

## AN ENTHUSIAST'S IDEAL

**H**OW long does a light car last is a question frequently asked.

The answer, of course, depends largely on how good was the design and how well was the car made when it was new, and, furthermore, on just what sort of treatment has been meted out to it in the meantime by its owner or owners.

Who would think, looking at the photographs of the Aston-Martin illustrated in these pages, that the chassis is a 1922 model? Yet, none the less, this is the case. This particular Aston-Martin has a most interesting history. It was built in 1922 and acquired by the late Count Zborowski and raced by him in the Grand Prix at Strasbourg in that year.

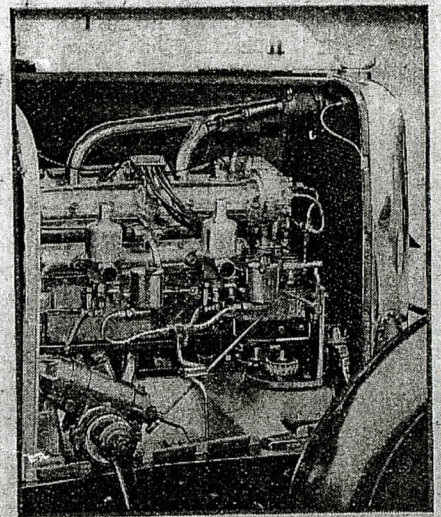
After the Count's lamented death at Monza this car came on the market, and was eventually acquired by a Bristol enthusiast who prefers to hide his identity under the name of "Sajito." "Sajito" is not only an enthusiast for really high-quality cars, but fortunately

### How a Well-known Racing Car Has Passed Into Fast Touring Service

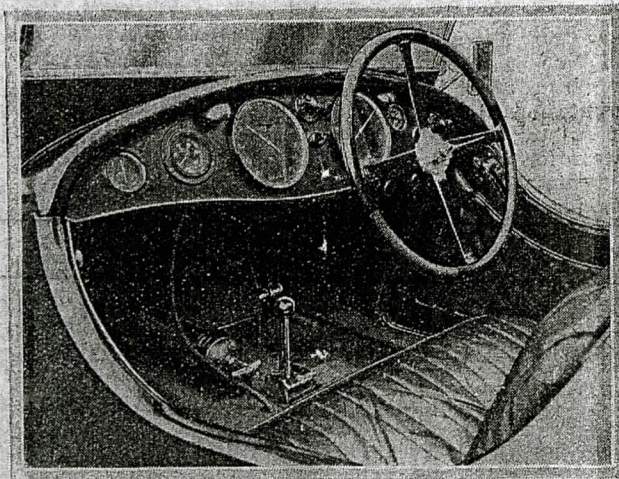
has the means and facilities not only for keeping them in the most perfect condition, but for carrying out structural chassis work and for designing and building special coachwork.

When this Aston-Martin came into his possession he had it completely stripped, then designed and had built the bodywork illustrated. The chassis was completely stripped down,

and, in the words of "Sajito": "It is a marvellous piece of work obviously done in a tool room, and there is no piece of the engine, gears, control levers, etc., that is not machined all over. The design appears to me to be modern, and as a result I have spent quite a lot of money on the car to bring it right up to date."



Here are the induction and ignition details.



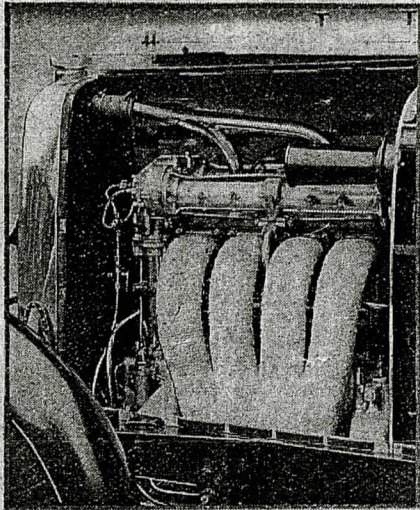
The central gear control and well arranged instrument board are seen in this cockpit view.

The technical details of this Aston-Martin comprise a four-cylinder 1½-litre engine of 65 x 112 mm. bore and stroke, calling for an annual tax of £11. The overhead valves, of which there are four per cylinder, are operated by twin overhead camshafts. Ignition is by Bosch magneto, and lubrication is carried out with the aid of a dry sump system with the oil tank placed well forward. "Sajito," by the way, holds very definite views that a perfect tank for lubricant should be capable of being cleaned out thoroughly so as to be able, from time



to time, to free it completely from any sludge or impurities which may have become deposited in it. To this end it is necessary that the hand can be inserted easily, and provision for this in the case of this Aston-Martin has been made by means of the huge filler-cap between the dumb irons and projecting through the apron.

