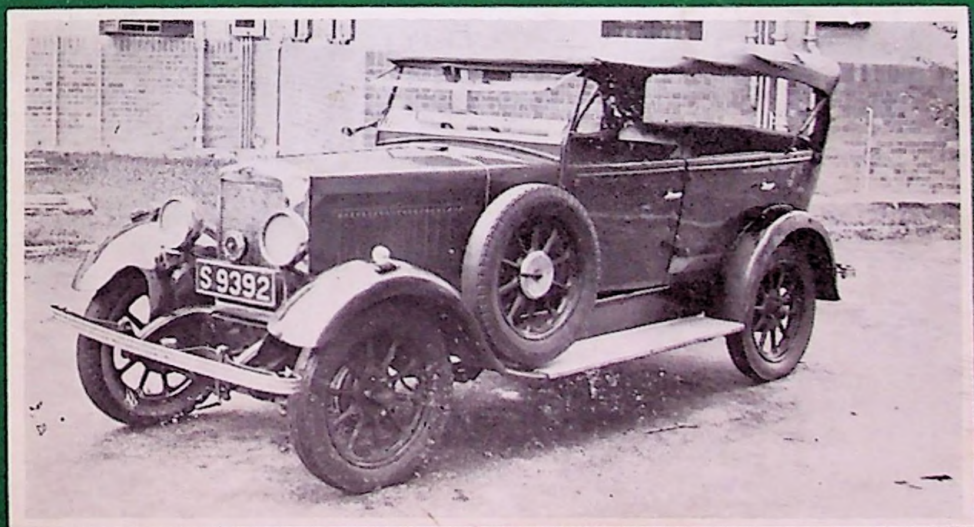


MARCH 1963



# MALAYAN VINTAGE CAR REGISTER

## MONTHLY MAGAZINE





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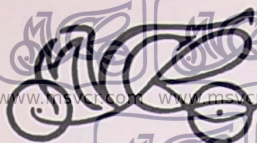


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# Malayan Vintage Car Register

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and Editor:*

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P. O. Box 695, Singapore  
G. Ravenscroft (North)

*Committee:*

R. Armstrong (Central)  
F. J. Ingham (South)

## Editorial

This month's cover picture illustrates Inche Usoff bin Sidan's 1930 Morris Cowley, which can be seen regularly in Singapore. Read about this motor in 'Cars on the Loose'.

Our target for entries in the Vintage & P.V.T. race at the forthcoming Malaysia Grand Prix was 15. Believe it or not, not only did we reach our target, we exceeded it! 16 entries have been put in, and we hope all will reach the line by dint of hard last minute work on behalf of the owners. If one could see some of the cars at this moment, there'd be lots of doubts!

The handicapping was left entirely in the hands of two non-competing members, Ken Evans and Henry Stonor. They had quite a difficult task, since there is a great disparity between the fast and the slow cars. Further-more, running will be some cars not seen in action recently.

However, at a meeting in Johore Bahru, just before Henry left for his U.K. leave, a decision was made and the full details of runners, drivers and handicaps are as follows:—

### *Leaving in the first batch together.*

J. A. R. Wellington  
B. S. Arnold

Morris Cowley (One C.L.)  
Amilcar

### *Leaving 20 seconds later.*

P. L. Miller  
S. Baillie-Reynolds  
D. Waller  
R. J. Barratt

Austin 7 (One C.L.)  
Austin 7 (One C.L.)  
Bentley 3 Litre  
Triumph Dolomite

### *Leaving 40 seconds later.*

G. B. Ravenscroft  
D. J. Morton  
W. M. Young  
Mrs. M. Ingham

Marlborough (One C.L.)  
Sunbeam  
Alvis  
Singer-Le-Mans

### *Leaving 110 seconds later.*

A. Ingham  
J. Mobbs

Frazer-Nash  
Frazer-Nash

Leaving 60 seconds later.

J. C. Whitehead  
J. B. B. Swann

Bentley 4½ Litre  
Bugatti

Leaving 145 seconds later.

L. A. Worley  
A. R. Lowe

S.S. 100  
S.S. 100

The abbreviation C.L. stands for Credit Lap, and those cars so marked above have only to complete four laps, the remaining cars of course having to cover five.

The handicaps should give every one a chance, and what we want to see is a really close finish—and I think this to be very likely.

On Sunday the 14th, after our race, the club is holding a dinner at the Sea-view Chicken Inn, and do hope many Members will attend and join in the fun. The occasion will be taken to present a cup to the driver of the Vintage car, which comes in first, if a P.V.T. car wins, or vice versa the P.V.T. car, if a Vintage wins the Handicap race. This cup has been donated by the M.V.C.R.

Since the last issue, we have one new Member, and one renewal of subscription. The new Member is David H. Rawlinson, a University of Singapore lecturer. He has recently acquired Mike Hammersley's 1926 Rolls-Royce Phantom One Tourer.

The renewal is Neil Moneriff, and he needs no introduction.

Six new Members are lined up at the moment, and it is hoped to announce their names next month.

To conclude this editorial, all Members are wished a happy Easter, and those in Singapore good motoring.

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## AROUND AND ABOUT



Yet another well known Member and his wife are going on leave very shortly, in fact just before the C.P. Mr. & Mrs. Ron Armstrong will be away for six months, the first three of which will be spent in South Africa. Whilst over there they hope to contact one or two members of the Crankhandle Club, as well as the Vintage Car Club of South Africa.

We hope they have a good trip, and look forward particularly to receiving some interesting articles about S. African Vintage Motoring.

\* \* \*


Wonderful news for Messrs Lowe and Worley. Another S.S.100 has been brought out to Kuala Lumpur, and is now being renovated. The owner is Mr. Tony Sissons and we hope he will shortly join the Club.

His S.S. was involved in an accident in the U.K., when it ran out of road, and it was a pretty horrible mess. The garage from whom he bought it had partly renovated it, so he is left with the body, upholstery and final assembly of the transmission and engine, before he's back on the road.

We have yet to find out whether it's a 34 litre, but let's hope it's the former, so all three motoring S.S.'s have the same chance.

Isn't it a pity that Lim Kye See in Penang won't do something with his S.S., with four competing regularly wouldn't it be fun!

\* \* \*



Danny Needham is puzzled. All along he thought his Amilear Petit Sport was made in 1926, or at the earliest 1925. During a recent clean-up, he scraped the paint off, amongst other things, the shock absorbers, and there under many layers he found evidence that they were manufactured in 1920, on the 30th June to be precise. See for yourself the accompanying photo.

