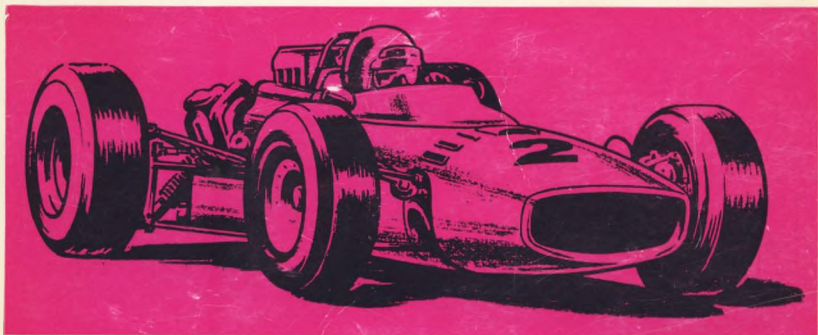


BROOKLANDS TO GOODWOOD

RODNEY WALKERLEY



**THE HISTORY OF THE
BRITISH AUTOMOBILE RACING CLUB**

10'6

BROOKLANDS TO GOODWOOD





[Photo: Ted Lewis

His Grace the Duke of Richmond and Gordon, President of the British
Automobile Racing Club.

BROOKLANDS TO GOODWOOD

(50 YEARS OF THE B.A.R.C.)

by

RODNEY WALKERLEY



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**CARNE'S SEAT
GOODWOOD
CHICHESTER**

I was born too late to share the thrills of the motoring pioneers but I never tire of reading about their fascinating exploits. Immediately motoring became feasible for them, the aspect of competition surrounded it and the formation of the Cyclecar Club in 1912 was an important occasion for all who were to enjoy motor sport then and in years to come.

Rodney Walkerley has done a service to all of us in putting together the salient names and events in this Brooklands to Goodwood saga. As the Jubilee book of the B.A.R.C. it is a most entertaining record for everyone interested in motoring history, whether he is already, or about to become, a B.A.R.C. member.

Richard of Gonda

AUTHOR'S NOTE

ON completing this all too brief history of a club that began as a handful of cyclecar fanatics and became, fifty years later, an internationally acknowledged organization competent to undertake the staging of the Royal Automobile Club's Grand Prix of Great Britain and Tourist Trophy race as well as many other events on several circuits apart from their home ground at Goodwood, I must express my great gratitude to those who have helped so greatly in the compilation.

My thanks, therefore, to Mr. A. C. Armstrong, sometime Editor of *The Motor* and Mr. Eric Findon, retired Editor of *The Light Car and Cyclecar*, who found time to send me copious notes of the early days of the Club; to Mr. H. R. Godfrey, a founder member who placed his archives at my disposal, together with many photographs taken in the old days and, with Mr. William Boddy, as well as several members of the Council, pored over the proofs and made corrections from special knowledge. I would also like to thank Temple Press Ltd. for the excerpt from *The Cyclecar* of 1912 which seemed so aptly to evoke the atmosphere of that first Club run and for the provision of many of the illustrations to this work. Finally, my thanks to Mr. John Morgan for all his help in the documentary research and to the publisher, Mr. Harold Marshall, of G. T. Foulis Ltd., whose forbearance as much as his advice has smoothed the passage of the book from typewriter to printing press.

RODNEY L. WALKERLEY

YAPTON
SUSSEX
July 1961

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NOTABLE CLUB DATES

1912—FOUNDED AS THE 'CYCLECAR CLUB'.

1919—TITLE CHANGED TO 'JUNIOR CAR CLUB'.

1921—FIRST LONG-DISTANCE CAR RACE IN BRITAIN.

The 200 Miles Race, Brooklands. 1st *H. O. D. Segrave (Talbot-Darracq)*.

(The '200' was run at Brooklands from 1921-1928, at Donington Park in 1936-37, again at Brooklands in 1938, and at Aintree from 1954-1960.)

1929—BRITISH TWELVE HOURS RACE, BROOKLANDS.

1st, *G. Ramponi (Alfa Romeo)*.

This race was run from 1929-1931.

1932—BRITISH 1000 MILES RACE, BROOKLANDS, 1st, *Mrs. E. M.*

Wisdom and Miss Joan Richmond (Riley).

1933—INTERNATIONAL TROPHY RACE, BROOKLANDS. 1st, *Hon. Brian*

Lewis (Alfa Romeo s/c).

1936—FIRST BRITISH RALLY TO THE U.S.A. AND CANADA.

1937-1938—CONTINENTAL RALLIES.

1939—Last of the pre-war series of International Trophy Races, Brooklands. Second Rally to the U.S.A. and Canada.

1946—AMALGAMATED WITH THE BROOKLANDS AUTOMOBILE RACING CLUB.

1947—JERSEY INTERNATIONAL ROAD RACE, organized in conjunction with the Jersey M.C. and L.C.C. at St. Helier, Jersey. Won by *R. Parnell (Maserati)*.

The Jersey Road Race was also organized in 1949, 1950 and 1952.

FIRST EASTBOURNE RALLY.

1948—FIRST GOODWOOD CAR RACE MEETING.

1949—TITLE CHANGED TO 'BRITISH AUTOMOBILE RACING CLUB'.

1950—FIRST MIDNIGHT CONCOURS D'ELEGANCE, EASTBOURNE.

FIRST MIDNIGHT FILM MATINEE, Curzon Cinema, Mayfair, W.1.

1952—FIRST LONG-DISTANCE SPORTS CAR RACE AT GOODWOOD, with racing after dark for the first time in British motor racing history. Won by *Peter Collins and P. W. C. Griffiths (Aston Martin D.B.3)*.

The Nine-Hour Race was also run in 1953 and 1955.

- 1953—REOPENING OF CRYSTAL PALACE CIRCUIT—International Meeting.
- 1954—FIRST INTERNATIONAL MEETING AT AINTREE, LIVERPOOL.
- 1955—THE BRITISH GRAND PRIX first organized at Aintree for the Royal Automobile Club. *Won by Stirling Moss (Mercedes).* THE B.A.R.G. GOLD MEDAL instituted for an outstanding achievement in motor racing by a British subject. *First recipient, Stirling Moss.*
- 1957—THE GRAND PRIX D'EUROPE AT AINTREE. This was the first occasion on which this important race was organized in this country by a club other than the R.A.C. *Won by Stirling Moss (Mercedes).*
- 1958—THE TOURIST TROPHY (SPORTS CARS) organized for the Royal Automobile Club at Goodwood. *Won by Stirling Moss and Tony Brooks (Aston Martin).*
- 1959—THE BRITISH GRAND PRIX at Aintree. *Won by Jack Brabham (Cooper-Climax).*
THE R.A.C. TOURIST TROPHY (SPORTS CARS) at Goodwood. *Won by Stirling Moss, Carroll Shelby and Jack Fairman (Aston Martin).*
- 1960—THE R.A.C. TOURIST TROPHY (Grand Touring Cars) at Goodwood. *Won by Stirling Moss (Ferrari).*
THE GOODWOOD 'TON' instituted. First recipients: *Stirling Moss (Cooper-Climax), Graham Hill (B.R.M.), Innes Ireland (Lotus).*
- 1961—THE BRITISH GRAND PRIX at Aintree. *Won by Wolfgang von Trips (Ferrari).*
THE R.A.C. TOURIST TROPHY (Grand Touring Cars) at Goodwood. *Won by Stirling Moss (Ferrari).*

CHAPTER I

BEGINNINGS

THE night of Saturday, 7th December, in the year 1912, was windy, dark and wintry. Astonished cottagers in the winding Surrey lanes ran to their windows and threw open their doors, so that the soft glare of oil lamps and firelight splashed on roadside hedges and the trees straining in the breeze. Every few minutes, with a rattle and a roar, strange dark shapes flitted past their startled eyes. Down the slope between the hawthorn and hazel a procession of red lights wound its way, with squat black shapes silhouetted vaguely against the dim glare of white head-lamps. Down the valley, and one by one, up the far side past the woods, the long line of little red lights trundled on its way, over the ridge and, one by one, vanished from sight, leaving on the night air the dwindling rumble of exhausts and the smell of burnt oil.

That night, the good people of remote Surrey witnessed the conclusion of the first club run of the newly formed Cyclecar Club as its thirty-odd members and their friends made their clangorous way back to the far distant glow that was London.

History had been made, or at least, an epoch had been marked in the history of British motoring, and a club had come into being that was to leave many historic landmarks behind in its growth over the next half century.

It is probable that if half a dozen of the leggy, pantalooned young ladies and their tweed-jacketed escorts strolling in the Paddock at Goodwood motor racing circuit today were accosted with the question: what is a cyclecar? they would be quite unable to answer, apart from a vague idea obtained from their parents that such a vehicle was an early form of motor car. Every generation is astonished at the youth of the new generation. It astonishes the more elderly among us that the young enthusiasts who throng to the B.A.R.C. meetings of today have no idea what Brooklands looked like, any more than they could describe a hansom cab or a horse tram.

It has been said that if there were two Germans marooned on an island, within a week they would have produced a new philosophy, two Frenchmen a duel and two Englishmen a club. Indeed, the untranslatable word 'club' has been given to the world by the British and, just as we have adopted such French terms as 'chassis' and 'chauffeur' in automobilism, so they and the rest of Europe have, from the very beginnings of motoring, seized that exact word 'club.' The first motor club of all was formed, out of enthusiasm for the new sport of motor racing, in 1894 after that historic first motor run from Paris to Rouen, and the following year the enthusiastic group announced their title as the Automobile Club de France. Two years later this country hailed the Automobile Club of Great Britain and Ireland, which, in 1907, became the Royal Automobile Club. Regional motor clubs followed quickly. The Midland Automobile Club ran their first hill-climb at Shelsley Walsh in 1905. Seven years later motoring had its first club dedicated to a special idea, the development and enjoyment of a new kind of motor car, with the foundation of the Cyclecar Club.

A cyclecar was described at the time as a combination of the worst characteristics of a motor-cycle and the more depressing features of a motor car, but there are members of that club today, in its apotheosis as the British Automobile Racing Club, who will recall with smiling nostalgia the almost fanatic devotion that surrounded the new kind of motoring that filled the gap between the two-wheeler, even with a sidecar made of basket work and looking remarkably like a bath-chair, and the heavy, expensive and relatively powerful automobile that was the lightest of the light cars of the time. The cyclecar was as new and as unfamiliar as the modern scooter and moped and filled the sort of long-felt want that is seen today in the bubble-car.

To the undisguised hostility of the motor-cycling fraternity, who, in the first decade of the twentieth century owed allegiance to the Auto-Cycle Union, a branch of the Automobile Club, there was a steadily growing market for a hybrid between motor-cycle and car, a species of hermaphrodite, bearing the characteristics of both, which, between 1900 and 1905 was the tricar, exemplified even before the turn of the century by the Léon Bollée, built at Le Mans. These machines had two wheels in front, one behind taking the drive, and seats in tandem, wherein the passenger sat in front in the comparative comfort of a proper seat and the driver, or rider, perched behind, on an ordinary saddle, steering by swivelling the front end, including the passenger, who punctuated his enjoyment of the journey by leaping out on the word of command to push the

contrivance up hills. Then, as now, a motor-cycle and sidecar was a somewhat unsociable mode of transport in which normal conversation was at the best spasmodic, stentorian and limited. At least on a tricar the driver could lean forward and bellow his comments into the ear of the passenger, even if the former was unable to sustain the dialogue apart from a brief and tart retort at risk of a twisted neck.

In 1905 a Mr. Basil Crump, evidently an expert, wrote in *The Motor Year Book*: 'The development of the tricar during the past year has been considerable, but seems unlikely to be carried much further on the present lines . . . it has become practically a fast and light three-wheeled car. The most elaborate models are even more expensive than some of the cheaper two-seated cars and nearly as heavy.'

There was a greater demand for these hybrids in England than in France, but in the latter country, where motoring may be said to have begun, they were not slow to copy British ideas, although the customers asked for water-cooled, and therefore heavier, engines. The British makes favoured the air-cooled twin-cylinder or even 3-cylinder units. The J.A.P. (J. A. Prestwich) designed for the purpose had three vertical cylinders in line. The Quadrant tricar designer went so far as to provide two engines which could operate together or singly. Then came the Quadcar, a four-wheeler, still with the seats in tandem, so as to retain the narrow track which was one of the major attractions of the tricar to those who, lacking the money to purchase a light car, then costing about £200, were liable to dwell in small villas with narrow gateways and whose motor house was not so much a garage as a wooden lean-to shed.

The demand for a small, ultra-light light car, costing between £100 and £150 existed. The market for a cyclecar had been created. The cyclecar arrived, forthwith, and after that came its official definition.

The invention of the new ultra-small 'car' had this in common with the birth of the automobile, that many individuals, unknown to each other, and in many countries, were working towards the same end and, in the beginnings, with no particular plans for going into the business of manufacture. These were do-it-yourself backyard enterprises for the personal amusement of the constructors. It was only after the passage of two or three years that these pioneers realized that they had created an entirely new movement within the growing motor industry and drew together to follow the common path.

Light cars existed from the earliest days of motoring. Indeed, the first automobiles were all light cars within the ordinary terms of reference for, although they started with Daimler engines built under licence in France, apart from the heavy machines driven by steam, they were not as light as all that. Emile Levassor's Panhard-Levassor with which he won the world's first motor race from Versailles to Bordeaux *and back*, a matter of 732 rough and dusty miles, in 1895, had a $3\frac{1}{2}$ -hp Daimler engine of one cylinder. The 'car' weighed 11.8 cwt, which is about the weight of a modern Grand Prix racing car. Levassor claimed that he had a speed of $18\frac{1}{2}$ mph at peak revs. of 750 rpm. It is on record that he averaged 14.9 mph for 48 hours, 48 minutes without a single breakdown.

There was racing for Voiturettes (light cars) from 1906 when the Paris paper *L'Auto* first presented their famous *Coupe* for small cars. In that year the event was run off on a circuit of country roads near Rambouillet's famous chateau, 30 miles west of Paris. The cars had single cylinder engines of around 3 litres, with stroke so long that the unit measured over 3 ft in height and caused the driver to peer round it to see where he was going. The winning device was a construction of the partners Sizaire and Naudin which curiously enough had independent suspension to the front wheels, using a transverse leaf spring, 32 years before the Type 158 Grand Prix Alfa Romeo. Sizaire drove the winning machine at 36.4 mph for 160 miles, his partner Naudin appropriately second and Guipone's Lion Peugeot third. The last-named, like so many men of the time, was a prominent motor-cyclist, who came to four wheels as a natural step. The Lion, by the way, had six overhead valves and two sparking plugs.

These Voiturettes were fast, relatively powerful and heavy, for they weighed close on a ton, thanks to the weight of the massive, iron engines, with their ponderous flywheels to smooth out the bang-bang of the slow running engines. That something lighter was desirable was quite obvious and by 1908-9 thoughtful persons were thinking in terms of motor-cycle engines, either single or twin cylindered, air-cooled and therefore without the weight of water jackets and radiators, and installed in the lightest possible bicycle-tube or wooden frames. After all, the 100-mph 15-litre chain-driven racing cars of the Gordon Bennett and early Grand Prix years had wooden frames, armoured with steel plate. Around the 'thirties the American Franklin, a big tourer, still had a frame of ash and a multi-cylinder $4\frac{1}{2}$ -litre air-cooled engine.

In England, at the end of 1908, there were fourteen single-cylinder engines on the market, including the ancient makes of De

Dion (8 hp), Peugeot (9 hp), and Rover (6 and 8 hp). Largest were the Adams, and American Cadillac at a rated 10 hp. Twin-cylinder engines averaged 10-12 hp and were represented by over forty makes, among them Brasier, Lorraine-Dietrich (once known as Turcat-Méry), Opel, Panhard, Peugeot, Renault and the first Riley Nine. Biggest of these was the two-stroke Valveless, at 25 hp. There were also two 3-cylinder models on sale, Clyde and Zust.

All these factories, varying from small tin workshops, where the shutters had to be put up under economic stress, to great firms still with us today, were building light cars that were not light enough for the enthusiasts who saw that something no heavier nor more costly to buy or run than a motor-cycle and sidecar was an evident need.

The tricar was not the solution for the performance, especially uphill, was poor and weather protection was worse. The rider at least could crouch in the shelter of the passenger in front, but that soaked soul sat exposed to the full force of driving rain or bitter wind. Moreover, there were those who declared that three-point contact with the road was unstable in the wet, and tram lines were indeed a menace.

The search was for something very light, lively, economical to build and operate with something better in the way of weather protection, even going so far as a windscreen and even a hood. Many were working to that end by 1909. Among them we recall H. F. S. Morgan, champion of the three-wheeler until recent times, for the 'gutty Morgan', as we called it with affection, was a popular trials car of high performance and stability at least up to the outbreak of the Second World War. When the crowds heard the bark of the powerful twin-cylinder engine at the foot of a hill in the 'Exeter', 'Land's End' or 'Colmore Cup' trials, they craned forward to watch the little three-wheelers rocket their way up at speed, one after the other, sandwiched between the motor-cycles and the car entry. There was H. A. Thompson and, at a house in Hendon, Archie Frazer-Nash and Ron ('H. R. G.') Godfrey were hatching a plot together. In France there was L. F. de Peyrecave and Robert Bourbeau, and it was the latter who probably triggered off the vogue that burst into immediate popularity.

While this activity was going on with 'one-off jobs' that were appearing on the roads, the Temple Press journal *Motor Cycling* became interested in what appeared to be a development in their sphere, but whether it was really a new kind of motor-cycle with four wheels or a light car with a motor-cycle engine was something

that caused the Editor, W. G. McMinnies, much loss of sleep and heated arguments.

Arthur Armstrong who was at that time editing *Cycling*, the first Temple Press journal, had become infected by the atmosphere of enthusiasm surrounding those early days of automobilism and with eagerness joined 'Mac' in running *Motor Cycling*, a move which made no headlines in the National Press perhaps, but which was to have a profound effect on British motoring sport although of this he had not the slightest idea at the time.

In the autumn of 1910 McMinnies was in Paris, presumably to cover the Paris Motor Show, although there are always many excellent reasons for a journalist being in Paris at almost any time. Mac was seated, naturally, at a boulevard café table thinking about things when, above the rumble of the traffic, he heard the crisp bark of a twin-cylinder engine. He leaped to his feet. Trundling happily past his astonished eyes was a vehicle the like of which he had never seen. A wooden coffin, unpainted, on four motor-cycle wire wheels, the top open and containing a man in front behind an engine and another, tandem fashion, with a steering wheel at the back.

McMinnies took instant action and tore down the street in pursuit of the crackling apparition until, almost out of breath he saw the vehicle held in a traffic jam and grabbed his chance. The startled Frenchman gazed at the incoherent Englishman for a moment and then, with a grin, pulled over to the kerb.

This was Robert Bourbeau, big, blond and bearded, and McMinnies had the first close-up of the Bedelia, and from that moment he was a convert blazing with all the zeal of those who have just seen the light.

A V-twin engine of 1,056 cc provided 9 bhp at 2,400 rpm by chain to a countershaft midway along the chassis, from whence belts on each side drove the rear wheels. There was no clutch, no gearbox, and reverse motion was produced by getting out and pushing backwards. However, to keep the engine running in traffic, the back axle could be moved forward, allowing the belts to run slack. The driving pulleys were in duplicate, one larger than the other, to provide two forward speeds. To change 'gear' was a simple operation, once it was mastered, of letting go of the steering wheel, grabbing a stick (provided) in each hand and, sticking them under the belts, yanking them over onto the other pulley in one quick, neat motion that must have been pretty to watch. A somewhat slower change, but one that allowed the machine to be steered in the meantime, could be carried out by

utilizing the sticks one at a time, a method much preferred by the passenger in front, unless he offered to do the job himself. Steering was almost equally simple and effective, for the straight, tubular front axle was swivelled about its centre by means of wires which, at the business end, wound round a bobbin.

Lost in admiration, McMinnies stood oblivious of the hurrying crowds staring at him, gazing down the tree-lined boulevard as the Bedelia clattered on its way in and out of the traffic and vanished from sight in a cloud of blue smoke and the fumes of hot oil. The die was cast. A new form of motoring was born. After that, events began to move at accelerated speed. Back in London, McMinnies poured out his enthusiasm, setting alight to Arthur Armstrong for a start. Then he sought the directors of his firm. The new kind of machine, which still had no name other than 'runabout' (to which H. F. S. Morgan stoutly adhered) was not, he said, a motor-cycle, nor yet a car, as such. It was not within the sphere of *Motor Cycling* nor the purview of *The Motor*. It was new, distinct and alone. It needed an entirely new journal to focus and foster the enthusiasm that was bound to flare up when these machines began to come onto the market at prices well under £100. It would capture adherents from the ranks of motorists who wanted cheaper motoring and from the army of motor-cyclists who wanted something that could carry the girl friend without getting her drenched in every shower. On 27th November of 1912 *The Cyclecar* was on the bookstalls, with 64 pages measuring 11 in. by 8 in. and 84 pages of advertisements between glossy covers at the resounding price of one penny piece. Over 100,000 copies were sold at once—to the amazement of the Trade and the satisfaction of its sponsors.

Whence the excellent term 'Cyclecar'?

As soon as it became known that the new journal was in preparation and as more and more vehicles were coming onto the roads, the Auto-Cycle Union decided to adopt the new machines under their wing rather than allow the R.A.C. itself to gain control—and new membership fees. A conclave was therefore duly assembled at the R.A.C. premises, under the chairmanship of Col. H. C. L. Holden, who had supervised the plans for the building of Brooklands a few years earlier. Col. Lindsay Lloyd, Clerk of the Course at Brooklands and an A.C.U. committee member, came up with the suggestion: 'Cyclecar' and it was immediately adopted. The terms 'runabout', 'monocar' or 'duocar' dropped into oblivion.

The next item on the agenda was to establish a definition separating cyclecars from light cars. Their decisions were forwarded to

the ruling body of motor-cycle sport, the *Fédération Internationale des Clubs Motocyclistes* in Paris, and, by the time the *Cyclecar* was off to record sales, the definition of a cyclecar was promulgated at International level:

Group 1. Large Class

Maximum weight, 772 lb (just under 7 cwt).

Maximum engine capacity, 1,100 cc (International Class G).

Group 2. Small Class

Maximum weight, 660 lb (just under 6 cwt); minimum 330 lb.

Maximum engine capacity, 750 cc (International Class H).

Now that the movement had its recognition and, in Britain, its own journal, it was obvious that it should have its own club.

By 1912 the cyclecar movement was booming. Companies were being formed all over the country and there was furious hammering and welding to prepare models for the forthcoming October Motor Cycle Show, and wherever enthusiasts met the talk was of forming a club. The initiative, however, came from an office in the Temple Press Rosebery Avenue premises, where the *Cyclecar* staff was working in a fury of energy to prepare the first issue of the journal. In 1902 one of the founders of the Motor Cycling Club, the largest and most active club in the country, was Ernest Perman, once a racing cyclist who joined the firm to launch *Cycling* and was now general manager. Waylaying a harassed Armstrong he put the suggestion to him, and found it instantly snapped up. A meeting was assembled for a round table exploratory discussion where, among others, were Frank ('Hippo') Thomas, Osmond Hill, H. R. Godfrey, Glynn Rowden, W. G. McMinnies and Armstrong in the chair. The upshot was the decision to call an open meeting, in London at the Holborn Restaurant, on 30th October.

There were about sixty present that Wednesday evening in the Edwardian glories of the famous old restaurant which stood at the corner of Kingsway and Holborn. Into the chair they voted the Rev. E. P. Greenhill, who was chairman of the Competitions Committee of the A.C.U. It must be remembered that, at this stage, the motor-cycling people regarded cyclecarism as a branch of their own activities, whereas the R.A.C. was dubious about admitting the new machines to the dignity of the car world. When everybody had settled down, C. S. Burney (of Burney and Blackburn, who will be remembered as makers of the beautiful, smooth motor-cycle engines with the outside flywheel) proposed that a club be formed, seconded by F. A. McNab. The proposal was accepted with

enthusiasm. When the meeting broke up, draft rules had been accepted, and officers had been nominated for election at the inaugural general meeting to be held at the Motor Cycle Show, Olympia, on 29th November, W. G. McMinnies was proposed as Club Captain, Frank ('Hippopo') Thomas as Hon. Secretary, A. C. Armstrong undertook to guard such money as there might be, and Glynn Rowden was asked to be club Chairman. Now, as club rules are the foundation stone of the edifice, a rules committee was appointed, and these gentlemen were:

H. P. White, W. Cooper, F. A. McNab, E. Hapgood, D. Kapadia, Rev. E. P. Greenhill, Dr. A. M. Low, that effervescent scientist whose enthusiasm for anything new and progressive knew no bounds, E. M. P. Boileau, E. H. Taylor, R. M. Stallbrass, A. E. Parnacott, A. W. Ayden, R. W. George, R. Cleave, Glynn Rowden, A. Percy Bradley, G. N. Higgs, A. C. Armstrong, F. S. Whitworth, E. C. Paskell, R. Surridge, R. F. Messervy, A. Selwyn, Osmand Hill, Capt. Archie Frazer-Nash, W. G. McMinnies, Major Lindsay Lloyd, Laurie Cade the Fleet Street journalist, Gambier Weeks, J. N. Barrett, C. S. Burney and F. L. Goodacre—a numerous body of the leading cyclecarists who managed to produce a set of rules within the month.

The inaugural meeting duly took place at Olympia with Glynn Rowden in the chair. Business was brisk. The subscription was fixed at one guinea with half a guinea for country members and the same for ladies. The proposed officers were elected *en bloc* and Osmand Hill agreed to help Thomas as Assistant Hon. Secretary. Between fifty and sixty joined on the spot.

All was not sweetness and light, for, as ever, there was one difficult character. This man challenged every rule as it was proposed, criticized everything he could think of, demanded that no one in the trade should be admitted to membership, and having departed that night, was heard of no more.

The Cyclecar Club was in being; 7th December was appointed as the date to prove it with a social run to Wisley Hut, near Esher on the Portsmouth Road, whereupon the Rev. Greenhill invited all participants to tea afterwards at his Surrey home, and the meeting broke up into chattering groups as they made their way out into the wintry night.

CHAPTER II

WHAT WAS A CYCLECAR, PRAY?

IT is probable that the majority of spectators who throng to B.A.R.C. race meetings at Goodwood and Aintree and elsewhere, as well as many members of the club, have never so much as seen a cyclecar, the odd, temperamental, charming and sometimes hateful type of machine in which the origins of the club are rooted. 'Aren't they horrible,' groaned a light car owner as he gazed at the models displayed on a stand at the Motor Cycle Show that historic year of 1912. They were not horrible; they were fascinating, even if they produced a sort of love-hate complex in the owners, and they were cheap to buy (the $3\frac{1}{2}$ hp French Bedelia was offered at 56 guineas) and very cheap to run, and they provided motoring for people who could not afford even a light car and in any case needed a vehicle so narrow that it would pass through their garden gates. That winter there were more than seventy different makes on offer, some with seats in tandem, some with side by side seats, a few with single seats; some with three wheels, some chain driven, most with final drive by belt. They had wings, even if they were the close-up cycle type, and they had, usually, a wind screen, frequently a hood. No lamps except on the de luxe models, but these were extras, mostly acetylene, a few with electric lights. Many owners settled for one headlamp in the centre of the radiator (if any). One feature they all shared in common, astonishing and even impertinent ingenuity (one designer pivoted his unsprung front axle in the middle, in the vertical plane) was lightness.

We have mentioned the Bedelia, advertised as 'The Original Cyclecar' (a claim that could have been challenged at least by the G.N. and Morgan). Here is the official specification of the 103-guinea 8-10 hp model as exhibited at Olympia in 1912:

BEDELIA

Engine: 8-10 hp twin cylinder, air cooled.
Frame: ash.

Transmission: chain to countershaft, belts to back wheels.
Clutch: by slipping belt.
Steering: by steel cable and pivoting front axle.
Suspension: C-springs rear, spiral front spring in centre of axle.
Tyres: 650 × 60 mm on fixed wire wheels.
Brakes: one on countershaft, the other on rear wheels (belt rim).
Body: two-seater tandem torpedo.
Weight: 425 lb.
Price: 103 gns.
Equipment: windscreen, hood, centre head-lamp, side lamps on scuttle. Sloping wings to front wheels (none at rear).

The Godfrey and Nash machine materialized as a device for their own amusement, but when it was observed on the roads, the 'Can you build me one?' enquiries began to flow in and, as Ron Godfrey puts it, 'we found ourselves in business'. This was probably the first English four-wheeled cyclecar in production in any sort of quantity. We therefore append its specification, together with the leading, and most successful tri-car, the Morgan three-wheeler runabout which was already, by 1912, making a name for itself in competitions in reliability trials on the roads and at Brooklands, where, a week or two before the club was in being, H. F. S. Morgan broke the class Hour Record at a fraction under 60 mph, covering, in point of fact, 59 miles and 1,120 yards—640 yards short of the mile a minute. His best lap was at 62 mph from which we may deduce a top speed of about 70 mph, for it was generally reckoned that a car was always about 8 mph slower on the track than it was on the road. In passing, the Morgan sold at 85 guineas.

G.N.

Engine: G.N. twin cylinder at 90 degrees, 80 mm by 98 mm.
Frame: armoured ash.
Transmission: chain sliding gear and double belt final drive.
Clutch: double disc.
Steering: Ackermann with duplicated wire cables.
Gear ratios: 4·25 and 7·25 to 1.
Suspension: long, laminated springs.
Tyres: 650 × 65 mm.
Brakes: on belt rims.
Body: light torpedo two-seater (side by side).
Weight: 400 lb.
Price: 95 gns.
Equipment: oil side-lamps.

MORGAN THREE-WHEELER

Engine: 8 hp twin cylinder J.A.P., 85 mm by 85 mm.

Frame: tubular steel.

Transmission: shaft to bevel gearing on countershaft, thence by chains to rear (driving) wheel.

Clutch: cone, leather-lined.

Steering: by wheel, direct.

Gear ratios: 4.5 and 8 to 1.

Tyre sizes: 26 in. by 2½ in. (non-skid on rear wheel).

Brakes: two band brakes on rear wheel, foot and hand operated.

Wheels: wire (rear wheel quickly removable).

Weight: 3 cwt (336 lb).

Price: 85 gns.

Equipment: includes hood, windscreen.

That winter of 1912-13 when the cyclecar movement was at the crest of the wave that broke on the rocky shore of the First World War in the autumn of 1914, advertisements and mentions in the *Cyclecar* produce a list, probably not complete, of 70 cars within the cyclecar category, 9 of which were three-wheelers. In that list 5 machines were French, 4 German (all three-wheelers). There are many members today who knew and drove those curious machines and out of their enthusiasm built the club as it now is with over 16,000 membership. It will be of interest, therefore, to print that list of bygone cyclecars, whose names are now preserved only in A.C., Riley, Humber, Lagonda, Morgan, Singer and Frazer-Nash:

CYCLECARS IN PRODUCTION 1912-1913

(* indicates three-wheeler)

A.C. Sociable*	Crouch
A.L.C.	Day-Leeds
Alldays	Duo
Ardern	Eric
Autocrat	G.N.
Automobilette (French)	Geha* (German)
Autotrix	Girling
Averies	Globe
Baby (French)	Gordon
Bedelia (French)	G.W.K.
B.E.F.* (German)	Humberette
Brough	Jackson
Chater-Lea	J.B.S.
Crescent	Kendall

Lagonda*	Rudge
La Ponette (French)	Sabella
L.E.C.	Sherwin
Leo	Siemens-Schuckert* (German)
L.M.	Singer
Lurquin-Coudert (French)	Sizaire (French)
Matchless	Sterling
Mead and Dakin	Super
Media	Surridge
Morgan*	Swift
New Hudson	Tiny
Orient Buckboard	Tourist* (German)
P. and C.	Tysey
Parnacott	Violette (French)
P.D.A.	Wall*
Perry	Walycar
P.M.C. Motorette*	Warne
Portland	Welham
Premier	Wilkinson
Riley	Wilton
Rollo Monocar	Woodrow

The pursuit of the dream of a lively, economical lightweight passenger machine of the simplest sort led to some very simple solutions of engineering problems, like changing belts around on pulleys with bits of stick, and even the employment of belts at all to convey the final drive. They were light and flexible, needing no universal joints, no lubrication nor even protection from the weather provided they were kept at the proper tension. In October of 1912 L. F. de Peyrecave, one of the early Bedelia enthusiasts, together with J. C. MacArthur, drove a Duo on Brooklands Track on the flooded concrete in torrents of rain for nine hours, covering 333 miles at an average speed, including routine stops, of 37 mph, during which feat of endurance the long belts were untouched. Indeed, as these belt-driven vehicles had solid rear axles with no differential, the slight slip of the belt in cornering was beneficial. They could, and did, break, usually pulling out the hook-and-eye fastener on a dirty wet night on a windswept hill, but repairs were comparatively simple and rapid. The owners had plenty of experience.

The G.W.K. designer, however, had his own ideas. He used a miniature 'car chassis' frame, set his engine to the left, amidships, and offset his transmission, by normal shaft to a crownwheel-and-

bevel gearing, over on the right. The connection between engine and drive was by two large-diameter friction discs at right angles to each other. You altered the gear ratio by moving one friction disc across the face of the other. The Crescent had a similar transmission. Morgan used two chains, one for each gear.

Although the simple V-twin air-cooled motor-cycle engine, frequently of proprietary brands, like J.A.P., Anzani, Coventry-Simplex, and Precision, was in the majority there were deviationists. L.E.C. went so far as to use a water-cooled twin; Alldays had a water-cooled single. These engines were no longer merely taken from the motor-cycle stock piles but were now being specially designed. For one thing it was preferred to set the engine at right angles to the drive, although the simplest method was to fit it *à la* motor-cycle, fore and aft, and take off the drive by chain to a counter-shaft. The consensus of opinion was that cylinders at a 90-degree angle produced the best balance and smoothest running. Just the same, Singer and Wilkinson went so far as to fit 4-cylinder water-cooled engines, at which the purists raised scornful eyebrows and muttered about disguised light cars, for the rich. There was a somewhat advanced form of two-stroke, with a piston-type pump to blow pure air through the combustion chamber to scavenge the burnt charge before a valve admitted the next firing charge, but research fails to discover the outcome.

One of the oddest of what now seem a pretty odd collection at that Olympia exhibition was the Wall which looked like a motor-cycle with sidcar chassis on which was perched a two-seater bath tub known as a 'sociable'. The driver steered by means of a long tiller attached to the front wheel forks where the handlebars should have been. Transmission was by shaft to a proper differential. Price: 'from 90 guineas'. Elder members of the club will remember the Scott sociable in which the 'sociable' bath tub was alongside the motor-cycle division and always looked as if it had just had a major accident.

As may be expected, few of these ingenious and often ingenuous designs weathered the storm of competition as time went on, but the vogue of the cyclecar was unaffected. The makes which survived were those that deserved their success, and they undoubtedly brought motoring within the reach of many hundreds who were not in the income bracket of even the light-car owners. Not that every newcomer to cyclecarism remained imbued with the novice's enthusiasm. In the second issue of *The Cyclecar*, a week after the first, there is a faintly pathetic advertisement in the 'For Sale' department:

'Orient, 4½ hp air-cooled cyclecar engine, differential, epicyclic Gilett-Lehman, fast, suitable conversion. — Blank, Deal, Kent. Cyclecar at Portsmouth. Would exchange good motor-cycle.'

Pity.

Harold E. Dew, a founder club member who was among those at the Holborn Restaurant meeting, was but one of many who came into the movement by building his own machine, in 1910, with the idea of constructing a vehicle to cost about £35. Something had been miscalculated because he had spent £100 before he started putting the parts together. What he ended up with was a central box-type chassis on which he sat astride, as if on a motor-cycle, but, if it had no bodywork of any description, it had an engine and four wheels. In his enthusiasm he let it be known that he was prepared to help others with design and fabrication. In eight weeks he had over 300 replies, one asking how much he would charge for a batch of a dozen. Fritz Sabell, builder of the Sabella, began in an even simpler manner, although he was making light cars in 1906. His first contrivance had no engine, and was propelled by the occupant wrenching away at a hand-lever working a driving chain by a ratchet and a free-wheel. In a moment of frenzy he designed a six-seater, in which all six occupants (they could hardly be termed passengers) were to row themselves along with six levers. The single-seat prototype worked, for Sabell was accustomed to row himself around the district before breakfast, but he capitulated to a small engine and was in serious business.

A. E. Parnacott was another founder member who preferred to build rather than buy on the grounds that he could do better. He was a defender of the by no means generally accepted axiom that a cyclecar needed at least two speeds (never mind reverse). He pointed out that on a single gear the engine ran hot and that in any case a cyclecar should be able to restart on a steep gradient without trouble. His own machine had an advanced springing system at a time when suspension was considered of minor importance, insisting that, if the cyclecar was to survive, it must be comfortable, flexible and quiet.

Something of a spanner was introduced into the works by another man thinking along the same lines, for towards the end of 1912 William Morris, who had a garage in Oxford that had grown out of a cycle shop with the years, unveiled his lightest of the light cars at the reasonable figure of £175, with complete equipment including two handsome acetylene head-lamps and two oil-fired side lights, a two-seater 'torpedo' body and a splendid brass 'bull-nose' radiator. This was the Morris Oxford, destined to have as profound an

influence on motoring for the masses in this country as Henry Ford exerted in America, an influence equalled only by the Austin Seven some ten years later. The cyclecar, history reveals, did not in fact survive the Great War, although for a few years such machines, like the Tamplin and the Bleriot Whippet, found a small market for sheer enthusiasts while the Morgan and the G.N. continued to appeal to the more sporting minded who required performance before comfort. Gradually the reduction in the price of small cars brought about by the advent of quantity production seduced the family man from his early devotion.

That first Morris had a 4-cylinder $1\frac{1}{2}$ -litre (60 mm by 90 mm) White and Poppe water-cooled engine driving through a 36-plate disc clutch to a three-speed and reverse gear-box in unit with the engine, thence by propeller shaft to a normal worm-drive back-axle. There was a pressed steel frame, a set of five detachable Sankey (artillery, steel) wheels with 700 by 80 tyres. The body had a folding hood, a fold-flat windscreen and indeed, offered full car comfort on a small scale at a remarkable price. The shape of things to come.

CHAPTER III

THE CYCLECAR CLUB IN BEING

1912

SATURDAY, 7th December 1912, was naturally a cold, wet and undoubtedly miserable day, but some twenty cyclecarists, their passengers, their friends in real motor cars, to the total of about thirty were warm with eagerness and massive motoring coats, for this was the day of the first run of the Cyclecar Club, out through Esher on the Portsmouth Road to the well-known Wisley Hut Hotel, fronting its wintry lake, where the reeds were visibly shaken in the wind and few birds sang, between Ripley and Cobham. The men from *The Cyclecar* were there:

‘A motor-bus turned round to look at us. Taxicabs thought they should give way, sidling down to the kerb in their best Saturday morning style. A pair of equine thoroughbreds stood upon their hind legs and pawed the air with delight. A tram driver pulled up his house-on-wheels with such a jerk that the passengers were shot on the floor. A portly pedestrian, making his fourth attempt to cross Piccadilly Circus, bathed in the mud instead. Even the man on point duty put an electric-light standard between himself and the peril of the streets. And then we passed.

‘The roar of the 8 hp J.A.P. swept up the torrent of abuse that marked our passage as we churned through a sea of slimy, yellow mud that made the heart of the stoutest taxicab driver turn faint. Not so the heart of our Duocar as we rocketed over the greasiest streets of south-east London. Beyond Putney we picked up a G.N. and, as one cyclecarist to another, hooted merrily, trod on the accelerator pedal and gave the glad-eye for a speed exhibition up Putney Hill. The G.N., being in the hands of some reckless young fellow, won easily, and we considered, as we picked up various cars one by one, that their drivers were not looking too pleased about it. Later on, the G.N. enthusiasts were discovered warming their hands by the roadside. So, hastily referring them to *The Cyclecar*

Manual and giving a nod to three gloomy-looking gentlemen in charge of a 'measured furlong', we made Kingston, Ditton and Esher without incident.

'At Esher, the G.N. came roaring by triumphantly. At "The Bear", a Duo-ist was observed taking in "home fuel". Presently, he too came to the front to give us an exhibition of skilful driving, which we took to be a display of figure skating.

'At Wisley Hut there were already half a dozen arrivals, besides an equal number of motorcarists, who gathered round to gaze, awe-struck, at slackened belts resting in the mud.

"Aren't they awful?" said one. "How they drive with belts hitting the ground beats me." We informed him that we'd had the wind behind.

'Every few minutes another arrival would perform the customary finishing sprint and brake test, until there were nearly two dozen machines lined up at the roadside. These included five Duos, three G.N.s, three Humberettes, two G.W.K.s, Parnacott's quaint-looking iron-clad, an A.C. Sociable, an Autotrix, an Averies, a Sherwin, and a Bedelia, besides several of the home-made variety.

'Had there been an "appearance prize", it would have been divided between Higgs (whose beautiful lilac-hued G.N. was almost spotless, thanks to a neat arrangement of auxiliary wings) and the passenger who had been used as a mud shield on an experimental Duo, the front or the back of whose head could only be made out by his overcoat buttons.

'Some thirty members and friends sat down to lunch in an apparently very subdued frame of mind, for was this not a very sedate and historic occasion? Only one lady member (there are two altogether) was present. Having been disappointed in the delivery of a new cyclecar, she had cycled down to the run.

'After lunch, half the party followed the Rev. E. P. Greenhill's G.W.K. over the Surrey hills, in response to his invitation to take tea with him at Walton-on-the-Hill. Up, up, through winding lanes we sped, Thomas's big G.N. "Hippopo-Thomas", scattering mud 40 ft behind it, and drowning all remonstrance with a bark that could be heard for 10 miles. Keeping discreetly out of range, we had a wonderful vista of a long procession of the low-built, rakish-looking cars winding over the hills. Every now and then a dip in the road would shut out a view of the procession and then, far off, we would espy it once more, speeding swiftly up the opposite slope.

'A driving mist of rain swept across the country, but what cared we as we tore over squelching roads with the crackle of a score of

exhausts in front to guide our way and promise company at the journey's end? The spiritual joy of the new motoring makes light of fleshly ills.

'It was dusk when we pulled up and joined the thronged tea tables.

'Our last glimpse of the first run of the Cyclecar Club was of "Hippopo-Thomas" roaring through the night, silhouetted against the wide arc of its searchlight. Suddenly, "Hippopo-Thomas" threw up its back wheels and disappeared from view! It had shot clean across the main road and into the ditch on the far side! Fortunately, it does not require a crane to haul a cyclecar out of difficulties, and two lusty cyclecarists made light work of pushing "Hippopo-Thomas" back on to the road again. We let the big G.N. light the way, keeping to the sodden road with difficulty, speeding north and homewards through streaming rain, damp, happy, and thrilled with the joy of a wild, cross-country drive.

'The Cyclecar Club had carried out its first run and made history.'—*The Cyclecar*, No. 3 issue, 11th December 1912 (and, I think, written by the Editor, Arthur Armstrong, a G.N. man).

The cyclecar was, of course, already a familiar spectacle in reliability trials, for most of the club members had joined other clubs in previous years before the Cyclecar Club was thought of, and competed on level terms with the motor-cycles and the sidecar outfits, at something of a disadvantage. The week-end after the opening run the Herts County Automobile Club (now the Herts County Automobile and Aero Club) held their Quarterly Trial from St Albans into the rolling Chiltern Hills, deep in their famous chalk mud. At the finish J. T. Wood (G.W.K.) was awarded a gold medal (they were small but of genuine metal in those days), C. M. Keiller (G.W.K.) won a silver medal and A. W. Lambert (Morgan three-wheeler) a bronze. Fourth was V. Wilberforce (G.W.K.).

The first all-cyclecar trial was held that same month, by the Sutton Coldfield Automobile Club on a 100-mile circuit out to Stratford-on-Avon and Buckinghamshire, at the conclusion of which eight gold medals were awarded to Rex Mundy (G.W.K.), later competitions manager to the K.L.G. company, G. Bryant (Motorette three-wheeler), P. J. Evans (Humberette), E. R. Wintle (Rollo tandem), A. G. Eames (A.C. Sociable), H. F. S. Morgan (Morgan, naturally), B. W. Bailey (Crescent) and F. H. Stevenson (Morgan), all of whom were, or should have been, Cyclecar Club members. L. F. de Peyrecave, who certainly was, and had exchanged his first love, Bedelia, for the English Duo, 'ran

off the course', but whether that meant he had an accident or merely missed the route remains, to this day, obscure.

At that time, it was even easier to run off the course than it is today. City streets were paved with wood blocks which, in any shower, were quite as deficient in coefficient of friction as any ice rink, provoking what was known as the Dreaded Side Slip, or surfaced with hardly less slippery cobble stones, often striated with tram lines, natural enemies of machines on rubber tyres of the small dimensions of the time. Quoting *The Cyclecar*, 'by an expert' on correcting a skid:

'Skidding in itself is not really dangerous if there is plenty of room in which to perform one's gyrations, but when the road is narrow or thronged with traffic, to avoid coming into forcible contact with a passing vehicle or an immovable lamp standard is a contingency to be prepared for.' None the less distressing, even when prepared, but no worse than when the horse drawing a hansom cab suddenly slipped and fell, whereupon the passengers were liable to be precipitated through or over the folding half-door onto the hind-quarters of the threshing animal, while the cabby, on the roof at 45 degrees, swore himself into a state which today would require the services of a competent psychiatrist.

That winter of 1912 the club held several evening social gatherings, for apart from driving cyclecars, the members liked nothing more than talking about them, and already there was a distinct tendency for the membership to divide into two schools—the purist cyclecarists and the others, perhaps less enthusiastic but slightly more balanced, who were looking at the new light cars with their admittedly better comfort and equipment, possibly encouraged by their wives and girl-friends, and found the spartan joys of cyclecarism in winter time a little out of their class. Few women could then, as now, face the arrival at the end of a run with soaked garments, frozen limbs and, worse, dishevelled hair and blanched but muddy countenances.

It is on record, however, that during the first winter of the Club's existence, Dr. A. M. Low, who was to serve as a valued adviser in club councils for many years, delivered a lecture at the Institution of Mechanical Engineers, in London, during which he cheerfully demonstrated a method of transmitting still, half-tone pictures by radio, a good ten years before it became standard practice in Fleet Street. This remarkable man whose after-dinner speeches were a feature of club gatherings for 40 years, was ready to explain the phenomenon of the whirring of an insect's wings, the inherent inefficiency of a petrol engine or the increase in weight of a building

when a butterfly alighted on its eaves, at the drop of a hat with the most engaging urbanity, and his stories were what was known at the time as 'racy', delivered with an utterly disarming smile that won the admiration of the lady listeners in the most dismaying manner.

The year 1913 was greeted with a Sunday run to Dunstable, again on a day of heavy rain, over roads deep in mud, in the first week of January. About a dozen machines assembled at the Saracen's Head, headed by the joint hon. secretaries, Frank Thomas and Osman Hill. The latter appeared on a Ford car, whereupon there was an uproarious debate as to whether he was eligible to sit down to lunch with the cyclecarists. The machines included an A.C. with three seats in tandem, which must have been quite something, and a single-seater Morgan. Among those present were Harry Smith and J. K. Starley, of the Rover company, who drove from Coventry to have a look at the assembled machinery. After luncheon there was an impromptu series of driving (or showing off) tests in the High Street, which is something that would be impossible today, and then a sort of hare and hounds road race across country for tea at Hatfield's Red Lion during which, it is reported, no one suffered from belt slip in the steady rain, no one skidded off the road even when taking corners sideways in the mud and no one even broke down, and here the party was enlarged by the presence of Archie Frazer-Nash and Ron Godfrey, the former with his single-seater G. N. 'Streamer', already well known at Brooklands track.

And now the cyclecar movement entered what was to prove its last year of separate, and usually hilarious, existence, and more and more makes poured into the market. A new monocoar was the Lester Solus. Two-seaters with chain drive were Ace, Ariel, C. and H., Cripps, Elite, Gilyard, Invicta, Phonomobile, Pinnacle, and West. Relying on friction drive were Britannia, Edwards, Howett and Whitgift. New belt-driven two-seaters were B.P.D., Carlette, Chota, E.Y.M.E., Globe, Glover, Hampton, H.C.E., Robinson and Price, Wilbrook and Willis and, with shaft drive, newcomers included Beacon, Braun Premier, Condor, Eagle, Jennings, Marshall Arter, Meteorite, Monarch, Wrigley, Zebra, and Zendijk. There were now at least a hundred on the market and probably as many more built in back yards for their owners' amusement.

The year was marked by the club's first season of competitions, opening in March with the first reliability trial from Oxford to the Cotswolds. W. G. McMinnies, one of the organizers, used a motor-cycle for the occasion and, to improve a section of the course, spent

some time damming the stream at a water splash until it was a good 2 ft deep, with the happy idea of seeing what would happen to belt drive under water. The most striking occurrence, however, came when McMinnies remounted to follow the trial, charged the splash at speed and came off heavily, but there the amusement ceased, for he scarred his face for life.

This was the first event of the club that today stages the Grand Prix of Great Britain and is therefore worthy of examination. Nineteen competitors started, some of whom were to become famous in the world of motoring as the years went by:

FIRST CYCLECAR CLUB TRIAL

<i>Driver</i>	<i>Car</i>	<i>hp</i>	<i>Cyls.</i>	<i>Cooling</i>	<i>Transmission</i>
J. Munday	A.C.	5-6	1	air	chain
K. Kreitmeyer	Zebra	6	1	water	shaft
A. C. Armstrong	G.N.	8	2	air	belt
H. R. Godfrey	G.N.	8			
J. T. Wood	G.W.K.	8	2	water	friction
H. W. Wilkinson	G.W.K.	8			
V. Wilberforce	G.W.K.	8			
H. F. S. Morgan	Morgan	8	2	air	chain
Vernon Busby	Morgan	8			
A. W. Lambert	Morgan	8			
J. W. Spencer	Morgan	8			
J. Averies	Averies	8	2	water	shaft
A. Percy Bradley	Duo	8	2	air	belt
L. F. de Peyrecave	Duo	8			
L. Cass	Gordon	9	2	air	chain
W. Cooper	Humberette	8	2	air	shaft
R. Bamford	Humberette	8			
Capt. H. Clark	Invicta	8	2	water	chain
Lionel Martin	Singer	10	4	water	chain

Armstrong, who took over the secretaryship, later became Editor of *The Motor* until after the Second World War; Ron Godfrey who partnered Frazer-Nash in the G.N. enterprise and later, designed and built the H.R.G., is to be seen at all B.A.R.C. functions, for he is still on the council; J. Talfourd Wood was the 'W' of G.W.K. (A. G. Grice, Wood and C. M. Keiller); Morgan, of course, headed the Morgan company at Malvern Link even after the car became a four-seater sports model; Percy Bradley, another one-time secretary of the club and founder of the *Gazette*, became Clerk of the Course at Brooklands and Lionel Martin founded the Aston Martin company

and was one of the most knowledgeable and unflappable Stewards who ever officiated at a competition, vast in an enormous black rubber poncho.

The March winds blew at Force 6 all that day but failed to dry out some of the observed hills, deep in wet leaves and muddy ruts, and the dark sky unleashed showers of sleet that bit like whiplashes in the little open cars. The procession, nineteen cyclecars one after the other, set out from Oxford in a snow storm which blew the route-signing arrows over the hedges and encouraged several competitors to get lost in consequence. The way led through Enstone and across country into the Cotswold country at Winchcombe, by what were then narrow lanes of pot holes and mud. The first water-splash (no trial was ever complete without at least one), about 9 in. deep, seems to have given everybody a soaking, for the zealous and inexperienced took it fast and suffered the bow wave. The first and worst observed climb was at Sudeley, thick in leaves and muddy clay where, of course, wheelspin was the downfall of half the entry. Armstrong attacked it first, and, having oiled a plug, was reduced to one working cylinder, failed, and delayed the trial for half an hour while he was manhandled to the top by pushers who themselves suffered boot-spin. The Morgans, on an 11 to 1 bottom gear, and the A.C. with a similar ratio, had no trouble. Lionel Martin's Singer, with 15 to 1 bottom gear, failed half way. Cooper's Humberette sheared its transmission when he changed up after cresting the hill. Capt. Clark put up the sensational climb. His Invicta drove only one back wheel, around which he had fitted a Parsons chain and the tyre was flat. The machine ascended fast and sideways in both directions and then failed, with very little tyre left among the chain links. Godfrey roared up with ease on an 8 to 1 gear.

Birdlip followed, with a slow climb for a mile of the steepest gradient, about 1 in 5 at its worst. Wood, slipping his disc drive, crawled up sedately. Armstrong had to be pushed again. Godfrey ran out of petrol, having a broken pipe.

The lunch stop was at Cheltenham, after which the survivors motored to Upton Hill where they were greeted by a police inspector and a constable. The latter waved the drivers on; the former rushed into the road and stopped them, hauling out the black note-book, and proceeded to take everybody's name and details with the usual maddening care. The approach to Nailsworth and its famous hill was down a 1 in 3 gradient of mud, which most of the machines descended sideways, but the observed hill up the other slope was in good surface and everyone climbed fast

and clean, hairpins and all. Then followed the run back to Oxford and the Morris Garage which later gave its name to the M.G. car, with a detour up a private drive on account of a humorous villager moving a direction arrow.

After the observers reports had been duly considered the results were produced, showing that Wilberforce (G.W.K.) had lost no marks and had made both fastest and slowest climbs on the hills appointed for these demonstrations; he was awarded a silver plaque accordingly. A similar award went to Munday (A.C.), in the 750-cc class, with a loss of eight marks. One point behind, J. T. Wood (G.W.K.) qualified for a bronze plaque, together with Morgan, who received a bronze medal, with a loss of 82 marks.

In April that year, marked by a rally at Stratford-on-Avon which appeared to please everyone, the G.N. partners altered their design, substituting shaft and bevel drive from behind the clutch, the two speeds changed by dog clutches, and a short pair of chains to the second countershaft and the final belt drive. That month, too, the club staged an economy trial, in Surrey, starting from Cobham. On actual miles per gallon, the winner was H. F. Welham, on a machine of his own construction, which returned the quite remarkable figure of 82.1 miles per gallon. The most thirsty was Bradley's Duo, at 53.1 mpg.

In mid-July the Grand Prix of the Automobile Club de France was held on a typical French triangular circuit outside Amiens to the south-east, with a long straight on the first leg and a winding, undulating return through the village of Boves. On the day after the classic event (won by Georges Boillot's 175 hp 6-litre Peugeot at 72 mph) there was a special race for cyclecars and motor-cycles with sidecars, and, as may be imagined, the peasantry stared at the admittedly weird machinery in open amazement. There was, for instance, a fantastic edition of the Bedelia, over 10 ft long, with seats in tandem and the driver above the back axle. The drive came off the engine direct, 6 ft away, by belt with pulleys that expanded or contracted automatically according to engine speed to vary the gear ratio and, what is more, the back axle and the engine could both be slid forward or backward to keep the belt tension correct. At least, that is what was intended.

Morgans entered a team of four, all driven by club members, and one by the Captain, W. G. McMinnies with the Hon. Secretary, Frank Thomas, as mechanic-passenger. Also entered were Archie Frazer-Nash and C. M. Whitehead (G.N.s), de Peyrecave and A. Francis (Duos), W. D. Hawkes (D.E.W.) and Frank Samuelson (Marlborough), who was racing 500-cc cars after the Second

World War. In all there were 29 entries, including a Mathis from Germany. These were to race for 15 laps of a 11-mile shortened version of the Grand Prix course. As this race was historic, the first of its kind, and was won handsomely by McMinnies at over 41.9 mph, the starting list is appended:

FIRST CYCLECAR GRAND PRIX, 1913

LIST OF ENTRIES

Great Britain

Morgan: W. G. McMinnies, N. F. Holder, H. F. S. Morgan, R. G. Mundy. J.A.P., Blumfield and Precision engines, chain drive.

G.N.: A. Frazer-Nash, C. M. Whitehead. G.N. engine, belt drive.

D.E.W.: W. D. Hawkes. Precision engine, belt drive.

Duo: L. F. de Peyrecave, A. Francis. Water-cooled J.A.P. engine, belt drive.

Marlborough: F. H. B. Samuelson. 4-cylinder water-cooled engine, shaft drive. This was a privately owned standard model.

France

Bedelia: Bourbeau, Prevot, Contenet, Bonville. Air-cooled engine, belt drive.

Automobilette: Ducruzel, Choudy. 4-cylinder engine, belt drive.

Violet-Bogey: Violet, Pouliez, Antony. Water-cooled twin engine, chain drive.

Noel: L. Noel. Air-cooled twin engine, chain drive.

Super: M. Leveque. Water-cooled twin engine, belt drive.

La Roulette: L. de Salles, Vigliotti. Air-cooled twin engine, belt drive.

Du Guesclin: Pessé. 4-cylinder engine, shaft drive.

Ronteix: Ronteix, Jolibois. Water-cooled 4-cylinder engine, chain drive.

Sphinx-Globe: Canouel, Forster. One twin and one single J.A.P., chain drive.

Germany

Mathis: Dragutin Esser. Water-cooled 4-cylinder engine, shaft drive.

The Grand Prix cars had cut up the dusty, loose-surfaced roads very badly. McMinnies, saving his machine, took the worst

sections at low speed, but his acceleration disposed of the other competitors one by one, in spite of a stop to change a sparking plug and another, lengthy pause, to fit a new tube after a tyre picked up somebody's broken valve spring, a task that took 12 minutes in the burning sun but assisted by a bottle of red wine passed from among the spectators. Even so he finished 2 minutes ahead of the Bedelia in second place. Frazer-Nash, who had blithely stepped up his compression to new heights, blew the cylinders off his G.N. None of the motor-cycles finished.

At Frascati's Restaurant in London, now long vanished, the triumphant two were duly fêted by the club, with Major (later Colonel) Lindsay Lloyd in the chair and the toasts appropriately proposed by Lt.-Col. Charles Jarrott, ex-racing driver of the heroic years. It was something of a pity that, as the Morgan three-wheeler was not officially a cyclecar internationally, Mc-Minnies was denied his prize.

The other feature of that year was the establishment of the Club's series of speed hill-climbs at South Harting, followed by what was felicitously described as a Lobster Week-end at nearby Selsey. This event, held on 28th June, was like all the other hill-climbs of the period, up and down the country, the nearest most clubmen could ever approach to road racing and was quite illegal. Generally speaking, however, the police turned their backs on what was going on, or even attended to control the traffic and to allow passing vehicles to go through while the proceedings were halted. As the police took no times over a measured distance, as was the custom when setting speed traps on the highways, there was no evidence that any of the cyclecars was exceeding the 20 mph limit and for this reason, no speeds were published with the results.

At this first meeting Dr. A. M. Low and Glynn Rowden acted as judges, in which office they disqualified Lionel Martin's Singer, for which he was unable to produce a certificate of weight, as required by the regulations. Sixteen cars were entered in four classes according to weight, producing the following results:

FIRST SOUTH HARTING HILL CLIMB, 1913

<i>Driver</i>	<i>Car</i>	<i>cc</i>	<i>Min. Sec.</i>
A. W. Lambert	Morgan	1,082	1 : 33·4
W. G. McMinnies	Morgan	986	1 : 43
A. Frazer-Nash	G.N.	1,085	1 : 50·8
A. W. Lambert	Morgan	965	2 : 6·2
S. W. Spencer	Morgan	1,082	2 : 7·1
L. Martin	Singer	1,097	2 : 14

<i>Driver</i>	<i>Car</i>	<i>cc</i>	<i>Min. Sec.</i>
J. T. Wood	G.W.K.	1,069	2 : 14·8
J. F. Buckingham	Chota	746	2 : 29·4
C. M. Whitehead	G.N.	1,085	2 : 41
G. N. Higgs	G.N.	1,085	2 : 56·4
E. H. Armstrong	Armstrong	965	2 : 56·6
H. Naylor	G.N.	985	2 : 58·8
J. Chater Lea	Chater Lea	965	3 : 0
A. P. Bradley	Duo	965	3 : 19·2
A. E. Parnacott	Cycar	494	4 : 4·6
K. Krietmeyer	Zebra	644	5 : 26·4

CHAPTER IV

TRANSITION

EVEN by the winter of 1913 to 1914 a change was beginning to creep over the cyclecar scene. More and more light cars were coming onto the market and cutting in on cyclecar sales and within the club there was a growing section of light carists, perverted by the greater comfort, silence and, it must be admitted, greater reliability of the little two-seaters available. The wave of cyclecar enthusiasm was on the ebb but not the enthusiasm of the club, as a club. Cyclecar makers were now following the trend begun by the Morris Oxford and were producing true light cars. Bridging the gap was the popular 8 hp Humberette, a cyclecar with comfort, selling at prices from £120 at the rate of seventy a week. The G.N. however, remained a genuine cyclecar, merely changing over from belt to chain drive. The light cars were distinguished by their roomy two-seater bodies and practical hoods, artillery-spoked wheels with a spare carried on the car, and 4-cylinder engines. Then, with their finger on the pulse of popular preferences, Temple Press Ltd. altered the title of their journal to *The Light Car and Cyclecar* in October of 1913, with the accent on the former.

In one issue, taken at random, fourteen light cars were advertised, all well under £200. The Swift, at £140, was advertised with the slogan '—— in short, it's a car!' Morgan, of course, continued to build three-wheelers, which now were officially recognized as cyclecars by the International governing body and were administered by the A.-C.U.

The committee of the club was now meeting once a month to cope with the business that was mounting rapidly, like the membership. In April of 1914 the officers consisted of Glynn Rowden, in the chair (who claimed he came into motoring because he won a Minerva light car in a raffle), W. G. McMinnies, J. G. Pauling, Dr. A. M. Low, Lionel Martin, A. B. Phillips, L. F. de Peyrecave, Frank Bale, still a Council member today, A. W. Torkington, who

acted as Treasurer, and the Joint Secretaries, A. C. Armstrong and A. Percy Bradley. Members were elected by ballot at these meetings, held in the Royal Automobile Club, Pall Mall, and, it is noteworthy that one of the items on the agenda was a reading of the list of members who had not paid their subscriptions. Another was the gratifying announcement that the club had £130 16s. 10d. in the bank. It was also decided, at that meeting, to invite Selwyn Edge, the well-known racing driver associated with Napiers, to become the first club President, but that gentleman, for some reason that must have seemed good at the time, courteously declined. That July, among the newly elected members, was Alfred Logette, who was to be for so many years, indeed, until recently, honorary legal adviser to the club, he being by profession a solicitor, whose wisdom steered the club through many a tricky problem, W. Chater Lea, Douglas Hawkes, who became famous as a recordman at Montlhery, for he chose to live in France, E. B. Ware and W. E. Humphries, whose names were household words at Brooklands. In that month too, Hugh P. McConnell joined the committee and remained an officer, specializing on the technical side and acting as chief scrutineer at race meetings for the next 30 years. It is perhaps to be regretted that the implacable committee ruthlessly struck off the names of eleven members who had still not paid their subscriptions.

On 4th August war burst upon a startled world. Belgium was over-run, France invaded and the German army was at Meaux, 25 miles from Paris within weeks. Yet there was no alarm or despondency observable in Britain, where the citizens assured each other it would all be over by Christmas—naturally, with victory for the Allies, although how this was to be accomplished was somewhat vague. The Cyclecar Club held no committee meeting that month of commotion, but the officers met again in September. An examination of the Minutes reveals that the only reference to the most appalling conflict that had yet afflicted the civilized world and was to continue for the next four years in what amounted to an incessant battle in Northern France, was the fact that a member of the committee, commissioned into the Forces, asked if he could remain on the committee for the duration of hostilities. The committee then got down to planning a programme of Rallies for 1915.

The Annual General Meeting was duly held in January 1915. It appeared that turnover had been £318, that there was £116 15s. 8d. in the bank, £1 14s. 4d. in the Treasurer's treasury and £1 15s. 7d. in charge of the Secretary. Moreover, the Assistant

Secretary had 1s. 11d. of club funds. There was also a stock of five club badges at 2s. od. each. Arthur Armstrong was voted back as Secretary. At the next month's committee meeting the important question was raised: was it not time to change the club title? This had been in the air for some time. Gradually the term 'cyclecar' had become almost derisory, for the days of the skimpy little machines with their clattering twin-cylinder engines and belt drive were being superseded by the true light cars, and were now the refuge of the sheer enthusiasts who still preferred their performance, even at the expense of a wetting every time it rained. Various titles were suggested, out of which emerged as the best of a poor selection, 'Junior Automobile Club'. A body with that title had, in fact, existed back in 1907 but had faded quietly away. The necessity for a change was, however, seen to be forced upon the club by the continued growth of the light car faction and it was quite clear that, when the war at last ended, cyclecars would belong to the past and that the light car had come to stay and develop. It was, however, pointed out that any such change would mean opening the club to owners of cars up to 1,500 cc instead of 1,100 cc, and would likewise mean affiliation with the Royal Automobile Club, at increased fees, instead of the Auto-Cycle Union.

It was therefore decided to request the R.A.C. to set up a committee, to include Cyclecar Club members, to examine the situation and to draw up new definitions of 'light car' and 'cyclecar', after which the latter would be placed again under A.-C.U. supervision. This, however, the R.A.C. declined to do, and let it be known that they disapproved heartily of the Junior Automobile Club idea. There the matter rested, except that there was a deplorable leakage concerning these deliberations which could only have come from the committee room, and while the members gazed at each other in wild surmise, Armstrong was deputed to investigate the matter. This, if carried out, was not allowed to leak, for the Minutes are silent on any further developments in this sinister affair.

There was, at this time, a growing feeling within the club that cyclecars certainly, and light cars probably, were a new kind of motoring that was not entirely within the sphere of the A.-C.U. nor yet of the R.A.C. and that the club itself should be the controlling body in all sporting matters affecting these machines. The R.A.C. was approached, with cautious tact. Julian Orde, at that time R.A.C. secretary, was impressed. It was pointed out that the A.-C.U. had been formed out of the Auto-Cycle Club to foster motor-cycling sport on behalf of the R.A.C. and that there was therefore a precedent. Orde agreed that this could be done, but

pointed out that it was a matter for the Competitions Committee of the R.A.C. That body, however, decided to continue the *status quo* but promised the cyclecarists a separate A.-C.U. committee. This was at least a concession but in practice, served no useful purpose, for the diehards of the A.-C.U. main committee paid little attention to the proposals of the cyclecar committee. The ever-increasing darkness of the war years, however, the mounting casualty lists, the ever-growing austerities and hardships of civilian life, put such considerations into the department of academic interest. In April, a General Meeting suspended club activities and paid all funds into War Loan.

The issue of *The Light Car and Cyclecar* dated 3rd August 1914 is interesting, for war was declared at midnight next day. War was but a rumble far away in Balkan Europe, a sort of Ruritania where they were constantly in the throes of revolutions and the desperate deeds of anarchists. Certainly, the rumbling had become more insistent, but outside Downing Street not many were prepared for the crash of the thunderbolt. The journal's editorial topic was 'Light Car versus Cyclecar'. The feature 'Topics of the Day' dealt with driving on full throttle, improved hoods and screens, and the need for a separate organization to cater for light cars and cyclecars, suggesting the name Junior Automobile Club. The word 'war' does not even appear on any page. There was news concerning the entries for the forthcoming Cyclecar Grand Prix, to be held at Le Mans on 15th August and details of the first International Cyclecar Race in the Isle of Man, in September, for the Dangerfield Trophy. Most of the 31 entries were light cars this time and the cyclecar banner was carried by three Morgans and a solitary G.N. In contrast there were five Calthorpes, a Morris Oxford, three Singers (one for Algy Guinness, who became a leading driver between the wars), three 10 hp A.C.s and an unspecified entry from Bamford and Martin Ltd. for Lionel Martin. Two Marlboroughs were to be driven by T. B. André, who went into the shock-absorber business with resounding success, and 'the well-known aviator' E. C. Gordon England who made his mark in his turn by racing the Austin Seven at Brooklands and thereby founded 750 cc racing.

There was, of course, no Motor Show that autumn. The club thereupon decided to have a show of their own, pressing on in spite of the disapproval of the Trade. The New Car Rally took place in a field near the Red Lion Hotel in Hatfield amidst a good deal of interest, although in deference to the Trade and its frowns, no price tickets were shown. The following day, Sunday, the entire

Rally moved to the Burford Bridge Hotel, Dorking, scene of many club gatherings, and on the Monday, set up the display again at Wisley, thus showing the cars north and south of London.

A footnote to that season of 1914 should be that member E. B. Ware now held all Brooklands records in the 750-cc class with his Morgan, powered by a side-valve J.A.P. twin. Speed trials were held at the track in July, at which Ware averaged 65 mph for the flying kilometre and 63 mph over the mile. In the 1,100 cc class, Lionel Martin drove his Singer at 74 mph and 71 mph for the kilometre and mile respectively, and then, in a 10-mile race which became a duel between the two, Martin averaged 59.7 mph, Ware 59.5 mph.

On 11th November 1918, at eleven in the morning, maroons banged, sirens wailed and church bells rang. The Armistice, signed by the German High Command unconditionally in a railway carriage on a track through the Forest of Compiègne, ended the long and terrible slaughter of four years. Everywhere, when the wild rejoicing had exhausted itself and people stopped embracing every soldier on sight, there was the urgent spirit of 'back to normal' while the politicians wrangled at Versailles and the League of Nations was established to put an end to all wars.

The Cyclecar Club sat up, shook itself, and, as more and more members came home from the Forces (although many did not return) a reunion committee meeting was called for February of 1919. Present were Major A. M. Low, as he then was, Major Frank Bale, Major W. H. Oates, E. M. P. Boilleau, G. N. Higgs, the G.N. exponent whose initials were merely happily coincidental, Hugh McConnell and Arthur Armstrong who had been running (and writing) three or four journals single-handed throughout the war. It was revealed that the club possessed £100 in War Stock and, in liquid cash, a sum of £7. Recovering from this pleasant news, Armstrong in his usual forthright manner, recalled that the term 'cyclecar' had become almost a dirty word and that in any case, if they were not on the way out, cyclecars no longer formed the backbone of the club. He therefore proposed that the title should be changed and put forward his own idea of what it should be: the Junior Car Club. The discussion was favourable, and suggested that the four-wheeled members should affiliate with the R.A.C., controlling body of motoring sport and the three-wheelers with the Auto-Cycle Union.

It was likewise decided to set the annual subscription at one guinea, out of which the R.A.C. would claim their capitation fee, and that a big drive should be opened to gain new members, for

which reason it was proposed to find a paid secretary or at least pay for secretarial assistance.

All this came up again at the first post-war general meeting, in March, held at the R.A.C.'s palatial premises in London and now many more, slightly older and familiar faces smiled across at each other. There was Capt. Archie Frazer-Nash, with what looked like the same old pipe, Ernest Perman, general manager of Temple Press Ltd. who had been responsible for the original idea of forming the club, Ron Godfrey, of course, Armstrong, still Honorary Secretary but beginning to wish he wasn't, Dr. Low, who was voted into the chair, and Major W. H. Oates, and other more recent members imbued with equal enthusiasm.

It was generally agreed that the club needed a new title. The R.A.C., it seemed, had rejected the Junior Automobile Club (possibly thinking that it sounded too much like a junior section of their own club) but fully approved 'Junior Car Club' instead. They had also promised to form a light-car sub-committee, to which cyclecar members would be co-opted. The meeting fell in with all these schemes, agreed to divide allegiance between the R.A.C. and the A.-C.U. according to how many wheels the member owned and passed all the February proposals *en bloc*. When the meeting broke up, there were four Vice-Presidents for the first time, in the persons of Dr. Low, Major W. G. McMinnies, Glynn Rowden and Arthur Armstrong, who had bowed out of the secretary's office in favour of Percy Bradley—all veteran members of the transformed Cyclecar Club. Hugh McConnell was made club captain, Mrs. McConnell was voted into a like office in the ladies' membership, and a committee of twelve was elected:

Major Oates, Capt. Edward de Wykersley Swyft Colver, E. R. Starr, Lieut. George Stead, Capt. L. F. de Peyrecave, S. C. Westall, Capt. Archie Frazer-Nash, B. H. Burroughs, R. Barton Adamson, E. M. Boilleau, G. N. Higgs, and A. Noble.

Now things were on the move. The energetic committee, meeting once a month, met again in April, at which Alfred Logette agreed to act as hon. solicitor and adviser on legal matters, a task he performed for the next 40 years. Items on the agenda duly dealt with were the definition of a light car for club purposes, the advisability of adding 'Ltd.' to the new title, the foundation of club branches in the provinces and the urgency of organizing social events as rapidly as possible. To that end, the McConnells proclaimed open house at Easter. Sporting events were to include a General Efficiency Trial for absolutely standard cars, a club weekend at Brighton, an impromptu hill-climb (which usually meant a

picnic on some quiet gradient and timed runs up it for those who felt so disposed) and a revival of the South Harting climb and the traditional week-end afterwards at Selsey.

New members were beginning to trickle in already and among them one notes the Hon. Victor Bruce, first Briton to win the Monte-Carlo Rally (on an A.C. in 1926), General Sir John Nixon, pioneer motorist of the earliest days, E. A. D. Eldridge, who was to become one of the stars at Brooklands and broke the last world's record ever established on a normal highway (aero-engined Fiat, 1924, at 146 mph down an avenue of trees at Arpajon, France), Leslie Callingham, Brooklands and Tourist Trophy driver, and S. C. H. 'Sammy' Davis, sports editor of *The Autocar* and racing driver, who was to win the Le Mans 24 Hours Race for Bentleys in 1927 with Dr. J. D. Benjafield. It was perceived that those who were devoted to motor racing were beginning to regard the Junior Car Club as a 'must', and it was the influence of these enthusiasts that caused the club's history to be bound up with motor racing in this country from this point on.

The Earl of Macclesfield joined. So did Eric Findon, of *The Light Car and Cyclecar*, J. Gordon Offord, a tower of strength as the years rolled by, Capt. N. Macklin, who, among other things, built the Invicta sports car and the Railton, and Miles Thomas, who was to leave his journalistic career behind and carve his way up through the motor industry, pausing only to found the *Morris Magazine* on his way to an eventual knighthood and eminence in the aircraft world.

There was a gentle turmoil early that summer. The committee had decided that it was discreet to cease announcing times at the South Harting hill-climb, having regard to a distinct hardening in the attitude of Chief Constables here and there. Then *The Motor*, in its zeal, published them. The committee in some understandable dudgeon, demanded an explanation—and presumably got one, for the minutes make no further mention of the regrettable episode.

The week-end at Selsey does not appear to have been as expensive as it was successful. Members were quoted at 9s. od. for bed and breakfast at the hotel, 6s. 6d. for lobster or salmon dinner, 4s. od. for Sunday luncheon.

At last, after much deliberation, the club defined the sort of cars eligible for their activities:

Light cars up to 1,500 cc with four seats weighing at least 15 cwt or up to 1,100 cc with two seats weighing 13 cwt.

