

THE B.S. FOURS: Part 2

You could do all sorts of, well, unusual things with these bikes . . . like riding backwards round Piccadilly Circus (on Boat Race night, of course)

CASE HISTORIES OF EIGHT OF THE TEN FOURS MADE

WHEN I promised to relate the case histories of the 10 Brough Superior Austin-engined fours I forecast some fascinating stories. Just how fascinating I did not really know.

One was ridden backwards (they had a reverse gear, of course) round Piccadilly Circus on Boat Race night! The same owner got a puncture in one rear wheel, left the offending wheel at a garage to be repaired and rode off on the other rear wheel!

One spent its whole life on the Isle of Anglesey and was ridden solo for most of the time by a priest.

Another went out to India and is now in Florida.

One was driven through garage doors by a girl and escaped unscathed—not so the doors.

Although George Brough insisted that they were only intended for sidecar use, four of the 10 are known to have been ridden solo on the road.

When I began the article seven of the 10 machines had been tracked down. Now with confirmation of the model in Florida the score is eight out of 10.

Only two pieces are now missing to complete a unique motorcycle jig-saw. Somewhere, someone, may read this and provide a clue to the missing pieces and the story may be completed. After reading on everyone, I think, will agree that nothing is too improbable. Quite apart from the natural desire to complete the file there is the special reason that the two missing machines are really the most interesting of the series. One, you see, was the Olympia Show model, the other was the hot stuff works experimental machine.

For the sake of continuity I will deal first with the model which, as described last month, has been rebuilt by Albert Wallis of Bedford and which I had the rare pleasure of road-testing. TV 6622 was the seventh machine to be dispatched and was registered 10 June, 1932, being collected from the works by the purchaser, a Mr. Forbes. Mr. Forbes came from Scotland and had previously owned an SS 100. One can imagine the heady feeling of one-upmanship with which he set off on the long trek home. A certain disillusionment must have come later for some time afterwards he went back to the works and complained about the lack of performance (it would seem tame after an o.h.v. thousand). He asked if they could pep it up a bit, and the records show that a replacement engine was fitted.

These details are available because a record card was kept of every machine—well, almost every machine—produced.

The majority of these cards listing the detailed specification of almost every Brough Superior produced survived the wartime upheaval of the factory and Barry Robinson, who at one time worked at the B.S. factory, obtained permission to copy them on behalf of the Brough Superior Club.

A monumental task over which his wife metaphorically typed her fingers to the bone, but which has provided the club with records which must be the envy of one-make clubs everywhere. Barry Robinson has been tracking down the fours for at least 10 years and I am deeply indebted to him for most of the

information in this article. I am pleased to be able to record that fortune smiled on his efforts early on and put him in the way of one for himself.

Perhaps Mr. Forbes remained disenchanted, for around 1936 this particular four turned up at Laytons of Oxford. Laytons were one of the few dealers up and down the country who specialized in Brough Superiors—Kim Collett, their sales manager, at one time raced a Brough Superior outfit at Donington. Some time later this four was bought by Tom Sheppard* of Oxford, a well-known local A.C.U. steward. Early in the war Sheppard sold it to R. W. Amey, of Boars Hill, Oxford. Mr. Amey had collected a number of interesting vintage and veteran machines long before it became a popular and fashionable hobby. He is now head of the multi-million-pound Amey civil engineering group.

He completely rebuilt the Brough, which was still fitted with the official sidecar, a specially-built Watsonian. The next owner was a Mr. Whiting of Hove, Sussex, after which it passed to a Mr. Stone of Ashford, Kent, and then to C. F. Lutter of Sutton, Surrey. He advertised it for sale for £65 in the first issue of the B.S. Club news sheet and it was bought by a club member, Phil Thompson, of Bracknell, Berks., who rode it in the Club's first rally at Nottingham. In 1960 George Brough conceived the idea of rebuilding it at his works and did a deal with Thompson involving a Brough Superior car in 1963, but, as related previously, the rebuild did not get beyond the engine owing to Brough's indisposition and it was left to Wallis to finish the job.

The best story of the lot, in my opinion, concerns the first four to be sold—not dispatched, however, as I will explain later. This machine is KJ 5112, supplied to Sevenoaks Motors on 24 February, 1932, to the order of Mr. Tony Branson of Sevenoaks.

