

RACES, RECORDS, AND TRIALS.

Tourist Trophy Races—Alteration of Date.

SEVERAL important announcements are contained in the letter which has been addressed by the Secretary of the R.A.C. to each of the competitors in the "T.T." and Heavy Car races which are to take place in the Isle of Man. In the first place, both races will be run on the same day, which will be Wednesday, May 29th. The cars must be within the Club enclosure at Alexander Drive for the purpose of examination between the hours of 8 and 10 on Monday, May 27th, and any car arriving later than 10 o'clock will be disqualified. The "T.T." cars will be started first and the heavy touring cars afterwards, the former going six times round the course, which will be equivalent to a total distance of 241 m. 5 fur. 140 yds., and the Heavy Touring cars completing the circuit seven times, which will be equivalent to a total distance of 281 m. 7 fur. 200 yds. Practising is to be permitted from the 10th until the 25th of May, but no driving on the course will be allowed on Sundays, and even on week days practising can only take place between daylight and 7.30 a.m., after which no car entered for the race must go on the course, nor may any competitor drive another car on the course after that hour. As at the last year's race, the Club will supply the fuel, which will have a specific gravity of from 0.715 to 0.725 at 60° Fabr., but this year only one brand will be used, and this will be available, for practising purposes, for competitors who desire to use it.

"Graphic" Trophy.

IN addition to the Napier car entered by the holder of the Trophy, two Berliet cars have been entered by Mr. J. E. Hutton, one of 60-h.p. and one of 40-h.p.

Fromes Hill Climb.

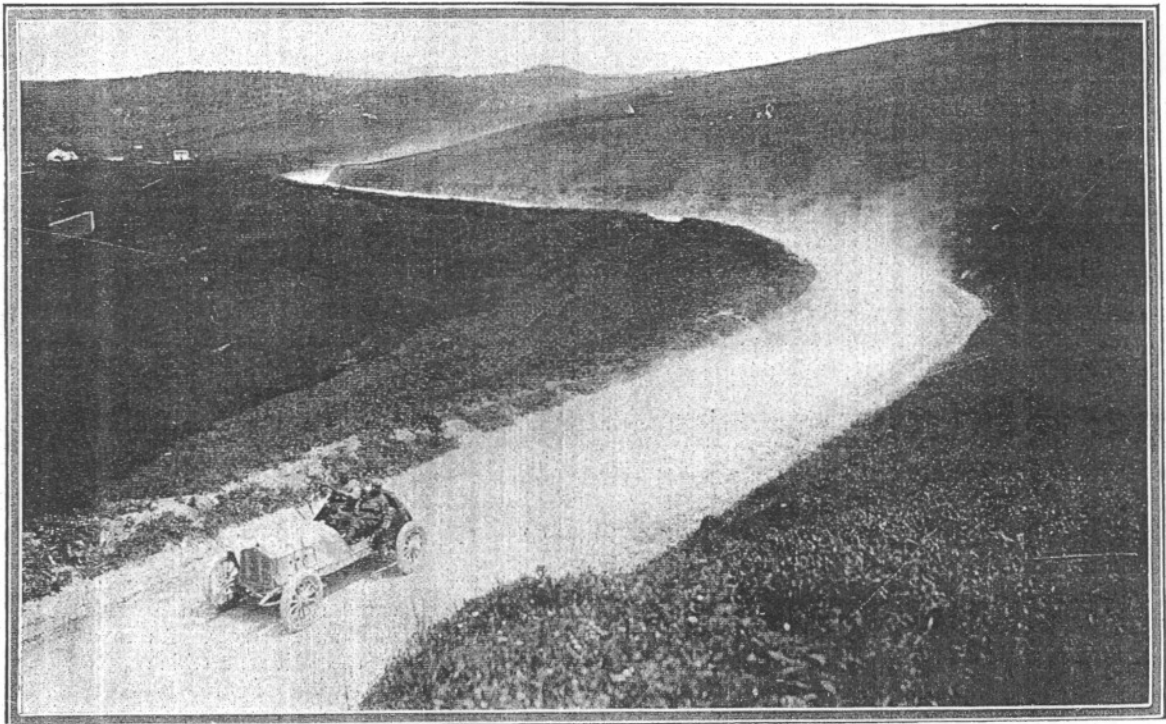
INCLUDING two motor cycles, there were no fewer than 112 entries on the official programme of Fromes Hill Climb, which was down to take place under the auspices of the Herefordshire A.C. on Friday of this week. Every class was well filled, many manufacturers having taken the opportunity to enter several cars. Thus there were as many as 14 Siddeleys, 6 Clement-Talbots, 5 Alldays, 4 Rovers, and 3 Austins, not to mention a number of well-known makes of car which were represented by a couple of vehicles. One notable entry was a British Thomson-Houston petrol-electric 'bus, which was unostentatiously entered as No. 62 in Class IV.

Vapour Emission Competition.

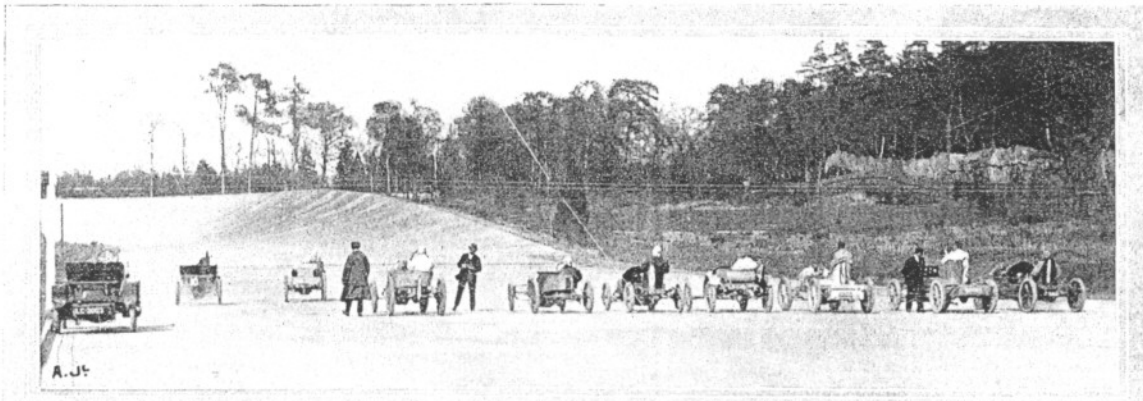
It is probable that, on the recommendation of the Technical Committee of the R.A.C., the supplementary Vapour Emission Competition will be postponed until the autumn, when it will be held at the same time as, although quite distinct from, the proposed Town Carriage Competition. It is also suggested that heavy vehicles should be allowed to take part. The Technical Committee are going into the question of preventing an excess of carbonic oxide being given off with the exhaust, and will shortly publish a statement on the subject.

