

# newsletter

A DAVID BROWN PUBLICATION

SEPTEMBER, 1954

VOL. 6 NO. 9

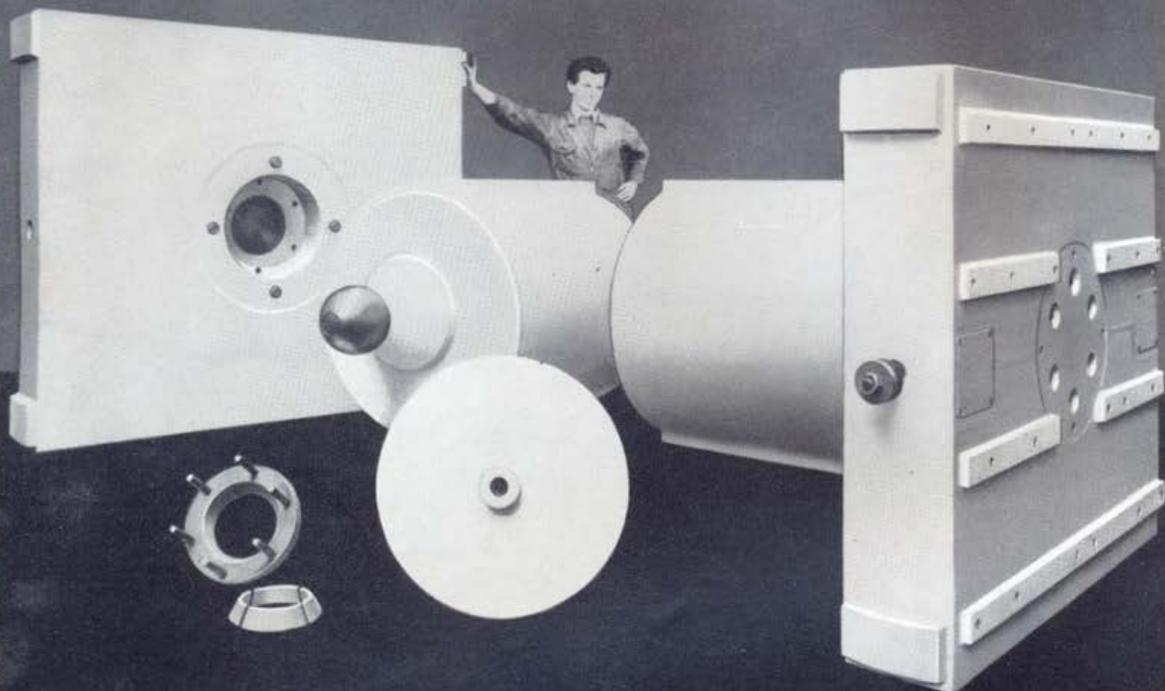
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RNB



CIRCULATION 11,000

NAVY DAY AT PENISTONE



## Shock Absorbers!

Twelve sets of steel castings recently despatched from our Penistone foundries will eventually find their way to Western Australia—as giant shock absorbers fending off oil tankers berthing at a quayside.

Messrs. Buckley and Taylor Ltd., of Oldham, are building these fenders, and the castings supplied by The David Brown Foundries Company are seen on the left of the picture during assembly; the unit on the right is complete. A fabricated head is mounted on the ball end of the cast steel cylinder, in which is inserted a rubber block to take the shock loads imposed when vessels come into contact with the quayside.

By installing these giant shock absorbers at the Anglo-Iranian Oil Company's refinery at Qwinana, Western Australia, quicker docking and discharging of oil tankers will be possible. Tankers will be able to approach the berths even in rough weather without undue risk of damage.

# newsletter

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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 October 8th. Closing date for contributions will be September 20th. Copy received after that date cannot be guaranteed inclusion.*

## *This month's cover*

*Distinguished visitor to The David Brown Foundries Company, Penistone, on August 26th, was Vice-Admiral (E) F. Mason, Engineer-in-Chief of the Fleet, seen discussing casting methods with Mr. J. Taylor (left) and Mr. G. L. Hancock. Vice-Admiral Mason was accompanied by other Admiralty engineering officers on a visit which was part of a tour of important industrial plants in the Sheffield area.*



# A Modern Rolling Mill

**I**N an area universally renowned for steel production, the name of The Park Gate Iron and Steel Company Limited has for years been held in the highest esteem. Since the early part of the century the works at Rawmarsh, Rotherham, have been developing almost continuously.

The demand for bar steel—small round, hexagon and square in section—has nevertheless risen more than apace with production facilities since the 1930's, necessitating a further extension to supplement a mill installed in 1935. In the post-war years the company studied developments in this country, on the Continent and in America, eventually calling in technicians of The Brightside Foundry and Engineering Company Limited, of Ecclesfield, Sheffield, to collaborate with their own staff in designing and manufacturing a 17-stand 11-inch continuous bar mill on a section of a 200-acre site adjoining the existing works.

To the Ecclesfield company was allotted the formidable task of obtaining the mechanical and electrical equipment, a job that eventually meant contracts of varying size for over a hundred firms in Britain. One of those contracts, among the most important in function and one of the largest in financial value, went to David Brown and Sons (Huddersfield) Ltd. It covered not only standard David Brown gear units and "Radicons", but also the supply of various types of reduction gears for incorporation in plant of Brightside's own design.

Through the courtesy of the Park Gate company and with a Brightside technician as guide, *NEWS-LETTER's* representatives were recently privileged

to see the mill in operation. Approached by a new road over a mile of open ground, wholly scheduled for development, it covers an area of almost six acres. At the root of the "T"-shaped building are stacked the steel billets—18 ft. long and 3 or 4 in. square—which form the material for feeding the mill, and from then onwards to the stockpiling of the final bars the metal is mechanically handled with clockwork precision. The speed of the 17 stands and the operation of the mill train proper is controlled by two men located in a pulpit overlooking the roughing and finishing sections of the mill train.

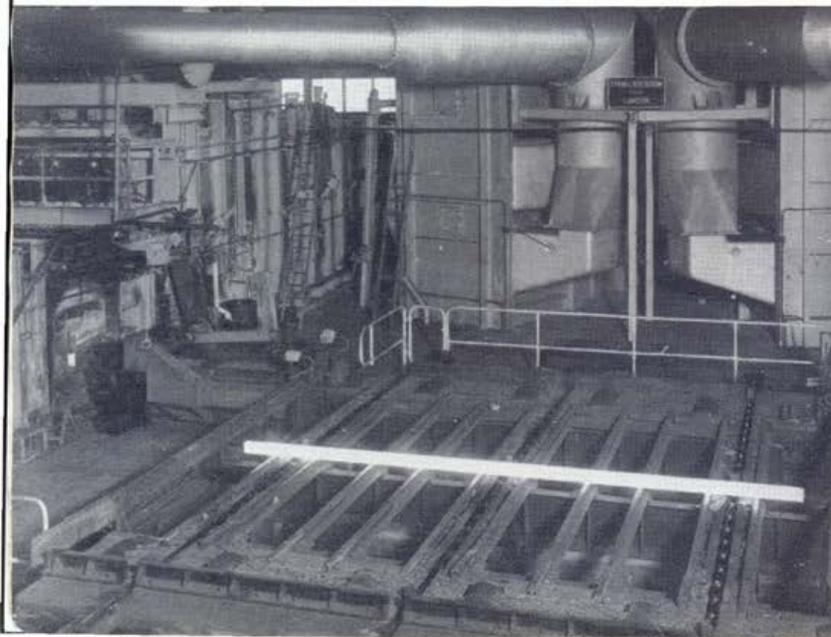
From the start, David Brown units are in prominence, for the five stands which form the initial roughing train are each driven through David Brown double reduction helical gear units. At the first stand the initial drive of 250 r.p.m. at the normal 125 h.p., rising to a maximum of 750 r.p.m., is reduced to a final drive ranging from 9.63 to 28.9 r.p.m. As the size of the material decreases in sectional area the speed of rolling becomes progressively faster; in fact, the final rate of discharge from the mill at times reaches a speed of approximately 20 m.p.h.

Stands 6 to 9, forming the intermediate train, are driven through single reduction helical gear units of our manufacture. From then onwards the eight stands of the finishing train are horizontally and vertically disposed, the former conventionally driven through single helical reduction gear units and the latter through Brightside units which incorporate spiral bevel gears cut at our Park Works.

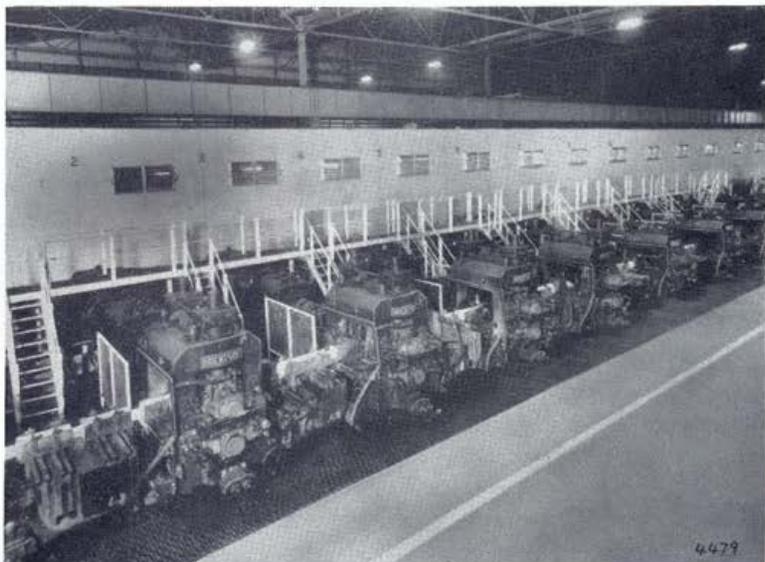
All the David Brown gear units were supplied with gear type flexible couplings and were fitted with forced lubrication systems.