Cyclecars up to 1,100 cc with a catalogue weight for an open two-seater of 9 cwt.

That summer G. N. Higgs was appointed Press Officer, to disseminate information and keep an eye on the sometimes indiscreet zeal of the motor magazines. This office he retained for two months and then resigned it, pointing out that (a) he found he could not afford the time from his motor business, and (b) there was nothing to disseminate anyway. The committee immediately refused to consider his resignation, and presumably there the matter rested. There were three other interesting developments that summer. One was that membership was steadily nearing 200, another that the club became Limited for the obvious reasons and the Exeter Motor Cycle Club adopted the title Junior Car Club, a thing that aroused marked fury and led to terse correspondence.

That October the committee decided to hold an annual dinner, the first to be at the R.A.C. in December, for which they had been offered a choice of menu, at 10s. 6d. and 11s. 6d. After due consideration, caution was abandoned and the latter was chosen, but there was to be no vocal entertainer, and a string orchestra was engaged instead. To offset these expenses, tickets were priced at 15s. The dinner made a loss of £34, which had to come out of the funds then standing at something around £170.

At the committee meeting which discovered this unfortunate news, McMinnies suggested that a big reliability trial should be organized in 1920, from London to Manchester, in April, so that the weather should be neither too mild nor too tempestuous. It was next announced that the A.-C.U. was eager to join forces with the club in running an International race in the Isle of Man, continuing the idea that had come to nothing in 1914 because of war. It was therefore agreed to go into the matter. Finally, the Secretary reported that 'a prominent light car manufacturer' had suggested a race in Richmond Park, on the southern outskirts of London. He was, he claimed, 'practically certain' of obtaining permission and was prepared to offer a large gold cup plus £1,000 in cash. Prudently, the committee decided to thank the gentleman and wait until he had obtained the required permission which, of course, did not come to pass. The same scheme came up again in the year of King George VI Jubilee after the Second World War and very nearly achieved fruition. However, although the Office of Works were prepared to widen one or two sections, they blenched at the thought of what would be done to their grass by the parking of thousands of cars and, once again, permission was not obtained. A similar scheme for a Grand Prix in Hyde Park was approved at the highest levels but fell down on the announcement from Scotland Yard that they foresaw a crowd of perhaps a million spectators,

traffic chaos and an impossible task of crowd control for the police.

As the year drew to its close, the light car had almost extinguished the cyclecar, although one or two small workshops were building monocars to the original idea. The G.W.K. had become a four-seater open tourer, still with friction drive but an inbuilt starter. The Buckingham, a shaft-driven twin-cylinder, claimed to have won more open hill-climbs in 1914 than any other make and was better now than ever. The A.C. was probably the most elegant two-seater on the market, with the new disc wheels ('so easy to clean'), and six-cylinder overhead camshaft engine. A.C.? Auto-Carriers, of Thames Ditton. There was the Richardson, at £200, Duplex, with a sleeve-valve engine and two or four seats at choice, the Lagonda with 11 hp 4-cylinder engine and a drop-head coupé body at 335 guineas, the Eric Campbell that won the General Efficiency Trial, the Mercury. At the other end of the scale were the Carden and A.V. monocars in the old tradition. As a picture of what J.C.C. members were driving in the first year of peace, the results of that first General Efficiency Trial will serve. This event was held on a road course with a series of ten tests—steering, reliability, petrol consumption, hill-climbing at speed, slow running, acceleration and braking, starting from cold, silence (where Dr. Low's audiometer listened-in), restart on a hill and general condition when all was over.

GENERAL EFFICIENCY TRIAL, 1919

<i>Car</i>	<i>Driver</i>	<i>Placing</i> (<i>General Category</i>)	<i>Award</i>
MONOCARS			
5 hp Carden	E. A. Tamplin	4th	Gold medal
" "	L. F. Little	9th	
8 hp A.V.	D. S. Macaskie	retired	
TWO-SEATER CYCLECARS			
8 hp Morgan	H. F. S. Morgan	2nd	Gold medal
10 hp G.N.	C. Finch	11th	
8 hp Carden	J. V. Carden	16th	
10 hp G.N.	F. J. Findon	retired	
LIGHT CARS—TWO-SEATERS			
10 hp Eric Campbell	N. Macklin	1st	Westall Cup and Gold medal
10 hp Bifort	H. R. White	3rd	
9½ hp Standard	G. R. Martin	5th	
10 hp A.C.	S. C. Westall	6th	
" "	W. G. Brownsort	7th	
10 h.p. S.H.	F. C. MacDonald	8th	disqualified (non-standard body)

GENERAL EFFICIENCY TRIAL, 1919—*contd.*

<i>Car</i>	<i>Driver</i>	<i>Placing</i> (<i>General Category</i>)	<i>Award</i>
10 hp A.C.	A. M. McCulloch	10th	
8 hp Charronette	H. D. Leno	12th	
10 hp A.C.	W. S. Taylor	13th	
" "	G. C. Stead	14th	
10 hp Singer	A. H. Loughborough	15th	
10 hp A.C.	G. C. Griffith	17th	
9½ hp Standard	J. H. Wadham		unplaced, did not follow correct route.

LIGHT CARS—FOUR-SEATERS

10 hp G.W.K.	A. C. Armstrong	retired
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CHAPTER V

DEVELOPMENT—1920

THERE was bad news for motorists at the outset of the year 1920. Petrol prices went up. Pratt's Aviation cost 4s. 0½d. per gallon, ordinary benzole 3s. 2½d. and the other oil companies fell into line. This was dictated by the price in America for, as Shell announced: 'If the Dutch East Indies, Persia, Burma, Rumania, Russia and all other oil-producing countries were to give away their entire output, for nothing, it would not have the slightest effect upon the price of petrol, the markets of the world would have to pay for the much larger quantity which would still have to be drawn from America.' So.

The club year was marked by the invitation to Sir Arthur Stanley, G.B.E., C.B., M.V.O., Chairman of the R.A.C., to become the first President. His acceptance was announced at the annual general meeting, on 29th January, at a building delightfully known as Ruffell's Imperial Bioscope Syndicate Ltd., in London, where proceedings began at 7 p.m. with 'a display of cinematograph pictures' of the club's 1919 events, a film greeted with prolonged applause. Dr. Low took the chair. In announcing the new President, he reminded the audience that the promised R.A.C. light-car and cyclecar sub-committee had done nothing very much and was now defunct. With Sir Arthur as a firm ally, he felt the club's interests would be safeguarded. (Which, besides being courteous, was astute.) Business was formal and perfunctory, and ended with the election of these officers:

President: Sir Arthur Stanley.

Vice-Presidents: Rt. Hon. the Earl of Macclesfield, Rt. Hon. Sir Henry Norman, Bart., M.P., General Sir John Nixon, K.C.B., Col. Charles Jarrott, A. J. Wilson, Dr. A. M. Low, D.Sc., A.C.G.I., W. G. McMinnies, Glynn Rowden, A. C. Armstrong.

Hon. Secretary: A. Percy Bradley; assistant, G. C. Stead.

Hon. Treasurer: Frank H. Bale (and he still is).

Committee: E. R. R. Starr, G. W. Pearson, A. G. Frazer-Nash,

S. C. Westall, S. C. H. Davis, P. M. E. Impey, F. Thomas, A. Noble, W. H. Oates, H. P. McConnell, Hon. Victor Bruce, H. Orr-Ewing.

Then they showed a feature film called 'The Wild Cat of Paris', the reaction to which is not recorded.

Business at subsequent committee meetings proceeded smoothly with little of importance except that the Brooklands Automobile Racing Club were asked to include events for 1,500-cc and 1,100-cc machines in their programmes, the proposed A.-C.U. light-car race in the Isle of Man was abandoned and the first provincial branch came into being in the North, under the guidance of Dr. Heiron. The year ended with a vigorous resistance by the club to the A.-C.U. proposal to take over the competitions control of four-wheeled cars under 1,100 cc.

That year the Graham-White cyclecar joined the diminishing ranks, but the G.N. company bought larger premises and planned a production of a hundred cars per week. Morgan was firmly entrenched in its faithful three-wheeler market, where it was joined by the Coventry Premier 'just a runabout, designed as such', and the T.B. Tricar, shaft driven. According to a lubrication chart of the time, there were now 48 light cars and cyclecars on the British market, some with ancient names, like Peugeot, Clement-Bayard, De Dion, and others newly come, like Aston Martin, and Tamplin, already making a name at Brooklands.

J.C.C. members were not slow to attack Brooklands records in the new light car class, officially recognized by midsummer. Frazer-Nash took his G.N. up the standing km. at 56.8 mph and the mile at 59.8 mph. George Bedford's Hillman figures were 49.5 mph and 56.2 mph. Then C. M. Harvey, driving what was called the Silver Hawk, and which was a 1½-litre Eric Campbell now being built by Capt. Macklin, was also active.

Early in May the club held its first Members Meeting at Brooklands, where Frazer-Nash in practice had been lapping at 76 mph. After the timed trials, which were obviously from a standing start, the first event was a race for monocoars with two entries: Reggie Empson with an A.V. he borrowed on the spot, on account of his own having been damaged in an accident on the way from London, and Kaye Don, then unknown and driving a Tamplin. The race lacked thrills, for the Tamplin had trouble on the way to the starting line and the A.V. cantered round alone.

The 1,500-cc scratch race was won by Bedford's Hillman at 66.6 mph, Lionel Martin (Aston Martin) second, and B. S. Marshall's Mathis third. Next came a 1,100-cc event, a duel between the partners Frazer-Nash and Godfrey with their G.N.s. Godfrey

miscounted his laps and turned off into the Finishing Straight too soon. Somewhat naturally, when he had turned round and rejoined the course, the other was miles away and won at 54.7 mph.

Then came the 8½-mile handicap, up to 1,500 cc with a proper field. N. H. Hamilton, with a little 6 hp Peugeot was on the limit, 3 minutes in hand on the scratch man, Bedford with the Hillman. The Peugeot lasted three-quarters of a lap and ran a big end, after which the race sorted itself out and finished thus:

1. C. Finch, G.N., 2 minutes 15 seconds start, 56.7 mph.
2. L. Martin, Aston Martin, 45 seconds.
3. G. Bedford, Hillman, scratch.
4. B. Marshall, Mathis, 1 minute 3 seconds.
5. D. Pickering, Eric Campbell.
6. Victor Bruce, G.N.

Excitement attended the one-make race for A.V. monocars, subdivided into 750 cc and 1,000 cc, for the machines were naturally very evenly matched. Empson won the larger class at 51.1 mph, G. C. Houghton the smaller. The 1,100 cc handicap became a G.N. race on account of non-starters, and developed all the way into a battle between Finch and Godfrey, in which Godfrey won by a length at 59.5 mph. The enterprising club had included a race for lady members, in which there was a splendid duel between Mrs. Frazer-Nash (G.N., of course) and Miss Violet Corderey, who became one of the better-known women drivers, at the wheel of an Eric Campbell. They raced side by side or at a length's distance until, on the last lap, Miss Corderey pulled out all stops, slipped ahead and won by 15 yards at 49.7 mph. There was a 14-mile race, with four starters and two finishers—the Hillman and the Aston Martin, in that order, won at 74 mph and, finally, the eleventh event was a G.N. affair won by Mr. Finch in the last 200 yards.

As the history of the club is bound up with the history of motor racing we must recall the Grand Prix for Cyclecars and Voiturettes staged in 1920, which was the only race to be held in France so soon after hostilities. This was organized by the Automobile Club de l'Ouest, who were to become famous as the club of the 24 Hours Endurance Grand Prix, but they set the limit at 1,400 cc, not 1,500 cc. Roads in Northern France were almost destroyed during the war, and in the rest of the country had been allowed to deteriorate into a state impossible for racing. The club, however, found a new circuit at Le Mans, where the first Grand Prix had been held in 1906, but on the southern side of the town towards Tours. This was to become the setting for the 24 Hours Race in another three years.

The course started in the same area as today, but ran into the suburb of Pontlieu where a hairpin turn joined the Le Mans-Tours main road. Three miles later there was the right-angle turn at Mulsanne village, the narrow, twisting country lane passing Arnage hamlet and the winding side road that led back to the start, a lap of 10½ miles at that time. The surface was the 'standard' water-bound macadam, loose and dusty and quickly cut up in the heat of a summer day, or thick with slimy mud in the rain. Racing was to take place on 28th and 29th August, with the following entries:

Grand Prix des Cyclecars

750 cc: Elfe (2 cars). 1,100 cc: Automobilette (2); Ruby; Jourdain; Douglas; Fournier; Noel (2); Blanc et Guillon (2); Morgan (2); Soriano Pedroso (3); Major (3).

Grand Prix des Voiturettes (1,400 cc)

Sizaire-Naudin (3); Silver Hawk (ex-Eric Campbell) (5); Cognet de Seynes (2); Bugatti (4); Majola (4); Bignan (3); Leon Laisne; Corre la Licorne; Major; Tic-tac; Peugeot 'Baby'; G.N. and Mathis, all with one car each. The Silver Hawk was to be driven by the Ballot star, René Thomas, who had finished third in the Indianapolis 500 Miles the previous May, and E. B. Ware was down in the Morgan entry.

There was no joy for the J.C.C. entrants. The cyclecar race fell to Marcel Violet's Major, which had replaced his Violet-Bogey, at 47 mph for 170 miles, chased in by Noel's car of his own make and Blanc (Blanc et Guillon/'Tom Pouce'). The light car race was likewise a French victory, headed by Ernst Friedrich on the then little-known make of Bugatti, built by the Italian Ettore Bugatti on what had been German territory in Alsace, at Molsheim, at an average of 57 mph for 258 miles, with Nougé's Bignan second, Delaunay's Bignan third.

The famous pioneer racing driver, Chevalier René de Knyff, a director of the Panhard concern in the earliest days, arrived to watch the race, minus his great beard and riding a British Douglas motor-cycle, and joined a crowd of excited onlookers in numbers that made a normal Brooklands crowd look more like a large parish picnic (which, regrettably, is just about what it was at that time). The winning Major was a two-stroke with friction drive, said to develop 35 bhp. The Ruby was a 4-cylinder and in years to come was sold as a proprietary engine to several French constructors, notably the Derby, in which Douglas Hawkes was interested and which was later sold in England by Vernon Balls as the Vernon-

Derby. The Bignans startled everybody by displaying front-wheel brakes. The Silver Hawks, sixth and seventh in their race, were driven by Coventry Simplex 'O.E.'-type engines reduced from their normal 1,485 cc to comply with the 1,400-cc regulations. The car that finished sixth was in constant trouble with overheating due to a cracked radiator and changed tyres five times.

At the end of September club members were prominent in the B.A.R.C. Brooklands meeting that closed the season and Archie Nash produced his 'Mowgli', replacing the well-known 'Kim'. The new model had a new twin-cylinder engine of 1,500 cc with four valve heads and chain-driven overhead camshafts, and had a much longer wheelbase. He ran it in only one race, finishing third on handicap, from scratch. Other members either won their races or were placed in the first three. That afternoon, before a crowd of unusual proportions that must have cheered the organizers, the winners were W. D. Hawkes (Morgan); Nash (G.N. 'Kim II'), in a race where G. A. (Tony) Vandervell drove a Talbot, and a special racing Ford later in the afternoon; Beadle (Waverley); B. S. Marshall (Mathis); W. D. Hawkes again, finishing with a broken steering arm, and in the final race, Archie Nash again.

That afternoon the small cars were racing against all the heavies, on handicap, with great success, in fields that included Jean Chassagne with the 8-cylinder Ballot, the 5.7-litre Charron of Paul Dutoit and 15-litre De Dietrich. The J.C.C. had indeed arrived into motor racing, for it was seen that, with careful handicapping, the minnows could compete among the titans with added excitement for the crowds.

The first thing that happened in the New Year of 1921 was a rocket from the R.A.C. who strongly objected to the formation of the Northern Centre of the club and the proposal to establish others, but, as the additional centres were duly founded as time went on, the objection must have been over-ruled.

In March of that year, the club took a most important step in its career and booked Brooklands for a 200 Miles Race in October. This was, of course, the first big International race held at the Track, a series that continued at Brooklands until 1928 and is perpetuated today at Aintree. There was a belated suggestion from Lindsay Lloyd, Clerk of the Course, that the race should be run in two daily stages, but the club, rightly, declined.

New members continued to join, if not in a stream, at least in a steady trickle. Among them, early that year, were Raymond Mays, S. F. Edge, who had been considered for the Presidency at one time, and, as the 200 Miles Race drew near, a spate of racing men—de

Viscaya, Mones Maury, T. G. John, constructor of the Alvis, Count Louis Zborowski, certainly one of the most colourful characters yet seen at Brooklands (especially his outrageous checked caps which he dished out to all his entourage), Bertie Kensington Moir, A. C. Bertelli of Aston Martins, Kenelm Lee Guinness racing driver, recordman and founder of the K.L.G. sparking plug company and a keen young man named Henry Segrave, who was to win the first Grand Prix for this country and become the first man to motor at 200 mph.

The first London to Manchester Trial was held in April 1920 with an entry of 41. All but nine qualified for gold medals after completing the event without loss of marks (suggesting the course was not too difficult), three gained silver medals, two gave up, one was disqualified and three did not start. The whole affair was imbued with a sense of exhilaration and gaiety. The Derby and District Motor Club turned out to mark the course, and through the dales the villagers lined their streets, cheering and shouting encouragement, even waving flags in un-British enthusiasm. The start was from the main street in Barnet, lead by George Stead's new 10 hp 6-cylinder A.C. at 8 a.m. Three hours later they were through Daventry for the lunch stop and off again into Derbyshire, through Derby, where a local clubman stationed himself with a board warning the competitors to keep straight on; to the control at Bakewell, over a road consisting of pot-holes connected by ruts. Noble, on another 6-cylinder A.C., smote a steam roller on the way and retired, unhurt but rueful. The little $2\frac{1}{2}$ hp Black Prince Buckboard found the surfaces shook it so appallingly that the driver continued at a slow crawl, arriving after the others had restarted.

A secret observed hill that lay ahead caused great apprehension, which evaporated when it was found to be a standing start ascent of Mam Tor, which worried no one, despite its length and maximum slope of about 1 in 6. It will not be invidious, perhaps, to mention some of the better-known members who completed the trial without loss of marks (that is, a non-stop run on Mam Tor and within 15 minutes late at any check point); they included George Stead (A.C.), Victor Bruce (A.C.), B. Marshall (Mathis), Frazer-Nash (G.N.), Percy Bradley (Standard), Miles Thomas (Eric Campbell), Kaye Don (A.C.), C. M. Harvey (Eric Campbell), W. Oates (Lagonda), C. Finch (G.N.), W. R. Marchant (Bleriot-Whippet), E. A. Tamplin (Tamplin), H. R. Godfrey (G.N.), and F. J. Findon (G.N.); Bruce won the special award for the best performance by a private owner.

In 1920 *The Light Car and Cyclecar* put up a most handsome silver cup on an imposing plinth for the light car driver who went fast for one hour flat at Brooklands. This was promptly annexed—until someone wrested it from him—by George Bedford and his celebrated Hillman, with a speed of 78·73 mph.

In point of fact he lost it in October 1921 when W. H. Oates recorded just over 79 mph with his Lagonda, and on the way covered the flying mile at 86·9 mph. Then, a few days later, Bertie Kensington Moir, a young man with a wide grin and a giggle all his own, snatched it away at 86·21 mph driving Lionel Martin's own side-valve Aston Martin which already showed 15,000 miles on its speedometer, but for the occasion, had been fitted with a new, streamlined body.

CHAPTER VI

1921-1922

THE evolution of the cyclecar into the light car was illustrated at the Motor Show in the winter of 1921 when the new models were revealed to the public, at Olympia and, because that great hall could not hold all the exhibits in the flourishing state of the post-war industry, at the White City as well. In the combined Show were sixty light cars among which the models that could still be classed as cyclecars, even if grown up with comfort added to performance, were Bleriot Whippet, now with Blackburne twin-cylinder engine of 998 cc, weighing only 7 cwt, Coventry Premier twin-cylinder with four wheels, screen and hood, the rear-engined A.V. which used the 998-cc J.A.P. twin, the Carden with its 706 cc two-stroke engine integral with the transmission at the back and, the catalogue stated, weighed only $3\frac{1}{2}$ cwt and cost from £134, a newcomer, the Lecoy with independent front suspension on vertical coil springs, a J.A.P. engine and a weight of $5\frac{1}{2}$ cwt and the Tamplin, at $4\frac{1}{2}$ cwt with J.A.P. engine. The G.N. had now become a light sports car, weighing just over 8 cwt with their own twin-cylinder air-cooled engine of 1,086 cc similar in concept to the sports Salmson, and Morgan. The oddest exhibit was the Gibbons, which, as a tandem two-seater came at only £95 or, with seats side by side, at £115. This snub-nosed machine carried its single-cylinder 556-cc. Blackburne engine on a bracket outside the body, low down on the driver's side, driving through a two-speed gearbox to the back wheel by belt, in the classic cyclecar manner.

Purely for nostalgia, the list of makes on show, of which only twelve names still exist, although in very different form, today:

LIGHT CARS AND CYCLECARS OF 1922

<i>Make</i>	<i>Cylinders</i>	<i>Capacity</i>	<i>Makers</i>
A.B.C.	2	1,198	A.B.C., Walton-on-Thames
A.C.	4	1,496	Auto-Carriers, Thames Ditton
Albert	4	1,496	Gwynne Engineering, Chiswick

LIGHT CARS AND CYCLECARS OF 1922—*contd.*

<i>Make</i>	<i>Cylinders</i>	<i>Capacity</i>	<i>Makers</i>
Alvis	4	1,460	T. G. John, Coventry
Amilcar	4	1,100	France
A.V.	2	998	Ward and Avey, Teddington
B.A.C.		1,209	B.A.C., London
Bayliss Thomas	4	1,498	Bayliss, Thomas, Birmingham
Belsize-Bradshaw	2 (oil-cooled)	1,294	Belsize Motors, Manchester
Bleriot Whippet	2	998	Air Navigation Co., Addlestone
Briton	4	1,373	Briton Motors, Wolverhampton
B.S.A.	2	1,080	Birmingham Small Arms
Bugatti	4	1,453	Bugatti, Molsheim, France
Calcott	4	1,456	Calcott Bros., Coventry
Calthorpe	4	1,260	Calthorpe Ltd., Birmingham
Carden	2	706	Carden Ltd., London
Carrow	4		Carrow, Hanwell, Middx
Charron Laycock	4	1,460	Laycock, Sheffield
Citroen	4	1,327	France
Cluley	4	1,328	Clarke, Cluley, Coventry
Corona	2	980	Meteor Manufacturing, London
Coventry Premier	2	1,056	Singer, Coventry
Crouch	4	1,244	Crouch, Coventry
Deemster	4	1,086	Ogston Motors, Acton
Diatto	4	1,017	Italy
Enfield Allday	4	1,488	Enfield-Allday, Birmingham
Fiat	4	1,460	Turin, Italy
Galloway	4	1,460	Galloway Motors, Kirkcudbright
Gibbons	1	556	Gibbons and Moore, Chadwell Heath, Essex
G.N.	2	1,086	G.N. Motors, Wandsworth
G.W.K.	4	1,368	G.W.K., Maidenhead
Hillman	4	1,496	Hillman, Coventry
Horstman	4 (Anzani)	1,498	Horstman, Bath
Jowett	2	907	Jowett, Idle, Bradford
Lagonda	4	1,420	Lagonda, Staines
Lecoy	1	497	Lambert Engineering, Harrow
Little Greg	4	1,098	Gregoire, France
Little Midland	2	961	Little Midland Light Cars, Preston
Marlborough	4	1,496	T. B. Andre, London
Mathis	4	1,498	Strasbourg, France
McKenzie	4	1,498	McKenzie Motors, Birmingham
Peugeot	4	668	Peugeot Frères, France
Phoenix	4	1,495	Phoenix Motors, London
Rhode	4	1,086	Rhode Motors, Birmingham
Riley	4	1,498	Riley, Coventry
Rover	2	995	Rover, Coventry
Salmson	4	1,087	Salmson, France
Seabrook	4	1,496	Seabrook Bros., London
Singer	4	1,096	Singer, Coventry
Standard	4	1,088	Standard, Coventry
Surrey	4	1,498	London Scientific Apparatus, Putney
Swallow	4	—	Sir J. P. Galloway, London

LIGHT CARS AND CYCLECARS OF 1922—*contd.*

<i>Make</i>	<i>Cylinders</i>	<i>Capacity</i>	<i>Makers</i>
Swift	4	1,122	Swift, Coventry
Talbot-Darracq	4	970	Talbot-Darracq, Fulham
Tamplin	2	976	Tamplin, Staines
Unit No. 1	2	995	Rotary Units, Wooburn Green, Bucks
Vulcan	2	1,018	Vulcan, Southport
Wolseley	4	1,261	Wolseley, Birmingham
Zebre	4	998	France
<i>Not at the Show</i>			
Hands	4	1,088	G. W. Hands, Birmingham
Palladium	4	1,500	Palladium Autocars, Putney
Palmerston	2	995	Palmerston Lytcars, Bournemouth
Morgan	2	998	Morgan, Malvern Link, Worcester-shire
Hotchkiss*	4		Hotchkiss, Coventry (and France)
Stoneleigh	2		Stoneleigh (Armstrong-Siddeley), Coventry
Temperino	2		Temperino, London
E.H.P.	4		France
Castle Three	4 (3-wheeler)		Castle Motors, Kidderminster
Hamilton	2		D. J. Smith, London
Milton	4		Edinburgh
Eric Campbell	4		Vulcan Iron & Metal Works Ltd., Durdan Works, Southall

* Fitted to Morris Oxford and Cowley light cars.

Of the cars on view, 41 had 4-cylinder engines, even the little 970-cc Talbot, and 30 were over 1,100 cc. The feature of the Show, however, was the now universal provision of electric lighting as standard equipment, not an 'extra', and the increasing provision of automatic starting devices.

There was great activity at Brooklands prior to the opening of that Show in attacks on records which could be advertised on the display stands. Capt. Alistair Miller drove a Wolseley Ten for 3 hours at 78.3 mph. Next day George Bedford was out with his Hillman and covered 300 miles at 75.8 mph, 2 miles at 88.16 mph and averaged 75.9 mph for 4 hours. Then Archie Frazer-Nash had a go with his 1,100-cc G.N., finishing with 5 miles at 81.86 mph and 100 miles at 77.24 mph. The following day Sammy Davis drove an A.C. at 98.65 mph for 2 miles, 96.2 mph for 10 miles.

The Grand Prix of the Automobile Club de France was revived that year, in August, on the Le Mans circuit used for the cyclecars in 1920, and when the drivers had done with it, several sections more closely resembled a sea beach than a racing circuit. It will be recalled that the competition was won by the American, Jimmy Murphy, driving an 8-cylinder Duesenberg, at 78 mph for 320 miles, on a flat tyre and with a stone-hole through the radiator.

Another American, Ralph de Palma came in second on a French Ballot, ahead of his team mate Jules Goux, a thing that did not in the least please the French. Indeed, at the subsequent banquet, the first toast was in honour of M. Goux, a piece of uncharacteristic French subtlety that inspired the American party to steal silently away and have their supper, on bacon and eggs, at a *bistro* round the corner.

For the light car race, which followed, the organizers had abandoned their somewhat odd limit of 1,400 cc of 1920 and came into line with the Junior Car Club's 1,500 cc, after resisting many pressing suggestions for a 1,600 cc limit. The organizers (again the A.C. de l'Ouest) imposed a weight limit of 10 cwt dry except for oil in engine, gearbox and back axle, which could not be very heavy, after all. In addition, the driver and compulsory 'passenger' (the mechanic) were required to weigh between them 19 stone or carry ballast to that weight. What is more, there was a separate class, running at the same time, for cars up to 2½ litres.

The British entry was a team of four Morgans and two G.N.s (to be driven by Frenchmen) in the cyclecar class, under 7 cwt, and in the 1,500 cc race George Bedford's Hillman, Marshall's Aston Martin, Harvey's Alvis and Hawkes' Horstman were entered to carry the J.C.C. colours. The most formidable opponents were the three Darracqs and four Bugattis.

As everyone expected, the Darracqs ran away with their race and André Lombard (who later built his own cars) ran off with the cyclecar contest. René Thomas led the Darracqs in, at 72 mph, followed by Lee Guinness and Segrave, Bedford's Hillman fourth, Marshall's Aston Martin sixth, so the J.C.C. was well in the picture.

The Bugattis, alone expected to challenge the Darracqs, were non-starters, for some reason, such as lack of time to get them ready after the previous race at Brescia. These Darracqs, which came over to Brooklands for the 200 Miles Race in October, were French cars designed by Louis Coatalen but, owing to a sort of merger, were known in Britain as Talbot (and finally formed part of the Sunbeam-Talbot-Darracq concern, which, in turn was absorbed into the Rootes Group). These were the models with upright radiators. They had conventional 4-cylinder, twin overhead camshaft four-valve-head engines with steel liners inserted in aluminium blocks, with a 65-mm bore and a long 112-mm stroke (1,487 cc). A coil provided the ignition and a gearbox, not in unit with the engine, provided four forward speeds. The revolution counter was marked with a red line at 4,000 rpm.

The cyclecar race was run the day before the light car event.

Practice indicated that Lombard's Salmson was by far the fastest machine on the course in this, its first race. It finished 10 miles in the lead having been eased down to an average of 55 mph for 185 miles. Second was the 1920 winner, Marcel Violet on the same car with a new name—Mourre; third was Chabreiron's E.H.P. half a minute later and fourth, 'Sabipa' (Charavel) on a Weler, that much later still. Morgan took fifth place, after holding second position in the opening stages, and all other survivors were flagged off as being behind the time limit. The Salmson was designed by Emile Petit in the Salmson aero factory, with a twin overhead camshaft 4-cylinder engine in a light, conventional chassis with a solid back axle, the pattern of most French light sports cars.

The Club was advancing fast. In spite of the petulance of the R.A.C., a Southern Centre was formed in April 1921, to become the South-Western Centre, based on Southampton under the guidance of T. G. Hayter and the Northern Centre, in Manchester, was already finding its feet with T. C. Ormiston Chant as secretary. More Centres were envisaged, in the Midlands, at Cambridge and Exeter. When the year ended, club funds held some £2,000, greatly assisted by a profit on the successful 200 Miles Race. It is on record that the B.A.R.C. pocketed £1,944, the J.C.C. £436, which, considering the former had to maintain the track in condition and pay a large staff, was not unfair. It should, perhaps, be pointed out that competitors were required to pay entry fees of considerable amounts and that 'starting money' was quite unknown. Manufacturers raced for prestige and publicity, and to improve their designs, and a majority of the drivers were there for the sheer joy of motor racing.

As the motor racing activities of the Junior Car Club became the principal objective as years went by, the history of the classic events that were founded, one after another, is discussed in later chapters. However, we may advert here to the facts that the day resulted in about £1,000 to club funds from all sources and that three French Talbot-Darracqs, driven by Segrave, K. Lee Guinness and Capt. Malcolm Campbell won the event with some ease at nearly 89 mph, and Archie Frazer-Nash (G.N.) took the 1,100-cc class at 71.5 mph.

As a piece of organization by a club that had never run anything so ambitious before, the first 200 Miles Race in 1921 was a monumental success, largely due to the energy of Hugh McConnell. The motoring Press was unanimous in its praise, although it deplored the B.A.R.C. part in the project which led to a long queue of cars being held up before anyone went to open the gates and to the

usual grumbles about the catering which 'as usual fell far short of what was required'. The paying customers, although regarded as a near record crowd, were pitifully thin on the ground by present-day standards, and totalled 6,630 at the pay-boxes, compared with 9,720 at the Easter race meeting of the B.A.R.C. On the other hand, there were 1,158 cars, as compared with 653 at Easter, plus 312 three-wheelers. About 500 J.C.C. members were there as well. Undoubtedly several hundred non-members got through without paying at all 'the arrangements for collecting the entrance money being very inefficient indeed'.

Although there was this accent on competitions, the reliability trials and the social side of the club was not neglected, although the members' response was perhaps not so numerous, apart from the annual opening run to Burford Bridge Hotel, near Dorking.

The first big event of 1921 was the Second London-Manchester Trial, towards the end of April, this time with two observed hills in the Peak District. The route again began at Barnet and went by St. Albans, Towcester, Market Harborough, Leicester, Derby, Ripley, Chesterfield, Matlock, Bakewell, Hathersage, Castleton, Whaley Bridge, Stockport and so to Manchester. Once again the itinerary had been selected as suitable for private owners driving their own cars, who somewhat naturally did not relish damaging their machines on some of the rocky goat tracks introduced in many trials of the day on courses meant primarily for motor-cycles. The organization was criticized this time, cries of rage going up when direction arrows were not provided and the route cards were not sufficiently detailed to make up for their absence. Most of the drivers lost the way at least once and had to motor much too briskly for their liking to make up lost time. There were double the number of entries, of whom 65 started. The first Derbyshire test hill, variously described as of 1 in 4 and 1 in 6 gradient, stopped only one competitor and the second, Mam Tor once again, failed only two or perhaps three.

After the finish, there was a dinner at the Midland Hotel, where for the first time, officials from London headquarters made liaison with their Northern Centre opposite numbers, and by half-past ten the results were out, showing 49 gold medals, six bronze, one under consideration and seven retirements (one of which was a driver who finished outside time). Among those with a clean sheet were listed F. M. Avey (A. V. Bicar), Alfred Logette (A.C.), Gordon Offord (A.C.), F. J. Findon (G.W.K.), W. D. Hawkes (Horstman), and Alfred Moss (G.N.), who now assists his son Stirling's racing activities.

Early in 1922 the first permanent office was established in two rooms in the basement (or rather Lower Ground Floor) of Clock House, Arundel Street, just off the Strand, London, at an inclusive rent of £130 per year, for a three-year let. Percy Bradley, now dignified with the title of Honorary General Secretary, had the use of the smaller chamber for his own business purposes, for £40 per annum and, as D. C. Lorkin had announced he could not continue as paid assistant at the fee offered, Bradley was promised £200 with which to engage other help. He engaged none other than L. F. ('Bunny') Dyer. Here it was that Bradley first suggested and then produced the Junior Car Club monthly *Gazette*.

That spring saw a third provincial Centre established, for members in Yorkshire, and the booking of Brooklands for the second 200 Miles Race, brought forward into August to avoid a clash with the Motor Show, which seemed more likely to attract the public than in the bleakness of October.

Among the new members were R. Clive Gallop, L. G. ('Cupid') Hornsted, who had been the first Englishman to break the World's Land Speed Record, at 124.1 mph with the 21-litre Benz, at Brooklands, D. M. K. Marendaz (later on the builder of the Marendaz Special sports car), Leon Cushman, who made his name driving Alvis cars, Jean Chassagne, the Frenchman in the Sunbeam team, Robert Benoist, a leading French driver and W. D. Marchant, who spent most of his time breaking records with motor-cycles as well as cars. A Mr. J. Salt, of *The Motor Owner* came up with the offer of a brace of 50-guinea cups for the 200 Miles Race, but the committee rejected the offer, with as much tact as possible, on the grounds that it smacked too much of publicity for his journal.

So, in June of that summer, the first issue of the *Gazette* came off the presses to be welcomed by the membership with great enthusiasm, for it was a most professional production. That issue had 10 pages of text, and 10 pages of advertisements plus 4 more comprising the front and back covers. It opened with a message from the committee, which had now assumed the dignity of Council:

'In launching the *J.C.C. Gazette* the Council have but one object in view, namely, the furtherance of the interests of the Club, but they recognize that there would be little chance of the *Gazette* achieving its object were it to follow the general humdrum lines of a parochial monthly magazine. It is intended, therefore, to keep its pages bright, readable, and to have permeating through it that personal atmosphere that should help in promoting the social side of the Club's life.

'The Council see clearly that the *J.C.C. Gazette* can be a material

help in intensifying the interests that members take in the life and doings of the Club; it can assist in bringing into closer contact the Centres, not only with each other but also with headquarters, and, above all, it can prove a valuable missionary agent in procuring new members, thus making the Club an even stronger force than it is at present.

'They have every confidence that the Editor will make the *Gazette* a source of interest and benefit to every individual member of the Club, and that it will possess cement-like qualities helping to bind together the various entities of the Club, thus making the whole organization a live, homogeneous and powerful body.—The Council.'

The two-colour, glossy front cover was taken by Palmer Cord Tyres ('from £2 12s. 6d., tubes 11s. 9d.') and, on the inside, Pratt's Perfection Spirit ('from the golden pump or the green tin'); the inside back cover advertised K.L.G. (Guinness) sparking plugs at 6s. od., or 6s. 6d. for type HS 1 'for two-stroke and hot engines' and the back cover was booked by Shell, advertising 'nature's mixture of petrol and benzol'. Other supporters were Premier Motor Policies (at the head of which was, of course, the club's Hon. Treasurer, Frank Bale), Mathis cars (sold by member B. S. Marshall from Hanover Square), G.N. Motors Ltd., in Great Portland Street, centre of the Trade, Dunlop tyres, Amilcar cars, Speedwell oils, Graham motor horns, member Sydney Westall selling Albert cars, Elkington's, the trophy silversmiths, the Engoflator (an engine-driven tyre pump at 30s. od.), Hartford Shock-absorbers (T. B. Andre), Aston Martin cars, B.P. motor spirit, Burrow's Guides, B. D. Smith's, the Manchester insurance brokers, offering special terms to members, Ferodo friction linings, and the Cheltenham Press, who printed the *Gazette*.

The annual dinner was held in the first week of January, at the Hotel Cecil, long since pulled down to make way for Shell-Mex House, the President, Sir Arthur Stanley in the chair, with Sir A. S. Mays-Smith on his right, Charles Jarrott on his left. Among others present: Mr. A. Neal, Parliamentary Secretary to the Minister of Transport, Major Stenson Cooke, later to be knighted as secretary of the Automobile Association, Commander F. P. Armstrong, of the Royal Automobile Club, and Mr. and Mrs. A. J. Wilson. Mays-Smith, in his response to the toast of 'the small-car movement and the Junior Car Club' declared that times were hard and the whole motor industry was looking to the light car for its salvation. Jarrott, replying on behalf of the club, announced that membership now exceeded 600 and considered the time had

come when the club should have a say in light car matters at the committee of the R.A.C. The man from the Ministry promised a better system of first-class roads for the excellent cars of the day. It has been impossible to trace any rapid confirmation of that genial promise. Segrave, winner of the 200 Miles Race, was indisposed and unable to be there; the splendid Andre Cup was therefore presented to his deputy, Major Crossley. Then a silver tray was presented to Hugh McConnell for his work in race organization and a silver cigarette box was presented to Frank Bale for his years of work on the club's behalf as Hon. Treasurer and Council member.

At the Annual General Meeting a fortnight later, Bale announced with some satisfaction that the club now had £1,688 at the bank and that nearly 200 new members had been recruited. G. W. Lucas, Chairman of the South-Western Centre, asked for better representation of the Centres on the Council but, after a vigorous debate, withdrew his proposal. New Vice-Presidents were duly elected—G. W. Pearson, A. E. Royce and Lord Montagu of Beaulieu, the pioneer motorist. The Council was re-elected complete.

Forty-four entries went in for the General Efficiency Trial, the event that had set a pattern copied all over the country, for it included no frame-breaker sections but put ordinary cars through a whole series of tests, from braking to petrol consumption. On a bright March morning the trial started from the K.L.G. factory at Putney Vale and, after wandering through the Surrey hills ended at Brooklands. Ron Godfrey, on an ohv sports model G.N. won the Westall Cup, the premier award, and recorded a consumption of 67 mpg doing it. Best performances in the special tests went to Godfrey (fuel consumption), Godfrey again (flying lap at 62.9 mph), E. B. Ware (Morgan), acceleration test and timed climb of the Test Hill (with its section of 1 in 4), but, when the markings had been worked out, runner up to Godfrey was A. Warren Lambert in his own make of car, with W. J. H. Philips next in merit with a Deemster, and George Bedford fourth with a Hillman.

The Spring Members Meeting at the track followed in May, with the usual programme of eleven smartly run races of various kinds, including one for disabled drivers, and all, of course, on handicap. Clive Gallop, Aston Martin, won the two fastest races of the day at 83.7 mph and, in the 10-lap handicap, at 88 mph, beating the scratch man, Kensington Moir (Aston Martin) with a 30-second start.

The London-Manchester trial, in June now, once again proved so easy (some, indeed, were beginning to think, *too* easy) that it

became a tour enlivened only by two observed hills which caused hardly any trouble, secret checks which proved almost everybody was on time and an unforeseen water splash in Derbyshire, so deep that the level was well above the hub caps of the first three competitors. Westall trundled through expertly with his 11-hp Albert, an A.B.C. almost foundered and an Alvis driver chose to charge through at speed, with the inevitable result. Thereafter the remainder of the entry was sent on a detour, a little unfair to Westall perhaps but at least preventing a complete shambles. The trial ended in Albert Square, Manchester, where the competitors were welcomed, not only by members of the growing Northern Centre but by the Deputy Lord Mayor and the Chief Constable, indicating that the J.C.C. moved among Top People, even at such long range from base. When the results had been worked out, it was revealed that 49 competitors had started from Barnet that morning, 2 had retired, 43 lost no marks of any kind and had qualified for gold medals (somewhat, it may be imagined, to the consternation of the club's treasurer) and the remainder for bronze awards.

In contrast was the club's rally at Alms Hill, near Henley-on-Thames, a month later. This activity, which seems to have vanished with the years and even between the wars was barred to vehicles (for every week end enthusiastic motor-cyclists and light-carists, whether organized or not, used to gather there) was at that time regarded as probably the steepest hill in the Chilterns, if not in the South. It was a chalk gully running from the main road straight up through the beechwoods. What surface there was resembled a petrified ploughed field. Half way up, at the Cannons, which were a couple of cast iron drain pipes each side of the track, one car wide at most, the gradient was claimed to be 1 in $3\frac{1}{2}$. Another claim was that this author fell off more different motor-cycles, at that point, more heavily and with less injury to his person than any other member of the South-Midland Centre of the A.-C.U. When that chalk was wet, a clean climb required plenty of power skillfully applied with a stout heart. In the dry the requirements were the same.

That afternoon there had been rain which, drying out on the lower slopes, remained under the trees after the Cannons and round the sharp corner above that undid so many valiant efforts. When the J.C.C. arrived with its picnics, the stage was occupied by the South-Midland Centre, A.C.U. Championship Trial. Out of perhaps 60 competitors on solos, combinations and three-wheelers, some five or six got up unaided. Then, as the reek of

Castrol R and the beat of engines died away, the Club queued up for the assault. E. A. Tamplin, with a passenger in his Tamplin, took off first and gently climbed non-stop. That this was no lucky performance was proved when he did it twice more. Then four Albert tourers went up, scoring four clean, if very slow, climbs using chains to be on the safe side. It is curious that in those days the practice of letting rear tyres down almost onto the rims did not seem to be known, but it is probable that with the tyre of those days they would have been ripped from their rims or burst their side walls.

There was a ripple of excitement when it was reported Archie Frazer-Nash was on his way up; this was based on fact, except that he motored, with his usual beaming grin and stumpy pipe, as passenger to Ron Godfrey's G.N., in one of the most effortless and rapid ascents of the day. There is much to be said for chain drive to a short, solid back axle. When the party desisted and motored off in rain to tea in Henley, most had climbed at least once non-stop and it was the few who were defeated. Even Alms had begun to lose its terrors before the steady progress of the light car.

Members were prominent as usual in many other club events. The most important hill-climb on the calendar was still the Midland Automobile Club's event on the private hill at Shelsley Walsh, near Worcester, run at the end of that month. A digression is permissible for two reasons. One was the remarkable performance by an Austin Seven, latest comer on the light, very light, car scene in the cheap-car category. Competitor L. Kings with a standard two-seater in touring trim, ended the day with ninth place in general category. The feature of that day was the furious attack by Frazer-Nash on his famous Kim II G.N. He stormed the Ess Bend too fast, slid broadside, smacked the bank, buckled two wheels, and shot on his way. A front tyre promptly burst and flapped around with the wheel while he zig-zagged to the top on full throttle, taking sixth place. Asked why his covers had not come off with the impact against the bank, he explained that he always plastered the beads of his covers with a generous coating of Seccotine glue. In the final results, the eight fastest climbs went to J.C.C. members—Bertie Kensington Moir (Aston Martin), Cyril Paul (Austro-Daimler), Eddie Hall (Brescia Bugatti), Count Louis Zborowski (Aston Martin), Leon Cushman (Brescia Bugatti), Nash (G.N.), Lionel Martin (Aston Martin) and a young fellow named Raymond Mays (Brescia Bugatti).

The same month saw the French Grand Prix run on the circuit near Strasbourg under the new 2-litre Formula, that is, for cars

with engines only 500 cc outside the light-car limit, for 500 miles—they believed in long races in those days. Member Lionel Martin had a new engine and decided to pit its 1,500 cc against the bigger Fiat, Sunbeam, Bugatti and Ballot opposition. The new design, erected on the existing crank-case, had two overhead camshafts and four-valve heads.

Race-day was hot, the circuit loose and stony, quickly torn up at the corners, a recognized hazard. Clive Gallop and Zborowski carried the J.C.C. badge in the two Astons but both retired with magneto trouble in a race where four finished out of eighteen starters; just the same, in the first half they raced fourth and fifth behind the 6-cylinder Fiat team. They were reaching almost 100 mph down the straights at 5,000 rpm.

The club's great day, the 200 Miles Race at Brooklands, was now approaching and the organization was well forward. The date was 19th August. This time there were to be two separate races. At the somewhat grisly hour of 8.30 a.m. the 1,100-cc class was to start and, after a suitable luncheon interval, the 1,500-cc voiturettes were to be sent off at 2 p.m., both classes to cover 73 laps of the Outer Circuit. For the first time, a loudspeaker system was to be installed to keep the public informed of the state of the race, in addition to the usual score boards in the various enclosures. Poor information had always been a criticism of Brooklands racing. 'One of the officials will talk, from time to time, into a receiver, whence his voice will be carried to all parts, even up to a range of two miles.' This was to be effected, by courtesy of the *Daily Mail*, with an American Magnavox, the only one in the country. As the story of the '200' is dealt with elsewhere in this volume, we record the results briefly:

The 1,100-cc event went to Robert Benoist (Salmson), as expected, at 81.88 mph (with one lap at 89.4 mph), with team mate Devaux $1\frac{1}{2}$ minutes behind and Ron Godfrey (G.N.) third, at 74.4 mph. The 1,500-cc race fell to K. Lee Guinness (Talbot-Darracq), at 88.1 mph, by 2 minutes 43 seconds from George Stead's Aston Martin and Segrave's Talbot-Darracq. Guinness put in his best lap at 95.8 mph. Seven finished.

At the subsequent Council meeting it was reported that there were rumblings of complaint from Weybridge residents concerning the noise of the racing cars which had continued all day, hour after hour, but it was not until later that the matter was taken to the Courts and the Brooklands Silencer—the 'Official Receiver'—was made compulsory, in the form of a large canister related to the cylinder volume and a final fish-tail on the end of the exhaust pipe.

The last important sporting event that summer was the hill-climb at South Harting where, on a fine afternoon in mid-September, over 1,000 spectators crowded the sides of the loose, dusty ascent, and, it may be noted, assembled six deep on the outside edge of the corners where any driver who lost control and slid would have certainly crashed into them. However, in this country at that time, neither the officials nor the public realized the possible dangers of high-speed competitions and fortunately, it was not until three years later that a spectator, who should have had more sense, was injured in a similar climb at Kop Hill, outside Princes Risborough in the Chiltern range. With the police restive, the R.A.C. finally proscribed speed events on public roads, however remote. The South Harting climb of 1922 was marked by Raymond Mays, with his Brescia Bugatti of 1,500 cc, who made the fastest climb of the day at a fraction under 60 seconds. Frazer-Nash, with his 1,100-cc G.N. won his class but ran into trouble; his best run was in 62.2 seconds to Mays's 59.8 seconds. We record the class winners:

W. H. Holmes (Morgan); W. G. H. Hedges (Alvis), who won two classes, for standard cars of 1,500 cc and standard four-seater cars; A. R. Linsley (Bugatti); Miss Violet Meeking (A.C.); Mrs. W. D. Hawkes (Talbot); N. Fielden (G.N.), in the disabled drivers event; Mays (Bugatti), 1,500-cc sports cars and 1,500-cc racing; Frazer-Nash (G.N.).

In October the South-Western Centre ran their Southampton to Exeter Trial over a tough route among the well-known hills of the West Country, differing from the London-Manchester event in that only two competitors qualified for gold medals—A. W. Britain (B.S.A.) who finished with one penalty point and runner-up V. G. Wallgrove (Riley), with five. Those next in merit qualified for bronze medals—E. J. Sleep (Alvis), R. Spikins (Salmson), L. Apsey (G.N.), M. Summerfield (Seabrook) and B. A. Hill (Rhode). The difficulties of the itinerary were increased by a confusion in the arrows used to mark the way which became mixed up with the arrows of another club trial crossing the course and led to much natural irritation, loss of time, and scampering through the winding lanes in consequence.

As the year drew to its close it was marked by a slashing of car prices within the industry, for the competition among so many small-car makes was becoming ever more fierce and many smaller concerns were to suffer defeat. Glancing through *The Light Car* we see:

'Rhode—PRICES ARE DOWN . . . standard model £250',

'Belsize, reduced prices', 'Unit, new reduced prices', 'Jowett, new price', 'Calcott, reduction in price', and similar announcements by Wolseley and Rover.

That winter, Mr. T. B. Andre offered a 100-guinea challenge cup for a ladies 200 Miles Race, in addition to his magnificent gold trophy for the major event, but, after consideration the Council turned down the offer with thanks. At the same time, there was a suggestion of a 'Tourist Trophy' for cyclecars, which it was decided to chew over and which, in fact, came to nothing, if only because cyclecars by definition were dwindling in numbers and popularity. At the end of the year, the club numbered over 800 members and counted a bank balance of £1,524 5s. 9d.

CHAPTER VII

1923-1926

EARLY in 1923 there was an expression of feeling among some of the non-racing members that the club was beginning to deviate from its original conception as a club for enthusiasts who wished to meet each other to talk motor cars and enjoy the occasional social run. There was at that time a great deal of discussion as to whether the club should open a country club. This gave rise to a letter in the *Gazette* from a member who was probably not alone in his views:

'Suggestions for novel events appeal to all amateurs . . . together with friendly little social events, such as dances, which were what I, perhaps foolishly, expected when I joined the Junior Car Club. It appears that our club has to choose between becoming a similar institution to the R.A.C. or a jolly band of fellow enthusiasts, such as the Northern and Yorkshire Centres appear to be. Don't let the J.C.C. fall between two stools. . . .'

The club was approaching, if not already at, a cross-roads. Membership was increasing, chiefly among competitions enthusiasts. Should they continue to expand or remain static and dwindle? The Council deliberated most seriously along these lines, very clear in their minds that the rising influence of the J.C.C. stemmed principally from the annual 200 Miles Race that had lifted them from the ranks of the general types of motor clubs into a position of national and international importance. The general feeling was that they must continue, following their destiny, for to halt now would mean stagnation and eventual decline. At the same time, it was appreciated that the social side of club life should not be neglected but developed side by side with its progress in the field of motor racing. Great things, they knew, lay ahead if the club were administered with vigour, foresight and wisdom, and that the old days of impromptu events and exhilarating runs through Surrey lanes had long passed, for their cyclecars, whether they liked it or not, had grown up into motor cars, if of the light and economical kind that was building an entirely new industry for the future.

F. Stanley Barnes put up the idea of a new Centre in Worcestershire, but that was shelved by the Council. Barnes, of course, was to become a well-known racing driver in sports-car events with Singer cars, together with his brother 'J.D.' and, after the Second World War, became manager of the R.A.C. Competitions Department for several years.

An important matter also had to be discussed concerning the club offices in London. The landlords demanded £10 per annum for electricity consumed. This was disposed of by suggesting that Percy Bradley, secretary, should find lamps of lower wattage, after which the Council would decide if the lighting was adequate. At this the landlords said they would settle for the new lamps plus £2. This was presumably agreed, for the Council settled back into tranquility and decided to move £1,000 of club funds from the bank to a branch in the country, where a better rate of deposit interest could be obtained.

New members that April included names that were to become well-known in the sport—Vernon Balls, the Amilcar exponent, Frank B. Halford, who designed and built his own Halford Special when he was not occupied with aero engines, George Newman, who drove Salmsons, Jack Dunfee, the drawling, elegant amateur who drove Bentleys and became one of the leading theatrical agents in the West End, and Capt. George Eyston who broke records of all kinds and took the World's Land Speed Record three times with his 7½-ton eight-wheeled 'Thunderbolt', raising it to the prodigious speed of 357.5 mph in 1938 after a duel at Bonneville Salt Flats with John Cobb.

Just the same, as new members came in, the Council realized that club subscriptions no longer covered the rising overheads of the growing club. The cross-roads had been reached. Now the sound finance of the J.C.C. depended chiefly on whatever profit could be made from events, in which the 200 Miles Race ranked of first importance.

Among other business, apart from routine affairs, that season, were the new Southsea Speed Trials run by the South-Western Centre in August, the scheme for special and advantageous insurance terms through Premier Motor Policies, arranged by Frank Bale for the benefit of the members, and a resolution to prune the after-dinner eloquence of speakers at the annual function, which were beginning to curtail the time left for dancing and more hilarious enjoyment of the occasion. Two other proposals came up towards the end of the year: to approach the R.A.C. on the subject of an Open Permit for a light-car (not cyclecar) race in the Isle of Man,

and to consider the idea of abandoning association with the R.A.C. (which gave members all the benefits of the R.A.C. touring services, their road guides and 'get-you-home' scheme at cut rates) and, with the slice of subscription thus saved, to provide a J.C.C. members service of the same kind—a somewhat tall order that daunted even the supporters when it was more carefully examined. Then came a suggestion from outside, to form a Federation of Motor Clubs, principally to give the country's clubs a stronger hand in dealings with the R.A.C. The J.C.C. very wisely decided to have no part in this scheme which quite obviously could lead to a breakaway from the recognized governing body and a descent into chaos.

An interesting advertisement appeared in the May issue of the *Gazette*:

'The Austin Seven. 65 mph with 747 cc. This is the Austin Seven in racing form, with two-seater body, stripped, bonnet straps and aero screen. It won its first race, the Easter Small Car Handicap, at 59 mph and finished at 65 mph, thus proving its speed and excellent construction. On 29th May the same car, driven by Capt. Arthur Waite, won the First Italian Cyclecar (750 cc) Grand Prix at 55.3 mph, faster than the 1,100 cc (7½ cwt) class winner. The best speed was 63.96 mph. Price, ex works, £165'.

A new phase in small-car racing was about to open. Gordon England entered an Austin among the first comers for the 200 Miles Race and met with such success that he went into business building the famous Cup Model, with its little bobbed tail and, at his works in the grounds of the British Empire Exhibition at Wembley, the pretty, sharp tailed Stadium models, thus transferring his allegiance from the air-cooled twin A.B.C.

More well-known drivers were joining the club—Hon. Brian Lewis (later Lord Essendon), Kim Peacock, the Lea-Francis driver, John Duff, the genial Irishman who won the Le Mans 24 Hours Race for Bentleys in 1924 with Frank Clement, Arthur Waite, who was to rise high in the Austin Company, Capt. C. G. Coe, whose Vauxhall 'Silver Arrow' was a Brooklands star, Glen Kidston, who won at Le Mans with Barnato and his Bentley in 1930, the year of the Birkin-Caracciola Bentley *v.* Mercedes duel, H. Beart, a Morgan expert, J. G. Parry Thomas, probably the best loved idol of the Brooklands crowds, who designed and built his own cars, broke the World Land Speed Record twice and was killed at Pendine trying again in 1927, and Tony Vandervell, builder in years to come of the Vanwall, which was the first British car to win the World Championship of Grand Prix Manufacturers in 1958. Thanks to the 200 Miles Race, the J.C.C. membership

now included almost every well-known British racing driver apart from a few who had no interest in 1,500 cc racing at that time.

The '200' of 1923 was run as one race with two classes—1,100 cc and 1,500 cc. The Talbot-Darracq team was not entered this time. In General Category the winner was C. M. Harvey (Alvis), at the remarkable average of 93.3 mph, Cushman's Bugatti second, J. A. Joyce's A.C. third and this new man, Eyston, fourth with an Aston Martin. In the 1,000-cc class Bueno (Salmson) came home first, Gordon England second with his little Austin, having, amongst others, a non-stop run, at 76.84 mph. Attendance was disappointing, with a gate of 5,288; in the parks were 1,149 cars plus 222 belonging to J.C.C. members and 96 three-wheelers, none of which did.

This chapter must not omit the recollection that it was in the year of 1923 that H. O. D. Segrave became the first Britisher to win the French Grand Prix. This triumph came at the wheel of a 2-litre 6-cylinder Sunbeam, on the Tours circuit, at 75.5 mph which he followed up in 1924 by winning the Grand Prix at San Sebastian with a supercharged model.

The Club Calendar of 1924 indicates the activities of the J.C.C. at this crucial stage of its evolution when there was little talk of looking over their shoulders at the past but only to the future:

8th March, opening rally, as usual, at the Burford Bridge Hotel, Dorking; 15th March, General Efficiency Trial; 22nd March, Northern Centre Rally; 5th April, South-Western Centre Half-day Trial; 12th April, Northern Centre Hill-climb; 26th April, Yorkshire Centre weekend trip; 3rd May, Spring Race Meeting, Brooklands; 24th May, Yorkshire Centre Colonial Trial; 14th June, South-Western Centre Hill-climb; 21st June, London to Manchester Trial; 28th June, Yorkshire Centre Hill-climb; 19th July, Yorkshire Centre Greenwood Cup Trial; 23rd July, South-Western Centre Gymkhana; 26th July, South Harting Hill-climb; 6th September, South-Western Centre Southampton to Exeter Trial; 20th September, 200 Miles Race.

In drawing up this fixture list, the Council again expressed its concern at the lack of support for purely social events and eventually decided to abandon the London-Manchester Trial which no longer attracted enough entries to make the heavy task of organization worth while. The list had shrunk to 33 in 1923, the Trade was no longer interested, for the route was too easy for modern machines, and the private owners were equally unenthusiastic. This attitude was observable in many trials of clubs throughout the country with the exception of the Motor Cycling Club's classics, for the London-

Exeter on Boxing Day, the London-Land's End and the London-Edinburgh were attracting more and more car owners. However, amidst these weighty problems, the members cheered themselves up with a new club badge. This remained as standard for the next 20 years—a diamond with the words Junior Car Club, superimposed on an oblong plaque crested with the initials J.C.C.

At midsummer the Northern Centre, based on Manchester, became, in response to popular demand, the Liverpool and North Wales Centre, embracing the territory of the older Centre, under the leadership of Mr. Phillpot.

The *Gazette* had now been appearing for three years and was still well supported by its advertisers. The Editor, Percy Bradley, printed his appreciation, mentioning the staunch support of Palmer Tyres, Dunlop Tyres, Ferodo Friction Linings and Anglo-American Oil, who marketed Pratt's Perfection Spirit.

Then member D. Chinery won the R.A.C. Six Days Trial with his Gwynne Eight.

In passing, among the influx of new members were the Earl of Cottenham, who taught the Metropolitan Police how to drive madly through London by night without hitting anything, and Humphrey Cook, driver of the well-known 30-98 Vauxhall 'Rouge et Noir' that appeared at most Brooklands meetings. Cook became the backer of the E.R.A. concern, formed in 1933 with Raymond Mays and Peter Berthon, who are now behind the B.R.M.

The 200 Miles Race that year was a gratifying success with a gate of 8,681 from the public, with 1,450 cars, plus 268 J.C.C. members, and the profit was of the order of £934 to swell the funds that stood then at around £2,800. For the first time the new 750-cc cars were recognized with a class of their own, a thing that resulted in eleven entries—ten Austins and a Vagova, which never appeared but, had it done so, would have turned out to have a 6-cylinder 745 cc engine of 49 mm bore and 64 mm stroke. The 1,100-cc class held eight entries, with three Salmsons and three of the ever-faithful Morgan three-wheelers and, in the 1,500-cc group were 31 cars, among them the 'Invincible Talbots' again (K. Lee Guinness, H. O. D. Segrave and George Duller and two of the little Marlborough Thomas's designed by Parry Thomas and never properly developed. Thomas, of course, was a famous engineer (Chief Engineer to Leyland Motors) whose brilliance verged on genius.

In the race, the Talbots again had it all their own way from start to finish, now at over 102 mph. Guinness won again, at 102.27 mph, George Duller was second (replacing Resta) at 102.25 mph and

Segrave third at 102.24 mph. The 1,100-cc winner was O. Wilson Jones with yet another Salmson victory, at 85.7 mph and Gordon England won the 750-cc class at no less than 75.6 mph, fourteenth in General Category.

That 200 Miles Race was unfortunately marred by a terrible accident to Edward Bradford Ware, the Morgan expert who was chief of the J.A.P. experimental department and an old member of the Cyclecar Club. In that race he had the fastest Morgan yet built, with a new overhead valve engine. Coming off the Byfleet Banking on full throttle the tread of the rear tyre stripped, locking the single driving wheel. The locked car spun out of control, smashing itself to pieces. Ware suffered shocking injuries which kept him a year in hospital and two more years convalescent. But he left class records, including 5 miles at over 83 mph, which were not broken for many years afterwards.

Then came the sad news that Count Zborowski had been killed at Monza, driving a Mercedes in the Grand Prix, recalling the sombre fact that his father had been killed on a Mercedes in the La Turbie hill-climb in the very early days of motoring.

In January of 1925 the Annual General Meeting was held for the first time in the salons of the Royal Automobile Club. The chair was taken by Dr. Low, for Jarrott was absent abroad, and when all the voting was done, the Council presented many new faces:

B. H. Austin, R. W. Billingham, A. J. Crump, S. C. H. Davis, F. J. Findon, A. R. Lindsay, L. H. Mills, W. H. Oates, H. O. D. Segrave, C. A. H. Mason, and the stalwarts of so many years, H. R. Godfrey, Charles Jarrott, A. M. Low, Gordon Offord, Hugh McConnell, Lionel Martin, B. S. Marshall and Archie Frazer-Nash. Frank Bale still presided over monies and balance sheets, Percy Bradley over the secretarial administration.

Moving forward as ever, the club regarded the General Efficiency Trial as having fulfilled its original functions and replaced it with the first High Speed Trial, for standard cars, on a 100-mile course made up of part of Brooklands Track and the rest round the internal roads, which were noticeably rough.

The novelty of the competition, which offered what was practically a road race to members driving their everyday cars, attracted eleven 1,100 cc tourers, twenty-two of 1,500 cc and seventeen sports cars which were eligible only if they were strictly as per catalogue and if a reasonable number had been produced—a first attempt to define what we now know as the Grand Tourer. Some very well known drivers entered at once. In the list were Alec Issigonis, today the B.M.C. designer of the Austin and Morris



PLATE I. The Beginning: Assembly of the Cyclecar Club, opening run, December 7, 1912, at Wisley Hut Hotel.



PLATE 2. Successful cyclecar: 1911 G.N. with Archie Frazer-Nash at the wheel and partner H. R. Godfrey.

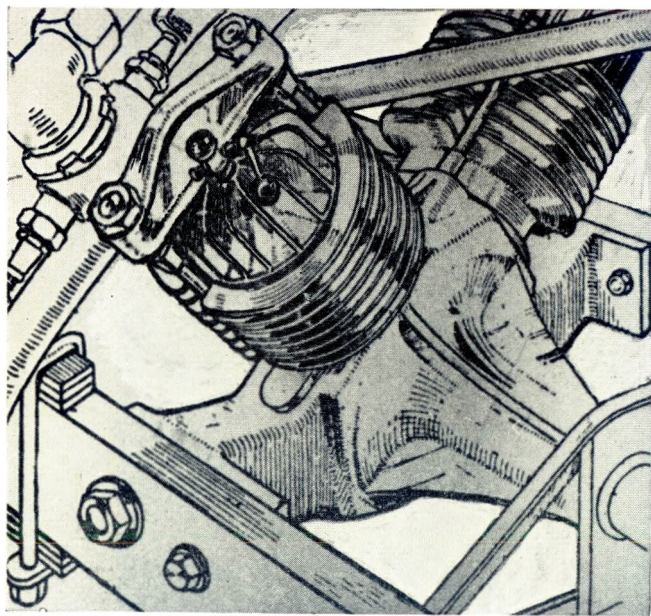


PLATE 3. 1913 G.N. engine of their own manufacture, air cooled, but now set across the frame.

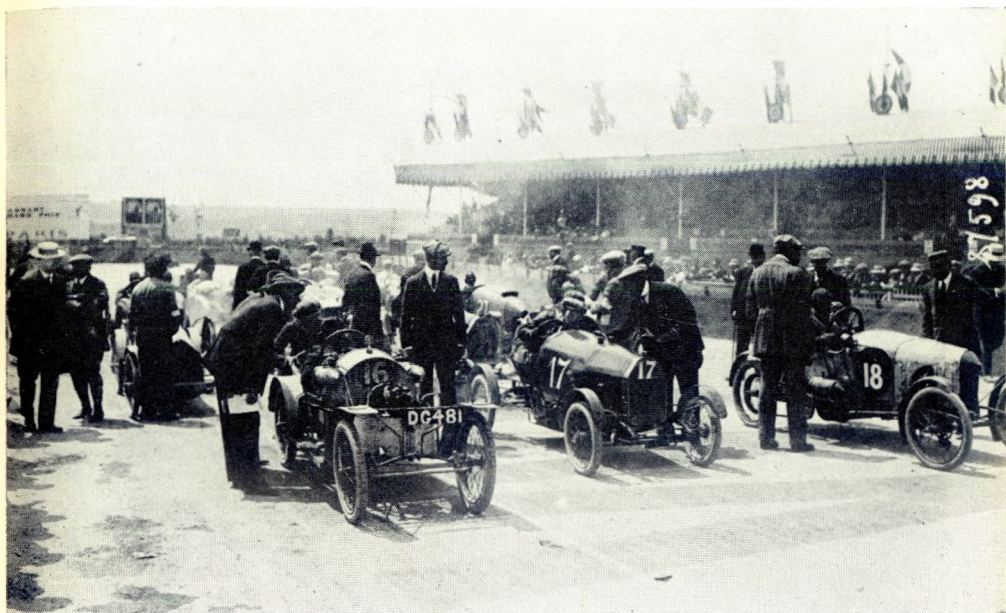


PLATE 4. Line up for the French Cyclecar Grand Prix, Amiens, 1913, with G.N. on the right.



PLATE 5. 1914: Frazer-Nash ('Kim' G.N.) at South Harting Hill-climb.



[Temple Press

PLATE 6. Brooklands 200 Miles Race, 1922: cars moving off to the start.

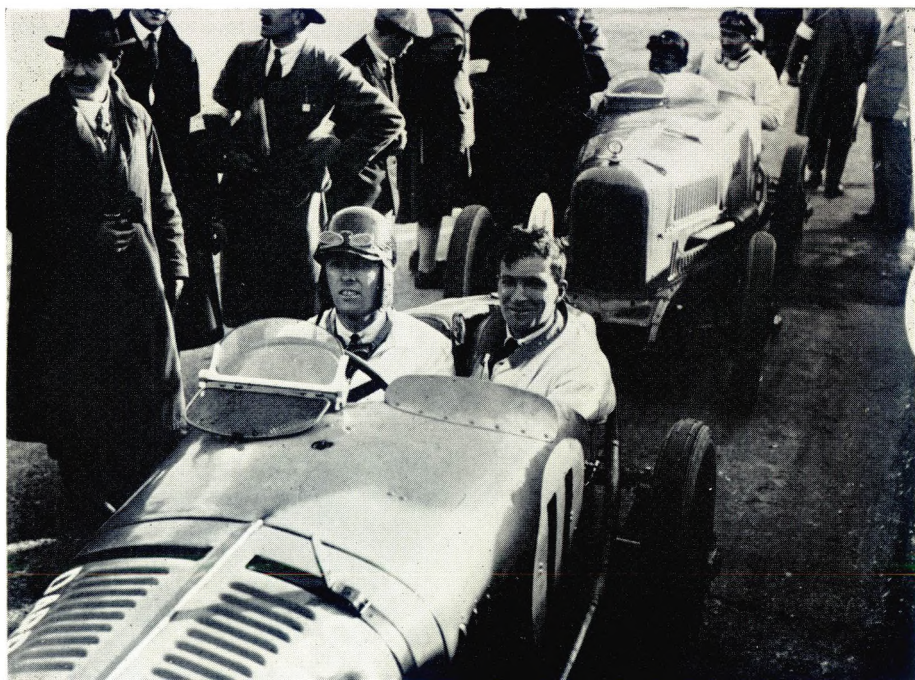


PLATE 7. 1925 200 Miles Race: Segrave and mechanic Paul Dutoit, in the winning Talbot-Darracq.



PLATE 8. 1925 200 Miles Race: the massed start of 34 cars from the Fork.



PLATE 9. 1926 200 Miles: Densham's Bugatti leads two Salmons out of the artificial corner.

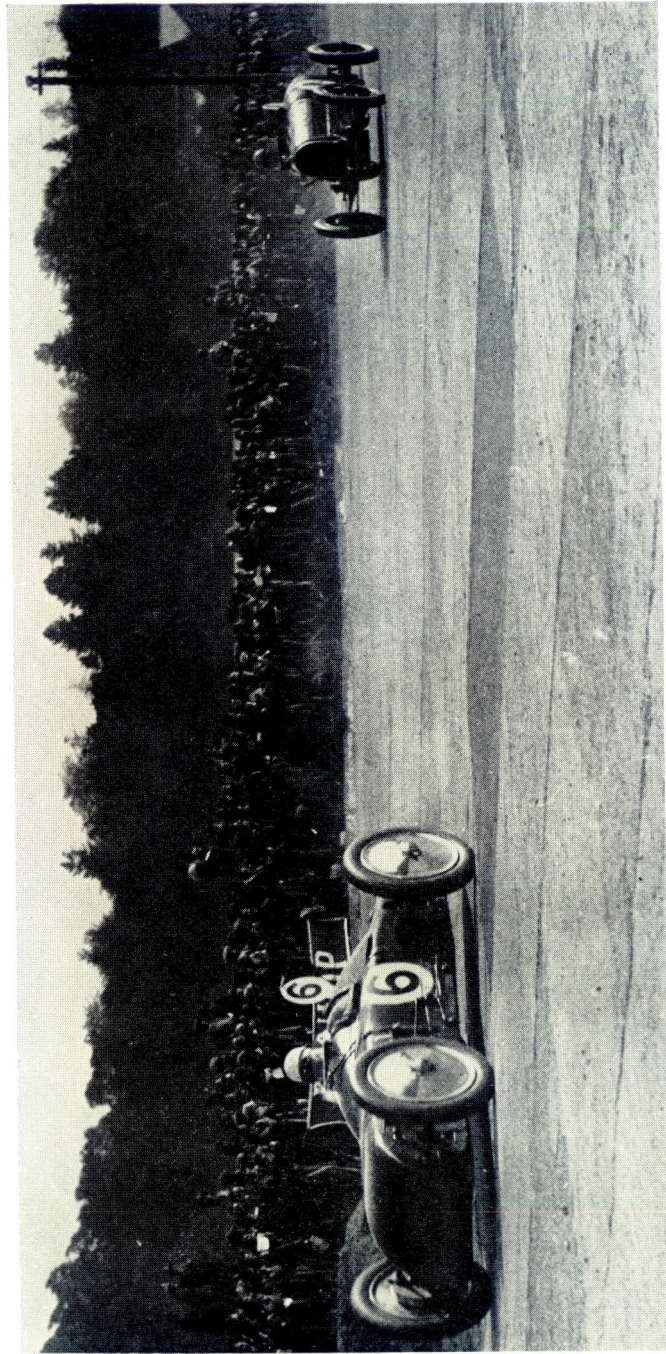


PLATE 10. 1926 200 Miles: Parry Thomas's 'Special' leads a Bugatti into the Chicane in the Finishing Straight.



PLATE 11. 1930 'Double Twelve': Barnato in a massive 6½-litre Bentley swoops high on the banking.



PLATE 12. Club party on a visit to Fort Dunlop, 1931—one of many visits to places of interest.



[Sport and General

PLATE 13. 1932 Thousand Miles Race: winners Mrs. Elsie Wisdom (right) and Miss Joan Richmond in their Riley.



PLATE 14. 1934 International Trophy: Whitney Straight, winner, congratulated by the Hon. Brian Lewis (second).



PLATE 15. 1933: Group of J.C.C. officials—H. R. Godfrey, Eric Findon, Frank Bale, Lionel Martin, Hugh McConnell, L. F. Dyer.



PLATE 16. The Earl of March (now the Duke of Richmond and Gordon, the Club's President) in his racing days at Brooklands.

