not a class be made for those of us who care for our cars as much as anyone but who fully realise we are not in Concours condition. Points might be awarded for the results reached rather than being subtracted from the grand total were the car in perfect condition."

[For some years an award has been given to the best non-competing Bentley.—Editor.]

The other letter, from G. Makin, Sands Cottage, Whalley, Lancashire, asks for advice on two problems.

1. Car. 1930 4½-litre open tourer. Chassis and Engine No. LXT 3628.

"Trouble. Vibration period in engine experienced to slight degree at about 1,500 r.p.m. and to a marked degree between 2,300 r.p.m. and 2,700 r.p.m. This vibration is felt on the floor board of the car and at its severest up the steering column to the steering wheel. It appears to 'calm down' beyond 2,700 r.p.m. but I rarely feel inclined to take the car through this period owing to the discomfort and my 'feeling' for the engine.

"I have had the car just over a year and bought it just 3,000 miles after a complete overhaul of the engine by one of the recognised experts. Three thousand miles later I had the engine stripped by a local expert and had the pistons and clutch balanced by Laystalls. This work has made little improvement. As was to be expected all bearings were found to be in perfect condition but two of the pistons were much looser in the bores than the others and were even allowing gas to escape past the rings. However very pronounced piston slap, which was noticeable even with the engine hot when I first bought car, now quietens down after running a few miles.

"Could the vibration be caused by inequalities in the compressions (I don't mean compression ratios)? I have been told that it may be caused by hardened and worn rubber engine-mountings, but think that this could accentuate the vibration rather than cause it.

"2. There seems to be undue play in the steering box. I don't think it is due to end float or the steering wheel would rise and fall under load. Can the wheel (of worm and wheel) be rotated through 180 degrees to use the new section? Is it usual for wear to take place in this component and if so is this the answer?"

"Well we know it can be "turned over" as we had it done most effectively by Sid Lawrence on the editorial 4½. Even so it is a job we would not like to tackle ourselves as it is not the easiest job to free the spline Special tools rather than enthusiastic and strong-armed friends armed with large hammers, are perhaps safer.

In reply to our query on behalf of Vaughan Davis, who wondered what had happened to his 3½-TMG 1, we had a most helpful letter from J. A. Walker, the owner of the famous Bluebell. He writes: "This car, which I christened Greengage, has been in my possession since 1951. I saw her outside a garage in Bournemouth with a large 'For Sale' notice stuck on her bonnet. She looked so uncomfortable there, towering above a lot of rubbish, that I felt sorry for her and brought her home with me.

"I raced her for a short while during the summer of 1951, getting a second and a third at Snetterton on her first outing. She was also placed at the Vintage meeting that year and also won the Vintage race at Peterborough meeting. But then Bluebell came into my possession and of course Greengage went into reserve. From time to time I have had to rob a few bits and pieces to keep Bluebell happy, but at the moment she is undergoing a rebuild ready for racing next season.

"The body, which was very stark, is being altered and I am fitting her with one similar to the one Mr. Adcock has on his very potent machine. Incidentally, during the summer of 1951, on an airfield near here, she had the pleasure of beating an XK 120 in a private race and also in a Half-Mile Sprint.

"There is just one more little incident during her career I would like to mention. I did a local car club's Welsh Rally with her a couple of years ago. We reached the Bwlch-Y-Groes on a scorching day, approaching from the bottom for the climb. About half way up the hill the leading cars were stuck owing to overheating and boiling over, consequently the whole rally was held up as the pass was blocked. Greengage came to the rescue and towed four cars to the summit one by one, thereby saving the rally from disaster, and gaining great distinction for her effort."

The Vintage and Thoroughbred Car Calendar for 1955 came through the post the other day and we thought that our members might be interested in this very handsome production. The cover is graced with a picture of John Crappon's well-known 2½ straight eight road-equipped Grand Prix Maserati, which also heads the June pages. August features a picture taken at Kensington Gardens this year with the Wheatley 4½ alongside the Farina-bodied Continental, and the December page features a close-up of the engine of this beautifully re-built 4½. As the whole calendar costs a mere 4½d. we expect that a number of people will be writing to Pioneer Publications Ltd., Craigmore, Colne, Lancs. E.G.D.

OBITUARY

GORDON H. ALEXANDER

When Gordon Alexander died this month (October 1954) it was after a long illness borne quietly and uncomplainingly. It had robbed him in recent years of enjoying competitive motoring which was very dear to him.

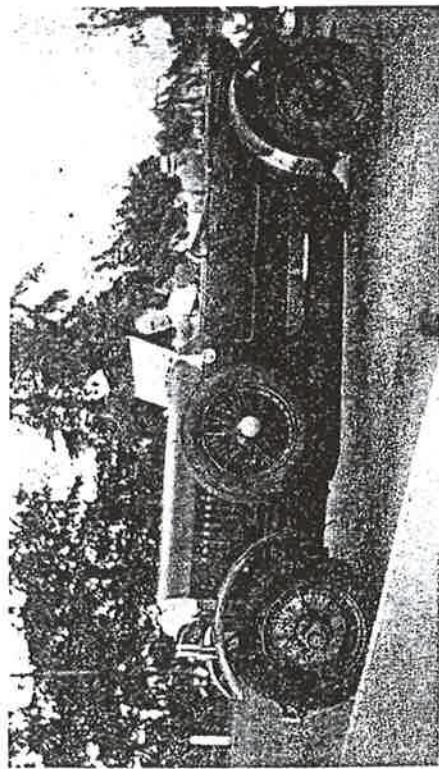
He was the epitome of what a motoring club member should be, a first rate driver, a good loser and a gentleman on the road, over all this there pervaded a great sense of fun.

Those who saw him drive "Blue Peter" (how he disliked the name "Bluebell" now given to the car) at Grands in 1946 will agree that he established in those early days in the post-war history of the Club, a new "high" for the name Bentley.

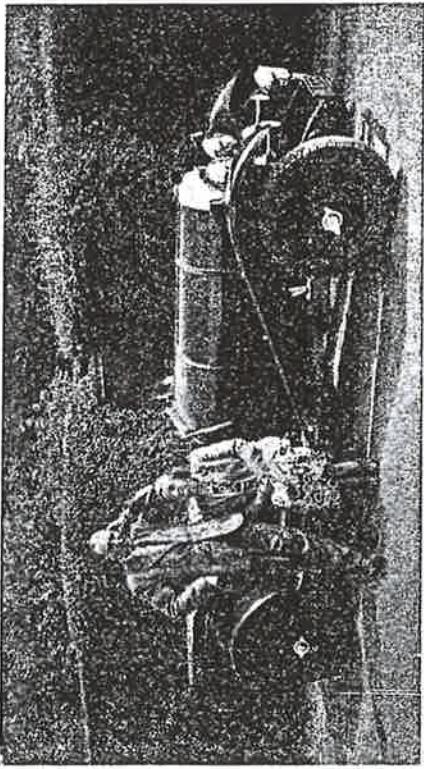
The Club has lost a member but many of the members are richer for having known him.

GEOFFREY DUNN.

**B.D.C. PERSONALITIES
AND THE CARS THEY DRIVE**



Pensive President and spectators belt off home, the Clerk of the Course plans improvements for next year's event and the one after that

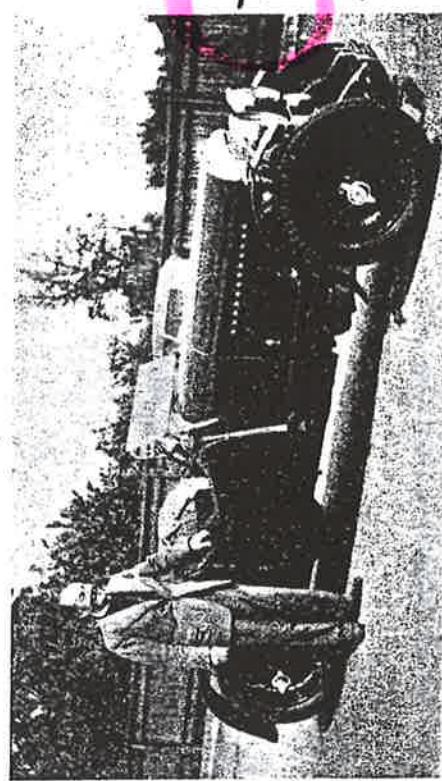


Seraphic Secretary and his lady—the only existing photograph of Darelle Berthon not doing a job of work but merely thinking of the next one.

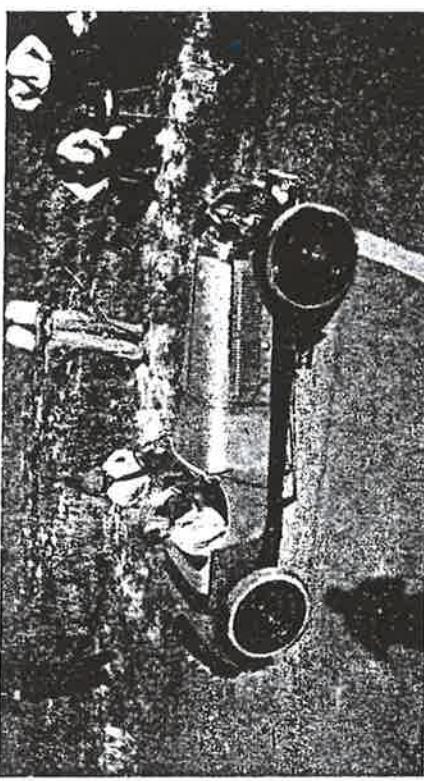
**B.D.C. PERSONALITIES
AND THE CARS THEY DROVE**

B.D.C. PERSONALITIES

AND THE CARS THEY DROVE



'Untroubled Treasurer' Bill Cook is one of that select band who have owned and raced Bluebell



Competing Competitions Secretary Geoff Kramer on the line at Fife with the unorthodox 4½ he restored so lovingly and which now belongs to his brother

COMMITTEE ANNOUNCEMENTS

MCKENZIE MEMORIAL FUND

The death of L. C. McKenzie ('Mac') is an event in the history of the Bentley Drivers Club which cannot pass unmarked and the Committee feels that members will welcome an opportunity to participate in a project designed to provide a tangible tribute to his memory.

Accordingly, the Committee has opened a fund (to be known as the "McKenzie Memorial Fund") by the transfer thereto of the sum of 25 guineas from the general funds of the Club and now invites all those who wish to do so to subscribe to the Fund.

Rather than follow the normal course of setting up a trophy for competition, the Committee proposes that the moneys subscribed to the Fund be devoted to the erection of a building at Silverstone to be used for Scrutineering purposes at race meetings. The size and nature of the construction will depend entirely on the total amount subscribed. It could be anything from a bare four posts with a roof to a walled building, with twin tracks, inspection pits, office and other equipment. It is hoped that there will be a generous response to this announcement, thus enabling a fine building to be erected so that scrutineers may carry out their exacting duties under cover with facilities equal to those at any other motor course.

In any event it is intended that the building should be of a kind which could be moved elsewhere in the unlikely event of Silverstone ceasing to be available for motor-racing. The proposed building would be available for all meetings—Club and International—without charge.

The British Racing Drivers Club welcome the proposal and have promised their co-operation in the selection of a site and the provision of water and electricity services.

The proposals of the Committee have been approved by Mrs. McKenzie, who is deeply touched at the existence of such a widespread wish to commemorate her late husband. Furthermore, individuals who had known "Mac" for a long time find it difficult to conceive any other form of memorial which would have pleased him more.

Whilst "Mac" had a special place in the hearts of vintage Bentley enthusiasts, it is known that many keen motorists outside the immediate circle of Club members held him in high esteem and, in the belief that many of these will wish to contribute to the Fund, this project is being brought to the attention of several motoring clubs and to the motoring press.

In no circumstances will the amount of individual donations be disclosed, but a list of the names of subscribers may be published or displayed in the building.

No sum is too large—nons too small—but speedy action on the part of intending subscribers will enable an early start to be made and possibly result in the building being ready for use when the racing season opens next year.

Cheques and postal orders should be made payable to "Bentley Drivers Club Ltd.", and sent to the Hon. Treasurer of the Club—W. A. L. Cook, Keston Court, Keston, Kent.

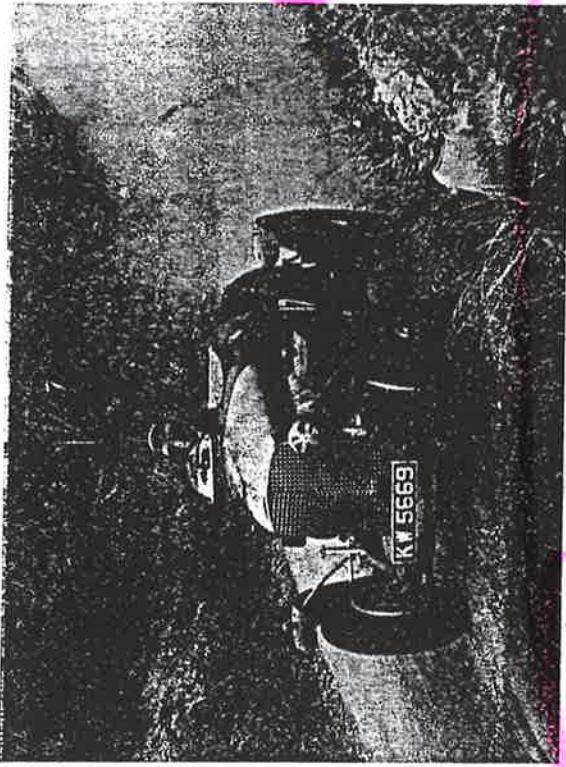
STANLEY SEDGWICK,
President,

It was almost too much to expect fine weather this time. The two preceding years had given us glorious days, so we greeted the grey skies of Sunday morning, September 2nd, with resignation and out came the gumboots. Practice began on a dry hill, after an hour we began to hope, and after two we took it for granted; it was going to be another fair-weather Fire, and indeed it was.

The surface was in excellent shape and conditions were good, with no perceptible wind; even the hardy types who man the top of Bo-Peep felt they could look forward to a temperate day, climatically at any rate. The entry numbered 65 motor-cars, of which 30 were Bentleys and, after weed-cutting out, the non-starters, these figures were 55 and 27 respectively, thus giving us our required 50% Bentley entry as near as dammit. Practice gave some enlivening times. One has come to look upon Don McKenzie's 35.64 secs., recorded in 1954, as the ultimate for a 3-litre, so Burton turned 29.92 with his 4½, the first time any Bentley has ever cracked 30 seconds, and so entered the select preserve of modern sports-racing cars. Mark Hollis came as a shattering surprise. Then George Walker was also going very fast with Bluebell, and promised to give George a run for his money. Fastest time in practice was made by Trimble's XK 120C ex Ecurie Ecosse also, with 29.07, not vastly superior to the fastest Bentley times. If only George can pull out that tiny bit more, we thought, he may even wrest F.T.D. from the moderns.

Practice over, that pleasantest of all lunchtime breaks took place, enlivened by the usual backchat. One opulent 8-litre crew even had a chap doing the washing up, and one noticed a marked atmosphere of calm and the absence of last minute flap.

Prompt as ever, the competition opened at 2.0 p.m., with Hollis going up in 34.06 to establish a new 3-litre record, and what a time for one of



Fastest Bentley ever: J. A. Walker with the immortal short 4½ on one of his four Benjafield climbs.

Welcome Guests (by BENJAFIELD)

B.D.C. REVIEW

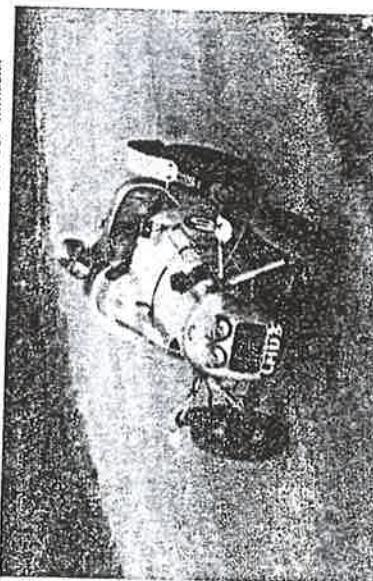
DECEMBER, 1956



F.T.D.: Trimble on the ex-Ecurie Ecosse Jag



Workers Playing—Arch-Marshall Dudley Coram is at last permitted to forgo his self imposed task and have some fun for himself.



Prototype Mercedophic David Scott-Moncrieff with the "first ever" Lotus, bearing a striking resemblance to Mr. G-t H-g (no not to 33.89, M. I. Bradley clipped off two-thirds of a second and Doig had a

B.D.C. REVIEW

DECEMBER, 1956

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contented himself with an exploratory climb in 35.30. Parkinson, making a welcome return to this event, brought his great 8-litre tourer up in a modest time, two seconds slower than his best in the past, and was followed by Becker and Lusty on a pair of extremely handsome Speed Sixes. Batten on the slender grey 8-litre, a 4-litre chassis propelled by the larger engine, climbed carefully and without fireworks, clipping three-quarters of a second off last year's time.

Hewett, with the 'new' 8-litre, showed a similar improvement over his 1955 climbs. Alan Elliott, driving the only Blower present, was also a good deal faster than when he last competed two years ago. One wonders, in all these cases, whether it is the driver or the Bentley, or the hill itself which is getting faster, or if it is merely that time passes more quickly as you get older.

There were but four entrants in the post 1931 class, Neville Janion, home from many years' exile in Antwerp, with a neat and cobby little 3½ coupe; Cornforth in a drophead 4½ minus passenger's seat and doubtless other chunks of surplus weight; Cookson on a Mk. VI and Lord Ebury with the Abbott. Cornforth, as last year, made a very fast climb, but Ebury was appreciably down on his remarkable 1955 time.

So ended the first runs of the Bentley classes, all of which were observed from the bottom corner. The driving of all was beyond praise and no nonsenses or excursions. Everyone seemed to take an identical line, but the handful of wheel required made one realise that it isn't quite so simple as it looks even with high-gearaged Bentley steering. Those with bags of power, Hewett in particular, got a lot of wheelspin entering the steep bit after the corner.

The Bentley handicap went deservedly to Holden, with R. P. Bradley, the one with a 4½, second, Bob Gregory third and Fotheringham fourth. It is noticeable that all four were 4½-litre jobs whereas last year Derby motor-cars took first two places.

The remaining classes followed much the usual form, although one missed de Larrinaga's Allard and Gordon Parker's Jaguar, the fastest two of all. That grand veteran, K. Rolfe, was faster than ever with his tiny Fiat and we were really delighted to see Dudley Coram having a go with his Aston instead of doing the dullest part of the marshalling as in past years. Among B.D.C. members, Power (Porche), Hamish Morten (Alfa), Cornforth (Austin Healey) and Shaw (XK 120) were all very fast. The two latter, however, only managed to clip around two seconds off their previous best times with Derby Bentleys, which makes you think—or doesn't it?

The timing misbehaved on Trimble's first run so he had another go with his 120C and returned 28.67, which was to stand as F.T.D. for the rest of the event. Miss Betty Haig, very quick and competent in her Frazer Nash, ran second with 29.20.

As the first runs drew to a close, those Bentleys competing in the unlimited sports class came to the line. George Burton made a, for him, slow ascent in 30.22 and then Walker, all taps open, roared up in the astounding time of 29.27, Bentley record and third F.T.D. This was indeed a superb effort, reflecting immense credit on the driver's nerve and judgment and yet further enhancing the wonderful record of that great motor-car Bluebell. In the hands of Bill Cook, this Bentley made fastest time for the Marque (unsupercharged) at our opening hill-climb seven years ago. It then went up in 34.43 and we thought that was about the limit.

Reflecting happily that the meeting was still only half over, the writer then repaired to the top bend, where in time past he has frightened the wits out of himself and never had the opportunity to observe how it should really be done.

Straight away, Mark Hollis slammed his own 3-litre record still higher to 33.89, M. I. Bradley clipped off two-thirds of a second and Doig had a

Top Corner Contrasts



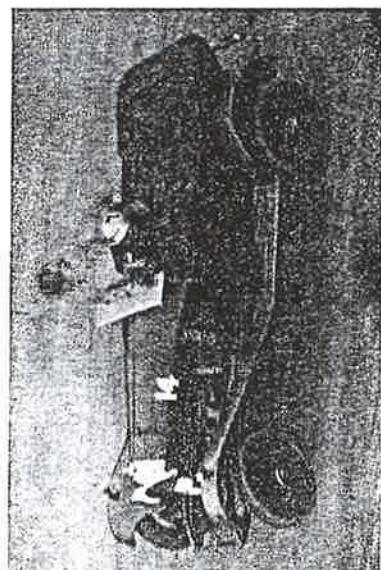
Walker lifts his elbow high to port while Passmore crosses hands (Mike been at the bonnet, mister?)

worse time still with his gearbox. Barry Eastick, staying in second all the way, made a splendid climb, way ahead of his effort last May when he had a following wind helping him.

McClure, Gregory and Lochhead all showed improvement over their first runs, while David Chapman turned an impressive 32.49, easily his best ever. Walker still led George but both were slower than heretofore.

Speed Sixes, 8-litres and Derby Bentleys all showed improvement on the second run, mostly fractional, but Parkinson, Lusty and Batten saved quite tidy chunks of time as they warmed up to the job.

It was interesting to notice the diversity of line through the top bend, chaps coming into the corner from all quarters and all circulating with exemplary rectitude. Nobody clouded the bank (well, Chapman gave it a mild nudge) and the whole thing appeared to a spectator far steadier and simpler than it probably really is. We've had some funny do's in the past at this place but it looks as though those days are over.



Alec Hewett, faster than ever in his beautiful open 8

The free-for-all of the other classes came and went and so to the last runs of the 'unlimited class' Bentleys. McClure recorded his best run of the day and then, to a fizzup take-off, George Burton shot away on his 'split or bust' journey, 29.89 seconds, the best he has ever done in an unbroken sequence of eight hill-climbs at Firle, but still not enough to cope with Bluebell and that was that. Walker himself, while making another great run, failed to crack his own record. Goddard, coming to terms with his projectile, knocked off another second. One feels that, left on Firle for the rest of the evening, he would eventually approach the half-minute mark. Let us hope that next year he does; it must need a brave man to drive that thing. It was fitting that the last Bentley climb of the day should be made by Alec Hewett in his immaculate grey 8 and in the best time he has ever recorded.

From the moment when one watched burly Sisyphus, disguised as Eric Dudley, push the ambulance into place before the meeting began, until the sight of Jack Leeney's Alvis trundling down the hill made one realise sadly that it was all over for another year, it had been a magnificent meeting. One missed the usual finale by the record holder himself, one missed several of the blood and thunder boys from other clubs with their rude and rousing machinery, and a few familiar Bentleys too. Far beyond all this, one missed deeply the familiar presence of our senior scrutineer, mentor and friend who had time for everyone and the answer to every problem.

On the credit side, we have new 3 and 4½ litre records, a Bentley reaching third F.T.D. and a lot of highly competent and disciplined driving. If there were any dicey bits the writer missed, he hopes no one will tell him about them as he wants to go on believing that Bentley drivers always enter their corners the right way round and leave them the right way up and that certainly seems to have been the way of it at Firle in 1956. Thank you Geoff and Darrell, competitors, officials and marshals for a most enjoyable day. And thank you, Much Maligned English Climate.

W.H.C.

THE VINTAGE S.C.C. SILVERSTONE RACE MEETING

Burton's 1927 Bentley Wins the Itala Trophy Race, Spero's 1934 Maserati the All-Comers' 10-lap Handicap, and L. S. Richards' Riley Special the MOTOR SPORT Trophy Qualifying Race

COLD weather but excellent racing marked the opening of the Club Season at Silverstone with the V.S.C.C. Race Meeting on April 6th. Because petrol is heavily rationed in peacetime Britain, this meeting took on greater importance than in other seasons with a very full calendar—not that any shortage of fuel was reflected by an excellent entry for the ten races or the surely record spectator support.

Practice saw the unfortunate demise of Walker's well-known 1929 4½ Bentley with serious "mechanical detachments" and some damage to Barber's Frazer-Nash when it overturned at Becketts, luckily without particular injury to its driver or to the sort of "elephant child's" trunk that contrives to keep oil in the crankcase of its Anzani engine.

In the opening 5-lap handicap Sq.-Ldr. Lisle's 1927 Grand Sport Amilcar with four-branch outside exhaust system led away and stayed ahead for three laps, before Bradley's 1923/8 3-litre Bentley went ahead to lead until "swamped" in the run-in by McClure's 1929 polished aluminium stark two-seater 4½ Bentley, which won from the 24-sec. mark at 66.84 m.p.h., with Eastick's two-seater "oversize" 1930 4½ Bentley second, Bradley third. It was a fine finish, with Burton's scratch Bentley leading the next group, some distance behind Bradley—what a Bentley benefit! Freeman's 2-litre Aston Martin made fastest lap. Smith drove a shortened twin-cam Sunbeam two-seater with an unusual radiator, but it suffered, as we all do, from shortage of petrol.

This result seemed happily appropriate, because just before this race started Mrs. McKenzie had unveiled the scrutineering bay in the Paddock which has been erected in memory of her late husband, L. C. McKenzie, the great Bentley engineer. Organised by the Bentley Drivers' Club, members and others contributed £600 to the McKenzie Memorial fund and the resultant very tasteful and useful scrutineering bay is a fine tribute to "Mac's" conscientious scrutineering at countless race meetings. After an explanation by Stanley Sedgwick, a further tribute was paid to "Mac" by Forrest Lycett, whose famous 8-litre Bentley stood as silent witness to "Mac's" ability. Incidentally, it is a tribute to Lycett that on this bitter day he had driven to Silverstone in his open 4½-litre Bentley.

To revert to the racing, another 5-lap handicap for faster machinery came next, with Stuart's ex-Gerard E.R.A. on scratch, giving 5 sec. start to W. F. Moss' E.R.A. "Remus," Sowman in Spero's ex-Bira 3-litre Maserati and Wilkinson in the ex-Shaw-Taylor E.R.A. Stuart weaved his way past most of the slower stuff but his E.R.A. was not on its best form, and Moss won in his smart blue ex-Bira car at 77.81 m.p.h. from Mudd's ex-Chiron Scuderia Ferrari Monza 2.6 Alfa-Romeo, which had four piston-type rear shock-absorbers. Sowman, who seemed to find the Maserati a handful, was third, Stuart fourth, while Moss did fastest lap at 79.3 m.p.h. Day's 1925 3-litre Bentley had a wonderful exhaust system, four external pipes going into a vast cylindrical silencer set transversely under the centre of the car.

The third 5-lap race was a scratch race for vintage cars and showed the merit of Burton's 1927 4½ Bentley four-seater with four-seater body and four outside exhaust pipes. It led all the way, to win at 70.01 m.p.h., pursued by McDonald's 1927/30 4½ Bentley and Eastick's Bentley—the shadow of "Mac" was never far away at this particular V.S.C.C. meeting. Burton did fastest lap, a shade slower than Freeman in the first race. McClure drove splendidly, too, and Harris' handling of his 1929 twin-S.U. four-speed Austin Seven was quite outstanding, so that Binns' Brooklands Riley Nine could make no impression on it—but, much as we admire the driver's ability we dislike vintage cars that run on castors. F/O. Blanford's 1929 blown 1,750-c.c. Alfa-Romeo four-seater looked smart but wasn't smart enough to hold Heap's four-Annual 1930 Riley Nine Special. Harris deservedly won the 1,100-c.c. class, Chaffey's 1925/8 3-litre Bentley the 1,101-1,300-c.c. category.

Sedate sight in the next 5-lap handicap was Austin's 1926 Rolls-Royce Phantom I, a beautiful blue tourer with aluminium wheel discs, which went quite fast once it had got warm and obviously possessed excellent brakes. However, it was not long in the picture, Newman's very brisk 1932 3-litre Invicta tourer dominating the race until caught on the last lap by Mudd's Alfa-Romeo, running stripped, and Bradley's Bentley. Mudd averaged 68.38 m.p.h. Wilkinson's E.R.A. made fastest lap at around 70 m.p.h.

The G.P. Itala Trophy Race of about 17 miles, for vintage racing cars, had a field of 13 and the exhaust noises were really splendid.

The race was not resolved until the last lap when, although Burton's astonishing Bentley retained its all-the-way lead, to win at 70.78 m.p.h., Symondson came up strongly in Sir Ralph Millais' red 1925 twin-blower 4-litre V12 Sunbeam to a well-earned second place, in spite of having to cut out early for the corners. It was splendid to see this historic Sunbeam going so well and had it not stalled at the start . . . Tozer's 1927 Amilcar Six was a good third, ahead of McDonald's Bentley, which Tozer had bravely beaten into Woodcote Corner on lap four. Rowley's rare 1924/5 V12 2-litre G.P. Delage, with non-vintage i.f.s., went quite well but dropped from fifth to eighth place in one lap, and although Clutton drove a neat race in the 1908 Itala, from which this race derives its name, he couldn't catch Day's Bentley. The only other Edwardian was Dr. Pinkerton's 1910 Fiat, with straps to hold its undershield in place, not much speed, but an exhaust bellow as considerable compensation. The V12 Sunbeam made fastest lap, at 74.22 m.p.h., a tribute to Symondson, who drove home in his beautiful 57SC Bugatti coupé. Tozer won on handicap, from Symondson and Burton.

Bradley brought his 4½ Bentley through from scratch with considerable spirit, to win the next 5-lap handicap at 66.2 m.p.h., from Thomas' four-Amal 1934 Riley Nine and Le Clair's 1933 Frazer-Nash. Bradley lapped at 68.91 m.p.h., cornering with skill.

Real motor racing characterised the All-Comers' 10-lap scratch race, which Moss (W. F.) would have won if he hadn't twice turned on the power of "Remus" too early at Woodcote and allowed the E.R.A. to gyrate. Many hearts are short of a beat because, on the first occasion, he did this in front of Spero's Maserati, and was very nearly rammed amidships. Both times he kept his engine running, but could only finish third. Spero won a good race at 77.56 m.p.h., from Stuart's E.R.A., the latter making fastest lap at 82.46 m.p.h. Wilkinson's E.R.A. was a slowish fourth. We have an idea the winning Maserati uses Bardahl oil! Howell's 1929 V16 sports Maserati failed to start, although it left afterwards under its own power.

Light relief was provided by the 5-lap Light Car Handicap. Hanlon's 1929 two-seater Riley Nine came through from scratch to win at 50.32 m.p.h., after a lap at 52.72 m.p.h. Halkyard's 1929 Austin Seven, the sort we have always called "Chummy" but which a reader says the Austin Motor Co. says is a "tourer," was second. It has twin horizontal S.U.s, piston-type front shock-absorbers, double brake cables and coil anti-bounce subsidiary springs at the back, but otherwise seems, and looks, pure 1929. Wood's Riley Eleven coupé ran well to finish third. Hawksby's white two-seater Number Nine got tired.

The well-handicapped 5-lap MOTOR SPORT Trophy Qualifying Race was a victory for L. S. Richards' 1938 Riley Special, from the 35-sec. mark, which won fairly comfortably at 65.16 m.p.h. from Burton's scratch Bentley, which this time lapped at 72.18 m.p.h., with R. P. Bradley's 1930 Bentley third. The winning Riley has a twin-S.U. Riley Big Four engine with h.c. pistons, in a tubular chassis with i.f.s. composed of a divided Ford axle and Rover coil-springs, Rover steering, Ford-Girling front brakes, Riley-Girling back brakes, a 4.5-to-1 Riley back axle and a Jaguar gearbox. The body is from an Alta. The Editor of MOTOR SPORT presented Richards with a cheque for £10, Burton with one for £6 and Bradley with one for £3, and their cars, together with those of the next three finishers, are eligible to compete in the MOTOR SPORT Final, with £75 prize, at the end of the season.

Under lowering skies the meeting closed with a final 5-lap handicap, which Lockhart's 998-c.c. Peugeot-J.A.P. led until the final straight, when M. J. Bradley's 1923/8 3-litre Bentley and Cleaton-Roberts' 1927 3-litre Bentley came past the scuttling V-twin. The winner averaged 62.33 m.p.h., but Richards, after making fastest lap at 64.32 m.p.h., ran a big-end on his previously victorious Riley Special. Williamson, in the 1908 Itala, was a good fourth.

We were too busy, and it was too cold, to do much about the many intriguing cars in the spectators' car-parks, but a yellow Overland Whippet saloon was noticed and we had hardly recovered from the news that the recently-formed Amilcar Register has 60 cars on its books than a really beautiful, flared-wing Amilcar Grand Sport arrived. Its justifiably-proud driver said it had had only two owners, has run only 10,000 miles, and was made in Italy, which its nameplate certainly confirmed. They say you learn something new every day and, after this, who are we to deny it?—W. B.

In the dark days of petrol rationing—those early days when we were still wondering if the world's politicians had all gone mad, the committee of this club debated our chances of holding a successful race meeting while petrol was still rationed. They need hardly have bothered to debate this point, because one has only to look back to the days of Luton Hoo (when there was not even a basic ration) and Gransden to realise that adversity is a spur which brings out the best in the vintage motorist.

And so indeed it was. Numbers were not merely up to standard—spectators, and of petrol-driven motor cars in the car parks. The record for marshals was exceeded by a very large margin—and what a surprise relief, and help this was to the organisers. And a very full day's racing was organised and run, as usual, to time in weather which, though cold and windy, was at least dry.

But perhaps the most important record of the day was one of speed. Stuart's 1937 2-litre E.R.A. did a lap during the seventh race at 82.46 m.p.h. This was undoubtedly a record for a vintage meeting at Silverstone, but it also seems almost certain that it represents an absolute record for the Silverstone Club circuit. A letter to Mr. Stuart from the B.R.D.C. expresses this belief, but the B.R.D.C. have not got their records if, as seems likely, it is a record for the circuit, then this is indeed a great thing and Mr. Stuart deserves our best congratulations.

Practice the day before the racing was held on the most wonderful sunny spring evening. This first practice period is always a pleasant one, so much more relaxed than the hectic period of the following morning. There is time for conversation, and time for improvement to the cars, plenty of room in the paddock, and a preponderance of racers. J. S. Mudd spent nearly all the practice period rushing round the circuit, demonstrating the reliability of his 2.6 blown Alfa Romeo, and getting wound up for his stirring drives the next day. D. H. Day had a 3-litre Bentley which was equipped with a most curious sort of drum set across the chassis. The exhaust gases were fed into this, and they came out of two large holes at the side with the most thunderous noise. Day had the theory that the sooner you point your car in the direction you ultimately wish to go, the quicker you will get round the corner. Centrifugal force, tyre adhesion and the weight of the car all fought against him like anything, but he was not to be put off, and with great tenacity of purpose he would eventually get the car on an even keel again and going in the direction in which it had been heading since the early stages of the corner.

In the middle of practice came the most dramatic moment of the day, and perhaps of the week-end. A famous car met with perhaps the most dramatic end to its career that any car could wish for. Bluebell car, and raced by him with success for several years. After the war she passed through a number of hands, but McKenzie continued to main-

tain and tune her for racing. J. A. Walker, her latest owner, had improved the power output of this already highly tuned Bentley engine just a little bit more, perhaps, than McKenzie himself would have considered prudent, and the sad result was one enormous explosion on the straight, with little rather personal bits of her engine strewn about the countryside, and virtually nothing worth salvaging left under the bonnet. It was fitting that this, the end of McKenzie's own car, should coincide with the official unveiling of the memorial to the man himself.

Saturday was race day, and the practice period in the morning was a busy time both on the circuit and in the paddock. Harris' Austin 7 seemed to be going better than ever, though Harris was complaining bitterly of misfiring and axle tramp. Ferrari's Alvis was pouring petrol on the corners early in practice, though as the level dropped in the tank, so the stream from the filler dwindled. Blandford was lapping steadily in his very trim and workmanlike blown 1750 Alfa. Burton and McDonald were lapping at high speed, McDonald's speed being slightly higher, a situation which was reversed during the races. Clutton had a very interesting moment in the middle of Becketts when he discovered that contrary to his expectations he was catching up a small four-wheel braked car in the Italia. The Italia's brakes are not its strong point, and some furious heavings with the gear lever were necessary to restore the equilibrium without devouring the smaller car.

John Barber, in a very stark Anzani Frazer Nash, turned his car over at Becketts, and then, having got the rather battered car back to the paddock and some sticking plaster on his nose, he got hold of yards of rope with which he tied it all together again and then, trusting soul, he took it back to the scrutineers, who sadly shook their heads. Sir Ralph Millais had trouble on the circuit with the V.12 Sunbeam which had a tendency to stall when he tried to do a standing start with it. As it took four strong men to push it to the side of the track it may be that the brakes were binding.

Before the motor racing started, we all gathered round the splendid new scrutineering bay which had been erected (in record time) in memory of the greatest and best known scrutineer of them all, McKenzie. The fund for this building was organised by the Bentley Drivers Club, and it was a great tribute to the V.S.C.C. that they should unveil it at our meeting—admittedly the first of the season—rather than at their own Silverstone meeting.

Race 1 was a five-lap handicap for Bentleys and others. There was an anxious moment for Blandford's Invicta at the start when Vessey's Lambda stalled in front of him. Day, whose cornering technique was discussed earlier, made an enterprising excursion at Becketts on the first lap. Burton was on top of his form, apparently a little wild but none the less quick, keeping ahead of McDonald. Freeman, whose 1936 Aston Martin made the fastest lap, was overtaken on the last lap by Burton who thereby gained fourth place behind three other Bentleys. This happened because Freeman had a most tremendous slide at Copse which very nearly brought him to a dead stop, and gave Burton a chance to slip

competitive motoring exploits, for these were largely confined to Sundays and he had to be back at work at 7 a.m. on Monday morning.

We now pass on to 1935, when in search of a little more comfort, a 1930 Speed Six, chassis No. SB 2761 and engine No. KR 2700 was purchased. This had a Martin Waller close coupled saloon body on the standard 11 ft. 8½ inch chassis with a 13/150 rear axle and a "C" type gear box. In due time expensive noises began to be heard under the bonnet and the car was taken to L. C. McKenize (the legendary "Mac") who, during the overhaul raised the compression ratio, lightened the flywheel and really made it go. All told, with the heavy body there was nearly 2½ tons of motor car and whilst it went "like hell" on the straight, bends were described as being "a little tricky." This vehicle is now the property of Ann Klein in America.

All this while the 3-litre "Blitza" (chassis No. 718) was the mount for the occasional competitive weekend foray, but in an endeavour to go one better, a 4½ was bought, the attraction here being the Wilson epicyclic gearbox with which this machine had been fitted. The theory was that it should provide a good trials vehicle in view of the easy gear change, but things did not work out as hoped and in Jack's own words "I put it through its paces, but the heating up of the oil in the gearbox was reminiscent of a fried fish shop." These two competition models were housed throughout the war years, but they were parted with eventually.

