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# newsletter

A DAVID BROWN PUBLICATION

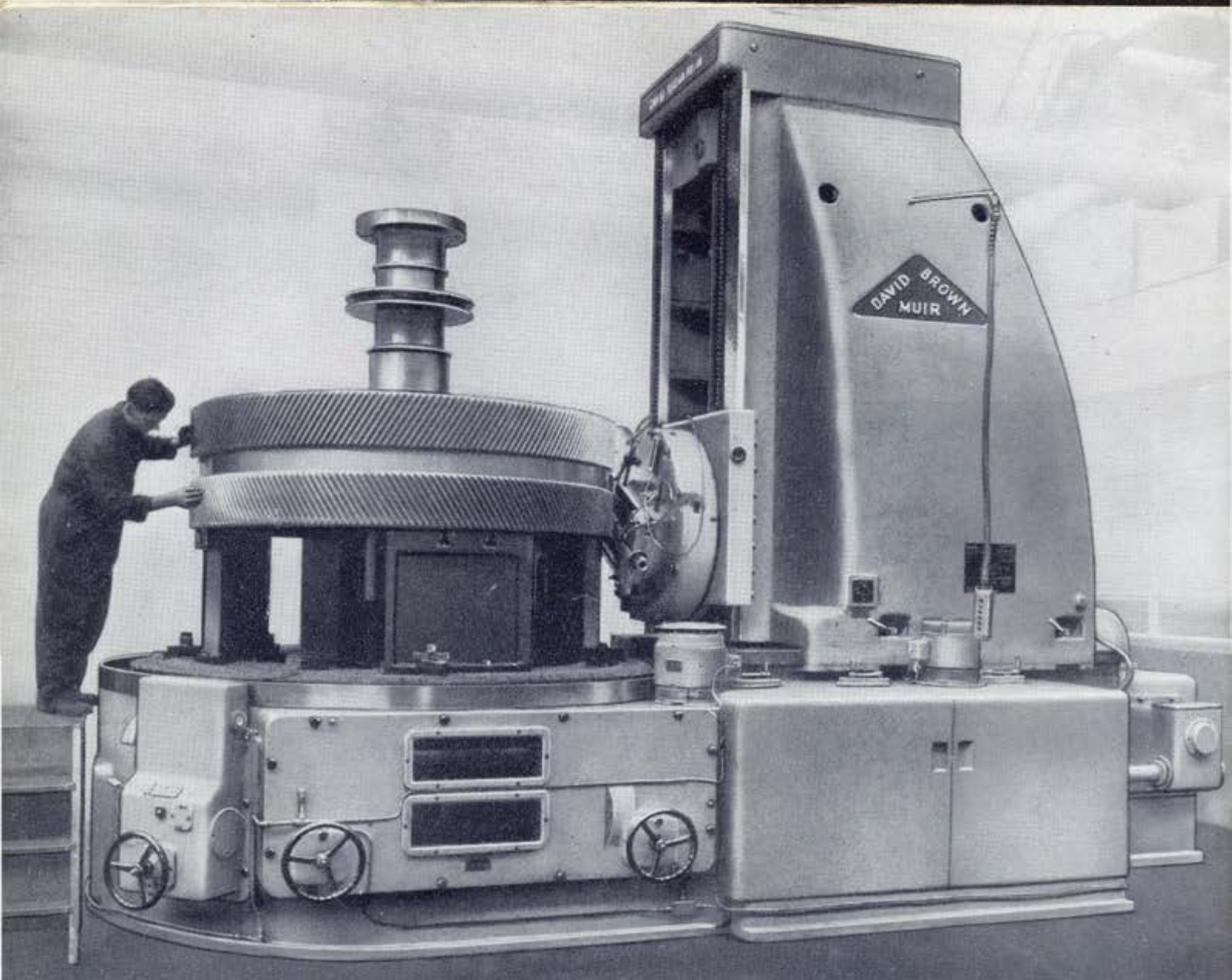
AUGUST, 1953

VOL. 5 NO. 8



CIRCULATION 10,000

ASTON MARTIN - 1, 2, 3



## Grade "A" Craftsmanship

*This 100 in. turbine gear hobber, first of a new standard range of large machines built by David Brown Machine Tools Ltd. to exacting limits of accuracy demanded by the British Standards Specification 1498/1948 (Grade A), is pictured above in production in the temperature-controlled shop at David Brown and Sons (Huddersfield) Ltd.*

*Weighing 50 tons, this machine will cut turbine gears from 28 in. to 100 in. diameter. In view of the wide range of gears within its cutting capacity, the machine is designed so that part of the table load is counter-balanced by hydraulic pressure, which can be adjusted to suit individual gears.*

*The machine has no less than eight driving motors, including an emergency set to be used in case of a power failure. In the event of such a failure the drive can be switched to a secondary source, e.g. a battery set, to ensure uninterrupted cutting.*

# newsletter

**AUGUST, 1953**

*A David Brown Publication*

**Vol. 5 No. 8**

DAVID BROWN AND SONS (HUDDERSFIELD) LTD.  
THE DAVID BROWN FOUNDRIES COMPANY  
THE DAVID BROWN TOOL COMPANY  
THE KEIGHLEY GEAR COMPANY  
THE COVENTRY GEAR COMPANY  
DAVID BROWN-JACKSON LTD.  
DAVID BROWN GEARS (LONDON) LTD.  
DAVID BROWN MACHINE TOOLS LTD.  
DAVID BROWN TRACTORS (ENGINEERING) LTD.  
ASTON MARTIN LTD.  
LAGONDA LTD.

## **SALES ORGANISATION**

THE DAVID BROWN CORPORATION (SALES) LTD.,  
INCORPORATING:  
ASTON MARTIN DIVISION  
AUTOMOBILE GEARBOX DIVISION  
COVENTRY GEAR DIVISION  
FOUNDRIES DIVISION  
GEAR WORKS DIVISION  
JACKSON DIVISION  
KEIGHLEY GEAR DIVISION  
LAGONDA DIVISION  
LONDON GEAR DIVISION  
MACHINE TOOLS DIVISION  
TOOL DIVISION  
TRACTOR DIVISION  
TRACTOR DIVISION, SCOTTISH BRANCH

## **OVERSEAS COMPANIES**

ASSOCIATED COMPANIES IN AUSTRALIA,  
CANADA, EIRE AND SOUTH AFRICA

## **NEXT ISSUE**

*The next issue of NEWSLETTER will be distributed on 11th September. Closing date for contributions will be Monday, 24th August. Copy received after that date cannot be guaranteed inclusion.*

## *This Month's Cover*

*There was great excitement in the Aston Martin pit at Silverstone on July 18th after the three works cars had taken first three places in the Sports Car Race. The Managing Director, Reg. Parnell (who won the 105-mile race at an average speed of 89.41 m.p.h.), mechanics and supporters, congratulate Roy Salvadori (second) as he draws into the pit. (Story on page 17.)*





*A fine aerial view of the Royal Show at Blackpool, with the David Brown stand the star attraction.*

## Blackpool's First Royal

**I**T was Lancashire's turn to provide the venue for this year's Royal Show, and with an eye, no doubt, to "gate" receipts, Blackpool was accorded the honour of staging "the greatest agricultural show on earth". Although Lancashire has had nine Royal Shows, this was the first time that Blackpool had been selected as the site. From the results achieved, one would imagine that it will not be the last.

