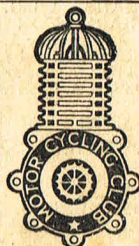


The . . .

MOTOR CYCLING CLUB LTD.

(Founded 1901)



PROGRAMME

OF THE

FOURTEENTH WINTER CLUB RUN

FROM

London to Exeter

DECEMBER 27th and 28th, 1928

(For Members of the Motor Cycling Club only)

On Motor Cycles, Sidecars,
Three-wheeled Cyclecars & Cars

STARTING from the Premises of THE SLOUGH ESTATES,
Ltd., on the Trading Estate, near Slough,
THURSDAY, DECEMBER 27th, 1928, at 8 p.m.

FINISHING at SHAFTESBURY, MARKET ENCLOSURE,
FRIDAY, DECEMBER 28th, 1928, at 11.45 a.m.

This event is not a race. Awards are made for standard performances, but no order of merit is assigned within those standards

Trials Secretary: F. T. BIDLAKE,
84 North End Road, Golders Green, London, N.W.11

OFFICIALS

STEWARDS: THE COMMITTEE OF THE MOTOR CYCLING CLUB

SLOUGH—

B. MARIANS and G. G. KITSON (signatures)
H. R. HARVEYSON (in charge of starting arrangements), assisted by A. GROVE and E. H. ELLIS
H. S. FREEMAN and J. OGILVIE (timekeepers)
A. J. MAJOR (numbers)
A. R. JOSS, C. A. JOSS and G. H. TURNER (marshals)

READING—

P. C. W. TOMS and other members of the Reading Club

NEWBURY—

H. H. DENNIS (in general charge)
L. S. DENNIS (timekeeper)

ANDOVER—

F. HULFORD and J. HAMILTON SMITH (observers)

LOBCOMBE CORNER—

C. MOUNTFORD (in general charge) and H. LORD, assisted by members of Salisbury M.C. and J. CRAMER PARRY

ANSTY HOLLOW—

G. E. BULL (timekeeper) assisted by Miss C. M. KELLY

MIDDLEDOWN—

C. THICK, E. W. BRITTEN, J. G. PIGE-LES-CHALLES, H. A. NEWTON and A. L. GREENHILL (observers)

SHAFTESBURY—

W. D. ALLUM (in general charge in Shaftesbury district, with helpers from Blackmore Vale Motor Club)
F. M. WOODCOCK and M. E. W. JOHNSON (timekeepers at Angel Square)
W. ARNOLD (marshal at garage)
C. F. I. PHILLIPS (signatures at Grosvenor)
G. CLARKE and W. CLARKE (re-starter and time-keeper at Market Enclosure)
F. R. ALLUM, C. MILVERTON, A. T. SQUIRE, H. E. ENGLAND and G. HOPKINS (marshals at Market Enclosure)

EAST STOUR—

A. S. M. MAIDMENT (observer)

SHERBORNE—

W. F. SHEPARD (observer)

CREWKERNE—

F. H. WHELOCK (observer)

CHARD—

A. H. HOLE (observer)

HONITON—

A. P. MOOR (in general charge), assisted by R. BENNETT, W. BAKER and other members of the Honiton M.C.C.

SIDMOUTH DISTRICT—

A. W. ELLIS (in general charge, on Peak and Harcombe Hills) with Sidmouth Club helpers as observers
A. ELLIS, Jnr. (timekeeper on Peak Summit)
W. D. PUGH (on Peak)
H. BRAY
E. J. A. LUSCOMBE

EXETER DISTRICT—

A. W. F. THOMSON (timekeeper)
B. WIDGERY (garage control)
L. R. CRUMP (signature sheets)
R. F. WILBURN, A. A. MILLETT and C. S. WELLS (marshals)

WESTGATE HILL—

A. C. ROBERTS (in general charge)
R. TUCKER (timekeeper at Hare and Hounds)
W. H. WELLS (chief marshal)
R. C. WEBSTER, H. F. SPENCE, F. G. HOWES, L. BISSETT, A. E. BATTEN, and other members of the Honiton M.C.C. (observers on the Hill)

HARCOMBE HILL—

A. W. ELLIS and LIONEL MARTIN (marshals)
SCOUT-MASTER C. COLWILL (flags)
E. BREACH (timekeeper at summit)
G. W. TREVETT and members of Axe Vale M.C. & L.C.C. (observers on the hill)

AXMINSTER—

H. S. VINCE

WHITE SHEET HILL—

P. W. MOFFAT (flag at A)
A. J. M. IIVSON (timekeeper at A)
J. F. CRUNDALL (judge and flag at S)
J. VAN HOOYDONK (timekeeper at S)
R. G. SPIKINS (timekeeper at Z)
A. W. GIBBS and J. CHURCHILL (marshals)
E. S. EWENS and H. A. TRASK (observers)

MINTERNE CROSS—

W. E. BLISS (timekeeper)
O. CLARK and S. FOWLER-DIXON (assistants)

LITTLE MINTERNE HILL—

J. A. D. CONNOLLY (chief observer)
A. E. FULLBROOK, C. E. ROGERS, B. A. R. CREECH, C. A. PHILLIPS, H. C. JACOBS, G. A. DUDLEY, F. H. WHELOCK and R. DALTON (observers)

STURMINSTER NEWTON—

W. A. SALE (timekeeper)
A. E. GEORGE SHORT (assistant)

SHAFTESBURY (Finish)—

J. A. MASTERS (in general charge)
H. S. FREEMAN (timekeeper)
E. J. PITTOCK (signatures)
A. C. HESS (claim cards)
A. FARRAR-HOCKLEY (number removal)
A. L. GREENHILL (marshal)
F. W. PINHARD (verification of mounts)

SPECIAL OBSERVERS ON ROUTE.

MAJOR A. H. LOUGHBOROUGH, R. CREAK DAVIS, H. E. SYMONS, A. C. D. CLEAVE, F. W. PINHARD, A. E. LOW (official cinematographer), H. B. BROWNING

Assistance from the Automobile Association patrols and Royal Automobile Guides is given throughout the course.

At the Shaftesbury Check a special 1,000 candlepower electric light is provided free of charge by Messrs. G. E. G. Norton & Co., Battery Supplies Ltd.

Supplementary Regulations.

[NOTE: Car Entries are subject to the General Competition Rules of the R.A.C., and Motor Cycle Entries to the General Competition Rules of the A.C.U., together with the following Supplementary Regulations, which have been approved by the R.A.C. and by the A.C.U.]

(1) **START AND FINISH.**—The start will be from the premises of The Slough Estates Ltd., on the main Bath Road, two miles west of Slough, on Thursday evening, December 27th, 1928.

Petrol and other supplies will not be obtainable on the Estate, but should be taken at the Filling Station adjoining the main entrance to the Estate, exactly opposite the 22nd milestone from London.

Supper will be served at the Peerless Restaurant on the Estate adjacent to the building from which the start will be made.

The standard starting time will be 8 p.m. Competitors will be started at half-minute intervals, No. 1 starting at 8.0½ p.m. Each competitor must report and sign the sheet at the Restaurant not later than one hour before his own starting time.

The finish will be at Shaftesbury, at 11.45 a.m., on Friday, December 28th, and a meal will be available at the Grosvenor Hotel.

(2) **SCHEDULE TIME.**—The route card shows standard time throughout the Run. The programme shows each competitor's starting time. Schedule time for each competitor at any point of the route is found by adding to the standard time at that point the number of minutes by which the competitor's starting time differs from the standard starting time, i.e., his excess above zero time.

Any competitor observed to be more than 10 minutes ahead of his schedule time at any place named, with a time, on the route card will receive no award.

(3) **ROUTE.**—The route is fully set out on the route cards, and outlined on the back of this programme.

(4) **CONTROLS.**—Controls are arranged at Shaftesbury, on the outward journey, and at Exeter.