And the story of how he came to buy it and his experiences with it is really hilarious.

Over to Mr. Branson.

"I had had a Matchless Silver Arrow on which I did the Land's End to John O'Groats run in July, 1930. I then had a Matchless four and then at the motorcycle show I saw the Brough four with sidecar. I had on the most ancient green leather coat, almost of the horseless carriage days, belonging to my grandmother. I was admiring the four when George Brough asked me to move off the stand. Then I came back to the stand and Chantry [Hubert Chantry, riding partner of George Brough in many long-distance trials and one of the 'elite' inner circle of Brough enthusiasts, rode a four solo through the 1932 Exeter trial] had been warned to keep me clear. But I told Chantry I wanted to buy one of the fours and, of course, George had gone off for a drink. Chantry got a bit interested and asked me to sit down and have a drink, so I then played it casual and told him I might drop back later. Finally, when I did get back to the stand, George was there and all smiles.

"I told him I wanted the machine solo and we had quite an

*A letter from Mr. Sheppard appears in this issue.

argy bargy. He said it was not a solo model and that I could take it or leave it. I said I'll leave it and then George and Chantry started working on me again, telling me how dangerous it was to ride solo because of the tricycle effect of the wheels. The result was that I was put in Chantry's four, plus sidecar [this would be the works experimental model] and taken out to the Great West Road where Chantry dismantled the sidecar and told me to have a go on the four. [There is no doubt in my mind that George and Chantry figured one trip on the four solo would scare the pants of this awkward customer, and so it might have done with a lesser mortal.]

"I was mounted on the four with the engine in second gear, as Chantry said it might be a bit difficult to change gear on my own the first time, and off it went. I went very gingerly over the bridge and was absolutely terrified, having such a beautiful machine under me. When I was over the bridge the camber of the road and the tricycle effect took me and the bike into the gutter and nothing I could do would make it steer out again and there I managed to stay upright, quite still, clutch out and still in second gear. After some 15 minutes of admiring the bike I turned the monster round, let in the clutch, and the the same place that I had started from, i.e., at Chantry's feet. bike again took me over the bridge. The counter camber and the three wheels shot me across the road and back in exactly He had never seen riding like it.

"I did not dare say I had not even ridden it, and as I had been away for 15 minutes I had obviously enjoyed the ride, so putting a bold face on it I said I would definitely have one solo. Back we went to the Show after the sidecar had been reassembled.

[There were only two sidecar connections at first, the chassis being designed to 'plug in' to the bottom frame members, as with early Douglas sidecars.] Chantry told George what had happened and said that from the way I had taken it up the Great West Road he was quite satisfied that I could manage it solo."

In due course the machine arrived.

Tony Branson adds these stories of his life with a four.

"At the time I was in digs in Sussex Gardens and I used to leave the machine outside with a padlock. One night I heard a crash and looked out and there was the bike on the ground with a would-be pincher pinned underneath. He, too, had found the three wheels different from the ordinary balance of the two-wheeled machines."

"One lunch time, on the most perfect summer's day, I had gone into Gamages and left the four against the pavement. When I came out it was quite impossible to get to the bike, there was such a crowd round it. Finally the doorman cleared a way and asked me not to leave it there again as it was a menace to the traffic. I sat on the four, pressed the self-starter, there was a murmur from the awed spectators, and off I sailed."

"Boat Race night: I went round the wrong way in Piccadilly and a Bobby told me to get back. I put the four into reverse and went back—and round Eros. After a little practice I could drive it quite well backwards."

"At a roundabout at Eynsford I found I had a puncture in one of the back wheels and called in at a garage to have it repaired. There was a gang of some of The Boys eyeing the four coming in, and quite a few sarcastic remarks about even two rear wheels



Tony Branson on his solo twin-carb Brough Superior four in 1933. He was the one involved in the Piccadilly Circus demonstration

having punctures. I took off the wheel, left it to be repaired and sailed off with the *one* rear wheel on, saying I would be back in half an hour for the other. The Boys were suitably impressed."

Branson recalls that he had some glorious rides on the four, including an "End-to-End" run and following the R.A.C. car rally. His reason for selling it is original.