Thanks to our fickle weather, the Show got away to an exceedingly rough start. After a fortnight of perfect summer weather, black clouds swept in from the sea 48 hours before the Show was due to open. A strong wind sprang up and in quick time the 130-acre site was being lashed with driving rain.

All this placed a severe strain, not only on the acres of canvas and temporary buildings in various stages of erection, but also on the small army of workmen who were working against time

to apply the finishing touches to their individual creations. Gale damage in the canvas quarter was considerable, and many of the wood and scaffolding fraternity had their anxious moments. Indeed, when dawn broke on the day before the Show, the occupiers of the next site to David Brown's found that half their stand had literally "gone with the wind".

By good management, or good luck, or possibly a combination of both, the David Brown edifice, as gay and attractive as ever with its egg-shell blue paintwork, red and white awnings, masses of magnificent flowers, gleaming red tractors and implements, came through unscathed, though not without a certain amount of judicious shoring-up here, tightening up there, and a general consolidation all round.

Fortunately for everybody's peace of mind, the weather relented somewhat at the eleventh hour and when the Show opened on Tuesday, the sun

broke through and shone brilliantly until teatime, when the forecast of "scattered showers" became an unwelcome reality.

However, Blackpool atoned for its unkindly welcome by providing attendance figures which, in view of the weather, must be considered extremely satisfactory. Among the visitors on the first and second days was H.R.H. the Princess Royal.

The recent outbreak of foot and mouth disease in Cheshire had its effect on livestock entries, and swine fever restrictions kept a number of pig entries away. In general, however, the number and quality of entries was highly satisfactory.

Farming machinery occupied no less than 72 of the showground's 134 acres, and was one of the most comprehensive exhibitions of modern agricultural engineering the Royal has ever seen.

Amidst all this competition the David Brown display stood out like . . . well, like Blackpool Tower. Apart from the decorative qualities of the stand there were three new and three improved tractors, which visitors to the Royal were seeing for the first time, apart from three newly-approved associated implements, namely the Sigmund and Mono pumps and the Watson crop sprayer.

As at the recent Bath and West and Royal Highland shows, the tractor that everyone wanted to see was the new David Brown 25 lightweight tractor, which has proved so successful since it was launched in April. The original intention was to set aside part of the stand area as a miniature demonstration site, in which a David Brown 25 was to be put through its paces by a works demonstrator, and visitors invited to drive the tractor themselves.

This David Brown demonstration ring was a feature at both the Bath and West and the Royal Highland shows, where it proved extremely popular. Unfortunately, the Royal Show organisers declined to approve the idea and the stand layout had to be amended accordingly.

### Kane—Johnston Expedition

In one respect this was fortunate, because it enabled us to find room on the stand for an "exhibit" which, from a publicity angle, practically stole the show. We refer, of course, to the now famous David Brown 30C tractor and trailer caravan in which two young married couples, Tom and Judy Kane and Roderick and Joan Johnston, are at this moment travelling through France on their 16,000-mile trek to Australia (for details see last month's *NEWSLETTER*).

These modern-style "Overlanders" whose intention is to drive from the Royal Show, Blackpool to the Royal Show, Sydney, had hoped to occupy a stand of their own at Blackpool. Their application for space was too late but finally they were allowed to accept our invitation to park their attractive equipte on the David Brown site, where they were able to test the living accommodation before setting out on their great adventure.

Their journey actually started from our Meltham factory whence Tom, Judy and Roderick collected the caravan and trailer on the Sunday before the Royal Show opened. Travelling in easy stages they completed the 65 mile journey to Blackpool in about four hours' travelling time—an excellent performance on the part of the tractor in view of the size (16 ft. long) and weight (about 2½ tons) of the caravan.

*The David Brown display, outstanding in a particularly attractive show.*





*Outside Australia House, London, the Hon. Sir John Lienhop, Agent-General for Victoria, gives the voyagers a warm send-off. On the left is Mr. M. H. V. John, of Stephenson Developments (Huddersfield) Ltd., makers of the caravan. Next to him is Mr. J. Stirling, of our Aston Martin division.*

On arrival at Blackpool on Monday afternoon they were accorded the honour of an official reception by the Mayor and Mayoress (Councillor and Mrs. Edwin Smith). Talbot Square was crowded with sightseers as the tractor-caravan, with police escort, swept into its reserved parking space in front of the Town Hall. After the Mayor and Mayoress had inspected the tractor and caravan, now bedecked with the national flags of all eighteen countries to be traversed en route, the three adventurers were invited into the Mayor's Parlour for a drink and a chat. Arrangements were also made for an official send-off from the Royal Show later in the week.

And so to the showground, where the entourage took up its position on the David Brown stand. Unfortunately, on arrival it was discovered that several of the national flags were missing from their brackets on the caravan roof—they had obviously been swept off by an overhanging branch somewhere along the route. An S.O.S. to the Blackpool police failed to produce the missing flags, and a new set had to be obtained.

During the period of the Show, a constant stream of visitors and sightseers came to inspect the tractor and caravan and to wish the travellers luck. Reporters and cameramen were well to the fore, of course, and on Thursday, Tom, Judy and Rod had the thrill of broadcasting direct to Australia (Rod's native country) and to America (where Tom's home is) over the B.B.C.'s overseas service in a recorded interview with B.B.C. commentator Alastair Dunnett. The broadcast was transmitted to Tom Kane's home town station at Worcester, Massachusetts and this gave him the opportunity of introducing his wife, Judy, to his family and friends, none of whom have met her yet.

In between all these excitements, Judy somehow found time to buy and fit some curtains for the caravan and the two men busied themselves making final adjustments to their mobile headquarters.

Acting on advice from overseas experts they also decided to have a petrol engine fitted in the tractor to replace the existing petrol/paraffin power unit, and thereby obviate the risk of low-grade fuel trouble in far distant places en route. With the co-operation of D.B.T. Service engineers the change-over was completed in quick time at the showground.

On Friday, last day of the Show, the three musketeers drove away in state from the David Brown stand to the Mayor's Pavilion, where they were given a civic send-off by the Mayors and Mayoresses of Blackpool and Preston. Incidentally, the Mayor of Blackpool gave them letters of introduction to the mayors (or equivalent) of over 40 towns through which the tractor and caravan party will pass.

And so, at mid-day, July 10th, the journey proper began. Driving via Preston, Manchester, Knutsford, Newcastle-under-Lyme, Stafford, Lichfield, Dunstable, and St Albans, they completed the 140-mile run to London in about 15 hours, driving through the night in relays and stopping only for meals.

Apart from the many last-minute arrangements which had to be made, one of the main reasons for this quick dash south was that Rod had an important date—a wedding date in fact with Miss Joan Mockett, who became Mrs. Johnston on July 15th. Needless to say she was automatically co-opted as a member of the crew for the rest of the trip.