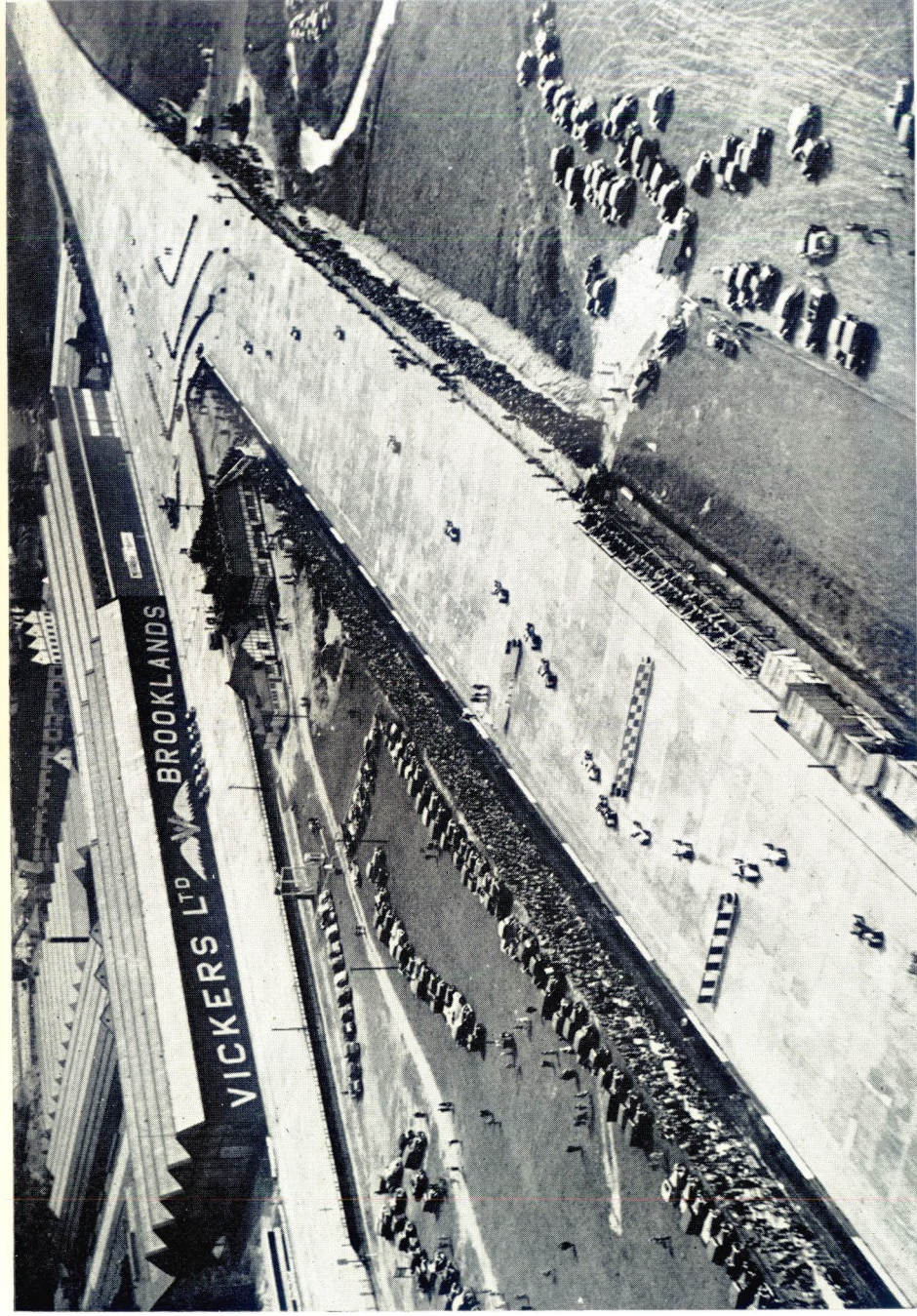
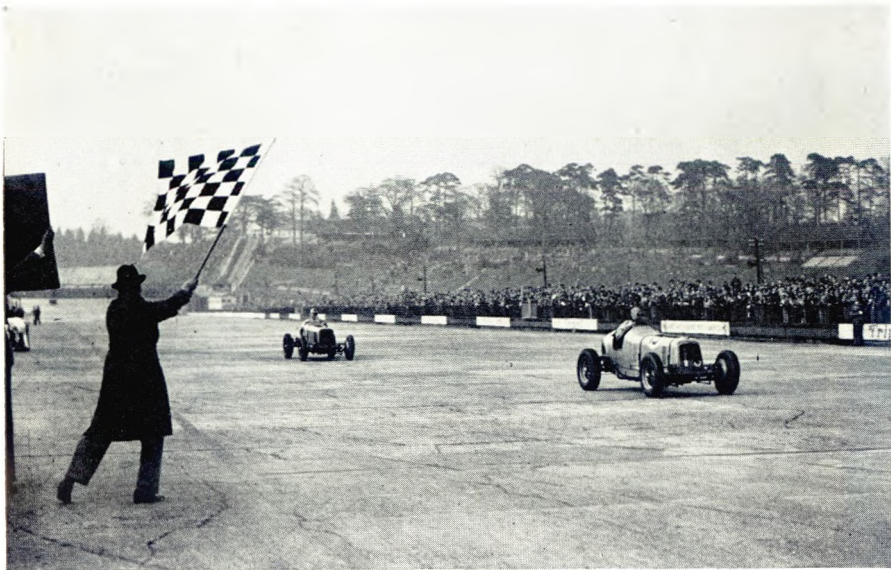


PLATE 17. 1936 International Trophy: lay-out of the 'handicap channels' at the Fork.



PLATE 18. 1936 International Trophy: Raymond Mays (E.R.A.) loser by one second.



[*The Motor*

PLATE 19 (a). 1936 International Trophy: the finish. 19 (b) Below: 'B. Bira', winner, and Raymond Mays.



[*The Motor*

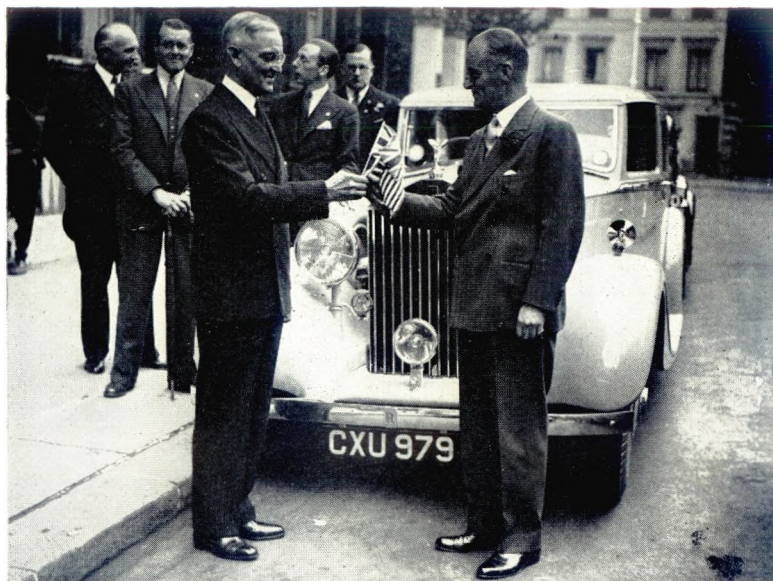


PLATE 20. 1936: Mr. R. W. Bingham, U.S. Ambassador (left), with Sir Malcolm Campbell on the eve of the first Rally to U.S.A. and Canada. Behind (L to R): Gordon Offord, Alfred Logette, L. F. Dyer, Graham Lyon.



[*Sport and General*

PLATE 21. 1936 200 Miles, Donington: (L to R), L. F. Dyer and drivers 'Bira', Rayson, Lord Howe, Mays and Seaman.

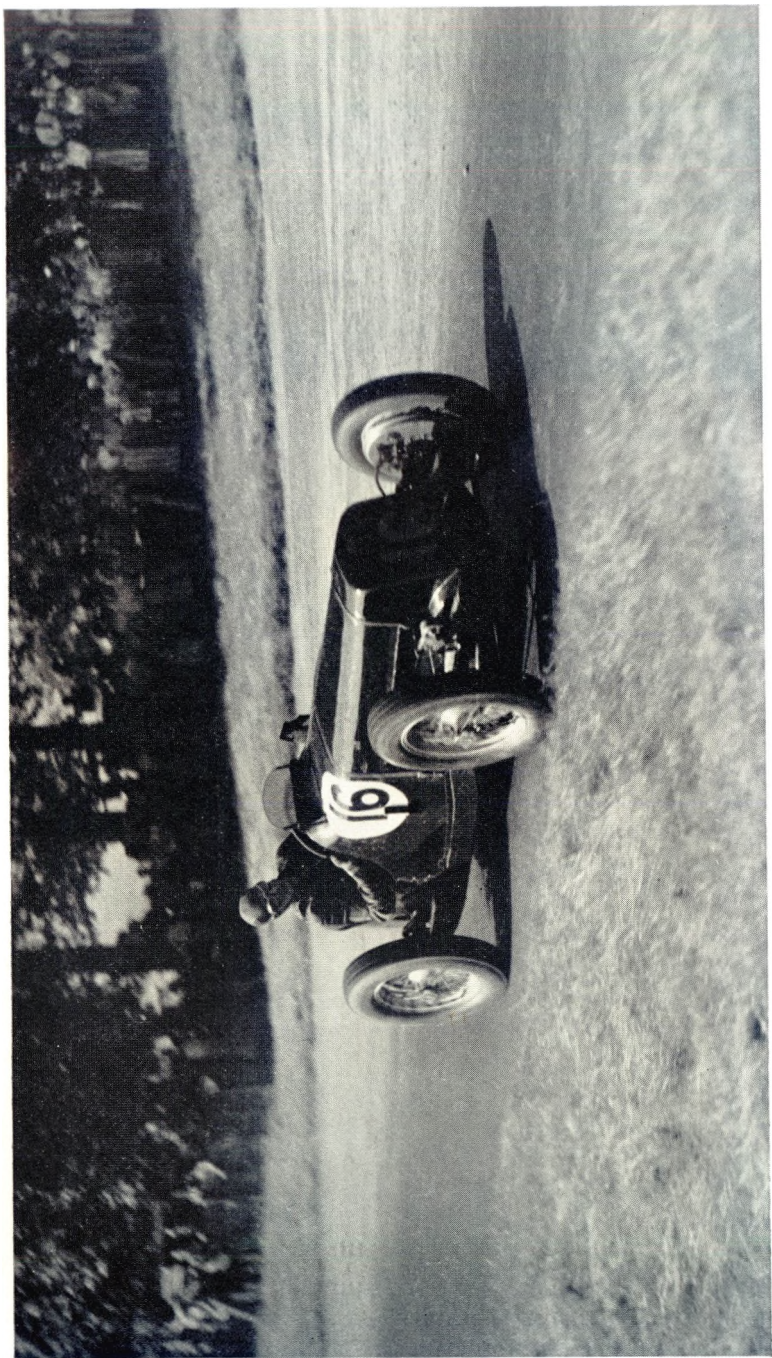


PLATE 22. 9th '200', 1936: winner Dick Seaman (supercharged straight-eight Delage, of 1927).



PLATE 23. 1936 '200'; Seaman with Lord Howe.

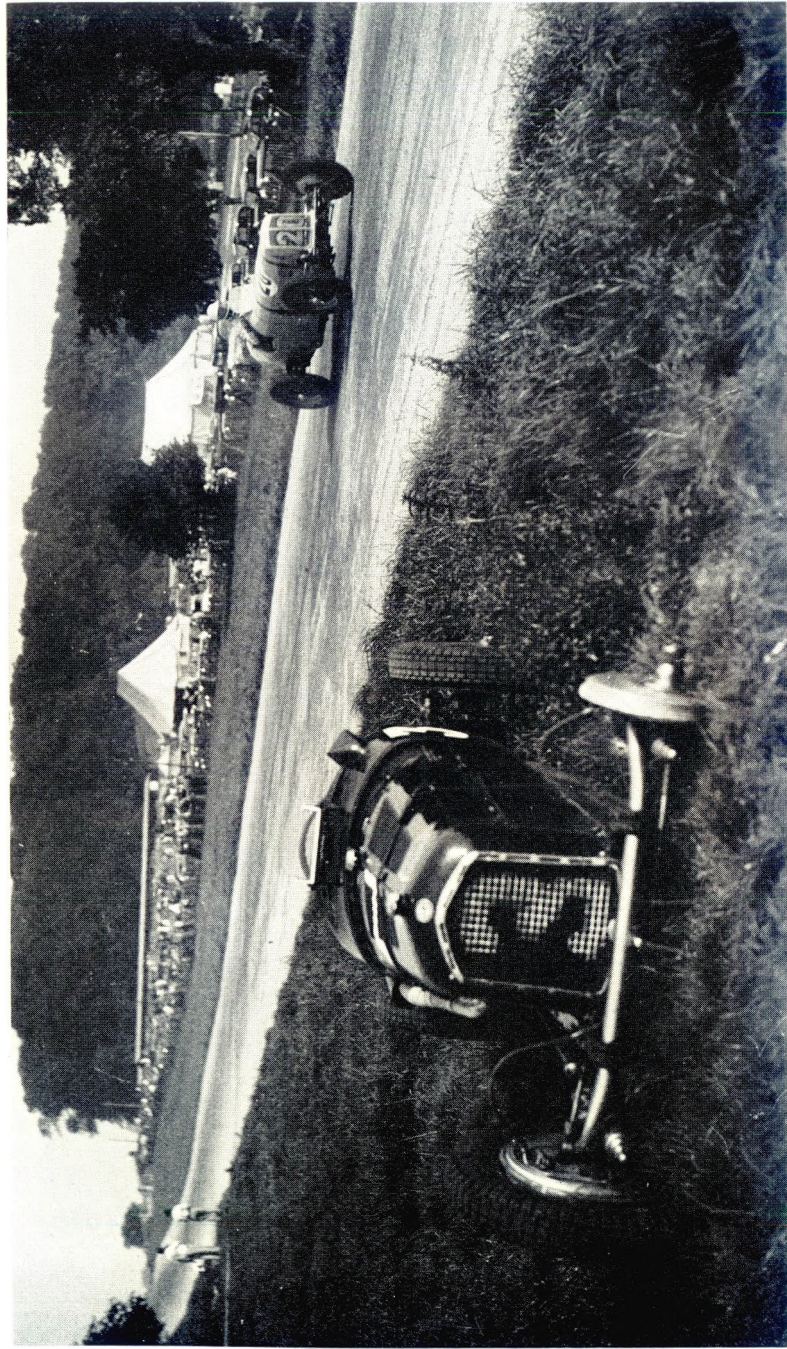
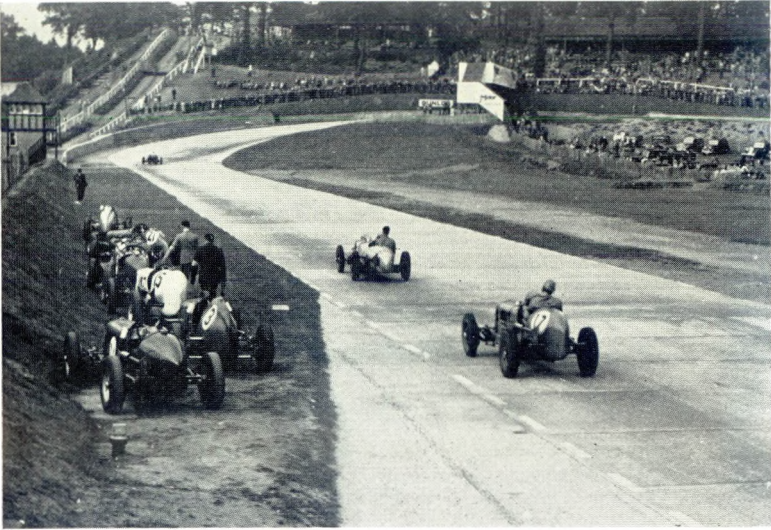


PLATE 24. 1936 '200'; Austin Dobson's P3 Alfa-Romco short of one wheel.



[*The Motor*

PLATE 25. 1938 '200' on the Campbell Circuit, Brooklands. Left: mortuary of many hopes.



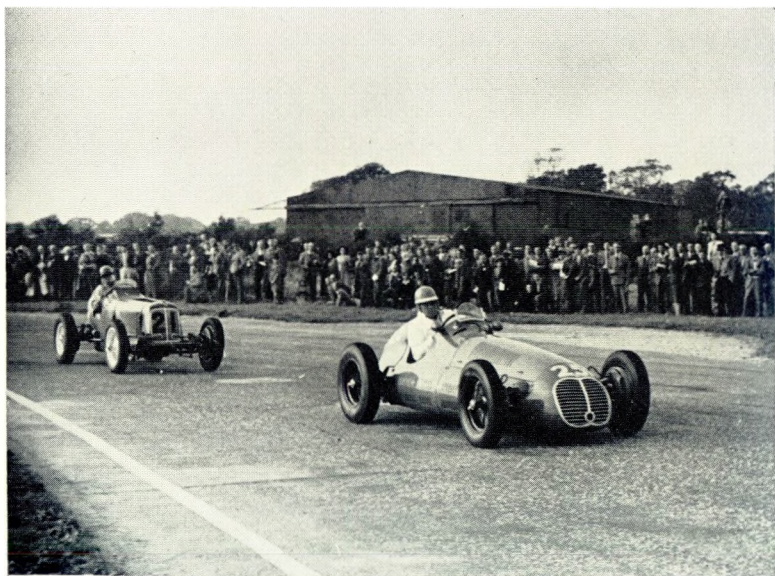
[*The Motor*

PLATE 26. 1938 '200': where the Campbell Circuit crossed the Finishing Straight.



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PLATE 27. 1947: First Jersey Road Race—one minute to go.



[The Motor

PLATE 28. 1948: Goodwood Trophy—Parnell in the winning Maserati.



PLATE 29. 1950: Fourth Jersey Race—Sir Alexander Coutanche, Governor, greets drivers (L to R) Joe Kelly, David Murray, Reg Parnell, Peter Whitehead, Philip Fotheringham-Parker. On right: Lord Howe.



PLATE 30. 1950 Jersey Race: the start—(L. to R.), Harrison and Gerard (E.R.As), Whitehead (Ferrari), and Hampshire (Maserati).

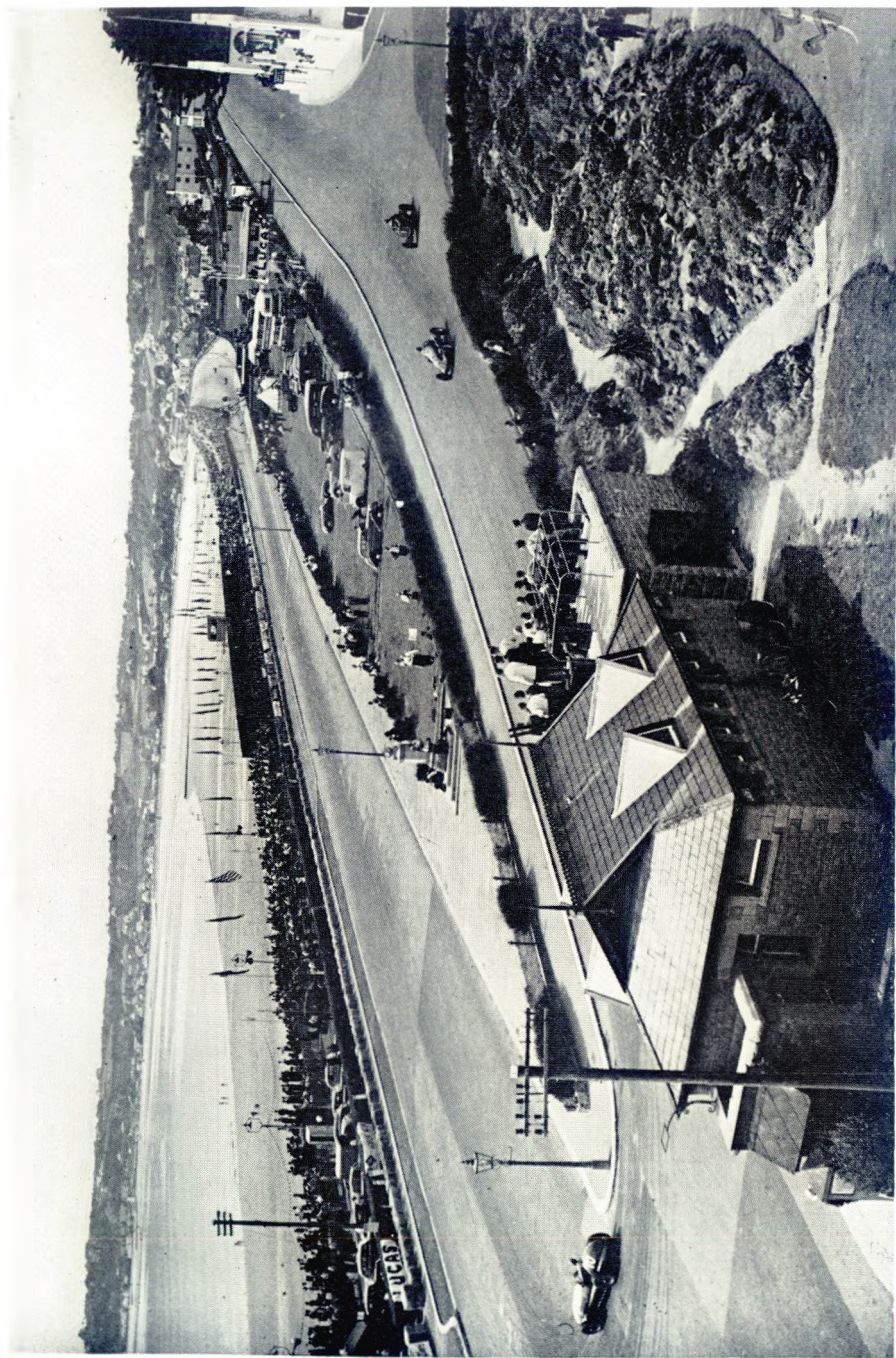


PLATE 31. 1951 Jersey Race: the Hairpin, Whitehead (Ferrari) in the lead.



PLATE 32. Night scene at the Nine Hour Race, Goodwood 1952. Nine Hour Races were also held in 1953 and 1955. These occasions were the first on which after-dark racing had been seen in England.

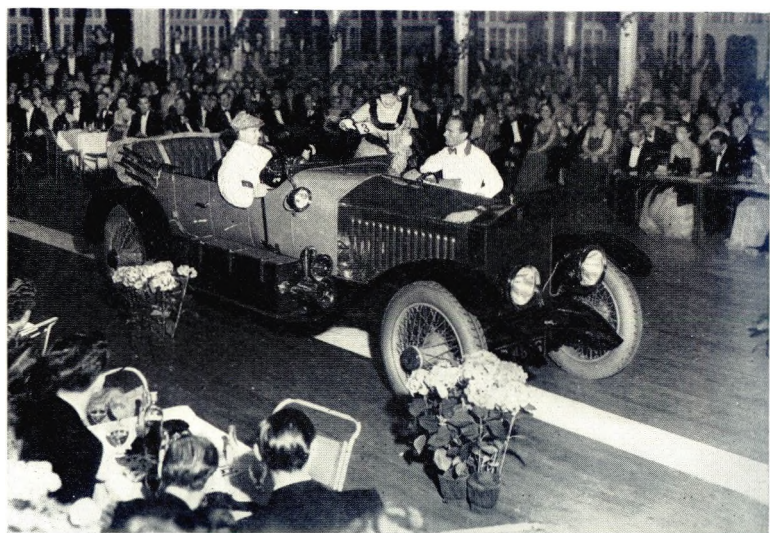


PLATE 33. Midnight Concours d'Elegances in the Winter Garden Ballroom were among the highlights of the Club's social activities during the 1950's held in conjunction with Eastbourne Rallies.



PLATE 34. 1955: British Grand Prix, Aintree—Mercedes take the lead.

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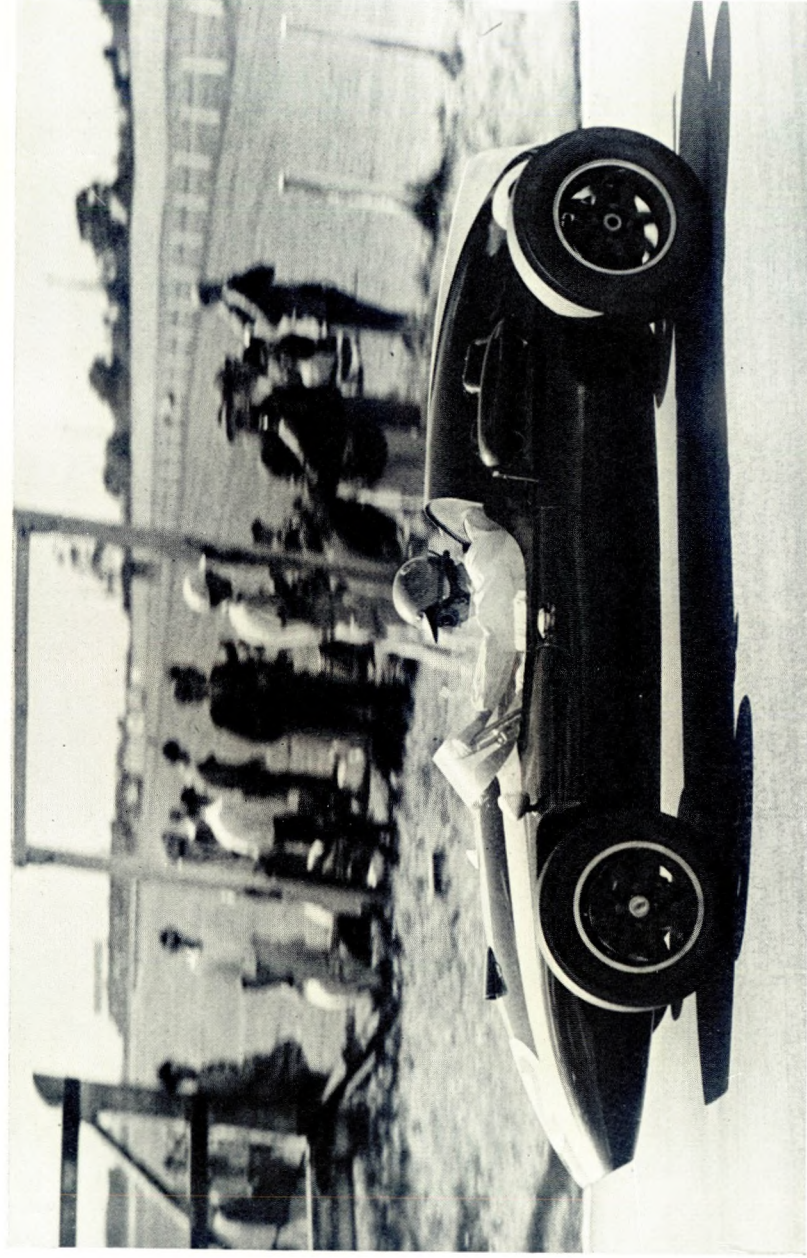


PLATE 35. 1959: World Champion J. Brabham (Cooper) leading at Aintree in the British Grand Prix.

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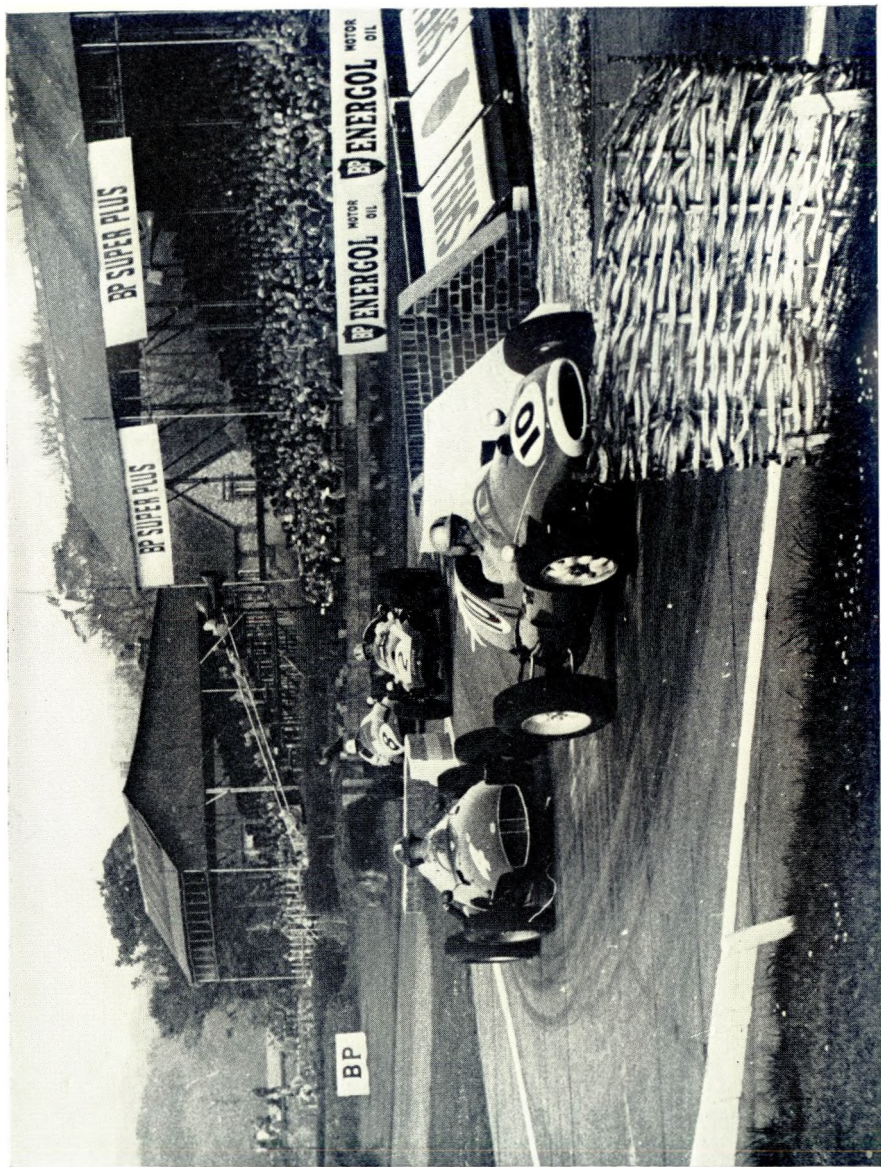


PLATE 36. Goodwood: the 'Chicane' or Paddock Bend.



PLATE 37. A. Percy Bradley, General Secretary 1919-1929



PLATE 38. L. F. ('Bunny') Dyer, Secretary 1929-1936.



PLATE 39. Capt. Archie Frazer-Nash, Councillor and founder member.

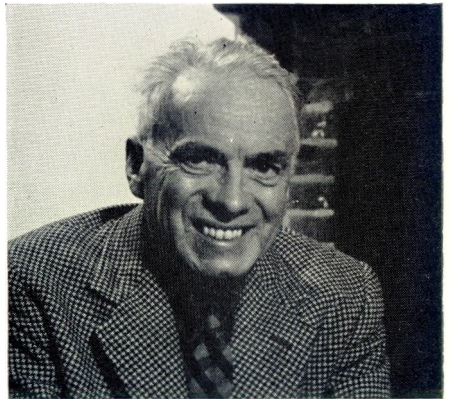


Photo: Patrick Benjafield

PLATE 40. H. R. Godfrey, Councillor and founder member.



PLATE 41. Alfred Loette, hon. legal adviser 1919-1959.



PLATE 42. Major Frank H. Bale, Hon. Treasurer, 1919 to the present day.

PLATE 43. H. J. Morgan, General Secretary, 1936 to the present day.

[Photos: Ted Lewis]





PLATE 44. 1961: Start of the British Grand Prix, Aintree, in the rain.



PLATE 45. The 'Le Mans' start of the R.A.C. Tourist Trophy race organized by the Club at Goodwood, 19th August, 1961. *[Photo: Ted Lewis]*

'minicars', Donald Healey, at that time running a garage in Cornwall, H. J. Aldington, still head of the Frazer-Nash concern, Vernon Balls, C. M. Harvey, J. A. Joyce, L. G. Hornsted now driving a Mathis, in some contrast with his massive Benz, Victor Bruce (as always, with an A.C.), Brian Lewis, W. E. Humphreys, the Amilcar racing driver, George Newman, J. C. Douglas and Sammy Newsome, all familiar figures at the track.

It appeared that there was the possibility of closing roads round Oliver's Mount, at Scarborough. The Council lost no time in opening negotiations with the Mayor on the subject of a road race. At the same time, while on the subject of racing, for the first time three-wheelers were no longer eligible for the 200 Miles Race, nor for the High Speed Trial, although, of course, they were accepted in B.M.C.R.C. meetings at Brooklands.

An item of Council business that caused a certain amount of concern was an appeal from the Brooklands Automobile Racing Club for financial help in fighting the action brought by certain disgruntled Weybridge inhabitants who were seeking to have the track closed on account of the noise. The possibilities were worrying, but it did not seem that there was a real risk of the track closing unless the obdurate inhabitants refused all reasonable compromise, for the answer was obviously some form of silencer. It was eventually decided to contribute £100 to the fund. There was an abundance of business to keep the Council occupied at their monthly meetings, which were remarkably well and steadily attended. There were congratulations for Gordon England on being declared Champion of France for exploits with his Austin at Montlhery.

Early in 1925 Percy Bradley decided he was unable to devote as much time to Club affairs and 'Bunny' Dyer (now, of course, chairman of the Council) was appointed assistant secretary with authority to employ a junior who turned out to be H. J. Morgan. It was decided that the matter of a London Club House, which was being continually raised in some quarters, was not practicable, but that a Junior Car Club publicity stand at the Olympia Motor Show very certainly was, and the matter was put in hand, for, as the secretary warned, membership was static that season.

An important and far reaching idea was adopted for that year's 200 Miles Race.

For the first time it was decided to erect an artificial corner, to reproduce something of the nature of a Continental road race into an event at the track, a thing that had never been done before, but which was extended (and imitated) in the years ahead. This time there was to be a barrier at the Fork, where the cars came off

the long Byfleet Banking towards the flat, right hand curve past the Vickers factory. The drivers would then corner to the left into the mouth of the Finishing Straight, turn a U-turn half-way to the Paddock, return to the Fork and corner left again to attack the steep Members Banking. It was realized, of course, that this would reduce the lap speeds, but as the 100-ft width of Brooklands dwarfed all speeds anyway, this loss was written off against the increased excitement of seeing the drivers cornering, something not witnessed before.

The race was another J.C.C. success. Nearly 11,000 paid for admission, plus 365 club members, and saw a fine race, although the speed was slashed by over 23 mph or 22.9 %. Winner was H. O. D. Segrave, at 78.89 mph, with his team mate Count Masetti second, breathing down his neck only 1.8 seconds behind, both on Darracqs again. Jules Goutte, with a supercharged 1,100-cc Salmson came in third, 10 miles an hour slower. After all was over, Malcolm Campbell wrote to the club:

'I feel I must write you a few lines to heartily congratulate the club on the great success of the 200 Miles Race. I do really think that our club is to be most highly congratulated on such go-ahead methods, and moreover, the J.C.C. has done far and away more to popularize motor racing than all the other organizations in this country put together . . . my one regret was the fact that I could not compete, as I would have given anything to have taken part in this most interesting race.'

Merely the truth, for the ordinary public were shown real motor racing in contrast with the usual periodic meetings of the B.A.R.C. with their series of handicap events for a few laps each, even if the speeds were higher. Up to this time, as one enthusiast put it, 'motor racing was something that took place abroad'.

Something of a tempest, typical of club life, blew up in Council at the September meeting. The discreet minute on the subject stated: 'Mr. B. S. Marshall spoke on the subject of a complaint against the driving of Major Segrave on the Darracq. The Council were, however, satisfied that Major Segrave drove in accordance with the instructions given and, on being informed of this fact, Mr. Marshall stated his desire to resign from the Council. Mr. Marshall then left the meeting.'

In fact, he stormed out and banged the door, as they say, after which 'the whole matter was allowed to lie on the table', this being a highly diplomatic and successful method of dealing with awkward affairs that the Council had got around to quite early in their existence. Mr. Marshall, it may be noted, had retired from the

race with his Brescia Bugatti at about half distance. There seems to be no record of any protest against the Major (which must reach the Stewards of the Meeting within half an hour of the finish) so it would appear to have been a little improper for the angry Mr. Marshall to raise the matter a month later in Council and 'on the record'.

During the winter meetings, the Council abandoned the project of a race in the Isle of Man, pressed on with the plans for a J.C.C. club room at Brooklands, proposed a long-distance race for what amounted to standard production cars on the Outer Circuit, deplored the continued apathy of so many club members and reported an attendance of 486 at the annual dinner, held at the Connaught Rooms in London. It is also recorded that Mr. Marshall recovered his good humour, returned to his Council duties and by-gones were allowed to be by-gones, as was right and proper.

The year 1926 opened with a membership roll of 880, but E. L. F. Mucklow, of the Northern Centre, reported the melancholy fact that unless their members took more interest in Centre activities it would be better to wind it up, for there had been no entries for any kind of event.

Dr. Low was elected Chairman, Frank Bale Vice-chairman and, replacing Charles Jarrott and A. R. Lindsay on the Council were E. Hancock and C. M. Harvey to complete the eighteen councillors. There were now three major racing events on the calendar — the Members Meeting, in Spring (17th April), the Production Car race in July and the 200 Miles in September, in which race it was decided that mechanics should no longer ride with their drivers, thus falling into line with the A.C.F. Grand Prix ruling of 1925, although the cars were still required to carry two full-sized seats and mirrors, for one of the mechanic's duties had been to tap his driver on the shoulder whenever a faster car came up behind. The High Speed Trial was down for June and the only Centre event, the South-Western Southampton to Exeter Trial, was scheduled for the first week of September. The Club was becoming more and more a body of racing enthusiasts and less and less a club for social runs and picnics, although several visits to factories and similar places of interest were still organized and well attended.

The J.C.C., the leading racing club outside the B.A.R.C., was by no means the only club organizing racing events. In the calendar for 1926 the B.A.R.C. had meetings of short races on handicap at Easter, Whitsun, in July and September. The R.A.C. issued regulations for the first British Grand Prix, at Brooklands, with artificial corners in the J.C.C. manner, for it had been demon-

strated that a road racing flavour could be introduced at the track. The Essex Motor Club, whose Six Hours Race for sports and touring cars had become an important event, had three meetings at the track, the Surbiton club had another and the M.C.C. staged a High Speed Run of their own. Up and down the country there were hill-climbs held by the Sutton Coldfield and North Birmingham A.C., more familiar as 'Sunbac', the Midland A.C. at their Shelsley Walsh venue in June and September, and events held by the South Wales A.C. and the Midland Cycling and Athletic Club's motoring section. Racing on sands was gaining in popularity. The Southport club held several meetings that summer, and there were meetings at Saltburn and Skegness. Speed trials, too, were in the picture, with events at Lewes (Brighton and Hove M.C.), Madresfield (Worcestershire M.C.), and Pendine Sands, among others.

J.C.C. members were prominent in most of these events, for most of them were naturally members of other clubs. Three members loomed large that year in the International field of the World Land Speed Record. Malcolm Campbell, with the 240 hp aero-engined 18-litre Sunbeam had taken the record on Pendine Sands in 1924 at 146·16 mph. In 1926 he was out again and raised the record for the first time in history to 150·87 mph. Then, approaching the task from a new angle, Segrave used a V-12 4-litre Sunbeam racing car and, on the sands at Southport, pushed it up to 152·33 mph. Parry Thomas, with his great, chain driven 'Babs', with Liberty aero-engine, recorded 169·3 mph and then 171·02 mph at Pendine, thus adding a staggering 20 mph to the record since the season opened.

Now, as certain high-speed tuning and modifications were permitted in the Standard Car race, it was laid down that all the cars should be entered as 'Specials' so that any publicity afterwards would not be misleading to the public.

This was the year of that ominous and ugly General Strike that ended in May amidst universal relief. During that anxious time between 20,000 and 30,000 car owners, including many J.C.C. members, enrolled under the R.A.C. volunteer scheme, and many of them were engaged in emergency (and frequently dangerous) duties.

The new club room was opened at Brooklands, in the Paddock, that March. In July the High Speed Trial was duly run with 48 starters, of whom 12 did what was required and won gold medals, and in a separate class labelled 'Specials', 4 more received special silver medals but the cars they drove were not mentioned, possibly under the ruling: 'no names, no pack drill'. In the middle of the month the Production Car race was held with some success, won by

H. E. Hazelhurst (1,100-cc Salmson), averaging 62.9 mph for the 3 hours. Second was G. W. Bagshaw (1,500-cc Frazer-Nash, as the G.N. had now become), at 61.7 mph and third, Vernon Balls (1,100-cc Amilcar), at 60.5 mph. F. H. Boyd-Carpenter's Austin Seven—driven by C. Walther—finished seventh, irrespective of class, at 51.2 mph.

There were only 17 starters, of whom eight survived, and, although the racing was good, the spectacle was not, and so few spectators paid for admission that there was a financial loss on this event.

In time for the '200' new members were Paul Dutoit, Georges Casse, André Morel, Giovanni Morandi and Ferdinando Minoia (winners of the first Mille Miglia with an O.M. a year later), and L. C. Rawlence, who handled the O.M. car in this country.

The race was now endowed with £500 as first prize and was run on an entirely new course cutting out the Members Banking. The cars turned down the Finishing Straight, where the pits were set up, went through a fairly fast S-bend of sandbanks, swung left onto the end of the Members Banking and so down the Railway Straight, round the Byfleet Banking back to the Fork and the Finishing Straight. This was to be covered 73 times to make the 200 miles required. There were three classes—1,500 cc, 1,100 cc and 750 cc for the Austins. The International competition came from the team of three O.M.s, new to this country, and the three Talbot Darracqs in the 1,500-cc class, three supercharged 6-cylinder Amilcars and four Salmsons in the 1,100-cc class, and among the British entries was a new supercharged 8-cylinder Alvis for Major Harvey, with front-wheel drive.

Segrave was a winner for the third time, at 75.56 mph. Albert Divo behind him on another Talbot, Harold Purdy's Bugatti third and one of the Amilcars (C. Martin) fourth, at 66.65 mph. The Talbot's were the new, very pretty model with long, low sloping radiators, built to the new International Formula of 1,500 cc—*light cars!* Sixteen finished, 22 retired. This was the best race of the series to date. There was a record gate of 10,853, with 518 club members, plus 1,798 spectators in the Special Enclosure. The public address system, now with 32 loudspeakers around the enclosures and grandstand, operated through 12 miles of wire, were a great improvement. It is perhaps curious that the caterers reported a decline in the demand for beer.

It was after this meeting that Gordon England, who won the 750-cc class with his Austin at 58.3 mph, announced that he was retiring from active racing.

That November, there was an amusing advertisement in the

Gazette; it is remarkable how copy-writing for advertisements 30 years ago (and even more recently) strikes a note of hilarity today in its ingenuous simplicity:

'Taxi Second in International Six Hour Race—Madrid, 24th October.

'Plying for hire in the streets of Madrid is a 750-cc taxi which, on 24th October, gained second place in the International Six Hour Race on the Alcorcan-Mostolos and Villaviciosa course, in competition against a number of special racing cars of very much greater engine capacity.

'Moreover, this car was actually being used for public service only three days prior to the race. . . . We need scarcely say that the car in question was an AUSTIN SEVEN—just the ordinary touring model.

'The winner of first place in the race—the taxi's only conqueror—was ANOTHER Austin Seven, a 750-cc Brooklands model.'—Austin Motor Company Ltd.

Well, well!

Impelled by the success of the 200 Miles Race, the Council booked Brooklands again on 15th October 1927, in which year the International Formula was again to be 1,500 cc, which had always been the capacity limit observed by the J.C.C. and had been recognized as the maximum engine size for voituresses. It is interesting that 35 years after the first 1,500-cc Grand Prix of the A.C.F. the wheel turned full circle, and the Formula for 1961 was again for cars of 1,500 cc, but now without benefit of supercharging or special racing fuels.

That Autumn the Trojan car, of unconventional design, was on the market, built by Parry Thomas's old firm, Leyland Motors, of Leyland, Lancashire. This was the chain-driven, solid-tyred, two-stroke Trojan. Its arrival was underlined by a drive by three Ceylonese gentlemen from Singapore to London—a matter of over 6,000 miles—with no advance planning and no spares but completed as scheduled. This remarkable car was on offer at £125 with solid tyres or £130 with pneumatics.

At the Autumn Council Meetings, among other routine matters, they discussed the new project for a road racing circuit on the Downs behind Brighton, in which member C. L. Clayton was a prime mover on behalf of the Brighton and Hove Motor Club. The scheme was well planned and had much local support, as an additional attraction to the resort, but there was even more opposition on the grounds that a motor course would destroy the peace and beauty of the countryside and, after long negotiations, the plan,

like several others at the time, fell through. Parliament, which had been approached more than once for a Bill to permit the closing of suitable roads for racing, then as now steadfastly refused to do anything of the sort and the search had to be continued for private ground and the required finance. It was not until 10 years later that both requirements were met at Donington Park, near Derby, but this circuit, which could have been one of the finest in Europe, disappeared, with Brooklands, as a casualty of war.

The annual dinner, like the 200 Miles Race, proved the most enjoyable of the series. Over 600 members applied for tickets, but only a fraction could be accommodated at the Connaught Rooms, where, that December, 498 members and guests took their seats. In some contrast with the annual dinners of these days, when over 1,000 dine and dance, the menu provided a meal of nine courses with 'a sorbet in the middle, an idea imported from abroad'. 'Two pretty maidens, arranged in specially-designed J.C.C. costumes and bearing baskets laden with presents, made their way through the throng towards the chairman (Dr. Low, looking suitably embarrassed), spotlights picking out their steps to the accompaniment of music. Every lady and every gentleman had a present—a Coty powder compact and a Treasury-note case respectively.

'Then cutlets, pheasant pie and turkey, all with sumptuous sauces, followed by a wonderful affair of ice and peaches, a cup of coffee and a liqueur if you felt so inclined. Three short speeches. . . . The electrical effects were excellent.'

On behalf of Huntley Walker, entrant of the Talbots, Major Segrave received the Andre Gold Cup. There is in the *Gazette* a cryptic remark of some interest: 'the girls were pierrettes without skirts', which, if this was the aforementioned J.C.C. costume, was merely one more mark of the Council's genius for enterprise and novelty in all things. In any case, the function was voted the best yet which 'was saying a great deal'.

If some of our present members are uncertain as to what a pierrette wore, we may explain that it was usually a sort of dunce's cap with bobbles, a pyjama top with bobbles and a ruff for a collar, and in the ordinary way frilly short skirts for ladies and pyjama trousers for the males. The term 'pierrot' arose because these were normally concert parties appearing in the pavilions on piers around our coast resorts.

So the year ended on a wave of success but without financial gain. Out of a turnover of almost £3,000 the profit margin was only £61 2s. 4d.

Because the first British Grand Prix of the Royal Automobile Club of 1926 pushed the 200 Miles Race into October, for it was run on 7th August at Brooklands, and because most of the competitors were members of the J.C.C., the event must be noticed in this volume. The day was perfect, warm and clear. The cars went in procession, slowly, to draw up in line abreast on the wide area where the end of the Finishing Straight opened out onto the Members Banking. The course ran down the Railway Straight, round the Byfleet Banking, and back down the Finishing Straight through artificial corners in the J.C.C. manner. It was a meagre field, typical of the times, with but nine cars, including the sloping-radiator Talbots and the new straight-eight twin-supercharged Delages. At the fall of the flag all three Talbots darted ahead, led by portly Albert Divo. At the end of that lap, as the cars came snaking through the corner in the straight, Moriceau pulled his Talbot to the side, its front wheels sagging sadly inwards, its axle snapped in the centre. Earlier that summer, at San Sebastian, the Delages had burnt their drivers' feet badly, owing to the exhaust manifold and pipe being too close to the cockpit. Nothing had been done (or indeed, could be done) and the same trouble began again at Brooklands. The drivers were in and out of the pits, soaking their feet in water. Robert Benoist's car was openly on fire, flames belching from the bonnet and smoke billowing from his cockpit where the floorboards were burning and the pedals glowing red. When the soles of his shoes burnt away he gave up in agony and handed this literally hot-seat to the French amateur Andre Dubonnet who was in the pit as a spectator. This keen gentleman in an elegant lounge suit, snatched up a pair of goggles, leapt into the car and drove it back into the race.

The Talbots were not trouble-free either, their wheels dithering when the brakes went on, and they were misfiring as well. Pit stops changed the picture and put Louis Wagner's red hot Delage into the lead, where it was being rapidly overhauled by Major Halford's self-designed Special until its transmission broke, leaving the pursuit to Campbell's Bugatti. He began to close the gap fast, but too late. Wagner won the race in great pain, in the Delage he took over from Robert Senechal when he could stand no more of it, at an average of 71.6 mph. Campbell 10 minutes behind and, 8 minutes later, Dubonnet in third place. No others finished at all. Fastest lap went to Segrave's Talbot at 85.99 mph.

Taken all round, not quite the sort of spectacle to attract and hold a big crowd.

CHAPTER VIII

1927-1930

WHEN the Annual General Meeting met in late January, 1927, with 50 members present, membership stood at 951, producing a subscription of nearly £1,200, but the profit on the workings of 1926 was £130 down, due to a series of steady losses:

	£	s.	d.
Production Car Race	1	15	4
Annual Dinner	32	10	11
High Speed Trial	73	5	4
Rallies	83	11	5
Children's Picnic	20	16	6

and against this total of £211 19s. 6d. was a matter of £448 1s. 1d. profit on the 200 Miles Race and a scrape-through of £2 6s. 4d. on the Spring Race Meeting. All of which suggested that the ordinary kind of event for the enjoyment of members who took no part in races where there was, of course, a strong Trade element, reflected the lack of interest. This had already killed the Northern Centre which was disbanded by the Council at the first meeting of the year. Another matter that gave rise to foreboding was the fact that the only Brooklands date left available for the '200' was in October, during Motor Show week which might affect the gate very badly, quite apart from the likelihood of unfavourable weather at that time. Two steps were taken, however, to meet the club's situation: two sub-committees were formed (*a*) to handle competitions and (*b*) to organize all social events, in an effort to further the interests of both sections of the membership. On top of that it was decided to throw the club open to Social Members, belonging to a full member's family, even if they possessed no car. The first of the new membership class was Mrs. L. T. Hough, introduced by Mrs. Hugh McConnell, and thus the club enrolled its 1,000th member, in February, and Mrs. Hough received her money back in consideration thereof.

As the Production car race had been something of a failure and, with the original regulations, seemed to lack appeal, it was decided

to turn it into a Standard Sports Car race instead with, as was customary at that time, an entry fee of £5—for, in those days, without entry fees no club could have financed a race at all. It was also decided to introduce yet another novelty (apart from the new club tie) in the Spring Meeting at Brooklands, in the form of a Junior Grand Prix. This event made use for the first time of what became known as the Mountain Circuit—that part of the track that surrounded the Members Hill, comprising the Finishing Straight (already a misnomer, for it was too short to stage flat-out finishes any more) and the Members Banking from the Fork to the far end of the aforesaid straight, and therefore shaped like a letter 'D' and measuring 1.17 miles. Thus there were corners at each end of the straight but, in addition, an S-shaped chicane was set up half way down the straight to add another. The race was won by Harold Purdy (Bugatti). The B.A.R.C. was not slow to perceive that once again the club had started something, and they were soon including races 'round the Mountain' at their own periodic meetings, finding that they were extremely popular with the spectators, most of whom were marooned on the green island around which the races ran at close quarters. In 1931 the Mountain Championship was established as an annual B.A.R.C. feature.

The club and the whole motoring world was shocked and saddened by the tragic death of John Godfrey Parry Thomas, the shy, retiring idol of Brooklands, on 3rd March, at the age of 40. Once again attacking the World Land Speed Record on the sands at Pendine in his 450 hp 'Babs' a driving chain snapped, whipped through the guard, struck the driver and killed him instantly. The wrecked car was buried there in the sands.

That day Segrave was on his way across the Atlantic to the long sands of Daytona Beach where records had been set up since 1904. Segrave decided that Pendine was too short a course for the enterprise he had in mind—nothing less than a record at 200 miles an hour. For this purpose the Sunbeam company had constructed an enormous machine weighing 6 tons with two huge engines totalling 45 litres, claiming 1,000 hp, the largest and most powerful motor vehicle ever built. This too, was chain-driven, a feature that must have made Segrave thoughtful when the news of Parry Thomas's death reached him *en route*. Nevertheless Segrave calmly went about his task with his usual methodical preparations and finally made his record runs, at an average speed of 203.841 mph. Nor was the attempt without incident. On the outward run the wind slewed the car almost sideways, much as Donald Campbell experienced at Bonneville Salt Flats in 1960, when 'Bluebird' was

wrecked, but Segrave held his giant car. On the return, at around 210 mph he finished the course to find that his brakes had no shoes left; instantly he swung the car down the beach into the shallow water, where the shock steadied the car, and steering back onto the firm sand, pulled up safely. Some months later he reluctantly resigned from the Council as he was quitting the motor trade and motor racing to join a big concern marketing cement and to take up record breaking with high-speed motor boats, which cost him his life on 13th June, 1930, when he broke the World's Record on Lake Windermere at 98.76 mph.

Another Council member was fêted that summer. Driving with another member, Dr. J. D. Benjafield, an eminent Harley Street bacteriologist, on a 3-litre Bentley, S. C. H. ('Sammy') Davis won the Le Mans 24 Hours Race, the car badly crippled and almost brakeless after tangling with the multiple pile-up at White House Corner during the night.

It soon became evident that there was a recession in motor racing. Abroad, in the Grands Prix under the Formula, which was merely a voiturette regulation, there was but little interest. Only Talbot (or Darracq, or both, in association with Sunbeam), Delage and Bugatti were building cars eligible for racing and the crowds, who could watch the road races for nothing and therefore contributed nothing to the promoting club's funds, unless they bought seats in the grandstands, were falling away. Brooklands had never captured the public imagination and a mere handful made their way to the track.

The four-hour Sporting Car Race of the J.C.C. may have been an exciting day out for the competitors, at £5 per head, but it did not seem to attract the enthusiasm of the crowds. For a start, there were only 16 entries, dwarfed by the vastness of the concrete. It was run, in August, on a day of steady rain, damping the ardour of the most fanatic and a depressingly small crowd filtered into the enclosures to watch the cars circulating for 80 laps. When it was all over, the winner was C. M. Harvey (Alvis, 'Special', because it was not standard), at 63 mph, which was a speed that appeared quite unspectacular but wasn't really.

For the 1927 200 Miles in October, T. B. Andre added to his Gold Challenge Cup for the entrant of the winning car an additional silver cup for the designer; the former went to Malcolm Campbell and the latter to Ettore Bugatti. The race was a financial disaster. As expected, the Motor Show in London drew off thousands of potential spectators and the gate was down by half, at only 4,493 persons, a dismal state of affairs that cost the club a loss of between

£300 and £400. Winner Campbell, on an 8-cylinder Bugatti, averaged 76.62 mph about 3 minutes ahead of André Morel's 6-cylinder 1,100 cc Amilcar, which won that class at 75.2 mph with the other two Amilcars next up. Second to finish among the 'fifteen-hundreds' was Purdy's Thomas Special, fifth in general placings. Of 29 starters, 13 finished.

A somewhat gloomy Council brooded over the matter. It was decided not to ask for an International date for 1928. The season had been a poor one but the members flocked to the annual dinner and voted the proceedings the happiest of the series. The club president, Sir Arthur Stanley, was in the chair, Dr. Low made one of his usual speeches with slightly rude stories that always convulsed the ladies, and Major E. G. Beaumont, then president of the Institute of Automobile Engineers, guest of honour, responded for the visitors. The year was likewise brightened by the new club blazer and club scarf, the former splendid with red, black and thin white stripes, coming at 40s. od. plus 7s. 6d. for the badge.

The year ended with the Council still pondering the future of the club—a small body for sheer enthusiasts, which was how it began, or the largest and most influential active club in the country? Was motoring sport past its peak of popularity and already in decline? What was wrong in the Centres? Above all, what would happen to their finances if the 200 Miles Race was not held again—or, if it were, made another loss?

The following year, 1928, opened with these questions still unanswered. There were discussions concerning opening the club to those with cars over 1,500 cc. Membership stood at 1,123, a net gain of 166, for 195 had resigned. At the annual general meeting that January, 86 attended. T. G. Hayter wanted the club opened to bigger cars, retaining the light-car limit only for competitions. Harry Edwards, a new Councillor, supported this suggestion but went further, asking for competitions open to cars over 1,500 cc in racing as well as in reliability trials. Edgar N. Duffield, the well-known motoring writer, strongly disagreed, crying: 'Why change the very thing that made the club in the first place?' The matter, if not 'left to lie on the table', was left in abeyance, unresolved.

New names were on the list of Vice-Presidents to Sir Arthur Stanley—Henry Frood, the man who made friction linings and doodling on his pad, invented the name Ferodo and founded a great factory, W. H. Bell, W. T. Edis, H. M. Hobson, Captain Trubie-Moore, Captain I. W. Reid, H. B. Shaw, J. F. Simpson, F. G. Smith, and W. Wharton Pollitt, all earnest workers for the cause. On to the Council stepped W. Urquhart Dykes, an enthu-

siastic competitor, like his wife, and H. N. Edwards, who was to become the first secretary of the new British Racing Drivers Club, today the club's opposite number in race promotion, and later the first Clerk of the Course of the Crystal Palace circuit.

Frank Bale, treasurer, announced that even after the poor year and with all bills settled, the funds still stood around £2,000. Other business included the opening of social membership to people not owning cars, whether they were of a member's family or not, the admission of big cars to competitions other than at Brooklands, formation of sub-committees to deal with R.A.C. matters, technical affairs and elections of members, and finally another new idea was adopted—an illuminated member's badge combined with a rear-light.

That April the club offices were moved from Arundel Street to Empire House, Thurloe Place, Brompton Road, where there was a ground floor for a members' room and offices adjoining.

The year's fixtures were announced as: a 60-mile trial in Surrey, open to cars of any capacity, ending with dinner at the Burford Bridge Hotel as usual, in March; the Spring Race Meeting at Brooklands in April; the fourth High Speed Trial in June and the 200 Miles Race, eighth of the series, in July, a much better date (but with no better result). The disappointing Sports Car race was abandoned. The social programme was lively with a third river trip up to Henley, visits to the Fleet at Portsmouth, to the skid pan of the then London General Omnibus Company, and to their works at Chiswick, a gymkhana, dinner and dance at 'The Bell', Aston Clinton, visits to Lyons' factory at Greenford, to Frensham Ponds for a picnic, and included a night trial, a mystery run and sundry other gaieties of a like nature. The Liverpool and North Wales Centre were organizing a Double Twelve-Hour Trial to see the 200 Miles Race, social week-ends, outings for children and old people, a seaside gala and the usual annual dance. South-Western Centre staged two gymkhanas, a night trial, treasure hunt and a sea trip. Yorkshire's fixtures included a social week end, a joint event with the Liverpool Centre, the Greenwood Cup Trial, a 'Sexton Blake' competition (he was a famous detective in contemporary fiction), gymkhanas, treasure hunts, a mystery run, slow hill-climb and even a paper chase—which sounded very like a road race.

Another J.C.C. novelty came up in June when a few members staged the first dirt-track meeting for cars, at Greenford trotting track. Dirt-track motor-cycle racing was sweeping the country at the time, drawing large crowds to the stadiums night after night.

The trotting track, of cinders, was somewhat unsuitable for the purpose, for it was very bumpy and the surface was not loose enough to permit the steady, sideways skid-cornering required. Nevertheless, the performance was extremely interesting. Among those competing in a series of races and solo runs were Archie Frazer-Nash, who enjoyed himself enormously and was the star of the day, H. J. Aldington, who ran him close (and was running the Frazer-Nash company at that time—and still is, for that matter), Vernon Balls, Marshall, Dingle, Spero, Pearson, Bowes, Humphreys, Scott and a gentleman who called himself 'Taylor' when racing, to disguise the fact from his disapproving family. Nash attacked the existing lap record for sidecars, which he beat, at 44.12 mph for the 2½-mile track, and then set a car lap record at 46.15 mph which was quite prodigious to behold.

More well-known persons joined the club that summer. There was genial, huge Charles Follett, Oliver Bertram, Major A. T. Goldie-Gardner, who became one of the most famous recordmen, with M.G. cars, F. T. Bersey, the motor-boat expert, R. R. Jackson, the tuning 'wizard', and H. Spero, who raced and attacked records with a single-seater Austin Seven with box-like fairings each side of the body to streamline the front and back wheels, very like the first Grand Prix V8 Lancias of a few years ago, before they became Ferraris, and Segrave's *Golden Arrow*.

It must go on record that the 200 Miles Race was a flop, and the series came to an end when the final flag fell and the last car came in—'an instance of the increasing apathy of the public towards motor sport'. The attendance was poor, but it was expected the club would make a small profit instead of another loss. Brooklands dwarfed speed, even that of the biggest cars travelling at 120 miles an hour except when seen, once a lap, from close quarters, and the average of the 1,500 cc cars was not very high.

Malcolm Campbell won the race at 78.34 mph with one of the beautiful, newly modified straight-eight Delages, introduced for the first time in 1926, when the exhaust pipes set the cockpits on fire and blistered the feet of the drivers. George Eyston's Bugatti ran second, Kaye Don third with a Lea-Francis, Vernon Balls fourth (Amilcar), winning the 1,100-cc class.

This time it was clearly seen that the 200 Miles Race was no longer the sort of thing to attract a paying gate. A special General Meeting was called that November when the Council announced its latest novel enterprise: a sports car race to be run for two days, 12 hours a day, with the cars impounded for the night, a sort of 'British Le Mans', at Brooklands and with artificial corners. A

straightaway 24-hours race was impossible on account of the restrictions concerning noise. The scheme was at once acclaimed; the only dissention arose when the Council suggested opening the event to cars over 1,500 cc, which started everybody talking at once. In the end it was put to the vote and only four voted against the 'over 1,500' proposal, but there was a clause: 'not at Brooklands, unless it was essential to success'. A career diplomat could not have done better.

In December (the month Cecil Kimber, head of the M.G. factory at Abingdon on Thames, joined the club) the foundation of the Double Twelve-Hour was well and truly laid. It was to be a race for sports or touring cars in full road trim, as at Le Mans, all of which were to be standard models as per catalogue, complying with the minimum weights specified in the International Sporting Code. The course was to be covered anti-clockwise, down the Finishing Straight, left onto the end of the Members Banking, up the Railway Straight, round the Byfleet Banking to the Fork and left-handed into the Finishing Straight. It was also agreed that ladies could enter, but not as passenger-mechanics.

Two other events are to be noted that season. In September's second week the club organized a party to the Boulogne Speed Week, which some 40 members attended, apart from a few competing, and at the end of the month there was the first Night Trial. This competition began at Virginia Water, Surrey, at midnight, with 59 competitors; one of them, Miss Victoria Worsley had driven her Jowett from York to take part, and went home with a silver medal to prove it. The night was fine, cold and bright with a harvest moon. At Amesbury, in a field by the road, was the supper stop, around a vast bonfire constructed from the two logs each competitor was enjoined to bring with him, and which no one could approach closer than 15 ft. A stop and re-start test was held on Dean Hill, the undoing of several, and then the route led to Romsey and on to Southsea for breakfast. At the end, 42 had qualified for silver medals, 13 for bronze, four got nothing, but all had a magnificent night's motoring. It may be mentioned that 'Bunny' Dyer, in charge of the organization, had approached the commandant of Bulford Camp for permission to stage the bonfire and supper on the Army preserves, a suggestion which met with stark horror of the most military nature.

The best performance in the trial was put up by Mrs. I. Sander, driving an A.C., an exploit for which she received Mrs. Urquhart Dykes' silver tankard. This being the other side of club life at the time, the list of awards is placed on record:

FIRST NIGHT TRIAL, 1928

Silver Medals

Abbott-Brown, C.	Alvis
Ahern, J. H.	Invicta
Aldington, H. J.	Frazer-Nash
Andrews, R. M.	Austin
Bass, J. S.	Alvis
Barrett, H. T.	Austin
Baynes, L.	Austin
Bear, K. W.	Newton Ceirano
Blackwell, T. W. T.	Frazer-Nash
Calder, D. E.	Talbot
Chaplin, G. H. R.	Austin
Clark, P. H.	Austin
Curtis, A.	Morris Oxford
Drewett, J. W.	Singer
Glenny, A. P.	Austin
Guiver, C. L.	Salmson
Hardy, R. C. J.	Wolseley
Jackson, G. L.	Alvis
Jacobs, C.	Alvis
Keep, N. H.	Riley
Lattre, J. F. de	Austin
Marriott, B. G.	Morris Oxford
McNamara, E. W.	Standard
Morgan, A.	Lancia
Montmorency, Miss K.	Aston Martin
Oberhansly, P. G.	Singer
Olive, G. W.	Standard
Pearson, W. J.	Standard
Rae, N. W.	Salmson
Roberts, B.	Schneider
Roper, Miss L. M.	A.C.
Sander, Mrs. I.	A.C.
Sawyer, H.	Essex
Selby, M. H.	Alvis
Shallcross, J. K.	Morris Cowley
Smith, P. J. U.	Amilcar
Walker, R. G.	Morris Cowley
Walsh, H. T.	Riley
Weekes, Miss Joan	Austin
White, L. H.	Talbot
Wood, C. E.	Wolseley
Worsley, Miss V.	Jowett

In mid-January of 1929, the year the great economic depression hit this country and unemployment ran into millions, Malcolm Campbell set forth to attack the 200 mph Land Speed Record, at Verneuk Pan, a dried-out lake in a remote region of South Africa, which, in fact he failed to do, for the record was pushed up once again by Segrave to 231.44 mph in the elegant *Golden Arrow* Sunbeam, at Daytona Beach in the meantime, but he came home with the 5 and 10 miles records, all at over 200 mph.

Col. Jarrott was now forced to resign from the Council owing to increasing business affairs, but he was voted a Vice-president. The Earl Howe, epitome of the English sportsman-racing-driver, joined the club, together with Sir Ronald Gunter, another amateur driver. In February, Bertram S. Marshall veteran Councillor, died, saddening all his old friends. He was only 41 and had been in the Trade since 1909.

At the Annual General Meeting it was announced that membership had now reached 1,318, a net increase of 219; the largest car club of its kind in the country. At the meeting, it was agreed the Double Twelve race should be thrown open to cars over 1,500 cc, but members emphasized that this was not to mean a lack of interest in light cars. The *Daily Telegraph* had offered £1,000 for the winner, *The Autocar* put up three £100 awards for the leaders at every six hours and the Society of Motor Manufacturers and Traders presented a £100 trophy for the outright winner. The Hon. Treasurer, Frank Bale, then reported that the loss of £700 of the previous year had been turned into a small profit of £117, which, if no sensational sum, was as unexpected as it was gratifying.

The Spring Race Meeting and the High Speed Trial had to be telescoped into one Members Day in July, as the B.A.R.C., with more 'outside' races on its books, was forced to limit the free dates.

The 'Double-Twelve' now attracted important new members, among them Arthur Fox, a patron of racing as entrant, L. G. Bachelier, the Bugatti devotee, Alan Hess, the journalist, Capt. E. Fronteras, H. J. O. Ripley, Riley driver, George Harvey Noble, another well-known Brooklands driver and Cyril Paul who raced Rileys, usually in association with that remarkable little man, Fred Dixon, who could make a Riley go faster than anyone else.

On top of the depression came the great wave of 'flu. C. M. Harvey was a non-starter in the Double-Twelve, suffering from double pneumonia instead. The Night Trial, held early in the year, was decimated. Competitors were rushing around in the dark at the start badgering bystanders to serve as passengers, and half the officials were not on the course, which, this time, consisted

in two circuits, out and back to Virginia Water, with a stop and re-start test (again defeating many) and a slow hill-climb (that didn't).

The Double-Twelve (which, by the way, originated in the mind of H. L. Buckley, Dunlops' competition manager at the time and later a director of the Splintex Safety Glass concern) was duly run on 10th and 11th May, based on a handicap formula relating expected performance to engine capacity, so that merit would outweigh sheer speed. The race went to Giulio Ramponi, a well-known Italian engineer residing in this country, at the wheel of a supercharged 1,500-cc Alfa Romeo two-seater, with a speed of just 76 mph, Sir Ronald Gunter, partnered by Sammy Davis (Bentley), second by only 3 miles and F. J. Clarke, with a Frenchman, Vincendon (Salmson) third, suggesting that the handicap was not far out. In point of fact, the 'general category' (which did not exist) would have been:

1st, Gunter-Davis (Bentley), 81.39 mph.

2nd, Ramponi (Alfa Romeo), 76.0 mph.

3rd, Boris Ivanowski (Alfa Romeo), 73.04 mph.

4th, A. Hollidge and G. Laird (Studebaker), 71.65 mph.

5th, W. B. Scott and Mrs. Scott (Bentley), 70.52 mph.

6th, A. C. Bertelli and J. Bezzant (Aston Martin), 69.36 mph.

Twenty-six cars finished the two days' racing, Frazer-Nash and R. L. Bowes (Frazer-Nash), last, at 53.43 mph, although the slowest car was the Austin Seven driven by the brothers F. S. and J. D. Barnes, at 47.58 mph, who finished 22nd on handicap. There were 51 starters.

The club made every effort to create a Continental atmosphere at Brooklands, with flags and bunting, and even a complete fun-fair set up, under contract, by its owner. When racing finished on the Friday evening at 8 p.m., J.C.C. members and friends had a party, with running buffet and dancing until midnight, for the second day's business began at 8 a.m.

For some reason, possibly because there was very little publicity in the daily Press, which, in those days headlined a motor race only when there was a fatal accident, or something sensational took place, the Saturday crowd was not as large as had been hoped, but when all was added up, there was a profit of something between £400 and £500 gross. Then Frazer-Nash lodged an objection with the club concerning Ivanowsky's driving, knowing it was too late for any action to be taken but wishing to make the point just the same. The point was duly noted. And Sir Charles Wakefield

(founder of the Castrol oil company) presented silver cups to Davis and Gunter, the fastest finishers of the race.

New members were coming in every month now and the leakage of resignations was plugged. From now on the club continued to grow steadily. A. G. Reynolds, the well-known time-keeper joined, together with C. P. Vaughan, the hill-climb specialist, V. W. Derrington, H. W. Wells, the trials driver, Tommy Wisdom, journalist and racing driver, Gunnar Poppe the engineer, D. H. Scribbans who became an early E.R.A. owner, Brian Twist, of *The Autocar*, W. A. L. Cook and the Swedish driver, Henken Widengren, son of a wealthy Stockholm family, who brought the first 1,100 cc Maserati to Brooklands.

In July came the sad news that Mrs. Hugh P. McConnell, a member since 1915 and Ladies Captain, as well as sitting on the social committee, had been knocked down and fatally injured by a motor-cyclist.

At the next committee meeting after the Double Twelve, it was suggested that, as the Ulster club had invited them, the race might be run on the Tourist Trophy course outside Belfast in 1930, but the Council decided to chew over that one. What they did take brisk action about was the fact that the proprietor of the fair at Brooklands had refused to pay his agreed fee of £75, on the understandable but untenable grounds that he had lost money on the deal. The Council's legal expert, Alfred Logette, shot him into Court, won his case—but two months later he had still not paid up. Three months later he had, whereupon the Council congratulated Mr. Logette, who, it is suspected, must have applied some form of moral persuasion.

At mid-summer Percy Bradley announced that Col. Lindsay Lloyd, Clerk of the Course at Brooklands (and something of an autocrat as well) was retiring and that he, Bradley, was to take over that office at the end of the year. The Council, regretting but understanding this decision, voted a subscription to Lord Lonsdale's fund to provide a testimonial gift to Lindsay Lloyd, wished Bradley the best of luck, hoped he would not sever all connection with the club and appointed Leonard F. Dyer as General Secretary, assisted by John Morgan. They also placed on record their congratulations to Gordon England who, having given up racing, had become manager of the official Austin team in the Tourist Trophy. Then the *Daily Telegraph* let it be known that they could not put up another £1,000 for the first prize in the next Double-Twelve. This, although a blow, was also understood, and the *Daily Express* was invited to fill the want, and, it was even suggested, the S.M.M.

and T. might be pleased to come to the rescue if the *Express*—so enthusiastic in support of motor racing since the opening of Silverstone after the war—did not feel they could do so. By the end of the year no one had been found to offer such a prize, and even the *Daily Mail* politely declined. No further steps were taken for the time being.

The Annual Dinner, at the Connaught Rooms, was marked by the carefully kept secret of a presentation to Percy Bradley, who had served the club for so long. Among those present were Sir Arthur Stanley, the President, Col. Lindsay Lloyd, T. B. Andre, Sir George Beharrel of Dunlops, Commander Armstrong, Secretary of the Royal Automobile Club, Stenson Cooke, secretary of the Automobile Association, L. A. Baddeley of the Motor Cycling Club, Lord Howe, representing the British Racing Drivers Club, Geoffrey Smith of *The Autocar*, Humfrey Symons, Sports Editor of the *Motor*, Eric Findon of *The Light Car and Cyclecar*, Col. the Master of Sempill and the motoring writers of the leading daily newspapers—Laurie Cade (*Star*), Harold Pemberton (*Express*), Hon. Maynard Greville (*Mail*), Thornton Rutter (*Telegraph*), W. E. Owen (*Mirror*), J. G. Bergel (*Evening News*), someone from the B.B.C. and many others. At the prearranged moment, a mysteriously swathed object was unveiled and duly presented, amidst acclamation, to a slightly embarrassed Bradley, whereupon it was discovered to be a handsome cocktail cabinet which, being opened, was seen to be fully equipped. Then, in addition, a gold dress watch and chain, completed the ceremony. Percy Bradley, referred to as the Hon. Genial Secretary, was a big, smiling Irishman with a soft brogue that never disappeared. He was born, in Ireland, in 1887, where he turned his back on his father's legal profession and trained as an engineer, and thus equipped came into motoring journalism, at one time editing three papers simultaneously, and, of course, founded the *J.C.C. Gazette* (which he handed over to the club on leaving). He was a founder member, armed at that time with a belt-driven Sabella, and his shrewd mind, allied to his experience, was invaluable to the club for 17 years. At Brooklands he had more responsibility and probably less routine work and he continued as the best Clerk of the Course, for his disposition was less dictatorial but remarkably efficient, until war put an end to his term of office.

As the year died, plans were already being laid for a second Double Twelve, at Brooklands again. This time the performance-handicap was to be replaced by a straight-forward class handicap which the public could more easily understand and follow, in so far as each engine-size class (on normal International lines from 750 cc

upwards) was set a minimum distance to be covered, and the drivers exceeding this distance (or speed, for it is the same thing) by the greatest margin at any given moment were obviously leading the race. Tables in the programme could therefore inform the spectator how many laps each class should cover each hour at the handicap speed.

In January of 1930 it was announced that H.R.H. the Prince of Wales (later King Edward VIII) had consented to become patron of the Brooklands Automobile Racing Club, a precedent created by King Edward VII, patron of the Royal Automobile Club. The J.C.C. had been honoured by the presence of Prince George at the Double Twelve the previous year.

Capt. Arthur Waite joined the Council at the Annual General Meeting when the Councillors were voted back *en bloc*. Membership had grown to 1,446—1,124 on the London register, 84 in the Yorkshire Centre, 136 at Liverpool and 102 at Southampton. The usual handful (51) attended the meeting, suggesting that there was very little criticism or dissatisfaction in the club, although consequent upon the economic crisis of the time, there were several reluctant resignations; the first economies a man usually makes are cuts in his club subscriptions, at least temporarily. New Vice-Presidents were nominated in the persons of R. J. Lutas, H. S. Phillips, J. Harker, A. Percy Bradley, H. C. Dearman, H. M. Hobson, L. C. Mathews, T. Thornton, all in recognition of signal service to the club. The Centre Chairman and Secretaries were: South-Western, T. G. Hayter, G. F. Smith; Yorkshire, C. D. Wilson, C. Horner and Liverpool and North Wales, H. S. Phillips, G. A. Quemby. Eric Burt was elected to the Council a few months later to replace R. W. Billingham, whose business commitments now prevented his attending the meetings. It has always been a feature of J.C.C. life that Council members took their monthly meetings very seriously, and absentees were few and caused only by illness or some other unavoidable circumstance. That March Sir Herbert Austin became a member, together with that inveterate trials driver, J. C. Hayward, whose elderly Bayliss Thomas was as familiar as A. F. Scroggs' elderly Trojan.

