

Speed on the Sands

Weston-super-Mare Speed Trials

1913-14 and 1919-20

In the early years of the 20th century motorsport was in its infancy. The few who owned cars, and also the general public, were fascinated by speed but in Great Britain, unlike continental Europe and Ireland, racing on public roads was illegal. So in the years leading up to the First World War speed events – hillclimbs, and speed trials on the flat - where cars ran singly against the clock, had huge importance. With the more important events drawing large crowds of spectators, they were hotly contested by the leading car manufacturers of the time, such as Vauxhall, Sunbeam, Crossley and Talbot.

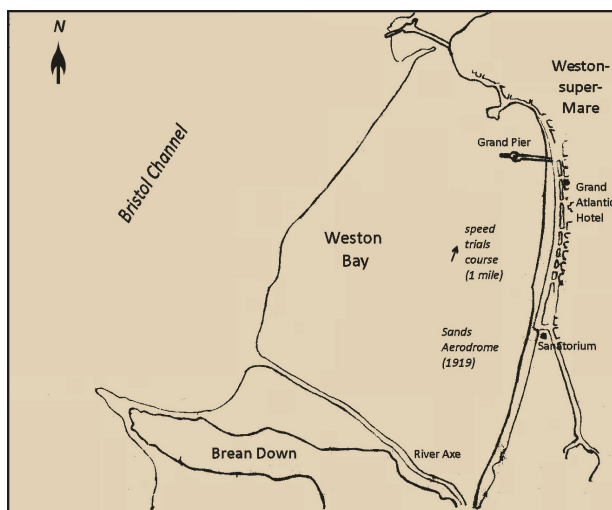
This was of great interest to several seaside towns, keen to draw in extra visitors to spend their money, who would host straight-line speed trials along an esplanade, or, if blessed with a wide expanse of firm flat sand at low tide, on the beach at places such as Skegness on the east coast, or Weymouth to the south. An added advantage of beach events was that several cars could race side by side on the broad expanse and provide a greater spectacle. Following this trend, in 1913 the council of the Somerset town of Weston-super-Mare agreed to allow the Somerset Automobile Club and the Bristol Motor Cycle Club to organise speed trials on the sands of Weston Bay on the Bristol Channel; this would be the first event of its type to be held in the area.

The event was planned for Saturday 4th October 1913 and would cater for all types of motor vehicles – cars, cycle-cars, and motor-cycles. The Bristol MCC organised the motor-cycle and light car sections, while the Somerset club ran the car event. In addition to classes for club members only, the event also included 'open' classes, for trade entrants and professional drivers, with the hope of attracting some of the stars of the day to the West Country.

The Somerset Automobile Club had been formed in 1904, and had previously run hillclimbs for club members at venues such as Shipham, near Axbridge, and Wraxall, near Shepton Mallet. The Bristol Motor Cycle Club (later to become the Bristol Motor Cycle & Light Car Club, and today known as the Bristol Motor Club) had only been formed two years earlier, in 1911, and had run one motor-cycle hillclimb, so this was a new undertaking for both clubs.

Prime organiser for the motor-cycle event, taking on the roles of meeting secretary and clerk of the course, was the experienced Bristol Club Secretary Philip Grout, while organisation of the car event was in the hands of the Somerset AC's competitions committee – Frank Wills, Reginald Graves-Knyfton, Charles Dawe, and Wallace Taylor.

The town council had made it very clear that the organising clubs had full responsibility for the whole event, from laying out the course so as not to interfere with other beach activities, to regulating it and protecting the public. As the beach was an open public space this could and would be problematic.



The course was a straight-line of one mile, 140 feet wide, marked by coloured flags with notices requesting the public to stay clear. Commencing at the southern end of the beach near the Sanatorium (now the Royal Sands apartments) it ran northwards towards the Grand Pier, the finish being around $\frac{3}{4}$ -mile from the pier. A separate return route on the seaward side led back to the competitors' enclosure by the start. A supply of fuel was located nearby, and also a tent where the Oxo Company supplied competitors with free hot drinks.