Scottish Reliability Trials, 1907.

ENTRIES for these Trials still continue to be received, among the latest being a Mass and another Ariel-Simplex. An addition to the Prize Fund has been received from the Scottish Motor Trade Association, who have placed at the disposal of the Trials Committee a prize, value £10.



TARGA FLORIO RACE.—Buzzes, on his Diatto-Clement, on one of the high mountainous winding roads.



"Auto." (Yellow Cover) Copyright.

BROOKLANDS SPRING MEETING.—Starting the competitors in the April Junior Private Competitors' Handicap, as seen from behind the starting line.

of its long start, and kept the lead right through, although Mr. Scantlebury's Calthorpe was not far away when the line was crossed. The April Senior Handicap provided an exciting incident, as Kane, on the Imperia, finished first by about 50 yards, but on reaching the banking at the end of the finishing straight the car skidded right round. An objection was lodged and upheld, the race being awarded to Stirling, who only beat the Mercedes by about a dozen yards. Kane's speed was $71\frac{3}{4}$ miles an hour. The Sizaire Race provided a good finish, and the winner got up a speed of $36\frac{1}{2}$ miles an hour over the half mile, beating the next man by about a hundred yards. Eight cars turned out for the Second Raglan Cup Race, and the Little Briton won a splendid race at a speed of $65\frac{1}{2}$ miles an hour, leading Coatalen on the Sunbeam down the straight by a quarter of a mile, with the second Sunbeam about 300 yards further back. In the Sprint Race Mr. P. D. Stirling secured his second win, beating the Itala by about 10 yards, while little more than half that distance separated the Itala from the big Mercedes.

RESULTS OF RACING.

April Motor Cycle Handicap.

The entrant of the winner to receive £10, or cup at option; the entrant of the second to receive £5, or cup at option; and the entrant of the third to receive £3, or cup at option. For all classes of motor bicycles, the cubic capacity of whose engines does not exceed 670 cubic centimetres.

Place.	Driver.	Start.	m.	s.
1.	A. Oberlander (N.S.U.)	...	...	3 54
2.	A. E. Woodman (Indian)	...	...	0 57
3.	J. F. Crundall (Humber)	...	...	1 9
4.	B. Yates (Humber)	...	...	1 9
5.	J. Gibson (Triump Jap)	...	...	1 9
6.	A. J. Moorhouse (Indian)	...	...	0 18

There were thirty-three starters, and the above is the order of finishing of the first half-dozen. About 400 yards separated the winner from the second, with about half that distance between second and third. Speed $46\frac{1}{2}$ m.p.h.

April Junior Handicap.

The entrant of the winner to receive a cup value £25; the entrant of the second a cup value £20; and the entrant of the third a cup value £15. For motor cars propelled by means of



"Auto." (Yellow Cover) Copyright.

BROOKLANDS SPRING MEETING.—Mr. M. F. Bayliss, on his 15.9-h.p. Sunbeam, just entering the banking behind the Grand Stands in the April Junior Handicap, followed by Mr. J. E. Hollebone on his 14.7-h.p. Diatto, and another of the competitors immediately to his right.



"Auto." (Yellow Cover) Copyright.

BROOKLANDS SPRING MEETING.—On the left Mr. C. F. Blunt on Mr. Percy Meyer's 8'9-h.p. Sizaire, winner of the Sizaire and Naudin Sprint Cup. On the right Mr. P. D. Stirling on his 59'6-h.p. Brasier, winner of the April Sprint Handicap.

internal-combustion engines only, of R.A.C. rating of 25-h.p. and under. Distance, about 5½ miles.

Place.	Driver.	Start.	m.	s.
1.	Col. T. Cowper-Essex (6'2-h.p. Sizaire)	...	3	12
2.	N. F. Bayliss (15'9-h.p. Sunbeam)	...	1	40
3.	J. E. Hollebosc (14'7-h.p. Diatto)	...	1	40

Also ran: E. Thomas (6'2-h.p. Jackson), 3m. 44s.; A. J. Hancock (20'1-h.p. Vauxhall), scratch; J. A. Vlasto (24'8-h.p. Vinot "Doozie"), 38s.; F. C. Jenkins (22'4-h.p. Bedford), 1m. 48s.; H. Lambert (15'9-h.p. Crossley), 1m. 32s.; G. Norman (15'9-h.p. Crossley), 1m. 32s.; Cyril Rose (15'9-h.p. Diatto), 1m. 40s.; P. Lambert (19'6-h.p. Austin), 1m. 30s.; Eric C. Block (6'7-h.p. Le Gui), 2m. 12s.; F. Burgess (14'4-h.p. Calthorpe), 2m. 12s.; Dr. J. Warren Davis (6'2-h.p. Jackson), 2m. 56s.

A feature of this race was a duel between the Sunbeam and the Diatto, which eventually finished third. The Sunbeam overtook the Diatto during the last lap and only missed winning by a little under 20 yards. Speed 47½ m.p.h.

Second 21 Rating Handicap.

The winner to receive a cup value £20; and the entrant of the second a cup value £10. For motor cars propelled by means of internal-combustion engines only, eligible for the 21-rating Standard Class. Minimum R.A.C. rating eligible, 18. Weight, 1,800 lbs. Distance, about 8½ miles.

Place.	Driver.	Start.	m.	s.
1.	A. J. Hancock (20'1-h.p. Vauxhall)	...	scratch	
2.	H. F. W. Farquharson (20'1-h.p. Mercedes)	...	1	39

Only two started in this race, and the Mercedes car was in front for the greater part, but was passed in the last lap and beaten by 200 yards. Speed 80¼ m.p.h.

Weybridge Motor Cycle Handicap.

The entrant of the winner to receive £10 or cup at option; the entrant of the second £5 or cup at option; and the entrant

of the third £3 or cup at option. For all classes of motor bicycles, the cubic capacity of whose engines exceeds 500 and does not exceed 1,000 cubic centimetres. Distance about 8½ miles.

Place.	Driver.	Start.	m.	s.
1.	A. E. Woodman (Indian)	...	1	3
2.	A. J. Moorhouse (Indian)	...	0	12
3.	F. W. Dayrell (J.A.P.)	...	0	45
4.	H. H. Bowen (Bat)	...	0	21
5.	C. E. Bennett (Indian)	...	0	21
5.	G. Lee Evans (Indian)	...	0	21

Fourteen started in the race, and the above gives the placings of the first six, the two Indians dead-heating for fifth place. At a speed of 61¼ m.p.h., the winner led by about 50 yards at the post, but the second and third were very close together.