Checkers' sheets must be signed on arrival.

No competitor may leave these controls before his schedule time.

Nothing may be done to vehicles when in controls, except replenishment of fuel, water, carbide and engine lubricant in tank or sump by the usual orifice, or the replacement of D.A. cylinders, lamp bulbs or burners. No engine may be run in Controls while the vehicle is stationary, except that when at the starting line an engine may be started just prior to the scheduled departure time.

Checks may be taken in addition to those notified, but only at places named, with a time, on the route card.

(5) **ORGANIZED ASSISTANCE.**—No organized assistance of any kind, except that provided by the Club, is allowed.

(6) **DRIVING.**—Only the member entering may drive at any part of the Run, and he must use throughout the vehicle on which he starts. Any competitor driving at an excessive speed, or convicted under the Motor Car Act for any offence within the period beginning 24 hours before the start and ending 24 hours after the finish, will receive no award.

(7) **LAMPS.**—All vehicles must be equipped with all the lamps required by law. Every competitor must exhibit forward and rear lights during the period for which such lights are compulsory.

(8) **SILENCERS AND NON-SKID ATTACHMENTS.**—All vehicles must be fitted with efficient silencers. No vehicle will be allowed to start which in the opinion of the officials is likely to cause annoyance.

Any competitor driving noisily during any part of the Run will receive no award. Observations will be made on the route for the purpose of ensuring conformity with this Regulation. [See also Special Prizes under Regulation 19B.] No chains or other non-skid attachments are allowed.

(9) **PASSENGERS.**—No two-wheeled vehicle may carry more than one person. All passenger vehicles must carry at least one passenger, and the number carried at the start must not be varied during the Run. In no circumstances may a passenger ride on the carrier.

(10) **NUMBERS.**—The official number plates provided by the Club must be fitted on the vehicle in a conspicuous position, one visible from the front and the other from the rear. Official number plates only may be used, and must be kept clean throughout the journey. Plates should be specially wiped at the Honiton stop, to ensure legibility later on Peak Hill. Should a competitor retire from the Run, he must remove his number plates and sign no more checking sheets. If he completes the Run, he must remove his number plates and hand them, with his claim card, to the official in charge of signatures at the Market Enclosure, Shaftesbury.

[See Special Notice No. 5 as to any variation from programme.]

(11) **ADVERTISEMENTS.**—No vehicle bearing trade registration numbers or any advertising device, other than the maker's usual name plate or transfer, will be allowed to start.

(12) **INTERPRETATION OF REGULATIONS.**—Interpretation of Regulations shall rest entirely with the Committee of the Motor Cycling Club, which shall constitute the Stewards of the Run. If any dispute arises in connection with the Run, the decision of the Committee shall be final and binding, subject, in the case of drivers of Cars, to an appeal to the Stewards of the R.A.C., and in the case of riders of Motor Cycles, to the A.C.U.

(13) **INDEMNIFICATION.**—Neither the promoting Club, nor the R.A.C., nor the A.C.U., will hold itself responsible for any damage or loss to competitors' vehicles or their appurtenances, either by fire, theft or accident during any part of the Run, or while they are in the charge of the Club officials. An entrant is personally responsible for any civil or criminal proceedings which may be taken against him.

(14) **MEALS, ACCOMMODATION AND SUPPLIES.**—Competitors must make their own arrangements for accommodation before the start and after the finish. The Club has arranged for meals and supplies at Slough (Peerless Restaurant), Shaftesbury (Grosvenor Hotel and Market Enclosure, and Messrs. Pike and Badger for petrol, etc.), and Exeter (Gould's Garage, Paris Street, and Deller's Café).

(15) **ROUTE CARDS, PROGRAMMES, etc.**—Route cards, giving distances and standard times, programmes, final instructions and official number plates are sent to each competitor before the event.

(16) **MARKING OF COURSE.**—As far as possible, obscure corners will be indicated by arrows, marshals, direction cards, powder, etc., but the onus of finding the correct route rests entirely with the entrant.

(17) **ELIGIBILITY.**—This Run is only for members of the Motor Cycling Club.

(18) **ENTRIES.**—Entries are classified as follows:—

Class	Capacity
I (a) Solo Motor Cycles	up to 175 c.c.
I (b) Solo Motor Cycles	up to 350 c.c.
I (c) Solo Motor Cycles	over 350 c.c.
II (a) Sidecar Combinations	up to 350 c.c.
II (b) Sidecar Combinations	over 350 c.c.
III Three-Wheeled Cyclecars	of any capacity
IV (a) Cars	up to 850 c.c.
IV (b) Cars	up to 1,100 c.c.
IV (c) Cars	up to 1,500 c.c.
IV (d) Cars	over 1,500 c.c.

Entrants cannot transfer from one class or subdivision of a class to another.

The Committee reserve the right to refuse an entry without giving any reason for such action, subject to the provisions of the Competition Rules.

Entry fees are not returnable after the date of entries closing. If a postponement or abandonment occurs from any cause, the Committee may, in their discretion, return part or all of the entry fee.

(19) **AWARDS.**—

A **Gold Medal** will be awarded to every competitor who complies with regulations and fulfils the following requirements:—

- (1) Not more than 10 minutes early at any place.
- (2) Not more than 10 minutes late at any place.
- (3) Non-stop ascent of Middledown.
- (4) Non-stop ascent of Peak Hill.
- (5) Non-stop ascent of Westgate Hill.
- (6) Non-stop ascent of Harcombe Hill.
- (7) Non-stop ascent of Little Minterne Hill.
- (8) Special Test on White Sheet Hill, including four requirements, viz.:
 - (8a) A brief preliminary non-stop run from a standing start [A] on the lower part of the hill to a stopping place [S] suitably indicated on the middle of the hill.
 - (8b) An immediate restart from this place [S], when the signal is given that the vehicle has properly stopped. The get-away time from this place [S] must not exceed seven seconds.
 - (8c) A brief concluding non-stop run from the stopping place [S] to a finishing point [Z] on the upper part of the hill.
 - (8d) The completion of the test from start to finish [A to Z] within a standard time for each class. The standard time for each class will be 10 per cent. longer than the average time for that class.

The average time for each class will be based only on performances which fulfil the requirements (8a), (8b), and (8c).

A **Silver Medal** will be awarded to every competitor who complies with regulations and fulfils the following requirements:—

- (1) Not more than 10 minutes early at any place.
- (2) Not more than 20 minutes late at any place.
- (3) Any five of the six requirements (3), (4), (5), (6), (7) or (8). (All four items in No. 8 are essential for No. 8 to count as a success.)

A Bronze Medal will be awarded to every competitor who complies with regulations and is:—

- (1) Not more than 10 minutes early at any place.
 - (2) Not more than 30 minutes late at any place.
- For the purpose of this regulation the expression "non-stop" means that the vehicle must be in continuous motion relative to the road, and that the competitor and every passenger must remain seated during a non-stop section.

CONDITIONS ON WHITE SHEET HILL.

- (a) The lowest part of White Sheet Hill is not scheduled as non-stop. A competitor may be required to wait his turn, and will be directed by marshals to the line A, for the standing start from that line, which is the beginning of the special test.
- (b) Competitors must bring their vehicles to rest at the starting line A with front wheels on or behind the line, and must remain stationary until the signal to restart is given, without the use of sprags, chocks or other mechanical devices, except brakes, but a competitor may stop his engine or leave it running, at his own discretion.
- (c) From a standstill, at the line A, every competitor will be started by the fall of a flag, and a timekeeper the time of this starting signal at A. Every competitor must start unaided, with his passengers, if any, seated.
- (d) A NON-STOP run of about 70 to 80 yards leads from the starting line A to the stopping place S.
- (e) The stopping place S is an area indicated by two lines across the road about 10 yards apart.
- (f) Competitors must stop their vehicles within this area, in such manner that their front wheels are behind the second line, and their rear wheels are ahead of the first line. [NOTE.—As the point of contact of a wheel with the road is the basis of observation, this condition may be quoted shortly as "wheelbase must be within the area."] Any competitor stopping short of, or overrunning the stopping area shall be regarded as failing in the test.
- (g) When the judge is satisfied that the vehicle is at a standstill within the stopping area he will instantly drop his flag, and a timekeeper will note the number of seconds taken for the stationary vehicle to get away from the stopping area. Seven seconds is the limit from the fall of the judge's flag to the crossing of the second line by the rear wheels of the vehicle.
- (h) A NON-STOP run of about 60 to 70 yards leads from the stopping area S to the final line Z. A timekeeper will note the time of the completion of the test at this line, and competitors will pass on to the summit of the hill and continue the course.
- (i) The times recorded from A to Z will be the only basis of computing the standards for each class.