Unfortunately, on the day the weather was appalling. The morning had opened dull and although nearing the planned 11.30 am start time "*the sun shone brightly and the sand began to dry rapidly*", torrents of heavy rain then began to fall,

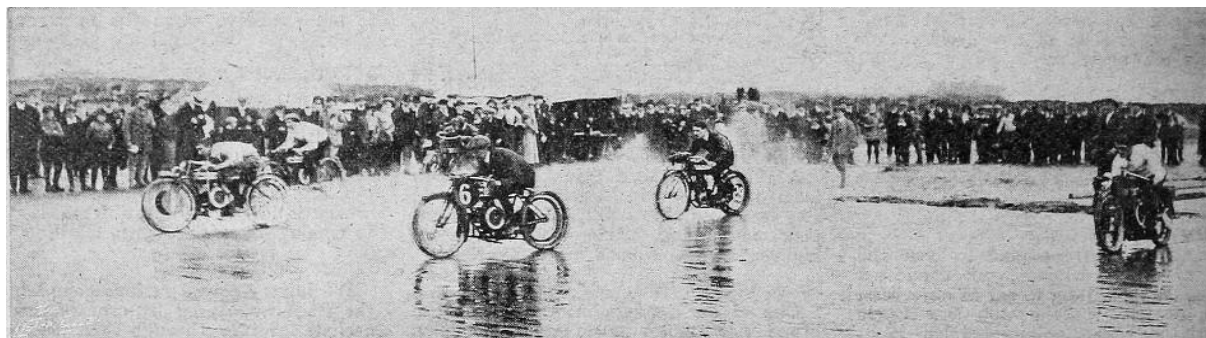
making the sands soft and slushy. Despite the poor weather the course was lined by a reported 5,000 spectators, who were able to view the proceedings without charge. A programme cost 2d (less than 1p today).

The meeting was run as a series of heats and finals for each class (no practicing was allowed), with up to four machines in each race, and a travelling marshal conveyed heat results back to the starter. Despite the poor conditions, and beginning half an hour late, once underway heats were run off every three minutes pretty well right up to the finish at 4 pm.

Motor-cycles

An impressive 125 entries were received for the motor-cycle classes, over 50% being from the Bristol club's members, although many riders entered more than one class – local man GH Fry made 14 entries on four different machines, achieving two wins, one second, and one third place.

The 'bikes were allowed a push-off at the start but pools of water on the course caused slipping drive-belts and shorted plugs for many. Fastest time of the day was by George Clark (Rudge, in the 500cc class) and A. James (Indian, in the unlimited class), both recording 1 minute 14²/₅ sec., approximately 48 mph, speeds obviously being restricted by the saturated sand.



In the other classes, Douglas machines were the most successful lightweights, while Rudge riders also picked up several awards. Winners in the Club-only classes included Willie Douglas (350cc), FC Wasley, and the aforementioned George Fry.

Cycle Cars

In the light car and cyclecar class the 3-wheeler Morgans triumphed over their 4-wheeled opposition in the form of the Singer of Bristol automobile engineer Walter Welch, and the new 8hp Douglas, the first car to be produced by the famous Bristol motor-cycle company, which had made its competition debut at Blagdon two weeks earlier.

Welch's Singer won the first heat however, ahead of the Morgan of Gordon McMinnies, editor of Cyclecar magazine. Following his class win at the Amiens Cyclecar Grand Prix in July, McMinnies had nicknamed his car "Le Jabberwock de Picardie", then, following a bad accident, had rebuilt the car as a single-seater. At Weston McMinnies, with his passenger perched on the tail of the car, made a bad start, then, as he later related *"... soon got up to speed, and obtained a very good lead, only to stop altogether some 50 yards from the finish post, owing to the pistons seizing. Quick as lightning, my passenger and I leapt from our seats and pushed the machine towards the line, being beaten for first place by a tiny margin"*.

In the second heat Bristol Morgan distributor Freddy Cox headed Henry Morgan's Grand Prix model, with the Douglas third. In the final Cox led Henry Morgan home, with McMinnies, who stopped again with piston problems, but still just managed to beat Welch's Singer for third place.

Cars

A reasonable entry of 21 was attracted to the car event, which Autocar noted as being *"very creditable"* for a first event. In the closed competition cars were divided into five classes according to cylinder capacity, however in the open category classification was based on R.A.C horse-power rating (a formula devised for taxation purposes). Cars in the open event could also be run with any kind of body, although they *"must be fitted with efficient mudguards."*



Following the completion of the motor-cycle events at around 2.45 pm, the cars followed on. By now heavy rain was falling continuously, and the cars were started off planks to prevent them sinking axle deep in the sand. Once underway, as the Western Daily Press reported *"... the faster cars formed an imposing spectacle as they roared past at speeds up to 60 miles per hour"*.