Have the shockers been changed, or are they original? If so, the chassis at any rate may be older than '26, even one of the first to be produced in 1922.

Danny is writing to Amilear owners in the U.K. to try and solve his problem.

Visitors to the Presidential Palace at Sedenak—Beware—Leslie Howell recently drove up to see David, for tea & sympathy, and on his way there went over the railway lines at the entrance to the Estate very slowly indeed, in his new Austin-Healey. On his way out, less caution was used, and an ominous chunk was heard when negotiating the lines. But all seemed well.

Next morning, Leslie, who was to take part in the Seletar Auto Club Sprint started off merrily, but after a while noticed no oil pressure. Why, because he'd dislodged his sump oil drain plug on the lines, and all oil had been lost.

Luckily, no damage was sustained to his bearings, and the car is now a runner. This sort of thing would not happen, if Leslie had a Real Car, which, of course would have the right amount of ground clearance.



Danny Needham has mentioned he has an original Austin 7 steering wheel, with wooden rim, suitable for Member Eric Floyd's motor. You remember he has a M.G. component. Eric should contact Danny, c/o Muller & Phipps, Laidlaw Bldg. Singapore 1.

Guy Ravenscroft has made a discovery. He has located the owner of the 1926 Chevrolet, which now resides in Sitiawan, Perak. The car is in splendid condition, and the owner, Mr. Hong Kok Chiong is very keen to join the Register.

The Chev has a four cylinder engine, of 21 h.p., o.h.v. No front brakes are fitted. Tyre size 4.50 x 21.

We hope that Mr. Hong will very soon get with us.

### CAR FOR SALE

(A) Alfa Romeo 1750 cc. 1930 (Genuine Vintage) four seater touring body, chassis engine excellent condition. Paint work needs attention. Further details J. Swinburn 54475 (Singapore) Haggle \$2000.

(B) 1960 Volkswagon. Just resprayed Alfa Red (!), new battery, tyres (Michelin X) refurbished inside and thoroughly overhauled elsewhere, including decarbonisation. In immaculate condition, and so confident is the owner of its condition, that he drives it himself, and advertises it here. Dollars 4200 or swap for potent sports car (and an M.G. or TR are not acceptable), cash adjustment if necessary. Apply:- J. Mobbs, Kuala Ketil Estate, Kuala Ketil, Kedah.



\*Vintage Lolls-Loyce—velly nice with Japanese Sony—velly  
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## LETTERS TO EDITOR

10

Dear Mr. Editor,

I refer to David Morton's letter (February issue) in connection with the Austrian Daimler. I quite agree with him and feel it is disgusting the way names are changed.

I well recall seeing in the Paddock in the good old Brooklands days Adrian Clutterbells' original and very well kept Austrian Martin. The name was quite clearly stated on the radiator. See now how the English have perverted this name.

Yours faithfully,  
R. STRAUSS

Dear Mr. Editor,

### Klaxon Type Horns

I have some sources which Mr. Zainal Fithri might care to try for mechanical diaphragm horns. According to the latest catalogue to hand (British Standard Exporter, 1920) Rotax supply brass, nickel plated or ebony black electric horns, S. Smith and Sons (M. A.) Ltd. advertise both electric and Hand operated models, short horn or long, F.R.S. Lamps of Birmingham, and Bleriot Ltd. of London have Hand-operated Klaxons at 45/- and Appollo of Birmingham consider the electric model as "the Hall Mark of the Gentleman's Car," most effective but polite. This costs £5-5-0.

There is little doubt that such horns are singularly effective in clearing the roads for one's motor car. Mr. Zainal Fithri will now have to find himself a proper motor car.

Yours faithfully,  
QUABA

### (Editors Note:-

A member, who wishes to remain anonymous, has promised to solve Inche Zainal Fithri's problem, by calling on him, on his next visit to K. Lumpur, and showing him the Klaxon fitted to his Mundane Modern Motor. If Inche Zainal likes it, he can have it for a small sum, and the member in question, who's shortly going on leave to U.K. will get another one while he's there. So correspondence about Klaxons can now satisfactorily close.)

Dear Mr. Editor,

Although unable to understand why it should have been sent to me a "modern" and not a member of your Club, it was with much pleasure I received the January copy

of your Vintage Car Register Monthly Magazine. Perhaps some wit has seen my growing girth and has decided that I have ruined the power-to-weight ratio of my Cooper and is politely suggesting something more suitable to my size! However I read the magazine cover to cover and found it extremely enjoyable - except one terribly British letter, which I thought was rather a load of "John Bull". I have no doubt that many of his type consider the original Austin's and Morris's as rather "shabby" but they all have stood the Test of Time and therefore must surely qualify among the best, or, perhaps, he may be rather worried that his "lorry" is going to be made to look rather slow by this shabby little car!

Your Namazie hill climb was obviously great sport and I was a little jealous that I was not there to take part. Motor Sport in Kuala Lumpur is almost non-existent except for the odd burst of enthusiasm which seems to die out very quickly. I was extremely pleased to see that Eric continues to be successful with his "Sprite". I only hope it holds together until the G.P. in April when I intend to do battle with him once more.

Although interested in your Club and have always-present hidden wish to own a Vintage Motor Car, I remain for the present horribly modern, and until I have satisfied my urge, for speed I expect to remain that way. (The Editor, driving his SS.100 cannot recall ever being beaten in a hill-climb or sprint by Alistair Maclaren, in his super-tuned SPRITE!) I don't believe in "hangers-on" in a club - although their money is always most welcome and feel that should I join I would be just that. Therefore for the present I will continue to watch from the outside.

My regards to all my friends in your Club and thanking you very much once again for the copy of your Magazine.

Yours faithfully,  
A. A. Maclaren  
K. Lumpur

Dear Mr. Editor,

What a shame that "Realist" and "John Bull" do not have enough confidence in the content of their letters (your January issue) to sign their names. Even more so, because there is a certain (and limited) amount of good sense in both letters.

It is not true, for example to say that the Singer was an exception to the "general" RULE of dull and uninteresting machines" The most recent V.S.C.C. writing on



Singers states that ACTUAL Le Mans and T.T. cars only are recognised as P.V.T. Surely, "Realist" an admission that Singers really are not much good, the team cars being recognised presumably because of historic rather than mechanical interest—

Knowing Singers by reputation only, I have heard they are overbodied, underpowered and tend to run big end bearings and break their two bearing crankshaft! Perhaps the INGHAM weapon will disprove this however!

"Realist" is reticent about naming members cars which would not be permitted to race at V.S.C.C. events in U.K. I can think of only one which would be disqualified because, "All-enveloping body-work, where there is no distinct separation of wings from body is not permitted, except when the body is a close copy of an original type fitted to the make in question." "V.S.C.C. Regs." What are the other two non eligible cars?

