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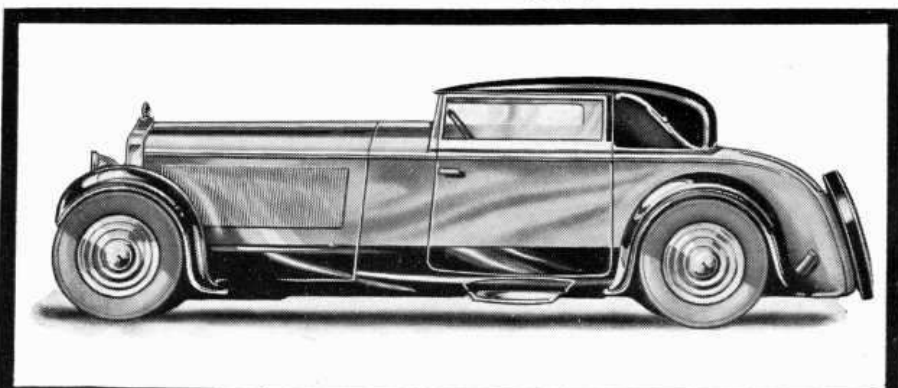
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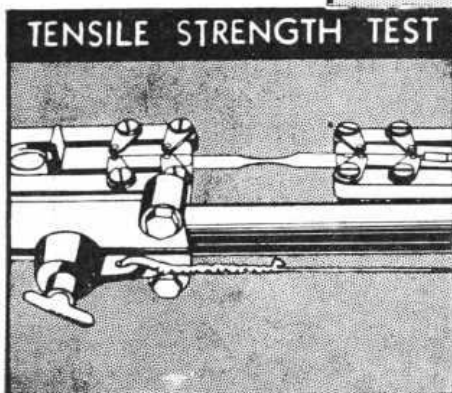
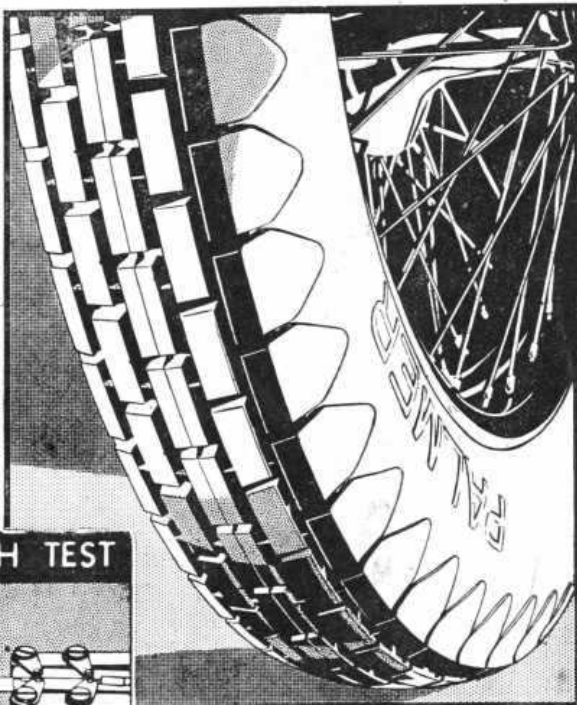
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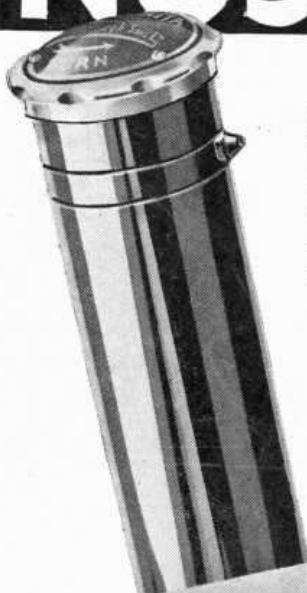
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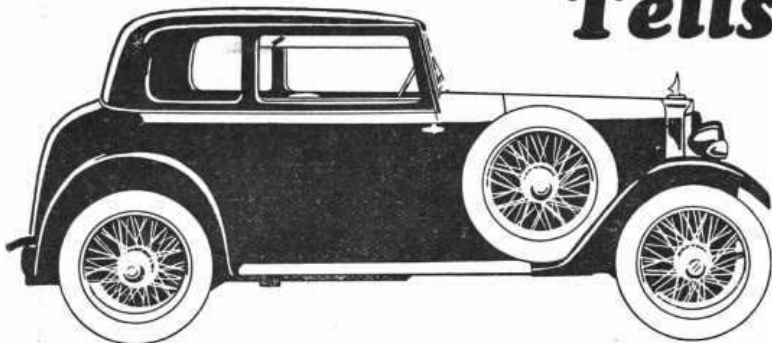
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BRITISH DOUBLE-TWELVE HOUR RACE.

BROOKLANDS MAY 8th & 9th, 1931.

Held under the International Sporting Code of the Association Internationale des Automobile-Clubs Reconnus, the General Competition Rules of the Royal Automobile Club, the Racing Rules and Regulations of the Brooklands Automobile Racing Club, and such supplementary regulations as were issued by the Junior Car Club.

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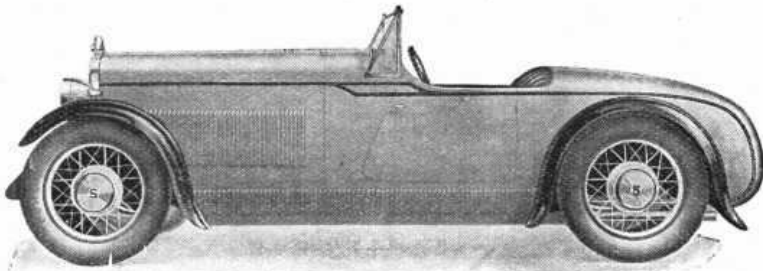
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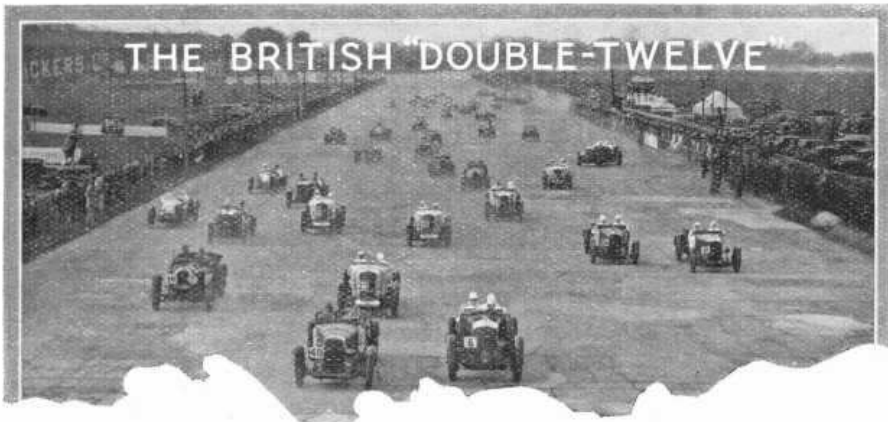
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INTRODUCTION

THE British Double-Twelve is undoubtedly the most interesting motoring event held in England at the present time, and the Junior Car Club, which has always been entrusted with the organisation of the Race, now presents the third of the series to the British public.

The idea of holding a Race in England, possessing similar characteristics to the Le Mans twenty-four hour endurance contest, had remained in the minds of many people from 1923, when l'Automobile Club de l'Ouest held the first Le Mans race, until 1928, when the Junior Car Club took the initiative, albeit in the face of considerable pessimistic comment. Thus it was that on January 1st, 1929, the Regulations were published for the first British Double-Twelve Hour Race, which was to be held at Brooklands Motor Course on May 10th and 11th of that year. *The Daily Telegraph*, upon learning of the Club's intention, immediately offered a first prize of £1,000, which generous action promptly ensured the widest attention for the race. At the same time the Junior Car Club was privileged to receive the handsome trophy which the Society of Motor Manufacturers and Traders, Ltd., desired should be offered for annual competition. Blessed now with the seal of the industry's approval and practical support, the success of the venture from the point of view of entries was assured.

There was still a certain amount of doubt in the minds of the promoters as to the attitude of the public in England towards a race of such length. The law of the land prevented, as it still does, a road race, and further complications were presented by legal restrictions at Brooklands which prevented the use of the Track between 8 p.m. and 8 a.m. Public imagination would have been quickened by the thought of cars hurtling round through the darkness of the night, the beams of a battery of powerful headlights blazing a trail before them. But these things were not to be. Nevertheless, those who predicted a fiasco misjudged the British public and the power of the Press. The latter realised that British automobile supremacy was being challenged by the finest products of other lands. Considerable space was devoted to the forthcoming battle, thrills were predicted, and the public came in its thousands.

The Second Race.

Exactly twelve months afterwards the second race was held. The number of entries increased from 56 in 1929 to 65, and there were nine manufacturers' teams. New and bigger Bentley cars were in the field, and there were new and larger Alfa-Romeos from Italy. Bad luck, however, dogged the latter, and the majestic Speed-six Bentleys were able, one by one and step by step, to strip the advantages of the handicaps from all their opponents. Finally, two of their cars came home in the first and second places, the winner with the fine average speed of 86.68 m.p.h. Once again H.R.H. Prince George graciously attended the race, and was present on this occasion to congratulate the winners. Still larger crowds were a feature of the second British Double-Twelve, but its success was marred by a serious fatal accident which occurred towards the end of the first day.

An entry remarkable for its challenge from the small cars, but still possessing prospects of a keen struggle for International supremacy, has been received for the 1931 race.

The Junior Car Club is indeed grateful to those who have contributed in many ways towards the success of its three ventures, and it is proud to be able once again to raise the curtain at Brooklands upon another British Double-Twelve—a classic contest which has no equal in this country.

For Riding Comfort

always choose a Car fitted with

LUVAX HYDRAULIC SHOCK ABSORBERS

STUDY the specification when choosing your car — riding comfort is the greatest factor of comparison among leading cars of to-day. Therefore, decide upon a car fitted with Luvax Hydraulic Shock Absorbers, otherwise you may lose, through poor suspension, much of the pleasure of motoring.

Luvax Hydraulic Shock Absorbers ensure freedom from bouncing, stability on corners and general steadiness at speed. In addition they minimize physical and chassis strain — vital factors on both road and track.



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Alvis Silver Eagle.
Armstrong-Siddeley (all models).
A.E.C. (certain models).
Daimler (all models).
Dennis Arrow and Lance.
Gilford 166 O.T.
Hillman Wizard.
Humber Snipe, Pullman & 16/50 h.p.
Invicta.
Lanchester Straight Eight.
Leyland (certain models).
Morris Isis and Oxford Six.
Morris Commercial "R."
"D," "Y," and "H" types.
Rover Meteor.
Singer Six and Super Six.
Standard Envoy and Ensign.
Star Comet and Planet.
Sunbeam 16 h.p.
Swift 10 h.p.
Talbot "75" and "90."
Triumph Scorpion.
Willys-Overland Palatine Six.
Wolseley (all models).



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The "Double-Twelve," 1930



ENTRY LIST SHOWING HANDICAP CLASSIFICATION

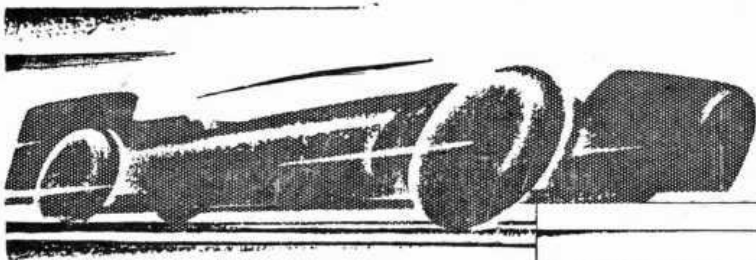
This table shows the complete entry of sixty-five cars at a glance and also indicates grouping on handicap with minimum speeds and mileages.

No.	Entrant	Car	Bore/Stroke in m.m.	No. of Cyls.	C.C.	Minimum M.P.H.	Minimum Mileage in 24 hours
Class B (Over 5,000 c.c. and up to 8,000 c.c.).							
1	The Earl Howe	Mercedes (S)	100/150	6	7068	72	1728
2	Jack Barclay (Jack Barclay, Ltd.)	Bentley	100/140	6	6597	71.5	1716
Class C (Over 3,000 c.c. and up to 5,000 c.c.).							
3	F. H. Cairnes	Invicta	88.5/120.5	6	4467	69	1656
Class D (Over 2,000 c.c. and up to 3,000 c.c.).							
4	M. C. Morris	Maserati (S)	65/94	8	2494	69	1656
5	M. C. Morris	Maserati (S)	65/94	8	2494		
6	E. Burt	Talbot	69.5/100	6	2276	65.5	1572
10	A. W. Fox	{ Talbot 1	75/112	6	2970		
11	(Fox & Nicholl)	{ Talbot 2	75/112	6	2970		
12		{ Talbot 3	75/112	6	2970		
Class E (Over 1,500 c.c. and up to 2,000 c.c.).							
14	W. M. Couper (Henry Birkin & Couper, Ltd.)	Lagonda (S)	72/120	4	1954		
Class F (Over 1,100 c.c. and up to 1,500 c.c.).							
15	G. C. Dugdale	Lea Francis (S)	69/100	4	1496	62.5	1500
16	E. N. Oetzmann	Lea Francis (S)	69/100	4	1496		
20	E. Farley	Alvis (S)	68/102	4	1482		
21	A. Methley	Alfa Romeo (S)	62/82	6	1487		
22	J. R. Jeffress	Alfa Romeo (S)	62/82	6	1487		
23	H. J. Aldington	Frazer Nash 1 (S)	69/100	4	1496		
24	(A.F.N., Ltd.)	{ Frazer Nash 2	69/100	4	1496	59	1416
25		{ Frazer Nash 3	69/100	4	1496		