The illustration depicts two such filler-caps. One is a dummy, mounted solely to make the front of the car look symmetrical, owing to the impossibility of fitting a single cap centrally, for, were this done, it would be needful to have a bend in the neck of the filling pipe, as the oil tank is to the side of the engine, and manual accessibility to the tank's interior would be sacrificed. This piece of design illustrates admirably the care that has been taken not only to make the car



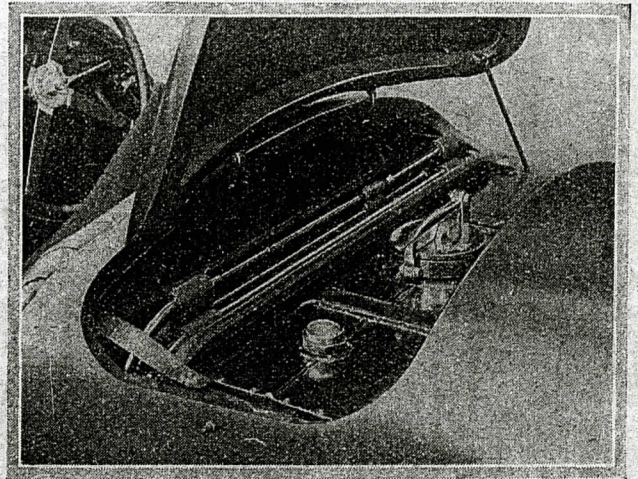
The exhaust manifold is asbestos-lagged.

mechanically efficient and get-at-able, but to render appearance as perfect as possible.

Transmission is through a Hele - Shaw multi - plate clutch, through a separate four-speed gear box with central control — originally the car had a right-hand gear lever — the top gear ratio being 3.5 to 1. The propeller-shaft is enclosed in a torque tube, and the final drive is through a straight-toothed crown wheel and bevel. Mixture is supplied by two S.U. carburetters, and springing, front and rear, is by half-elliptics. Four-wheel brakes are fitted. Fuel is carried in a fifteen-gallon rear tank, and is lifted to the carburetters by two electric Autopulse pumps, one for the main supply, and the other for a reserve of two gallons.

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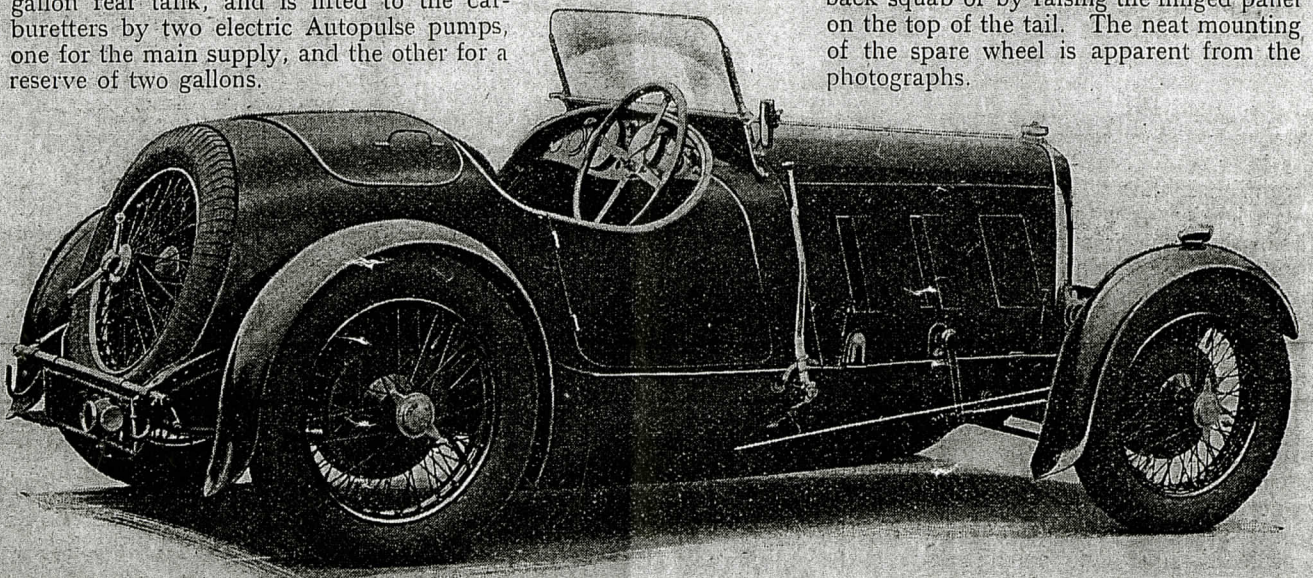
A hinged lid gives access to the fuel tank filler.

This fascia board is particularly well fitted up with a 110 m.p.h. speedometer, a 4,000 r.p.m. revolution counter, both these instruments having 6in. diameter dials, an ammeter, oil-pressure gauge, lamp and starter switches, water-temperature gauge, Barker thermo warning light, and instrument light switches.

Since the car has come into his possession "Sajito" has equipped it with the Lucas 12-volt lighting and starting system with a set of five lamps in black finish, and a Bosch horn has been fitted under the bonnet. Dunlop Fort tyres of 4.75 x 19in. are mounted on Rudge-Whitworth wire wheels with knock-off hub caps.

So much for the chassis of this remarkable car, which, although now entering its eleventh year, is a completely up-to-date vehicle, charming to drive, and very fast.

Considerable ingenuity has been shown in the design and construction of the body, in ash with aluminium panels. The floor, readily removable with quick-release screws, is made of aluminium covered with rubber matting. Float-on-Air upholstery is used for the seats and back squabs. Immediately behind the seat is a compartment for small luggage, or, if preferred, a collapsible hood, access being gained by tilting the back squab or by raising the hinged panel on the top of the tail. The neat mounting of the spare wheel is apparent from the photographs.



Close-fitting guards and neat housing of the spare wheel are attractive features.