"John Bull" is unreasonable. He states that the Singer is trying to race at Singapore, yet the M.V.C.R. should hold to its high ideals. Although we know that he Singer is a nasty, cheap little car and quite unworthy to drive with Austin Sevens and other high powered Vintagery, we must keep a sense of proportion. As a club we must put up a good entry for the general public and the S.M.C. at the Grand Prix or we shall loose the privilege of having our own race. As competitors it's more fun racing against twenty other cars rather than five and, really, I do feel that 100% of the General Public—Ahmat, Ramasamy Ah Fatt and the Jones—will not fully appreciate the (admittedly) esoteric differences between a Singer Le Mans and a Frazer Nash. This same appreciation probably applies to about 98% of the S.M.C. and I daresay, some of our own members.

No! we are not in a position to be over selective in our acceptance of pre-war motor cars, and if the Singer is going to add even a little more interest and excitement to our meetings, let's welcome him!

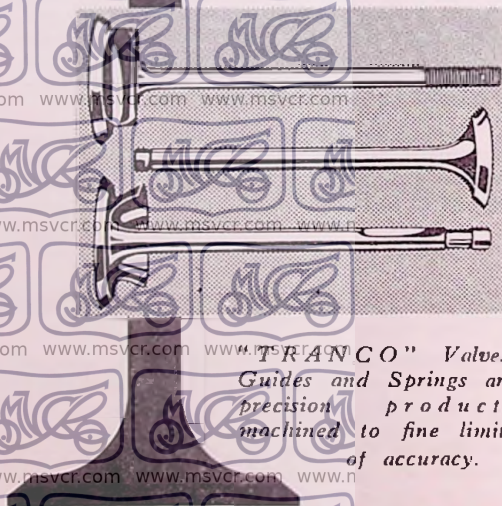
Finally, Mr. Editor, your magazine gets better and better, but what handieap is Barry Swann going to receive with that MONSTROUS crankshaft.

Yours faithfully,  
J. Mobbs

P.S. I see that Ken Evans states (February issue) that a Singer-Le-Mans cost about as much as a Frazer-Nash. In that case the Singer was vastly overpriced—a far worse fault than the cheapness objected to by John Bull—!

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## CARS ON THE MAKE

10

### Nr 1. J. Whitehead's 1936 4½ Bentley.

John Whitehead's Bentley has undergone a radical change in appearance, since he took it off Henry Stonor's hands a few months ago. The old body which was very tatty has been thrown away, and a new one built up. The car now boasts a two-seater aluminium body, with a pointed tail, the spare wheel being carried in a well, set over the tail.

The cycle type mudguards are said to have come off the pre-war Maserati which was previously massacred by Lim Peng Han, and is now scattered around Singapore.

The windscreen is adapted from a Morgan unit.

The wiring has just been renewed, and the car is at present at the spray shop, and should be ready for the Grand Prix.

### Nr 2. P. L. Miller's 1927 Austin 7.

Paul Miller has been fired with enthusiasm, with the Grand Prix ahead, and his car to be made ready to take part in the Vintage Handicap.

His Austin 7 used to belong to Danny Needham, and on the 16th February was still in pieces. It is being prepared in the same garage as Angus' Clydesdale Lola (an Entrant in the G.P. for cars), and it's hoped some of the aura from the Lola will attach itself to the Austin 7, which could then be a potential winner of our race!

### Nr 3. D. Waller's 3 litre Bentley.

Duncan has a spot of bother with his Bentley's gear-box. Where the halves of the original mould join, near the drain plug

housing, there is a hairline separation in the casting, giving rise to a small but annoying oil leak.

Duncan feels the fault is too small to warrant drastic measures, such as welding, at this time. However, he has thickened his oil up a bit, by adding grease, and hopes that the increased viscosity obtained will, if not completely correct the fault, reduce the leakage to a bare minimum.

### Nr 4. A. R. Lowe's S.S.100.

Further to the notes in the January issue, even after the reported renovations to the front axle assembly, the steering was still found unsatisfactory. The fault was eventually traced to the axle itself, which had twisted itself, like a miniature cork-screw. Luckily, lengthy re-alignments were unnecessary, because a spare axle was on hand. Now, the steering is satisfactory.

Recently, the rear half of the body has been replaced, both wood-work and the aluminium. Replicas of the original wings have been made, all work being carried out on the strength of numerous photos of Leslie Worley's S.S.

The original tank has been a disappointment, since on close examination it has been found that rust has eaten away too much, to make it feasible for renovation. So a replica will be made, but only after the Grand Prix. In the meantime, the shell will be used, to mask the tank that has done service for the last few years.

Since there are some mechanical jobs that have to be attended to before the G.P., painting will only take place afterwards. Also on the list, are the provision of a hood (at long last).

The car will be completed with a bracket to take twin rear wheels, mounted outside the petrol tank.



# Tower taken over in student rag

LONDON, Sunday, home of the Crown Jewels, fell yesterday for the first time in its 885-year history into the hands of 1,000 student "storm troopers" from London University, were

The students, taking part in their annual rag, finally taking over the tower after they had been withdrawn a few days ago. After they had taken over the tower, the students said they had "audacious young pups" and "couldn't have done better." First a fifth column of students paid for admission in two and three shillings throughout the morning. They were followed by 50 more in a three-ton truck.

Truckmen and Beefeaters, with the security of

## What were the students after?

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Story above reproduced from The Straits Times, (4 March 1963.)

We are informed by a correspondent that after the raid some students were seen selling bottled Beefeater!

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## CARS ON THE LOOSE — 1930 MORRIS COWLEY

A Morris Cowley, of 1930 vintage is being driven around Singapore every day, being used by it's owner to teach beginne's how to drive. In fact, the car has been used for this purpose (with a break during the occupation), ever since Inche Usoff b'n Sidin bought it in 1938. The original owner was an Australian, who left Singapore just after the car's sale. He was an Associate of the Royal Automobile Club, nr B136, and you can see the badge on the radiator in the accompanying picture.

During the war, the car was kept at Inche Usoff's house, except for a period of two months, during which it was borrowed by the Japanese army, for use at Fort Canning. The car was given back in good condition.

The engine has not been touched properly since 1938, except for a decoke. The exterior of the engine is kept very clean (as you see in the photo). However, it's very noisy, and probably the bearings need attention, together with a rebore. These matters are not too important, since the points obviously need cleaning, and the car cannot rev more than approx 1300, which is not a dangerously high turn-over!