30	H. J. Aldington	...	...	...	Aston Martin 1	...	...	69/99	...	4	...	1493
31	(A.F.N., Ltd.)	...	...	...	Aston Martin 2	...	...	69/99	...	4	...	1493
32		...	...	...	Aston Martin 3	...	...	69/99	...	4	...	1493
Class G (Over 750 c.c. and up to 1,100 c.c.).													
33	B. L. Byrom	...	...	...	Amilcar (S)	...	...	56/74	...	6	...	1097
34	H. Widengren	...	...	...	Maserati (S)	...	...	51/66	...	8	...	1078
											59	...	1416

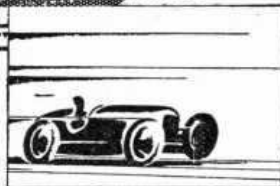
35	W. A. Cuthbert	...	...	...	Riley	...	...	60/95	...	4	...	1089
40	A. F. Ashby	...	...	...	Riley 1	...	...	60/95	...	4	...	1089
41	E. Martin	...	...	...	Riley 2	...	...	60/95	...	4	...	1089
42	C. R. Whiteroft	...	...	...	Riley 3	...	...	60/95	...	4	...	1089
43	C. Balme	...	...	...	M. G. Midget	...	...	57/83	...	4	...	847
Class H (Up to 750 c.c.).													
44	Sir Herbert Austin	...	...	...	Austin 1 (S)	...	...	56/76	...	4	...	747
45		...	...	...	Austin 2 (S)	...	...	56/76	...	4	...	747
46		...	...	...	Austin 3 (S)	...	...	56/76	...	4	...	747
50	V. S. Balls	...	...	...	Austin (S)	...	...	56/76	...	4	...	747
											55	...	1320

51	G. H. R. Chaplin	...	...	...	Austin 4	...	...	56/76	...	4	...	747
52		...	...	...	Austin 5	...	...	56/76	...	4	...	747
53		...	...	...	Austin 6	...	...	56/76	...	4	...	747
54	Miss V. Worsley	...	...	...	Austin 7	...	...	56/76	...	4	...	747
55	M. C. Lewns	...	...	...	Austin 8	...	...	56/76	...	4	...	747
56	G. H. R. Chaplin	...	...	...	Austin 9	...	...	56/76	...	4	...	747
60	The Earl of March	...	...	...	M.G. Midget 1	...	...	57/73	...	4	...	746
61	(Kevill-Davies & March, Ltd)	...	...	...	M.G. Midget 2	...	...	57/73	...	4	...	746
62		...	...	...	M.G. Midget 3	...	...	57/73	...	4	...	746
63	C. J. Randall	...	...	...	M.G. Midget 4	...	...	57/73	...	4	...	746
64		...	...	...	M.G. Midget 5	...	...	57/73	...	4	...	746
65		...	...	...	M.G. Midget 6	...	...	57/73	...	4	...	746
66	G. Bradstock	...	...	...	M.G. Midget	...	...	57/73	...	4	...	746
70	A. T. G. Gardner	...	...	...	M.G. Midget 7	...	...	57/73	...	4	...	746
71		...	...	...	M.G. Midget 8	...	...	57/73	...	4	...	746
72		...	...	...	M.G. Midget 9	...	...	57/73	...	4	...	746
73	Hon. Mrs. Chetwynd	...	...	...	M.G. Midget 10	...	...	57/73	...	4	...	746
74	H. H. Stisted	...	...	...	M.G. Midget 11	...	...	57/73	...	4	...	746
75	D. Higgin	...	...	...	M.G. Midget 12	...	...	57/73	...	4	...	746
76	J. H. P. Clover	...	...	...	M.G. Midget	...	...	57/73	...	4	...	746
											47.5	...	1140



245 m.p.h.!

Captain Malcolm Campbell's wonderful new World's land speed record, on his Napier-engined 'Bluebird' was achieved on Pratts Ethyl Petrol, specially prepared and taken with him for his successful attempt.



94 m.p.h.!

on an Austin 'Seven'! Another marvellous record by Capt. Campbell, using Pratts Ethyl Petrol, specially prepared.

'Bluebird' and 'Baby' both used



SPECIAL

The spirit the speed aces
depend upon — Try it in
your car. It's amazing!



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The British Double-Twelve Hour Race, May 8th and 9th, 1931

STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS

It will be noted that Cars are numbered in groups of six or seven, this being done to facilitate the task of the Timekeepers.

Class B (Over 5,000 c.c. and up to 8,000 c.c.)

No.	Car	Entrant	Driver (1)	Driver (2)	Bore/Stroke in m.m.	No. of Cyls.	C.C.	No.
1	Mercedes (S) ...	The Earl Howe ...	The Earl Howe ...	C. Penn-Hughes	100/150	6	7068	1
2	Bentley ...	Jack Barclay ... (Jack Barclay, Ltd.)	Sir Henry R. S. Birkin, Bt.	B. O. Davis	100/140	6	6597	2

Class C (Over 3,000 c.c. and up to 5,000 c.c.)

3	Invicta ...	F. H. Cairnes ...	G. Field ...	D. Froy ...	88.5/120.5	6	4467	3
---	-------------	-------------------	--------------	-------------	------------	---	------	---

Class D (Over 2,000 c.c. and up to 3,000 c.c.)

4	Maserati (S) ...	M. C. Morris ...	G. E. T. Eyston ...	G. Ramponi ...	65/94	8	2494	4
5	Maserati (S) ...	M. C. Morris ...	E. Fronteras ...	R. S. Outlaw ...	65/94	8	2494	5

"(S)" denotes supercharger fitted.

Teams denoted thus—"Talbot 1.2.3."

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.

Motor Salesmanship as a Career..!



“A Step in the Right Direction!”

17th April, 1931

Mr. Broad,
The Institute of Motor Salesmanship,
16 - 17 Little Portland Street,
London, W.1

My dear Broad,

I should like to thank you very much indeed for the very courteous reception you gave me yesterday. I should like to say straight away, I was very impressed indeed with your Institute. I am satisfied in my own mind that it is a very definite step in the right direction of ultimately improving the status of the selling side of the Motor Industry, in proof of which statement I shall be sending one of my sales staff up to start your evening course on Monday next and I only hope that it will be possible for me to so organise matters, that I can at a later date, send further members of my staff.

My reason for doing this, is simply that I fully realise the impossibility of finding time to impart the necessary educational knowledge covering the phases of the selling side of my business, owing to pressure of work and appointments upon my time: furthermore, you have summarised down the main facts, and you have the necessary machinery for imparting these to your students. In other words, the efficient training of salesmen for the Motor Trade is a specialist's job, and in your Institute you are offering to the trade and the public alike for the first time, the full facilities for this specialised training.

As you know, I have very sincerely at heart the welfare of the Motor Trade as a whole, and I therefore cannot but congratulate you upon the facilities which you are now giving towards definitely improving what has probably been, and probably still is, the weakest link, viz: sales organization.

Having arrived at this conclusion, I shall be only too happy to do anything I can towards furthering the interests of your undertaking, and I hope you will not hesitate to let me know if I can prove to be of any service or help in this direction.

I am,

Yours very truly,
For Weybridge Automobiles Ltd
G. J. ALLDAY, F.I.M.T., M.I.B.E.
Managing Director

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STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS—continued

Class D (Over 2,000 c.c. and up to 3,000 c.c.)—continued

No.	Car	Entrant	Driver (1)	Driver (2)	Bore/Stroke in m.m.	No. of Cyls.	C.C.	No.
6	Talbot	E. Burt	E. Burt	S. J. Burt	69.5/100	6	2276	6
10	Talbot 1	A. W. Fox (Fox & Nicholl)	B. E. Lewis	J. S. Hindmarsh	75/112	6	2970	10
11	Talbot 2		T. E. Rose Richards... ..	John R. Cobb	75/112	6	2970	11
12	Talbot 3		A. O. Saunders-Davies	W. Y. Craig	75/112	6	2970	12

Class E (Over 1,500 c.c. and up to 2,000 c.c.)

14	Lagonda (S)	W. M. Couper (Henry Birkin & Couper, Ltd.)	W. M. Couper	A. Bevan	72/120	4	1954	14
----	--------------------	---	---------------------	-----------------	--------	---	------	----

Class F (Over 1,100 c.c. and up to 1,500 c.c.)

15	Lea Francis (S)	G. C. Dugdale	G. C. Dugdale	C. T. Delany	69/100	4	1496	15
16	Lea Francis (S)	E. N. Oetzmann	E. N. Oetzmann	F. Ivins	69/100	4	1496	16
20	Alvis (S)	E. Farley	E. Farley	P. Fotheringham Parker	68/102	4	1482	20
21	Alfa Romeo (S)	A. Methley	A. Methley	G. W. Olive	62/82	6	1487	21
22	Alfa Romeo (S)	J. R. Jeffress	J. R. Jeffress	C. Paul	62/82	6	1487	22
23	Frazer Nash 1 (S)	H. J. Aldington (A.F.N., Ltd.)	T. G. Moore... ..	W. S. Braidwood	69/100	4	1496	23
24	Frazer Nash 2		C. M. Harvey	H. J. Aldington	69/100	4	1496	24
25	Frazer Nash 3		D. A. Aldington	Mrs. T. Wisdom	69/100	4	1496	25

“(S)” denotes supercharger fitted.

Teams denoted thus—“Talbot 1.2.3.”

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.

FOR THE FIRST FULL
REPORT OF THIS EVENT

SEE **The Motor**

TUESDAYS
4^D

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NEXT Tuesday's
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event, profusely
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first with the news—be it
reports of sporting fixtures,
or the latest news of
developments in cars and
accessories.

The Light Car
& Cyclecar

*The Only
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FRIDAYS 3^D

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A fully illustrated report of this event from the light-car
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"The Light Car & Cyclecar" is a complete news
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prehensively for the small car enthusiast, recording
every new departure in practice and innovation in design.

Every number contains a host of useful hints and tips,
and is illustrated throughout.

STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS—continued

Class F (Over 1,100 c.c. and up to 1,500 c.c.)—continued

No.	Car	Entrant	Driver (1)	Driver (2)	Bore/Stroke in m.m.	No. of Cyls.	C.C.	No.
30	Aston Martin 1 ..	H. J. Aldington (A.F.N., Ltd.)	A. C. Bertelli ...	J. Bezzant	69/99	4	1493	30
31	Aston Martin 2 ..		Capt. Sir Malcolm Campbell	L. Cushman	69/99	4	1493	31
32	Aston Martin 3 ..		H. W. Cook	J. D. Benjafield ...	69/99	4	1493	32

Class G (Over 750 c.c. and up to 1,100 c.c.)

33	Amilcar (S) ...	B. L. Byrom ...	B. L. Byrom ...	J. C. Byrom... ..	56/74	6	1097	33	
34	Maserati (S) ...	H. Widengren ...	H. Widengren ...	R. F. Oats	51/66	8	1078	34	
35	Riley	W. A. Cuthbert ... (Cuthbert & Houghton, Ltd).	W. A. Cuthbert ...	H. V. Fraser	60/95	4	1089	35	
40	Riley 1	A. F. Ashby	A. F. Ashby	R. Pauling	60/95	4	1089	40	
41	Riley 2		E. Martin	"R. M. Meredith" ...	60/95	4	1089	41	
42	Riley 3		C. R. Whitcroft ...	C. R. Whitcroft ...	W. B. Scott	60/95	4	1089	42
43	M.G. Midget ...		C. Balme	E. A. Pott	F. Macdonald	57/83	4	847	43

“(S)” denotes supercharger fitted.

Teams denoted thus—“Aston Martin 1.2.3.”

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.

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'Phone - - Wimbledon 4366

STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS—continued

Class H (Over 500 c.c. and up to 750 c.c.)

No.	Car	Entrant	Driver (1)	Driver (2)	Bore/Stroke in m.m.	No. of Cyls.	C.C.	No.
44	Austin 1 (S) ..	Sir Herbert Austin ..	A. Frazer Nash ...	L. P. Driscoll ...	56/76	4	747	44
45	Austin 2 (S) ..		G. Poppe ...	J. D. Barnes... ..	56/76	4	747	45
46	Austin 3 (S) ..		W. H. Green ...	S. F. Barnes ...	56/76	4	747	46
50	Austin (S)	V. S. Balls	V. S. Balls	A. B. Gilbert	56/76	4	747	50
51	Austin 4	G. H. R. Chaplin ..	A. D'Arcy Browne ...	G. H. R. Chaplin ...	56/76	4	747	51
52	Austin 5		E. C. H. Randall ...	W. E. Harker ...	56/76	4	747	52
53	Austin 6		P. W. Marriage ...	H. J. Searle	56/76	4	747	53
54	Austin 7	Miss V. Worsley ...	Miss V. Worsley ...	R. Latham Boote ...	56/76	4	747	54
55	Austin 8	M. C. Lewns	M. C. Lewns	G. N. Torry	56/76	4	747	55
56	Austin 9	G. H. R. Chaplin ...	J. Reeves	H. H. B. Beacon ...	56/76	4	747	56
60	M.G. Midget 1 ..	The Earl of March .. (Kevill-Davies & March, Ltd.)	The Earl of March ...	C. S. Staniland ...	57/73	4	746	60
61	M.G. Midget 2 ..		H. D. Parker	G. K. Cox	57/73	4	746	61
62	M.G. Midget 3 ..		N. Black	C. W. Fiennes ...	57/73	4	746	62
63	M.G. Midget 4 ..	C. J. Randall ..	T. V. G. Selby	G. Hendy	57/73	4	746	63
64	M.G. Midget 5 ..		F. M. Montgomery ...	R. Hebler	57/73	4	746	64
65	M.G. Midget 6 ..		R. Gibson	L. Fell	57/73	4	746	65
66	M.G. Midget	G. Bradstock (University Motors, Ltd.)	H. C. Hamilton ...	S. V. Holbrook ...	57/73	4	746	66

(Class H continued overleaf)

Class H continued overleaf

“(S)” denotes supercharger fitted.

Teams denoted thus—“Austin 1.2.3.”

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.

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Established nearly a Quarter of a Century

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BRITISH H **MG** CARS

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BRITISH SPORTS CARS sell, not because of what we say about them, but because of general opinion.