"I finally gave up the machine as I used to do a great deal of night riding . . . it was a tremendous thrill to be able to roll at speed from wheel to wheel. But I found that police would hear the car engine at the dead of night and see just the *one* headlight and pull me up. This, in wet weather particularly, got fairly dangerous and so the machine was sold and taken back by Sevenoaks Motors in exchange for the SS 100 which I wanted to take with me to Australia. This was an absolute *dud* and would never touch the 100 m.p.h. attributed to it. Finally Chantry tested it at Brooklands and said the machine touched the 100 mark. But he admitted to me that the oiling system was wrong and there Broughs and I parted company."

The SS 100 referred to was an 8/75 J.A.P.-engined model, a most imposing machine with two downdraught carburettors, a magneto and a Magdyno, and massive cylinder barrels partly sunk in the high camshaft-type crankcase. Performance does not appear to have matched appearance and the next SS 100 had a Matchless engine.

The unique feature of KJ 5112 was that it had twin carburettors cowed in a louvred chromium-plated shield.

Whether they were fitted by the works or by Mr. Branson is not known. It was the first machine to be fitted with the Scott-type radiator, as distinct from the "bull nose" radiator blended into the tank fitted to the Show model and the works experimental model, and the lug which carried the tank and radiator on those machines can be seen to have been cut off. The radiator was of film type, not honeycomb as on the subsequent production models. Otherwise KJ 5112 can be regarded as the first true production model.

The next owner was a Mr. Mussett, of London, S.W.17, who

later moved to West Mersea in Essex and appears to have ridden it until 1950 when it was dismantled. Later Mr. Mussett gave the pieces to an old friend, Mr. Percy Crittall, a motor engineer of Crowborough, Sussex. Mr. Crittall intended to rebuild the four but never got around to it. It was spotted in Percy Crittall's yard by a B.S. Club member, Eric Pethers, who told Barry Robinson. Mike Staines, another member, confirmed that it was still there and Robinson set off from Nottingham early one morning and returned late that night with most of a four in and around his sidecar outfit.

What shook Robinson most was that Mr. Crittall could remember where all the pieces were, though scattered to the far corners of his yard.

The conversation, he says, went something like this:

Crittall: The exhaust pipe is under that M.G.

Robinson: What M.G.?

Crittall: The one under that pile of tyres.

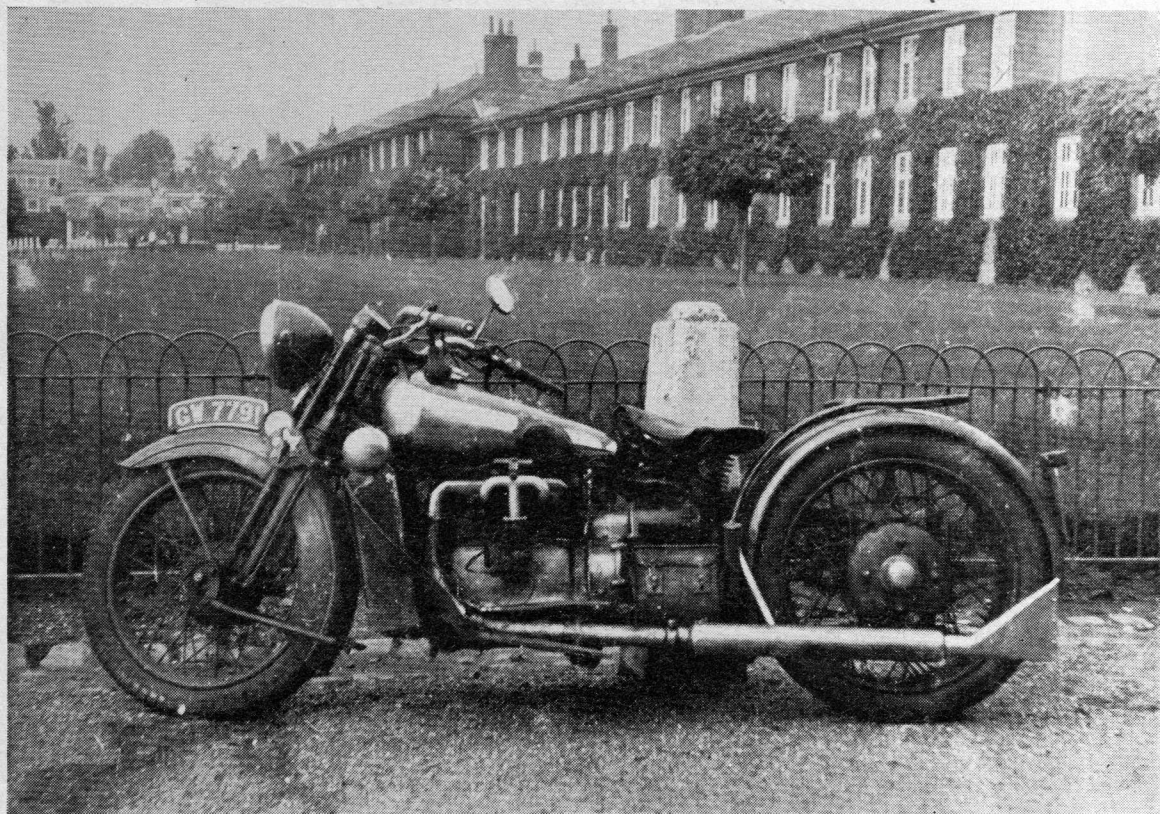
And it was.

