

# FAVORS BRITISH TRACK

## AUTOIST LIKES BROOKLANDS

**FINDS ENGLAND'S MOTOR RACE COURSE SUPERIOR IN SOME POINTS, BUT INFERIOR IN OTHERS, TO LOCAL SPEEDWAY.**

The Indianapolis Motor Speedway long since has been termed the "Brooklands of America." This name is conceded to be appropriate by men who have seen performances on both tracks. In many respects the local course is given credit for being superior to its duplicate across the waters. The British track, however, is older, and the subsequent interest and development in variety of entertainments on this track is of a larger scope than the local one. The following article by J. P. Holland in this month's Motor is a typical pen picture of what the cousins in the motor family are bringing to pass in the land of John Bull:

"The County of Surrey, England, occupies a unique position in the world of British motordom. Its fanatically anti-motorist magistracy makes it a place to be avoided by the motorists as one would avoid the plague, yet on the other hand it is the natural mecca of all lovers of motor sport, by reason of its containing the most complete track in the world for motor racing, at Brooklands. To reach this track means running the gantlet of mile after mile of hidden police traps, with the certainty of conviction in the event of any officious policeman taking your number.

"To give a comparison between the great track at Brooklands and anything of its kind in America, I should say, take a three-mile stretch of the Florida beach when the tide is out and the famous sand is smooth and hard as asphalt. Double this stretch up, ribbon-fashion, into an irregular pear-shaped loop, the ends of the ribbon curling up naturally on the outer edge in the twisting process. Smooth out a piece of land in the loveliest bit of scenery in New England, with a lazy-winding little river making zig-zags across meadows and a wooded hilly slope furnishing the background of the picture. Take the three-mile ribbon of track, lay it carefully on the cleared space, even digging into the foot of the wooded hill to allow room for the smaller end of the loop. Stretch another length of ribbon from the point where the sides of the pear begin to converge and carry it back to the starting point, where it

agement of the track, but it is hoped that some day they may be remedied. When one bears in mind that the construction of this huge playground for motor cars has cost in round figures \$750,000, while the gate receipts and membership fees will little more than cover running expenses, the question of sinking still more money in the undertaking is one for deliberation.

"But once the absence of a grand stand midway between the ends of the oblong is forgotten and the visitor's attention focused in the corner of the loop where the straight home stretch runs past the timekeeper's box on the hillside and the paddock and offices in the inclosure, he will find many things to admire in the way they do things at Brooklands.

"Two points of contrast which strike one forcibly between the manner of conducting motor races in England and America are in the matter of punctuality in starting and in the method of announcing results. Precisely to the tick every race is started here exactly according to program with apparently no fussing or shouting after belated starters. And at the end of every finish, the winning car is driven back to the weighing scale, exactly as in a horse race, its weight verified and up goes its number. The order of sequence in place is likewise blackboarded at the same time and the winner's time per mile is announced in figures big enough for everybody to read.

"At the outset the Brooklands Automobile Racing Club took the Jockey Club as its model, the Earl of Lonsdale, president of the Jockey Club, being the first and existent president of the Brooklands Club. This is probably to a large extent responsible for the absence of that free and easy, go-as-you-please way of doing things which the traditions of the bicycle track had handed down to motor racing in America. An illustration of this has been shown this year, when, for the first time, motorcycles have been allotted events on the afternoon programs. When the time came for the boys on wheels to line up in the paddock, preliminary to being sent out on the track in rotation according to number five minutes before

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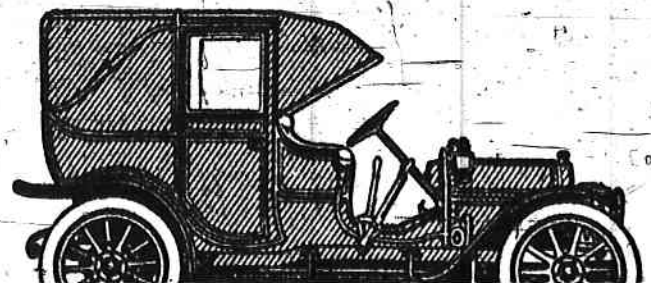
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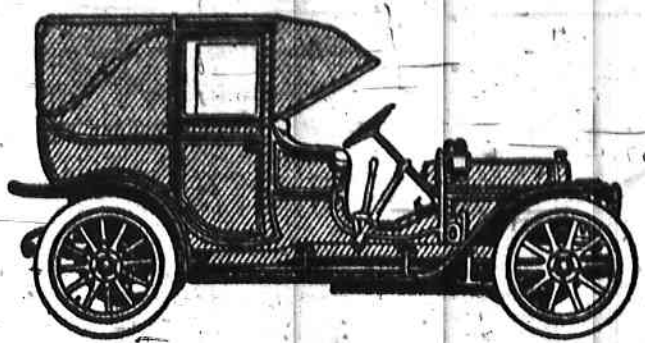
smooth out a piece of land in the level-  
est bit of scenery in New England, with a  
lazy winding little river making zig-zags  
across meadows and a wooded hilly  
slope furnishing the background of the  
picture. Take the three-mile ribbon of  
track, lay it carefully on the cleared  
space, even digging into the foot of the  
wooded hill to allow room for the smaller  
end of the loop. Stretch another length  
of ribbon from the point where the sides  
of the pear begin to converge and carry  
it sash-fashion to the spot where it  
emerges from behind the hills—and you  
have the famous Brooklands automobile  
racing track of Weybridge, Surrey, Eng-  
land.

**Offer Long Stretches.**

"The length of one lap is approximately  
two and eleven-sixteenths miles, or to be  
accurate, 2.76687774 miles, which is about  
all there would be left of the three-mile  
stretch of beach after allowing for turn-  
ings." But including the diagonal cross  
stretch, the circuit complete is close  
upon three and a quarter miles in length.

"In the maintenance of this immense  
motordrome a small army of men is kept  
constantly employed. The track itself is  
built on the estate of H. F. Locke King,  
from whose residence, 'Brooklands,' the  
track takes its name. To reach the track  
from the high road after entering the  
grounds is considerable of a walk and  
quite a tricky drive by car, as the route  
has been cut out of the hill and involves  
no end of twistings, sudden rises and  
climbs and hairpin turns, where the  
skill of the average driver is fairly tested.  
On race days men are stationed at these  
corners and turns, wig-wagging flags to  
prevent cars coming from opposite direc-  
tions colliding. These, with the gate keep-  
ers and others employed about the track,  
constitute a goodly staff of permanent  
employees.

"A tunnel under the asphalt stretch  
allows access to the interior of the in-  
closure, where the paddock, restaurant  
and administration offices are located.  
As yet Brooklands lacks the smashing  
touch of a clubhouse like Brighton Beach  
or Empire track. But the members in-  
cubate and grand stand on the slope  
of the seaward of the hill, behind which  
the great trees and are reached by a  
bridge over the water of from the pad-  
dock across the water between them.  
However a copy of the original machinery  
and the top have been converted into a hill-  
climb of which you are sure



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