(19A) **TRIPLE AWARD.**—The Club's Triple Award is offered to any competitor who qualifies for a Gold Medal in this London-Exeter, in the London-Land's End at Easter, 1929, and in the London-Edinburgh at Whitsuntide, 1929, and who wishes to combine these awards into one composite award, provided such competitor indicates his wish when the Exeter Medal Awards are announced.

(19B) **SPECIAL PRIZES.**—Special prizes, value £2 2s. each, will be awarded to the riders of (a) the Solo Motor Cycle, and (b) the Sidecar Combination, whose machines are judged on the report of observers throughout the journey to be the most silent. Second prizes, value £1 1s. each, will also be

awarded in each of these Classes, provided that in all cases the riders qualify for a Gold, Silver or Bronze Medal.

(20) **CLAIMS.**—Every competitor will be given a claim card. Every competitor finishing must hand his claim card, with his number plates (*see* No. 10), to the official in charge of signatures at the finishing check at Shaftesbury, indicating whether he claims a Gold, Silver or Bronze Medal. If a competitor passes the timekeeper and signs as a finisher, but makes no claim, he should hand in his claim card endorsed "No Claim." In the event of a competitor claiming a baulk on any of the non-stop sections, he must have the incident certified on the back of the card by a competent witness, other than his own passenger, if any.

(21) **ANNOUNCEMENTS.**—The Committee reserve the right to withhold an award and refuse the entry on future occasions of any competitor who allows his performance to be advertised before the official awards are made, or allows any advertisement of his performance to allege that he was first or fastest at any part of the journey or travelled at a speed in excess of that allowed by the regulations.

(22) **PROTESTS.**—Any protest relating to an award must be made to the Committee (as Stewards of the meeting) in writing within five days of the announcement, and addressed to the Trials Secretary, accompanied by a fee of One Pound, returnable if the protest is allowed, or regarded by the Committee as not being of a frivolous character.

The Committee reserve the right to add to or alter the foregoing rules and regulations, provided notice is given.

Special Notice.

(1) **OVERALLS.**—All persons taking part in the Run are requested to remove overalls on entering hotels or restaurants.

At Exeter it will be convenient for competitors and passengers to leave overalls at Gould's garage before proceeding in the special motor omnibus from the garage to Deller's Café for breakfast.

(2) **CHECKS.**—Competitors must not block the way at checks. They will pass the timekeeper, who will note their time. They will then go on forthwith if no signatures are required, or if signatures are required they will place their vehicles in the positions indicated by the marshals and proceed to sign the sheet.

Competitors are requested not to enter into conversation or argument with timekeepers.

Any variation of checkers' watches is noted, and allowance made if necessary.

(3) **HILL CONDITIONS.**—Attention is drawn to the full details of the Test Conditions on White Sheet Hill included in Regulation No. 19.

(4) **THE TRIPLE AWARD.**—Winners of Gold Medals will be given an opportunity, when the official list of medal awards is issued, of stating whether they desire to have the Gold Medal itself forthwith, or to have the award of such medal reserved as first score to the Triple Award to be given to competitors awarded Gold Medals in this Run, the Land's End Run, and the Edinburgh Run, who prefer to have a combined award for the three events in lieu of three Gold Medals. The claim card (No. 20) should not be used for indicating a competitor's wishes in this matter, but the results list should be awaited.

(5) **RESULTS.**—The results list will include the name of the vehicle used, and any competitor using a vehicle other than that shown on the programme must notify the change at the starting place, and also on his claim card. Any change can only be within the limits of the class, or subdivision of the class, already entered.

Instructions to Officials.

OBSERVERS AND CHECKERS.—Any breach of any regulation should be reported in writing. Note particularly any competitors (a) driving noisily, or (b) without the required lights.

On non-stop sections observers need report only the failures. A stop is the cessation of forward travel of the vehicle. Note if rule as to remaining seated is disregarded. (See Reg. 19, "Non-stop.")

If a competitor who stops claims that his stopping was due to a baulk, the observer, provided he is of opinion that the competitor was baulked, may sign the competitor's claim card, and in any case should report the incident in full in his observer's book.

A baulk is not to be allowed when a competitor stops through overtaking a previous competitor, if such previous competitor is still moving forward.

At the Controls in Shaftesbury and Exeter observers should report any breach of the regulation relating to adjustments and repairs. (No. 4.)

TIMED CHECKS.—Where a timed check is made, the timekeeper should be so placed that the competitors shall pass him without stopping. If competitors are required to sign, they must proceed at once, without stopping at the timekeeper's position, to a second official in charge of the signature sheet, who should be placed at a sufficient distance beyond the timekeeper to avoid congestion or interference with his duties. The signature sheet should be on a table, and when a timed control is at an hotel or garage the signatures may be taken within the premises, but as near the entrance as can be conveniently arranged.

The timekeeper will enter in the time book the number and time of each competitor in the order of his arrival, and will furnish information at intervals convenient to himself by messenger to the official in charge of the signature sheet, who will obtain the signatures of competitors on a numbered sheet prepared in the order of the programme, and will enter the times in the appropriate place, as and when he receives information from the timekeeper. The timekeepers' original entries, as well as the completed record on the signature sheet, should be subsequently sent to the Trials Secretary.

TRAVELLING MARSHALS.—Certain competitors will act as travelling marshals. They will, in order to qualify for an award, be required to observe all the regulations, with the exception that they will not be penalised for lateness if detained on duty. They must not infringe the regulation as to being too early.

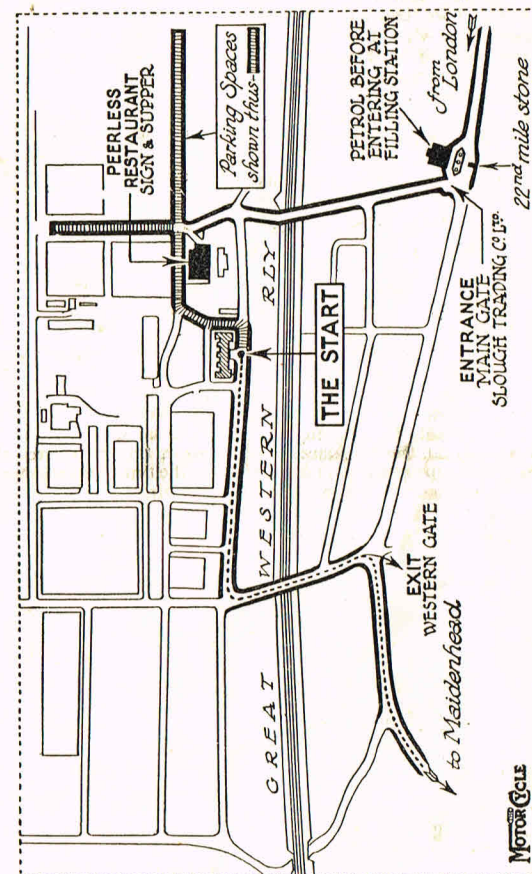
Travelling Marshals are expected to assist the Committee by observing during the progress of the Run. Each Travelling Marshal will have special charge of the entrants between himself and the next following Marshal, but he is authorized to make a report concerning any competitor.

