

Motor Speed Trials.

LIVERPOOL MOTOR CLUB'S ANNUAL EVENT.

108 M.P.H. Achieved at Colwyn Bay.

It is estimated that about eight thousand people witnessed the speed trials on the Colwyn Bay Promenade on Saturday. The event, which was favoured with brilliant weather, was held under the auspices of the Liverpool Motor Club, and was adjudged highly successful in respect to speed. The course was from a point near the Colwyn Bay viaduct to Eirias viaduct. Mr. G. Royle (Colwyn Bay) was the steward appointed by the Liverpool Motor Club.

Some of the leading racing motorists of the country participated. From a standing start in the short half-mile, Raymond Mays attained a speed of 67.67 m.p.h. with his 2-litre Mercedes, while in the solo section A. Greenwood (998 Brough) eclipsed all previous records by taking the flying half-mile at a speed of 108.43 miles per hour. His time for the standing kilometre was also a record at 84.73 m.p.h.

In the car classes Mrs. A. M. Pemberton was the only lady competitor. The cars' speeds were not particularly fast, although, considering the short distance and the standing start, the acceleration was quite good. The three-wheeler class provided some thrilling seconds, both H. C. Albino and H. C. Jones on identical Morgans coming up with the rear wheel bouncing.

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In the 600 c.c. class great things were expected of E. Searle, the famous Norton exponent, but he was up against a bunch of rival experts. The issue resulted, by a narrow margin, in a win for Davenport, who snatched victory from Searle for the standing kilo and flying half-mile with respective speeds of 81.50 and 98.90 m.p.h.

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An interesting class was the final event of the day for "baby" machines of 250 c.c. There were three entrants, and, strangely enough, a miniature four-stroke, Williams, 248 Blackburne, gained the issue from the much-fancied two-stroke Dunelts with the capital speed of 67.18 m.p.h. The only casualty of the day was when a competing car inadvertently bumped the official car of the clerk of the course and put it out of action.

Standard touring cars.—Unlimited: 1. W. Mason, 2,996-c.c., Austro-Daimler (54.88 m.p.h.); 2. R. F. Summers, 4,250-c.c., Vauxhall; 3. D. Tinker, 4,250-c.c., Vauxhall.—Not exceeding 3,000-c.c.: 1. A. M. Pemberton, 1,496-c.c., Fraser-Nash (49.18 m.p.h.); 2. R. F. Summers, 2,986-c.c., Invicta.

Standard sports cars.—Unlimited: 1. R. F. Summers, 4,250-c.c., Vauxhall (54.22 m.p.h.); 2. D. Tinker, 4,250-c.c., Vauxhall; 3. S. E. McGowan, 1,084-c.c., G.N.—Not exceeding 3,000-c.c.: 1. G. L. Jones, 1,496-c.c., Bugatti (52.33 m.p.h.); 2. R. F. Summers, 2,996-c.c., Invicta.—2,000-c.c.: 1. G. L. Jones, 1,496-c.c., Bugatti (51.72 m.p.h.); 2. A. M. Pemberton, 1,496-c.c., Fraser-Nash; 3. S. E. McGowan, 1,084-c.c., G.N.—1,500-c.c.: 1. S. E. McGowan, 1,084-c.c., G.N. (56.25 m.p.h.); 2. G. L. Jones, 1,496-c.c., Bugatti; 3. A. M. Pemberton, 1,496-c.c., Fraser-Nash, and R. R. Jackson, 1,098-c.c., Fraser-Nash. 1,100-c.c.: 1. C. P. J. Churton, 1,099-c.c., Amilcar (47.12 m.p.h.); 2. G. Cowley, 1,099-c.c., Amilcar.

Three-wheeled cycle-cars.—1. H. C. Lones, Morgan (46.63 m.p.h.); 2. H. C. Albino, Morgan.

Sidecars and Three-wheelers.—Unlimited: 1. A. Greenwood, 998 Brough (standing kilo 72.63, flying half-mile 88.24); 2. M. E. Davenport, 596 H.R.D.; 3. H. Hudson, Anzoni.—Not exceeding 600-c.c.: 1. M. E. Davenport, 596 H.R.D. (standing kilo. 70.79, flying half-mile 85.71); 2. E. Searle, 598, Norton; 3. L. Slater, 490 Norton.—Not exceeding 350-c.c.: 1. M. E. Davenport, 349 H.R.D. (standing kilo. 58.56, flying half-mile 69.77); 2. H. Davies, 349 Cotton, and H. Pinnington, 348 A.J.S.

Any car.—Unlimited: 1. R. Mays, 1,998-c.c., Mercedes (65.69 m.p.h.); 2. D. Higgin, 2,996-c.c., Vauxhall; 3. D. Higgin (driver, G. R. Williamson), Old Iron.—Not exceeding 3,500-c.c.: 1. R. Mays, 1,998-c.c., Mercedes (67.67 m.p.h.); 2. B. H. Davenport, 1,496-c.c., Fraser-Nash; 3. D. Higgin, 2,996-c.c., Vauxhall.—Not exceeding 2,000-c.c.: 1.

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Solo.—Unlimited: 1, A. Greenwood, 998 Brough (standing kilo. 84.73 m.p.h., flying half-mile 108.43 m.p.h.); 2, M. E. Davenport 596 H.R.D.; 3, E. Searle, 598 Norton. — Not exceeding 600-c.c.: 1, M. E. Davenport, 596 H.R.D. (standing kilo. 81.50, flying half-mile 98.90); 2, E. Searle 598 Norton; 3, J. E. Wade, 348 A.J.S. (flying half-mile only): G. L. Emery, 493 Sunbeam (3rd standing kilo. only).—Not exceeding 500-c.c.: 1, E. Searle, 598 Norton (standing kilo. 73.56, flying half-mile 90.91); 2, C. J. P. Dodson, 347 Sunbeam; 3, J. D. Potts, 490 H.R.D.—Not exceeding 350-c.c.: 1, M. E. Davenport, 596 H.R.D. (standing kilo. 70.34, flying half-mile 84.91); 2, E. Smith, 348 A.J.S.; 3, H. Pinnington, 348 A.J.S.—Not exceeding 250-c.c.: 1, A. R. Riley, 248 Jap (standing kilo. 56.20); 2, B. Williams, 248 Blackburne; 3, G. Kyffin, 249 Dunelt: 1 (flying half-mile only), B. Williams (67.16).