Next highlight came on July 20th when the complete party drove down the Strand to Australia House where they were given yet another send-off, this time by the Hon. Sir John Lienhop, Agent-General for Victoria.

From Australia House their route led to Harwich, where they embarked for Holland, with eight months of adventure ahead. For further news of their progress, see next month's *NEWS-LETTER*.

# Incidentally . . .

## NEWS AND GOSSIP FROM NEAR AND FAR

### Food for Thought

Situated in beautiful surroundings about 11 miles north of Ripon, Swinton Conservative College was the venue of a week-end course from July 3rd to 6th which was attended by two Park Works representatives, Mr. Anderson Arkley (Heavy Fitting) and Mr. Harry Taylor (Tool Stores). Swinton Park, a mansion built in Tudor style, is the home of Lord Swinton. The extensive grounds include a deer park and woods, with a cricket pitch and hard tennis courts for energetic students. In addition to the attractive interior decorations, there is also a wonderful collection of pictures. A bar, canteen, and almost every indoor game are provided, while students' welfare is assured by well cooked food and comfortable beds.

The course which Mr. Arkley and Mr. Taylor attended consisted of eight half-hour lectures on "The background of Economics", "Practical Economic Questions", "Trade Union Problems", "The Social Services", "How to increase the National Wealth", "Methods of Taxation", "The Commonwealth and Empire", and "Britain's Trade and Financial Position". After each of the lectures, half an hour was allowed for questions and discussion. Though starting from different angles, all these lectures converged on the point that employers, management and employees must work together to increase production and the national wealth.

In a week-end of glorious weather, the students organised a coach outing to Fountains Abbey on the Saturday afternoon.

At the conclusion of the lectures, the principal declared that he did not care how a man voted provided that he thought before voting. Mr. Arkley and Mr. Taylor are firmly convinced that a course of this type is the best stimulus for thought.

### Holidays Savings

David Brown Machine Tools Ltd. holiday savings club made a record pay-out to employees of approximately £2,750 in mid-July.

*Right :*

*Mr. F. Whatmough presenting a wrist watch to Mr. Ernest Gillon, D.E.M., as a token of his workmates' affection on retirement after 37 years as a David Brown employee.*

### Salute to Service

At a gathering at the Woolpack Inn, Almondbury, a few weeks ago, workmates presented a wrist watch and cheque to Mr. Ernest Gillon, B.E.M., to mark his retirement after 37 years as a David Brown employee. *NEWSLETTER* readers will recall that Mr. Gillon, who was employed at Park Works for many years before transferring to Meltham, was awarded the British Empire Medal in the 1953 New Year Honours List in recognition of his service to industry. Up to the time of an illness a few months ago, he worked in the Gearbox Division.

Making the presentation, Mr. F. Whatmough said that everyone appreciated the fact that Mr. Gillon was proud of his David Brown associations, and he in turn was held in the highest esteem by his friends at Park Works and Meltham, a statement borne out by the large number present that evening. Mr. Whatmough concluded by saying that everyone hoped Mr. Gillon's health would continue to improve so that he could enjoy a well earned retirement.



## Aboard the "Circassia"

For members of David Brown and Sons (Huddersfield) Ltd. Foremen and Chargehands' Association, the outing on Saturday, June 27th was quite an event. Instead of visiting a works, the party had the novel experience of looking over the R.M.V. "Circassia", which was lying in the East Float Dock at Birkenhead.

At present engaged by the Anchor Line Shipping Company taking cargo and passengers to the Near East and Bombay, a trip lasting eighteen days for the single journey, the "Circassia" is a vessel of 11,000 tons, with a complement of 119 officers and men. She is a twin screw motor ship, each engine designed to develop 55,000 h.p. to attain maximum speed of 16 knots.

The orderliness and cleanliness of the ship was the most noticeable feature—everything was in its right place, and from bows to stern the brass, chromium and copper sparkled in the sun, as in fact did the polished floors of the three decks. The berths, with specially designed furnishings, white linen bed coverings and clean paintwork, suggested comfort and efficiency.

Accommodation is provided for 190 passengers, with such facilities as games room, ballroom and cocktail bar (alas, it was closed). These, the wireless room and equipment, and the control bridge were open to our inspection, together with the engines, compressors and pumps below decks. There again everything was spick and span, and a 2nd Engineer answered our many questions. We followed the 12 inch diameter propeller shafts along the hull of the ship, and noted how all available space was taken up by the storage of spares, tackle, etc.

On our way up to the main deck we were introduced to the chief baker and his steward in their kitchen. They were busy filling trays with dainty pastries and sandwiches which were later served to us on the promenade deck by eight white-coated Indian waiters.

We are grateful to the authorities of the Anchor Line Shipping Company for their generosity in affording us the opportunity of this visit, and are also indebted to Park Works Transport Supervisor Mr. L. S. Dyson for his help in arranging this very interesting trips.

R. Ray, Hon. Sec.

*Anchor Line's twin screw motor ship "Circassia", recently inspected at Birkenhead by members of the Park Works Foremen and Chargehands' Association.*



*A Park Gear Works partnership between Miss U. Whiteley and Mr. G. Iredale, both of the drawing office staff. (Photo: "Huddersfield Examiner").*

## Summer Outing

The annual summer outing of the works and staff of David Brown Machine Tools Ltd. took place on July 4th. Arrangements for the visit to Scarborough had been made by the Sports and Social Club, and a full day's sunshine helped to make the trip a great success.

A staff outing to Windermere, Carnforth and Morecambe has been organised to take place on August 29th, and the weather is asked to repeat its good behaviour.

## Ideas that Work

Awards made under the Tractor Group Suggestions Scheme since the last report include:

Sug. No.	£	s.	d.	Sug. No.	£	s.	d.	Sug. No.	£	s.	d.
1245D	2	10	0	1449	2	10	0	1491	10	0	0
1308	1	0	0	1460	2	10	0	1517	2	10	0
1389B	10	0	0	1479	10	0	0	1518	1	0	0
1399	10	0	0	1482	10	0	0	1534	2	10	0
1432	1	0	0	1483	1	0	0	1543	10	0	0
1447	2	10	0	1485B	2	10	0				

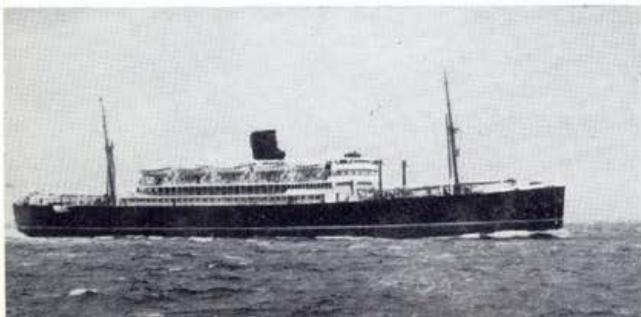
After a review of suggestions implemented during the quarter ending 30th June, the following special awards have been made:—

497	5	0	0	1344	50	0	0	1387	5	0	0
1485B	6	0	0								

From suggestions submitted by Park Gear Works employees during the past quarter, an award of £5 5s. has been made for Suggestion No. A.104, while Suggestion No. A.250 receives £2 2s. as the apprentice's quarterly award.