Books are provided for the entering of reports of every personally observed infringement of any of the regulations. As regards the lighting regulation, a Travelling Marshal should at first warn any competitor whose front or rear light is out, noting the warning, and reporting definitely if the warning is disregarded and the regulation is persistently infringed. Noisy driving should be recorded when it is of a nature likely to be regarded as a nuisance.

Travelling Marshals are authorized to assist in certifying as to baulks in their group on non-stop hills. They should see that each competitor in their group keeps his official number-plates clean and visible, and at the finish signs the sheet and hands in his signed claim card.

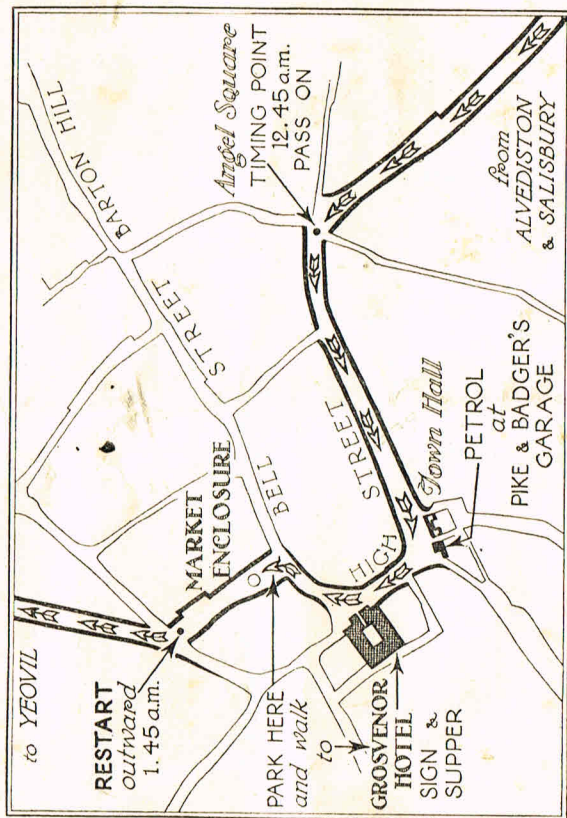
GENERAL.—Officials are requested to make reports clear and definite, so that no question can arise as to the facts observed. Reports should be in writing, and if it is not convenient for the reports to be handed to the local Chief Marshal, they should be posted not later than December 29th, addressed to F. T. Bidlake, 84 North End Road, Golders Green, London, N.W.11.

THE START AT SLOUGH

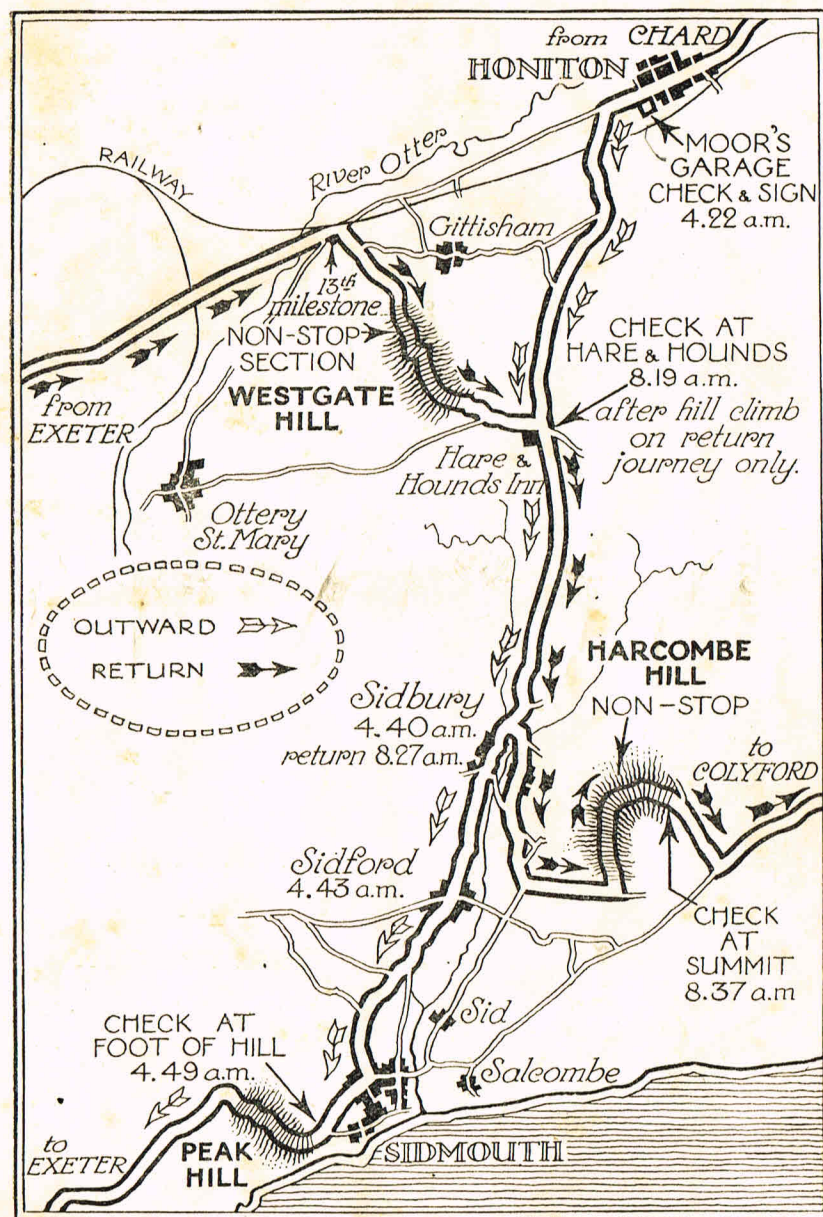


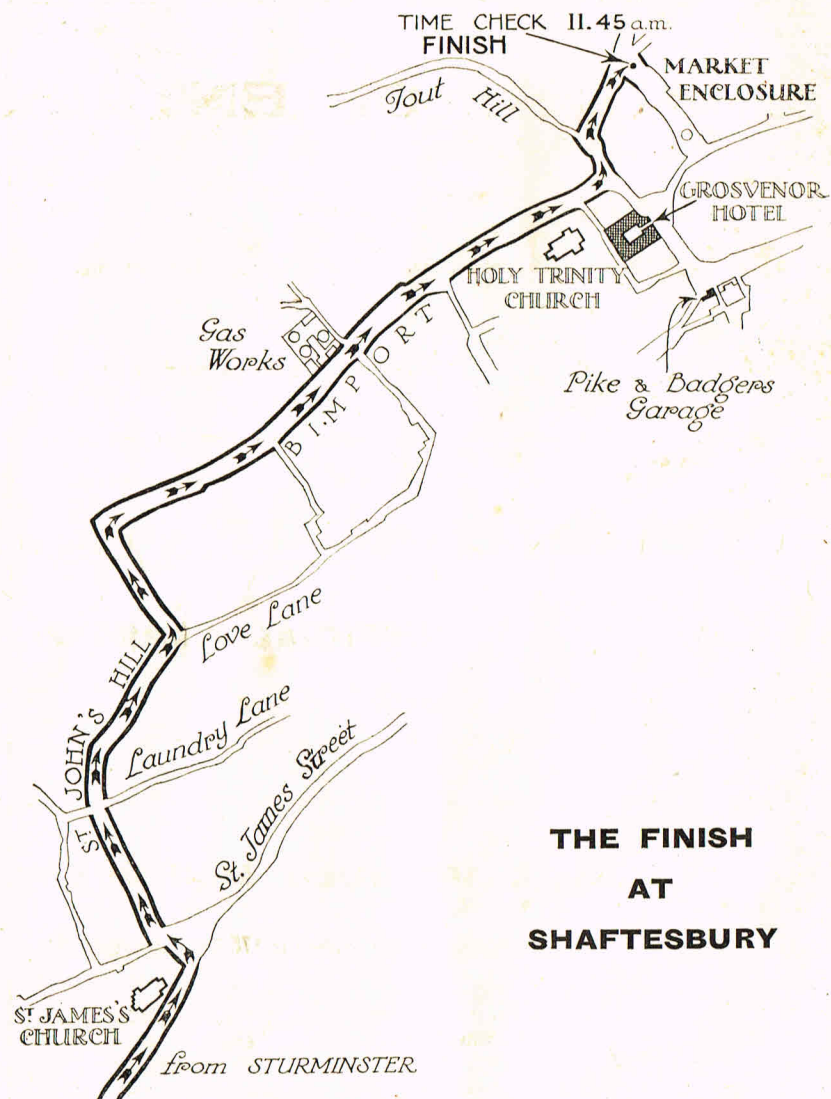
These Maps specially provided for the Club by courtesy of
the Autocar and The Motor Cycle