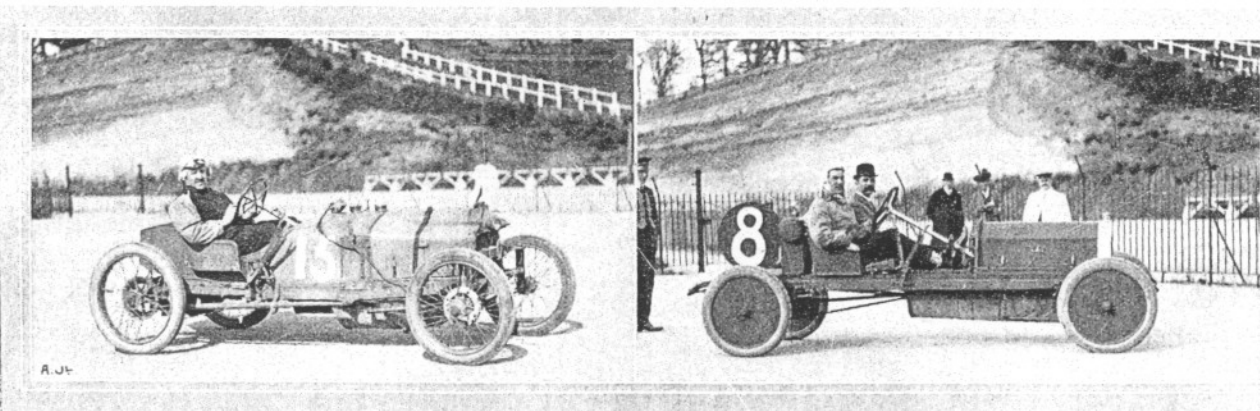
The April Junior Private Competitors' Handicap.

The entrant of the winner to receive a cup value £15; the entrant of the second a cup value £10; and the entrant of the third a cup value £5. For motor cars propelled by means of internal-combustion engines only, of R.A.C. rating of 25-h.p. and under. To be entered and driven by private competitors of the B.A.R.C. Distance, about 5½ miles.

Place.	Driver.	Start.	m.	s.
1.	J. R. Willmore-Taylor (6'2-h.p. Jackson)	...	3	6
2.	G. F. Scantlebury (14'4-h.p. Calthorpe)	...	1	54
3.	J. L. Farmiloe (24'8-h.p. Mercedes)	...	1	26

Also ran: H. F. W. Farquharson (20'1-h.p. Mercedes), 28s.; F. H. B. Samuelson (8'9-h.p. Sizaire), 3m. 6s.; J. A. Vlasto (24'8-h.p. Vinot "Doozie"), scratch; E. C. Tufnell, R.N. (22'8-h.p. Ford), 1m. 26s.; Dr. J. Warren Davis (6'2-h.p. Jackson) 2m. 18s.; Col. T. Cowper-Essex (6'2-h.p. Sizaire), 2m. 34s.

The finish of this race was very open, the winner leading by about 30 yards, with about the length of the straight between second and third.



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BROOKLANDS SPRING MEETING.—On the left Col. T. Cowper-Essex in his 6'2-h.p. Sizaire, winner of the April Junior Handicap, and on the right Mr. E. Lisle, jun., on his 15'9-h.p. Briton car, winner of the second Raglan Cup.



"Auto." (Yellow Cover) Copyright.

BROOKLANDS SPRING MEETING.—On the left the competitors lined up in the paddock for the opening race of the meeting, the April Motor Cycle Handicap, and on the right the good finish in the sprint down the straight for the Sizaire-Naudin Cup, Mr. C. F. Blunt, on Mr. Percy Meyer's 8'9-h.p. Sizaire, being the victor.

April Senior Handicap.

The entrant of the winner to receive a cup value £30; the entrant of the second a cup value £15; and the entrant of the third a cup value £10. For motor cars propelled by means of internal-combustion engines only, of R.A.C. rating of 18-h.p. and over. Distance, about 8½ miles.

Place.	Driver.	Start.	m.	s.
1.	P. D. Stirling (59'6-h.p. Brasier)	...	...	0 9
2.	O. Glaser (76'0-h.p. Mercedes)	...	...	scratch
3.	A. J. Hancock (20'1-h.p. Vauxhall)	...	...	0 24

Also ran: Eric Loder (59'6-h.p. Itala), scratch; A. Bray (28'4-h.p. Benz), 57s.; R. W. H. Kane (27'8-h.p. Imperia), 1m. 18s.; R. Lisle (19'6-h.p. Star), 1m. 21s.; Hon. L. Bruce (49'9-h.p. De Dietrich), 1m. 57s.; P. Lambert (19'6-h.p. Austin), 2m. 39s.; F. C. Jenkins (22'4-h.p. Bedford), 3m. 6s.

Kane, on the Imperia, early secured the lead, which he held to the end. On finishing, however, the car turned right round, and an objection being lodged, the car was disqualified. His speed was 71½ m.p.h. The Mercedes was beaten by about ten yards.

Fourth Sizaire et Naudin Cup.

The entrant of the winner to receive the cup, value £10, and the entrant of the second a cup, value £5. For motor cars manufactured by Messrs. Sizaire et Naudin, with 1-cyl. engines, of a bore of 120 mm. and a stroke not exceeding 140 mm.; cars whose engines have a stroke of 140 mm. conceding a start of 2½ secs. to all others. Distance about ½ mile.

Place.	Driver.	Start.	m.	s.
1.	C. F. Blunt (8'9-h.p. Sizaire).	...	...	0 4
2.	Mr. E. Loder (8'9-h.p. Sizaire).	...	...	...
3.	F. L. M. Boothby (8'9-h.p. Sizaire).	...	...	...

Also ran: A. E. Ansell (8'9-h.p. Sizaire), G. H. Cox (8'9-h.p. Sizaire), F. H. B. Samuelson (8'9 Sizaire).

Troubles of a Racing Car Owner.

PROBABLY few of the spectators at the last Brooklands meeting who saw the brilliant way in which Mr. P. D. Stirling's Brasier ran in the Senior Handicap and Sprint Races had little idea of the difficulties which had to be overcome before the car went out to the starting line. Mr. Stirling's own account of his troubles will be interesting to many of our readers:—

"Having entered my Brasier for the Senior Handicap and Sprint Races run yesterday. I was practising at Brooklands on the afternoon of the previous Monday when the engine developed symptoms which pointed to a 'big end' having come adrift or something similar.

"I immediately towed the car to the S.R. and Berliet works, which were reached at 6 p.m. By 6.50 the cylinders were removed

This half-mile sprint provided a splendid finish, and the winner got up a speed of 36½ m.p.h.

Second Raglan Cup.

The entrant of the winner to receive a cup value £15; the entrant of the second to receive a cup value £10; and the entrant of the third to receive a cup value £5. For motor cars propelled by means of internal-combustion engines only, of R.A.C. rating of 16-h.p. and under, the stroke of which does not exceed 121 mm. Weight 1,500 lbs. Distance, about 8½ miles.