The progress of the bar passing through the mill is completely spell-binding, the

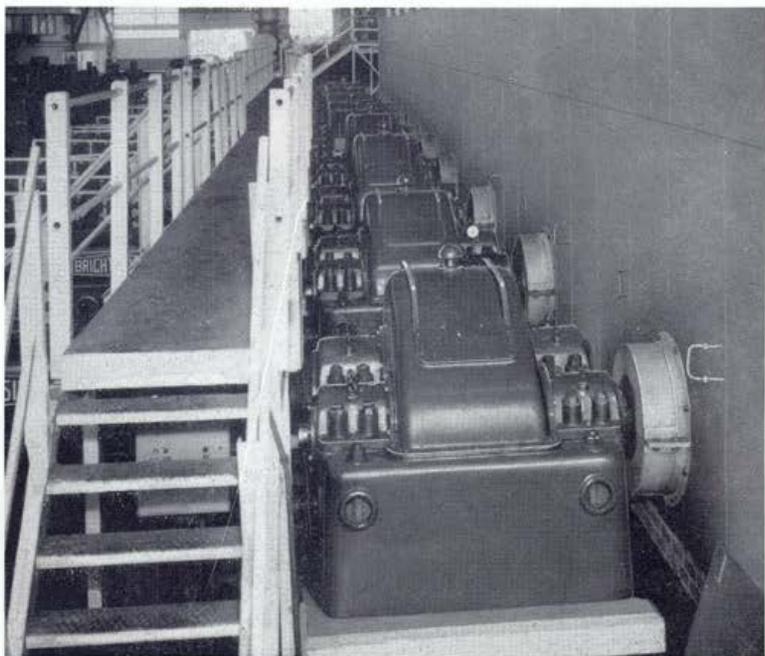
*Having been ejected from the furnace, an 18 ft. billet travels over roller conveyors to the 17-stand continuous bar mill.*

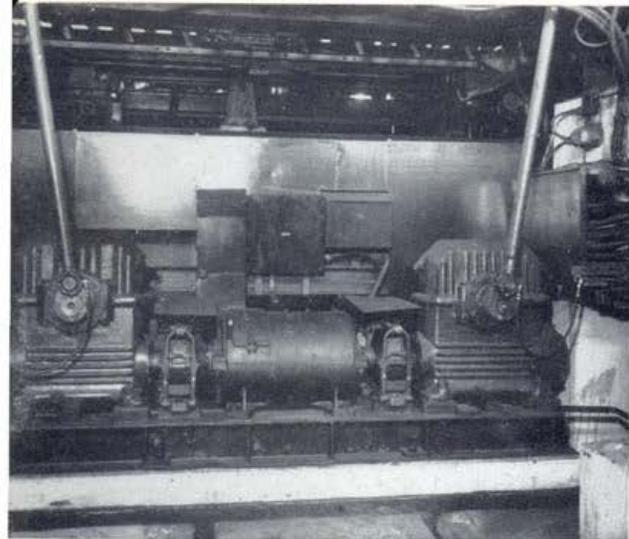


*Bars passing through the roughing train in rapid succession. The David Brown helical gear units incorporated in the stand drives are just visible in this picture against the wall of the motor room.*



*Looking back over the David Brown gear units on stands 1-9 in the mill; the first five are double reduction helical sets while the four nearest the camera are single reduction units.*





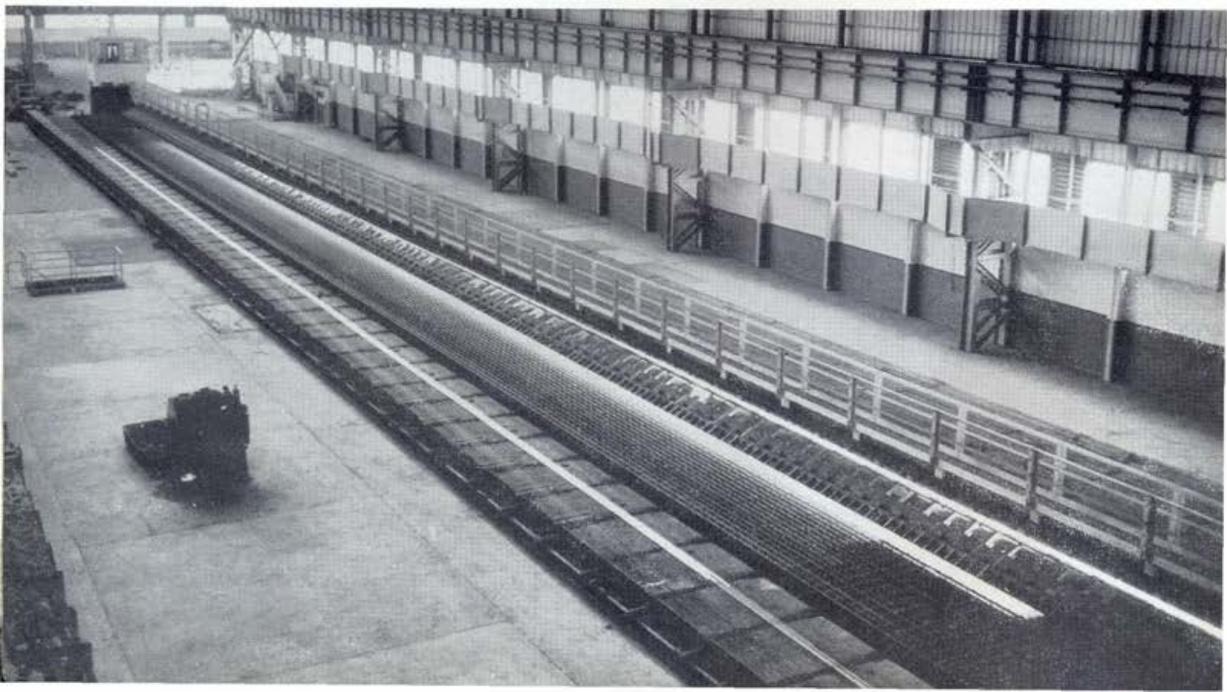
*The apron lift on the cooling rack is actuated through these two 14 in. RHU type "Radicon" worm reducers driven by an electric motor with twin output shafts.*

hot steel continually increasing in length and becoming smaller in cross-sectional area, travelling faster as it passes through stand after stand of rolls and finally being delivered on to the cooling bed in rapid succession. When rolling to the minimum diameter ( $\frac{3}{8}$  in.), the 18 ft. billet finally becomes 1,400 ft. in length, but before passing to the cooling bed an automatic shear divides this into sections of about 200 ft. Maximum production capacity of the plant is in the region of 65 tons an hour, and the quality of the finished product is particularly good.

Some of the mechanical handling equipment finds interesting applications for David Brown "Radicon" worm reducers, two 14 in. RHU type units operating the apron lift on the cooling rack, a similar "Radicon" controlling the shuffle drive which passes the bar along the cooling rack, and a 10 in. unit operating in a drive which fixes stops locating the bar for cutting.

After almost a year's trial, the mill is running in a manner which is giving satisfaction to The Park Gate Iron and Steel Company. Teething troubles have been few, and the product is well in keeping with Park Gate's high standards. The Brightside Foundry and Engineering Company has every right to be proud of what their planning has achieved, and we in turn derive satisfaction from knowing that David Brown products are doing good service in the heart of this impressive plant.

*Finished bars are moved progressively along the cooling bed by shuffle mechanism, the gradually cooling bars passing from right to left in this view until they reach the driven rollers on the extreme left of the rack. These rollers convey the bars to a shear, to be cut into lengths convenient for handling and storage. The bars seen in this picture are by no means the full lengths which result from the billets when rolling to small diameters, for a shear which automatically cuts off 200 ft. lengths is interposed before the bar passes either through the coiling machine to a cooling conveyor or to the flat cooling bed.*



### Staff Dance in Duplicate

The David Brown Gear Group's second annual Staff Dance (Evening Dress) will be held in the Park Works Ballroom on Friday, 8th October, 1954, from 8 p.m. to 2 a.m., followed on Saturday evening, 9th October, by the first annual "Popular" Staff Dance from 7-30 p.m. to midnight. Tickets for the Friday evening dance are 10s. 6d., including running buffet supper, whilst tickets of admission on Saturday evening are priced at 3s. 6d., with a buffet supper at reasonable charges.