While most of the entrants were local to the area, the outstanding cars in the open event were a pair of factory-entered Talbots. In 1913 the works Talbots were dominating the British sprinting scene, with their 12, 15 and 25hp models rarely being defeated. The regular drivers that year were Leslie Hands, George Day and the great Percy Lambert, who that February at Brooklands in a 25hp single-seat Talbot had become the first person to cover 100 miles in one hour. However, as only the cars' entrants names were recorded, who actually drove the cars at Weston remains a mystery.

With the non-appearance of Roy Fedden's Straker-Squire and the Italian Storero of J Howell, the only starter in the Open 26HP class, the works 4½ litre side-valve Talbot 25hp, won on a walkover, as did Willie Douglas in his light car, now running in the Open under-12HP class.

In the 16HP class, true to form the smaller 12hp Talbot easily won both its heat and the final, when it outdistanced its rivals by 200 yards. Second place in the final was closely contested though, with Walter Welch's French 15hp S.C.A.R. just overhauling the Sunbeam of second heat winner Miss Laura Starkey at the finish. Domiciled in Bournemouth, Laura Starkey (*pictured below*) was a regular competitor in the West Country, having won her class at the Somerset club's Wraxall hillclimb in June, and was similarly successful in the closed class at Weston. The other closed class winners were Weston resident and Somerset AC committee man Sidney Pink (15hp Talbot), while AJ House's Arrol-Johnston had a walkover in the 2-litre class.



While there had been some problems with spectators encroaching on the course, crowd control being minimal, and *".... there was some confusion over the motor car events, which were run in the pouring rain. At one stage even the judges did not know which race was being run,"* the Western Daily Press concluded that *"the whole meeting was extremely successful considering the conditions, and there was not a single accident"*. Certainly, it was deemed successful enough to be repeated the following year.

1914

For 1914 the event was moved to a summer date, Saturday 13th June, and the organisers were rewarded with perfect weather. The mile-long course was as before, however, benefiting from their 1913 experiences, lines of palings were erected on the landward side of the course to help keep spectators in check – this year the crowd was estimated to be 10,000. Communications were also improved, with a telephone link installed between officials' tents at the start and end of the course.

Entries were up on 1913, with about 30 cars, and with many of the 60 or so motor-cyclists entering on several different machines, the total entry neared 200. The event seems to have brought a buzz of excitement to the seaside town, conveyed by the Western Daily Press's enthusiastic reporter: *"....at times the streets seemed to be full of nothing but motors of all sorts, shapes, and sizes, going in every possible, and impossible direction."*

One of the handicaps of a beach course was that officials had to wait for the tide to go out before they could start preparing the course, however everything was in place ready for the 1 pm start, with the WDP reporter commenting *"From an early hour in the morning the varied crackle of machines tuned up to concert pitch could be heard from all parts of the town as their owners turned out and made their way down to the competitors' enclosure near the River Axe."*



As in 1913, planks were used to aid grip off the start line.

Once again, the works Talbots were the leading entries, this year with Leslie Hands in the 4½-litre 25/50 hp car, and E. Stokes in the smaller 3-litre 15/20 hp model, supported by Clement-Talbot Chairman Frank Shorland in his 4.8-litre 25/50. Facing the Talbots was a Weston newcomer, Brooklands racer Malcolm Campbell (years later of course to be knighted for his World Land Speed record achievements) in his 3-litre Sunbeam.

As in 1913 the factory Talbots prevailed in the 'Open' event, Stokes winning the 16HP class ahead of Campbell's Sunbeam, while in the bigger car Hands won two classes, and recorded the fastest time of the day in 58²/₅ seconds. Times were clearly much quicker than on the previous year's saturated track, but probably would have been quicker still had it not been for a very strong headwind. The remaining 'Open' class, 12HP, went to the 1800cc Arrol Johnston entered by their Bristol agent, WH Welch & Co., from the only other runner, PM Hill's 1-litre Morris Oxford, which was clad in light blue racing bodywork. H West won the 'Closed' 4.5-litre and unlimited classes in a 'Prince Henry'-type 4-litre Vauxhall, with George Kenshole (2.4-litre Talbot 12) and AE Ansell (3-litre Sunbeam 12-16) claiming the other classes. A team event between cars representing Somerset and Cardiff was an easy win for Somerset.



Stokes' Talbot just beats Campbell's Sunbeam to the finish line.

