

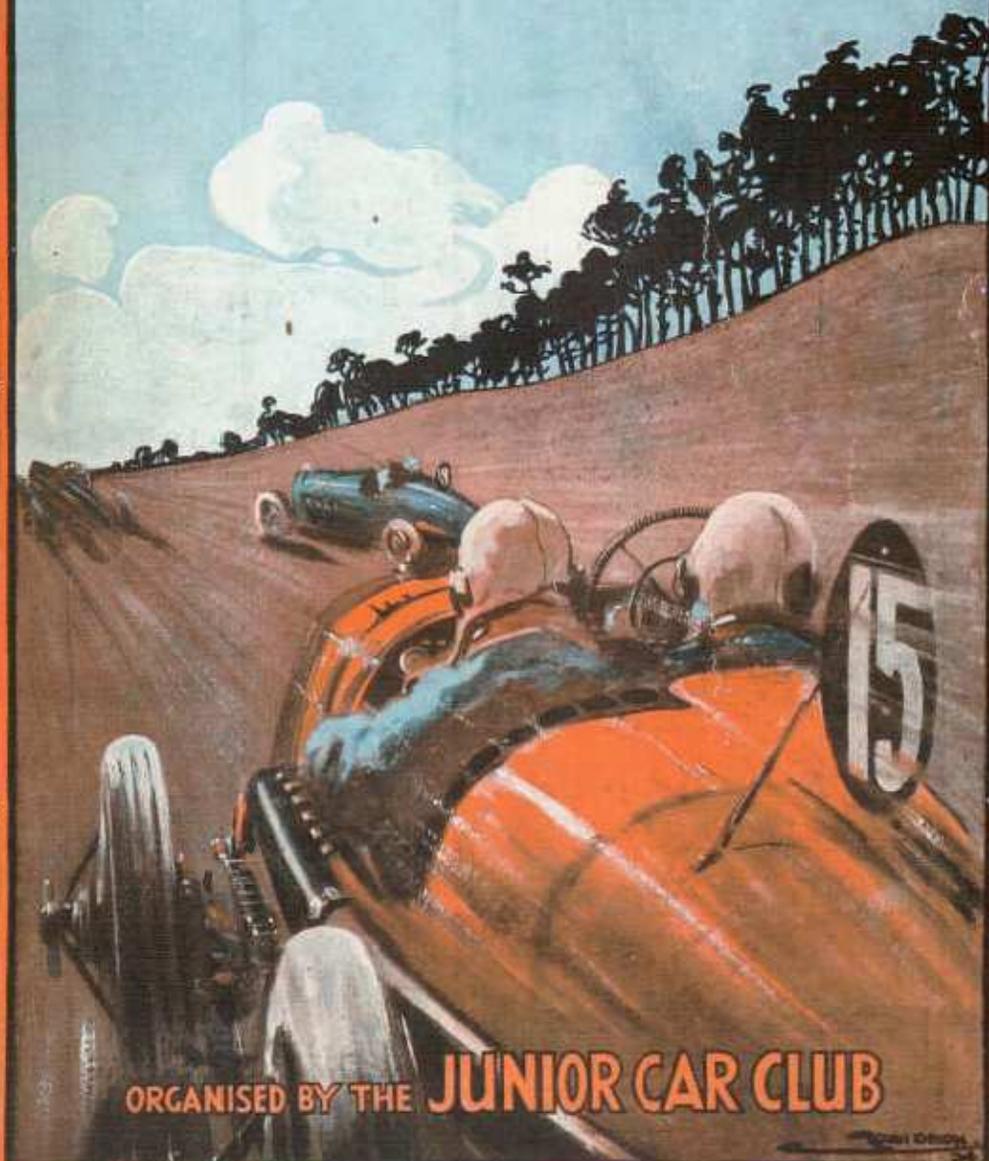
OFFICIAL
PROGRAMME

SAT. OCT. 15TH 1927

PRICE ONE SHILLING

200 MILES RACE

FOR LIGHT CARS UNDER 1500cc. AT BROOKLANDS.



ORGANISED BY THE **JUNIOR CAR CLUB**

Brooklands President's Gold Plate

won on

"BP"

The British Petrol

At the Meeting held at Brooklands on the 17th September, Mr. V. Gillow, driving a 1,500 c.c. Riley gained the Brooklands President's Gold Plate, on "BP" at a speed of 89.5 m.p.h. Second Place was secured by Captain Malcolm Campbell, driving a 1,500 c.c. Talbot also on "BP".

At the same Meeting, Mr. F. Boyd-Carpenter, driving a 749 c.c. Austin Special on "BP" secured First Place in the 29th Long Handicap.

*For speed, power and economy use
"BP" the British Petrol.*

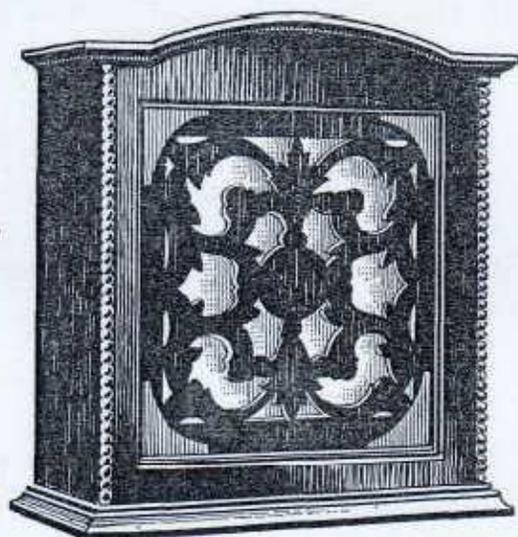
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British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2
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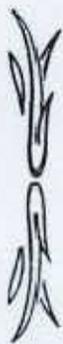


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The Natural Tone Loud Speaker

THE DONOR of the ANDRÉ GOLD CUP



Mr. T. B. André, whose photograph is shown above, presented the Junior Car Club with the Gold Cup that bears his name, in 1921, and thus made the classic race possible. It was felt that an event of such importance would be lacking in some respect unless a fitting trophy was offered. Mr. André's generosity put the finishing touch to what has now proved to be an event of great national importance. He has also given "The Designer's Cup" to be won to-day.

The **AUTO**
- Motor Journal - **2^D**
'Yellow Cover'

2^D Thursday

THE AUTO is written by experts, for the Motorist who wishes to get the best out of his car.

Special weekly news items of interest to distributor and agent.



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Delage Won 1st
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3rd

GRAND PRIX of SPAIN

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ALL over Great Britain and the Dominions overseas there are thousands of car owners who have no quarrel with their choice of model. They are Humber Owners. Experience has taught them that the claims based on the principles of Humber design are vindicated on the road. Their cars are an investment paying a generous dividend of mechanical service, and a bonus of pleasure only obtainable when the right car finds an appreciative owner.

The Range for 1928 includes the following Models:

	Model 1	Model 2
9/20 H.P. 2/3-Seater with Dickey	£250	£235
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9/20 H.P. 4-Seater Saloon	300	280
9/20 H.P. 4-Seater Fabric Saloon	285	—
14/40 H.P. 2/3-Seater with Dickey	440	—
14/40 H.P. 5-Seater Tourer	440	415
14/40 H.P. $\frac{1}{2}$ Coupe with Dickey	555	—

Dunlop tyres standard

Other Models of 14/40 H.P. and 20/55 H.P. at prices up to £995.

We will gladly send you illustrated catalogue containing specifications and prices of all models.

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**STAND
No. 70
OLYMPIA
OCT. 13-23**



This Event will be held under the General Competition Rules of L'Association Internationale des Automobile-Clubs Reconnus, the General Competition Rules of the Royal Automobile Club (but the entries are limited to members of the Junior Car Club), the Racing Rules and Regulations of the Brooklands Automobile Racing Club and Supplementary Regulations.

OFFICIALS.



Stewards of the Meeting :

THE HON. SIR ARTHUR STANLEY, G.B.E., C.B., M.V.O.	H. M. HOBSON, J.P.
COMMANDER F. P. ARMSTRONG, O.B.E., R.N.V.R.	LT.-COL. CHAS. JARROTT, O.B.E.
HUGH P. MCCONNELL, A.M.I.A.E., M.S.A.E., F.I.M.T.	PROF. A. M. LOW, D.Sc., A.C.G.I., ETC.

Judges :

K. LEE GUINNESS. MAJOR W. H. OATES, O.B.E.

Official Measurers :

HUGH P. MCCONNELL. A. V. EBBLEWHITE.

Timekeepers :

F. T. BIDLAKE. T. D. DUTTON. A. V. EBBLEWHITE.
CGL. LINDSAY LLOYD. A. GEO. REYNOLDS.

Time Auditors and Assistants :

J. D. FERGUSON. L. EBBLEWHITE, JUNR. B. H. UHDE.

Public Announcements :

PROF. A. M. LOW.

Medical Officers :

DR. E. GARDINER. DR. J. T. BURRELL.

Press Secretaries : S. C. H. DAVIS. F. J. FINDON. CAPT. A. W. PHILLIPS.

Motor-cycle Marshals :

Under the Direction of F. W. BARNES.

Chief Marshal :

MAJOR FRANK H. BALE.

Marshals :

E. A. BAKER.	P. D. CLEGG.	H. R. GODFREY.
F. W. BARNES.	P. H. GORDON & COGGIN.	A. I. LOGETTE.
R. W. BILLINGHURST.	A. J. CRUMP.	E. MAGEE.
L. BIRD.	H. N. EDWARDS.	C. A. H. MASON.
W. D. BRADLEY.	N. FIELDEN.	H. J. MORGAN.
P. BROUGH.	E. HANCOCK.	A. OLIVER.
L. CALLINGHAM.	T. G. HAYTER.	A. J. PALMER.
A. G. CHAPMAN.	A. FARRAR HOCKLEY.	D. RICHARDSON.

<i>Clerk of the Course and Secretary of the Meeting :</i>	<i>Assistant to Clerk of the Course :</i>
A. PERCY BRADLEY.	D. F. DYER.

A Staff of men provided with Pyrene Fire Extinguishers and under the direction of Mr. J. W. Tweeddale, late of the London Fire Brigade, will be on duty during the Race.

Organisers of the Meeting :

The Junior Car Club, Clock House,
Arundel Street, Strand, W.C.2.