The Saturday evening "Popular" has been instituted in response to the general demand which followed the success of the first dress dance. The two bands, together with the ballroom decorations, will be exactly the same as for the Friday evening function. Full details of both events are given in an advertisement appearing on page 17 of this issue. The special arrangement of the ballroom and floral decorations will mean that a somewhat smaller area is available for dancing and consequently it has been necessary to limit the number of tickets to be sold. It is confidently anticipated that the success of last year's dance will be repeated, and early application for tickets is recommended.

### Certificate Winners

Colleagues at Penistone foundries extend congratulations to Mr. E. Redfern and Mr. P. Salisbury on obtaining Higher National Certificates in Mechanical Engineering.

*Our Tractor Division co-operated with Automobile Palace Ltd., of Llandrindod Wells, in exhibiting David Brown Tractors and implements at the Royal Welsh Show—or the "Royal Squelch" as it became*

### From Near and Far

Space permits only brief reference in this issue of *NEWSLETTER* to a recent spate of visitors who have been as widely varied in their interest as in their nationality.

Next month we shall record details of the visits of no less than three distinguished groups within a few days of each other, all specialists in their own class.

At the Meltham works a short course has just been completed for lecturers in farm machinery from agricultural colleges and institutes in England and Scotland. A dozen lecturers have studied our tractors and implements, from assembly methods to field performance, and have also seen the vast ramifications of the organisation by touring other works in the Huddersfield area.

A party of four members of the Libyan Press and Government officials have been guest of David Brown Tractors during a short stay in this country. To gain an insight into British agricultural methods they toured the Meltham works and saw field demonstrations of our tractors and implement range.

Such famous car manufacturers as Renault, Simca, Peugeot and Panhard were among those represented in a party of French technicians who were due to arrive in England a day or two ago to visit Gear Group companies, principally the Manchester works of David Brown Machine Tools Ltd. to see the revolutionary gear cutting machine the Hydrax.

*known on account of the appalling weather conditions. This picture shows the David Brown stand bravely holding up its head amid such scenes of despondency as that shown in the photograph on the left.*



## Mr. A. Milnes

The death occurred recently at the age of 71 of Mr. A. Milnes, an employee of David Brown and Sons (Huddersfield) Ltd. for 48 years. "Alf" Milnes, as he was known to all his workmates, was a grinder with the company for most of his working life, for a period as foreman. He had also been a demonstrator in grinding section.

A colleague who knew him well described him as "quiet and unchanging in temperament, everybody's friend, always willing to give a hand with a job—good or bad—and the most amiable of workmates".

In recent years he had not had good health and for that reason he transferred to the Stores for the final period of his working life.

## Scout's Distinction

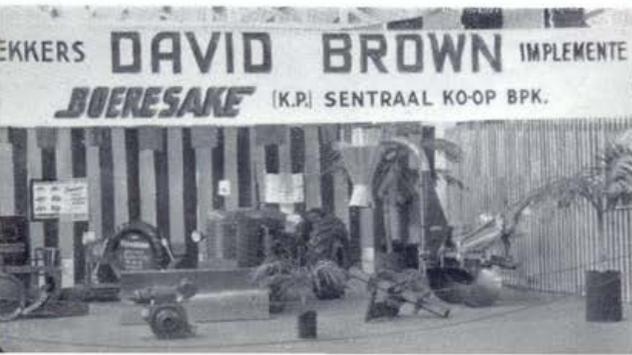
Eighteen-year-old Ronald Daggett, an apprentice in the Research Department of David Brown and Sons (Huddersfield) Ltd., has become the first member of the 9th Huddersfield (Crosland Hill Methodist) Scout Troop to be made a Queen's Scout. The award of this coveted badge is the culmination of six years as a scout (following two years as a cub), during which time he has gained seven badges of proficiency. Prior to this high honour his most coveted badge has been the Bushman's Thong. Hiking and camping are his favourite scouting activities.



Ron. Daggett

Since leaving school, Ronald has passed through the Training School and Workshop at Park Works and has been in Research Department for nearly two years.

*At a Hobbies Exhibition held recently in East London, South Africa, David Brown agents Boeresake Farmers Service Federal Co-operative staged a representative selection of tractors and implements.*



*"David Brown runs circles round others" reads the placard, and to put over the point to the public at a show in their town, Messrs. Potch Motors, of Potchefstroom, had two of our "25" tractors running on their stands in clockwise and anti-clockwise directions (quite simply achieved by fixing the steering at full lock). The idea paid quick dividends, for Potch Motors were awarded first prize and a gold cup for the best exhibit in the show. In this picture, forwarded to NEWSLETTER by Messrs. Lloyds and Company Ltd., our distributors in Capetown, the tractor is carrying both placard and cup.*

## Down, Down, Down

At the instigation of the Joint Works Council, a group of "stay-at-home" employees of The David Brown Foundries Company paid a holiday visit to the North Gawber Colliery of The National Coal Board. Mr. K. Greenfield, Colliery Agent, received the party and provided such equipment as miners' lamps and safety helmets.

The colliery undermanager and training officer had been appointed to conduct the visitors on their underground tour, with "deputies" following up to prevent anyone going astray. From the bottom of the shaft there was a walk of approximately two miles to the coal face and on arrival our Penistone colleagues had first-hand experience of a miner's life as they crawled through the actual workings. Returning by another route they were able to appreciate the maze of conveyors which carry the coal to the shaft. The return journey was about three miles, and a member of the party who suggested that coal mining was as much walking as work was informed that the visit had been to the nearest face. Others further from the shaft were equipped with a "paddy" service to enable the men to ride to work, they were told.

Back on the surface the visiting group inspected the coal washing plant before being taken to the canteen. After the coal dust they had swallowed, tea had never tasted better.

## Hello Patients

No less than eleven hospitals and homes in Huddersfield and district now receive regular relays of sporting and social events through a network established by Huddersfield Hospitals Broadcasts Association, a scheme to which Sports Sections of David Brown companies have contributed and with which a number of David Brown employees are prominently associated.

A donation from the David Brown Athletic and Recreation Club and the proceeds from a cricket match organised by the David Brown Tractors Cricket Club and played on the Meltham Mills ground helped to start the scheme, at first designed to relay commentaries on matches played at Leeds Road by Huddersfield Town A.F.C. and on the Fartown ground of the Rugby Section of the Huddersfield Cricket and Athletic Club.

From that initiation the scheme has been extended to cover Huddersfield's weekly cricket matches. By arrangement with similar organisations which have been formed in Sheffield, Leeds and Bradford, the Huddersfield Association has been able to broadcast commentaries on this summer's County cricket matches at these three places over link-up lines supplied by the G.P.O. A Rugby match from Leeds was broadcast to Huddersfield hospitals by this method last winter and similar arrangements will operate during the coming season. Moreover, the scheme was extended to cover Huddersfield Corporation's Summer Entertainments in Greenhead Park and other civic and social events may well be covered in the future.

On Thursday, August 5th, a ceremony took place at Fartown to record the Association's first broadcast—from that ground in March 1953. Mr. Arthur Wainwright, known to David Brown associates as Park Works Machine Shop Supervisor, but on that occasion acting in his capacity as Chairman of the Association, presented to Mr. Wilfred Stoker (a well known Park Works personality in Stores Receiving Section who was then Chairman of the Fartown Club's football section) an inscribed plaque which has been mounted below the directors' box. Also present at that ceremony were Mr. Bill Kennedy, a Park Works accountant who is the Association's treasurer, and Mr. Brian Rhodes, who contrasts his job in Wages Section by officiating as one of the Association's team of commentators. Brian was in action on that occasion, for the ceremony was of course broadcast.

A similar plaque, to commemorate the opening broadcast from Leeds Road, by Sir Amos Brook Hirst, O.B.E., was accepted by Mr. R. Parker (Chairman) on behalf of the Town club a few days later.

## Pick of the Bunch

The Park Gear Works Suggestions Scheme committee has made a quarterly award of £5 5s. in respect of Suggestion No. A.704. Awards of £1 have been made for Suggestion Nos. A.833 and A.850.

## Production Bonus

By the nature of its work, the Experimental Department of David Brown Tractors (Engineering) Ltd. must perforce hide its light beneath the proverbial bushel, but for once they have emerged from behind the curtain of obscurity: subject, thrushes.



They write: "Now to confound the ornithologists. The picture is of the hen (or is it the cock?) about to feed the second brood of five, but this was taken many weeks ago and since then a third brood of five has been hatched and reared. Moreover, she is sitting again. (*During the time this letter has been in hand that brood of three has also hatched and departed.*—Ed.)

"As the nest is just outside the door of Experimental Department these birds must have had a trying time, living perilously close to the roar of divers Diesel exhausts and of late to the terrifying staccato rattle of a particularly virulent type of pneumatic drill working almost directly below the nest.

"We conclude that the persistence of the bird is due not to the tea and biscuits of the canteen, as was the case at Meltham, but to the output incentive bonus scheme in operation here at Lee Mills".

## They're in the Air Force Now

M. Gibbons and D. Clough, former technical student and fitter respectively at The David Brown Foundries Company have recently joined the Royal Air Force for National Service.