The Cyclecar final was again won by Freddy Cox in a Morgan, who led all the way, and eventually finished about 50 yards ahead of second placed James Buckingham (later to achieve fame through inventing the incendiary tracer bullet), in his red Buckingham, while Willie Douglas in a smart 1100cc Douglas with bright metal torpedo body came in third. The three-wheeler Morgans were also eligible for the passenger machine class of the motor-cycle event, providing Cox with another win, the Morgans easily outpacing the sidecars.

The fastest solo motorcycle time was recorded by W Thornhill, demonstrating the prodigious acceleration of the new ohv 3½ hp Douglas to easily win the 500cc class in 68 seconds. The motorcycle classes also saw the only serious accident of the day. About halfway down the course in the third heat of class 3, Bristolian HA Owen was thrown off his BSA at about 55 mph when apparently "... he started on a bad wobble and was unable to correct it." Initially it was thought he had a fractured skull, and was taken to Weston-super-Mare Hospital, but was reported later to only be suffering from concussion.

As an additional attraction, a special match race between a car, a racing 'bike and an aeroplane was also scheduled for the afternoon's entertainment. However, owing to military manoeuvres, the aeroplane was withdrawn, and the 8hp Zenith 'bike was easily beaten by the 25hp Talbot.

Overall, the event was deemed to have been a great success, the trade press reporting that it had been *"one of the most successful speeds events held in the West of England"*. No doubt helped by the midsummer date the trials *"were a great attraction to visitors to the Western resort, to whom motor-racing is a novelty"* according to the Western Daily Press, while the Bristol Times & Mirror commented that the spectators *".... enjoyed a thoroughly good programme of racing, which was splendidly gone through without a hitch..."*. The Weston Speed Trials now seemed set for a lengthy future – however, just one month later the world would be at war.

Racing returns

1919

Following the enforced five-year suspension, Weston speed trials resumed in 1919. There were, however, some significant differences. While the Bristol Motor Cycle Club picked up their pre-war activities, the Somerset club now began to focus on the county's roads and motoring issues, and no longer involved themselves in organising speed competitions. The revived event, scheduled for Saturday 30th August, therefore only catered for motor-cycles, and light cars and cyclecars – no more would there be the spectacle provided by the big cars of the pre-war years.

Another change to be overcome was that a large area of the beach, at the southern end near the Sanatorium, had been let by the Town Council to the AV Roe Aeroplane Company to operate joy-riding flights for the public. A satisfactory accommodation was reached, however, that the mile-long course could be largely as before, with the start line at the far (southern) side of the 'Sands Aerodrome', and the finish approximately mid-way between the Grand Atlantic hotel and the South Sea Lawn bandstand.

An entry of 137 competitors was received, around two-thirds being Bristol club members, and *"Weston-super-Mare was invaded by an army of enthusiastic motorists"*, related the Bristol Times & Mirror reporter. Once again, the event was marred by bad weather, with a driving westerly wind and heavy rain arriving just before proceedings began in the afternoon, so that *"in practically every race, each competitor was riding all-out in the teeth of a head wind and heavy rain"*. The fastest time on the day was the 57¹/₅ seconds recorded by George Dance when winning the unlimited solo motorcycle final on a 3¹/₂ hp Sunbeam 500.

The light car and cycle car class attracted a meagre two entrants, Theodore Gilmore Ellis' 10hp GN Vitesse and the 980cc M.A.G.-engined three-wheeler of Henry Morgan. Reacting promptly to the starting pistol, Ellis led away from the line, but was soon overtaken by Morgan. However, the Morgan then slowed, its high gear dog having broken, and could only complete the course in low gear, leaving Ellis to sweep over the finish line in the GN at well over 60 mph to win.



Morgan and Ellis at the start.