Before skipping over the six year Hitler holocaust, during which period our fellow member found himself in the Ordnance Corps and soon in charge of a huge depot with some 900 bobs, crafting and despatching goods and materials of all kinds to the various battle fronts in different parts of the world, this may be an appropriate moment to digress from what is essentially a Bentley story. Although the winged B is his real and lasting love, so far as motor cars are concerned, these precious vehicles were treated with the respect that they deserved and were invariably given a winter lay off. Transport for the winter months usually consisted of obtaining whatever took his fancy in the Autumn, bringing the vehicle up to scratch during the brief period of ownership and selling it again, usually at a worthwhile profit, in the Spring. Among the more illustrious names in the pre war period was an Alfa, a 2-litre Lagonda and a Peugeot, whilst following this practice in post war times, a B.M.W. 328, M.G.A., A.C. Aceca, XK 140 and in recent years a couple of D.B.4's and at present a D.B.5. One way and another the annual mileage has totted up to around the 20,000 mark, usually half being done in a Bentley and the remainder in whatever else happened to be in the garage.

It was Mrs. Evan-Cook who in 1942 finally persuaded "Mac" to part with his famous Bluebell which he had built for his own use after competing a similar car for the late Forrest Layett. It was housed by Evan-Cook, but only used by him for official journeys in the last years of the war and the early post war period, when with only pool petrol available, a compression plate had to be added.

Shortages of a somewhat different kind were responsible for disposing of this outstanding vehicle which he had hoped to race after hostilities were over, but the late Gordon Alexander had also set his heart on Bluebell and together with a friend of his named Jack Estler and others, they used to descend on the Evan-Cooks every weekend, eat all their food—which was far from abundant at that time—clutter up the fireplace with their big feet and as the only solution was to let the car go, this is what happened.

Subsequently this famous car passed on to other Club members, including Bill Cook, Horace Wilmhurst and Joe Walker, in the course of which it achieved a meritorious record in Club racing. For my part, not until I had this face to face encounter, did I realise that Bluebell had

suffered the indignities of being fed on Pool at one time, although it stands to reason on reflection that most pre war cars must have suffered this elixir.

This was the last vintage Bentley which comes into this story and we now switch to the Derby Bentley era of ownership. It began with a 3½ drop-head coupe (chassis No. CW 83) shortly to be followed by another 1935 model with a Thrupp & Maberley saloon body (chassis No. DK 14).

Although my job is to report and not to comment, I feel bound to endorse the views of my guest, who by now, fortified with smoked salmon and steak was really warming to his work. Over the dinner table he expressed the view that this was the age of the classic line in motor car bodies and lovely as this 3½ looked, it was the 1938 Mulliner high vision saloon (Registration No. GS 8516) which was a 4½ overdrive and sported the "best looking body I think I have ever seen," to quote his precise words. Not only was it a good looker, but it went like a bomb, I gather.

Having been denied the joys of using Bluebell in its intended manner as a competition car, and having had to give up golf which had long since replaced his activities as a gymnast and weight lifter as a means of letting off surplus steam, due to disc trouble brought on unhappily when helping a fellow motorist hoist his car back on to a jack—an accident which occurred on his way to the first of our Esso House driving test meetings—Jack Evan-Cook sought an outlet for his energies in his old love of competition motoring. To further this aim, he acquired what I think can be described as his greatest Bentley love.

The vehicle in question (Registration No. CXB 277), a 4½ Derby car, which had once been owned by Alexander Duckham. It was bought from

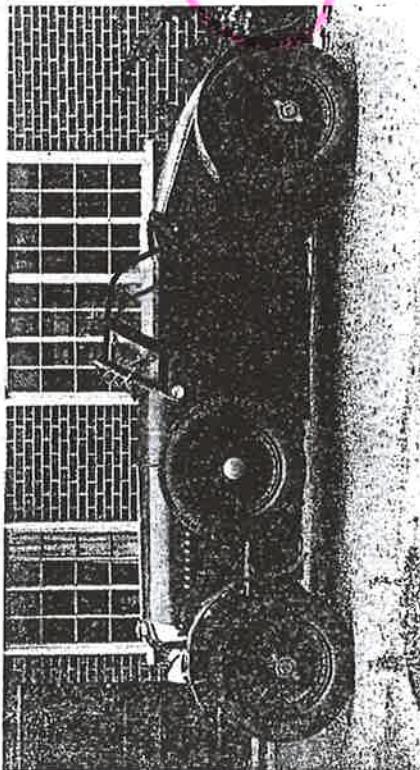
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Bluebell.

at local garage in Mayfield, Sussex and various bits and pieces were rescued from a farm in the district near where the car had crashed into a tree after having been stolen. With the help of McKenzie plus his own workshop facilities, it was completely rebuilt with a two seater (very occasional four) drophead coupe body, which became the modern variant of his former 3-litre "Bitza" of a quarter of a century earlier. By this time he had decided to fulfill a long standing wish to have all his future motorcars painted in a particular shade of maroon which appealed to him and his wife, but the first essay in this direction proved to be something of a disaster, for the paint turned out to be vastly different when applied, to that which was expected from studying the colour chart—hence the derisory nickname by which this machine was thereafter known—"The Fire Cart".

Heretofore I had always associated the name Evan-Cook with this very potent vehicle and his handling of it on the skid pan at Hendon was always a delight. At Firle also the two of them distinguished themselves and for several years held the record for this type of car with an ascent of 35.2 seconds. With years of competition experience, most of the tricks of the trade had already been learned. The caption under the picture in the *Review of December 1952*, reproduced here, read "Jack Evan-Cook skilfully corrects a vicious slide." Vicious indeed it was, but also pre-ordained. With a view to getting rapidly round that never-ending first corner, on this occasion a set of very smooth tyres had been fitted to the rear wheels and these were inflated to a pressure of around 50 lbs. per square inch.

Among the other things I learned about this car was the earliest reference that I have come across to safety straps, for "... when I was in a hurry, I was not going to risk my wife's face pushing through that windscreen and so I had these straps made and fitted. Anchored thus, I then felt able to use the loud pedals with impunity" is the way he put it.

Eventually we got back to everyday motoring and it was from this point onwards, perhaps because time has not yet dulled the less happy memories and experiences, but I found a much more critical note creeping into his recollections.

On parting with his last Derby car, he took unto himself a 4½ Mark VI (chassis No. FV 264). All I learned about this machine was that "... it



The "Fire Cart" doing its vicious slide round the first corner (and the Watney barrels) at Firle on the smooth rear tyres.
GUY GRIFFITHS

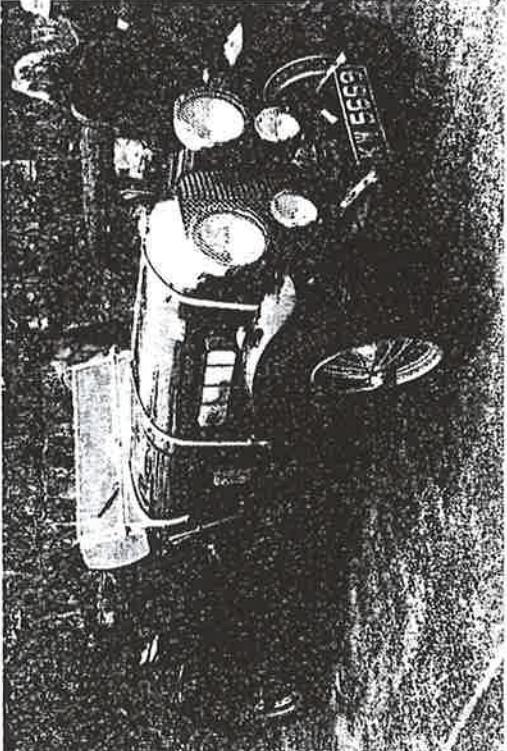
went all right, but it rolled like a boat." The next post war Bentley and the first one purchased new, was a standard 1953 R type saloon, fitted with the large bore 4½ litre engine and the large boot (chassis No. TN 222). This gave him very good service and nothing ever went wrong with it, which he said was "... a bit of a shock to the system!" This had the conventional synchromesh gearbox, but from then, with one exception it was automatics all the way. The first of these was not kept very long and the only noteworthy comment was that he then located the desired type of maroon paint and immediately had this car resprayed, eliminating its original pale green livery.

With about 3,000 miles on the clock, he soon switched over to an R type Continental (chassis No. BC 71 D, Registration No. FRN 309). This is described as "a beautiful vehicle and to coin a phrase, it looked good, was good and by golly it did you good!" It was the last of the post war types which could be drifted round corners with accuracy. It was this last remark which prompted quite a lengthy discussion on I.I.S., de Dion rear axles and the like. The modern motorist has been brought up on the leech like abilities of most of the cars of today, but they are clearly not entirely appreciated by our informant, who described a frightening moment when putting his A.C. Aceca into a roundabout at speed, when instead of the anticipated rear and breakaway, the wheel merely lifted and the car very nearly rolled.

Reverting to the R type Continental however, this was a later unofficial participant at a meeting at Firle. Jack was given permission to have two runs up the hill during the lunch break to experiment with the automatic gearbox. Interest and some amusement for the spectators was caused when he demonstrated that the run could be done a little more quickly by operating the gearbox manually and selecting what the driver considered to be the desirable cog. This was also the occasion when a derisive cheer went up from the assembly when the brake lights flashed on momentarily as the car entered the first corner!

On the Friday we headed for Honfleur and after trying to trace the source of a most peculiar smell which appeared to be following us, slackened off the handbrake, which was seizing up. At the same time, we let the engine cool off for the benefit of the radiator and ate a morsel of sole and, I think, conger eel, at a waterside cafe in Trouville, leaving the car surrounded by admirers—who little knew Bluebell's strange behaviour.

We tried to find rooms in almost every hotel we could see, but no-one was in the slightest bit interested—a Gallic shrug of the shoulders and spreading of the hands was the universal reaction and we started doing it ourselves in self defence before we had even asked. In one place we couldn't even find parking room and in desperation I turned left into a one way street and up a steep hill towards a dead end. I managed to ease back into a small space and jam the back wheels into the kerb. Instantly an elderly, very lame, lady limped out of her apartment and pointed out in descriptive French that her husband had been killed in the war and the French Government had awarded her free parking space outside her front door. The fact that she couldn't drive, had never owned a car and was never likely to was quite beside the point. "Get the hell out of it," she said, "and quick!" It sounded even worse in French. I would have done if a friendly passer-by hadn't pointed out that my front tyre was flat! The old lady now had reinforcements in the shape of Robert, her imbecile and unshaven son. I looked around for a handy spanner in self defence; but then remembered the fall of the Bastille and decided upon different tactics. "Madame," I said, "let us talk things over in the Auberge." Putting my arm through hers, we disappeared into the Auberge round the corner and John, noble soul, disappeared on a tour of the local garages with Robert, who suddenly turned out to be the kindest soul imaginable and the quickest at palming 10 francs that I have ever seen! Madame, at 3 p.m. on a hot sunny afternoon, settled down to drinking Cointreau. After she had



Bluebell's present owner, Jonathan Meadow, beside the car at last year's Scottish White Week-end rally—just after he bought her.

Adventure with Bluebell

By PAUL HARRIS

Someone once told me that the verb to describe the taking of a Bentley on tour is "to Bentle"! I didn't believe them. However, after a brief visit to France with Bluebell, I think that this special addition to the dictionary is appropriate.

Originally aiming to attend a rally in the Loire, I decided to go anyway to France for the week-end, even though all road rallies had been cancelled during the holiday season. John (a friend) and I set off in fine style for Southampton Ferry on a warm July day, when there was plenty of traffic around—ideal for testing out cooling systems. We were looking forward to some pleasant touring in this well-known ex-Gordon Alexander, ex-Horace Wilmhurst, ex-Joe Cook, ex-Bill Cook, ex-Joe Walker 2-seater 4½ which had seen a good deal of fierce competition after the war—much of it pretty effective and not without incident!

Getting into the ferry queue with 30 minutes in hand, several kind people pointed out that "the bath water" was running out rather fast. We pulled out of the line and after touring round Southampton, visiting four garages, eventually found a tin of Radwell and got back to the docks in time to catch the boat. In transit we found the leak stopped, at least temporarily and we removed two large spot lights to give the radiator a greater cooling area.

We had booked the night's accommodation in Le Havre—which was just as well, because we had quite overlooked the formidable behaviour of the French during the week-end of 14th July. I pointed to a cigarette on the floor of the car and John examined it before throwing it overboard—which was as well as the thing went off with an enormous explosion! Fireworks were being thrown from balconies as well as from every other direction.

Bentleys and Brooklands

Bentley cars are an important part of the Brooklands motor racing tradition.

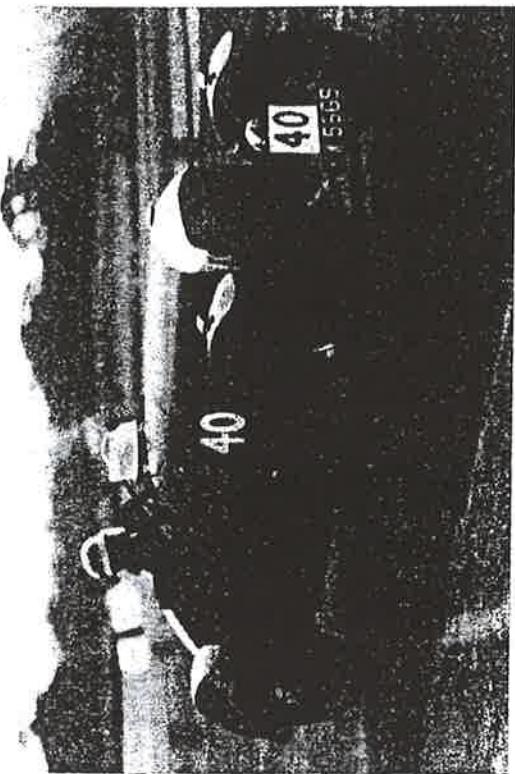
Does your car wear the badge of the
THE BROOKLANDS SOCIETY?

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There is also the monthly meeting at the Hand Spear on the last Monday of every month.

Write for particulars to the Society's Hon. Sec. at
"Summerlea," Pinewood Avenue, New Haw, Weybridge,
Surrey.



Bluebell in action at Silverstone in 1956 in the hands of Joe Walker—with passenger!

introduced three friends into the round at my expense, I made my excuses and returned to the car—just as Robert (fresh as a daisy) and John (absolutely clapped out) arrived with a breakdown van from several miles away! I should perhaps mention that to save weight I was relying not on a spare wheel but on a gas-inflation puncture repairer—which I could not use, *Bluebell* being temperamentally upset as the valve had disappeared into the wheel!

Puncture eventually mended, John got out his right-handed gardening glove and gave the flywheel a turn—the bendix does not always engage—and I revved up to pull out. The air was immediately filled with clouds of smoke and noxious fumes and the clutch started slipping like mad. The steepness of the hill was having its effect. I managed to get to the top and turn and, not daring to stop, waved to Robert and blew a cloud of blue-black smoke through the doorway of the Auberge in a metaphorically two-fingered farewell to Madame, who is still there, for all I know!

After trying to get accommodation in 46 hotels including those in Caen and Bayeux and with the clutch slipping worse and worse, we decided it was time to head back towards Cherbourg. It was now about 8 p.m. Passing through a village called Tour-en-Bassin, I spotted a sign pointing up a little lane marked Auberge de la Roque—a recently converted formerly derelict farmhouse. It offered the most superb cuisine—langoustine, poulet à la crème, etc., and the tiny dining room, almost filled with local gourmets, had one table left.

"Can we eat and sleep in your barn?" I asked. They replied that if we could wait until their customers had gone they could arrange two beds for us in the dining room—free of charge, "because you have such a splendid car." With that, everything took on a rosy hue. When everyone had left, the charming young proprietor and his wife asked us to join them and their small staff round an enormous log fire and celebrate once again the Fall of the Bastille, in champagne. The next morning we set off again and at a small seaside village called Carteret managed to get a room for the Saturday and Sunday nights.

The wartime pilot who owned a local bar was so excited after a speedy trip in *Bluebell* round the village that he cooled off by dabbing Calvados round the back of his neck. He would not hear of us paying for our drinks that evening. Apart from the fact that good Calvados seems a pure enough spirit not to leave any trace of hangover, I also recommend it as an after-shave lotion.

The boat was due to leave Cherbourg at 9 a.m. on the Monday. Having got John stirring, we got down to our *petit déjeuner* at 6.30. The proprietor of the small hotel and his wife insisted on getting up to see us off—they too liked *Bluebell*. It was pouring with rain and there was the most colossal thunderstorm immediately overhead. We erected the hood. John did his stuff with the right-handed gardening glove and we were off—clutch slipping like mad and a considerable doubt in my mind as to whether we should get up the next hill. We had two hours in which to cover the 25 miles to Cherbourg before the boat left.

Three miles later it happened—accompanied by a terrific and appropriate crash of thunder and at about 40 m.p.h. I saw my outside front wheel begin to leave the car. To my astonishment, it jumped over a hedge and after spending ten minutes looking for it, I finally located it in some undergrowth—fifty feet away in a wood. The locking ring had disappeared for ever some hundred yards earlier! Always check wheel nuts or locking rings yourself if someone else has removed a wheel. I didn't!

We caught the boat with ten minutes to spare, but without *Bluebell* (shame!)—*Ass. Ed.*) who we had to leave behind in the wet, her safety arranged with a small garage back in Carteret, for collection later.

For all that, both John and I look forward to another "Bentle" another time.

* The following appeared on page 25 of issue number 2 (September, 1946) of the *Review*—*Ed.*:

Dear Sir,

The word "to Bentle" is a very useful one and should be so extensively used by Club members and their wives that, as membership increases, it becomes a general term and thus ultimately included in the English Dictionary. To "work on the ear" could so easily mean putting something silly to rights on an Austin Ten, work which is a necessity and not a pleasure. To Bentle, on the other hand, means to do work that may or may not be absolutely necessary and includes all the polishing, patting and petting, the blue-and-purple with yellow spots atmosphere, which speaks of burned fingers or oil in the eye, or just something not quite right that all, curiously, add to the general enjoyment, as they give hope for future sympathy as well as present pleasure.

The verb "To Bentle" (Interpretation)—to work in the spare time for pleasure in a garage, to try to make a superb sports car even more superb.

Present Tense—I Bentle, thou Bentlest, etc., etc.

Future Hopeful—I hope to Bentle, etc.

Definite Future—I am going to Bentle.

Future Impercunious—I should like to Bentle.

N.B. There is no need for an imperative tense for this verb. To be asked, "What is John doing to-day?" and to answer, "He is Bentling," conveys far more than can be told in a paragraph.

Yours sincerely,

BARBARA BERTHON.

Where have all those blasted Blowers gone?

and filled with eggs and chips, ice cream and Cokes, etc., following which they were given the freedom of the Television Room. Whilst in the bar Barry Bowyer presented Colonel Coutts with a B.D.C. shield to add to their considerable collection, and the Colonel gave a short speech of welcome. The lunch was of the usual excellent standard: a hot or mild curry, or a delicious salad, and of course wine followed by various sweets, cheese and coffee. After lunch we were re-united with our children only to lose them as soon as we returned to the square; the School had arranged a display of their vehicles, each with a very patient N.C.O. Instructor.

As the tests continued it became apparent that it would be a pretty close contest, and the Best Bentley award became a Passmore v. Parkinson duel. Last year Colin soundly beat your reporter into second place, and would have done the same thing this year had he not cut the width-judging posts, at the very end of the tests, too close. This disaster cost him 10 points, but still allowed him second place. We were all beaten for the best individual performance by the School's Chief Instructor who lost only 2 points despite having his arm in plaster. Several Army chaps were offered "go's" in our Bentleys, but the only one to take up the offer was Major Macro in Colin Passmore's 3-litre. I think poor John was beginning to regret it when the gear lever knob came off and fell into the gate, jamming it in reverse. [Clever piece of gamesmanship, that.—*Ed.*] He soon discovered the trouble and removed the offending part, resisting the temptation to hurl it at its artful owner! All this to the considerable amusement of his subalterns.

By now, the results were all on the board, and on adding the six best scores from each side it was discovered that we had just managed to win the Team Trophy again. The prizes were graciously presented by the wife of the Brigadier. Our Chairman, Barry Bowyer, then thanked the School for their hospitality again this year.

Rhetoric succumbed to panic along the above lines in the Club Office during December when the package containing the extra copies of the November Review and the Blower monograph went missing, and remained so for some ten days. Eventually they turned up, but in the meantime the President had received these letters in response to his monograph:

Dear Stanley,

Referring to our talk over the phone I have the pleasure of enclosing the details of my second Blower.

Chassis frame: X-member stamped SM3919. Shortened from 10 ft. 10 in. to 9 ft. 9½ in.

Engine: MS3937 which has recently been taken out of Bluebell. Front axle: MS3947 and should be fitted to David Rennie's car. (Wonder what front axle he has got?)

Supercharger: No. 123 and found in Ireland two years ago. Bulkhead: Bought from Tony Townshend and claimed to come from Rubin's car which turned over, when the bulkhead was cracked. (Crack still to be seen.)

So it is a hotch potch of original Blower bits and will be as authentic as possible. The chassis is complete but for the pedal shaft with pedals.

As to my other car MS3950 the number of the supercharger is 128. (Charlie Noble must be wrong stating that his MS3928 bears that number.) Thanks for another enjoyable reading.

Sincerely,

ULF SMITH.

Tinbacken-Haggeby, 19060 Balsta, Sweden.
[128 was the original supercharger on MS3928; could Charles Noble tell us the number of the present one?—*Ed.*]

Dear Stan,

I was interested to see in your article on Blowers that my previous 4½ is listed. Chassis SM3904.

I looked into this in some depth with Darell and we came to the conclusion that there was hardly anything of the original car left. The original car, after being written off was given a very late 4½ chassis frame and most of the bits came from a selection of models that were in stock with H.M.B. The steering is 4-litre, the back axle was late 4½, the engine a light crank 4½. It had the D box from the Blower which is now in my current 4½, PL150 has a C box. The number SM3904 was certainly stamped on the engine cross member in the usual place but with large non-standard dies. Darell thought that the SM3904 engine was with Charles Noble; but I notice you have this crossed with SM3905. I do not think the car was rebuilt in 1934 as a Blower.

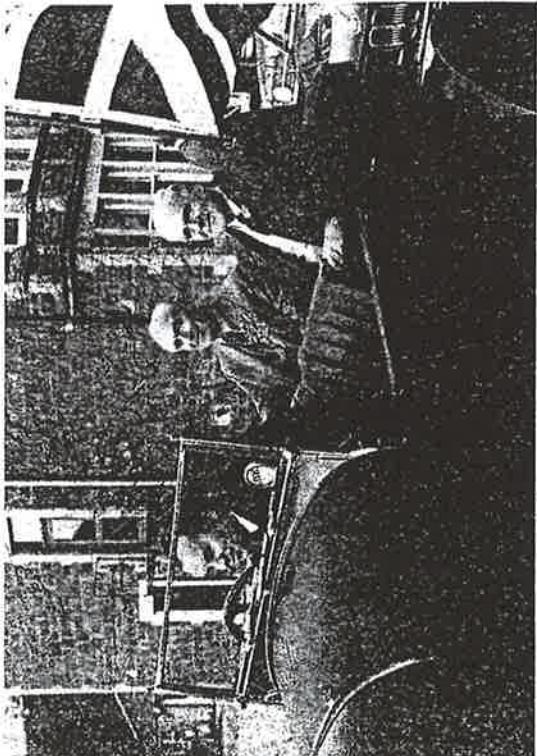
Ulf Smith is trying to get Soderstrom to convert it back to a Blower. I thought the article was very good. Your sincerely,

BILL GHESTON:
Ashridge, Cookham, Berks.

As the President remarked on forwarding these letters, it is interesting that there has not been more correspondence arising from the monograph. Perhaps, as Blower owners digest its contents and then take a look at their own cars, there will be. The supercharger number for chassis SM3923, incidentally, should be 118, not 118. And finally, the most charming reply of all to Stan's original questionnaire came from Richard E. Stitt of Hinsdale, Illinois, who wrote at the bottom (below Stan's "Please accept my thanks, etc., etc."): "Please accept my thanks for being Stanley Sedgwick." *Aye.*

H.J.T.Y.

Former Prime Minister Sir Alec Douglas-House was driven round Crieff, Perthshire, during an election campaign in H. Cormack's 3-litre. We will happily redress the balance for the other party dignitaries—in suitable transport!



drove in the B.D.C. Handicap Race at Brooklands in October of that year which was won by the late C. T. Baker-Carr. Hugh finished second after an amazing standing start lap at 85.13 m.p.h. in his own 4½. The car and its owner can be seen in the photograph on p. 329 of the November '74 Review. Incidentally, Hugh Peimore is inclined to disagree with his fellow founder member Colonel Noel Sissons that this meeting at 'The Lion' at Buckden was, in the latter's words, "the first real turnout we had." He holds the view that the first meeting took place at the Berkeley Arms Hotel, Cranford, Middlesex, when about 30 cars were present. [See also page 30—*Ed.*]

BLUEBELL. For many of our older members that word must immediately bring to mind a short, squat 4½ two-seater with sketchy wings, a fold-flat screen and a performance out of this world. Built about 1938 by the legendary L. C. McKenzie, "for his own amusement," the car soon made a name for itself in racing, winning two races at the Crystal Palace on the same day. It also had one serious crash when it was being driven by top mechanic, Ted Overy, before being bought by her second owner, Jack Evan-Cook. These events in her early life were related in an amusing letter in the August '74 Review, from C. J. L. (Con) Mertens, who knew the car from "birth". At Gransden Lodge in 1946 the late Gordon Alexander, driving *Bluebell* (or *Blue Peter* as this driver preferred the car to be called) in torrential rain, beat up the entire opposition, including some potent Jaguars—shades of the days when men were men and petuniae were flowers as a certain well-known driver once remarked! In 1947 the same car and driver made the fastest time in the Gestapo Grand Prix at Hendon. And so it went on, with other owners and other drivers (W. A. L. "Bill" Cook, who drove her so well, and Horace Wilmhurst, who won the Rolls-Royce Trophy), until that unlucky day when Joe Walker, who won several races and made one terrific climb at Firle in her, crashed her badly at Silverstone.

But *Bluebell* lived to race again [see Ulf Smith's letter on page 21 for the whereabouts of *Bluebell's* engine—*Ed.*] and now we are delighted to hear that she has been bought by Major Jack Bailey, the Chairman of the Mid-West Region and one of the most consistently successful drivers in B.D.C. competitions for more than 25 years. We shall watch *Bluebell's* future career with interest because Jack is one who enjoys making his Bentleys go far and fast and often. He won the Rolls-Royce Trophy with his short chassis 3/4½ M.K.M. 963 as long ago as 1952. He also won the Christopher Tomkinson Trophy, he took both the 3- and 4½-litre records at Firle and in a single year's racing had no less than 11 wins, 4 seconds and a third place out of 36 entries! He has also raced a Blower 4½, a 6½ and a couple of 4½ Bentleys. Last year he made the fastest Bentley time at a Vintage Prescott meeting.

Apart from successes in competitions, he has served the Club well as a member of the main committee, as a regional chairman and as an Assistant Editor of the *Review*. His reports for the *Review* on Club events are models of their kind with never an unnecessary word included nor an essential fact omitted. He can claim two other distinctions. He is probably the only B.D.C. member who has ever owned a Bentley hearse and he is certainly the only B.D.C. member who has ever driven a tram from Cairo to the Great Pyramid! We think that life has still much in store for *Bluebell*.

NOBBY CLARKE told us not long ago of an incident which took place before the Le Mans 24 hours race in June 1926, when Bentleys were experimenting with the famous, or infamous, Memini carburetors. In his own words:

"The scene—Mulsanne Corner, after dark. 'Benjy' (the late J. D. Benjfield of course) was the driver. The test—an attempted cure for the yards long flat spot those wretched carburetors possessed. Believe me, this was the father and mother of all flat-spots, which made even the imperturbable Frank Clement scratch his head—and he was no mean exponent of the

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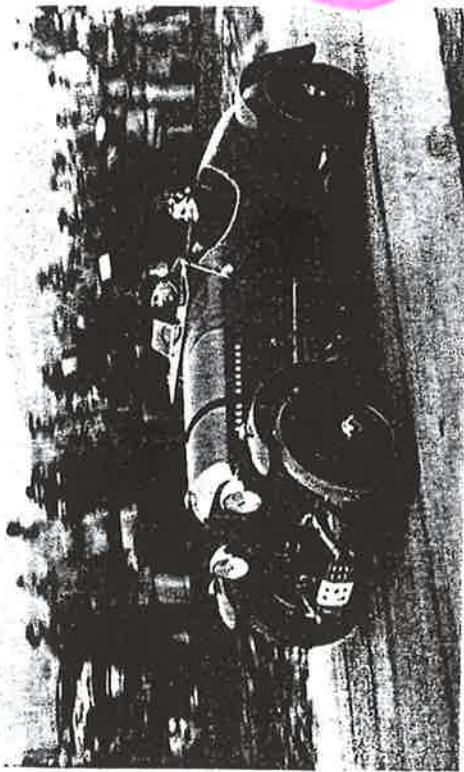
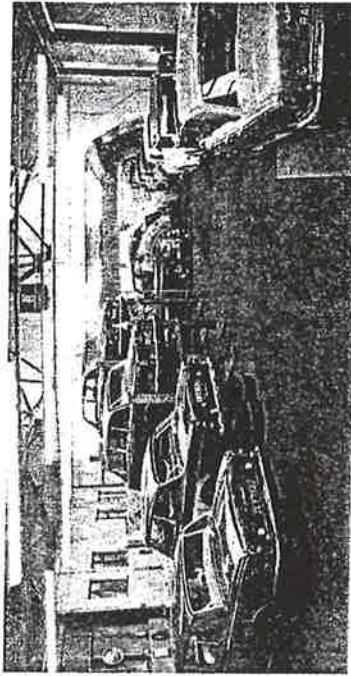
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May 18 Review

ROLLS-ROYCE & BENTLEY
SALES & SERVICE

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"Mac" (the late L. C. McKenzie) driving "Bluebell" at Lewes in the thirties. Reproduced by kind permission of Don McKenzie.

A REMARKABLE DISCOVERY. In a letter to the President dated 5th February this year, Dr. Cyril Conrad of La Jolla, California, wrote: "I recently had the opportunity to purchase an unusual "W.O." Bentley. The Car is a 1930 4½-litre short chassis, Chassis KL 3583, Engine KL 3581. I found this car in New Orleans, Louisiana, where it had been stored in an old covered shed for the past 26 years. Evidently the owner prior to the man I bought it from—who in turn fitted a radiator and bonnet from a 1915 White (car) with the intention of making a speedster out of it. Apparently a year or so later he got busy and lost interest—and stored this 'chassis' in an old shed where it sat until I purchased it (some 26 years later) and brought it to California. According to your book (All the Pre-war Bentleys—as new) KL 3583 was originally a 10' 10" chassis with a Firestone & Webb saloon body. However, it is currently a short chassis—and spent several years in New Orleans as a boat-tail speedster with dual side-mount wheels (prior to the removal of this body). Do you have any information on this car? If so, I would certainly appreciate your sending it to me along with the Works Chassis Card and/or Information Sheet."

And so yet another vintage Bentley has been discovered. Further news of this car will be awaited with great interest. How many more, we wonder, are there still to find?

Dr. Conrad also owns the RC Series 3-litre, DMX 418, which is being rebuilt and should be completed very shortly—probably before you read these notes, which were being written in early March. We remember driving many happy miles in this motor car when it belonged to Group Captain Pelly Fry in the early 'fifties. When he was posted to Teheran

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BENTLEY MOTORS EMPLOYEES at Silverstone last year were asked to send us reminiscences of life with the old firm. Joe Loth, who was there from 1928 to 1931, and was later a Metropolitan Police Driving Instructor, sent us the following:

"We were asked for an anecdote and I hope this is suitable.

"To set the scene those many years ago, I am a very young Fitter's Mate, to Bill Bridges, in the Chassis Shop at the Works Department.

"Now picture a Friday night (pay night), waiting for the knocking-off bell, to get our wages. The bell, incidentally, was an original Bentley Rotary Engine cylinder, struck by a dangling metal bar—a sound never to be forgotten by any member of the Works Staff. With my hand on my hanging coat (first to the pay window, first served), the metal bar had just touched the cylinder when I was off with the coat but unfortunately minus one sleeve which had been attached to the wall. After deep thought that night, I deemed the culprit to be the Fitter on an adjacent bench. The next morning, I waited for my opportunity when the joker left his bench, and gently attached to the wooden floor, with two six-inch nails, his rather nice pair of yellow shoes that he would change into to go home at mid-day.

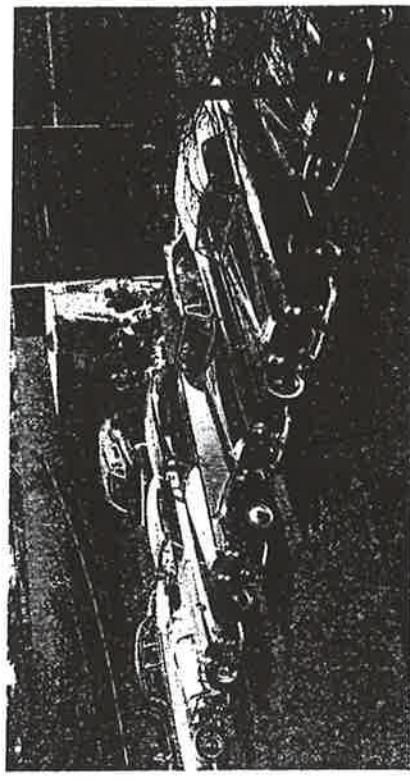
"The bar could hardly have reached the cylinder before I left that particular day together with my coat and *both* sleeves.

"I mentioned this episode on the outing, it was remembered by one Fitter but I did not find the owner of the rather nice pair of yellow shoes!

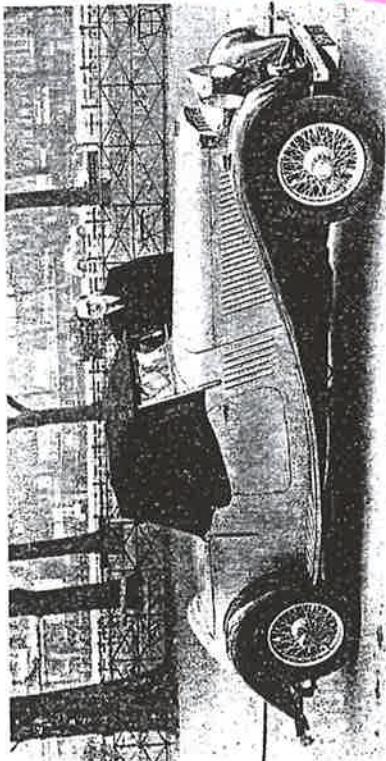
"The pranks in those days were innumerable."

FIFTY YEARS ON. In a letter to Stanley Sedgwick, Lucio Bollaert wrote from Buenos Aires:

"I'm enclosing herewith a picture I know you are going to enjoy. The place is the Autodromo de Bs. Aires, the date November 11, and shows car No. HF 3193 driven by Paul Pinsent, about to overtake my car No.



Saturday brunch at the Albers Turner's 'R' Type Cont., Kubis' 'R' Type ('Mid-West Region U.S.A.'), Albers 'T' Type ('Mid-West Region U.S.A.'), Cuneo's Mk. VI roadster, Redding's S.3 Type ('Mid-West Region U.S.A.'), Boone's S.1 Cont.,



Racing Drivers and Bentleys—No. 1. Capt. G. E. T. Eyston, O.B.E., M.C. George Eyston raced and broke records, probably with a greater variety of cars than any other British driver—except possibly Sammy Davis. He is a former holder of the World's Land Speed Record

HERE and THERE

AT THE BISHOP'S FINGER. This meeting, in Central London, was held on 17th October. Timothy Houlding wrote:

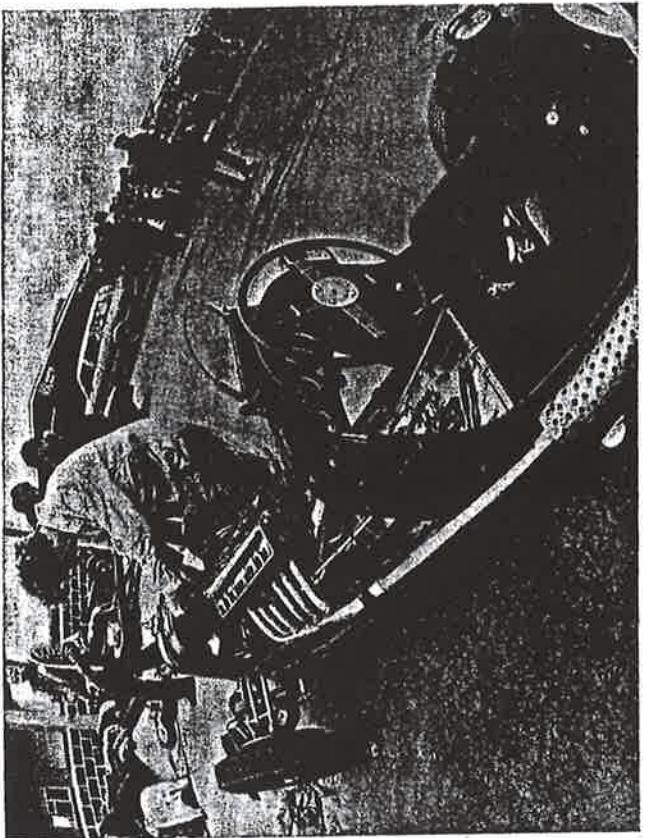
"Sanity must be a relative term, for what other club can foster the arrival of a Wallis & Stevens steam road-roller at a Natter and Noggin? This delightful beast was brought along by Mike Davis whose more orthodox hardware includes a two-seater 3-litre.

"Harvey Hine, to whom we owe the existence of these meetings, was in his usual form. His touring 3 is now driveable though not yet upholstered. Other company included the Monroe Clan in James Monroe's lovely drophead 4½. Son Hamish is beginning the rebuild of their 3-litre, lovingly named *Ridiligure*. The ubiquitous Ted Amery arrived in his 3 bearing a perversion of the Club's name on the piece of cardboard covering part of the radiator, and a brief appearance by Jose Ochoa allowed us another opportunity to view his TT-like 3.

"David and Tim Llewellyn arrived in an Italian hot-rod of distinguished breeding, having recently added *Bluebell* to their stable. It was nice to see John Missen, whose barouche takes the form of a delicious Type 40 Bugatti, while Allan Winn is still digging his bank manager's garden for the pot of gold to buy a vintage Bentley. Sandy Skinner was heard talking of software, bits and cores which we deduce to be the guts of IBM's latest calculating engine.

"Several other members and vintagent lunatics added to an atmosphere dominated by talk of real motor cars, making it a unique venue for the genuine enthusiast."