Other awards include:

A.333	2	10	0	A.351	10	0	A.141	10	0		
A.332	1	0	0	A.329	1	10	0	A.270	10	0	
A.334	10	0	0	A.256	1	0	0				



## For Drama Festival

The David Brown Tractors Amateur Dramatic Society have been selected to produce John Patrick's "The Hasty Heart" at the Craven Drama Festival, to be held at Skipton from November 9th to 14th. Among the Festival awards are the Irving Trophy, the Amateur Theatre Trophy and the Festival Producers' Trophy.

## West Country Exiles

On Thursday, July 16th, David Brown-Jackson Ltd. acted as hosts to the West of England Association in Manchester. This association comprises families from Devon, Cornwall, Wiltshire, Gloucestershire, Somerset and Dorset, who now live in the Manchester and Salford area and meet together from time to time. The party gathered in the staff canteen, and after a brief summary of the history of the company by Mr. G. Bustard, a tour of the works was made under the guidance of Mr. A. D. Jones, Mr. L. Thornton, Mr. W. Morton, Mr. A. Newsome and Mr. G. F. Mellor.

No language difficulties were encountered, and our guests were very appreciative of the facilities provided. At the conclusion of the visit the canteen staff served refreshments.

## Coventry Comforts

Extensions which have been in progress at The Coventry Gear Company for the past two years are now nearing completion, and the entire works and offices are at present being painted. The recently completed canteen has been pleasantly decorated, and the modern furniture and equipment has brought added comfort for all employees.

The Holiday Savings Club made its annual pay-out in July; thanks are due to F. K. Tedds and H. Cloves for the efficient way in which the fund has been administered.

Coventry sends congratulations to the Aston Martin team on their outstanding success at Silverstone.

## London Log

Those who travelled from David Brown Gears (London) Ltd. to attend the Gala at Meltham thank all concerned for the arrangements made on their behalf.

Our lunch-hour cricket matches, played on a concrete pitch, are a topic for discussion. The umpires are thick-skinned (they have to be to take all the bricks that are thrown at them); they are supposed to be neutral, but their decisions are taken in good fun. Our next match is "Old Uns" v. "Young Uns"—the veterans have put up their pensions as a side stake!

The annual works outing is taking place on August 22nd, and two coaches have been booked. Brighton is the destination, and we are expecting to have a good time irrespective of the weather.

Last month a party from the works paid a visit to the Adelphi Theatre to see the revue "London Laughs". Everyone voted this a good evening, which concluded with the group splitting up and viewing the Coronation decorations and lights.

We are pleased to hear that Mr. S. V. Moss, who used to contribute these monthly notes, is now out of hospital and progressing favourably, and also that our time-keeper, Mr. G. Beck, is on the road to recovery. We wish them both a speedy return to health.

R. J. Riches

## A Royal Visitor

H.R.H. the Duke of Kent, who visited our Automobile Division at Feltham some time ago, saw something of the backstage work of a racing team when he called at the Aston Martin pit during the recent "Daily Express" meeting at Silverstone. The Duke, who was accompanied by the Hon. Gerald Lascelles, showed keen interest in the works and the racing section.

## For the Record

David Brown (Canada) Ltd. have recently moved to new premises at 1550 O'Connor Drive, Toronto.

*It seems that Buck Ryan is an Aston Martin enthusiast, for a D.B.2 Saloon has recently been taking a prominent part in the "Daily Mirror" strip featuring this famous sleuth.*



# PICTURE PAGE

A MONTH-BY-MONTH PICTORIAL  
RECORD OF DAVID BROWN  
PRODUCTS AND PEOPLE



Thirty-seven miles north of Toronto, Canada's Sports Car Club's annual hillclimb was held at Rattlesnake Point. Snaking through the hairpin in this instance is Ian Sword's Aston Martin D.B.2, winner of the 2-3 litre class. ("Autosport" photograph).



Modern methods have eliminated much of the drudge and dirt which was once the lot of an industrial painter. This modern spray booth was recently installed in the Radicon Assembly Bay at Park Works, and the cloud of paint and dust particles which formerly enveloped the operator is no more. Fans draw such particles on to a screen, and a flow of water carries them into a tank, to be collected by scoops and deposited as waste. The water is then re-circulated by pumps.



*Roads were impassable and traffic was at a standstill during recent severe floods in Uruguay. In one place the difficulty was overcome by enlisting the aid of a David Brown tractor to tow cars and buses through the deepest part, and during the operation this photograph was taken by Messrs. Taran & Cia, agents on behalf of Uruguay distributors Barrere e Hijos.*

*X-ray plant was first installed in the laboratories of our Penistone foundries early in 1938, since when radiography has become an essential final inspection procedure on all steel castings for special purpose applications and for the examination of pilot or sample castings prior to bulk production. In this picture an operator is seen setting up the apparatus and checking the distance prior to making an X-ray examination of a vital aircraft steel casting.*





*The Deputy Prime Minister of New Zealand and many other eminent personalities were among the crowd watching Frank Prior demonstrate the stability of the David Brown 30TD on a steep bank.*

## D.B. Crawlers Impress in New Zealand

THE regard in which David Brown tractors are held in New Zealand has never been higher than at the present time, and tribute to their efficiency was recently paid by Mr. Holyoake, the Deputy Prime Minister.

Mr. Holyoake was among the distinguished visitors who attended a demonstration given in South Island at Ohariu Valley, Wellington, as part of a nation-wide tour by members of the staff of Todd Bros. Ltd., the D.B.T. distributors. The prime purpose of the demonstration was to prove to those connected with the import licensing of goods that Great Britain is producing crawler tractors which can fill New Zealand's needs—power, stability and reliability. Those present, in addition to Mr. Holyoake, included the Leader of the Opposition, Mr. W. Nash, Members of the New Zealand Cabinet and many Members of Parliament, the British Trade Commissioner, a representative from the High Commissioner's

Office, the secretary of the Society of Motor Manufacturers and Traders, the heads and representatives of Government Departments, the New Zealand Broadcasting Service, and newspaper reporters.

David Brown crawler tractors pioneered in breaking up the virgin ground, a 30TD crawler operating with a double-furrow semi-swamp plough turning furrows 18 inches wide by eight inches deep, another towing a set of five-a-side giant discs equipped with 26-inch blades, and a third demonstrating earth-moving equipment. Nine wheeled tractors were in action, with a three-furrow plough, spike harrows, rotavator, cultivator, lift box, saw bench, blade terracer, front end loader and buck rake among the implements.

The proceedings opened with a welcome to the visitors from Mr. D. H. Todd, chairman of the directors of Messrs. Todd Bros. Mr. R. W. Murray

gave a commentary over the loudspeaker system as Mr. Frank Prior, an ex-Air Force officer, led a team of demonstrators in putting the machines through their paces. The tracklayers were particularly impressive, and one newspaper reporter afterwards wrote as follows: "Mr. Prior treated the crowd to many thrills as he demonstrated the almost incredible angles on the steep slopes on which this tractor is capable of operating. Land that by its contour appeared unploughable was no trouble to the machine. Sometimes it seemed doubtful whether the driver could remain in his seat, so great was the angle of incline."