**" . . . a reputation
now envied all over
the world."**

THOSE are the words of a well-known authority on Motoring matters, and in those words, eight years Alvis history is summed up. For eight years the name "Alvis" has stood for all that is brilliant in modern automobile construction. By its superlative design and its wonderful performance under all conditions of road and track the Alvis Car has established a new standard of quality. No car can offer its owner such undiluted joy or such entirely care-free motoring. No other possesses the magnificent characteristics of Alvis. No other carries the same three years guarantee.

For 1928 the prices of the Alvis 12 h.p. Four Cylinder models, that are universally accepted as the finest 12 h.p. cars produced, remain unaltered, though still more lavish equipment and further improvements in Chassis and bodywork are incorporated, ensuring still further improved performance.

Further, in response to many demands a 14 h.p. Six Cylinder model has been produced after twelve months' strenuous testing, and will be available in the same range of coachwork as the Four Cylinder models.

Before deciding upon your car send for new 1928 Catalogue.

**THE ALVIS CAR & ENGINEERING
COMPANY, LIMITED, COVENTRY**



MASTER OF THE KING'S HIGHWAY!



JUNIOR CAR CLUB

Seventh International 200-Miles Race on Brooklands, October 15th, 1927

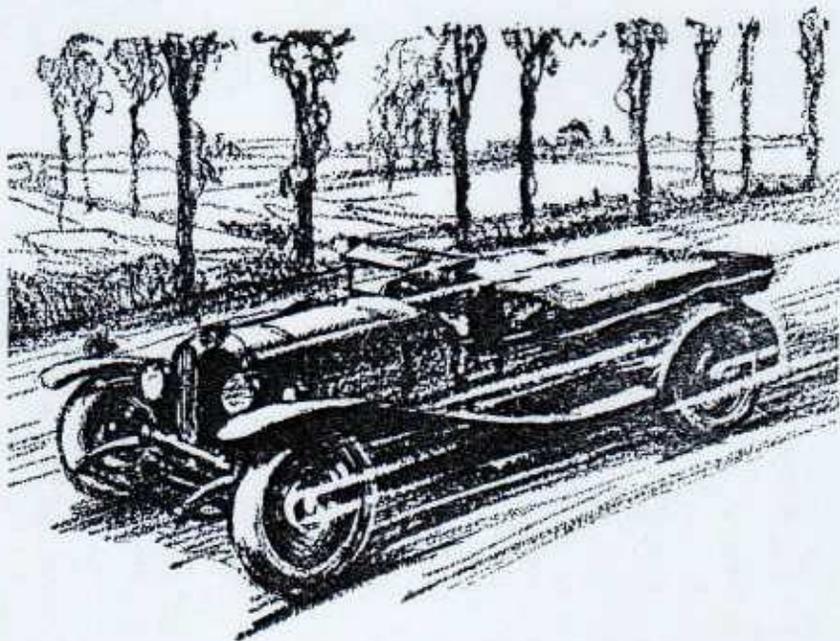
STARTING NUMBERS OF CARS, ENTRANTS and DRIVERS

1500 c.c. Class

No.	Entrant	Driver	Car	Bore/Stroke in m/m.	No. of Cyls.	C.C.	No.
*1	T. G. John	C. M. Harvey	Alvis Special 1	55/78.75	8	1497	1
*2	T. G. John	The Earl of Cottenham	Alvis Special 2	55/78.75	8	1497	2
*3	L. d'Erlanger	G. E. T. Eyston	Bugatti Special 1	60/66	8	1493	3
*4	A. Frazer Nash	A. Frazer Nash	Frazer Nash Special 1	69/100	4	1496	4
*5	H. W. Purdy	H. W. Purdy	Thomas Special 1	52/88	8	1492	5
*6	Malcolm Campbell	Malcolm Campbell	Bugatti Special 2	60/66	8	1493	6
7	P. L. Densham	P. L. Densham	Bugatti Special 3	69/100	4	1496	7
8	C. W. Johnstone	C. W. Johnstone	Bugatti Special 4	69/100	4	1496	8
9	W. Urquhart Dykes	W. Urquhart Dykes	Alvis Special 3	68/103	4	1496	9
*10	L. C. Rawlence	R. E. Oats	O. M. Special	56/76	8	1497.5	10
11	W. B. Scott	W. B. Scott	Thomas Special 2	52/88	8	1495	11
12	D. M. K. Marendaz	D. M. K. Marendaz	Marendaz Special	69/100	4	1496	12
*14	A. Frazer Nash	B. E. Lewis	Frazer Nash Special 2	69/100	4	1496	14

Reserve Drivers: No. 4. B. Eyston. No. 8. A. B. Lavy. No. 10. F. C. Clark. No. 11. J. R. Cobb.

* Denotes Supercharged.



1,257½ miles in 24 hours— **BENTLEY** wins Grand Prix la Coupe Ville de Paris

On the Linas-Montlhéry Road Circuit near Paris, Aug. 14th—15th.

The victorious 4½-litre Bentley was driven by F. C. Clement and George Duller. They completed 1,257½ miles at an average of 52½ m.p.h., using Shell Oil and Petrol.

The Bentley took the lead at the start from sixteen other entries, maintained it throughout, and finished 85 miles in front of any other competitor.

Standardise
on **SHELL**
Motor Oil  and Petrol
The Anti-Carbon Pair

Bentley Motors recommend Triple Shell Oil for all their models.

STARTING NUMBERS OF CARS, ENTRANTS and DRIVERS—continued.

1100 c.c. Class

No.	Entrant	Driver	Car	Bore/Stroke in m/m	No. of Cyls.	G.C.	No.
*15	J. D. Benjafield ..	J. D. Benjafield ..	Salmson Special 1	62.2/90	4	1097	15
*16	A. Bovier ..	George Newman ..	Salmson Special 2	62.2/90	4	1097	16
*17	A. Bovier ..	P. Goutte ..	Salmson Special 3	49.9/70	8	1099	17
*18	A. Bovier ..	M. G. Casse ..	Salmson Special 4	62.2/90	4	1097	18
*19	A. Bovier ..	M. de Marnier ..	Salmson Special 5	62.2/90	4	1097	19
20	C. M. C. Turner ..	C. M. C. Turner ..	Gwynne Special ..	60/96	4	1087	20
21	J. H. Oborn ..	J. H. Oborn ..	Talbot Special ..	58/95	4	998	21
*22	Vernon Balls ..	Vernon Balls ..	Amilcar Special 1	55/77	6	1097	22
*23	Vernon Balls ..	A. Morel ..	Amilcar Special 2	55/77	6	1097	23
*24	Vernon Balls ..	C. Martin ..	Amilcar Special 3..	55/77	6	1097	24

Reserve Drivers : No. 15, G. Duller. To A. Bovier's Entries, F. J. Clark. No. 20, T. J. Hamilton Lister.

* Denotes Supercharged.



**ALWAYS
PREDOMINANT
IN QUALITY=STILL
UNRIVALLED
IN PRICE**

See the full Austin
range at Olympia

STAND

94

If you find the Austin stand too crowded, remember that a full range of models and chassis can be seen at our London showrooms, 479/483, Oxford St. You are cordially invited to make use of our private car service which will run to and from Olympia throughout the show. Please ask for a service time-table.

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copy of the
**AUSTIN
MAGAZINE**

At all Bookstalls,
Bookshops, and
Newsagents.
112 pages, lavishly
illustrated . . . 4d.

The tremendous demand for the Austin has necessitated great manufacturing extensions. These enable Austin to give you a better car—the best they have ever turned out, in fact—at a lower price than ever before.

NEW PRICES.

7 H.P. Models	- - -	from £135
12 H.P. Models	- - -	from £255
20 H.P. Models	- - -	from £425
16 H.P. Light Six (delivery March, 1928)		from £355

Austin
**LONGBRIDGE
WORKS
BIRMINGHAM**
LONDON SHOWROOMS—479-483, OXFORD ST., W.1

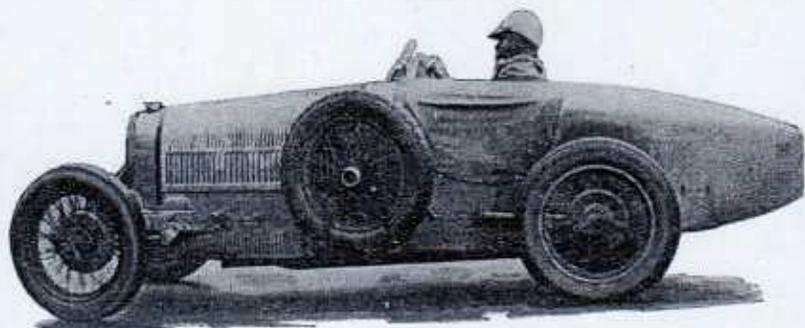


750 c.c. Class

No.	Entrant	Driver	Car	Bore/Stroke	No. of Cyls.	C.C.	No.
*25	Gordon Hendy ..	Gordon Hendy ..	Austin Special 1 ..	56/76	4	747.5	25
26	C. U. M. Walther ..	C. U. M. Walther ..	Austin Special 2 ..	56/76	4	747.5	26
27	F. H. B. Samuelson ..	F. H. B. Samuelson ..	Ratier Special ..	60/66	4	746	27
28	J. S. H. Wilson ..	J. S. H. Wilson ..	Austin Special 3 ..	56/76	4	747.5	28
29	A. E. S. Walter ..	"El Bolivar" ..	Austin Special 4 ..	56/76	4	747.5	29
30	F. H. Boyd Carpenter ..	F. H. Boyd Carpenter ..	Austin Special 5 ..	56/76	4	747.5	30
31	C. K. Chase ..	C. K. Chase ..	Austin Special 6 ..	56/76	4	747.5	31

* Denotes Supercharged.

NOTICE.—Where betting takes place, the public are advised to back on the number of the car and not the driver, as changes of drivers may be made during the Race.



— and the rest nowhere!

In the race for the Light Car Grand Prix over the Boulogne circuit in the 1,500 c.c. class truly remarkable results were achieved. Run in the foulest of weather, the conditions were most exacting. Even then, the winner put up an improvement on last year's time, while the honours of the race fell entirely to one make of car, all others, from one cause or another, being numbered among the "also rans."