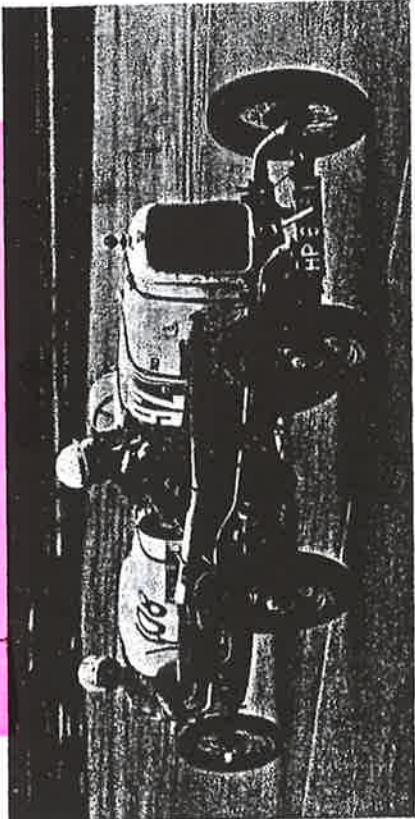
RARE MOTORING BOOKS. Eoin Young of *Autocar*, whose good offices enabled us to reprint from that excellent journal his article "Diamonds and Pearls", has set up a special service for all those enthusiasts who collect books about motoring (including motor-cycling) and aviation.



While Studio 3 and Patrick Marsh have been over indulging in the bar, John Millham has been indecently exposing the innards of the Seaman E.R.A.

At the front of the field, the 8-litre and the 35B got ahead of the Bentley Napier on lap 5, with Moffatt pressing Llewellyn hard. Giles retired Salome on lap 6 after successfully and consistently defying gravity beyond all reason at Woodcote. On lap 7 the Bugatti retired, the air pipe for pressurising the fuel tank having broken, and the remainder of the race was rather dull, the 8-litre winning the Italia Trophy in some comfort. The Bugatti had done fastest lap at 1-13.9. The Straker Squire meantime had got away from the Alvis cars somewhat, even though Benfield's was very fast into Woodcote. Liddell, therefore, won the Lanchester Trophy.

Winner of the up to 1100cc class was Farquhar's immaculate Riley Brooklands which came 6th overall, doing a fastest lap of 1-23.4 and beating all the Bentleys except the winner and Stewart's 3/4½ which finished 4th, alas with a suspected broken big-end. Llewellyn fits had to retire the Bentley 4½ "Bluebell" on lap 7 due to failure of the modern oil filter which blew off, shearing the threads. It's always the non-original bits on Bentleys which give trouble, says he pompously. J.R.N.



(Roger McDonald)
G.P. Itala Trophy—not Henlys' Alvis Day.

Race 4.

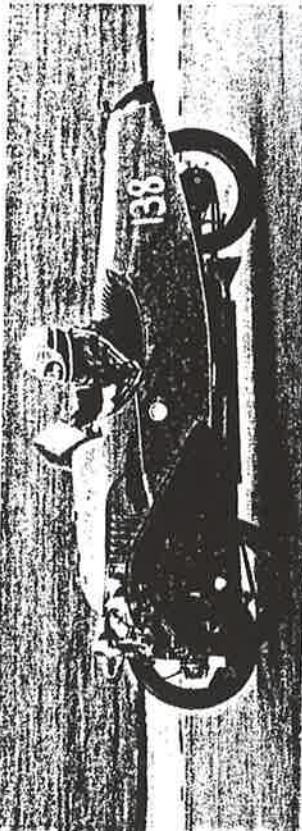
The second of the five lap handicaps was won by Hine in his Lagonda. The A.C. engined T.T. Rep. Frazer Nash of Fairley and Tony Jones' newly painted Patience carved their way through the field to finish well up. Warrington's MG F Type Magna sounded crisp and the Meadows GN of Malayan and Frazer Nash of Whale also sounded well. Gilbert's Alvis Special was black flagged for spilling fuel but finished third just behind Golder's Riley Sprite. A very entertaining D.L.L.

Race 5.

Event Five was the Pre-War All-Comers' Scratch Race, contested over ten laps. Peter Morley unleashed the 24 litres of the Napier a fraction too quickly, earning a 10 second penalty, but ensuring an early lead. Peter Mann, driving the ex-Peter Waller ERA 9QB, of

which he is now the sole owner, made another good start but got sideways at Copse and was passed by Bill Morris in Hanuman. Patrick Lindsay in Remus had started from back on the fourth row of the grid, after postal problems with his entry, but came storming through, overtaking Bill Morris through Woodcote to take second place at the end of the opening lap. Brian Classic was driving very well in fourth place with the ex-Gordon Chapman ERA R2A, cornering in a rather un-ERA-like fashion with its Tecnauto IFS, and was followed by Harvey Hine (8-litre Bentley), Martin Dean (T51 Bugatti) and David Black in his 8CM Maserati, this being the car raced before the war by Whitney Straight and Cholmondeley-Tapper, and later used as a road car by Gavin Maxwell. Cameron Millar was unfortunate enough to stall his big 8CTF Maserati on the approach to the starting grid and when the flag fell was still in the process of getting it tow-started, eventually departing in this delectable motor car half a lap after the field.

After a very quick opening lap Peter Morley, struggling with the very hairy handling of the Napier-Bentley on a somewhat oily track, dropped back behind the two White Mouse ERAs. Lindsay was diving through on the corners but it was Bill Morris who produced a few extra b.h.p. from Hanuman to take the lead, steadily pulling away from Remus to give himself a 3 second buffer by the half-way mark. Bill took Hanuman out to Australia last season for the Phillips Island



What? another Mozzie — Yes, but isn't it splendid to see them in the fold?
(Roger McDonald)

which took to the grass at Redgate Corner on lap 2, and consistently fourth was Seber. After this four came what little excitement there was with several horrid hybrids and the standard cars such as Harvey's Riley Lynx and McGrath's Austin Seven having a great dice to little purpose. Bringing the field home was the splendid Aero Morgan of Dutton, its watercooled JAP engine making that exciting V-twin noise.

Race 2.

An eight lap scratch race for the John Holland and Tim Birkin Trophies; the former for the winner and the latter for the first Bentley home. Unhappily, of the nine Bentleys entered, only five appeared on the starting grid, the favourite clearly being David Llewellyn's 8.3 litre engined 3 litre driven, on this occasion, by his son Tim, while he drove Tim's 4½ Peter Morley had the Bentley-Napier out but, due to its power unit hailing from Acton instead of Cricklewood, it did not qualify as a contender for the Birkin Trophy.

At the end of the first lap, the Cognac Special already had a good lead over the 8.3 litre, followed by the Norris Special, hotly pursued by Julian Ghosh who was maintaining a lead over the mighty Bentley



Quite why Ron Footitt is looking so anxious is a mystery—his was a runaway victory in the John Holland.
(Roger McDonald)

Napier. Then David Llewellyn shot up the escape road at Park, did a smart U-turn and was waiting to rejoin the race when Judd's 4½ litre Bentley, coming into the bend with all wheels locked, slid into him and they both finished up against the wall with their front wheels inter-twined and horribly mangled.

Thereafter, Footitt just kept increasing his lead over Tim Llewellyn who was building up an even more enormous lead over the Norris which was being pressed hard by the Vauxhall with the Napier breathing down his neck all the way, to finish in that order. It must be said, however, that the Napier engine clearly was not on full power and only just saved fifth place from John Howell's blown twin cam Sunbeam.

G.W.S.

Race 3. 4-lap Handicap

A nice collection of cars competed in this race including Trisha Pilkinson's Ulster race winning Alfa Romeo, Mike Quartermaine's well campaigned 30/98 Vauxhall, Benfield's immaculate 200 mile race Alvis and Wicksteed's similarly nice racing 12/50 Alvis, Smith's J2 MG, Kerr's Le Mans Aston Martin and Barker's V12 Lagonda. Regrettably Clutton's Italia was a non-starter.

The Rileys of J. E. Newman and Fountain led the first lap, but Quartermaine in the Vauxhall had gobbled them up by the second lap and then held the lead until in sight of the finish. Hine and Barker in their Lagondas moved effectively through the field, Barker being the faster and he finished third with Champion's Alvis performing well to gain fourth. The real excitement though was provided by Smith in the J2 MG who came from midfield to pip Quartermaine on the finishing straight to win by two seconds.

W.R.S.

Race 4. Shuttleworth and Nuffield Trophies

Any nostalgic regret was dispelled by the reality of four ERAs with hardly a split second between them, screaming down towards the Old Hairpin from Holly Wood on lap one. Remus and Hanuman (Honpatlin and Bilmoris), R9B and R1B (Peter Mann and Pat Marsh) were closely followed by four Maseratis — David Black's delectable 2.9 8CM, Dan Margulies 1½ 4CL, Paul Colborne's 4CM and Fuad Majzub's famous Appleton Special.

Peter Mann evidently decided to liven things up a bit and came round last on lap two and by lap three the leaders had lapped the back-markers and R9B was beginning to pick up places. Coming into the Craner Curves on the next lap, Hanuman squeezed past Remus with the gap between these two and R1B increased to 25 seconds. The tussle for the lead was cut short as Pat Lindsay's "trouble" returned, and he dropped out with a dead magneto. However, there was plenty of interest in the midfield as Syd Beer, using all the road at Old Hairpin, tried to get on terms with Mike Dodds' well-turned out A.C. Special and Keith Knight's bumble tailed Riley. Chris Mann was by now really enjoying himself and had come right up through the field to sixth place, with Margulies next in his sights. John Howell's 3-litre blown twin cam Sunbeam, still looking precisely the same as it always does, appeared to be a bit of a handful but Syd Beer,

Hamish Moffat had arrived early and parked the Brescia under a large elderberry, which led one pundit to suggest that what looks like a boiler tank was really a fermentation vat, if true, the results showed it can't have hindered progress.

Davis I

This is a long track curving gradually upward through the bracken and across the side of a hill, being reasonably gentle on its lower reaches. However, those with large cars, who went fast found that their cars were seized with an irresistible urge to delve into a hew at the bracken lower down the hill, which made it quite exciting for those imprudent enough to stand below the track—where the markers (much to the consternation of the marshals) were to be found. Winder senior, in his modified Humber Chummy made his ascent in great style, and was accorded the treat of investigating the bracken at the top. Clearly the car has a fondness for bracken as it insisted on returning down the steepest possible route, though thoughtfully watering the bracken en-route.

The only 30/98's to clear the hill were Patrick Marsh's and Spollen's, which demonstrated fine throttle control and spectacular front axle tramp. Spence's well known Leaf special made a fast clear climb, with the use of much sensitive throttle work. Keith Hill decided it wise to forget the track altogether and took to the bracken above the track, blowing the horn of his A.J.S. at those imprudent enough to stand on such an eminently suitable surface—however it only got him to 12. Just retribution for wearing those false dumb irons, fell on Reed's Mulliner Austin 7 two seater—it ran out of petrol at 6, while the next car—Gunn's Austin Ulster cleared the hill at speed, despite some loss of traction near the top.

Roger Collings' Bentley—which my 4 year old son assured me sounded like a Hoover, seemed possessed of a desire to emulate a crab and travel sideways (or perhaps it just found the bracken irresistible) and only made 14. However, credit for the most spectacular climb must go to John Rowley, who was fast and gave an impressive demonstration of "bags of opposite lock" before burying markers 11 and 12! Julian Ghosh would have made a clear ascent had not a momentary wish by his car to sample the bracken caused an upset to a marker.

Stop Gap

This starts near the bottom of Davis I but makes a direct assault up the side of the same mountain and lived up to its name by stopping all but 12 of the cars.

Thorpe's Singer tried a quiet climb—which suited the disc wheels and erect hood, but failed at 11, while Harris' 3 litre Bentley could manage no better, so Patrick Marsh showed that even a Wensum Sedanca can make 17. However, the Riley 9's put many to shame with the 2 specials clearing and Jack McEwen reaching 22 in his standard although Howard's 2 seater with twin carbs failed to exceed 12.

At the base of the hill, the scene was enlivened by the sight of bearded figures who kept disappearing under Holbrook's Alvis 12/50 Beetleback. However this turned out to be nothing more sinister than proof of the inadvisability of interfering with the Captain's designs as the fitting of a



The Welsh has never been the forte of the Bentley—with one notable exception. Here Roger Collings essayed Davis II and Tim Llewellyn fails to coax Bluebell beyond unlucky 13 on Stop Gap.

non original rear fuel tank had necessitated the fitting of a stone guard, which was now being hit by stones and becoming dislodged!

Davis II

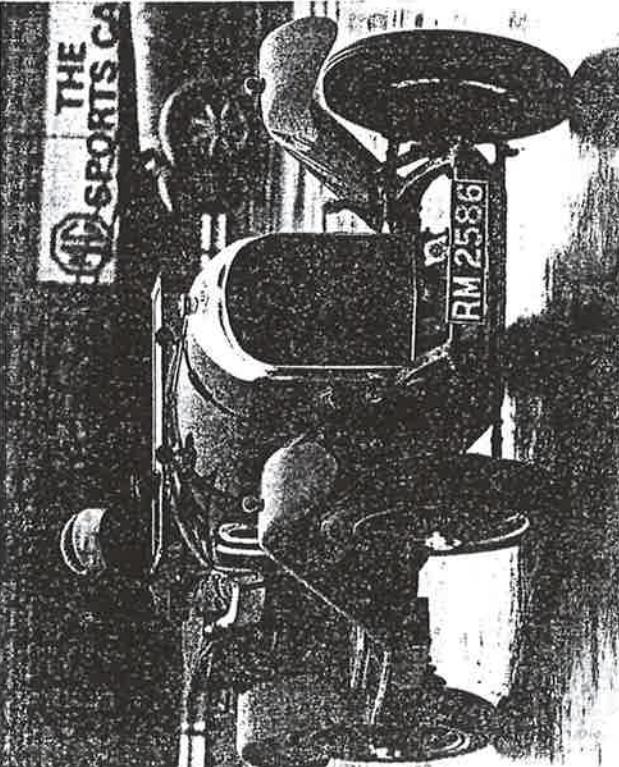
Paradoxically this hill came before Davis I and consisted of a short 'orrible climb into the bracken; starting on loose stones and with a vicious bump just before it really steepened and became pure mud. Opinions varied as to whether this bump was intended to test body timbers or just make the back wheels become airborne and make loss of grip inevitable. Anyway, it was very spectacular for spectators.

Winder's Humber was driven with great verve to 24, while Reed's Austin 7 Mulliner reached 24 in fine style. Spence used the Leaf special to great effect and cleared the hill in a deceptively quiet way. Harris' 'Nash came to the end of a spectacular sideways slew at 23. Abbot's Ford A special demonstrated its American antecedents by fitting the cart ruts perfectly with its extremely wide track. Templeton's Velox made 22 and showed fine disciplined bouncing, thereby defeating the dreaded bump and keeping the rear wheels firmly to the ground.

Lletyead

This was to prove the hill of vengeance for the big and/or powerful cars. It started quietly enough on pure mud but quickly steepened up to a fierce climb, with a loose stone surface before becoming mud again near the summit.

Roger Collings' Bentley failed to get further than 20 but saved face by



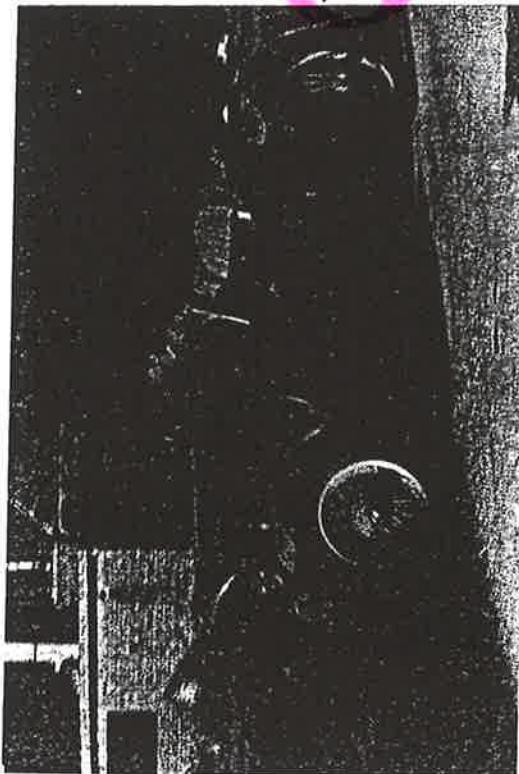
Robin Hine (H's nephew) dipping a first toe! VSCC 'Pom' picture by Studio 3.

Tony Judd is bringing our 3-litre from Essex and Chris Culy is sportingly convoying him in our 4½ for me to drive. What Mates! Take double Silverstone Cafeteria Fry-Up (Sorry Luv—bread's off) whilst waiting for them to arrive. Steamy windows show a rapidly filling paddock. Liddell's 1918 Straker Squire has been co-habiting with a Zebra or something. Di and Tom Threlfall arrive in Ford Capri looking weather-beaten and healthy.

Begin to worry about time left for scrutining, but what's this—Culy arrives in the 4½—grit and mud everywhere! Begin to worry about condition points—one front tyre looks half flat. These things pale into insignificance as we learn that the 3 (seen only last evening sporting a paint job, snappy new hood and 4,000 mile run-in including L.e Mans/Aubusson, etc.) has given Tony a warm steam and oil bath on the M1/A5 slip road. Inspection of offending con-rod made easier through convenient hole in crankcase, which no one had noticed before. The bloody car is fated! The third time she and Tony have been denied the competition at Silverstone. She must have a trauma about some past event!

Chris leaves in V.250 (taking number paint, my cigarettes and lighter with him) to arrange towage home. Dawning realisation that new Bentleys in Action Editor has done a neat job of foisting this report on me!

Paddock P.A. requires our presence for the first familiarisation run and test. Mad scramble to scrutiner. Rain has obliterared posh notice saying that we actually have an inboard petrol cock. Receive wigging and promise to renew. Meet Jeremy and Robin Hine, the latter with the Family 3-litre about to dip his toe. They seem very organised. Val Scouller paints me a number with something of a flourish and we are off through



Tim Llewellyn gave his mended wrist a road test in 'Bluebell' during the VSCC driving tests at Brooklands.

Photo: Stanley Sedgwick.

the Pits, round Copse to the first Wiggle Woggle Test on the outfield beyond Becketts. The 4½ feels strange but is going well. Pass on to the braking test beyond Woodcote.

VSCC organisation impeccable despite Porsche demolishing timing gear at end of Wiggle Woggle. Driver says "Totally my fault Old Dears"—Nobody disagrees. Suddenly remember I have forgotten in the rush to inflate half flat tyre. Nobody notices in steady drizzle.

A modern Alfa-Romeo joins the 'Oh Dear' Department by making no attempt to stop with front wheels within the specified box and continues back to Paddock with great aplomb. Timing marshal looks puzzled but the spectators are heartened, "Who's not read the instructions, then?" Dispose of can of Long Life, light cigarette, inflate tyre, watch rest of braking tests with Ian Bentall, Rusty and Victor doing it quick and right and move on to test C and D, standing and flying ¼ mile done the wrong way up the Club straight. **Stanley Mann has exchanged entered 3-litre Special for all-singing, all-dancing sound and colour video.** Hope that he recorded my spirited, if erratic, progress through the Wiggle Woggle. "How do you do it, Stanley?" Comes the cry. "Not very something well. How something thing's something battery's gone flat!" Like Camera, Like Bentley? The climate is taking its toll.

A pile of more mechanical cameras moves by on moon boots—Red and Margaret are here. Drizzle increases to rain. Rusty makes strange noises in 3rd on standing ¼-mile. Robin Hine does it elegantly. Spray obscures windscreen (the morning tests require hoods erect, thank God). Chequered Flag marshal at end of Flying Quarter-Mile nearly mown down, as I can't see him. Decelerate and take Becketts for the first time from the wrong end. Quite Fun. Retire to Paddock Bar for lunch. Cliff and Hazel Wright and fellow marshals in evidence. What a terrific bunch of chaps. Standing in the rain all day, some out alone at various circuit points just to let the sixty or so starters fool about and enjoy themselves

Browning's A.C. 3000 ME Prototype, Channon's A.C. Cobra MK2 (finally the quicker car) hotly pursued by Murch's similar car and David Hoscroft's Turbo charged 300 M.E. All other machinery driven with style and spirit, Jones's Lister off-song and all over too quickly. Sky clears, late afternoon sun comes out so pack cars and retire to Silverstone Club for natter, beer, egg and chips and Red's jokes.

Give the VSCC and the 4½ a pat of thanks and Chris takes her back to Essex. We drive home on dry roads in the dusk to a Guinness or two before early bed, idly conjecturing on how far it is between the Daimler's pedals and the back axle. This Pomeroy Chap must have been quite a Wag.

Results: None of the Bentley Entrants received an award, but to enter is to receive sufficient reward.—E.d.s.

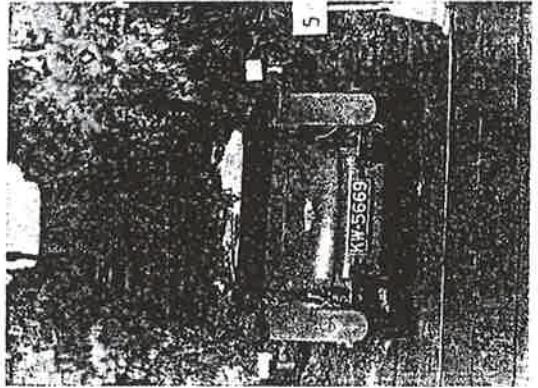
VSCC—BROOKLANDS

The VSCC February Driving Test at Brooklands provided a most welcome day of sunshine—probably due to most folk arriving clad in thermal underwear and all-weather gear.

Sixty-four entrants attempted six tests, using the Members' Hill Section, Banking and Test Hill. Bentleys competed in the form of Tim Llewellyn (4½), Stanley Mann (3) and Bob Burrell (4).

When not working on his suntan, Stanley tried peppering spectators with gravel chips by enthusiastic use of the hand-brake whilst negotiating a bollard at a tight turn. Tim gained a Third Class Award, proving that a recently broken arm had not diluted his enthusiasm or ability.

In all, a super day for competitor and spectator.



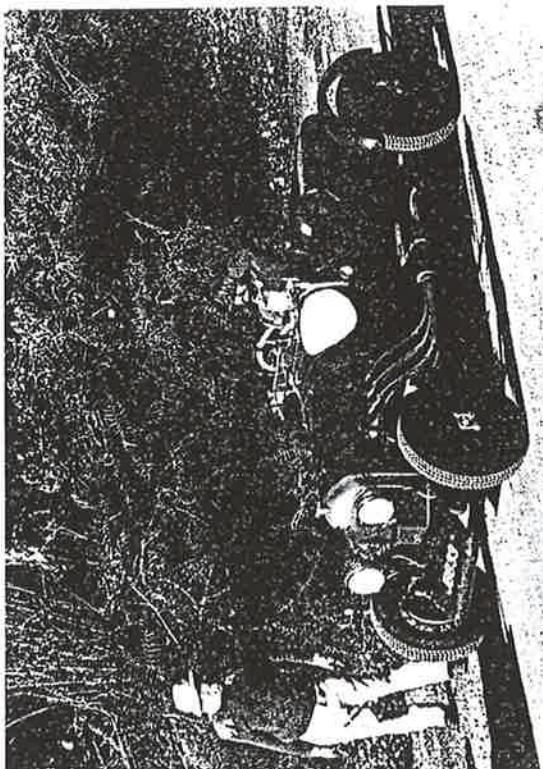
Tim Llewellyn tackling the Test Hill at the VSCC's Brooklands driving tests in February.
Photo: Stanley Sedgwick.

BRIGHTON

There was a point, not long before we went to press with the February issue, when it looked as though Brighton Speed Trials might be disappearing from the sporting calendar, following a fatal accident at the 1979 event. Fortunately, commonsense prevailed, since the accident could not be attributed to any fault of the course itself.

Had the event come to its end, we would have seen the demise of a competition that has been running almost longer than any other in Britain. As a club, we have since shortly after the war had the privilege of having our own special BDC class—an honour not accorded to any other one-make club. This has been thanks to the generosity of the Brighton & Hove Motor Club.

And while we are on the subject of Bentley participation in this standing-start kilometre run, our cars have always acquitted themselves



Man and Machine.
Photo: Studio 3.

and their cars. "Never has so much . . . etc. etc." takes on a new meaning.

Decide to discover my target lap times for the afternoon's high speed reliability trial. The Pomeroy marking system is based on times and a handicapping factor arrived at by taking 70 times the engine capacity multiplied by the year of manufacture divided by the length from pedal pads to rear axle. Got it? The high speed trial runs for 40 mins, with a target number of laps based on 28 times the sixth root of the handicapping factor! Great Powers! Abandon attempt and go out to dismantle hood, pump up tyres and see if sandwiches still damp. Notice that windscreen has cracked somewhere along the way.

Two 40-minute sessions are proposed. Older cars first, ranging from the Alfas, Bentleys, Bugs, Frazer Nashes, through BMW 328s to the Straker Squire, followed by the 'Moderns'—A.C.s, Jags, Ferraris, Morgans, with a dash of Porsche, Mazda and Lancia.

We do two familiarisation laps, the pace car pulls off and off we go, on a very wet track but in abating rain. Am looking for laps of about 1 min. 36 secs, but as not used to the car, I ignore Rob Curtiss' "Wind It Up" signals. Later learn I was doing 1.49 with a best of 1.42—Ho, Hum. No idea how many laps done and miss chequered flag as goggles obscured by spray. See most people on the way round, including Nigel Arnold.

Forsier's chain-drive Bug. Passed by most and passed a few. Begin to get the hang of the car around lap 8 and realise that whilst worse at corners, she's much faster than YT on the straight. Enjoy myself immensely and return to Paddock to take wine and watch the second session with Ian Bentall and Bruce Spofford on Mk. VI Special and 4½ respectively circulate faster and in good order on a somewhat less wet track. Top ding-dong is between Dutton's B.M.W. 2002 Turbo, with a super line at Woodcote,

By my count there were three Edwardian cars, 9 PVT, 12 Vintage, 17 fitting broadly into the Historic class (say up to about 1964). It is evident that in this last category the cars are benefitting from all the serious racing that goes on. The Sabre's time in the quarter mile when road tested in about '61 was around 18.2 secs and the Nash times of 16.75 and 17.56 secs speak volumes for the preparation that goes into them. If you add the detailed chassis tuning that must have been undertaken, it begins to look as though the Historics are set to win most of the remaining Poms until the oil runs out or they redevelop Silverstone as Milton Keynes' HGV overnight parking lot.

In short—unless your prewar car can better 19 secs and your postwar one 15 secs, for the quarter-mile, then you'll have to forget about winning the event and settle for a first or second award (or regard it as an enjoyable way to pass a March Saturday). No matter how good a driver you may be. Interesting though, that the Bugatti T43 is still so competitive on handling. What a brilliant vehicle it was (and is).

J.McL.

RESULTS

Trophy: Rew Densham Trophy: Horton.
Edwardian: Liddell.
Firsts: Phillips, Jackson, Roberts, Joyce.
Second: Ketel, Conway, Smith, Mayyan, Lindsay, Dutton, Morris.
Thirds: Mason, Wills, Lees, Barker.

This reporter would find it easy to drool on for pages about this superbly organized event, but will only draw your attention to some interesting details: Channon's 14.36 secs for the standing quarter mile with the 'little' 4.7 Cobra on a wet surface, uphill against a stiff breeze, Felton's 16.16 secs in the 8c Alfa, Duffy's 7.75 secs for the flying sector in the D-type Jaguar. It was lovely to see the T43 drivers gentling their Bugattis away for the first few feet before booting off to quarter mile times in the seventeen to nineteen seconds bracket.

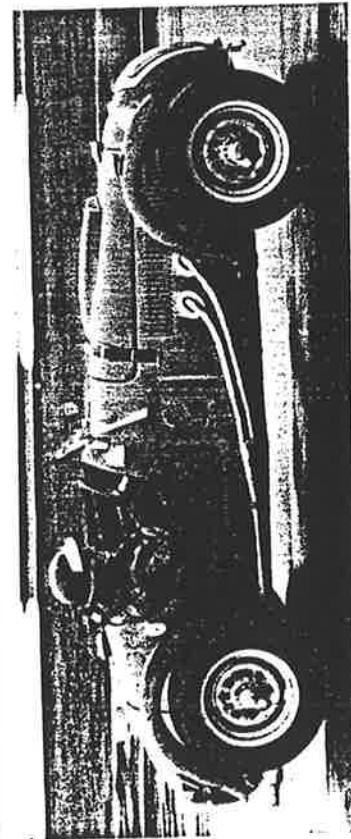
The club has gained not a few Associate members with the good sense to own post-war Nashes as a result of the generous gesture by A. F. N. Ltd. which led to such cars' admission to the Nash Section. This is Jackson's Le Mans Replica in the second hour trying to lose its number. (Jim Moir)



Dick Smith has contrived to make UTW 6 go an awful lot quicker during the winter and went extremely well during the hour despite the attempts of the rain to dissuade the magneto from producing any spark. His enthusiasm took him onto the grass once or twice, but not so comprehensively as Rolfe in his 4½ who was able to enjoy a chat with the marshals. (Jim Moir)

standing start quarter mile and with a car shaped like a shiny brick a quite remarkable 12.11 secs for the flying sector of the sprint. Only the streaming wet conditions in the blind, which defeated his magneto, prevented him giving Horton a run for the Densham Trophy. As an example of the essential affinity mentioned in the first paragraph there can be no better choice than Liddell who did an impressive 5.1 seconds in the braking test with the rear-braked only Straker Squire, and won the Edwardian Pomeroy Trophy.

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Your reporter was transported to the delights of Crowland Copse which was under the observation of Rosemary Burke:

Luckily the spring which caused the lower part of the approach road to turn into an river didn't affect this section; Brian Gray in his 30/98 took some barracking when he demolished the No. 3 marker on the way up and had another go at it when coming down. The two little Gordon England Cup cars of Downes and Evans went up here very well; stately standard cars and obviously light, the passengers sit well back over the axle and the wheels get a good grip.



Above, a splendid pair of marshals' conveyances—a Twin Cam Sunbeam and a one-pot Levis. Seen at St. Michael.

Branislav Sudjic's latest acquisition—a 1929 Type 12 Tatra. It seemed a little underpowered with only 998 cc to pull the saloon bodywork along and had the interesting suspension arrangement of swing axles at the rear and beam at the front. (T.J.T.)

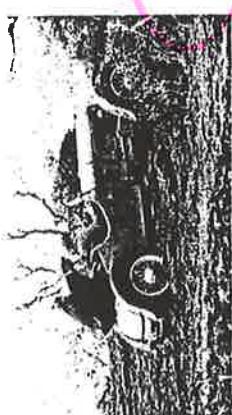
Pig Lane was a straight power climb over rocks to the top and thence round through pretty woods to the bottom of Quarry side again. Few cars had any problems in clearing this relatively straightforward hill. It was thus possible to watch the cars climbing the hill you had just left from a grandstand view. By this time the mist was so bad that you couldn't see the quarry on the other side of the road. You could however hear the echoing reverberations of the Peugeot JAP to such effect that had there been snow about one would have feared an avalanche!

Callow still looked muddy so we decided to try the two hills at the top of the quarry. These were very muddy, only Leigh and Uglow managing to clean Cable, a good score here being 12. The best sight here was Armitage's Phantom I, who with thoroughly syncopated bouncing had the back rising and falling some two feet to score 8, a most impressive score for such an unsuitable car. Other good performances were Garfitt with 17 and Clarke in the plate glass Austin 7 greenhouse, which obviously is no relation to the grotty chummy who made 20, and Stanley Mann in his Le Mans Bentley Austin 7 (a sort of Austin 7 masquerading as a Le Mans Bentley—even down to a large slab tank and a winged "B" on the radiator) who got to 19. Thence further up a very bumpy track to Quarry Top a very churned up right hand disappearing into the gorse bushes. Very few people got round the first corner, and nobody found out what 25 was like—a real stopper, best score here was Leigh with 17.

We then returned to the bottom to attempt the two Callows. Callow II was the easier of the two and by this time most of the moss at the bottom had been scrubbed away. This turned out to be a good romp up on stone all the way up, a healthy roar all the way to 25. Most of the more powerful cars managed this hill, surprises being Moffatt who only got to 15 and Mrs Moffatt who got all the way to the top!



Alongside, your roving reporter in the back of the Hine Bentley giving new meaning to the expression "normally seated". This is Balcombe 1.



half way up to cause problems. The drivers who had not bothered to walk the hill had problems, Garland apparently running out of power at the turn and the other lower powered cars not managing the steep second half. Harding running out of road rather than power. St. Michael was a gentle climb on grass and seemed to cause few problems for those who got away from the muddy start line. Surprise failures here were Thruby and Adnams who only got to 6 and 1 respectively and Spollen who only got to 7 in the Wensum.

Sunday dawned grey and wet, the fine weather of Saturday finally breaking to give way to greying clouds, mist and drizzle. By the time we reached the quarries to perform our 6 hills of the day the ground was well wetted, it having rained since about 11 o'clock the night before. This was great, the Wesser as one remembers it, having to slither over wet rocks and through thick mud. We inspected Callow and decided to leave it until the early cars had cleared some of the mess at the start of the rocks, and retired to the other side of the road to try our luck at Quarry Side.

Quarry Side was a straight, fairly clean climb to 20 followed by a very muddy zig-zag to get to the top. There were many delays here to let cars down as there was no return road. The best way up was to go as fast as possible up the straight climb and rely on momentum to carry you through the mud. Most cars got to the corner but only the better drivers making 25, Collings and Evans in long wheelbase cars and Uglow, Leigh, Moffatt, Clarke and Mann in short wheelbase cars. Other good scores were Garland with 24 and Hine with 23. Sudjic's Tatra managed an impressive swing axle 15, a sight for sore eyes!



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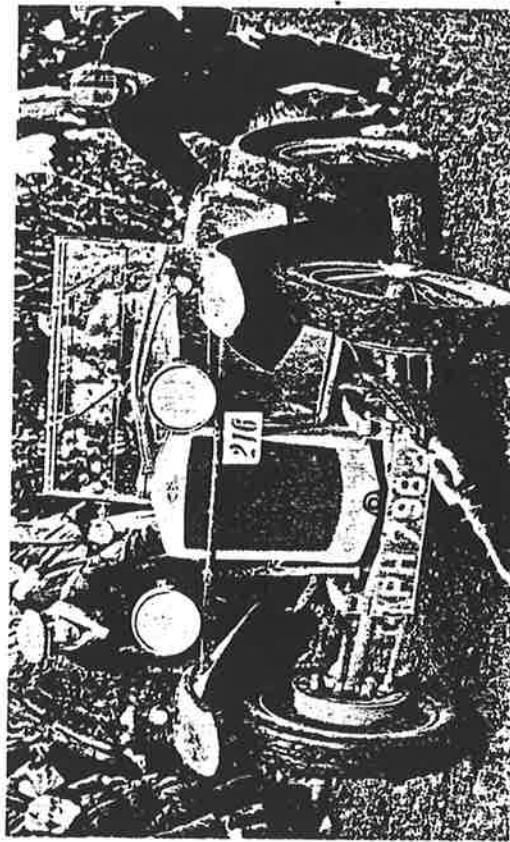
M.C.C. Exeter Trial 7/8th January 1983

by B. R. Akeshoe

Once upon a time, the entries for Class 7 of the Exeter Trial were very varied, ranging from the Austin 7's right up to Brigginshaw's 1920 5.7-litre Daimler tourer. Many of the hardcore of the V.S.C.C. competitors were there, including the Model A Fords of Tom Threllfall and Richard Campbell, carrying Di Threllfall and Martin Grant Peterkin as their respective bouncers. To provide a little contrast Barry Clarke's Austin, Grotty Chummy, was due to be followed by Tim Llewellyn's 4½ Bentley tourer. A team of three Nash's had been entered, including Mark Joseland's Fast Tourer and David Leigh's TT replica, and Freddy Giles' Boulogne. Unfortunately both Barry Clarke and Freddy Giles had to drop out due to illness, but luckily Freddy was able to delegate the conduct of his car to his two sons. Dear's 1935 M.G. PB Cream Cracker was entered, also R. H. Comber's 1937 Morgan 4/4.

The first hill after breakfast was at Tiverton. Now it was light the hills were beginning to get a little more difficult, and this hill's ruts showed signs of the ability to re-arrange a modern car's floor pan. With their abundance of ground clearance, all the vintage contingent romped up this hill without any trouble.

Next was Fingle Bridge, which is a hill that the M.C.C. have been using for many years. The hill is very similar to the top section of Drumhouse, but not so steep, and having a similar surface. The second hill at Fingle Bridge was a new hill, with a steep grass gradient flattening out at the top with a stop and re-start half way up. Most of the old cars, to their owners' amazement, climbed this hill without too much trouble, but unfortunately Tom Threllfall did not clear the stop and re-start within the required three seconds.



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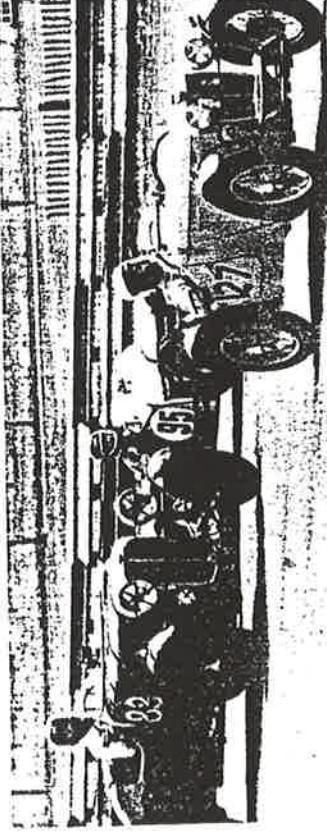
Lofty England (Manx T.T. racing motor cyclist, racing mechanic, R.A.F. pilot, team manager and ultimately Jaguar chief executive) had come over from his home in Austria and tried to get both Mike's mother and Sir William Lyons to come to the Reunion, but this did not prove possible, however, we had a message from Mrs Hawthorn to say how pleased she was we were remembering her son in this way. I told Lofty I had been present at a race in a Brussels park in 1946 in which he drove the Dunham Alvis, and he said he had spent a hectic few days before the race converting this Brooklands single-seater into a two seater sports car so it would comply with the regulations. He presented the laurels to the winner of the postwar sports car race, who fortunately drove a Jaguar. John Bolster presented the laurels to the winner of the Shuttleworth Trophy, who fortunately drove an ERA and Brit Pearce did the same for the winner of the Hawthorn Trophy, who fortunately drove a Ferrari Dino.

Peter Hull



The Bill Phillips Trophy. Unhappily a monster traffic jam prevented the Bullet in arriving in time to bring you a first hand report so all we can do is to report that the race was won by Summerfield (Avon Bentley) from Keith Schellenberg (3/4) and Windley (Avis Firefly). The trophy was won by Taylor's Le Mans Aston for the third time. Here we see Bryson's Riley leading MacDonald's Riley and others around Wodeate.