At the conclusion of the display, the Deputy Prime Minister commented in very favourable terms on the performance of the tractors. He emphasised the benefit to New Zealand of not having to go to dollar funds in order to buy British-built tractors. "It is important" he said, "that we should trade with Britain". The Leader

of the Opposition spoke in similar terms.

As a result of the demonstration, Mr. Prior and Mr. Murray were asked to undertake a documentary broadcast, which was subsequently transmitted throughout the country by the stations of the Commercial Broadcasting Corporation.

During the course of the broadcast interview, Mr. Prior paid high tributes to David Brown tractors. He declared that with the crawler machines, which cost the New Zealand buyer from £200 to £300 less than any other make in a comparable power class, farmers had been able to bring into use many acres of land which they could not previously cultivate. He related that one farmer had done between six and seven thousand hours' work with one of these machines in extremely trying conditions, during which time the tractor had given splendid service. "No other tractor will give a better performance", Mr. Prior declared.

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## Vintage Lagonda

A Nottingham businessman, Major P. D. F. Ferreira, runs a vintage Lagonda which has proved itself to be a remarkable example of a remarkable breed. A 1934 3-litre model, the car has covered 332,000 miles, and only £10 has been spent on the replacement of worn parts. Nor does there appear to be any fear for the future, for some time ago Major Ferreira inspected the gearbox and found that it was in perfectly good order.

The car has had a varied career. During the early part of the last war, the Army authorities came along with the object of commandeering the car, for which they offered the princely sum of £35. It had at that time a pillarless saloon body. As the car had to be collected five weeks afterwards, it was decided to cut off the rear of the body and convert it to a platform truck for industrial use. In this form it remained in private hands during

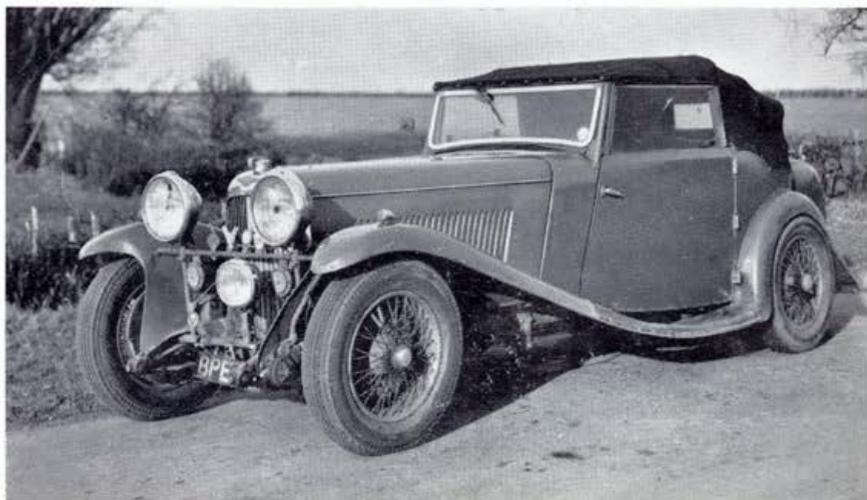
the war years, and afterwards a drop-head coupe body was fitted.

Mr. L. Miller, a member of the Birmingham Office staff of David Brown and Sons (Huddersfield) Ltd. was recently a passenger in the car, and in the course of a ten mile run along narrow, winding and rough roads, the car handled admirably. Its cornering ability was described as "something that modern motorists have never known." A cruising speed of 60/65 m.p.h. could be maintained without effort.

Major Ferreira assured Mr. Miller that the rear axle of the car had never been dismantled during the whole of the time it had been in his possession, and there was certainly no sign of back-lash in the transmission.

From time to time the car has been driven in trials, and has obtained awards in several instances.

*Major Ferreira's  
Lagonda, after twenty  
years and 330,000  
miles of trouble-free  
motoring.*



# SPORTS SPECIAL

## MANCHESTER

### Bowling Handicap

First games in a bowling handicap organised among the employees of David Brown Machine Tools Ltd. were played before the holidays, and there is every sign that keen competition will produce exciting results.

## MELTHAM

### Football: An Invitation

The holidays are just about finished, everyone has come back as brown as a berry (we expect), as fit as a fiddle (we hope), cricket is tapering off, and now for football!

Ambitious plans are in hand at Meltham, signings are in full swing, and we are looking forward to a successful season. Are you going to play this year? Or do you feel that you can best serve on the committee? We're looking for enthusiasts—players to keep the name of David Brown Tractors to the fore, and committee men to give the teams good backing. Young men are particularly wanted—you lads recently out of the Forces, fleet of foot and bursting with energy—

*Children competing at the City of Salford's annual swimming gala will in future have their eye on a handsome cup presented to the City Council by colleagues at our Salford works and to be known as the David Brown-Jackson Challenge Cup. Also present at the time Commander Weston Smith handed the cup to Councillor J. Hardman were Councillor W. Fletcher, Mr. G. H. Hutchinson (Baths Superintendent) and Mr. G. Bustard.*

are you going to join us? Apprentices will find an interesting programme arranged for them. Helpers will be needed, so if your hobby's football let us know.

G. P. Hardy

### Cricket Results

In addition to the two great games described in detail elsewhere in this issue, the D.B.T. first team have beaten Appleby Frodingham twice by three wickets, having had to claim the extra five overs in two hard fought games. A seven wicket win was recorded over Dearne, after the opposition had been dismissed for 57 (Stopford 5 for 34, Savage 5 for 23.).

The second team are continuing in winning ways, having disposed of Laisterdyke, Tong Park and Leeds Zingari with very little trouble. Apart from their first defeat of the season, the Evening League team are faring well in their efforts to secure both cup and league championship.

Lack of space alone prevents mention in detail

Don't miss the

## EMMERSON CUP FINAL REPLAY

D.B.T. v. Holmes C.C.

at Meltham Mills

On WEDNESDAY, AUGUST 19th.

Wickets pitched 5-30 p.m.

Admission 6d.

All pay.

of an enjoyable evening game with a team of Colonial Students, ending in an easy win for D.B.T.

### Bowling Honours

The season is under way, and to date the D.B.T. "A" team has won four matches and lost two, while the "B" team has won two out of eight.

All members of the Bowling Section offer hearty congratulations to three members of the "A" team on achieving individual honours. Mr. H. Pawson has won the Huddersfield Works Handicap, Mr. A. Garside was the winner of the Colne Valley Coronation Handicap, and Mr. H. Shaw has been selected to bowl in the Yorkshire county team.

Cyril Knowles, Hon. Sec.



## COVENTRY

### It's not Cricket

The Coventry Gear Company has had neither good weather nor support for cricket recently, and of five matches arranged to take place during the past month only one has started. That was the annual Works v. Staff fixture for the Starkey Cup. After sixteen overs the Works had scored 36 for 6 wickets, and Fred Tedds had taken 5 wickets for 11 runs, but then the rain which had threatened all evening began to fall and that was the end of that. The match will be arranged for a later date, and we hope to reach a decision on that occasion.