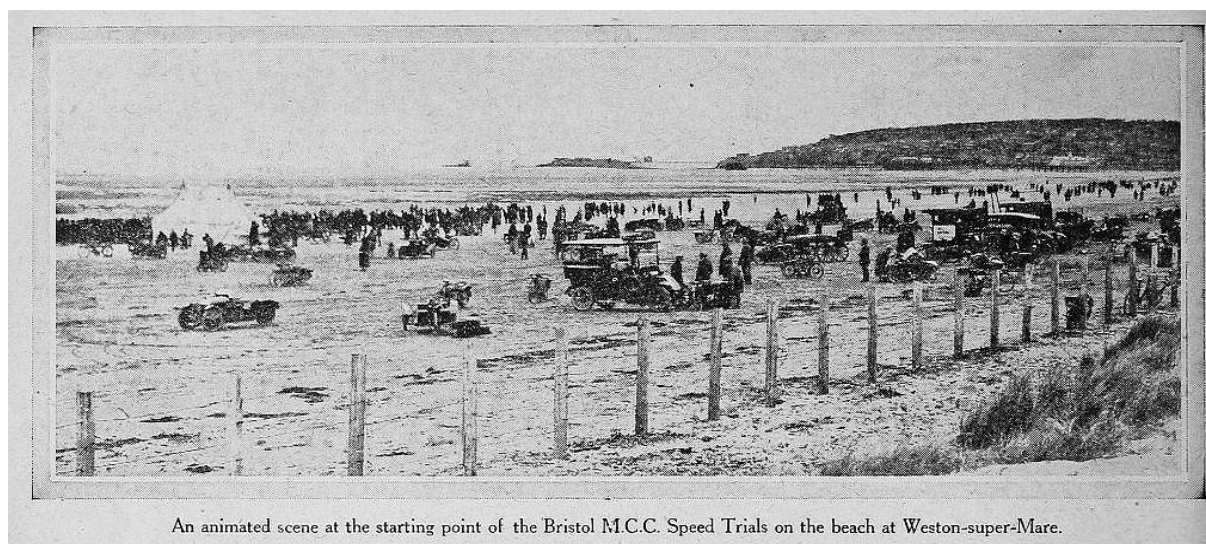
As in 1914 a special aeroplane v. car v. motorcycle match race was included as an extra attraction. The plan was for a standing start together from the start line, the aeroplane having to lift off the ground within 500 yards, and finish over the line at a height to safely clear the spectators' heads, timekeepers' tent, etc. Similar to 1914, the aeroplane failed to appear, the Avro to be piloted by Sands Aerodrome manager, ex-RFC Captain Nelson Appleford, having met with an accident on the Friday evening. After Teddie Kickham's 2³/₄ hp Douglas hit plug trouble halfway down the course, the car, a 1914 Straker-Squire 15hp competition special in the hands of Roy Fedden (later, as head of the Bristol Aeroplane Company Engine Department, to become Sir Roy) cruised to an easy win, and received the silver cup presented by the Hutchinson Tyre Company.

Although Motor Cycle magazine congratulated the organisers *"on running off a programme in a most satisfactory manner despite the bad weather conditions prevailing"* there had been considerable difficulty controlling the crowd of *"many thousands"*. With the posts holding up the boundary ropes falling over in the wet sand, many encroached on the course, especially at the finish line, despite the best efforts of the local police.

1920

The Bristol club persevered with the event the following year, now with a late Spring date, Saturday 8th May, but again were plagued with poor weather and a wet track, with the quickest run again being made by George Dance on his 500cc Sunbeam, recording 56 seconds dead when winning his heat in the unlimited class.

This year there was no class for four-wheelers at all, just a class for three-wheel cyclecars, in which Alan Hill's Morgan beat Eric Longden's similar machine. And once again the crowd, estimated to be 5,000 at its peak, proved difficult to control, especially late on in the afternoon.



Aftermath

For 1921 the Bristol club were unable to arrange a convenient date at Weston-super-Mare, and focussed instead on a hillclimb at Kingsdown Hill near Bath. Considering a return to Weston the following year, and bearing in mind the crowd control difficulties, the club resolved not to continue with any speed trials on the Sands, but did ask the Weston-super-Mare Town Council if they could hold a speed event on the Promenade or adjacent Marine Drive. After deliberation the Council decided they wouldn't sanction racing on any public highway. So, after just four events, the 1920 speed trials would be the last to run at Weston-super-Mare until 1948, when the Bristol club were able to return, and to run an event along the Promenade.

Postscript

In 1948 and 1949 the Bristol Motor-Cycle and Light Car Club (as the Bristol MCC had become) ran sprints along Weston's Marine Parade, and in 1949 there was also an ACU motorcycle race meeting. The car sprints were revived in 1959 by the Burnham-on-Sea Motor Club, continuing until 1992, in later years being run in conjunction with the Vintage Sports Car Club.

Motor sport also returned to Weston beach in 1970, when the Weston-super-Mare MC began four-at-a-time Sandocross racing, the last event, to date, being in 2014. Today the beach continues to be the venue for an annual motorcycle endurance race, which was first held in the early 1980s.