In that month, an entry of 61 cars had been received for the Double Twelve, already bearing the marks of success. What was not so reassuring was a series of unfortunate incidents during the March Half-day Trial, fourth of the series. Harrassed officials, discovered things going wrong that Saturday afternoon on the first hill, on Ranmore Common near Dorking, when the time schedules went overboard on account of two non-competing cars meeting

and locking themselves together by the hubs. The fine day had brought out an unwonted, and unwanted, clutter of sight-seeing motorists who proceeded to get in the way and disorganize the affair from the start. There was a bother with two gypsy carts on a narrow lane, whose owners refused to clear the road ('We've as much right here as you have!'—which was true, of course). On another hill a county roads official was making more trouble. 'This road is scheduled for resurfacing at a cost of £400 and look how you are cutting it up! You are all responsible for the increased cost of the work, and if you insist on going on with this trial I shall fetch a policeman.'

This he indeed did, producing a Superintendent, no less. A mere Inspector arrived at the Goat Track hill as well. The trial was abandoned. Awards were decided on performances up to the point of cancellation. The lesson was that it was becoming more and more difficult to find a suitably interesting trials course near London, for there was unrest among the inhabitants in the Chilterns, north of the metropolis, where trials of one sort or another, by motor-cycle and car clubs, were taking place over the same hills week after week, and it is understandable that citizens who dwelt in those parts, on account of peace and tranquility, were taking distinct umbrage. It is a problem that is still with us today.

The Double-Twelve was duly run in May. As a race it was a great success, with a magnificent entry ranging from 6½-litre Bentleys, 3-litre Talbots, 2-litre Lagondas, Alfa Romeos, Alvis, 1,500-cc Alfa Romeos, Lea-Francis, Aston Martins, Frazer-Nashes, down to Rileys, supercharged M.G.s and Austins. It was sadly marred by a disaster towards the end of the first day's racing. Two Talbots had been racing in line ahead, perhaps a length apart but, as they came down the Finishing Straight towards the turn onto the banking at the end (taking the circuit anti-clockwise) the slip-streaming car collided with the one ahead. Both cars crashed, but one reared into the air and tore through the spiked railings of the public enclosure opposite the pits and into the crowded spectators. Several were killed, many injured and one of the riding mechanics died. The tragedy threw a black pall of gloom over the event, not assisted by the headlines in a London daily newspaper which screamed that the race should be stopped. No more helpful was a letter-writer to another demanding that the cars should be sent out one by one and timed singly!

The race went to Woolf Barnato and Frank Clement (6½-litre Bentley) at 86.68 mph, 24 miles ahead of Sammy Davis and Dunfee's similar vehicle, at 85.68 mph with C. R. Whitcroft and

Hamilton third in a 1,100 cc Riley at 69.96 mph. The new M.G. Midgets took the team prize. In the two days of racing the better part of 10,000 gallons of fuel was burnt up in covering over 60,000 miles, during which the time-keepers logged more than 23,000 lap times. There were 632 pit stops.

The June Inter-Centre Rally was won by the Yorkshire members with London as runners-up. There were 43 starters. The tenth Southampton to Exeter trial likewise drew poor support, after which the organizers, who were beginning to outnumber the competitors, came to the conclusion that an easier route might attract more entries from members with their everyday cars. On the other hand the Members Day at Brooklands the following month attracted 59 entries, of whom 30 won gold medals in the High Speed Trial, and one of them was the young Earl of March, in his first event (now, of course, the Duke of Richmond and Gordon, President of the club).

The September issue of the *Gazette* scored its century, a record for any club magazine. The Night trial that month had 37 entries, competing on two circuits through Surrey and Sussex, ending with breakfast at Southsea as usual, when only eight silver medals were announced and new member Mortimer Morris-Goodall (H. E.) qualified for a bronze. 'Mort' was to become the veteran of Le Mans, driving in more races there over the years than any other British competitor and, in 1937 he won the Biennial Cup 1936-7, driving a 2-litre Aston Martin with R. P. Hichens (who was to win a V.C. in the war and to die by a stray shot in a naval action of small boats).

In the winter there was a demand within the club to revive the 200 Miles Race for 1,500-cc cars, vigorously supported by Malcolm Campbell, for the big cars admitted to the Double Twelve were overshadowing the light cars and were far removed from the original aims, but the majority view was that the club must move with the times and very few 1,500-cc racing cars existed to form a field that would draw a crowd. It was pointed out that in spite of the tragic accident in the Double Twelve, the club, dependent on its racing programme for its financial security, had made a profit of over £900.

Again the club was approached to run races on the Ulster Circuit, one for racing cars, the other as a replica of Le Mans, for cars could run there for the whole 24 hours. So many problems were involved, obviously, that no decision was taken and the suggestion was left to be pondered on without unbecomingly hasty action. But a very important suggestion, put up to the Council

by Bunny Dyer, was seen immediately to have great possibilities. This was to run a 'handicap race on scratch' at Brooklands. The idea was to start the field from scratch in groups of cars of theoretically equal speeds and then to split them up at a series of 'channels' or artificial corners, side by side at the Fork, but of differing severity, so that the small cars would go through a full-throttle curve (if the drivers were men enough to keep their feet down) and, at the other end of the scale, the fastest cars would have to cut speed for a slow turn. Something between the two would confront the medium-sized machines. If the precise angle of these channels was worked out correctly, the lap speeds of the entire field would be brought to equality, near enough. It had never been done before, but the J.C.C. was famous for originality and such a race should surely appeal to the crowds for, in spite of the disguised handicap, the cars out in front would be leading the race as if on scratch, as in any Grand Prix.

A committee was appointed to examine this enterprising scheme which, in principle, it enthusiastically supported. It was also decided, in the meantime, to press on with the organization of a third Double Twelve in 1931, with the proviso that no success was to be advertised to the public as being won with a standard car; as at Le Mans, permitted modifications in the pursuit of performance were definitely non-standard in relation to what was printed in catalogues. Another suggestion put back for deeper thought was the formation, within the club, of one-make sections.

CHAPTER IX

1931-1932

WITH the New Year came the suggestion for a Scottish Centre of the club but, as the Council was not very enthusiastic about forming Centres that did not wax and grow (the existing three it must be admitted, had not flourished to the extent hoped when they were founded) hummed and ha'd and deferred any decision. At the Annual General Meeting the total membership was 1,490, after adding 329 newcomers and subtracting the fall-out. The club was growing, slowly but steadily. There was a surplus over the year 1930 of a comforting £391 and a consoling £2,918 in the bank. The protagonists of a revived 200 Miles Race, seeing the point about scarcity of modern 1,500-cc racing cars, for this limit had been dropped in Grand Prix racing, shifted their ground and urged a standard car race instead, but there was no very eager response in view of a proposed Thousand Miles Race which was to replace the Double Twelve in 1932, a two-day race again but on time handicap so that all cars would be set the same distance.

Malcolm Campbell was on his way back to Daytona with a new *Bluebird* that January (and took a well-tuned Austin Seven with him as well). A month later he recorded 246.08 mph over the kilometre, a new World's Land Speed Record, and 245.73 mph for the mile, which is curious, for those big machines usually got into their stride beyond the kilometre. There was mist on the course that day but Campbell was, for the time being, content. This car had a Napier aero engine giving some 1,450 hp and weighed only 3½ tons. Now he knew that he would eventually reach 300 mph. On his return to this country he was knighted by the King.

Oh, yes, the Austin Seven. He took that out as well, running in Class H (750 cc) and set up an International Class Record at no less than 94.031 mph, a thing that staggered the Americans almost as much as the big car record. This did not last very long, however, because his fellow club member, George Eyston went out on the Montlhery concrete bankings with a 750-cc M.G., nicely streamlined, and motored for 10 miles at 101.8 mph.

The club was now coming to the reluctant conclusion that there was so much traffic on the Saturday roads that the days of light-hearted half-day trials was over and gone, and Sunday events were abhorrent in this country. The opening trial in March was held in the Chilterns which, infested with similar events, was not yet so cluttered with ordinary traffic and the event was run off without the descent of police.

It should be noted, at this juncture, that with 1931 came the new motoring laws. The old 20 mph speed limit, that had plagued motoring with its measured furlongs and policemen lurking with stop watches behind hedges on empty main roads, was at last abolished. Instead there was the Highway Code, the new crime of careless motoring, and compulsory Third Party Insurance. At the same time, the age at which a driving licence could be issued was raised to 17 for cars, to 16 for motor-cycles and three-wheelers, but there were no driving tests.

It was in that month that H.R.H. Prince Chula of Siam joined the club. In the years immediately ahead he became one of the best-known figures in British motor racing, as patron of his cousin, Prince Bira, to whom he presented a brand new E.R.A. 1,500 cc racing car on his 21st birthday in 1935, after which 'Bira' became a star of international light-car racing. Other distinguished new members included Sir Percival Perry, soon to be head of Ford in Britain, young Sir Alastair McRobert, one of the sons who, killed in the war, were commemorated by their mother by 'McRobert's Reply'—a flight of fighter planes at her own expense, and H.H. Prince Charles Louis de Bourbon. There was Walter Braidwood, probably the finest amateur racing motor-cyclist of his time, who opened a garage and then decided to exchange the shifting spanner for the stethoscope and became a doctor in record time, and after that decided to become a surgeon, which he accomplished with equal ease and expedition, and R. J. W. Appleton who made his name as a hill-climb expert with a Riley engine in a Maserati chassis that made a more awe-inspiring noise than anything else at the time.

Entries poured in for the Double-Twelve. It must be remembered that in those days competitors paid entry fees and starting money in this country was unknown. By the end of April there was an excellent field; even if the foreign element was meagre there were foreign radiator badges—Mercedes, Maserati, Alfa Romeo and Amilcar. In the 750-cc class were 10 Austins, 14 M.G., supercharged and unsupercharged. H. J. 'Aldy' Aldington put in a

team of Aston Martins as well as Frazer-Nash (over which concern he now presided, for Archie Frazer-Nash had other engineering projects in hand) and against Lord Howe's 7-litre supercharged Mercedes was the Bentley star, Sir Henry Birkin with a 6½-litre unblown car. In the event it would appear that the handicappers had somewhat under-estimated the pace (and reliability) of the M.G. Midgets, for these little machines scampered home at the end of the second day first (Lord March and Chris Staniland), at 65.6 mph, second, third, fourth, and fifth, something of a grand slam; one of 'Aldy's' Astons came in sixth and the fastest car in the race finished tenth—Rose-Richards' and John Cobb's 3-litre Talbot, at 77.65 mph.

The July Members Day, with the High Speed Trial, was a record, with eight events run off like clockwork during the afternoon, each with 40 to 50 entries. The streamlined organization of the volunteer J.C.C. officials was already established as a model, a reputation jealously guarded today. An interesting entry was a new Alta, designed and built by Geoffrey Taylor, whose 4-cylinder engine powered the first British Grand Prix team, the Formula-2 H.W.M.s, after the war and, in the Connaught of 1955, produced the first car to win a Grand Prix since the 1924 Sunbeam at San Sebastian. Several names that were soon to become familiar in results lists appeared that day among the medallists of the High Speed Trial: Ken Hutchison (Frazer-Nash), Kenneth Evans (Alfa Romeo), Hon. A. D. Chetwynd (Lea Francis) and Mrs. Chetwynd (M.G.), C. Penn Hughes (Frazer-Nash) and H. Metchim (Austin).

Discussion of the new scheme for a race through 'handicap channels' occupied the Council but was hanging fire on account of the absence of Sammy Davis, suggesting that he must have been keenly interested in the idea. Sammy lay badly injured in hospital after a crash at Brooklands, driving an Invicta on the Mountain course, early in the season, and had been there 4 months when the project was debated at the July meeting.

The September Night Trial was again a success, in spite of steady rain, with 30 starters, of whom only six won first-class awards. Best performance was put up by C. F. Fitt with one of the new, light, Morris Majors. In October, the S.W. Centre Lynton Trial, which replaced the Southampton-Exeter, was likewise a success, although only 20 competitors started. This was a two-day event, from Wilton, near Salisbury, with a route that took in all the West Country 'terrors'—Doverhay, Porlock, Lynton, Beggars Roost—and ended back at Lynton in the relaxing surroundings of the Lee Abbey Hotel, whither, to make sure of the gaiety of the

evening, they had imported a band from Southampton for the occasion.

It probably had nothing whatever to do with Sir Percival Perry, Ford chairman, but more likely with the inauguration of the vast new factory at Dagenham, on Thameside, but Ford advertising was now featuring on the front cover of the *Gazette* with pleasing regularity, although there was as yet no Ford light car as such.

The year ended with 500 present at the Annual Dinner, a record for any motoring club, in spite of the depression that still hung over the country like a black cloud. Dr. Low was in the chair, urbane and good-humoured as ever, and the toast of the visitors was proposed by Capt. A. W. Phillips, manager of the R.A.C. Competitions Department, in the enforced absence of the Secretary, Commander F. P. Armstrong.

Now plots were being hatched concerning the new Thousand Miles Race. The cars were to be sports cars, but in racing trim, less lamps, hoods and wings (three items at least that would not be shaken off on the notorious bumps of Brooklands track) and riding mechanics were to be optional. Three men could work on a car at the pits. The race was to be for 200 laps (500 miles) each day, starting at 10 a.m. each time, but now running in a clockwise direction, the normal international way of doing things.

There were signs of consternation at the Annual General Meeting of 1932. The Secretary announced that for the first time in 10 years, membership had fallen, and now totalled 1,433—1,097 on the books in London, 150 at Liverpool, 96 in Leeds and 90 in Southampton. Funds, on the other hand, were satisfactory, with £3,218 at the bank, an increase of some £300. To attract more members, a special reduced subscription was introduced at 25s. od. for owners of small cars, up to 10 hp on the R.A.C. rating, carrying with it full R.A.C. touring benefits.

The Annual Dinner of the Liverpool and North Wales Centre, in February, was a resounding occasion which must have cheered any despondents, for over 200 members and guests sat down, with the Lord Mayor and Lady Mayoress of Liverpool at the top table. Every lady was presented with a silk handkerchief, every male with a propelling pencil. Mr. Hutchence was in the chair, introducing the Mayor and Mayoress as honorary members. The Mayor, responding to the toast of 'The City' drew attention to the fact that his initials (the Rt. Hon. James Conrad Cross) felicitously added up to 'J.C.C.' Mr. Livock proposed 'The Club' to which Mr. Secretary Dyer responded, and Mr. Lutas proposed 'The Guests', with reply by Mr. Wilson, from Leeds, of the Yorkshire Centre.

Past-Chairman H. S. Phillips proposed 'The Chairman', after all of which, cabaret girls, bearing steering wheels and wearing goggles but little else, sang songs specially written about the Junior Car Club to the gratification of all.

The South-Western Centre Dinner was no less enjoyed, with 200 present under the chairmanship, for the fifth year, of T. G. Hayter (who had been Centre Secretary, if not actual founder, five years before that). London Council was represented affably by Frank Bale, keeper of the club money-bags, Capt. C. J. Randall, Capt. B. H. Austin, and Eric Burt. The Mayors of Winchester and Southampton were unable to be there, but sent their good wishes. L. J. Evans, of the Firestone company, which the club had visited in a party, proposed 'The Club', with response by Major Bale; secretary G. F. Smith gave 'The Chairman', replying to which Mr. Hayter passed all credit to others, and announced with regret the resignation from office of Mr. Edis, who had been Hon. Treasurer of the Centre for the past nine years. Then there was dancing and festivity to conclude the evening.

A sign of the times was, perhaps, a letter in the *Gazette* in that month, pleading for scratch racing, on the score that handicaps killed the interest and made the racing impossible to follow for the ordinary spectator who paid at the gate, which, it must be admitted, was largely true. Public address systems were by no means so advanced then as they are today, but even the modern commentators find themselves in a jungle after the first few laps of a long-distance handicap and must rely largely on the bulletins issued from time to time by the time-keepers, resulting in telling the public what the state of the race used to be about an hour before. The writer, 'Ubique', who remains anonymous except to himself, may recall that he enquired how the crowd at a football match would like a handicap in which one player had to kick one goal to his opposite's two or a goal counted as three-quarters of a goal. There, perhaps, he had something. The problem was, of course, that in all sports-car racing, with the possible exception of the Targa Florio in Sicily, the field varied from cars of 750 cc up to over 7 litres and there were not enough of any equal-sized cars to make a race on their own, except in short-distance events.

A comment in the same issue referred to the newly installed coin-in-the-slot petrol pumps, seen here and there around the country but now being dismantled. The reason why this great convenience for late night travellers, or Sunday motorists running out of petrol at garages shut for the day, and one that has been suggested would be a good idea today, proved impracticable, was

that late night revellers took delight in bunging up the nozzles, purely in jest, inserting bad coins or other worthless discs and even slashing the hoses, all in the spirit of good clean fun that characterizes some of the activities of our Teddy boys of the 'sixties.

That year the R.A.C. staged a British Rally, which was greeted with 400 entries (the maximum permitted) and 1,200 drivers and co-drivers. Assisting as officials were H. R. Godfrey, Eric Findon, Frank Bale, Lionel Martin, Hugh McConnell and L. F. Dyer. The club's opening rally, at Brooklands, with all kinds of driving tests and a stop and restart twice on the steep Test Hill, attracted the full book of 100 entries (many more had to be turned away) of whom 94 started, suggesting that the member in the street was more interested in this kind of match of skill than in trials, where the going might damage the only car he had. By the way, the restart tests were first on a slope of 1 in 8 and then of 1 in 5, which sounds rather like Advanced Motoring even now.

Arising out of the frightful accident in the 1931 Double-Twelve, an action was brought in the King's Bench Division of the High Court, before Mr. Justice McCardie and a special jury in March. It was argued for four days. The plaintiff was a Lt. Hall, suing Brooklands Estate Company, Mr. Arthur Fox, entrant of the Talbot team, and the two drivers involved, Hebler and Rabagliati, for injuries sustained. Lt. Hall claimed that the spectator protection was inadequate, and that there had been negligence by the drivers and others.

The onset of this case had been causing a certain amount of concern, for far-reaching repercussions were possible. So far as drivers are concerned, the risks of motor racing loom large enough, and are accepted, but if someone standing in an enclosure or by the roadside is hurt or even killed, and the driver can be held blameworthy, an entirely new risk would be added to the sport, and while quite unforeseeable accidents may be very rare, they happen. A driver once lost a wheel at Silverstone, which sailed high into the air and crashed through the roof of a marquee, injuring a spectator, well away from the verge of the circuit. A similar misfortune happened at Albi when a wheel, catapulted from a car, ran straight up the tiers of the grandstand itself, killing a woman sitting beside her husband. Few would have declared that the public enclosures at Le Mans were not impregnable, fronted with a high earthen and revetted wall at least to shoulder height, but in 1955 a complete engine tore through the crowd. It is the unexpected that sometimes happens, after which very special precautions are taken to make a repetition virtually impossible. So it was at Brooklands,

where the cars were streaming down the Finishing Straight past an enclosure fronted by iron, spiked railings and a lining of thick sleepers, if memory serves. That unhappy afternoon much the same happened to the second Talbot as to Levegh's Mercedes at Le Mans in 1955. In both accidents the cars rode up on the tail of another high into the air and into the crowd.

The jury in the Brooklands case were out for three hours. They found for the plaintiff against Brooklands Estates, owners of the track, in a sum of £950 plus £38 expenses, but not against the entrant or drivers of the Talbots. Leave to appeal was granted. There was much discussion in court concerning the risks that spectators accept in watching a motor race. Thereafter signs were erected and admission tickets were printed with the warning: Motor Racing is Dangerous.

The April High Speed Trial and Members Day was held in a steady deluge. This time the event was run on the track, with three artificial corners, for the internal roads were in poor condition and would have been left even poorer. Premier award went to a new young driver, Denis Evans, who, with brother Kenneth and sister Doreen were to become a familiar Brooklands trio racing M.G.s. That month new members who rapidly made their names in motor-ing sport (or already had) included the Earl of Brecknock, now the Marquess Camden, Vice-Chairman of the R.A.C. Competitions Committee and a well-known Steward at race meetings, Noel Rees, a patron who mounted the Hon. Brian Lewis on the first *monoposto* Alfa Romeo seen in this country ('a vicious brute', said Lewis after winning the Mannin Moar at Douglas with it), Miss Joan Richmond from Australia, a rally enthusiast, Miss Dorothy Champney (later Mrs. Victor Riley), George Hartwell, Miss G. Hedges, E. K. Rayson, R. G. Mundy and Brig.-Gen. L. W. de V. Sadleir Jackson, a Bugatti exponent, who was killed in a road accident, in France, only a month later.

This was the time when the talk was full of new circuits, which never materialized—on the Wash, at Brighton, Drakelow Park in Leicestershire and others. Even the club's proposed new hill-climb on private ground at Blackdown Hill, Fernhurst, fell through when the owner changed his mind at the last moment. The search for some alternative to Brooklands went on (there were no available aerodromes then) until at last the Derby and District Motor Club secured Donington Park, near Derby a few years later.

A month before the Thousand Miles the prize fund had reached the point that made all the difference between profit and loss for the organizers. The prospect of prize money was the only financial

inducement for entrants, whose entry fees were an important factor in the final balance sheet, and for this the club had to depend on the generosity of others. In the list were Sir Herbert Austin, the M.G. Car Company, whose chief, Cecil Kimber, was rapidly building the reputation of his cars on racing and records successes, the B.A.R.C., R.A.C., S.M.M. and T., Vacuum Oil Company and the Automobile Engineering Training College in London. The entry list closed with 37 cars, ranging from 9 M.G. Midgets up to Campbell's 7-litre Mercedes and included interesting newcomers—the Wolseley Hornet 6-cylinder, to be driven by that James Robertson Justice who is now a star film actor and falconer, the 6-cylinder 1,500-cc Riley, and the 2.6-litre Alfa Romeo for Lord Howe and Birkin. After studying the handicap, Kimber decided all his cars would be unsupercharged.

There was no grandstand overlooking the course, which, as in the Double-Twelve, by-passed the Members Banking and switched down the Finishing Straight instead. Admission was 3s. od. on the first day (Friday, 3rd June) and 5s. od. on the second; transfer to the Paddock and the pits erected there, with a gallery above, was another 5s. od. Cars could be brought up to the railings for 10s. od. or parked elsewhere for half a crown. J.C.C. members paid 5s. od. to all parts both days, and 5s. od. for 'cars to the course', all in marked contrast with the prices essential today (and they are about half the charges made at foreign circuits).

Things were not propitious on race day. The Press had been coldly uninterested, for the headlines flared with news of the great Irish Sweep and its £30,000 first prize. Everyone had tickets, regardless of the point that their sale in this country was distinctly illegal and sending them through the post an offence. The weather was dismal, with a chilly wind and showers of rain. There were no foreign drivers, and only three Continental cars. Even the *Gazette* remarked: 'A boring spectacle with speeds too low.'

At the end of the first day's 500 miles, only four had given up out of 27 starters and the issue was much in doubt, for 12 miles separated the first seven, and the leader was a mere 5 miles in front: C. M. Harvey and R. M. V. Sutton (1,000-cc Riley), with 200 laps, Brian Lewis and John Cobb (3-litre Talbot), at 198, Saunders-Davies and Woolfe (Talbot), on the same lap and not far behind them, also on that lap, the surprising Mrs. Wisdom and Miss Richmond with another Riley. The second day brought a cascade of troubles. Of the 23 that restarted, 7 finished within the time limit, 11 were flagged off, unplaced. The ladies finished first on handicap, at 84.41 mph, Saunders-Davies and Woolfe second, Norman Black

and R. Gibson (M.G. Midget), third, at 75.5 mph and Lewis and Cobb fourth. If there had been a classification irrespective of handicap or class, the order would have been:

1, Saunders-Davies (3-litre Talbot), 95.43 mph; 2, Lewis-Cobb (Talbot), 93.86 mph; 3, Rose-Richards-Woolfe (Talbot), 91.23 mph; 4, Mrs. Wisdom-Miss Richmond (1,000-cc Riley), 84.41 mph; 5, Whitcroft and McClure (1,000-cc Riley), 81.4 mph; and 6, Norman Black with Gibson (750-cc M.G.), 75.5 mph.

There had been loud criticism of the handicapping prior to the race, after the handicap committee had slaved for 78 hours over the task, but the finish was close, with all seven finishers on the same lap, just over 2 miles, and the speeds were higher than the handicap, so there cannot have been very much astray in the pre-race calculations. Few handicappers ever produce a dead heat. There was a crowd that could have been described as fair, and a profit of around £350 which was, at least, on the right side. There were no crowds at Brooklands comparable even to those that flock to Goodwood for an ordinary Members Only meeting; indeed, the poster slogans proclaimed 'Brooklands—the Right Crowd and No Crowding', which at least had a certain snob appeal.

Breathing a sigh of relief, the club now got down to the matter of organizing one of the biggest meetings they had yet taken on—the running of the Guy's Hospital Gala in aid of that great hospital, in the first week of July, under the patronage and in the event, with the presence of, T.R.H. the Duke and Duchess of York who were to become King George VI and Queen Elizabeth on the abdication of Edward VIII.

In the meantime another sigh of relief whispered around the Council room at Empire House when the news arrived that the Brooklands appeal had been heard by Lords Justices Scrutton, Greer and Slessor, who reversed the decision of the lower court and awarded the Brooklands authorities costs in both courts. This was not only satisfactory for the winners, but it put a stop to a whole spate of suits that were pending on the result of this case. The matter hinged on whether the safety precautions had been reasonable, having regard to the established fact that no car had ever crashed into the enclosures in the previous 23 years of the track's existence, and it was also established that the Right Crowd attended at their own risk. For which relief there was much thanks.

The Gala went off with great success and a small crowd. There were short races of all kinds and events for hospital students. There were no accidents to engage the attendance of what must have been the greatest number of medical experts ever assembled at a

motor race. The Duke and Duchess attended and were so engrossed in the racing that they outstayed their schedule to watch the Round the Mountain race before they at last agreed to be whisked away to their next engagement. The gigantic German dirigible, *Graf Zeppelin*, which had cruised through the mists above the Nurburg Ring in Germany that day, arrived an hour and a half late, delayed by head winds, but, dipping low over Brooklands, dropped a bouquet for the Royal pair and, with droning motors, gleaming silver in the evening sunlight, headed off and away, majestic.

The club had now been in existence for 20 years. At a Council meeting it was pointed out that the chairman had no gavel with which to pound the table, but was compelled to thump with an ink pot. Secretary Dyer was deputed to go and find one, suitable for the purpose. After some thought, Dyer repaired to Thomson and Taylor's famous workshops round by the aerodrome at Brooklands, where many historic cars were built, including John Cobb's 400 mph Railton-Mobil, in the years ahead. There a gavel was duly fabricated in the shape of a connecting rod, topped by a piston and the huge piston crown taken from one of Parry Thomas's great cars. This, suitably inscribed, is one of the club's treasured possessions.

In June that year the death was recorded of Ernest Martyn Critchley Instone, at the age of 60, who had joined the club a year before. He won the first race run at Brooklands on its opening in 1907 and before that, beginning his association with Daimlers, he had won the first hill-climb at Shelsley Walsh in 1905. Until shortly before his death, he was President of the Society of Motor Manufacturers and Traders and of the Motor and Cycle Trades Benevolent Fund, for whom he founded the annual Motor Ball, held in London during the Motor Show period.

Then Kaye Don, a member of long standing, set up the World's Water Speed Record, at 119·81 mph at the helm of Lord Wakefield's boat *Miss England III*, snatching the record from America's Gar Wood, and in some measure removing the bitterness of his disappointment after he failed to take the Land Speed Record with the *Silver Bullet* at Daytona two years earlier. The tremendous speed on water was accomplished with two Rolls-Royce supercharged aero-engines giving 4,400 h.p.

Next, Commander C. R. Whitcroft won the R.A.C. Tourist Trophy, in Ulster, with a Riley.

Letter from 'A New Member' in the *Gazette*: 'What is wrong with motor racing . . . is that it has never been a national sport and never will be. A rich man's hobby, for those who can afford the

best car and the best mechanics win. The man in the street takes no more than a passing interest in motor racing. . . .'

There was a modicum of truth in this point of view, of course, and it was becoming more and more apparent that, whereas racing at Brooklands was fiercely thrilling for the competitors, the 100-ft width of the track and the remoteness of the action was apt to bore all but the knowledgeable enthusiast. Road racing had yet to come to England, but the Tourist Trophy thrilled the Irish spectators year after year and drew 100,000 to its 13-mile course where 99,000 of them could stand behind fences and hedges and watch it for nothing.

The stiffened Lynton Trial of the South-Western Centre under Hayter's able rule was a great success with twice the usual number of competitors, most of whom recoiled appalled when they saw the new 'terror', Yealscombe Hill, rearing up on the far side of its water-splash. Out of 45 entrants, only nine qualified for first-class awards, and only another 21 received any other award. The new Midnight Mystery Run was another novelty that 42 members enjoyed, starting from the Brooklands Aero Club at midnight, after dining and dancing, and after following (or losing) a route indicated by clues and hints and a minimum of straightforward route-card, finishing at the Ace of Spades Club, on the Kingston By-pass for a very early breakfast.

By the way, the question was now raised as to whether competitors should be allowed to use chains in trials, a common and effective practice. It was pointed out by the 'chain gang' that special competition tyres were coming into normal use, with knobbly treads, which were little, if any, different in their effect. As time went on, in fact, the tyres became far more efficient than the chains and the issue died a natural death.

As the year drew to a close and the 21st Birthday loomed up, the Council hinted at yet another novel event for 1933 to add to their long list of original competitions, a new 24-hour trial and an increase in social activities, such as parties to attend races on the Continent. A Caravan Section was formed, the winter dinner-dances and the film show continued, and the 16th Annual Dinner was held again at the Connaught Rooms, at which, on tickets of 12s. 6d. for members and 15s. od. for guests, the club saved the guests the sometimes embarrassing business of tipping the waiters. Member R. G. J. Nash, the hill-climb expert, attacked Archie Frazer-Nash's 1925 record up the Brooklands Test Hill and broke it at 32.4 mph, shooting into the air at the top at over 50 mph. His machine was the well-known Frazer-Nash G.N. 'The Terror', with the

supercharged side-valve Anzani engine giving a hearty 125 bhp.

Then at last the Council announced the 1933 International Trophy, 'the scratch race on handicap', where each class would have its special corner and the field would be funnelled safely into them through a chicane in the Finishing Straight. The year ended with member George Eyston breaking more records with his M.G. Midget, at Montlhery banked track, near Paris, with speed for the first time of more than 120 mph from a 750-cc car—1 mile and 1 km at 120.56 mph, and going on, 5 km at 120.52, 5 miles at 116.71 and 10 km at 117.42 mph.

CHAPTER X

1933-1935

WITH the 21st year of the club's history, the J.C.C. may be said to move into modern times. The immediate success of the new International Trophy with its ingenious handicap corners, the support it received from the Trade and its popularity with the public put an end to the old, long-distance handicap racing with its admitted monotony and difficulty of following its progress except with elaborate lap charts and stop watches and a new era of racing began in this country, where real road racing was soon to be shown to the spectators for the first time, at Donington.

There was some debate about the title of the new race, and although a competition was held among members nothing really suitable had come up until Eric Findon remarked at the year's first Council meeting that Col. Lindsay Lloyd had suggested 'International Trophy'. The title had been found—and by the gentleman who had hit on the term 'Cyclecar' 21 years before. Then Sir William Morris, as he had now become, offered £500 as the first prize. Lord Wakefield put up a £100 trophy. Dunlops put in £100 for second place, the Automobile Engineering Training College, old friends of the club, subscribed £75 for third place and Joseph Lucas Ltd. proposed £100 for the first British car to finish. The prize fund was in being, with more promised.

A handful of 38 attended the Annual General Meeting, to hear that the Centres had enjoyed a good and profitable year, although there was disquiet about the Yorkshire Centre where there had been an unwonted and unwanted fall in interest and no progress had been made. Club funds now stood at £3,273, and membership at 1,512. A busy fixture list was drawn up for this coming-of-age year:

18th January, visit to Lyons' at Cadby Hall, London; 18th February, dinner-dance at the Park Lane Hotel, London; 25th February, opening rally at Brooklands, with a chance to rehearse the tests for the forthcoming R.A.C. Rally; 11th March, Spring

rally at Burford Bridge Hotel, the traditional rendezvous; 23rd April, a new departure—club party to see the Monaco Grand Prix; 6th May, the First International Trophy, Brooklands; 12–13th May, participation in the R.A.C. Caravan Rally; 20–21st May, Inter-Centre rally at Malvern again; 17–18th June, second Continental party, to the Le Mans 24 Hours Race; 24th June, Members Day, Brooklands; 12–14th July, third party, to the R.A.C. races in the Isle of Man; 23rd July, fourth party, to visit the German Grand Prix at Nurburg Ring; 29th July, first long-distance trial; 2nd September, fifth party, to the R.A.C. Tourist Trophy; 30th September, Lynton trial of the S.W. Centre; 7th October, Autumn rally at Burford Bridge; 28th October, dinner-dance at the Park Lane Hotel and, 8th December, the Annual Dinner.

The Monaco trip was quoted at £15 inclusive, £8 10s. for Le Mans, £5 10s. to the Isle of Man, £8 10s. for the German party and £4 10s. to visit Belfast for the T.T., all these first-class on steamers and second-class on trains.

Then came another sign of the changing times. The Derby Club sent an invitation to stage a J.C.C. meeting at their new D-shaped circuit in the wooded parklands of Donington Park, once the seat of Lord Hastings, now owned by Mr. J. G. Shields of Derby. A circuit of $2\frac{1}{4}$ miles had been made from existing roads, running at one point through the farm buildings and at another under a somewhat narrow stone archway in dense woods, but with a half-mile straight, had been used by racing cyclists, then by motor-cyclists. However, at this stage the R.A.C. had not approved the course for car racing. It was therefore suggested that members might accept invitations to compete in the Derby club's own events for the time being. There was, at the same time, much talk of a circuit to be constructed in the Chilterns, near Tring, at Pitstone, up and down the swelling side of a gentle hill in the remote countryside, but, splendid as the plans were, the necessary finance was not forthcoming and one more scheme faded. Donington existed with roads 30 ft wide, awaiting R.A.C. inspection.

A rueful note appeared in the *Gazette* pointing out that with 1,900 members, the Civil Service Motoring Association was after all, still the largest club, but it may also be remarked that it was by no means the same kind of club.

Regretfully Sammy Davis, only recently recovered from his Brooklands crash, announced that he must resign, just as his opposite number, Humfrey Symons, Sports Editor of *The Motor*, joined. So did John Eason Gibson, present Secretary of the British Racing Drivers Club and then an ardent Riley driver in a bel-

ligerently tartan helmet, Miss Fay Taylour, Irish, talkative, and one of the best women racing drivers when offered a good car, full of bright ideas like flying the Atlantic, and John Whalley, the rallyman who once went through a closed level crossing on the Monte-Carlo Rally at high speed, separated the body from the chassis of his Ford, and limped away shaking his head. Then there was 'B. Bira', the Siamese prince protégé of Prince Chula, on the threshold of a remarkable racing career, although he declared his business was sculpture and racing his relaxation, and Frank L. M. Harris, Editor of *The Light Car and Cyclecar*. Sir William Morris was elected a Vice-President, as some recognition, not only of his donation to the club, but of his encouragement and support of racing through his M.G. factory.

In passing, it may be mentioned that the new Order of the Road, to encourage better and more courteous driving, had recently been founded by Frank Bale and Percy Bradley, with Moore-Brabazon as Chairman, and already numbered 2,000 members.

Although entries were flowing in for the International Trophy, there was little interest on the part of foreign drivers. Indeed, only Count Stanislas Czaykowski had sent an entry, for a 2.3-litre 8-cylinder Bugatti. The *Gazette* wrote: 'There can be no doubt whatever that the list of racing events at home and abroad is fast outgrowing feasible limits. It is laid down Internationally that no two classic races should occur within two weeks of each other . . . but this period is insufficient to permit really satisfactory entry lists to be secured in every case . . . the fact remains that we are hemmed in by events abroad and thereby robbed of the appearance of many important people. Any British event is already handicapped because of the expense involved by foreign teams or individual entrants coming so far to participate.' This was, and but for lavish starting money, still would be today, true, apart from which Brooklands was unsuited to road racing cars and had developed modified cars of a special nature. Indeed, few manufacturers were interested in racing at all. Just the same, at the B.A.R.C. Easter Bank Holiday meeting, when Campbell demonstrated his huge *Bluebird*, that had now raised the Land Speed Record to 272.46 mph, a crowd estimated at 40,000 packed the enclosures for the first and only time.

The great race was an outstanding triumph, voted the finest yet staged at Brooklands. The handicap corners did what was expected while the crowds could see and understand what was going on without recourse to complicated tables. It was a fine sight to see three cars dash side by side towards their appointed

channels and corner, parallel with each other, but at very different speeds and accelerate out on the other side, still in much the same order. The winner, after just under three hours of racing, was the Hon. Brian Lewis (2.3-litre Alfa Romeo), at 88.07 mph by 11¼ minutes, in 250 miles, E. R. Hall (1,100 cc M.G. Magnette), second, at 82.77 mph, and Mrs. Wisdom and Lord Howe third and fourth on Magnettes, Charles Goodacre's Austin Seven fifth. Campbell set up the fastest lap with the famous V-12 4-litre Sunbeam, at 92.7 mph, equalled by 'this new chap' Whitney Straight, in a 2½-litre Grand Prix Maserati—the race being open to racing or sports cars in racing trim. Only 8 finished, for 20 retired.

However, the club had proved that the 'new handicapping' worked, and promptly secured the exclusive rights in the method for some years ahead, for no other existing course possessed the great width of the area at the Fork, where the channels were set up.

The Summer was clouded by the death, after a long illness, of Sir Henry ('Tim') Birkin, a brilliant star of the Brooklands firmament with his great single-seater Bentley and his flying polka-dot scarf. Competing in the Tripoli Grand Prix on a Maserati he burnt his arm badly on the exhaust pipe (he drove always in a short-sleeved shirt decorated with the badge of the B.R.D.C.) and aggravated by appendix trouble, septicaemia set in. In spite of every medical effort, especially by his old friend Dr. Benjafield, Tim died.

The club sent a team to the rally of the Royal Scottish Automobile Club, to return jubilant with the team prize—Humfrey Symons, Miss Violet Cordery and Norman Black. Not so happy was the cancellation, for that year at least, of the proposed 24-hour rally to North Wales, on account of the number of events being held at that time and the proximity of the Lynton Trial. Indeed, the number of trials had grown to a point where the R.A.C. was gravely concerned, for there was a growing public resentment in the areas constantly being used, week-end after week-end by one club or another. The same situation has arisen today. Approximate figures for 1961 were 800 motor clubs owing allegiance to the R.A.C., besides many that do not, running 2,704 events in what can only be 52 week-ends—about 1,600 rallies, 75 sporting trials, and 300 speed events among them.

Likewise disappointing was the club response to the projected parties to visit classic races. A few went to Monte-Carlo for the Grand Prix, but the Le Mans party was cancelled and the others, failing to attract a minimum number, were also abandoned.

Once again, as in the days of the Cyclecar Club, members began to raise their voices to suggest another change of title. Junior Car Club, they declared, suggested a small-car club devoted to light-car activities, which indeed it once was, but now they were an influential body staging for some years the most important races in the country, open to cars of any capacity. The old arguments were trotted back and forth but the question was side-stepped, at least until the 1934 Annual General Meeting. In the meantime the new Caravan Section was forging ahead, and the first rally, at Brighton, was enjoyed by everyone. They had their own committee, under the chairmanship of E. J. Appleby, with J. Gordon Offord, a prime mover in the Brighton Rally, Clive Scarff, Frank Harris (who later founded a caravan magazine), C. H. Williams, W. E. Hellyer, Capt. Callcott-Reilly and R. H. Nodes.

The Coming-of-Age celebrations took place in the ballroom of the Park Lane Hotel, London, at the Annual Dinner, when 644 applications had to be reduced to 500, on 8th December. The guests were received by Dr. Low and Mrs. H. Hill, wife of one of the club's earliest members. With the serving of the traditional tangerine sorbet, the stage curtains parted on a great birthday cake, lit by 21 candles and suitably surrounded by young ladies. The cake then, not unexpectedly, opened, erupting further young ladies upon which all the young ladies mingled with the delighted guests, distributing presents. Col. Moore-Brabazon proposed 'The Club' to which Dr. Low replied and, whereas the former had directed his shafts chiefly at motor manufacturers in general and Sir William Morris and Sir Herbert Austin in particular, Low's wit embraced past and present members and Councillors. A. C. Armstrong, founder of the club in point of fact, spoke on behalf of the Council after they were all presented with smaller birthday cakes, and then followed the presentation of the International Trophy prizes.

So into 1934. Motoring sport was at last on a rising wave of popularity all over Europe after the dull years when the Grand Prix had fallen into the slough of Free Formula racing with few entries. Now, however, a new Formula was in operation, for cars weighing not more than 750 kg (about 14 $\frac{3}{4}$ cwt) but with engines of any size that would come within that weight limit. This had the effect of bringing back Mercedes into racing, together with the new Auto Union, product of the merger of four German factories, to race against Alfa Romeo and Maserati of Italy, Bugatti of France. Voiturette, or light car, racing was reinvigorated by the advent of the E.R.A. built at Bourne, Lincolnshire, in Raymond

Mays's workshops set up in the grounds of his house. This single-seater racing car, which was to have far reaching effect on what amounted to the Formula 2 of the time, was basically a 1,500 cc 6-cylinder Riley block (camshafts high in the block each side working short pushrods to overhead valves), with Jamieson supercharger, installed in a conventional girder frame sprung on semi-elliptic springs and using a four-speed 'pre-selector' gearbox of the type popular on many touring cars, and fitted to the K3 1,100-cc supercharged two-seater M.G. Magnette that now dominated the 1,100-cc field. English Racing Automobiles, ancestors of the present B.R.M., were built for sale to any buyer, much as Bugattis were, but at the same time there was what amounted to a factory team.

The Donington circuit was in full service. Brooklands was as busy as ever and the Continental Grands Prix followed one another at monthly intervals. The R.A.C. British Grand Prix of course had been run, at Brooklands, in 1926 and 1927 but not again until its revival at Silverstone in 1948.

The Annual General Meeting produced a membership list of 1,693, of whom 38 went so far as to attend, 151 in the Liverpool Centre, 116 at Southampton and 111 in Yorkshire. Business occupied barely two hours, but in that brief span it was announced that Sir William Morris had promised another £500 for the International Trophy, and that the race would be run on much the same lines as before, but would be open, not by invitation only, but by election from among the applicants, and there would be a slight regrouping of the cars within the three classes. The fixture list of competitions was also announced:

24th March, Donington race meeting, by invitation; 28th April, Second International Trophy, Brooklands; 12-13th May, Inter-Centre Rally at Stratford-on-Avon; 19-23rd June, Caravan Section rally to the Military Tattoo, Aldershot; 30th June, sixth Members Day, Brooklands; 7th July, Inter-club meeting, Brooklands (Stanley Cup competition); 15-16th September, Caravan Section rally, Brighton; 6th October, Lynton Trial.

Early in March the club lost the services of C. D. Wilson, as Chairman of the Yorkshire Centre, whose business commitments no longer left him the time, but he remained on the committee. The Brooklands Rally was duly run with its usual efficiency and success, evidenced by the fact that in 3 hours and 10 minutes a total of 880 individual times were recorded in the various events. The Burford Bridge rally attracted over 100 members and friends. That April a club committee bent itself to the study of the whole

question of traffic accidents, even then reaching disturbing proportions and finding hostile publicity in the Press.

On the last Saturday of April, the International Trophy was run again. The morning brought steady rain and when the 37 cars were unleashed at half-past two, the track was its usual series of pools which flung up great spumes of spray from the wheels, but such was the consistency of the concrete that the grip, as usual, was very good. Slowly the grey skies cleared and a watery sun broke through to dry the circuit. There was a big crowd, in spite of the miserable morning of their drive to Weybridge and there were no accidents, although there was plenty of skidding around to keep the spectators interested and the club officials in an almost constant state of concern.

The race ended with a magnificent flourish and 4 seconds between Whitney Straight, the winner, with a 3-litre 8-cylinder Grand Prix Maserati, and the runner-up, Brian Lewis, on a similar model, at 89.62 mph and 89.59 mph respectively, and closer than that motor racing very rarely gets. Seventeen competitors finished within the time limit, 20 did not.

There was something of a fuss after the race was over and done and had become a topic of conversation where enthusiasts met. A gentleman, who shall remain unmentioned, as it is not important but merely interesting, wrote to several journals with a letter to the effect that the handicap channels had been craftily designed to produce 'a foreign win'. This, not unexpectedly, produced violent reaction from the club officers, and an apology was demanded. Indeed, the writer was assured that in the absence of an apology, there would be a swift writ for libel and damages. Some of the journals concerned at once published apologies, although the letter had been printed in good faith. The writer of the letter, which was syndicated to all the journals concerned, refused to withdraw his insinuation that the handicap channels had been rigged to exclude all but the 'big' foreign cars, which was of course, absurd. The club then started proceedings, after which the complainant offered his apologies—but refused to pay the club's involved costs. The club, very rightly, decided to continue their action, but where it all ended, history does not reveal, apart from the cryptic remark in the Minutes: 'Successful outcome of the "X" case', probably meaning that he paid up in the end and wished he had kept his mouth shut from the start, no matter how disappointed he may have been at the result of the race. Another instance of the problems of handicap racing, in whatever form.

It was at this juncture that, for business reasons, Eric Findon,

of *The Light Car and Cyclecar*, felt it necessary to resign from the Council, after so many years, and was presented with a suitable memento after his long service to the club. It was also agreed that the main event for 1935 should be the International Trophy again and that the suggestions of another Double-Twelve, a Standard Car Race or a 24 Hour Race in the Isle of Man, or anywhere else, were not practicable. The stand at the Motor Show was a success, producing 78 applications for membership, and the film show was a great success, suggesting that it should be held twice in future. There was a wave of horror when it was discovered that some of the 70 competitors in the October Lynton Trial had been overcharged at their hotels by one shilling more than the agreed terms, and after some correspondence, this sum was refunded by the hotels in question, and satisfaction reigned again, except, perhaps, in the hotels concerned.

The year ended with the Annual Dinner, now at the Park Lane Hotel, London (for the Connaught Rooms had become too tight a fit), with 517 guests. Everyone was refreshed with the tangerine sorbet, the ladies all received evening bags, the gentlemen wallets, Moore-Brabazon flayed the Minister of Transport as an anti-motorist on account of the introduction of the 30 mph speed limit in built-up areas with effect from 1935, and the formal part of the function ended with Lady Campbell's presentation of the major trophies of the year.

Early in 1935 the first newly elected member was S. M. Lawry, still a member of the Council, but at that time more interested in active competitions, and members were joining in a steady flow. The days when the number fluctuated had long since gone, and when the Annual General Meeting was called that January it stood at 1,877, an increase of 184, there was a surplus of £287 on the 1934 activities and there was the comfortable sum of £3,315 invested and earning interest. Among items on the agenda was the decision not to run the proposed Manufacturers' Trial before 1936 as the idea was fraught with trickiness, manufacturers being notably touchy, if not tetchy, people to deal with, at least when it came to competitions. Most clubs have, from time to time, run into the difficulty of defining, for instance, a 'standard car' which, on the face of it, should be quite simple—a car exactly as described in the catalogue and sold in the showroom. Nothing could be farther from the truth. For years the Automobile Club of Monaco has tried to keep its winter Monte-Carlo Rally for standard touring cars and has more or less given it up. The Tourist Trophy was supposed to be for standard cars but, as the years went by, they

turned into racing machines. Generally speaking, a standard car needs some sort of modification before it can take part in any competition presenting a certain amount of difficulty. Is a car standard if a sports coil is substituted for the standard type, or if the carburetter is tuned and jets changed, or the cylinder head and ports are carefully polished? When such items are listed in the catalogue as optional extras the matter is complicated further and in any case, a check on the standard-ness of a car would mean taking it completely to pieces and studying it for several days. At the time being discussed, there were sports-car manufacturers whose standard models all differed in one detail or another so that what was non-standard in April was standard in June.

Just the same, the club decided to ask the R.A.C. for a Permit for possible future use. Another item was a discussion on the possibility and desirability of forming a Midland Centre, and another was correspondence with the Derby and District Motor Club concerning a race at Donington, as suggested by Cecil Kimber, of M.G.s. Anxiety over the future of the Yorkshire Centre had been greatly allayed for it was at least holding its own and had recruited 29 new members. Then it was announced that the International Trophy would be held on the King's Jubilee Bank Holiday, 6th May, a propitious date, and this time the entry would be divided into four classes with four separate handicap-channels. What was more, Lord Nuffield had, for the third year, again promised £500 prize money. The evening concluded with a resolution: 'To re-affiliate with the R.A.C. but to accompany this with a strong protest against the apparently ineffective methods of the R.A.C. to safeguard the interests of its members in connection with the present flow of motor legislation.'

That summer there were ten major events, drawn up by the Events Committee, round whose table sat Professor Low, B. H. Austin, Eric Burt, A. G. Benstead, C. L. Clayton, Urquhart Dykes, Charles Follett, H. R. Godfrey, E. Gribben, E. Hancock, Lionel Martin, Hugh McConnell, Archie Frazer-Nash and Gordon Offord—all gentlemen of experience and in the closest touch with the sport. The select committee dealing solely with the International Trophy were Burt, Godfrey, Martin, McConnell and Frazer-Nash.

The fixture list showed the Brooklands Rally (2nd March, and dozens of would-be competitors could not be accepted); a visit to a power station (booked out), the Inter-Centre Rally (6th-7th April); International Trophy (6th May); Evening Trial (22nd May); Members Day at Brooklands (29th June); visit to Fort Dunlop in

July; Lynton Trial (28th September); Dinner-Dance in October and Annual Dinner, at the Park Lane Hotel, on 29th November; after which activities eased off, somewhat, one suspects, to the relief of the committee members. There were now, in point of fact, nine special committees, in addition to Council meetings every month; Professor Low was Chairman of the Events and Technical Committees, Burt of the Race Committee, Bale commanded Finance and General Purposes plus Social, Offord Elections of Members and Caravans, and Austin took the Chair of Legislation and Traffic. What they all did in their spare time is a matter for speculation.

The Trophy prize fund had risen to £1,150 by mid-March and passed £1,500 a month later. It was at this juncture that the B.A.R.C. sprung a mine by stating that any more repairs to the track in the Fork area (where the handicap-channels were set up for the big race) would have to be paid for by the J.C.C. and the British Racing Drivers Club. This suggestion raised eyebrows all round the table. Then someone said he thought that was fair enough if the B.A.R.C. were told that if they could not afford to do their own repairs the J.C.C. would insert a clause in the race regulations to the effect that the condition of the track would be regarded as a hazard of the course. Everyone heartily agreed with these sentiments but considered it wouldn't do. Steam thus having been let off, it was decided to tell the B.A.R.C. to put repairs in hand forthwith. Then the Council turned to the question of re-decorating the office, buying two stop-watches from time-keeper A. G. Reynolds for £30 apiece, approving little 9 ct gold button hole badges for Councillors and presenting a Challenge Cup to the Liverpool Centre. A few weeks later the B.A.R.C. let it be known that the repairs to their concrete had been completed and there would be no bill for the J.C.C. after all.

The International Trophy that year was, up to that time, the most successful race the club had organized, before a big crowd that returned the largest financial gain the club had ever made. That month of May the funds were standing at £6,447. The race was won by Luis Fontes, a new name in motor racing (and English at that), driving a 2.3-litre Alfa Romeo at 86.96 mph by 2 minutes 28 seconds. Fred Dixon came in second (1,986-cc Riley) and Eddie Hall third (M.G. Magnette). Fourth was the partnership of Tommy Wisdom and his wife, Elsie Mary, sharing an 1,808-cc Riley. This race saw the debut of the new R-type, racing M.G. Midget, a sleek, single seater car with independent suspension to all four wheels. Fontes, having entered a car that was not ready in

time, switched to the Alfa Romeo at the last minute and was therefore issued with the number 13, at which he was quite undaunted.

INTERNATIONAL TROPHY AWARDS, 1935

Winner: £100 Trophy (Lord Wakefield of Hythe). S.M.M.T. and T. Gold Challenge Trophy and replica. £500 (Lord Nuffield).

Second: £100 (Dunlop Rubber Co. Ltd.).

Third: Trophy and £50 (Automobile Engineering Training College).

Fourth: Trophy and £25 (Charles Follett Ltd.).

Fifth: B.A.R.C. Trophy.

Sixth, Seventh and Eighth: J.C.C. Trophies.

Team Prize: Challenge Trophy and individual replicas (M.G. Car Co. Ltd.).

First, Group 1: Trophy (Car Mart Ltd.). Group 2: Trophy.

Group 3: Trophy (Noel Rees). Group 4: Trophy (Jack Olding).

Leader at 15 laps, 30 laps, 50 laps: each £10 (S. Smith and Sons (M.A.) Ltd.).

First British car (other than the race winner): £100 (Joseph Lucas Ltd.).

Leading British Car at 25 laps: £25 (Donald Sessions Ltd.).

Leading British Car at 50 laps: £25 (Clement Talbot Ltd.).

Leading British Car at 75 laps: £30 (T. G. John).

The next racing venture was a meeting at the new road circuit in Donington Park, at Castle Donington, between Loughborough and Derby, at the invitation of the Derby and District Motor Club. This marked the first racing venture of the club, today the most active of promoting clubs in the sphere of major events, outside its historic stamping ground of Brooklands where it had already revolutionized the old ideas of track racing. There were two circuits at Donington at that time. One was the distorted D-shaped course of just on 2½ miles. The other, offered to the club for this experiment, was an inner circuit of two close and almost parallel roads, measuring just under 2 miles, and very fast indeed. Today those who do not remember Brooklands do not remember England's first road circuit either, so some description is required.

The Park lay alongside the river, 6 miles south of Derby, and 12 miles from Nottingham. The main gates were approached through the village of Castle Donington. The estate sloped gently up from the shining river to two woodlands, half a mile apart, through which the winding circuit ran downhill for the first mile and, through a right-angle turn known as the Hairpin (with a vicious hump because another road went off to the left and the cambers crossed),

slightly uphill through the trees to the buildings of Coppice Farm, with one sharp curve on the way. At the farm a vicious corner led into the long, very fast Starkey's Straight with a double corner forming a wide U-turn at the far end bringing the cars back again past the start area and the pits. For the first J.C.C. meeting, however, the shorter course, just under 2 miles, was to be used. This went straight on after the pits instead of turning sharply to the left at Red Gate Corner and ran for almost a mile, parallel with the return straight but with only one slight bend about half way, and a semi-circular turn at the top end. This was the first time the shorter circuit had been used. It had been built primarily for the smaller club meetings and for mid-week testing. Admission to this meeting was a mere half-crown, with free car parking and no charge at all for J.C.C. members.

There was an entry of 44 sports cars that 31st August. The meeting, with eight races for cars in full road trim, was a sporting success but a financial failure, to which the heavy premium insuring against rain contributed its quota. Bunny Dyer and Council members were seen anxiously studying the rain gauge but, although it was raining up to race morning and continued almost everywhere else, Donington Park was in the midst of a bright period that lasted all day. The loss was no crippling matter—around £50.

However, the meeting had been good publicity for the club in a new area, and out of subsequent discussion arose the suggestion of reviving the 200 Miles Race, for 1,500-cc cars, in 1936, for now more and more wealthy young men were buying E.R.A.s as they came off the assembly trestles, and modern voiturettes existed in Italy and France as well.

DONINGTON PARK: MEMBERS MEETING, 1935

*Race Winners**

Three-lap Handicap I: C. W. P. Hampton, 2·3 Bugatti, 63·01 mph.

Three-lap Handicap II: T. F. B. Law, Frazer-Nash, 60·33 mph.

Three-lap Handicap III: E. Griffiths-Hughes, Frazer-Nash, 61·4 mph.

Five-lap Handicap I: St. John Horsfall, Aston Martin, 58·8 mph.

Five-lap Handicap II: T. F. B. Law, Frazer-Nash, 61·95 mph.

Five-lap Handicap III: M. W. B. May, 1·8 Alvis, 56·87 mph.

Three-lap Championship: A. R. Porter, 3·0 Bentley, 56·87 mph.

Five-lap Championship: A. R. Phillips, Riley Imp, 55·06 mph.

*All on individual time handicap.

In September the Caravan section organized what the *Gazette* claimed to be the world's biggest caravan rally, at Withdean Park, Brighton, where the frontage of more than 100 'vans extended 1,200 ft. The second day's programme, the judging of the entries in a sort of Concours d'Elegance et Confort, was carried out in high wind and rain but was none the less thorough, by a committee chosen by ballot, after which Mrs. E. C. Maidment's Winchester was awarded the gold cup for the best caravan in the rally.

In the winter both Dyer, the secretary, and C. L. Clayton, of the Council, were invited by the R.A.C. to sit on the Competitions Committee. The month of November alone saw nearly 100 new members elected, among them the South African, Pat Fairfield, an E.R.A. driver (his memorial plaque, executed by 'Bira', was erected at Donington after his death at Le Mans in 1937 and was later moved to the Silverstone circuit); that genial Scot, A. K. Stevenson, secretary of the Royal Scottish Automobile Club, and A. C. Bertelli, of Aston Martins. Indeed, membership had now passed the 2,000 mark. A proposal to run a club rally to North Africa was debated and deferred for 12 months. In December Mr. T. B. Andre, who had presented the Gold Cup for the series of 200 Miles races, was elected a Vice-President as a mark of appreciation, which may have had something to do with his offer of £200 prize money if the '200' were revived. Then the old controversy started again about the club's title but the general consensus of opinion was that any alteration would be a mistake in view of the fact that the initials 'J.C.C.' were too well known and had long outgrown any association with little motor cars.

OFFICERS AND COMMITTEES, 1935

President

The Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O.

Vice-Presidents

Frank H. Bale, O.B.E.

A. Percy Bradley

W. B. Gibson

T. G. Hayter

H. M. Hobson, J.P.

W. Maitland Hughes

Lt. Col. Charles Jarrott

W. Lord

Professor A. M. Low

Hugh P. McConnell

E. Mitchell

Lord Nuffield of Oxford

G. F. Smith

C. D. Wilson

A. Woodfield

Chairman

Professor A. M. Low

Hon. Solicitor
Alfred I. Logette

Hon. General Treasurer
Frank H. Bale

General Secretary
L. F. Dyer

Council

B. H. Austin
A. G. Benstead
Eric Burt
C. L. Clayton
W. Urquhart Dykes
E. C. Gordon England
Charles B. Follett
Capt. A. Frazer-Nash

H. R. Godfrey
E. Gribben
E. Hancock
Lionel Martin
Hugh P. McConnell
J. Gordon Offord
C. J. Randall
G. Roberts

L. H. White

SOUTH WESTERN CENTRE

Chairman
T. G. Hayter

Hon. Treasurer
E. Mitchell

Hon. Secretary
G. F. Smith

Committee

J. A. Andrews
F. B. W. Batt
O. Bottachi
M. H. Fortlage
G. A. Jackson

J. F. Maysmor
G. W. O'Connor
N. A. Prince
J. W. Robbins
E. P. Shaw

F. W. Stock

LIVERPOOL AND NORTH WALES CENTRE

Chairman
A. Woodfield

Hon. Treasurer
H. S. Phillips

Hon. Secretary
G. A. Quemby

Committee

H. E. Bellis
W. Blake Dyke
Dr. M. Glyn-Morris
J. C. Hall
C. H. Hutchence
R. J. Leary
R. J. Lutas

W. Maitland Hughes
L. C. Mathews
C. R. Pond
F. L. Rawsthorne
A. N. Rostance
H. N. Williams
W. E. Williamson

W. E. Wright

YORKSHIRE CENTRE

<i>Chairman</i>	<i>Hon. Treasurer</i>	<i>Hon. Secretary</i>
C. Horner	G. C. Carlisle	B. Armitage

Committee

H. W. A. Ansell
S. L. Armitage
P. B. Barber
W. E. Batty
K. F. Cowling
S. Crossley
W. B. Gibson

H. W. Greenwood
A. L. Grunwell
M. C. Hodgson
W. Lord
W. A. Sowray
T. Thornton
C. D. Wilson

CHAPTER XI

1936-1937

AT the Annual General Meeting, in January, the Secretary announced a membership of 2,012, with 153 at Liverpool, 138 in the South-Western Centre and 124 in Yorkshire. Frank Bale reported funds of over £5,000, worth at least £500 more at current quotation of their investments, and a year's working surplus of just over £370, a very satisfactory state of affairs. Although he had recently resigned as Chairman of the Royal Automobile Club, Sir Arthur Stanley continued as President of the J.C.C. for the 14th year. The gathering of some 55 persons was informed that the club intended to organize the International Trophy again, on the lines that had proved so successful, but to split the entry through five, instead of four, handicap channels, on 2nd May, and to revive the classic 200 Miles Race, at Donington, as a scratch race for cars of any size but with separate awards in the 1,500-cc class, on 29th August. The June Members Day was to be run at Brooklands; the Inter-Centre Rally, at Leamington, and the Evening Trial, were both in the fixture list again.

A month later the club broke more new ground. Autocheques Ltd., headed by Mr. Graham Lyon, who today runs a chain of hotels and motels, suggested that, with enough support from members, they could arrange a J.C.C. tour to the United States and Canada at very reasonable rates. The club at once agreed. The bookings were complete within five days of the first announcement. The party, 80 strong with 35 cars sailed in July on the *Queen Mary* and had the time of their lives, fêted at every stage, and in some cities, local motor dealers seized cars, gave them a wash and polish and displayed them overnight in their showrooms. The slightly dazed party were given the full V.I.P. treatment for twelve days and were away just over three weeks. The cost worked out at around £75 per head which is about the price of a week-end trip to Paris in these days.

The International Trophy of 1936 went down in history as one

of the finest and closest races run at the Brooklands Track. The last half of the 261-mile struggle became a tense duel between 'Bira' and Raymond Mays, both on 1,500-cc E.R.A.s who, on the last lap, swept off the banking into the Finishing Straight almost together and, while the crowd betrayed the most un-English excitement, even to the point of shouting loudly and dancing up and down, Bira streaked over the line precisely one second (four lengths) ahead of his old friend, at an average speed of 91 mph. The time-keepers gave Mays's average as 90.99! Third was H. G. Dobbs, in his peculiar single-seater Riley in which the body was 'offset'; that is to say, he discarded the passenger seat and that half of the body and streamlined the rest. Fourth was Rose's 3-litre Grand Prix Maserati—a finish that once more vindicated the accuracy of the lay-out of the handicap channels. There was, to the relief of the club, a fair financial return but by no means what had been hoped. This merely satisfactory state of affairs was completely reversed at the close of the season at Donington, where the J.C.C. slice of the cake was four times bigger for a start.

There was, at this time, the distant rumble of discontent among the less wealthy drivers which, a few years later, grew into thunder overhead. The entry fees, they claimed, bore, at around £15 per entry, little relation to the amount of prize money that could be won. Starting money was now an accepted practice in Grand Prix racing and entry fees had vanished. This was the day when the impresario was forced to pay his cast according to their star rating or do without the drawing power of the great International names. The system was beginning in England, but in an under-the-counter manner that was never talked about, and it was not until just after the Second World War that the R.A.C., wincing at the very term 'starting money', was forced to recognize that the days of entry fees were over and that drivers of the leading teams would have to be hired under contract if their attendance was desired.

That same month, largely due to the energy and enthusiasm of Frank Bale, the club added the Midland Centre to the existing three, with D. B. Welland as Hon. Secretary, operating in Warwickshire and around Birmingham.

The feeling about the title was becoming deeper and more widespread, especially among the Centres. A special meeting, called for 8th June, debated the matter all over again and all the old arguments were tossed back and forth with vigour. What was disliked was the idea conveyed by the word 'Junior', but not a soul present could think up a better title. There was 'Junior Automobile Club', and 'The Car Club', the 'Motor Club of Great

Britain' and 'Car Club of Great Britain'. Nobody liked any of them, which is understandable. At last the matter was put to the vote. Eight opposed change, nine wanted it but with the proviso that some acceptable designation should be found and that none of the suggestions so far made should be adopted. There the matter was allowed to rest, until someone had a brilliant idea, and it was resolved that, in the meantime, the well-known initials should be used alone, rather than the full title and that the 'Junior' part of it should be played down at all times.

Still the membership was rising. In July, 47 new names were added. Graham Lyon, progenitor of the American Rally was one, Christopher Jennings, later to become Editor of *The Motor* was another, and among others were Sydney Allard, who built the Allard cars after the war and won the Monte Carlo Rally with one of them, and Miss Dorothy Stanley Turner, a petite young lady who became a formidable driver of M.G.s at Brooklands.

The South-Western Centre sought to increase the appeal of their half-day trial by running it on a Sunday, when more members could find the time to compete, but London looked down its collective nose at this suggestion. Finally they agreed, making the apprehensive stipulations that only A and B roads were to be used, and not country lanes where Sunday picnic addicts might find a trial a nuisance, all tests should take place on private ground and not in public, the route should be confined to Hampshire, the affair was not even to be called a trial (the R.A.C. took a very poor view of Sunday trials at that time) and, what was more, the cars should not carry competition numbers. This same idea has come up again, in recent years when this kind of event has become so numerous as to be almost unmanageable. Added to which it must be admitted there is a certain type of competitor, happily rare but too numerous anyway, whose competition number seems to go to the head, resulting in driving more suited to a road race than a trial on public roads. After pondering the matter, the South-Western Centre ran their trial on a Saturday, attracted 30 entries and had a successful competition.

The eagerly awaited 200 Miles Race came up on 29th August at Donington, on the full Grand Prix circuit, on a calm and sunny day. There was no handicap; the race was open to single-seaters of unlimited capacity, for there were as yet not enough modern 'fifteen-hundreds' to make a full field on their own without an influx of foreign cars and drivers and they, accustomed to the receipt of starting money, were discouraged by the expense, if not the distance, of the journey from Italy, with no monetary inducement.

There was an assembly of 21 cars, and would have been 22, but Charles Martin's 3·2-litre Alfa Romeo, probably the fastest road racing car in the country at that moment, blew up violently in practice. The field comprised ten 1½-litre cars (eight E.R.A.s, one Delage, built in 1927, and a 1½-litre M.G.), one 1,100 cc M.G. Magnette, four Alfa Romeos (2·3 and 2·9-litre), four 2·3-litre Bugattis, a 2-litre edition, a 2-litre Riley and a 2·9-litre Maserati. Four finished within the time limit, which was 10 minutes after the winner was home, six were flagged off, unplaced, and eleven retired. The race was a personal triumph for a new driver, Richard Seaman, the calm, precise, stylist, driving the straight-eight Delage which had been raced previously by Lord Howe, and it was Howe who challenged Seaman all the way. The Delage, with a fuel consumption of about 9 mpg ran non-stop, but the E.R.A. needed a refill, and in spite of a magnificent drive by the Earl, it was impossible to regain the time lost at the pit (39 seconds). About 10,000 spectators—the same gate as at the International Trophy—attended the race, went away delighted and slipped about £500 gross into Frank Bale's coffers.

The South-Western Centre's trial to the West Country was run in September but on a new course, with old hills and new, from Wilton to Ilfracombe, and 44 starters. Yealscombe Hill, the terror of previous years stopped all but seven but the new climb, Widlake, which runs up straight from the main road on a gradient of 1 in 4, stopped everybody. It was therefore decided to chop this section out of the calculations of results, which thereupon revealed only seven first-class awards, suggesting this was a first-class trial. The gold medals went to the Earl of Essex (Frazer-Nash), in his first trial, Miss K. Taylor (M.G.), Norton Bracey (M.G.), H. R. Winnacott (Frazer-Nash), L. K. Holdaway (Austin Seven), R. E. Rushbrook (M.G.) and S. H. Allard (Ford V8).

The owners of Brooklands had not been blind to the popularity of road racing, ever since the J.C.C. showed how a kind of road race could be staged on the track, but the success of Donington, beginning in 1934 with the Nuffield Trophy (won by Raymond Mays) and the first Grand Prix of 1935 (won by R. O. Shuttleworth) and underlined by the revival of the 200 Miles, decided them to construct a road course within the perimeter of the pear-shaped track. This was completed in 1937 and named after Sir Malcolm Campbell. The new road turned off the Railway Straight just beyond the swoop down from the Members Banking, made across the flat 'infield' towards the Fork, crossed the Finishing Straight, ran back parallel with it, and then curled round the foot

of the Members Hill enclosure, with its trees and rhododendrons, and emerged on the beginning of the Members Banking. The J.C.C. at once negotiated for, and got the assurance of, 'special consideration' in the use of the circuit when it was completed.

As the year ran out Leonard Dyer announced to the Council that he must tender his resignation as Secretary, as he was accepting a position in the motor trade, after 15 years with the club. The Council, who saw that he should not decline this opportunity, reluctantly accepted his decision and co-opted his services as a member of the Council, for which a vacancy occurred a few weeks later. The club has never been without his advice and the benefit of his experience since that time. His assistant, John Morgan, who had always been at his elbow, thereupon took over as General Secretary, the office he holds today, a quarter of a century later, a service totalling 37 years from the date he came to the club offices.

There had been a tentative plan to organize a special race at Donington on the day of King George VI's coronation, but, after consideration, it was decided to concentrate instead on the International Trophy at Brooklands, as the August Bank Holiday date had been offered, together with the 200 Miles at Donington in September, although it was thought that the closeness of the date of the Tourist Trophy might not be good for the entries.

At the Annual General Meeting there were New Year greetings sent by many leaders of the industry, signaling the 25th year of the club's life. J. Albert Thomson, President of the Society of Motor Manufacturers and Traders, Sir Arthur Stanley, President of the Club, Sir Malcolm Campbell, Percy Bradley, Clerk of the Course at Brooklands, Lord Austin, Victor Riley, T. B. Andre and Cecil Kimber, managing director of M.G.s, all sent messages of goodwill. Leonard Dyer read his last report as Secretary, as the club's official year ended in the previous November, at the conclusion of which he was presented with a cheque and a walnut writing table from the members (or at least, with a picture of it, the actuality to follow when it was completed) and then with a silver cigarette casket from the Council, together with a cheque, and finally, a shooting stick as the separate tribute of the South-Western Centre.

In more mundane matters, reports showed a surplus of £390 for 1936 and funds standing at £5,320 with a membership still going up, at 2,117. New names on the roll of Vice-Presidents were G. C. Carlisle, of the Yorkshire Centre, H. Corrin, J. C. Hall, N. C. Hodgson, and C. Horner; new Councillors were L. F. Dyer and E. H. Tustain. Otherwise the officers remained in government, as

before, to the entire approval of the membership who realized that, some years ahead of time, they had never had it so good.

Among plans for the sociable members was a club rally to Budapest, an excellent method for those who had never motored abroad before to learn the ropes in a party of friends and under the umbrella of the club all the way. In these rallies, continued in years to come, there is no competition, of course, apart from perhaps a concours d'élégance at the far end or even a driving test, and the participants are free to go at their own pace in their own time, joining up with whomsoever they please, and not in one long marshalled convoy running to a set time-table. It was only at the end of each daily stage, where there is pre-arranged accommodation, and more often than not a reception by a local motor club or the civic authorities, that the entire party reunited to exchange fearsome tales of incredible adventures and undoubtedly untrue average speeds. Than which, over a dry martini at the end of the day, nothing could be nicer. This particular 'rally' was scheduled to take seventeen days from Dover back to Dover, about half of which was motoring. For the rest there was a cocktail party in Brussels by the Royal Belgian Automobile Club, visit to the wine cellars on the Mosel river, a day off in Salzburg under the guidance of the Salzburg Automobile Club, a reception in Budapest, with three days of sightseeing and a luncheon with the Royal Hungarian Motor Club, and a breaking-up dinner and dance in Amiens, after an inspection of champagne vaults in Rheims. All this worked out at prices from £23 per head for four people in a small car and a couple of pounds more in a large one, everything found from car documents to baggage service by special van. Seventy-five signed on the dotted line.

The International Trophy went off, on August Bank Holiday, with another J.C.C. innovation—a rolling start for the entire field, rank on rank, for one lap behind John Cobb at the wheel of the famous 4-litre V-12 Sunbeam with his foot well down. The club had introduced massed starts years before, a method that had now become common-place, so it was thought proper that something new—and practical—should be demonstrated. Raymond Mays, with an E.R.A. having a 2-litre engine, led from start to finish, pursued by 'B. Bira's' 3-litre Grand Prix Maserati until it broke down. Out of the 20 starters, four finished, four more were still running but outside the time limit, and the rest were pushed sadly to the mortuary park. The attendance was a bumper even for a Bank Holiday and the very satisfactory result was a surplus of £375.

Three weeks later the club was in possession at Donington again, for the 200 Miles Race, tenth of the historic series that had begun at Brooklands back in 1921, just a week before the R.A.C. Tourist Trophy on the same circuit, which accounted for a starting grid of only 17 cars; seven finished within the time limit, two were still running and eight gave up. It was a warm summer day, with a big crowd by contemporary standards, but the gate receipts did not quite equal expenditure this time. The much publicized T.T., with many foreign entries, undoubtedly kept several thousand away from the J.C.C. event.

The racing was first class, with a magnificent battle between Raymond Mays and 'Bira' once again—1,500-cc E.R.A. versus 2.9-litre 8-cylinder Maserati—for most of the race until Mays fell out; Arthur Dobson (E.R.A.), who had won the Prix de Berne 1½-litre race the Sunday before, swept into the fight, passed Bira and, when Mays's E.R.A. snapped a halfshaft with only 13 laps to go, automatically took the lead and beat 'Bira' to the line by just under 40 seconds.

The South-Western Centre Devon trial that autumn was an even bigger success than in the previous year, for this time, out of 39 entries only H. R. Winnacott (Frazer-Nash) beat the hills and won a first-class award (and only a dozen got second-class mementoes). The new hill this time was Kersham, where 27 cars ground to a standstill. This sort of thing being the object of the exercise, a good time was had by practically all, ending with a dinner and dance.

In the world of light cars, properly the sphere of the club when it was not racing or running trials, the Motor Show of 1938 revealed the H.R.G. (H. R. Godfrey) which was, understandably, rather like a Frazer-Nash but with shaft drive. The Frazer-Nash, as it had been known since 1925 and was for the past several years under the rule of H. J. Aldington, assisted by his brothers W. H. and Donald, for Archie himself had plunged into other fields of successful engineering, was still the only sporting car with final chain drive and had a tremendous reputation on the track and in reliability trials. To it was now added the Frazer-Nash-B.M.W. which was roughly an anglicized version of the well-known German car. Present in the 750-cc racing class was the delightful twin overhead camshaft supercharged (or unsupercharged) Austin single seater; M.G.s had grown up, except for a few 750-cc racing models, into the Series T Midget, at 1,292 cc, the Series VA at 1,548 cc and the six-cylinder '2-litre' of 2,322 cc.

