

Club News

WE HEAR

R. W. Pollack knows of ten keen Frazer-Nash owners in the Birmingham area. His own Blackburn-engined "Shelsley" Frazer-Nash is being fitted with a Clyde supercharger by Chris. Shorrocks. Leslie Seyd has very thoroughly rebuilt the ex-Shakespeare 1913 "12/14" Mors and also has the 1912 14-h.p. Gregoire. L. W. Thomas is building a 2-seater "special", using 3 in. by 16-g. tubular chassis members, Lancia-type i.f.s. with soft springing, an ex-Ashby bronze-head, four-carburettor Riley engine with Laystall crankshaft, Martlett pistons, etc. He is unable to find close ratio gears for the Riley "Gamecock" gearbox he is fitting and would even exchange an old "11.9" Bugatti, minus back axle, for these.

An apprentice in the Austin Experimental Dept. reports that two of the "twin-cam" racing Austin Sevens are intact, one being in Austin's showrooms and one in the shop, while one of the blown off-set s.v. cars is also safely preserved. A "14/45" Rover was encountered in Dorking recently and a 1927 "16/65" is reported near Slough, where a 1926 "20/60" Sunbeam has also been found. Then one or two Stars have been seen—a 1931 chassis sold recently for a modest £7—and someone is seeking one of the old V-8 Guy cars, rumoured to be at a Midlands' farm. Veteran car restorers may care to know of a set of Lucas acetylene headlamps and oil sidelamps, circa 1912, dirty but sound, which should be obtainable for a small sum. Price has now stripped down the engine of his "12/22" Lea-Francis and has found it in excellent condition after 70,000 miles service. He tells us that the aforementioned Calthorpe and Albert cars discovered in the Birmingham area have changed hands, and that a 1927 "16/4" Wolseley, a 1927 Morris-Oxford tourer and a 1925 Bean Fourteen, have come to light recently in that part of the universe.

That reminds us that a very decent "14/40" Vauxhall drop-head coupé was sold nearer London not long ago and that Alan Southon, having disposed of his Alvis, has acquired a 2-litre Ballot saloon from Windsor Richards. During the floods last month, Monaco Ltd., of Watford, borrowed a boat from Elstree Reservoir, fitted an outboard motor to it, and conducted some effective rescue work. Humphrey Jones has acquired a Type 35C straight-eight 2-litre G.P. Bugatti, and John Smith and Sydney Higgins have a 1½-litre Bugatti, while Vivian Buck has changed his Type 35 Bugatti for a straight-eight, supercharged single-cam 1½-litre Type 35B, which he hopes to run at Shelsley and elsewhere this season. The last-named car is believed to have run last at the Crystal Palace in 1939 and has a "2.3" chassis, No. 4863, a 2-gallon sprint tank in the passenger's seat and

certain engine parts and front axle chromium plated. Buck is very anxious to hear from past owners or from anyone who knows the car—his address is 34, Lea Road, Heaton Mon, Stockport. Further flattery—the latest publication in which we have encountered a "Cars I Have Owned" article is the Lancashire and Cheshire Car Club's Gazette. It is possible that our own series of such articles will be revived in the future, as space permits.

Apparently the "Britool" people, of Wolverhampton, are making metric-size socket spanners, which will be welcome news to owners of Continental machinery. Dick Nash is pushing ahead with his scheme for a motoring museum and Shell-Mex Ltd. have presented him with a really early Pennington. F/Sgt. Evans

ally, who is the R.A.F. officer running a very fine Type 43 Bugatti in the Brussels area.

There is some confusion about the correct timing of the 1,657-c.c. Blackburn-Six engine in a Frazer-Nash and a reader supplies the following data: Inlet opens: 18-20 deg. b.t.d.c., Exhaust closes: 14 deg. a.t.d.c., one tooth on flywheel equals 4.34 deg.; tappet settings: inlet .004 inch, ex. .006 inch, old; full ignition advance 9½ teeth on flywheel. Which may help someone or other. A fine sight on the Great West Road recently was an immaculate 4½-litre Bentley saloon—full of policemen. Monica Whincop now has a most intriguing little car, in the form of a 1935 sports Fiat Balilla with a 1938 1,100-c.c. Balilla engine. She contemplates things like twin S.U.s, raised compression, stronger clutch springs, etc., so as to go even quicker than at present.