The *Observer* (15.2.31) epitomises the **MG** as offering: "£1,000 performance for £650" and **MG** describes the car as being "a delight to drive, attaining and holding 80 on top... and over 60 on third... without a trace of effort.

Flamboyant claims find no place in the announcements of UNIVERSITY MOTORS LIMITED. Our policy is to let the



sell itself by asking those interested to take the wheel. Fill in the coupon and let us send round an M.G. for you to drive.

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As London Distributors for M.G. Cars we usually have a few used models. Any good car taken in part exchange

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1911

STARTING NUMBERS OF CARS, ENTRANTS AND DRIVERS—continued

Class H (Over 500 c.c. and up to 750 c.c.)—continued

No.	Car	Entrant	Driver (1)	Driver (2)	Bore/Stroke in m.m.	No. of Cyls.	C.C.	No.
70	M.G. Midget 7 ..	A. T. G. Gardner ..	A. T. G. Gardner ...	R. C. Murton-Neale ...	57/73	4	746	70
71	M.G. Midget 8 ..		R. T. Horton ...	W. E. Humphreys ...	57/73	4	746	71
72	M.G. Midget 9 ..		R. R. Jackson ...	F. H. B. Samuelson ...	57/73	4	746	72
73	M.G. Midget 10 ..	Hon. Mrs. Chetwynd	Hon. Mrs. Chetwynd	A. M. C. Jameson ...	57/73	4	746	73
74	M.G. Midget 11 ..	H. H. Stisted ...	H. H. Stisted ...	J. Kindell ...	57/73	4	746	74
75	M.G. Midget 12 ..	D. Higgin ...	D. Higgin ...	J. F. Field ...	57/73	4	746	75
76	M.G. Midget ...	J. H. P. Clover ...	J. H. P. Clover ...	O. H. J. Bertram ...	57/73	4	746	76

“(S)” denotes supercharger fitted.

Teams denoted thus—“M.G. Midget 7.8.9.”

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.

TOTALISATOR BETTING

For B.A.R.C. and J.C.C. Members only

During the race, there will be six pools: three on Friday, May 8th, and three on Saturday, May 9th.

The periods are as follows:

FRIDAY	8 a.m. to 2 p.m.	SATURDAY	8 a.m. to 2 p.m.
	2 p.m. to 5 p.m.		2 p.m. to 5 p.m.
	5 p.m. to 8 p.m.		5 p.m. to 8 p.m.

The unit will be 2/- and multiples of this amount.

Dividends will be paid out to the winners—1st, 2nd and 3rd—after each of the above periods each day.

J.C.C. "DOUBLE TWELVE"

BROOKLANDS

1930

1st and 2nd

(IRRESPECTIVE OF CLASS)

BENTLEY

swept the board

and

BUGATTI won Class D

all on

***Racing* SHELL**

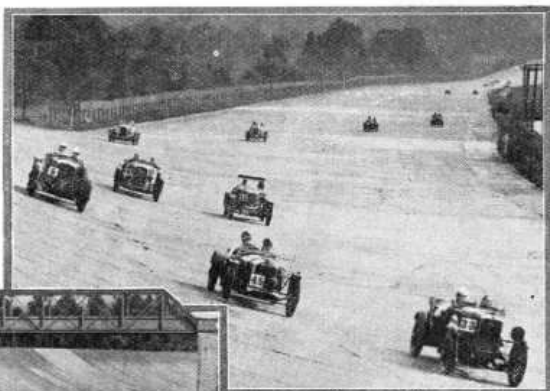
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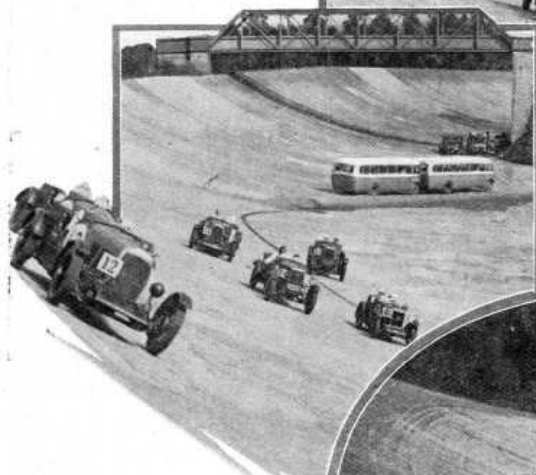
More 1930 Scenes

These photographs
of last year's race
reproduced, by
permission, from

The Motor



A group of cars on
the Byfleet Banking.



Competitors keeping
close company for
the swoop on to the
Railway Straight.



Birkin (Bentley) followed by
the Hon. J. W. M. Aitken
(Talbot), and Kaye Don
(Alfa Romeo) cornering
on the Byfleet Banking.



ABOVE:
The caravans used for
resting and refreshment
purposes by
"Double-Twelve" drivers.

RIGHT:
A. J. Mollart (A.C.)
and E. Martin (Riley)
at the pits.





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1 1/2 PER GAL

THE POWER PETROLEUM CO. LTD., CHARLTON, S.E.7

H.G. RUSSELL—1971

ALL ABOUT THE RACE

All cars are carefully examined previous to the race to see that they conform to the Regulations. Extracts from the latter are given on pages 59 and 61.

* * *

Each driver in the race had to do a minimum of five observed practice laps during the week preceding the race.

* * *

All cars are fitted with wind-screens, wings, hoods, and lamps, which must all be carried throughout the race.

* * *

In 1929, competitors had to erect the hoods of their cars at the start and complete ten laps of the course before refurling them. Since then, however, the regulations have not made it necessary to run with hoods raised.

* * *

Only certain alterations are allowed from "standard" to "Double-Twelve" form. These are detailed on page 61. The cars competing to-day are "standard" in that they are evolved from manufacturers' catalogued productions.

* * *

Every car must stop its engine while refuelling at the pits and re-start on the self-starter.

* * *

Only the electric motor may be used for all starting, including the re-start on Saturday morning.

* * *

The Public are warned against playing cards with strangers.

* * *

The time of every car on every lap is taken as it passes the double-decker A.E.C. 'bus just beyond the "Fork." This 'bus has been specially converted into a mobile timing office, and a staff of over twenty people is continually engaged inside. Over 23,000 lap times were taken during the 1930 Double-Twelve.

* * *

The broadcast description of the race by the B.B.C. at 11 p.m. on Friday, typifies the experiences of a famous racing driver in the Double-Twelve. The driver concerned is Dr. J. D. Benjafield, who is handling an Aston-Martin car.

* * *

To "blind" all out on a cold engine immediately after the re-start on the second morning of the race is to court disaster, and a highly-tuned engine is not always the easiest thing to start. In the two previous races a little Austin 7 has been the first car to get away after the re-starting signal.

* * *

Notice that on Saturday some cars are flying coloured pennants from their front number. These are the Class leaders at the end of the first day's run.

* * *

A Supplement is issued free with all programmes sold on Saturday. This contains full results of Friday's racing. Single copies are 2d. each.

* * *

The prizes for the race are on view in the Paddock, and will be presented, after the race, from the platform on the Straight by the "Shell" Bridge.

* * *

Extracts from competitors' time table:—

7.30 a.m.—All competing cars to be at the pits, lined up side by side in starting order.

7.45 a.m.—All engines to be stopped.

7.45 a.m. to 7.55 a.m.—Verbal instructions to crews.

7.55 a.m.—First warning for start. Driver and mechanic to be in position on line in front of their cars.

7.58 a.m.—Second warning for start.

8 a.m.—Starting signal. Crews immediately start engines on starter and drive off on first circuit of the race.

(This procedure is repeated on both mornings of the race.)

8 p.m.—Maroon signal for end of racing each day. Cars to complete the lap upon which they are engaged and then come to their pits.

Friday, May 8th.—Cars to be pushed to Paddock Stalls, where they will be under guard for the night.

Saturday, May 9th.—Winning and placed cars to be sealed and left in charge of the Club for engine measurements to be checked.

8.15 p.m. (Saturday, May 9th)—Prize distribution.

THE LEADING AGENT for ROLLS-ROYCE and BENTLEY CARS

- Jack Barclay says:



Mr. Jack Barclay and Mr. F. C. Clement
Winners of the B.R.D.C. 500 Miles
Race, 1929

"Discerning motorists are now beginning to realise that for a moderate outlay one may purchase a really good, slightly used Rolls-Royce or Bentley car which has been **examined, passed** and **re-guaranteed** by the manufacturers themselves. The price need be no more than that of a new car of different make."

**THE LARGEST STOCK IN ENGLAND OF NEW AND
SLIGHTLY-USED ROLLS-ROYCE & BENTLEY CARS**

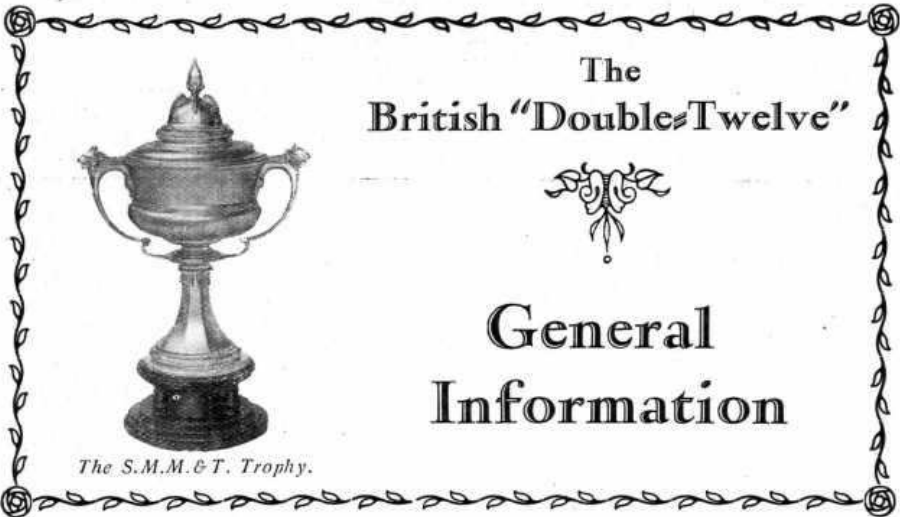
Jack Barclay
LIMITED

12a George Street, Hanover Square, W.1
and 34 Bruton Street, W.1

Deferred Terms

MAYFAIR 4152 (FIVE LINES)

Part Exchanges



The British "Double-Twelve"



General Information



The S.M.M. & T. Trophy.

IN 1928, when the Junior Car Club decided to hold a twenty-four hour endurance contest at Brooklands, there were many people who were sceptical concerning its chances of success and few who would be bold enough to forecast a demand for an annual fixture of this unique character. To-day, however, the Junior Car Club is organising the third race of the series and although many spectators are undoubtedly familiar with the procedure of past years there are certain important differences which it will be as well for us to mention here.

The major alteration is that the race to-day is running in a clockwise direction, which is a reverse of the course in previous years. This means that the cars will now be slowing for the turn where they were accelerating in the past, and they will be gaining speed as they pass the public along the Straight instead of decelerating as they did last year. The Straight, this year, is divided into four "zones." A 20-ft. zone is reserved for traffic to and from the pits, and a "fairway" in the centre carries the bulk of the competitors at speed. To the left of this latter zone is a "passing area" reserved for a car that is in the act of overtaking another, and on the extreme left is a "neutral area" into which no cars may cross except in an emergency.



The Rudge-Whitworth Trophy specially designed for the "Double-Twelve" by M. F. Piret.

DRIVERS AND HANDICAP.

Probably no other race in the world requires as many drivers as the British Double-Twelve. This year over one hundred are necessary, allowing for a maximum of two for each car, and steps have been taken by the promoters of the contest to admit only people who are experienced racing drivers. The capabilities of a large number of to-day's drivers were tested in a series of special races earlier this year. A perusal of the list of entries on pages 17-25 will disclose the names of many who are famous on road and track all over the world. Physical fitness is a most desirable qualification in a race of such severity as this, and it is interesting to know that every driver has been called upon to undergo a medical examination.

The revision of the course, coupled with the progress in automobile engineering, necessitated a careful revision of the handicaps for the race. In order to provide a race or test between objects of widely different potential capabilities, some levelling up process has to be employed. For this purpose, cars are grouped into sections or classes according to the cubic capacity of their engines, and, in the British Double-Twelve, a minimum average speed is set for each class for the race. The figures are tabulated on pages 14 and 15, the proportionate speeds being the result of carefully calculated anticipated performances.

Continued on page 35

ANALYSIS OF PERFORMANCES OF 1929 FINISHERS IN ORDER OF MERIT.