BUGATTI 1st 2nd & 3rd

The winner, Malcolm Campbell, completed the distance (278 miles) at an average speed of over 67 m.p.h. Bugatti cars also secured the second and third places, together with the Yaccoline Cup and the Knowlman-Blackman Challenge Cup.

All this proves the Bugatti to be possessed of SPEED, STABILITY, and RELIABILITY, three assets which count in car construction.

All enquiries, trials and demonstrations of the latest models at

MALCOLM CAMPBELL
(LONDON) 1927 LTD.
7 to 9, St. James's St., London, S.W.

GENERAL INFORMATION REGARDING THE RACE.

OF the thirty cars entered to-day, fifteen are British, fourteen French, and one Italian in nationality. The cars are painted in their National colours—Green for Britain, Blue for France, and Red for Italy, and spectators will thereby be able to pick them out without difficulty and watch the efforts of the various teams to beat each other in this International Race. All the cars are distinctly numbered, and the drivers who are handling them can be ascertained by referring to the list of entries that are given in the programme.

Change of Drivers.

A change of drivers during the race is allowed, and where reserve drivers are nominated the names are given in the programme. All changes will be made at the Pits, but in the majority of instances only one driver will handle the car throughout.

The Start.

Extracts from the Official Time Table for the race are given on page 31, and it will be seen that the competing cars will be sent from the Paddock to the Pits at 12.45 p.m. The Starting Lines are at the Fork end of the Finishing Straight, and all the competing cars will be marshalled there by 1.40 p.m. ready for the move off. Syren warnings will be given at five minutes and one minute before the start, and the semaphore arm, mounted high above the ground to prevent it being obscured by exhaust smoke, will drop at 2 p.m. promptly. This massed start is an incident which never should be missed. It can be seen only in events of this nature, where a large number of genuinely high-speed cars start off together on a race of international importance. The Junior Car Club takes particular care to have the massed start every year at a point where it can be seen at close quarters, and to see it is to enjoy it.

On the first lap cars do not have to negotiate the first set of "S" bends, but go on either side of the sandbanks before negotiating the "safety" turn at the head of the straight. Thereafter the course, as shown on page 19, has to be followed on each of the seventy-three circuits.

Vantage Points.

One of the advantages of a long-distance classic race is the opportunity given to spectators to watch the race from many different points, and a few of them might be mentioned here. The Start should on no account be missed, and this already has been dealt with in the preceding paragraphs.

The Hair Pin Turns

The turns at the Fork are included in the course, because this type of corner imposes the severest strains on the cars and calls for the greatest degree of driving skill and judgment (hence, in racing circles, they are nicknamed "the breakers"). The cars approach the first hair-pin at something very near their maximum speed, and when opposite the Vickers Aeroplane hangars slow down to about thirty miles an hour, execute a sharp left-hand turn and speed away on bottom gear to the second turn, an acute right-hand hair-pin which brings them into the Straight. The public enclosure gives good views of both these turns.

[Continued on Page 15]

FOR EXPERT INFORMATION

ON TO - DAY'S GREAT RACE, SEE
"WHITE LINE'S" ARTICLE IN THE

Sporting Life

(ON SALE AT BROOKLANDS TRACK).

ALSO NOTE THE FACT THAT
**THE FIRST AUTHENTIC
REPORT**

ON THIS RACE WILL BE FOUND IN
MONDAY'S ISSUE OF THE

Sporting Life

DAILY. On Sale Everywhere. PRICE 2d.

*Special articles and letters daily throughout the
Olympia Show period.*

Acceleration and "S" Bends.

The finest displays of acceleration are to be witnessed between the second hair-pin at the Fork and the first "S" turn. Another sprint has to be made between the last-mentioned point and the "Safety" turn leading on to the main track again. The longest sprint can be seen at close quarters from the enclosures on either side of the Straight, as can the negotiating at high speed of the fastest "S" just before the Bridge.

Pit Work.

Every car has its own replenishment depot, and to appreciate fully what may or may not be done at these points, it is advisable to read Supplementary Regulation No. 15 as given on page 37. Over the Pits are notices plainly visible from the opposite side of the Track, stating which pit belongs to which car, and although there are several calls made during the earlier stages of the Race, the really busy times at the pits occur later, when refilling with petrol, oil, and water becomes necessary, when wheels have to be changed, and when sundry repairs and adjustments are made. Jacking up and changing four wheels on a racing car is a very much quicker business than most motorists have ever conceived.

Maximum Speeds.

The fastest points of the course, naturally, are on the open portions, which will be the Railway Straight on the far side of the Track and the Byfleet Banking.

If one is equipped with field-glasses, the Hill forms an excellent point from which a panorama of Brooklands may be obtained.

Progress of the Race.

The scoring system is dealt with on page 17, and the operation of the big score boards is described. There are, in addition, over thirty big loud-speakers at various points, from which items of interest will be broadcast at frequent intervals.

The Finish.

With a start at 2 p.m. it is anticipated that the fastest car will have completed the seventy-three circuits by approximately 4.45 p.m. When a car is about to commence its last lap, its number will be shown from the special platform on the Fork side of the new Bridge over the Straight. The finishing line is also at this point, and as the car finishes its seventy-third lap, a chequered black-and-white flag will be flown beneath the car's number. This will apply to every car as it completes the 200 miles, and the driver has then to continue round the course, turning off the Track into the Finishing Enclosure at the commencement of the row of Pits. The cars will remain here and the drivers will go to their respective pits.

Taking last year's speeds as a basis for calculation, the winner of the 1100 c.c. Class should complete the course by 5 p.m., and the 750 c.c. first man should cross the line on his last lap at about 5.25 p.m. The Yellow Flag will be flown from the bridge one hour after the winner of the Race crosses the finishing line, and the Race will then be stopped.

Maroon Signals.

A maroon fired at 2 p.m. will indicate that the Race has started, and another maroon signal will be given when the winner has completed his last lap.

A few . . . Achievements

- 1st Colonel Lindbergh's flight from New York to Paris.
- 2nd San Francisco to Hawaii flight.
- 3rd The Round-the-World flight.
- 4th The Byrd Arctic Expedition to the North Pole.
- 5th The Civil-Aviation "Round Australia flight."
- 6th The only four motor cars to encircle Australia.
- 7th The Trans-African Expedition by Jowett Cars.
- 8th Citroën Expedition across Sahara Desert.

**All tests of reliability
and all on standard
grades of Mobiloil.**

**Remember, too, that over
600 motor manufactur-
ers approve the use of**

Mobiloil

REGD TRADE MARK

Announcement of the VACUUM OIL COMPANY, LTD., LONDON, S.W.1

THE SCORING SYSTEM.

KEEPING spectators informed of the progress of a big, long-distance race over a short circuit is probably the part of the organisation that presents the biggest problem. Those people who have witnessed the Isle of Man events or Continental road races are apt to imagine that Brooklands is hopelessly incompetent. Admittedly, at places other than Brooklands, the scoring arrangements are excellent—and comparatively easy. Remember, firstly, that in a road race the one centre of interest is at the Grand Stands and the pits. People scattered about the course are not catered for, and no information is supplied to them. At Brooklands there are numerous vantage points, and one big board is not a feasible proposition. Secondly, another difference is the length of the circuit. In to-day's race, assuming you remain in one position for a few minutes, it will be noticed that cars complete a lap in about two minutes, and with an entry of thirty machines, a car passes you on the average every four seconds. To keep track of them all, select the respective positions, count the laps as they are reeled off, and take the times to a split second is a big task.

The Junior Car Club in this race employs the finest timekeepers in the country, in addition to a number of auditors and lap-spotters. Everything that is humanly possible is done to issue the fullest possible information. For the past four years loud-speakers have been used so that items may reach as many people as possible, but, here again, the frequency with which the cars pass is apt to nullify the loudest of loud-speakers. Every important broadcast item will be repeated to overcome this drawback as far as possible. A special system of telephones will take the information from the time-keeping box and the pit-control to the broadcast tower in the paddock, and items will be announced with the minimum of delay so that they are topical.

Big scoreboards are erected at various points, and a replica of them is contained in the programme. Provision is made for noting the positions of the first four cars in each class at the end of every ten laps. The figures also will be broadcast together with the number of laps that the leaders have completed. Average speeds will also be announced, as will arrivals and departures from the replenishment stations.

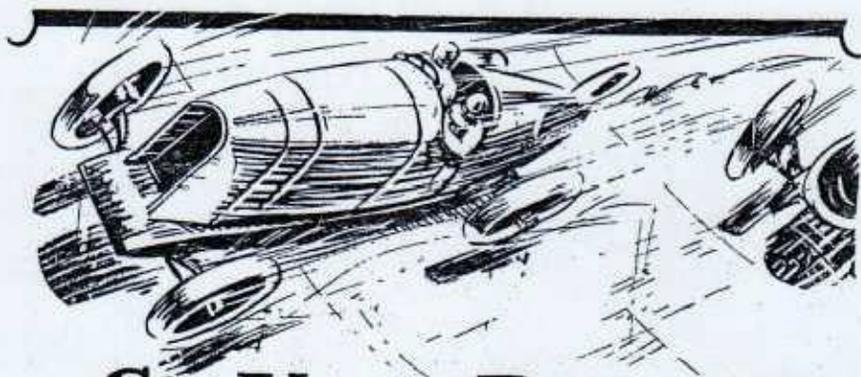
After holding six races of this character, the promoting Club has decided that this system is the best that it is possible to arrange in the circumstances.

DO YOU REALISE that all of the following benefits are offered by membership of the Junior Car Club for the low annual subscription of 35s. for 12 months from date of joining?

ASSOCIATE MEMBERSHIP OF THE R.A.C. embracing:

- | | |
|---|--|
| Free Legal Defence. | Right to enter J.C.C. Competitions. |
| Free Get-you-home Scheme. | "J.C.C. Gazette," post free, monthly. |
| Right to display R.A.C. Badge. | Members' Special Insurance Policy. |
| Services of R.A.C. Road Guides. | Right to participate in various social events. |
| Touring advice, routes and facilities for Foreign Travel. | Use of Members' Room at Brooklands Race Track. |

SUBSCRIPTION FOR SMALL CAR OWNERS, 25s. p.a.



Six Year's Record! of unbroken success!