Place.	Driver.	Start.	m.	s.
1.	E. Lisle, Jr. (15'9-h.p. Briton).	...	...	...
2.	L. Coatalen (15'9-h.p. Sunbeam).	...	...	...
3.	N. F. Bayliss (15'9-h.p. Sunbeam).	...	...	...

Also ran: J. E. Hollebhone (14'7-h.p. Diatto), G. Boorman (15'9-h.p. Crossley), Cyril Rose (15'9-h.p. Diatto), H. Lambert (15'9-h.p. Crossley), R. Baltus (14'7-h.p. Diatto).

The winner got home first by about 400 yards, while 300 yards separated second and third. Winner's speed 65½ m.p.h.

April Sprint Race (a handicap).

The entrant of the winner to receive a cup value £25; and the entrant of the second to receive a cup value £10. For cars which have been timed to do flying laps at Brooklands at over 80 miles per hour.

Place.	Driver.	Start.	m.	s.
1.	P. D. Stirling (59'6-h.p. Brasier)	...	...	0 4
2.	Eric Loder (59'6-h.p. Itala)	...	...	...

Also ran: O. Glaser (76'0-h.p. Mercedes), 3s.; A. J. Hancock (20'1-h.p. Vauxhall), 8s.; Noel Macklin (76'0-h.p. Mercedes), 2s.

Mr. Stirling secured his win by about 10 yards, with about half that distance between second and third.

and the cause of the trouble ascertained; one of the hollow connecting-rods had broken. To obtain a new one in time was out of the question, so we set to work and made a T-forging which was bored, turned, fitted, and brazed into the broken connecting-rod by 11 a.m. next day. In the afternoon, when fitting up, we discovered that one of the pistons was cracked round the centre and no repair possible.

"There was no time to obtain a new one from Paris, but after much thought we remembered that a 58-h.p. Daimler was of the same diameter, and, fortunately, were able to obtain a piston at Highgate. It was necessary to turn a special bush for the piston-pin and grind the new ring into the cylinder. This work was completed and the engine running again at 10 a.m. on the morning of the races. The car was towed to Brooklands and ran without a hitch, finishing second in the big handicap and first in the Sprint Race.

"I think these results are the best possible testimonial for the firm who did the work."

The Ascot Private Competitors' Handicap provided Mr. Paton with his second win after a hard struggle with the Lancia and the other Vauxhall. The last race of the afternoon was the two-mile sprint, in which Mr. Kane won by about six seconds from Mr. Thompson, on Austin "Pobble," which secured the event at the last meeting.

After the racing was over a great number of the spectators went over to the flying ground to see the flying. During the afternoon Mr. C. Grahame-White took up Lady Abdy, but only about 500 yards had been covered when the machine fell with a crash, but neither occupant was injured. The other flyers out were Lane and Morison on Lane monoplanes, Asley and Gilmour on Blériots, the Hon. Alan Boyle on his Avis, and the Roe triplanes. Full particulars of these and pictures of the flying will be found in this week's *Flight*.

RESULTS OF RACING.

The Fourth 21 Rating Handicap.

The entrant of the winner to receive a cup value £15; and the entrant of the second a cup value £7 10s. For motor cars propelled by means of internal-combustion engines only, eligible for the 21-rating Brooklands Standard Class. Minimum R.A.C. rating eligible, 18; maximum bore (4-cyl. cars), 3½ in.; weight, 1,800 lbs. Distance, about 8½ miles (Pond start).

Place.	Driver.	Start.	m. s.
1.	G. L. Paton (20'1-h.p. Vauxhall) ...	...	0 6
2.	H. F. W. Farquharson (20'1-h.p. Mercedes) ...	...	0 57
3.	R. Lisle (19'6-h.p. Star) ...	...	scratch

Also ran: L. Coatalen (21-h.p. Sunbeam), 12 sec.

At the start Mr. Coatalen's "Nautilus" Sunbeam made all the running, with Mr. Lisle's "Comet" Star second, but both cars suffered from trouble with their cooling-water systems. Winner's speed 69½ m.p.h.

The June Motor Cycle Handicap.

The entrant of the winner to receive £5, or cup at option; the entrant of the second to receive £3, or cup at option; and the entrant of the third to receive £2, or cup at option. For all classes of motor bicycles, the cubic capacity of whose engines exceeds 500 and does not exceed 1,000 cubic centimetres. Distance, about 8½ miles (Fork start).

Place.	Driver.	Start.	m. s.
1.	C. R. Collier (Matchless, 976 c.c.) ...	...	scratch
2.	H. V. Colver (Matchless, 666 c.c.) ...	...	0 18
3.	F. W. Dayrell (Martin J.A.P., 964 c.c.) ...	...	0 24
4.	H. A. Collier (Matchless, 666 c.c.) ...	...	0 18
5.	G. Lee Evans (Indian, 994 c.c.) ...	...	scratch
6.	F. A. Applebee (Rex, 670 c.c.) ...	...	1 27

The above gives the placing of the first half-dozen to finish. There were thirteen starters, and the finish was a very straggling one. Winner's speed, 72½ m.p.h.

The Summer Junior Handicap.

The entrant of the winner to receive a cup value £25; the entrant of the second a cup value £15; and the entrant of the third a cup value £7 10s. For motor cars propelled by means of internal-combustion engines only, of R.A.C. rating of 25-h.p. and under. Distance about 5½ miles (pond start).

Place.	Driver.	Start.	m. s.
1.	F. Burgess (13'9-h.p. Calthorpe) ...	...	0 46
2.	S. Gore-Browne (24'8-h.p. Lancia) ...	...	scratch
3.	T. R. Fletcher (10'4-h.p. Calthorpe) ...	...	1 26

Also ran: J. E. Hollebhone (15'9-h.p. Diatto), 20s.; P. Runciman (9'8-h.p. Martini), 2m. 46s.; K. K. Horn (20'1-h.p. Vauxhall), 2s.; Col. T. Cowper-Essex (6'2-h.p. Sizaire), 2m. 4s.; J. T. Robyns (8'9-h.p. Sizaire), 2m. 2s.; H. D. Seale (14'3-h.p. Brenna), 1m.; Viscount Exmouth (10'4-h.p. Isotta-Fraschini), 2m. 18s.; E. C. Block (6'7-h.p. Le Gui), 1m. 18s.

Although the Lancia was heavily handicapped it made a fine showing in this race, but was unable to catch up to the larger Calthorpe, which won by the length of the straight at a speed of 66½ m.p.h.

An Invitation Race.

The entrant of the winner to receive a cup value £10; the entrant of the second a cup value £5. For motor cars, the observed speeds of which have been as nearly as possible equal,

and which have been invited by the Clerk of the Course. Distance, about 5½ miles (flying start at the Pond).