The season must not be dismissed here without mention of the

first truly International Grand Prix, run at Donington by the Derby and District Motor Club at the end of September, with the appearance of the Mercedes and Auto Union Grand Prix teams that had never been seen in this country but were already legendary, an achievement that could not be possible without powerful financial backing. The speeds staggered the crowd, estimated at 60,000, for the silver German cars were streaking thunderously down Starkey's Straight at 170 mph and, on the run uphill from the Melbourne Hairpin, where the Tourist Trophy cars had been changing down to second gear, these 400 hp machines were actually leaping into the air at the crest. The winner was young, blond and devil-may-care Bernd Rosemeyer (16-cylinder rear-engined 6-litre Auto Union) at 82.86 mph for 3 hours with routine stops, Manfred von Brauchitsch (8-cylinder 5½-litre Mercedes), second at 82.57 mph and the great champion, Rudolf Caracciola (Mercedes) third, at 82.28 mph. The British E.R.A.s, a quarter their size, were, of course, quite outclassed, and at no time did any other car, even 'Bira's' 3-litre Maserati, ever challenge any of the visitors.

As November merged into December, when the Centres were organizing their annual dinners and social activities, film shows and dances to conclude this first quarter-century of the club's history, the Council decided to organize the same two major races again in 1938, the International Trophy at Brooklands, this time in May, and the 200 Miles at Donington in the last week of August.

The storm clouds were gathering in Europe but low down on distant horizons. The thump of German army boots was loud and menacing. Vast crowds of Nazis filled German stadiums to scream 'Heil Hitler' at the frenzied little figure shrieking defiance to the world from a floodlit rostrum draped with the sinister swastika. Hitler's patience, he raved, was becoming exhausted. Austria, the Saar, and the Czech Sudetenland, the Danzig Corridor, were demanded to be yielded to the Third Reich as integral parts of Greater Germany. There was foreboding, but the race organizing clubs drew up their 1938 programmes and left these anxious affairs to the politicians.

CHAPTER XII

1938-1945

BUSINESS at the Annual General Meeting was, as usual, mainly formal, which probably explains why only some 50-60 members ever attended. After a service extending over 11 years, His Hon. Judge Ernest Hancock found his new duties made it inevitable that he should resign from the Vice-President's panel and from the Council. The latter vacancy was filled by E. Magee, a member of many year's standing and faithful volunteer official at sporting events. Two new Vice-Presidents were named in R. J. Leary and W. Austin Sowray. The reports on 1937 were, if not exalting, at least satisfactory. The financial stability was sound, although there had been no surplus on the year (but likewise no loss) and membership was up by 62 to a figure of 2,179.

The new Campbell Road Circuit at Brooklands was to be ready on time. The J.C.C. with their usual quickness, at once booked the course for the next 200 Miles Race, instead of at Donington. There was a general feeling that racing was no longer gripping the public imagination unless it was on the full International Grand Prix scale, and therefore involving very great financial outlay with the risk of equally heavy loss if the weather misbehaved. Even abroad, the general public, except in Germany, was tiring of the constant processions of German cars (even driven by English, Italian, French and Swiss pilots, for there were not enough Germans of the required calibre to complete the two teams). Even the historic Tourist Trophy had become just another race at Donington. The club was anxious that this should not be said of their 200 Miles Race, but there was to be a Members Meeting at Donington again.

In March the plans were completed for another Continental Rally, to be held between 28th August and 18th September, through Bavaria and the Dolomites to Venice, back through Switzerland to Paris, and with time to take in the Italian Grand Prix at Monza as well, all for around £30 per head.

The March Brooklands Rally was another resounding success.

In a matter of 2 hours 55 minutes, 136 members were sent through more than 950 individual tests. This was always the day of the sporting owner, whether he ran a sports car or a family saloon tuned with loving care (a thing much more prevalent then than now). The new eliminating test for the Monte Carlo Rally was laid out to give members an opportunity of demonstrating just how they would have done it if they had been competing. As usual in so many tests, competitors demonstrated that their nerves defeated their skill and that many of them had not understood the regulations. Best performance of the day was by rallyman David Murray (Frazer-Nash-B.M.W.), who was fastest in both the Monte Carlo 1937 'wobble-wobble' and the 1938 version. R. Johnson-Ferguson (Aston Martin) won the easy-start test, and H. J. 'Aldy' Aldington, not unexpectedly, won the flying half-mile with his Frazer-Nash at no less than 91·84 mph in a standard model. Thirty competitors won first-class awards. Among them we note Lord Curzon, Earl Howe's son (F.N.-B.M.W.), W. M. ('Mike') Couper, the racing Talbot driver, Anthony Curtis (H.R.G.) whose voice is now so well known on circuits where his Antone loudspeakers are installed, H. R. Godfrey (H.R.G., naturally), still keeping his hand in, and Sydney Allard with his first Allard Special, derived from a Ford V8 engine with a Bugatti body.

At this time, two cars, one at each end of the scale, were being built to attack records, driven by members. The one was the 1,100-cc M.G. which was being prepared for Major Goldie-Gardner, his super-streamlined car which had a normal chassis and was intended to reach 170 mph in Class G. The other was the unorthodox Napier Railton for John Cobb, whose target was the World Land Speed Record, then held at 312 mph by George Eyston's vast *Thunderbolt*. Cobb's car was less than half the weight and, with four-wheel drive, was powered by two 12-cylinder Napier Lion engines of 23·9 litres each, giving something like 2,500 bhp between them. Both men attained their objectives, Goldie-Gardner at 186 mph, Cobb at 350·2 mph.

For the second time a hideous accident took place in a J.C.C. race which could not have been foreseen, and almost at the same spot as in the Double Twelve tragedy. A new circuit was used for that year's International Trophy on 7th May. This was a combination of part of the new Campbell Circuit and the main Outer Circuit plus the Finishing Straight. From the start opposite the pits in the Straight, the cars went down towards the Fork and hair-pinned left, back up the Campbell circuit parallel with the Straight. Then the road swung uphill, right-handed, out onto the Members

Banking. Here it was full bore round the banking 'the wrong way' to the Fork, through the handicap-channels, and out on the far side onto the Byfleet Banking, down the Railway Straight in the distance, and then right-handed into the Finishing Straight again.

Just as the flag was raised for the start, it was seen that under the pointed tank in the tail of Frenchman Joseph Paul's big V-12 Delage, little tongues of flame were hungrily licking. Before anyone could move (and drivers in the row behind were shouting) the flag fell and they were away, rank on rank of 23 roaring cars. Paul got round the U-turn at the end and then realized his predicament. Gradually he edged the Delage out of the ruck onto the flat grass verge at the foot of the protective grassed bank on the left. Almost as the machine had lost way, A. C. Lacey, behind him in a Darracq, caught unawares by the car's sudden loss of speed and change of direction, slammed its tail. Instantly the blazing car turned at right angles, plunged up the bank, killed Murray Jamieson, the brilliant racing car designer and supercharger expert who was standing there, and ploughed into the spectators ranked along the pathway at the top. Ten people were injured, one fatally.

This sad business which took place before my eyes (indeed, I had been chatting with Murray Jamieson a few minutes before the start but moved away to get a better view) was the more distressing because the race was one of the finest struggles for many years. Once again Mays and Bira were locked in combat from the start until Mays stopped to fill up. Percy Maclure (Riley) came into the picture, in third place, at half distance. Then Mays lost one cylinder and a pit stop failed to cure it. With 10 laps to go Bira was in the lead after he had refuelled but the back axle chewed up, leaving Maclure, somewhat astonished, in the lead, unable to understand why the much faster E.R.A. did not sweep past. The two cars flashed across the line 1.2 seconds apart, a matter of three or four lengths at that speed, in a finish that had the crowd shouting with excitement.

The attendance was not up to expectations, and in spite of the fine racing, a loss was seen to be inevitable. Now all depended on the success of the 200 Miles Race in September.

In the meantime there was the suggestion of yet another Centre, headquartered in Preston, for the Lancashire area, and the Council decided to explore the possibilities. At the same time, unable to close eyes to the obvious fact that whereas there were now three road circuits (including Crystal Palace) plus ordinary Brooklands Outer Circuit and Mountain racing, and more races than ever, public interest was falling, but whether *post hoc* or *propter hoc* was

more difficult to determine. In these admittedly daunting circumstances, the club began to consider alternatives for the following year, as it was impossible to continue writing off losses in a club where the ordinary income from subscriptions did not meet the administration costs and the subscriptions could not be raised to meet them without losing members at once. It is probable that more than half the membership joined the club to go motor racing, most of them as active competitors. The new Midland Centre staged a meeting at Donington with the utmost enthusiasm and efficiency. The racing was good. The attendance was not, and the Centre sadly reported a loss of between £60 and £70, a considerable sum to that small body.

Shortly after this straw in the wind, a meeting of all race organizers was called for the end of September, for the same malaise afflicted all alike—Brooklands Automobile Racing Club, British Racing Drivers Club, who had founded the 500 Miles Race and the British Empire Trophy, the Derby club with its Donington problems, and the new club at Crystal Palace, in addition to the J.C.C. The situation was discussed without arriving at any conclusion on what action could be taken, as all agreed that the lack of support from the factories who had abandoned official racing and of money, except from outside and infrequent sources, were the roots of the problem.

The J.C.C. decision in Council assembled was to suffer not more than a £500 loss over the year but to press on in 1939 with the International Trophy, early in May, to consider a possible second race which might or might not be the 200 Miles, if the funds could stand it, and to apply for full International status for both events through the R.A.C. The future of the Midland Centre Donington effort was left in abeyance for further pondering. It was also decided that, what with one thing and then another, this was no time to start forming a Centre in Bristol. Even the annual happy dinner-dance in October was cancelled for lack of support, the first time in many years.

On the brighter side of the picture, however, the Venice Rally was another successful venture which brought 38 members and friends in 16 cars safely home babbling about their adventures. When they were not motoring gently across Germany and over the Brenner Pass into the Dolomites, it seems they were being wined and dined and cocktailed by the Dutch, German, Italian and Swiss automobile clubs.

So, towards the end of that August, the Eleventh 200 Miles Race came up, back again at Brooklands but on the full Campbell Road

Circuit of 2.26 miles, to be covered 88 times, which was slightly cheating, for it amounted to half a mile short of the traditional 200. The expected renewal of the struggle between Mays and 'Bira' came to nothing when Mays retired after only 14 laps. 'Bira' drove his blue 2.9-litre Maserati but the turns and twists, seven per lap, produced brake fade which robbed him of his speed in the concluding stages and left Johnny Wakefield, with his famous broad grin, to win at 70.97 mph in his E.R.A., 'Bira' half a minute behind and Lord Howe (E.R.A.) third.

At Sir Malcolm Campbell's suggestion, school-children were admitted to the meeting free and there was a special exhibition of racing cars, new and historic, but there was no great rush of children to the track. The weather was summery, the attendance rather better than good, but, after a quick glance at the figures, the probability of another small loss was philosophically accepted. Twenty-six cars started, three finished within the prescribed time limit and nine did not, the rest retired. The winner, incidentally, was rewarded with £100 for first place, £75 for winning his class, the Andre Gold Trophy and *The Motor* Trophy.

All this time the political situation was growing steadily more menacing, for, as September passed into October, the Munich crisis was in full blast and although most people thought war could not possibly happen again in the modern world ('Besides, what have we got to fight with?') others considered it might and slipped away to join one of the Emergency Reserves. The tramp of marching feet was coming nearer, louder.

A week before the Donington Grand Prix, set for 8th October, both German teams were at the circuit. Nuvolari was actually practising with his Auto Union. The Mercedes drivers and team manager Alfred Neubauer were in London to attend a luncheon at the R.A.C. in honour of Dick Seaman, who had just won the German Grand Prix in his second season with the team. There was an air of nervous heartiness and tension behind the brittle chatter. The speeches dealt with the absence of frontiers between sportsmen and the truly International, non-political quality of motor racing. Even that was not true, for the building of the Mercedes and Auto Union cars, regardless of expense, for the sole purpose of winning Grands Prix, not merely competing in them, was a Nazi political move, backed by State money, to demonstrate the technical supremacy of the 'Master Race' before an awe-stricken world. They succeeded—to a point.

At the very moment we were drinking toasts of eternal friendship and sportsmanship, there was commotion in the Donington paddock.

The Mercedes mechanics were re-loading the cars into their transporters and the mountains of equipment back into the trucks. A signal had come. The convoy formed up and headed for Harwich, but fast. The Auto Union team, always rather less Germanic than their Mercedes chums, waited a few hours longer, shrugged, packed, and followed. When they were safely on their way, the managers began telephoning Germany. Back came the answer from Berlin itself: 'Race!' The convoys were stopped and sent back to Donington. This was on the Tuesday of race week. On Wednesday all work was halted and again the racing cars were loaded and again the convoys left, but this time only to their hotel headquarters in Nottingham where the anxious managers waited developments, and the mechanics stood to for instant scramble. That afternoon came rumours of general mobilization in Germany and slit trenches were indeed being dug in Hyde Park and air raid shelters rushed up all over the country. The signal was given, and off went the German convoys yet again and, arriving at Harwich, and waiting a few more hours, sailed for home. These to-ings and fro-ings left six British cars to race for the biggest prizes the drivers had ever had a chance of snatching, but as Mr. Fred Craner, Clerk of the Course for the Derby Club, formed the opinion that comparatively few spectators would flock to such a race which, with luck, might produce two finishers, the event was called off and postponed until 22nd October when we should either be at war or peace.

It is of interest, by the way, that a J.C.C. member was much involved in this making of history, for this was Commander Robinson, of British Airways, who flew Prime Minister Neville Chamberlain to and from Germany on his many parleys with Hitler which successfully stalled him off for another 12 months and allowed a little time to get ready for what was now inevitable.

The German teams returned, the race was run, 80,000 people watched it spell-bound, and no victory could have been more popular than when Tazio Nuvolari brought his 3-litre Auto Union home at 80.49 mph after 250 miles, 2 minutes in front of Hermann Lang's Mercedes.

Something like normality returned, at least outwardly, although behind the scenes there was intense, if unseen, activity. How else could every man, woman and child find a gas-mask ready for them when the need arose, for instance? The E.R.A. concern was in financial straits that November, whereupon the recently formed British Motor Racing Organizers Association asked the club to pass the hat around on their behalf. The Council demurred at this, and decided to await further particulars in a promised

brochure. The 26th Annual Dinner was duly held, at the Park Lane Hotel, in London, with nearly 500 at table. Dr. Low took the chair. Among the many celebrities were George Eyston and John Cobb, who had duelled for the World Land Speed Record, scoring one each that autumn, Earl Howe, President of the B.R.D.C. and Chairman of the R.A.C. Competitions Committee (offices which he still holds today), Major Goldie-Gardner, fastest 1,100-cc recordman, with his streamlined M.G., Commander F. P. Armstrong, Chairman of the R.A.C. who had replaced Sir Arthur Stanley, and Dick Seaman. Messages were sent by the Minister of Transport (Dr. Leslie Burgin), Viscount Nuffield, Lady Austin, Cecil Kimber and the club President, Sir Arthur Stanley.

Then the great Title Question came up again at the December Council meeting and this time nine voted for change, unopposed, with one abstaining. The new title was to be recommended to the 1939 Annual General Meeting as 'The British Motor Club'. The Council felt 'that the words "Junior Car" are a deterrent to further progress, and that under the suggested title "The British Motor Club" membership could be more easily increased and the club's influence in the motoring world extended.'

The Annual Meeting met with about 50 members present to discuss the matter, and did so at some length and in one or two cases, with distinct heat. The majority present agreed that 'Junior Car Club' was outmoded and misleading but the Council's proposal of 'British Motor Club' was felt, by most, to be a little grandiose if not pompous. No one had any better suggestion so the problem was left open so that members who were not at the meeting could send in their solutions, out of which a generally acceptable title might yet be discovered. As a matter of fact, it never was until, some 10 years later, the question resolved itself when the Brooklands Automobile Racing Club was wound up and the famous initials were perpetuated by the J.C.C.

The Secretary reported that the Centres had regained vitality, and both South-Western and Yorkshire had surplus to show.

Col. Gribben, posted overseas, announced his resignation from the Council and was replaced by C. S. Watkinson.

By May there were 112 new members (including Charles Martin, the Bugatti driver). The Brooklands Rally was again over-subscribed and was run with 146 entries. The London competitors won the shield from Liverpool in the Inter-Centre Rally, at Cheltenham and there were 20 cars with 45 occupants entered for the second Canadian and American rally.

On 6th May the seventh International Trophy was duly run, on

the same course as in 1938 but with only three groups and three handicap channels at the Fork. The accuracy with which these had been laid out was remarkable, for the first three cars to finish were all in separate groups and all on the same lap. Indeed, halfway through the race at least seven cars were within two miles of the leader. The usual 'Bira'-Mays battle broke off after the first 10 minutes when Mays was in the pits searching for oil pressure. 'Bira' (2.9-litre Maserati) led all the way except for his refuelling stop, to win at 77.25 mph by 1 minute 23 seconds from Leslie Brooke's own 'special', Reggie Tongue third with a 1½-litre Maserati. The crowd was about one-third larger than in 1938 and the day ended with about £500 for Frank Bale's coffers, bringing the funds up to £6,000. It was then decided not to risk dropping money on the 200 Miles Race, which was accordingly cancelled, together with the Midland Centre meeting at Donington. The Brooklands Members Day, however, was run with all its customary success, although the entry for the High Speed Trial was smaller. The dinner-dance, which had been a feature of the winter programme had been falling in popularity and was abandoned; the feeling was that it had become too formal and resembled the Annual Dinner too closely.

Then, on 3rd September, the storm broke. At eleven o'clock on that Sunday morning, the Prime Minister went to the microphone and sadly informed the nation that we were at war with Germany. Half an hour later the first air-raid warning sirens wailed across the countryside and a chapter of history was ruled off, for nothing was ever quite the same again.

A week later a Council meeting was called at the Waldorf Hotel in London at which the club's affairs were put into cold storage for the duration of the war. All activities ceased, the club's records were put into store, the offices were sub-let and it was proposed to suspend the *Gazette*, which could not be carried on without sufficient advertising revenue and the Council foresaw an immediate cut-back on the part of the Trade. In point of fact this did not take place, to the surprise of the managements of all the motoring journals, and it became obvious that motorists who could no longer motor except within the narrow limits of petrol allowances for essential business were all the more eager to escape from the tensions of war-time by reading about the pastime that was now denied them. The *Gazette* was therefore kept going as a bond between the 2,320 membership, although at quarterly intervals, edited by John Morgan.

The club accounts were published in the January-February-March issue of the *Gazette* for the period 1st December 1938, to

30th September 1939. These showed an excess expenditure of £462 14s. 3d., but Frank Bale explained in his Treasurer's Report that the figure did not reflect the result of club activities in the 1939 season, which showed a small profit, but included the setting aside of £500 against depreciation of investments due to the war.

THE BALANCE SHEET AND ACCOUNTS

1ST DECEMBER 1938 TO 30TH SEPTEMBER 1939

<i>Expenditure</i>	£	s.	d.	<i>Income</i>	£	s.	d.
R.A.C. capitation fees	1,410	15	6	Subscriptions	1,985	9	6
Printing, stationery	153	16	5	Centre capitation and overheads.	355	14	0
General expenses	705	2	10	Bank interest	2	14	5
Office rent	136	13	4	Dividends	121	7	2
Postages	192	11	10	Profit, badges	15	10	6
Depreciation, furnishings	26	16	0	Gazette	12	4	9
" investments	500	0	0	Events	238	4	2
Loss on events				Balance (loss)	462	14	3
Social, Member's Day, U.S.A. Rally, 200 Miles Race		68	2				
	<u>£3,193</u>	<u>18</u>	<u>9</u>		<u>£3,193</u>	<u>18</u>	<u>9</u>

BALANCE SHEET

<i>Liabilities</i>	£	s.	d.	<i>Assets</i>	£	s.	d.
Sundry creditors				Cash at Bank			
London	592	8	3	(All Centres)	287	2	1
Liverpool Centre	4	0	6	Cash in Hand			
Yorkshire Centre	45	2	10	(S.W. Centre)	15	4	10
Accounts accrued	41	5	4	Investments at cost	4,780	0	9
Reserve (1938 balance)	152	4	7	Dividends	17	6	2
From income and ex- penditure	500	0	0	Sundry debtors			
Capital Account:				less reserve for bad debts £50.	421	10	11
1938 balance	4,709	10	4	Badge stock less deprecia- tion.	85	5	10
Add entry fees				Club property less deprecia- tion	54	18	0
(All Centres)	92	10	0	Furniture less deprecia- tion.	20	0	0
From income and expendi- ture S.W. and Yorks Centres	18	8	5				
	<u>4,820</u>	<u>8</u>	<u>9</u>				
Loss on income and ex- penditure (All Centres).	474	1	8				
	<u>£5,681</u>	<u>8</u>	<u>7</u>		<u>£5,681</u>	<u>8</u>	<u>7</u>

Expenditure, including £1,410 in capitation fees to the R.A.C. from members' subscriptions of £1,985, totalled £3,193. The balance sheet showed a turnover of £5,681, and an investment total of £4,780. The club was therefore in a sound position, but petrified.

COMPOSITION OF THE R.A.C. COMPETITIONS

COMMITTEE IN 1939

It is emphasized that members of this committee (selected by invitation) do not act as representatives of the clubs to which they happen to belong but as persons of knowledge and experience, prepared to serve for the good of motoring sport in general.

Chairman: Col. F. Lindsay Lloyd (R.A.C.)

L. A. Baddeley (M.C.C.)

J. A. Masters (M.C.C. Secretary)

Capt. W. Bemrose (Derby and District M.C.)

Dr. J. D. Benjafield (B.R.D.C., B.A.R.C.)

Earl Howe (B.R.D.C.)

Lt.-Col. T. B. Browne (R.A.C.)

G. H. Baillie (R.A.C.)

Sir Algernon Guinness (R.A.C.)

Col. Mervyn O'Gorman (R.A.C.)

Eric Giles (Bugatti Owners Club)

Lionel Martin (Junior Car Club)

H. J. Morgan (Junior Car Club Secretary)

A. K. Stevenson (Royal Scottish A.C.)

Oliver Bertram (Brooklands A.R.C.)

A. Percy Bradley (B.A.R.C.)

Leslie Wilson (Midland A.C.)

A. V. Ebbelwhite (Chief Time-keeper)

BRITISH MOTOR RACING ORGANIZERS ASSOCIATION

Royal Automobile Club	Derby and District Motor Club
Brooklands Automobile Racing Club	Bugatti Owners Club
	Midland Automobile Club
British Racing Drivers Club	Road Racing Club
Junior Car Club	(Crystal Palace)

In the April-May-June issue of the *Gazette* there were four whole-page advertisements—Ford on the front cover, with the 8 hp Anglia two-door saloon, Dunlops, with their huge tyres on an anti-aircraft gun-carriage, Metropolis Garages Ltd., at Olympia, where cars were being stored in 'safe deposit' (and where 'Bunny' Dyer was in command), and, on the back cover, Vokes Ltd., advertising

a 'distribution rectifier' for carburettors, to improve petrol consumption. That issue noted that Professor Low was at the Air Ministry, all three Aldington brothers, of Frazer-Nash fame, were commissioned in the Ordnance Corps, Archie Frazer-Nash was designing power-operated gun-turrets that were the most efficient in the world, the R.A.S.C. seemed to team with J.C.C. members, and all the Services had their quota. Sadly, one of the earliest casualties was Humfrey Symons, sports editor of *The Motor* until 1934, who joined the R.A.F. and was killed at Dunkirk. A. F. P. Fane, R.A.F., and Johnny Wakefield, Fleet Air Arm, both died on active service in the early months of the war. Tony Rolt, in the Rifle Brigade, was taken prisoner in a delaying action in the Pas de Calais area while the British Expeditionary Force was withdrawing on Dunkirk.

Meanwhile members were still paying their subscriptions and a kind of club life still existed, if mostly on paper in the *Gazette*. The elders of the Council, who had already fought one world war and were deeply engaged in a second, but now necessarily a little farther back from the F.D.L. ('forward defended localities' as the jargon went at the time) did their best to keep in touch, for they were practically the only members who could. In this Major Bale was the prime mover, instigating a series of luncheon meetings that gradually became organized into fixed monthly functions, to which guests were also invited, as and when available, from the Services when on leave, and from the industry when time could be spared. Charles Follett, whose motor business was just off Berkeley Square (and still is), huge, genial, conspired closely with Bale in securing the guests for these happy gatherings which blew a breath of sanity through the wartime nightmare, and it is certain that those few who could attend kept the J.C.C. alive when it might so easily have disintegrated.

A menu for the luncheon of 7th December 1943, for example, reveals that they met at the Connaught Rooms and ate a meal of which no record exists. The 'menu' as such, is discreetly blank, its space occupied by a drawing of a head waiter and an underling, with the caption: 'If they ask you what's for lunch, say "Soup, something to follow, sweet and coffee." Tell 'em we can't give advance details but the chef will do his best.'

The card bore a foreword:

'The main purpose of a menu card is to let you know what there is to eat, but although we cannot tell you this, the lunch is considered worthy of a specially-produced memento, for three reasons. First, we have some notable guests; second, it is the last time we

shall meet during 1943—and there is no need to express what we are all hoping for in 1944—and third, it is the fifteenth War-time Council lunch that has been held.’

On the reverse side the guests are listed: Sir William Rootes, K.B.E. (Guest of Honour); Lt.-Col. Brian Mountain; Squadron-Leader Maurice Smith, D.F.C. (now Editor of *The Autocar*); Flight-Lieutenant Tony Gaze (D.F.C. and Bar), racing driver and donor of the Scott Gaze Memorial Trophy at Goodwood in memory of his brother, and his brother officers who flew from what is now the Goodwood Circuit and was killed in battle, Noel Martin, A. K. Stevenson, Secretary of the Royal Scottish Automobile Club and today a patriarch of motoring sport, Osmond Hill, Cecil Kimber, chief of the M.G. factory until his tragic death in a railway accident, Peter Arondel and W. H. M. Burgess. The Council is similarly listed: Major B. H. Austin, Frank Bale (Vice-Chairman to Dr. Low and Treasurer since 1919), A. G. Benstead, L. F. Dyer, E. C. Gordon England, Charles Follett, Ron Godfrey, Alf Logette (who went about the city in police uniform splendid with gold lace and high rank), Hon. Solicitor to the club since 1919, Lionel Martin, Capt. Archie Frazer-Nash, Gordon Offord, George Roberts, Squadron-Leader C. S. Watkinson, Major L. H. White and General Secretary John Morgan. ‘Season-ticket Holders’ were Geoffrey Smith, father to Maurice and a Director of Iliffe’s (*The Autocar*, *Flight*, and all that), Arthur Armstrong, Editor of *The Motor* and founder of the club, and Eric Findon, Editor of *The Light Car*, which started out as *The Cyclecar* over 20 years before.

It was in 1940 that Bale, who was an A.R.P. (Air Raid Precautions) warden, received a bomb on his own home, fortunately without injury to anyone but devastating to the residence, out of the rubble of which there sounded on the night air the tinkling melody of ‘The More we are Together . . .’ coming from a musical-box in the form of a tankard (than which form there could be none more suitable) presented to him by his office staff and which was set in motion by the detonation of the bomb. Professor Low was inventing something at the Air Ministry, of such a nature that they evacuated the entire floor where he was working. Sir Algy Guinness was on Air-Sea Rescue off the South Coast. Dyer was with the Ministry of Aircraft Production and Lord Brecknock was a major in the Royal Artillery.

In mid-January of 1943, when the club was saddened almost every day by the news of old friends killed on active service, came the death of Hugh P. McConnell, at the age of 57, at his home in Hampton. In ‘Mac’ the club lost a Council member of more than

20 years' standing, organizer of the first 200 Miles Race that founded the success of the J.C.C. as a major club in British motoring sport, chief scrutineer at Brooklands and one of the most popular figures in motor racing. Despite his bantering approach to his duties, his expert eye missed nothing and it is certain that, in condemning cars too fragile or poorly prepared, he saved many a young driver from a serious accident.

It is very clear, on browsing through the old volumes of the *Gazette*, how little was then foreseen of the future of motor racing. In this country it had always been a Cinderella among the sports. There was little or no factory support and no factory teams, the public in general was apathetic, regarding racing as something that went on behind the high walls of Brooklands. The national Press looked on it as a source of news, only if anything sensational occurred (high average speeds were not, however, regarded as sensational) and not as a sport worthy of inclusion in their back pages. Writing in 1943, Sir Malcolm Campbell himself gave it as his opinion that there would be no International racing on the Continent and that no racing cars would be built for many years after the war ceased. He foresaw, instead, a great wave of 'stock car' races, for ordinary cars and 'tremendous possibilities for those who may wish to make attempts on the land speed record'. He also considered that the speed of races was of less importance than the closeness. In point of fact, there was motor racing in Paris within a month of the end of the war and all over France within a year. This country entered Formula 2 Grands Prix with an entirely new team of H.W.M. 2-litre cars within five years, new Maseratis appeared in Formula 1 and motor racing attracted bigger crowds than had ever been known not only abroad but here in England, where it was encouraged by road circuits springing up all over the country. Nor could any racing be more close and evenly matched than in the new Formula 3 (500 cc unsupercharged) meetings, where, indeed, the lack of speed and the absence of the true snarl of a multi-cylinder racing car, rapidly became sources of monotony and boredom that killed it.

At the end of January 1944 a General Meeting was held in London, with about 30 members present, for the first time since 1939. Frank Bale took the chair in the absence of Dr. Low. The accounts were adopted with enthusiasm and congratulations to the Council and officers who had kept the club in being at so small a financial loss. Geoffrey Peachey proposed the re-election of the Council *en bloc*, which, seconded by A. F. Rivers-Fletcher, was passed unanimously. 'Rivers', of course, was the founder of the popular series of

motor racing 'Brains Trust' meetings at the Rembrandt Hotel, in London—and first came into J.C.C. affairs as a juvenile passenger to Sir Malcolm Campbell in a Brooklands race.

The Council for 1944 therefore was:

Frank Bale, *Hon. General Treasurer*

Alfred Logette, *Hon. Solicitor*

B. H. Austin	Professor A. M. Low
Eric Burt	(Chairman)
A. G. Benstead	E. Magee
L. F. Dyer	A. Frazer-Nash
W. Urquhart Dykes	J. Gordon Offord
E. C. Gordon England	G. Roberts
Charles Follett	E. H. Tustain
H. R. Godfrey	L. H. White
Lionel Martin	C. S. Watkinson

Hon. Auditor: J. Duncan Ferguson

As that fateful year slipped into history there was a new feeling in the air that could be described as a kind of anxious optimism, although the feelings of those inhabiting London and the South-eastern corner of England, on the flying bomb 'bus routes' were perhaps more mixed. Along with other similar bodies, the club was stirring again and its Council was planning tentatively for the revival of club life. There were misgivings concerning Brooklands and Donington Park. The former was almost unrecognizable, with buildings on parts of the track and the old concrete overgrown with grass and young trees which had thrust up through the broken surface. Brooklands had never been a very fruitful investment for its shareholders and now it began to be whispered that the historic track might be sold, as it stood, to the Vickers aircraft concern who had, of course, taken it over during the war. Donington was an Army vehicle depot and inevitably destroyed as a racing circuit. Its owner, J. G. Shields, had died that May, at the age of 86. Even if the War Office could be persuaded eventually to release their grip on the Park, it was doubtful whether the new owner, Mr. Shield's son, would have the same enthusiasm for motor racing or the large sum of money available that would certainly be needed to reconstruct the circuit and its essential installations.

That winter the Council, looking to the future, no longer so distant, decided to launch a Motor Sport Fund for the sole purpose of re-establishing the sport in this country. Frank Bale took the chair at a luncheon on 11th December in London to discuss this

project with other members of the Council and heads of industry. Mr. Bill Lyons (now Sir William) of Jaguars suggested that the club should organize a special fund and administer it for the good of the sport, and backed this with a cheque for £100. At once R. G. Sutherland (Aston Martin Ltd.) and G. H. Leek (Lea Francis Ltd.) handed over similar cheques. No public announcement was made, but within the next few months cheques for £100 flowed in until £1,000 was quickly reached. In addition to the aforesaid gentlemen, the first supporters were: Guy R. Fountain (G. R. Fountain Ltd.), H. R. Godfrey and G. H. Robins (H.R.G. Engineering Co. Ltd.), Jack Olding (Jack Olding and Co. Ltd.), W. J. Darby (Lewis, Berger & Sons Ltd.), The Manchester Oil Refinery Ltd., Dick Watney (Lagonda Ltd.), the proprietors of *The Sporting Life*, Dunlop Rubber Co. Ltd. and Joseph Lucas Ltd.

The same Council and officers were voted in again *en bloc* for 1945 at the Annual General Meeting. The main item on that agenda was a proposition that the R.A.C., who were engaged in reforming the Competitions Committee, should be urged to abandon their traditional method of recruiting members merely by invitation and to include representatives of the leading motor clubs. It was suggested that the R.A.C. should call a conference on the matter to learn the feeling in the sporting world. Many attempts had been made before, and there are still many who are convinced that a more democratic form of government is needed today, but nothing was done in that direction. The R.A.C., however, widened the base and did in fact enroll prominent members of the leading clubs, including John Morgan of the J.C.C., Lord Howe and Desmond Scannell of the B.R.D.C., Eric Giles of the Bugatti Owners Club and others. This had much the same effect as the J.C.C. proposition but denied the clubs the right to representation.

That June as the war came to an end Frank Bale was elected Chairman for the year, by ballot; Lionel Martin, Vice-Chairman. A month later to the great sorrow of all, came the news that Lionel, a founder member, had died, following a cycling accident some months before.

On 5th September, for the first time since the war, a cocktail party was held to mark the reunion of the club. In this happy and crowded atmosphere Frank Bale made the first public announcement of the British Motor Sport Fund and its objects. From then on, cheques began to come in fast until the £2,000 mark was soon reached and passed. Very wisely, the Council made no specific announcement as to how the money would be used apart from its general purpose, preferring to wait on events.

Later that month the R.A.C. called its conference, an informal meeting with no minutes and no agenda, open to representatives of all motor clubs, to ventilate views and survey the new scene. This was greeted with satisfaction as a sign that the governing body was anxious to broaden its outlook and to 'come up to date'. The meeting was cordial, apart from one or two belligerent persons who voiced their opinion that most of the Competitions Committee were old gentlemen out of touch with the times. This rudeness was greeted with laughter, even from the old gentlemen insulted, during which it was suggested that experience often had value in the conduct of affairs and that age did not necessarily indicate senility. The R.A.C., however, made it clear they were aware of difficulties ahead, such as the fate of Brooklands and Donington, the problem of the supply of tyres for competitions and the general desire to restart motor sport as soon as possible.

In Council Gordon England suggested that a disused airfield might be a possible venue for a race meeting or a speed event of some sort, and mentioned Kidlington as such a locality. Thus began a serious search for somewhere to race. Next came the important proposal by C. Gordon Benett, of the Jersey club, that the J.C.C. should undertake the organization of a road race at St. Helier. The Jersey authorities, he said, had been approached and were favourable to the scheme. The Council were immediately interested, and arrangements were made for a party to inspect the proposed circuit and, if suitable, to obtain the first refusal on the staging of a race at as early a date as possible. Things were beginning to move. Now a club office was needed again. The lease at Empire House had long since fallen in. Morgan had been conducting business from his own home, but now as things reverted quickly towards normality, this was no longer practical. Once again Bale stepped into the breach and offered an office in his own business premises.

So 1945 ended and the club was back in business.

THE BRITISH MOTOR SPORT FUND

A list of early contributors

W. Lyons (Jaguar Cars Ltd.)

R. G. Sutherland (Aston Martin Ltd.)

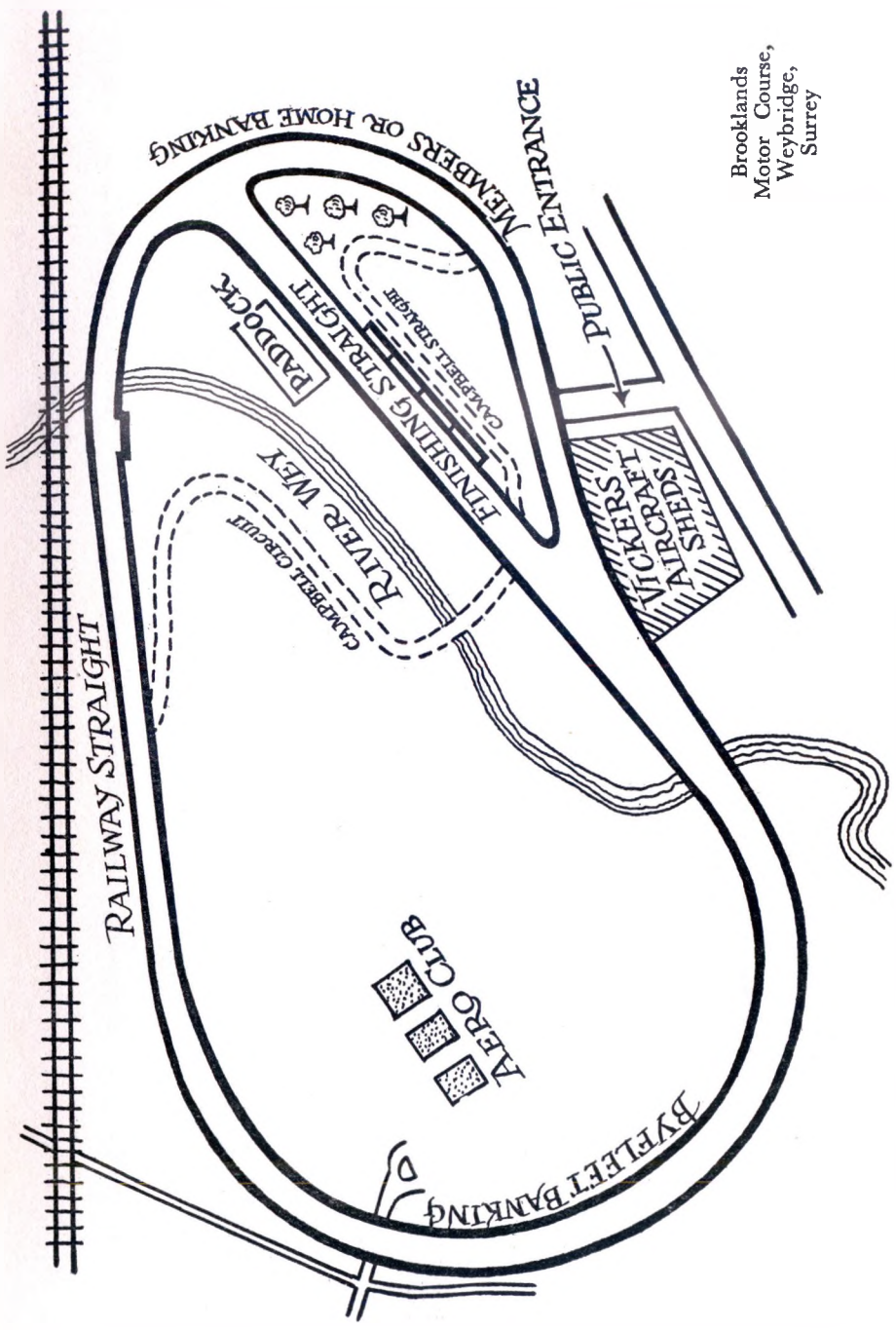
G. H. Leek (Lea Francis Cars Ltd.)

Guy R. Fountain (G. R. Fountain Ltd.)

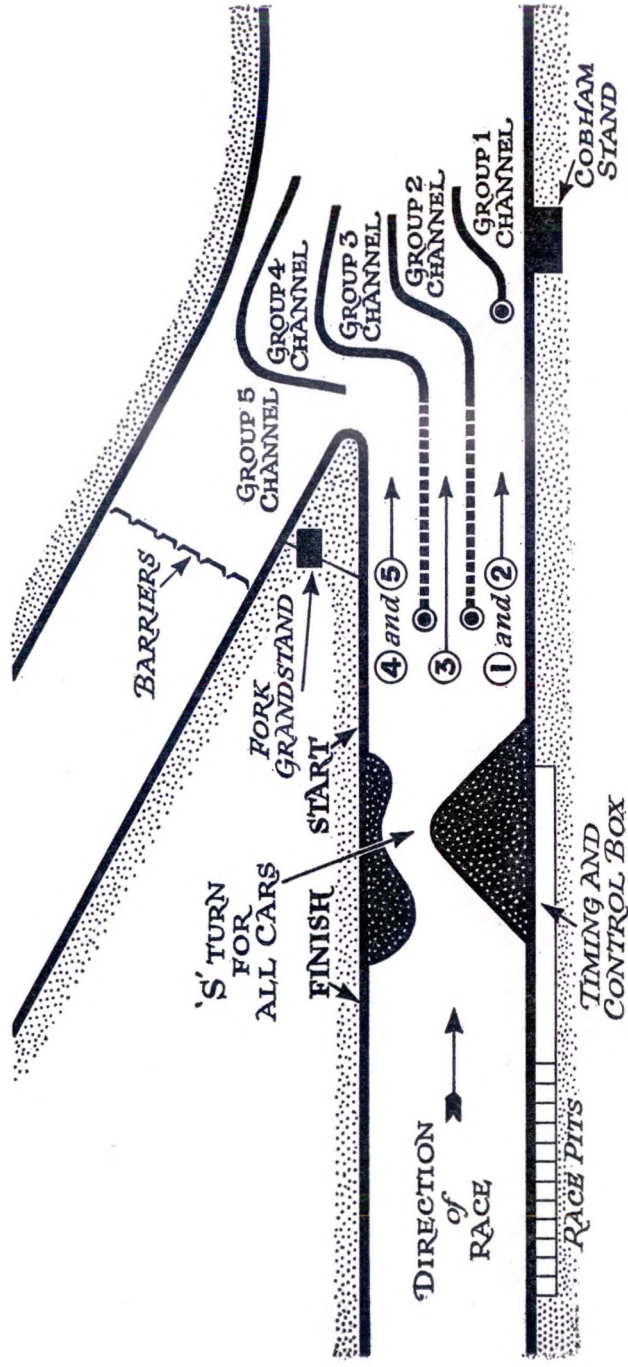
H. R. Godfrey and G. H. Robins (H.R.G. Engineering Co. Ltd.)

Jack Olding (Jack Olding Ltd.)

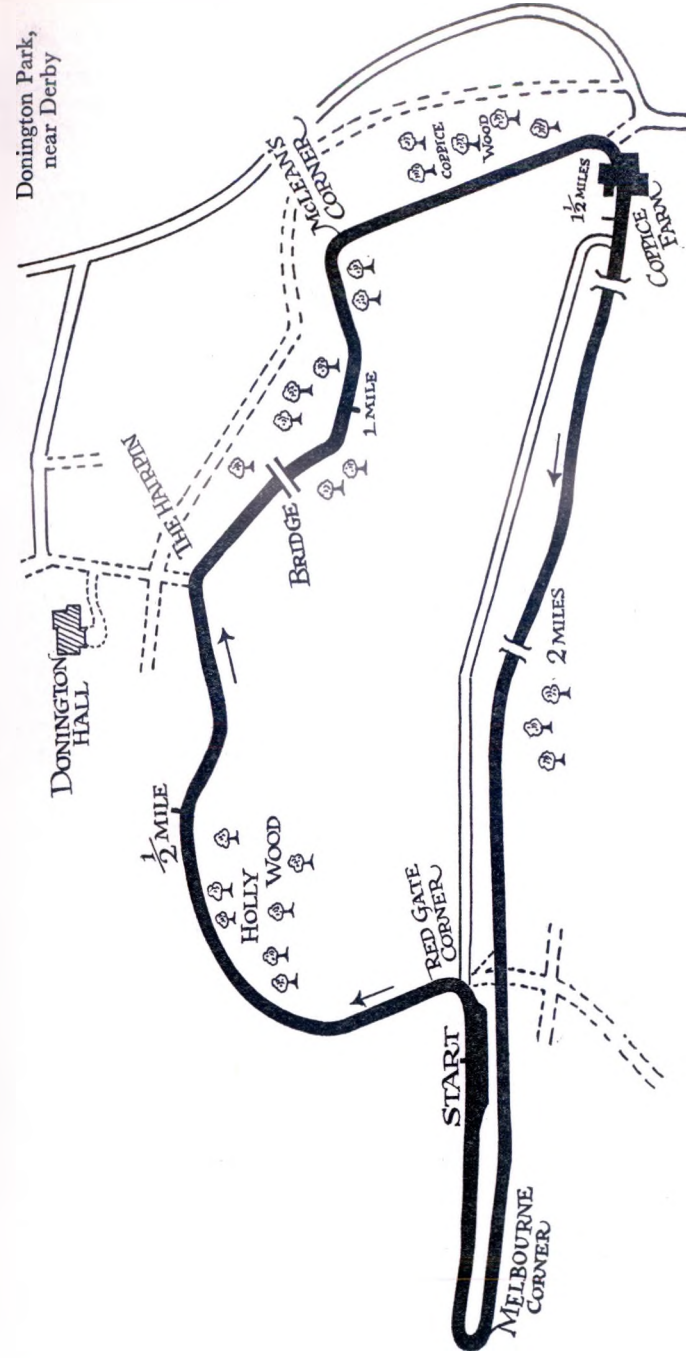
W. J. Darby (Lewis, Berger and Co. Ltd.)
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The Proprietors, *The Sporting Life*
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Col. A. C. R. Waite (Austin Motor Co. Ltd.)
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Thos. Firth and Brown, Ltd.
H. G. Henly (Henlys, Ltd.)
Joseph Lucas, Ltd.
The Autocar
The Motor and The Light Car
Alvis Ltd.
Riley (Coventry) Ltd.
The Triumph Motor Co. (1945) Ltd.
Skyhi Ltd. (A. I. Logette)
H. F. S. Morgan (Morgan Motor Co. Ltd.)
Jowett Cars Ltd.
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S. Smith and Sons (England) Ltd. and K.L.G. Sparking Plugs Ltd.
Continental Cars Ltd.
Monaco Motor and Engineering Co. Ltd.
B. Graham Evans (on behalf of 'the Evans Family')
Lady Mary Grosvenor
L. H. White
P. Leckie Forbes
Major W. C. Norton
C. A. H. Mason
W. M. Couper
M. H. Selby
E. P. H. Jones
Miss K. Robeson

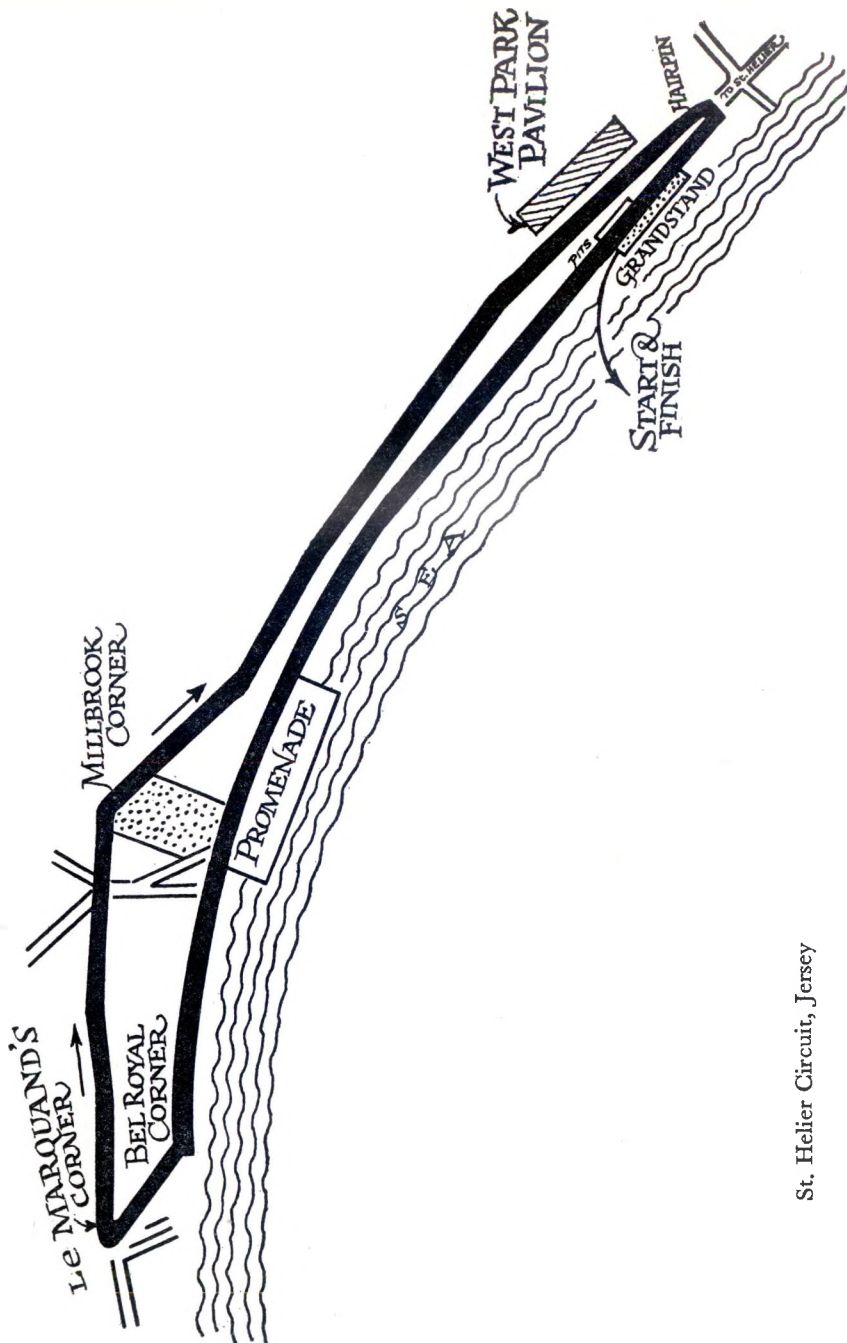


Brooklands
 Motor Course,
 Weybridge,
 Surrey



The Fork at Brooklands showing, diagrammatically, the handicapped channels used for the International Trophy race





St. Helier Circuit, Jersey

CHAPTER XIII

1946-1948

THE first post-war season was of paramount importance in the life of the J.C.C. At the Annual General Meeting His Grace the Duke of Richmond and Gordon was elected President of the Club. This energetic young man (he was then 42) was still in R.A.F. uniform but already he was pondering far-reaching enterprises in the realms of motor sport. Chairman Bale recalled that as the Earl of March, 'Freddie', as he was known to all his friends, had won the Double Twelve in 1931, driving an M.G. Midget with Chris Staniland (who had been killed flying). In the year 1948 His Grace was to complete the Goodwood Circuit, near Chichester, just below the wooded downs of his estate, for the exclusive use of the club, thus founding its present position as the most active race-promoting body in the Kingdom.

There were fourteen Vice-Presidents:

B. H. Austin
Frank H. Bale
(*Hon. General Treasurer*)

A. G. Benstead
A. Percy Bradley
A. Frazer-Nash
H. R. Godfrey
E. Gribben

and eighteen members of the Council:

B. H. Austin
A. G. Benstead
E. Burt
L. F. Dyer
W. Urquhart Dykes
E. C. Gordon England
C. B. Follett

T. G. Hayter
A. I. Logette
(*Hon. Solicitor*)
Professor A. M. Low
J. Gordon Offord
H. S. Phillips
L. H. White
C. D. Wilson

H. R. Godfrey
Professor A. M. Low
J. Gordon Offord
G. Roberts
E. H. Tustain
C. S. Watkinson
L. H. White

A. Frazer-Nash

and, newly elected, T. A. S. O. Mathieson, a typical amateur driver, racing for pure pleasure at his own expense, R. Gordon Sutherland, head of Aston Martins and Philip B. Mayne, whose enthusiasm lay in the scientific matters of time-keeping.

The major discussion centred on the recent news that Brooklands had been sold and the B.A.R.C. wound up. As this was a *fait accompli* very little could be done. The J.C.C. and B.R.D.C. had held a protest meeting at which it was proposed that a deputation should wait on the Ministers involved. The entire industry was circulated with a resolution calling urgent attention to this blow to motoring in general and the R.A.C. was invited to take immediate action. This last step was not very warmly received by the meeting, some of whose members thought the governing body would not do very much, and insisted that if the R.A.C. appointed a committee to examine the situation, at least the J.C.C. should be on it. There was an air of despondency for it was realized that apart from making protest as loudly as possible, the affair was finished. Another item which was greeted with shrugs was that the R.A.C. had explained that it would be impracticable to elect members to the Competitions Committee and that the gentlemen who served thereon would continue to do so by kind invitation only. However, as the new President and John Morgan, Secretary, were both among them, the club's interests were in good hands.

Finally, the new subscription rates were fixed at one guinea with half a guinea entrance fee and, if desired, association with the R.A.C., which included all the usual benefits of road patrols, touring information and the 'Get You Home' Scheme, for one guinea extra.

Now it became clear that it would not be possible to organize a race in Jersey until 1947. There was the usual legal red tape to be unravelled and the road needed repairs in various sections. Sammy Davis, Dyer and Morgan had inspected the circuit and found it, with a certain amount of resurfacing, excellent in almost every way.

That March a committee was formed to go into the question of a take-over bid for the Brooklands Automobile Racing Club or what remained of it. It was discovered that when war broke out the B.A.R.C. had 1,275 members or thereabouts, of whom some 700 had continued to pay a nominal annual subscription of a guinea, which was to be refunded by Brooklands (Weybridge) Ltd. The committee suggested that these members should be invited to join the J.C.C. and hand their refunds into the Motor Sport Fund. An informal discussion took place, at which the Duke of Richmond

and Gordon presided, between Bale, Dyer and Morgan, for the J.C.C. and Sammy Davis with Percy Bradley for the B.A.R.C., and as all of them were members of both clubs, everything was very amiable. Now, once again the question of changing the Junior Car Club title for something better had come up. It was immediately seen that a new title lay ready to hand, retaining the historic significance of the B.A.R.C. initials but with one word altered. The J.C.C. was to be the *British Automobile Racing Club*, a title that explained exactly what the club had become. It was decided to register the title forthwith, and to offer membership to ex-B.A.R.C. members at one guinea *pro tem*.

The Events committee, back in action and delighted to have any events to think about, met early in April, and registered their opinion that the club should engage in no events at all, unless they were of the first class, and on a closed circuit or course. They set their faces sternly on any kind of competition on the public roads while petrol rationing continued, on account of the fact that other citizens, observing this activity, might come to the erroneous conclusion that there must be something of a fiddle going on connected with the Black Market or petrol from under the pump. At the same time the search was on for a suitable airfield. The new 500-cc racing, with little cars powered by single-cylinder motor-cycle engines, intended to be the 'poor man's racing', was being watched, but no steps were taken on the part of the club for the time being.

That winter the customary Annual Dinner was not held. This was still the day of rationing and little cards which entitled the holders to so many 'points' for the purchase of little luxuries, like chocolates and no meal in a restaurant could cost more than 5s. od. (to the consumer), on top of which the bill could be embellished with extra charges for the band and the 'house' and, of course, the liquid part of the refreshment. Instead, a buffet-dance was organized at Park Lane's Grosvenor House, towards the end of November, and no fewer than 600 tickets were sold and, it is on record, that during the evening, after a raffle had been drawn, Frank Bale was the embarrassed winner of a pair of nylon stockings (then worth their weight in rubies).

It should also go on record that the War Office agreed to quit Donington Park if the Society of Motor Manufacturers and Traders could show cause why the circuit was essential to the industry as a testing ground and that the S.M.M. and T. did nothing of the sort. It was then realized by both the J.C.C. and the B.R.D.C. that if a race was to be staged in this country, it would have to be

on a circuit of their own finding. In this the J.C.C. was in the lead, for the Jersey Road Race was scheduled for May of 1947 which, if it did not bring racing to the English public, at least offered an outlet to the British drivers and was calculated to present a new spectacle to the islanders which the Jersey Touring Office regarded as important to their economy, first as publicity and secondly as a tourist attraction.

Early in 1947 the necessary processes of law were accomplished, the Privy Council signed on the line and the Royal Assent was obtained for the closing of the St. Helier road circuit and the first Jersey Road Race, organized jointly by the J.C.C. and the Jersey Motor-Cycle and Light Car Club, on Thursday, 8th May (early closing). The circuit, which ran alongside the bay and hairpinned inland, to return through the streets and downhill to another hairpin, measured 3.2 miles to the lap, and was to be covered 50 times, to make about 160 miles. The lists were opened to racing cars, up to 1,500 cc with superchargers, or $4\frac{1}{2}$ litres un-supercharged, which was the first Grand Prix Formula of the post-war years. Prizes, in trophy and cash value, totalled £1,000. The public was being asked to pay 5s. od. to the course, 21s. od. to the steel scaffolding grandstand opposite the pits on the promenade, and 10s. od. to park a car alongside the circuit. The Stewards were to be Lord Howe, for the R.A.C., Major Bale, the Duke of Richmond and Gordon, Capt. Frazer-Nash and Major N. V. Oxenden, President of the Jersey club.

At this juncture the Liverpool Centre was in full blast again, but the Midland Centre hung fire. New members were rolling in. Among them may be noted Commander Duncan Hamilton, Roy Salvadori, Mrs. Nancy Mitchell, Peter Collins, Lance Macklin, Oscar Moore and Nigel Mann, all of whom were to figure prominently in results lists of races and rallies in the near future. The London list now showed 1,570 names, with 240 at the Centres. Thus encouraged, the club planned the first post-war rally to the Continent, from the end of August to the beginning of September, visiting Belgium, France and Switzerland, at a cost of between £50 and £55 per person and a second, in the first three weeks of September, through France and Switzerland to Italy for the Grand Prix at Monza, for racing was in full swing on the Continent this side of the Iron Curtain.

Three members took E.R.A.s to Sweden for the ice racing at Rommehed and Vallentuna, where Reg Parnell, Leslie Brooke and George Abecassis took first three places at the former and Parnell and Abecassis first two places at the other. 'Bira' (1,500-cc

Maserati) and Peter Monkhouse (2·3 Bugatti) finished one-two at the Chimay race, in Belgium. At the end of June Rob Gerard, partnered by Cuthbert Harrison, finished fourth with an E.R.A. in the Belgian Grand Prix, fastest of all competitors other than the Alfa Romeo team. The same pair took third place in the Grand Prix at Rheims, and Parnell and Raymond Mays (Maserati and E.R.A.) ran third and fourth at Nimes. That season there were, in fact, twelve major races in France, five in Italy, including the famous Thousand Miles Race. Here at home, the club staged the Jersey race with great success as an event but financially disappointing. The B.R.D.C. revived their British Empire Trophy in the Isle of Man (won by Gerard), and the same member won the Ulster Trophy. 'Bira' won the Manx Cup with a French 1,100-cc Simca. Prescott and Shelsley Walsh hill-climbs drew very big crowds. Bo'ness hill-climb was held in Scotland and there were speed trials at Poole, Brighton and Merston. In July the Cambridge University club ran the first races on an empty airfield, at Gransden Lodge, with every success. There was a great wave of public enthusiasm of a kind never known before the war and there was a rush of entries for every sort of speed event, most, of course, with pre-war cars which had been carefully cherished, but Parnell and 'Bira' had acquired 4-cylinder supercharged 1,500-cc Maseratis to mingle with all the E.R.A.s, and the new, low-chassis E.R.A., finished just before the war but too temperamental to perform properly, was racing (first in Parnell's hands) at last, with utter lack of success.

8th May dawned bright and sunny in the Channel Islands where race fever of the kind that used to add such excitement to the Ulster Tourist Trophy had been vastly stimulated by the practising. 'Taso' Mathieson went to Paris and secured entries of four Maseratis (one to be driven by the great champion Louis Chiron), three Delages and a Delahaye. In all there was an entry of 25 cars. Parnell (Maserati) won the race—his third of the season—but matters might have been different if the staff in Chiron's pit had kept a correct lap chart instead of believing what was obviously an incorrect scoreboard. Instead of speeding him up they slowed him down with the result that he finished second, a lap behind, and executed an awe-inspiring war dance when he found out. His manager immediately lodged a protest that kept Time-keeper Philip Mayne and the Stewards working late into the night before they proved to the furious Italians and the despondent Chiron that it was their own mistake, at which they were all convinced but little happier.

The club was quietly satisfied with the organization of the race, proving that their hands had not lost their cunning. There were, indeed, but three matters causing furrowed brows—the position of the main scoreboard, the commentator who knew less about motor racing than public speaking (he could, if he had been keeping a correct lap chart, have prevented the Parnell-Chiron contretemps when the scoreboard misled the latter) and the fact that there was a financial loss of about £1,000. This latter blow fell, not on the club but on the Jersey club and its guarantors, in accordance with the agreement. Many factors contributed to this depressing result, among them the date of the race, when few tourists were in the island to swell the crowds, the fact that most of the spectators could watch the race for nothing, and the high cost of importing the necessary straw bales to make protective barriers and the steel-work scaffolding to build the pits and grandstands, all of which had to be brought by sea from the mainland. Just the same, the Jersey enthusiasts were not deterred, and immediately asked the club to organize in 1948 and 1949.

The pre-war Brooklands Track was visited to find out if there still existed a section of the course where at least a speed trial could be held, but no such stretch remained. The Council then approached the Midland Automobile Club to see if the club could be allowed a date on which to run a J.C.C. hill-climb, but the matter was deferred. Then, in June, Councillors attended the Cambridge University Automobile Club race meeting at Gransden Lodge aerodrome, as a result of which the search for a suitable airfield was stimulated even more, and much correspondence began to pass between the Secretary and the Air Ministry. Among the difficulties was that the Ministry of Agriculture was also involved, for free ground at these war-time aerodromes was growing food, and the Air Ministry required all their airfields to be capable of returning to operational conditions within 48 hours. Then the Ministry decided to deal only with the Royal Automobile Club in the whole matter of aerodromes for motor racing.

The first post-war affair for members other than the racing drivers was therefore a less noisy event, involving a week-end at Eastbourne with a Rally, in which 91 cars took part and a Concours d'Elegance with 59 entries on 28th and 29th June. There was hill-climbing on the Saturday with a Stop and Restart test and a Non-stop section and, after lunch, a series of driving tests on the promenade, attracting a big crowd of sightseers, and ending with a dinner and dancing at the Grand Hotel. An even larger crowd seethed around the Concours next morning to criticize the judging

of E. C. Gordon England, Alfred Logette, Donald Healey and journalists Douglas Clease and Tommy Wisdom and others. The principal architect of this very sociable event was Gordon Offord, assisted, as usual, by volunteer club members, which, of course, is what motor clubs are all about.

The Rally was not comparable with a 'Monte-Carlo', for 33 competitors qualified for first class awards. K. E. O. Burgess (Allard) put up the best performance, and Mrs. K. M. Hague (Riley) won the equivalent award for ladies. Among the first-class 'top people' were Robin Richards (H.R.G.), now well known as a B.B.C. commentator on motor racing, Norman Garrad, competitions manager of the Rootes Group today, Ian Appleyard (Jaguar), Alpine Gold Cup winner, Leonard Potter (Allard), all of whom made their mark in International rallies.

In August of that year of 1947 something happened that changed the entire future of the club and set it on the road that led to its present position as the premier British body organizing important race meetings in this country. The President, the Duke of Richmond and Gordon, invited the Council to visit his disused West-hampnett airfield, within a mile of the beautiful 'horse circuit' on the crest of the wooded downs to the north and with the graceful grey spire of Chichester cathedral to the south.

Here, using the winding perimeter road the Duke planned a course which would measure 2.4 miles. Negotiations still remained to be concluded with the various Ministries who had interests on the site but, the Duke thought, there would be no real problems and, with luck, there could be an experimental meeting some time in 1948. The club withdrew, impressed, not the least by the Duke's eagerness that only the J.C.C., soon to become B.A.R.C. officially, should have the right to organize the racing. The future of the re-titled club, which had come such a long way since the wire and plywood cyclecar days, began to clarify, rosy, full of promise for the years ahead.

It was in this pleasant atmosphere of enthusiastic planning that the Labour Government withdrew the meagre basic petrol ration as part of its austerity programme, thus putting an effective stop even to the modest activities of motorists in club life and, to scotch the idea of escaping to the Continent to enjoy holidays with a car, foreign travel for pleasure was banned as well.

At the same time the Government was expressing its opinion that in the economic stress of the time there was no longer any room for small specialist manufacturers producing sports cars in small numbers and that there were far too many models on the

market. *The Autocar* bitterly attacked this attitude in a leading article headed 'Twilight of Motoring', which indeed it was, but the enthusiasm of the club, and other clubs throughout the country, kept a small candle shining like a good deed in a naughty world, and that candle was destined to blaze up like a sun arc.

Sir Arthur Stanley, President of the Club for so many of its formative years, died that autumn. A tribute to his work, not only for the club but for motoring in general, was recorded in the Council minutes in November.

A far happier gathering was the cocktail party given in honour of member John Cobb, who had raised the World Land Speed Record to 394.2 mph for the flying mile at Bonneville Salt Flats that September with his 3-ton Napier Railton and was the first man to motor at over 400 mph doing it. That record still stands, 13 years later, as these words are written, but John died at the helm of his 'Crusader' motor boat, attacking the Water Speed Record on Loch Ness in 1952.

The Jersey race for 1948 was discussed at the first Council gathering in January. Charles Follett put the case for change, in view of the financial loss of the first venture, suggesting a sports car race for British drivers, but the consensus was that such a race lacked the thrill and roar and spectacle of an event for Grand Prix cars and similar vehicles, and it was agreed that the race should be run under the new International Formula which admitted cars up to 1,500 cc with superchargers and up to 4½ litres without, a formula that covered the pre-war racing cars from 1½-litre E.R.A. up to 4½ litre Talbot and all the versions of 1½ litre Maserati. Racing fuel (methanol and the like) was available and the Ministry of Fuel agreed to supply petrol coupons for the use of officials in connection with the race, which, as someone remarked, was 'cursed good of them'. A prize fund of £750 was set aside, with £250 and the Jersey Trophy for the winner, plus £100 for the first British driver to finish. The date agreed upon was 29th April.

The Annual General Meeting at the end of January produced a figure of 1,992 members (it went above 2,000 very soon after) and a surplus on the year's working of £50 which, if not very sensational was at least on the right side. Investments however stood at nearly £6,000 and there was now over £2,000 in the Motor Sport Fund, after a payment to the Jersey club. Even the Centres, with their small membership, were in the black at the bank. The meeting, with the President, the Duke of Richmond and Gordon in the chair, protested vociferously against the stoppage of the basic petrol ration and urged that the Government should be assailed

through the R.A.C., M.P.s and even Ministers themselves. Not that it had the slightest effect.

Major Bale was elected Chairman for the year in February and in March greeted over 300 guests at a dance held at Park Lane's Grosvenor House. Those present heard with satisfaction that the Eastbourne Rally, in the hands of Gordon Offord, was being planned for the first week in July, in the hopes, however slender, that by then there might be some petrol to rally with. Bale had just heard, incidentally, that he had been elected a member of the Government Committee on Road Safety, to represent the Joint Standing Committee of the R.A.C., R.S.A.C. and A.A.

The Jersey Road Race listed 28 entries, of which 21 took their places on the starting grid. There were two disappointments for the big crowd. Raymond Sommer, volatile Parisian millionaire sportsman, had hoped to produce the eagerly awaited C.T.A. Arsenal, the 'French B.R.M.' produced with State aid to carry the French colours in modern racing which had failed so dismally on the start line of the 1947 French Grand Prix. The car was, however, not ready and in fact, never got to a race again. The second blow was struck during the parade lap as the cars circulated the course at low speed before taking up position on the grid, for Luigi Villoresi, Italy's leading driver, drove in agitation to his pit to report gearbox trouble. Mechanics slaved on the car long after the thundering horde had departed into the race in a cloud of smoke and, although he shot after them, laps behind, the repair lasted but a few laps and he was out of the race, almost in tears with his bitter disappointment at having come all the way from Italy and unable to show the crowds what they had hoped to see. 'Bira' led the opening laps with his Maserati but was delayed by pit stops, during which quiet Rob Gerard, from Leicester, took his well prepared E.R.A. 'Old Faithful' into the lead and stayed there to the end.

The day ended with a Vin d'Honneur given by the States of Jersey, the Race Ball and Prize Presentation, at which some 800 attended to applaud the drivers. Lord Selsdon, who began racing before the war as the Hon. Peter Mitchell Thompson, was heartily congratulated on his sportsmanship in finding a Talbot for the use of 'John' Gordon Benett, a Jersey enthusiast, who drove remarkably well into tenth place in his first motor race. The Council felt it only right to present Selsdon later with a souvenir in appreciation of his gesture.

It is on record that a leading London daily newspaper reported that 'F. Gerard (E.R.A.) yesterday won the Jersey International 176-mile motor boat race. . . .'

It had, in fact, not even rained.

The Eastbourne Rally, 3rd and 4th July, was duly held in spite of everything, with no fewer than 98 entries for the Saturday events and 56 for the Sunday Concours d'Elegance and the entire affair reflected great credit on Gordon Offord and his helpers, among whom were Eastbourne's Corporation and the town's Director of Publicity, John Batten. The Corporation's Challenge Trophy went to L. Onslow-Bartlett (Ford Mercury); K. H. Downing (Healey) won the Novices' Award and 18 competitors won first-class awards, among them Norman Garrad (Sunbeam-Talbot), competitions manager of that concern.

New members were now pouring into the club, which elected the 2,001st in May, and at last it was obvious that General Secretary Morgan needed proper office accommodation. Up to this time Frank Bale had provided a room in his own business premises but the work was out-running the space. In July the Secretariat moved into a suite of rooms on the ground floor at 55 Park Lane, London, fronting Hyde Park, on a share-the-rent basis with the Order of the Road and everybody was happy, for the new offices were worthy of the rapidly growing prestige of the club.

As in 1947 so that summer the club managed to escape from austerity with another Rally to Switzerland, organized by George Carlisle between 11th and 27th August, and again the Municipality of Montreux gave a cocktail party. There was, in those days, a quite remarkable sensation of escape when the boat pulled away from the Dover quay with the cars safely stowed and headed for France, as if, as one member put it, 'we're getting out of the concentration camp for a bit.'

Saturday, 18th September was a great day in the annals of the club, for on that day, when the first Goodwood meeting was held, it began on the road that has led to the present position as the most active body organizing an entire series of annual events of International importance as well as catering for an ever-increasing demand for racing between members who cannot participate in the more important races.

Member Denis Berry, a director of Kemsley Press, presented £500 and a handsome trophy. Entries poured in for selection, for at this experimental meeting, only 12 cars were started in any race. The Stewards were Earl Howe (for the R.A.C.), Denis Berry, the Duke of Richmond and Gordon, Frank Bale and Archie Frazer-Nash, still smoking what looked like the same pipe he wore in his G.N. at South Harting. The Duke opened the circuit in his new Bristol, and in the cavalcade that followed, Tommy Wisdom drove

his Bentley. It now transpired that it was Tommy who planted the seed of the Goodwood Circuit idea in the Duke's mind, and Tommy seized it himself from Wing Commander Tony Gaze, R.A.F., whose brother flew on his last mission from that very airfield, satellite to Tangmere.

There were no grandstands, no pits nor paddock buildings of course, but hastily improvised enclosures had been roped off at a safe distance, and over 15,000 spectators managed to get there and into them. Every race had a massed start from positions drawn by ballot, and every race was, in the club's tradition, run off precisely on time. There were spins and skids and one over-turning executed in complete safety and no serious accident marred the great day.

P. de F. C. Pycroft, with a special bodied Jaguar '100' had the distinction of winning the first race run at the new course (and Nick Haines, Healey, had the distinction of losing it through the circuit's first spin) at an average speed of 66.4 mph. Stirling Moss (500-cc Cooper) began his brilliant career by winning his race, and the finale, for the Goodwood Trophy, went to Reg Parnell and his new Maserati, which was making its first appearance in the country. In a five-lap duel with Rob Gerard's prewar E.R.A., already looking oddly high and old-fashioned ('Early English Perpendicular' was the phrase heard), Parnell averaged 80.6 mph to win by a short length, and in his efforts Gerard set up the first circuit record at 83.4 mph.

Among so many who worked like beavers to turn the old aerodrome into a racing circuit the following are deserving of mention:

- R. A. Hubbard (Goodwood Estate Co.)
- T. C. Hayward (Clerk, West Sussex County Council)
- L. Bailey (Chichester Rural District Council)
- H. J. Bond (Ministry of Works and Buildings)
- Dr. Carse (Craylingwell Hospital)
- West Sussex Agricultural Executive Committee
- C. Flowers (Tenant Farmer)
- E. G. Lock (Tenant Farmer)
- J. H. and F. W. Green, Ltd. (Timber Merchants)
- Royal Automobile Club
- Chief Constable R. P. Wilson
- A. Floyd (West Sussex County Surveyor)
- J. G. Jefferson, S. H. Baker, K. G. Black, of Clayton and Black and Partners, Brighton (Architects)
- S. M. Tidy (Public Works) Ltd.
- W. G. Welcome and Co. Ltd.

In spite of the severe competition from the new Silverstone

Circuit near Towcester, Northamptonshire, which opened on 2nd October with the R.A.C. Grand Prix of Great Britain, the Goodwood Opening was a complete success, although it was by no means a summer day. At the gates 10,478 paid their money, about 1,000 members flashed their badges and probably another 3,000 got in for nothing, as usual. There were 22 motor coaches in the car park, 1,419 cars, 294 motor-cycles (the number of enthusiastic motor-cyclists has always been a feature at Goodwood) and even 36 characters arrived on bicycles and paid to park them. Parking, in fact, produced nearly £1,000, programmes almost £600, gross receipts came to £5,300-odd and it was expected there would be a profit of around £1,000 which, indeed, there was. The secretariat reported that they had sold £1,000 worth of tickets in advance, sent out 20,000 leaflets, 3,000 posters and issued 600 free passes to people who were entitled thereunto. There were 108 entries for the eight races, including the reserves, and 85 of them actually raced.

The drivers liked the circuit, Kemsley's liked the whole affair and the Duke resolved to go ahead building grandstands and installations for the future. Goodwood was on the map.

Public admission, by the way, was 5s. od., car parking 5s. od., and admission to the paddock another 10s. od.

The club decided to apply for International dates in 1949 for Easter and August Bank Holiday, plus the International date in Jersey on 28th April, and, in spite of the R.A.C.'s reluctance, in view of the F.I.A. pleas for cutting down the Calendar, got them, as but right and proper when noting the number of races being held in France and Italy.

And now, the question of changing that title came up again, seriously and finally. It was clear that the club was going to rank high among International race organizations from this point on, and the title British Automobile Racing Club was the obvious choice, however much the R.A.C. looked down its nose at the adjective 'British'. That is what it was, is, and will go on being.

The matter would have been decided that winter, but the onset of the Motor Show made the fixing of an Extraordinary General Meeting difficult, so it was set down as the principal item on the agenda for the next Annual Meeting. The season closed with the Dinner and Dance, with 543 guests, at which it was announced that membership, thanks to 174 newcomers through the club stand at the Show, now stood at 2,388 and was steadily going up.

CHAPTER XIV

1949—*THE B.A.R.C.*

THERE was a great tide of enthusiasm and lighter hearts in the country with the New Year of 1949 for, although the régime was still austere, there was hope and confidence in the future and 'things were getting better'. On the Continent racing was in full spate and in Britain the two new circuits, Silverstone in the Midlands and Goodwood in the South had revived real motor racing.