SHAFTESBURY OUTWARD JOURNEY



PEAK, WESTGATE and HARCOTTE HILLS





**THE FINISH
AT
SHAFTESBURY**

LIST OF ENTRIES.

Solos, 109; Sidecars, 71; Cyclecars, 14; Cars, 158; Total—352.

* Indicates Travelling Marshal.

Starting Time from Slough.	No.	Name of Member.	Name of Machine.	Cubic capacity.
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OFFICIAL CARS

8 p.m. Standard Time. } L. A. BADDELEY ... Riley ... } Will precede the competitors on Official Cars.
J. H. WYLIE ... Rolls-Royce ... }

Class I. 109 SOLO MOTOR CYCLES

I (a). (Solos not exceeding 175 c.c. capacity.) (9)

P.M.	No.	Name of Member.	Name of Machine.	Cubic capacity.
8. 0 $\frac{1}{2}$	1	*Ramstedt, C. W.	Baker	172
8. 1	2	Belfield, Victor	Francis-Barnett	172
8. 1 $\frac{1}{2}$	3	James, P. G.	Francis-Barnett	172
8. 2	4	Monekton, G. E.	Francis-Barnett	172
8. 2 $\frac{1}{2}$	5	Goddard, S. H.	Francis-Barnett	172
8. 3	6	Quilton, A.	Francis-Barnett	172
8. 3 $\frac{1}{2}$	7	Casey, H. P.	Baker	172
8. 4	8	Meeten, T. G.	Francis-Barnett	172
8. 4 $\frac{1}{2}$	9	Rainbow, C.	Francis-Barnett	172

Starting Time from Slough.	No.	Name of Member.	Name of Machine.	Cubic capacity.
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Class I. SOLO MOTOR CYCLES—continued

I (b). (Solos not exceeding 350 c.c. capacity.) (43)

8. 5	10	*Inderwick, H. W.	Zenith	...	344
8. 5½	11	Wheeler, J. C.	Ariel	...	248
8. 6	12	New, J. C.	Excelsior	...	247
8. 6½	13	Wilson, D. P.	New Imperial	...	346
8. 7	14	Welch, Lewis A.	Royal Enfield	...	349
8. 7½	15	Welch, D. F.	O.K. Supreme	...	346
8. 8	16	Foster, F. G.	L.G.C.	...	346
8. 8½	17	Watkins, J. R.	L.G.C.	...	346
8. 9	18	Sanders, B. W.	Matchless	...	347
8. 9½	19	Robbins, W. B.	New Hudson	...	346
8.10	20	Stagg, J.	Douglas	...	348
8.10½	21	Hugo, L. J.	Velocette	...	348
8.11	22	Bates, L.	Ariel	...	248
8.11½	23	Burke, J. W.	New Imperial	...	346
8.12	24	Gibbs, L. E.	Raleigh	...	348
8.12½	25	Elwes, J. C.	Douglas	...	348
8.13	26	Biddle, D. W.	New Imperial	...	246
8.13½	27	Bray, W.	Dunelt Monarch	...	348
8.14	28	Gibson, C. W.	A.J.S.	...	348
8.14½	29	Stone, G. G.	Humber	...	349
8.15	30	*Bryant, G. M.	Raleigh Super Sports	...	348
8.15½	31	Simmons, E. H.	Cotton	...	349
8.16	32	Bragg, B.	Coventry-Eagle	...	346
8.16½	33	White, C. J.	Sunbeam	...	347
8.17	34	Wilson, D.	Coventry-Eagle	...	346
8.17½	35	Jenkin, C. R.	Douglas	...	348
8.18	36	Fernihough, E. C.	Douglas	...	348
8.18½	37	Allan, G. R.	Sunbeam	...	347
8.19	38	Colman, W. H.	Dunelt	...	249
8.19½	39	Cato, W. T.	New Imperial	...	346
8.20	40	Carey, K.	Sunbeam	...	347
8.20½	41	Barnicot, J. M.	Velocette	...	348
8.21	42	Kingdon, H. E. M.	Levis	...	247
8.21½	43	Macdermid, R. A.	Levis	...	247
8.22	44	Browne, C.	Coventry-Eagle	...	346
8.22½	45	Matterson, B. L.	Coventry-Eagle	...	346
8.23	46	Shearing, W. N. C.	Ariel	...	250
8.23½	47	Cox, W. A. T.	Velocette	...	348
8.24	48	Garbett, G. C.	Velocette	...	348
8.24½	49	Hill, J. H.	Excelsior	...	247
8.25	50	Stanley, E. S.	Chater-Lea	...	250
8.25½	51	Hitchcock, J. A.	P. & P. Blackburne	...	348
8.26	52	Budd, C. R.	B.S.A.	...	349

Starting Time from Slough.	No.	Name of Member.	Name of Machine.	Cubic capacity.
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Class I. SOLO MOTOR CYCLES—continued

I (c). (Solos over 350 c.c. capacity.) (57)

8.26½	53	*Clark, R. B.	Gillet	...	498
8.27	54	Rettie, D. J.	Scott	...	498
8.27½	55	Sleightholm, J. T.	Rudge-Whitworth	...	499
8.28	56	McEvoy, M. A.	McEvoy	...	598
8.28½	57	Greaves, J. D.	McEvoy	...	980
8.29	58	Harley, Colin M.	Matchless	...	496
8.29½	59	Gordon, G. A. D.	Ariel	...	497
8.30	60	Herring, J. E.	New Imperial	...	499
8.30½	61	Stevenson, F. W.	Brough Superior	...	680
8.31	62	Faunthorpe, B. R.	Norton	...	490
8.31½	63	Plucknett, R. D.	James	...	495
8.32	64	Leedale, J. H.	Sunbeam	...	493
8.32½	65	Northam, D. W.	Coventry-Eagle	...	498
8.33	66	Welch, E. H.	Sunbeam	...	493
8.33½	67	Gibson, T. C.	B.S.A.	...	493
8.34	68	Copeland, G. W.	P. & M. Panther	...	598
8.34½	69	Kean, J. E.	P. & M. Panther	...	598
8.35	70	Holme, R. A. E.	Rudge-Whitworth	...	499
8.35½	71	Garth-Atkins, I. M.	Cotton	...	498
8.36	72	Kemp, C. M.	Brough Superior	...	680
8.36½	73	*Stokes, R. E.	Brough Superior	...	988
8.37	74	Ballard, E.	Brough Superior	...	988
8.37½	75	Lawrence, W. W.	Scott	...	596
8.38	76	Wills, P. L. B.	Rudge-Whitworth	...	499
8.38½	77	Wills, G. P.	Rudge-Whitworth	...	499
8.39	78	Johns, L. C.	Norton	...	490
8.39½	79	Johns, C. F.	Scott Flying Squirrel	...	596
8.40	80	King, A. J.	Matchless	...	495
8.40½	81	King, C. F.	Scott Flying Squirrel	...	596
8.41	82	Ham, G. H.	Matchless	...	495
8.41½	83	Selley, P. E.	Triumph	...	494
8.42	84	Mackenzie, K. C.	Dunelt	...	498
8.42½	85	Chirney, L. E.	Raleigh	...	498
8.43	86	Taylor, W. C.	Raleigh	...	498
8.43½	87	Barrett, L. A.	B.S.A.	...	493
8.44	88	Leyland, J. A.	P. & M. Panther	...	555
8.44½	89	Love, A. H. S.	Matchless	...	990
8.45	90	Wakelin, J. S.	Harley-Davidson	...	1208
8.45½	91	Grose, Gus	Excelsior	...	498
8.46	92	Saunders, A. H.	Norton	...	490
8.46½	93	*Cosslett, W. H.	B.S.A.	...	493
8.47	94	Lowe, John C.	Sunbeam	...	493