## Larger Engine for DB2-4

Aston Martin Ltd. recently announced that the 3-litre David Brown engine is now being fitted to all DB2-4 production cars. Behind this information lies a story of development of the power unit in the famous Aston Martin racing models, putting into practice the company's policy of using the car of the race track to test and prove features eventually intended for the general motorist.

In order that racing experience can be directly and intelligently applied to production models, the company operates a combined racing and development department which has paid great attention to the 3-litre power unit that has been fitted in the highly successful DB3S competition cars. This 6-cylinder, 140 b.h.p. unit of twin overhead camshaft design gives the DB2-4 increased acceleration at low engine revolutions and flexibility which allows smooth running in top gear at speeds as low as 10 m.p.h. Maximum speed is also improved.

It is also announced that the Aston Martin DB3S is to be offered to the public as a competition car. This model has an enviable record of success which includes six outright wins, the most noteworthy being the 1953 Tourist Trophy, the 1953 Goodwood Nine-Hour race and first three places in the 1953 and 1954 British Grand Prix meetings at Silverstone.

Next appearance of the Aston Martin racing team will be in the R.A.C. Tourist Trophy on September 11th, endeavouring to improve on the first and second places which they claimed last year. Drivers will be Parnell and Salvadori, Collins and Griffith, and Whitehead and Poore.

## Thanks for the Ride

The spelling was not perfect and there were signs of doubt as to the phrasing, but a letter which reached Mr. G. L. Hancock at The David Brown Foundries Company on August 19th gave the day a pleasant start. It read: "We are writing on behalf of the Wolf Cubs to thank you for letting us ride on the lorry. We had a smashing time at camp and we hope we shall be able to go next year. Yours sincerely, Graham Walker and David Mott".

The camp referred to was at Thorpe Hesley, near Chapelton, Sheffield, and there twelve cubs from the Penistone and Thurlstone packs had spent an exciting week-end on August 14th-15th. They had travelled on a lorry provided by our Penistone company, and the trip couldn't have been more thrilling if it had been to Penzance! While in camp the cubs were well looked after by officers including three of our Foundries' employees—Wendy Worsfold (Works Engineer's Dept.), Beryl Taylor (Ratefixing), and Pauline Bader (Personnel Dept.).

## Gala Venue

The 1955 David Brown Gala, already fixed for Saturday, July 9th, will be held on the Park Works Athletic and Recreation Club's Ground at Moor End, Lockwood.

# Personal

## BIRTHS

- To Mr. G. Iredale (*Drawing Office, Park Works*) and Mrs. Iredale—a son, Richard.
- To Mr. G. Bottom (*Planning Dept., The David Brown Tool Company*) and Mrs. Bottom—a son, Richard Geoffrey.
- To Mr. T. North (*Automobile Gearbox Division Drawing Office, Park Works*) and Mrs. North—twin sons, Garnet Lindsay and Graham Russell.
- To Mr. R. Stansfield (*Milling and Drilling, Park Works*) and Mrs. Stansfield—a daughter, Annette.
- To Mr. R. K. Rusby (*Publicity Dept., Meltham*) and Mrs. Rusby—a daughter, Sally Elizabeth
- To Mr. C. R. Storey (*Foreman, High Frequency Furnaces, Penistone*) and Mrs. Storey—a daughter, Jill.

## MARRIAGES

- Miss Marlene Boothroyd (*Typist, Despatch Dept., The David Brown Foundries Company, Penistone*) to Mr. Hutchins, of Stocksbridge.
- Miss Winifred Smith (*Holerith Puncher, Penistone*) to Mr. G. Bashforth, of Penistone.
- Miss June Eustace (*Comptometer Operator, Penistone*) to Mr. Wordsworth, of Oxspring.
- Miss M. Naylor (*Coremaker, Penistone*) to Mr. Ellis, of Penistone.
- Mr. K. Sheard (*Postal Dept., D.B.T. Meltham*) to Miss M. Brewer.
- Mr. J. E. Pyatt (*Heavy Fitting Bay, David Brown Machine Tools Ltd.*) to Miss Violet Latta.
- Mr. E. Hardy (*Machine Shop, D.B.M.T.*) to Miss Brenda Payne.
- Mr. F. Duffy (*Wages Dept., D.B.M.T.*) to Miss Daisy Roberts.
- Mr. Harry Todd (*The David Brown Tool Company*) to Miss Barbara R. Howarth.
- Mr. M. Ferguson (*Laboratory, David Brown-Jackson Ltd.*) to Miss M. M. Greenhalgh.

## RETIREMENT

- Mr. J. A. Turner, for 18 years a slinger at The David Brown Foundries Company, Penistone.

## DEATHS

- Mr. G. A. Ellis, a blacksmith at The David Brown Foundries Company, Penistone, for 18 years.
- Mr. Harold Clegg, aged 66, a David Brown employee for 26 years. Formerly employed at Park Works, he had been a desk clerk at D.B.T. Meltham since January, 1940.
- Mr. J. H. Beaumont, who had been employed in Bar Material Stores, Park Works, for the past year.



*One of the first "Gorwood" portable de-barking machines. The function of the David Brown "Radicon" worm reducer is clearly shown.*

## Bark Stripping by Machine

**T**IMBER for such purposes as pit-props or pulp is required to be completely stripped of bark prior to installation or processing, and whereas at one time the job was undertaken only by hand a number of machines have from time to time been introduced in comparatively recent years. In the latest such machine, which is new in conception and may well prove an outstanding improvement for this and other softwood producing countries, that versatile transmission unit the "Radicon" has an important function.

The "Gorwood" de-barking machine, which has recently been put on the market by J. R. Gordon & Co., of Chester, dispenses with the knives or cutters which have hitherto been the operative principle of machines for this purpose, bark being removed from the green wood by the rollers which strip the logs as they are passed through by the operator. Pressure on the upper of the three rollers (that seen in the accompanying picture) is readily adjustable and it is this which controls the bite on the timber.

Power for the "Gorwood" de-barker may come from any one of quite a number of alternative sources, for the adaptability of the machine is one of its outstanding points. Basically, it is available either in portable or stationary form. The portabk

machine is normally powered by a 10 h.p. Diesel engine, the whole unit being mounted on a sturdy chassis as a two-wheeled trailer with roof, side covers, and a stabilising jack at each corner. As a stationary unit the machine can be driven by an electric motor, while it is interesting to note that it can easily be arranged for driving from the power take-off shaft of a tractor or similar vehicle.

Whatever unit may be used, the transmission is the same, the drive being transmitted by a shaft with universal joints at each end to a standard 3 in. RHU type "Radicon" worm reducer built by David Brown and Sons (Huddersfield) Ltd. The output shaft of the "Radicon" is fitted with a pulley, to transmit power direct to the shaft on which the upper roller is mounted.

Fed and controlled by one man, the "Gorwood" de-barker is claimed to have a capacity of 150 cu. ft. per hour on logs averaging four to five inches diameter. The simple speed and pressure controls which are provided enable the operator to deal with variations in types and conditions of timber. On account of its high production capabilities the machine is claimed to achieve considerable saving in production costs as compared with hand barking. Moreover, the standard of work is highly favourable.

# PICTURE PAGE

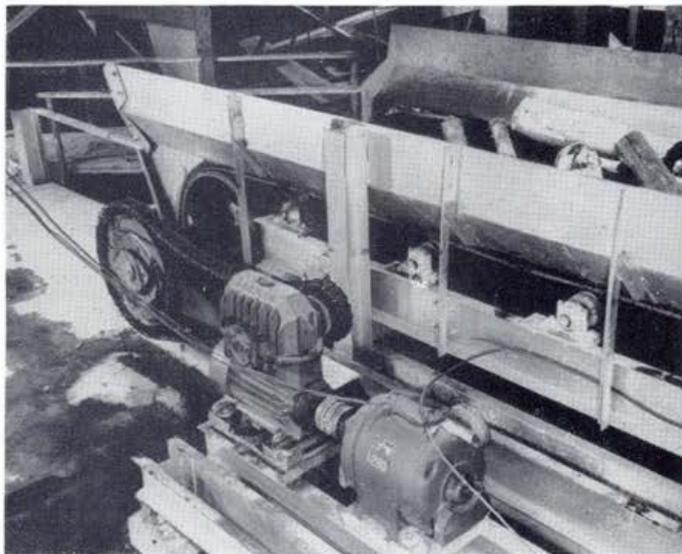
A MONTH-BY-MONTH PICTORIAL  
RECORD OF DAVID BROWN  
PRODUCTS AND PEOPLE



"The Archers" were guests of honour at a fete organised by the Newark Division Conservative Association and held in Thoresby Park. To add to the farming atmosphere our agents, Newark Motors Ltd., loaned a David Brown tractor for the occasion, and "Mr. Fairbrother" (Leslie Bowmar) told Mr. D. Wilkinson Managing Director of Newark Motors, that the tractor had put up a good performance. That may not sound very impressive coming from a fete, but it was in fact true for it was a very wet day and by the time the event was over the David Brown 25D had been called on to pull from the muddy grounds some of the other vehicles which the Archer family were driving. (Photo:

"Newark Advertiser).

Paper manufacturer is one of Canada's most important industries and the vast mills have become an important field of application for "Radicon" worm reducers. David Brown (Canada) Ltd. tell us that this is typical of the tasks found for such units, driving a log sorting conveyor five feet wide. With a 15 h.p. motor running at 1200 r.p.m., the size 10 RHU "Radicon" effects a 40:1 reduction.