Place.	Driver.
1.	F. Burgess (13'9-h.p. Calthorpe).
2.	L. Coatalen (15'9-h.p. Sunbeam).
3.	H. F. W. Farquharson (20'1-h.p. Mercedes).

Also ran: N. F. Bayliss (15'9-h.p. Sunbeam), S. Gore-Browne (24'8-h.p. Piccard-Pictet).

Securing the lead right at the commencement of the race, the Calthorpe easily secured its second win at a speed of 61½ m.p.h.

The First 16 Rating Handicap.

The entrant of the winner to receive a cup value £10; the entrant of the second a cup value £5. For motor cars propelled by means of internal-combustion engines only, eligible for the 16 Rating Brooklands standard class; minimum R.A.C. rating eligible, 12'1; maximum bore (4-cyl. cars), 3½ in.; weight 1,600 lbs. Distance about 5½ miles (Pond start).

Place.	Driver.	Start.	m. s.
1.	L. Coatalen (15'9-h.p. Sunbeam) ...	...	0 12
2.	N. F. Bayliss (15'9-h.p. Sunbeam) ...	...	0 12
3.	J. E. Hollebhone (15'9-h.p. Diatto) ...	...	scratch

Also ran: H. D. Siale (14'3-h.p. Brenna), 40 secs.

The two Sunbeams made a remarkably close race of it, and although the Diatto made a gallant attempt to catch up its handicap, it did not quite succeed. Winner's speed 61½ m.p.h.

Brooklands All-Comers' Plate of 100 Sovs.

The entrant of the winner to receive 70 sovs., and the entrant of the second 30 sovs. For motor cars propelled by means of internal-combustion engines only, without restriction as to engine size or weight; Fiat car, B.A.R.C. No. 115, to allow any other entrant 62 secs. Distance, about 19½ miles (Pond start).

Place.	Driver.	Start.	m. s.
1.	R. Wildegose (59'6-h.p. Itala) ...	...	0 62
2.	P. D. Stirling (59'6-h.p. Brasier) ...	...	0 62
3.	C. A. Bird (60-h.p. Napier) ...	...	0 62

Also ran: Sir G. W. Abercromby, Bart. (89'5-h.p. Fiat), scratch; G. L. Paton (20'1-h.p. Vauxhall), 62s.; E. H. Turnbull (35'7-h.p. Berliet "Ettie"), 62s.; L. G. Hornstead (28'4-h.p. Benz), 62s.; O. Glaser (76-h.p. Mercedes), 62s.

At the start the Napier was the first away, but it was quickly overhauled by the Brasier, which had to give way, after being hunted for five laps, to the Itala. Sir Geo. Abercromby's big Fiat was not on her form, and retired after a few laps. The winner's speed was 97½ m.p.h.

The Summer Motor Cycle Handicap.

The entrant of the winner to receive £10 or cup at option; the entrant of the second £5 or cup at option; and the entrant of the third £3 or cup at option. For all classes of motor bicycles, the cubic capacity of whose engines does not exceed 670 cu. cm. Distance about 5½ miles (Fork start).

Place.	Driver.	Start.	m. s.
1.	A. Oberlander (N.S.U., 314 c.c.) ...	...	1 30
2.	E. D. Colrick-Hearne (Triumph, 499 c.c.) ...	...	0 52
3.	H. V. Colver (Matchless, 666 c.c.) ...	...	scratch
4.	C. R. Collier (Matchless, 666 c.c.) ...	...	scratch
5.	A. C. Maitland (Trump J.A.P., 488 c.c.) ...	...	0 46
6.	Sir R. K. Arbuthnot (Triumph, 477 c.c.) ...	...	1 0

Out of the field of twenty-six the above was the order in which the first six finished. About a quarter of a mile separated the first and second, the winner's speed being 54 m.p.h.

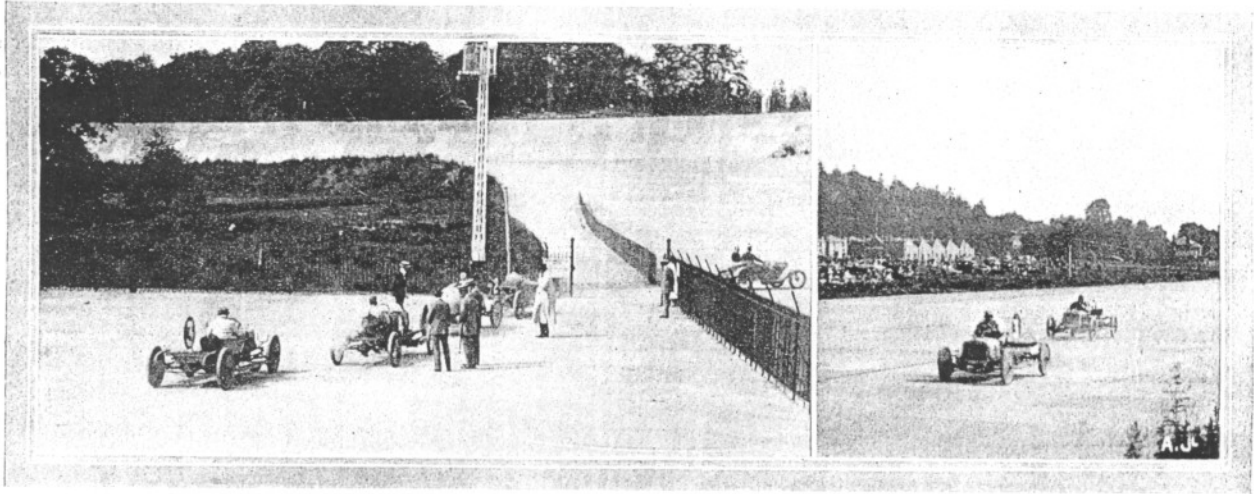
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Place.	Driver.	Start.	m. s.
1.	R. W. H. Kane (27'8-h.p. Imperia)	1 45
2.	L. G. Hornstead (28'4-h.p. Benz)	1 45
3.	O. S. Thompson (36'1-h.p. Austin "Pobble") ...	...	1 36

Also ran: C. A. Bird (60-h.p. Napier), scr.; P. D. Stirling (59'6-h.p. Brasier), 6s.; R. Wildegose (59'6-h.p. Itala), 21s.; G. L. Paton (20'1-h.p. Vauxhall), 1m. 45s.; E. H. Turnbull (35'7-h.p. Berliet "Ettie," 2m. 9s.; S. Gore Browne (24'8-h.p. Berliet), 2m. 54s.

Mr. Kane quickly got in front of the cars which had been sent off before him, and the other cars failed to catch the Imperia, which won a good race at a speed of 76½ miles an hour.