The water-pump is also a trifle shaky, and the radiator leaks a little.

Chassis-wise, the steering is good, and the brakes are quite adequate to stop the car at it's present maximum speed of 25 m.p.h.

The Body is good, and very well upkept. All brass parts are highly polished, and in fact such members as the road-spring shackle pins, also of brass are gleaming. The head-lamps were originally coated with black paint, but this has been removed to show the brass under-neath.

The wood-work is all original, and does not show much wear.

As far as can be seen, the owner keeps the appearance of his car as well as he can, which means highly gleaming. Mechanically, however, quite a bit of attention is needed.



Inche Usoff is a true Vintagent. He has many offers for his car, but always refused them. He obviously could afford a modern one if he liked, but he doesn't. He's happy with his Morris Cowley, it gives him good service, and it's very easy to drive for beginners.

It's nice to see the Morris around Singapore.



## STEAM POWER — A THING OF THE FUTURE?

A letter to the Editor in last month's magazine about Stanley Steam Cars winning in the Irish Automobile Club's Open Hill climb in 1960 has reminded me of a very interesting article I read in an American magazine about the subject of a modern Steam Motor.

I hope that the Magazine in question will not take umbrage if I run over the points they made.

Steam power is still a hot topic to many enthusiasts, such as the Steam Automobile Club of America, and many other overseas organizations. Typical of these enthusiasts is the Williams family, who operate the Williams Engine Co. They have made a wide variety of steam engines, including in-line and radial types as well as V-8s, based on Ford blocks. They have just produced the Roadster (see picture), which clearly reflects the forward-looking approach to steam today.

Fuel economy and operating efficiency compare favorably to those of a modern internal combustion engine. The latter yields about 25% thermal efficiency under ideal testbench conditions. In a car, with highly variable load conditions, thermal efficiency drops to about 15%. The Williams steam engine is claimed to have a thermal efficiency of 38.2%, a fact its builders are delighted to demonstrate on the dynamometer (see photo opposite page), even on the road, the claimed efficiency is greater than that of an internal combustion engine on the bench, with 27.5% cited. This efficiency translates directly into fuel economy. Built on a Ford chassis, the Williams is heavy, but a very sturdy performer, and gets 25 to 33 miles per gallon of fuel. While almost any fuel can be used to heat water, some are more practical than others. The Williams uses a pressure-atomizing oil burner that operates on fuel oil, kerosene, diesel fuel or gasoline with equal facility.

A steam engine need not idle, saving much wear compared to an internal combustion engine, and therefore does not need a clutch. No conventional transmission is

*Good-looking but for its bumpers, the Williams is truly a modern steam car. It uses a red-and-white Victress fiberglass shell on Ford chassis, has ample power.*

needed, since the head of steam stored in the generator provides full torque from the opening of the throttle to the top of the rpm range. Even so, it is desirable to vary a steamer's torque output, to meet operating conditions and get maximum economy. It is done simply by changing the point at which steam admission to the cylinder is cut off. Early cut-off allows only a small amount of steam to be admitted and is used for cruising, saving steam and the fuel to produce it. Late cutoff can permit steam up to 1,000 psi to be applied to the piston all the way to the bottom of its stroke, producing the steam engine's prodigious torque, its climb-anything pulling power. Of course, fuel consumption is higher. The Williams has four cut-off settings: three forward and one reverse. As will any reciprocating steam engine, the Williams will run as fast in reverse as it will forward.

This variable cut-off feature is another advantage steam has over internal combustion. In the latter, pressure hits its peak during the combustion process and drops off as the piston descends. But in a steam engine with late cut-off, a nearly flat curve can be obtained. Each time the piston reaches its peak, a steam charge is admitted, so that it does twice the work per revolution that a four-cycle engine does. Typical of steam engines, it has a much smaller number of parts than an internal combustion engine.

Every attempt was made to have the Williams Steam Roadster as "normal" as possible. The chassis is from a 1950 Ford. An oil burner and steam generator are





mounted in the trunk, and heavily insulated lines pipe the high-pressure steam to the front-mounted engine. The engine itself has four cylinders in line, with poppet valves. It has a three-inch bore and two-inch stroke, for a displacement of only 56 cubic inches. Using late cut-off, it has developed 187 bhp at 3,800 rpm and 230 at 4,800. It has been tested at speeds well above 6,000 rpm.

"There are plenty of people who would buy a modern steam car in a minute, for the price of a Ford or Chevy," Williams says. "But in very small series production we have to charge \$12,000 each, and then we're only working for the cause. With a little backing we could put modern steam cars on the road at a competitive price." As it stands, the Williams's performance is certainly competitive. With a curb weight of about 3,100 pounds, using 3.31-to-one gearing, it will exceed 120 mph.

Despite its small displacement, it has been timed at 17 seconds for the quarter-mile. For even better performance, future cars could be lightened considerably and, of course, the displacement could be increased. But Williams, dedicated to the

modern, efficient approach to steam power, prefers to work within small displacement limits for the present.

Driving the Williams is simple. Within 35 seconds of turning the key-operated switch, the cold generator has a head of steam and the car can go. It is quiet, though not entirely silent. Exhausted steam passes into a condenser to conserve water (the car goes 500 to 1,000 miles on ten gallons) which eliminates the chug-chug of old steam cars, but the pressure burner cuts on automatically during cruising for about five seconds out of every 25, emitting a low *whoom*, similar to a household oil burner's, that is audible to by-standers but barely so to occupants because of its rear location. In the Doble the burner and generator were under the hood, ahead of passengers who were on the receiving end of the burner's roar.

Instruments consist of a 160-mph speedometer, gauges for generator pressure and for fuel and crankshaft oil pressure indicator. Major controls are steering and brakes, of course, an accelerator pedal and the cutoff lever. Unlike most steam cars, the throttle valve on the Williams is close to the engine, eliminating the lag in throttle response of former cars, so that its performance is comparable to that of a good internal-combustion-engine car. The main difference in feel, compared to a conventional car with automatic transmission, is in the steadiness of acceleration. There's the smooth-pulling feel of a high-speed elevator. The engine winds faster and faster, but always with a steady pull. Dynamometer tests have shown about 500 lb.-ft. of torque.

Aside from the unfamiliar sound of the burner, the Williams looks and performs like a conventional car. It is apparently just as safe as an internal-combustion engine, despite the old wives' tale of steam boilers "exploding"—the worst likely to happen if the generator leaked would be reduced power. The steam engine's ability to use almost any fuel may make it more important in the future if fuel reserves dwindle, or in times of restrained trade, or with increased practical application of thermonuclear boilers.