Event 2—the first Fly lapper. Cotter (J2 Midget) leads Bailey's AC and Bugler's Lagonda. Dods' AC won at 71.34 mph from Ginn's MG and Rickett's Riley.



Event 3

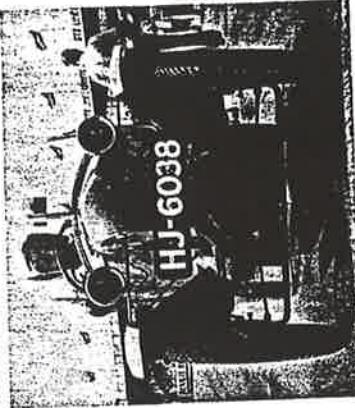
Once again the Boulogne Trophy 10 lap Scratch race for Vintage Racing Cars saw a marvellous battle between Footit's Cognac Special, Morley's 24 litre Bentley-Napier and the Russell and Schellenberg 8 litre Bentleys. Alain de Cadet in the 1930 26 M GP Maserati unfortunately non-started, as did Stirling's Norris Special and Lake's Amilcar-Riley.

Ron Footit and the Cognac Special were quite obviously both in fantastic form, immediately taking and retaining an increasingly commanding lead and winning the Trophy once again at the superb speed of 78.76 mph which looked even faster when glimpsed by your reporter from John Scott's pit.

Peter Morley and Gordon Russell followed very strongly into 2nd and 3rd places, despite the Bentley-Napier having had a new clutch delivered and fitted only the night before. Keith Schellenberg's Bentley took 4th place after some close fighting with Mr. P's Ford which eventually succumbed, yielding 5th place to the resolute John Howell's T45 which appeared to be firing on all 16 throughout and left Julian Majzab's T35B and Tim Llewellyn's 4½ Bentley at 7th and 8th.

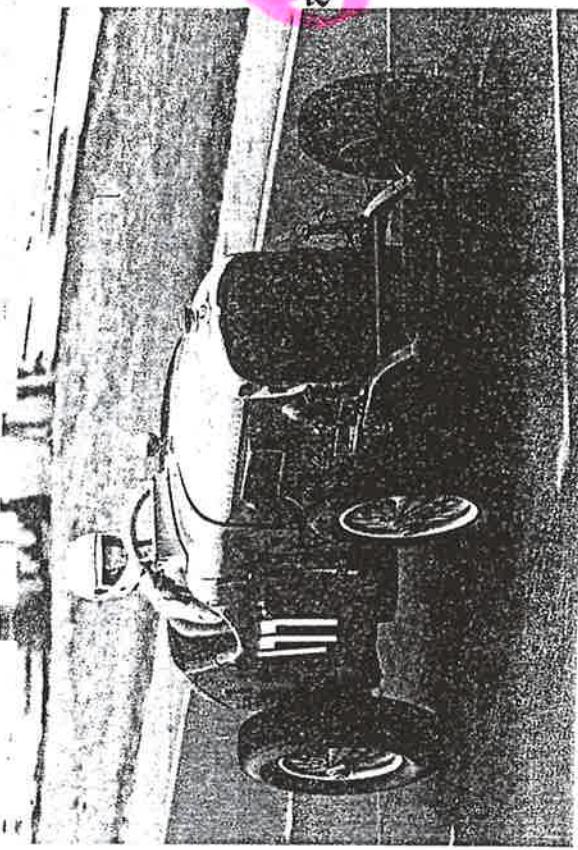


Julian Majzab contemplates converting his 35B to 16 cylinders ...
(Harold Barker)



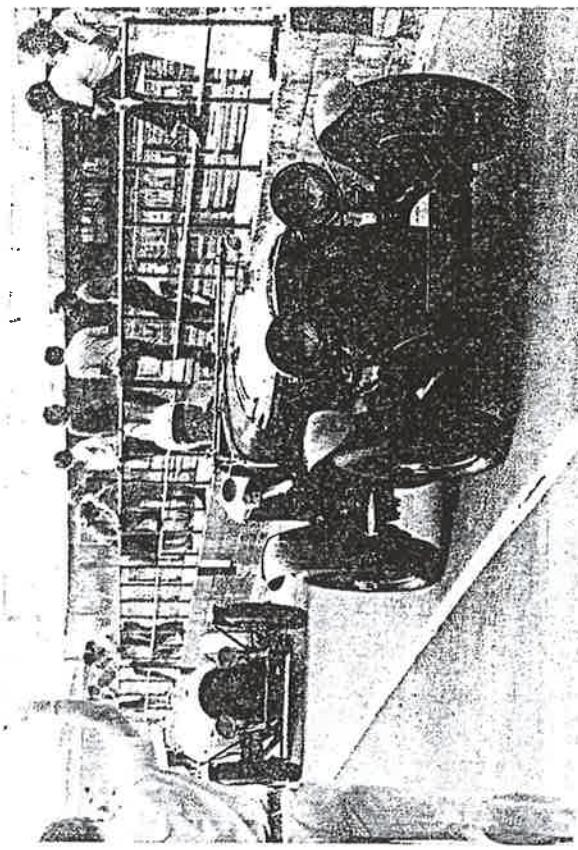
Beryl Firth's Sima-Violet before the start of the Light Car and Edwardian Handicap.
(John Cowley)

Event 4 5 Lap Handicap incorporating Edwardian and Light Car Race
A good entry of Light Cars was disappointingly reduced by several non-starters, including both Salmsons. Lee never appeared and Branislav Sudjic, having driven over-night from Edinburgh and passed scrutineering, suddenly suffered a cracked head.



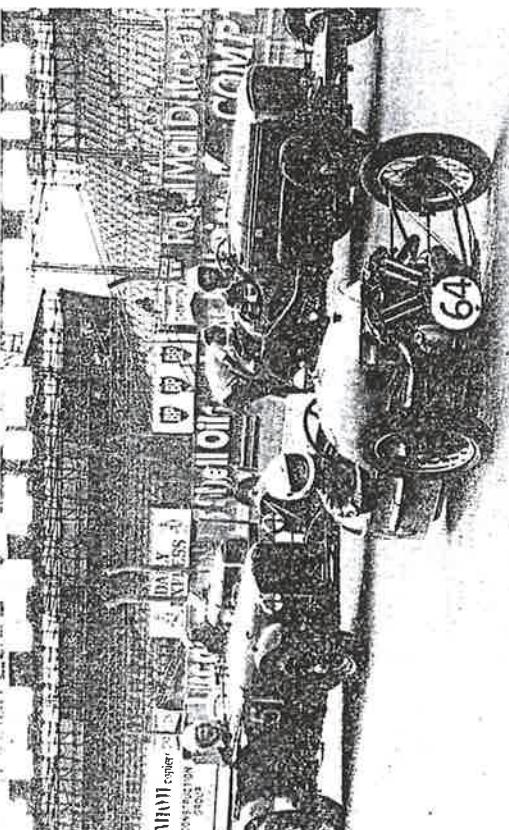
Cindy Harris with 'Bluebell'.

Photo: Studio 3.



Barry Parkinson and Faud Majzub leave the pits lane.

Photo: Studio 3.



Morgans and Bentleys—John Blower's Morgan Super Aero in the company of Spofford's 4½, Summerfield's Avon-Bentley and Burrell's 4½.

Photo: Studio 3.

from John Lodge in his MGB. The only dicing was provided by Vic Ellis and Martin Shaw, both in MGAs, who seemed well matched and thoroughly enjoying their own private race.

Event 2:

This is always an exciting event, and this year's Bentley/Lagonda 5 lap handicap was no exception. A fine array of Bentleys, from 8-litre down to 3-litre, a crop of Specials and some fine Lags contested throughout the whole race. Bill Meddaff, in his 6½, driving in his first race, chased through the field, hotly pursuing Ann Shoosmith in her 4½ Team-car who was chasing the Lagonda M45 of Richard Wills. They finished in that order, with your scribe watching the tail end of most others passing up the straight. (Changing gear, steering through Woodcote and scribbling notes as well is not referred to in any drivers manual!).

Event 3:

This All-Comers Handicap over 8 laps was for slower cars, but the programme reference was the only one! 30 competitors literally charged round the circuit, all intent on proving there is no such thing as a "slower car". Cindy Harris in her Lotus 7 took the flag quite effortlessly from Tony Morgan-Tipp and Roger Conther, both in Morgans. One suspects that a little Llewellyn tuition is backing Cindy's obvious ability. Us chauvinists had better watch out when she gets cracking in a Bentley!

Event 4:

At last the nail-biting excitement of the Three-wheeled Morgan 5 lap Scratch Race was with us. These Morgans are truly astounding machines, giving the appearance of shoe-boxes wound along by a great chain, but do they charge! Every corner seems a challenge to their centre of gravity and the single central rear wheel is always apparently doing its best to buckle. They are, however, great survivors, and their drivers remind one of "Those Magnificent Men" etc. etc. Four such men and machines hotly fought out the battle for first place, breaking away from the rest of the pack. Bill Tuer eventually took the honours in a truly remarkable time, averaging over 75 m.p.h.

THE LAKELAND TRIAL

November 6th 1975

Well it had to happen sooner or later. The Editor was for once so preoccupied with other matters that the question of finding a reporter for the Lakes completely escaped his mind—and once in the Northern hemisphere there seemed no one who was both literate and unemployed. The latter condition may have been a deliberate ploy adopted on sight of the Editor with a somewhat plaintive expression.

The weather was really quite kind—though it became very cold indeed by the end of the afternoon. That condition was compounded of course if your last hill was the dreaded Drumhouse, which it was for Julian Ghosh's 30/98 in which the editor was transported around the hills. Whilst the general format of the event was much as in previous years, Dick Smith and his team of hill scrutimizers had replaced the delights of Sleatharry and the other hills in the Setmurthy forest with some new ones in Wythop Woods: Routen Beck Rise, Sale Fell and Nanny's Peep. In addition we were sent to two more new hills in Alan Dunn's back garden, Burthwaite and High Side.

Fortunately the photographers were out in force and so in addition to the list of awards you may ponder the selection of pictures and for the first time ever a complete set of results from which you can make your own extrapolations.

AWARDS

Class One

Kirkstile Trophy: Winder.

Firsts: Spence, Uglow, Blake, Clarke R.
Seconds: Clarke, B., Fenner, Johnson, D., Phillips.
Thirds: White, S., Mann, Marsh, D.

Class Two

Kirkstile Plate: Threlfall.

Firsts: McEwen, Gray.
Seconds: Jones, Ghosh.
Thirds: Evans, Downes.

RP 1951 Cup: Winder.

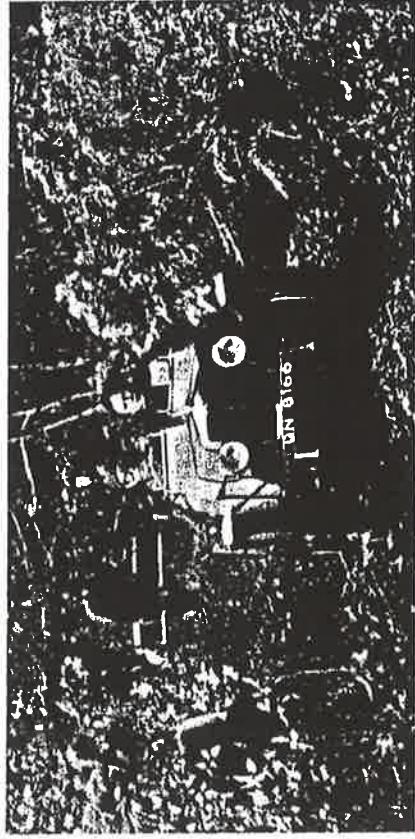


The Winder Special emerged from a long period of hibernation with a dealer but only essayed six of the hills—here it is seen on the first stage of Prickly.

Alongside we see Tony Jones and crew—Margaret Rowley finds the prospect of Thirlby's Folly so daunting that she clings on for dear life.



MacKinnon's spartan Riley on the lower and gentler slopes of Beck Wythop. It gets rather steeper later on—but not so much so that a 30/98 can't stop and restart when it failed. Wosley is in its way and the walkie-talkie has failed to report the obstruction to the start.



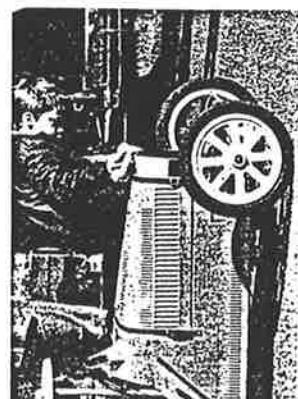
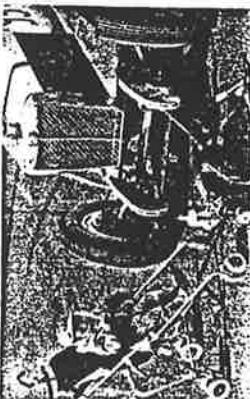
Llewelyn scoring 15 on Sale Fell—high enough to beat all the others in Class 2 and a creditable effort amongst Class 1.

(Roger McDonald)

Event Two: 5 Lap Handicap

Nine—that number again—failed to make the grid for the first of the afternoon's four 5 laps, perhaps because they didn't want to be in a race which showed just how much the Club has changed in 50 years. Seber's Wolseley Hornet—a different one apparently, because he has sold the original device to a little man somewhere on the other side of the world—won from the 10 second mark ahead of Burrell in the Bentley Royce and Woodley's Alvis, both from 55 seconds. Excellent handicapping—which we were to witness later on in the racing as well. Burrell took fastest lap at 75.86 mph (1.16 minutes).

Happy scenes in the Paddock—young attention to Venables MG was to no avail, older and more successful to R9B and You too can have one like Daddy's when you grow up.
(Roger MacDonald and Ashley Sadler)



Event One: Hour Blind

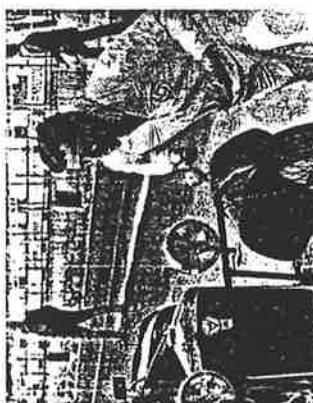
However hard one tries to say the Forty Minute High Speed Trial, there is no substitute for the old title. David Franklin was too busy keeping drinking drivers off the track to exercise the Scott 30/98 in company with others who had less well known problems. Guy Spollon 'led' from the start in the 4½ Bentley, set fastest lap at 1.22 and completed one more circuit than was strictly necessary for his tankard. Retirements included Smith's Alvis and the Nash of Newton and Kettell, Simon Llewellyn failed to qualify Bluebell despite brother Tim burning a finger during the plug change, and—mirabile dictu—a Blackburne engined Frazer Nash (Buxton's Shelsley) successfully completed the course. Nine of the twenty seven starters chose to change their plugs on the first lap. (Pause for letters of complaint from nose out of joint 'Nash' owners.)

Event Three: GP Italia and Lanchester Trophies

The wisdom of warming up laps was brought into question when Julian Majzub capsized his Type 35B before even reaching the start. This delayed his start altogether and everyone else's by nearly half an hour. Nick Mason and John Horton shared the front row of the grid in their Type 35Bs—which remained upright throughout—and John Howell (Type 47 Bugatti) and Harvey Hine (3/4½ Bentley) shared the second. Mason made a good start and led Horton to the flag, finishing 13½ seconds ahead. Bob Roberts enlivened things a little by spinning at Woodcote on lap 7, and Wills (Type 35) led the pre 1926 unsupercharged department (Lanchester Trophy) despite sounding rather fluffy on lap 5. Martin Stretton was trying very hard and going indecently quickly for a car that managed to win the Chain Gang's fastest standard Nash at Prescott award. He finished in fourth place behind Harvey Hine and ahead of Trisha Pilkington (1750 Alfa) who gained a place when Roberts spun.



Bob Roberts spin in the T43 at Woodcote cost him a place but did not diminish his enthusiastic driving at all.
(H. Conway and Terence Bretell)



Different ways of keeping your hands full during the Hour Blind—David Payne Stewarding while Alastair Pugh has a plug changed on his immaculate Anzani Nash.
(G. Gibson and Ashley Sadler)

He played rugger at, and boxed for, Cambridge University where he read for his M.A. He also qualified as a Chartered Engineer and when called to the Bar he was top in his year. Not content with this, he was also a Fellow of the Institute of Electrical Engineers, of the Institute of Mechanical Engineers and also of the Institute of Marine Engineers.

You would not be necessarily aware of this when you met him, as you would be more aware of his enquiring mind and probing questions in either a technical matter which he could practically solve, or a personal matter where his unselfish and unstinting help would always be given without any preconditions or hesitation.

He was once involved in a terrible accident in his 4½ and went to the rescue of a married couple who were trapped unconscious in their burning car. Despite being badly burned himself he went into the car three times to get them both safely out. Typically of the man, his 4½ a burned out shell, he had the body restored and a motif on the rear "Ab incendio resurgam"—Out of the Fire, Resurgence.

Following him to one of the South Eastern events in his 4½ you would be aware of this life and his enthusiasm for it and the Club. As one of the many inspired by him I can say that the Bentley Drivers Club are going to miss this man and that our heartfelt sympathy is extended to his widow Joan and to his children, Roland and Jill and their families.

His kindness, enthusiasm and energy will be deeply missed by us all.

ROY BAKER

HORACE WILMHURST

It must be all of thirty years since Horace Wilmhurst was an active BDC member, which is rather sad because, in those far away happy years immediately following the Second War, he was much involved in the essential mainstream of club activity.

As a fellow-dinosaur, I count it a privilege that I should be invited to write these few lines.

Horace also joined in 1946 and initiated the Club's Photographic Library. He duly acquired "Bluebell" (no less)—the very special, very quick 4½, constructed and competed pre-War by "Mac" and later owned by such early BDC stalwarts as Evan-Cook, Gordon Alexander and Bill Cook. Horace actively campaigned "Bluebell" between 1950 and 1952, featuring at venues such as Hendon, Silverstone, Brighton, Fife and Boreham. He set up a new 4½-litre record at Fife Hill and won the Vintage scratch race at the Northamptonshire circuit in 1952.

He aptly demonstrated the versatility of this grand old Bentley in 1951, during a Continental holiday tour with Stan and Con Sedgwick, Geoff and Ann Kramer, during which they covered over 3,000 miles. In the process he experienced much classic motoring adventure, mainly in Italy: this including a cracked chassis frame, a visit to Count (Johnny) Lurani at Cernusco and a lap at Monza, which occupied only 60 secs, more than that of Giuseppe Farina, who was testing a GP Alfa that day—and circulating in 1 min. 57 sec, well inside the current 1951 lap record. There was also a terrific party at a rather special establishment in Paris. Sic transit. . . .

Those of us privileged to own Special Bentleys are but the temporary custodians of our machinery, so that it is pleasant to reflect that "Bluebell" is still in active service in the hands of those contemporary stalwarts, David and Tim Llewellyn.

Indeed, rumour has it that some very special preparation is in progress—and that Syd Lawrence, Horace Wilmhurst's firm friend, is even now breathing on the engine! If so, this is excellent news—and I know that Horace Wilmhurst will be delighted.

Our thoughts at this time will be very much with Joan, his wife. Another of the Old Guard has taken the flag. Let us salute him.

VAUGHAN DAVIS

A BENTLEY HYBRID

The following is reproduced by kind permission of *Autocar Magazine*, whose issue of 30 April, 1948 carried this piece as No. 311 of its series 'Talking of Sports Cars'.

3-litre Saloon Chassis, Shortened and Fitted with a 4½-litre Engine, Provides Very Fast Motoring

It is some considerable time since a vintage Bentley came into this series. The example now selected is thoroughly "special", and a decidedly live specimen. At all events it was live to good effect during last year's sprint events, in the hands of its builder and owner, Maurice Brierley, of Speelhurst, Kent. With a cut-down 3-litre chassis and a 4½-litre engine a decidedly potent piece of machinery has been evolved and the car handles very well indeed, the owner tells us.

With more recent modifications he expects a power output approaching 130 b.h.p., so, the fuel situation permitting, he should have some interesting motoring in 1948 events. Pretty good going that, one feels, for an aged power unit, and it amazes me that, finely built though one knows these engines to have been, they can stand up to further power extraction when well past their prime of life.

"Having owned and enjoyed several Bentleys, I decided," writes Maurice Brierley, "that after the war I would have a shot at building a really potent one. The opportunity came when, having just sold my 'Red Label', I acquired a very rough Freestone and Webb saloon of 1923 vintage. There followed a search for a 4½-litre engine, with disappointing results; until at last I found a rather weird Blue Label 4½ hybrid.

"The engine was removed from the hybrid and the saloon was stripped to the last nut and bolt. The saloon having a 10 ft. 10 in. wheelbase it was necessary to shorten the chassis; accordingly, when all the parts had been cleaned and stored without the difficulty of a change of section, was 16 in. from just in rear of the rear gearbox cross-member. This did, however, involve removing a bend in the side members, so it was necessary to make a new bend before the chassis could be joined up again. All this was done with an oxy-acetylene welding plant and great care was taken to ensure that the result should be really sound, and test welds were made before the real operation was begun. It was three days before the chassis finally passed inspection, one of these being spent in bed suffering from fumes!

"In the meantime the lower part of the engine had been sent away for the crankshaft and bearings to be done, and work was started on the axles and springs. The springs were reduced in camber and new shackle bushes fitted, and some leaves were removed in accordance with the expected weight reduction. The front axle was a normal 3-litre type and, being in perfect order, was merely stripped, cleaned, and very carefully examined. The brakes were relined and the whole mechanism was carefully fitted up with new pins and so forth where required. The sides of the brake drums were drilled and covered with thin aluminium sheet. Owing to shortage of cash, the two-star differential and the 'pot joint' type propeller-shaft had to be kept for the time being. The shaft was cut, shortened and welded. I was very lucky to get a brand new crown wheel and pinion, giving a ratio of 3.3 to 1, which were carefully fitted with a new set of bearings for safety. Some previous owner had thoughtfully fitted a 4½-litre gearbox; this was overhauled and bolted to the chassis. A D-type close-ratio gearbox was unobtainable except at a price which made it out of the question, so I had to be content with a C-type.

Hotch-potch Body

"The next problem was the body as this had to be built from scratch and, except for practically unlimited quantities of aluminium sheet, very little was available in the way of material. The difficulties proved great and all sorts of peculiar materials were incorporated. In the end the result was adequate, though below expectations. The stowage of the spare wheel was particularly troublesome

RACE 1. Brooklands Society Trophy Race (5 Laps)

Twenty-five cars entered for this race—the Brooklands Society Trophy handicap comprising a general selection of racing and touring vintage cars. Smith son no. 2 was in the Frazer Nash, Mrs. Tim Llewellyn was driving the blue 4½ litre Bentley (which originally belonged to her father—keep it in the family!), John Harris in his standard touring Lagonda, Burrows in the Alvis Speed 25 special—still being retarded by cable brakes, Hurwood driving his Ulster engine mounted in Stanbridge's Austin Ulster.

First away was the Ulster of Hurwood together with Boyack's Aston Martin. They were followed by Hancock in Balilla Fiat and Fountain in the Bugatti/Riley Special. Last away was Tom Threlfall in the McDowell Racer. He was still on the pits straight when the field reappeared round the chicane with the Bugatti Riley in the lead, followed by Boyack's Aston, Hancock's Fiat, Walker's Alvis and McGrath's Austin. Fountain held the lead throughout. Di Threlfall, who challenged for the lead on lap 3 was herself overtaken by Willie Green driving the Heeles Riley, and Willie finished second followed by Sparrowhawk in the 4½ Alvis (who recorded the fastest lap of 70·73 mph).

DM

RACE 2. The John Holland Trophy

No Bugattis took part—after watching Peter Morley's getaway in the Bentley-Napier, you realised why: their panelwork was important. Initially it looked as if Ron Footitt was going to wallow into the distance, but an errant plug lead saw Ron pit at the end of the first lap—he rejoined to set a new vintagelap record, but two laps behind eventual winner Tim Llewellyn. Freddie Giles entertained with some sideways motoring until he succumbed to big end failure—or at least his car did. There were three chain driven devices powered by AC engines, which must represent about half of AC's vintage engine production...

All in all, a rather processional race, with best value coming from the Goodman/Farquhar/de Wills Rileys dicing for sixth, although they were rudely interrupted by Martin Stretton's 'Nash after the latter had dived into the pits, opened the bonnet theatrically, and dived out again. As his driving style was rather less rallycross than usual, maybe there was something wrong with the car.

Tim Llewellyn's life won't be worth living after yet another victory in the 3/8 device—he lapped wife Cindy in the admittedly lower powered Cricklewood machine mysteriously named 'Bluebell'. Other north London products, or derivatives thereof finished third (Morley in the tire smokin' gut rumblin' beastie) and fifth (Schellenberg, fresh from Eigg in his 3½), separated by Dick Smith's 'Nash, and Tom Threlfall's Ford thingy, which has oversquare dimensions.

Perhaps we might see a few more genuine vintage racing cars next year—they might put these specials in their proper place...

MG

Race 3. 4/5 Lap Handicap

Race 3, a five-lap handicap for the slower cars, was honoured by before-and-after V-16 BRM demonstration runs, conducted respectively by Messrs. Green and Corner, so the meat in the sandwich was understandably just a little less tasty. First away was Comber's rare Standard 10-engined 4/4 Morgan (No, it didn't have ten engines!) followed by Warner's very smart NA Magnette. Gillies stalled his Ulster, then Baker's Riley and Painter's Kayne Special MG appeared to share a false start. The Morgan eventually succumbed on its final tour to Baddiley's Speed 25 Alvis which had been moving most effectively through the field, hotly pursued by Dolton's Magnette and Bellenie's Riley Special. However, it transpired that Ash's 12/50 Alvis, Waller's Austin Seven and Wortley's Morris Oxford Special had been required to complete merely four laps, and that there had in fact been a convincing victory for Longbridge over its rival from Cowley, with Baddiley relegated to third.

David Sewell

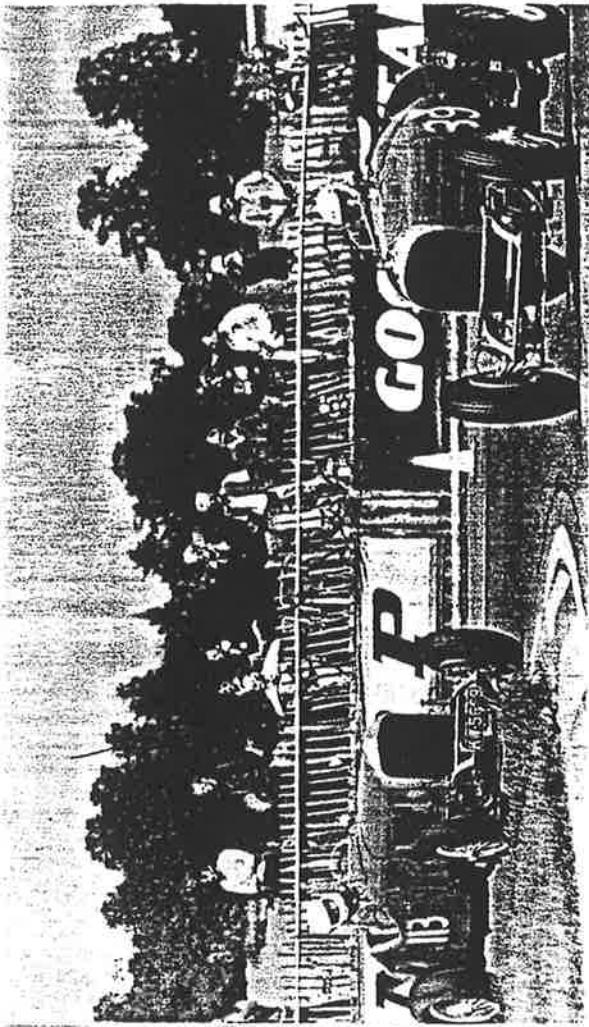


David Black in the Alfa Romeo leading Willie Green in ERA RDB and Martin Morris in R1B.
(Roger McDonald)

Race 4. Shuttleworth and Nuffield

The decision to watch this race from the in-field near the Old Hairpin, looking from a great height, turned out not to be the best idea if being close to the pre-war racers is the desideratum. From the start Lindsay in R5B appeared just in front of Black in the Alfa, with Martin Morris third and what looked like Peter Mann's R9B fourth. In fact this car was driven by Willie Green, who briefly overtook Martin on lap 3 or 4 perhaps. This excitement did not last, since Green experienced oil surge on lap 4 and had to ease off. We knew this happened with sports cars like Speed 6 Bentleys, but were slightly appalled to learn that proper racers did it as well.

For the first few laps there was some good dicing variously involving Spallion's R8C, Venables-Llewellyn in Lord Raglan's Bugatti Type 51, Classic in R2A and Mason in R10B. Colborne's Maser had a fairly lonely race as did the President's R1B, but Patrick was running in a new gearbox, originally purchased in Zimbabwe. Sweet's MG KN was quick whilst it lasted, whilst Guy Smith's Alvis-Nash was apparently slightly brakeless at one end. Hawkins' ERA-engined Riley TT Sprite was impressively fast. Lindsay and Morris were both very fast through the hairpin, but Black seemed to be demonstrating better torque out of that corner, not surprisingly. The finish became rather processional, the order being Lindsay, Black, Morris, Green and Colborne.



Evidence in the Cricklewood Enquiry of 1983. My name is Cindy Llewellyn, Mr. Nutt, and I was following my husband Tim Llewellyn in car 39 through Becketts and I have to testify that he thought it was a Frazer Nash he was driving. Yes, his attitude is not only affecting you as Editor of the BDC Bulletin but our members as they attend picnics, tea parties and concours events. Yes it is true that he did win the Boulogne Trophy.

(Ashley Sadler)

FIRESTONE

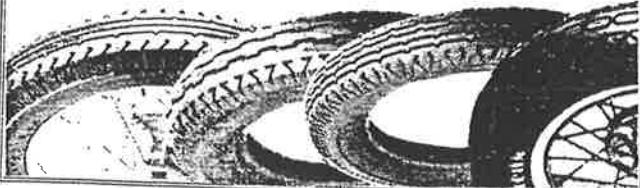
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A properly garnished Vintage moan is the average age of competitors, but you only have to watch Ben Black balancing the Alfa through Copse to know the young are there, keen as ever and delighted to drive our cars for us.

RB

A properly garnished report of the meeting must place it in its setting of an excellent and hassle-free day's racing, highlighted by the Maserati race (arranged by Cameron Millar) with eight 250Fs on the grid.

Race One

As a hors d'oeuvre this six-lap scratch race—including the Bill Phillips Trophy—did very well. Paul Grist obviously thought the handicappers had underestimated the capabilities of his Alfa Monza in putting it on the third row, and was into the front row before the flag actually fell at the start. He remained in third spot to the end of the

SECOND SILVERSTONE

by RB in charge, and IMP, ROWK,
CJB and others in her team.

Paddock Scene

Perhaps one of the more interesting sights in the Silverstone paddock, after the cars and Peter Hull on his bicycle, were members of the Committee marshalling—a good show and votes of thanks for the example. Another respected member of the Club was caught in the full glare of a pair of P100s during the night when he rose from his camp bed and crossed the paddock to the gents in the nude. He hid his face!

The paddock had changed enormously over the last decade; it is certainly within quite youthful memory that everyone parked by their numbered oil drum and could watch the races from the pit roofs. Nowadays we could have been the GP circus itself with all the transporters and mechanics; initial reaction to this splendour is to deprecate it, but on reflection it was quite fun—the only real grumble is that to visit any of the out-flung ordinary competitors and see their cars was hard on the feet.

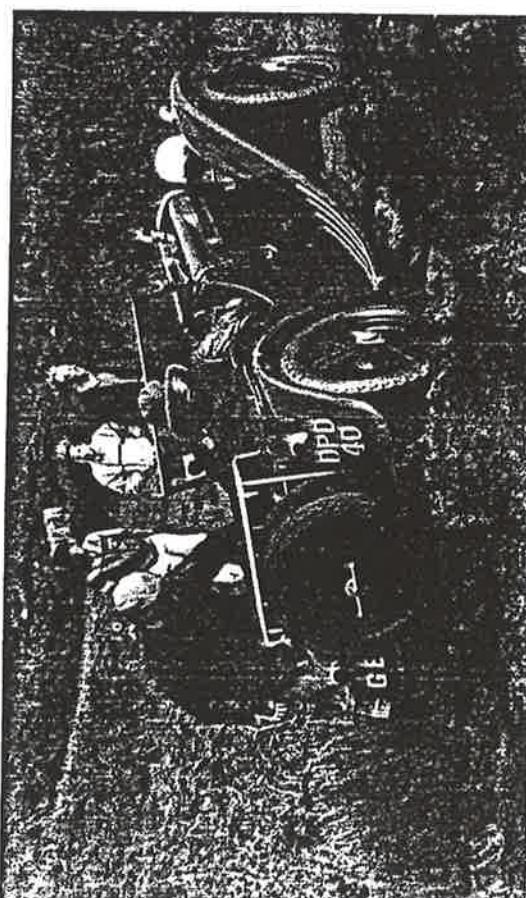
Wood Farm was included again, this year, perhaps to spread the entry about the map a bit as it is no stopper, however picturesque. Some consternation was caused when a competitor used some dry stone wall as ballast; no names, no pack drill but if the Egg Ferry is torpedoed this year, look to the farmer!

Hickling's Dodge, looking like a ghost of a Paris-Nice racer haunted the fells, frightening the natives. President Collings' Mercedes looked equally unlikely but less frightening; perhaps the result of one's familiarity with this apparition.

With the impending retirement of the management team of the Lakeland, Smith reported to be setting up stall in Whitehaven Market selling second hand sprockets and teeth; Rushion to run an Oxfilm clinic and Dunn to run a breakers yard. It is becoming the province of the younger generation. Andrew Smith, known for thrashing Dad in the family Nash was strong on the organisation side with fiancee Gillian and the paperwork, as usual, arrived on time with good humour the keyword.



Photographers are well advised to put their name on the backs of photographs, each and every one when they send them to the Editor. The Editor thinks these two pictures of Mr Rance in his Trojan Utility lacking Alpine gearing and of David Hescroft in the AC 16/80 were taken by the MacDonalds of the Lanchester ilk.



LAKELAND POSTSCRIPT

Mr Poe, when he arrives at the Horseshoe Inn at Lorton on the Friday lunch time of the Lakeland Weekend, always enquires off the landlord as to his health and to what is the going price of a pint of Jennings' beautiful draught beer. This year he received the customary reply that it was excellent, and the price was up by four pence, to 76p. Mr Poe replied as normal 'All's well, the quality is miles higher than my local and, it is also lower priced than the 79p I normally spend'. This always brings gasps of astonishment from those living in, or near, the Great Wen, whose tales of paying over a pound and harrowing stories are told of £1.20 being not uncommon this year.

A member of the committee was upset this year. It is well known, he says, that 30/98s are magnificient in trials and Bentleys are absolutely useless. What do we find but that young Tim Llewellyn wins the Bridge Hotel trophy for winning Class 2, which is supposed to be the reserve of 30/98s and the best that they can do is two seconds and two thirds—what you might say snapping at Cricklewoods heels.

* Raughton Beck Rise is one of the great hills of the Lakeland Trial and needs a large flock of Marshals to run it and Land Rovers with winches to tow cars that fall off it—there is no going back to the start on this section. The hill starts with a long ascent, looking down precipitately to the Bridge Hotel and Lake Bassenthwaite hundreds of feet below. It is a curved ascent so Marshals have to be spread along its length to pass messages to and fro. Suddenly the section curves into the trees and it is from here on the cars fail on an ever changing section. The two Land Rovers are needed to effect winching up of the failed cars but the last third is up to Marshals. It is a gruelling section for Marshals and one 'lady' passenger ventured to complain that she had been kept waiting at the start. Her ears should have burnt for the rest of the night.



Tim Llewellyn receiving the Bridge Hotel Trophy.
(John Warboys)



Tim Llewellyn's crew were as yet unaware of the importance of the occasion for the illustrious name of Cricklewood or else you would have thought they would have treated the event with more gravity. The Cricklewood Enquiry could still be reopened.
(Mon Oncle) from Jan Dee.

EYORE'S DISAPPOINTMENT

Owl's feathers were ruffled. He screwed his head right round and blinked through his glasses. Scrutinising had been peaceful up to now. Mrs Owl and he had arrived early after a long drive from their nest in deepest Herefordsire. Driving his modern car was a chore after his racing car which whimsically called his GNOWL but Christopher Robin's 'Trial' was always a pleasant event. Now he had an awkward problem. 'I don't care what Piglet says, Eeyore, it's only got three wheels. I will FAIL OVER.' Eeyore surveyed his pride and joy, 'I suppose it will,' he said, gloomily, 'Everything seems to fall over in time. I fall over if I'm standing up for long enough and if I don't, Tigger bumps me doesn't really go and Eeyore so much wants to enter.'

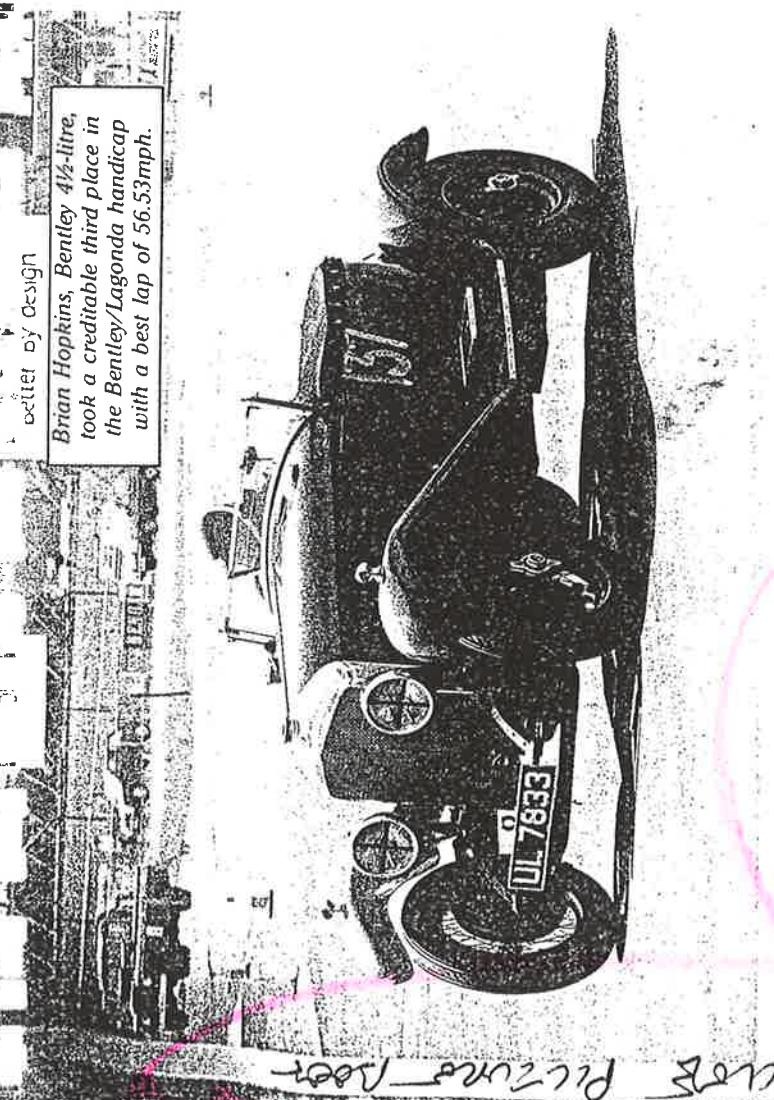
'Go on, Owi, be a sport', piped up the voice of Piglet, 'It really won't fall over, you know, because it

Bill Weeks, Bentley 3-litre, was the last one home in the vintage Bentley handicap - best lap 54.30 mph.