Starting Time from Slough.	No.	Name of Member.	Name of Machine.	Cubic capacity.
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Class I. SOLO MOTOR CYCLES—continued

8.47½	95	Taylor, S. D. ...	Ariel ...	497
8.48	96	Lewis, J. ...	Scott Flying Squirrel ...	498
8.48½	97	Cussens, H. S. ...	Zenith ...	488
8.49	98	Sikes, H. L. S. ...	B.S.A. ...	493
8.49½	99	Wallbridge, L. J. ...	Ariel ...	497
8.50	100	Denyer, A. L. S. ...	A.J.W. ...	680
8.50½	101	Franklin, R. P. C. ...	Scott Flying Squirrel ...	498
8.51	102	Emery, S. ...	Ariel ...	557
8.51½	103	Morris, D. R. ...	Ariel ...	557
8.52	104	Ottley, L. C. ...	F.N. ...	748
8.52½	105	Jeffery, D. G. ...	Cotton-Blackburne ...	498
8.53	106	Collett, E. ...	Ariel ...	497
8.53½	107	Whitehorn, G. E. ...	Norton ...	490
8.54	108	Newbery, H. M. ...	Triumph ...	493
8.54½	109	Boyd-Harvey, J. J. ...	Matchless ...	495

Class II. 71 SIDECARS

II (a). (Sidecars not exceeding 350 c.c. capacity.) (8)

8.55	110	*Belfield, Bruce E. ...	Dunelt ...	346
8.55½	111	Martin, R. J. ...	Excelsior ...	344
8.56	112	Stevens, L. ...	Velocette ...	348
8.56½	113	Pouney, A. J. ...	Dunelt Pouney Special ...	249
8.57	114	Waycott, W. S. ...	Dunelt Majestic ...	348
8.57½	115	Calder, D. E. ...	Coventry-Eagle ...	344
8.58	116	Wainwright, T. R. ...	Cotton ...	348
8.58½	117	Wallis, F. H. ...	Raleigh ...	348

II (b). (Sidecars over 350 c.c. capacity.) (63)

8.59	118	*Brough, G. ...	Brough-Superior ...	988
8.59½	119	Jones, H. W. ...	Brough-Superior ...	988
9. 0	120	Wroe, Edward ...	Campion ...	980

Starting Time from Slough.	No.	Name of Member.	Name of Machine.	Cubic capacity.
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Class II. SIDECARS—continued

9. 0½	121	Harris, C. F. ...	Norton ...	490
9. 1	122	Shawyer, C. E. ...	Triumph ...	498
9. 1½	123	Ross, J. J. ...	Norton ...	490
9. 2	124	Squillario, A. R. C. ...	McEvoy ...	987
9. 2½	125	Pearson, C. ...	Douglas ...	596
9. 3	126	Hill, W. T. ...	Matchless ...	496
9. 3½	127	Slade, G. ...	Norton ...	490
9. 4	128	Tillion, F. W. ...	Norton ...	490
9. 4½	129	Brandon, W. P. ...	T.T. Triumph ...	498
9. 5	130	Guiver, W. F. ...	Matchless ...	495
9. 5½	131	Hemy, W. C. ...	Matchless ...	990
9. 6	132	Heath, L. ...	Ariel ...	497
9. 6½	133	Rae, G. K. E. ...	Coventry-Eagle Flying- Eight ...	980
9. 7	134	Pearce, H. C. ...	Norton ...	490
9. 7½	135	Wicks, E. A. ...	Sunbeam ...	493
9. 8	136	Robinson, P. ...	Sunbeam ...	493
9. 8½	137	Smith, C. W. ...	James ...	495
9. 9	138	*Freeman, V. L. ...	Matchless ...	498
9. 9½	139	Thompson, E. E. ...	P. & M. Panther ...	599
9.10	140	Patrick, G. ...	Royal Enfield ...	488
9.10½	141	Carter, E. W. ...	Royal Enfield ...	976
9.11	142	Lunniss, E. C. ...	Ariel ...	497
9.11½	143	Paterson, E. H. ...	D.O.T.-J.A.P. ...	980
9.12	144	Vigne, R. E. ...	Matchless ...	996
9.12½	145	Starkey, W. J. ...	Brough-Superior ...	980
9.13	146	Bown, H. F. ...	B.S.A. ...	493
9.13½	147	Martin, C. H. ...	Norton ...	490
9.14	148	Miller, F. H. ...	Ariel ...	497
9.14½	149	Cooper, F. W. A. ...	Zenith ...	680
9.15	150	Hart, L. E. ...	Triumph ...	498
9.15½	151	Ford, F. T. ...	A.J.S. ...	498
9.16	152	Jacobs, M. ...	McEvoy ...	996
9.16½	153	Wiltshire, R. O. ...	Ariel ...	497
9.17	154	Hardy, H. K. ...	Norton ...	490
9.17½	155	Giles, Frank W. ...	A.J.S. ...	498
9.18	156	Nelson, A. H. ...	A.J.S. ...	498
9.18½	157	Knapman, F. ...	A.J.S. ...	498
9.19	158	*Hole, G. W. ...	Raleigh ...	496
9.19½	159	Sharp, A. C. ...	Brough-Superior ...	680
9.20	160	Mullins, E. S. ...	Brough-Superior ...	980
9.20½	161	Dunlop, A. J. ...	Brough-Superior ...	988
9.21	162	Dussek, A. J. ...	Norton ...	588
9.21½	163	Bull, G. H. ...	Matchless ...	495

Starting Time from Slough.	No.	Name of Member.	Name of Machine.	Cubic capacity
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Class II. SIDECARS—continued

9.22	164	Jordan, W. N.	Sunbeam ...	493
9.22½	165	Crossland, A. ...	Sunbeam ...	493
9.23	166	Kemp, E. G. ...	Norton ...	588
9.23½	167	Parrott, E. S. ...	Harley-Davidson ...	989
9.24	168	Roberts, M. K. ...	Royal Enfield ...	976
9.24½	169	Rickards, G. C. T.	B.S.A. ...	493
9.25	170	Beare, J. W. ...	Zenith ...	498
9.25½	171	Anning, F. J. ...	James ...	495
9.26	172	Henn, E. H. ...	Zenith ...	498
9.26½	173	Parle, E. W. ...	Coventry-Eagle ...	596
9.27	174	Bellamy, L. O. ...	Coventry-Eagle ...	498
9.27½	175	Norch, G. A. ...	Coventry-Eagle ...	498
9.28	176	Fuller, W. W. ...	Coventry-Eagle ...	490
9.28½	177	Allan, W. ...	Brough-Superior ...	996
9.29	178	Belbin, C. N. ...	B.S.A. ...	493
9.29½	179	Wheaton, A. J. ...	A.J.W. ...	980
9.30	180	Adlington, Eric N.	Norton ...	490