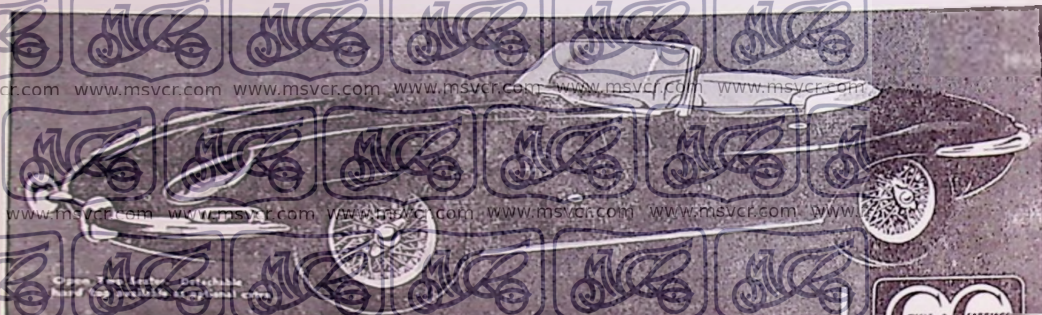


Calvin Jr. makes adjustment to 56-cubic-inch steam engine on dynamometer. Oil burner, foreground, heats water to 1,000°F and 1,000 psi. Output reaches 230 bhp.



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an expensive operation and as Leafs were almost constantly on the verge of bankruptcy I have reservations about this. More likely engines to be installed in team cars or sold to private entrants would be sent to Germany, whilst others may have been sold with the normal "Bottom End" (at reduced price of course!) Some say these mods were done by Leafs in the factory and not in Berlin—so you can take your choice—!

As the Cozette supercharger was used, I imagine the Cozette carburettor was also used, but I gather that better results are obtainable with a 2" S.U. These No. 9 Cozette blowers are rare indeed today. Maurice Leo has one on his 2 litre Lagonda which climbs so well at Prescott and P. Bird uses one on his 4 E.D. engined Triangle Special. These are the only two Cozettes I can recall in active competition today although Claude Bradshaw has one on his 1930 Ulster but this has never raced. During the 18 months I owned the Ulster, I was always on the lookout for a No. 9, I did not find one until I was due to fly to Malaya in 7 days time! It is now resident somewhere in U.K. —a closely guarded secret.

There is no doubt however, that the blower transforms the standard Meadows engine from a lively Vintage unit into a really potent engine and at 4,500 rpm., produced nearly 90 BHP—a figure which could be considerably improved by modern techniques. Incidentally, the Frazer Nash Works eventually got over 130 BHP from a blown Meadows using what I presume was neat alcohol on a C.R. of 14:1. But as this engine was only designed to hold together for a few hundred yards up Shelshy Walsh we can't consider it as a serious attempt to produce power and reliability.

But back to the Ulster, the gearbox is again a Meadows component and like the Hyper is a close ratio box, all other Leafs having wide, touring ratios as befits Mummy and Daddy on their afternoon spin. I do not have the figures but recall that I used to manage about 70 mph., at 4,000 rpm. this was of course without blower but with a twin port head. There are instances of owners reaching 90 mph. in 3rd in a Leaf and with an Ulster engine in good supercharged order it may be possible. This close ratio box is indeed a delight to use and from 3-4 or vice versa is quite as rapid and delightful as the much vaunted chain system used on contemporary cars and much more reliable too.

The dashing, sloping radiator was the recognition feature of Hypers and Ulsters. All other Leafs having vertically, or slightly inclined radiators. The blower sits immediately behind this handsome rad and takes up the otherwise empty space between that and the Engine.

The chassis was of channel steel construction with five cross members and rigidly mounted engine. It was rumoured that during practice for the 1928 T.T. Leafs found the chassis cracking at one of the engine mountings. This was overcome by filling in the chassis side members with Ash wood in the front half of the car. This is supposed to have been performed only on team cars, but presumably news of this modification spread amongst Leaf men and private owners insured themselves against cracked chassis in this wooden way.

Semi-elliptic springs of considerable strength and rigidity are placed where they belong at the four corners of the car. The front end of each spring is pinned and the rear end slides in a trunnion packed with grease and bound in my case with vinner tube. The contemporary friction shock absorbers are quite inadequate at the rear and if heavy motoring is envisaged these should be replaced by something much stronger. Indeed, the whole back axle on the sporting Leafs is rather unsatisfactory. Whilst perfectly reliable for their touring cars, the inadequate thickness of the half shafts caused no end of trouble to Hyper and Ulster owners. Continual loose rear hub bearings and shaft breakage are to be found and the scrutineers at Vintage meetings always started on the Leaf by knocking, shoving, kicking and pulling the rear wheels until something falls off—it did first time—! The most successful remedy is to remove entirely the back axle from a S.S.100 and place it in the Leaf. With a little cutting and shutting of propshaft and even a little mechanical ingenuity this operation can be effected by two determined people for about £1.0.0 (+ S.S. axle) in a mere day or two.



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As Jag 4 shafts were made with thoughts of people like Messrs. Worley and Lowe vigorously exerting the thick end of 150 BHP through them, they are deemed safe enough for Mere Mobbs' with 70 BHP.

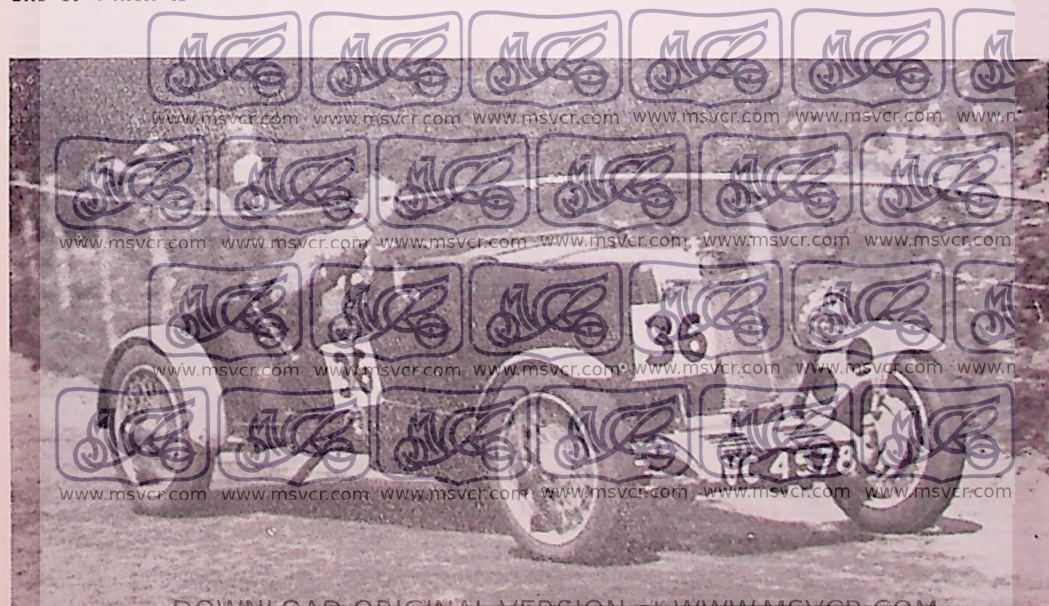
Whilst on the subject of "bashing about" Vintage cars, this is NOT bastardising a perfectly sound motor car for mere extra m.p.h. It is in fact saving the expense of constantly purchasing new Leaf 4 shafts and renders completely safe something which hitherto *isn't!* This action was approved by the Sec. of the V.S.C.C. the scrutineers at race meetings and members of the Lea Francis Owners Club.