Major Peter Jackson has added an Anzani Frazer-Nash to his stable. Grey, who drove a "2.3" Bugatti last year, has acquired the 4-cylinder Maserati once raced by Teddy Rayson. Axel Berg has saved the 1908 Gobron which was rotting at Peasmarsh. Peck motors in a vintage sports Darracq and finds it excellent for negotiating flooded roads, with its high ground clearance and rear-placed magneto. Interesting "gate crashers" at the B.D.C. Kensington Gardens Rally included a Type 37 Bugatti, a 3-litre Invicta, an S.S.-bodied f.w.d. Alvis, a 328 B.M.W. and a "38/250" Mercedes-Benz—but the Bentleys stole the show.

J. F. Gard has a 1928 "Brooklands" model Austin Seven. K. W. Bear had a most informative article in the March issue of "The Ulster Motoring Review" about his last-year's hill-climb experiences. He obviously likes Bouley Bay and Craigantlet, especially the latter. At Prescott he commenced the Type 51 Bugatti at 1,000 r.p.m. in the wet or about 3,000 r.p.m. in the dry, changing quickly into 2nd at about 3,500 r.p.m. or 4,500 r.p.m., respectively. The first bend was taken at 50-60 m.p.h. and the finishing line was crossed at about the same speed. At Shelsley Walsh about 80 m.p.h. was reached before the S-bend and 100 m.p.h. over the line. Due to ill health L. C. Christensen is disposing of his Darracq-engined Pansy-Special which should make a nice trials car for someone. Tom Cole is having his Jaguar tuned and modified for sprint events and future sports car races. Stuart McNab is modifying a 1929 Riley Nine tourer for mild competition work and would be glad to hear from anyone who knows these cars from this angle. A friend of his has a P-type M.G. into which he is putting an R-type engine for sprint work.

Cars seen during Easter included an old bull-nose Morris, an Alta and an early aluminium Frazer-Nash near Perranporth, and a 2-speed s.v. Morgan-J.A.P. in Taunton.

FIXTURES FOR MAY.

3rd.—N.W.L.M.C. Lawrence Cup Trial, Bagshot.

V.S.C.C. Northern Rally, Yorkshire.

8th.—JERSEY INTERNATIONAL ROAD RACE, St. Helier.

10th.—Jersey Closed Invitation Speed Hill-Climb.

11th.—B.O.C. Open Spring Speed Hill-Climb, Prescott, 2 p.m.

17th.—M.G.C.C. Council Meeting. Bo'ness International Speed Hill-Climb.

Veteran C.C. Hill-Climb, Surrey.

18th.—Liverpool M.C. Jeans Gold Cup Trial.

Cemian C.C. North Kent Invitation Trial.

23rd and 24th.—M.C.C. "Edinburgh" Trial.

24th.—Southsea M.C. Windmill Hill Closed Speed Hill-Climb.

31st.—M.M.E.C. Cofton Hackett Closed Speed Trials.

Liverpool Welsh 24-Hour Rally.

May 31st and June 1st.—Midland A.C. Rally.

has a 1931 A.J.S. saloon. Out in America Russell Seeli, President of the S.C.C. of A., is rebuilding a Type 57 Bugatti chassis and seeks a drawing of its rear suspension and brake gear. He is finding difficulty in locating an engine and may have to resort to one out of a 1946 Buick; a 2-seater body will be beaten out of aluminium on the lines of that of the 57 SC "Competition" model. Axel Berg has bought from Tim Carson his 500-c.c. sprint car and talks of installing therein a d.t. Douglas engine tuned by Mavrogordato.

Paul Frère, of Brussels, is willing to help people with Ballot servicing data, his father having owned 1924 2-LT and 1927 2-LT, 1928 RH straight-eight and one of the last of the RH3 straight-eight Ballot cars. He wonders, incident-