"Solex" Equipped Cars have won this race for the past **SIX CONSECUTIVE YEARS.**

- 1921** "Solex" Equipped Cars finished 1st, 2nd and 3rd.
- 1922** "Solex" Equipped Cars finished 1st, 2nd, 3rd, 4th and 5th in the 1,100 cc. class, and 1st and 3rd in the 1,500 cc. class. The 50 miles record for the 1,000 cc. class was also broken by a "Solex" Equipped Car.
- 1923** The Alvis Car, driven by C. M. Harvey, which finished **FIRST** in the 1,500 cc. class was "Solex" equipped—won by 4 laps—93.29 m.p.h., which speed lowered the 200 miles record in this class.
- 1924** "Solex" Equipped Darracq Cars, driven by K. Lee Guinness, G. Duller and H. O. D. Segrave, secured 1st, 2nd and 3rd places in the 1,500 cc. class—the speed record was broken by the winning car, which covered the 200 miles at an average speed of 102.27 m.p.h.
- 1925** "Solex" Equipped Darracq Cars, driven by Major H. O. D. Segrave and Count Masetti were 1st and 2nd; the "Solex" Equipped Fraser-Nash, driven by C. W. Johnstone, was 3rd in the 1,500 cc. class. "Solex" Equipped Austin Cars, driven by F. C. Gordon England and Gordon Hendy, secured 1st and 2nd places in the 750 cc. class.
- 1926** "Solex" Equipped Talbot Cars, driven by Major Segrave and Mr. Divo, were 1st and 2nd in the 1,500 cc. class; and Amilcars, driven by Mr. Martin, Mr. Duray and Mr. Morel, were 1st, 2nd and 3rd in the 1,100 cc. class; and Austins, driven by Mr. Gordon England and Mr. Hendy, were 1st and 2nd in the 750 cc. class.

SOLEX

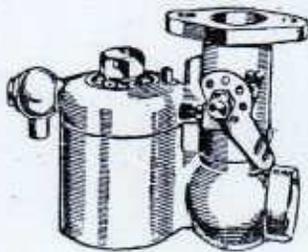
THE NO-TROUBLE CARBURETTOR

FREE TRIAL OFFER

Ask at your local garage, or write Dept. "B" to-day, sending particulars of your engine, no matter what type it is, and we will send you details of our 30 days' FREE Trial Scheme. There is no obligation to purchase and no charge for renovation.

SOLEX LTD.

Gordon Richards Director



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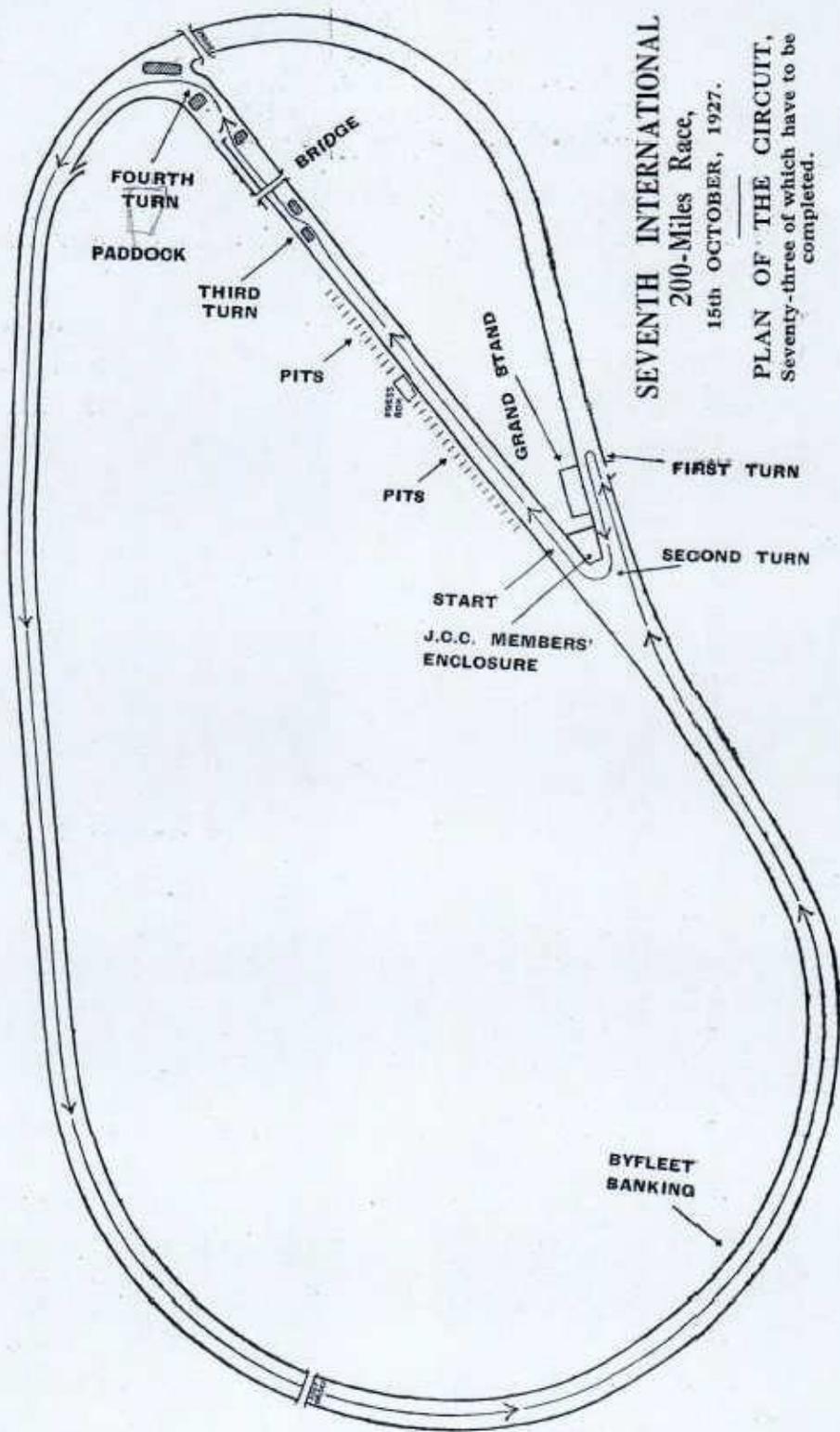
223-231, MARYLEBONE ROAD, LONDON, N.W.1

Telephones: Paddington 8621, 8622, 8623, 8624, 8625, 8626

Telegrams: "Solexcarb, Baker, London."

'fit Solex - and note the difference'

Goodall Ad.



SEVENTH INTERNATIONAL
200-Miles Race,
15th OCTOBER, 1927.

PLAN OF THE CIRCUIT,
Seventy-three of which have to be
completed.



ROOTES, LTD

AND OLYMPIA

YOU will make your visit to the Show—which you must not miss—most comfortable and profitable by availing yourself of the assistance of the Rootes' representatives as below:—

		STAND NO.	
CARS	ROLLS-ROYCE	68	Mr. Chaldecott (Home & Export)
	SUNBEAM	127	Mr. Waddington, Mr. Child
	DAIMLER	58	Mr. Rivers, Mr. Spink (Home & Export)
	BENTLEY	126	Mr. Sturrock
	AUSTIN	94	Mr. Baseden, Mr. Armstrong
	CLYNO	64	Major Hirtzel (Export), Mr. Cook, Mr. Lyon
	HILLMAN	140	Mr. Cunliffe Owen (Export), Mr. Applewhaite
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	WEYMANN	142	Mr. Temple Thomson
	MULLINER Ltd.	153	Mr. Goodman
	GORDON	78	Mr. Stratton

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OVERSEAS MOTORISTS: Consult our Export Dept. We ship cars to all parts of the world, or supply them for use in Britain under a Guaranteed Repurchase Scheme. Our resources are unique.

BRITAIN'S LARGEST CAR DISTRIBUTORS AND EXPORTERS
DEVONSHIRE HOUSE, PICCADILLY, W.1.

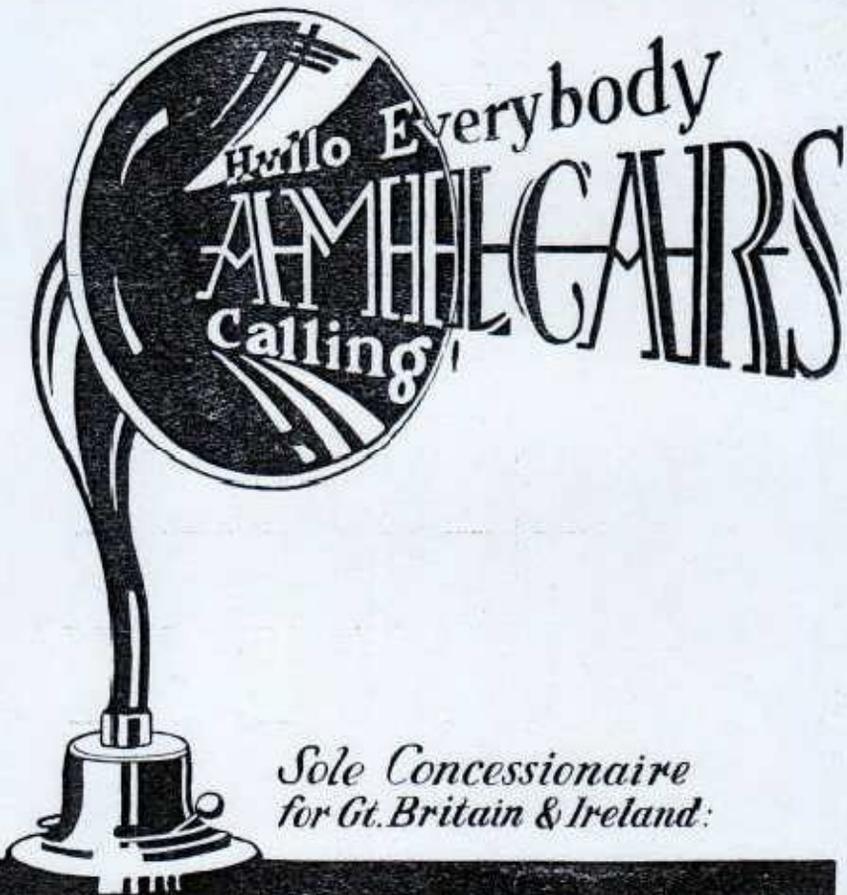
BIRMINGHAM (Geo. Heath, Ltd.), MAIDSTONE, DORKING, ROCHESTER, WROTHAM

LEADER CHART.