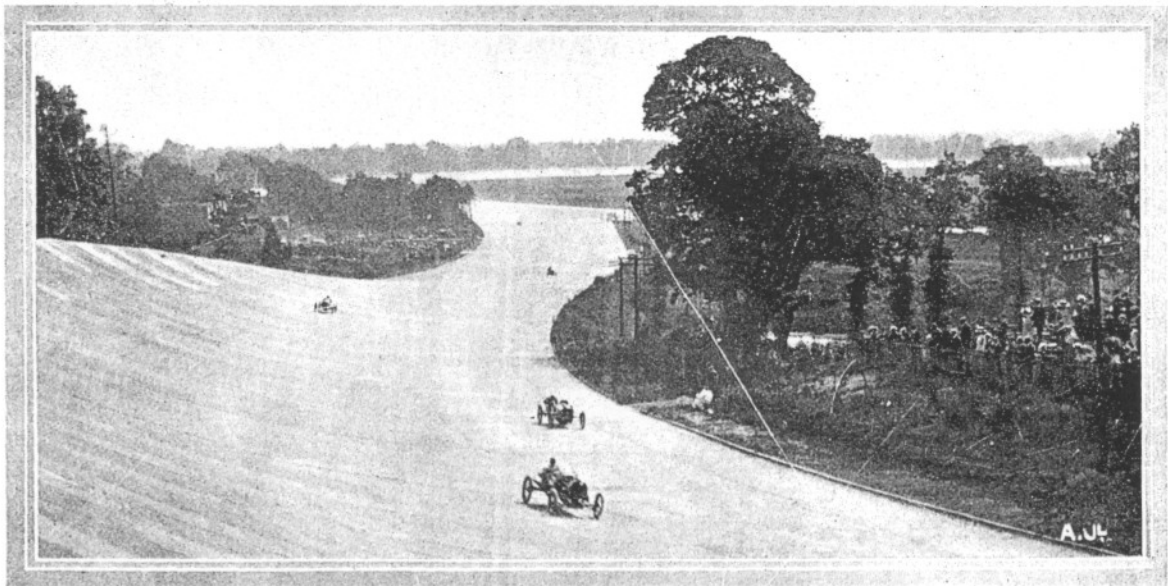


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 BROOKLANDS JUNE MEETING.—Leaving the paddock for the First 16-h.p. Rating Handicap, the cars being, reading from the leader, Mr. N. F. Bayliss' 15.9-h.p. Sunbeam, Mr. J. E. Hollebhone's 15.9-h.p. Diatto, Mr. H. D. Seale's 14.3-h.p. Brenna, and Mr. L. Coatalen's 15.9-h.p. Sunbeam. On the right the close finish in this race between Mr. Coatalen's Sunbeam and Mr. Bayliss' Sunbeam is seen.

Mr. G. L. Paton's Vauxhall, which won both the Ascot Private Competitors' Handicap and the 21-h.p. Handicap. Mr. F. Burgess, on Mr. G. W. Hands' Calthorpe, was first both in the Invitation Race and the Summer Junior Handicap, while Mr. R. W. H. Kane secured the June Handicap and the Sprint Race. As usual, fine weather prevailed during the afternoon, although the heat was very great in the paddock. The programme opened at two o'clock with the race for the 21-h.p. class, in which four started. Mr. L. Coatalen's Sunbeam started to forge ahead, but it was soon in trouble, and Mr. Paton had little trouble in keeping his Vauxhall in front. Mr. Lisle, on the Star, very nearly succeeded in catching the Mercedes, but was the victim of heating trouble when nearing the end of the race. The second race was for the twin-cylinder motor cycles, and was easily won by the T.T. winner, C. R. Collier, at an average speed of

72½ miles an hour. In the Summer Junior Handicap Mr. Gore-Browne, on the Lancia, did well to run into second place, after giving very good starts to other speedy cars. To do this the car had to get up a speed of well over 75 miles an hour, and the winner averaged 66½ m.p.h. Remembering the splendid finish which resulted in the Invitation Race at the last meeting, this event was closely followed, but the result was not quite so good as was anticipated. Mr. Burgess got the Calthorpe off the mark very smartly, and had no great difficulty in keeping the lead which he had secured so easily, although Mr. Coatalen's Sunbeam was not far away at the finish, and he in his turn was still more closely followed by the Mercedes.

The fifth event was the first race for the 16-h.p. class, but only four cars went out to the line, and the two Sunbeams easily kept the race in their hands, finishing



"Auto." (Yellow Cover) Copyright.
 BROOKLANDS JUNE MEETING.—One of the Sizaires hanging on to the Calthorpe car round the back of the Grand Stands in the Summer Junior Handicap.

RACING AT BROOKLANDS ON BANK HOLIDAY.

VERY good entries have been received for the races which are to be held on Monday next, Bank Holiday, at Brooklands, and it will be interesting to watch the effect of the new system of classification by speed. The only race which has failed to attract sufficient entries to warrant it being run was the invitation race, and in its place a dozen owners of 22.5-h.p. Ford cars will indulge in a friendly contest. In the O'Gorman Trophy there are only three entrants, all of them 20.1-h.p. Vauxhall cars.

The following are the entries:—

2 p.m.—The 76 m.p.h. Handicap. (Distance, 8 miles.)
 J. E. Hollebone (15.9-h.p. Diatto) W. L. Stewart (20.1-h.p. Lancia)
 K. K. Horn (20.1-h.p. Vauxhall) F. B. Goodchild (14.3-h.p. Oryx)
 O. S. Thompson (36.1-h.p. Austin) P. Lambert (19.6-h.p. Austin
 "Pobble") "Pearley")
 H. D. Seale (14.3-h.p. Brenna) C. Leese (35.7-h.p. Berliet)
 G. O. Herbert (21-h.p. Singer) R. W. H. Kane (27.9-h.p. Imperia)
 Mrs. C. Prioleau (24.8-h.p. Lancia)

2.25 p.m.—The Ford Car Race.

H. A. Bate	S. Dungey	Guy Standing
P. L. D. Perry	H. E. Powell	Percy F. Hendy
J. C. Alexander	E. C. Skurray	T. W. Wright
A. E. George	G. E. Forster	Rowland Winn

(All driving 22.5-h.p. Ford cars.)

2.45 p.m.—The August Private Competitors' Handicap.

(Distance, 5½ miles.)

Eric C. Block (6.7-h.p. Le Gui)	Mrs. C. Prioleau (24.8-h.p. Lancia)
K. K. Horn (20.1-h.p. Vauxhall)	J. Warren Davis (6.2-h.p. Jackson)
Gordon Webster (18.8-h.p. Straker-Squire)	Guy Standing (22.5-h.p. Ford)

3.10 p.m.—The August 60 m.p.h. Motor Cycle Handicap.

(Distance, 5½ miles.)