When the brakes on the Leaf were finally persuaded to work properly, they did work about as well as one could expect on a car over 30 years old. The front brakes were extremely good and were operated by rods with push rods pushing through hollow king pins to a sort of rocker which levered out the shoes. Unfortunately, the rear drums had four shoes each—two each for brakes foot and hand—... This meant that the foot brake was only 50% efficient of what it SHOULD have been and it is occasionally necessary to do a bit of nifty fingerwork with gear lever (inside) and brake lever (outside) for a really quick smart halt. This of course added to the joy and excitement of owning Vintage car!

Originally the bodywork was an Ash Frame covered in fabric (or aluminium optional from 1929 onwards) and was altogether most handsome. Indeed the Leaf is a altogether a most reassuring and delightful car to own. With the 4 E.D. Brooklands Engine in (same as the Nash) the performance was brisk and over 80 mph., was obtainable. The Roadholding was excellent also. The back tended to overtake the front on fast bumpy corners. It was nevertheless a far more solid and comforting machine than the Nash.

Indeed I think I prefer the Leaf—there was at least a big more bodywork and chassis for protection JUST in case one couldn't quite make the next corner and with 11 turns from lock to lock it was twice as low geared steering as the Nash!

To finalize, I have fun with my Leaf—in addition to the Ulster I have 2 saloons, one of which is a 'De Luxe' and the other a 'Francis' model.



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S. H. Newcome in the 1929 G.P. 'Ulster' at Shelsley Walsh.



## AMEDEE BOLLEE—Pioneer of Mechanical Road Locomotion

*The above is the title of a paper by Mr. Nichols, published in Volume XX, pp. 93-112, "Newcomen Society Transactions". We are indebted to the Newcomen Society, for their permission to reproduce it in our magazine—as we shall do in three parts—*

*Further acknowledgement goes to Jardine Wagh & Co. Ltd., for their assistance in gaining us permission.*

### Part Two

Bollée's next venture was the building of the steam barouche "La Mancelle", in 1878. This was a simpler and much lighter vehicle than "L'Obéissante" and incorporated some new features. It had a two-cylinder vertical steam engine, placed at the front, having its crankshaft on the chassis centre line and a transmission shaft terminating in a pair of bevel gears. The bevel wheel was attached to a transverse shaft with differential, and carrying a chain sprocket at each end. The writer believes that Bollée designed the differential, unaware that he had been anticipated in this respect by Richard Roberts in 1833. Fig. 3 shows a sectional drawing of "La Mancelle" (with the two-cylindered engine); for a view of the finished barouche see Fig. 1; Fig. 2 shows the front suspension and part of the steering gear.

Bollée possessed a remarkable aptitude for work, and he took but little more than a week to prepare a fullsize design for "La Mancelle". This he did in chalk on two large wood panels. The smaller details were of course designed separately, according to the progress made in the construction. Every morning Bollée visited the works, taking with him detailed drawings that he had prepared the preceding night. The engines of "La Mancelle" were similar to those of "L'Obéissante" except that they were 113 mm. dia. by 160 mm. stroke; they worked at the same pressure and at the speed of 42 km. per hr., the number of revs. p.m. was 645. It is claimed that this was the first time the arrangement of an engine in front under a bonnet with longitudinal transmission shaft and differential was embodied in a road motor vehicle. "La Mancelle" was completed in three months, and sent with "L'Obéissante" to the Exposition Internationale of 1878 in Paris. Although the Exhibition was open to the whole world, Bollée was the only exhibitor of steam driven road vehicles, and the organisers,

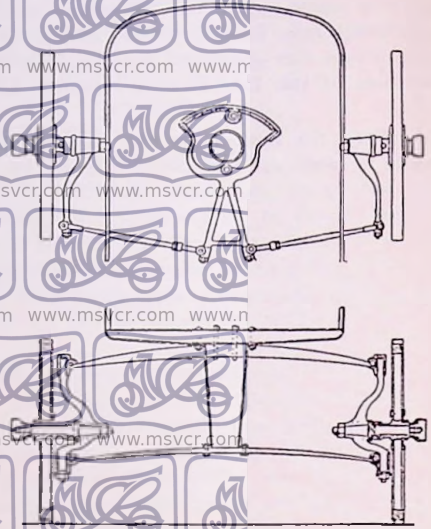


Fig. 2. Front wheel suspension and steering of "La Mancelle", 1878

not having anticipated such entries, classified them as "railway plant"! In order to demonstrate the efficient working of his inventions, Bollée approached the authorities with a view to obtaining their permission to run the vehicles outside the Exhibition, and after much persuasion this was granted. Le Cordier was very active while the Exhibition was in progress, accompanying "La Mancelle" in its various trips, bringing many people to see it, and suggesting various public service schemes. So far as awards were concerned, Bollée received a silver medal, with which he was well satisfied.