The chart below is a miniature of the big scoreboards erected at various points in the enclosures. It will be seen that provision is made for noting the numbers of the cars holding the first four places in each class, at the end of every 10 laps.

The car numbers and their position will be exhibited on the big scoreboards and will also be broadcast through the loud speakers.

POSITION OF FIRST 4 CARS IN EACH CLASS EVERY 10 LAPS.								
LAPS	10	20	30	40	50	60	70	73
1,500 c.c. CLASS.								
1st								
2nd								
3rd								
4th								
1,100 c.c. CLASS.								
	10	20	30	40	50	60	70	73
1st								
2nd								
3rd								
4th								
750 c.c. CLASS.								
	10	20	30	40	50	60	70	73
1st								
2nd								
3rd								
4th								



*Sole Concessionaire
for Gt. Britain & Ireland:*

**VERNON
BALLS**

OLYMPIA
Stand
5

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~~AMILCAR~~

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Braking Systems

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GALLERY
OLYMPIA
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Safe and comfortable driving at all speeds is fully demonstrated on this Stand; and the system expounded is backed by exhaustive experiments and tests.

AN INVITATION

A novel Souvenir awaits you on Stand
No. 364 Gallery, Olympia Motor Show, on
presentation of this coupon duly completed

Name

Address

Car driven

HYDRAULIC CABLE BRAKES LTD.
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Recd.

THE HISTORY OF THE 200 MILES RACE

IT was not until October 21st, 1921, that the Junior Car Club demonstrated the possibility of holding long distance motor races over a short circuit. Such events prior to that date had been held over ordinary roads in countries where this sport was permitted, and England as a whole was not friendly towards road-racing. The Council of the Junior Car Club saw no reasons why Brooklands Track should not be used and, the necessary permission of the Track authorities having been obtained, issued its regulations for the first 200 Miles Race. Thereupon it became the centre of an uproar in the motor world. The project was considered by many to be ludicrous, and gossips forecast either an entire lack of support, or, at the best, a terrible m \acute{e} l \acute{e} of piled-up racing cars, drivers and mechanics.

When the Race day arrived the programme contained particulars of no less than seventy-two entries, thus proving conclusively that the event did not lack support. The crowd that gathered to witness the race was one of the biggest that Brooklands had been privileged to hold up to that time. There were minor accidents, but no serious injuries resulted, and the final result was a complete proof of the feasibility of holding races of this type. The winner was Major H. O. D. Segrave (now holder of the World's

Speed Record on Land), who drove his Talbot-Darracq car to victory at a speed of 88.82 m.p.h. The 1100 c.c. class was won by Capt. Frazer Nash on his G.N. at an average of 71.54 m.p.h.

In this way did the Junior Car Club set a new fashion in British motor racing. The 200 Miles Race has been held annually ever since, and to-day's big race, which should prove to be the best by reason of its excellent entry, is the Seventh of the series. During recent years there have been several long-distance races at Brooklands, including the 1926 and the 1927 British Grand Prix. The 200 Miles Race, however, has yearly been favoured with the best entry of the year for any classic motor race, and 1927 is no exception.

Since 1921 there have been many changes in the race. The course has been altered twice: first in 1925, when for the first time artificial hair-pin corners were positioned in the finishing straight, and again in 1926, when, in addition to the acute turns, fast "S" bends were positioned at points where they could be watched at close range by the assembled public. In 1924, as a result of the tendency for motor-car engines to get smaller, a 750 c.c. capacity class was introduced in addition to the 1100 c.c. and 1500 c.c. categories. In to-day's race there are



"The Designers Cup," a new award being given in connection with to-day's Race.

seven machines in this smallest class, which has always distinguished itself in reliability and comparatively high speed.

Major H. O. D. Segrave, who has now retired from racing, has won three of the six 200 Miles Races, and his team-mate, Mr. K. Lee Guinness has been the winner on two occasions. In 1923 Major C. M. Harvey, who is driving an Alvis Special in this year's event, piloted a similar car to victory at an average speed of 93.29 m.p.h.

The premier award for the race is the T. B. ANDRE Gold Challenge Cup, which is held for one year by the entrant of the winning car. There are also cash prizes amounting to several hundred pounds. For 1927 an innovation is the presentation of "THE DESIGNER'S CUP," given to the Club by Mr. T. B. Andre. Never before in motor racing has any public recognition been made of the person responsible for the design of the winning car—yet who would deny that the brains that have conceived the car that a driver can pilot to victory over the seventy-three difficult circuits in to-day's race is not entitled to receive credit for his engineering ability?

The
BENTLEY

which won the French

**GRAND
PRIX**

d'Endurance des 24 heures
ran on spirit supplied by
the producers of



Pratts

*Supreme in Air
on Land & Water*

D.A. 946

Details of Pit Arrangements and the Meaning of Signals by Flag.

THE PITS.

As shown in the accompanying sketch, the Pits are situated on the right-hand side of the Finishing Straight as one looks towards the Fork. The best views of the pit work, always a most interesting aspect of the race, are obtained from the opposite side of the Finishing Straight in the Public Enclosure. Only the driver and one mechanic appointed to assist him at the pits may work on the car and spectators should read J.C.C. Supplementary Regulation No. 15 as printed on another page.

THE FLAGS.

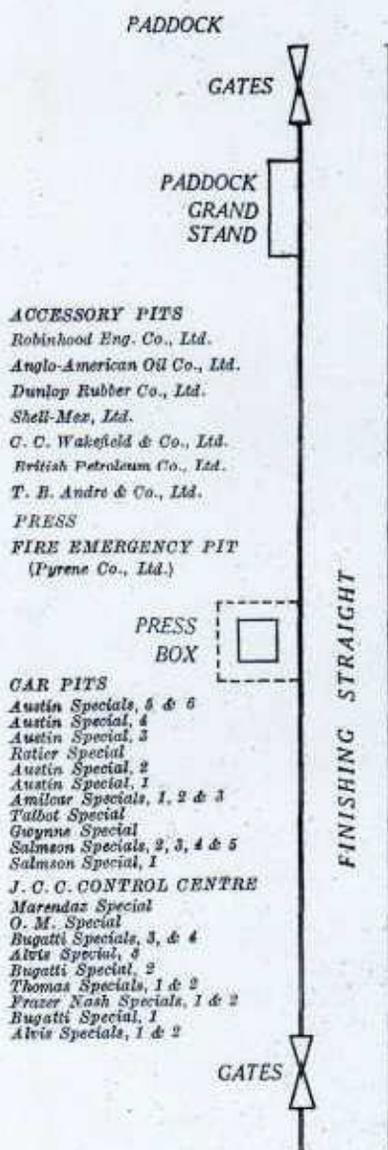
In the event of a car being excluded a red flag will be shown together with the number of the car to which the signal refers.

The finish is indicated by the chequered black and white flag, and should it be necessary for any reason to stop the Race a yellow flag will be shown.

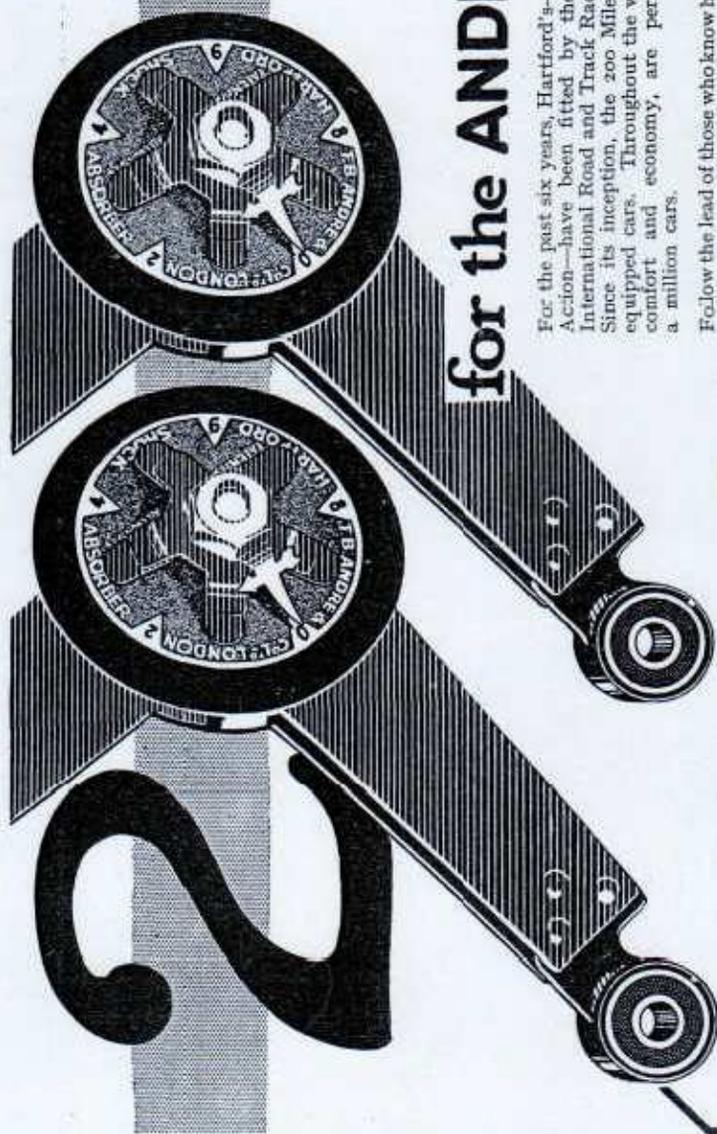
Cautions to drivers are given by showing the green flag. — See Supplementary Regulations No. 19.

In the event of it being desirable to warn drivers of danger due to accident or other cause, a blue flag will be shown several yards before the obstruction.

All flag signals, other than those given by the blue flag, will be shown from the new bridge.



MILE RACE



for the ANDRE GOLD CUP

For the past six years, Hartford's—the Shock Absorbers with the TWO-WAY Action—have been fitted by the winners of practically every important International Road and Track Race and World's Record at home and abroad. Since its inception, the 200 Mile Race has always been won by Hartford-equipped cars. Throughout the world, these popular components for safety, comfort and economy, are performing their good work on more than a million cars.