G. F. Napier (Bat)	R. T. Exshaw (N.L.G.)
F. H. Mullett (Triumph)	J. Forgan-Potts (Indian)
W. Dewar (Triumph)	C. E. Peach (Minerva)
H. Shanks, Jun. (Kingfisher "Jap")	E. Fitzherbert (F.N.)
F. H. Arnott (V.S.)	D. F. Steeves (N.S.U.)
G. Lee Evans (Indian)	A. G. Forster (N.L.G.)
G. Schink (N.S.U.)	E. D. Colrick-Herne (Triumph)
	H. G. Partridge (N.S.U.)

H. D. Shaw (Indian) V. Yates (Rex)
 V. Yates (Bradbury) E. D. Tate (Triumph)

3.35 p.m.—The August 100 m.p.h. Handicap.

(Distance, 8 miles.)

John A. Vlasto (24.8-h.p. Vinot "Doozie")	G. O. Herbert (21-h.p. Singer)
Edgar Koecher (27.3-h.p. Benz)	Mrs. C. Prioleau (24.8-h.p. Lancia)
K. K. Horn (20.1-h.p. Vauxhall)	Lord Vernon (59.6-h.p. Mercedes)
P. D. Stirling (59.6-h.p. Brasier)	W. L. Stewart (20.1-h.p. Lancia)
R. Selz (20.1-h.p. Vauxhall "Hans VI")	P. Lambert (19.6-h.p. Austin "Pearley")
O. S. Thompson (36.1-h.p. Austin "Pobble")	J. S. Phillips (48.6-h.p. Taunus Fiat)
P. C. Kidner (20.1-h.p. Vauxhall)	R. W. H. Kane (27.9-h.p. Imperia)

4 p.m.—The August 50 m.p.h. Handicap.

(Distance, 5½ miles.)

Eric C. Block (6.7-h.p. Le Gui)	W. H. Trinder (6.8-h.p. Austin)
F. C. Bartholomew (10.4-h.p. Opel)	H. Orloff Combe (Delage)
Gordon Webster (18.8-h.p. Straker-Squire)	Dr. J. Warren Davis (6.2-h.p. Jackson)
	S. Gore-Browne

4.25 p.m.—The August Sprint Race.

(Distance, 2 miles.)

Edgar Koecher (27.3-h.p. Benz)	Mrs. C. Prioleau (24.8-h.p. Lancia)
P. D. Stirling (59.6-h.p. Brasier)	Lord Vernon (59.6-h.p. Mercedes)
R. Selz (20.1-h.p. Vauxhall "Hans VI")	W. L. Stewart (20.1-h.p. Lancia)
Oscar Thompson (36.1-h.p. Austin "Pobble")	C. Leese (35.7-h.p. Berliet)
G. O. Herbert (21-h.p. Singer)	J. S. Phillips (48.6-h.p. Taunus Fiat)
	R. W. H. Kane (27.9-h.p. Imperia)

4.45 p.m.—The August 70 m.p.h. Motor Cycle Handicap.

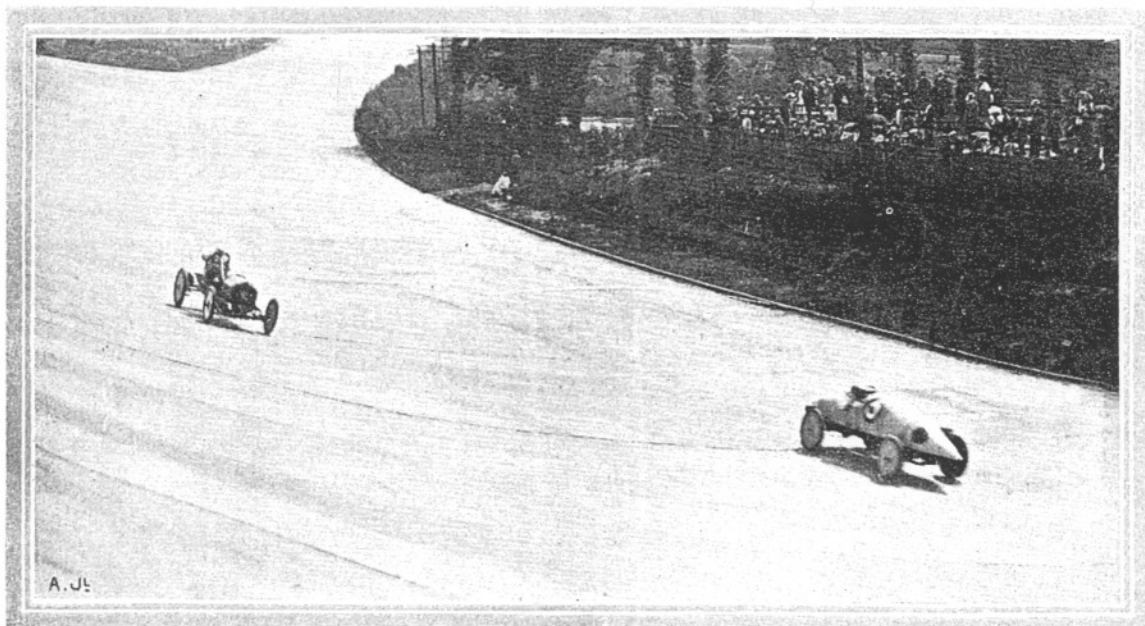
(Distance, 8 miles.)

Percy Butler (Dot)	J. T. Bashall (Bat)
G. F. Napier (Bat)	W. E. Cook (N.L.G.)
C. E. Bennett (Indian)	E. D. Colrick-Herne (Triumph)
W. Dewar (Triumph)	S. A. M. Whitham (Bat)
F. H. Arnott (V.S.)	A. C. Maitland (Trump Jap)
G. Schink (N.S.U.)	H. D. Shaw (Indian)
E. Fitzherbert (F.N.)	V. Yates (Bradbury)
W. H. Bashall (Bat)	V. Yates (Rex)
F. H. McNab (Trump)	

5 p.m.—Third Race for the O'Gorman Trophy.

(Distance, 28 miles.)

R. Selz (20.1-h.p. Vauxhall "Hans VI")	P. C. Kidner (20.1-h.p. Vauxhall)
	P. C. Kidner (20.1-h.p. Vauxhall)



"Auto." (Yellow Cover) Copyright.

A close contest round the Grand Stand banking, at Brooklands last meeting in the Summer Junior Handicap, between Mr. J. E. Hollebone, on the 15.9-h.p. Diatto and Mr. S. Gore-Browne, on Mrs. C. Prioleau's 24.8-h.p. Lancia.

Diatto.

Windovers, 30 Long Acre, W.C.

Italian.

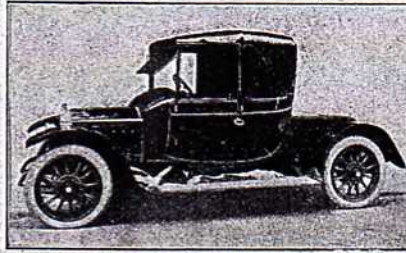
Excelsior.