At this stage Robinson knew nothing of the early history of the machine, but in his researches he came across a reference to a Mr. Branson, of Sevenoaks, following the R.A.C. Rally on a four, and a club member who had lived in Sevenoaks recalled Branson having the machine. Robinson asked a member of the club living at Sevenoaks if he had heard of Mr. Branson. It turned out that he did not know him but his mother did, and the search was over. Mr. Branson must have been very surprised to learn that his old bike had been lying in pieces only a few miles away for perhaps 10 years.

The next four off the line was sold by Godfreys, of Croydon, in March, 1932. The first owner is not known, but in 1934 it belonged to Mr. L. V. King, of Chadwell Heath, and in 1936 to Mr. N. Wiffen, of Braintree. Later the same year it passed to Mr. G. B. Senior, of West Ealing, who shortly afterwards swapped it for a Velocette at Oxford. Thereafter there was a gap in Robinson's file until 1946 when it turned up in Bristol. I have been able to fill this gap and it goes to show how bits and pieces of these jig-saws are found and fitted into the picture.

Photographs of the nearside of Brough Superior fours are rare. This one was taken in 1936 when George Brough Senior was riding GW 7791 solo

On opposite page: George Brough on a four in the 1932 London-Edinburgh



Among some notes in Robinson's file I came across the scribbled line "Bob Collier had one" . . . a morsel which Robinson had spotted in an article about Bob Collier's Austin Seven-engined specials published in the 50s. Now Bob Collier, the inveterate special builder of Birmingham, is an old friend of mine so I gave him a ring. Yes, he had once owned a four, but was very disappointed with it after his two Austin-engined New Hudson specials. Much too heavy and cumbersome. Couldn't resist getting it to see what George Brough's Austin Special was like! Got it off Harold Whitehouse, a Birmingham road-racer . . . swapped him a Manx Norton for it. Managed to make a positive footchange for it (Collier would) by fixing up a handlebar-operated trigger which blocked the gate so that second and top were a simple change and bottom and reverse were isolated. Couldn't remember what the number was, but swapped it for a car with a chap at Bristol. Bristol. That was the clue. I quoted the registration number—GW 7791—and it all came back to him.

The next owner was none other than John Ellis, of Leeds, who just after the war built up one of the biggest collections of vintage and veteran machines and cars in the world and rebuilt them to a high standard at his firm, Motor Distributors, Ltd., Armley, Leeds. Mr. Ellis later moved to Ireland, taking his favourite machines with him.

His collection served as an inspiration to other enthusiasts and he saved and restored innumerable machines which would otherwise have been lost. The vintage movement owes him a great debt. He kept the four for two years, riding it solo at first but finding it a handful in traffic, and then fitted a later B.S. petrol tube chassis sidecar. Previous owner, G. B. Senior, incidentally, had ridden it solo for 3,000 miles, though it had a sidecar when Collier acquired it. Ellis sold it to an Army man, Harry Chapman Smith, of Leeds, who kept it for five years and then sold it to Herbert Emery, of Leeds.

When Herbert Emery died it was left in a shed at the back of an empty house, vandals got at it and pretty well wrecked it. The lamps were smashed, tank and mudguards dented. The rear

wheels, petrol caps, radiator cap, saddle and exhaust pipe were stolen and the radiator filled with mud. But Herbert Emery had a son, Martin, in the R.A.F., and he set out to rebuild his father's old machine. The police recovered the wheels, exhaust pipe and filler caps and the labour of love began. Today GW 7791 is a show-piece again, often to be seen on the road in the Peterborough area and a regular eye-catcher at rallies.