Follow the lead of those who know how to get the best out of their car—fit a set of

T. B. ANDRE & CO., LTD.
VICTORIA GARDENS, LADBROKE ROAD
NOTTING HILL GATE - LONDON, W.11

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HARTFORD
H.B. ANDRE & CO. LTD.
SHOCK ABSORBERS

The Junior Car Club.

Illuminating the Darkness.

THE Junior Car Club is now in its fifteenth year, and of that total four must be put on one side on account of the War, during which the enthusiasts who in 1914 were responsible for the welfare of the Club were called away to serve with the Forces. That leaves eleven years during which the Club has been working and growing and incidentally making history. To the person interested in motoring sport the Club needs no introduction—it organised the first of its six General Efficiency Trials in 1913 and has held the only reliability trials where cars have had to travel under road conditions much faster than the legal twenty mile an hour limit permits in the ordinary road trial. Say "J.C.C." to a keen motorist and he will reply: "Of course—I know the Club. It organises the 200 Miles Race at Brooklands every year, an event worth travelling miles to see if only for the massed start, to say nothing of the Club's other events." Words to this effect are very prevalent these days and the Club is proud of its reputation.

But it has its drawbacks, because so many people think that these sporting events are the be-all and end-all of the Club's existence, and that its membership interests only "followers to Brooklands hounds." Possibly you who are reading this have never taken part in a motor race or a trial and perhaps never will, but it doesn't matter. You may prefer to remain a spectator, and the Club is pleased to have you here to-day. But if you are not a member of this Club you are missing lots of privileges which should be yours because you are a motorist.

Every member of the Junior Car Club is automatically an Associate Member of the R.A.C. Before going further into this question of your membership you will want to know what it is going to cost. The subscription for twelve months from the date of enrolment is 35/- inclusive of all benefits, and there is an entrance fee of 10/-. If you own a small car (under 1,100 c.c. engine capacity) the subscription is only 25/-. As an Associate Member of the R.A.C. you can have free legal defence in motoring cases, which somehow are common to most motorists. If you propose to tour from anywhere to anywhere else, the R.A.C. will give you a store of useful information regarding roads, hotels, garages and so on. It is a horrible thought, but your car might break down so that you cannot mend it, and then you can use the R.A.C. "Get-you-home" scheme, and in a very short time a good Samaritan will come from the nearest R.A.C. repairer (and there is at least one in every town). He will tow your car to a repair shop, or to your home if it is within twenty miles, and the trip won't cost you a penny. Admittedly, cars to-day are very reliable, but that means that the breakdown might occur when and where you are least expecting it. It might never happen to you, but the number of Associate Members who were glad of the "Get-you-home" scheme last year ran into four figures, a fact which proves that the J.C.C.'s task of organising events which "improve the breed" can go on for a little longer.

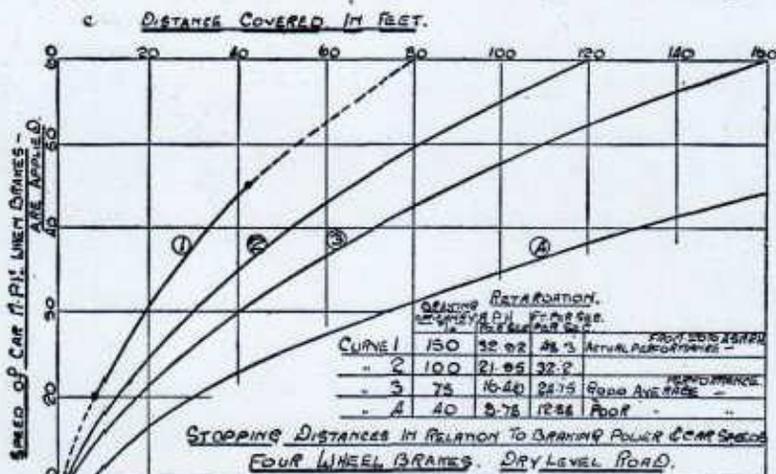
Then the J.C.C. member scores again because he didn't have to pay to come into Brooklands to-day. He came in free to several other events at the Track earlier in the year.

Lack of adequate space prevents this talk familiarising you with all the benefits of Junior Car Club membership, but from those mentioned it is apparent that to join the Club is a good investment for 25/- or even 35/- a year. It might cost you twice that sum to get your car towed from here to home if you suffered a bad breakdown as you leave the Track, which it is hoped you won't—but you might, of course.

Please put this in your pocket, and, when you find it there in a day or so, write to the Club Headquarters for a list of all the benefits you can obtain for the small annual subscription. You will never regret it. Here is the address—Junior Car Club, Clock House, Arundel Street, Strand, London, W.C.2. If you don't like writing, telephone to Central 3926; but do not be surprised if the number is engaged, because it is a busy Club and gets more members every day.

BRAKE EFFICIENCY

Which curve represents?
YOUR car's performance?



CURVE No. 1 represents what was recently accomplished in a popular car fitted with Ferodo Brake Linings.

If your car will pull up from 40 m.p.h. in just over fifty feet you may with justice feel satisfied. This performance we have called for purpose of comparison, 100% efficient.

In a recent test, a popular car fitted with Ferodo Brake Linings, proved to be 50% better than the high standard indicated by our graph.

All cars will not put up such a

good performance. Brake designs differ. But any car's brakes can be made more efficient, the full possible brake power can be developed, if Ferodo Linings are fitted.

Carry out a few stopping tests on your own account. If results do not come up to the standard of our chart, ask your garage man to reline your brakes with Ferodo Brake Linings.



The Linings that make Motoring Safe.

FERODO LTD., CHAPEL-EN-LE-FRITH.

Depots or Agencies at—London, Birmingham, Brighton, Belfast, Leeds, Liverpool, Bristol, Cardiff, Glasgow, Aberdeen, Newcastle-on-Tyne, Manchester, Carlisle and Coventry.

EXTRACTS FROM COMPETITORS' TIME TABLE.

A.M.

- 10.30 to 11.30 - - Cars ; and drivers to report in Paddock Stalls for final scrutineering and verification.
- 11.30 to 12.45 - - Cars remain in Paddock.

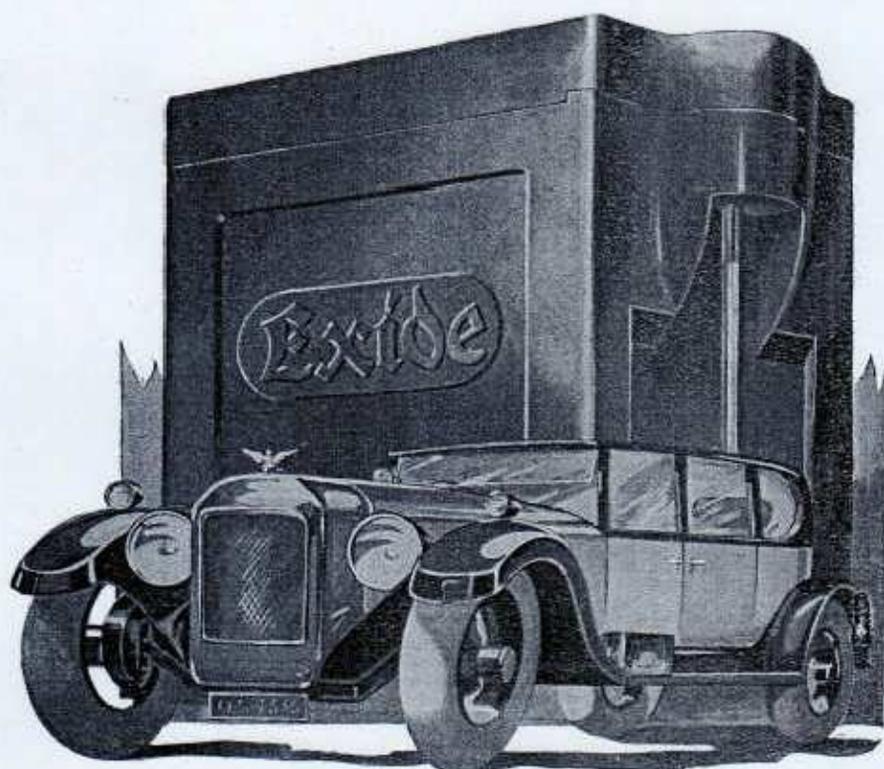
P.M.

- 12.45 - - Cars and drivers leave Paddock and proceed via Finishing Straight to the Replenishment Pits.
- 1.30 - - Cars leave Pits for Starting Lines at Fork.
- 1.40 - - Cars to be marshalled on line.
- 1.55 - - "5 minute to start" syren warning.
- 1.59 - - "1 minute to start" syren warning.
- 2.0 - - Starting semaphore drops. Massed Start of all competitors.
-

TRAIN SERVICES FROM WEYBRIDGE.

Saturday, October 15th, 1927.

UP.	P.M.						
Weybridge (depart) ...	4.16	5.15	5.39	6.15	6.43	7.9	8.7
Waterloo (arrive) ...	4.57	5.56	6.19	6.59	7.19	7.51	8.48
DOWN.							
Weybridge (depart) ...	4.5	5.4	5.17	—	6.6	7.15	8.5
Guildford (arrive) ...	4.40	5.34	5.53	—	6.44	7.44	8.42



Type
6-XC9-1GL

For running board mounting on most cars using a 12-volt system.

Dimensions—7ins. wide by 14½ins. long over lugs by 9½ins. high over lid.

Weight—74 lbs.

Holding-down bolts ½in. dia. by 1½in. centres.

Price £6:10:0

(uncharged) including lid and holding-down bolts.

No car can be considered quite satisfactory unless its starting and lighting are above reproach. For this, the best battery is essential.

The reliability and enormous store of energy of every Exide Battery makes it the battery *par excellence* for the critical car owner.

Send for Catalogue M for details.

Exide

THE LONG-LIFE BATTERY

THERE IS A TYPE MADE TO SUIT EVERY CAR

Obtainable from any Exide Service Agent or reputable dealer.

Advertisement of The Chloride Electrical Storage Co., Ltd., Clifton Junction, Manchester.

SPEED TABLE.