16-20 and 20-30-h.p.

Belgian.

Cyls.—16-20 h.p. has four.
20-30 h.p. has six.
Bore and stroke—16-20 h.p., 85 x 130 mm.
20-30 h.p., 85 x 130 mm.
Lubrication—Pressure on both models.
Cooling—Thermo-syphon on both models.
Carburettor—Zenith on both models.
Ignition—H. T. magneto on both models.
Cam-shaft drive—Gear on both models.
Clutch—Leather cone on both models.
Gear-box—Three speeds, direct on top, on both models.
Back axle—Bevel drive on both models.

M. Ormonde, Darby and Weber, Ltd.,
188, Great Portland Street, W.



	16-20-h.p.	20-30-h.p.
Standard ratio	...	...
Tyres ...	815	815
	105	105
Clearance ...	8½ in.	8½ in.
Wheel base ...	9 ft. 11 in.	10 ft. 8½ in.
Track ...	4 ft. 7 in.	4 ft. 7 in.
Weight, chassis ...	16 cwt.	17½ cwt.
Price, chassis (with tyres)	£355	£470
	£410*	

* Model with over-head valves and double ignition.

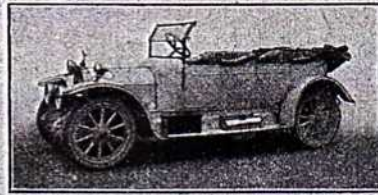
Fafnir.

12-16 and 16-20-h.p.

German.

New models—12-16-h.p.
Cyls.—Both models have four.
Bore and stroke—12-16-h.p., 75 x 125 mm.
16-20-h.p., 80 x 125 mm.
Lubrication—Forced on both models.
Cooling—Thermo-syphon on both models.
Carburettor—Fafnir on both models.
Ignition—Bosch H.T. magneto on both models.
Cam shaft drive—Gear on both models.
Clutch—Leather cone on both models.
Gear-box—Four speeds, direct on top on both models.

G. Straus and Co., Ltd.,
211, Upper Thames Street, E.C.



	12-16 h.p.	16-20-h.p.
Back axle—Bevel drive on both models.		
Standard ratio	4'5	4
Tyres ...	760	815
	90	105
Wheel base ...	8 ft. 10 in.	9 ft. 8 in.
Track ...	4 ft. 1½ in.	4 ft. 6 in.
Weight, chassis ...	12 cwt.	14 cwt.
Price, chassis (without tyres)	£220	£285

Fiat.

12-14, 15 (light), 20-30, 35-50, and 50-60-h.p.

Italian.

Cyls.—All models have four.
Bore and stroke—
h.p. mm. h.p. mm.
12-14 ... 90 x 120 35-50 ... 110 x 150
15 ... 80 x 130 50-60 ... 130 x 170
20-30 ... 95 x 140
Lubrication—Forced on all models.
Cooling—Pump on all models.
Carburettor—Fiat bi-jet on all models.
Ignition—H. T. magneto on all models.
Cam-shaft drive—Worm on all models.
Clutch—Multiple disc on all models.
Gear-box—Four speeds, direct on top on all models.

F. I. A. T. Motors, Ltd.,
37-38, Long Acre, W.C.



	12-14 h.p.	15 h.p.	20-30 h.p.	35-50 h.p.	50-60 h.p.
Back axle—Bevel drive on all models.					
Standard ratio	8'10	8'15	8'70	8'80	8'80
Tyres (Michelin)	90	105	120	120	120
Clearance	—	—	—	—	—
Wheel base	8' 11½"	8' 11½"	10' 3½"	—	—
Track	4' 7½"	4' 7½"	4' 7½"	4' 7½"	—
Weight, chassis	13½ cwt.	14 cwt.	22 cwt.	22½ cwt.	—
Price, chassis (with tyres)	£325	£365	£495	£650	£800

F. L.

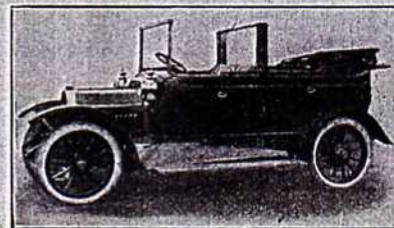
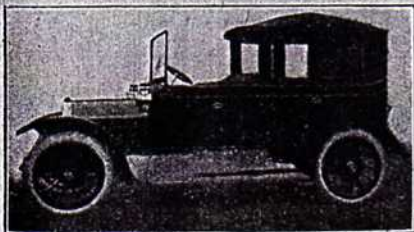
15-9 and 23-9-h.p.

French.

R. M. Wright and Co.,
Newland, Lincoln.

Bore and stroke—Bo h models, 80 x 100 mm.
Lubrication—Forced.
Cooling—Thermo syphon.

Clutch—Inverted leather cone.
Gear-box—Four speeds; direct on top.
Back axle—Bevel drive.



	15-9-h.p.	23-9-h.p.
Standard ratio	...	...
Tyres (Michelin)	810	815 & 875
	90	105
		820 & 880
		120
Clearance ...	9 in.	9 in.
Wheel base ...	9 ft. 3 in.	10 ft.
		10 ft. 6½ in.
Track ...	4 ft. 5 in.	4 ft. 5½ in.
Price, chassis ...	£325	£475
Price, complete car ...	£375	£550

New model—23-9-h.p. (6-cylinder.)
Cyls.—15-9-h.p. has four.
23-9-h.p. has six.

Carburettor—Claudel.
Ignition—Bosch H. T. magneto.
Cam shaft drive—Skew gear.

F. N.

10-14 and 16-24-h.p.

Belgian.

New model—16-24-h.p.
Cyls.—Both models have four.
Bore and stroke—10-14-h.p., 74 x 90 mm.
16-24-h.p., 80 x 120 mm.
Lubrication—Pressure on both models.
Cooling—Thermo-syphon on both models.
Carburettor—F. N. automatic on both models.
Ignition—H. T. magneto on both models.
Cam-shaft drive—Gear on both models.
Clutch—Metal plate on both models.

F. N. Motor Co.,
45-46, Clipstone Street, W.

Gear box—Four speeds; direct on top on both models.
Back axle—Bevel drive on both models.

	10-14-h.p.	16-24-h.p.
Standard ratio	4'5	3'5

	10-14-h.p.	16-24-h.p.
Tyres (Goodrich)	810	815
	90	105
Clearance ...	8½ ins.	8½ ins.
Wheel base ...	9 ft. 6 in.	10 ft. 2 in.
Track ...	4 ft. 1 in.	4 ft. 3 in.
Weight, chassis ...	14 cwt.	18 cwt.
Weight, complete car ...	17 cwt.	23 cwt.
Price, chassis (with tyres)	£270	£380
Price, complete car	£320	£450

(To be continued.)