

GOOD-BYE TO ALL THAT—TILL NEXT MARCH

THE distant sweep of the Byfleet banking had already merged its greyness with the deepening Autumn sky when the last race of the programme had been run in the Brooklands closing meeting on Saturday, 13th October. The weather, so frequently kind to the B.A.R.C., where it is unfriendly to other clubs, behaved magnificently and enabled eleven first-class races and an attack on the main track record to be run off between one and five o'clock. More is the pity that the spectators were so few by comparison with other meetings which were not nearly so good to watch as this Mountain Championship programme. The entries were so numerous that four additional races were put into the lists at the last moment and the hour for starting advanced. Every paddock bay was filled and many competing cars had to be parked in the open.

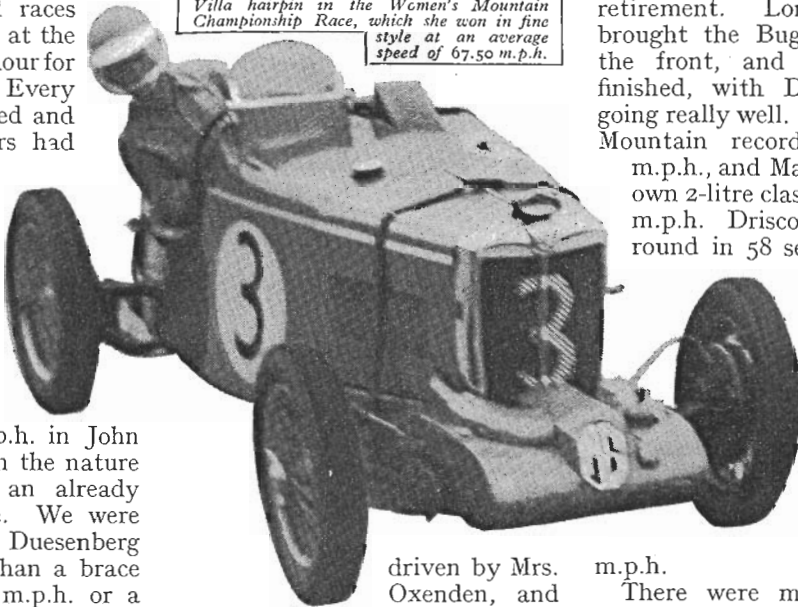
The programme of four Long Handicaps and seven Mountain races was nicely balanced, and the addition of Whitney Straight's attack on the lap record, which stands at 140.93 m.p.h. in John Cobb's favour, was in the nature of bonus value in an already excellent bill of fare. We were sorry that Straight's Duesenberg could do no better than a brace of fast laps at 138 m.p.h. or a shade over that figure. He looked impressive and the car kept low coming off the bankings. It was also comparatively quiet, all of which circumstances, plus his failure to capture the record, made many express great disappointment. For ourselves we consider it a remarkable performance for an unsupercharged 4376 c.c. single seater, Cobb's Napier-Railton which holds the record being engined with over 23 litres.

Many close finishes were recorded at this meeting, Ebbelwhite wielding his handicap data of the past season to good purpose. R. F. Oats brought his Amilcar home only twenty yards

ahead of Dobson's Bugatti in the first race, and W. M. Couper on the Talbot had a neck and neck battle over 9½ miles with Dobb's Riley in the next event. Behind them, gaining all the time but able to get no higher than third place, was Major Gardner in his supercharged 1100 c.c. M.G. Couper won at 100.81 m.p.h., so that Gardner's little car actually averaged slightly more.

One of the best events was the Women's Mountain Race. Mrs. Petre did not materialise with the M.G. she was to drive and Miss Evans was therefore the only competitor with this make. She had to concede 25 seconds to the limit car, a supercharged Alta

MISS D. B. EVANS rounding Chronograph Villa hairpin in the Women's Mountain Championship Race, which she won in fine style at an average speed of 67.50 m.p.h.



driven by Mrs. Oxenden, and with Mrs. Wisdom on the Talbot, two Bugattis and a Riley from the Dixon stable in between. Miss Fay Taylour was driving Penn-Hughes' 2600 supercharged Alfa and started scratch 25 seconds behind Miss Evans. The latter drove excellently, was quick on the corners and never yielded a yard to anyone. From fifth place on the first round she moved into fourth and then took the lead at the end of the third circuit to retain it until the end. Miss Taylour was pressing her as the last corner was rounded, but Miss Evans was the steadier of the two and kept her opponent at bay to run home the winner by twenty yards. Mrs. Wisdom

was third only a few seconds behind. Miss D. B. Evans averaged 67.50 m.p.h. for the race and Miss Taylour lapped on one occasion at 76.86 m.p.h., thereby having the honour of beating, at that time, every other class of record for the Mountain circuit, male or female, except that of Whitney Straight!

The Mountain Championship was definitely exciting, although the result seemed fairly obvious from the fall of the flag. Straight, in his black Maserati, pulled to the fore and stayed there, Raymond Mays hanging on and never losing sight of him. Penn-Hughes hung on to third place until a loose radiator cap resulted in a hot water spray that caused his retirement. Lord Howe then brought the Bugatti one nearer the front, and thus the field finished, with Driscoll's Austin going really well. Straight put the Mountain record up to 81.00 m.p.h., and Mays improved his own 2-litre class record to 78.88 m.p.h. Driscoll got the Austin round in 58 seconds, which is

72.62 m.p.h., and a new record for the 750 c.c. class, subsequently beating this twice in two succeeding races until he finished the day with a figure of 73.64

m.p.h.

There were many other fine races and the finishes were always interesting.

It is rather sad to reflect that Brooklands is now in the hands of the concrete breakers, who during the ensuing dark and dreary months will be urged to establish their own particular brand of records, breaking yards per day or tons per beer, according to their methods of calculation. Brooklands has had a good season and M.G. owners have been consistent supporters throughout the programmes. Now it is a long wait until next March, but already stable talk is getting interesting regarding what will be happening in the racing world in 1935.