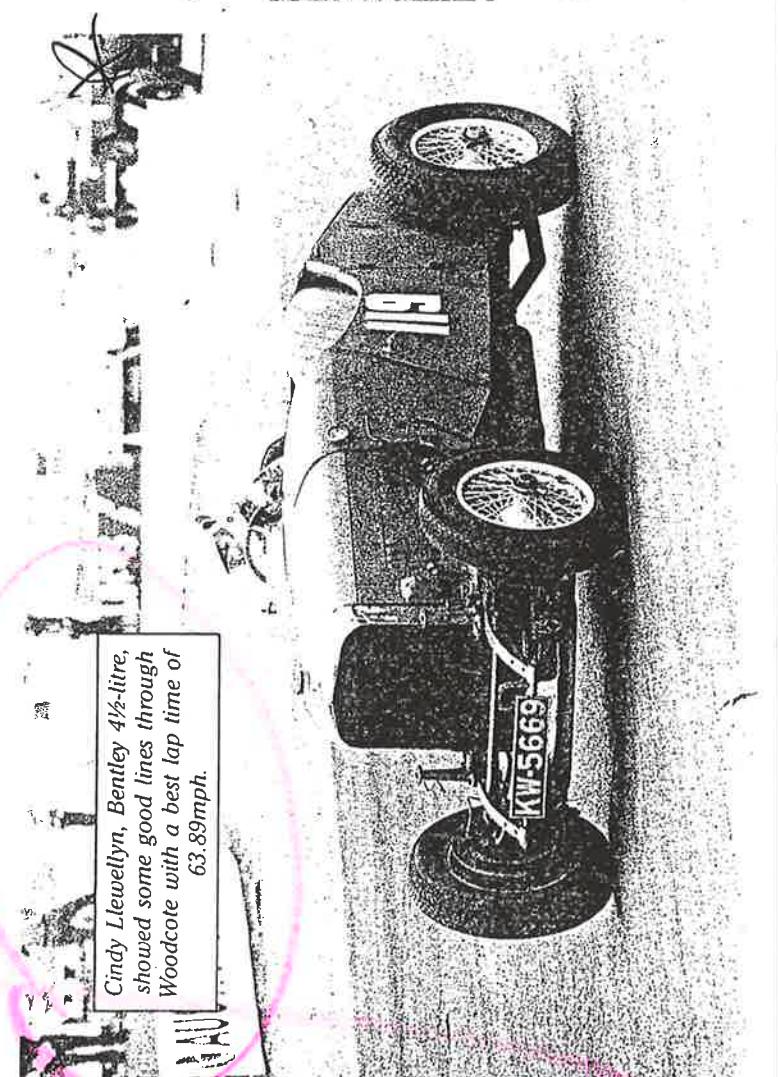


Customer Design

Brian Hopkins, Bentley 4½-litre, took a creditable third place in the Bentley/Lagonda handicap with a best lap of 56.53mph.



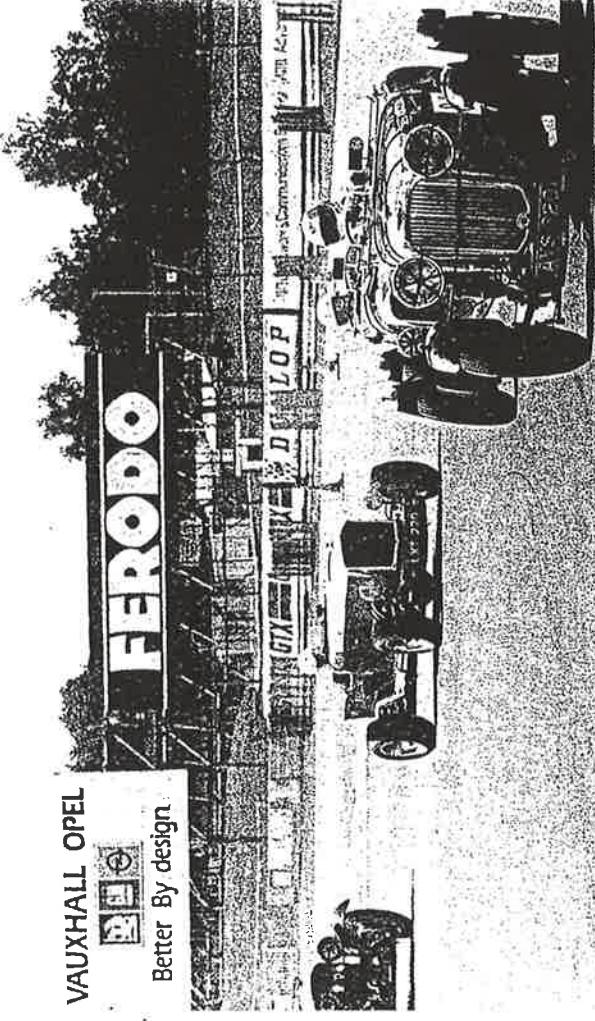
Cinny Llewellyn, Bentley 4½-litre, showed some good lines through Woodcote with a best lap time of 63.89 mph



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Race 4 — Eight Lap Vintage and PVT Handicap Race

Race 4 was one of the most spirited events of the day, which demonstrates what magic the non-Bentley marques can produce. The grid was a mixed bag of Morgan, MG, Riley, Aston, Lagonda, Delahaye and Alvis. Some super ding-dongs went on between the three-wheeler Morgan gang with Greg Bibby and Bill Tuer displaying wonderful steersmanship.

Heelis' Delahaye was graceful, but not spectacular and Patrick Gardner's Riley Brooklands was handled with verve and skill.

Greg Bibby took a well earned chequered flag, with David Caroline's Super Aero in second place. A big hand for Bill Tuer who, despite being beaten into fourth place, claimed fastest lap of the race at one minute 14.2 seconds.

Race 5 — 10 Lap Scratch Race for AC, Crewe Bentley and Morgan

The traditional AC/Crewe Bentley scratch race was also open to Morgans this year but as usual was dominated by Cobras. Bill Shepherd led on the first lap but presumably had a moment and dropped back. He then spent the rest of the race clawing back to the leader, Aidan Mills-Thomas, and was right on his tail at the finish, 0.5 seconds adrift.

Sandy Campbell chased by Llewellyn in the Hine Three/Four-and-a-Half.

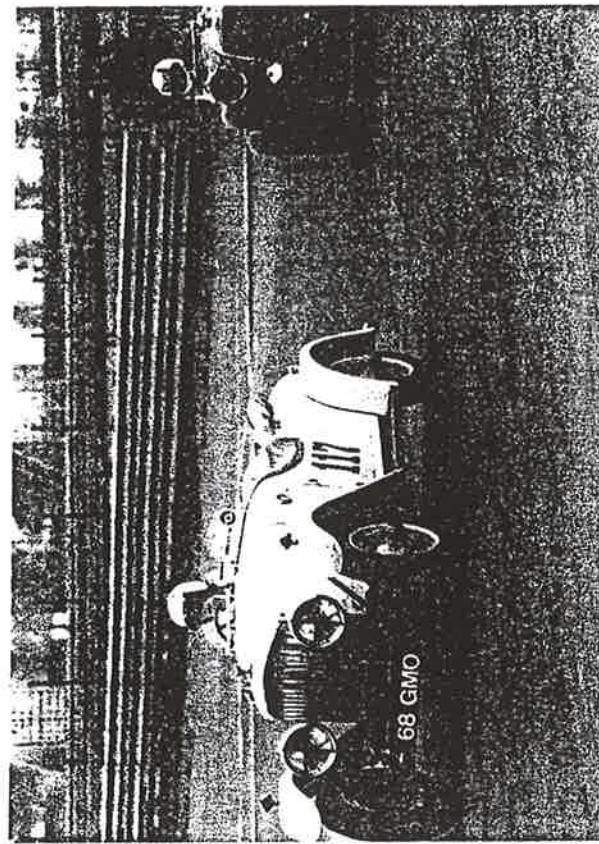
Photo: Terence Brentell

perhaps. Cindy Llewellyn in Bluebell drove extremely competently and took a very creditable third place, behind the Lagondas of Peter Whennan and Len Thompson.

How glorious it was to see Vaughan Davis out in the Millbrook geared Marker-Jackson-Davis Special "Mother Gun". He feared beforehand that he would be a hazardous mobile chicane to others, but a best lap of one minute 29.5 seconds tells otherwise.

John May in the Speed Six displayed some very clean driving indeed and claimed a deserved eighth place with a best lap of one minute 28.4 seconds.

Harvey Hine looked more and more comfortable as the race proceeded and took fastest lap at one minute 14.1 seconds.



Pre-war magnificence—competing Derby and Lagonda.

Behind them were two more Cobras and then the Morgan battle between the +8s of David Roberts and Tony Morgan-Tipp, who spent most of the race tied together except when they were side by side, though the former finally made it by all of two seconds.

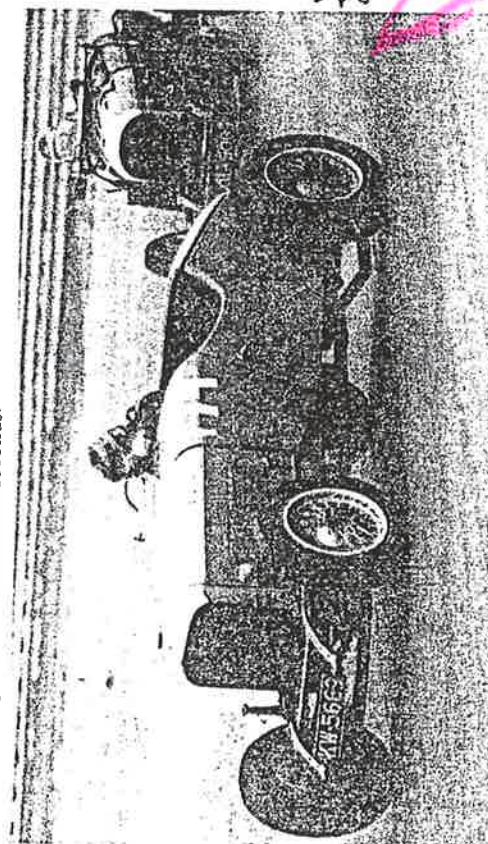
In the absence of Alan Padgett, the first of the home team was Adam Stacy-Marks with his Mark VI Special, in seventh.

Race 6 — 10 Lap Scratch Race, Morgan SCC

Another very traditional race at BDC Silverstone is the scratch race for Morgans and as usual it had a very full grid. It was a rather processional contest, Peter Garland taking his 3.9 + 8 to the front and staying there by an ever increasing margin to win comfortably. The battle for second, however, was close between

Bluebell 'n OL. A fighting duel—Llewellyn leads Hine.

Photo: Terence Brentell



The engine runs on a compression ratio of 7.5:1, uses two 2" SU carburetors, coil ignition, and a multi-branch fabricated exhaust system. The heat given out from the original heavy, cast iron exhaust manifold is considerable and most successful competition cars have found that engine life is considerably extended by getting rid of this huge lump of cast iron, which glows red under extended high revs.

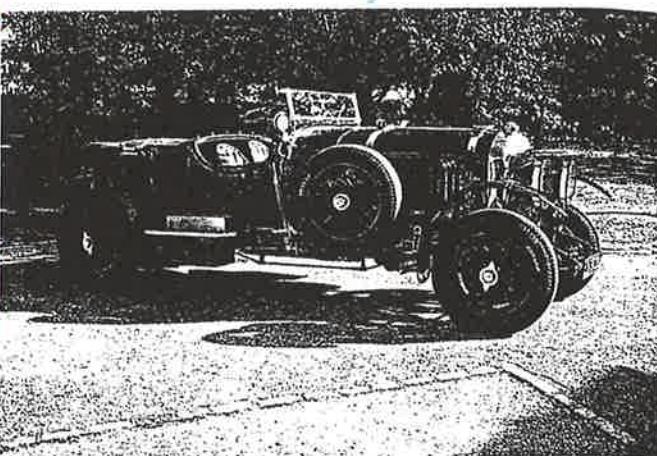
The drive is taken through a modified Borg & Beck clutch, to a 'D' type gearbox, and 3.53 rear axle; 600 x 18 and 700 x 18 front and rear tyres and wheels are used. Out-rigged rear springs and a 4-Litre steering box complete the basic specification.

In 1986, Tim Llewellyn won the VSCC Lakeland Trial in this car; an excellent result. Although the Vintage Bentley has proved itself in most fields of competition, trials are not an easy task for the car, and the win was an extremely good effort.

Silverstone Club Circuit has been lapped at 1.20.8 seconds, and in 1988, with a bored out 110 mm 5.3 litre engine, Tim got around in 1.15.8 seconds. The development of this car is by no means at an end.

UL 4471

Chassis Number.....	FB3301
Engine Number.....	FB3306
Capacity.....	4398cc
Registration Number.....	UL 4471
Date first Registered.....	February, 1929



much competition in the Thirties.

Driven by Eddie, it finished 2nd in Class and 12th in general classification in the 1930 TT. It won the Mountain Handicap at the Brooklands Whitsun meeting in 1930, and also had several sports car class wins at Shelsley Walsh. A best lap of 115mph was recorded at Brooklands.

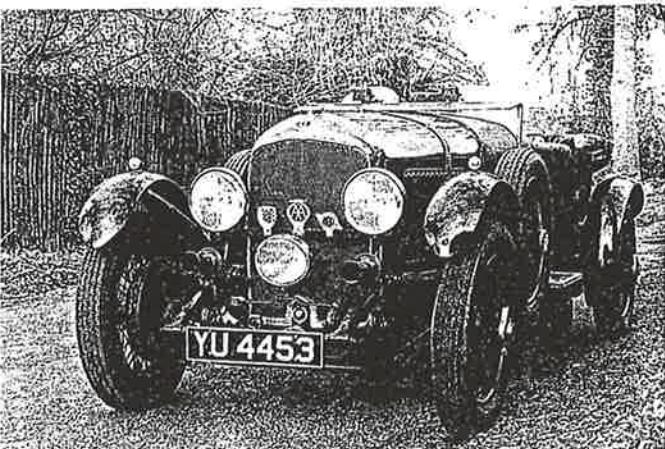
The car is known to have been owned by A.R.N. Shuckburgh, from just after the war until about 1983, when it was purchased by G.J. Russell, the present owner, a keen Bentley enthusiast, and Chairman of the Bentley Drivers Club in 1988. He also owns Elm-down Vintage Automobiles, of Marlborough, Vintage Bentley Specialists, carrying on a business tradition established over many years by H.J.K. (Tony) Townshend, one of the select old school of experienced and knowledgeable restorers of the Vintage Bentley.

YU 4453

Chassis Number.....	SL3067
Engine Number.....	SE7 (was SL3070)
Capacity.....	4398cc
Registration Number.....	YU 4453
Date first Registered.....	February, 1928

Originally bodied as a Gurney Nutting saloon on a 10' 10" chassis, the car was re-bodied in the 1930s and in 1936 it was driven by the late L.C. (Mac) McKenzie, into 5th place in the BARC Brooklands October meeting.

Owned since 1987 by P. (Peter) S. Flood, this well preserved



UV 3108

Chassis Number.....	DS3556
Engine Number.....	DS3555
Capacity.....	4398cc
Registration Number.....	UV 3108
Date first Registered.....	August, 1929

Built to a Le Mans specification, with a Vanden Plas body, for first owner and racing driver the late E.R. (Eddie) Hall, this car has survived the years extremely well, retaining its original specification, although rebodied by Wylder in 1931, and despite seeing

*Bentley Special & Special Bonhams
KW 5669 - GF 1541 IS SISTER CAR BUILT FOR
Lycett*

The Cricklewood Cars

109

This car raced at Brooklands by F.E. Elgood, 1937/39, latterly as an engine that had been bored out to 4487cc. After the war the car was used as a tourer by J.T. Foreman, and D. Roberts. Owned since 1964 by I. McV. Weston, who still had the car in 1988, the specification was given as follows:

9½" wheelbase.

Tires and wheels 600 x 19 front.

Tires and wheels 700 x 19 rear.

Four Hartford shock absorbers, front and rear.

Two type gearbox.

G & Beck clutch.

Wrapping front brakes, with Alfin drums, and torque stays.

Engine had Laystall crankshaft and special conrods.

Two Scintilla magnetos.

Lower exhaust manifold.

Total weight 28 cwt.

Chassis modifications were carried out by McKenzie.

The car now has a rounded tail, but an earlier 3-Litre chassis had a box-like body, and used several engines due to monumental blow-ups!

Pre-war racing successes included:

1937 October Handicap, First - fastest lap 108.03mph.

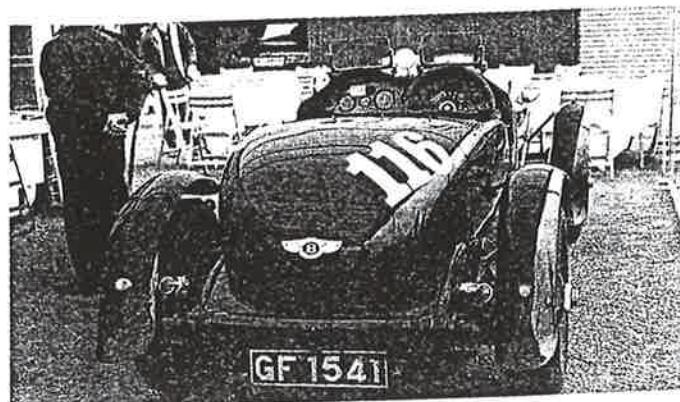
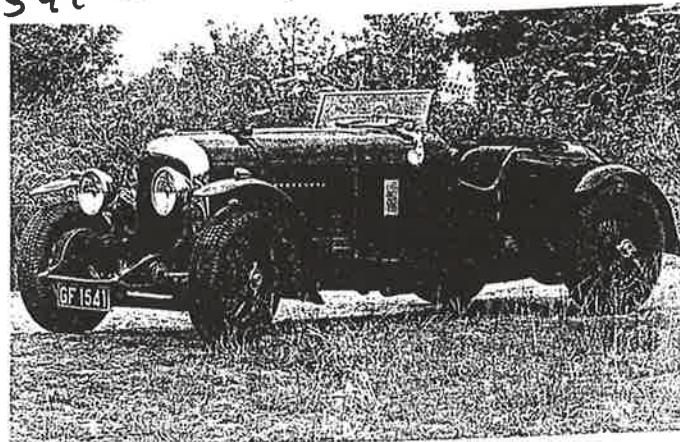
1938 Whitsun Meeting, First and Locke King Trophy - Fastest lap 109.46mph (with windscreens up).

1938 MCC One Hour Trial - 110.3mph and Baddeley Trophy.

1938 Dunlop Jubilee Cup Race, Third - fastest lap 121.47 mph.

(Body had faired tail). Thus perhaps the fastest lap and fastest one-hour race at Brooklands by a road going 4½ miles.

1939 - Owned by Humphrey Avon.

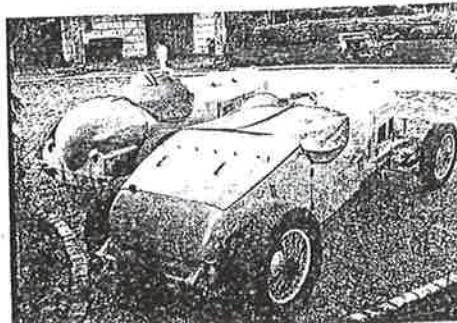
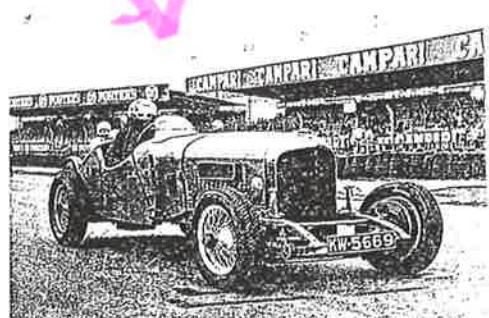
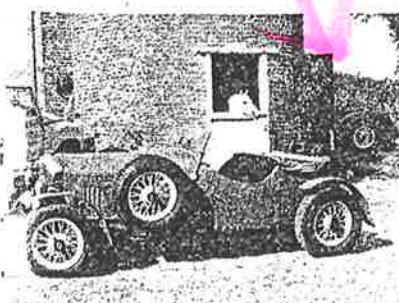


GF 1541

Chassis Number.....	PB3543
Engine Number.....	PB3542
Capacity.....	4398cc
Registration Number.....	GF 1541
Date first Registered.....	March, 1930

This well known Corsica-bodied car, was owned from 1936 by Ernest Lycett, and had extensive work carried out to it by McKenzie. After pre-war competition, it was sold on Forrest's death at Easter 1960, and passed to Mr. Brewer in 1977; Williams owned it in 1981; in 1988 it was being offered for sale by Dutton (UK) Limited. (Photo: Dutton (UK) Ltd.)

Llewellyn family cars; Bluebell seen in company with the known 3/8, YP 41.



KW 5669 - 'Bluebell'

Chassis Number.....	RL3439
Engine Number.....	NT3127
Capacity.....	4398 cc
Registration Number.....	KW 5669
Date first Registered.....	23rd March, 1928

This car has probably one of the longest competition histories of any car within the membership of the Bentley Drivers Club. Originally fitted with a Gurney Nutting Saloon body, it had two owners before being bought by L.C. McKenzie. In about 1936, McKenzie had the chassis shortened to its present 9' 9½" wheelbase and a two-seater Corsica body built, finished in Riviera blue; from then on it raced as 'Bluebell'. It had an active competition life with nine further owners until bought by the Llewellyn family in September, 1978.

Sept 2 - 1950

Bacanton

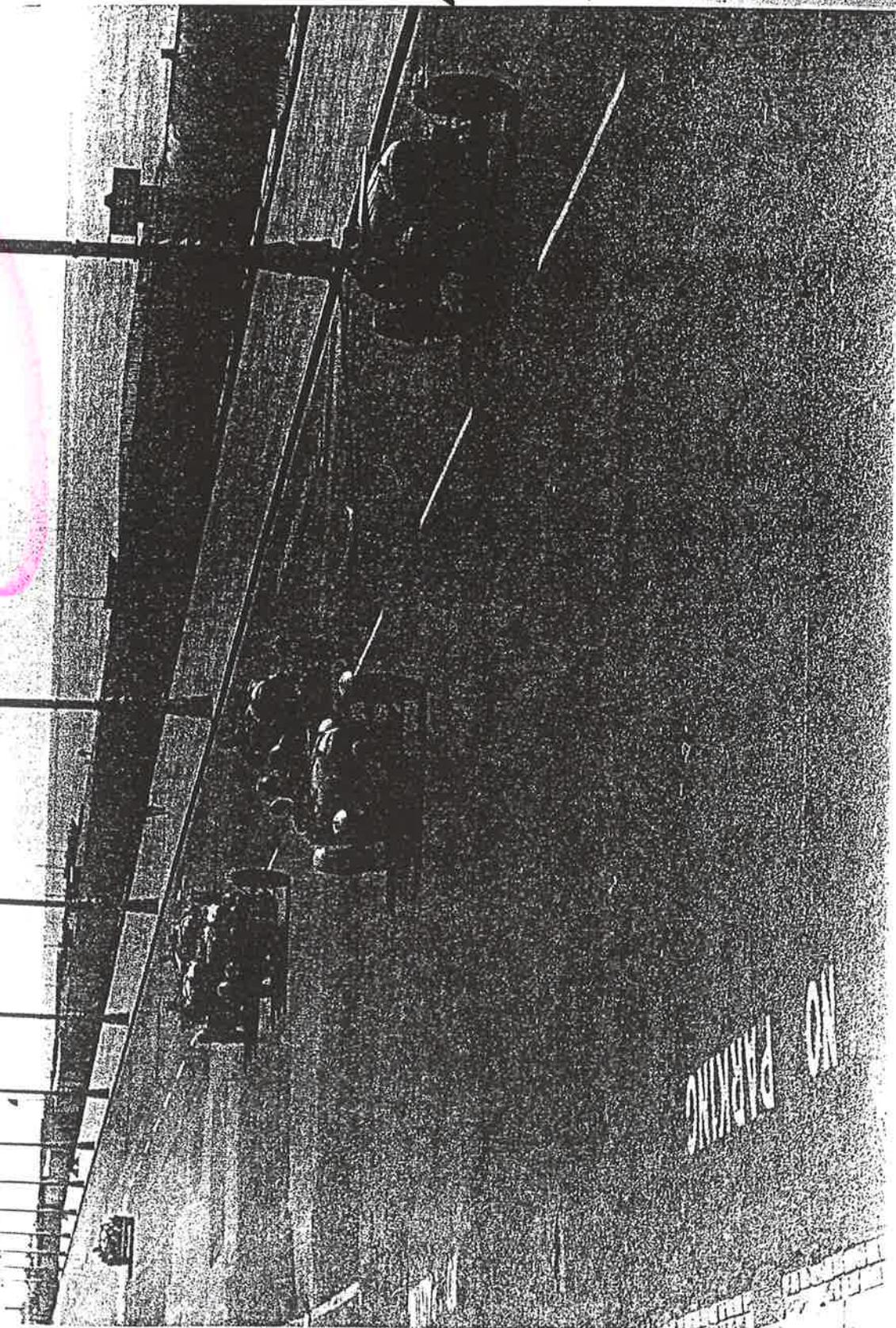
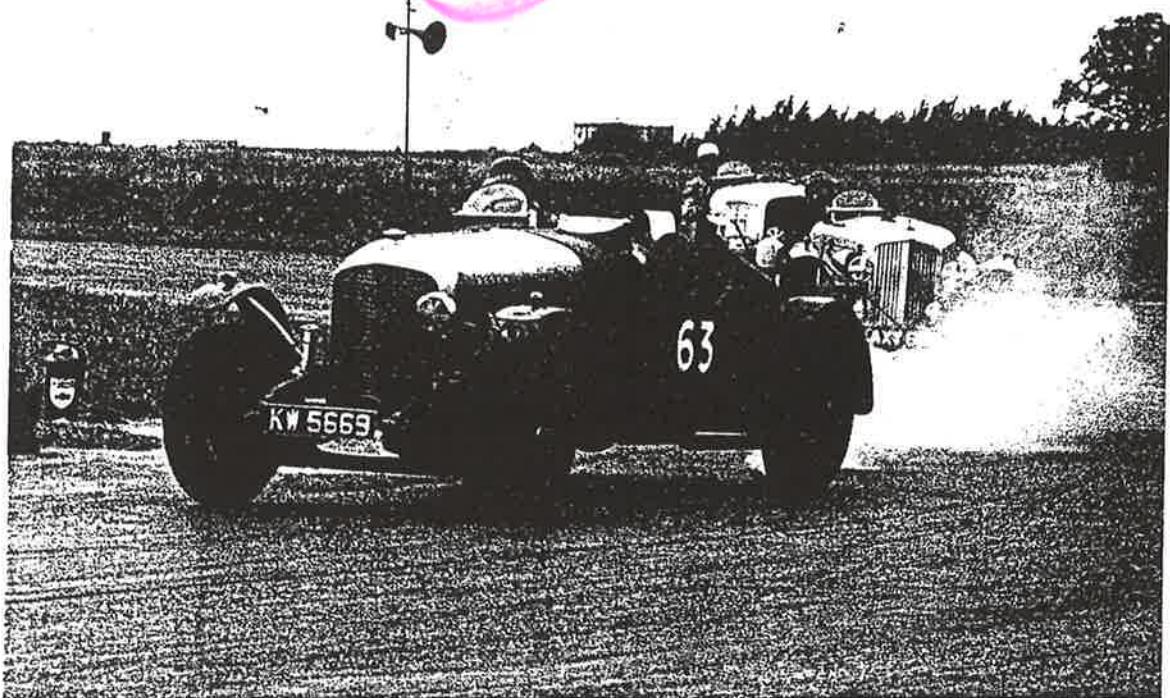
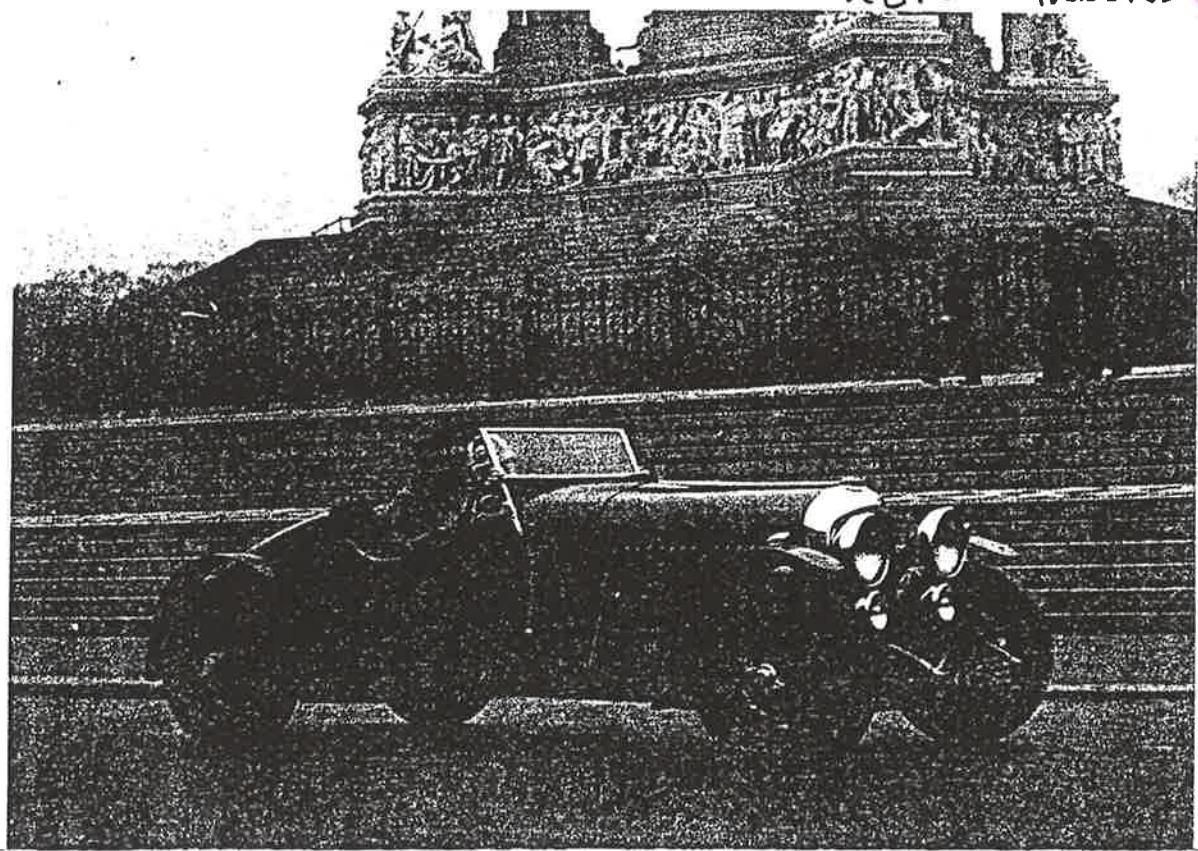


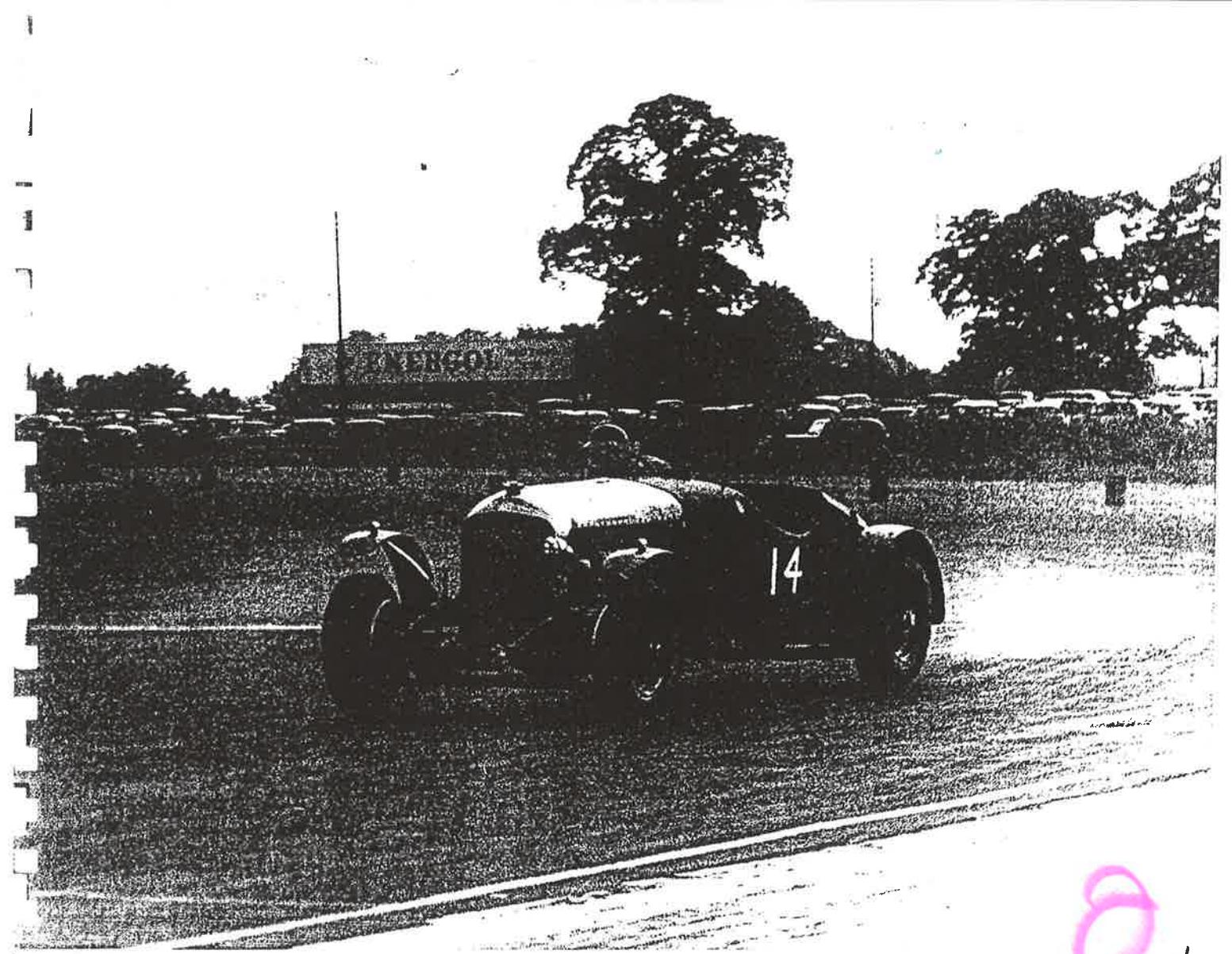
Photo- GUY GRIFFITHS.