*Pete Stowe
March 2021*

RESULTS

1913 – 4th October

Organisers

Cars (RAC authorised): Somerset Automobile Club.

Motor-cycles and Light cars & Cyclecars (ACU authorised): Bristol Motor Cycle Club

Cars - 21 entries
Class 1, Closed (for cars with engines not exceeding 1944cc) : Mr AJ House's 11.9 hp Arrol-Johnston, a walkover.
Class 2, Closed (for cars with engines not exceeding 3015.92cc): Heat 1: 1 st Miss LB Starkey (12-16 hp Sunbeam); 2 nd G Kenshole (12-15 hp Talbot). Heat 2: 1 st GH Williams (20 hp Ford); 2 nd RB Graves-Knyfton (15/9 hp Singer); 3 rd Mr E Gee (12-16 hp Sunbeam) Final: 1 st Miss LB Starkey (12-16 hp Sunbeam); 2 nd Mr GH Williams (20 hp Ford).
Class 3, Closed (for cars with engines not exceeding 5229.64 cc): 1 st Mr ES Pink (15 hp Talbot); 2 nd Mr JS Tyssen (15/18 hp Hupmobile); 3 rd JA King (20-40 hp Metallurgique).
Class 6 (for all-comers' cars under 12 hp RAC rating): Mr WW Douglas (8 hp Douglas light car), a walkover. Non-starters: Mr AJ House (11.9 hp Arrol-Johnston); Mr FR Sampson (10hp Bugatti).
Class 7 (for all-comers' cars under 16 hp RAC rating): Heat 1: 1 st The Earl of Shrewsbury & Talbot's (12 hp Talbot); 2 nd WH Welch (15 hp SCAR); 3 rd Mr RB Graves-Knyfton (14 hp Humber). Heat 2: 1 st Miss LB Starkey (15 hp Sunbeam); 2 nd RB Graves-Knyfton (15 hp Singer). Also entered: WH Welch (15 hp Crossley). Final: 1 st The Earl of Shrewsbury & Talbot's (12 hp Talbot) (at 60 mph); 2 nd Mr WH Welch (15 hp SCAR); 3 rd Miss LB Starkey (15 hp Sunbeam).
Class 8 (for all-comers' cars under 26 hp RAC rating): The Earl of Shrewsbury & Talbot's (25 hp Talbot), a walkover. Non-starters: Mr AHR Fedden (15 hp Straker-Squire); Mr J Howell (18 hp Storero).
Light cars
Open: Cyclecars not exceeding 1100cc, passengers not under 132 lbs. in weight Heat 1: 1 st WH Welch (Singer); 2 nd WG McMinnies (Morgan 'Le Jabberwock de Picardie'); 3 rd J Cates (Morgan) Heat 2: 1 st FG Cox (Morgan); 2 nd HFS Morgan (Morgan); 3 rd WW Douglas (Douglas). Final: 1 st FG Cox (Morgan); 2 nd HFS Morgan (Morgan); 3 rd WG McMinnies (Morgan); 4 th WH Welch (Singer) Fastest time: WG McMinnies 1 min 47 ¹ / ₅ sec.
Match Race (car v. motor-cycle) George Griffiths (8 hp Zenith motorcycle), a walkover. Non-starter: FC Clement (15hp Straker Squire)

Results sources: Autocar, Automotor Journal, Cyclecar, Motor, MotorCycle, Bristol Times & Mirror, Western Daily Press

Notes:

Closed classes = entry restricted to members of the organising club only.

Names listed are of the vehicles' entrant, who was not necessarily the driver.

RAC Formula, devised for taxation purposes.

RAC HP = (D x D x n) / 2.5 where D = cylinder bore & n = number of cylinders

Car model designations such as 12/16 hp relate to RAC hp / actual hp.

The Earl of Shrewsbury & Talbot, John HJ Chetwynd-Talbot, was the founder of Talbot cars' manufacturer Clement-Talbot Ltd, of North Kensington, London. He did not drive his cars in competition.

1914 – 13th June**Organisers**

Cars (RAC authorised): Somerset Automobile Club.