If it is desired to find out the approximate speed any individual car is doing, time the machine for one complete circuit and read off the speed on this table.

Time per lap. m. secs.	Miles per hr.	Time per lap. m. secs.	Miles per hr.
1 40	99.61	2 21	70.64
1 41	98.62	2 22	70.14
1 42	97.65	2 23	69.66
1 43	96.71	2 24	69.17
1 44	95.78	2 25	68.69
1 45	94.86	2 26	68.22
1 46	93.97	2 27	67.76
1 47	93.09	2 28	67.30
1 48	92.23	2 29	66.85
1 49	91.38	2 30	66.39
1 50	90.55	2 31	65.96
1 51	89.74	2 32	65.52
1 52	88.94	2 33	65.10
1 53	88.15	2 34	64.67
1 54	87.38	2 35	64.26
1 55	86.62	2 36	63.84
1 56	85.87	2 37	63.44
1 57	85.13	2 38	63.03
1 58	84.41	2 39	62.64
1 59	83.70	2 40	62.25
2 00	83.00	2 41	61.86
2 01	82.31	2 42	61.48
2 02	81.64	2 43	61.11
2 03	80.98	2 44	60.73
2 04	80.33	2 45	60.37
2 05	79.68	2 46	60.00
2 06	79.05	2 47	59.64
2 07	78.43	2 48	59.29
2 08	77.81	2 49	58.94
2 09	77.21	2 50	58.59
2 10	76.62	2 51	58.25
2 11	76.03	2 52	57.91
2 12	75.46	2 53	57.58
2 13	74.89	2 54	57.25
2 14	74.33	2 55	56.92
2 15	73.78	2 56	56.59
2 16	73.24	2 57	56.27
2 17	72.71	2 58	55.96
2 18	72.18	2 59	55.65
2 19	71.66	3 00	55.34
2 20	71.15		

**On Brooklands Track—
and on every road—**

DUNLOP CORD TYRES

invariably prove their capacity for supreme endurance and absence of trouble. They are built to stand the "extra strain"—built in England by the most expert tyre craftsmen in the world, from the cream of the finest raw materials.

Be sure your tyres are British

**DUNLOP
CORDS**

are available
from garages
everywhere.



DUNLOP RUBBER Co.
Ltd., BIRMINGHAM, and
Branches throughout the
World.

THERE'S A DUNLOP ACCESSORY FOR EVERY NEED

C.F.H.314

THIS Event will be held under the General Competition Rules of L'Association Internationale des Automobile-Clubs Reconnus, the General Competition Rules of the Royal Automobile Club (but the entries are limited to members of the Junior Car Club), the Racing Rules and Regulations of the Brooklands Automobile Racing Club and Supplementary Regulations.

A Competitor by entering, or driving, thereby agrees to abide by the said Rules and Regulations, with which he shall be deemed to be acquainted, as also the Supplementary Regulations herein contained or to be hereafter issued.

The Club reserves the right to refuse an entry without assigning any reason (subject to R.A.C. General Competition Rule 71), to limit the number of acceptances as circumstances may require, or to cancel the Race if there are insufficient entries, or to test before the event the suitability of any car or driver entered for the race and to exclude such car and/or driver if such action is in its opinion advisable.

Extracts from SUPPLEMENTARY REGULATIONS.

1. **Distance and Classes.**—The Race will be for 73 circuits of the course, which will include hairpin and "S" bends, and will consist of two classes which will be run on the same day.

- (1) Four-wheeled Cars with engine capacity not exceeding 1,100 c.c.
- (2) Four-wheeled Cars with engine capacity exceeding 1,100 c.c. but under 1,500 c.c.

No class awards will be given unless six starters materialise in that class.

In the event of six or more entries being received for cars the engine capacity of which does not exceed 750 c.c. such cars will be formed into a special class.

2. **Start.**—The Race will be from a standing start, in rows, position for start to be decided by priority of entry in a Class.

* 3. **AWARDS AND PRIZES.**—

- (1) T. B. Andre Annual Gold Challenge Cup, value One Hundred Guineas, which will be held for 12 months by the entrant of the car completing the Race in the shortest time, irrespective of class, and a Cash Prize of £150.
- (2) In Class I the entrant of the car completing the 73 circuits in the shortest time will be awarded £100, and prizes of £40 and £20 will be given for second and third places respectively. In Class 2, the entrant of the car completing the 73 circuits in the shortest time will be awarded £100 and prizes of £50 and £25 will be given for second and third places respectively.

Should the number of entries for cars under 750 c.c. capacity result in a separate class being formed, a first prize of £75 and a second prize of £25 will be awarded in that class.

In the event of certain contingencies the amount of the winner's prize money will be increased.

- (3) Gold Medals in each class will be awarded to all cars finishing the 73 circuits within 15 minutes after the winner of that class passes the finishing post, but the track will be cleared one hour after the winner of the Race crosses the finishing line.
- (4) A Bronze Plaque will be awarded to every driver who starts.

4. **Entry Fees.**—Entry fees will be at the flat rate of ten guineas per car. Entry Fees where entries are accepted are not returnable in any circumstances.

5. **Closing of Entries.**—Entries will close at noon, September 1st, 1927, and must be accompanied by remittance. Late entries may be accepted at double fees up to noon, September 15th, 1927.

* Through the kindness of the B.A.R.C. the sum of £100 has been added to the cash award for the Winner. "The Designer's Cup" presented by Mr. T. B. Andre will be awarded to the engineer responsible for the design of the winning car.



J·C·C 200 MILES RACE 1926

1,500 c.c. Class

1st 2nd 3rd

1,100 c.c. Class

750 c.c. Class

1st 2nd 3rd 1st 2nd

all used standard grades of

Wakefield Castrol

the Product of an All-British Firm, recom-
mended by 239 Leading Motor Manufacturers.

The grade of Wakefield CASTROL recommended for your needs is shown on the Wakefield Chart at any Leading Garage or Service Station. For your home garage, order a drum from your local agent, and on the road buy from the Wakefield Branded Cabinets at 1/6 per quart for CASTROL "CW" or "AA," 1/8 for CASTROL "C," 1/10 for CASTROL "XL," and 2/1 for CASTROL "XXL."

C. C. WAKEFIELD & CO., LTD., Wakefield House, Cheapside, London, E.C.2

Supplementary Regulations—Continued from page 35.

7. Body Work, Weight, etc.—The driver will be the only person on the car during the race.

The part of the body in which the driver's seat is situated must present a transverse section such that it is possible to inscribe within it a vertical rectangle measuring 250 mm. in height and 800 mm. in width.

The portion of the body behind the seats must not extend more than 1½ metres beyond the back axle.

Cars will not be obliged to conform to any weight limit.

9. Crash Helmets.—Every driver must wear on his head throughout the race a crash helmet of a design approved by the Club.

10. Engine Measurement.—The cylinder capacity of any car in the race which has qualified for a prize will be officially measured **immediately** after the race, and the Club reserves the right to require the measurement of any other car entering for the race. Notification of this requirement will be made to the entrant immediately after the conclusion of the race.

14. Change of Drivers.—One reserve driver only to each car will be allowed. All changes of drivers must be made at the replenishment station and under the supervision of a Steward in charge of the replenishment stations.

15. Pits.—Replenishment pits will be erected and provided for each make of car. Position of pit to be by priority of entry, and only the official depot to be used for replenishment. No competing car leaving the course will be allowed to re-enter. No other replenishment or replacement depot will be allowed, and no spares, fuel, oil or water may be taken up at any part of the course other than at this one depot. Any infringement of this regulation shall render the car liable to exclusion. A driver having placed his car as close as possible to the inside of the course may walk along the inner edge of the track to the pit and return in the same manner with parts or replenishments. The official mechanic may also leave the pit and walk along the track to assist the driver should he have stopped on the course. The car may also be pushed to the depot in like manner. Attention is drawn to the fact that neither spare tyres nor spare wheels may be carried on any competing car. Each car will have one mechanic appointed by the entrant to assist in replenishments. This mechanic will remain at the replenishment station, except when replenishing, repairing or assisting in starting his car. He will wear a brassard bearing the number of the vehicle to which he has been appointed.

During the race a change of mechanic can only be made with the authority of a Steward.

Each entrant will be entitled to have in his pit three pit attendants per car, excluding the mechanic who is to assist the driver. Also the entrant will be entitled to Transfer Passes up to a maximum of six admitting persons from the enclosure into the pit area. No pit occupant other than the one mechanic must set foot on the track, stand or take up his position on the pit counter, or actually hand anything to the driver or the person appointed to assist him.

19. Flags.—The Chief Marshal will have five flags—green, red, checkered, blue and yellow.

The green flag is a caution that the competitor has broken a rule, and the second intimation will be given by the red flag, when the competitor is excluded and must leave the course.

The red flag will entail exclusion and the matter will be reported to the Stewards of the Meeting.

The checkered flag will be shown at the finishing line when a car has completed the 73 circuits.

The yellow flag will be shown should it be necessary for any reason to stop the Race.

A blue flag will be shown at a suitable point in the event of there being an obstruction on a hidden part of the course and drivers, upon receipt of this signal, must drive with caution.

The green or red flags will not be shown until the Chief Marshal has been advised by the Stewards of the reason why they are given, and on receiving the green caution flag, it will be advisable for the competitor to stop and enquire the reason on the next circuit. When the caution flag is given, a number will be raised so as to ensure the information reaching the correct competitor. The Stewards of the Meeting may stop the Race at any time should circumstances arise during its progress which may, in their opinion, render such action desirable.

(Continued on Page 39)

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Supplementary Regulations—continued from page 37.

20. **Postponement of Race.**—The Club reserve the rights to postpone the Race *sine die* or to a named day, if circumstances arise which, in its opinion, render such course desirable or necessary.

21. **Protests.**—All protests must be accompanied by £1 and must, in all respects, comply with the General Competition Rules of the R.A.C.

22. **Advertisements.**—All cars entered in this Race must be referred to as "Specials," and all advertisements, etc., of a car's or its accessories' performance in this Race must have the word "Special" added to the name of the vehicle.