The next four to be despatched was GY 989, the personal machine of Hubert Chantry. After riding the Show model in the 1932 Exeter, Chantry had given out that he had placed one on order for himself. There could be no better testimonial to the Austin four than this for it was well known that with his close friendship with George Brough he could always have borrowed one. Nothing, however, is on record of his ownership of the machine for soon he was dead, killed when his aeroplane stalled at Skegness, and the file is blank until after the war when it was used by Comerfords to haul their workshop "float". Around 1950 it was bought by Mr. Sheridan, of Forest Gate, London, who used it to take his family on holiday tours. By this time it had acquired Ariel telescopic forks and front wheel. John Griffith and I went to see it when Mr. Sheridan owned it and I toyed with the idea of buying it or doing a swap. If I had known then that it was Chantry's machine I might have toyed a bit harder. In 1958 Sgt. J. T. Cornwell, R.A.F., bought it and brought it back to original appearance by fitting the correct Castle forks and Enfield front wheel before selling it to the present owner, F. Vague, of Liskeard.

Little is known of the early history of the next one off, GW 8916, delivered by road to Godfreys. It was distinguished, however, by having a special Watsonian Kwikfit chassis so was presumably ordered for a customer who had a narrow entry to his garage.

In the early 60s it was owned by A. J. Bird, of Hornsey, who, in response to a query about the type of forks fitted (the fours were variously fitted with Castle or Brampton Monarch forks, although the Branson model had heavyweight Webbs), supplied this anecdote:

"I'm afraid I cannot tell you whether the forks are standard or special. I know they are pretty strong as my daughter drove the bike through the garage doors before she opened them. The forks were not damaged, but it took until midnight to repair the doors."

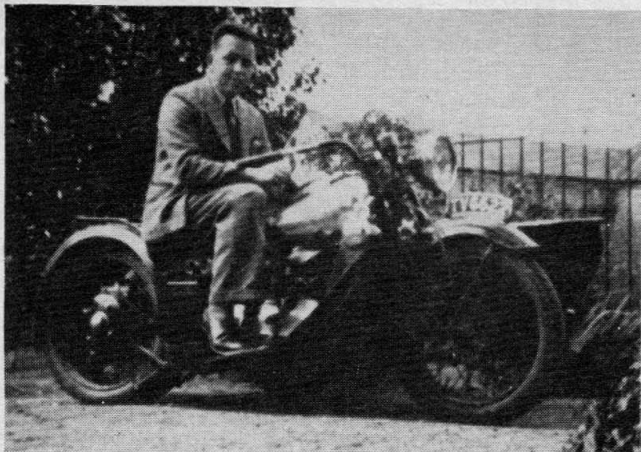
GW 8916 now belongs to Bill Gibbard, of Chingford, a past president of the B.S. Club and the owner of a rare stable of B.S. machines.

The next one collected from the works on 4 April, 1932, and registered EY 4321 has perhaps the strangest story of all. The first owner was a Mr. Brindle—the B.S. records for some reason eschewed Christian names—who came from Anglesey, and the machine seems to have spent its whole life-span there. Whether or not Mr. Brindle was the priest who locals recall riding the four solo in the island is not known. But because of persistent rumours that there was a four in Anglesey—and a letter in one of the motorcycle journals from a reader who said he had seen one there in 1959—Barry Robinson went to investigate. He obtained directions for finding the spot where the four had been seen from the reader.

"I found the exact spot (Amlwch), but there was no bike. I did some snooping in the area, looking through cracks in garage doors, and eventually caught sight of a headlamp with a peak on the rim [a B.S. trademark]. I soon found the owner, who was digging his garden at the side of the garage and watching my curious behaviour.

"It had stood in the open near the sea for a while and was a bit tatty. He was rebuilding it, he said. He had been using the bike to collect potatoes from Bangor for his fish and chip shop and had fitted a box body, but he still had the original Watsonian Sunshine saloon sidecar body. He was not interested





Tom Sheppard of Oxford on his four in the late 30s. This is the model restored by Albert Wallis

in my offer for the bike and imagined it was worth a fortune. 'If I got down to that Brighton Race I'd show 'em,' he said. He meant the Pioneer Run, of course.

