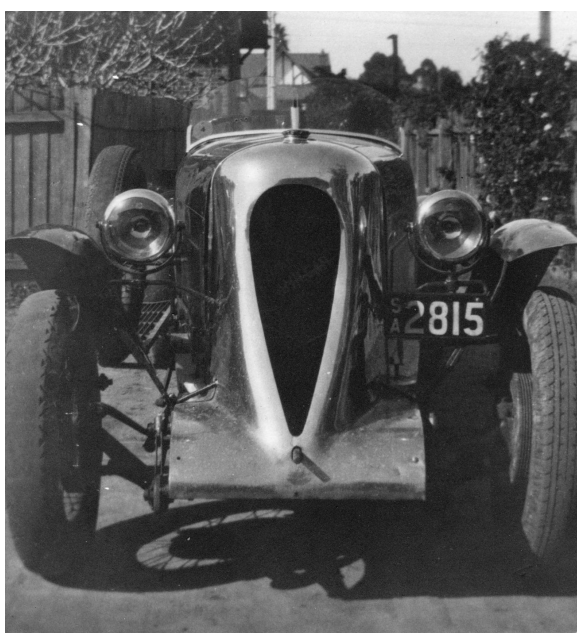


Amongst our archive photos are shots of this wonderful sporty 14hp Amilcar taken in about 1946. Bruce Smeaton has kindly put together its history for us and the following is largely in his words.

The 14 hp Amilcar is these days known as an E-Series, and is around 2.0 litres capacity with performance comparable to a 3.0 litre Bentley. The motor is a larger version of the more usual 1000-1100 cc Amilcars like the C4, G-Series and CGS or Grand Sport. i.e. four-cylinder, side-valve, L-head with two main bearings, a combined inlet and exhaust camshaft, pressure-lubrication, thermo-syphon cooling but a four-speed gearbox as standard. The brakes always were four-wheel, cable or steel-tape operated and the famous Amilcar system of taking the braking to the front wheels via a lever operated axial rod through each king-pin, thus avoiding axle-tramp having an adverse affect, was first pioneered on the E-Series.



The first owner of this splendid E-Series was Evelyn Scarfe of Adelaide (from the Harris Scarfe clothing family) who had special coachwork built for it. The radiator cowl is known as an Eldridge Cowl and was developed for racing at places such as Brooklands, the idea being it reduced drag. It also reduced cooling and although they look very glamorous Eldridge Cowls are not of much use in a country like Australia.

Miss Scarf sold the car but the name of the purchaser is not known. This person had the engine reconditioned but the work was not done well and a gudgeon pin came loose, jammed up and the result was a cracked and un-serviceable engine block. The block was judged un-repairable and so a Dodge Four engine was fitted.

Longtime Australian Amilcariste Max Foale spotted the car in Rundle Street, East Adelaide. The Eldridge Cowl was gone and the Dodge Four wasn't such an exciting powerplant so Max replaced it with a specially prepared Essex Four engine and gearbox that had come from a *Wizard Smith Special*. Max used the car for some years in this form but wanted money for another project and sold the car to another unknown who didn't do much with the car but sold it to the late Murray Mitchell who located and fitted an E-Series engine and gearbox.

Murray used the car for some years and then sold it on to an American working in Australia, Mr. Charapar, who later took the car back to America. Don Knights bought the car from his estate and restored it. The car may have gone to England, briefly, but is now owned, appreciated and used by Paul Gaynor of Connecticut.

Two of these photos show the E-Series as it was when owned by Miss Scarf. She may, or may not have owned it when the windscreen, mudguards and running-boards had been removed as seen in the first photo.

When new the E-Series Amilcars would rev to 4500 (the Grand Sports were okay for short bursts to 5000) and maintain very high speeds for long periods of time as they do even today. The combined crankcase-block supported an early moly-steel crank that could stand the inevitable whip that comes from only having two main bearings.