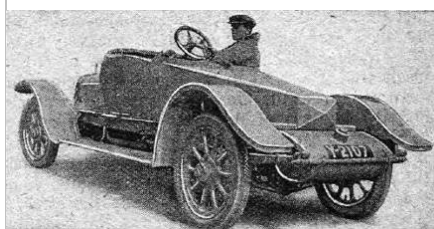
Motor-cycles and Light cars & Cyclecars (ACU authorised): Bristol Motor Cycle Club

Cars. Approximately 30 cars entered.**Class 18** (for cars not exceeding 1944.3 cc) – cancelled owing to insufficient entries**Class 19** (for cars not exceeding 2613 cc): - 4 entries1st Mr George Kenshole (12 hp Talbot 2412 cc);2nd Mr Wallace A Taylor (12 hp Rover 2298cc); 3rd Mr JH Collins (12 hp Rover 2298cc).

Mr. Coates (Arrol-Johnston) retired after completing approximately ¼ of the course.

Class 20 (for cars not exceeding 3616 cc) – 7 entriesHeat 1: 1st Mr ER Insole (15.9 hp Sunbeam 3012cc), Time: 1 min 12¹/₅ sec.2nd Miss Laura Starkey (12-15 hp Sunbeam, 3012cc); 3rd Mr ES Pink (15 hp Talbot* 3561cc).Heat 2: 1st Mr AE Ansell (12-16 hp Sunbeam 3012cc) Time: 1 min 9¹/₂ sec.2nd Mr WG Barlow (12-16 hp Sunbeam 3012cc).Final: 1st AE Ansell (12-16 hp Sunbeam 3012cc) Time 1 min 10¹/₅ sec;2nd WG Barlow (12-16 hp Sunbeam 3012cc) ; 3rd ER Insole (15.9 hp Sunbeam 3012cc)**Class 21** (for cars not exceeding 4575cc) – 4 entries1st Mr H West (25 hp Vauxhall 3969cc) Time: 1 min 18¹/₅ sec;2nd Mr ES Pink (15 hp Talbot* 3561cc); 3rd Mr RA Radcliffe (20 hp Vauxhall 3053cc).**Class 22** (for cars with unlimited capacity) – 4 entries1st Mr H West (25 hp Vauxhall 3969cc) Time 1 min 19²/₅ sec.;2nd Mr ES Pink (15 hp Talbot* 3561cc); 3rd Mr FJ Gurney (15.9 hp Hispano Suiza 3616cc)**Class 24** (open, for cars under 12 hp RAC rating) – 2 entries1st Messrs. Welch & Co (11.9 hp Arrol Johnson 1794cc) Time 2 min 51⁴/₅ sec. ;2nd Mr PM Hill (10 hp Morris Oxford 1016 cc) [*#19, light blue racing body*].**Class 25** (for cars under 16 hp RAC rating) – 7 entriesHeat 1: 1st the Earl of Shrewsbury and Talbot, driver E Stokes (15-20 hp Talbot 3012cc);2nd Mr M Campbell (12-16 hp Sunbeam 3012cc).Heat 2: 1st Mr WG Barlow (12-16 hp Sunbeam 3012cc) Time 1 min 11³/₅ sec.;2nd Mr ER Insole (15.9 hp Sunbeam 3012cc)Final: 1st the Earl of Shrewsbury & Talbot, driver E Stokes (15-20 hp Talbot 3012cc) Time: 1 min 3⁴/₅ sec;2nd Mr M Campbell (12-16 hp Sunbeam 3012cc); 3rd Mr ER Insole (15.9 Sunbeam 3012cc)**Class 26** (for cars under 26 hp RAC rating) – 4 entries1st the Earl of Shrewsbury & Talbot, driver Leslie Hands (25-50 hp Talbot 4575cc) Time: 59⁴/₅ sec ;2nd Mr F Shorland (25-50 hp Talbot 4807cc); 3rd Mr M Campbell (12-16 hp Sunbeam 3012cc)**Class 27** (for cars over 26 hp RAC rating) – 2 entries1st the Earl of Shrewsbury & Talbot, driver Leslie Hands (25-50 hp Talbot 4575cc) Time: 58²/₅ sec (BTD);2nd Mr F Shorland (25-50 hp Talbot 4807cc).

*Note.



Somerset AC Secretary Sidney Pink's 15HP Talbot (registration no. Y2107), fitted with special two-seater body by Fear & Sons of Weston-super-Mare.