"Between sentences he spat deftly into all four corners of the garage. I left after taking what may prove to be the last ever pictures of the machine. A couple of years later Mike Staines and Albert Wallis of the B.S. Club went to look for it. The gent told them he had sent it to the breakers' yard. He certainly didn't get from them what I had offered him. Titch Allen gave me a tip concerning cases like this which I think is worth passing on. 'Always leave a stamped addressed post-card and make sure they put it behind the clock.' The breaker, Mr. Evans, of Llangefni, was overwhelmingly helpful when I wrote to him and sent a picture of the machine. He wrote one line—"We clear all scrap within one week."

Years later Robinson learned that Evans the Breaker, in fact, cleared his scrap to a depot at Llandudno, so there is still just a chance that someone saved the whole or parts.

The machine now owned by Albert Wallis and already described came next and was followed by SO 4542, which went to McDonald and Co. in Scotland, and seems to have spent its life north of the Border, the last owner in Glasgow being J. G. Cherrie, until John Griffith brought it South and put it on show in the Stanford Hall Museum in 1962. E. O. Blacknell, of Nottingham, famed in B.S. mythology for his ability to ride a solo four backwards (locals recall that he fell off, too), coveted it and eventually bought it with the avowed intention of out-smarting (Concours-wise) the works rebuilding project. As previously reported, neither plan matured and SO 4542 was sold to Louis Holland, of London, and soon afterwards was reported in New Zealand where it is owned by Len Southward, of the Southward Eng. Co., Ltd. Least of all is known about the 10th four to be dispatched. It was supplied to H. A. Wright—no address recorded—on 30 July, 1934, but was not registered like the others. During the 1950s, however, a couple of letters appeared in the weeklies from people who claimed to have seen B.S. fours abroad—one sighting being in the Middle East, the other in India. The India report proved true and L. Gome, of Calcutta, bought the machine, which was minus its tank and part of the radiators. Mr. Gome moved to Florida, U.S.A., in 1967, taking the four with him. This is the only four of which Barry Robinson has no photograph. My guess, in view of the lack of customer's address on the works record card and the fact that the machine was not registered, is that H. A. Wright took it out East immediately after delivery. Perhaps we shall eventually hear from Mr. Gome and fill in the gap.

Which leaves us with the two works models—the Show model and the experimental one.

The Show model was the prima donna of the fours. It had

the beautiful chrome bull-nose (like a Morris bull-nose) radiator header tank forming the front portion of the traditional B.S. fuel tank and typical Show finish mudguards in chrome with a black centre and gold lining.

With it Hubert Chantry pulled off a wonderful publicity stunt by riding it solo through the London-Exeter in faultless style (save for one awful moment when bottom gear jumped out), and the sight of the big machine purring contentedly up the hills without any wheelspin or fuss must have made a tremendous impression. Some time later George Brough nicknamed the four John Halifax (Gentleman, of course), which was a neat way of putting it. There can never have been two such perfect gentlemen in the Exeter Trial as Hubert Chantry and the Show model four.

Immediately after this demonstration of Brough Superiority the machine was fitted with a special Watsonian sidecar and delivered by George Brough personally to H. D. Teage, who was Midland Editor of *The Motor Cycle*. Teage it was who had coined the immortal slogan, "Brough Superior . . . the Rolls-Royce of Motor Cycles", in a road-test of an early B.S. which G.B. had quoted henceforth in all his advertising copy. The arrangement between G.B. and Teage was a private one—I imagine the four was on extended loan—but for this purpose it was registered WD 3275. Previously it had been operated on plates "borrowed" from a 1930 SS 100, number JO 1170, which happened to be at the works. The borrowing of plates and the frequent use of G.B.'s personal number HP 2122 on whatever model he was using at the time has caused much confusion among historians.