Now, with the Goodwood course exclusively for operation by the club, the question of a change of name had become urgent. No fewer than 150 members went to the January Annual General Meeting, about three times the normal 'gate', principally to thrash the matter out once and for all. It had been brought to a head during the protracted negotiations connected with Goodwood in dealings with local authorities and Ministries, who thought 'Junior Car Club' referred to some organization for youth, and the Duke of Richmond and Gordon was thought to be President of a club for schoolboys. Newspaper publicity was similarly affected and editors were wont to drop press releases into the well-known waste-paper basket, on that account.

Item 7 on the agenda came up quickly, for the annual reports were read and adopted with remarkable speed. Alfred Logette moved the change of title to 'British Automobile Racing Club', seconded by Capt. Archie Frazer-Nash. The fact that the R.A.C. made some objection to the word 'British' was, perhaps, only to be expected, but it is a little difficult to understand how they could fear 'confusion' with themselves as the governing body of motoring sport—indeed, a sort of back-handed compliment. Logette pointed out that no such complaint had arisen concerning the British Motor-Cycle Racing Club.

There was a minority in opposition, naturally. Some, including Lord Howe, were against change of any kind, but the Earl was agreeable to withdrawing his opposition if the title were amended to 'British Automobile Sports Club'. The accent on 'racing'

displeased some members on the grounds that it tended to diminish the interest of the ordinary member who never drove in a race but was interested in social events and competitions for ordinary cars. One member came up with the suggestion 'British Automobile and Racing Club', which was a very fair offer. The debate began to ramble until Gordon England got up and pulled the discussion together with a precise summing up of the points involved, emphasizing that the Council had been chewing the thing over for more than ten years already and it was certainly time a decision was made one way or the other.

It may be interpolated, perhaps, that the club had already absorbed the rump of the pre-war Brooklands Automobile Racing Club with the idea of preserving, in some measure, the traditions of that historic body. Now that Goodwood circuit existed, where the very atmosphere of Brooklands could be (and indeed was) to a great extent captured in the post-war years, the memory of Brooklands and all it had stood for would be recalled by the adoption of the famous initials.

The Duke, in the chair, now decided to clarify the debate by putting each suggested title to the meeting. Major Barber, seconded by Mr. Healing, therefore proposed 'British Automobile Sports Club'. The vote was taken and the motion lost by 66 to 32, which suggests that about one-third present were 'Don't Knows'. The Chairman thereupon proposed 'British Automobile Racing Club', exactly as suggested by the Council. This time some 'Don't Knows' did know, or perhaps some who had been 'Noes' changed their minds to 'Ayes'. The title was adopted by 88 for and 41 against. The new B.A.R.C. was in business.

For the record, those who debated the title affair included T. G. Hayter, H. Strauss, I. Macdonald, the Earl Howe, C. B. Follett, C. D. Wilson, H. S. Phillips, G. Hoile, L. F. Dyer, S. Sedgwick, Gordon England, J. W. Barber, A. D. Healing, D. McClure and C. I. Robinson. Representing the Centres were A. N. Rostance (Hon. Secretary of the Liverpool and North Wales Centre) with H. S. Phillips (Hon. Treasurer), T. G. Hayter (Chairman), G. F. Smith (Hon. Secretary) and G. Jackson (Hon. Treasurer) of the South-Western Centre and, from Yorkshire, C. D. Wilson (Chairman) and Mike Wilson, his son.

OFFICERS IN THE FIRST YEAR OF THE B.A.R.C., 1949

President

His Grace the Duke of Richmond and Gordon

Vice-Presidents

B. H. Austin	E. Gribben
A. Percy Bradley	Professor A. M. Low
H. R. Godfrey	C. D. Wilson
Alfred Logette	A. G. Benstead
H. S. Phillips	J. Gordon Offord
Frank Bale	T. G. Hayter
A. Frazer-Nash	L. H. White

Hon. General Treasurer

Frank H. Bale

Hon. Legal Adviser

Alfred I. Logette

Council

B. H. Austin	T. A. S. O. Mathieson
L. F. Dyer	G. Roberts
Charles Follett	C. S. Watkinson
Professor A. M. Low	Eric Burt
Gordon Offord	E. C. Gordon England
E. H. Tustain	H. Ron Godfrey
A. G. Benstead	Philip B. Mayne
W. Urquhart Dykes	R. Gordon Sutherland
Archie Frazer-Nash	L. H. White
(Chairman, 1949)	

General Secretary

H. John Morgan

Other business produced a strong plea for plenty of sports-car racing at Goodwood as distinct from single-seater and Grand Prix events, a thing that has been, in fact, carried out, together with the increasingly popular meetings solely for members, not only at Goodwood, but the other circuits were, of course, still hidden in the mists of the future. On this occasion it was arranged that a delegation of keen sports-car men should meet the Events Committee to discuss a programme.

The record of that important meeting cannot conclude without mention of the tributes, warmly and sadly paid, to the memory of Sir Malcolm Campbell, who had died, aged 63, a few weeks earlier, for he had been a member for very many years and had brought

lustre to the club by his remarkable achievements. He held the World's Land Speed Record nine times and was the first man to drive at 300 mph. He held the Water Speed Record at 141.7 mph. At Brooklands he was one of the great champions and, among innumerable successes, won the J.C.C. 200 Miles in both 1927 and 1928.

Coupled with this tribute was the name of Fred Craner, who died in the first week of January, aged 54. Craner was the moving spirit behind the inauguration of the pre-war Donington Park circuit, where he was Clerk of the Course and the first to lure the famous German racing teams to a British event. He was no respecter of persons, the instant foe of any who treated him with condescension, enjoyed a capacity for vituperation amounting to genius, and had behind it all one of the kindest hearts—and he was magnificently efficient in his work.

The first Goodwood badges were introduced that season, at 3 guineas, to include a ladies' brooch, valid at all meetings and there were to be reductions on members' single tickets for any one meeting. This was mainly to dodge tax which would otherwise have been levied on club subscriptions as a whole. After all, no one could expect free amenities at a circuit of International repute with all the capital invested in the necessary installations, repair and maintenance, for the ordinary club subscription.

Feverish work went on at Goodwood to prepare for the first International meeting on Easter Monday, 18th April, where it was taking very much the shape that we know today. Members and North and South stands overlooked the curve into the final Finishing Straight, there were enclosures at Madgwick corner and beyond, and a stand at the end of Lavant Straight with a view of Woodcote, the last corner. The chicane, inserted to sort out the drivers racing for the finish line and stop them cutting a straighter line across the grass, had not yet been thought of. There were spectator enclosures overlooking the start-finish area and the paddock beyond, at Madgwick, at the curves through St. Mary's and along Lavant Straight (which is not straight). There were also two car parks which are still in use, one opposite the main gates, the other for access to Woodcote Corner.

The Kemsley Press Group again offered to support the Goodwood meeting and also the forthcoming Jersey Race, coming up ten days later, on 28th April, for Grand Prix cars.

Into this atmosphere of enthusiasm the Labour Government injected a sobering dose of gloom by returning to their threats of cutting or even withdrawing supplies of steel to the smaller manu-

facturers and sports car makers who did not succeed in exporting three-quarters of their production to nations with little if any knowledge of them, including the United States where a sports car in the European sense was virtually unknown except to a handful of wealthy sportsmen. On top of this came the punishing Purchase Tax which was calculated to do the opposite of encouraging sports car sales in this country. These promises of woe affected such factories as M.G., Riley, Jaguar, Aston Martin, Frazer-Nash, H.R.G., Lagonda, Bristol and the like. It began to look as if the motorist of this and other countries would be compelled to choose 'British Car A', 'British Car B' or 'British Car C' in three sizes and any colour provided it was black (and chromium was in such short supply that where it was essential it was remarkably thin and the owner was urged not to use polish on it but to be gentle with warm water and soap).

That these factories continued to exist and to expand, some to unprecedented proportions, can be directly traced, first to the faith of their shareholders and boards of directors and secondly to the prestige they won in International racing in Britain and abroad, in which clubs like the B.A.R.C. played a leading role, for not only did they provide the circuits and the races, but the drivers as well.

Goodwood Easter Monday meeting, graced with gentle, almost Summer weather in its lovely setting below the Downs, was an almost frightening success. A crowd of a size no one expected invaded the enclosures, and invasion is the correct term, for many hundreds, perhaps thousands, made their way to the course by entries other than the pay-gates. Indeed, I remember well that while I was at the microphone doing my best to keep the spectators in contact with the state of the racing, the Duke came to me, agitated, and asked me to turn my attention to Woodcote Corner. There members of the public were scrambling over the barricades to sit on the grass a yard from the passing cars, for to them the fact that earlier comers had naturally taken the best position meant nothing. These people had, in fact, arrived with wire cutters to carve their way through the exterior fencing and with weapons to breach the fences. They swarmed onto roofs of grandstands and huts, they tore gaps in hedges. I had to announce that unless these stupid characters withdrew behind the protective barriers and, in fact, behaved like civilized persons, racing would be abandoned. Eventually, under the insistence of marshals, the danger areas were cleared.

The main races of that afternoon both fell to burly Reg Parnell and his new 4CLT/48 1,500-cc supercharged Maserati, a sleek and beautiful machine impeccably driven. Thus armed he won the

Chichester Cup (5 laps), at 82.98 mph and the 10-lap Richmond Trophy, at 82.87 mph. Finally, in the last race of the day, a racing-car handicap, he snatched the lead at the last corner of the last lap, to win at 84.2 mph and established a new record lap at 87.1 mph.

The racing was, throughout the seven events, thrilling and close, with just enough spinning off onto grass to bring gasps from the packed thousands, and was run off with that spot-on timing for which the club had an envied reputation. Even with the uninvited non-paying guests, the day was financially successful as well as sportingly an achievement worthy of the club's long history of race organization.

FIRST GOODWOOD INTERNATIONAL MEETING, 1949

18TH APRIL, EASTER MONDAY

Lavant Cup

5-lap scratch race, 1,100 cc supercharged, 2-litres unsupercharged

- 1 Dudley Folland, Ferrari, 70.03 mph
- 2 Frank Kennington, Cisitalia, at 8.8 seconds
- 3 Jack Fairman, Riley, at 24.4 seconds
- 4 John Heath, H.W.M. Alta

Fastest lap: Folland, at 81.5 mph

500-cc Race (5 laps)

- 1 Stanley Coldham, Cooper, 70.8 mph
- 2 R. M. Dryden, Cooper, at 2 seconds
- 3 Donald Parker, Parker C.F.S., at 51.8 seconds

Fastest lap: Dryden, at 74.61 mph

Chichester Cup

5-lap scratch race, over 1,450 cc supercharged

- 1 Reg Parnell, Maserati 4CLT/48, 82.98 mph
- 2 Denis Poore, 3.8 Alfa Romeo, at 12.8 seconds
- 3 Leslie Johnson, E-type E.R.A., at 14.8 seconds

Record lap: Parnell, at 86.4 mph

Main Event: Richmond Trophy

10-lap scratch race, Formula 1 Grand Prix cars (1,500 cc supercharged, 4½-litres unsupercharged)

- 1 Reg Parnell, Maserati, 82.89 mph
- 2 Peter Whitehead, E.R.A., at 3.8 seconds
- 3 Cuthbert Harrison, E.R.A., at 6.8 seconds
- 4 Fred Ashmore, Maserati
- 5 Leslie Johnson, E.R.A.
- 6 George Abecassis, Alta

Fastest lap: Parnell, at 86.23 mph

First Easter Handicap (5 laps)

- 1 Frank Kennington, 1,100 cc Cisitalia, 74.49 mph
- 2 G. N. Mackie, 2.0 Rover, at 31 seconds
- 3^a G. Shillito, Riley

Second Easter Handicap

- 1 Stirling Moss, 1,000 cc Cooper, 79.76 mph
- 2 R. W. Jacobs, T-Type M.G., at 24.4 seconds
- 3 George Abecassis, 1,000 cc Cooper

Third Easter Handicap

- 1 Reg Parnell, Maserati, 84.18 mph
 - 2 Tony Rolt, 3.4 Alfa Romeo, at two lengths
- Record lap: Parnell, 87.1 mph

Two days later the Duke convened an emergency meeting, to plead with the Council that the proposed Whitsun meeting should be cancelled. He urged that present arrangements for public control could not possibly cope with the kind of crowd they might now expect. The circuit needed more fencing and stouter protective barriers for the enclosures, for he foresaw the possibility of a major disaster if a car plunged out of control away from the track towards the spectators. The Council, who were there that Easter Monday, saw the weight of the Duke's reasoning and the meeting was thereupon abandoned. It was promised that all additional safety measures would be taken in good time for the final meeting, planned for 17th September.

There was barely time for these deliberations before the club was up to the neck in the Jersey Road Race, on 28th April, for which there were 28 first-class entries, and among them such European stars as Louis Chiron, Luigi Villorosi, Baron Emanuel de Graffenried of Switzerland, Johnny Claes from Belgium and Prince Bira of Siam, although, as a member of the B.A.R.C., he was looked upon as 'one of us'.

In the first practice session Villorosi electrified everyone with a lap at 96 mph on his Maserati, but the second day brought tragedy, when Kenneth Bear's Bugatti went berserk (it was thought his chain and cable brake line snapped) and with him died a police sergeant and a local doctor who were standing on the side of the road where the car crashed. In the gloom that overcast St. Helier that night, the Stewards rightly decided the race should go on, the following day, Thursday.

The weather could not have been worse. Rain, driven on a high wind, lashed the town and turned the circuit into a shining skating

rink, while a sea mist hung low. The start was put off for half an hour until visibility permitted motor racing at all.

The awful conditions played havoc with the expected gate. Hundreds coming from the mainland were stranded in Guernsey. Only three aeroplanes got through. Spectators on the island stayed at home in large numbers, but thousands in mackintoshes braved the downpour to fill the stands and crowd the walls of the circuit, to be rewarded with a magnificent display of skill as the cars tore by in dramatic clouds of spume.

It was a day of triumph for the modest and retiring Rob Gerard (1948 winner) and his trusty old E.R.A., who defeated the Continentals, to win at 77.1 mph by $2\frac{3}{4}$ minutes from de Graffenried (Maserati), with Raymond Mays (E.R.A.), third. His reward, apart from a sense of personal well-being, was the Jersey States Challenge Trophy, the *Daily Graphic* Challenge Trophy and replica, and £250 in cash, plus the *Sunday Times* Trophy and replica, £100, and a trophy presented by John Martin of London Ltd., for being the first British driver of a British car.

That night, the Race Gala Ball was cancelled, for obvious reasons.

In July the regulations governing the club's £1,000 prize for the most successful gas-turbine-engined cars were announced, an enterprising move which has, to date, never been followed up by any claimant. It was required that there should be a competitive event (i.e. a race) for 30 miles at Goodwood, at an average of at least 60 mph. The car should have a dry weight under 2 tons, forward and reverse gears were essential, there should be no reciprocating auxiliaries (the fuel feed excepted), the fuel should be of a kind easily obtainable, the car should be roadworthy in every way—and there would be an entry fee of £25, returnable to actual starters.

Steadily now, and rapidly, the membership began to move up to the 3,000 mark. Dixon Cade, son of the Laurie Cade who was doyen of motoring journalists, was appointed assistant to John Morgan and there was a vacancy for another helper to look after the growing needs of publications, printing and publicity. John Cobb, Sammy Davis and Lt.-Col. Goldie-Gardner, the M.G. recordman, were elected honorary Life Members. Then the first Members Meeting at Goodwood was fixed for 13th August.

Now came up the important matter of a new badge, to replace the simple and well-loved diamond of the J.C.C. Considerable blotting paper was doodled upon at Council meetings and at the Park Lane offices but, at last, someone hit on the idea of offering a prize of £25 for the best design. In four months artistic and

imaginative members presented over 350 sketches, some from America, some from children of ten, others from founder members.

While this profound problem was nearing solution, the first Members Meeting was duly staged at Goodwood, on 13th August, with no fewer than 104 entries confined to owners of sports cars. Nine races were run off with precision on a glorious afternoon of warm sunshine, and if the handicappers, with no post-war data at their command, were now and then somewhat confounded, the drivers made up for it with many close finishes of an unexpected nature. We quote the race winners at this first of many meetings for the members outside the more exclusive precincts of International racing:—

Event 1. L. E. Gibbs (1,100-cc Riley), 64.5 mph, 12 seconds start.

Event 2. Eric Thompson (1,500-cc H.R.G.), 66.8 mph, 7 seconds start.

Event 3. J. H. Craig (3.5 Jaguar), 67.4 mph, 5 seconds start.

Event 4. Rodney Clarke (1,767-cc Connaught), 73.6 mph, 18 seconds start.

Event 5. C. le Strange Metcalfe (995-cc Fiat), 62.7 mph, 50 seconds start.

Event 6. R. W. Jacobs (1,100-cc M.G. supercharged), 68.2 mph, scratch. (So it could be done.)

Event 7. Eric Thompson (H.R.G.), 69.4 mph, scratch. (So it could be done twice.)

Event 8. Guy Jason-Henry (3.6-litre Delahaye), 73.8 mph, 70 seconds start. Which was overdoing it; he won by a length.)

Event 9. Sydney Allard (4.4-litre Allard), 73.7 mph, 37 seconds start.

The racing season was concluded, on 17th September, with the Goodwood meeting, again in good weather that brought the spectators in their thousands and now the traffic routes, worked out on the basis of experience, were a great help in avoiding the maddening crawling-pace traffic jams both on arrival and even more irritating, on departure. Apart from exciting racing, the afternoon was marked by two pleasant events: Stirling Moss marked his twentieth birthday by winning the opening race at 82.1 mph with 998-cc Cooper J.A.P. and Reg Parnell, driving his twin-supercharger Maserati, broke his own lap record twice, first at 87.6 mph, then at 89.26 mph and, to prove this was no time-keepers' error, equalled it in a third event.

Race winners:

S. Moss (998-cc Cooper), 82.1 mph with fastest lap at 84.7 mph.

Reg Parnell (Maserati), 85.1 mph with record lap at 87.63 mph.
Peter Collins (500-cc Cooper), 74.59 mph. Fastest lap by Lex Beels (Cooper), at 76.8 mph. This driver came from Holland.

Kenneth McAlpine (2.9-litre Maserati), 83.1 mph. Fastest (new record) lap by Parnell (Maserati), at 89.26 mph.

A. P. R. (Tony) Rolt (3.4 Alfa Romeo), 83.5 mph. Fastest lap by Peter Walker (E-type E.R.A.), at 87.8 mph.

G. S. Shillito (2-litre Riley), 80.99 mph with fastest lap at 83.2 mph.

Goodwood Trophy (10 laps): Parnell (Maserati), 86.4 mph with fastest lap (record equalled), at 89.26 mph.

C. G. H. F. (Gerry) Dunham (2-litre Alvis), 71.2 mph. Fastest lap by Ken Downing (1,749-cc Riley Brooke Special), at 76.9 mph.

With the onset of winter the R.A.C. again urged race promoting clubs to curtail their requests for International dates in 1950, in the general interest of reducing the clutter on the calendar for the good of the sport. The B.A.R.C. therefore asked for one single date instead of three; other clubs did likewise. Armed with this sporting gesture, the R.A.C. delegates repaired to the F.I.A. conference in Paris and returned with the news that the British requests had been gratefully appreciated and granted. At the same time France had added two more to their normal demands, Italy an additional four and Belgium had doubled their request. This farcical interpretation of International sportsmanship seemed to leave the R.A.C. delegate speechless, for instead of doubling the British applications on the spot, he came back with the following list:

	1949	1950
Britain	15	7
France	25	27
Italy	19	23
Belgium	4	8

The matter was, and still is, of more than academic interest. The word 'International' across the top of a poster and similar publicity is worth thousands of extra paying customers at the gates. More than that, it ensures the approval of the Society of Motor Manufacturers and Traders which in turn means that oil companies and others are permitted to offer bonus money to drivers using their products, publicity banners and hoardings can be erected at the meeting and advertising space can be bought in programmes, all of which are sources of income to recoup a club's outgoings, and finally, the results can be advertised nationally (and internationally) which is publicity both for the successful and for the race organizers.

This came up at a time when all racing clubs were aghast at the effect of the punitive Entertainments Tax which scooped half a crown from every 6s. admission to Goodwood and 48% of the sale of grandstand seats.

Nevertheless, in December, all hearts were lightened by the selection of the winning design, out of 375 sketches, for a badge worthy of the B.A.R.C. The winner of the £25 award was Basil S. Smith, of Hove, Sussex, a 24-year-old student at the Brighton College of Art. The design will be seen illustrated elsewhere in this volume. Suffice it to attempt a description by saying it is in the shape of an heraldic shield bearing the initials 'B.A.R.C.' vertically down the left-hand side, a fluttering chequered flag of victory as a field or background, and a rampant British lion thereon, looking suitably savage, stamping its feet and brandishing its paws, based on the enscolled title of the club in clear.

That Christmas, 2,970 motorists were entitled to fix that new badge to their cars.

CHAPTER XV

1950-1952

WITH the dawn of 1950 the pattern of the club's activities, steadily expanded as the years rolled by, until they embraced the biennial organization of the R.A.C. Grand Prix of Great Britain in 1955—a far cry from the first 200 Miles Race of 1921—was firmly established for the future, based on the operation of Goodwood Circuit, from which the ramifications soon spread far and wide. The structure of the Goodwood annual programme was crystallized as three major meetings, at Easter, Whitsun and in September, and three Members Only meetings in May, June and August. The main event for the non-racing members was the Eastbourne Rally and Concours which had won the whole-hearted support of the Eastbourne Corporation and the enjoyable Continental 'rallies' continued to attract full support, and, indeed, the Yorkshire Centre organized its own programme of two tours in 1950, one to the mountains of Savoy, the other to the Pyrenées.

'Official' business, as recorded in the minutes of the Council deliberations in 1950 indicates that the club was now running on wheels well lubricated by the long experience of past years, with wise heads and firm hands at the controls. The Annual General Meeting aroused no violent debate and lasted just over one hour. Membership passed the 3,000 mark in March. The following month Mr. D. M. Glover, head of United Lubricants Ltd., offered £500 as prize money for the May meeting at Goodwood and the proprietors of *Motor Sport* put up a Trophy for the best aggregate performance at the Members Meetings during the year, with the title of 'Brooklands Memorial Trophy'. That month two men, artists in widely differing fields, joined the 3,283 members—Mike Hawthorn, who was to become Champion Driver of the World in 1958 and Russell Brockbank, the superb humorous artist, Art Editor of *Punch* and a rabid enthusiast.

A scheme was adopted for an annual social programme, to consist of the film show in October, the annual dinner and dance in

November (and such was the demand for tickets that the Great Hall of Grosvenor House, London's largest ballroom, had to be engaged for the purpose from that year onwards), the informal dinner-dance in December, with another in January, a film show in February, and, for the non-racing but competitive members, a night trial in June and either a gymkhana or a trial in August.

Among the new members that autumn were the Earl of Brecknock (son of Marquess Camden); the Earl of March, eldest son of the club's President and now just come of age (although the Duke put a ban on his racing) and the effervescent Harry Schell, the racing driver son of Laurie Schell, of Monaco, who had raced Delahayes before the war. Harry, who preferred his American passport, for he was born in the States, was just entering on his racing career under the tutelage of his equally volatile millionaire friend, Raymond Sommer.

Now came up the re-organization of the administration of the Centres. The South-Western group ceased to be entirely self-governing in financial matters, these to be handled by London headquarters. A social committee was formed to run local events of that nature but the events under R.A.C. permit were to be mainly a London responsibility. As for the Yorkshire and Liverpool Centres, subscriptions and badges became headquarters matters, but local finances for social and sporting events remained their own affair. H.Q. were to lend all assistance with printed matter and circulars to members. Thus there was now to be one set of records covering the entire club maintained in London. By the winter there were 3,370 London members as against 337 in the Centres. The club funds amounted to £10,000 with £2,000 in the Motor Sports Fund.

Easter Monday at Goodwood was a day of violent gale and intermittent storms of rain. Race winners were Bill Aston (1097-cc Cooper), R. M. ('Curly') Dryden, who had not a hair on his head, (499-cc Cooper), Prince Bira (1,500-cc Maserati), Duncan Hamilton (Maserati) and Reg Parnell again won the main event, the Richmond Trophy, with his 1,500-cc Maserati in a cloudburst that blinded the drivers who, unlike Parnell, used goggles instead of vizors.

On Whit Monday the club again broke new ground with the first classic race for the 500-cc cars, now dignified by the third F.I.A. Formula on an international basis. For this race there was £500 in cash and the Andre Gold Cup that had been the trophy for the old 200 Miles races. The race was run in two seven-lap heats (for there were 49 entries) of about 17 miles each and a final of 15 laps, 36

miles. Heat 1 fell to Eric Brandon (Cooper), Heat 2 to Dryden (Cooper) and the Final went to Dryden by less than a second, at 77.2 mph, Peter Collins second and John Cooper himself third, all on Coopers.

The races, in accordance with 500-cc practice, were unleashed with a rolling start for one lap behind Sydney Allard, reigning hill-climb champion, in an Allard Cadillac, and provided a novelty that appealed to the crowd.

The fourth Jersey Road Race was held on 13th July, again a Thursday (early closing in the town of St. Helier), under an overcast sky threatening rain that did not, in fact, fall but served to present the drivers the dilemma of choice between 'rain tyres' or the normal treads. The foreign element was provided by de Graffenried (Maserati) and Toni Branca with a French Simca. In that race R. R. C. Walker figured for the first time as a patron, sponsoring Tony Rolt on a 1927 straight-eight Delage, tuned by Fred Dixon. The race ended in a magnificent duel between Reg Parnell (Maserati) and Peter Whitehead with the first 1,500-cc 12-cylinder Grand Prix Ferrari seen in this country, who finished first, less than 5 seconds in front, at 90.9 mph. In fact, the first five drivers to finish all averaged a higher speed than the previous fastest race, in 1948, and David Hampshire broke the lap record at 94.43 mph with his Maserati. The event was a resounding success as a spectacle, but was rather less satisfactory financially.

An equally spectacular event, if of a different kind, was the first Midnight Concours d'Elegance in connection with the Rally at Eastbourne, Gordon Offord's brain child. The Winter Garden was a gay scene on the night of 30th June with music and dancing, while the competing cars, glittering with recent polishing, formed up in the grounds. At 11.30 p.m. the floor was cleared, the judges took their places and, one by one the cars were driven slowly into the glare of the floodlights. The novelty was the fact that the lady passengers were required to act as models, walking round their cars to show their haute couture, chosen to match their gleaming machines. The large audience was lavish with applause that rose to a crescendo for Miss M. Stepney's policewoman's uniform and her smart salute to the judges. When all was done, Mrs. Nick Haines (white Jaguar) won the Grand Prix d'Honneur, and her husband's blue Jaguar saloon, shown by Miss Polly Ramsden, won its class. As this pleasant event, another B.A.R.C. novelty, was the first of the series, we append the class winners:

Open cars, registered before 1941: W. A. L. Cook (Type 57C Bugatti, Corsica body). Shown by Mrs. Cook.

Closed cars: W. H. Gatty Saunt (Daimler Light Eight sports saloon by Charlesworth). Shown by Mrs. Gatty Saunt.

Open cars registered after 1940: Mrs. Nick Haines (Jaguar XK120, standard body). Shown by herself.

Closed cars: Nick Haines (3½-litre Jaguar saloon, standard body). Shown by Miss P. Ramsden.

Special Award of Merit: T. Sim, Eastbourne Constabulary (Wolseley saloon, standard body). Shown by Miss M. Stepney.

The Rally, on the preceding day, was another, well-supported success, with 100 entries, ending with a timed hill-climb and a set of driving tests, at the conclusion of which Cyril Corbishley (C.C.S.) had made the best performance, Mrs. K. Hague (Riley) won the Ladies' Prize and G. Hope-Scott (Allard) the award for novices.

The competition season concluded with the Goodwood September meeting, in steady rain, at which at long last, the B.R.M., which had divided the sporting fraternity into two camps ('it's a world beater' or 'it's a dead loss') finally appeared. It had been a last-moment non-starter at Jersey, where rooms had even been booked for the personnel. This time the low-built car with its shrieking, wailing exhaust note that sent shivers down the spines of enthusiasts and joins the bellowing thunder of the 16-cylinder Auto Union in the happy memories of the *aficionados* of motor racing, came to the line in the hands of Reg Parnell, the imperturbable and most experienced driver in the country. When the 16-cylinder engine screamed into life on the line for the Woodcote Cup, other drivers, deafened, were unsure whether their own engines were running or not.

When the flag fell, the B.R.M. stood still on the rain-drenched track with its rear wheels a blur; then, suddenly the treads bit the road and Parnell was off, passing car after car almost with contempt. He shot out in front and thereafter cut for the corners earlier and earlier, watching for Bira's Maserati to loom in his mirror, and staged a 2-second win at 78.5 mph in the rain. The crowd went wild, stamping and cheering as the B.R.M. streaked for the line, a memorable moment.

The machine came out again for the feature race, the *Daily Graphic* Goodwood Trophy. Having practised one start in the wet, Parnell was away perfectly this time and shot into the lead, tailed by Bira's Maserati. Lap after lap Parnell braked and cornered slowly, letting the Maserati close right in, and then streaked away with astonishing acceleration, pulling the gear lever from notch to notch as fast as his hand could move. Inevitably Bira was delayed passing slow cars. The B.R.M. vanished ahead, to win by nearly

13 seconds at 82.5 mph in 12 laps. Then the Hon. Denis Berry, of Kemsley Press, handed Parnell the trophy for the third successive year.

The year 1951 opened with the Council's reluctant decision not to run another financially disastrous race in Jersey, where the local authorities wished to change the date to 10th May, four days before the International meeting at Goodwood. Their suggested date in June fell in the midst of a plethora of classic races on the Continent. It was therefore thought prudent to rest the race for that year and reconsider the matter in 1952.

Some 100 members attended the Annual General Meeting at which everyone seemed perfectly satisfied with the way the club was conducted, no acrimonious debate took place, the 18 Council vacancies were refilled by the election of the 1950 officers and Gordon England was elected a Vice-President. John Morgan drew attention to the growing activities of the club—three International meetings at Goodwood, the International race in Jersey, three Goodwood meetings for members only and the Eastbourne Rally and Concours. This was the most ambitious programme yet carried through in one season, but was merely the precursor of busier seasons to come. Membership had, in consequence, soared by 750 to 3,707. Council Chairman for the year was Professor Low, with L. F. Dyer as Vice-Chairman. The meeting was saddened to learn that Tommy Hayter, Chairman of the South-Western Centre had decided to resign, after 26 years, but it was explained that he would still be a member and always available in an advisory capacity as and when required.

Council business took its normally tranquil paths. The claim for heavy damages arising out of the 1949 fatalities in Jersey was heard in the courts and decided in favour of the club on all points. Incompetent driving, or inconsiderate driving, in the April Members Meeting at Goodwood occupied some time, for several competitors were carpeted before the Stewards and duly reprimanded; one was the subject of an inquiry, which is somewhat like being at the wrong end of a court marshal, and the Council decided that discipline must be tightened in future. This duly happened, with a rule to the effect that whoever spun off several times (as many did) would be hauled off the circuit forthwith. The growing demand for a long distance race was noted and the Events Committee began to explore the possibilities in that direction (which led to the Nine Hours Race and then to the R.A.C. Tourist Trophy being held at Goodwood). A purely social branch was formed in East Sussex, centred in Eastbourne where Gordon Offard dwelt, which may have had some-

thing to do with it. In April 179 new members joined up and, in June, no fewer than 383 more, bringing the total up to 4,282—and all the Centres reported increased membership. In October a member, who should not be named, was suspended *sine die* for being rude to the Stewards at Goodwood (the tighter discipline beginning to work) and it was ruled that when a driver went off with all four wheels, by no means an unusual spectacle, he should come to rest before attempting to rejoin the circuit. At one meeting, a well-known driver, who at least knew what he was doing, unlike some others, skidded off, dodged behind a nearby haystack, and regained the course without pause.

There were three International meetings in 1951, as before. The circuit had been resurfaced during the winter and was in fine condition, ready for the Easter meeting. The weather was dour, but 30,000 crowded the enclosures. During practice Reg Parnell (4CLT Maserati) broke his own lap record at 90 mph. Second was Stirling Moss, with one of the new Alta-engined Formula 2 (2 litres) H.W.M.s, built at Walton-on-Thames by John Heath and George Abecassis, at 87·3 mph. Another new car was the 2-litre Connaught single-seater Formula 2 car, with Lea-Francis engine, and Bira brought his V12 4½-litre Osca, built for Formula 1 by the famous Maserati brothers.

The main race, as usual, was the 12-lap Richmond Trophy for the Grand Prix cars, which began with a rousing duel between Parnell and Bira until the former got on the grass and damaged an oil pipe, leaving Bira to romp home at 87·57 mph. Moss won the first race of the day, the Lavant Cup, at 80·9 mph with the H.W.M.

The finest meeting of the series so far came at Whitsun, a day packed with thrills. The feature event was the *Daily Graphic* Festival of Britain Trophy, in which were entered Giuseppe Farina, world champion, with his Maserati, Parnell on Tony Vandervell's 4½-litre V12 Ferrari 'Thin Wall Special', Bira with the Osca and the Swiss Baron Emanuel de Graffenried (Maserati) as well as the leading British drivers. Parnell took the first heat at 90·07 mph and smashed the lap record at 93·11 mph. In Heat 2, Bira beat Farina by a mere 5 seconds. The Final fell to Parnell, 'Goodwood champion', at 91·64 mph. Farina, close behind, broke the lap record but saw it broken yet again by Parnell, at 94·54 mph. It was the speeds seen at this meeting that caused the thoughtful expression worn by the Duke of Richmond and Gordon and started him thinking about applying some form of brake.

In the International 500 cc Trophy race, Moss drove the new Kieft, rival to the dominant Coopers, having just arrived by air

from Italy where his H.W.M. had finished third behind Alberto Ascari and Luigi Villorresi, on Ferraris, at Monza, thus starting a career that keeps half his life in aeroplanes flying from race to race all over the world. With the Kieft he won the fastest 500-cc race yet run, at 82.3 mph and set a record lap at 84.55 mph, and carried off the handsome trophy presented by Mr. D. M. Glover. The Kieft, in point of fact, was some 4 seconds slower per mile than the 4½-litre 'Thin Wall'.

While Stirling Moss was beginning his meteoric climb up the ladder, the Members Meeting on 16th June produced another new star, the tall, ash-blond young Mike Hawthorn, driving a pre-war Riley tuned by his father, Leslie, at their Farnham garage. Mike won the first race by a clear 10 seconds at 75.4 mph and the last, handicap, at 77.5 mph, with one lap at 79.6 mph. These exploits won him 13 points in the Brooklands Memorial Trophy put up by *Motor Sport* and equal with T. A. D. Crook (Frazer-Nash). The issue was decided on 18th August. Using the Riley again, Hawthorn won the first race, Crook won the second. Then Hawthorn clinched the matter by finishing fourth, ahead of Crook, in the concluding handicap, scoring a total of 18 points to Crook's 17, and thus held the trophy for the following year.

The Eastbourne Concours d'Elegance was, if anything, more elegant than ever. W. M. (Mike) Couper and his wife Elsa won the Grand Prix d'Honneur with their beautiful Mk VI Bentley saloon with James Young coachwork. Once again a special award went to the local constabulary when Miss Southerton showed a glistening Austin A70 police car and the entry that won a roar of applause was a magnificent Rolls-Royce of 1910, driven into the ballroom by its chauffeur, from which emerged Mrs. S. E. Sears, sparkling as a Pearly Queen to win the pre-1941 closed-car class without argument. The winner of the previous day's Rally and Tests was K. Bancroft (Ford); Miss P. M. Lambert took the Ladies' Prize and J. A. McHarg the Novices' Award.

That season ended with the third International Goodwood Meeting on 29th September, on a glorious autumnal day when the distant downs glimmered blue through the haze and 20,000 made their way to the circuit. Once again there were no B.R.M.s to shatter the air but this time Farina arrived with a sleek, low Type 158 Alfa Romeo, 1,500-cc eight-cylinder, supercharged. Alberto Ascari had been engaged to drive the 'Thin Wall' against him but he was held at the bedside of his sick son, and Parnell took his place. The two met in the short, 5-lap Woodcote Cup. Parnell, hunched at the wheel of the big car, flogged it through the corners on the limit but Farina,

sitting back, calm and confident, matched the cornering with his superior acceleration, won by over 6 seconds at 94.83 mph and broke the lap record at 96.92 mph. They met again in the main race, the 15-lap *Daily Graphic* Trophy. The story was the same, Farina drawing farther and farther off, delighting the thrilled crowds as much by his cool, controlled slide cornering as Reg Parnell's heroic defiance of centrifugal force with the big 'Thin Wall'. Utterly at ease, Farina won at 95.11 mph, lapped at a record 97.36 mph and finished 5.6 seconds in front. He rounded off his day with a win in the handicap event that might have been (but was not) rehearsed, starting from scratch and catching Moss's H.W.M. on the last corner of the last lap and streaking over the line 2 seconds ahead.

The echo of racing engines had scarcely died away on the circuit and across the quiet Sussex landscape when the Duke voiced his grave concern at the speeds now being attained, and suggested modifications to various sections of the circuit. There was long deliberation and study. Finally it was decided to erect a light but solid-looking wall half across the course at the left-hand bend between Woodcote Corner and the finish line, where drivers were tempted to use the grass as a short cut in the more desperate finishes. Thus Paddock Bend, or the 'chicane' was introduced to form a quick right and left-hand S-bend. This, of course, drew a line under all existing lap records but, although lap speeds dropped at first, they began to mount again until we have them at over 100 mph today.

In October the club gladly co-operated in the use of Goodwood by the Guild of Motoring Writers, already a body with a growing international reputation, for the staging of their Test Day, when leading manufacturers lent cars to be tried by the journalists under road conditions where direct comparisons were possible. This unique scheme of the Guild has always been greatly appreciated, especially by writers from abroad, and B.A.R.C. members have always been pleased to form the corps of marshals required.

A splendid new trophy was presented to the club that winter, by Tony and his wife Kay Gaze. This, in the form of a silver Spitfire in flight, was the Scott Gaze Memorial Trophy, presented by the family in memory of Tony's brother and his fellow airmen who flew from the airfield that is now the circuit, and did not return. The trophy goes to the British driver who establishes the fastest lap each year and so far has been held in turn by these drivers:

- 1952, Reg Parnell, B.R.M., 90.38 mph
- 1953, J. M. Hawthorn, 'Thin Wall Special', 94.53 mph
- 1954, Peter Collins, 'Thin Wall Special', 93.71 mph

- 1955, Peter Collins, B.R.M., 92.2 mph
1956, Stirling Moss, Maserati, 95.79 mph
1957, Tony Brooks, Vanwall, 96.43 mph
1958, Stirling Moss, Cooper, and J. M. Hawthorn, Ferrari,
97.3 mph
1959, Roy Salvadori, Cooper, 95.79 mph
1960, Stirling Moss, Cooper, 102.13 mph
1961, John Surtees, Cooper, 98.18 mph

The club stepped into 1952, its fortieth year with a membership of 4,553 and going up. It was now thought prudent to go through the formalities of adding 'Ltd.' to the club title for the usual reasons and the necessary wheels were accordingly set in motion.

There were two outstanding events that summer. Mrs. Mirabel Topham, vigorous and businesslike lady who owns the Grand National course at Aintree, Liverpool, had finally succeeded in removing all obstacles to her project and was building a £100,000 road circuit around the site. She had visited Goodwood and, impressed by the machine-like efficiency of the race organization, she now approached the club to offer them the exclusive rights of managing the racing at the Aintree circuit. The Council, acknowledging the implied compliment, none the less debated the matter with great seriousness for, as Gordon England emphasized, such a new step would mark a turning point not only in the club's history but in its very policy. It would mean entering the sphere of motor race organization as an almost full-time occupation, with all the commercial angles involved and with the certainty of requiring an increased secretariat and even the possibility of paid race officials. As might be expected, the majority view was enthusiastic, as might have been expected from a Council that had seen the B.A.R.C. grow from a bunch of cyclecar fanatics into the most experienced racing club in the world, and it was agreed that they should pursue any and every course that led to greater prestige and influence for the club and to the greater good of motoring sport as a whole. Negotiations were thereupon opened and a new page was turned—on which, within three years, was to be inscribed 'organizers of the R.A.C. Grand Prix of Great Britain', something of a change from a hill-climb at South Harting.

The other important event was the staging of Britain's first racing by night. This was the first Goodwood Nine Hours, for sports cars, racing from 3 p.m. until midnight, bringing the flavour of the Le Mans 24 Hours to the Sussex countryside. The *News of the World* came forward with no less than £1,000 as first prize and a further £1,500 to be distributed among the less successful. Floodlighting

was installed, the pits were illuminated and something very close to the Continental atmosphere was successfully created with the possible difference that the bars had to be shut long before the end of the race. There was a field of 30 cars, to run in three classes and General Category without handicap, among them the distinguished French veteran drivers Pierre Levegh (whose real name was Bouillon) and Philippe Etancelin, driving 4½-litre Talbots. The race soon developed into a dog-fight between Jaguars, Aston Martins and Ferraris. There was drama at the mid-distance petrol stop when an Aston Martin blazed up, just as another caught fire some years later during the Tourist Trophy. In the last hour the Jaguar challenge began to weaken, with their disc brakes, punished on this twisting circuit, glowing red in the darkness, leaving one remaining Aston Martin five miles in the lead. Winners were Peter Collins and Pat Griffith at 75.4 mph with Tom Cole and Graham Whitehead second (2.7-litre Ferrari), Robert Baird and Roy Salvadori third (Ferrari). The crowd, regrettably, was small.

That season, too, the fifth Jersey Road Race was revived, in conjunction with the Jersey Motor Cycle and Light Car Club, on the excellent St. Helier 'street circuit' again, but, to keep down promotion costs, restricted to sports cars. The Jersey States (government) presented a trophy and £200 as first prize, and cash awards down to sixth placing as well as in the three engine-size classes. The race was run in two heats of 32 miles and a final of double the distance, thus presenting the crowds with three starts and three finishes for the price of one. Winner was young Ian Stewart of David Murray's Ecurie Ecosse (Jaguar) at 87.8 mph, only 3 miles an hour slower than the fastest Grand Prix car in previous years. The racing was excellent, with no accidents and enough incidents to keep the spectators gasping, until Stewart's only real rival, Oscar Moore, with an H.W.M. Jaguar seized and spun in the final event and left the Jaguar to win with ease.

Once again, however, the race was a success but the financial return was not. Guarantors on the Island were faced with repairing a gap of some £2,000 between receipts and expenditure. With the existence now of circuits in England and the mounting costs of organizing racing in Jersey at an uneconomic peak the club at last very reluctantly decided to wind up the series with this fifth, and last, race.

However, before this slight depression arrived, the season opened at Goodwood on Easter Monday before a pleasingly numerous gathering. The new chicane (Paddock Bend) was in place, a very solid looking wall stretching half across the track from the outside

grass verge and, despite its gay flowers (presumably in concealed pots) along its parapet, looked faintly menacing to the drivers on the first practice day. Its solidity, however, was skin deep, for a big section was mounted on rollers, to swing away on even a light impact with little or no resistance. Since that day over-eager drivers or drivers with brake trouble have hit it forwards and sideways, and probably backwards as well, without much damage to themselves even if, like Jean Behra and his B.R.M. at one meeting, they crumpled the cars expensively. On the inside verge there was erected another wall, or fence, of light wattle to demarcate the 'S' bend (and that very afternoon Mike Head's Jaguar, travelling backwards, removed quite a section of it without damage to his car. The new corner, in full view of the stands, added much to the excitement of the racing both for drivers and spectators and, on the infield, a great ramp had to be constructed to accommodate many hundreds who congregated there to 'see the fun', of which there was plenty when the 'learner drivers' were mastering the craft of motor racing with more zeal than skill.

From that day a new list of lap records was started in a programme of first-class racing before a record attendance of more than 50,000 persons.

Two world-famous drivers were appearing for the first time—Juan Manuel Fangio, world champion (who was to hold the title five times before he retired in 1958) and his Argentinian compatriot, burly José Froilan Gonzales, the one with a Cooper Bristol, nothing more potent being available and the other on Mr. Vandervell's great $4\frac{1}{2}$ -litre Ferrari 'Thin Wall Special'. Fangio motored in the short Chichester Cup where, much to his amusement, he had the novel experience of being defeated by five British drivers. Gonzales drove in the Richmond Trophy, hurling the big car round to win by as much as 26 seconds from Hawthorn's Cooper Bristol, at 88.23 mph and established the new lap record at precisely 90 miles an hour. He tried very hard in the handicap event but overdid a corner, spun off and lost a decisive 17 seconds. Hawthorn added to his stature in this, his first season of serious racing. At the subsequent Whitsun meeting he ran away with the 15-lap Sussex Trophy and put in a lap at 87.27 mph, 1 second per mile slower than Gonzales's record. Don Parker (Kieft) set the 500 cc record in the Glover Trophy, two heats and a 15-lap final for these little scuttling cars with motor cycle engines, at 79.7 mph but the race was won with ease by Rob Gerard's Cooper.

The Eastbourne Rally and Concours that year seemed in every way the best of the series. The town was *en fête*, the promenade

came out in flags, the crowds came out in large numbers, the weather was perfect for the occasion and there was an entry of 117 competitors for the tests, after which they repaired to the cocktail party given by Alderman E. C. Martin, Mayor of Eastbourne and a staunch friend of the B.A.R.C. As midnight drew near, a squad of police motor cyclists rode abreast through the Winter Gardens to the ballroom, where dancing was replaced by the parade of competing cars. The Grand Prix d'Honneur went to W. A. L. Cook, whose Rolls-Royce was shown by his wife and there was delighted applause for the Sears's 1914 Rolls and Frank Wootton's gay little yellow bull-nosed Morris of 1913. Rally prizes went to R. Chappell (Dellow) (best performance), Mrs. Lorna Snow (Jaguar XK120) (ladies) and J. Lenanton (M.G.) (novices). All of which added up to a pleasant sporting and social occasion once again.

The wailing shriek of the 16-cylinder B.R.M. split the air once more at Goodwood during the International meeting of 27th September which brought the sporting year to its close before 25,000 spectators. Three B.R.M.s arrived for Gonzales, Wharton and Parnell and thrilled the crowd by running properly at last. Last is the operative word, for the Alfa Romeo team had withdrawn from racing at the end of 1951 and no Formula 1 races, for which the B.R.M. had been designed, were being held. In 1952 and 1953 all the classic *grandes épreuves* were held under Formula 2 (2 litres, unsupercharged). The only appearances the B.R.M. could make were limited to a few Open Formula (*Formule Libre*) events such as the *Daily Graphic* Trophy run that day. However, in that race the three low, squat and screaming cars ran away with the race in line ahead to finish one—two—three at 88.13 mph—Gonzales, Parnell and Wharton in that order—half a minute ahead of the rest, and Parnell set a new lap record at 90.38 mph. The opposition was enfeebled by the early retirement of Giuseppe Farina's 'Thin Wall' which clanked in with chewed-up crown wheel. Earlier, however, he had shown that the car was a match for the B.R.M. by finishing second in the Woodcote Cup 5-lap race, B.R.M.s first and third.

CHAPTER XVI

1953-1954

THERE is no doubt that, whereas the enthusiasm for motor racing and rallies was on a great wave, the difficulties of promoters were likewise increasing as overall costs crept up and up. Starting money for the leading Grand Prix teams, for instance, had almost doubled, labour and materials had gone up, but it was impossible to push up the admission charges which, in any case, were slashed by a punitive tax. More circuits and more races were overcrowding the International Calendar, leaving hardly a breathing space between one race and another, both in Britain and on the Continent. At the outset of 1953 there were no fewer than 104 race meetings on the card, without counting hill-climbs and an equal number of National race meetings. In this country there were circuits operating at Goodwood, Boreham in Essex, Brands Hatch in Kent, Charterhall in Scotland, Silverstone, Castle Combe and, in the near future, at Aintree, Crystal Palace and Oulton Park. Britain had 15 International dates. The saturation point, if not reached, seemed near. The danger was two-fold: that too many races would divide the pool of potential spectators into small numbers and that it would be impossible to engage all the top ranking drivers and cars at so many circuits; this in turn meant that the organizers would be unable to present a first-class event and would risk a drop in spectator-revenue in consequence. Many club officials feared that a succession of second rate events featuring the same drivers and the same (mostly obsolete) cars must damage the sport as a whole.

The B.A.R.C., however, was fully aware of the situation and the Council decided to hold only three International meetings at Goodwood. Plans about Aintree were still very much in the air when the season opened, for Mrs. Topham was still having trouble with the various Ministries and authorities involved, especially with the essential closing of the Melling Road, which ran right across the proposed circuit. In the meantime, the Goodwood

fixtures were to be the Easter Monday meeting, the Nine Hours in August and the closing meeting in September, plus the usual Members days. It was also decided, as policy, not to accept financial sponsorship from newspaper proprietors unless it was found inevitable, while at the same time gratefully acknowledging the very great help they had afforded in the past.

Membership was climbing fast towards 6,000 now. At the Annual General Meeting it was agreed that the club should be officially a limited company, which meant, basically, that if ever it were necessary to wind up, members would stand to lose no more than ten shillings per head.

The next development to occupy the Council was the invitation from the London County Council to stage the first meeting at the Crystal Palace circuit, soon to be reopened and operated as another L.C.C. attraction to the public. This meant switching the Whit Monday date from either Goodwood or Aintree (for which it had been reserved tentatively) to the Palace, which, as Aintree appeared a highly problematical project at this juncture, it was agreed to do. The R.A.C., who had been consulted by the L.C.C. from the outset, willingly agreed, although they, too, were somewhat concerned at the growing number of circuits up and down the land.

Meanwhile members met again, at the Royal Automobile Club as usual, for the first meeting of B.A.R.C. Limited and elected officers as required by the formalities in such matters. When voting was done the Duke of Richmond and Gordon again accepted the Presidency, Professor Low was Chairman for the year, L. F. Dyer, Vice-Chairman. Council and Committees were elected thus:

COUNCIL, 1953

Chairman: Professor A. M. Low, D.Sc., A.C.G.I.

Hon. Treasurer: Major Frank H. Bale, O.B.E., M.I.Mech.E.

Hon. Legal Adviser: Alfred Logette

George Abecassis (racing driver)

A. G. Benstead

Paul Calvert, A.M.I.Mech.E., A.M.I.E.E.

L. F. Dyer

E. C. Gordon England

Capt. A. Frazer-Nash, M.I.Mech.E.

H. R. Godfrey, A.M.I.Mech.E.

David Hampshire (racing driver)

Charles Mortimer (racing driver)

J. Gordon Offord

George Roberts
Lord Selsdon (racing driver)
R. Gordon Sutherland
W. Urquhart Dykes
C. S. Watkinson
Major L. H. White

Secretary:

H. J. Morgan (Offices: 55 Park Lane, London, W.1)

VICE-PRESIDENTS

B. H. Austin	E. Gribben
Frank Bale	Dr. Vaughan Havard
A. G. Benstead	Alfred Logette
E. C. Gordon England	J. Gordon Offord
Charles Follett	Professor A. M. Low
A. Frazer-Nash	L. H. White
H. R. Godfrey	H. S. Phillips

C. D. Wilson

COMMITTEES

Events

L. F. Dyer (Chairman)	H. R. Godfrey
G. Abecassis	A. I. Logette
F. H. Bale	C. K. Mortimer
P. Calvert	Lord Selsdon
A. L. Ebblewhite	R. G. Sutherland
A. Frazer-Nash	W. Urquhart Dykes

Finance and General Purposes

F. H. Bale (Chairman)	J. Gordon Offord
L. F. Dyer	R. G. Sutherland
E. C. Gordon England	L. H. White
A. I. Logette	

Technical

Professor A. M. Low (Chairman)	L. F. Dyer
A. G. Benstead	H. R. Godfrey
P. Calvert	A. Frazer-Nash

Social

F. H. Bale (Chairman)	G. Roberts
W. A. L. Cook	C. S. Watkinson
S. M. Lawry	

Eastbourne Rally

J. Gordon Offord (Chairman)	P. Calvert
R. C. Matthews	S. M. Lawry
W. Paul	G. Roberts

Under this able direction the club's affairs prospered. Membership was going up by a steady increment of about 200 per month. The Midnight Matinee Film Show had to be repeated, at London's smart Curzon Cinema, three times, the Centres were on a sound footing, the first annual *Year Book* of the club was prepared and issued free to members (now well on the way to their 7,000th name), the Liverpool Centre was re-titled 'North Western Centre' and an East Sussex branch was organized under the Chairmanship of Major R. C. Matthews, with R. L. J. Ticehurst acting as Secretary, at Eastbourne. At this time the other Centre principal officers were C. D. Wilson and S. G. Haithwaite, Chairman and Secretary of the Yorkshire Centre, Alderman George Prout and J. R. Inkester at the North-Western and, in the South-Western, Dr. R. V. Havard and A. I. Reid.

Goodwood reopened with the Easter Monday International Meeting before an audience of 40,000 on 6th April, in spite of grey skies, with the traditional and popular programme of short races in the old Brooklands manner. Foreign visitors were Baron de Graffenried, an old friend, who was rewarded with two victories, and the Italian engineer-driver, Piero Taruffi, white haired to belie his years, driving for Tony Vandervell on the 'Thin Wall Special' which was the experimental Ferrari that led to the design of the Grand Prix Vanwall.

The Richmond Trophy was the feature event, last on the programme, for Open Formula cars racing for 15 laps and resulted in a first place for Ken Wharton's B.R.M., 6 seconds in front of Taruffi, at 90.47 mph, during which the winner set up a new circuit record at 92.11 mph to the delight of the B.R.M. supporters, whose loyalty to that ill-starred car never faltered over the years through thick, and more often, thin. Although the car never achieved its object of putting Britain on top in Grand Prix racing, for its development was too slow during the life of the Formula for which it was designed, it was the most astonishing car ever built in motor racing history, and it was a source of gratification to the B.A.R.C. that at least in their meetings at Goodwood, this machine could still be seen by the public. It was, as the world champion Juan Fangio declared after he had raced it, 'the most fantastic racing car of all time'. Its astonishing mass of engine, with 16 cylinders and battery and coil ignition, its pistons the size of egg cups and stroke so short that they merely bobbed up and down, its Rolls-Royce centrifugal supercharger (which naturally came into full operation only at high revolutions and made the car difficult to get off a starting line) all resulted in a final power output of some 450 bhp from 1,500 cc, at which the

blower was turning over at 48,000 rpm with complete reliability—and its 'fan blades' were running at a speed faster than sound at their tips.

That Richmond Trophy ended in first place for the B.R.M., the 'Thin Wall Special' second and de Graffenried's Maserati third, all of which was truly International and had the crowd on their feet from start to finish. The short, 5-lap Chichester Cup went to de Graffenried, together with the 7-lap Lavant Cup (for he was driving the new 6-cylinder 2-litre Maserati).

In mid-May, on the hottest summer day for nine years, the old Crystal Palace circuit of pre-war days was re-opened with a B.A.R.C. meeting on London's own circuit. The famous gardens, with their stately groves of trees and decaying statuary and dried up fountains and the vast area of empty space which had been the foundations of the once splendid glass Palace itself, now burnt out and demolished, once again shook to the throaty roar of racing engines. Thousands of Londoners thronged the enclosures and packed the grandstand overlooking the start area, and once again the traditional efficiency of the club was seen in action; races started on time, competitors in the next event were marshalled at the ready, and the entire affair went like a machine, by the efforts of volunteer club members, as usual.

The feature event was the Coronation Trophy, for Formula 2 (2-litre) cars, run in two heats and a Final, in which Tony Rolt (Connaught), driving for patron R. R. C. ('Rob') Walker, won the first and Peter Whitehead (Cooper with Alta engine) the second and Rolt the Final, bagging the record lap at 72.73 mph on the way. Stirling Moss won the 500 cc race, a thing becoming a habit with him, and, tucked away in third place in the sports car race was a young dental student from Manchester, C. A. S. Brooks, driving a Frazer-Nash entered by A. E. Hely, who had no idea at the time that in two years he would win the Grand Prix of Syracuse, the first driver to win a Grand Prix on a British car since Henry Segrave and his Sunbeam back in 1924.

From every point of view that first meeting was a success. Some 43,000 persons paid almost £10,500 which must have recouped the L.C.C. with something over. It is interesting to note that a 500-cc meeting attracted 8,500 enthusiasts, and the two motor-cycle meetings had around 9,000 present.

Not so happy was the result of the second Nine Hours Race at Goodwood, on 22nd August, apart from the opening of the Brooklands Memorial Garden in the Paddock, a ceremony performed by the Duke of Richmond and Gordon. This little walled plot, the

gift of the Dunlop Rubber Company, at the instance of their famous Competitions Manager, Norman ('Bill') Freeman, included a slab of the old concrete banking presented by Sammy Davis. About 30 drivers who had raced on the 'Great Concrete Saucer' were among the crowd as the Duke unveiled the memorial plaque.

Seventeen cars out of 30 starters survived the hours between 3 p.m. and midnight, during which the Aston Martins again defeated the Jaguars. The drama of this race was the rapid tyre wear on the faster machines. Cars were in and out of the pits soon after the start until a mountain of discarded covers towered behind the pits and fresh supplies had to be rushed to the circuit. In all, 175 tyres were changed.

It cannot be said the race was an organizers' success. The gate was even smaller than before, the catering, over which the B.A.R.C. had no control, was unsatisfactory, the bars shut long before the race ended, and the entry was not very good and lacked foreign competition on account of the demands for too much starting money (one prospective entrant wanted £1,000 per car). Without sponsorship from Fleet Street there was very little pre-race publicity in the national press. All these things contributed to a loss.

Victors were Reg Parnell and Eric Thompson (Aston Martin DB3S), at 78.94 mph, netting the first prize of £500 for their 713 miles of high speed motoring. Two of the C-type Le Mans Jaguars dropped out with less than an hour to go. The Team Prize went to three Frazer-Nashes, of which Gerard's and Clarke's won the 2-litre class and £150.

B.R.M.s were out again at the final International meeting on 26th September, a day of warm sunshine, one car for the world champion of 1952, Juan Fangio, the other for Ken Wharton, but neither of them that afternoon was a match for Mike Hawthorn, now at the wheel of the 4½-litre 'Thin Wall Special' Ferrari. They met for the first time in the 5-lap Woodcote Cup, parted on the line and the massive Ferrari roared into the lead to win by a clear 16 seconds, which is more than 3 seconds per lap. Hawthorn took the lap record at 93.91 mph. In the main race, the 15-lap Goodwood Trophy, the speeds were even higher, for this was the fastest race yet run at Goodwood. Hawthorn shot away once more, drawing ever farther into the distance in spite of all Fangio's efforts, which ended when he lost fourth gear. The average was 92.7 mph, the new lap record 94.53 mph, giving Mike the Scott Gaze Memorial Trophy. Ken Wharton, after a tremendous slide at the chicane, was the only driver to stay on the same lap with Hawthorn.

The club's traditional Continental Rally was revived, after an

interval of 15 years, at the end of July, organized by Stanley Mason, chief of the Motorists' Travel Club, who went with them to see that all was satisfactory. The route of some 1,500 miles went through the Black Forest into the Tyrol and back through Switzerland, and began with a party at the Burlington Hotel in Folkestone and ended with an even more hilarious gathering in a Wimereux night club.

As the year drew to its close, Ken Wharton was declared winner of the Coronation Award, a solid silver trophy nearly ten inches high and a foot across, as the most successful driver of a British Formula 2 car in International events at home and abroad.

That winter's Annual Dinner and Dance filled the Grosvenor House Great Room with a record guest list of 900, with the Duke in the chair. The response to 'The Visitors', proposed by Professor Low, was by Sir Miles Thomas, one of the club's founder members. He urged the importance to British prestige of motor racing successes in the International field. 'At the Motor Show,' he remarked, 'the profit was £114,000, compared with £84,000 in the previous year. What a splendid thing it would be if some of that S.M.M. & T. money could be devoted to building a national racing car. Let us cast our bread upon the waters,' he said, 'and see it come back cake.'

So far, apart from the support given privately by the industry to the B.R.M. and Donald Campbell's *Bluebird*, nothing quite like that has been done and the winning of the World Championship of Manufacturers has been left to the private enterprise of Mr. Tony Vandervell and Messrs. Charles and John Cooper, who are not car manufacturers in the ordinary sense.

During the winter work was going ahead fast on Mrs. Topham's Aintree circuit, all problems having been solved at last, and the Council was already drawing up plans to open the course with a revival of the classic 200 Miles Race.

Only formal business occupied the 1954 Annual General Meeting in March, when the membership was climbing past 7,000 and the funds stood at over £16,000. Retiring Councillors were re-elected *en bloc*, together with Lord Essendon, well known at Brooklands as the Hon. Brian Lewis and an old member of the club, taking the place of Urquhart Dykes who, after so many years of service, was now compelled to drop out. The meeting lasted just an hour and a half, including a discussion as to whether suppressors should be obligatory on cars racing at Goodwood so that patients in the nearby Graylingwell Hospital should not have their television programmes obliterated for many hours. It was pointed out that there would be difficulties with foreign cars and the matter was dropped.

The racing season that year underlined the fears that too many

aces and too many circuits were already leading to a fall in public interest. Goodwood was counting 25,000-30,000 at the big meetings, about 10,000 short of the required target. Demands for starting money were going up at a time when the spectators wanted to see the great stars and the leading foreign teams in dramatic races. Racing for 500-cc cars was already losing its appeal because of its inevitable sameness. As the season drew to its close, the President announced that with costs up and attendances down, a financial sponsor from outside was again essential, against which none could demur.

The year opened well, however, with 50,000 at the Easter Monday International meeting. It ended badly, with a mere 13,000 at the closing race day.

For the Easter meeting it had been hoped that the world champion, Alberto Ascari, would appear but a contract with an Italian concern put a stop to that. The B.R.M.s were there for Ken Wharton and Ron Flockhart, with virtually nothing to oppose them in the Open Formula races. This was the first year of the new Grand Prix Formula for cars with engines up to 2½ litres, unsupercharged. Reg Parnell's Formula 1 Ferrari was obviously no match for the B.R.M.s and the 'Thin Wall Special' was not present, Tony Vandervell being preoccupied with his Grand Prix Vanwall. Ken Wharton therefore managed to win the 5-lap Chichester Cup by less than a second from Roy Salvadori's Maserati, the Ferrari close behind, after a lap at 90.38 mph. The principal race was, of course, the Richmond Trophy, now somewhat clumsily re-titled 'Richmond Formula Libre Race for the Glover Challenge Trophy'. This time Wharton ran away to win at 86.4 mph by 40 seconds from Kenneth McAlpine's Connaught of less than half the power. The Ferrari retired with a broken gear lever.

There was a rare occurrence after the race. Roy Salvadori protested to the Stewards that he had been deliberately and persistently baulked whenever he tried to pass Wharton. Now, this business is one of the knottiest problems in racing: when is it mandatory to give way to a driver behind? Especially on a winding circuit such as Goodwood where there is a man behind all the time and only Lavant Straight where superior speed, rather than faster cornering, can take him past. Salvadori was on the B.R.M. tail from the fall of the starter's flag and with one lap to go, making a final effort, collided with the B.R.M. and came off second best, to retire with damaged front end. The Stewards came to the decision that the baulking was not deliberate and was practically unavoidable. Just as in the celebrated case of Eyston versus Cobb at

Brooklands, they probably concluded that if one car was really faster than the other and not merely being taken through the curves faster, it could have shot by on the straight. Over the loudspeakers, his trophy in his arms, Wharton said: 'If we are always to give way to the chap behind, just because he *is* behind, it isn't going to be motor racing. I think Roy and I understand that and I hope we shall always be good friends.'

It will be recalled with sadness that Ken, one of the friendliest of racing drivers, one of the most versatile whose activities included reliability trials, International rallies and hill-climbs, was killed racing in New Zealand early in 1957.

That spring Alderman G. Prout retired from the chairmanship of the North-Western Centre, giving place to R. A. C. Owen, F.R.C.S., with R. L. Sington as Vice-Chairman, H. S. Phillips, Local Vice-President, A. J. Fisher, Hon. Treasurer and J. R. Inkester, Hon. Secretary. A new post, Hon. Press and Publicity Secretary, was taken by R. L. Sington. The committee for 1954 was Dr. J. Berkson, A. Caldwell, L. McCann, A. N. Rostance, B. Hepton, R. E. Power, C. Mudie, C. L. Kinns, A. J. Clook, Dr. M. Glynn-Morris, G. D. Hill, E. J. Reeves, H. F. Smith, G. Warbrick, G. W. Prout, I. Broughton and B. Harrocks. Their programme, very typical of Centre activities in general, included a night trial in April, the Coronation Trophy Rally in May, the 'Centre Derby' in June, together with an 'autocross' (point to point on rough ground), the Inter-Centre Rally, set down provisionally early in July and the North-West Trial in the last week of that month, a ladies' gymkhana in August, the Wars of the Roses trial against the Yorkshire Centre in September, the Lancashire Trial and the Autumn Rally in October, the Annual Dinner in November, and a hill-climb on Boxing Day. The South-Western Centre was likewise in full flourish with an almost doubled membership of nearly 500. Yorkshire Centre had finished its social season with several film shows and opened the sporting season with the All Fools Rally in March. In the East Sussex Branch, W. W. Paul was re-elected Hon. Secretary, R. E. Goddard, Hon. Treasurer, and, replacing G. P. F. Sykes, who had joined the secretariat in London, and A. R. C. Holmes, who had left the district, M. H. da Silva and K. Strudwick joined the committee. D. R. L. Wallace became Chairman for the year, with Major R. C. Matthews as Vice-Chairman.

The major and historic event of that year was the opening of the Aintree circuit with an International meeting on 29th May. Dismal rain swept the 3-mile circuit all morning and well into the afternoon,

desisting only for the Final of the 200 Miles Race, run in two heats and the decider. The depressing weather produced a depressingly meagre attendance but about 25,000 paid to go in, which, considering that motor racing on a wet track is one of the most spectacular exhibitions of courage and skill that can be seen from grandstands, was a measure of the unsuspected lack of interest in the North.

The opening event, after Earl Howe (Chairman of the R.A.C. Competitions Committee, President of the British Racing Drivers Club and an old member of the B.A.R.C.) had ceremonially declared the circuit open, was a 10-lap sports car race, with a Le Mans-type start, a thing that entails the drivers running as hard as they can across the track to their waiting cars, parked with their noses pointing down the course. In pouring rain the drivers took off with James Stewart (Jaguar XK120C), of the Ecurie Ecosse, in the lead, hotly pursued by Duncan Hamilton on a similar model. With three laps to go, Hamilton slashed past in a trailing cloud of spume, and Carroll Shelby, the massive and genial Texan, followed with his DB3S Aston Martin, beating Stewart into third place. Hamilton won at 73.97 mph by 8 seconds. For reasons that seemed good at the time, the racing was conducted in an anti-clockwise direction, probably to give the spectators in the long line of grandstands and terraces a view of the cars passing at high speed. This was changed for subsequent meetings, returning to the International custom of racing clockwise, and the fact that the cars had to accelerate out of a tight curve into the straight did nothing to reduce the drama.

The '200' was a Free Formula race in two heats of 17 laps (51 miles) and a Final of 34 laps (102 miles). Heat 1 fell to Reg Parnell (Ferrari), at 76.97 mph with the famous 'Thin Wall Special', driven by Peter Collins, 12 seconds behind. Ron Flockhart (B.R.M.) won Heat 2, at 76.9 mph, only 3 seconds in front of Salvadori's Maserati. In the Final Stirling Moss won the first of his series of victories at Aintree, driving a Grand Prix 2½-litre Maserati at 77.7 mph, a good half-minute ahead of Parnell's Ferrari. It was, indeed, Moss's day. He won the 10-lap 500-cc race on the Beart-Cooper, and was third in his heat for the '200'. Five races were run off with B.A.R.C. precision after which the crowds dispersed and the car parks emptied quickly, without any jam of traffic, and were on their way home with an ease uncommon at most circuits where many thousands of cars are aimed at the exits at the same time. The only accident involved Graham Maude (Cooper) who was taken to hospital for a check-up.

The meeting was experimental and comments conflicted. Drivers thought the circuit too slow on account of so many corners, especially the 're-entrant' triangle to Cottage Corner and back, where the course dived away from the outer perimeter into the infield to bring the lap up to 3 miles. Indeed, Moss, who has enjoyed more wins at Aintree than anyone, stated that there was as much gear changing as at Monte-Carlo, making this a 'driver's circuit' if ever there was one.

Stirling Moss, the first of the British drivers to achieve International fame, has always admitted to a certain semi-serious awe of superstition, having a predilection for Number 7 as a competition number on his cars whenever possible, it being a British custom to assign odd and even numbers in British events, whereas on the Continent, only even numbers are normally used, thus avoiding Number 13. In that first victory at Aintree, where he has won time and time again, his Maserati carried Number 7 and he averaged 77.7 mph.

It must be recorded that the club was distinctly disappointed by that first meeting. Only between 20,000 and 30,000 spectators occupied a space roomy enough for three times that number, suggesting (apart from the dismal weather) that enthusiasm for motor racing in the North had been over-estimated. It must go on record that the *Daily Telegraph*, enthusiastic sponsors of the meeting, gave every possible assistance and excellent support in that great newspaper.

The Events Committee, having discussed whether the B.R.M.s were actually too noisy for Goodwood's nearest neighbours, and deplored the fall in attendances reported from all over the country except at Silverstone, where the powerful *Daily Express* was firmly behind the British Racing Drivers Club in their two big meetings each year, passed on to recommend that the races should be run in the normal international fashion, clockwise. Racing the other way round, when most corners were left handers, the curves tightened up instead of opening out, thus reducing the lap speeds and increasing the hazards, and the pits could not be operated with the usual ease.

The Whit Monday Goodwood meeting was run as a National event on 7th June, where the 500-cc 15-lap race was won by Reg Bicknell (Revis), at 81.7 mph and the Whitsun Trophy by Peter Collins, driving the 'Thin Wall Special' at 91.5 mph which again outpaced the B.R.M.s.

In the autumn of that year when the club decided to expand its racing activities wherever an opportunity offered, and thereby founded its present fortunes and prestige with determination in spite

of unforeseeable problems that might have daunted a less courageous body, the second historic decision was made.

The Royal Automobile Club Grand Prix of Great Britain, a *grande épreuve* ranking for the World Championship, had been delagated for several years to the British Racing Drivers Club at Silverstone, supported by the *Daily Express* (and not financed by the R.A.C. since they ran there own races there in 1948-1951).

The Competitions Committee now decided that it was right and proper to offer the Grand Prix to the B.A.R.C. on the Aintree circuit for 1955. The Council considered the matter, with all its implications and accepted the offer. The *Daily Telegraph* directors at once promised all their support for this important event and the club thought this a proper occasion to guarantee a sum of £2,000 from the Motor Sports Fund. Another great step had been taken.

Another, perhaps less far reaching but none the less necessary, in view of the membership which now topped 8,000 and was rising fast, and the number of events being organized, was the acquisition of a new suite of offices, at 10 South Street, adjoining the main offices at 55, Park Lane, for the transaction of 'member business' such as the sale of tickets, badges and the like. During that season the club ran seven major public meetings—three at Goodwood, two at Aintree and two at the Crystal Palace, three Members Meetings at Goodwood, a Members Sprint at Aintree and the ever-popular Eastbourne Rally and Concours. That all this activity was carried through with a machine-like efficiency and absence of 'flap' is a tribute alike to the organizational abilities of the General Secretary, his assistants and the work of the army of volunteer officials who did duty so gladly and well in the field. Even the running of two International meetings within seven days did not strain the machine.

Forty-four members entered for the first event reserved to them at Aintree, a series of Sprints (speed trials, we used to call them) round Tatts Corner and up the Finishing Straight, on 10th July. The North-Western Centre was there in force, the meeting was run off without hitch, and the fastest run of the day was set up by two members—J. P. Chapman (Chapman Mercury) and R. A. R. de Larrinaga (Allard J2X), who both recorded 26.2 seconds. Another outlet for club enthusiasm had been inaugurated.

At the Crystal Palace National Meeting, 2nd August (Bank Holiday) a crowd of at least 35,000 saw Reg Parnell's Ferrari win the August Trophy, the main event, at 74.6 mph and set a new lap record at 75.82 mph. The September International Meeting at Goodwood produced a first class programme of racing and a dis-

appointing gate of 13,000. Moss was there with a factory Grand Prix Maserati (bearing Number 7), Hawthorn drove the big 'Thin Wall Special', Peter Collins had the new Grand Prix Vanwall, now undergoing steady development, and Reg Parnell had his Grand Prix Ferrari, in a list that included every well-known racing driver in the country.

V.I.P.s in the Stewards' Enclosure were King Feisal of Iraq and the Duke of Kent, guests of the President, the Hon. Gerald Lascelles, Sir Miles Thomas, veteran member and now chairman of B.O.A.C., Neville Duke and Lt.-Commander Mike Lithgow, the test pilots, Don Cockell, the boxer, and athletes Roger Bannister and Chris Brasher (the latter already fired by the idea of competing himself). The blaring B.R.M.s made their last appearance at the course in the 10-lap Woodcote Cup (Open Formula). Peter Collins ('Thin Wall') took the race at 92.1 mph, Ken Wharton (B.R.M.) second by 6 seconds, Moss third, Hawthorn on the Vanwall fourth. The Goodwood Trophy, 21 laps for Formula 1 cars (2½ litres, unsuper-charged) was a runaway for Moss, winning by 20 seconds at 91.5 mph (with fastest lap at 92.9 mph), Collins second on the Vanwall, Salvadori's Maserati third.

A slightly breathless staff rushed to Aintree forthwith to set the stage for the second *Daily Telegraph* International Meeting, for which practising started five days later, running for the first time in the Continental manner, clockwise.

The Formula 1 Trophy Race was, of course, the feature event, over 17 three-mile laps, in which raced Harry Schell (Maserati), Sergio Mantovani (Maserati), Louis Rosier (Maserati) and André Pilette with a factory Gordini from Paris. Moss, who had won the preceding 500-cc race with ease and had made fastest practice lap in the Trophy entry, shot away at the start and stayed out there all the way to chalk up his second big win at Aintree. Behind him Hawthorn (Vanwall) and Schell were in a dog fight, resolved only on the last corner of the last lap, where Hawthorn slammed past to beat Schell to the line by a length (that is, an official 1 second). After that Moss won the Formula Libre race as well, with the Maserati, at 85.26 mph. He had broken his own lap record in the Trophy at 86.54 mph, equalled by Hawthorn, but in the Open Formula event he raised it again to 89.55 mph. This meeting marked the debut at Aintree of the little, bespectacled, drawing Kansan, Masten Gregory, who won his race with a 4½-litre 12-cylinder Ferrari sports car, at just over 80 mph.