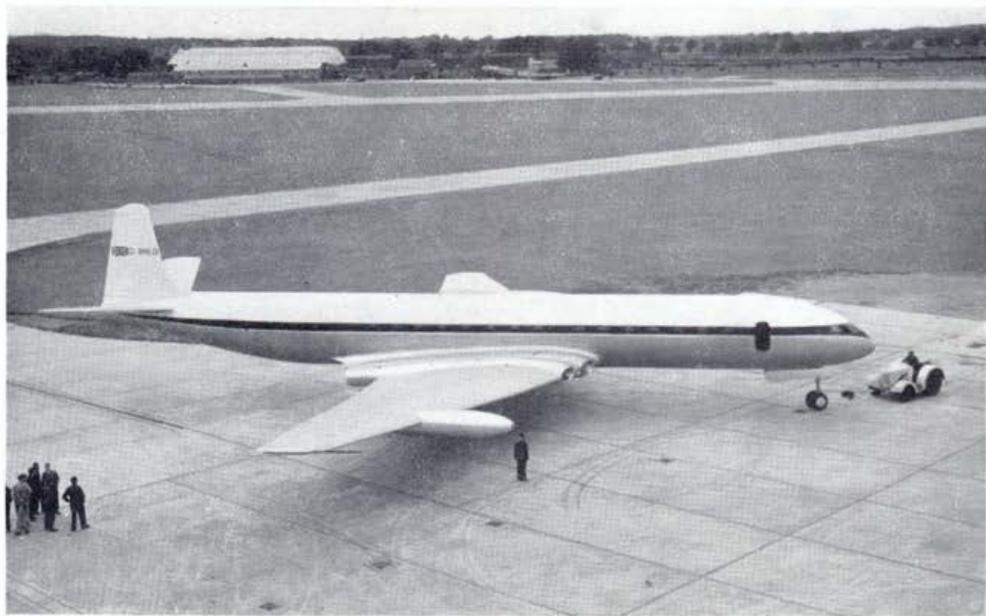


Part of a consignment of "Coventry" geared motors, made by The Coventry Gear Company, of Foleshill, Coventry, being prepared for despatch to South Africa. These Size 3 motors, of which 20 have been ordered by The Epic Oil Mills Ltd., of Johannesburg, are double reduction units designed for an input speed of 1430 r.p.m. and an output speed of 105 r.p.m. They will be installed in a new factory which is being built at Johannesburg for the production of edible, medicinal and industrial oils, cooking fats, margarine, peanut butter and soaps. This factory, which is expected to go into production early next year, will contain the latest type of equipment and is the first of its kind to be built in South Africa.

The self-contained "Coventry" geared units, which are fitted with Crompton Parkinson totally enclosed 3 h.p. fan-cooled motors, can be mounted in any of six operating positions. They will be used to drive the conveyors which will carry groundnuts, sunflower seeds, maize and other raw materials into the mill and also deliver finished products to the despatch departments. The order for the British-made geared motors was obtained by David Brown & Sons S.A. (Pty.) Ltd., of Johannesburg.



The Comet III jet airliner which made its first flight some weeks ago is being handled outside its hangar at the Hatfield, Hertfordshire, airfield of the De Havilland Aircraft Company by a David Brown industrial tractor. Designed as a 58-first class or a 76-tourist class passenger plane with a crew of four and two stewards, the Comet III is powered by four Rolls-Royce "Avon" turbojets.





## Co-design for 'Midland' Coaches

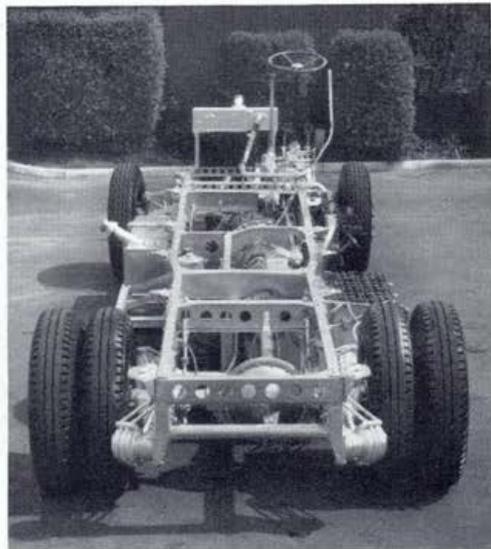
FROM the early days of the motor coach, David Brown and Sons (Huddersfield) Ltd. have co-operated with the Birmingham and Midland Motor Omnibus Co. Ltd. in designing gearboxes for the latter company's vehicles. A result of joint design on the part of the Birmingham company and the Automobile Gearbox Division of Park Works is a five-speed gearbox for fitting in long-distance touring coaches which will convey holidaymakers to all parts of Britain and the Continent with speed and comfort.

The main features of this co-design are the small centre distance of the gearbox (five inches) and the generous facewidths of the gears, which in turn keep down the peripheral speed and give adequate tooth overlap, combining to result in an exceptionally quiet running unit.

A £21,000 order for these five-speed units which is just being completed in the Automobile Gearbox Division of David Brown and Sons (Huddersfield) Ltd. will provide gearboxes for coaches such as that pictured here. The gearboxes incorporate constant mesh in all gears except first speed and reverse, and all gears have ground teeth. Fifth speed is an overdrive gear, which enables the coach to maintain high speeds on long stretches of level road with engine revolutions at a minimum.

The David Brown company also supplies four-speed gearboxes to this well known company for fitting in coaches running on normal passenger services.

*Chassis lay-out of the Birmingham and Midland long distance touring coach which is fitted with David Brown five-speed gearbox.*



# Tractors on the Pacific Coast

*Wes. Webb, Service Manager and Vice-President of Hoe-Brown Agency, of Van Nuys, California, demonstrates a David Brown 25 tractor operating with Wagner loader and Hytero scraper during a field day in the San Diego area.*



Towards the end of 1953, the decision was taken to establish a David Brown company on the U.S.A. Pacific Coast, to handle in the first instance products of the Tractor Division, and possibly some of the products of other David Brown Divisions at a later stage, in the eleven western states of America, Hawaii and the two western provinces of Canada. Mr. George L. Glover, who went out to California to take over the pioneer work, has contributed this account of the progress which has been made.

**A**FTER an extensive survey of the territory had been coupled with field tests, offices, showrooms and warehouse accommodation were secured at 1026 6th Avenue, Oakland, California, and we started operations on January 6th, 1954, as the U.S.A. Pacific Branch of David Brown (Canada) Ltd., Toronto.

Geographically, the Pacific Coast can be split up into four main areas—British Columbia, the Pacific Northwest, and Northern and Southern California. Each of these areas, with its inland, is served by a well-known city and port, namely Vancouver, Portland, San Francisco and Los Angeles. Behind the coastal zones lie the rich farming areas of the Frazer and Oaknogan Valleys of British Columbia, the mixed farming areas of Washington and Oregon, the rich and fertile valleys of the Sacramento and San Joaquin, together with the Imperial Valley in California.

From the outset it was apparent that farming practices in many of these areas varied considerably from those in Europe. Tools and implements used in the territory are largely designed and built in the West for these particular conditions. A specialised system of crop growing is employed, based largely on row cropping to provide channels

*Undergoing tests at Barstow in Southern California is a David Brown/Gate City Steel seven-foot side-delivery hay rake.*



*Proof of the type of ground encountered is supplied by the dust rising from a Be-Ge four-disc plough which is doing a good job in conjunction with a David Brown 25.*



for water, for due to the lack of rainfall there is need for extensive irrigation.

If our venture was to prosper, it was evident that it would be necessary to arrange for supplies of locally manufactured implements to be made available in suitable form for use with our tractors.

First and foremost it was necessary to acquire a source of supply for 14 in. and 16 in. mouldboard two- and three-furrow ploughs ("mouldboard plows both two and three bottom" is the term Mr. Glover actually uses) as these are almost invariably used out here on the west coast. In addition, a large number of 18 in. single furrow slow-turning mouldboard ploughs (our term for the American "single bottom easy-over sod plows") are used both in British Columbia and the Northwest territories.

On account of the extensive acreages of cotton that are grown in California a rotation system is employed, utilising alfalfa (*lucerne*) to rejuvenate the soil. In order to provide distributors and dealers with equipment to deal with the alfalfa hay, and thus offer agents in these territories as attractive a franchise as possible, it was necessary to provide such equipment as mowers and side-delivery rakes.

Arrangements were therefore made with Gate City Steel, of Boise, Idaho, for the supply of seven-foot side-delivery rakes, while negotiations are in progress with Lundell Manufacturing

Company to provide a seven-foot semi-trailer hydraulically operated mower. It is only in certain areas of British Columbia that anything smaller than a six-foot cutter bar is found, and in California (particularly Southern California) farmers are in some cases going over to nine-foot cutter bars.