F. J. Woolley

## SALFORD

### Bowling Enthusiasts

In the first round of the Salford and District Amateur Workshops League knock-out competition, David Brown-Jackson Ltd. beat St. George's Engineers by 206 to 190 (G. Toft winning 21-5, J. Smith 21-5 and J. Dean 21-8). Although they lost 178-220 to Irwell Club, an experienced first division team, D.B.-J. representatives played a good game. David Brown winners were G. Toft, G. Seymour, C. Matley, W. Smith and H. Martin.

When D.B.-J. met E. Griffiths Hughes in the first league match, they lost by 82 points, but when the teams met again recently the margin was reduced to 23. The D.B.-J. team is definitely stronger, as reflected by the score of 196-219 (W. Smith winning 21-5).

In another league match, Sir James Farmer Norton Ltd. scored 201 against our 181, but we had outstanding winners in W. Smith's 21-5 and A. Poole's 21-6.

The bowling section has organised two knock-out competitions among members. That on July 4th was won by W. Smith from R. Cronshaw in the final, with C. Matley and G. Seymour the semi-finalists. On July 18th the winners were a new set of faces, J. Smith beating T. Jones in the final, and G. Davies and G. Toft taking the semi-finalists' positions.

**July 3rd, 1954, has been fixed as the date for next year's David Brown Gala, which is to be held at Penistone.**

### MARRIAGES

Mr. Norman Walmsley (*Fitter, David Brown Machine Tools Ltd.*) to Miss C. Hanson.

Miss Edna Taylor (*Sales and Estimating Staff, David Brown-Jackson Ltd.*) to Mr. W. Murphy.

Mr. P. Cooper (*Park Gear Works Drawing Office*) to Miss M. Gledhill.

Mr. G. Iredale to Miss U. Whiteley (*both of Park Gear Works Drawing Office*).

Miss Ann M. Hardy (*formerly of Tool Drawing Office, Meltham*) to Mr. Peter Garside, of Mossley.

## Personal



*Congratulations and best wishes to Miss Angela Brown, daughter of our Managing Director, who celebrated her 21st birthday on July 29th.*

*Since leaving finishing school in Switzerland three years ago, Miss Brown has worked in several departments of our Tractor and Automobile Divisions, including the tractor assembly line, mobile demonstration unit, publicity and sales departments. She has also accompanied her father on several business trips abroad.*

*A keen motor-racing enthusiast, she rarely misses a meeting in which the Aston Martin works team is competing, and during recent races has acted as time-keeper in the David Brown pit.*

### BIRTHS

To Mr. R. Foster (*Borer, David Brown Machine Tools Ltd.*) and Mrs. Foster—a son, Stephen.

To Mr. S. Tomlin (*Turner, David Brown Machine Tools Ltd.*) and Mrs. Tomlin—a son, Eric.

To Mr. J. Clapson (*Plumber, David Brown Machine Tools Ltd.*) and Mrs. Clapson—a son, James.

To Mr. G. Moss (*Centre Lathes, Park Works*) and Mrs. Moss—a son, Colin.

To Mr. L. Vickers (*Tool Room, Park Works*) and Mrs. Vickers—twin daughters, Anne and Judith.

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# Cricket bores me to tears

## Think Again, Beverley Nichols

Such were the headlines to the Beverley Nichols column in "The Sunday Chronicle" on July 19th. "It is the SLOWNESS of this ridiculous pastime which is so intolerable . . ." he declared.

But there are two sides to every picture, and NEWSLETTER contributor Jim Longley was indignant that anyone could speak in such terms of his favourite sport. His answer was to describe the cricket he saw during the same week-end that Mr. Nichols' article appeared. Mr. Longley writes:

"I wish those people who say cricket is a dull game had been with me during the week-end. They would have been sadly, or rather gladly disillusioned.

"First match I saw was our D.B.T. Evening League team's effort to win the Emmerson Cup for the first time. The day of the final dawned bright, but with the usual forecast—deep depressions etc. By six o'clock however the rain had ceased and our opponents arrived. Holmes C.C. won the toss, and everything was in their favour for batting. They had what light was left, the wet ground and greasy ball were ours. The score progressed to 52 for four, but the batsmen hit out in the last two overs and the innings closed at 93 for 7.

"Facing quite a formidable total in unpleasant conditions, Beaumont and Morgan took the score to 17 before the former was clean bowled. The score went steadily on, Morgan making a valuable 25, but so did the time, and with four wickets down for 52 there were only five overs to go. Finch and Barraclough were together, and three mighty boundary hits took us to 64. At 78 there were three overs to go, and the bowlers were pitching well outside the off stump to make runs difficult to get. Eight runs were wanted off the last over, and the excitement was intense. Rigg took two two's and a single, and Mullins a single. Two needed to tie, three to win, and two balls to come. Cigar ends were vigorously chewed, and female supporters offered silent prayers as down came the bowler and hurled the ball at Rigg. Out flashed his bat and away the ball through the covers. One run completed, and as the fielder collects the ball the batsmen turn. A sigh of relief as they make it and we're safe, we can't lose. Down goes the last ball, so wide that the batsman cannot make a hit. So there we are, a tie, and we shall start all over again on August 19th.

"Saturday was the day of our Yorkshire Council team's league fixture at Scarborough. The Scarborough ground is a wonderful sight, the perfect green carpet surrounded by stands and tiers of seats. Members of the committee gave us a warm welcome, and after we had dined and wined our team prepared for battle in the excellent dressing rooms—spacious with lockers, showers, and, with every 'mod. con'

"We were put in to bat on a wicket made easier by a shower which delayed the start for ten minutes. At 57, Booth was smartly stumped, then K. Brook made a merry 32 to take the total to 106 before he was caught when trying to lift the ball out of the ground. Smith stood firm while three wickets fell, and when Stead joined him he was not out 60. The total stood at 135 for 4. Then in half an hour the two added 65 in as brilliant a display of forcing stroke play as we have seen from these players. In this time, Smith scored six fours and three threes, and as Smith had completed his century our captain declared the innings closed at 5.35 with the scoreboard showing 200 for 4.

"Scarborough were left with two hours in which to get the runs, and I did not agree with those who said we had not given the seaisiders enough time. Their team contained five minor county players, and Yorkshire colt J. Lister opened with J. A. Richardson, who has scored over a hundred centuries in his career, and as a youth batted for Yorkshire. However, Richardson did not stay long for Stopford took a brilliant catch in Dennis's second over and the score was 7 for 1. Ten runs later, the new batsman, Moor, was caught by K. Brook off Dennis, and without further addition Stopford brought off another brilliant catch, off Savage, to dismiss Lister. Scarborough were momentarily staggered, but R. Halton (the Staffordshire player) and K. C. Stockwell (another Yorkshire Colt) soon recovered their composure. Bowling changes made no impression on these two, and their batting became a delight to watch. Halton was superb, and apart from a possible chance in the slips and an appeal for stumping which the umpire turned down, the batting was flawless. The board changed from 17 for 3 in 23 minutes to 130 for 4 after 79 minutes' batting, and then Stockwell was bowled by Savage's second delivery on replacing Stopford. Only six runs were required for victory when Halton was out, himself only three runs short of a century. Extra time was not required, for Scarborough reached 201 for five in an hour and fifty three minutes' batting, and they fully deserved their win. Win or lose, cricket of this type is a tonic, and it does the name of a team far more good than any cup."