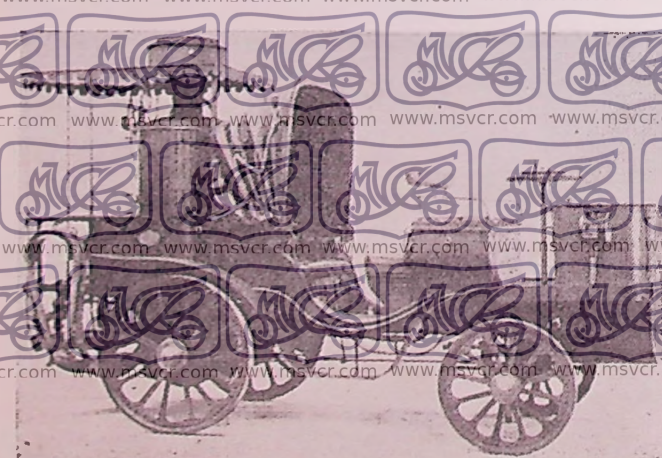


Fig. 1. Steam motor car "La Mancelle", 1878. Now ward the first customer, in the Musée de la Voiture et Lourisme, Compiègne person of a M. Gustave Koechlin,

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a manufacturer of Willer, near Thann, in Alsace. Koechlin placed an order on July 26th, 1878, for a steam barouche similar to "La Mancelle", the agreed price being 12,000 francs. Le Cordier had very great hopes of doing good business with these new vehicles and some time later, by an agreement dated 31st October, 1878, he secured the sole rights of supplying public services with Bollée coaches, leaving to the inventor all freedom in negotiating sale of vehicles to private purchasers. On 25th November Le Cordier enumerated in a long letter all the important concerns connected with public services with whom he had endeavoured to establish contact,

Fig. 3. Sectional elevation of "La Mancelle" 1878

but was somewhat disappointed with the response. He complained that during the past five months he had written 700 letters, "and so far no results!" Bollée, in his reply, counselled patience, and mentioned that after five years of study, design, and experimental work he had sold only the Koechlin coach. Bollée wrote: "My father has established three industries for the exploitation of his inventions. He has been successful; we have established a fourth, which will fare as the others, I have no doubt".

The barouche for M. Koechlin was quickly built, following the pattern of "La Mancelle," and was delivered on May 6th, 1879. It created quite a sensation in Alsace and the Vosges. The Engineer of Les Ponts et Chaussées was surprised by the request for authorisation to run the coach; the letter he wrote to M. Bollée clearly shows that in 1879, that is to say, six years after the first appearance of "L'Obeissante", mechanical road locomotion was unknown beyond the region of Le Mans.

The Engineer's letter was as follows:

(Translation)

"Epinal, Aug. 7th, 1879,  
Engineer's Office,

"I have received for examination a petition from Messieurs Koechlin, manufacturers at Willer, near Thann (now Haute-Alsace) requesting permission to run a steam coach on the roads of the Vosges. These gentlemen tell me, moreover, that your coach, "La Mancelle", exhibited in 1878, has already been permitted to run on the highway.

"As this is the first time that such a case has come before me, will you kindly send me a copy of the order of authorisation, together with the engineer's report."

The necessary permission was granted, and "La Mancelle" duly delivered; being well cared for, this vehicle gave excellent service for more than twenty years.

The activities of M. Le Cordier, seeking always fresh fields to conquer, finally attracted the attention of the Minister of Public Works, who requested full details of M. Bollée's vehicles. He decided that official trials should be made by the Engineer for the Roads and Bridges of the Département de la Sarthe, and later by the Artillery Engineers with the large locomotive then in the course of construction for Le Cordier. "La Mancelle" was used for these trials, which took place on 5th May, 1879, and were duly reported upon by the Engineer, countersigned by the Engineer-in-Chief, being dated 19th May, 1879. The following abstracts from the official report give interesting details regarding the performance of this vehicle:

(Translation)





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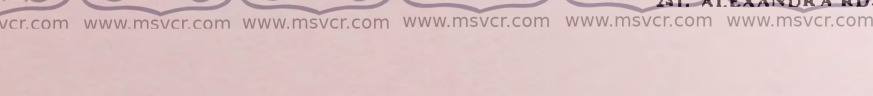
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"The trials of May 5th, 1879, took place at first in several of the streets of Le Mans, and subsequently on the main national road, (No. 138). The total distance covered has been 29 kilometres 400 vcr. The running speed has been above 35 kilometres per hour on the level, and the hill at Maulne (where the average gradient is 0.06 metres per metre for 300 metres) was ascended in one minute, which corresponds to 18 kilometres per hour."

Then followed more precise details as to the actual ground covered in determining the speed. Proceeding, the report stated:—

"The speeds have been very satisfactory. We have ascertained, moreover, that when stopped on an incline of 0.045 metres per metre, the vehicle restarted without effort, and regained almost immediately the same running speed"

It was commented upon that horses were inclined to take fright, but the facility and rapidity with which "La Mancelle" was able to manoeuvre was considered to minimise this danger to a great extent. This report concluded:—

"The victoria of M. Bollée fulfils perfectly the purpose for which it has been built . . . and the trials of May 5th enable us to guarantee its efficient working."

Meanwhile, Le Cordier had booked an order for a powerful vehicle for goods transport for the Département of Ariège. At first Bollée considered the possibility of designing this as a road-train, of which all the wagons would have a live axle, driven by an articulated chain transmission, and thus imparting a tractive effort to all wheels at starting.

Upon consideration, in view of the expense and possible difficulties in manoeuvring, the scheme as such was abandoned by Bollée. In passing, it is interesting to note that this scheme was revived twenty-five years later, thus providing a further instance wherein Bollée—like many other inventors—was ahead of his time. He decided to apply his idea in modified form to the new vehicle, the "Marie-Anne." This design formed in effect a locomotive assembly having a greatly increased tractive effort without undue increase in weight. The "Marie-Anne" consisted of two articulated vehicles, the first one of four wheels having a mechanical layout analogous to that of "La Mancelle", but on a larger scale, and with three speeds. The longitudinal transmission shaft drove the chain pinions of the fore-part of the road locomotive, being extended to the extreme end of the chassis and terminating in a heavy cardan shaft. A second vehicle or bogie of two wheels was coupled to the first and this was provided with a longitudinal shaft which was coupled to the cardan of the foremost vehicle, on which was installed the driving unit. The longitudinal transmission shaft of the bogie also carried at its rear end a cardan for coupling up further bogies if necessary, and it was therefore only necessary to make similar wagons of two or four wheels, and to couple them up in like manner, in order to have a train in which all the wagons would have driving wheels. The "Marie-Anne", as constructed, had therefore six wheels, its total weight being 20,000 kg., of which 4,000 were carried on the front wheels, 8,000 on the driving wheels of the fore-part, and 8,000 on the wheels of the bogie. The adhesive weight being 16,000 kg. it was possible to obtain a tractive effort of 4,800 kg. at the coupling. The locomotive was able to tow on the level a train of 80 to 100 tons, and on a gradient of 6 per cent, a train of 35 tons.

(To be continued)



## CURIOUS TALES OF VINTAGE MALES No:1

It all happened just before Chinese New Year 195\*. The Manager of the Chartered Bank was away, and had left David Gray in sole charge.