Exactly a year later the four returned to the works and was immediately sold to J. Bokstein, about whom nothing is known. After that it might have disappeared into thin air for all that is known afterwards. The only report that might be a clue comes from W. D. Griffin, a widely travelled and very knowledgeable enthusiast and early member of the B.S. Club. In 1965 he wrote:

"Re the Brough four. I saw it, sat on it, went over it and tried to buy it in 1939-40. Some sort of recluse had bought it (also two cars) and had left them in a dilapidated shed in Coventry and when I saw it the weather was taking its toll. It *did* have a faired-in radiator, I remember that well, and it was a B.S. sidecar, or at least as supplied by G.B. I then went overseas with the Army and I heard that neither the bike nor the owner had survived the blitz. I had a friend who tried to get it and failed. We both felt that it would be lost for ever and we were right. The area of Coventry where it was situated was down in Stoke (not Stoke City)."

Well, there it is. Barry Robinson has learned not to believe stories about bikes being destroyed.

The transverse twin Brough was reported destroyed by fire—it turned up. "Old Bill", G.B.'s first sprinter, was actually buried in the London blitz but was rescued by a loyal owner. He has marked the file Present Whereabouts Unknown. Somewhere someone may remember J. Bokstein. Someone in Coventry may remember a motorcycle with two rear wheels.

The works experimental four was the "hot one". As far as I can make out, it was the only one to have an engine modified to sports Austin Seven specification. All the fours had alloy heads, some certainly the Alta high compression head with plugs at an angle manufactured by Geoffrey Taylor, who later made the Alta racing car engines, but the experimental model, being George Brough's personal trials model as well as the works demo job, probably had a high-lift camshaft, opened-out ports—the lot. When Torrens got a "scoop" for *The Motor Cycle* by partnering G.B. on a fact-finding romp round the Lake District there was talk of cruising the heavy outfit at 55-60 m.p.h. and works tester, the late Ron Storey, once told

Continued on page 480

THE B.S. FOURS

Continued from page 474

Robinson that this one would do 75 m.p.h.

Stuck out either side for the Lakeland trip, an auxiliary radiator (looking like half a standard one) was mounted between the cycle and the sidecar. The Lakeland adventure resulted in some broken spokes in the rear wheel and thereafter the 36- or perhaps 40-hole spoke lacing was increased to 60-hole. Another identification feature of this machine was a special bracket at the rear to carry a spare wheel upright between the machine and sidecar. Originally the two-point sidecar fitting was employed but after G.B. capsized it in the London-Edinburgh trial (the story put out was that he was trying to avoid a dog) a third connection was added. Castle forks were used at first, later changed to Monarchs. During the time it was on the firm's "strength" the number HP 2122 was used, but on 1 June, 1933, it was registered TV 8561 and sold to a Mr. Richards, who collected it personally. Local legend has it that this Mr. Richards was a local fish and chip frier and this may account for a persistent rumour in the 50s that there was still a Brough four in the Bulwell area of Nottingham, where the present works are situated. It has never turned up, however, and this may be for the very good reason that it left Nottingham before the war.

A four was advertised by Dawsons, the Nottingham dealers, in 1937 and the Robinson research department has established that it was last registered in 1939 by a Mr. G. E. Oakley at Portway, Warwicks. Robinson went to Portway to find that Mr. Oakley was dead.

His relatives remembered the outfit well and recalled that at the outbreak of the war he had exchanged it for a car at the Station Garage in Kings Heath, Birmingham. The faithful Watson (Mike Staines) tracked down the garage owner—now retired. He could vaguely remember an unusual motorcycle but not what happened to it. He was emphatic, however, that they had never broken one up. So there, in Birmingham in wartime, the trail ends. Was this one, the most interesting of the 10, another victim of the blitz or the scrap drive?

One other mystery remains. Ike Webb, George Brough's right-hand man from start to finish of motorcycle production, told Barry Robinson and myself before he died that before the twin-rear-wheel Austin fours there was an experimental model with a single rear wheel and drive by bevel box and final chain. He maintained that he had ridden it and that it was sold to a customer in North Derbyshire—Buxton I think it was. George Brough denies that such a machine existed. In the absence of any evidence the mystery four remains a legend.

Whether or not you have any interest in old machines, Brough Superiors or anything else, I think you will be impressed by the patient research which Barry Robinson and members of the B.S. Club have put into this intriguing page of motorcycle history. Most of us must have wondered at some time what has happened to machines we have owned. If we could trace some of them fascinating stories might emerge but short of fantastic coincidence it is unlikely that we shall ever see or hear of them again. It is only when a machine is really unusual and has the stamp of rare quality—the magic of a name—that the trail can be followed. And enthusiasts be inspired to follow it.

C. E. A.