The year ended officially with the Annual Dinner and Dance at Grosvenor House, with 1,000 members, friends and guests, and the

Duke of Richmond and Gordon in the chair. The guest list included Sir Miles Thomas and Lady Thomas, George Simon, general manager of the *Daily Telegraph*, Mrs. Simon, Sir Bernard and Lady Docker, Lord and Lady Essendon, A. J. and Mrs. Kemp (L.C.C.), L. A. and Mrs. Huddart (L.C.C.), Dan and Mrs. Glover, Lt.-Col. and Mrs. A. T. Goldie-Gardner and many of the racing drivers who had battled on the circuits with such vim.

CHAPTER XVII

1955-1958

THE story of the Cyclecar Club, the little group of what many regarded as slightly demented enthusiasts that grew up so fast through the Junior Car Club into the British Automobile Racing Club, moved ever more swiftly towards the Jubilee, the first half-century, under the wise and firm direction of a Council that had changed so little down the years. This was the beginning of an historic epoch in British motor racing, for at last, after half a century, the British were on the march through the arches of the years of the Formula that lasted until 1960 in the Grand Prix, and picking up honours in the parallel field of sports car racing. Vanwall, Cooper and Lotus were on their way in Formula 1. Moss, Hawthorn, Collins, Brooks, took their places among the front rank drivers, challenging even the great champion Juan Fangio, and eagerly sought by the foreign teams of Ferrari, Maserati and Mercedes. Jaguars won the Le Mans 24 Hours Race in 1951, 1953, 1955, 1956, 1957; Aston Martin won in 1959, the year they won the World Championship of Sports-car Manufacturers. The little 2-litre Frazer-Nash, descendant of those odd chain-driven machines of 1912, was the only British car to win the legendary Targa Florio, in 1951. Aston Martin won the Tourist Trophy, oldest of all touring-car races, in 1953, 1958 and 1959, Jaguar in 1950, 1951, and Aston Martins won the German 1,000 Kilometres, at Nurburg Ring, with its 147 corners in the mountains in 1957, 1958 and 1959 before retiring from racing, like the Jaguar company. Vanwall won the World Championship of Grand Prix Car Manufacturers in 1958; Coopers took the title in Formula 2 the same year. In 1959 Coopers held both titles, and in 1960 repeated their triumph. Mike Hawthorn was Champion Driver of the World in 1958, followed in 1959 and 1960 by the Australian, Jack Brabham. The wheel had turned indeed. No longer were British drivers regarded as sporting amateurs driving in the rear of a race for the pure fun of motor racing; now they were the dominant men, while Germany, Italy

and France, who had produced the great champions of the past, gnawed their nails in the background, unable to find any driver to take their place alongside the British—and the Americans.

This year of 1955 marked the first time the club was authorized—on invitation—to organize the Grand Prix of Great Britain on behalf of the Royal Automobile Club at Aintree, the final cachet.

In March 1955 the Ferodo Gold Trophy was awarded (for the first of three times) to Tony Vandervell in recognition of the performance of the Vanwall in the furtherance of British racing hopes. The B.A.R.C. team won the Club Team Prize in the Tulip Rally which ended in Holland—Cuthbert Harrison and R. P. Habershon (Ford Zephyr), W. Grant Norton and M. Carson (A.C. Ace) and J. W. E. Banks with A. Meredith Owens (Bristol), a fine performance against the best rally drivers in Europe.

At the Whit Monday Goodwood meeting (30th May) the Events Committee staged a novel programme of six events for sports cars only, and a seventh for vintage cars, in conjunction with the Vintage Sports Car Club. The meeting was a success, proving that the sports car drivers could not only drive but could thrill the crowds as well. A new make of car that was beginning to make an impact on sports-car racing, the Lotus, won the 1,500-cc race, driven by its designer-builder, Colin Chapman, whose ideas of space-frame chassis construction was to have so profound an influence on international designers in the years ahead.

This was the Black Year, 1955, standing out forever in motor racing history as the year in which a Mercedes practically exploded among a packed enclosure at Le Mans, killing more than 80 spectators on the spot and injuring at least 100 others. The driver, 'Pierre Levegh', one of the most popular drivers in France and a veteran of that Twenty-Four Hours Race, was killed instantly. Immediately the French Government banned road racing, the Swiss cancelled their Grand Prix, the Germans followed suit, so did the Spaniards. A wave of anxiety amounting almost to panic, well fanned by the newspapers of all countries, which printed large horror pictures of the carnage and ran screaming headlines, swept across the world. Even the American Automobile Association withdrew its sanctions for road races (although it was Indianapolis Speedway that had provided so many ghastly accidents in its history) and disbanded its Competitions Committee as well. It can be imagined that there was anxiety of a new kind added to the mental worries of the B.A.R.C. race organization as 16th July drew near the date of the British Grand Prix. The Mercedes-Benz factory somewhat pompously sent a delegation to inspect Aintree, where a

wide lane had been painted on the track leading cars from the main traffic into the pits, well clear of the passing stream. There was virtually no possibility of the kind of collision that had occurred at Le Mans. The Germans came, saw and declared it one of the safest circuits in Europe.

The race was not a thrilling spectacle as a competition, but the sight of four silver Mercedes, driven one behind the other by Stirling Moss, whose engagement by the team recognized him as the equal of any driver in the world, Juan Fangio, champion of champions, Karl Kling and Piero Taruffi, who finished in that order held the crowds throughout. Moss and Fangio streaked to the line side by side fighting it out to the last, for there were no team instructions, and Moss won by perhaps half a length, a fifth of a second ahead. He averaged 86.5 mph and broke the lap record at 89.7 mph. The rest of the field was out of sight, a lap behind, in 90 laps.

The organization was faultless, even to the parade of drivers who were taken round the circuit before the race in a column of white Austin Healeys, to the cheering of the crowds. This was Stirling's first victory in a *grande épreuve*.

A month later the Nine Hours was run again at Goodwood, with 35 starters, including Hawthorn (Ferrari), who beat the lap record for sports cars during practising, Moss (Porsche), the Aston Martin team and the Ecurie Ecosse D-type Jaguars. With 6½ hours to go, the race was a battle between the two remaining Aston Martins and the Jaguar driven by Desmond Titterington and Ninian Sanderson, ending with the latter between the two former. Moss, with an easy lead in his 1,500-cc class, collided with a spinning Cooper Bristol and retired with the car too bent to go on.

Hawthorn appeared for the first time at the Crystal Palace on 30th July, flying back from the Continent just in time to take the start in the International Trophy with Moss's 250F Maserati, won the heat, and won the Final after a desperate struggle with Harry Schell's Vanwall.

It was in July of that year the club introduced its Junior Membership scheme, to attract the interest of young enthusiasts in the families of full members. For an entry fee of 5s. and an annual fee of half a guinea the Juniors, between 14 and 18, received a lapel badge or brooch, a card of admission to Members Meetings, guest vouchers for their friends, a copy of the *Gazette* (now being published every two months) and admission to full membership on their eighteenth birthday without payment of an entry fee.

Aintree came to life again on the first Saturday of September with

the *Daily Telegraph* International meeting, which was, it must be admitted, not very International except in the sports-car race, where there were three Ferraris for Harry Schell, McKay Fraser, an American living in Brazil, and the Spanish Marquis Alfonso de Portago, the international sportsman of ski, toboggan and polo who was to die in the last of the Mille Miglia races, in 1957, and Robert Jenny of Switzerland with a Maserati. They were all beaten out of the first three places by Ninian Sanderson (Jaguar), at 80.97 mph, Desmond Titterington (Jaguar) and Roy Salvadori (Aston Martin). The long-awaited Formula 1 B.R.M. appeared in practice, driven by Peter Collins, until something seized and the car crashed. The Trophy race fell to Roy Salvadori (Maserati), at 83.7 mph.

The Centres were equally busy with their sporting and social programmes. The South-Western Centre ran the tenth of their hill-climbs at Brunton, in Wiltshire, near Ludgershall, in which Gordon Parker made the fastest climb with a supercharged Jaguar, breaking the course record, the Ladies' record was similarly treated by Mrs. S. L. Park with an A.C. Ace. The other Centres ran rallies, gymkhanas and the like with the utmost enthusiasm, good entries, and efficiency.

At the Annual Dinner and Dance of 1955, the achievements of Stirling Moss in the few years he had been at the wheel, were recognized in a signal manner with the presentation, by the President, of the first B.A.R.C. Gold Medal. The Council had decided on this tribute after Stirling had followed his triumph in the Mille Miglia by winning the British Grand Prix. For full measure, he also won the Tourist Trophy and the Targa Florio, all with Mercedes. The thousand members and friends present were no less vociferous at the presentation of a gold watch to John Morgan, general and genial Secretary who had notched up 30 years of service to the club, which now numbered over 9,000. That year alone he had master-minded eleven race meetings, six open to the public, in addition to the normal and ever increasing secretarial work.

Among the guests were noted Peter Ustinov, the actor-producer-playright, Mr. K. L. Kelly, secretary of the Automobile Association, Wilfred Andrews, chairman of the R.A.C., the chairman of the L.C.C. Parks Committee, E. Bayliss, Sir Miles Thomas, David Brown (Aston Martin and Lagonda chairman) and most of the leading British racing drivers and sports writers.

At the October conference of the International Automobile Federation a drastic attempt was made to abbreviate the cluttered Calendar, after being prodded by the R.A.C. delegate for at least four years. Their solution was not exactly as had been hoped, for

it hit the British clubs hard. It gave this country five International dates among 14 circuits, but the new departure was the institution of the list of Classified Drivers, that is to say, the nominal roll of drivers of International top-rank who, by reason of their status (and therefore their starting money rating) were allowed to drive in any International race but were barred from all others outside their own countries. This ruling introduced the new grade of event, the National Open, in which what must be termed second-rate foreign drivers (those not on the F.I.A. list) were eligible for entry, at their own expense naturally, for very few promoters would engage any but the stars at cost to themselves. The idea was intended to foster the careers of new young drivers by preventing the acknowledged masters from ranging around the minor races to pick up starting money and prize money at the expense of the local talent. In point of fact there were still so many International races in the Grand Prix and sports-car fields that there was very little spare time to go pot hunting. However, what it all meant, so far as the B.A.R.C. was concerned, was that the club had only two International fixtures in 1956. The dates for that year were therefore:

3rd March, practice day at Goodwood; 10th March, the same; 17th March, Members Meeting (sports cars); 2nd April, Easter Monday International Meeting; 7th April, practice day at Goodwood; 14th April, Members Day (sports cars); 21st April, International Meeting at Aintree; 12th May, practice day at Goodwood; 21st May, Whit Monday Meeting, Goodwood; 2nd June, Members Day (sports cars) at Aintree; 16th June, Eastbourne Rally and Concours; 23rd June, Summer Meeting, Aintree; 30th June, practice day, Goodwood; 7th July, Members Day (sports cars) at Goodwood; 6th August, Bank Holiday meeting at the Crystal Palace; 18th August, practice day at Goodwood; 8th September, Autumn Meeting at Goodwood; 15th September, practice day at Goodwood; 22nd September, Members Day (sports cars) at Goodwood; and 29th September, Members Day (sports cars) at Aintree.

This involved, in fact, 20 meetings requiring the attendance of officials, marshals, breakdown, accident, fire-fighting and ambulance teams.

The system of grading drivers, which has now led to grading their standing *vis-à-vis* starting money, was based on the World Championship and included anyone who had gained points in that series of races. This meant then, as now, that a driver who secured even a single point in a single race was included with men who really were top ranking drivers. The first list is of some interest:

Britain: Peter Collins, Mike Hawthorn, Stirling Moss and Ken Wharton.

Italy: Eugenio Castellotti, Giuseppe Farina (World Champion, 1950), Umberto Maglioli, Luigi Musso, Cesare Perdisa, Piero Taruffi and Luigi Villorosi.

Germany: Hans Herrmann, Karl Kling, Hermann Lang.

France: Jean Behra, Robert Manzon, Harry Schell, André Simon, Louis Rosier and Maurice Trintignant.

Belgium: Paul Frère, André Pilette.

Argentina: Juan Manual Fangio (World Champion, 1951, 1954, 1955, 1956), Carlos Menditeguy, José Froilan Gonzales.

Brazil: Roberto Mieres.

Switzerland: Baron Emanuel de Graffenried.

Of the above list, perhaps eight were really drivers of the top class, eight have been killed.

Motor racing is a dangerous sport and the inevitable happened on the first lap of the first race at the 1956 Easter Monday Meeting, when A. P. O. Rogers, a well-known competitor at Members Meetings, crashed fatally. Then, in a sports car race, A. F. F. Dennis lost control of his Jaguar and was killed. These tragedies darkened the afternoon but, in accordance with racing tradition from the earliest days, the programme was continued and completed. Mike Hawthorn, now at the wheel of a B.R.M., escaped unhurt from a high-speed crash when something went wrong with the front suspension. The Richmond Trophy that day was a race many still remember vividly for the tremendous struggle between Hawthorn, Moss (Maserati) and Archie Scott-Brown (Connaught) who ran clean away from the field at speeds higher than the previous lap record. The battle ended when Hawthorn crashed and the Connaught engine seized solid and spun the car off the course. Moss took the lap record at 95.79 mph.

The Aintree International 200 Miles Race was run on 21st April, which left little enough time to re-tune the cars and again Moss won his race, his seventh victory there out of eight events, on a day of warm sunshine that brought a crowd of about 30,000 to see lap records tossed overboard. Once again Hawthorn's B.R.M. failed him, this time a sudden absence of brakes that shot him straight ahead at a corner, fortunately onto smooth grass. Scott-Brown's Connaught was well out in front of Moss and Brooks (B.R.M.) until, shortly before half-distance a piston broke. Moss opened up for the last half of the race, rapidly overhauled Brooks and took the lead as the B.R.M. brakes began to fade away. Easing up, Moss won at

84.24 mph, Brooks a lap behind after a pit stop. Lap records were set up in the 1,500-cc sports car race by Hawthorn (Lotus), at 82.82 mph, in the 500 cc race by Jim Russell (Cooper), at 80.6 mph. Salvadori (Aston Martin) broke the sports-car record at 84.38 mph and Colin Chapman (Lotus) took the record in the 1,100-cc sports car class at 79.65 mph.

The following month, the young East Sussex Centre broke new ground with its first speed event, a hill-climb at Firle, in the downs behind Eastbourne, with over 50 entries. The only hitch was when Miss S. Henderson knocked the time-keeping apparatus sideways with her M.G.-engined Lotus. Fastest climb was by J. R. Rudd (Frazer-Nash) and Mrs. Jean Bloxam (Elva) took the Ladies' Award.

In July the club introduced a new racing rule, brought forth by the numerous and unnecessary spinning-top demonstrations too many drivers were continually performing, possibly knowing that with the wide grass verges such errors were not very dangerous to themselves. These gyrations, however, often resulted in the car behind colliding with the spinner or in forcing the driver to swerve off the course to avoid the 'shunt'. It was therefore laid down that any driver who spun off (or on) the circuit through his own silly fault would be automatically excluded from the race. The observers, posted around the course, were to be Judges of Fact in these cases, and therefore there could be no protest against their findings.

The first 'victim', at the July Members Meeting, was Peter Ashdown who spun his Lotus, finished third just the same and was genially excluded. He consoled himself by winning another race with the car pointing along the course all the way.

September was saddened by the death, at 68, of Professor A. M. Low a founder member and an enthusiastic and indefatigable Councillor, prolific inventor (he designed a radio-controlled flying bomb during the First World War), pioneer of electronics, and a writer with the gift of explaining the most abstruse scientific matters in simple terms. His passing left a void in the club that it is true to say has never been filled.

That autumn the Suez affair plunged the country into a petrol crisis and once more coupons were in use, for how long no one knew, after only six years of freedom. Indeed, the Whit Monday meeting at Goodwood, in 1950, had been held on the day that the pumps gushed freely for the first time since the war. Now, once again, the future of motoring sport seemed uncertain but promoters decided to carry on as best they could, for, as a national pastime, it could

no more conflict with the nation's interests than horse racing or football.

However, the General Secretary's winter was cheered by a visit to Nassau, for the Bahamas Speed Week, in mid-December as official R.A.C. delegate and Steward (he having been for many years a member of the Competitions Committee), where Stirling Moss won the main event and every night there was a party.

Early in the New Year of 1957 the B.A.R.C., together with other clubs, slashed their fixture list, leaving only the Grand Prix at Aintree in July, with the title Grand Prix of Europe added, and the major public meetings at Goodwood.

The Annual General Meeting in March, with 75 in the audience, re-elected the club officers *en bloc*, added Reg Parnell to the Council in place of Cyril Watkinson and confirmed the co-option of Colin Chapman. The North-Western Centre at last reported a surplus on the year's working, a matter of 7s. 7d. Subsequently 'Bunny' Dyer was elected Chairman of the Council, with Frank Bale as Vice-Chairman.

The uncertainty of the situation in 1957 once again focussed attention on the financial risks accepted by race promoters in a world of rising costs and falling receipts, a problem looming even larger on the Continent than in this country. Worried clubs called a conference in Brussels, representing France, Belgium, Holland, Germany and Monaco, with a delegate from the R.A.C. holding a watching brief and no one at all from Italy, whose cars were dominant in Grand Prix racing and therefore the most expensive to engage. The upshot was a scale of starting money fees which, it was intended, should be internationally honoured, and, some of the speakers declared if these sums were not agreeable to the teams concerned, they would cancel their races. Enzo Ferrari, who always had a somewhat inflated idea of the value of his cars was lumped with Omer Orsi of Maserati at £715 per car, with no extras for travelling expenses; the Vanwall was rated next, at £535 and 'the rest' at £430. It was also agreed that Fangio should be paid £175, the other front rank drivers, like Moss, Collins, Behra and Hawthorn, £105 and the rest £35 per appearance. All of this was very fine and large but never became really operative.

It must be recorded that, during this anxious time, the Government acknowledged the importance of motor racing by the special grant of petrol coupons to promoting clubs so that racing car transporters and officials in their own cars were able to get to the few meetings that could be held.

The Easter Monday Goodwood meeting was a great success, much

to the relief of the anxious Council, for the morning dawned wet, a thing that makes all race organizers feel as dismal as the weather, but a very good crowd swarmed to the circuit, the sky cleared and the racing, although devoid of foreign opposition, was good. A new young driver, Stuart Lewis-Evans, bred from the nursery of 500-cc racing, won the Richmond event with some ease, at the wheel of a streamlined 'dart-shaped' Connaught, during which Tony Brooks (Vanwall) raised the lap record to 96.43 mph. That was the season when Moss joined the Vanwall team. The cars were much faster than ever, but were having bother with a super-sonic, and therefore hard to trace, vibration in the throttle linkage of the complicated fuel injection system.

Another new name began appearing in results lists that summer. This was broad shouldered, sturdy Innes Ireland, who was making his mark at Members Meetings, driving a Lotus and was just breaking into the Open Meetings. At the Whit Monday races, he made fastest lap in the 1,100 cc 100 Kilometres sports-car race, at 84.87 mph again with his Lotus. His day was still to come.

The Grand Prix of Europe was run at Aintree on 20th July, one of the finest races yet seen in this country. The practice was full of excitement, with Moss beating his own lap record in his Vanwall, Brooks (Vanwall) and Jean Behra (Maserati) equalling it, so that the three took the front row on the starting grid. Foreign opposition was formidable, with Hawthorn, Collins, Musso and Trintignant on Ferraris, Fangio, Behra, Schell, Carlos Menditeguy, Ivor Bueb and the new driver from Sweden, bearded Joakim Bonnier, on Maseratis, matched against Moss, Brooks and now Lewis-Evans on Vanwalls, Leston and Fairman with the B.R.M.s, Brabham and Salvadori on Coopers and Rob Gerard with a Cooper driven by a bored-out Bristol 6-cylinder engine. Moss jumped into the lead but had two quick pit stops with fuel starvation. Then he took over from Brooks, who, with his leg injured at Le Mans, limped away with evident relief. All this time therefore Behra held the lead from Hawthorn with Moss closing the interval lap by lap. Fangio was not in the picture, broke a rocker arm and gave up. Just as the thrilled spectators were calculating that Moss might yet catch Behra, but only just before the end, the Maserati's clutch flew to pieces—and a sharp sliver of metal punctured Hawthorn's rear wheel as he tore along through the debris trailed behind Behra. Lewis-Evans, now second to Moss, also stopped, far out on the circuit, to tie his throttle together with a piece of wire ripped from a nearby straw bale. Moss was about to lap Lewis-Evans again when the flag went up, so the two British cars finished together, first and seventh, with

Musso's Ferrari, which ran non-stop, in second place, 26 seconds behind, Hawthorn third. Moss bumped the lap record up to 90.6 mph (1 minute 59.2 seconds) and averaged 86.8 mph. We did not realize it then, but that day saw the beginning of the decline of both Maserati and Ferrari and the rise of the British cars to pre-eminence.

In mid-season, while the Vanwalls went on from triumph to triumph on the Continent, came the melancholy announcement that the Connaught team was retiring from racing due to lack of finance, and the racing cars were put up for auction, all six of them, with the spares, the transporters and machine shop and test-house equipment, a bitter day for Rodney Clarke who had designed the cars, extracted more power from their Alta engines (built by Geoffrey Taylor) and developed them to the point where at last they were able to offer real opposition in Grand Prix racing.

The final Goodwood meeting, the National event on 28th September provided a day of lap records, excellent racing and the smallest crowd ever known, in spite of a glorious summery day, once more underlining the effect of too many races on too many circuits. The big Silverstone meeting had been transferred from its usual date in May to mid-September, only a fortnight prior to the Goodwood meeting. Moss, back in the country after winning the Grands Prix of Pescara and of Italy (at Monza), was a non-competitor, for at this meeting the club had decided that a good Formula 1 field could not be assembled and turned the Woodcote Cup into a Formula 2 (1,500 cc) race and opened the Goodwood 21-lap Trophy to sports cars. At the end of the afternoon, however, it was arranged that Moss should make an unofficial attack on the lap record with his Vanwall, and having equalled it after four laps was on the point of beating it when a sparking plug blew clean out of the engine. Other records were broken, however. Lewis-Evans, back in a 500-cc Cooper (Beart tuned), set a new target at 86.92 mph. Alan Stacey and Innes Ireland, with Lotus cars, both broke the 1,100 cc sports car record at 88.71 mph. Salvadori took the 1,500-cc sports-car record at just 90 mph and Brabham (Cooper) put the 1,500-cc racing car record up to 96 mph.

In mid-August once again new ground was broken, with a Members Meeting at the new Mallory Park circuit, near Leicester, 1.35 miles of road in pleasant parkland, and for the first time, a 500-cc racing car event was included with the sports-car races.

Down at Goodwood the winter was busy. Bull-dozers clanked around, mechanical grabs shovelled tons of earth, lorries rumbled to and fro and a small army of men was at work transforming the

appearance of the circuit, turning it into the Goodwood we now know. A subway for spectators on foot was driven under Lavant Straight, to open up a new enclosure on the inside of the course. Another, wide enough for vehicles and high enough for transporters and lorries, was built under the Finishing Straight communicating with the Paddock and the infield car parks beyond. The Paddock itself was redesigned, with lines of roofed stalls fenced off from the public who could still watch the mechanics at work without breathing down their necks and getting in the way at moments when men get harassed and short tempered. Members could now motor to distant parts of the circuit, park up and use their cars as grandstands, and two landing strips were cleared for light aircraft which thereafter began to arrive in considerable numbers, among them Ron Flockhart's and Jack Brabham's, and even Mr. Vandervell's Dove, although not really a very light aircraft.

While this work was put in hand, a thousand members packed the Great Room at Grosvenor House once again for the Annual Dinner and loudly applauded the presentation of the second B.A.R.C. Gold Medal. The recipient was David Murray, ex-racing driver, Edinburgh businessman and patron of the extraordinarily successful private Ecurie Ecosse team which had twice won the Le Mans 24 Hours race and put up a brave show, as the only European contestants, in the Monza 500 Miles Race against the Americans from Indianapolis.

There was by now hardly any room left for more feathers in the B.A.R.C. cap, but another was added with 1958 when the R.A.C. invited the club to organize the Tourist Trophy for them, at Goodwood. Since the Black Year of 1955, this historic race, founded in the Isle of Man in 1905, had been abandoned, for the circuit at Dundrod was judged to be too narrow for the speeds of the fastest sports cars, racing in among the small fry. Although it was readily admitted that the Goodwood circuit was by no means ideal for such a race that belonged, by its very nature and long tradition, on a true road circuit, the B.A.R.C. readily agreed to undertake the enterprise, if only to keep the race on the International Calendar, where it had ranked as a World Championship event. The date, 13th September, was therefore firmly booked.

This year of 1958 was, of course, the *annus mirabilis*. In Grand Prix racing under Formula 1, the attack of the Ferrari was held, contained and over-run; the Maserati was pushed into the background, even when Orsi built a special edition for the champion Fangio (now bearing the title for the fifth, and last time, for he retired at mid-season). At the end of the year, Mike Hawthorn was

world champion, a consolation for Ferrari whose team he led, but his total of points—just one point higher than the score of Stirling Moss—was accumulated by dint of tremendous driving which won more places than races and snatched the bonus points for snatching the fastest laps. Mike won the very fast 125 mph French Grand Prix, at Rheims, and Collins added the British Grand Prix, at Silverstone, Ferrari's only scores. Moss startled the world by winning the Grand Prix of Argentina with a Cooper which was not even up to 2 litres in capacity, let alone the permitted $2\frac{1}{2}$ litres. This remarkable achievement was quickly followed by a second Cooper triumph, at Monte Carlo, by the French champion, Maurice Trintignant with a slightly larger version still giving away valuable cubic centimetres.

After that the Vanwalls were in their stride and proceeded to take the Grands Prix of Holland (Moss), Belgium (Tony Brooks), Germany (Brooks), Portugal (Moss), Italy, (Brooks) and Morocco (Moss). When this brilliant series of performances finished, the new World Championship of Manufacturers, Formula 1, was bestowed on Tony Vandervell and, in Formula 2, upon Charles and John Cooper. The British cars and drivers had arrived.

Once again the F.I.A. allowed the calendar to fix too many of the same kind of races at too close intervals. That April alone, which had for several years carried the Easter Meeting at Goodwood and the International 200 Miles at Aintree, the regulation fortnight apart, contained Goodwood on 7th April, Pau Grand Prix the same day, Syracuse Grand Prix the following week end, Aintree a week later, then, on successive week ends, the Naples Grand Prix and the Trophy race of the B.R.D.C. at Silverstone. The Events Committee were gravely concerned. The Easter meeting had always been the first International reunion of the leading teams after the winter modifications where their paces could be tried before the first European race in the World series at Monte Carlo in mid-May. Now the available cars and drivers would be split between Goodwood and Pau, for a start, and after that there would be very little spare time for preparing the machines for the races one after another, which could have the effect of producing cars out of tune and a high percentage of retirements. The club's plan was to run a 100-mile Grand Prix 'Trial' at Goodwood, followed two weeks later by a full-distance, 200-mile race, this now being the regulation distance for a Formula 1 Grand Prix. All this now seemed imperilled together with the finance involved, for the public could now pick and choose the circuit where they spent their money and might stay away in large numbers unless the top line drivers and cars were present.

It seems that the Basco-Bernais club at Pau had realized that the thing cut both ways, and announced that their event would be for Formula 2 only, although this would siphon off drivers in much the same way.

The club programme was becoming more ambitious every season, fulfilling its function as the British (one might almost add 'National') Automobile Racing Club. The 1958 list:

International: Goodwood (7th April); Aintree (19th April); Goodwood Tourist Trophy (13th September)—three of the seven fixtures granted to the entire country.

National Open (some of these received trade support but foreign drivers of International ranking were excluded): Crystal Palace (26th May, Whit Monday).

National British (Britons only, no trade support): Goodwood (26th May). It will be observed the club now felt capable of running two important race meetings on the same day.

Members Meetings (open only to B.A.R.C., of course): Mallory Park (29th March and 28th June); Goodwood (26th April, 14th June, 12th July and 23rd August, the last marking the 31st in the series). Aintree: 26th July. Then an additional Crystal Palace date was inserted for 16th August, and a tentative date was added, for a National Open meeting at Goodwood on 27th September. Interpolated were four 'General Practice Days' at Goodwood.

All this added up to 14 race meetings to keep the machinery of organization ticking over, and, of course, at the big meetings there was not merely the Grand Prix type of event but supporting races as well.

The other side of club life was by no means being neglected. Among the social fixtures were the Eastbourne Rally and Concours, as usual catering for the competitive spirits as well, the annual dinner in November and a Christmas Party, and, in June an hilarious trip down the London river and back. Nor were the devotees of trials and rally driving left out, for B.A.R.C. members had a choice of 27 such events to which they were invited by other clubs. By now, the club's branch in the South-East had been raised in status to a Centre and was joined by a new group based on Leicester under the Chairmanship of R. A. Gaspar, with H. S. Bayley doing the secretarial work. The Centres, going from strength to strength, were running over 40 events of all kinds, as well as social functions, films shows, lectures and the like.

Easter was bitterly cold that year. Drivers making their way to the circuit for practice drove through thick snow and carried out their trials on a wet track, but race day was clear and cold, and

about 55,000 packed the stands and enclosures to see the highest speeds yet recorded at Goodwood. The Formula 2 race became a desperate struggle between Graham Hill (Lotus) and Jack Brabham (Cooper), in which the latter slipped past to win by a length. Then came the 100-mile, 42-lap battle for the Grand Prix machinery. That afternoon, Hawthorn, at the wheel of the Dino 246 V6 Ferrari which now replaced the V8 Lancia-engined version, had little trouble in leading right through, sharing the lap record at 97.3 mph with Moss's 2-litre Cooper before the latter broke a connecting rod. The Aintree '200' a fortnight later was sensational, with one of the closest things to a photo-finish ever seen in motor racing. The race developed into a three-sided dog fight between Moss (Cooper), in the lead, Behra (B.R.M.), until his brakes gave out (as at Goodwood) and Brabham (factory Cooper). Moss drew off into a 20-second lead when Brabham had to refill his radiator. Thereafter, lapping at record speeds, Brabham closed in fast, for Moss was nursing a slipping clutch. On the last lap Brabham came up, drew level and passed. He led Moss round into Tatts Corner, which opens into the Finishing Straight where the flag was up, but braking hard, Brabham swung wider than usual, Moss slipped past inside. Brabham had to brake again and swerve to avoid ramming his friend and then set off after him. Moss crossed the line half a length ahead by one-fifth of a second at 85.66 mph. Brabham held a new lap record at 88.96 mph for cars with engines under 2 litres. The 2½-litre 'full sized' Coventry Climax engines were at that time not yet ready. Moss, of course, was driving the privately-owned Cooper of R. R. C. Walker.

Now plans were drawn up for the next big event in the club year—organizing the R.A.C. Tourist Trophy on 13th September. Once again the *News of the World* came to the aid of the B.A.R.C. with prize money of £2,000, largely at the instance of Sir William Carr, a member for some years. It was decided the race should be of 4 hours' duration, from 2 p.m., thus counting for half-marks in the Manufacturers' Championship. The full regulation 6-hour stint was deemed too hard on the stamina of cars (and drivers) on the short and winding Goodwood course, and a finish at 6 p.m. was thought to please the public who had distances to travel home afterwards.

At this juncture the well-known figure of Norman Freeman, Competitions Manager of Dunlops over so many years, appeared in a new light, for he had retired from his labours, joined the club Council and acted as a judge at the Crystal Palace. Councillor Reg Parnell, abandoning the racing wheel, became racing manager

to the busy Aston Martin team, and no more experienced, shrewd and completely imperturbable manager could be desired.

Looking back through his files, the General Secretary came up with some gratifying facts about Goodwood which had now been in operation for its first decade. In that time the club had run 31 public meetings, in 27 of which there were seven separate races, and 32 Members Meetings, which usually had eight events. All of which seems to add up to 449 races, sufficient to provide considerable experience for the organizing staff, time-keepers, Stewards, Judges, paddock and pit marshals, observers, flag-marshals and commentators. It must also be noted that at no racing circuit was there ever a better information service for the Press.

Came the long awaited Tourist Trophy experiment in mid-September, revived for the 23rd time and now the oldest motor race still being regularly held, for it has returned to Goodwood each year to date. A disappointment, by the unpredictable Enzo Ferrari, the most prickly autocrat in modern racing, was the absence of his cars in spite of his promise to send them over, although he had already won the sports-car championship. His reasons appeared to be lack of drivers but it was observed that Mike Hawthorn was gnawing his knuckles as a spectator and Olivier Gendebien, reputed to be recovering from an accident, was driving in the Tour de France that started next day (and won it for Ferrari).

There was no very serious opposition to the team of 3-litre Aston Martins. Belgian and Swiss entries failed to appear, only one Ecurie Ecosse Jaguar could be prepared in time. The contest became, somewhat unfortunately, a procession of three Aston Martins followed at a respectful distance by a German Porsche, beautifully driven by Jean Behra and Edgar Barth, the German hill-climb expert, followed by two Jaguars. At the end, manager Parnell formed his cars up in line astern. They crossed the line at intervals of one length, less than one second covering the three.

The experiment was a success. The crowd enjoyed the unwonted spectacle. Only eight cars of 29 starters retired *en route*. The T.T. was its own again.

That winter, when the sound of racing cars was stilled, there was unprecedented uproar in the dignified salons of the R.A.C. in Pall Mall. The happy occasion was the presentation of the F.I.A. plaques to World Champion Mike Hawthorn and Champion Manufacturers Tony Vandervell (Formula 1 Vanwall) and Charles Cooper (Formula 2 Cooper). The great room, where the Competitions Committee normally sits once a month, was packed with drivers, manufacturers, 'The Trade', organizers, the Press and

whoever managed to get past the door keeper. Not only were the presentations to be made, but M. Augustin Pérouse, President of the F.I.A.'s Competitions Committee, was to announce the new International Formula 1 to come into effect in 1961, for that body had met in London to decide the issue.

M. Pérouse thereupon read out the new regulations in English. He had got no farther than the imposition of a maximum capacity of 1,500 cc and a minimum weight which would make the successful British cars heavier and therefore slower, than the assembly roared with fury, crying 'Shame!' booing and behaving in a quite remarkable manner for an R.A.C. occasion. Mr. Wilfred Andrews, Chairman looked shocked. M. Pérouse went white, startled into silence by this demonstration of disapproval. Then, recovering, in his most charming manner he tried to explain the reasons behind the new Formula—in effect an upgrading of the 1,500-cc Formula 2 cars but carrying greater weight than the existing 2½-litre machines. Count Johnny Lurani (inventor of the new Formula Junior which had begun in Italy) loudly protested that Italy had not voted for the new Formula. However, M. Pérouse stated that a C.S.I. committee was to be formed with Britain, Italy and America to decide on a separate Formula, to be known as Inter-Continental, which would lead to road racing with teams from all three nations. This was left somewhat vague, and appeared to stem from the pseudo America versus Europe 500 Miles at Monza.

The idea was to open this Formula to cars with engines up to 3 litres, in which the existing 2½-litre cars could therefore compete, with no other restrictions than the general racing rule that special fuels were barred and it was suggested there might be a series of eight special races on suitable high-speed circuits.

What happened was that in 1961 entrants were faced with operating a team of Formula 1 cars and a team of Inter-Continental cars, which, so far as Britain was concerned, meant that some alternative would have to be found, quickly, to the 2½-litre engines that had dominated Grand Prix racing, for in motor racing giving away 500 cc in an unsupercharged engine is a severe handicap. It is a little difficult to understand at this range quite why there was such vehement objection to the proposed, and indeed, mandatory, Formula 1, for the Coventry Climax 1½-litre engine used in both Cooper and Lotus had been successful at that time. It was probably the feeling that heavier cars with the same engine would be naturally slower on the circuits. Yet this was something that affected organizers rather than drivers. The very light British chassis with 2½-litre engines were soon to reach speeds of 180 mph. All lap

records set up in the days of the pre-war giants between 1935 and 1939 had already been broken. Once again, only a handful of men were capable of driving these cars in safety at their maximum potential. From the spectator's viewpoint it would be difficult to notice a difference of 2 or 3 seconds per lap between the speed of the 2½-litre and 1½-litre cars round circuits like Aintree, Goodwood or Silverstone. Moreover, this hostility in Britain was not supported abroad, where preparations were made for the forthcoming 1,500-cc Formula. In 1960, the last year of the 1,500-cc Formula 2 (when the weight of the cars was not restricted) revealed that both Ferrari, with a V6 edition of his 2½-litre engine, and Porsche with a flat-four engine, and promise of even more powerful 6- or 8-cylinder units, were already more than a match for the 4-cylinder 1,500-cc. Coventry Climax. The pre-occupation with the 2½-litre Formula in this country resulted in the British cars taking the field in 1961 with no comparable power unit, to meet the Italian and German attack.

In a less controversial sphere, another enterprise was the planning of club charter flights to all the major Grands Prix of the coming year, at prices which showed a very considerable reduction on normal air line charges and had all the pleasure of a party of friends in addition.

At the Annual Dinner of 1958 Mike Hawthorn was presented with the third B.A.R.C. Gold Medal, in tribute to his World Championship on the eve of his retirement from active racing. Trumpeters of the Life Guards produced a fanfare, spotlights focussed on Hawthorn being led forward by 'Miss Great Britain' in suitably revealing garments, and of the two, the recollection is that Miss Great Britain was the more self-conscious. Then the club Chairman, Leonard Dyer, presented the Duke of Richmond and Gordon with a diamond and ruby brooch, for the Duchess, who was kept away by illness, to mark the tenth year of Goodwood as a racing circuit. The brooch was a truly beautiful object, in the shape of a 'map' of the circuit in diamonds with a B.A.R.C. rampant lion in rubies, superimposed.

As the year ended, the club's provincial activities were strengthened by the formation of more 'Groups', now comprising those at Leicester, Worcester, and Leatherhead—miniature Centres, planning both social and competitive events for the coming year.

The season of 1959 was darkened, even as the club expanded its influence and prestige. During that year of British success at last in International racing, five racing drivers lost their lives. Peter Collins was killed in his Ferrari at Nurburg Ring, just as Tony

Brooks took the lead to win the German Grand Prix for Vanwalls. Stuart Lewis-Evans was so badly burnt in his Vanwall at Casablanca that he succumbed a week later, to the deep distress of Tony Vandervell who, that winter, announced his retirement from motor racing on doctors' orders. Luigi Musso, last of the Italian drivers of the first class, was killed at Rheims. Archie Scott-Brown, a prodigy in the sports-car field, died in the sports-car Grand Prix at Spa. Peter Whitehead, a passenger with his half-brother, Graham, in the Tour de France, was killed when the car left the road in poor visibility and, in January of 1959, Mike Hawthorn was killed in his private car on an English road when it skidded in the wet. To this sad list must be added the death, after long illness, of Lt.-Col. A. T. Goldie-Gardner, a veteran member who was one of the most prolific record-breaking drivers, still adding them to his long list in the years after the war with his historic streamlined M.G. It was indeed a year of brilliant sunshine and dark shadows.

CHAPTER XVIII

1959-1961

IN the year 1959 the General Secretary recounted his membership and, with some awe, reported to the Council that it had climbed to over 14,000 and was showing no signs of abating its increase. It was a year of expansion again. Seventeen race meetings were staged, including both the R.A.C. classics, the Grand Prix at Aintree and the Tourist Trophy at Goodwood. New groups were being established in Worcester, Leatherhead and Tredegar in South Wales and, more remotely and with looser ties, in Toronto, Canada, and splinter groups of members kept in contact with each other in Kenya and South Africa.

The Council of veterans continued in office, with one or two new names added. Alfred Logette at last was compelled to retire as honorary legal adviser after a life-time of service, his place taken by J. M. A. Edmondson. The Events Committee co-opted John Cooper (Cooper Car Company), Lew Ebblewhite, the time-keeper, Brian Lister, car maker, F. C. Matthews and Mortimer Morris-Goodall who had driven in more Le Mans races than any other British (or for that matter, foreign) driver. Following the success of an experimental race the previous Whitsun, the Events Committee introduced yet another new kind of race at the Members Meetings in 1958, known as the 'Marque Race', open to cars specified by the organizers and selected because their type and performance were much the same, and even certain models of a given make, known to be faster, were excluded in the interests of equality. So successful have these events proved that the idea was continued to this day. In 1958, a trophy, in memory of the famous Freddie Dixon, was presented to the club by the Middlesbrough and District Motor Club, his local motor club, and this was awarded to the member who accumulated most marks in the series of marque races. In 1958 it went to D. W. Shale, and in 1959 to C. J. Lawrence. The family of Peter Collins presented a Memorial Challenge Trophy for the

most promising new driver during the Goodwood Season. These, together with the Scott Gaze Memorial Trophy (fastest Goodwood lap by a British driver), the *Motor Sport* Brooklands Memorial Challenge Trophy (best aggregate performance at Goodwood Members Meetings), the Aintree '200' Challenge Trophy and the Glover Challenge Trophy, formed an array of trophies unrivalled in any motor club.

The number of committees had now been pared down to four—Events, Finance and General Purposes, Membership Elections, and Development, a streamlining that coped with all business more quickly.

Now, besides the Members Meetings at Goodwood, Aintree and Mallory Park, there was, for the first time, a similar event at Oulton Park, in Cheshire.

The Easter Monday Goodwood meeting was the first major gathering, as usual, held in uncertain weather (except in the race for the larger sports-cars when the rain lashed down in a cascade that almost hid the cars, during which two ladies were seen alone and immovable on the storm swept flat roof of the Committee Stand). Earlier, while the track was dry, a new record went up in the 1,100-cc sports-car race, when Peter Ashdown took his Lola round at an almost incredible 90.38 mph. Moss (Cooper) won the Formula 1 100-mile race on a streaming circuit, at 90.3 mph, Brabham (Cooper), 17 seconds behind and Schell's B.R.M. third. Next day, Moss tried a B.R.M. in a private session and, for the first time, Goodwood was lapped at over 100 mph.

The full-dress, full-length Grand Prix rehearsal came at Aintree, two weeks later, in the 200 Miles Race. Ferrari sent cars for Jean Behra and Tony Brooks which were feared to be far faster than anything British. Moss fitted a B.R.M. engine in one of Rob Walker's Cooper chassis. In the first half of the competition, the Ferraris were outpaced until the British cars broke down one after another, and Bruce McLaren (Cooper) took the best placing, in third position, well behind Behra and Brooks, in that order. However, on lap 28, before his gearbox failed, Moss set a new lap record at 90.91 mph.

The phenomenon of a strike in Enzo Ferrari's factory, a thing that must have caused him near apoplexy, stopped his team appearing at Aintree for the British Grand Prix, run in perfect weather on 18th July. This time, on his way to his first World Championship, the modest Australian Jack Brabham, driving one of the two Coopers entered by the factory, led the 225-mile race from start to finish, pursued by Stirling Moss, now at the wheel of a

private B.R.M. acquired for him by his manager, Ken Gregory. Tony Brooks, in the absence of the Ferraris, drove a hastily prepared Vanwall which was off form. The new Grand Prix Aston Martins, which had run well in a short race at Silverstone and were pleasingly fast here in practice, were never in the picture after stops early in the race to check over-filled oil tanks. Moss could not close convincingly on Brabham who was racing to pit orders with something in hand. Then Moss was signalled to stop to change a wheel whose tyre appeared to have worn dangerously. Once again he began to wipe out the deficit while Brabham kept an eye on his pit signals but, shortly before the finish, Moss was in again to top up with fuel (there was some trouble with the change over from main to reserve or vice versa) and lost his race on the spot. Bruce McLaren (Cooper) had in the meantime closed right up and, on the last lap, equalled Moss's record lap at 92.31 mph and the two cars shot across the finish line, 22 seconds behind Brabham and one-fifth of a second apart!

The winter months were enlivened with less formal parties and the Midnight Matinee of films at the Curzon Cinema in Mayfair had to be repeated on several nights. There was much speculation on the prospects of 1960, the last year of the 2½-litre Formula that had lasted since 1954 and had seen such dramatic changes. What the club decided without demur was to continue and expand the air trips to major Continental races that had been successfully organized for them by members John Webb and Alan Foster in conjunction with Silver City Airways. These flights had been widely used by drivers and their entourages, as well as by spectators, and from all accounts, the journeys were whiled away in considerable and hairy festivity.

The Events Committee, their finger on the pulse of development, announced that in 1960 there would be events for the very vigorous new Formula Junior, which already attained enthusiastic support in this country and virtually replaced 500-cc racing, now quite out of favour. Like that form of racing in the early post-war years, the Juniors were meant to be a 'poor man's' section of the sport for the cars were relatively inexpensive and could even be home built with every chance of success. In simple terms they were single-seater racing cars (indeed, hardly distinguishable from Formula 2 racers) with standard production 1,100-cc or 1,000-cc engines of the type using pushrods instead of overhead camshafts, with standard brakes and gearboxes, but in any kind of chassis to choice. Dozens of these cars had been built and raced with quite astonishing success. In addition to Cooper, Lotus, Lola and Elva, already familiar in small

sports-car racing and now in the Junior market, there were at least a score more, almost all propelled by the Ford 997 cc unit (Lotus among them) or the B.M.C. 994-cc engine (chosen by Coopers). The Cooper was on sale at around £1,200, the Lotus slightly more expensive. There were similar cars in Italy, Germany, France and the idea was spreading to America and Canada. International Junior racing was therefore on the Calendar. The B.A.R.C. decided to encourage it at every possible meeting.

Ferrari sent a team to the Tourist Trophy at Goodwood on 5th September, for he was battling with Aston Martin for the Sports-car Championship that year and Porsche were there too, for the same reason. Ferrari had 18 points, Aston Martin 16 and Porsche 15. This event was therefore the decider, and was to be run for the full 6 hours to qualify for the full number of championship points. The cars were, of course, again limited to at most 3-litres capacity in accordance with F.I.A. law. The Ferraris had troubles, Phil Hill, their American leader, out almost at once. Then Brook's Ferrari began to handle badly so that he took over the third car in a desperate attempt to overhaul the fastest Porsche, in second place. Moss's Aston Martin, driven at the time by Roy Salvadori, came into the pit for its routine refill of petrol and even before the tank cap was opened the fuel hose burst into flame. In an instant the pit was on fire, the big fuel reservoir tank behind exploded, the pit next door caught fire. For a minute of time it seemed that the fire might spread rapidly down the line but quick and cool action by the firemen prevented a disaster. The wind, fortunately blowing the other way, kept the flames from the nearby time-keepers' tower, where the officials sat, one eye on the commotion below, the other on the stop watches and remained calmly at their posts. In the meantime the second Aston Martin came in for fuel, and a perfectly unruffled Reg Parnell ordered the same mechanic to refill it, as if nothing had happened. This was the car shared by the Texan, Carroll Shelby and Jack Fairman. Parnell immediately ordered Moss to take over and get back into the race.

After that, from third place, Moss drove into the lead, to win by 3 miles at 89.41 mph, the Porsche (von Trips and Bonnier) second, Brooks and Gendebien (Ferrari) third. Thus Moss snatched victory from defeat and handed the Championship to Mr. David Brown, the first time the title had come to Britain. A remarkable thing was that, when the fire and the fuss died down, the Aston Martin was found to be scorched as to its paint, but was later driven into the paddock, with some ten gallons still safe in the tank.

Once again, however, the crowd was disappointingly small,

proving for the fifth time that long-distance sports-car races had little grip on any but the true believers.

There had to be two Gold Medals that year for presentation at the Annual Dinner, one to Mr. David Brown, first British winner of the World Championship of Sports Car Manufacturers (and the first of any country to stem the Ferrari tide in that division of racing), and again to John Cooper, for not only had he won the equivalent title in Formula 1 but in Formula 2 as well, and that for the second year.

The Council were gratified to find themselves facing over a hundred members at the Annual General Meeting in March. George Abecassis had been compelled to resign from that body owing to pressure of business. The five retiring Councillors were all re-elected and the vacancy was filled by Sydney Allard. The President paid a glowing tribute to Alfred Logette, who had retired from his office as legal brain after such a long service and welcomed his successor, Michael Edmondson, eminent in legal circles in Hertfordshire and a competition driver. The Duke also warmly congratulated the Hon. General Treasurer, Frank Bale, who was confirmed in that duty for the 42nd year.

The basic plan for 1960 was to turn the Aintree '200' (30th April) into a Formula 2 race, making this the British event in the Championship series, to run a 100-km (62-mile) race at Oulton Park, where the meeting would be National, on 2nd April, and the 100-mile 'Grand Prix Trial' as the main event in the International Goodwood meeting on Easter Monday, 18th April. Likewise in accord with the general trend, the T.T. was now to be exclusively for Grand Touring cars, for the 3-litre open sports-car, hampered by the new rules demanding full, touring-sized windscreens and other fetters on performance, were no longer being raced by their manufacturers and indeed by very few privateers. Another great change in racing had come about quietly and almost overnight.

The Peter Collins Memorial Trophy, made available from the fund for a memorial at his preparatory school at Alcester, in Warwickshire, where he had been one of the Governors, was put into competition for the most promising novice at Goodwood Members Meetings, as decided by the Events Committeemen. The popular Marque Races were to be continued at all the Members Meetings on the various circuits now used by the club up and down the country. The list of eligible makes and models for 1960 was:

A.C. Ace, Austin Healey (Sprite barred), Daimler SP250, M.G. 'A', Morgan Plus Four, Sunbeam Alpine 1960 model (1,500 cc),

and Triumph TR, all these being unsupercharged with open body-work.

The National affair at Oulton Park, the club's first big meeting at that Cheshire circuit, was another pronounced success that started the club off on its busy year's programme with confidence. Five races were run off, of which Lotus cars won all but the Marque Race for which they were not eligible. The 25-lap Trophy race (Formula 2) was won by that driver who was emerging rapidly into the lime-light, Innes Ireland, with the new rear-engined model (in 1960 both in Formula 1 and Formula 2 engines in front of the driver were out of date). There was also another newcomer all set to make a mark—John Surtees, champion of champions in the motor-cycle world.

Jim Clark (Lotus) won the Junior 10-lap race by the skin of his paint from Trevor Taylor's similar machine. His average of 85.98 mph may be compared with that of Ireland, 91.1 mph. Clark's best lap at 87.5 mph was only 5.6 seconds slower than Ireland's—about 2 seconds per mile.

The good start at Oulton Park was maintained at Goodwood a fortnight later on a bright spring day before a record crowd. It should, perhaps, be interjected at this juncture, that although a poor crowd such as those at the Nine Hours and T.T. races, had a depressing effect on the revenue, this did not (and does not) directly affect the B.A.R.C. finances. The club stages and manages the racing for an agreed sum. It is Goodwood Road Racing Co. Ltd. (of which the club President is, of course, the head) that provides the course and its installations and foots the bill. Naturally, a deficit too great or too often would make the financing of racing a very dubious proposition and could lead to a review of the annual programme. In point of fact no curtailment or radical changes have been necessary. If the swings fail, the roundabouts usually make up.

There was a somewhat startling new award on offer that day—the Goodwood Ton, for the first drivers to dash round the circuit in a race at 100 mph (a thing that underlines the progress in design of engines, chassis and especially tyres over the past 3 or 4 years). At the end, three modest and smiling young men queued for their Tons—Stirling Moss who did 102.13 mph with his Cooper, Innes Ireland (Lotus) and Graham Hill (rear-engined B.R.M.).

Main event was the Goodwood International '100' (Formula 1) in which Ireland's dash and his Lotus velocity outpaced Stirling, mounted on an admittedly tired Cooper in a race run at record speed of 100.39 mph for 42 boisterous laps, for rarely has Moss

driven quite so hard. A revised Vanwall was driven by Tony Brooks but its run was ruined by a dancing plug lead.

The Formula Junior 10-lap race was a splendid affair, looking just like the Formula 1 racing of a couple of years ago. The Ford engines proved faster than the B.M.C., with three Lotus ahead of a Cooper. Clark lapped in 1 minute 33.6 seconds (92.31 mph) 4.8 seconds slower than the Formula 2 best lap, again 2 seconds per mile slower. This was appreciably faster than the supercharged V16 1,500-cc B.R.M. ever managed up to 1952, faster even than the 12-cylinder 'Thin Wall Special'. Progress somewhere.

Goodwood acquired another link with the Brooklands tradition when Tommy Wisdom, the journalist and racing driver of 30 years' standing, presented the club with the actual gates that used to open the Paddock onto the track, together with a lamp standard from the same site. The gates now perform their old function, opening from the Goodwood paddock into the marshalling area which leads to the circuit, and the lamp stands in the little garden surrounding the pavilion of the Guild of Motoring Writers. On the gates is a plate:

'Every driver who raced at Brooklands from its opening in 1907 to the close in 1939 passed through these gates from the Paddock to the Track. Presented to the B.A.R.C. by Tommy Wisdom.'

We have seen elderly gentlemen, now somewhat grey about the temples, standing at those gates, touching them tenderly with a far away look in the eyes.

Then, at the end of April, the trek was north again to Aintree where the '200' was run for Formula 2 cars and was duly won by that man Moss for the fourth time, but not without a struggle. The Porsche factory, thirsting for the Formula 2 Championship sent over a team of three cars for Moss, Bonnier and Graham Hill, indicating the absence of German drivers of that calibre. Jack Brabham (Cooper) leaped into the lead, chased by Salvadori and with Ireland (Lotus) in furious pursuit until he overshot a corner. After half distance, Brabham dropped out with a broken fuel pump and Salvadori followed with valve trouble. After that the three Porsches sped round keeping ahead of John Surtees (Cooper). Moss broke the 1,500-cc record at 89.7 mph. Surtees raised it to precisely 90 mph in exactly 2 minutes but could not close the gap. Moss won at 88.4 mph by an easy 28 seconds, Bonnier second, Hill third, 1 second later, Surtees 6 seconds away.

It was a little startling, perhaps, to note that, in the sports-car race, David Piper at the wheel of his Lotus with 2½-litre Coventry Climax engine, lapped only a fifth of a second slower than Surtees,

at 89.85 mph, setting a new record for that class, a full 3 seconds quicker than the previous figure.

Goodwood has seen several interesting, not to say curious, motor cars, such as the jet-engined machine which, being started up with an explosive roar just outside the ladies' lavatory, caused those who had illegally climbed on the roof to fall off and several of the occupants to flee the building in various interesting states of dishabille, but there had been nothing quite so exciting as Donald Campbell's *Bluebird* record car which turned its wheels under its power for the first time in a series of private tests on the circuit. One or two 'wet starts' when the fire was lighted in the 4,250 hp Bristol-Siddeley Proteus 705 gas turbine at the rear (or rather, amidships) was a splendid spectacle of flame and smoke and thunder. There was, of course, no attempt to drive fast in this 450 mph vehicle. Donald crept round the circuit, surprisingly without finding the steering lock too tight for the corners, with the throttle at tick-over and the brakes on, for the first time getting the feel of sitting in a closed cockpit way out in the nose with the majority of the 30 ft. length behind him. As these words were being written in 1961 the very brave chap was preparing for a second attack on John Cobb's 400 mph Land Speed Record (well, 394.2 mph), quite unshaken by his fantastic escape when the *Bluebird* rolled at 350 mph on the Salt Flats, Bonneville, in Utah, last autumn.

The experiment of running the Tourist Trophy for Grand Touring cars only, on 20th August, was clearly a success. The racing was quite as thrilling as before, when the 3-litre sports-cars were competing, but the crowd was even smaller, although there was a curtain raiser in the form of the first B.A.R.C. Formula Junior Championship in two heats and a final, thus giving the crowd three more races. Foreign opposition was formidable, with six 12-cylinder 250 Ferrari Gran Turismo coupés, one driven by Moss for entrants Rob Walker and Dick Wilkins, and five Porsche Carreras. Leading the British attack were the Aston Martin DB4 Grand Tourers driven by Salvadori and Ireland, which alone split up the 'enemy'. Moss and Salvadori fought it out right through the race with the result that their pit stops to change wheels were themselves a battle against time. Moss had to stop after 30 laps and again at half-distance but after that he was firmly in the lead and won by almost 5 miles at 85.6 mph, Ireland third and a Porsche fourth ahead of four Ferraris.

This classic race and the 43rd Members Meeting at Goodwood a week or two later, brought the competition season to its close, and with it, the Grand Prix Formula that had lasted seven years, longest

in the history of Grand Prix racing since 1906. The structure of the club was now established as it is today, with just over 16,000 members—a growth of almost 15 times its numbers when motoring sport began after the war and an increase unprecedented in club life. In addition to the old original provincial Centres—South-Western, at Southampton, North-Western, at Liverpool, Yorkshire, at Leeds, there was now the South-Eastern Centre at Eastbourne, the Surrey Centre at Leatherhead, and Groups at Leicester (East Midlands) Gloucester (West Midlands), the South Wales Group and, away in Canada, the Ontario Centre, all busy with their own programmes. The club sailed into 1961 with 19 race meetings in the diary, four International, four National and the rest for members, clamouring for events. The entry for the International meeting on Easter Monday was a record, with 134 cars entered in the six events and none of them for two races the same day.

Exemplifying the life of the club in its Centres, was the list of activities for 1961:

YORKSHIRE CENTRE

Chairman: M. S. Wilson. *Hon. Secretary:* H. C. Mason.

January: Two film shows. February: Two film shows. March: Two film shows; Rally; Annual General Meeting. April: Spring event. May: Autocross; Scarborough Rally. June: Sporting rally; Driving tests. July: Driving tests; Gymkhana. August: Cricket match; Autocross or hill-climb. September: Sprint meeting. October: Stone Trough Trial; Hill-climb; Greenwood Cup Trial. November: Night trial. December: Annual Dinner.

NORTH-WESTERN CENTRE

Chairman: H. M. Sinclair. *Hon. Secretary:* G. F. Irving.

April: Kart meeting; Chairman's Rally. May: Two Kart meetings. June: Two Kart meetings. July: Two Kart meetings; Sprint meeting. August: Two Kart meetings. September: Kart meeting. October: Sprint meeting; Driving tests; Kart meeting. November: Autocross; Kart meeting. December: Two Kart meetings; Social evening.

SURREY CENTRE

Chairman: S. H. Allard. *Hon. Secretary:* K. C. W. Rainsbury.

January: Rally. February: Rally. March: Social run. April: Production car trial; Sprint meeting. May: Scavenge hunt. June: Sprint meeting; Rally. July: Social run; Gymkhana. August: Social run. September: Social run; Autocross. October: Sprint or hill-climb. November: Photographic rally.

SOUTH-WESTERN CENTRE

Chairman: T. H. Fisk. *Hon. Secretary:* A. L. Bliault.

January: Film show. February: Film show. Annual Dinner.
March: Treasure hunt; Annual General Meeting and film show.
April: Hill-climb; Film show. May: Standard-car trial; Treasure
hunt. June: Hill-climb; Point-to-point. July: Concours d'Elegance
or driving tests; Point-to-point. August: Gymkhana; Point-to-
point. September: Hill-climb; Film show. October: Point-to-
point; Film show. November: Night navigation rally; Film show.
December: Christmas party.

SOUTH-EASTERN CENTRE

Chairman: Major R. C. Matthews. *Hon. Secretary:* W. W. Paul.

April: Annual rally. May: Hill-climb. June: Eastbourne Rally.
July: Autocross. October: Hill-climb. November: Night rally.
December: Night driving tests.

SOUTH WALES GROUP

Chairman: Leslie Davies. *Hon. Secretary:* V. H. Hesketh.

January: New Year's Rally; Annual Dinner. February: Evening
treasure hunt. March: Welsh Marches Rally; Treasure hunt.
April: Photographic rally. May: Driving tests. June: Barbecue.
July: Treasure hunt. September: Gymkhana; Evening event.
October: Rally. November: Handicap rally; Navigational exer-
cise. December: Evening event.

WEST-MIDLANDS GROUP

Chairman: J. Foster-Veevers. *Hon. Secretary:* R. J. Stephens.

January: Model motor racing. February: Midnight matinee.
April: Sprint. May: Driving tests. June: Rally. August: Hill-
climb.

In 1960 another new Trophy competition was instituted at the smaller meetings. An association of the French electrical concern Cibié, *Cars Illustrated*, L.M.B. Components and Brit-Over Ltd., presented the Cibié Cup and £100 for the winner, £50 for the runner up and £25 for the next in merit for the best performance, on a points basis during the season, with touring cars under 1,600 cc. The first awards were made at the end of September at a gathering honoured by the presence of His Excellency the French Ambassador, M. Jean Chauvel. The winner was Bill Blydenstein, with Alan Hutcheson and George Lawrence taking the lesser prizes. This competition, by the way, was initiated by member Charles Meisl who competed at Goodwood in the early years, now managing director of Brit-Over Ltd.

Nor was this all, for an historic trophy was given to the club by E. R. ('Eddie') Hall, the Bentley driver of the pre-war Tourist Trophy, Brooklands and Le Mans races who was now living in Monte Carlo. This was the Dunlop Cup, originally for the Craigantlet hill-climb at Belfast, and is now the trophy for the Formula Junior Championship at Goodwood.

At the end of 1960 the Peter Collins Memorial Trophy was awarded for the first time, to 23-year-old Bill McCowen as the most promising of the new drivers.

It should be recorded that the Midnight Matinee film show, that began with an evening at the Curzon Cinema, London, had now become a series of programmes all over the country. In London the films had to be repeated on five nights, after which the show was seen in Leicester, Worcester, Winchester, Guildford and Eastbourne by packed houses of members and their friends, and had become a feature of the winter social programme.

As the world swung in its orbit from winter into the spring of 1961 great changes and new tendencies had occurred in the sport which the club had served so well for 48 years. The old Formula was dead, or, as some suggested, mummified in the new Inter-Continental Formula. Formula 2 had become metamorphosed into Formula 1 but with a minimum weight of almost half a ton to put an end to the pursuit of lighter and lighter cars to offset limited engine power. Formula Junior, where the speed of these little Grand Prix replicas were not very much lower than in the new Formula 1 of 1,500 cc, was on a rapidly rising wave of popularity. Members were clamouring for more meetings and more events, among which the races for saloon cars were popular both with drivers and the spectators.

A glance through the programme for the first big meeting of 1961, the International at Goodwood, is a revealing, but perhaps premature, indication of the present trends. A record entry of 134 cars. Six races, each for a different type of car: Formula 1, Formula Inter-Continental, Formula Junior, sports-cars, Grand Tourers and Saloons. No more handicapping but separate class awards added to the general category. There were 15 entries for the Formula 1 race, all of which, if of differing shapes, had the same engine, the 1,500-cc 4-cylinder Coventry Climax, basically five years old, and all with that engine installed in rear. Not a single foreign entry, not a Grand Prix driver from abroad (there was racing that same day at Pau, in France, that must have drawn off several potential competitors). The Cooper team was absent, the Lotus works could provide only one car, B.R.M. two, and the well-known hire-purchase finance companies whose interest in racing was recent and

interesting, fielded two cars each. In the Inter-Continental race there were but nine entries, all but three with Coventry Climax engines of 1959 and 1960; the others were the pair of B.R.M.s and the American Scarab which, after its not unexpected lack of success in its first season in 1960, now had a 4-cylinder 2.9-litre Offenhauser (Meyer-Drake, ex-Miller) engine. Moss beat the lap record in practice (Lotus) at 98.4 mph with the Formula 1 car, and, with the Inter-Continental Cooper Bruce McLaren 'broke' the circuit record held by Moss, at 102.61 mph by two-fifths of a second. Whether a difference of 3.6 seconds per lap would be discernible to the spectators remained to be seen, for the cars of Formula 1 and Inter-Continental are almost identical in size and appearance. The situation was made even more difficult by the announcement that Coventry Climax Ltd., whose building of racing engines was a mere side-line, would not build to the Inter-Continental Formula and would not support the use of their old engines. They had their hands and brains fully occupied in producing a new 1,500-cc unit for Formula 1 to meet the formidable opposition of the new multi-cylinder Porsche and the V6 Ferrari.

In the Formula Junior race there were 31 entries of eight different makes but all using either Ford 105E or B.M.C. A-type engines, some types, like Cooper, using both. In the other races there were 26 sports-cars of all shapes and sizes from D-type Jaguar to Lotus and Cooper, 28 Grand Tourers from Ferrari V12 to 1,300-cc Lotus Elite (Coventry Climax), and 24 saloons from Jaguar to Austin Seven and Mini-Minor.

There was another tendency noticeable during 1960 at the Members Meetings. These had always been a day's sport for the sporting drivers in their own everyday cars. Now, however, cars were being supplied by factories to be entered by members who, many considered, therefore had an advantage over the rest, for no car in daily use can ever compete on level terms with those specially prepared and tuned at the works.

Yet another interesting development, barely two years old, was the popularity of the new Kart racing, an import from the States, for miniature chassis, bodiless, powered by tiny engines of the kind that drive lawn-mowers. In the initial wave of enthusiasm, the R.A.C. Competitions Committee decided to take this branch of racing under its wing, even if the little things scuttled around at a mere 45 mph or thereabouts, on very short tracks of a few hundred yards. Some dismissed this as another craze recalling the short-lived 'midget car racing' of years ago, but in the North it was taken up with zeal. The North-Western Centre ran an 'Aintree 100' in

September of 1960 on a quarter-mile course up and down the Finishing Straight, and, for 1961, planned a series of no fewer than 14 Kart meetings.

Incidentally, the R.A.C. reformed the composition of the Competitions Committee in 1960, requiring members who had sat for five or more years should automatically resign to make way for new blood. Thus John Morgan of the B.A.R.C. and Desmond Scannell of the B.R.D.C. were both dropped and with them, their wealth of experience. Likewise out went Sammy Davis (whose regular articles are a feature of the *Gazette*) and Stanley Sedgwick, President of the Bentley Drivers Club. However, S. M. Lawry, Chairman of the B.A.R.C. Events Committee and member of the Council, was elected with the newcomers and thus kept the club vocal in the R.A.C. deliberations. It would appear that the Competitions Committee is nowadays more concerned with the trials and rallies side of motoring sport than in motor racing.

So, within a year of its Jubilee, its half a century of enthusiasm and success, from organizing a sprint up a Sussex lane for vehicles that were neither true cars nor yet motor-cycles, but something between the two made of three-ply, bicycle tubing and wire, to staging the British Grand Prix and the Tourist Trophy as feature events in a programme of some twenty races on five different circuits, and with membership of over 15,000, the B.A.R.C. strode into 1961, pre-eminent in its sphere, and with an International reputation second to none.

The 1961 season held 19 race meetings, plus general practice days at Goodwood, with Members' Meetings at Goodwood, Oulton Park, Aintree and Mallory Park and National Open meetings at Oulton Park, and Aintree and a National British day at the Crystal Palace, but the year was marked by the organization, in the one season, of the R.A.C. British Grand Prix, sponsored by the *Daily Mirror*, at Aintree on 15th July, Britain's *grande épreuve* in the World Championship series, and the historic R.A.C. Tourist Trophy, at Goodwood, on 19th August, for Grand Touring cars, together with the Formula Junior Championship.

A huge concourse crammed the stands and enclosures for the Grand Prix. There was an entry of 30 cars—six from Italy, three from Germany among them—with drivers from America, Britain, Australia, New Zealand, South Africa, Germany, Italy, Sweden and Holland. No finer array had the B.A.R.C., or any other body, assembled for a race under the new 1,500 cc Formula 1. This was the fifth race in the Championship series, when the battle for the title had reached a climax. The first, at Monte-Carlo, had

fallen to Stirling Moss (Lotus); the second to Wolfgang von Trips of Germany (Ferrari) at Zandvoort, in Holland; the third, at Spa, in Belgium, to the American, Phil Hill (Ferrari) and the fourth, surprisingly, to the newcomer from Italy, Giancarlo Baghetti (Ferrari) at Rheims, in France, who had made his name in minor races at Syracuse and Naples.

It was obvious that the 1961 Ferrari, with a new V6 engine splayed at 120 degrees between the cylinder banks, and with some 190 bhp, was far superior to the British Coventry Climax and the German Porsche. At this early stage of Grand Prix racing, Coventry Climax and B.R.M. were hastily preparing new V8 engines, and the Porsche factory a horizontally opposed 8-cylinder, which were by no means ready for racing. All the British cars, including the new four-wheel-drive Ferguson, were using the 4-cylinder Coventry Climax which was already obsolete.

In practice, ten drivers were within a second of each other and four were equal with the best time at 90.91 mph—faster than the previous 1,500 cc record. Next fastest was Stirling Moss (Lotus) at 90.76 mph. As the weather closed in with squalls of rain, it was thought that a wet track might offset the greater power and speed of the Ferraris.

Rain was sheeting down as the cars assembled for the Grand Prix of 75 laps (225 miles). When the flag fell, the 30 cars surged off in a fog of flying spume, thrown up from their uncovered wheels, which hid the machines from view, so that the drivers knew there was a car ahead only by its billowing cloud of water, just as the early Grand Prix cars were hidden in clouds of dust. For lap after lap the excited spectators watched the field strung out, trailing a haze of spray with them in which the cars could be glimpsed as shadowy dots.

Von Trips went into the lead after 20 miles, the other two Ferraris behind him, and Moss (Lotus) in fourth place, who alone could keep with them. Baghetti, on an older 60-degree V6 Ferrari, privately entered, was well back in the ruck, outpaced. On the sixth lap Moss passed into third place when Ginther spun his Ferrari on the glistening road, and took second place three laps later. The race average was only 78.8 mph in the awful conditions. On the 15th lap Moss had closed into the water cloud trailed by the leader, von Trips, matching his brilliant skill on a wet track against the superior power of the Ferraris. Ten laps later Moss spun in circles but calmly regained control and sped on, 10 seconds behind but still in second place. Baghetti, not so fortunate, spun off into barricades and damaged the car too badly to continue.

Then Moss began to have trouble with his brakes, for a pipe had fractured, and in spite of his fantastic mastery of fast cornering, the Lotus was slowing. All three Ferraris were again out in front and at the 46th lap Moss retired. After that the battle was over. No one else could take up the fight and indeed very little change took place throughout the field. Towards the end the weather cleared, a watery sun dried the circuit and the race speed began to rise. During the rain, when there were great pools on the road in places, the best lap was in 2 minutes 11.6 seconds (82.07 mph) by Jack Brabham's Cooper in sixth place in a duel with Graham Hill's B.R.M. As the track dried, Clark (Lotus) was timed at 2 minutes 1.6 seconds (88.8 mph) and then at 2 minutes 1.4 seconds, when Brabham had taken fourth place behind the Ferraris, a time equalled by Bonnier's Porsche coming up into fifth place. Then von Trips recorded 1 minute 59.4 seconds (90.45 mph—a 1,500 cc record), beaten by Brooks (B.R.M.) in 1 minute 57.8 seconds, 91.68 mph, which remained the fastest lap of the day.

The three Ferraris finished one-two-three, 46 seconds apart, Brabham 22 seconds later. Von Trips averaged 83.91 mph. It is noteworthy that the fastest lap ever recorded at Aintree was in 1 minute 57 seconds, 92.31 mph (1959 Grand Prix), a mere eight tenths of a second faster with a 2½-litre car. That year the winner was Jack Brabham (Cooper) at 89.88 mph on a dry circuit.

The day's programme opened, during the morning, when the grey sky had not yet erupted in rain, with a 51-mile race for Grand Touring cars, racing in three capacity classes. Main interest centred in the big-car class where there was a pursuit race between Jack Sears (Jaguar E-type) and the Australian sportsman, Lex Davison in a Zagato Aston Martin. With three laps to go, Davison began to close on the Jaguar, both lapping at over 80 miles an hour and, on the last lap, the Aston Martin passed, to win by about one second at 81.86 mph. Davison also took the fastest lap at 83.2 mph.

THE ENTRY LIST

<i>Entrant</i>	<i>Driver</i>	<i>Nationality</i>	<i>Car</i>
S.E.F.A.C. Ferrari	P. Hill	America	Ferrari
„	W. von Trips	Germany	Ferrari
„	R. Ginther	America	Ferrari
Scuderia Santambroeus	G. Baghetti	Italy	Ferrari

<i>Entrant</i>	<i>Driver</i>	<i>Nationality</i>	<i>Car</i>
Porsche System Eng. Ltd.	J. Bonnier	Sweden	Porsche
"	D. Gurney	America	Porsche
Cooper Car Company	J. Brabham	Australia	Cooper
"	B. McLaren	New Zealand	Cooper
Team Lotus	I. Ireland	Britain	Lotus
"	J. Clark	Britain	Lotus
Owen Racing Organization	G. Hill	Britain	B.R.M.
"	C. A. S. Brooks	Britain	B.R.M.
R. R. C. Walker	J. E. G. Fairman	Britain	Ferguson
"	S. Moss	Britain	Lotus
U.D.T.-Laystall Team	H. C. Taylor	Britain	Lotus
"	L. Bianchi	Belgium	Lotus
Yeoman Credit Team	J. Surtees	Britain	Cooper
"	R. Salvadori	Britain	Cooper
R. H. H. Parnell	R. H. H. Parnell	Britain	Lotus
G. Ashmore	G. Ashmore	Britain	Lotus
Camoradi International	M. Gregory	America	Cooper
"	I. Burgess	Britain	Lotus
H and L Motors Ltd.	J. Lewis	Britain	Cooper
T. Marsh	T. Marsh	Britain	Lotus
Mrs. L. Bryden-Brown	A. Maggs	South Africa	Lotus
Scuderia Colonia	W. Seidel	Germany	Lotus
Gilby Eng. Co. Ltd.	K. A. Greene	Britain	Gilby
Ecurie Maarsbergen	Count de Beaufort	Holland	Porsche
Scuderia Centro-Sud	L. Bandini	Italy	Cooper
"	M. Natili	Italy	Cooper

THE STARTING ORDER

With best laps in practice

Row 1

P. Hill (Ferrari) 1 : 58.8 (90.91)
 Ginther (Ferrari) 1 : 58.8
 Bonnier (Porsche) 1 : 58.8

Row 2

Von Trips (Ferrari) 1 : 58.8
 Moss (Lotus) 1 : 59

Row 3

Brooks (B.R.M.) 1 : 59
 Ireland (Lotus) 1 : 59.2
 Clark (Lotus) 1 : 59.2

Row 4

Brabham (Cooper) 1 : 59.4
 Surtees (Cooper) 1 : 59.6

Row 5
G. Hill (B.R.M.) 2 : 00 (90.0)
Gurney (Porsche) 2 : 0.2
Salvadori (Cooper) 2 : 0.8

Row 7
Gregory (Cooper) 2 : 1.4
Taylor (Lotus) 2 : 1.8
de Beaufort (Porsche) 2 : 2

Row 9
Bandini (Cooper-Maserati) 2 : 3.6
Seidel (Lotus) 2 : 4.2
Greene (Gilby) 2 : 6

Row 11
Ashmore (Lotus) 2 : 8.2
Marsh (Lotus) 2 : 9.6
Natili (Cooper-Maserati) 2 : 10.2

Row 6
McLaren (Cooper) 2 : 1
Lewis (Cooper) 2 : 1

Row 8
Baghetti (Ferrari) 2 : 2
Fairman (Ferguson) 2 : 3.4

Row 10
Maggs (Lotus) 2 : 6.4
Burgess (Lotus) 2 : 6.6

Row 12
Parnell (Lotus) 2 : 16.8
Bianchi (Lotus) 2 : 18.8 (77.81)

14TH R.A.C. BRITISH GRAND PRIX

15th July. Organized by the British Automobile Racing Club and sponsored by the *Daily Mirror* at Aintree Circuit, Liverpool.