Class III.**14 THREE-WHEELED CYCLE CARS**

9.30½	181	*Sparks, A. B. ...	Morgan ...	1100
9.31	182	Thurlby, J. S. ...	Morgan ...	1096
9.31½	183	Marshall, G. H. ...	Family Morgan-J.A.P. ...	1096
9.32	184	Turner, C. J. ...	Morgan-Blackburne ...	1096
9.32½	185	Macaskie, D. S. C. ...	Morgan-J.A.P. ...	976
9.33	186	Swift, G. E. ...	Morgan-J.A.P. ...	1100
9.33½	187	Johnson, T. E. A. ...	Morgan ...	1096
9.34	188	Maskell, A. C. ...	Morgan ...	1096
9.34½	189	Couchman, A. W. ...	Morgan ...	1096
9.35	190	Raban, T. B. ...	Morgan ...	1096
9.35½	191	Harris, H. C. ...	Morgan ...	1096
9.36	192	Creed, L. H. ...	Morgan-Blackburne ...	1096
9.36½	193	Vidler, H. J. ...	Morgan-Blackburne ...	1096
9.37	194	Smith, R. D. ...	Morgan Special ...	1075

Starting Time from Slough.	No.	Name of Member.	Name of Machine.	Cubic capacity.
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Class IV. 158 CARS**IV (a). (Cars not exceeding 850 c.c. capacity.) (29)**

9.37½	195	*Ellis, H. W. ...	Austin ...	747
9.38	196	Ellis, L. H. ...	Triumph ...	832
9.38½	197	Strong, George H. ...	Austin ...	747
9.39	198	Verner, E. D. W. ...	Austin ...	747
9.39½	199	Williams, E. H. ...	Triumph ...	832
9.40	200	Gibson, M. E. H. ...	Austin ...	747
9.40½	201	Pocock, J. A. ...	Austin ...	747
9.41	202	Frye, E. V. ...	Austin Cup Model ...	747
9.41½	203	Medlen, T. J. ...	Singer Junior Sports ...	848
9.42	204	Hall, S. G. ...	Singer Junior ...	848
9.42½	205	Thorowgood, J. C. ...	T. S. Austin ...	747
9.43	206	Pitts, W. C. H. ...	Austin Cup Model ...	747
9.43½	207	Marsh, K. G. ...	Austin ...	747
9.44	208	Linfield, H. S. ...	Taylor-Austin ...	747
9.44½	209	*Chaplin, G. H. R. ...	Austin ...	747
9.45	210	Ripley, H. J. O. ...	Austin ...	780
9.45½	211	Creswell, M. J. ...	Austin Cup Model ...	747
9.46	212	Widengren, H. ...	K.C. Austin ...	747
9.46½	213	Wells, H. W. ...	Triumph ...	832
9.47	214	Sharp, H. A. ...	Austin ...	747
9.47½	215	Gordon-Smith, A. ...	Austin Cup Model ...	747
9.48	216	Richardson, J. ...	Austin ...	747
9.48½	217	Carrington, T. L. ...	Austin ...	747
9.49	218	Hannam, R. A. ...	Austin Cup Model ...	747
9.49½	219	Fry, P. G. ...	Austin ...	747
9.50	220	Milton, W. J. ...	Austin ...	747
9.50½	221	Martin, E. ...	Austin ...	747
9.51	222	Watson, W. L. ...	Austin ...	747
9.51½	223	McGowran, A. P. ...	Austin ...	747

IV (b). (Cars not exceeding 1,100 c.c. capacity.) (27)

9.52	224	*Macassey, B. L. ...	Riley ...	1087
9.52½	225	West, L. F. ...	Riley ...	1087
9.53	226	Keep, N. H. ...	Riley ...	1087
9.53½	227	Buckingham, E. H. ...	Senecal ...	872
9.54	228	Heber-Percy, P. ...	Riley ...	1087
9.54½	229	Fortlage, M. H. ...	Salmson ...	950
9.55	230	Morgan, C. B. E. ...	Rover ...	1074
9.55½	231	Wright, G. F. M. ...	Frazer-Nash, J.A.P. ...	1100
9.56	232	Franey, R. ...	Riley ...	1087

Starting Time from Slough.	No.	Name of Member.	Name of Machine.	Cubic capacity
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Class IV. CARS—continued

9.56½	233	Urlwin-Smith, P. J. ...	Amilcar ...	1074
9.57	234	Morgan, M. J. E. ...	Amilcar ...	1074
9.57½	235	Lawford, C. H. ...	Fiat ...	990
9.58	236	Vaughan, G. E. ...	Salmson ...	1087
9.58½	237	*Scarff, A. C. ...	Riley ...	1087
9.59	238	Higgs, I. J. ...	Salmson ...	1087
9.59½	239	Barber, J. W. ...	Salmson ...	1087
10. 0	240	Huxham, E. P. ...	Salmson ...	1087
10. 0½	241	Reffell, R. ...	Riley ...	1087
10. 1	242	Barton, H. S. ...	Riley ...	1087
10. 1½	243	Robertson, J. H. ...	Gwynne ...	950
10. 2	244	Cooknell, J. F. ...	Jowett ...	907
10. 2½	245	Lovatt, H. J., Junr. ...	Jowett ...	907
10. 3	246	Lovatt, H. J. ...	Jowett ...	907
10. 3½	247	Simpson, W. ...	Riley ...	1096
10. 4	248	Haskins, A. E. ...	Frazer-Nash ...	1100
10. 4½	249	Rae, N. W. ...	Salmson ...	1087
10. 5	250	Bowes, C. L. ...	Riley ...	1087

IV (c). (Cars not exceeding 1,500 c.c. capacity.) (49)

10. 5½	251	*Duncan Smith, D. ...	Frazer-Nash ...	1496
10. 6	252	Aldington, H. J. ...	Frazer-Nash ...	1496
10. 6½	253	Clayton, C. L. ...	Alfa-Romeo ...	1487
10. 7	254	Tait, G. J. N. ...	Alvis ...	1496
10. 7½	255	Goodwyn, J. N. ...	Swift ...	1190
10. 8	256	Cundey, S. H. H. ...	Frazer-Nash ...	1496
10. 8½	257	Latham-Boote, R. S. ...	Alvis ...	1496
10. 9	258	Haward, W. J. ...	Bayliss-Thomas ...	1495
10. 9½	259	Jackson, G. L. ...	Lea-Francis ...	1496
10.10	260	Gripper, A. G. ...	Alvis ...	1481
10.10½	261	Maxwell, L. ...	Lea-Francis ...	1496
10.11	262	Miller, N. ...	Riley ...	1498
10.11½	263	*Moss-Blundell, C. B. ...	Alvis ...	1494
10.12	264	May, M. W. B. ...	Ceirano ...	1460
10.12½	265	Mollart, A. J. ...	A.C. ...	1496
10.13	266	Marks, E. A. ...	Rover ...	1180
10.13½	267	Olive, G. W. ...	Standard ...	1287
10.14	268	Roberts, B. ...	Schneider ...	1172
10.14½	269	Broomfield, F. ...	Lea-Francis ...	1496
10.15	270	Podmore, A. ...	Lea-Francis ...	1496
10.15½	271	Penny, R. H. ...	Alvis ...	1496
10.16	272	Fillmore, L. E. ...	Rover ...	1185

Starting Time from Slough.	No.	Name of Member.	Name of Machine	Cubic capacity.
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Class IV. CARS—continued