Place	Car	Entrant	Driver(s)	Figure of Merit	Miles per Hour	Mileage Covered and Remarks
1st	Alfa Romeo (S)	F. W. Stiles ...	G. Ramponi ...	1.413	76.00	1824.1 1st in Race, 1st in Class F, Leader at 6, 12 & 18 hours
2nd	Bentley ...	Woolf Barnarto ...	Sir R. Gunter, S. C. H. Davis ...	1.410	81.39	1953.4 2nd in Race,
3rd	Salmson ...	A. Bovier ...	F. J. Clarke, G. Casse ...	1.388	67.95	1st Class C 1630.9 3rd in Race, 1st Class G
4th	Alfa Romeo (S)	F. W. Stiles ...	B. Ivanovsky ...	1.358	73.04	1752.8
5th	Aston Martin ...	W. S. Renwick ...	A. C. Bertelli, J. Bezzant ...	1.337	69.36	1664.7
6th	Riley ...	V. Riley ...	B. E. Lewis, H. Wood ...	1.301	63.55	1525.2
7th	Lea Francis (S)	H. E. Tatlow ...	J. Shaw, J. P. Turner ...	1.260	67.84	1628.1
8th	Lea Francis (S)	H. E. Tatlow ...	W. H. Green, E. L. Meeson ...	1.258	67.72	1625.3
9th	Studebaker ...	C. N. Galer ...	A. Hollidge, G. A. W. Laird ...	1.232	71.65	1719.8 1st Class B
11th	Lagonda ...	W. M. Couper ...	W. M. Couper ...	1.232	66.48	1595.5
	Bentley ...	W. B. Scott ...	Mr. and Mrs. W. B. Scott ...	1.222	70.52	1st in Class E 1692.6
12th	Alfa Romeo (S)	E. Fronteras ...	E. Fronteras, K. Thom ...	1.211	65.12	1562.9
13th	Lagonda ...	A. W. Fox ...	W. E. Edmonson, G. Roberts ...	1.203	64.87	1556.9
14th	Lagonda ...	A. W. Fox ...	R. R. Jackson, C. A. Broomhall...	1.178	63.52	1524.5
15th	Lea Francis (S)	Gordon Hendy ...	Gordon Hendy, T. O. Hodder ...	1.176	63.28	1518.7
16th	O. M. ...	L. C. Rawlence ...	R. F. Oats, F. Clark ...	1.170	63.13	1515.2 Member Winning Team
17th	O. M. ...	M. C. Morris ...	A. V. Wilkinson, A. F. Ashby ...	1.148	61.97	1487.4 Member Winning Team
18th	Lagonda ...	A. W. Fox ...	F. King, H. F. Woolfe ...	1.147	61.84	1484.3
19th	Studebaker ...	C. N. Galer ...	C. W. Johnstone A. E. S. Walter ...	1.117	64.98	1559.4
20th	Lea Francis (S)	G. L. Jackson ...	G. L. Jackson, S. Woods ...	1.110	59.74	1433.7
21st	O. M. ...	L. C. Rawlence ...	W. Dickie, J. Parker ...	1.095	59.06	1417.6 Member Winning Team
22nd	Invicta... ...	Hon. Mrs. A. Fane	A. O. Saunders- Davies, C. W. Fiennes ...	1.057	61.00	1464.1
	Austin ...	F. S. Barnes ...	F. S. and J. D. Barnes ...	1.057	47.58	1141.8
24th	Frazer-Nash ...	N. Jupp ...	N. Jupp ...	1.049	54.54	1308.9
25th	Fiat ...	S. Watt ...	D. A. Aldington...	1.035	49.43	1186.2
26th	Frazer-Nash ...	A. Frazer-Nash ...	A. Frazer-Nash, R. L. Bowes ...	1.028	53.43	1282.4

ANALYSIS OF PERFORMANCES OF 1930 FINISHERS IN ORDER OF MERIT.

Place	Car	Entrant	Driver(s)	Figure of Merit	Miles per Hour	Mileage Covered and Remarks
1st	Bentley ...	Woolf Barnato ...	Woolf Barnato, F. C. Clement ...	1.469	86.68	2080.34
2nd	Bentley ...	Woolf Barnato ...	S. C. H. Davis, Clive Dunfee ...	1.452	85.68	2056.36
3rd	Riley ...	C. R. Whitcroft ...	C. R. Whitcroft, H. C. Hamilton ...	1.428	69.96	1679.08
4th	Aston Martin ...	A. C. Bertelli ...	A. C. Bertelli, N. Holder ...	1.418	73.76	1st in Class G 1770.28
5th	Alfa Romeo (S)	F. W. Stiles ...	Count G. Lurani, Kenyon Thom ...	1.375	74.25	1782.0
6th	Riley ...	Mrs. E. M. Scott	Mrs. E. M. Scott, E. M. Thomas ...	1.373	67.27	1st in Class F 1614.44
7th	Austin ...	Sir Herbert Austin	A. C. R. Waite, The Earl of March	1.326	64.97	1559.36 1st in Class H. "Autocar"
8th	Alfa Romeo (S)	F. W. Stiles ...	B. Ivanovsky, G. E. T. Eyston ...	1.321	75.30	Price Award 1807.25
9th	Lagonda ...	C. L. G. Wilkinson	D. R. Sharman, T. E. Stone ...	1.289	69.61	1st in Class E 1670.66
10th	Austin ...	Sir Herbert Austin	F. S. Barnes, J. D. Barnes ...	1.271	57.20	1372.96
11th	Lea Francis (S)	L. P. Driscoll ...	L. P. Driscoll, C. W. G. Lacy ...	1.262	68.17	1636.26
12th	Alfa Romeo (S)	J. R. Jeffress ...	J. R. Jeffress, R. Warde ...	1.260	68.03	1632.78
13th	Alvis ...	G. T. Smith Clarke	Hon. Mrs. V. Bruce Hon V. Bruce ...	1.251	67.54	1620.93
14th	M.G. Midget ...	C. J. Randall ...	C. J. Randall, F. M. Montgomery	1.229	60.23	1445.63 Member Winning Team
15th	Alvis ...	G. T. Smith Clarke	Cyril Paul, H. W. Purdy ...	1.218	65.81	1579.30
16th	Alfa Romeo (S)	F. W. Stiles ...	A. Marinoni, Kaye Don ...	1.214	65.55	1573.36
17th	M.G. Midget ...	H. H. Stisted ...	H. H. Stisted, N. Black ...	1.211	59.32	1423.64
18th	M.G. Midget ...	C. J. Randall ...	R. R. Jackson, W. Townend ...	1.184	58.03	1392.63 Member Winning Team
19th	M.G. Midget ...	C. J. Randall ...	G. Roberts, A. A. Pollard ...	1.183	57.96	1391.05 Member Winning Team
20th	M.G. Midget ...	Miss V. Worsley	Miss V. Worsley, D. G. Foster ...	1.178	57.72	1385.31
21st	Riley ...	E. J. Kehoe ...	E. J. Kehoe, W. Blackwell ...	1.163	57.01	1368.23
22nd	Frazer Nash ...	H. J. Aldington ...	C. Penn Hughes, Miss B. Penn Hughes ...	1.162	60.43	1450.48
	Bugatti (S) ...	Malcolm Campbell	Malcolm Campbell The Earl Howe ...	1.162	66.23	1589.51
24th	Frazer Nash ...	H. J. Aldington ...	H. J. Aldington, D. A. Aldington ...	1.112	57.84	1st in Class D 1388.20
25th	Tracta ...	S. D. Marr ...	S. D. Marr, E. Roberts ...	1.027	53.50	1283.99
26th	Lagonda ...	A. H. Cranmer ...	T. E. Rose Richards, O. Saunders- Davies ...	1.015	57.84	1388.20
27th	Lea Francis (S)	G. E. Took ...	G. E. Took, A. M. C. Jameson	1.012	54.65	1311.49

Season Honours on

Mobiloil

500 Miles Race **1st**
AUSTIN

Double Twelve Hr. Race

750 c.c. Class
1st & 2nd
AUSTIN AUSTIN

1,500 c.c. Class
2nd
ASTON MARTIN

1,100 c.c. Class

1st
RILEY

Entire Race
3rd & 4th
RILEY ASTON MARTIN

R.A.C. Ulster TT

750 c.c. Class
1st
AUSTIN

1,100 c.c. Class
1st
RILEY

5,000 c.c. Class
2nd
BENTLEY

R.I.A.C. Grand Prix

First Day's Race
1st & 3rd
RILEY AUSTIN

750 c.c. Class
1st & 2nd
AUSTIN AUSTIN

1,100 c.c. Class
1st
RILEY

2nd in Entire Race—RILEY

World's Record

200 Miles at 117.67 m.p.h (Sunbeam)

39 International Class Records
etc., etc.

Use the oil the Champions use
VACUUM OIL COMPANY, LTD

GENERAL INFORMATION

Continued from page 31

It must be remembered that these are minimum speeds, all of which will be exceeded during the race, and it is the car which exceeds its minimum by the greatest percentage which is the winner.

A LIGHTER TASK.

The International Sporting Commission, which controls motor racing throughout most of the countries in the world, has recently decided that it is no longer necessary for competing cars to conform to a minimum weight limit, and they have also removed the necessity for the cars in larger classes to be weighted with ballast to represent a full load of four people. Cars such as the Bentley and the Mercedes are now relieved of this dead weight of 264-lb. of lead.



Another handsome figure, specially designed for the Automobile Engineering Training College as part of the second prize.

The foregoing paragraphs have dealt with what may be termed the technical differences in the Double-Twelve of to-day and those of previous years. The Junior Car Club every year does its best to learn by experience, and to incorporate in future contests any improvements which will be of benefit to the large crowds it is privileged to attract.

Last year we introduced a "comparative-speed" table into the programme by means of which it was possible to obtain a direct comparison between the performances of any two cars. The use of this table undoubtedly unravelled the complications which are an inherent feature of all handicap systems, and, since its introduction by the Junior Car Club, it has been adopted in connection with other international car races. This year we have been able to improve on the "comparative-speed" table and the lap times are shown with their equivalent in miles per hour.

THE SCORING SYSTEM.

The electric scoring board which was also a 1930 innovation is retained for 1931, and a description of the scoring system is given on page 55. With the object of establishing a permanent record for the public, two leader boards, one in the Public Enclosure and one in the Paddock, will record hourly results as the race progresses.

The efficiency of the scoring system depends largely upon the speed with which information can be transmitted, and this is a matter to which considerable attention has been paid this year. Highly skilled timekeepers, calculating experts and auditors are working continuously in the double-decked A.E.C. omnibus which has been converted specially for this race into a mobile timing office. A telephone code is used to transmit the results, as soon as they are ready, by direct lines to the score board, to the broadcast box, and to the control office. Similarly, specially laid direct lines connect telephones in the pit row with the control box and this latter point is linked with some thirty other parts of the course. News, therefore, is continually being received and transmitted over the entire telephone system and the Club gratefully acknowledges the help given by the 47th (2nd London) Divisional Signals, T.A., which unit has supplied, erected, and staffed the entire external communication system.

DO YOU REALISE that all of the following benefits are offered by membership of the JUNIOR CAR CLUB for the low annual subscription of 35/- (25/- small car) for twelve 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, and visits to industrial centres. |
| Touring advice, routes and facilities for Foreign Travel. | |

Further information and application form for membership on pp. 62 & 63.

a Moral-



THERE WAS A YOUNG FELLOW
WHO SLYLY,
PINCHED A B & P SUPER
TUNED RILEY,
HE STEPPED ON THE GAS
LIKE A BLITHERING ASS,
AND THEY FOUND BITS
AS FAR NORTH AS FILEY.

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For real hot tuning try B & P—the Best Possible because all work is carried out by experts in workshops equipped with machinery specially approved by the Manufacturers. Full stock of spares. New and Used Cars. Part Exchange or Deferred Terms to meet **your** requirements. Better and more Personal service offered by London's leading Riley specialists. If it concerns Riley cars it always pays to consult B & P first



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Soonest, Hammer, London

Light-Car Incidents, 1930



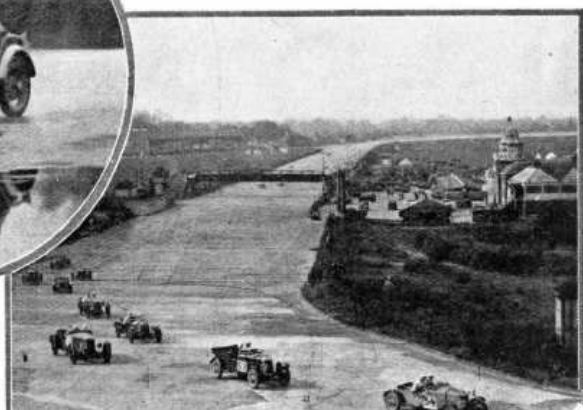
These photographs
of last year's race
reproduced by
courtesy of

The **Light Car**
and **Cyclecar**

Before the start.



Reflections
R. R. Jackson (M.G.)



A group of cars
rounding the turn.



ABOVE:
A. Frazer Nash in a
homely scene at the pits.

BELOW:
Ivanovsky (Alfa Romeo)
re-fuelling at the pits.



PETROL AHEAD OF ENGINE DESIGN



Try
'BP' PLUS

*today and you will be
amazed at the difference
it makes in the running
of your car*

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

FACTS TO REMEMBER

A maximum of two drivers is allowed for each car entered in the race. Changes of crews can only be made at the pits in the Straight. All drivers have been subjected to an examination of physical fitness.

* * *

"Doped" fuels are not allowed, and the cars are all running on spirit which is normally obtainable at garages in this country.

* * *

When at the pits, only the driver and passenger-mechanic for the time being may work on the car.

* * *

There were 632 calls at the pits during the 1930 race, and the total mileage of all the competitors exceeded 60,000 miles. The winning car, the British Bentley, covered 2,080.34 miles in the twenty-four hours, which is equivalent, roughly, to travelling by road from London to Brighton and back ten times a day for two days!

* * *

The British Double-Twelve still remains the only English race of twenty-four hours' duration. As there is no place in England where a continuous race of this length can be run, the Double-Twelve is divided into two stages, the cars being impounded, and no work permitted on them during the intervening night.

* * *

Supercharged cars are assumed to have a 30 per cent. increase in their cylinder capacity and are handicapped accordingly. The set minimum mileage on which performance is based is therefore increased over that for an unsupercharged car of the same engine size. The extent of the increase is shown clearly on pages 14 and 15.

* * *

A brochure of the analyzed results of this year's Double-Twelve will be prepared and issued in due course by the Junior Car Club. This booklet, in addition to detailing final placings of all runners, will give hourly placings, hourly lap records, and much other valuable data. Copies of the brochure may be obtained from the Junior Car Club, Empire House, London, S.W.7, at 1/- each, post free.

* * *

If the Earl of March is lapping on his M.G. Midget No. 60 at 61.6 m.p.h., Ramponi, in car No. 4, Maseratti, should be lapping at at least 89.7 m.p.h. to equal the other performance.

* * *

This example, taken at random, from the comparative speed table on page 45, shows the type of interesting information which the latter provides at a glance.

* * *

It is equally obvious from the table that if one of the Rileys is "hitting up" 74.1 m.p.h., the other two cars will have to improve their speeds in order to keep abreast.