Owing to the necessity of keeping the land as flat as possible for irrigation purposes, and due to the hardness of the ground, a large number of reversible disc ploughs are used. Arrangements were therefore made with the Be-Ge Manufacturing Company to adapt their two and three-furrow reversible disc ploughs for fitting to David Brown tractors. This was achieved by means of a depth skid and slight alterations to the automatic reversing mechanism which is attached to the tractor. These ploughs have received very favourable comment from users and are indeed first class. Their cutting power is phenomenal, accounted for by the fact that the discs have an inside bevel.

In travelling up and down the coast one rarely sees a wheeled tractor working without a loader fitted on it, and a year ago contact was made with Wagner Iron Works to provide a loader for the David Brown tractor range. Arrangements have now been completed and production has started on a loader designed specifically for the David Brown 25 series. Together with the loader, some form of rear-end scraper is also usually employed.

*W. W. Nicholson (left), Sales Manager of the David Brown U.S.A. Pacific Branch, and Wes. Webb, testing the seven-foot Lundell semi-trailer hydraulic mower.*



Besides performing its primary functions of scraping and ripping, this device assists in adding useful weight to the back of the tractor when operating with a fully mounted bucket on the loader, and also provides a more balanced unit to the eye.

These then are a few of the tools that have been acquired to provide an attractive line to merchandise with the David Brown tractor range. Together it is hoped they will prove as acceptable to all types of users on the West Coast as they have to two farmers who recently stated their views in a journal published by Vancouver agents B.C. Tractor Equipment Ltd. Dairy farmer Joe Oeser, of Lulu Island, says of his David Brown: "Sure I'm happy with it—it's a grand tractor. You can't beat it for economy; it'll handle anything on a medium-sized farm; it has power a-plenty for the big jobs and yet isn't too big for the small ones". On his 275-acre farm at Ladner, British Columbia, Hugh Reynolds has used his David Brown as an all-purpose machine for the last five years. "It suits me fine!" he says. "We consider it a most economical tractor, as well as being capable of doing a fine job as a power unit".



*Field testing the three-furrow 14 in. plough made for fitting to David Brown tractors by Wilkerson & Nutwell, of Fresno, California, is Mr. G. L. Glover, writer of this article. The David Brown/Wilkerson Nutwell plough, which is also available with 16 in. mouldboards, is fitted with 3 in. x 1½ in. thick beams and is complete with adjustable depth control mechanism operated from the tractor seat.*

DAVID BROWN TRACTORS  
SOCIAL AND SPORTS CLUB  
presents

## CARL BARRITEAU

AND HIS MUSIC

ALSO THE  
AMBASSADORS DANCE ORCHESTRA

TOWN HALL, HUDDERSFIELD

FRIDAY, SEPTEMBER 24th, 1954

Dancing 8 p.m. to 1 a.m.

Licensed Bar                      Running Buffet  
Admission 4/6                      At the Door 5/-

Tickets may be obtained from the Steward,  
Meltham Hall, or Personnel Department,  
Meltham Mills

### Preliminary Announcement

THE NEXT

## STAFF DANCE

will be held at Meltham Hall

Friday, 29th October, 1954.

8 p.m. to 1 a.m.

Evening Dress                      Tickets 10s. 6d.

THE DAVID BROWN GEAR GROUP OF COMPANIES  
THE

## SECOND ANNUAL STAFF DANCE

will be held on

FRIDAY, 8th OCTOBER, 1954

from 8 p.m. to 2 a.m.

Evening Dress                      Spot Prizes  
Tickets 10s. 6d. (including running buffet)

FOLLOWED BY

## THE FIRST ANNUAL "POPULAR" STAFF DANCE

SATURDAY, 9th OCTOBER, 1954

from 7-30 p.m. to midnight

THE BALLROOM, PARK WORKS

Buffet                                      Spot Prizes  
Tickets 3s. 6d.

Non-stop music on both evenings by  
THE STUART SWALES MODERN ORCHESTRA  
AND OLD TYME PLAYERS

*Same Special Decorations on both evenings  
Two licensed bars on each occasion*

Tickets (limited), available to all David  
Brown employees and friends, from all  
Personnel Departments



*Vice-Admiral Mason, Captain Illingworth and Lt. Watson photographed with Mr. G. L. Hancock on arrival at our Penistone Foundries. Their visit was part of a three-day tour of works in the Sheffield area.*

aide, Lt. M. C. Watson, and by Capt. J. H. Illingworth, Admiralty Engineer Overseer, North Eastern District (Sheffield). Also with the party was Mr. E. S. Skyrme who, as Admiralty Engineer's Inspector for the Sheffield area, is of course a regular visitor to the Penistone works. The visit was part of a three-day tour which Vice-Admiral Mason was making of important industrial plants in the area.

Closely followed by an "escort" of newspaper reporters and photographers the naval party "came aboard" promptly and were welcomed by Mr. G. L. Hancock who, with Mr. J. Pettigrew, Mr. J. Nicholson and Mr. J. Taylor accompanied the visitors round the works.

First port of call was the Bronze Foundry, where they spent some time watching the pouring of metal into the battery of under-floor centrifugal casting machines, which are used for the production of castings weighing 5 lb. to 2,000 lb.

Next stop was the pattern shop where the Vice-Admiral paused for a brief chat with three women employees, Mrs. L. Robinson, Mrs. S. Armitage

## Navy Day at Penistone

THAT famous cry "The Navy's here" echoed round the Penistone works of The David Brown Foundries Company on the morning of August 26th. The revival of this memorable war-time phrase was occasioned by the nowadays unusual sight of three uniformed naval officers walking through the foundries and workshops, chatting to staff and workpeople, and watching with obvious interest the manifold production processes of one of Britain's largest and most modern foundries.

Principal guest was one of the highest-ranking Service officers ever to visit a David Brown factory—Vice-Admiral (E) F. Mason, Engineer-in-Chief of the Fleet. He was accompanied by his personal

*Mrs. S. Armitage (left) and Mrs. L. Robinson had the unexpected pleasure of explaining to the Vice-Admiral their work as pattern painters.*



and 71-year-old Mrs. Martha Barr.

In the Machine Shop the attention of the Engineer-in-Chief and his colleagues was attracted by the sight of a number of familiar objects—marine turbine casings—in an unfamiliar setting.

And so to the Aircraft Foundry, where engine and airframe castings, many of intricate design, were being produced to specifications which call for skill and technique of the highest order.

The remainder of the tour was devoted to the main steel foundry, beginning in the core-making section where, after being introduced to Mr. W. Vickerstaff, Core Shop Superintendent, Vice-Admiral Mason and his party watched the girl core-makers busily and cheerfully engaged on this vital work which, to the layman, looks like the mass production of incredibly neat and complex sand pies.

In due course the visitors were shown the various other intriguing, and in some cases awe-inspiring aspects of the foundry—the high-frequency furnaces, floor moulding, fettling shops, machine moulding, and, of course, the 10-ton arc furnace, in the fierce glow of which they watched Mr. A. Beever, Arc Furnace foreman and his crew at their various tasks.

Finally, and most appropriately, Vice-Admiral Mason was introduced to another Penistone stalwart in Mr. "Jim" Polson Steel Foundry Superintendent, who, in March, 1953, was awarded the M.B.E. for, among other things his contribution towards the production of special prototype castings for the Admiralty.



## HUDDERSFIELD

### Bowling Play-Off

The forecast of a good afternoon's sport in the final rounds of the Park Works bowling handicap proved accurate as the crowd which gathered at the Griffith Bowling Green on Saturday afternoon, August 14th, would testify. Bowling off for the prizes were the last sixteen competitors and the first four couples to take the green were B. Curry and B. Mallinson, D. Lyons and F. Exley, J. Pullan and A. Mann, and G. Leng and H. Townend. These were classed as the novices, mostly with 9 to 11 start, but they were assured of a representative in the final. Curry (16 years old), Exley Mann and Townend got through the first round.

Then on came the bowlers—Ronnie Walsh to play Harry Senior (both on one start). Gilbert Townsend to play Willie Moorhouse (both on scratch). Against expectations Walsh had an easy win at 21-11, as had Townsend at 21-14. R. Lockwood beat A. Curry 21-12 and H. Wood accounted for our old friend John Beaumont 21-18. All the time play was going on the sun was shining brightly, the crowd was getting bigger, and there

*Messrs. H. Davies and W. Clay measure up in the final under the scrutiny of referee Mr. G. Blakeley, while the two contestants await the verdict.*



were even three "bookies".

In the quarter finals Exley and young Curry were handicapped alike and Exley won 21-20 after a game as good as the result would indicate. Mann beat H. Townend 21-13, R. Walsh had a tussle with R. Lockwood but finally won 21-18, and G. Townsend beat H. Wood 21-14. The semi-finals, between Exley and Mann, Walsh and Townsend, were accompanied by noisy advice mingled with plain barracking, and excitement ran high. Amid all this, referee George Blakeley and measurers Harry Davies and Willie Clay went about their task quietly and efficiently, seeing that everything was correct and above board. Exley emerged as a finalist by beating Mann 21-17, and G. Townsend beat Walsh 21-16.

In the final Townsend had to give Exley 11 start but was gradually overhauling his opponent. Scores were called at 19-17 in Exley's favour, but at this stage Townsend failed to find the mark he wanted with the "jack" and Exley went on to win the game 21-18.