Team Event – Somerset v. CardiffHeat 1: 1st Miss Laura Starkey (12-15 hp Sunbeam, 3012cc).Heat 2: 1st WG Barlow (12-16 hp Sunbeam 3012cc); 2nd Mr ER Insole (15.9 hp Sunbeam 3012cc).Heat 3: 1st AE Ansell (12-16 hp Sunbeam 3012cc); 2nd Mr H West (25 hp Vauxhall 3969cc).1st Somerset; 2nd Cardiff.

Cycle Cars (Open)
Class 9 (for cycle cars not exceeding 1100cc) – 7 entries
Heat 1: 1 st FG Cox (Morgan 996cc) Time: 1 min 21 ² / ₅ sec; 2 nd JF Buckingham (Buckingham 1100cc) <i>[red]</i> .
Heat 2: 1 st WW Douglas (Douglas 1070cc) Time 1 min 28 ¹ / ₅ sec.; 2 nd PA Stone (Morgan 996cc)
Final: 1 st FG Cox (Morgan 996cc) Time 1 min 20 ⁴ / ₅ sec.; 2 nd JF Buckingham (Buckingham); 3 rd WW Douglas (Douglas 1070cc)
Notes. Other entries: AE Moore Calthorpe. 4 Morgans entered. Douglas car: competition no. 23, registration no. AE 3558

Motor-Cycle event
Class 13 , Final, Closed to BMCC club (passenger machine championship on time and sealed handicap) - 15 entries
On time: 1 st FG Cox (Morgan 996cc) Time 1m 19 ⁴ / ₅ sec; 2 nd PA Stone (Morgan 996cc)
On Handicap: 1 st FG Cox (Morgan 996cc); 2 nd GH Fry (Zenith 996cc m/c & sidecar); 3 rd PA Stone (Morgan 996cc)
Class 17 , Closed to BMCC club, novices only (for passenger machines not exceeding 1100cc)
1 st PA Stone (Morgan 996cc); 2 nd HA Pritchard (BSA 557cc m/c & sidecar); 3 rd J Cates (Morgan 996cc)

Match Race (car v. motor-cycle v. aircraft)
25 hp Talbot motor car easily beat 8hp Zenith motorcycle. (Aircraft withdrawn).

Results sources: Western Daily Press, Bristol Times & Mirror, Light Car, Autocar, Motor, Automotor Journal.

1919 – 30th August

Organisers

Motor-cycles and Light cars & Cyclecars (ACU authorised): Bristol Motor Cycle Club

Cycle Cars & Light cars
Class 9 (for cycle cars or light cars according to RAC classification)
1 st T Gilmore Ellis (10 hp GN Vitesse 1087cc) Time 1 min 25 ¹ / ₅ sec; 2 nd HFS Morgan (10 hp Morgan 980cc)

Match Race (car v. motor-cycle v. aircraft), 15 guinea silver cup presented by Hutchinson Tyre Company.
AHR Fedden (15 hp Straker Squire motor car), Time 1 min 10 sec. beat E Kickham (2¾ hp Douglas motorcycle).
Non-starter: Captain Alexander Nelson Appleford, DSO, RFC (Avro)
Results sources: Bristol Times & Mirror, Western Daily Press, MotorCycle, Light Car & Cyclecar.

1920 – 8th May

Organisers

Motor-cycles and Cyclecars (ACU authorised): Bristol Motor Cycle Club

Event 11 (for three-wheel cyclecars)
1 st B Alan Hill (8hp Morgan) Time: 1 min 32 ¹ / ₅ sec; 2 nd Eric Longden (8hp Morgan) 1 min 59 ⁴ / ₅ sec.
Results source: Western Daily Press. MotorCycle.

≈ ≈ ≈ ≈

References

Western Daily Press, Bristol Times & Mirror, MotorCycle, Autocar, Automotor Journal, Motor, Light Car, Cyclecar, Somerset Automobile Club archive.

Sprint – Speed Hillclimbs and Speed Trials in Britain: 1899-1925, TR Nicholson (David & Charles, 1969).
Weston-Super-Mare and the Aeroplane, Roger Dudley and Ted Johnson (Amberley Publishing, 2010).

Gaumont Newsreel of the 1920 event via:

<https://www.britishpathe.com/video/VLVABCEQM3KUDWAYQQ3PBF0ES5FQV-MOTORCYCLE-RACING-ON-THE-SANDS-AT-WESTON-SUPER-MARE/query/Weston>

Westcountry Motorsport History

Website <https://bpmc.org.uk/petestowe/wmh.htm>

petestowe @ talktalk.net

Last updated: 23 December 2021