* * *

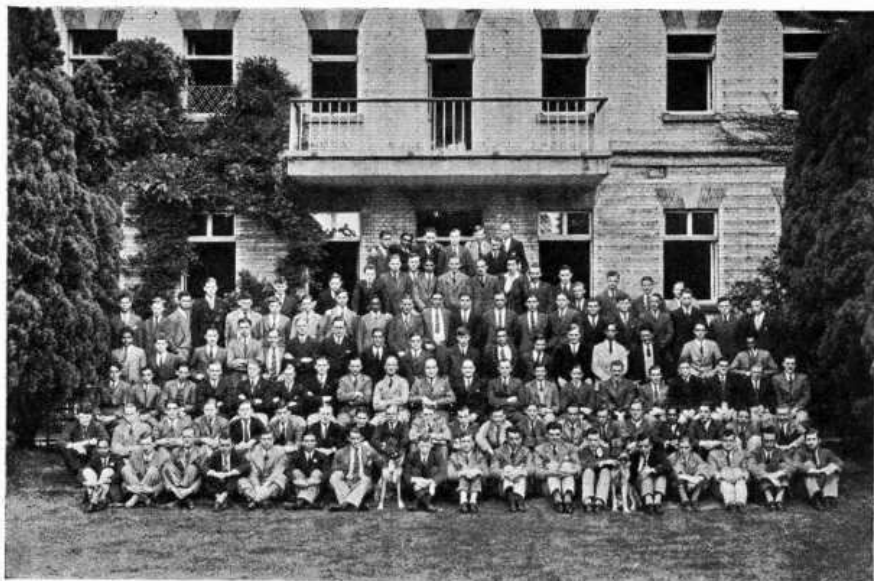
The Junior Car Club has taken over two hotels, in addition to establishing the Officials' Caravan Park, to house the special staff required for running the Double-Twelve.

* * *

In addition to the organisation staff, over 500 persons are officially engaged as competitors' pit personnel.

* * *

More than twelve miles of telephone cable has been used within Brooklands to link up contact points with the central control office.



GROUP OF STUDENTS

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CHELSEA**

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(Day and Residential)

Founded especially to train boys of good education for the Automobile Industry. The curriculum combines an essentially practical modern works' experience with training in administration. Students enrolled on Probationary term in the first instance



The syllabus can be obtained from the Secretary, who will be pleased to show visitors over the College by appointment

AWARDS FOR THE BRITISH DOUBLE-TWELVE, 1931

THE Council of the Junior Car Club takes this opportunity of recording its grateful thanks to the many firms and individuals mentioned below who have awarded trophies or contributed to the Junior Car Club's Prize Fund for the Race.

LIST OF PRIZES AND DONORS.

To the Entrant of the Winning Car.

The S.M.M. & T. Challenge Trophy and replica in miniature. Presented by the Society of Motor Manufacturers and Traders, Ltd., and The "Rudge-Whitworth" Trophy and a cash prize of 200 guineas. Presented by Messrs. Rudge-Whitworth, Ltd.

To the Drivers of the Winning Car.

Prizes value £100 presented by Lord Wakefield.

To the Entrant of the Car placed Second in the Race.

A trophy presented by The Automobile Engineering Training College.

To the Drivers of the Car placed Second in the Race.

Trophies also presented by The Automobile Engineering Training College.

To the Entrant of the Car placed Third in the Race.

An award presented by The Junior Car Club.

To the Entrant of the Winning Car in Class D.

An award presented by The Junior Car Club.

To the Entrant of the Winning and Second Cars in Class F.

Awards presented by The Brooklands Automobile Racing Club.

To the Entrant of the Winning Car in Class G.

The "K.L.G." Trophy. Presented by Messrs. K.L.G. Sparking Plugs, Ltd.

To the Entrant of the Winning Car in Class H.

The "Mobiloil" Trophy. Presented by The Vacuum Oil Co., Ltd.

To the Nominee of the Winning Team.

A trophy presented by the M.G. Car Company, Ltd., together with prizes for the drivers in the team.

Contributors to the Junior Car Club Prize Fund :

The Royal Automobile Club.

The Dunlop Rubber Co., Ltd.

The Junior Car Club decided that, in view of the large number of entries in Classes H and F, additional prizes should be given for second and third, and second places respectively.

The



Midget

**The ONLY CAR UNDER 750 c.c.
THAT HAS EXCEEDED**

100 *m.p.h.*

**The M.G. Midget now holds all
International Class H Records
from 1 to 100 Kilometres**

Monthléry, Dec. 31, 1930

50 Kilometres	-	86.38	m.p.h.
50 Miles	-	87.11	m.p.h.
100 Kilometres	-	87.30	m.p.h.

(Unsupercharged)

Monthléry, Feb. 16, 1931

5 Kilometres	-	103.13	m.p.h.
5 Miles	-	102.76	m.p.h.
10 Kilometres	-	102.43	m.p.h.
10 Miles	-	101.87	m.p.h.

(Supercharged)

Brooklands, March 13, 1931

1 Kilometre - 97.09 *m.p.h.*

1 Mile - - 96.93 *m.p.h.*

*The car was driven on each
occasion by Mr. G. E. T. Eyston*

Issued by the Publicity Dept. of The M.G. Car Co. Ltd., Abingdon-on-Thames

SPEED TABLE

For One Lap of the British-Twelve Course.

One Lap equals 2.616 Miles.

Time per lap m. secs.	Miles per hr.	Time per lap m. secs.	Miles per hr.	Time per lap m. secs.	Miles per hr.
1 25 ...	110.79	2 12 ...	71.34	3 59 ...	52.61
1 26 ...	109.51	2 13 ...	70.81	3 0 ...	52.32
1 27 ...	108.25	2 14 ...	70.28	3 1 ...	52.03
1 28 ...	107.02	2 15 ...	69.76	3 2 ...	51.74
1 29 ...	105.81	2 16 ...	69.24	3 3 ...	51.45
1 30 ...	104.64	2 17 ...	68.74	3 4 ...	51.18
1 31 ...	103.49	2 18 ...	68.24	3 5 ...	50.90
1 32 ...	102.36	2 19 ...	67.75	3 6 ...	50.63
1 33 ...	101.26	2 20 ...	67.27	3 7 ...	50.35
1 34 ...	100.19	2 21 ...	66.79	3 8 ...	50.09
1 35 ...	99.13	2 22 ...	66.32	3 9 ...	49.83
1 36 ...	98.10	2 23 ...	65.86	3 10 ...	49.56
1 37 ...	97.09	2 24 ...	65.40	3 11 ...	49.30
1 38 ...	96.09	2 25 ...	64.95	3 12 ...	49.05
1 39 ...	95.13	2 26 ...	64.50	3 13 ...	48.80
1 40 ...	94.18	2 27 ...	64.06	3 14 ...	48.55
1 41 ...	93.24	2 28 ...	63.63	3 15 ...	48.30
1 42 ...	92.33	2 29 ...	63.20	3 16 ...	48.05
1 43 ...	91.43	2 30 ...	62.78	3 17 ...	47.80
1 44 ...	90.53	2 31 ...	62.37	3 18 ...	47.56
1 45 ...	89.69	2 32 ...	61.96	3 19 ...	47.32
1 46 ...	88.84	2 33 ...	61.55	3 20 ...	47.09
1 47 ...	88.00	2 34 ...	61.15	3 21 ...	46.85
1 48 ...	87.20	2 35 ...	60.75	3 22 ...	46.62
1 49 ...	86.40	2 36 ...	60.37	3 23 ...	46.38
1 50 ...	85.61	2 37 ...	59.98	3 24 ...	46.16
1 51 ...	84.84	2 38 ...	59.60	3 25 ...	45.93
1 52 ...	84.08	2 39 ...	59.23	3 26 ...	45.71
1 53 ...	83.34	2 40 ...	58.86	3 27 ...	45.48
1 54 ...	82.61	2 41 ...	58.49	3 28 ...	45.26
1 55 ...	81.89	2 42 ...	58.13	3 29 ...	45.06
1 56 ...	81.19	2 43 ...	57.77	3 30 ...	44.84
1 57 ...	80.49	2 44 ...	57.42	3 31 ...	44.63
1 58 ...	79.81	2 45 ...	57.08	3 32 ...	44.42
1 59 ...	79.14	2 46 ...	56.73	3 33 ...	44.21
2 0 ...	78.48	2 47 ...	56.39	3 34 ...	44.00
2 1 ...	77.83	2 48 ...	56.05	3 35 ...	43.80
2 2 ...	77.19	2 49 ...	55.72	3 36 ...	43.60
2 3 ...	76.57	2 50 ...	55.39	3 37 ...	43.40
2 4 ...	75.94	2 51 ...	55.07	3 38 ...	43.20
2 5 ...	75.34	2 52 ...	54.75	3 39 ...	43.00
2 6 ...	74.74	2 53 ...	54.43	3 40 ...	42.80
2 7 ...	74.15	2 54 ...	54.12	3 41 ...	42.60
2 8 ...	73.57	2 55 ...	53.81	3 42 ...	42.42
2 9 ...	73.00	2 56 ...	53.51	3 43 ...	42.22
2 10 ...	72.44	2 57 ...	53.20	3 44 ...	42.04
2 11 ...	71.89	2 58 ...	52.90		

Use the Comparative Speed Table overleaf.

USE THE "COMPARATIVE SPEED" TABLE OPPOSITE.

THE Table opposite shows the performances expected of the various cars on handicap. For example, selecting car No. 1 (which is in the first column): if this car laps in 1 min. 35 secs. (99.1 m.p.h.), and car No. 10 (which is in the fourth column) laps in 1 min. 44 secs. (90.5 m.p.h.), and car No. 15 (fifth column) laps in 1 min. 49 secs. (86.4 m.p.h.), and so on across the page, they are all running level on their handicap basis, and would all tie at the end of the race if these respective lap times were maintained.

The table is used to compare the performance of any cars in the race. As an example, we will find out how car No. 5 is faring in comparison with car No. 33.

Time a lap of either (it does not matter which):—No. 33, lap time 2 mins. 9 secs. Look down the column headed by that car number (the sixth column) until we come to 2 mins. 9 secs. Then read across to the third column, which shows that all cars in that section (including No. 5) must lap at 1 min. 51 secs. to equal No. 33's time of 2 mins. 9 secs. If No. 5 is quicker or slower than his required 1 min. 51 secs. he is either gaining or losing.

We note this figure of 1 min. 51 secs. and then time car No. 5 and get a lap at 1 min. 48 secs. This is quicker than 1 min. 51 secs., and therefore No. 5 is *gaining* on his rival.

This example shows that it is easy to get a comparison between any cars in the race.

Further interesting information can be obtained from the table as follows: Having discovered that No. 5 is lapping at 1.48, we look in his column (third column) for that time, and reading back again to the sixth column, we see that No. 33 will have to quicken his lap time to 2 min. 7 secs. in order to equal No. 5's performance.

For the purpose of simplicity fractions of a second have been omitted and mileages are taken to the nearest tenth of a mile.

Table on page 43 converts minutes and seconds per lap into miles per hour the latter also being given in every case in the Comparative Table opposite.

ARRANGEMENT OF PITS.

Section 1. FORK END (South Section):		K.L.G. Sparking Plugs, Ltd.	
Car No.	Car	40 Riley (A. F. Ashby)	
Pit Marshal.		41 Riley (E. Martin)	
1	Mercedes (S) (The Earl Howe)	42 Riley (C. R. Whitcroft)	
Rotax, Ltd.		43 M.G. Midget (C. Balme)	
2	Bentley (Jack Barclay)	Vacuum Oil Co., Ltd.	
3	Invicta (F. H. Cairnes)	44, 45, 46 Austin (S) (Sir Herbert Austin)	
4, 5	Maseratti (S) (M. C. Morris)	Pit Marshal.	
6	Talbot (E. Burt)	50	Austin (S) (V. S. Balls)
British Petroleum Co., Ltd.		The Palmer Tyre, Ltd.	
Pit Marshal.		51, 52, 53	Austin (G. H. R. Chaplin)
10, 11, 12	Talbot (A. W. Fox)	56	Austin (G. H. R. Chaplin)
14	Lagonda (S) (W. M. Couper)	J. Blakeborough & Co., Ltd. ("Nuswift").	
The Pyrene Co., Ltd.		54	Austin (Miss V. Worsley)
15	Lea Francis (S) (G. C. Dugdale)	55*	Austin (M. C. Lewas)
16	Lea Francis (S) (E. N. Oetzmann)	Shell-Mex, Ltd.	
20	Alvis (S) (E. Farley)	60, 61, 62	M.G. Midget (The Earl of March)
21	Alfa Romeo (S) (A. Methley)	63, 64, 65	M.G. Midget (C. J. Randall)
22	Alfa Romeo (S) (J. R. Jeffress)	Pit Marshal.	
Champion Sparking Plug Co., Ltd.		66	M.G. Midget (G. Bradstock)
23, 24, 25	Frazer Nash (H. J. Aldington)	Anglo-American Oil Co., Ltd.	
30, 31, 32	Aston Martin (H. J. Aldington)	70, 71, 72	M.G. Midget (A. T. G. Gardner)
Pit Marshal.		73	M.G. Midget (Hon. Mrs. Chetwynd)
C. C. Wakefield & Co., Ltd.		74	M.G. Midget (H. H. Stisted)
33	Amilcar (S) (B. L. Byron)	75	M.G. Midget (Dan Higgin)
34	Maseratti (S) (H. Widengren)	76	M.G. Midget (J. H. P. Clover)
35	Riley (W. A. Cuthbert)	Dunlop Rubber Co., Ltd.	
Control Pits.		Pit Marshal.	
Section 2. (North Section):		PADDOCK END:	
Press.			
Rudge-Whitworth, Ltd.			