- 1 Wolfgang von Trips, Ferrari, 2 : 40 : 53.6, 83.91 mph
- 2 Phil Hill, Ferrari, 2 : 41 : 39.6
- 3 Ritchie Ginther, Ferrari, 2 : 41 : 40.04
- 4 Jack Brabham, Cooper, 2 : 42 : 2.2
- 5 Joakim Bonnier, Porsche, 2 : 42 : 9.8
- 6 Roy Salvadori, Cooper, 2 : 42 : 19.8

Fastest Lap

Tony Brooks (B.R.M.), 1 minute 57.8 seconds, 91.68 mph (1,500 cc record).

THE AWARDS

Winner: S.E.F.A.C. Ferrari (driver: Wolfgang von Trips) 1,000 guineas, *Daily Mirror* Trophy, value £100 and Mervyn O'Gorman Challenge Trophy presented by the Royal Automobile Club.

To the Chief Mechanic of the winning car: 20 guineas.

Second: S.E.F.A.C. Ferrari (driver: Phil Hill), 500 guineas.

- Third:* S.E.F.A.C. Ferrari (driver: R. Ginther), 200 guineas.
Fourth: Cooper Car Company (driver: Jack Brabham), 125 guineas.
Fifth: Porsche System Engineering Ltd. (driver: J. Bonnier) 75 guineas.
Sixth: Yeoman Credit Racing Team (driver: R. Salvadori) 50 guineas.

GRAND TOURING CAR RACE

AINTREE CIRCUIT, 15th July. Distance: 17 laps, 51 miles.

Outright Winner

Lex Davison (Essex Racing Stable Aston Martin Zagato), 81·86 mph

Unlimited Class

- 1 L. Davison, Aston Martin, 37 : 22·4, 81·86 mph
 - 2 Jack Sears, Jaguar E-type, 37 : 23·6
 - 3 J. Whitmore, Aston Martin, 37 : 46·6
 - 4 D. Taylor, Jaguar E-type, 38 : 38
- (Fastest lap: Davison, 2 minutes 9·8 seconds, 83·2 mph)

2,500 cc Class

- 1 F. Hahnl, Porsche Carrera, 38 : 0·8, 75·76 mph (16 laps)
 - 2 C. J. Lawrence, Morgan Plus Four, 38 : 14·2
 - 3 J. R. Stoop, Porsche Carrera, 38 : 21
 - 4 R. M. Shepherd-Barron, Morgan Plus Four, 38 : 26·8
- (Fastest lap: Hahnl, 2 minutes 19·2 seconds, 77·59 mph)

1,300 cc Class

- 1 Les Leston, Lotus Elite, 39 : 14·2, 77·98 mph (17 laps)
 - 2 W. E. J. Allen, Lotus Elite, 37 : 54·2 (16 laps)
 - 3 J. P. Fergusson, Turner, 38 : 59·8
 - 4 Hon. E. G. Greenall, Lotus Elite, 39 : 30·4
- (Fastest lap: Leston, 2 minutes 16·6 seconds, 79·06 mph)

1,000 cc Class

- 1 J. M. Uren, G.S.M. Delta, 39 : 3·0, 73·75 mph
 - 2 V. Preston, Austin Healey Sebring Sprite, 39 : 18·2
 - 3 J. H. Gaston, Austin Healey Sprite, (15 laps)
 - 4 A. P. Hedges, Sebring Sprite, (15 laps)
- (Fastest lap: Uren, 2 minutes 23·6 seconds, 75·2 mph)

OFFICIALS OF THE MEETING

Stewards

The Rt. Hon. The Earl Howe, P.C., V.R.D. (R.A.C. Chief Steward), Wilfrid Andrews (Chairman, R.A.C.), The Most Hon. The Marquess Camden, J.P., L. F. Dyer (Chairman, B.A.R.C.), E. C. Gordon England, F.R.Ac.S., M.I.P.E., J. Gordon Offord, G. Roberts, Lord Selsdon, D.S.C.

Judges

D. H. Delamont, P. J. Calvert, J. M. A. Edmondson, B. Tye, H. M. Sinclair.

Chief Observer

L. R. D. Cade, T. G. Peacock (deputy).

Incident Officer

R. A. C. Owen, D. F. Balaam (deputy).

Chief Marshal

S. M. Lawry, M. Gorringe (deputy).

Observers and Flag Marshals

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G. F. Irving, K. H. James, A. J. Keane, B. G. Macklin, B. G. P. de Mattos, K. F. Mellor, J. T. Scott, K. G. Sharpe, R. W. Smith, A. Standeven, C. Thornton, J. D. Volter, J. E. Wade, J. Howard Wall, R. G. Weaver.

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Timekeepers

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Dr. D. M. Garry, Dr. H. Alan Jones (deputy).

Medical Officers

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J. Almond, G. D. Hill, R. King-Farlow, C. A. Mudie, J. H. Smith, S. P. Torr.

Course Commentators and Assistants

K. Douglas, P. Hamilton-Smith, A. Marsh, P. W. Moist, P. Scott-Russell, J. Tilling.

Scoreboard Control

J. A. Watts and members of the Waterloo and District Motor Club.

Chief Paddock Marshal

J. J. Connolly, G. Wood (deputy).

Paddock Marshals

J. R. Cantor, W. Higgins, R. K. Markwick, B. R. Martland, K. F. Roberts, N. A. Wood.

Chief Pit Marshal

M. S. Wilson.

Team Liaison

J. Caprara.

Start-line, Pit and Course Marshals

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T. Ireland, P. Ledger-Lomas, R. Longworth, H. C. Mason, G. Mathews, R. W. A. North, G. Oades, D. Oakenfold, M. S. Owen, C. H. Richardson, R. Scowcroft, F. Spencer, J. C. Stopher, E. B.

Taylor, G. A. Thompson, D. M. Ward, C. Hudson-Wild, B. G. Wood, G. Woods.

Press Officer (for Aintree Automobile Racing Company)

Ian Gordon.

B.A.R.C. Press Information

K. Bound, K. W. Yeates.

Secretary of the Meeting

G. H. Macbeth.

Clerk of the Course

H. J. Morgan (Secretary, B.A.R.C.).

Fire Precaution Arrangements: John Kerr and Co. (Manchester) Ltd. and Liverpool Fire Service. *First Aid:* Lancashire County Ambulance Service. *Catering:* The House of Latham. *Public Address:* Sound Rentals Ltd. (Tannoy). *Breakdown Equipment:* J. Blake and Co. Ltd. and W. Watson and Co. (Liverpool) Ltd. *Information Bulletins for the Press:* Duplicated by Gestetner Ltd. *Start Area Warning Horns:* Joseph Lucas (Elec.) Ltd.

Five weeks after the Grand Prix, the B.A.R.C. was again organizing a race for the Royal Automobile Club, this time the Tourist Trophy Race at Goodwood, again for Grand Touring Cars and once more won by Stirling Moss in a 250GT Ferrari from Mike Parkes in another Ferrari and John Ogier's Essex Racing Team Aston Martins which finished third, fourth and fifth.

There were still five more race meetings for the Club to organize before the season's quota of 19 was completed and the winter 'social season' was commenced and already plans were being made for 1962. Once again a full season of racing was envisaged, catering for every type of car.

Events planned were to be slightly different from those of 1961, because the needs of motor racing are changing constantly. Less successful ideas were to be dropped and new ones adopted, for this great motor club, which during 50 years had grown from a small group of cyclecar enthusiasts to the biggest motor sporting club in the world, with a membership of well over 16,000, was looking ahead to its second half-century.

Planning to move with or even ahead of the times, as it did for the first 50 years of its career, the British Automobile Racing Club was alive to the lessons of the past and the needs of the future. And the future was bright indeed.

CHAPTER XIX

J.C.C. BROOKLANDS CLASSICS: I, THE 200 MILES RACE.

BROOKLANDS had been the centre of British motor racing—for there was nowhere else—since it was opened in 1907 and in its early years had proved far less successful as an attraction to the general public than had been hoped. Only the true enthusiasts found drama in watching, at a distance except perhaps once per lap, a few cars roaring round on the bankings, one of which was a mile away and down the far off Railway Straight, on a track 100 ft wide that dwarfed the speeds of the cars so that 80 mph looked a crawl until the car thundered past the enclosure at close range. Scratch races, apart from match events for wagers, were impossible with so many differing machines and the programmes of handicaps tended to monotony except for the drivers, their friends and those who were content merely to gaze in awe at automobiles travelling at high speeds.

Fourteen years after the track was opened, the J.C.C. boldly undertook the organization of the first long-distance racing car event ever seen in this country. It was a natural development for a club founded to foster the light car but the financial resources in the Treasurer's coffers were slender and, although at that time there was no such thing as starting money and entrants paid quite substantial entry fees, prizes had to be worthy of the prestige of the race and there were the normal costs involved in promoting the event. The available date, 23rd October 1921, was not, perhaps, ideal, late in the year when the weather was liable to turn more wintry than autumnal and conflicting with the London Motor Show as well. None the less, 56 cars in the recognized voiturette category that was the club's especial sphere were entered and listed 15 abreast in four rows to face the starter. Time-keeping for such a race, lasting 200 miles, was a matter in which there had been no past experience; to aid the men with the watches, therefore, the entry was divided into four groups of cars with bonnets painted in different colours:

15 in the first row, for cars under 1,100 cc, in yellow, 14 in the second rank (1,500 cc, red), 15 in the third (1,500 cc, green) and 12 in the fourth (1,500 cc, white). Competition numbers were also carried on the tail of the car on circular boards fixed vertically and facing outwards.

FIRST 200 MILES RACE

STARTERS

Row 1 (1,100 cc)

A. Frazer Nash (G.N.)	W. Bicknell (Singer)
R. C. Empson (A.V.)	A. J. Dixon (Coventry Premier)
W. H. J. Phillips (Deemster)	W. J. Marchant (Bleriot Whippet)
P. H. Topping (Peugeot)	J. S. Wood (Temperino)
E. B. Ware (Morgan)	A. Lombard (Salmson)

Row 2 (1,500 cc)

Victor Bruce (Aston Martin)	C. M. Harvey (Alvis)
B. A. Davey (A.C.)	C. Temple (Horstman)
W. L. Harris (Marlborough)	A. C. Bertelli (Enfield Allday)
E. C. Gordon England (A.B.C.)	R. W. Pradier (Charron Laycock)
W. H. Oates (Lagonda)	Pierre de Viscaya (Bugatti)
George Bedford (Hillman)	H. O. D. Segrave (Talbot Darracq)

Row 3 (1,500 cc)

B. S. Marshall (Aston Martin)	T. L. Edwards (Horstman)
S. C. H. Davis (A.C.)	W. F. Milward (Charron Laycock)
G. R. Martin (Marlborough)	Count Mones Maury (Bugatti)
G. H. Hammond (Lagonda)	Malcolm Campbell (Talbot Darracq)
J. R. Oliver (Alvis)	A. Munday (A.C.)

Row 4 (1,500 cc)

H. Kensington Moir (Aston Martin)	Louis Zborowski (Aston Martin)
W. G. Brownsort (A.C.)	W. D. Hawkes (Horstman)
Kenelm Lee Guinness (Talbot Darracq)	George Stead (A.C.)

The race was to be run in the usual anti-clockwise direction round the Outer Circuit, for 73 laps, a matter of 201 miles and 1,728 yards. The line of pits, a novelty at Brooklands, was erected opposite the public entrance next to the Vickers factory, that is, just beyond the fork where the Finishing Straight branched left from the end of the long Byfleet banking. It was on this wide area of concrete that the cars massed for the start and the finishing line had been painted. Admission to the public enclosure between the Members Banking and the Finishing Straight, cost 5s. plus 10s. for a car; the outside car park charge was 5s. Gates opened at 9 a.m., closed at 11.30 a.m. (after which there was access by the tunnel) and the flag was dropped at 12 noon, when there were over 6,500 paying customers crowded along the spiked railings.

Critics were not wanting who forecast no finishers in so long a race at high speeds of perhaps 80 mph, a blood-bath of accidents, a handful of spectators and a financial disaster. In point of fact nothing of the kind took place, 38 cars started, 25 finished and there were two accidents, without serious injuries. There had never been such a sight at Brooklands as the 38 cars faced the starter, nor such a sound heard as group by group they thundered away, stringing out on the banking, some high, passing those racing lower down, and away behind the trees of the Members Hill.

From the start the three Talbot Darracqs, led by Segrave, brilliant new driver of the Sunbeam factory, had complete command of the race in spite of the furious challenge of the Bugattis, and were lapping at around 90 mph until the lead had grown to about half a mile and the drivers eased slightly.

FIRST 200 MILES RACE, 1921

SCOREBOARD

18 laps (*Full distance 73 laps*)

- 1 Segrave (Darracq)
- 2 Campbell (Darracq) at 15 seconds
- 3 Guinness (Darracq) 1 minute 59 seconds behind
- 4 Moir (Aston Martin)
- 5 Bedford (Hillman)

FIRST 200 MILES RACE, 1921, 18 laps—*contd.*

6	Davey (A.C.)		
7	Viscaya (Bugatti)		
8	Hawkes (Horstman)		
	36 Laps		54 Laps
1	Segrave	1	Segrave
2	Guinness	2	Guinness
3	Campbell	3	Campbell
4	Moir	4	Bedford
5	Bedford	5	Viscaya
6	Viscaya	6	Hawkes
7	Hawkes	7	Maury
8	Maury (Bugatti)	8	Stead (A.C.)

A drizzle of rain drifted across the landscape, turning to genuine rain that lay in great pools here and there on the concrete, through which the cars charged in clouds of spray. Indeed the Stewards were in earnest conclave, anxiously scanning the grey October ceiling and wondering whether the race should be stopped before the pools became a danger, but the rain slackened, stopped and a watery sun broke through. Shortly before mid-distance, Malcolm Campbell's Talbot shed a tyre and tube complete but he steadied the car and called at his pit where the wheel was quickly changed, a contretemps that dropped him from second place to third. Segrave, on the other hand, was circling the track at reduced speed (about 90 mph), secure in first place, and at 37 laps reminded himself that at least he had won a £10 cup for leading at mid-distance. Lombard's Salmson, a make which was to gain a great reputation in subsequent '200s', duelling with Frazer-Nash's G.N., also won his mid-distance cup in the 1,100-cc class, lapping at 73 mph.

The concrete dried quickly. The G.N. passed the Salmson whose driver was getting anxious about a wobbling front wheel. Braking into the pit area, the wheel collapsed, the car spun round, both offside wheels crumpled and the car crashed sideways into its pit for attention. Ten minutes later, with new wheels and a few dents, it was back in the race.

Segrave flashed over the finishing line after a non-stop race, in the lead from the start, at 88.82 mph. Guinness swept past 5.8 seconds behind, and Campbell 56.2 seconds later. The astonishing little twin-cylinder G.N. with its exposed chain-driven overhead camshafts, averaged 71.54 mph non-stop, beating the Salmson by nearly 9 minutes, thanks to its violent pit stop, with the Deemster 2¼ minutes behind.

The winning Talbot Darracq, pre-eminent voiturette racing car of its time, was a four-cylinder in pairs, 65 mm bore and 112 mm stroke (1,487 cc), with two carburetters, separate water take-off from each of the two heads (four valves per cylinder, twin overhead camshafts gear driven from the nose of the crankshaft). The cylinder barrels were of steel, machined from the solid, shrunk into cast aluminium water jackets. There was a four-speed gearbox, an open propeller shaft and a solid back axle. Designer was Louis Coatalen.

That first and highly successful 200 Miles Race in one day transformed the Junior Car Club from just another of several enthusiastic bodies into an organization with International repute. It is possible that had the Council lost heart when facing up to the risks involved in so ambitious a project and decided that it would be more prudent to cancel the scheme, the club might have gradually gone the way of other contemporary bodies, existing for a time on its own enthusiasm before final dissolution. In fact, no sooner was that first venture carried through than the club was busy planning the next in the series. A better date was found, on 19th August, and it was decided that the event should be run for 1922 in two separate races, so that the performance of the 1,100-cc cars would not be lost amidst the higher speed of the bigger machines. It was, however, agreed that the start of the small cars should be at 8.30 a.m., a somewhat bleak hour to go motor racing and unlikely to entice many thousands to leave their beds in time to see the start, but time was required for tidying up after the finish before the 1,500 cc contingent was marshalled onto the line for their start at 2.30 p.m.

The day was perfect. An early mist cleared as the sun climbed a clear sky. Fifteen cars rocketed off the line in what was to become a final trial of strength between the water-cooled 4-cylinder Salmson's and the British cyclecars with air-cooled twins, including the three-wheeler Morgans. The three G.N.s, hardly run in and stiff, could not hold the French cars, headed by Robert Benoist. Archie Nash broke a piston, spent half an hour patiently changing it and went back into the race quite unruffled. The Salmson's were much faster than any opponent, and set a pace at over 80 mph. Behind them the pits were strewn with broken down cars, until only the two Salmsons and the three G.N.s, led by Ron Godfrey, saving his engine, were left. The Salmsons averaged 81.88 and 80.16 mph, about 6 miles an hour faster than the G.N.s.

An odd incident happened during that race. Early in the morning, when turning out soon after 5 a.m., L. F. Peaty (Bleriot Whippet), in a shaking voice, told a friend that he had dreamed his

flywheel came off in the race. On the 65th lap what he feared duly happened.

There was a major accident in the 1,500-cc race when Jean Chassagne's Talbot Darracq broke formation to dive up and over the Byfleet Banking where, among trees and bushes, the two occupants (Paul Dutoit was the riding mechanic) were flung safely out, bruised but otherwise undamaged.

The remaining Talbots had the race their own way once again, until Segrave's began to stammer, and to the amazement of the crowd, George Stead, a complete amateur in a very ordinary side-valve Aston Martin ('Bunny') with artillery wheels, held second place to finish ahead of Segrave, splitting their team run with an average of 86.35 mph to Guinness's 88.06 mph, which was 0.76 mph slower than the previous year's race.

The attendance was about half that of the 1921 event, which clouded the otherwise excellent day of racing. The Council came to the conclusion that August, the holiday month, found the public more interested in the beaches than in motor racing and it was decided to try for a date in September for the third. This, however, was not possible and October was chosen again.

An interested observer at the 1923 event was the manager of the new Monza Track, Manlio Corradi. The Italian Grand Prix had been moved there in 1922 to celebrate the opening and in April of 1923 there was a Cyclecar Grand Prix, for cars up to 750 cc (a type pioneered in this country by Gordon England and his Austin as a serious racing car). This event, for 155 miles, was won by Arthur Waite's Austin, at 55.8 mph with ease from an Anzani and a G.L. Coupled with the Austin performance in the Boulogne Voiturette race, this gave the the Council food for thought as to the advisability of running a special class separate from the usual 1,100-cc division. It was too late to make changes for 1923 but it was carried through in 1924.

The presence of the Fiats made up for the absence of the Darracqs in 1923, giving Continental flavour to the race. It was run at record speed, won by C. M. Harvey's Alvis at 93.3 mph and with four different makes in the next four places— Bugatti, A.C., Aston Martin and Horstman. R. Bueno repeated the Salmson victory in the 1,100-cc class, seventh in General Classification, but second, in 10th place overall, was the remarkable Gordon England 750-cc Austin which averaged 76.8 mph to the Salmson's 82.73 mph.

Darracqs were back, with new cars, in 1924, now with superchargers, to be driven by H. O. D. Segrave, K. Lee Guinness and George Duller, the well-known jockey. Once again the team ran

clean away with the race, setting up a new record average of 102.3 mph, only 2 seconds apart at the end, and Joyce's A.C. next up, unsupercharged, 1 minute 54 seconds behind. Again Salmson took the 1,100-cc class, wherein O. Wilson Jones averaged 85.7 mph. Austins came home one-two in their new class where three others failed to finish, but the class was established from now on. Whether it was the new Darracqs or the better date (September), there was a record paying gate of 8,160 in a total of 8,681.

With the increasing use of superchargers the club now decided that to prevent the possibility of misleading advertising all the entries should be printed with the suffix 'Special', making it quite clear these were purely racing cars. The other innovation was the setting up of artificial 'corners' (chicanes) at the Fork thus introducing a flavour of road racing to the track for the first time—and reducing the speeds. The change meant, of course, that brakes would become important factors (four wheel brakes were now being fitted) and that track racing technique would have to be combined with the skills required in cornering. The promise of new thrills never seen before at Brooklands drew a crowd of nearly 11,000. Lap speeds were, of course, reduced by 20 miles an hour but the spectacle was vastly enhanced. The expected Darracq formation finish was disrupted on the first lap when Count Connelli's car was out, but Segrave and Count Masetti finished 2 seconds apart in that order, at 78.9 mph. Only four 1½-litre cars survived, ten did not. Jules Goutte, now with a supercharger on his Salmson, added yet another class victory to their string, finishing third in General Classification, ten miles an hour slower and in the 750-cc class, headed by Gordon England, as usual, at 61.2 mph, three of the little Austins finished in a tight group that profoundly impressed the onlookers.

For 1926 the universal Grand Prix Formula was reduced to 1,500 cc (or, alternatively, what amounted to Formula 2 was elevated to Formula 1, just as in 1961), producing some remarkable motor cars, all of which had 8 cylinders and superchargers giving from 120 to 160 hp. The new Talbots bore no resemblance to those 4-cylinder models that had so left their mark on the 200 Miles race. The engine was now a straight-eight with twin overhead camshafts and bore and stroke of 56 by 75.5 mm (1,488 cc), in a very low chassis distinguished by a radiator sloping sharply backwards. The Type 39 Bugatti had 60 mm bore and 66 mm stroke (1,492 cc) and gave about 130 bhp to the Talbot's 145.

There were 38 starters, and nearly 12,000 spectators saw 16 cars finishing, 14 of them led by Harold Purdy's Bugatti tailing along

behind Segrave and Albert Divo (Talbots), for once again one car fell out of formation when Moriceau landed in a sandbank for half an hour and dropped to 14th place at the finish. Again the circuit had been changed, sending the drivers through two hairpins one after the other at the Fork and then down the Finishing Straight through an elongated S-bend, and speeds were naturally lower than before. Segrave won at 75.6 mph by almost 2 minutes. This time the series of Salmson victories in their class was ended by the supercharged six-cylinder Amilcars, all three of which finished well ahead of the leading Salmson, at 66.7 mph and fourth and fifth in the race as a whole. Again two Austins lasted to win their class—Gordon England and Gordon Hendy, at 58 mph, a length apart.

The red light was glowing at the 1927 event when a mere 4,500 came to watch. The entry was not very exciting, with no Talbots and none of the leading Grand Prix drivers who had raced in the R.A.C.'s second Grand Prix a month or so before. There was no one, indeed, to challenge Malcolm Campbell's Bugatti, winner at 76.6 mph by nearly 3 minutes, followed in by three 1,100 cc Amilcars led by André Morel. Indeed, only eight cars completed the 73 laps, three 1½-litre models, the rest 1,100 cc.

The race of 1928 was good motor racing, but a mere 2,600 paid to see it. The club was understandably downcast for they had worked hard to make this a fine spectacle and could do no more. The entry was numerically good but there were no new cars, no British cars capable of winning anything but the small car class, now raised to 850 cc. Speeds were admittedly not very high, but that is not necessarily dull racing, for the Monaco Grand Prix is to this day run at only 70 mph but whereas the streets of Monte Carlo enhance the splendour of the spectacle, the vast concrete track at Weybridge dwarfed it, except on the long Railway Straight and the Byfleet Banking which were too far away for the cars to appear as anything but crawling specks in the distance. In those days a 200-mile race was regarded as a long-distance event. Even today, the club's disappointing experience with the Goodwood Nine Hours has led to the conclusion that long distance racing is not popular with the general public. Ten cars finished out of 16 starters, the first three of 1½ litres, then a 1,100-cc Amilcar in fourth place, three Austins bringing up the rear to win their class yet again. The winner, by over 12 minutes—one of the greatest margins in modern times—was Malcolm Campbell again, this time armed with one of the fabulous straight-eight supercharged Delages, at 78.3 mph. Behind him came George and Basil Eyston (Bugatti). As in 1927, the unfortunate Eyston was rammed early in the race again, and took

over his brother's car to take his mind off it. Even Archie Frazer-Nash was not there with his balaclava helmet and wide grin to enliven the proceedings as he had in every '200' since 1921. It was obvious that the J.C.C. 200 Miles was finished and something new and different was required. In due course, it was found.

To continue the review of the '200', we shall pass over, for the time being, the 'Double Twelve Hours' sports-car race of 1929 and the International Trophy of 1930, until the 200 Miles came to life again in an entirely new setting, as a true road race at Donington Park circuit in 1936. Now the race was opened to cars of any capacity, for there were not sufficient modern $1\frac{1}{2}$ -litre racers to make a proper field, and races ending with a procession of four or five cars drives people home early.

It was a splendid affair, worthy of all the tradition of the Junior Car Club. The distance was 77 laps of the twisting circuit through the park near Derby. The entry was eight E.R.A.s, five Alfa Romeos, six Bugattis, a Maserati, a Riley and a 1927 Delage, hitherto raced by Lord Howe, now in the hands of Richard Seaman and prepared by Giulio Ramponi. Before the '200', Seaman raced the car on three successive weekends, winning twice, so that it came to Donington with very little tuning and maintenance, its brakes not even relined, for they did not need it. His chances were at least improved when Charles Martin's engine in the 3.8-litre Alfa Romeo cracked up in practice, for this was probably the fastest car in Britain at the time.

A crowd of between 10,000 and 11,000 packed the enclosures and saw a magnificent display of expert road racing (with the usual one or two exceptions). Seaman went out in front from the start, refusing to be hurried when Lord Howe's E.R.A. took the lead on the 13th lap and held it for the next 37 circuits. Seaman knew Howe, and everyone within striking distance, must stop for fuel but, with a consumption of some 9 mpg, he knew his Delage would not. Howe's fight to recover the lost ground was magnificent but unavailing. The Delage streaked home 51 seconds in the lead at 69.28 mph, Howe second, an E.R.A. shared by D. L. Briault and Kenneth Evans third, and the first big car, Cholmondeley-Tapper's 2.9-litre Maserati fourth. A moment that had everybody breathless was when Austin Dobson's Alfa Romeo *monoposto* cast its front left-hand wheel high into the air at 130 mph. It bounced once behind the pits, shot up again and came down on the road where officials fought to pin it down and Seaman calmly steered past it.

The club was lucky again at the 1937 race, again at Donington, for the August day was perfect. A bigger crowd than ever massed

in the enclosures, for there was to be a renewal of the traditional struggle between Raymond Mays and Prince Bira, old friends and rivals of many a thrilling finish. This time, together with team mate Arthur Dobson (who had won the 1,500-cc race at Berne the previous week-end), Raymond Mays had the new D-type E.R.A. with enormous Zoller vane-type supercharger and independent, torsion bar front suspension, of the Porsche (Auto Union) type. Bira drove an elderly Grand Prix 2.9-litre Maserati.

Bira led for 12 laps, Mays shot past, followed two laps later by a dutiful Dobson. These three were well ahead of the field and were never challenged. With only 13 laps to go, Mays's back axle chewed up. Dobson won at 69.67 mph by an easy 39 seconds, Bira second, Peter Whitehead (E.R.A.) third and Johnny Wakefield (1,500-cc Maserati) fourth. None of them stopped to refuel this time.

Wakefield's turn came the following year. In 1938 was opened the new Campbell Road circuit at Brooklands, taking in the latter half of the Members Banking, part of the Railway Straight, and then snaking its way across the flat infield past the aerodrome to the Fork. Here the track was crossed onto a new road, parallel with the old Finishing Straight and then curving away under the Hill to the Members Banking again, giving a lap of 2.26 miles, to be covered 88 times to make 199.5 miles, near enough to the classic '200'. Again it was a scratch race and open to racing cars of any cylinder volume.

On 27th August a field of 26 cars lined up in eight ranks in the modern Grand Prix manner of rows alternately of four and three machines, their placings decided by their best times in practice. In front, Billy Cotton, the band leader (E.R.A.), 'Bira' (2.9 Maserati), C. S. ('Chris') Staniland (2.9 Multi-Union Alfa Romeo), which lasted one lap, and Mays (Zoller-E.R.A.) who was early bothered by ignition. On this circuit the Maserati was in its element, pulling out 2-3 seconds every lap into an ever increasing lead, the E.R.A.s in full song behind. Dobson (E.R.A.) ground to a standstill after 21 laps, whereupon, out of the ruck shot Wakefield, now mounted on a Zoller-E.R.A., snatching second place. Almost everybody seemed to be at the pits tightening brakes, one after the other. Bira stopped at mid-race for fuel, rear wheels and brake adjustment at a cost of 2½ minutes which put Wakefield over a minute ahead. On his restart, calm as ever, he again sliced 2-3 seconds per lap off the gap but the brakes were weakening. A second stop cost Bira more time and, after Wakefield had refilled his tank, in 20 seconds, he began again still far ahead of the field. Bira did what he could, slowing down

on the gears, fell farther and farther back, and finished 34 seconds behind a Wakefield who had slowed up appreciably. Howe came home third, two laps behind, Evans (Alfa Romeo) three laps behind. Twelve finished, fourteen retired. Wakefield averaged 70.97 mph, Bira 70.63 mph. A. Cudden Fletcher (M.G.), won the 1,100-cc class, by a lap, at 65.92 mph.

By the same date in 1939 motor racing suddenly became of no importance, for we were within days of the declaration of war.

The story of the '200' reopens in 1954, on a fourth new stage, the Aintree circuit, just opened by owner Mrs. Mirabel Topham and built around her famous Grand National course. A hard circuit with heavy braking and gear-changing every few seconds, and, at the point where the circuit crosses the Melling Road, one of the trickiest fast bends in Europe. On 29th May, as the feature event of the programme, the '200' was run again under Open Formula (as it had been since the Donington days) but now in two heats and a Final, and the racing was in an anti-clockwise direction which, at the time, was thought to be a good idea but was not.

Racing at Aintree is surveyed in tabulated results elsewhere in this volume. Stirling Moss won that first '200' with a Maserati, and three of the other four. He also won both the Grands Prix in 1955 and again in 1957 when the '200' was not held. The one he missed, in 1959, when his B.R.M.-engined Cooper gearbox misbehaved, went instead to Jean Behra (Ferrari).

The ancient title of the '200' was retained in 1961, although on this occasion the '200' referred to kilometres, the race length being 50 laps (150 miles) of the Aintree circuit, on 16th April. This was the first major race for the 1,500-cc cars of the new Grand Prix Formula which was to continue until the end of 1964. The field contained all the leading British teams and drivers, some of whom, like Jack Brabham and his team-mate Bruce McLaren were mounted upon the 1961 model Coopers. Two B.R.M.s competed using Coventry-Climax engines as the new V8 was not expected to be ready for racing until late in the year. The Porsche and Ferrari teams were not entered but the Ecurie Nationale Belge were present, using Emeryson chassis with 4-cylinder Maserati engines designed for sports-cars.

No records fell during the practising, on a circuit rapidly drying out after rain. Graham Hill (B.R.M.) was ultimately fastest, in 2 minutes 0.2 seconds (89.85 mph) as compared with the 1960 Formula 2 (1,500 cc) figures of 2 minutes 0 seconds (90 mph).

Heavy rain lashed the circuit throughout the race that afternoon,

so that speeds were low—lower, indeed than the Formula Junior race, won at 84·68 mph and the sports-car event, won at 87·19 mph during the morning's dry spell. Brabham (Cooper) led from start to finish, to win at 78·06 mph by an easy 28 seconds from McLaren. Hill (B.R.M.) and John Surtees (Cooper) battled heartily for third place and finished in that order 11·6 seconds apart. Coopers occupied five of the first six positions. Lotus had a disappointing day, in which the highest placed car was Tony Marsh's, seventh. Stirling Moss, winner of the sports car race, retired with engine trouble in his Cooper at the end of the first lap, thus removing Brabham's chief rival.

Many leading drivers had deplored this new Formula which merely elevated Formula 2 to Formula 1 with the addition of somewhat more weight. Stirling Moss openly declared that the cars were boring to drive with only 160 hp from 1,500 cc to propel a car weighing 11 cwt or so on the starting line. Others agreed, Tony Brooks pointing out that with such little power at their command, corners that had required exceptional skill to be taken at full throttle with the 2½-litre cars were now full throttle corners for everyone and that the opportunity for championship-standard drivers to out-drive their less skilled, experienced and determined competitors had diminished to vanishing point, thus bringing all *down* to the same level where a driver lucky enough to have perhaps five horse-power more in his engine could outpace a world champion. Moreover, the cars were seen to be so equally matched in performance that, to get ahead, the only method left was to leave the braking dangerously late when storming a corner—and some expressed foreboding that this very closeness in the racing, without producing a dramatic spectacle on account of the low speeds might encourage aggressive, or dangerous driving. Something of this sort had already been seen in 500-cc racing which had lost its appeal for the crowds and the drivers alike. It was also beginning to show up in Formula Junior races as well. The massed starts from the standard 'grid' of cars ranked abreast had now become the dangerous moment of the racing. Cars surged forward wheel to wheel and nose to tail with equal acceleration, differentiated only by the skill of the drivers in minimizing wheelspin. In the Formula Junior race at Goodwood on Easter Monday (which actually resulted in a dead heat!), six cars were piled up in a mass collision when the starter dropped his flag. In the Brussels Formula 1 race the two leading cars collided when racing in line ahead and farther down the queue, two more collided in the same way. In the Aintree '200' three cars collided during the rush for the first bend of the first lap. These incidents had been

exceptional and rare in preceding years. Now it looked as if they were to be part of the new, low-powered, close racing.

AINTREE '200', 1961

22nd April. Run in heavy rain. Distance: 50 laps, 150 miles.

Formula 1 (1,500 cc) cars.

- 1 Jack Brabham, Cooper, 1 : 55 : 17.2, 78.06 mph
- 2 Bruce McLaren, Cooper, 1 : 55 : 45.6
- 3 Graham Hill, B.R.M.-Climax, 1 : 56 : 27
- 4 John Surtees, Cooper, 1 : 57 : 15.4
- 5 Masten Gregory, Cooper, at 1 lap
- 6 Jack Lewis, Cooper, at 1 lap
- 7 Tony Marsh, Lotus, at 1 lap
- 8 Roy Salvadori, Cooper, at 2 laps
- 9 Jim Clark, Lotus, at 2 laps
- 10 Innes Ireland, Lotus, at 2 laps
- 11 Gerald Ashmore, Lotus, at 2 laps
- 12 Shane Summers, Cooper
- 13 Keith Greene, Gilby
- 14 Dan Gurney, Lotus
- 15 Cliff Allison, Lotus
- 16 Andre Pilette, Emeryson-Climax
- 17 Tony Brooks, B.R.M.
- 18 Trevor Taylor (Lotus)

Fastest Lap

McLaren, in 2 minutes 15 seconds, 80 mph

Other Race Winners (dry circuit)

Formula Junior (17 laps, 51 miles)

Trevor Taylor, Lotus, 84.68 mph

(Fastest lap: John Love, Cooper, 2 minutes 5.4 seconds, 86.12 mph)

Sports-cars (17 laps)

Stirling Moss, Lotus XIX, 87.19 mph

(Fastest lap: Moss, 2 minutes 0 seconds, 90 mph. Sports-car record)

Saloon Cars (10 laps, 30 miles)

Roy Salvadori, 3.8 Jaguar, 76.14 mph

(Fastest lap: Michael Parkes, 3.8 Jaguar, 2 minutes 19.4 seconds, 77.47 mph)

CHAPTER XX

J.C.C. BROOKLANDS CLASSICS : 2, DOUBLE TWELVE HOURS, 1000 MILES RACE and INTERNATIONAL TROPHY

THE Events Committee was not long in finding a substitute for the 200 Miles Race, which obviously no longer appealed to the public or to the leading racing teams, and in the substitute event, decided on a race as bold and as novel in concept as the 200 Miles Race had been itself. This was, in effect, a British replica of the Le Mans 24 Hours sports and touring car race, founded in 1923 and, in this year of 1929, firmly established as an annual classic. It had been won in 1924 by John Duff and Frank Clement's 3-litre Bentley, and in 1927 and 1928 by Bentleys again. Indeed, the same make won yet again in 1929 and 1930 before being merged into the Rolls-Royce organization. The Junior Car Club had the temerity to offer the British public the spectacle of a race with some fifty cars on the track, running for two days, and these would be cars of the kind they saw on the roads, touring cars of high performance, in full road trim, that were the sports models of their time. It was, unfortunately, illegal to use the Brooklands track for 24 hours on end, but the race could be maintained for 12 hours, from 8 a.m. until 8 p.m., on two successive days and, if the cars were locked up during the interval, out of reach of the mechanics, all work required would be done during the 24 hours of the race, exactly as at Le Mans. Further to recapture the atmosphere of the French race, the drivers were required to run across the track to their waiting machines, erect the canvas hoods and start off when they were ready. Moreover, the *Daily Telegraph* had presented no less than £1,000 for the winner.

On 10th May of 1929 the Track wore an unfamiliar air of gaiety, with the line of pits decked with bunting and fluttering flags and, in the public enclosure, the Fun Fair, which was to be so sadly neglected by spectators who preferred motor racing to shooting galleries. Indeed, the public was so thin on the ground, even on the second day, Saturday, that an invitation to hold the 1930 race in Ulster

was very seriously considered—but eventually declined on account of the even more complex problems involved.

The circuit consisted of the Finishing Straight, where the pits adjoined the Paddock, and an anti-clockwise run (normal in Outer Circuit racing) out, left-handed, onto the last half of the Members Banking, the full-throttle rush along the Railway Straight, round the long sweep of the Byfleet Banking back to the Fork, and left-handed into the Finishing Straight again. The handicap essential in a race between such a diversity of motor cars was very carefully worked out, on the same principles as at Le Mans, relating performance to individual engine capacity. Each car was allotted a minimum distance to be covered in the 24 hours; the car exceeding that distance by the greatest margin was to be the winner. It was, in fact, the 1,500-cc supercharged Alfa Romeo driven single-handed by Giulio Ramponi, which covered 1,824.1 miles, 533 miles farther than the handicap distance, and gave a figure of merit (or 'Index of Performance', in the Le Mans phrase) of 1.413. His average was exactly 76 mph.

The race became an enthralling battle in the closing stages between Ramponi's little Alfa Romeo and the 4½-litre Bentley driven in turn by Sammy Davis and Sir Ronald Gunter which covered 1,953.4 miles at 81.39 mph, almost 130 miles farther, but as this was an increase over handicap of 568½ miles, the figure of merit worked out at 1.410, losing the race by 0.03 points. This performance prompted Sir Charles Wakefield, who presented the winning driver with a silver cup (the main awards, of course, went to the entrant, F. W. Stiles), to present a similar trophy to Davis and Gunter.

The handicap for the 1930 race was not quite the same but was imposed by classes according to engine size in the usual International groupings, and this time the fastest cars headed the race. If handicappers ever contrived a perfect handicap, of course, the race officials would be faced with a dead heat of half a dozen cars of different classes crossing the line abreast but, this desirable, if disturbing result, being virtually impossible, it is undeniable that the public likes to see the fastest car win the race rather than acclaim a slower car, however meritorious its performance in relation to its size. Such a finish lacks the glamour that the crowds enjoy.

That year the majestic 6½-litre 6-cylinder Bentleys swept home 15 miles an hour faster than their nearest competitor and 10 miles an hour faster than any other car in the race. Capt. Woolf Barnato, winner of the Le Mans 24 Hours three years in a row, partnered in this race by Frank Clement, averaged 86.68 mph, a mere 24 miles

ahead of the similar car driven by Sammy Davis and Dunfee. The 1,100-cc Riley, third, averaged a shade under 70 mph. The 1,500-cc Alfa Romeo, averaging 74.25 mph, came in fifth. At the other end of the scale, Austin Sevens finished seventh and tenth, the former driven by Arthur Waite and the Earl of March, who is now the Duke of Richmond and Gordon, and the team award went to three 850-cc M.G. Midgets, now making their mark in the racing world. In the 1931 race, after which it was dropped in its original form, there were four teams of new-model 'Montlhery' Midgets with 750-cc engines and 14 cars in all, matched in their class with 10 Austins, three of which, from the factory, were supercharged—and therefore ranked officially at 974 cc and had to beat the 1,100-cc class handicap. Five Midgets took the first five places, the winners (Lord March and Chris Staniland) at 65.62 mph with a figure of merit of 1.381. The fastest unsupercharged Austins, two of which tied for seventh place, averaged 59.9 mph and the quickest blown model 68.24 mph, just under the 1,100-cc handicap speed, covering 24 laps more than the winning M.G. (unsupercharged). Fastest finisher, Arthur Fox's 3-litre Talbot, driven by Brian Lewis and John Hindmarsh, covered 126 laps more, at 79.29 mph, in 12th place, behind eight 750-cc cars and the 1,500-cc Aston Martin (6th). The day of the really small racing car had dawned.

The handicap, again by classes, was amended for the 1,000 miles race of 1932 in June. This time, instead of a duration event, it became a distance race of 500 miles each day, with a handicap in the form of credit time, as in the normal Brooklands short races. This was therefore halved for each day and the cars started off each morning in accordance therewith. The supercharged 2.3-litre Alfa Romeo (Lord Howe and Birkin, who had won the 1931 Le Mans 24 Hours with it) was on scratch, with handicap of 3 hours and 16 minutes (that is, 1 hour 38 minutes each day), set to average 94.4 mph. The unblown 4½-litre Bentley was given 91.9 mph. The 750-cc class which was sent off first, was expected to average 73 mph (or 83 mph with a supercharger), an increase of just over 8 mph on the 1931 winning speed. After studying the handicap, few entrants used superchargers and no Austins were entered.

The Alfa Romeo, fastest car on the track, broke down. Norman Black and R. Gibson, who had the most rapid Midget, exceeded their handicap speed by 2.5 mph but were beaten into third place. Winners were two ladies, Mrs. Elsie Wisdom, a star of B.A.R.C. meetings with Parry Thomas's huge Leyland, and Miss Joan Richmond, driving impeccably a 1,100-cc Riley at 84.41 mph, well above their handicap of 80 mph. The fastest finisher ran second, a

3-litre Talbot, handicapped at 90 mph, and averaged 95.43 mph, but not a sufficient increase to match that of the Riley. The accuracy of the handicappers' forecast is reflected in the finishing order: 1,100-cc Riley, 3-litre Talbot, 750-cc M.G., 3-litre Talbot, 1,100-cc Riley, 750-cc M.G. and 3-litre Talbot. No one else finished within the time limit, although 11 cars were still motoring. Nine cars retired, among them Campbell's vast 7-litre supercharged Mercedes, and the leaders after the first day's 500 miles—Harvey and Sutton, also on a 1,100-cc Riley.

Thus ended the series of big sports-car races. For 1933 another novel idea was adopted to present a spectacular race which would be enjoyed by competitors and public alike. This was the famous International Trophy, the 'scratch race on handicap'. For this event the club reverted to a competition for pure racing cars, for both public and entrants alike had tired of the sports-car events, but, as the racing cars of the period in this country ranged from Grand Prix machines to scuttling little supercharged '750s', and not enough of any one type existed to make a straightforward scratch race, some form of handicap was unavoidable. The trouble with all handicapping in multi-lap racing was that after the first half-hour few, apart from the time-keepers, and the pit managers, knew the race order at any given moment, without complicated arithmetic and a slide rule. Score boards were necessarily changed periodically as information came from the time-keepers and the course announcers were equally dependent on that same source (and loud-speaker systems then were not what they are today). What was needed was some sort of system in which the ordinary man in the enclosure could see for himself who was leading and who were next up, as in a Grand Prix. The J.C.C. had the answer.

A series of artificial corners was set up abreast at the Fork, one for each group of cars (classed according to engine size), varying from a slow corner for the fastest cars to an almost full-throttle bend for the slowest. In this way the lap speeds of all the drivers could be brought down to something very near equality if the 'handicap channels' were designed properly. Long periods of trial and error resulted in a set of corners that proved to be about as accurately formed as was possible. The cars could be sent off in a spectacular massed start, like a Grand Prix, and, after being channelled through a 'funnel corner' could split up safely for the 'handicap channels' ahead. The distance was 250 miles, a matter of 100 laps of the special course down the Finishing Straight, through the channels, right-handed round the Byfleet Banking, up the Railway Straight and then with a downhill right-handed swoop off the Members

Banking, back into the Finishing Straight, giving the crowds in the enclosures something thrilling to watch at close range.

The first race of 1933 was, of course, a somewhat anxious experiment. It worked. A 2.3-litre Alfa Romeo, averaging 88.07 mph and using the slowest channel, won by 11 minutes 25 seconds from a 1,100-cc M.G. using the centre, medium-speed channel, and averaging 82.8 mph. Two more M.G. Magnettes were next up, then, fifth and sixth, two 750-cc Austins.

Fastest laps were done by Malcolm Campbell (4-litre 12-cylinder Sunbeam) and the brilliant American, Whitney Straight (2½-litre Maserati), both at 92.7 mph. Eight cars finished, 20 retired, but the crowd saw something very like a Grand Prix.

Armed with the data thus acquired, the handicap channels were slightly altered for 1934, again using three corners, the slow turn on the left, and produced one of the finest races ever seen in Europe, a race long duel between the 1931 winner, Brian Lewis, and Whitney Straight, both mounted on 2.9-litre Grand Prix Maseratis, who finished 4 seconds apart after 250 miles, at just under 90 mph, and Straight tore round the last few laps with his heart pounding with anxiety concerning the off side front tyre which had worn its tread down to the breaker strip and was liable to pop at any moment. This time the bigger cars dominated the show but Cyril Paul, with a 1,500-cc Riley, enlarged to 1,633 cc and without supercharger, averaged 86 mph to finish fourth, splitting a group of four 2.3-litre cars, all supercharged. The 1,100-cc supercharged M.G. Magnettes came in eighth, ninth and tenth, at just under 85 mph, the last, driven by E. R. Hall at 82.6 mph a matter of 15 minutes behind the winner in 250 miles. There were 17 finishers, 20 retirements.

Once again the handicap channels were modified and a fourth corner introduced for 1935, for the 38 starters were divided into four groups this time. The result was a magnificent race in which the lead was constantly changing all the way; 2.3-litre Bugatti, M.G. Magnette, 2-litre E.R.A., and 2.3-litre Alfa Romeo all led the race at various times, with unsupercharged Rileys breathing down their necks. A very big crowd saw a 2.9-litre monoposto Grand Prix Alfa Romeo (driven by R. O. 'Mad Jack' Shuttleworth) for the first time racing against three 3.3-litre Grand Prix Bugattis (all of which broke down). The result was a surprise, for the winner, by a clear 2 minutes 8 seconds, was the unknown young Englishman, Luis Fontes, in a 2.3-litre Monza two-seater Alfa Romeo, hounded home by Fred Dixon's 2-litre Riley and Hall's 1,100-cc Magnette 54 seconds later. Twelve completed the race, 23 fell out.

There were five channels and five classes in 1936 and the closest

finish yet, a tremendous struggle between 'B. Bira' and Raymond Mays on 1,500-cc E.R.A.s. After the first 20 laps Bira was always in the lead by a handful of seconds until Mays refuelled at 50 laps and dropped to fourth place. Ten laps later he was second again, at 8 seconds and then snatched the lead, building up a margin of half a minute for his second top-up of fuel just before the finish. He was away again, 17 seconds behind Bira, with the breaker strip showing on one tyre which there was no time to change. Now occurred one of those dramas that are perceived only by those behind the scenes. During Bira's mid-race fuel stop, one mechanic too many, according to regulations, jumped onto the track and just in time Bira's 'manager', Prince Chula of Siam, ordered him back. In that moment of crisis Chula marked his lap chart with one lap too many for Mays. Thus, when Mays made his unexpected 20-second pit stop with 20 miles to go, and began to close fast on Bira, Chula did not warn his man, thinking that Mays was a lap ahead anyway. On the last lap they were 4 seconds apart. On the Railway Straight Mays went past, and, whether Bira sensed something wrong (for why should a man a lap ahead drive so fast?), or not, he slammed his foot down. May's engine coughed once when he was a length ahead. Bira tucked into his slip stream and, as they swept off the banking into the Finishing Straight, dived lower and led. The two cars screamed past the flag officially 1 second apart. Behind them came nine more cars which the excited crowds hardly noticed. Twenty-seven failed to finish.

The battle was renewed in the 1937 race but now Bira used a 2.9-litre Maserati, Mays an E.R.A. enlarged to 2-litres, and this time Mays was the faster, leading by a length, two lengths, one length, lap after lap until, at 26 laps the Maserati came to rest with clanking engine and boiling radiator, its great race run. The distance had been shortened to 60 laps (202 miles) with three channels, but the slaughter was up to standard. Twenty cars followed John Cobb's 4-litre Sunbeam round the circuit in the 'rolling start'. Four finished within the time limit—E.R.A. of 2 litres (Mays, at only 82.3 mph), 1½-litre Maserati (Johnny Wakefield, 3½ minutes behind), 1,100-cc M.G. Magnette (Billy Cotton and W. E. Wilkinson) and 1½-litre E.R.A. (Arthur Dobson). Still running were Humphrey Cook's E.R.A., four laps behind, Ian Nickols's 750-cc M.G. and a pair of Magnettes.

It may be wondered why, at this time, the entry for these excellent races was composed of the voituettes (E.R.A., Maserati, Riley, M.G. Magnette and so forth) matched with second rate and out of date ex-Grand Prix machinery (Maserati, Alfa Romeo, Bugatti) at

a time when the racing world was agog, if not aghast, at the performance of the Grand Prix Mercedes, Auto Union, Alfa Romeo and the rest. The answer is that although this was an International race in name, the age of high starting money had arrived and the expense involved in bringing first-class foreign talent across Europe and over the Channel, for a race of 2½ hours, was utterly outside the resources of the club. On the other hand, the Trophy Race had attained such prestige that in 1937 the Brooklands authorities invited the club to stage the race on August Bank Holiday, usually an important B.A.R.C. meeting, and the J.C.C. was the first (and only) club to be paid so high a compliment. The B.A.R.C., too, was in much the same boat and knew well that the International Trophy would be a greater draw than the traditional Bank Holiday programme of short, handicap races which were already losing their appeal to the public. It had been intended to stage the race at Donington, but this invitation, coupled with the fact that the handicap-channel system could not be operated on a pure road circuit of normal highway width, decided the club to organize the race as usual at Brooklands track. There were, in fact, 32 entries, but a high proportion of non-starters, including Count Carlo Trossi (Maserati) and little Gino Rovere (Maserati), the only foreign entries.

These were the awards:

Winner: Raymond Mays—£250 presented by the Junior Car Club (which, after all, was £100 per hour); £30 from S. Smith and Sons (M.A.) Ltd., for leading the race at 15, 30 and 45 laps; Lord Wakefield's £100 Trophy; the S.M.M. and T. Annual Challenge Trophy, the Mobiloil Trophy (Vacuum Oil Co. Ltd.) and the Clement Talbot Ltd. Trophy for the winner in Group 2.

Second: Johnny Wakefield—£100 (J.C.C.) and Vacuum Co. trophy.

Third: Billy Cotton—£50 and trophy (J.C.C.); £100 from Joseph Lucas Ltd. for the first British car to finish; Vacuum Oil Co. Trophy and, for the winner in Group 1, the Car Mart Ltd. Trophy.

Fourth: Arthur Dobson—£25 (J.C.C.), Charles Follett Trophy and Vacuum Trophy.

Humphrey Cook—entrant of the winning team (E.R.A.): the annual M.G. Car Co. Challenge Trophy, with miniature replicas to the drivers concerned (Mays, Dobson and Cook).

In 1938 part of the new Campbell road circuit was used, giving a lap of 3·4 miles to be covered 60 times, 204 miles. The cars raced down the Finishing Straight towards the Fork, took a U-turn into the return parallel of the Campbell Circuit, turned right on reaching

the Members Banking, went through the handicap channels (three again) at the Fork, and continued round the Byfleet Banking, up the Railway Straight and right-handed into the Finishing Straight again. It was in this race that the Frenchman, Joseph Paul (4.3-litre Delage) rammed from behind by Lace's Talbot, when Paul's car was already on fire, crashed into the crowd with tragic results.

There was a foreign element, composed of French sports-racing cars which were now eligible for Grand Prix racing under the Formula admitting engines up to 4½ litres unsupercharged but quite outclassed against the 3-litre supercharged variety. In addition to the unfortunate Joseph Paul (who escaped without serious burns, but demented by the chaos around him) were Louis Gerard (3-litre Delage) and Jacques Viale (3.5-litre Delahaye) adding an almost forgotten European flavour. Against this not very formidable array were the usual elderly (but beautifully tuned) Alfa Romeos and Maseratis and the voiturettes—E.R.A., Riley, M.G. and Maserati.

Once again Raymond Mays led for the first 40 laps with an easy half-minute or more. He stopped for the scheduled refuelling, but a dozen laps later the engine began to stammer and he was in again, fitting new plugs in the hope the fault lay there. It did not, for thereafter he raced on five out of six cylinders. Bira (Maserati) who had hounded him all the way, went out with broken transmission and into the lead sailed young Percy Maclure, the well-known trier, cool, polished and never equipped with a fast enough car. His Riley chassis was made to take various sizes of engine, this time 1,738 cc, unsupercharged, and had André-Girling independent front suspension as a concession to the modern trend. He ran his race non-stop, relying on a big reserve tank and a good fuel consumption. There were five laps left when Bira packed up for the day. Lap by lap Mays slashed away the seconds between himself and Maclure, in spite of his drop in rpm. His vizor was smothered in oil. He could hardly see the course. With two laps to go he was 2 seconds behind. On the last lap Maclure kept grimly on, refusing to panic, wondering when the E.R.A. would streak past him. It could not. Mays closed to six lengths and could do no more. Once again he lost by one second, behind a jubilant Maclure who had at last won a major event. On this slower circuit he had averaged 84.56 mph. Only four cars came in on that lap, ten more were flagged off, nine retired.

This splendid series came to its end in May of 1939 when the rumbling of war was still merely the murmur of a distant sea. Once again Mays (E.R.A.) and Bira (2.9-litre Maserati) met, both with

an eye on young Maclure's astonishing Riley which, they knew, was to run non-stop, a thing they could not do. In fact, Mays had his first stop within 3 minutes of the start and retired on the sixth lap with oil pump trouble, leaving Bira in the lead, chased by Reggie Tongue's new 4-cylinder 16-valve Maserati, and Maclure. After 11 laps Maclure went into the lead but was soon in trouble and fell back, to retire at last with broken transmission. Bira whipped past Tongue and, after the fuel stops, remained ahead, and Leslie Brooke (Brooke Special, 1,725 cc) unsupercharged and running non-stop, snatched second place during the pit stops and held it through squalls of rain that suddenly swept the circuit. They finished in that order, Bira at only 77.25 mph, Brooke 1 minute 23 seconds behind, Tongue 23 seconds behind, and no one else was on that lap with them. Twenty-one cars took the field, ten left it. And the International Trophy, one of the finest series seen at Brooklands, passed into history, adding lustre to the prestige of the J.C.C. for all time.

THE DOUBLE TWELVE HOURS

BROOKLANDS

1929 (*Index of Performance Handicap*)

- 1 Giulio Ramponi (1,500-cc Alfa Romeo), 1,822.3 miles, 76 mph
- 2 Sir Ronald Gunter—S. C. H. Davis (4½-litre Bentley), 1,951.2, 81.39 mph
- 3 F. J. Clarke—Vincendon (1,100-cc Salmson), 1,430.3, 67.95 mph
- 4 Boris Ivanowski (Alfa Romeo), 1,752.8, 73.04 mph
- 5 A. C. Bertelli—J. Bezzant (1,500-cc Aston Martin), 1,664.7, 69.36 mph
- 6 Hon. Brian Lewis—H. Wood (Riley), 1,525.2, 63.55 mph
- 7 J. Shaw—J. P. Turner (Lea-Francis)
- 8 W. H. Green—E. L. Meeson (Lea-Francis)
- 9 A. Hollidge—G. A. W. Laird (Studebaker)
W. M. Couper (Lagonda) tie
- 11 W. B. Scott—Mrs. Scott (Bentley)
- 12 E. Fronteras—K. Thom (Alfa Romeo)

1930 (*Class handicap*)

- 1 Woolf Barnato—Frank Clement (6½-litre Bentley), 2,080.3 miles, 86.68 mph
- 2 S. C. H. Davis—Dunfee (6½-litre Bentley), 2,056.4 miles, 85.68 mph

- 3 C. R. Whitcroft—H. C. Hamilton (1,100-cc Riley), 1,679·1, 69·96 mph
- 4 A. C. Bertelli—N. Holder (1,500-cc Aston Martin), 1770·3, 73·76 mph
- 5 Count Lurani—K. Thom (1,500-cc Alfa Romeo), 1,778·9, 74·25 mph
- 6 Mrs. Scott—E. M. Thomas (1,100-cc Riley), 1,611·5, 67·27 mph
- 7 A. Waite—Earl of March (Austin Seven)
- 8 B. Ivanowski—G. Eyston (1,750-cc Alfa Romeo)
- 9 Sharman—Stone (2-litre Lagonda)
- 10 F. S. Barnes—J. D. Barnes (Austin Seven)

1931 (*Performance Formula Handicap*)

- 1 Earl of March—C. S. Staniland (M.G. Midget), 601 laps, 65·62 mph (1,574·9 miles)
- 2 R. Gibson—L. Fell (M.G. Midget), 595 laps, 64·94 mph
- 3 H. C. Hamilton—S. V. Holbrook (M.G. Midget), 579 laps, 63·21 mph
- 4 H. D. Parker—G. K. Cox (M.G. Midget), 575 laps, 62·81 mph
- 5 N. Black—C. W. Fiennes (M.G. Midget), 572 laps
- 6 A. C. Bertelli—J. Bezzant (Aston Martin), 683 laps, 74·65 mph
- 7 Miss V. Worsley—R. Latham Boote (Austin), 549 laps, and
E. C. H. Randall—H. H. B. Beacon (Austin), 549 laps
- 9 G. Poppe—J. D. Barnes (Austin), 625 laps, 68·24 mph
- 10 T. Rose Richards—J. Cobb (Talbot), 727 laps, 79·29 mph (1,902·9 miles)
- 11 W. H. Green—S. F. Barnes (Austin), 600 laps
- 12 B. E. Lewis—J. S. Hindmarsh (Talbot)

THOUSAND MILES RACE, 1932

TWO-DAY RACE. 200 laps each day. *On Class handicap*

- 1 Mrs. E. M. Wisdom—Miss Joan Richmond (1,100-cc Riley) 400 laps, 84·41 mph
- 2 A. O. Saunders-Davies—H. F. Woolfe (3-litre Talbot), 95·43 mph
- 3 Norman Black—R. Gibson (750-cc M.G.), 75·5 mph
- 4 Hon. Brian Lewis—John Cobb (3-litre Talbot), 93·86 mph
- 5 C. R. Whitcroft—E. McClure (1,100-cc Riley), 81·4 mph
- 6 J. R. Jeffress—Cyril Paul (750-cc M.G.), 73·99 mph
- 7 T. E. Rose-Richards—H. F. Woolfe (3-litre Talbot), 91·23 mph
all at 400 laps. No other finishers

1ST INTERNATIONAL TROPHY, 1933

BROOKLANDS, with separate handicap channels for each class

100 laps, 250 miles

- 1 Hon. Brian Lewis, 2·3 Alfa Romeo, 2 : 58 : 12, 88·07 mph
- 2 E. R. Hall, 1,100-cc M.G., 3 : 9 : 37·4, 82·77 mph
- 3 Mrs. E. M. Wisdom, 1,100-cc M.G., 3 : 13 : 14, 81·24 mph
- 4 Lord Howe, 1,100-cc M.G., 3 : 16 : 41, 79·81 mph
- 5 Charles Goodacre, 750-cc Austin, 3 : 21 : 9·4, 78·03 mph
- 6 J. D. Barnes, 750-cc Austin, 3 : 31 : 49·6, 74·09 mph
- 7 Henken Widengren, 1,100-cc Amilcar, 3 : 33 : 8·6, 73·63 mph
- 8 L. P. Driscoll, 750-cc Austin, 3 : 36 : 4·2

Fastest lap

Sir Malcolm Campbell, 4-litre Sunbeam, 92·7 mph

Whitney Straight, 2½-litre Maserati, 92·7 mph

2ND INTERNATIONAL TROPHY, 1934

- 1 Whitney Straight, 2·9 Maserati, 2 : 55 : 8, 89·62 mph
- 2 Hon. Brian Lewis, 2·9 Maserati, 2 : 55 : 12, 89·59 mph
- 3 T. E. Rose-Richards, 2·3 Bugatti, 2 : 59 : 7, 87·62 mph
- 4 Cyril Paul, 1,633-cc Riley, 3 : 2 : 24·4, 86·05 mph
- 5 The Earl Howe, 2·3 Bugatti, 3 : 2 : 42, 85·91 mph
- 6 Kaye Don, 2·3 Alfa Romeo, 3 : 3 : 39·6, 85·46 mph
- 7 John Cobb, 2·3 Alfa Romeo, 3 : 3 : 40, 85·45 mph
- 8 Charles Dodson, 1,087-cc M.G., 3 : 4 : 56, 84·87 mph
- 9 Norman Black, 1,087-cc M.G., 3 : 6 : 3·6, 84·36 mph
- 10 E. R. Hall, 1,087-cc M.G., 3 : 10 : 8, 82·55 mph

3RD INTERNATIONAL TROPHY, 1935

- 1 Luis Fontes, 2·3 Alfa Romeo, 3 : 0 : 31, 86·96 mph
- 2 Fred Dixon, 1,986-cc Riley, 3 : 2 : 59, 85·76 mph
- 3 E. R. Hall, 1,087-cc M.G. 3 : 3 : 53, 85·37 mph
- 4 T. H. Wisdom—Mrs. Wisdom, 1,808-cc Riley, 3 : 6 : 30,
84·15 mph
- 5 R. O. Shuttleworth, 2·9 Alfa Romeo, 3 : 7 : 4, 83·91 mph
- 6 Sir Malcolm Campbell—W. G. Everitt, 746-cc M.G., 3 : 9 : 9,
82·96 mph
- 7 Miss Doreen Evans, 746-cc M.G., 3 : 14 : 43
- 8 G. F. A. Manby-Colegrave—R. Featherstonhaugh, 1,087-cc
M.G., 3 : 16 : 5
- 9 H. G. Dobbs, 1,808-cc Riley, 3 : 16 : 30
- 10 Raymond Mays—T. E. Rose-Richards, 1,980-cc E.R.A.,
3 : 16 : 45

1935 INTERNATIONAL TROPHY

TO THE VICTORS THE SPOILS

Luis Fontes (First and leader at 50 laps). Wakefield Trophy, value £100, presented by Lord Wakefield of Hythe. £500 cash, presented by Lord Nuffield. S.M.M. and T. Trophy and replica. *The Motor Trophy*. Mobiloil Trophy (£50) presented by The Vacuum Oil Co. Ltd. £10 cash presented by S. Smith and Sons (M.A.), Ltd.

Fred Dixon (Second and winner, Group 2). £100 cash, presented the Dunlop Rubber Co. Ltd. £25 presented by Noel Rees. £10 presented by H. G. Henly. *The Autocar Trophy*. The Vacuum Oil Company prize.

E. R. Hall (Third, first all-British car to finish, leading British car at 25, 50 and 75 laps). Trophy and £50, presented by the Automobile Engineering Training College. £100 cash presented by Joseph Lucas Ltd. £25 presented by Donald Sessions and Co. Ltd. £25 presented by Clement Talbot Ltd. £30 presented by T. G. John. The Vacuum Oil Company prize.

Mrs. E. M. Wisdom (Fourth). Trophy and £25 presented by Charles Follett Ltd. The Vacuum Oil Company prize.

R. O. Shuttleworth (Fifth, winner Group 4). B.A.R.C. Trophy (£40). Jack Olding Trophy (£25). The Vacuum Oil Company prize.

Sir Malcolm Campbell (Sixth). J.C.C. Trophy (£30). The Vacuum Oil Company prize.

Miss Doreen Evans (Seventh and winning team). J.C.C. Trophy (£20). The Vacuum Oil Company prize. Team Challenge Trophy replica, presented by the M.G. Car Company.

G. F. A. Manby-Colegrave (Eighth). J.C.C. Trophy (£10). The Vacuum Oil Company prize.

Donald Letts (winning team). Team Challenge Trophy replica.

Kenneth Evans (winning team). Team Challenge Trophy replica.

T. A. S. O. Mathieson (leader at 15 laps). £10 presented by S. Smith and Sons (M.A.) Ltd.

H. W. Cook (leader at 30 laps). £10 presented by S. Smith and Sons (M.A.) Ltd.

INTERNATIONAL TROPHY, 1936

ENTRY LIST (S—supercharged, U/s—unsupercharged)

Group 1

750 cc S and 1,100 cc U/s

Austin (S): three factory entries; George Abecassis

M.G. (S): A. R. Samuel; Ian Connell; Denis Evans; R. C. Fleming; Miss Doreen Evans; Douglas Briault; Kenneth Evans

Riley (U/s): Percy Maclure

Group 2

1100 cc S and 1,750 cc U/s

Riley (U/s): two factory entries; Fred Dixon; Arthur Dobson;
R. J. W. Appleton (Appleton-Riley)

Alta (S): Lord Avebury

E.R.A. (S): Arthur Dobson

Rapier (Lagonda) Special (S): Roy Eccles

Amilcar (S): F. J. Monkhouse

M.G. (S): J. H. T. Smith

Group 3

1,500 cc S and 2,750 cc U/s

E.R.A. (S): three factory entries; G. F. A. Manby-Colegrave;
'B. Bira'; J. D. Benjafield; Peter Whitehead; Denis Scribbans;
Norman Black and Tom Wisdom; Arthur Dobson

Maserati (S): Christian Kautz; E. K. Rayson

Alta (S): A. J. Cormack

Bugatti (S): A. Esson Scott

Frazer-Nash (S): A. F. P. Fane

Riley (U/s): Fred Dixon; H. G. Dobbs

Derby (S): Douglas Hawkes

Group 4

2,750 cc S and unlimited U/s

Alfa Romeo (S): A. P. Hamilton; A. Powys-Lybbe; R. S. Wilkins

Bugatti (S): Ronald Jarvis

Duesenberg (U/s): J. Street

Maserati (S): H. Rose

Group 5

Over 2,750 cc S

Alfa Romeo: C. S. Staniland

Bugatti: Lindsay Eccles

Maserati: Austin Dobson

4TH INTERNATIONAL TROPHY, 1936

250 miles. 100 laps. Five handicap channels

- 1 'B. Bira', 1,500-cc E.R.A., 2 : 52 : 29, 91 mph
- 2 Raymond Mays, 1,500-cc E.R.A., 2 : 52 : 30
- 3 H. G. Dobbs, 1,985-cc Riley, 2 : 55 : 37
- 4 H. Rose, 2,700-cc Maserati, 2 : 58 : 6
- 5 G. F. A. Manby-Colegrave and R. E. L. Featherstonhaugh,
E.R.A., 3 : 1 : 5
- 6 Charles Brackenbury, 1958-cc Riley, 3 : 1 : 32
- 7 A. P. Hamilton, 2.3 Alfa Romeo
- 8 A. Von der Becke, 1,748-cc Riley
- 9 Pat Fairfield, 1,100-cc E.R.A.
- 10 Cyril Paul, 1,500-cc E.R.A.
- 11 Chris Staniland, 2.9 Alfa Romeo

SCORE BOARD (100 laps)

<i>10 laps</i>		<i>60 laps</i>	
1	Bira (E.R.A.), 88.6 mph	1	Bira, 90.5 mph
2	Hamilton (Alfa Romeo), 2 seconds	2	Mays, 8 seconds
3	Dobbs (Riley), 3 seconds	3	Dobbs, 74 seconds
<i>20 laps</i>		<i>70 laps</i>	
1	Dobbs, 89.48 mph	1	Mays, 90.2 mph
2	Bira, 1 second	2	Bira, 9 seconds
3	Mays (E.R.A.), 4 seconds	3	Dobbs, 90 seconds
<i>30 laps</i>		<i>80 laps</i>	
1	Bira, 90.03 mph	1	Mays, 90.64 mph
2	Mays, 4 seconds	2	Bira, 30 seconds
3	Dobbs, 11 seconds	3	Dobbs, 3 minutes
<i>40 laps</i>		<i>90 laps</i>	
1	Bira, 90.33 mph	1	Mays, 91.06 mph
2	Mays, 2 seconds	2	Bira, 30 seconds
3	Dobbs, 20 seconds	3	Dobbs, 2 minutes 57 seconds
<i>50 laps</i>		<i>100 laps</i>	
1	Bira, 90.7 mph	1	Bira, 91.0 mph
2	Dobbs, 44 seconds	2	Mays, 1 second
3	Rose (Maserati), 77 seconds	3	Dobbs, 3 minutes 7 seconds

5TH INTERNATIONAL TROPHY, 1937

BROOKLANDS with handicap channels (60 laps, 202 miles)

- 1 Raymond Mays, 1,980-cc E.R.A., 2 : 27 : 23, 82.3 mph
- 2 J. P. Wakefield, 1,500-cc Maserati, 2 : 31 : 7
- 3 W. E. Cotton—W. E. Wilkinson, 1,100-cc M.G. Magnette,
2 : 31 : 46.2
- 4 Arthur Dobson, 1,500-cc E.R.A., 2 : 43 : 11.4, 74.33 mph

SCORE BOARD

<i>Lap 1</i>	<i>Lap 30</i>
Mays, E.R.A.	Mays, 84.55 mph
Bira, Maserati	Cotton, M.G.
Parnell, M.G.	Wakefield
<i>Lap 10</i>	<i>Lap 40</i>
Mays, 83.28 mph	Mays, 85.01 mph
Bira	Wakefield
Parnell	Cook, E.R.A.
<i>Lap 20</i>	<i>Lap 50 (10 to go)</i>
Mays, 84.25 mph	Mays, 82.53 mph
Bira	Wakefield
Wakefield (Maserati)	Cook
	Cotton
	Wilson (M.G.)

6TH INTERNATIONAL TROPHY, 1938

*1 lap: 3.4 miles. Distance: 60 laps, 204 miles. Road and track circuit
Handicap Channels (Three Classes)*

- 1 Percy Maclure, 1,738-cc Riley U/s, 2 : 23 : 46, 84.36 mph
- 2 Raymond Mays, 1,748-cc E.R.A., 2 : 23 : 47.2
- 3 Norman Wilson, 1,092-cc E.R.A., 2 : 30 : 53.8
- 4 J. H. T. Smith—W. Esplen, 1,087-cc M.G. Magnette,
2 : 33 : 23, 78.96 mph

Group Winners

- Group 1 Percy Maclure, Riley
- 2 Raymond Mays, E.R.A.
- 3 A. P. Hamilton, Alfa Romeo

Fastest 'Veteran Car' (raced prior to 1937)

J. H. T. Smith, M.G. Magnette

Nominated Team Prize

W. G. Everitt (M.G.), J. H. T. Smith (M.G.), P. Maclure (Riley)

Non-starters

Mrs. E. M. Thomas (2.9 Alfa Romeo), C. S. Staniland (2.9 Multi Union), R. E. Tongue (E.R.A.), R. Hanson (Maserati), A. Powys-Lybbe (Talbot-Darracq), F. R. Gerard (Riley).

SCOREBOARD

<i>10 Laps</i>	<i>30 Laps (Half-distance)</i>
Mays, 1,748-cc E.R.A., 83.18 mph	Mays, 84.93 mph
Bira, 2.9 Maserati, 13.6 seconds	Bira, 49.2 seconds
Howe, 1,500-cc E.R.A.	Maclure, 1,738-cc Riley
<i>20 Laps</i>	<i>40 Laps</i>
Mays, 84.46 mph	Mays, 85.2 mph
Bira, 29.8 seconds	Bira, 70 seconds
Howe	Maclure
<i>50 Laps</i>	
Bira, 84.53 mph	
Maclure, 43.4 seconds	
Mays	

THE VITAL PIT STOPS

Race started at 3 p.m.

- 4.42 p.m. Mays refuels, changes both rear wheels, 60 seconds
- 4.54 p.m. Mays changes a plug in 60 seconds, loses the lead
- 5.10 p.m. Bira refuels when leading, in 30 seconds
- 5.12 p.m. Bira retires, broken back axle
- 5.37 p.m. Wilson runs out of fuel 100 yards from the line 14 minutes after Maclure has won, refuels and finishes third
- 5.40 p.m. Smith blows up on his dash for the finishing flag and crosses the line in a cloud of smoke with a rattling engine

7TH (and Final) INTERNATIONAL TROPHY, 1939

May 6. 60 laps. 204 miles. Road and Track Circuit with Handicap channels

- 1 'B. Bira', 2.9 Maserati, 2 : 37 : 1, 77.25 mph
- 2 Leslie Brooke, 1,725-cc Brooke Special, 2 : 38 : 24
- 3 R. E. Tongue, 1,500-cc Maserati, 2 : 38 : 47
- 4 Kenneth Evans, 2.9 Alfa Romeo, 59 laps

- 5 Robin Hanson, 1,500-cc E.R.A., 58 laps
- 6 Ian Nickols, 1,100-cc M.G. Magnette, 57 laps
- 7 Hon. Peter Aitken, E.R.A., 56 laps
- 8 Norman Wilson, 1,100-cc E.R.A., 55 laps
- 9 R. E. Ansell—C. Brackenbury, E.R.A., 54 laps
- 10 Billy Cotton—W. E. Wilkinson, E.R.A., 54 laps
- 11 Reg Parnell, 4.9 B.H.W., 52 laps

The first three were winners in their respective groups.

Nominated Team Prize

Brooke, Aitken, Ansell

SCORE BOARD

<i>10 laps</i>		<i>30 laps</i>	
1 Bira (Maserati), 80.6 mph	1 Maclure, 81.4 mph	2 Bira, 21 seconds	
2 Maclure (Riley), 2.2 seconds	2 Brooke (Brooke Special)	3 Brooke (Brooke Special)	
3 Tongue (Maserati), 5 seconds	3 Brooke (Brooke Special)	29 seconds	
<i>20 laps</i>		<i>40 laps</i>	
1 Tongue, 82.2 mph	1 Bira, 77.95 mph	2 Brooke, 80 seconds	
2 Maclure, 43.4 seconds	2 Brooke, 80 seconds	3 Evans (Alfa Romeo),	
3 Whitehead (E.R.A.),	3 Evans (Alfa Romeo),	152 seconds	
46.2 seconds			
<i>50 laps</i>			
1 Bira, 78.1 mph			
2 Brooke, 95.6 seconds			
3 Tongue, 146.6 seconds			

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