*Reg. Parnell gets his arm well up when cornering at speed in the Aston Martin D.B.3S during his winning drive at Silverstone.*

## Aston Martin 1, 2, 3 by G. Alan Roberts

THE impressive performance by Aston Martin D.B.3 cars at Silverstone in May (when they defeated their great rivals the 3½-litre Jaguars) and the more recent outright win by Reg. Parnell in the British Empire Trophy race in the Isle of Man, suggested that a tense struggle between the Aston Martins and the Jaguars would take place on July 18th at Silverstone. During practice, the Aston Martin cars were faster than all their rivals and were circulating at over 92 m.p.h. The American Cunningham cars of 5½ litres capacity and the formidable Ferraris of 4.1 litres capacity were unable to match their all-time record speeds.

Racing conditions were dry but by the time the Sports car event was held the track was extremely slippery and, largely because of this, speeds were not quite so high as in practice.

Parnell, having achieved the highest practice speeds, was at the front for the Le Mans type start and he immediately gained a comfortable lead over the seven type "C" Jaguars, the first of which was driven by Tony Rolt, one of the best English drivers. The 3½ litre capacity of the Jaguar engine eventually enabled Rolt to snatch a temporary lead in the fourth lap. In the ninth lap, however, Parnell overtook Rolt at a fantastic speed when going through Stowe Corner and went on to establish a commanding lead. In the meantime, Peter Collins and Roy Salvadori were in third and fourth positions and challenging the Jaguar. In the 21st lap the pace proved too great for this car (it was still in second place at the time) and valve trouble caused its retirement.

The really big capacity cars were completely outclassed and a sweeping victory for the David

Brown equipé was assured by the three cars of Parnell, Salvadori and Collins, who completed the remaining 13 laps at a moderately easy speed to finish 1st, 2nd and 3rd. Although never really hard pressed, the Aston Martin D.B.3S driven by Parnell achieved an average speed of 89.41 m.p.h., and during the race Reg. established a new official lap record of 91.63 m.p.h.

At no time has Silverstone seen a more popular win and it was generally agreed that never has Silverstone seen more impressive sports car performance than that of the Aston Martins, efficient and purposeful looking with their new coachwork.

It is interesting to note that the D.B.3S Sports cars were averaging higher speeds than many of the out-and-out Grand Prix racing cars, and that the fabulous B.R.M. of Ken Wharton was only approximately 5 m.p.h. faster than Parnell's car on the Silverstone course that day.

*Another outstanding victory added to the post-war successes of David Brown cars, the Managing Director chats with the winning trio—Reg. Parnell, Roy Salvadori and Peter Collins.*



# Africa Today

by M. G. (Mike) Harris, Tractor Division

**T**RAVELLING through Africa as I have during the past eighteen months, incidents and scenes stick in one's mind to form a pot-pourri which so easily recalls the real flavour of the country.

Overall impression is the vastness. Driving down to Capetown from Johannesburg is rather different from travelling between, say, London and Huddersfield. The 900 miles between Johannesburg and Capetown make two days' comfortable motoring, but the journey is treated as an ordinary excursion—just as the Yorkshireman regards his trip to London. Having once fallen into the African way of regarding distance as no object, all is plain sailing, and there is a tendency for time to lose its significance when travelling. This can be difficult to explain to an anxious employer in the U.K. who invariably expects the Huddersfield/London/Huddersfield run to be completed in the same day.

A word on the country through which one will travel. The Orange Free State and the Transvaal consist mostly of undulating high plateaux anywhere between 3,000 and 6,000 feet in width. Chief crops are maize, wheat and ground nuts, and coming more and more into significance are various fodder crops and plants for oil extraction.

Cattle and sheep are prominent throughout, and the farms are large (averaging 2,000 to 3,000 acres). Life is quiet, but it would be wrong to say that life is lonely. The days are full of hard work, and as a result the farming families are content to spend quiet evenings. But when these farmers do visit friends or throw a party, you go prepared for the time of your life—anything can happen.

Farming in the Rhodesias is less advanced than in South Africa, primarily because it is a far younger country. Fifty years ago the country was still in its wild state, with only a handful of settlers. In half a century the Rhodesias have made rapid progress, even more so than South Africa, and at the present time tobacco and maize are the main crops, with cattle and sheep taking an increasingly important part year by year.

Again farming is on a vast scale in terms of acreage, and most tobacco farmers are still breaking new sections of virgin land on farms which they bought before the war. Tobacco can only be grown with real success on one area of land for two years in succession, after which it must be left fallow for five years. Thus, a farmer growing between 60 and 80 acres of tobacco a year needs a few hundred acres. Moreover such, a farmer will need to employ somewhere in the region of 80 or 90 natives all the year round, and these he must feed and give land. Therefore, in order to

feed his labour and cattle, the farmer automatically becomes a maize grower.

Perhaps the most wonderful thing about the Rhodesian farmer is the way in which he and his family have settled down, literally in the middle of nowhere. Often they are 100 miles from the nearest town or shopping centre of any significance.

The "road" (and the Rhodesian delights in calling it a road) leading to the farm is often a very rough cross country ride for 20 miles or more. In England, a farmer would not allow such a track to be used until it had been repaired. One such road that I have in mind winds its way for 22 miles over two ranges of iron hills, through bush and forest and through two spruit drifts (rivers). In the rainy season that road is often impassable, and on one occasion I was held up at a river for two days before I could get across. The river rises and the road becomes a mass of wet mud; in sand veldt it becomes a flowing stream of semi-solid mixture. The only way to attempt to get through in those circumstances is to drive fast and endeavour to keep on the track. If you skid off the track, it usually means pocketing your pride and walking to the nearest farm to ask for a team of oxen to pull you out.

Yet at the end of such a track one will ultimately arrive at a low rambling red brick farm house, spotlessly clean and modern, and set in a garden of glorious colour and beauty. There is always the same English atmosphere about the house and garden; as in South Africa the people live quietly, but they are always glad to see new faces.

Rhodesia cannot be dismissed without reference to the main roads—"The Strips". Constructed between the wars, by a not very wealthy government, to serve the small population of Rhodesia and to enable people from outlying districts to travel to the towns without getting bogged down, these strips still provide the chief avenues for road transport (although main trunk routes are gradually being surfaced with tarmacadam), and are carrying far more than the intended volume of transport. Consisting of two belts some 2 ft. 6 in. to 3 ft. wide, and some four or five feet apart, these tarmacadam strips have been laid on the original dirt road with very little foundation material. Consequently the heavy use they have received, and the difficulties encountered in keeping them in good repair, have made strip driving quite an experience. This is especially true during or just after the rainy season, when wash-aways and deep potholes appear overnight. At such times it is not uncommon to see cars at the roadside with a broken spring or a broken axle, with a wheel off, or perhaps overturned as the result of a

skid. Driving then becomes an eventful and interesting occupation.