Comparative Speed Table Based on Handicaps

CAR NOS.															51	52	53	
						6	10	11	15	16	20	24	25	30	35	40	41	
						12	14		21	22	23	31	32	33	42	43	44	
1	2	3	4	5											45	46	50	
																	75	76
Times and Speeds are for 1 "Double-Twelve" lap in every case																		
	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.
<i>Time</i>	1	29	1	30	1	33	1	38	1	43	1	49	1	56	2	15		
<i>Speed</i>	105.8		104.6		101.3		96.1		91.4		86.4		81.2		69.8			
<i>Time</i>	1	30	1	31	1	34	1	39	1	44	1	50	1	58	2	16		
<i>Speed</i>	104.6		103.5		100.2		95.1		90.5		85.6		79.8		69.2			
<i>Time</i>	1	31	1	32	1	35	1	40	1	45	1	51	1	59	2	18		
<i>Speed</i>	103.5		102.3		99.1		94.2		89.7		84.8		79.1		68.2			
<i>Time</i>	1	32	1	33	1	36	1	41	1	46	1	52	2	0	2	19		
<i>Speed</i>	102.3		101.3		98.1		93.2		88.8		84.1		78.8		67.7			
<i>Time</i>	1	33	1	34	1	37	1	42	1	47	1	53	2	2	2	21		
<i>Speed</i>	101.3		100.2		97.1		92.3		88.0		83.3		77.2		66.8			
<i>Time</i>	1	34	1	35	1	38	1	43	1	48	1	55	2	3	2	23		
<i>Speed</i>	100.2		99.1		96.1		91.4		87.2		81.9		76.6		65.9			
<i>Time</i>	1	35	1	36	1	39	1	44	1	49	1	56	2	4	2	24		
<i>Speed</i>	99.1		98.1		95.1		90.5		86.4		81.2		75.9		65.4			
<i>Time</i>	1	36	1	37	1	40	1	46	1	51	1	57	2	6	2	26		
<i>Speed</i>	98.1		97.1		94.2		88.8		84.8		80.5		74.7		64.5			
<i>Time</i>	1	37	1	38	1	41	1	47	1	52	1	58	2	7	2	27		
<i>Speed</i>	97.1		96.1		93.2		88.0		84.1		79.8		74.1		64.1			
<i>Time</i>	1	38	1	39	1	42	1	48	1	53	2	0	2	8	2	29		
<i>Speed</i>	96.1		95.1		92.3		87.2		83.3		78.8		73.6		63.2			
<i>Time</i>	1	39	1	40	1	43	1	49	1	54	2	1	2	10	2	30		
<i>Speed</i>	95.1		94.2		91.4		86.4		82.6		77.8		72.4		62.8			
<i>Time</i>	1	40	1	41	1	44	1	50	1	55	2	2	2	11	2	32		
<i>Speed</i>	94.2		93.2		90.5		85.6		81.9		77.2		71.9		62.0			
<i>Time</i>	1	41	1	42	1	45	1	51	1	56	2	3	2	12	2	33		
<i>Speed</i>	93.2		92.3		89.7		84.8		81.2		76.6		71.3		61.6			
<i>Time</i>	1	42	1	43	1	46	1	52	1	58	2	4	2	14	2	35		
<i>Speed</i>	92.3		91.4		88.8		84.1		79.8		75.9		70.2		60.7			
<i>Time</i>	1	43	1	44	1	47	1	53	1	59	2	6	2	15	2	36		
<i>Speed</i>	91.4		90.5		88.0		83.3		79.1		74.7		69.8		60.4			
<i>Time</i>	1	44	1	45	1	48	1	54	2	0	2	7	2	16	2	38		
<i>Speed</i>	90.5		89.7		87.2		82.6		78.8		74.1		69.2		59.6			
<i>Time</i>	1	45	1	46	1	50	1	55	2	1	2	8	2	17	2	39		
<i>Speed</i>	89.7		88.8		85.6		81.9		77.8		73.6		68.7		59.2			
<i>Time</i>	1	46	1	47	1	51	1	56	2	2	2	9	2	19	2	41		
<i>Speed</i>	88.8		88.0		84.8		81.2		77.2		73.0		67.7		58.5			

(continued overleaf.)

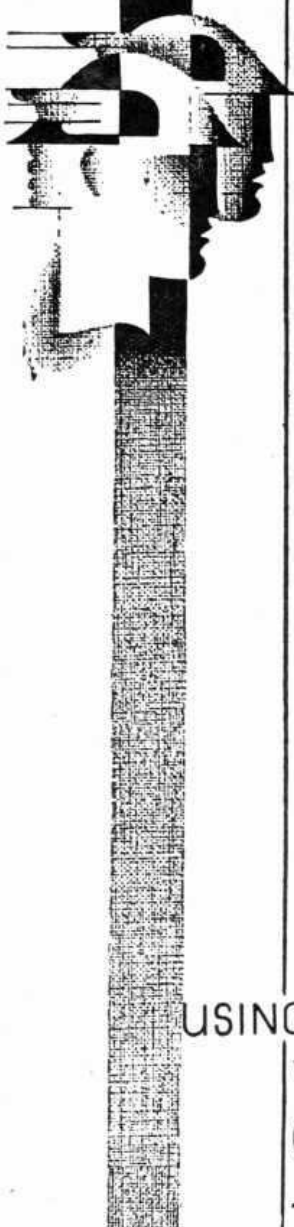


GRAND PRIX of MONACO

APRIL 19th

WON BY
L. CHIRON
(BUGATTI)

—on *CASTROL*



ITALIAN 1000 MILES ROAD RACE

APRIL 12th

WON BY
R. CARACCIOLA
(MERCEDES-BENZ)

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WAKEFIELD

CASTROL

—*the World's Fastest Oil on Land & Water*

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Comparative Speed Table Based on Handicaps—continued

CAR NOS.										51 52 53
										54 55 56
										60 61 62
										63 64 65
										66 70 71
										72 73 74
1	2	3 4 5	6 10 11	15 16 20	24 25 30	32 32 33	35 40 41	42 43 44	45 46 50	75 76
Times and Speeds are for 1 "Double-Twelve" lap in every case										
	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	
<i>Time</i>	1 47	1 48	1 52	1 58	2 3	2 11	2 20	2 42	2 52	2 53
<i>Speed</i>	88.0	87.2	84.1	79.8	76.6	71.9	67.3	62.8	58.1	57.6
<i>Time</i>	1 48	1 49	1 53	1 59	2 4	2 12	2 21	2 44	2 54	2 55
<i>Speed</i>	87.2	86.4	83.3	79.1	75.9	71.3	66.8	62.3	57.7	57.4
<i>Time</i>	1 49	1 50	1 54	2 0	2 6	2 13	2 23	2 45	2 55	2 56
<i>Speed</i>	86.4	85.6	82.6	78.8	74.7	70.8	65.9	61.4	56.9	57.1
<i>Time</i>	1 50	1 51	1 55	2 1	2 7	2 14	2 24	2 47	2 56	2 57
<i>Speed</i>	85.6	84.8	81.9	77.8	74.1	70.3	65.4	60.9	56.4	56.4
<i>Time</i>	1 51	1 52	1 56	2 2	2 8	2 15	2 25	2 48	2 56	2 58
<i>Speed</i>	84.8	84.1	81.2	77.2	73.6	69.8	64.9	60.4	55.9	56.0
<i>Time</i>	1 52	1 53	1 57	2 3	2 9	2 17	2 27	2 50	2 56	2 59
<i>Speed</i>	84.1	83.3	80.5	76.6	73.0	68.7	64.1	59.6	55.4	55.4
<i>Time</i>	1 53	1 54	1 58	2 4	2 10	2 18	2 28	2 51	2 56	2 60
<i>Speed</i>	83.3	82.6	79.8	75.9	72.4	68.2	63.6	59.1	54.6	55.1
<i>Time</i>	1 54	1 55	1 59	2 5	2 11	2 19	2 29	2 53	2 56	2 61
<i>Speed</i>	82.6	81.9	79.1	75.3	71.9	67.7	63.2	58.7	54.4	54.4
<i>Time</i>	1 55	1 56	2 0	2 6	2 12	2 20	2 30	2 54	2 56	2 62
<i>Speed</i>	81.9	81.2	78.8	74.7	71.3	67.3	62.8	58.3	54.1	54.1
<i>Time</i>	1 56	1 57	2 1	2 7	2 14	2 22	2 32	2 56	2 56	2 63
<i>Speed</i>	81.2	80.5	77.8	74.1	70.3	66.3	62.0	57.5	53.5	53.5
<i>Time</i>	1 57	1 58	2 2	2 9	2 15	2 23	2 33	2 57	2 56	2 64
<i>Speed</i>	80.5	79.8	77.2	73.0	69.8	65.9	61.5	57.0	53.2	53.2
<i>Time</i>	1 58	1 59	2 3	2 10	2 16	2 24	2 34	2 59	2 56	2 65
<i>Speed</i>	79.8	79.1	76.6	72.4	69.2	65.4	61.1	56.6	52.6	52.6
<i>Time</i>	1 59	2 0	2 4	2 11	2 17	2 25	2 36	3 0	2 56	2 66
<i>Speed</i>	79.1	78.8	75.9	71.9	68.7	64.9	60.4	55.9	52.3	52.3
<i>Time</i>	2 0	2 1	2 5	2 12	2 18	2 26	2 37	3 2	2 56	2 67
<i>Speed</i>	78.8	77.8	75.3	71.3	68.2	64.5	60.0	55.5	51.7	51.7
<i>Time</i>	2 1	2 2	2 6	2 13	2 19	2 28	2 38	3 3	2 56	2 68
<i>Speed</i>	77.8	77.2	74.7	70.8	67.7	63.6	59.6	55.1	51.4	51.4
<i>Time</i>	2 2	2 3	2 7	2 14	2 21	2 29	2 40	3 5	2 56	2 69
<i>Speed</i>	77.2	76.6	74.1	70.3	66.8	63.2	58.9	54.4	50.9	50.9
<i>Time</i>	2 3	2 4	2 8	2 15	2 22	2 30	2 41	3 6	2 56	2 70
<i>Speed</i>	76.6	75.9	73.6	69.8	66.3	62.8	58.5	54.0	50.6	50.6
<i>Time</i>	2 4	2 5	2 9	2 16	2 23	2 31	2 42	3 8	2 56	2 71
<i>Speed</i>	75.9	75.3	73.0	69.2	65.9	62.4	58.1	53.6	50.1	50.1

The astonishing Racing & Reliability Record of the Riley "9"

EVENT	POSITION AND/OR AWARD	REMARKS
1930 Brooklands Double "12"	Premier Class Award	Average speed 69.96 m.p.h.
Ulster T.T. 1928	Premier Class Award	Fastest Class Lap
" " 1929	" " "	" "
" " 1930	" " "	" "
Irish International Grand Prix, 1930	First Day's Race WON OUTRIGHT	Non-supercharged car
Monlhery Track, 1930	Nine International Class G World's Records	Sealed bonnet tests
Monte Carlo Rally, 1931	Riviera Cup—First and Fourth Places in First Class	Winner covered 2,261 miles at 22 m.p.h. across Europe
" "	Mont des Mules Hill Climb. First in Class I First Comfort Prize (Open Cars) Class I	
Slovensky M.C. International Trial	Premier Award	
Paris-Nice	Premier Award 1,100 c.c. class	
Brooklands, 1931. Opening Meeting	March Mountain Speed Handicap—First	56.91 m.p.h.
	Lincoln Junior Short Handicap—First	88.43 m.p.h.

Also Across America in 120 hours — 4,200
miles at 41 m.p.h.

Malaya to London without touching the engine

Round the World in Seven Months

Six Countries in Five Days

Australian Trans-Continental Record

Standard Time Paris-Madrid Express beaten by
three hours

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CONVERSION TABLE.

British Double-Twelve, Laps to Miles.

Laps.	Miles.	Laps.	Miles.	Laps.	Miles.
1	2.616	38	99.406	75	196.198
2	5.232	39	102.022	76	198.814
3	7.848	40	104.638	77	201.430
4	10.464	41	107.254	78	204.046
5	13.080	42	109.870	79	206.662
6	15.696	43	112.486	80	209.278
7	18.312	44	115.102	81	211.894
8	20.928	45	117.718	82	214.510
9	23.544	46	120.334	83	217.126
10	26.160	47	122.950	84	219.742
11	28.776	48	125.566	85	222.358
12	31.392	49	128.182	86	224.972
13	34.008	50	130.798	87	227.588
14	36.624	51	133.414	88	230.202
15	39.240	52	136.030	89	232.818
16	41.856	53	138.646	90	235.434
17	44.472	54	141.262	91	238.05
18	47.088	55	143.878	92	240.666
19	49.704	56	146.494	93	243.282
20	52.320	57	149.110	94	245.898
21	54.936	58	151.726	95	248.514
22	57.550	59	154.342	96	251.130
23	60.166	60	156.958	97	253.746
24	62.782	61	159.574	98	256.362
25	65.398	62	162.190	99	258.978
26	68.014	63	164.806	100	261.60
27	70.630	64	167.422	200	523.2
28	73.246	65	170.038	300	784.8
29	75.862	66	172.654	400	1046.4
30	78.478	67	175.270	500	1308.0
31	81.094	68	177.886	600	1569.6
32	83.710	69	180.502	700	1831.2
33	86.326	70	183.118	800	2092.8
34	88.942	71	185.734	900	2354.4
35	91.558	72	188.350	1000	2612.0
36	94.174	73	190.96		
37	96.790	74	193.582		

For Minimum Hourly Mileages for all Cars see page 53.

LEADER CHART

As Race Results are shown on the Score Board,
Insert Car Nos. in Proper Squares.

FRIDAY	Position in Race.					Class Leaders.				
	Time	1st	2nd	3rd	4th	B	D	F	G	H
	1 Hour 9 a.m.									
	2 Hours 10 a.m.									
	3 Hours 11 a.m.									
	4 Hours 12 noon									
	5 Hours 1 p.m.									
	6 Hours 2 p.m.									
	7 Hours 3 p.m.									
	8 Hours 4 p.m.									
	9 Hours 5 p.m.									
	10 Hours 6 p.m.									
	11 Hours 7 p.m.									
	12 Hours 8 p.m.									
	13 Hours 9 a.m.									
	14 Hours 10 a.m.									
	15 Hours 11 a.m.									
	16 Hours 12 noon									
	17 Hours 1 p.m.									
	18 Hours 2 p.m.									
	19 Hours 3 p.m.									
	20 Hours 4 p.m.									
	21 Hours 5 p.m.									
	22 Hours 6 p.m.									
	23 Hours 7 p.m.									
	24 Hours 8 p.m.									