SILVERSTONE

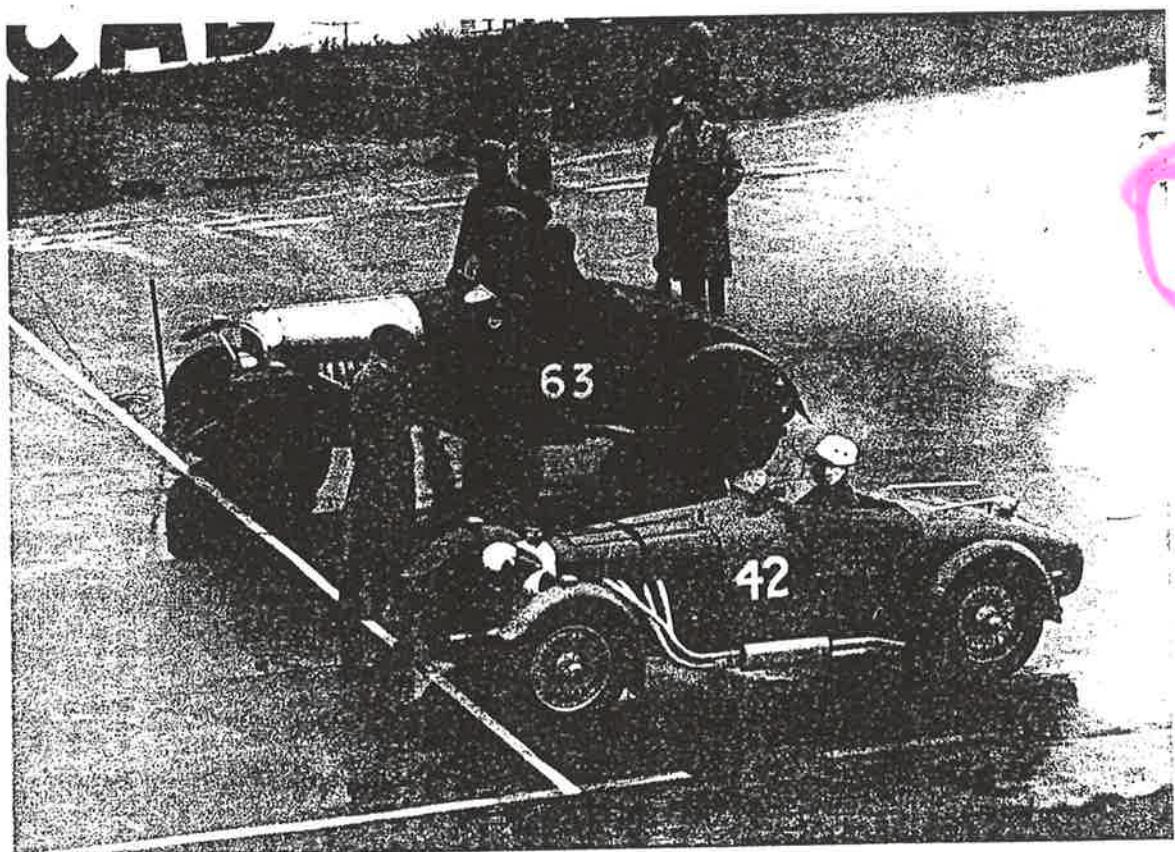


KEN GARDIENS





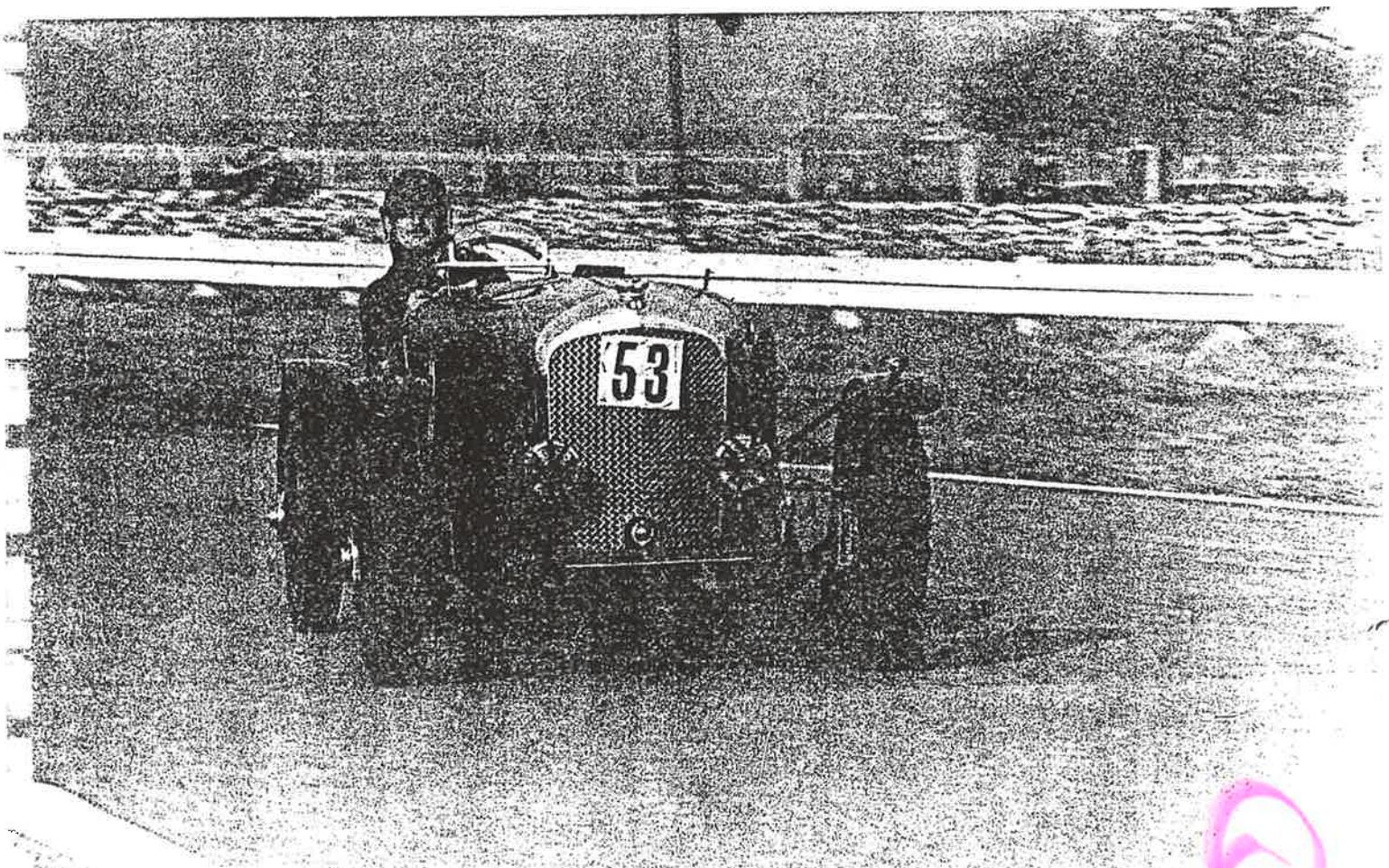
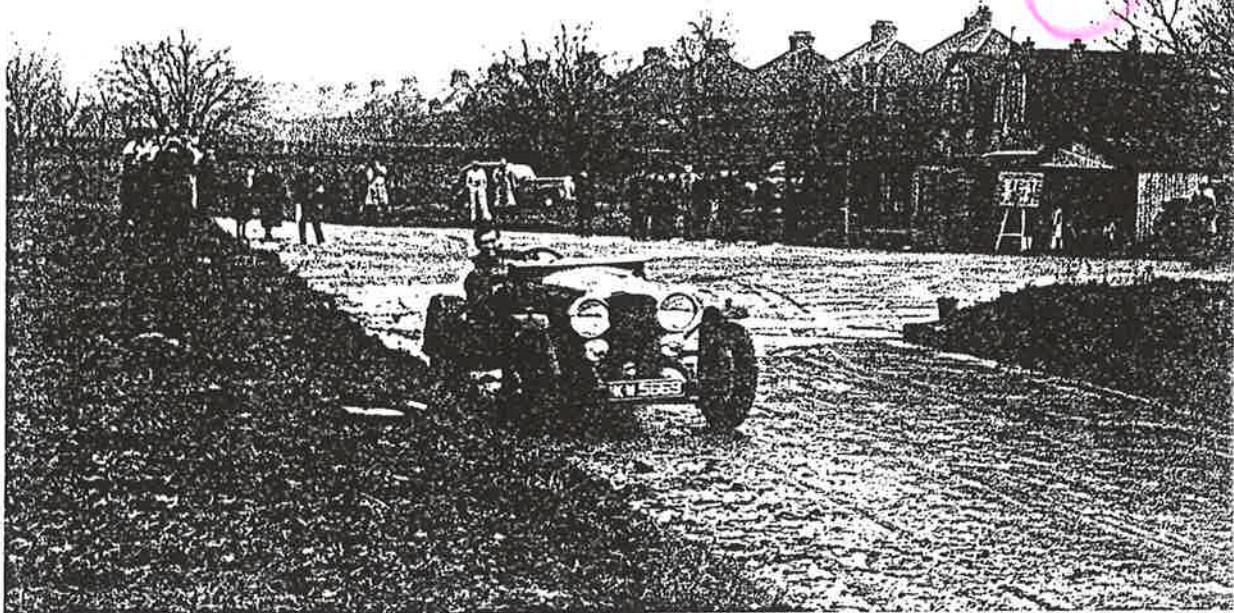
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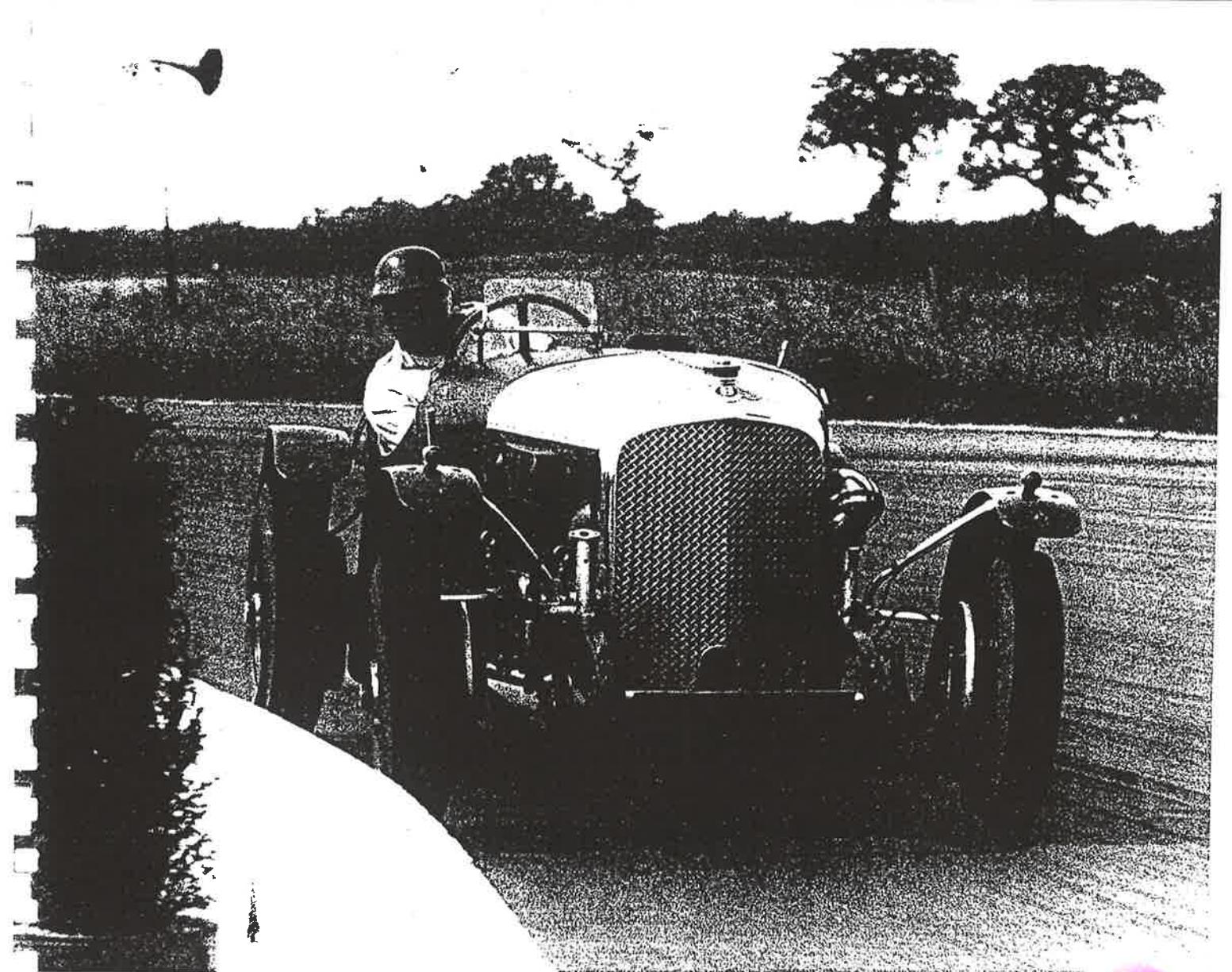
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ALEXANDER - MONSON - 30/3/47

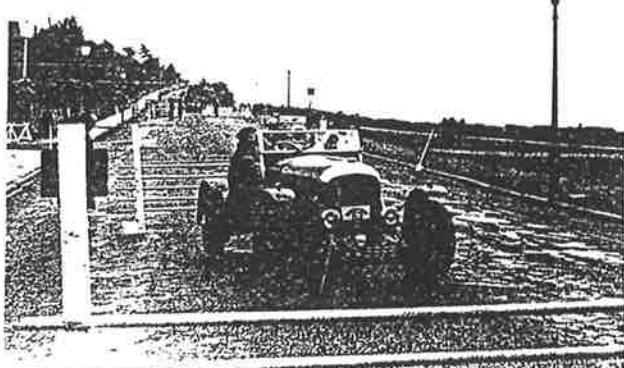


WALKER - BARC GOODWOOD MARCHING
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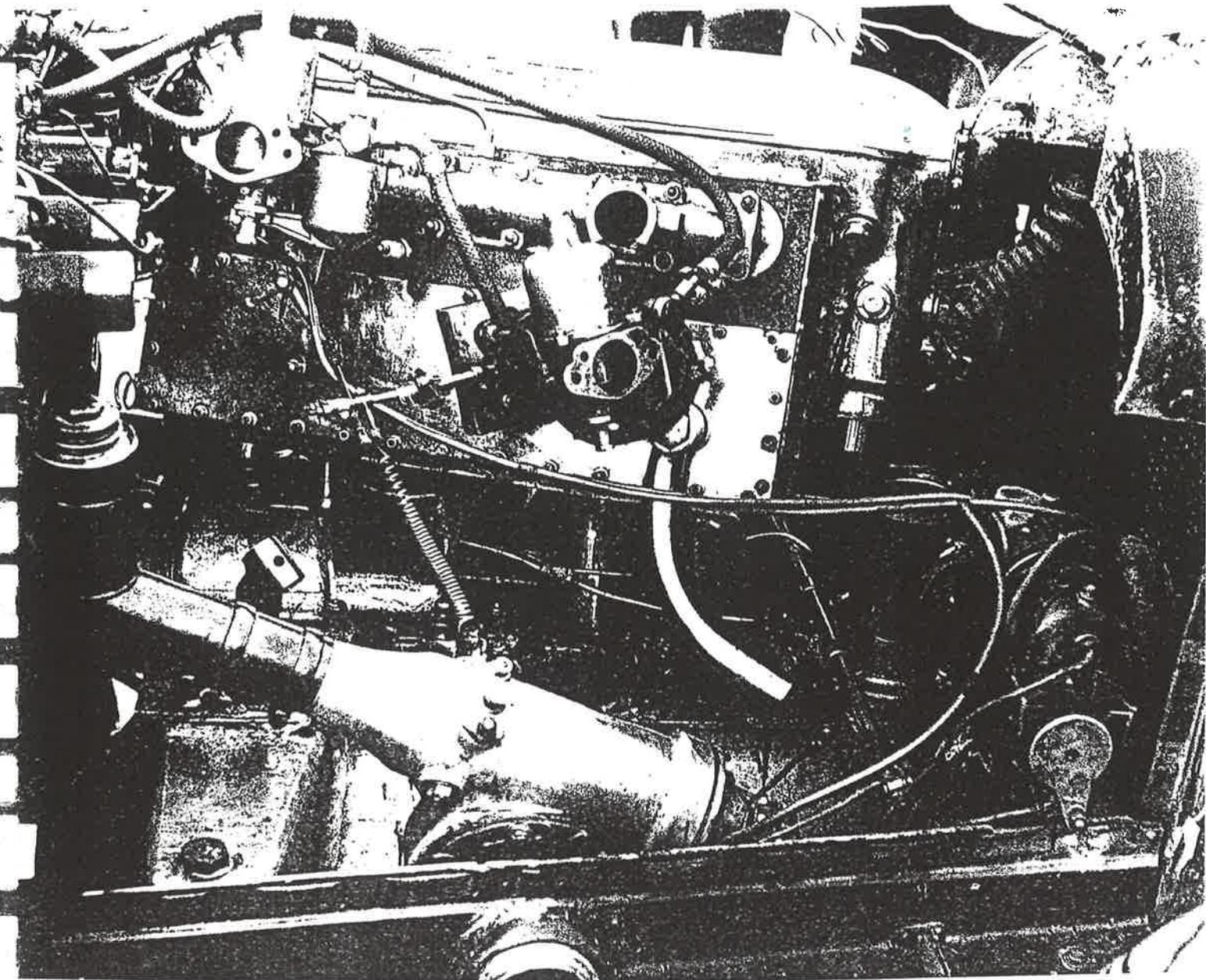
WALKER AT SILVERSTONE

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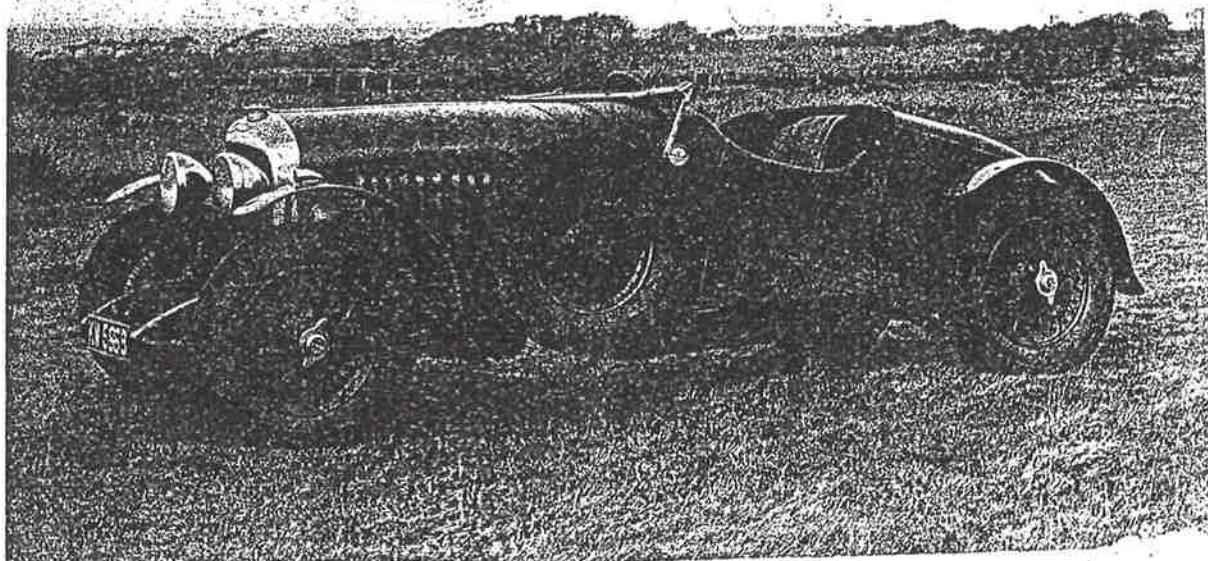
~~SILVERSTONE~~. EASTBOURNE RALLY

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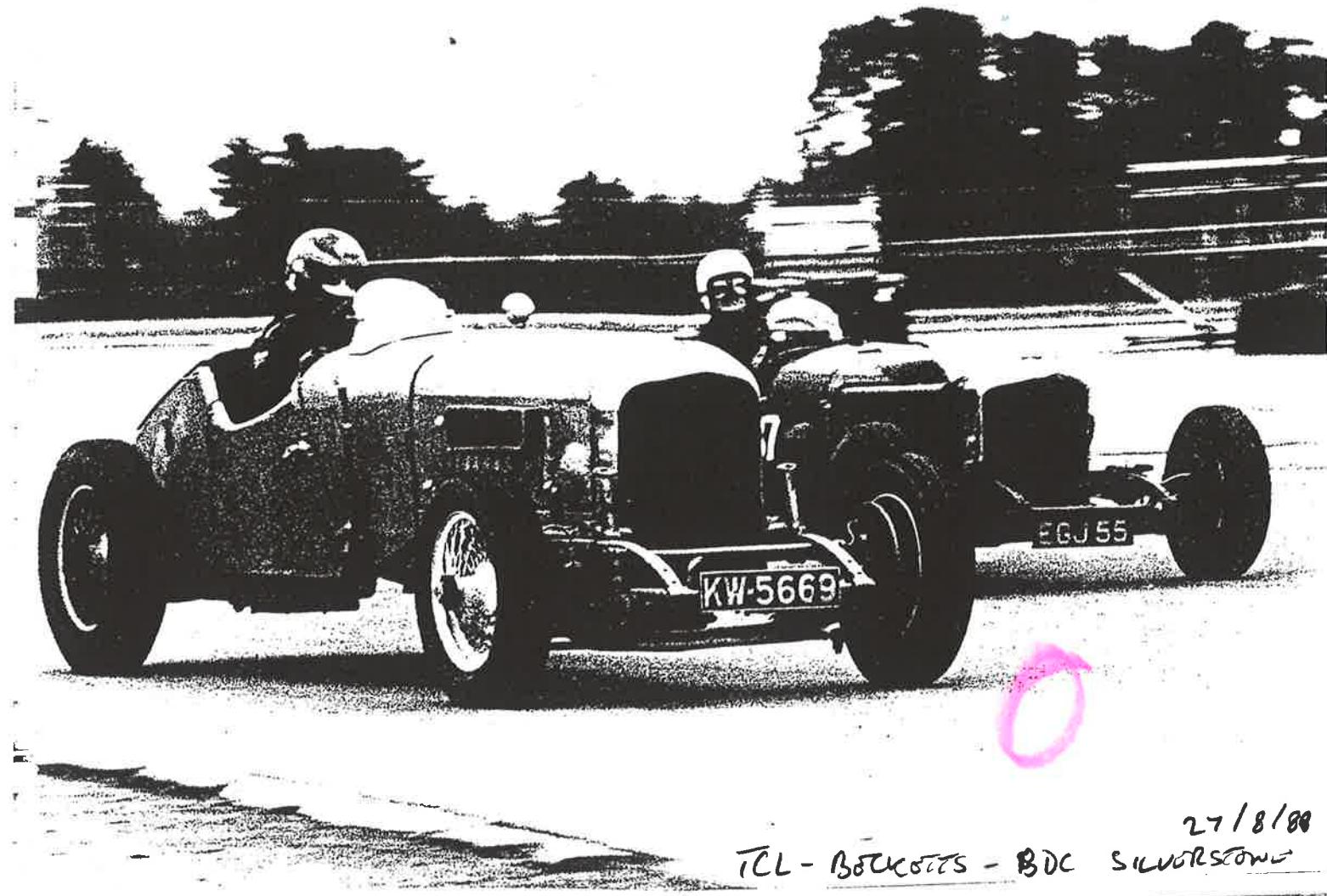
Blow up - APRIL SILVERSTONE 1957

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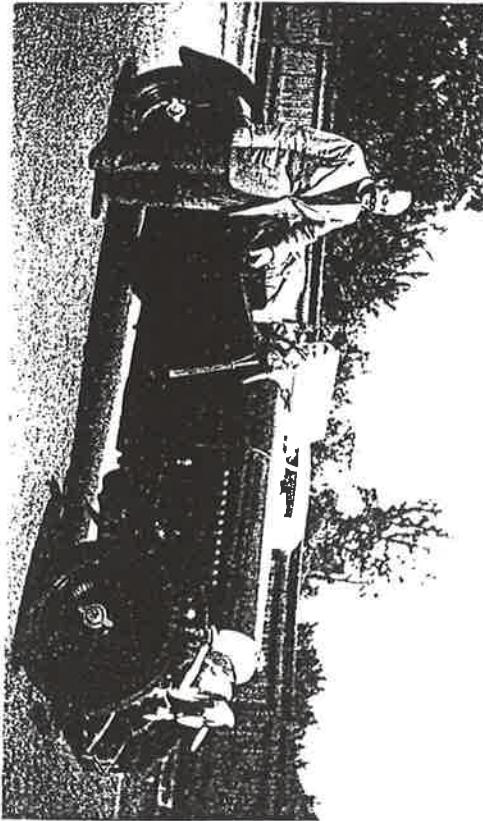


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TCL - BOUCOTT'S - BDC SILVERSTONE



WITH BOUCOTT'S

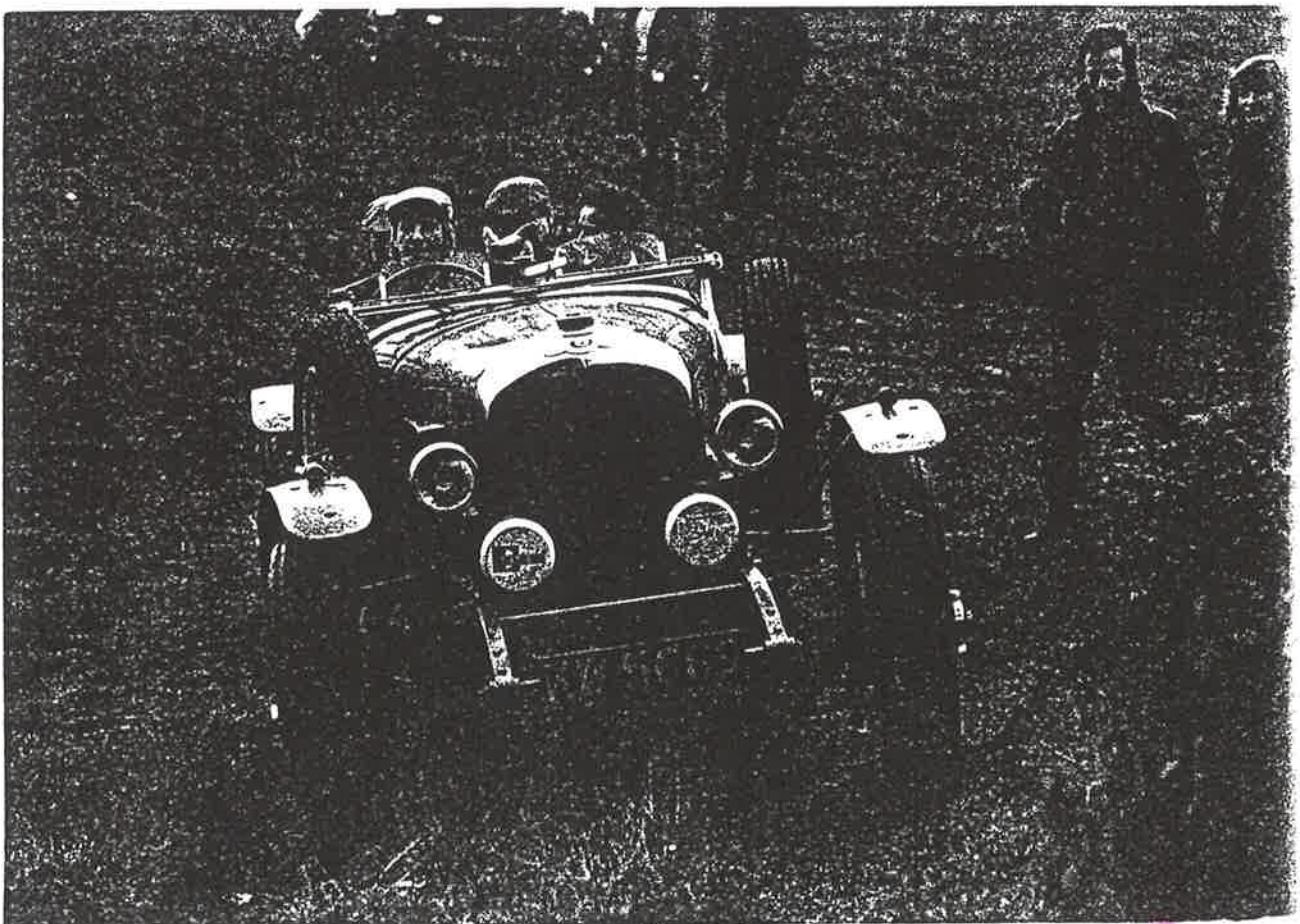


WALKER - KELLOGG - TECNO - TECNO



VSCC WORST TRIAL ? 85 186

8



VSCC LAKELAND TRIAL - NOV 86 -
WINNER BRIDGE MOTOR TROPHY

8

The Bentley Drivers Club Review

The official publication of the Bentley Drivers Club, Ltd.

No. 43

DECEMBER, 1956

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All literary communications and photographs to be sent to:
John Lester, Boarzell, Frant, Sussex. Telephone: Frant 281

L. C. McKenzie died on Friday, August 17th, after a long period of ill-health. The funeral service at St. Mary's Church, Croydon, on Wednesday, August 22nd, was attended by very many friends and relations, come together to pay their last respects, whilst outside, drawn up in line abreast, the proud Winged B's that were his everlasting love silently mourned the passing of a great man. He was a great man because he possessed such a rare feeling and understanding for his work and took such a great enjoyment in its execution that he could never entertain the thought of giving anything but his best.

Because he knew what he was about he eschewed all artifices, both technical and political, dealing with Bentleys and people alike, honestly, straightforwardly and without fear or favour. We have lost a fine engineer and a true friend and we are happy to implement our President's suggestion of including in this issue some personal impressions written by a few of the members who knew 'Mac' well.

Lewis Charles McKenzie



The President writes—

Most outstanding makes of car, which have gained and maintained an enthusiastic band of admirers, have also brought forth engineers whose names are associated with particular marques—but none have achieved the widespread fame of 'Mac' and Bentleys. Known as the 'High Priest of Vintage Bentleys', Mac did more than anyone to maintain and improve upon the breed when manufacture had ceased. His outstanding work was, of course, the wonderful 8-litre which he developed over many years for that

great Bentley enthusiast Forrest Lyckett. As far as I know the last complete rebuild which 'Mac' completed before his failing health precluded the magic personal touch being always at hand, was the ex-Peter Bell 8-litre for Briggs Cunningham. The engine was pretty well up to Lyckett specification and I can testify personally to the excellent performance and appearance of this particular car.

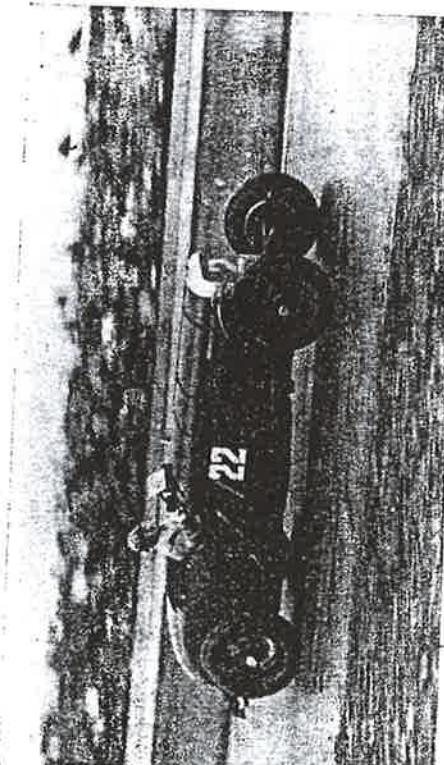
Perhaps 'Mac's' most endearing quality as far as members of the Bentley Drivers Club are concerned was his unflagging willingness to impart his accumulated knowledge to Vintage Bentley enthusiasts. This he did without any thought of keeping hard-won 'trade' secrets to himself—many engineers gaining their livelihood from work on Vintage Bentleys openly acknowledge that they learnt much from 'Mac'.

It always seemed to me that no matter how unusual a mechanical arrangement in a Bentley one mentioned to 'Mac' he could remember the same thing happening at least three times previously and knew exactly what caused it and what to do to put it right. Yet another personal impression is that 'Mac' had never heard the cliché which says that the customer is always right. I, personally, was always wrong according to 'Mac'. Whenever I took my 4½ into 'Mac's' with some trouble requiring his attention he always made it plain that it was my fault and that I really didn't deserve to have such a fine car. I left my car with him on several occasions feeling quite sure that the current trouble couldn't have been avoided by any action or otherwise on my part yet feeling like a ticked-off schoolboy leaving a headmaster's study. Yet no one I have met inspired such confidence in his workmanship as 'Mac' — a confidence which I always found more than justified.

His failing health in recent years caused many of us deep concern as meetings—a facet of his activities which took second place in his affections only to his beloved Bentleys.

'Mac' was a founder member of the Club and one of its staunchest supporters since its earliest days—we shall miss him a lot.

S.S.



Forrest Lyckett's fabulous 'Mac' prepared 8-litre at Goodwood, 1950, driven by Leslie Johnson.

—Guy Griffiths.

Con Mertens writes—

The Earth knows nothing of our sorrows and life presses on regardless, ignoring the passing of men.

However, almost all our members and lots of others in the motoring world will have noted with deep regret the recent death of Mr. L. C. McKenzie—'Mac'.

A member of the Committee of the B.D.C. from its earliest days, 'Mac' was one of the first to modify the vintage Bentley. Almost everybody in the Club will have seen, or at least heard of, Forrest Lyckett's famous 8-litre Bentley which, amongst many outstanding performances, took the Class B record at Brooklands in the autumn of 1939.

Mr. McKenzie was generous to a degree more than normal and the way he answered enthusiasts' queries by letter and telephone in the years immediately after the last war was really astounding. To be disturbed at all hours in your own home by types wanting information and help must have been more than annoying but for a very long period 'Mac' gave the necessary details without complaint.

For me the loss is very great, but the memories of happy times spent in his company will remain all my life as, no doubt, it will with many other of the older members.

'Mac' was always depressing relative to my Bentleys and a few of his remarks might not be out of place here:—

'A pity, Mertens, that amongst all your Bentleys you have never had a reel one.'

'Wrong shahcis, Mertens'.

'Your crank will break like a rotten carrot' (it did), in fact TWO of them did within five weeks).

'Your overhead gear will go before the bottom half (it did).
—The shahcis will break on the nearside where the battery box is hung—the crack will run from the central rivet of the gearbox cross member (it did).

Many pleasant hours I have spent at his old works in Bridge Place, Victoria, sometimes being mellowed with some excellent liquor from Scotland.

Although 'Mac' could get annoyed, I think, considering all things, he was a very patient man and suffered fools gladly. Only once was he really angry with me during all the years I have known him. It came about as follows:

Shortly after the war, I was returning from seeing my family which was on holiday, a rear wing-stay broke and the wing just held to the running board by a thin strip of metal. All I could do was to lug it right off and proceed without it. I arrived at Putney, where 'Mac' had his works for an interim period after the war, and told my troubles to his then foreman, Williams.

I left the Bentley as Williams said he would weld the wing and let me have the car next mid-morning. Many important customers (including Mr. Lyckett) had their cars in at that time and were clamouring for the work to be completed.

Next day when I turned up to collect my Bentley, 'Mac' actually was in a rage—in a definitely hostile voice he informed me with vehemence that 'We are not a firm of coachbuilders, Mertens'. During the 20 years or so I knew him, that was the only time I can remember him angry with me and, on reflection, justifiably so.

nonsense I'd been taught and I came away the happier for knowing I had a sane and simple motor-car and not a box of tricks.

Thereafter, when others approached me over spares and gen and rebuilds, I gave the same answer always, 'ask "Mac"', and very soon the enthusiastic reports which came back showed me it was the right one. Time came when I myself limped up to Thornton Heath at the wrong end of a towrope and I learnt personally the infinity of care and forethought which went into his work.

A shattered engine is no subject for rejoicing, nevertheless those three hours 'inquest' on a foggy November afternoon, the diagnosis and sane advice covering even the tiniest detail, make up one of my happiest memories of a great engineer. All over the world beautifully prepared machinery will be a memorial to him for more years than we care to hazard.

Nevertheless, the memory of the man himself, his courage in illness, his good humour and his patience with the silliest of questions, will endure even beyond his engines. For the green newcomer to competition, windy and uncertain, he always had a quiet and encouraging word as he stuck the scrutineer's tag on the dash.

The last time I saw him, at the 1956 A.G.M., he enquired after the health of my 4½. I said it was going magnificently and I'd swap it for no other Bentley in existence. He smiled in his quiet way, 'Good', he said, 'that's what I always wanted for you'. That, I think, is what he always wanted for all of us.

W.H.C.

Jack Williamson writes—

As a comparatively junior member of the Bentley Drivers' Club, I only had the privilege of knowing 'Mac' for the past five or six years, but during that time grew to know as a friend one of the kindest of men, without whose ready advice, prompt assistance and profound knowledge it would have been impossible for me to have embarked on the few seasons of competition motoring that I have recently enjoyed.

We have lost a friend and counsellor—how much more those members of his family who mourn his loss?

J.W.

COVER PHOTO

Mark Hollis, joint winner with George Burton of the Rolls-Royce Trophy for 1956, and his 3-litre on the top corner at this year's Fife.

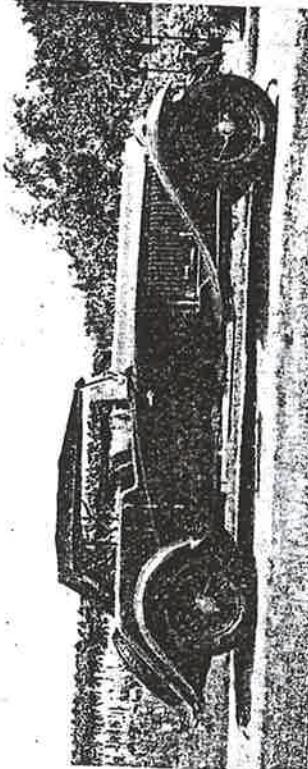
The Speed-Six shown on September's cover was of course No. 4 which was driven to victory in the 1930 Le Mans by Woolf Barnato and Glen Kidstone

CORRECTION CORNER

C.J.L.M.

Harry Charnock writes—

On August 22nd, 1946, primed with a lot of high-falutin gen from a Bentley Expert, I attended the inaugural 'Noggin and Natter' at the Anchor, Shepperton, and there for the first time I met the man whom ever afterwards we knew as the High Priest. In a memorable quarter of an hour, the very model of courtesy, he proceeded to demolish all the windy



One of 'Mac's' many masterpieces, the Briggs-Cunningham 8-litre.

Naturally, 'Mac' was connected with Rolls-Royce and Bentley motor-cars from the very early days and many a tale he has told of those far-off years. It had been intended that 'Mac' should be a farmer but his efforts on the mechanical side with certain farm machinery to make it go faster than an oil drum as the boiler (which exploded, as was inevitable and, so it was said, stopped the hens from laying and the cows from giving milk) caused his father to have second thoughts as to how useful, or destructive (a cannon out of a drainpipe, the ball a round stone and the propellant powder for blasting out rocks and stumps, is another effort I remember) he might be around the farm so, thank heavens, he became an engineer as he wished.

'Mac' was in the Naval Brigade (at Antwerp, etc.) during the Great War and was down at Brightlingsea attending to M.T.B.'s engines during the Hitler episode. His tales of both periods were most amusing and I only wish I had time to write them all down.

Let us salute the passing of one of the great figures of our Club who contributed so much to our enjoyment of the old Bentleys, to Mrs. McKenzie our deepest sympathy and thanks for sharing her husband with us during so many years, and to his son, Don, our best wishes in making a continued success of the business which has already done so much for us.

C.J.L.M.

The bit in September's Review about the closeness of marking for the first three contestants in the Champions Class at Ken. Gardens was utter nonsense, as you will see if you look at the tabulated results. There is a perfectly simple explanation of all this but it is too complicated to give here, if you follow.

Our sincere apologies are tendered to members concerned in the mix-up but a bod called J. L. L. wrote the Rally report and one really has no control over such a switched off type.

THE EDITOR.

Editorial

We've said it before and we shall undoubtedly say it again, but the way in which the performance of certain of the regularly raced Bentleys continues to improve year after year is truly quite amazing. Harry Charnock cited one outstanding instance in his report of Firie last year when he drew attention to the fact that in 1949 the fastest unbown 4½ took over 34 seconds to go up, whereas the same car in 1956 climbed in only a little over 29 seconds. Now admittedly the intervening years have afforded the opportunity for experience to be gained of the hill and the surface has been improved, but nevertheless most of the extra speed is due to increased poise, possibly allied with slight improvements in handling and braking. The question is, just what is the ultimate power that can be extracted? As far as the car responsible for the above times is concerned, the ultimate appears to have been reached, if in fact it has not been passed, to judge from the number of mechanical derangements suffered recently in the engine department. On the other hand, the McDonald 4½ continues to motor rapidly and consistently, and George Burton screwed his bolide down to a swift 16.18 secs. for the S.S. ½ mile at Gosport in April, having done his fastest ever 10-lapper at Silverstone at an average of 70.78 m.p.h. a week earlier. A performance which rightly earned him the Italia Trophy and amply demonstrated that more urge with reliability is possible and that a Bentley can both sprint and race. Jack Williamson, unhappily not currently competing, has cracked 16 secs. for the ½ as well as having won the Rolls Royce Trophy three years in succession, which is the sort of record that cannot be founded on unreliability. Similarly, last year, Mark Hollis did some equally outstanding times with his 3 and got a half-share of the R-R pot, without a blow up.

