

# AUGUST BANK HOLIDAY

## AT BROOKLANDS

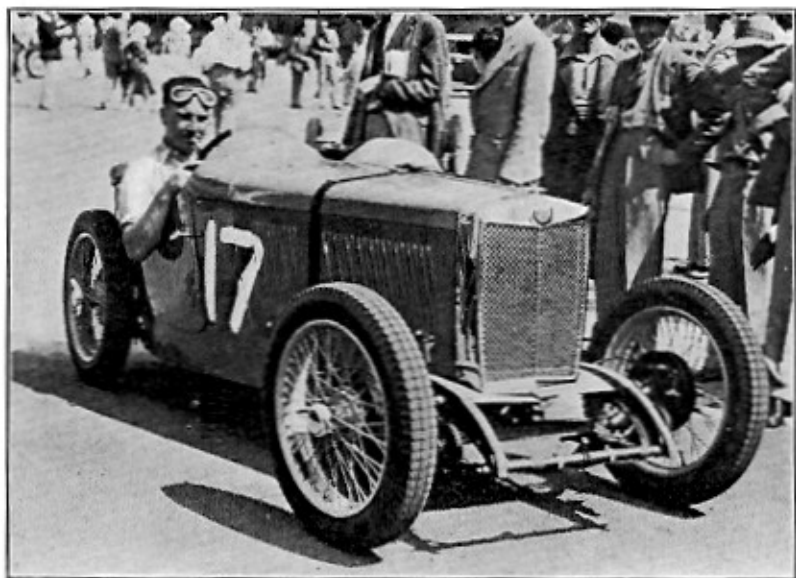
**T**HE paddock and enclosures at Brooklands on August Bank Holiday presented a gay spectacle in the glorious summer sunshine, gents' natty sports shirtings holding their own in the array of brightly-coloured summer dresses. The attendance was good, and the sport, taking it as a whole, was good.

John Cobb's new Napier-Railton, in Stall No. 1, maintained a gallery of admirers throughout the afternoon, the other main feature of interest in the paddock being the fleet of smart-looking M.G. Magnas lined up ready to be driven in the Pre-war Brooklands Drivers' Race.

The First Byfleet Junior Short Handicap was the first event in a programme of ten races. Sixteen cars lined up for the start. A. C. Kelway (M.G. Midget) was the limit man, and came round with a substantial lead on the first lap. Kelway managed to maintain his lead throughout the race, although on the last lap J. H. Parsons (Alvis) and Ashton Rigby (M.G.) managed to overhaul several other competitors to capture second and third places respectively. Kelway won by 150 yards at an average speed of 74.48 m.p.h.



S. G. Cummings after his thrilling victory in the Race for Pre-War Drivers



A. C. Kelway, who scored a run-away win in Race 1

The next race — the Second Byfleet Junior Short Handicap—provided a Frazer Nash win, with quite a close finish. There was a big field for this event also. D. A. Aldington went into first place after M. P. Simpson (Riley), who had been leading for some distance, had retired. Bugattis shone brightly, and provided the danger to the eventual winner. The finishing order was: 1st, D. A. Aldington (Frazer Nash); 2nd, S. Smith (Bugatti); 3rd, R. J. W. Appleton (Bugatti). Winner's speed, 92.59 m.p.h.

The spectacle of a sailor in uniform assisting to push a car to the starting line was an amusing incident in the Byfleet Senior Short Handicap. It probably provided "Ebbey" with good subject matter for a wise-crack!

There were three M.G.'s in the race, and although D. N. Letts was among the pace-makers in the early stages, an M.G. success was not registered. It looked very much as though the race lay between Driscoll (Austin) and Dixon (Riley) who was following up closely. Oliver Bertram, however, managed to urge his Delage to its first victory and he proved a popular winner. Dixon and Driscoll were second and third respectively. Winner's speed, 118.05 m.p.h.

The Byfleet Junior Mountain Handicap came next. H. R. Attwood (M.G.) was lying eighth on the first lap, but rapidly improved his position, eventually finishing second. Derrington and Tenbosh (Austin) had arguments with the Fork tubs, and H. C. Vickers (Lea Francis s/c) who had been leading for three laps, had a bad skid at the Fork which cost him the race. The order was: 1st, R. H. Eccles (Frazer Nash); 2nd, H. R. Attwood (M.G.); 3rd, A. W. Kirkaldy (Frazer Nash). Winner's speed, 62.68 m.p.h.

In the Byfleet Senior Mountain Handicap which followed, K. D. Evans (M.G.) retired on the second lap, and the remaining M.G.'s—J. C. Elwes and A. C. Kelway found the handicap too much for them. The result was: 1st, T. P. Cholmondley-Tapper (Bugatti); 2nd, R. H. Eccles (Frazer Nash); 3rd, W. E. Harker (Harker Special). Winner's speed, 63.44 m.p.h.

The main race of the day was the Byfleet Lightning Short Handicap in which John Cobb's car made an imposing and successful debut. The Napier-Railton made other fast cars look positively slow, and the glistening racer fairly shot down the Rail-

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