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MERCEDES
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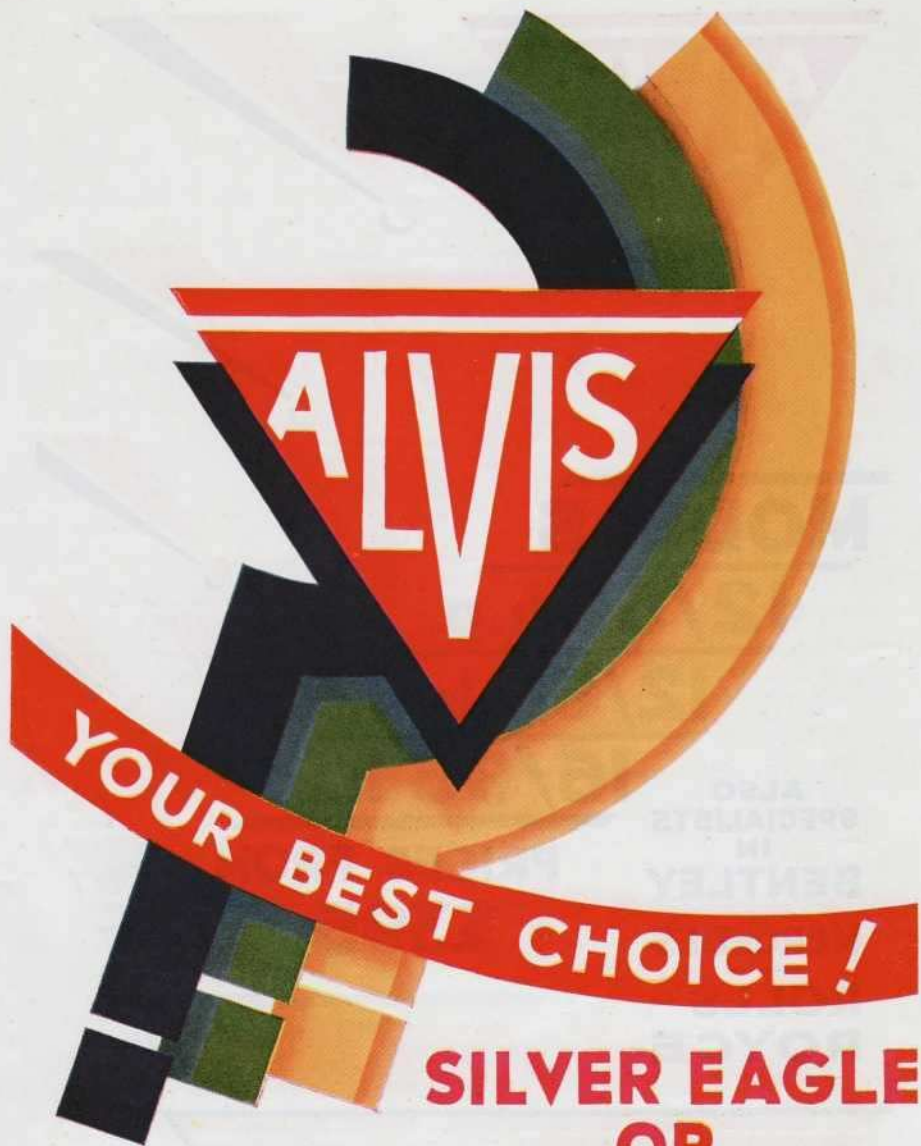
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H.P.

MINIMUM MILEAGES

A minimum mileage is set for all the cars in the Race, the distance varying according to the International classification of engine capacities. The following table shows the number of miles that must have been covered by the various cars each hour. The winner of the Race is the entrant of the car that exceeds its set minimum by the greatest *percentage*.

A CONVERSION TABLE OF MILES INTO DOUBLE-TWELVE LAPS IS ON PAGE 49

CAR NUMBERS	CLASS	FRIDAY												SATURDAY												
		Hours												Hours												
		1 9 a.m.	2 10 a.m.	3 11 a.m.	4 12 a.m.	5 1 p.m.	6 2 p.m.	7 3 p.m.	8 4 p.m.	9 5 p.m.	10 6 p.m.	11 7 p.m.	12 8 p.m.	13 9 a.m.	14 10 a.m.	15 11 a.m.	16 12 a.m.	17 1 p.m.	18 2 p.m.	19 3 p.m.	20 4 p.m.	21 5 p.m.	22 6 p.m.	23 7 p.m.	24 8 p.m.	
51 52 53 54 55 56 60 61 62 63 64 65 66 70 71 72 73 74 75 76	H	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.
		47.5	95	142.5	190	237.5	285	332.5	380	427.5	475	522.5	570	617.5	665	712.5	760	807.5	855	902.5	950	997.5	1045	1092.5	1140	
35 40 41 42 43 44 45 46 50	G H (S)	55	110	165	220	275	330	385	440	495	550	605	660	715	770	825	880	935	990	1045	1100	1155	1210	1265	1320	
24 25 30 31 32 33 34	F G (S)	59	118	177	236	295	354	413	472	531	590	649	708	767	826	885	944	1003	1062	1121	1180	1239	1298	1357	1416	
15 16 20 21 22 23	F (S)	62.5	125	187.5	250	312.5	375	437.5	500	562.5	625	687.5	750	812.5	875	937.5	1000	1062.5	1125	1187.5	1250	1312.5	1375	1437.5	1500	
6 10 11 12 14	D E (S)	65.5	131	196.5	262	327.5	393	458.5	524	589.5	655	720.5	786	851.5	917	982.5	1048	1113.5	1179	1244.5	1310	1375.5	1441	1506.5	1572	
3 4 5	C D (S)	69	138	207	276	345	414	483	552	621	690	759	828	897	966	1035	1104	1173	1242	1311	1380	1449	1518	1587	1656	
2	B	71.5	143	214.5	286	357.5	429	500.5	572	643.5	715	786.5	858	929.5	1001	1072.5	1144	1215.5	1287	1358.5	1430	1501.5	1573	1644.5	1716	
1	B (S)	72	144	216	288	360	432	504	576	648	720	792	864	936	1008	1080	1152	1224	1296	1368	1440	1512	1584	1656	1728	

NOTE.—SUPERCHARGED CARS. If a car has a supercharger fitted, it is assumed to have an increase of 30 per cent. in its capacity. This puts the car into the next larger class for the purpose of ascertaining its minimum distance.

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THE SCORING SYSTEM

THE Main Scoring Board is situated in the Public Enclosure, facing the Finishing Straight and the Pits, and the layout of this Board is shown below.

The Junior Car Club is again employing the instantaneous electric control which it introduced into motor racing at the British Double-Twelve, 1930. This system will permit the more interesting portions of the board to record progress without delay, and it is proposed to show fresh results at half-hourly intervals during the Race.

A glance at the actual board or at the diagram on this page will show that the electric board will indicate the time applying to the information and, beneath, the first four cars in the Race. Provision is also made for the number of laps each car has completed, the actual distance in miles that separate the second, third and fourth from the leader, and the speed which each car has averaged since the start of the Race at 8 a.m. on Friday.

CLASS LEADERS.

Beneath the electric board is one which will be hand painted and will show **Class** leaders as distinct from **Race** leaders. The laps done in each case will also be shown. The numbers of cars which are non-starters or retirements from the Race will also be indicated.

The Result Indicators in the Public Enclosure to the right of the main board described above, and also in the Paddock, will be in operation. In each case they will record an hourly summary of the main results. This information will permit visitors to see what changes have taken place among the leaders during previous hours.

LAPS OF UNPLACED CARS.

Arrangements have been made whereby the total number of laps covered each hour by all runners will be available at the score board on request by those requiring this information. As Race and Class leaders are the most keenly sought particulars, preference has been given to these figures and the laps of **all** cars will not be similarly displayed.

RACE LEADERS AT				o/c.	
PLACE	1	2	3	4	
CAR					
LAPS					
MILES BEHIND LEADER					
SPEED M.P.H.					

CLASS LEADERS AT					o/c.
CLASS	B	D	F	G	H
CAR					
LAPS					

The Brooklands Experts Know . . .

In whatever sphere of radio or lighting it may be, it is to Philips that those who know invariably look, for their past experience has taught them that it is from Philips that they will obtain the best results. Witness the Philips amplifier installation on this track.

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Receiver Type 2511 - £35.

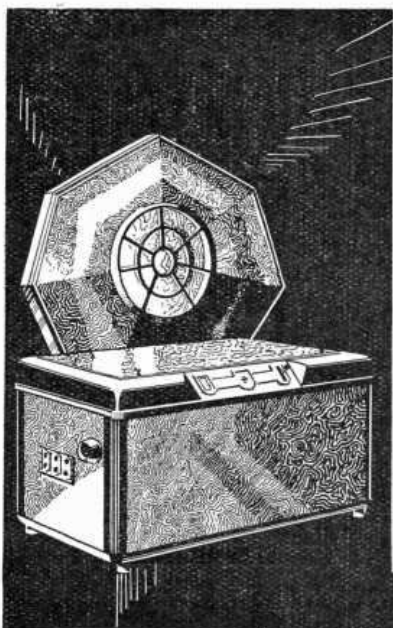
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Fork Grand Stand.
Test Hill Restaurant.
Snack Balcony Bar in Paddock.

BARS. As above and also

Marquee behind Pits (Competitors and Officials only)
Paddock Public Bars.

TEAS. Paddock Building, Table d'Hote at 2/- per person.

DINNERS. Members' Hill Restaurant, at 6/- per person.

NOTE.—Accommodation for Dinner may be reserved before 3 p.m. each day, in the Paddock Lunch Room, or in the Test Hill Restaurant.

All Buildings and Bars are licensed for the sale of liquor up to 9 p.m.

RAILWAY TIME TABLE

Friday and Saturday, May 8th and 9th, 1931.

UP		P.M.										
Weybridge (dep.)	...	12.15	12.58	1.12	2.17	3.15	3.36	4.16	5.12	5.38		
Waterloo (arr.)	...	12.56	1.32	1.56	3.1	3.56	4.18	5.0	5.57	6.22		
Weybridge (dep.)	...	6.23	6.52	7.6	8.12	8.45	9.2	9.31	10.4	10.37	11.41	—
Waterloo (arr.)	...	7.4	7.29	7.47	8.56	9.27	9.37	10.12	10.42	11.22	12.29	a.m.
DOWN												
Weybridge (dep.)	...	12.5	12.44	1.5	1.45	2.5	2.24	3.5	3.22	4.5		
Woking (arr.)	...	12.20	12.58	1.20	2.0	2.20	2.40	3.20	3.31	4.20		
Guildford (arr.)	...	12.37	1.19	1.50	2.23	2.52	—	3.37	—	4.38		
			(s.o.)		(s.o.)	P.M.	(s.o.)		(s.o.)			
Weybridge (dep.)	...	4.19	5.4	5.17	5.49	6.6	6.18	7.1	7.4	7.15		
Woking (arr.)	...	4.32	5.20	5.30	6.2	6.27	6.34	7.16	7.19	7.24		
Guildford (arr.)	...	4.57	—	5.52	6.17	6.43	7.16	7.45	—	7.46		
			(n.s.)		(n.s.)	(n.s.)	(n.s.)	(o.)	(s.o.)			
Weybridge (dep.)	...	7.21	8.4	8.34	9.5	9.48	10.5	11.5	11.58	12.21	a.m.	
Woking (arr.)	...	7.34	8.19	8.49	9.20	9.58	10.20	11.20	12.13	12.37	a.m.	
Guildford (arr.)	...	7.58	8.41	9.7	9.36	10.14	10.40	11.33	—	12.49	a.m.	
			(s.o.)		(s.o.)							

(N.S.)—Not Saturday.

(S.O.)—Saturday only.

WRIGHT'S COAL TAR SOAP

£350

for "Happy-go-Lucky" Snaps

WRIGHT'S SIMPLE COMPETITION
OPEN TO YOU ALL

Here's an opportunity to win a handsome Cash Prize in an easy competition! Amongst those photographs you will be taking, now that the summer is here, will be a few that stand an excellent chance in Wright's "Happy-go-Lucky" Snap Contest. Whether they are of yourself, baby, wife, fiancée, husband, mother, father, or all of you together, it doesn't matter as long as they make a jolly snap. Don't trouble to pose specially; often the best results are obtained by catching someone unawares in a really happy moment. After reading the rules below, send your snaps to us.

Cut out this advertisement and keep it by you as a reminder. You will probably be glad later on!

1st PRIZE

£100

2nd PRIZE £50

3rd Prize £25

20 prizes of £5 each

25 prizes of £1 each

100 prizes of 10/- each

RULES

1. Name and address must be written on the back of the snap. Competitors may send in as many snaps as they like, but each must be accompanied by three outside printed wrappers from Wright's Coal Tar Soap. Prizes valued £350 will be awarded.
2. They must not have been previously published in any way.
3. The Editor of the *DAILY SKETCH* will act as judge, and his decision must be regarded as final. No correspondence can be entered into in connection with this decision.
4. The last day for receiving entries is August 29, and the result will be announced in the *DAILY SKETCH* on September 19.
5. All photographs submitted must be free from copyright fees. None can be returned under any circumstances.

Address entries to

"Snaps," WRIGHT'S COAL TAR SOAP, 48 Southwark St., London, S.E.1

WRIGHT'S

COAL TAR SOAP

6d. per tablet

Extracts from SUPPLEMENTARY REGULATIONS

4. **Entries.**—Entries will be received by the Club at the times and rates shown below, the Club reserving the right, at any time, to declare the entry list closed without assigning a reason.

TABLE OF ENTRY FEES.

- (a) Up to noon on Tuesday, March 17th: Entry fee 15 guineas per car.
- (b) From noon on March 17th until noon on Monday, April 13th: 30 guineas per car.
- (c) From noon on April 13th until noon on Monday, April 20th: 40 guineas per car.

Multiple entry fee rebates: Where more than one car of the same make is entered by the same entrant at the same time the fee for the second car will be reduced by 10 per cent., and the fee for the third or additional entries will be reduced by 20 per cent.

All entries must be sent, together with remittance and catalogue, to the General Secretary of the Club, Mr. L. F. DYER, Empire House, Thurloe Place, Brompton Road, London, S.W.7.