All these performances, and others too, are exceedingly meritorious. In short, the faster the better, but let us remember that when the old Company's products are destroyed they are gone for ever, so our aim should be to preserve what is left to us to the best of our ability.

When the McKenzie Memorial Fund was started and it was announced that the aim was to be a Scrutinizers' Bay at Silverstone, not a few said, "Never do it, old boy, far too ambitious." But they reckoned without Stanley Sedgwick's drive, the generosity of contributors and the co-operation of all concerned, especially the suppliers of the building, who modified their standard product to provide a structure more suited to the purpose, and Jack Williamson, who mounted a veritable blitz to ensure that all was finished on time. Eric Dudley's description of the opening ceremony appears elsewhere in this issue.

HERE AND THERE



IF YOU'VE ever asked yourself, which you probably haven't, whether an Austin 7 head bag would fit a 4½ you've undoubtedly replied to yourself that it wouldn't. That just goes to show that one never can tell, because Derek Waller reports that whilst playing about with 750 c.c. worth of bag recently, as a matter of interest he tried it on 4,500 c.c. of Bentley and was astounded to find that within the odd half inch or so it fitted perfectly! The old Austin must have been overbodied.

G. H. ST. LEGER-CHAMBERS is interested to discover, having read the first instalment of "On the Outside Looking Out and In" in the last issue, that the Bill Sparrow mentioned is the father of W. C. Sparrow who, as Controller of Engine Production at De Havillands, is his immediate boss. St. Leger-Chambers is Production Engine Performance Engineer with the company.

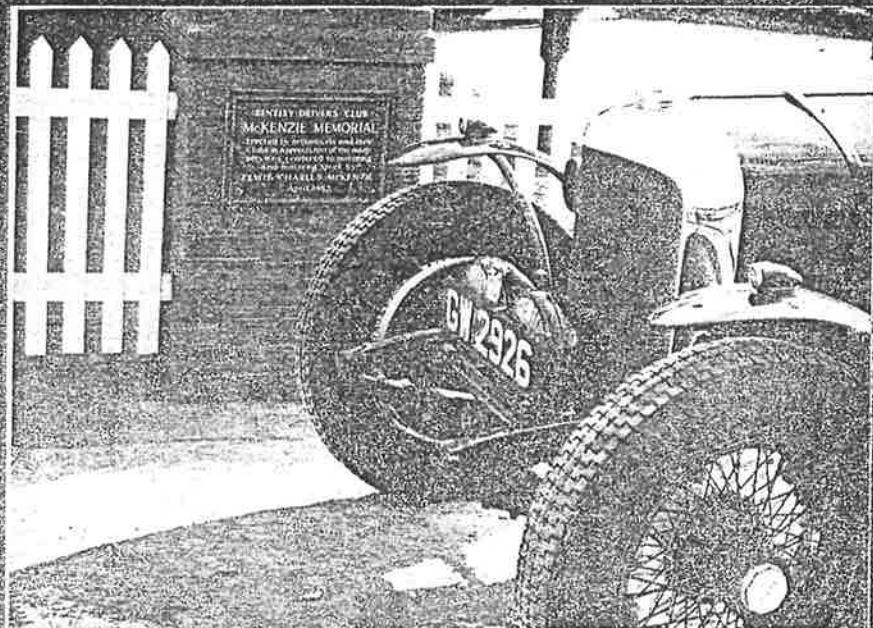
THE ORIGINAL of the illustration reproduced here of the long chassis 3 litre at the 1926 secondhand car show held in the Islington Agricultural Hall in Bales, Garage, Seal, Kent. Copies were obtained by member J. W. T. Crocker, who has a spare available for the owner of WT 775 if he cares to come forward. Actually this Bentley may have been broken up because its present whereabouts are unknown, but if it is still alive its proud owner qualifies for a nice glossy print in glorious monochrome (black and white to you).

MEMBER R. M. WEBSTER, who is shortly emigrating to Canada, has received from one of his future colleagues a cutting from *The Vancouver Sun* which he kindly passed on to us. The heading of the article in the cutting reads "Twenty Quarts of Oil Required to Fill Crankcase of Old Bentley," and it deals with an 8 litre rebuild now going on under the guidance of a Captain Lawrence Goudy, R.N. Reid., in Vancouver. The article is an extremely sensible one compared with most of the stuff that gets into newspapers, and we are only sorry that space does not permit a reprint. There is an extremely cunning photograph illustrating the article which shows Captain Goudy behind the radiator of his 8 litre and which makes the radiator cap appear to be about 5ft. 6ins. from the ground. It ends up with a remark from Captain Goudy which we feel bound to quote: "A car like the Bentley is the only thing, you know."

NEWS FROM JOHANNESBURG this issue comes in the shape of a long and interesting letter from P. J. Blackwell. He says that they have there at the present time only six Bentleys in running order - one

COVER PHOTO
The Memorial Plaque.—Photo by Derek Waller.

THE BENTLEY DRIVERS CLUB REVIEW



was well on the way, and as the works was happily some good way from our place, he despatched the wily medico off there to have a very privileged look at this new wonder. Next morning on my desk I found the following verse from Matthew's pen :

" Oh ! Doctor Potts

I wonder what's

The matter with your motor.
We must conceal these bits of steel from off your bevel rotor.
Now how would you enjoy a view
Of our six-chimney Bentley ?
While you're away
We then can play
With your top bevel — Gently."

A little later on I think it was poor old Ron Duke Williams, the third of we reception trio, who could stand the bluff no longer and when a particularly anxious looking owner arrived with the inevitable tapping noise, abandoned all attempt to maintain the bluff and said " Tappets ? Don't you believe it. That's the top bevels. A tooth's gone and it'll take hours to do. They're all doing it and the worst is we don't know what is causing it." I so sympathised with his outburst and when W. O. Bentley paid us his next visit (he used to call up at Service now and again to help us in our dilemmas) I said " It's really awful this top bevel business, we're doing our best to keep it quiet but . . . " to which he calmly replied in his unique fashion " Yes. But you know it's NOT the ACTUAL bevel doing it but that aluminium piece THEY put under the camshaft." I always treasured that retort as a real W.O.-ism, deriving special enjoyment out of the transfer of responsibility to that hypothetical ". . . THEY." And the words " aluminium piece " were just typical too !

Subsequently one of these wretched gear wheels, tooth missing and all, was left lying on a table in the shop when one of Barnato's finance directors passed by on a tour calculated to influence some important and interested fellow. The visitor unfortunately picked upon this specimen and was heard to enquire what the part in fact was. To this the escort in FULL ignorance said " Oh, that's a back axle gear," and I doubt whether he ever knew that in his sublime ignorance he had put over a very smart piece of bluff.

(To be continued)

THE A.G.M.

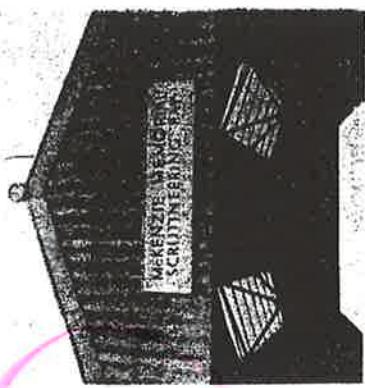
Petrol being scarce it was felt that the A.G.M. should be held in London this year as rail facilities are better to Town than to Stratford or Woodstock or what have you, where in recent years some well attended A.G.M.'s have been mounted. Accordingly, the 1957 Annual General Meeting was opened at 3 p.m. on the 27th April in the Kensington Park Hotel, S.W.8 (a threepenny bus ride from about six main line termini with trains from all parts) with 15 members facing 12 Committee (it's the Telly that does it). At least the former weren't outnumbered, quite. It was good to see Harold Salisbury from Yorkshire and Roy Norton from the Midlands.

The legal business of presenting the Report, the Accounts, electing the Officers and the Committee went without a hitch in no time at all. Everybody thanked everybody else, nobody suggested sacking the Review editors (Pity--Ed) and that's about all there is to say about this year's meeting. Oh, no, one other item of stupendous news value. Members and their families and friends sat down to tea afterwards.

Here's to more petrol and so back to the Midlands next year.

L. C. MCKENZIE MEMORIAL

By Eric Dudley



On Saturday, April 6th, a small but impressive ceremony, held in the Paddock at Silverstone, was the culmination of fifteen days' very hard work by those responsible for the erection of the new Scrutineers' Bay, which was to be a Memorial to " Mac. "

On this cold but dry morning, Mrs. McKenzie, in the presence of her son, Don, and members and officials of the B.D.C. and the V.S.C.C. and friends, pulled aside a chequered flag to unveil a plaque on which were the words :

BENTLEY DRIVERS' CLUB
MCKENZIE MEMORIAL

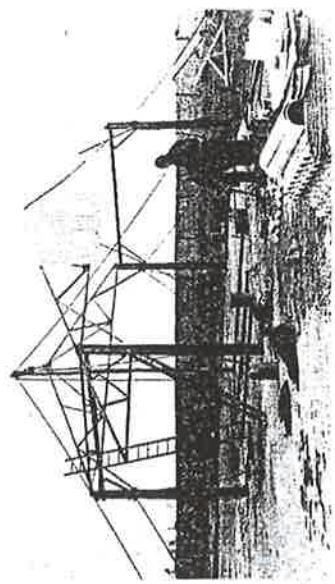
Erected by enthusiasts and their Clubs in appreciation
of the many services rendered to motoring and
motoring sport by

LEWIS CHARLES MCKENZIE

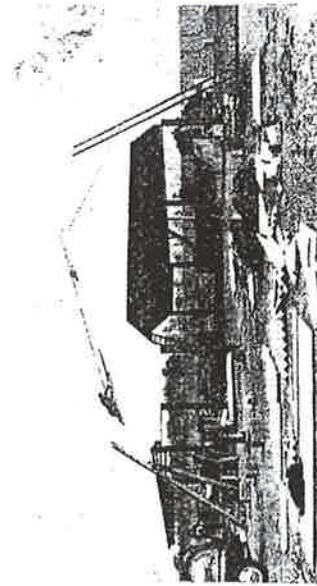
APRIL, 1957

The unveiling had been preceded by a speech from our President, Stanley Sedgwick, who, in his opening remarks, thanked the Vintage Sports Car Club for agreeing that this ceremony might take place before the start of their Meeting. Stanley said that the Bentley Drivers Club had decided to set up a Memorial to " Mac. " and that they had thought it would be more appropriate that the Memorial should take the form of a Scrutineer's Bay rather than the more conventional cup or trophy. " Mac. " had spent a great deal of his time in the service of motor sport as a scrutineer, and this building would help him feel sure, keep fresh his memory. " Mac " was well known to most of those present. He was a founder-member of the B.D.C. and a scrutineer at Club and International Meetings, but perhaps he was best known as High Priest of the Vintage Bentley. He had unrivalled knowledge and experience, he was patient and painstaking, and his advice was always readily available. His work was greatly appreciated beyond the circle of his acquaintances.

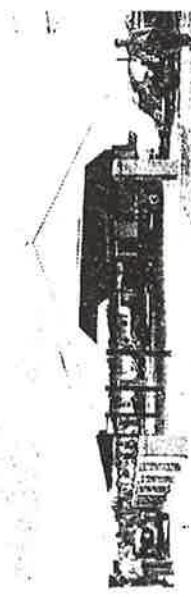
Donations towards the cost of the building had come in from all over the world. Over £650 had been subscribed, and Stanley wanted to thank very sincerely the many contributors to the fund. We had, he said, been more than fortunate in our advisers, but he wanted to say how grateful we all were to our Contractors, Messrs. Reid, who had been most co-operative. But particularly did we want to thank Jimmy Brown, the Silverstone Track Manager, and our own Jack Williamson, who had



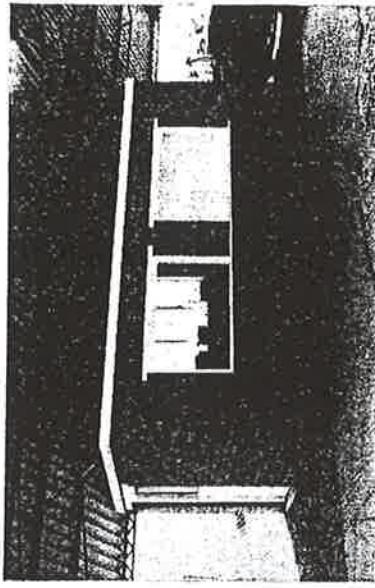
Saturday, 23rd March, 1957. 2nd day of work on erection.



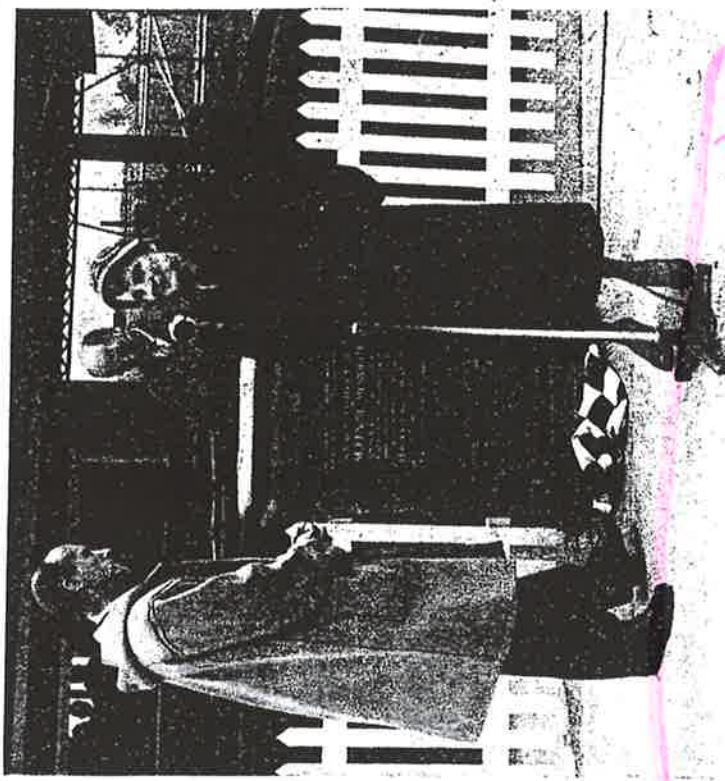
Saturday, 30th March, 1957. 8th day of work on erection.



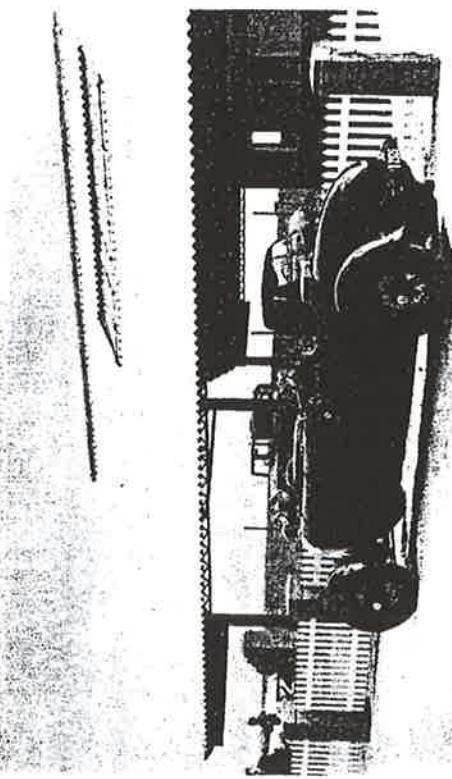
Saturday, 6th April, 1957. Erection completed.



The neat office.



Mrs. McKenzie thanks the assembled company after unveiling the Memorial Plaque.



Fittingly the greatest of them all witnessed the ceremony.

worked wonders in getting the brick office and surrounds finished and painted in such an amazingly short time.

Present in the Paddock was Forrest Lycett's fabulous 8-litre Bentley, which had always been under Mac's special care. It had won the International Class "B" record standing start kilometre at Brooklands in 1937 in 27.46 seconds. In 1950, at Jubbulpore, it had covered the flying mile at 134 m.p.h. Stanley was delighted to see Forrest Lycett, its owner and driver, at the ceremony. For twenty-five years or more Forrest Lycett had been a Bentley enthusiast and had inspired Mac to greater achievements and made possible much research. It was only appropriate that he should say a few words.

In a short tribute, Forrest Lycett said that Mac was not only a great engineer but a personal friend. If he had any new idea for the Bentley, Mac would always agree to try it, but he would rarely give an immediate opinion, saying that he would like to think it over. Eventually he would say, flatly, "Och, it's nae guid at all," or else he would say, "Aye, Mr. Lycett, I think you have got something." He would then work on it with even more care and attention than if it had been his own idea in the first place.

Forrest Lycett thought that there could be no greater tribute that he could pay to the memory of Mac than to say that he was big enough to give more care to the ideas of another.

Stanley then introduced Mrs. McKenzie to the gathering. She said how grateful she and her family were that people thought so much of her husband that they should put up this Memorial. It was just the sort of Memorial of which her husband would have approved. She wanted also to say a very big "Thank you" to everyone who had been associated with the idea.

Stanley concluded by saying: "I am sure, Mrs. McKenzie, that you and your family will go away from Silverstone today with no doubt in your minds as to the high esteem in which Mr. McKenzie was held by hundreds of enthusiasts. Please unveil this plaque, which will be a constant reminder of the sentiments which inspired the Memorial."

We mentioned in Here and There in the March issue that Mike Quinney had unearthed the remains of old Number 1 and that an article covering this find would appear shortly. Here then, from the authoritarian pen of Darell Berthon, is all the gen. Thank you, Darell, for finding the time from all your other chores to prepare this piece.

Until recently very little was known about the history of "Old Number 1" Speed Six after her crash at Brooklands in the 500 Mile Race of 1932 except that the original engine and some other parts were built into the early version of the Barnato-Hassan. It was not until after the war that a Bentley with the number plates "MT 3464" was reported as having been seen by several members of the Club, all of whom were quite certain that the car was an 8 litre. There were rumours, too, that this 8 litre was once owned by Woolf Barnato. If this was true it could account for the number plates.

To go back a little in the car's history, we know that she ran as a Speed Six with a rounded-tail body in the 1929 500 Mile Race and finished second. Early in 1931 she was involved in a road accident and the outside stub axle, front hub, top steering arm and track rod were replaced and a few months later the crankcase and all four brake drums were renewed. For the 500 Mile Race of that year the car was fitted with a long-tailed pointed body and the rear axle gear ratios were changed from the original 3.33 to 2.8. The car won the race at an average of 118.39 m.p.h. This was the last time that "Old Number 1" appeared in a race as a Speed Six.

In 1932 an 8 litre engine was installed and the rear axle gear ratios changed to 3.13 but the special racing differential was retained. It seems unlikely that this comparatively low ratio would have been used in a race at Brooklands, but the records make no mention of any further change at this time. In the 500 Mile Race later in the year the car crashed, overturned on the rim of the banking and went over the top. Nobody seems to have known what happened to the car after that.

Some time ago, member Mike Quinney found the "8 litre car MT 3464" and after badgering the owner for two years bought the car complete with handsome coupé body. Firmly convinced that he had got hold of "Old Number 1," or at least parts of her, Mike decided to restore the car, and as the first step removed the body. It was at this stage that the writer saw the car and was shown some of its interesting and perplexing features, which . . .

The abrupt curve of the frame at the rear like an 8 litre chassis but with a wheelbase of 11'.

Chassis rivets replaced by bolts and castellated nuts wired in the approved racing fashion.

One tubular cross member, which was reversed, at the point of attachment of the forward ends of the outrigged rear springs.

Speed Six nose piece (with 3.33 ratio).
Speed Six hubs and wheels, i.e. the type 62 and not the 8 litre type
80 hubs.

THE BENTLEY DRIVERS CLUB HANDICAP EVENT AT BROOKLANDS, OCTOBER, 1936.²

(Reprinted from No. 7 of "The Bentley Bulletin" which used to be the Club's official organ in its early days).

January 19th saw the types gathering at the 16th Century Shubden Mill Inn, near Halifax, and the bar was full of Bentley boys and girls shortly after opening time. Lunch went down very well, and Colonel Victor indulged in much photography. One of the prizes distributed was "for any Colonel who had failed to book for luncheon" (as laid down in the monthly bulletin). This was won, amongst great hilarity, by the aforesaid Officer.

On 26th January 33 members and friends wrapped themselves up—(it's amazing how many members have been in the Merchant Navy!) and braved both ice and snow to congregate at the Prior's kitchen, Frimley. Mettens, Coldham, Cudmore, Gregory, Loake and Green, among others, arrived in open Bentleys and consequently took up twice as much room in the bar as their covered-in colleagues. The Hon. Secretary was seen to make a surreptitious arrival in the auditorial Ford 8 (which is more than the Ed. can say, who failed to turn up at all.—Hon. Sec.). The Bashall family, whose Bentleys were temporarily U/S, arrived by the S.R. in preference to their motor-cycles—and who can blame them? An excellent lunch was hungrily eaten and the specially drawn menu cards did not pass unnoticed.

Many members revealed hitherto unsuspected kleptomaniac tendencies at the sight of a set of brand-spanking-new tyres for Mrs. Mason's 3-litre in the corridor. No more noggins being available, the party broke up, but the natter evidently survived as three open Bentleys were observed taking tea at the Pantiles, wherefrom departed Loake, as the dusk was falling, bound for Kettering and apparently little concerned at the ice-covered roads which lay before him.

The Stanfield Arms at Apperley Bridge was the scene of a very small gathering on the night of the 31st of January. Reg. Markes and John Woods, who were journeying from London in the former's 8-litre to collect a certain Red Label which they had located in those parts, were able to attend, to their great pleasure. They reported large quantities of good noggins and natter, but, contrary to expectation, little to eat. In spite of these limitations, however, a good time appears to have been had by all.

Large lumps of frozen snow on the icy roads failed to deter keen Midlands members from mustering at the Woolpack at Warwick on 5th February, to join in the first noggin and natter in that part of the country. We imagine that there must have been at least ten Bentleys outside, since at the bar were observed Bird, Master of Ceremonies, Godwin Davies, Lunby, Lloyd, Metcalfe, Pitts, Richardson, Stribley and Truelove. The Leamington characters, Lloyd (P.), and Metcalfe (F. G.), are carrying on quite a bit of manufacture of Bentley spare-parts and are now preparing ribbed drums, a la Speed Six, shackle-pins and, later on—valves and guides. Prices of these vital commodities are expected to be about £0 (repeat 50) per cent. cheaper than those asked by some suppliers. Should be useful.

TECHNICAL CORNER (Women's Section).

The following, overheard at the Dorchester, is a description of a camshaft by the wife of a member:

"A camshaft is a cylinder that goes round and round with different-shaped bumps on, and when the things that bear on the cylinder come in contact with the bumps, they do different things according to the shape of the particular bumps which they come in contact with!"

(I think she really *has* seen one.—Ed.)

For the first time in the history of the B.A.R.C. a two-lap handicap race was held on the outer circuit, open only to cars of one make, the old-type Bentley, and to entrants who were members of this Club. The enthusiasm of the response surprised the organisers and aroused the keenest interest among the thousands of spectators. Not only were there fourteen entrants, but it can be placed on record that every one faced the starter.

It was thought, when the race was first suggested, that the necessity for bonnet straps and Brooklands silencers would deter so many that the entry-list would prove a disappointment. It now appears that such is the enthusiasm of members that should the Club be so fortunate as to arrange a similar event in the future, the problem will be how to select and reject entrants to reduce the number to reasonable proportions.

Before describing the race itself, we feel that some mention should be made of the trials and tribulations of practice and preparation. The best results in motor-racing have only seldom been obtained by leaving the car in its garage until the day of the race and then starting up and driving to the track in the hope that all will be well. Generally it won't. In any case, at Brooklands, practice is compulsory and preparation advisable, even in the case of a Bentley!

A number of non-competing members put in an appearance on practice-day and availed themselves of a magnificent opportunity to offer advice, criticism and encouragement. There was the usual mixture and swift change of mood, from exuberance to gloom, and in the case of Noel Sisson's "Six," despite the straps on the bonnet, many willing steeds had escaped and some of those still present were in need of veterinary attention.

Brooklands observers were watching and their mystification was increased by a drifting mist and a most baffling smoke-screen put down by L. C. McKenzie's green four-and-a-half-litre. Needless to say, the redoubtable McKenzie was not baffled by it himself and decided that the smoke and the odd noises were caused by a cracked piston-head. As "could not be prepared in time for the race" has never been a Bentley excuse, McKenzie at once decided to return home, runn-

ing on two cylinders and fit a set of new and younger pistons. He went with the sympathy and best wishes of those present, but his departure robbed competitors of their most valued adviser. The results show how well his work was done.

After McKenzie's departure, the mist thickened and darkness began to fall. Nevertheless Noel Sissons, having changed plugs, took his "Six" on to the track again. H. N. Pelmire, who was juggling cleverly with wheels came in, satisfied that he had now the right size to give him the most suitable effective gear-ratio. Robertson-Rodger, a few yards away, was audibly changing the plugs of a hot engine and, in the intervals, depressing a petrol salesman who offered to fill his tank free of charge. Little Audrey, standing nearby, was laughing and laughing, because she knew it would hold fifty gallons.

An individual photograph is needed to do justice to Robertson-Rodger's car. It is the one that Sir Henry Birkin drove at Le Mans in 1930. As will be remembered, he overtook Caracciola at a hundred and thirty miles an hour, with two wheels on the grass verge. As the car is now used for touring, the compression has been considerably lowered and with it the maximum speed. Even so, it was lapping at a speed in excess of a hundred miles an hour, during practice. By removing the passenger's seat and otherwise trimming it for speed, the owner hoped to do even better things on the morrow. Be that as it may, this was easily the most imposing car participating.

Another car much admired during practice was F. Lyckett's rebuilt beautifully bodied four-and-a-half. This is a most attractive two-seater and so beautifully clean and highly polished is the engine that, however virile its performance is, it must surely be surgically sterile. Hardly run in yet, it was not expected to do more than enliven expectation of its ultimate form; but it attained a maximum of one hundred and seven miles an hour.

Marcus Chambers' Standard four-and-a-half, with four-seater body, carefully-tuned engine, lightened fly-wheel and raised compression, was obviously likely in the hands of so capable a driver to spring a surprise on the handicappers. The special short chassis four-and-a-half, which Chambers has driven with such conspicuous success in trials, is now owned by J. H. Allason, and was No. 5 in the race. Specially built and tuned for trials the engine of this car is more flexible than fierce, but even with lowered compression it lapped at ninety-one miles an hour.

E. P. Ortweiller, who had entered a convertible coupe, was doubtful of his car's maximum speed being sufficient for the race. Using standard closed coachwork and final ratio, he was nevertheless lapping at over eighty miles an hour. As all the other four-and-a-half litre cars were lapping at ninety-one or more, and his four-and-a-half had only four seconds start from the rest, he seemed to stand very little chance of being in the first three. Nothing is certain in racing, however, and as he was enjoying himself immensely, he was unperturbed.

One of the three litres entered had already completed thirteen gruelling years on the road, but its owner, A. B. de S. Sutton felt no qualms about keeping his foot down on the floor boards. It was probably the chance the car had been waiting for all these years. The allotted span of a modern car's life is said to be seven years, but few of them after only thirteen months could lap Brooklands at seventy, even in advertisements. Several members were seen to lift their hats in passing. No. 15.

The other three litres were only a few years younger and all were lapping in the seventies. S. C. Rogers, with his green two-seater, put in a flying lap close to the eighty mark and Wilton and Henry seemed likely to run him fairly close.

Not even the fact that the Bentley paddock was adjoining the rubbish dump depressed competitors, who made full use of the track until it closed. Enthusiasm was still at a high pitch when practice ended and Noel Sissons loomed out of the darkness and mist still trying to round up horses.

The result of the race was then still in doubt. Baker-Carr, an experienced track-driver, with a car that had proved itself in a number of races, had most sportingly asked to be retired to scratch, thereby sacrificing six seconds; and this, coupled with the unknown possibilities of Robertson-Sissons' wayward horses, gave promise of a close finish.

The Race.

Public interest in the race was amazing. On all sides one heard comments, flattering, pessimistic, enthusiastic, according to prejudice and age. The fact that there were no non-starters caused quite a stir and a mood of sulkiness fell among those pessimists who had predicted hopeless disaster in practice. The impressive spectacle of the starting line can be judged from the press photograph, which by this time most members have seen. Sutton, the limit man, roared

away from the line, and they were definitely "off." S. C. Rogers made a start that left the other three-litres in his group well behind. Fifteen seconds later Ortweiller was away and managed to catch Rogers just after the completion of the first lap.

G. K. Pelmore and McKenzie, on the twenty-five second mark, left the line with Pelmore leading. But McKenzie, running amazingly well, overtook him in a short distance; thereafter McKenzie, taking a short course low in the banking, gained rapidly on the field, finishing the first lap two seconds ahead of Pelmore and closing up fast on the leader, S. C. Rodgers. Ortweiller suffered the misfortune of fuel pump trouble and the weakened mixture, firing in the silencer, shattered it. Bad luck!

L. C. McKenzie's night work was bringing its reward, but G. K. Pelmore was very little slower and appeared to have something in hand. Their standing laps were seventy-nine and seventy-eight respectively. A dry skid amongst showered leaves slowed McKenzie and the result of the duel was in doubt.

F. Lycett and M. Chambers were in pursuit and the pace became hotter. Chambers' standing lap was completed at an average of 83.14 with Lycett only thirty yards in the rear, hardly a mile an hour slower.

J. H. Allason, who had started with H. N. Pelmore, was outdistanced at the end of the first lap, his time being slower than that of the cars which had a six second lead on handicap. As was mentioned in the account of practice, however, his engine was designed for trials work. His ultra-short chassis, however, caused him to be classified with H. N. Pelmore, whose car has a similar wheelbase.

H. N. Pelmore put in a terrific standing lap at 85.13. Nevertheless, at the completion of his first lap, he found Baker-Carr, who had started twelve seconds later, only a hundred yards behind.

Baker-Carr's acceleration was startling and his maximum speed could not have been less than a hundred and ten. It was fairly obvious that, barring accidents, he could catch the leaders. At the end of his first lap he was three or four hundred yards ahead of Robertson-Rodger, who had started with him from scratch. Noel Sissons, luckless, haunted still by mysterious power loss at the top of his engine's range, was gamely fighting a losing battle.

The cars were by no means scattered. Indeed, one competitor, on entering the Railway Straight, likened it to

Piccadilly Circus; another, confused by the leaves, mistook it for Vallambrosa. For the spectator it was a magnificent sight. Twelve cars were still running. Ortweiller and Henry, who had coasted in conscious that he was outpaced, were the two that had fallen by the roadside. The rest were in "home James" mood.

It was a stirring finish. Baker-Carr, high on the banking, thundered home three hundred yards ahead of H. N. Pelmore, who had worked his way through the field. Third place was in doubt, but Chambers, finding a string of cars across the track ahead of him, seized opportunity where he found it, and filtered to the left by cutting down the banking. This quick-thinking manoeuvre earned him third place, with Layett a close fourth. McKenzie, Robertson-Rodger and G. K. Pelmore then crossed the line in that order. Allason, Rogers, Sissons, Wilton and Sutton, all travelling flat out, finished the race strung out along the track at intervals of from one to four hundred yards.

It was a race which competitors and spectators thoroughly enjoyed and one which the Club hopes to be able to repeat.

As a small memento of the occasion, every competitor has been presented with a suitably engraved plaque for affixing to the facia board of his car.

There is little doubt that the information provided by this race, will enable us to perfect the handicapping, so that the finishing line in future events will resemble a red light stop at Hyde Park Corner.

To all those whose generous assistance in the matter of silencers, technical advice and loan of equipment contributed so enormously to the success of the event, the Committee, on behalf of the Club, tenders its gratitude.

A tabulated list of entrants, speeds and placings, as supplied by the B.A.R.C., is given below in the hope that it will prove of interest.

EPITAPH.

He Bentled morning, noon and eve,
He Bentled night and day,
He Bentled more than you'd believe,
He Bentled life away—

And now he Bentles up in heaven,
With old, immortal No. 7.

W.C.

B.A.R.C. MEETING, OCTOBER 17th, 1936.

2.20 p.m. The Bentley Drivers' Handicap.

	C.C.	S.S. lap	F.L. lap	Start speed	Start speed	Start speed
1	P. J. Robertson-Rodger (S)	4398	86.92	103.11	0.0	
2	N. H. Sissons	6597	77.69	89.25	0.0	
3	S. T. Baker-Carr	4487	93.79	104.19	0.0	1st
4	H. N. Pelmore	4398	85.13	99.41	0.12	2
5	J. H. Allason	4398	77.21	91.05	0.12	
6	M. Chambers	4398	83.14	96.52	0.18	3
7	F. Lycett	4398	82.18	97.46	0.18	
8	G. K. Pelmore	4442	77.93	91.22	0.25	
9	L. C. McKenzie	4398	79.30	91.05	0.25	
10	E. P. Ortweiller	4398	75.23	Nil	0.29	
11	S. C. Rogers	2996	68.22	78.79	0.44	
12	H. S. Wilton	2996	62.25	77.21	0.44	
13	D. I. C. Henry	2996	63.84	Nil	0.44	
14	A. B. de S. Sutton	2996	63.44	69.17	0.50	

All cars driven in full touring trim with the exception of No. 3.

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GASKETS

SATISFACTION GUARANTEED!



The Start.

RUMBLINGS—continued

Modifications for Trials

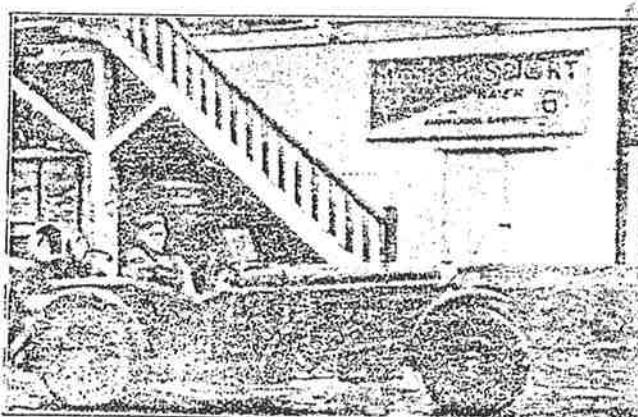
It is, of course, common knowledge that successful trials cars driven by semi-professional drivers are fairly far removed from standard. There were, for instance, those six-cylinder small cars which were bored out to $1\frac{1}{2}$ litres, supercharged, built largely of parts from various models of the standard range, and which carried lead ballast that made its presence felt on main-road bends. They revved at 6,000 r.p.m. at 90 m.p.h., and did only 18 miles to a gallon. All that is fair enough when you are out to win in trials. From the April issue of "The Sports Car" we learn that the model-T M.G. Midgets of the "Cream Cracker" and "Musketeer" teams are modified as follows. The compression ratio is raised one ratio, the oil filter raised $2\frac{1}{4}$ inches, and special valve springs fitted. The aluminium sump is replaced by one made of pressed steel, lower ratios are used for 1st, 2nd and 3rd speeds, twin Lockheed brake master cylinders and larger front wheel cylinders are fitted, and a hand-throttle added. The bonnets are made of aluminium to reduce weight, cycle wings replace the standard wings, the fuel pumps are duplicated, six inch section rear tyres are used, the Luvax shock-absorbers are larger than standard, and the tail pipe is raised to give greater clearance. That is all, so far.

Profound Thoughts!

How many sports-car owners, if they were building aircraft, would trust their car engines to take them aloft? And how many accidents have been caused by engines failing to respond when rapid acceleration is urgently needed, in the same way as aeroplanes have piled up through the motors stuttering during the take-off? Five-minute poser: What is the effect of double declutching on the dog-engagement of Frazer-Nash transmission?

A Sprint Special

H. Whitsfield Semmence, who has premises at Elgin Terrace, Maida Vale, where he specialises in looking after chain-gangsters, is hard at work on a special which he hopes to have running at most of the



A photograph of the Frazer-Nash owned by H. W. Semmence mentioned in Club News. The "Motor Sport" office in the Paddock at Brooklands can be seen in the background, where we shall be pleased to welcome any of our readers.

sprint meetings this season. It has a Frazer-Nash type chassis, with straight side-members and a modified form of "Shelsley" cantilever front suspension with special tubular front axle. The engine is one of the A.C. units, which have featured light-alloy construction and o.h. camshaft valve actuation for so many years. Semmence has his walls decorated with some amusing cartoons and a fine collection of photographs of direct interest to Frazer-Nash enthusiasts.

That Bimotore

It was a very proud Austin Dobson who showed the Bimotore Alfa-Romeo to a group of worshipping mechanics at Brooklands on March 19th, afterwards driving it up and down the Aerodrome road preparatory to having it transported to Syston Park for the Inter-Varsity Speed Trials. The finish of the whole car suggests that it has just emerged from the works, and it seems surprisingly tractable under way. The rear engine accommodation could only have been planned by Continental designers and the unit is much closer to the driver's seat (yes, literally!) than we imagined it would be before we saw the car. The engine covers are secured by two simple, effective clips. By the time you read this the Bimotore should have been seen in its first English race, for it was entered for the Empire Trophy Race of April 10th.

Road-Circuit Surfaces

Someone raised an interesting point recently, namely, how will the surfaces of the new road-circuits last through the season. Donington has, we believe, proved quite able to withstand a season's racing, though it would be instructive to know how much work is performed during the winter months, remembering how the concrete surface of Brooklands calls for extensive replacement each year. The Crystal Palace circuit is composed of a non-skid dressing on an apparently normal road foundation, while at Brooklands they are taking no chances, using a concrete surface for their new road course.

An 8-litre Bentley for Le Mans

Good wishes of all Bentley enthusiasts will go with Forrest Lyett to Le Mans, where he is racing an 8-litre Bentley this year. We hear that this remarkable motor-car has an astonishingly "straight" acceleration curve right up to 100 m.p.h. L. C. McKenzie is looking after the machinery.

