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FAVORS BRITISH TRACK

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PINDS * ENGLAND'S MOTOR RAC COURSE SUPERIOR IN SOME POINTS, BUT INVERIOR 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, occu-

ples a unique position in the world of British motordom. Its fanatically antimotorist 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.

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 parefully 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

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 offlees 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 inethod 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 wining 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.

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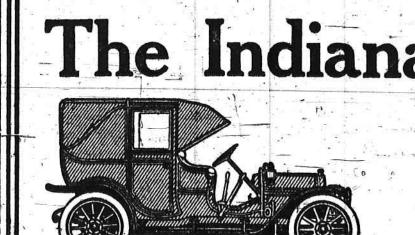
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est bit of scenery in New England, with a lazy winding little river making zig-zags across meadows and a wooded hilly slope furnishing the background of the picture. Take the three-mile ribbon of track, lay it parefully on the cleared space, even digging 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 Brocklands automobile racing track of Weybridge, Surrey, England.

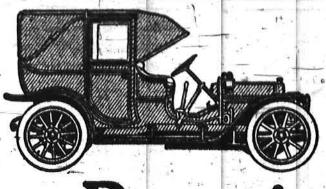
Offer Long Stretches.

"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 turnings." 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 directions colliding. These, with the gate keepers and others employed about the track, constitute a goodly staff of permanent

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"A tunnel under the asphalt stretch allows access to the interior of the inclosure, where the paddock, restaurant and administration effices are located. As yet Brooklands lacks the finishing touch of a clubhouse like Brighton Beach or Empire track. But the members' inclosure and grand stand, on the slope of the remnant of the hill, behind which the great track runs are reached by a the great track runs, are reached by a bridge over the track or from the paddock across the 'straight' between races. Recently a strip of the original members' inclosure has been converted into a hill-climb—of which more later.

Can Not See All of Race.

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Can Not See All of Race.

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their race, it was noticeable that there was more fussing and scurrying, shouting for absentees and jawing between riders and trainers than had been seen in all the motor races since the track opened. Similarly, in the matter of entries, where the motorist has recognized from the beginning that a closing date means the actual and final closing of the entry list, the cyclists, many of them, were astounded on being informed that

a rule at Brooklands and every one knows it.

"So far, in the brief existence of the track, it has been a process of evolution in the matter of races and their character."

post entries were inadmissable. A rule is

GIVES PERCENTAGE OF SLIP.

Henry Souther Figures Out Silde of Motor
Wheels.

From Henry Souther's analysis of the results of tests on tire slips at Brook-lands, England, on a level racing track of the best sort, with plain round tread tires inflated as is usual for racing, the percentage of slip of the rear wheels

when driving is as follows:

For a speed of forty miles an hour, .3; fifty miles an hour, .6; sixty miles an hour, 1.1; seventy miles an hour, 1.8; eighty miles an hour, 3.7; ninety miles an hour, 5.4.

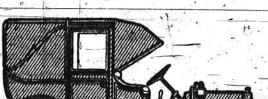
The driving wheel on the inside, running around a curved track, slips a very little more than the outer wheel as the centrifugal force going around curves reduces the weight on the inner wheel, permitting it to slip more readily than the outer wheel.

NOTHING TO FEAR.

"What if an accident should upset you and you should land under the car?"

"Nothing to fear on that score. That's where I'm usually found when an accident happens."

The Indiana Automo



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