10.16½	273	Ponting, W. A. ...	Bugatti ...	1496
10.17	274	Ferguson, R. H. ...	Clyno ...	1368
10.17½	275	*Davis, S. C. H. ...	Alvis ...	1482
10.18	276	Templeman, John ...	Standard Sports ...	1156
10.18½	277	Torromé, J. ...	Standard ...	1287
10.19	278	Jupp, N. B. G. ...	Swift ...	1190
10.19½	279	Williams, F. T. ...	Alvis ...	1496
10.20	280	Bear, K. W. ...	Newton-Ceirano ...	1498
10.20½	281	Lester-Williams, R. ...	Alvis ...	1496
10.21	282	Howard, G. P. E. ...	Singer ...	1394
10.21½	283	Keogh, H. H. S. ...	Riley ...	1498
10.22	284	Rickards, J. W. ...	Frazer-Nash ...	1496
10.22½	285	Tremlett, W. d'A. ...	Lea-Francis ...	1496
10.23	286	Dry, H. L. W. ...	Hampton ...	1247
10.23½	287	*Julian, W. H. ...	Standard Sports ...	1156
10.24	288	Gamble, G. O. T. ...	Lea-Francis ...	1496
10.24½	289	Bacon, H. J. ...	Alvis ...	1496
10.25	290	Paul, C. A. ...	Windsor ...	1480
10.25½	291	Landucci, Frank A. ...	A.C. ...	1496
10.26	292	Hillary, E. ...	Standard ...	1300
10.26½	293	Geidt, D. W. ...	Lea-Francis ...	1496
10.27	294	Grimsdell, E. H. ...	Alvis ...	1496
10.27½	295	Grimsdell, E. H. M. ...	Alvis ...	1496
10.28	296	Clark, A. T. ...	A.T.C. Special ...	1496
10.28½	297	Spottiswoode, A. N. ...	Bugatti ...	1496
10.29	298	West, D. ...	Westley Special ...	1496
10.29½	299	Bowes, R. L. ...	Frazer-Nash ...	1496

IV (d). (Cars over 1,500 c.c. capacity.) (53)

10.30	300	*Couper, W. M. ...	Lagonda ...	1954
10.30½	301	Chiesman, C. R. B. ...	M.G. Sporting Six ...	2468
10.31	302	Kendrick, W. E. ...	M.G. Sports ...	1802
10.31½	303	Dobson, C. F. ...	M.G. Sporting Six ...	2468
10.32	304	Attwood, A. A. ...	Moratt ...	1548
10.32½	305	Munday, R. J. ...	Vauxhall ...	4224
10.33	306	Simmons, J. H. ...	Chrysler ...	3209
10.33½	307	Higginbottom, G. ...	M.G. Sports ...	1802
10.34	308	Reigate, H. G. ...	Invicta ...	2973
10.34½	309	Ahern, J. H. ...	Invicta ...	2996
10.35	310	Robinson, Chas. I. ...	Bean ...	2385
10.35½	311	Jeffress, J. R. ...	Hupmobile ...	4050

Starting Time from Slough.	No.	Name of Member.	Name of Machine	Cubic capacity.
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Class IV. CARS—continued

10.36	312	Benson, A. C. E.	Lagonda	1954
10.36½	313	*Hay, J. V.	Morris-Cowley	1550
10.37	314	Barker, R. J.	Buick	3396
10.37½	315	Stroud, H. J.	Wolseley	2025
10.38	316	Steele, J. S.	Delage	2121
10.38½	317	Walker, P. D.	O.M.	1991
10.39	318	Walker, C. M.	B.S.A.	1872
10.39½	319	Templer, G. E.	Talbot	1609
10.40	320	Mander, R. H. W.	Talbot	1666
10.40½	321	O'Donnell, J.	Morris-Cowley	1550
10.41	322	Patterson, J. A. C.	Delage	2120
10.41½	323	Sharman, A.	Graham-Paige	3393
10.42	324	Lockie, A. E.	Rover	2023
10.42½	325	Gardiner, W. C.	Bugatti	1990
10.43	326	*White, P. W.	Lagonda	1954
10.43½	327	Rowland, R. C.	Austro-Daimler	2613
10.44	328	Williams, J. E.	Hillman	1954
10.44½	329	Percival, R. G.	Metallurgique	1998
10.45	330	Collier, G. K.	Morris-Cowley	1550
10.45½	331	Scroggs, A. F.	Trojan	1527
10.46	332	Robinson, T. M.	Ford	2043
10.46½	333	Shepherd, A. G.	Morris-Oxford	1825
10.47	334	Daniell, J. A.	Austin	1861
10.47½	335	Sprosen, C. L.	Erskine	2394
10.48	336	Fitt, C. G.	Bentley	2996
10.48½	337	Galbraith, R. F.	Austin	1660
10.49	338	Farquharson, P. L.	Essex	2374
10.49½	339	*Hill, B. A.	Standard	1930
10.50	340	Durand, M.	Bentley	4398
10.50½	341	Bridge, A. E. P.	Sunbeam	2040
10.51	342	Gormly, K. E.	Talbot	1612
10.51½	343	Broadbent, H. J. R.	Vauxhall	4250
10.52	344	Bass, J. S.	Alvis	1645
10.52½	345	Bass, P. L.	Bentley	2996
10.53	346	Becker, L. C.	Buick	3396
10.53½	347	Douglas-Morris, D. E. M.	Buick	3396
10.54	348	Warren, A. P.	Morris-Cowley	1550
10.54½	349	Clark, L. T. E.	Morris-Cowley	1550
10.55	350	Wood, C. E.	Wolseley	2025
10.55½	351	Parker, H. D.	M.G. Sports	2468
10.56	352	Martin, H. G.	Star	1945

Club Fixtures for 1929

LONDON to LAND'S END RUN—

Friday and Saturday, March 29th and 30th.

LONDON to EDINBURGH RUN—

Friday and Saturday, May 17th and 18th.

INTER-CLUB TEAM TRIAL—

Saturday, June 29th.

LAND'S END to JOHN O' GROATS RUN—

Tuesday to Friday, July 9th to 12th.

BROOKLANDS HIGH SPEED RELIABILITY TRIAL—

Saturday, September 14th.

ONE-DAY SPORTING TRIAL—

Saturday, October 26th.

LONDON to EXETER and Back—

Thursday and Friday, December 26th and 27th.

The fixtures arranged by the Motor Cycling Club are only for members of the Club. Particulars relating to the election of members may be obtained from the General Secretary of the Club, Mr. J. A. MASTERS, 22 Norland Square, London, W.11.

Route and Standard Times

Dec. 27th p.m.		Miles	Dec. 28th a.m.		Miles
8.0	SLOUGH ... (Trades Estate Ltd.)	—	8.9	Gittisham Corner ...	180 $\frac{1}{2}$
8.51	Reading ...	17	—	[WESTGATE HILL] —	—
9.42	Newbury ...	34	8.37	Harcombe Hill ... (Summit)	188
10.30	Andover ...	50	9.14	Axminster ...	200 $\frac{1}{4}$
11.0	LOBCOMBE CORNER	59 $\frac{3}{4}$	9.34	Birdsmoor Gate ...	207
Dec. 28th a.m.			9.53	Beaminster ...	213 $\frac{1}{2}$
12.10	Ansty Hollow ...	80 $\frac{1}{2}$	—	[White Sheet Hill] —	—
—	[Middledown] ...	—	10.17	Evershot ...	220 $\frac{1}{4}$
12.45	SHAFTESBURY ...	92	10.37	Minterne Cross ...	226 $\frac{1}{4}$
1.45	„ depart	—	—	[LITTLE MINTERNE HILL] —	—
2.51	Yeovil ...	114	11.20	STURMINSTER NEWTON	239
3.41	Chard ...	130 $\frac{3}{4}$	11.45	SHAFTESBURY ...	247 $\frac{1}{2}$
4.22	Honiton ...	144 $\frac{1}{4}$			
4.49	SIDMOUTH ... (Bottom of Peak Hill)	153 $\frac{1}{4}$			
5.35	EXETER ... (Gould's Garage)	167 $\frac{1}{2}$			
7.30	„ depart	—			