Mr. Albert Flocks, Chairman of the Bowling Section, presided at the prize-giving ceremony. He thanked everyone for their support, particularly Mr. Avison and Mr. Maugham, and introduced Mrs. Maugham to present the prizes to all the sixteen competitors. Mr. Exley received a canteen of cutlery, and Mr. Townsend's award was a travelling set. Thanks were expressed to Mrs. Maugham by Mr. Jack Pullan.

In the Works Bowling League Championship play-off our "A" and "C" teams meet in the quarter-finals. We regret this early clash as we felt sure they would have won through to contest the final if the draw had been kinder.

### League Cricket

Fixtures in the Central Cricket League have been affected by the holiday period and the weather. We could muster only a mixed team of first and second eleven members to play Leymoor on July 17th, a game which we lost. With something more like our usual first team we beat Nortonthorpe on Saturday, July 31st, thus recording a double win over the League leaders. Leonard Varley

*The winner, Mr. F. Exley, receives a canteen of cutlery from Mrs. A. Maugham.*



batted well in this match when opening the innings, while two second team players excelled with the ball; Colin Tordoff took 4 for 12 and Frank Littlewood had 4 for 6.

When rain intervened in the game with Penistone "B" at Moor End on August 7th we had a definite advantage. Our score had amounted to 135 and when the match was called off Penistone were 95 for 9 (S. Fletcher 3 for 10). In the return game on August 14th Penistone slowly reached 133 before the time limit was reached, and after a stoppage for rain we had an hour left to get the runs. R. Davies scored a quick 58 but we were forced to close down in order to avoid losing, finishing at 97 for 7. The League table bears out a claim that the weather has robbed us of top place. We have lost fewer matches than any other team and have to be satisfied with drawn games caused by the rain. The second team has not had a game since July 11th owing to the holiday period.

Despite the weather the Departmental Knock-out Competition has been going steadily on its way, though many games have been played in conditions more suitable for soccer. The final has been put back by only a week. Having been rained off every evening during the week, the semi-finals were staged on Sunday, August 22nd. The first encounter was between Heavy Machine Shop and Department 26 and the result was in the balance until the third ball of the last over. With Heavy Shop requiring one to win, Dept. 26 closed the field around the batsmen but the latter got the ball away for two winning runs. The second semi-final between Welding Division and Tool Company Turning, went on immediately afterwards. Welding batted first and their 71 proved much too good for the Turners, who were all out for 19. The final, scheduled for 2-30 p.m., on Sunday, August 29th, should prove well worth watching.

#### Football Preliminaries

That the football season is fast approaching is evident by the fact that training has been in progress for the past week or two. With some new blood in our ranks it is felt that the first team will improve on last season's record. The Reserves are hoping to do more than hold their own in Division III, to which they were promoted at the end of last season.

#### Farewell to Emigrant

With regret we have to say goodbye to Bill Husler, an old stalwart of the David Brown Athletic and Recreation Club, who is emigrating to Australia in the very near future. All who know Billy will join in wishing him happiness in his new life.

L. Broadbent, Hon. Sec

## MELTHAM

#### Weather has been the Master

Week after week rain has interfered with the cricket programme, but the David Brown Tractors Free-Lance team achieved second place in the Yorkshire Council's final table. In the semi-final

on Saturday, August 28th, they lost to British Ropes (whom they had previously beaten twice during the season). A fuller account of this match will be published next month.

One League match which the Free-Lance team did manage to finish was against Pontefract, even though a draw resulted after some 350 runs had been scored. Pontefract declared at 178 for 5 wickets (S. Speight 4 for 50, and in reply we totalled 168 for 9 wickets (A. Smith 59 not out, D. Booth 34).

British Ropes, then among our leading challengers, were visitors to Meltham but could only make 117 for 9 in the time allowed, due to fine work by Donald Smith who bowled throughout the innings and took 7 for 55. A. Smith made 34 and J. Stopford 29 not out, but six Tractor wickets were down before the runs were obtained.

The only other match to report was against Appleby-Frodingham. That game was washed out by a violent thunderstorm after D.B.T. had made 46 for 5 on a treacherous wicket.

Three results have been achieved by the Bradford Section XI. Visiting Thackley, the home team were all out for 45, the wickets falling to S. Speight (6 for 13) and J. Savage (4 for 26). D.B.T. lost three wickets in scoring 47 runs. They then entertained Sowerby Bridge, J. Savage taking 5 for 66 in a total of 214 for 7 wickets. This total proved too much for D.B.T., who were dismissed for 195 (A. Smith 41, J. Brook 47).

Honours have been shared in two games which the Evening League XI has played against the same team, L. B. Holliday's. At Meltham, D.B.T. won by 17 runs, scoring 87 for 5 (L. Boothroyd 41, J. Robinson 21) and dismissing the opposition for 70 (G. Mullins 4 for 36, P. Clegg 6 for 26). On the away ground the D.B.T. team was beaten by three wickets. Scores were D.B.T. 47, L. B. Holliday 49 for 7 (G. Mullins 5 for 24).

## SALFORD

#### Defeated in Final

The first team representing David Brown-Jackson Ltd. in the Salford Bowling League lost by a narrow margin in the final of the League's knock-out competition. Agecroft Power Station scored 219 against a D.B.-J. total of 213.

Recent league results have been as follows:—  
First Team:

Groves & Whitnalls 180, D.B.-J. 245 (J. Dean 21-6, J. Taylor 21-9, A. Poole 21-10).

Erskine Heap 210, D.B.-J. 185 (J. Sidebotham 21-5, A. Poole 21-10).

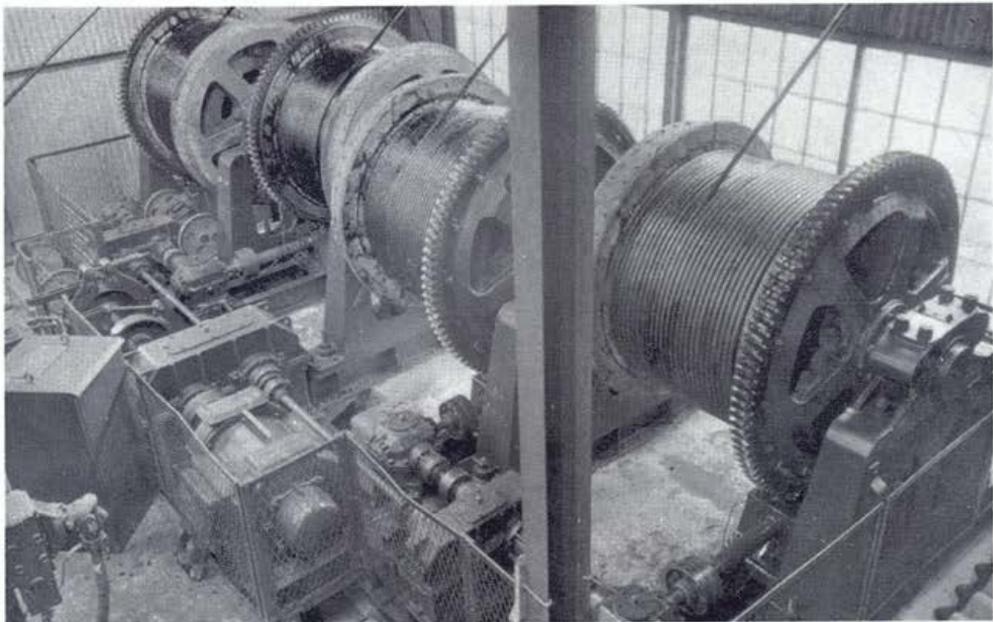
Barlow & Chidlaw 203, D.B.-J. 210 (W. Smith 21-5).

Second Team:

Irwell "B" 196, D.B.-J. 184 (S. Worrall 21-5, J. Chapman 21-7, K. Tittle 21-7).

D.B.-J. 188 (H. Ingham 21-9), Griffiths Hughes 227.

Salford Electrical Instruments 248, D.B.-J. 157.



*Britain's demand for coal continues to grow and with some seams becoming worked out more pits are being opened. For getting to these new seams a Wigan company has incorporated David Brown gearing in this four drum winch for raising and lowering the walling scaffold while sinking a shaft.*

## **Gear Units Balance the Load**

**F**OR the purpose of sinking a shaft in opening up a new pit at an existing colliery, Messrs. John Wood and Sons Ltd., of Wigan, have built a four drum scaffold winch which, by the use of David Brown gear units and worm gearing, achieves a speed of 1.33 r.p.m. at the drums from a motor drive of 730 r.p.m. Built for The Cementation Co. Ltd., this plant is in operation at Rufford, near Mansfield, Nottinghamshire, raising and lowering the walling scaffold in the shaft at a speed of up to 15 ft. per minute with a maximum load of 50 tons.

As an example of gearing application the plant is of particular interest, with differentials incorporated in helical gear units in order to distribute the load equally on each of the four ropes.

A 100 h.p. electric motor drives initially through an 18 in. single reduction helical gear unit supplied to the Wigan company by David Brown and Sons (Huddersfield) Ltd. Twin output shafts from this unit drive 12 in. single reduction helical units and

these in turn transmit the drive through "Cone Ring" flexible couplings to four David Brown size 10 BH spiral bevel gear sets. The output shafts from the bevel gear units are coupled to worm shafts of 100/1 ratio driving final open worm gears of 28 in. centres mounted on the outer rims of the rope drums.