Removing the plugs of the Phantom I that night, David had need of a tommy-bar and what could be more suitable than the perfectly splendid stainless steel key of the vaults.

Later that night David calls in on Arnold Young, and with the aid of the latter's hammer and vice, straightens the key to his own—if to nobody else's—satisfaction.

Next morning David pushes his way through the crowds of Chinese who are eagerly waiting to withdraw their moneys for the festivities, inserts the key in the vault, and everything jams solid.

We believe a neighbouring bank came to the rescue, but the furore which ensued is mercifully lost in the mists of time.

## CURIOUS TALES OF VINTAGE MALES No: 2

Ten years ago, when the M.V.C.R. was only being dreamed about, a fallow youth named Henry Stonor was to be seen in Singapore at the helm of a Speed Six Bentley. I believe he still lives, though why he should have survived is one of the curious twists of fate.

One night, having imbibed till closing time at the Adelphi Hotel with a select gathering of like minded friends, he announced to the assembled company that he would take them for a spin in his motor-car. The creature however failed to start, and Stonor leapt to the conclusion that it was the usual trouble, no petrol.

Unscrewing the petrol filler cap, he struck a lucifer and peered into tank. Almost at once a pale blue flame sprang up and Stonor clapped his hands over the orifice in dismay. This burnt his hands. Non-plussed, he put his foot over the hole, but the sole wasn't enough and the blue flame licked round the shoe leather. Being a virtuoso on the sousaphone, he then drew in a great breath and blew. The flame went out and he replaced the petrol cap.

## CURIOUS TALES OF VINTAGE MALES No: 3

How nice it would be if one were a conjurer, only instead of producing white rabbits out of a hat, one could fling open the garage portals and hey presto, a vintage car would materialize. "Impossible" you say? Oh but you are wrong, for Donald MacIver once did just this.

In 1952, the Lake District roads had to be negotiated with care, for Donald MacIver was wont to terrorize the area mounted upon a 3 litre Sunbeam which sported an Austro (sic) Daimler radiator. Peace was restored when MacIver, selling the Sunbeam for goodly sum, transferred his activities to Malaya.

Some four years later, back home on leave, he chanced to go to the garage, and lo and behold, there was the Sunbeam, somewhat dusty it is true, but quite intact and still sporting its Austro-Daimler rad. MacIver sold it again for an even better price!

We never heard whether the car was still there when MacIver returned in 1959.



## CURIOUS TALES OF VINTAGE MALES No: 4

It wasn't easy to put one over Bill Jupe and we only know of one intrepid individual who succeeded; it happened in this wise.

The Aston-Martin, now owned by Ken Evans, was then the treasured possession of ex-member Ken Eyre. On retirement, this gentleman reluctantly decided to part with the car, and, since a buyer was not readily available, he opted to leave the machine in the capable hands of Bill Jupe to dispose of for him.

The Jupe net was cast, and one of the first to be ensnared in its meshes was another ex-member Donald Gill. The stage then was set at the Jupe manse and Gill was invited to tea as part of the softening up process. Now it happened that Bill's better half, Mary, had arranged a coffee party for the following morn, and had purchased great quantities of expensive Adelphi cream cakes. While Jupe waxed eloquent on the merits of the Aston, he proffered the sticky comestibles to Gill, who, unknown to Jupe, was a gourmand as far as these objects were concerned. By the time the Jupe 'line' was finished, so were the cakes; but all of them! Somewhat put-out, Jupe took Gill firmly by the elbow and suggested they examine the Aston. "I think its rather date now" said Gill "and anyway I am only interested in a Vauxhall 30/98."

## CURIOUS TALES OF VINTAGE MALES No: 5

For thrills and spills with vintage cars, there's no one to really touch Morton.

The morning for instance that he woke up to find himself at the controls of his Riley, only instead of being in the garage, he was in his own dining-room. Or the time the wall of the Majestic Hotel in Malacca crumbled before the onslaught of the Rolls-Bentley, bringing down a shower of potted plants.

But did you ever hear of the case of the runaway Austin 7? Returning late one night from the Singapore Flying Club Morton stalled the Chummy at a cross-roads. The battery being weak, he sprang from car and gave it a push start. Away went the Austin as planned, but unfortunately the hand throttle was set wide open and David only managed to get partly back in, and lay folded over the side like a piece of paper. In trying to avoid an oncoming car, David grabbed at the steering wheel and managed to prevent a collision, but the sudden swerve flung David from his perch and he landed with a bump in the middle of the road. On flew the Austin, freedom within its grasp!

Now it so happened that Bill Jupe was following behind in a modern Austin with Leslie Howell, and with great elan they gave chase. Drawing alongside, Jupe made a valiant attempt to board, but the Austin neatly side-stepped and crossing the pavement climbed a lamp-post. Coming upon the scene a few moments later, the policeman quite refused to believe Jupe when the latter declared that he wasn't the driver. More especially since the Registration book and the insurance were for some odd reason in Jupe's name.



# QUIZ

## March Competition — A

1. What did the Figures 30/98 stand for with the VAUXHALL?
2. Name nine makes of car which had a model designed by BUGATTI?
3. What & when was H.O. Bentley's first connection with Rolls-Royce?
4. Although Louis Coatalen left Hillmans to join Sunbeams, he still remained closely connected with Hillman. How was this?
5. Several cars aped the Rolls-Royce radiator. Rolls-Royce took action against one firm and lost! Having to pay \$25,000 in costs since they had not registered the design whereas the other firm had. What car was this?

The first Member to send in the correct answers will receive a prize of three months subscription to the 'Motor-Sport', or similar magazine if required.

## Answers to Crossword Competition in February, Issue.

### ACROSS

### DOWN

1. INTERNATIONAL

1. ISOTTA-FRASCHINI

8. OLDSMOBILE

2. TUDHOPE

9. MOON

3. RUMPLER

11. TOO CLOSE

4. AMBASSADOR

12. DE MARS

5. IDLE

14. FLEUR

6. LEONARD

15. MADON

7. KINGSBURY JUNIOR

16. ADLER

8. BEAM

17. ALVIS

13. GREAT EAGLE

18. NO WAY

18. VOISINS

22. CLIMAX

19. STAR

23. NEW HURTL

20. NO HE RIB

25. IRIS

21. WARWICK

26. RED GORDINI

24. WEST

27. SWEETZER BAKER

The first correct answer was again sent in by David Morton, who obviously is quite adept at them. So he wins three months subscription to Motor-Sport. The next time we have a crossword, and if he wins for the third time running, we will have to award him a cup, or something.



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