On to Kenya, where peoples are undergoing hardships as a result of Mau-Mau activities. Of Mau-Mau atrocities enough has been said, but the position of the average European should be understood. He will work a full day, then he is probably on all-night duty twice a week, possibly patrolling, possibly sitting by a wireless receiving set. He is always armed and prepared to be called upon at any time of night or day in the event of an emergency. It says a lot for those in the trouble areas that, in the main, farming is being carried on as near normal as possible.

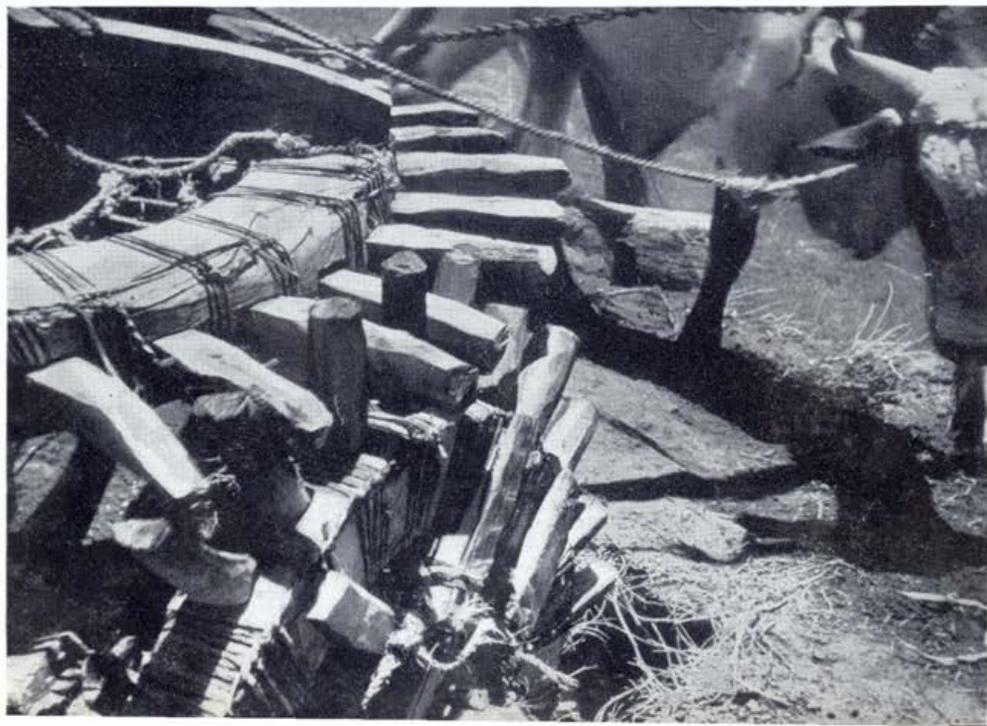
But Kenya is still a very lovely country and has a variable climate depending upon the altitude (anywhere from sea level to 10,000 feet). Although on the equator, the highland area offers warm or hot days and cool to cold evenings, varying according to the time of the year. Most of the arable farming is on the high land, and often, after working in the hot sun all day, the farmer has to sit by a blazing log fire to keep warm in the evening.

Apart from the hot sticky weather, tropical vegetation and lovely scenery, my most outstanding recollection of the Belgian Congo is that I was able to walk into a European-style restaurant and order fresh oysters, fresh langouste or even fresh mussels. Normally the inland territories of Africa boast their own local river fish, some of which are of doubtful quality and age, but the French and Belgians have overcome this difficulty by flying from Europe all the fresh fish, food and wines they require. Thus it is possible to have fresh langouste and French wine in Elizabethville (over 2,000 miles from the nearest coast line) only the day after the catch was landed in Europe.

So much for a few rambling thoughts on Africa. Rightly or wrongly, I have not mentioned David Brown tractors or farm machinery, though these have been the sole purpose of my visits to that country. However, it may be sufficient to say that our name is known and respected in all these and many other African territories.

We are growing up and expanding with all these new lands, and the future outlook bodes fair.

*Gears without tears. Although vastly different from David Brown products of the same name, these are gears in their simplest form. "Mike" Harris took the picture ten miles outside Khartoum, where such irrigation equipment is commonly seen. As the bullock plods its never ending journey around the circular track, the wooden teeth, roughly hewn from nearby trees and bound to the main frame of the wheel by creeper-ropes, provide the drive for a waterwheel alongside. The bullock's effort is transferred to the wheel through the gears, and on each revolution buckets scoop up water from the river, to be emptied into wooden troughs leading to the growing crops. In parts of Africa the white man has brought with him mechanical power, but left to his own resources the native clings to his age-old methods, primitive in execution, but the basis of many a modern piece of machinery.*



# Dover's New Ferry Terminal

**M**OTORISTS crossing the Channel from Dover will no longer be caused anxious moments by the thought that their cars are to be slung aloft by crane, for by an arrangement simple in principle but streamlined in construction, the Dover Harbour Board's new cross-Channel Ferry Terminal opened a few weeks ago by the Minister of Transport enables vehicles to be driven on and off the ferry with ease and comfort.

Any colleagues from David Brown-Jackson Ltd. who have occasion to use the new terminal will have a special interest, for they cast and cut four sets of spur gearing and pinions for the suspension and hoist units which are the focal point of the terminal's activities.

The volume of traffic using the ferry service has increased tremendously since the end of the war, and the new terminal has been built at a cost of approximately £750,000 to effect a saving in travellers' time and ease the task of the hitherto harassed officials.

On entering the terminal the motorist passes a filling and service station equipped with no less than twelve pumps. In the reception park vehicles are sorted into lanes according to their destination and can be left while owners take advantage of the fine general facilities. A shop, telephone booths, waiting rooms and a buffet are to be found in the same block as the motoring organisations, Post

Office, banking and shipping services.

The 42,000 sq. ft. examination hall is planned to handle 240 cars an hour, with Customs, Immigration and Health authorities working in close co-ordination. As a further safeguard against overcrowding of the terminal, the reception and embarkation car parks between the Customs Hall and the embarkation point can together accommodate 500 cars.

Vessels using the two berths, which have consumed over 33,000 tons of concrete, are made fast against rubber-covered fenders, and a 280-ton bridge is lowered to deck level. The use of a small-span link between the bridge and the deck of the vessel facilitates loading or discharging, and even at extremes of tide the angle between the bridge and deck is never formidable.

It is in the bridge mechanism housed in the reinforced concrete portals that David Brown gears are employed. Two of the sets supplied from our Salford works transmit 6.28 h.p. and give an overall speed reduction of 4.01 r.p.m. to 1.0025 r.p.m., which is in turn reduced through the other two sets to .333 r.p.m. In the case of the primary reduction each of the wheels is of 30 in. centre distances and weighs 15½ cwt. as cast, while the secondary reduction gears of 36 in. centre distances each weigh 18 cwt. and the pinions 7½ cwt.

*The outward bound motorist's passage through the Dover Harbour Board's new cross-Channel Ferry Terminal lies via (A) the filling station; (B) car park; (C) reception building; (D) Customs Hall and (E) berthing portals. (Photo. by courtesy of "The Motor").*



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