Built in the 18 in. helical unit is a lockable differential, locked during normal raising and lowering duty, and driving the two 12 in. differential units which serve to equalise the load on each pair of hoisting ropes.

This 18 in. unit can be unlocked and operated as a differential should levelling of the platform be necessary at any time, and also during rope changing.

Brakes on the winch are arranged for thruster operation and electrical interlocks are provided.

Since Messrs. John Wood and Sons Ltd. put the winching plant into operation, orders for two further sets of gears, couplings and gear units for similar purposes have been received at Park Works.



*Aston Martin assortment. From a handicap start in the 15-lap race for the St. John Horsfall trophy, Reg. Parnell (DB3S) averaged 76.17 m.p.h. to overtake competitors with as much as two laps start and in a thrilling finish beat Miss Angela Brown (DB2) into second place by 2.4 seconds.*

## Aston Martin Rendez-vous

by DUDLEY CORAM, Chairman, Aston Martin Owners' Club

COMPARED with other events in the A.M.O.C. racing calendar the St. John Horsfall meeting differs in that it is not open to the public. This is a get-together entirely for members and friends attending by invitation, and representatives of various other clubs, but even so we were hosts to some three thousand spectators at Silverstone on Saturday, July 24th. We were lucky in that the weather department granted us a fine day, which is something of an event in itself this year.

Racing started with a half-hour high speed trial which was not actually a race: nevertheless, if you ever see one of these events being run you will probably think it one of the most hectic races you have ever witnessed. In this case some forty-odd competitors went off Le Mans fashion—that is lined up to sprint to their cars when the flag dropped—and the mass approach to Copse Corner was reminiscent of the Charge of the Light Brigade.

The seven events which followed were a series of scratch races for sports cars of various capacities. An outstanding win in these races was that of Thomas Sopwith, an Associate Member of the A.M.O.C., who disposed of two Jaguar XK120C models with his Sapphire Special and put up a race average of 75.33 m.p.h.—just a little under Reg. Parnell's speed with a DB3S later in the day.

It was evident that something was about to happen shortly after half-past-two, for spectators had without exception left the bar to line the balcony over the pits. Interest was in the prepara-

tions for the fifth annual race for the St. John Horsfall trophy, in which the field of Aston Martins ranged from 1923 to 1954 in year of manufacture. P. A. Heron was limit man with his 1935 Mark II, in receipt of two whole laps and ten seconds start on Reg. Parnell sitting on the scratch line. I should explain that this ten lap race not only caters for Astons of all capacities but is also a two-part event with awards for the winners of the under and over 1½-litre sections.

It took two laps to get everyone in the field, and for another six laps at least it was extremely difficult to make out who was doing what, for you have to remember that the club circuit at Silverstone is only 1.6 miles and the field was both large and varied. After half-way, it became evident that back markers Miss Angela Brown (DB2), Tony Everard (DB3) and Reg. Parnell (DB3S) were making an impression, but it was also apparent to those with watches that S. F. Pile, who with three other Ulsters had started on an even mark of one credit lap and one minute, was going very fast.

As the leaders came round for the eighth lap Pile was leading with Angela Brown coming up fast, then Tony Everard, another Ulster, and Reg. Parnell. On the next lap, last time round for the leaders, Miss Brown was just behind Pile, then there was a fair gap, and then came Everard and Parnell. It appeared at this stage that Parnell could not possibly catch the first two, which made the finish unexpectedly close as Miss Brown came into Woodcote Corner with Reg. so close behind that

he was able to get past and across the line with 2.4 seconds in hand. The final order was Parnell, Miss Brown, Pile and Everard, with Pile winning the 1½-litre class. Reg.'s time of 13 m. 40 sec. for fifteen laps of 1.6 miles was equal to 76.17 m.p.h.

Most important event of the day's racing to the invited clubs is the David Brown Relay Race, which is the scene of very keen annual rivalry particularly between the "one-make" clubs. This fifteen lap relay is open to teams of three cars of the same make, though not necessarily of the same model or year of manufacture. The event is run on handicap, wholly carried by the first car to run on behalf of a team. The drill is that "red" cars run first, covering five laps before handing over a disc to their "white" team-mates sitting in their own cars at the pits. "Whites" cover five laps, then in similar fashion hand over to "blues" to finish, and since that time the A.M.O.C. has struggled hard to get Mr. David Brown's trophy back into the club, putting four and sometimes five teams into the race without success. Imagine therefore how thrilled we were to hear the announcer say on the fourteenth lap "... and there goes Reg. Parnell into the lead... if he keeps going like that Miss Angela Brown's team of Aston Martins are certain to win the Challenge Cup for the first time". Keep going he did, crossing the line amid loud A.M.O.C. cheers, and "Yours truly" had the pleasant job of giving him the chequered flag.

It was a great race to have won, for on a very fair handicap Miss Brown's team of a DB2 (her car), Tony Everard's DB3, and Carroll Shelby's DB3S driven by Reg. Parnell, had beaten XK120C's, Austin-Healey 100's, Morgan Plus 4's, Bentleys, Rileys, other Astons, Lagondas, Lotus and various others.

It is our custom to make this annual event a full week-end get-together: the club company assembles for supper and dancing on the night of the race meeting, followed by a Concours d'Elegance on the Sunday morning. This year we chose Thame as our headquarters and met at The Spread Eagle Hotel, a noted hostelry in that area. Unfortunately, our luck with the weather did not hold and the Concours would have been flooded out had not the proprietor and the sporting residents allowed us to use the very spacious garage. While the guests' cars went out into the torrential rain, the Aston Martins (save one) were under cover and much drying and polishing went on with all available male and female helpers "mucking in". Ray Eve won the premier award with a 1934 Mark II which was in showroom condition, while Feltham's latest product in the shape of Donald Yate's DB2-4 came fourth.

A number of enthusiasts from David Brown companies were present on the Saturday. We recognised quite a few and sincerely hope to see more next year.



*In the David Brown Relay Race Reg. Parnell, driving Carroll Shelby's DB3S in American colours, receives the white disc from Miss Angela Brown and is away to bring the trophy back to the David Brown stables for the first time since it was donated in 1950.*

*Her co-drivers look on as the winning captain receives the trophy and maternal congratulations from Mrs. David Brown.*





## New Premises for D.B.T. Eire

*It's a great day for the Irish. New David Brown premises, with greatly expanded storage, service and spares facilities have been opened in Dublin by Mr. P. F. Quinlan, President of the Irish Farmers' organisation, Macra na Feirme. Present at the opening ceremony were David Brown officials, agents and guests, including (l. to r.) Mr. J. B. Eeles, Mr. F. B. Marsh, Mr. T. Jackson, Mr. and Mrs. Quinlan, and Mr. J. Whitehead.*

ON August 26th, the new premises of David Brown Tractors (Eire) Ltd. were formally opened at Broadstones, Dublin, representing what Mr. F. B. Marsh aptly described as "a landmark of growth in Ireland". The occasion was attended by about 150 people, representative of the country's various agricultural interests, who were quick to appreciate the addition of improved facilities which are now available to farmers in sales, service and spares.

Mr. Marsh introduced Mr. J. Whitehead, who stated that this expansion was the culmination of ten years' planning, and he promised a continuous process of development. He referred in particular to the fact that all the original Irish dealers were still with us.

Mr. Whitehead then introduced Mr. P. F. Quinlan, President, Macra na Feirme, who said that he was in a unique position in that it was so unusual for a consumers' representative to open the new premises of a producing concern. He felt he was expressing the appreciation of the community of the endeavour of The David Brown Companies to give greater service at less cost.

Mr. Quinlan had been the owner of a David Brown Tractor for more than seven years and he was most appreciative of the craftsmanship and the resources which were behind David Brown

machines. In his opinion the perfect tractor was yet to be designed, but if ever this ideal was accomplished David Brown Tractors would be very closely associated with it.

After suitable response by Mr. F. B. Marsh, visitors made a tour of the premises, and afterwards adjourned to the Royal Hibernian Hotel for a reception and dinner, during which Dr. Louis M. Smith, Agricultural Advisor to the American Embassy, gave an instructive and fascinating exposition of Irish agriculture with special reference to farm mechanisation.

Mr. J. B. Eeles proposed a toast to the guests, referring to the extremely wide coverage of the dealer organisation and expressing gratification that such an excellent attendance had been possible. In his response Mr. P. J. Frayne stated that he had been associated with the company for ten years and he had found them to be most modest in their claims in view of the high standard of product and service.

Mr. J. C. R. Birney proposed a toast to the David Brown dealer organisation, to which Major F. K. Jackson responded.

The proceedings were ended on a gracious note by Mr. and Mrs. Whitehead presenting souvenirs of the occasion to Mrs. and Mr. Quinlan.

*An outside view of the new premises (left). The photograph below was taken after the opening ceremony when guests inspected the various David Brown tractor models in the spacious storeroom. Forty tractors and a full range of implements can be accommodated.*