Entries will only be accepted after consideration by the Club, which may refuse to accept any entry without stating any reason.

If, in the opinion of the Club, insufficient entries are received, the race will not be held.

The entry fee will be returned in full if an entry is not accepted, or if no race is held, or if an entrant is prevented from starting owing to the limitation of entries or starters, but in no other circumstances. Acceptance of an entry does not guarantee that the Club accepts the car entered as actually complying with the regulations.

Provided a manufacturer or concessionaire enters a team of three cars, all entries of other cars of similar make can only be accepted on receipt by the Club of the written consent of that manufacturer or concessionaire.

6. **Conditions for Awards.**—To qualify for an award, a car must have accomplished at the conclusion of twenty-four hours the minimum distance for its class.

Engines which are supercharged will be considered to have 30 per cent. more than their actual cylinder capacity, and will be placed in the race accordingly for the purpose of computing minimum distance, but cars will remain in their class for the purpose of body dimensions and class awards.

The minimum distance is set for the classes recognised by the International Association and not for each individual car. At the end of each of the four consecutive periods of six hours the officials have the right, acting through the Clerk of the Course, to exclude and to withdraw those competitors whose cars have not maintained their minimum average speed for these periods of time.

The relative performance of the cars will be ascertained by dividing the set minimum distance figures into the figures for the distance actually covered, and thus arriving at a figure of merit to three places of decimals, the third figure of decimals being augmented by one if the calculation shows that the fourth place of decimals exceeds the figure 5.

The winner of the race will be the car with the highest figure of merit as a result of this calculation, class winners being similarly determined.

The engine bore and stroke will be taken in millimetres and in round figures up to tenths of a millimetre. The capacity will be reckoned without decimal points, the last figure being increased by one if the first decimal point would have exceeded the figure 5.

A car that has failed to complete its set minimum distance in the twenty-four hours, shall not be regarded or advertised as one that has finished the course or the race.

7. **Cars Eligible.**—The race is open to any open car having a chassis with not fewer than four wheels, **not being what is commonly known as a racing chassis**, which complies with the following requirements:—

- (a) The model of which the chassis entered is an example must have been described fully in a catalogue published by the manufacturers of, or concessionaires for, that car prior to the closing of the entry period at which the car was entered, such catalogue to be lodged with the Club by that time.

B.A.R.C.

INTERNATIONAL RACE MEETING

WHIT MONDAY

MAY 25TH - 1931

COMMENCING AT 1 P.M.

PROGRAMME INCLUDES

Sprint Race

“Gold Star”
Race

(For Cars that can lap at 100 m.p.h. or over)

Three Mountain
Races

*REDUCED ADMISSION
CHARGE OF 2/6*

(Inclusive of Tax)

Cars in Park 2/6; Cars to Course 10/-

CHEAP COMBINED RAIL AND ADMISSION CHARGES
FROM SOUTHERN RAILWAY STATIONS

- (b) Chassis must be built prior to 31st March, 1931, in sufficient quantity to satisfy the Club that the type of chassis is a bona fide commercial model.
- (c) The car must be normally constructed, catalogued and offered for sale with an electric starting motor, an electric lighting set including a dynamo driven from the engine, wings, screen and hood, provision for all of which shall have been made in the design for the engine, chassis and body from the time the first car of the series was produced.
- (d) In order to satisfy the Club that entries fulfil the conditions laid down in (a), (b) and (c) above, the entrant shall grant to the Official Scrutineer appointed by the Club, such reasonable facilities as he may require in order to verify the same, and to inspect all cars entered, and entrants must advise the Club in ample and sufficient time before the race that their cars are ready for such inspection.

If the catalogue in which the car is referred to is not complete in every detail, the Club has the right to demand a full specification from the manufacturer or concessionaire of the car which it is desired to enter, and to obtain a declaration of the number of cars built.

Where a catalogue contains specifications of more than one model that referring to the car entered must be identified by the initials of the entrant in the copy of the catalogue forwarded to the Club.

8. Alterations.—Provided that the chassis complies in the first place with the foregoing regulations, provided the bore and stroke are not altered in any way, and provided that neither the type of component nor the system on which it operates is altered, the entrant is allowed to effect such changes as he desires in the internal mechanism of the existing components of the chassis.

Externally, for the purposes of this race, only the following alterations may be effected:—

- (a) Any type or size of wheel or tyre may be used.
- (b) Any type of sparking plug may be fitted.
- (c) Supplementary oil tanks may be installed in order to replenish, but must not form part of the oil circulation system.
- (d) Fuel tanks must be carried in the standard position, but need not be of standard size.
- (e) Stone guards may be provided.
- (f) Provided that the number of carburettors used is not altered, the size and make may be varied.
- (g) Fillers of any type may be fitted for fuel, oil and water replenishments.
- (h) Any make of shock absorber may be fitted.
- (i) Spring-spoked steering wheels may be fitted.
- (j) The means adopted to convey the liquid fuel through a pipe from the fuel tank and deliver it through a pipe to the float chamber of the carburettor may be anything the entrant pleases.
- (k) The silencer system must conform to the Brooklands regulations for exhaust systems.
- (l) Recording instruments of any make and type may be used.
- (m) Bonnets must be secured by at least one strap, of not less than 1½ in. wide and ½ in. thick, the single strap, if used, being placed in the centre.
- (n) The position of the battery may be changed, but neither its size nor its capacity may be altered.
- (o) The mechanism for adjusting the brakes may be varied to suit the driver's convenience, providing that it does not materially interfere with the general brake layout.

With these exceptions there must be no external alterations whatever, either in general or in detail, and the position of any external part must not be changed nor must any detail of a component be omitted.

13. Closed Cars.—Cars with closed bodies are not eligible for the race or practice.

19. Engine Starting.—During the race engines must be started only by the electric starting motor. The starting handle, or any orifice through which the starting handle might be placed, will be sealed by a representative of the Club beforehand. Entrants must provide a means whereby this sealing can be effected satisfactorily before the cars are presented at inspection.

28. Knowledge of Rules.—Entrants, drivers and mechanics will be required to sign a statement certifying that they are conversant with the A.I.A.C.R. Rules and such other rules as govern the race.

29. Competitors bound by Rules.—All competitors are definitely bound by the Rules, Regulations and Instructions issued by the Club.

THE JUNIOR CAR CLUB.

ABOUT OURSELVES—

WE cannot miss the opportunity of introducing ourselves to those who may not know of us, for it is an appropriate—if not auspicious—moment at which to do so.

The Junior Car Club, in so far as years go, may not be very old, but it has crowded into its nineteen years of active life many accomplishments of which a longer-established and much larger organisation might well be proud.

A SMALL BEGINNING.

In its early days, the Club consisted of a mere handful of enthusiasts who drove comical "cycle-cars" and held week-end Trials and rallies at which they pitted the strength of their curious hobbies against one another. From these small beginnings we have grown into one of the premier motor clubs in the country—and by providing the Trials and Races, as we have done in the past, for "light" cars, we feel, and know, that we have contributed in great measure to the immense progress made by this class of vehicle.

In past years, we have been responsible for the General Efficiency Trial, the famous series of Brooklands 200 Miles Races and the "Double-Twelve." These are the peaks, as it were; lower in the scale, there are the numerous Trials and events at Brooklands, the Social Rallies, Dinner-dances, and hosts of novel events, such as Treasure Hunts, Flights in air liners, and Visits to Industrial Centres.

CATERING FOR LARGE CARS.

The light car has been established for many years now as a definite type of vehicle, and with its approach to perfection our object in life may have passed. However, having once been brought into being, we do not find it easy to die; on the contrary, we grow with the times. Up to 1929, our events were restricted to cars with engines not exceeding 1,500 c.c. engine capacity, although for a number of years a great many of our members owned cars exceeding this. Now, however, neither our programme nor our membership is restricted in this way, and owners of all types of cars may participate in most of our events.

The J.C.C. competition activities do not present the sole advantages of membership, and it would probably be true to say that the majority of our members are unable to take part in our Social and other events. Our members receive the full benefits of Associate Membership of the Royal Automobile Club. The extent of these benefits may be demonstrated by quoting the headings under which they occur.

These are as follows:—The "Get-you-Home" Service, Free Legal Representation, Touring Guides, Touring Information (English and Continental), Roadside Repairs by Appointed Garages, Traffic Controls, Car Parking arrangements, Telephone Boxes, Arbitration, Financial Help in certain cases, Route Cards and Maps, Appointed Hotels, Restaurants and Inns, Services of R.A.C. Engineer, Lost Property Scheme, Licence Reminder Service, Handbook and Guide, and others.

This is a comprehensive list, and one of the most interesting and useful benefits is the "Get-you-Home" scheme. You may take pride in the fact that your car has never yet let you down. That is not to say that it never will. The R.A.C. deals annually with thousands of cases under this scheme, and invaluable service has been rendered.

MODEST SUBSCRIPTIONS.

We would very much like to send you some literature amplifying these benefits, but you will want to know the cost of joining. If your car is under 1,100 c.c. engine capacity (this includes Austin 7's, Morris Minors, Rileys, M.G. Midgets, etc.), the annual subscription is 25/-; where a car exceeding 1,100 c.c. is owned the subscription is 35/-. In both cases there is an entrance fee of 10/-.

Thus for a modest outlay, you can have the advantage of the security offered by Associate Membership of the vast R.A.C. organisation, together with just those interests and entertainments which can make so much difference to one's motoring life.

May we send you an application form and full details of membership? If you are a motorist you ought to belong to one of the motoring organisations, and the Junior Car Club, we think we can prove to you, is the best one for you to join. Anyway, tear this page out and send it with your card to: Junior Car Club, Empire House, Thurloe Place, Brompton Road, S.W.7. We will send you full details, together with a new programme so that your souvenir of to-day's great race will not be spoilt. Our telephone number is Kensington 1294, if you want to ring us.

Application Form



for Membership.

Date 193.....

To the General Secretary.

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 "& Co."
This form; **together with remittance**, should be sent to the General Secretary, Junior Car Club, Empire House, Thurloe Place, Brompton Road, London, S.W.7. 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. UNLIMITED (For members who own a car exceeding 1,100 c.c. engine capacity)	35/-	10/-
2. SMALL CAR OWNERS (For members who do not own a car which exceeds 1,100 c.c. A Declaration to this effect to be signed)	25/-	10/-
3. SOCIAL MEMBERS (For members who do not own a car)	15/-	5/-

FULL ASSOCIATE MEMBERSHIP OF THE ROYAL AUTOMOBILE CLUB is included in 1 and 2.

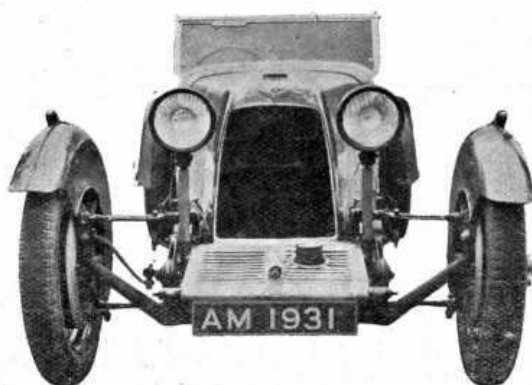
NOTE.—Subscriptions run for twelve months from date of enrolment.

CAR BADGES, etc.

The following are available for Members—

*R.A.C. Badge (with J.C.C. Centre) small	12/6	J.C.C. Silk Tie	5/6
*R.A.C. Badge (with J.C.C. Centre) large	17/6	J.C.C. Scarf	8/-
*J.C.C. Car Badge	10/6	Badge orders should be accompanied by remittance, and the type of badge and fitting required should be indicated.	
J.C.C. Button-hole Badge	3/-	*Chromium Plating 2/6 extra.	

★
Prices
from
£650

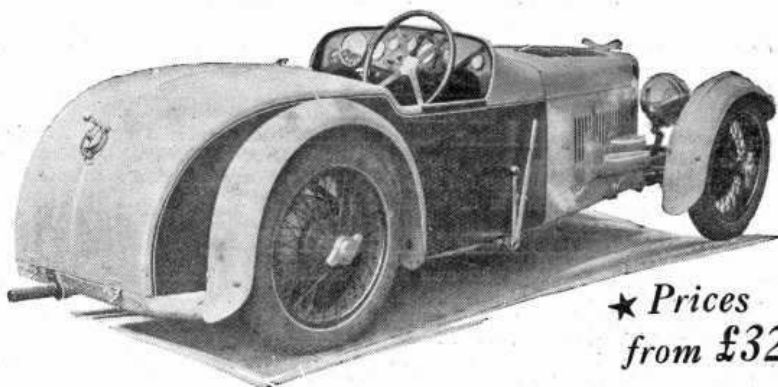


The continued demand for ASTON MARTIN cars proves the attraction this car has for the motoring sportsman who appreciates a car capable of high speeds together with thorough reliability. The Aston Martin is a car built to give the maximum pleasure to its owner, while no expense has been spared to make the car perfect in detail. Wherever this Season's model differs from its predecessors, the alterations and improvements have been made solely in pursuance of Aston Martin's policy of continued progress. The latest series are worthy successors to a line of thoroughbreds.

Aston Martin Ltd.

Feltham, Middlesex

☐ All enquiries should be addressed to Mr. H. J. Aldington, Sales Department, 400, London Road, Isleworth. Requests for catalogues and detailed information in respect of either of these well-known British sports cars will be dealt with immediately, while demonstration runs can be arranged anywhere and at any time.



★ Prices
from £325

The FRAZER NASH is pre-eminently the car for the enthusiast at a reasonable price. It has proved its worth by its consistent success over many years, and is famous for its "liveliness" and unequalled road performance under the most severe conditions. While the Frazer Nash is primarily for the enthusiast who wishes to compete in Reliability Trials, Speed Events and Hill Climbs, it is bound to attract the business man who has to cover long distances at *really* high average speeds, so that it is in fact a general-purpose car with a very wide appeal.

Frazer Nash Cars

"Falcon Works," London Road, Isleworth, Middlesex



A typical  'REGENT' double-decker, one of a large fleet operated by THOMAS TILLING LTD.

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