The Vintagers

We have enjoyed the dozen pages of the Vintage S.S.C. Bulletin, which has now burst into print and picture but is still unmistakably Cecil Clutton's handiwork. In the Editorial the Vintage S.S.C. makes it clear that, while it despises the "buzz-box" and the Anglo-American sort of combination, it has nothing against modern examples of the "real thing," which they quote as the Lagonda, Aston-Martin, H.R.G., and Bugatti, and nothing against cars such as the Frazer-Nash-B.M.W., and Delahaye which they term the "new breed," relying on light metals and special chassis construction in conjunction with

Sunday April 18th

by which date it is confidently expected members will have regained their poise after the evening of Wednesday 7th. (Your Committee be it noted have already of their own free will and knowledge aforethought arranged to hold a Committee meeting on Thursday April 8th !! May heaven guide their deliberations on this night !) However to return to Sunday April 18th when will be held the Club's second outing of the season - a run to the Pheasant Hotel for lunch around 1 o/c. Now the Pheasant Hotel stands prominently in a dip on the right hand side of the main Andover and Salisbury Road, about one mile beyond the Stockbridge fork, and about seven miles short of Salisbury - say, 75 miles from London (Look out for the Club's emblem, the wheel locking-ring and hub-cap) displayed on a board which our indefatigable Secretary has undertaken to place early in a prominent position at the roadside. Having partaken of lunch members will, in their own time, proceed to the Royal Ascot Hotel, Ascot for tea, where it is hoped will be found any member or members prevented by domestic reasons (Weather not accepted) from making "The Pheasant". Buoyed up by these pleasing expectations we now come to

~~SECRET~~

Saturday May 8th.

and here is indeed a tit-bit. The Club has very kindly been invited by the popular Kent and Sussex Light Car Club to participate in the latter's Speed Trials on the Lewis Race Hill to be held on the foregoing date, a Handicap Class all to ourselves being included in the programme. This is a great honour and needless to say the invitation has been accepted with acclamation. Our own Sports Sub-Committee is arranging the handicap which it is hoped will permit all models of old-type Bentley cars to start with equal chance of success. The course is 1/3rd of a mile long, slightly up hill and very pleasantly situated on the Downs shortly before reaching Lewis from London. The entry fee is but 10/- and there are no troublesome regulations as to silencers etc. All cars for this class are however expected to be genuine "Road" cars and in ordinary touring trim. It may be necessary to limit the number of entries so weigh in promptly with yours when the time comes along. Members may also enter their cars for other classes in the programme where eligible.

Full particulars of the three foregoing events will be circulated among members in due course.

Speed Trials May 2nd. 1937

Copy of the Times by Bentley Club Members.

Name	Handicap	Actual Time	Net Time.	Award
F.Lycett	owe. 1.00	21.39	22.39	Silver Cup
G.J.Robertson Rodger	rec. 1.00	29.15	28.15	
A.H.Lancaster	,, 1.00	26.34	25.34	
H.N.Sisson	,, 1.50	26.44	24.94	
E.L.Roszman	,, 2.50	32.09	29.59	
R.D.Gregory	,, 2.50	31.84	29.34	
M.Chambers	,, 3.00	27.03	24.03	Silver
J.H.Allason	,, 3.00	27.27	24.27	Bronze
H.N.Pelmore	,, 3.00	26.59	23.59	Standard
Mrs Garstin	,, 1.50	30.06	23.56	
W.A.Jones	,, 4.00	31.40	27.40	
L.McKenzie	,, 4.00	26.59	22.59	Silver Cup
E.C.Burt	,, 4.00	33.91	29.91	
J.Evan Cook	,, 7.00	40.42	33.42	
A.J.Torral	,, 9.00	40.76	31.76	

Please let me know by return if there is to be any alteration in the Handicap times for the next Trials, as I am printing the regulations on Tuesday or Wednesday, as soon as I receive the Permit.

LIST OF AWARDS

GAINED BY MEMBERS

DRIVING BENTLEY CARS DURING 1937.

Syston Park Oxon. & Cambs. Speed Trials

Fry (4½ Litre Bentley) 2nd.

Chiltern Trial Vintage Car Club. Feb. 14th.

J.H. Allason (4½ Litre) 2nd. class.

Fastest time at Maiden's Grove with reversing test.

J.C.C. Brooklands Rally. Feb.

Half mile speed test Class III 2nd place.

Tied for 2nd place J.H. Allason (4½ Bentley) 85. 71.m.p.h.

BROOKLANDS RECORD ATTEMPT. April. 27th.

Forrest Lycett (8 Litre Bentley) broke the British and International Class B. record for Standing Kilometre @ 81.5 m.p.h.

1st Lewes Meeting Kent & Sussex L.C.C. May 8th.

Bentley Drivers Club Event.

F. Lycett	1st.	22.39	secs.	nett time	Silver Cup.
L. C. Mc. Kenzie	2nd	22.59	"	"	"
N. H. Pelmore.	3rd	23.59	"	"	Tankard.
M. Chambers	4th	24.03	"	"	Silver
J. H. Allason	5th	24.27	"	"	Bronze.

Other events.

Super Sports cars unlimited.

F. Lycett	8 Litre	1st.	21.30	secs.	Silver Cup.
N. H. Sissons	6½ "	3rd.	25.57		Tankard.
A. H. Lancaster	4½ " S.	4th.	25.58		"

Racing Cars Unlimited.

F. Lycett (8 Litre) 3rd. 21.22 Tankard.

Handicap Class.

M. Chambers 4½ S. 3rd. 17.83^{time} Silver Cup.

The "Caffyn" Challenge Cup and Souvenir Cup for Sports Classes.

F. Lycett.

1st. Shelsley Climb. May.

5 Litres Unsupercharged.

F. Lycett 4½ Litre 2nd. 49.73 secs.

Brooklands Whitsun Meeting.

Coronation Race for "The Star" Gold Trophy (H.'cap)
1st. C.T. Baker-Carr $4\frac{1}{2}$ Litre Bentley) 2m.4s. start
won at 112.05 m.p.h. by 1 sec. $7\frac{2}{5}$ secs. between 2nd&3rd

Littlestone-On-Sea Vintage Sports Car Club May 22nd.

Unlimited Sports. 1st. Mrs. L. Garstin ($6\frac{1}{2}$ Litre) 30 secs
Unlimited Super Sports
F. Lycett $4\frac{1}{2}$ Litre 1st. 28.1. secs.
L.C. McKenzie " 2nd. 28.9. "

2nd. Lewes Meeting Kent & Sussex L.C.C. June 12th.

Super-Sports Cars Unlimited.

F. Lycett 1st. 22.89 secs.
(8 Litre)

Bentley Drivers Club.

F. Lycett	$(4\frac{1}{2}$ Litre)	1st.	22.60	secs.	net time
N.H. Sissons	$(6\frac{1}{2}$ "	2nd.	24.07	"	"
J.H. Allason	$(4\frac{1}{2}$ "	3rd.	24.10	"	"

2nd. J.C.C. Brooklands Meeting. July 3rd.

Special Award.

J.H. Allason.

First One Lap H'cap Section. A.

J.H. Allason ($4\frac{1}{2}$ Litre) 1st. 9. secs. @ 82.73m.p.h.

Test Hill Sweepstakes Sports.

J.H. Allason tied with
E.K. Farley (H.R.G.) @ 10 1/5 Secs.

J.C.C. Evening Trial.

J.H. Allason ($4\frac{1}{2}$ Litre) 1st. Class Award.

Brooklands Campbell Circuit Meeting July. 10.

Second July Short Handicap.

C.T. Baker-Carr ($4\frac{1}{2}$ Litre) 2nd.

Bugatti & Vintage Clubs Joint Meeting, at Donington July. 10th.

Sports Car Races (3 laps each as h'caps) Over 3,500 c.c.
1st. Marcus Chambers $4\frac{1}{2}$ Litre @ 62 m.p.h.

Racing Cars (3 laps scratch) over 3,500 c.c.

1st. Marcus Chambers $4\frac{1}{2}$ Litre @ 64.8 m.p.h.

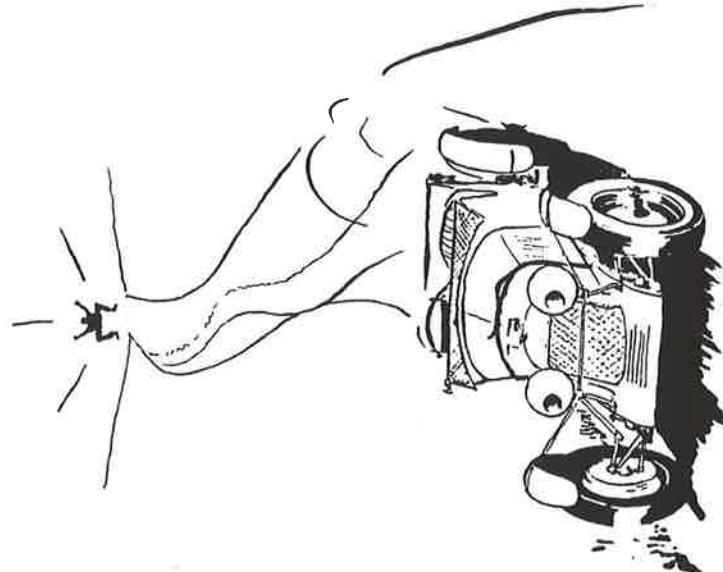
3rd. Lewes Meeting Kent & Sussex L.C.C. Aug. 25th.

Super Sports Car Unlimited.

F. Lycett 1st. (8 Litre) 22.27 secs.

Here are the confirmed results:

Sports up to 1,500cc.	E. Wrigley ... Miss Redfern ... Mrs. Langton ...	Lea Francis ... H.R.G. ...	1st Vintage 1st Open
Sports unlimited	Gartin ... J. Swainson ...	Speed 6 Bentley 4½ litre ...	1st Open & Vintage 2nd " "
Super Sports up to 3,000 cc.	M. W. B. May ... J. O. C. Samuel ...	J. Alvis ... Frazer Nash(s) ...	1st Vintage 1st Open
Super Sports unlimited	Forrest Lygett ... L. C. McKenzie ...	4½ litre Bentley " " " " ...	1st Open & Vintage 2nd " " "
Racing up to 1,500cc.	A. Baron ... H. S. Wilton ...	Bugatti (s) ... M.G. 746 cc. ...	1st Vintage & Open 2nd Open
Racing 1,500-3,000 cc.	J. Bolster ... A. Bainton ... A. T. Darnshire ... G. B. C. Summer ... C. W. E. Windsor-Richards ...	" Bolster Mary" ... 2-3 Bugatti (s) ... Bugatti 2 litre ... 10½ litre Delage ... Vauxhall 30/98	1st Vintage 1st Open 2nd Vintage 1st Open & Vintage 2nd "
Lady Drivers	Mrs. S. Darbishire ...	Bugatti 2 litre ... Vauxhall 30/98	2nd " "
All Comers	G. B. C. Summer ... A. G. Bainton ... A. Baron ... J. Bolster ...	10½ litre Delage ... 2-3 Bugatti (s) ... 1½ litre Bugatti (s) ... " Bolster Mary"	1st { " " 2nd { " " tie { 1st Vintage 1st Open } 2nd Open & Vintage 3rd " "
Pre - War Cars (formula)	Forrest Lygett ...	1914, 16 h.p. Hispano Suiza ...	1st



DEALER'S
EXPRESSIONS
No. 1

"Car too fast
for owner."

HELP FOR AUTHORS

... and hazards of all descriptions face the writer, be it of him scenarios or short articles for *Tit-bits* when he makes his venture into the realm of motor cars. For the motoring public has this in common with the hunting fraternity—it is full of idiotic mistakes by laymen. To ask if the radiator is the supercharger (happened to writer, August 1934) is the same effect on a motor enthusiast as talking of 'foxes' tails has on the lover of horseflesh and stirrup leather. I hoped that the following explanations and examples would be of use to the beginner and save him from the contempt of young readers. All quoted examples may be verified.

FIG. 6.—Most useful for minor breakdowns.

In future new members will be gazetted in each BULLLET. For the moment we have to report P. ("Porky") Lees, Park Lane, Oldham, Lancs. (Associate), who used to be a slim exponent of the Nash cult and now drives a Riley Sprite to speak casually.

NEW MEMBERS

In future new members will be gazetted in each BULLETIN. For the moment we have to report P. ("Porky") Lees, Park House, Shaw, Oldham, Lancs. (Associate), who used to be a shini-exponent of the Nash cult and now drives a Riley Sprite to ...

Raymond Mays after his magnificent drive to win the Mountain Championship at record speed.



One of the most winner, is hard a Maserati on the and, at last, Rue

Brc

The Be.

cap (9 miles).
Handicap 2nd.
24s. 25s.
4,375 m.p.h. ver.
and 10s. Between

THE speed at v run off in meeting of that a general atmosphere prevailed through while one enthusiast lunch to see the finessed the third a state of profound

On all counts it ving. The first longably won by Br proved very cons expected, most pe that Dodson, with Austin, would come. But whether the hi sponible or whethe quite up to its la car, though travell only managed third. Unluckily Parnell's black line at the fo viewed by the stewa excluded, which i into the second pla Duller, who had d Duesenberg.

The Bentley Dri equally good, and t cars set off thun track many peopleere passing ie.

- Bentley Drivers' Handicap (6½ miles).**
- 1. G. V. Baker (E.R.A.) 1,486 c.c.i., 24s.
- 2. H. N. Primrose, 25s.
- 3. M. J. Chambers, 25s.
- Won at 39.56 m.p.h. by 5½s; 82½s. between first and third.
- Second October Long Handicap (9 miles).**
- 1. R. J. W. Apleton (Apleton-Riley) 1,039 c.c.i., 40s.
- 2. T. H. Wisdom (S.S.) Jaguar 2,653 c.c.i., 1m. 10s.
- 3. G. E. Abbot (M.G.) Alta 1,490 c.c.i., 28s.
- Won at 41.56 m.p.h. by 5½s; 117½s. between first and third.
- First October Mountain Handicap (6 miles).**
- 1. H. P. Bowler (Bentley) 1,095 c.c.i., 24s.
- 2. M. W. B. May (Alvis) 1,291 c.c.i., 30s.
- 3. V. H. Tunstall (Flat 365 c.c.i.) 30s.
- Won at 62.12 m.p.h. by 7½s; 14½s. between first and third.
- Second October Mountain Handicap (6 miles).**
- 1. G. Baker and M.G. 1,287 c.c.i., 1m. 6s.
- 2. Lord Abery (Lammas-Graham) 3,562 c.c.i., 1m. 6s.
- 3. J. H. Barnett (Aust) 1,496 c.c.i., 25s.
- Won at 62.68 m.p.h. by 7½s; 11s. between first and third.

The Mountain Championship (12 miles).

- 1. R. Mays (E.R.A.) 1,486 c.c.i.
- 2. H. P. Bowler (Alta-Romeo) 3,500 c.c.i.
- 3. "B. Birn" (Maserati) 2,292 c.c.i.
- Won at 30.84 m.p.h. by 7½s.
- Third October Mountain Handicap (6 miles).**
- 1. Mrs. K. Petre (Riley) 1,486 c.c.i., 13s.
- 2. G. R. Hartwell (M.G.) 1,287 c.c.i., 22s.
- 3. D. L. Braunt (E.R.A.) 1,486 c.c.i., 3s.
- Won at 71.65 m.p.h. 37½s.; 45s. between first and third.

The Siam Challenge Trophy (12 miles).

- 1. R. Mays (E.R.A.) 1,486 c.c.i.
- 2. A. C. Dobson (E.R.A.) 1,486 c.c.i.
- 3. D. H. Scobland (E.R.A.) 1,486 c.c.i.
- Won at 77.98 m.p.h. by 3½s; 11s. between first and third.

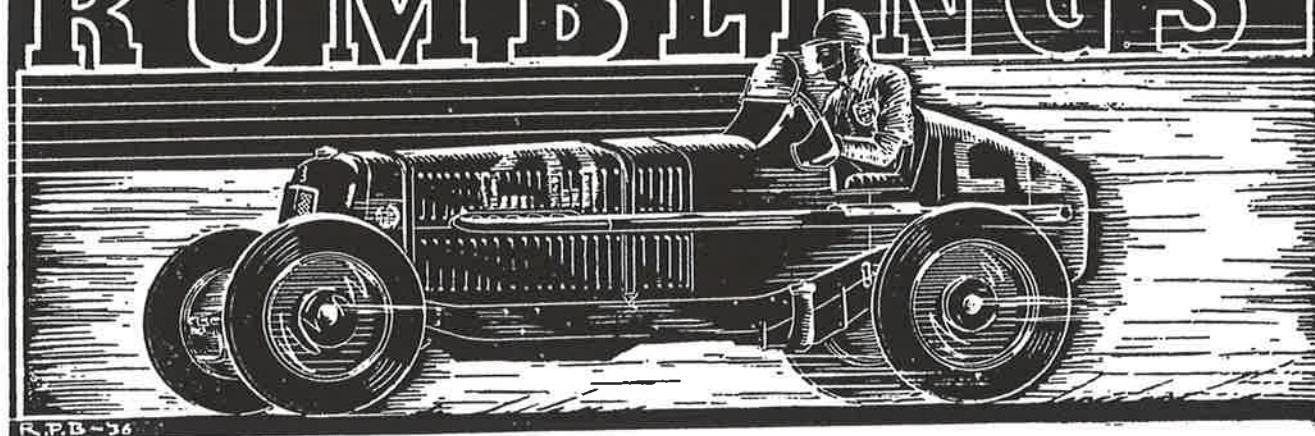
The Oxford and Cambridge Mountain Race (6 miles).

- 1. R. E. Tongue (E.R.A.) 1,486 c.c.i., 4s.
- 2. A. F. P. Lane (Frazer Nash) 1,496 c.c.i., 8s.
- 3. J. O. F. Peters (Frazer Nash) 1,496 c.c.i., 44s.
- Won at 74.95 m.p.h. by 21½s; 27½s. between first and third.

Fourth October Mountain Handicap (6 miles).

- 1. C. E. G. Martin (Alfa-Romeo) 3,163 c.c.i., ser.
- 2. R. Parnell (M.G.) 1,486 c.c.i., 17s.
- 3. W. Cotton (Riley) 1,486 c.c.i., 27s.
- Won at 76.36 m.p.h. by 4½s; 1s. between first and third.

RUMBLINGS



A Bentley Specialist

I HAD the pleasure of paying another visit to McKenzie's premises behind Victoria Station last month. Just at present he is putting in a deal of work on Mr. Lygett's famous 8-litre Bentley, which is being prepared for more speed work, one special item being the fitting of light ribbed brake drums of R.R. alloy. An 8-litre open four-seater Bentley is being prepared for a client on lines which we described in MOTOR SPORT just over a year ago, writing of another car. The engine is magnificently finished and the Corsica body has beautiful lines and a very ingenious disappearing hood. An interesting car at the works which Mr. McKenzie forgot to show me, until I made a bee-line for it, was a 3½-litre Bentley with an Arnott supercharger system, the compressor being very rigidly mounted, belt-driven, and drawing from an Arnott carburetter. Asked whether the result was satisfactory, McKenzie replied: "The speed has gone up from 93 m.p.h. to 106 m.p.h., the acceleration is naturally much improved, and a head tester from Bentleys was unaware that a supercharger was fitted when I demonstrated the car to him." Knowing what modern Bentley acceleration is like I would like to drive this motor. Another interesting car which McKenzie didn't even pause to enthuse over, but which interested me very much indeed, was an old-school Bentley, outwardly a 3-litre, in which he has installed a 3½-litre Bentley six-cylinder engine. At the Corsica works I saw a 3½-litre chassis which had been involved in a very bad crash indeed, and which McKenzie was rebuilding and rebodying. I was rather intrigued by the very compact, well balanced build of what seems a very big car in complete form. I was told that the mechanical servo brake gear is so beautifully made that it wears indefinitely, even if neglected, and only gives trouble if a hose is carelessly or innocently played over it, when the action becomes snatchy until the linings dry. Another little matter that McKenzie almost overlooked was that he has supplied quite a few "Phantom III" Rolls-Royce cars to clients. This Scottish engineer, you gather, is a very modest man!

The First 1938 Road Race

Our first road race for 1938 will be the Coronation Trophy at the Crystal Palace Circuit on April 2nd. We have remarked many times in this paper that Harry Edwards should have a successful season if he is able to continue to put up good prize money, and he is to be congratulated on offering some £500 for this meeting, with the three big prizes as last year, a fourth prize added, and a greater chance of gaining small prizes for completing given lappery which almost constitutes starting money. The race is now an International Fixture, the distance has been reduced to 20 miles per heat and 32 miles for the final, and a handicap evens things up between small and large cars. The winner gets the Coronation Trophy and £150. Late fee entries close on March 16th and practice is scheduled for March 31st, between 10 a.m. and 1 p.m.

Another highly praiseworthy effort is that of the Cork Grand Prix of April 23rd, details of which we published in the January issue. The Regulations, printed in both English and French, came to hand in the middle of February. Late fee entries close on April 4th at 1 p.m. The winner gets £1,000 and the Millfield Trophy and replica, and for this race alone there is £1,800 in prize money. This compares with a first prize of £250 and a total of £820 in Fred Craner's great Donington G.P. last year. Will the Continent please note that Britain is at last waking up!

* * *

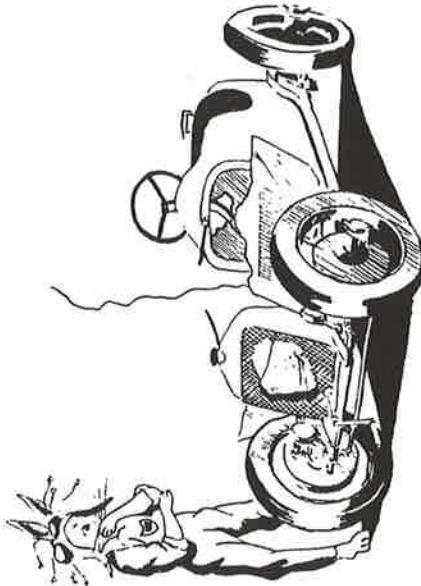
Suspended

Reginald Parnell has been suspended permanently from racing by the R.A.C., following his accident at Brooklands last year with the M.G. Magnette, during practice for the B.R.D.C. "500." Mrs. Petre, who was involved while using the track at the same time in the Austin Seven, is now happily recovered. We are informed by the R.A.C. that the Press is not being given any information about their findings in this matter and that representatives of the Press were not

When the bulb is inflated the acid will ascend and the sub-surface of the densimeter will enable the density existing to be read off the graduation marks on the densimeter corresponding to "acid in the accumulator.

"So an Alfa Romeo instruction book.
Or, as one might have otherwise expressed it. "The density of

"IT WAS
THE
BEST
BUTTER"



Racing drivers Tim and Marcus much unnerved and Fee Carson discovered with her head through one of the windowpanes.

After that Tim drove home.

Clive insists that the road was covered with ice, but it is the editorial view that this is merely a modest feint to conceal the fact that the accident was really precipitated by a humane attempt to avoid one of those herds of green crocodiles in red top-hats that are such a menace on our country roads in the wee hours.

H. Whitfield Semmence, 161 Elgin Terrace, W.9, wants a 120 b.h.p. Heenan and Froude Dynamometer at a reasonable price.

Semmence used to be works foreman at Vale Motors and has set up his own tuning establishment for all sorts of sports-cars, with Nashes as a speciality.

Everybody's domestic carriages seem to have gone in for poking rods at the moment, Harry Bowler, Tony Darbshire, and the Press Secretary all having suffered within the last week or two.
"I told you butter wouldn't suit the works," he added, looking angrily at the March Hare.

"It was the best butter," the March Hare meekly replied.

But the best laugh of all is on the owner of a certain pre-war car who kept on finding chunks of aluminium in the sump, and eventually discovered that the clearance was so small that the big-end bolt split pins were hitting against the crank-case every time they came round.

The news of Mr. Forrest Lycett's entry of the 8-litre Bentley for the Mans will gladden the heart of every member, and our very earnest good wishes will go with him; especially as none is better qualified to fly the Vintage colours than our popular Vice-President.

The Bentley really has a most fantastic performance; it isn't merely faster than other fast cars—it is something altogether different. The push in the back which is still available at 80 and even 100 is more than most sports-cars can produce at 40, and yet the whole thing is achieved with the silence and effortlessness of steam.

As is well known it is looked after by that artist of tuners, Mr. L. C. McKenzie, whom we are proud to number among our membership.

This snow (as we go to press) calls to mind a classic run by Col. Clutton in the 1909-10 Fafnir immediately after the terrific blizzard of Christmas, 1927, from Winchester to Newport Pagnell (North Bucks.—nearly 100 miles). A.A. scouts all along the road informed him that he was easily the first to get through, over thirty modern cars being completely stranded in the stretch between Basingstoke and Oxford alone. And that with 105 mm. section tyres!

* * * * *

As from the next number of the "Bulletin" (which will be published, roughly, bi-monthly) a series of articles will be commenced on the various famous (and in many cases, unique) cars in the Club.

* * * * *

A standard fitting on many early Daimlers, about thirty years ago, was a body attached only to the chassis by hinges at the back, and held down at the front by bolts. When these were released the whole body could be swung upwards and backwards; an admirable arrangement, one imagines, so long as the fastener did not come undone while the carriage was in motion.

of the crudest variety, and investigation showed that the hand-starter had broken away from its moorings under the bonnet and proceeded with deadly accuracy to lodge itself between the flying-wheel and the crank-case. At the time of going to press the full extent of the damage is not known, but at best it is feared to be considerable.

Mathew, too, was in trouble, as his smart Alfa Romeo disengaged a big-end bearing, and Anthony Heal was doing wonderful things to the brakes of his just-acquired Ballot. This is one of the 5-litre straight 8's built for the 1919 Indianapolis race where they were the fastest cars present, but the road wheels all fell to pieces. This is believed to be the only one still in existence and it has not been seen in racing for many years. Anthony only got delivery of it at Easter and a variety of circumstances prevented any high speed practice. The car is obviously tremendously fast, but very difficult to steer, and once the brakes have been attended to it will certainly be most formidable.

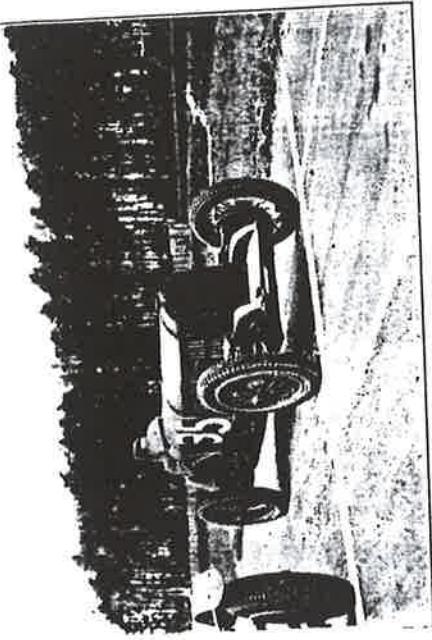
Ken Burness had not studied the regulations with quite the necessary attention, and arrived without any exhaust pipe worth mentioning. In a matter of two hours, therefore, Louis Giron towed the car into Melbourne, procured a pipe of the right size and shape, welded it on to the car and made and fixed brackets which stayed put through several races. It is interesting that the Sunbeam engine was designed by Monsieur Henri, who also designed the engine of the 5-litre Ballot, and they are both very similar in detail, finish and general layout.

Choate, as usual, scrutineered, and the value to any club of a member who combines tact, equability of temperament, and reliability as he does simply cannot be overstated. A scrutineer has unrivalled opportunities of giving unnecessary offence, while one of the main difficulties of running a motor club is the incredible unreliability of so many of the kind people who, with the best intentions in the world, promise to "do a job of work" and then wreck everything by turning up a few hours late or not at all. With Choate, however, you just know that he will be there, on time.

We were also grateful to Mr. McKenzie for giving up his time to come and be a steward; to the Dawkins, who ran the timekeeping with customary efficiency; and to Michael May, who flagged in the winners. Also to the following, who have been credited with marks for officialising in one capacity or another. Anyone omitted should, as usual, inform Harry Bowler, to whom, together with Eddie Wrigley, was mainly due the efficient organisation and running of the meeting.

List of Marshals : Darewski, R. and W. Dawkins, Crutch, Fry, E. J. L. Griffith, C. P. L. Nicholson, Hutton-Stott, Bowler,

"Anthony
Heal on
the Line
in the
1919
Ballot"



Mrs. Bowler, Wrigley, Wike, Clutton, May, McKenzie, and also a number of non-members.

In the first race Gerard won on the Riley he drove in the Empire Trophy, and Hampton took the first of the three Vintage awards he was to win on the 1922 Strasburg G.P. Mercedes-Benz supercharged 1½-litre. Using the blower almost continuously the Mere sounded as impressive as it looked, and motored with full touring equipment, including a strictly illegal bell of imposing proportions. Its successes were all the more noteworthy as bottom gear was in a very poor state, and practically useless.

In the next race, over 3-litre Sports, Whitworth took the Vintage first on the 30-98, and among the moderns the two specialised Fords were outstanding. Crozier's, with twin blowers, appeared to be covered with hood material, precariously applied with pop fasteners. When travelling at speed this material ballooned outwards in a fascinating manner and one waited breathlessly for the expected explosion. Stedall's blue Batten Ford, although unblown, seemed just as fast and was beautifully prepared, possessing really pleasing lines.

Peter Clark's H.R.G., tuned by Marcus Chambers, was another outstanding modern car, and after several races its note was as sharp and vigorous as ever, although the exhaust system fell off on one or two occasions. He won the 3-lap 1,500 class at 68.1 m.p.h.

Grinnshaw brought a beautifully prepared blown 2-litre Bugatti that was a complete joy to behold, and it went as well as it looked, winning the fourth race at 69.3 m.p.h.

RACING IN AUSTRALIA

SOME DETAILS OF THE NEW PHILLIP ISLAND COURSE

Racing in Australia has become familiar to English enthusiasts through races held on Phillip Island. A new and improved road circuit has now been made, and was first used for the Australian Race Drivers' Cup, which was run on November 5th, 1935. The circuit measures 3.312 miles in length, and this new event consisted of thirty-laps.

The original course was rectangular. The new one forms a traditional triangle, and includes the whole of the old "pit sight," with its picturesquely-named "aven" and "Hell" corners; the apex of the triangle is formed by the "ool" corner. Sections of the track give rise to the dust which seems inseparable from Australian events, and the extraordinarily-mixed entry came to fame for the first event on the new track.

There was a supercharged Le Mans Bentley, a Hudson, a Le Mans r and a ten-year-old Chrysler which had broken the Melbourne to Sydney record. There were also two Riley

"Imps," four M.G.s, a Willys and a Morris "Special."

The variety of the cars in itself suggests the keenness of the competitors, who were running for the Racing Drivers' Cup and a cash prize of £75, the handicap event having been organised by the Australian Racing Drivers' Club.

The big Bentley proved difficult to handle on the short circuit, but the Terraplane was in its element and began to gain ground rapidly, after half-distance. The leader was then G. Bastow, taking the Le Mans Singer round at a pace which made him seem almost a certain winner if he could maintain his speed.

Several machines found mechanical trouble, and pit work proved indifferent; apparently, Australian racing enthusiasts have yet to appreciate its vital importance.

On the twenty-seventh lap, the Terraplane clocked 66.24 m.p.h. and did this again on the thirty-second lap, fastest time of the day. This effort gave the driver second place, but it seemed im-

possible that he could catch the leader. On the start of its last lap, however, the Singer began to misfire, and the Terraplane snatched the lead near Heaven Corner, winning at an average of 64.83 m.p.h. The Singer was second, and the Chrysler third. The Bentley's gear-lever jammed in top near the finish, which helped to rob this car of a place.

A similar race was held on New Year's Day, organised by the Victoria Sporting Car Club, and it seems likely that this new venue will attain considerable importance "down under." High ground at the start enables spectators to watch the progress of cars almost all round the course, which is an ideal not achieved on any road circuit in Europe except, perhaps, at St. Gaudens, for the Grand Prix du Comminges.

RESULT

1. L. Burrows (Terraplane) 1h. 47m. 21s. 64.83 m.p.h.
2. G. Bastow (Singer) 2h. 0m. 37s. 57.70 m.p.h.
3. H. Jeith (Chrysler) 1h. 50m. 45s. 62.84 m.p.h.
4. A. Bensley (Willys) 1h. 55m. 25s. 60.30 m.p.h.
5. L. Murphy (M.G. P-type) 2h. 2m. 17s. 56.92 m.p.h.
6. T. Peters (Bentley) 1h. 50m. 50s. 62.70 m.p.h.

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A Fine Achievement

ON Tuesday, August 29th, Forrest Lycett established a record at Brooklands which Percy Bradley enthusiastically described as "a record record." Driving down from town in his city bowler hat and the famous 8-litre Bentley, Lycett raised the British Class B standing mile record to 92.9 m.p.h. It formerly stood to the credit of Parry Thomas and the Leyland-Thomas at 88.47 m.p.h. Lycett had one practice flip and then went straight out, completed his two-way runs along the Byfleet and the Railway Straight, and, saying he had had enough for one day, went quietly home with the record under the Bentley's bonnet. The car, he said, would probably have been even quicker on a cooler day, and if the front suspension had been better suited to pulling early off the Byfleet when running in the clockwise direction. The getaway was less impressive than usual, because the 2.6 to 1 axle ratio was in use, but the line was crossed at approximately 135 m.p.h., and Lycett sets his absolute maximum as 140 m.p.h. The car, attended by McKenzie's blue 4½-litre and the mechanics in a Big Six tourer, ran sans front brakes and with a half-cover over the cockpit. It was stripped very quickly indeed, and the bonnet was only lifted for removal of the starter motor.

A Military Bugatti

Col. G. M. Giles recently took delivery of a Type 57C 3.3-litre Bugatti with James Young fixed head, fabric-top coupé. The equipment is extremely comprehensive. The facia carries a lockable cubby hole, clock and stopwatch, wireless set, speedometer, radiator thermometer, fuel gauge, amp. meter, oil gauge, cigar lighter, rev. counter, Ki-gas, air-conditioning plant control and numerous switches. Young ventilators cool the interior, there is a screen defroster,

and the rear blind is electrically operated. Leveroll front seat adjustment, silver cigar box in the folding seat arm-rest, mirrors, ash-trays, tables and map-box are amongst the comprehensive internal equipment. There are lady's and gentlemen's companions, that for the male element containing silver flasks and silver tumblers. The interior lining is fawn cloth with veneered walnut woodwork and upholstery of finest quality hogskin. Cicca horn, Lucas inspection lamp and fire extinguisher live in the dummy off side spare wheel cover and the tools in the luggage locker lid. The colour scheme is royal blue with red and white lining. Ace number plates are used. This car, probably the most distinguished "pre-war" town-carriage, is capable of 110 m.p.h. and weighs 37 cwt.

Where Are They Now ?

We hope from time to time to state the whereabouts of well known figures in the motoring firmament. At present folk are very scattered. Kay Petre seems to be handling ambulances and Dorothy Stanley-Turner to be instructing lucky boys in heavy lorry manipulation. Smith, Eslpen, and Letts are river-patrols, H. M. Bentley is a Lt.-Col., and Denton is in the Service. Sir Malcolm Campbell is a motor-cycle patrol; Lord Selsdon is on the Police Reserve. Sydney Allard drives up to the Putney branch of his business daily and Hutchison is living at Farnham. Boddy is doing stretcher-bearer driving in 24-hour shifts and giving the boys a great time on practice runs, gas-masks or no gas-masks.

Odd Spots

We appreciate the shots of the 4½-litre Bentley—and occupants—in the film "The Outsider." And the Brooklands scenes in "Ask a Policeman."

Mr. SPECIAL BENTLEYS—continued

displayed is evidence of Mr. McKenzie's long experience of special work and it is significant that this 8-litre conversion was undertaken without the supervision.

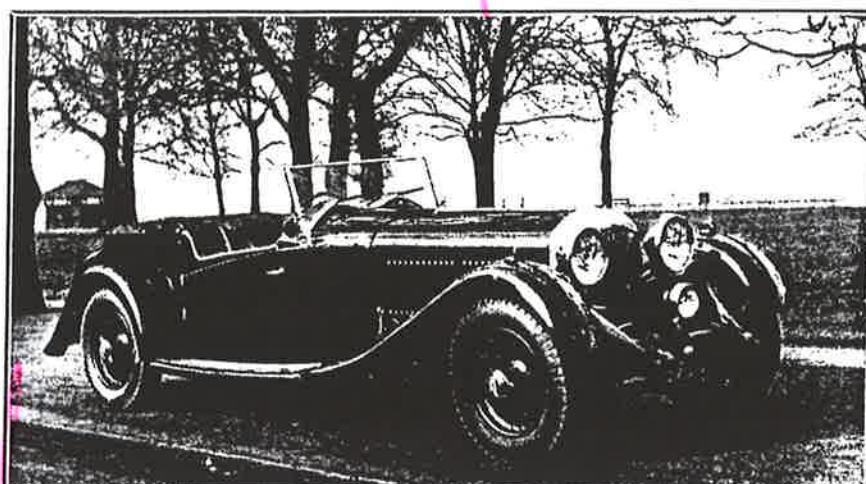
Another interesting McKenzie Bentley is a 6-litre chassis with the 8-litre braking gear and a 6½-litre Speed Six engine. Mr. McKenzie has a 4½-litre Bentley of his own which is subjected to experimental alteration in the interests of clients, of which he drove in the Bentley Drivers' Meeting at Brooklands last year.

He now a blower 4½-litre Bentley owned by Wolf Barnato, Forrest Lyett's well-known competition Bentley, several early cars, lots of 4½-litres, and a 4-litre in for overhaul, the last-named with a 100 b.h.p. Ricardo engine. Another racing car was a 1914 "Alpine" Rolls-Royce saloon in for the fitting of servo-brakes from a "Silver Ghost" chassis, which conversion entails completely scrapping the latter car. Initially, this "Alpine" is believed to be one of the actual competition cars. They had special camshafts and were equivalent to a sports-car in 1914. Then there was a 20-25 h.p. Rolls-Royce with a very small saloon body, providing a high degree of visibility, unlimited luggage accommodation, and special ventilating arrangements. This Corsica body was to McKenzie's designs for a lady who tours extensively abroad and had a car to replace a Voisin which had similar facilities. The detachable gear-boxes are extremely rigidly fitted, high tensile bolts being used, car was in for decarbonisation prior to Swiss tour. There were many more Royces, and another 8-litre Bentley which we were able to compare the of the 8-litre just described. In the only "foreign" marque

appeared to be an immaculate Aston Martin, though we came upon a Kelvin marine engine in one corner! Also spare 4-litre Bentley and 1914 Rolls-Royce engines, amongst others. Mr. McKenzie is greatly assisted in his tuning and servicing of Bentley engines by the possession of a Heenan and Froude 300 b.h.p. engine-

all types of Bentley power-units. On it, Lyett's 8-litre runs up to 4,300 r.p.m.

The old days do not seem so far away after a talk with Mr. McKenzie about the old school Bentleys. Incidentally, he takes a keen interest in the Bentley Drivers' Club and the Vintage S.C.C., but



The three-quarter front view of the Bentley, modified by Mr. McKenzie of McKenzie's Garage

test bed, capable of recording up to 4,500 r.p.m. This equipment was originally bought by Count Zborowski, who as likely as not paid a four-figure sum for it. On the Count's death it was acquired by Bentley Motors Ltd., and used by them until the old company closed down. It has beds to accommodate

he is also fully able to deal with modern Bentley and Rolls-Royce cars. Several interesting racing developments are in progress at his premises, but we must keep these under the editorial hat for the present. The telephone number of McKenzie's Garages, Ltd., is Victoria 4923-4.

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