If, as a result of this Race, any advertisement or publicity tends by direct statement, omission, insinuation or inference to exaggerate or misrepresent the facts in connection with any particular car or its performance in this Race, the entrant and driver of the car in question are liable to exclusion in this and all subsequent Junior Car Club events. It is therefore essential that the entrant and driver obtain early information of any intended advertisement and submit same to the Hon. Gen. Secretary of the Club. The penalties under this Regulation are additional to any penalties laid down in the R.A.C. General Competition Rules.

23. **Entrants Responsible for Car, &c.**—It is one of the conditions upon which entries are accepted by the Club that the Club, the R.A.C. and the B.A.R.C. shall not be responsible for any damage that may be done to the car entered, or to its accessories or appurtenances, either during the Race or while the car is under the charge of the Club, either by fire, accident, or otherwise, nor for the theft of the car or any of its accessories or appurtenances. The cars and their accessories and appurtenances shall, at all times, be at the risk in all respects of the entrant, who shall be deemed, by entering, to indemnify the said bodies against all proceedings, costs, and penalties whatsoever, relating to or arising out of the Race.

24. **Damage.**—Any damage caused by any entrant or his driver, representative or servant at any time, and whether before, during, or after the competition, shall be paid for by such entrant. The Club is hereby irrevocably authorised as Agent for any such entrant to settle and agree the amount of any such damage, and, if it thinks fit, to pay the amount thereof, and any such entrant shall, on demand, repay to the Club any sum which may be disbursed by the Club in respect of any such damage.

25. **Indemnification.**—Entries will only be accepted on the condition that the vehicle entered, the driver thereof, or any person or persons connected therewith, whilst using the motor course or the precincts thereof for any purpose shall do so at the sole risk of the entrant and the driver, and the entrant, the driver and any such other person or persons shall have no claim against the promoters or the proprietors or occupiers of the course or the Brooklands Automobile Racing Club for any injuries suffered, whether or not the same shall be caused or contributed to by any act, omission, or negligence on the part of the promoters or of such proprietors or occupiers or Club, or their officials, servants or representatives, or by any defect in the course, and every entrant taking or sending any vehicle upon the motor course or the precincts thereof shall be bound to indemnify the promoters and the said proprietors and occupiers and Club against any claim made by any person or other entrant or driver for injuries caused by such vehicle or the driver thereof.

27. **Knowledge of Rules and Regulations.**—Before starting, a competitor will have to sign a form stating that he thoroughly understands the rules and regulations governing the event, especially as regards the track regulations.

28. **Competitors Bound by Rules and Regulations.**—A competitor, by entering or by driving, thereby agrees that he is bound by the General Competition Rules of L'Association Internationale des Automobile-Clubs Reconnus, the General Competition Rules for the time being of the R.A.C., the Racing Rules and Regulations of the B.A.R.C., and by the Supplementary Regulations herein contained or to be hereafter issued.

29. **Interpretation of Regulations.**—The interpretation of these Regulations, and of any to be hereafter issued, shall rest entirely with the Council of the Club, which may at its discretion waive, alter, add to, or omit from any or all of them from time to time, subject to the provisions of the R.A.C. General Competition Rules.

If any dispute shall arise in connection with these Regulations, or with any to be hereafter issued, or with the Race, the decision of the Stewards shall be final and binding, except in so far as is otherwise provided under the General Competition Rules for the time being of the R.A.C.

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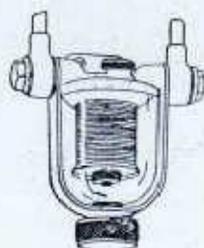
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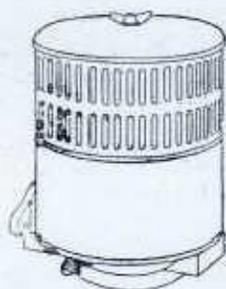
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FACTS AND FIGURES.

OF the thirty cars entered for to-day's race, eight have straight-eight engines, three have six-cylinder engines, and the remaining nineteen have four-cylindered power units.

* * * *

There are seventeen cars with supercharged engines, which is more than fifty per cent. of the total number competing. The percentage grows each year, thus proving the feasibility of using forced induction systems.

* * * *

It is interesting to note that, whereas an Austin Seven engine is considered to be one of the smallest four-cylinder power units in use to-day, the eight-cylinder supercharged Salmson special that is due to run in to-day's race is roughly 33 per cent. smaller in piston displacement. The total capacity of the eight cylinders is less than 1100 c.c.

* * * *

The Austin Specials in the race have bores and strokes of 56mm. and 76mm. The O.M. Special has identical cylinder dimensions, but being an eight-cylinder car the engine is exactly twice the size.

* * * *

Whereas the normal turning speed of a touring engine is in the region of 2,000 r.p.m., a small-capacity racing engine turns up to as much as 8,000 revolutions per minute. The equivalent increase in brake horse-power is from about 25 to 140.

* * * *

The human brain and eye cannot conceive the rate at which the pistons in a racing engine travel. In an engine capable of 8,000 r.p.m. the crankshaft turns approximately 130 times per second. In distance each of the pistons moves roughly three inches in each direction in the cylinder, or six inches per revolution. This is equivalent to just over 66 feet per second.

* * * *

With a travel of 66 feet per piston per second, a simple calculation will show that the pistons of an eight-cylinder engine, if turning continuously at 8,000 r.p.m. throughout 200 miles at 100 m.p.h., travel a total distance of 3,801,600 feet, or just over 720 miles. This is nearly three and a half times the distance of the race.

* * * *

The magneto has to give off, at that speed, 32,000 sparks per minute, or nearly 4,000,000 during the race. These figures, perhaps, convey some idea of the strains imposed on the various parts of a racing car.

* * * *

The speeds of the winning cars in previous races of this type are as follows:—

1921	88.82 m.p.h.	1924	102.27 m.p.h.
1922	88.06 m.p.h.	1925	78.89 m.p.h.
1923	93.29 m.p.h.	1926	75.76 m.p.h.

The slower speeds in 1925 and 1926 are caused by the changes in the course, and artificial bends and corners were introduced. The speeds of which the cars were capable were, therefore, very much higher, and had the race been run over the ordinary Brooklands circuit it is probable that the average would have been in the region of 110 m.p.h.

Taking the speeds in 1921, 1922, 1923, and 1924, the last-mentioned year shows the biggest increase over the previous year. This coincides with the introduction of supercharging into racing cars.

* * * *

The speeds of the cars in the 1100 c.c. and 750 c.c. Classes make interesting comparisons. In 1921 the winner of the 1100 c.c. averaged 71.56 m.p.h. In 1922, 1923, and 1924 it increased as follows: 1922—81.88 m.p.h., 1923—82.73 m.p.h., 1924—85.70 m.p.h. The inclusion of road conditions in the two following years reduced the speeds as follows: 1925—68.55 m.p.h., and 1926—66.65 m.p.h.

The 750 c.c. Class was instituted in 1924, and the average speeds of the winner, who, incidentally, was the same man on the same car, were: 1924—80.33 m.p.h., 1925—61.15 m.p.h., and 1926—58.28 m.p.h.



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THE TIMES employs a special writer who contributes to its columns two articles a week on motor cars and motor transport.

EVERY TUESDAY This writer describes and criticizes a new motor car which he has himself tested; and every Thursday he describes and criticizes, also after a personal test, some new commercial motor vehicle, or gives particulars of a commercial motor service with full details of running costs. These articles are intended to keep those whom they concern in touch with developments and to give an independent and unbiased estimate of the vehicles of which they treat. The same writer is at the service of **THE TIMES** when any event of interest to motorists, and to the public which uses motors, has to be described as part of the news of the day.

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Date.....192.....

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JUNIOR CAR CLUB.

SIR.—I desire to be nominated for election by the Council as a Member of the Junior Car Club, and, if elected, I undertake to abide by the Rules and Regulations of the Club.

I enclose the sum of to cover Subscription and Entrance Fee for one year from date of enrolment (*see below*).

Surname.....
(in block capitals)

Full Christian Names.....

Address

Clubs (if any)

Rank or Profession.....
(Mr., Mrs. or Miss)

Name of Member of Club Proposing }

Name of Member of Club Seconding }

Give reference (not a banker's) if unknown to any Member of the Club }

Make of car and h.p.....

Signature of Applicant.....

Cheques should be made payable to the Junior Car Club and crossed "J.C.C." This form, together with remittance, should be sent to the Hon. Gen. Secretary, Junior Car Club, The Clock House, Arundel Street, Strand, W.C.2. Applications for membership are not considered unless the form is properly filled in, and is accompanied by a remittance, which will be returned in the event of non-election.

SUBSCRIPTION RATES, Etc.

	SUBSCRIPTION	ENTRANCE FEE
1. SOCIAL MEMBERS (Any person, not being the owner of a car, who is a member of the family of any member of the club)	15/-	5/-
2. SMALL CAR OWNERS (For persons owning no car the engine capacity of which exceeds 1,100 c.c.)	25/-	10/-
3. UNLIMITED (For persons owning any car with an engine capacity exceeding 1,100 c.c.)	35/-	10/-

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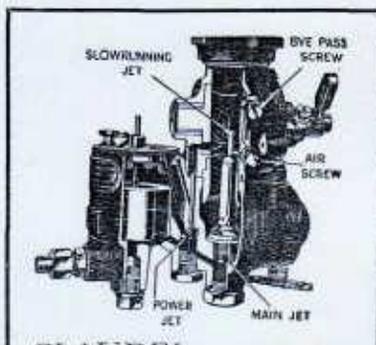
*†R.A.C. Associates Badge (with J.C.C. Centre)	15/-	J.C.C. Silk Tie	5/6
*J.C.C. Car Badge	10/6	J.C.C. Scarf	8/-
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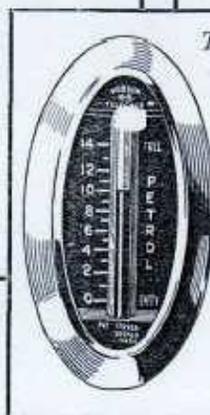
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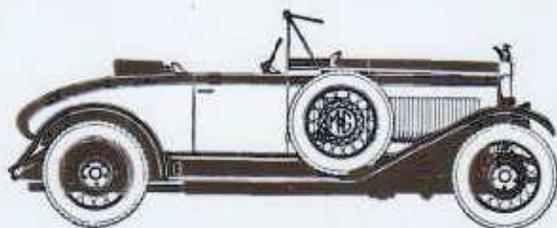


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