

THE TIMES

Monday 3rd January 1949.

Sir Malcolm Campbell died on New Year's Eve at his home in Reigate, Surrey, at the age of 63. His death deprives Great Britain of another of that small group of drivers who have made this country the leader in speed records on land and water. His determination, his **courage**¹, and his long continued effort- often rewarded with success - to hold first the land and then the water speed record for England earned him the **admiration**² and **gratitude**³ of his countrymen. He spent his own money freely in what is **probably**⁴ the most expensive game in the world. He had no **ulterior**⁵ motives, and with his natural **pleasure**⁶ from his own successes he **mingled**⁷ pride that his achievements had served the country of his birth. Malcolm Campbell was born at Chislehurst on March 11, 1885, the only son of William Campbell, a diamond **merchant**⁸. He was educated at Uppingham, leaving at the age of 16 to learn languages in Germany and France. At the age of 21 he became an underwriting member of Lloyd's, but his main interest lay in speed, and from fast motorcycles he **progressed**⁹ to cars and to motor racing. At the outbreak of the war of 1914-18 he enlisted in The Royal West Kent Regiment and for some months was employed as a motorcycle dispatch-rider. In 1916 he transferred to the Royal Flying Corps. On demobilization he entered the motor trade and as a racing driver began to stand out from the rest. At this period he drove in every race at Brooklands Racing Circuit that was suitable, and there and elsewhere he **collected**¹⁰ a mass of prizes driving cars and breaking speed records. Tiring of Brooklands track, Campbell was determined to capture the world's speed record, and in 1922 he reached a speed of 135 mph. at Saltburn, without breaking the record. After another failure in Denmark, through **inefficient**¹¹ timekeeping, he took his Sunbeam car to Pendine Sands, Carmarthenshire where he raised the record first to 146 mph. and then to 150 mph. **Rivalry**¹² with the late Sir Henry Segrave began, each in turn putting up new records which were to the credit of Great Britain as well as to the **skill**¹³ and courage of the drivers. By 1928, Campbell had set his heart on becoming the first man to travel at a speed of 300 mph. on land. He had already reached 272 m.ph. in 1933 and in March, 1935, he raised the record to 276 m.p.h. at Daytona Beach, but the **limitations**¹⁴ of this course, which was soft and became rippled by the tides, put an end to further attempts until a more **suitable**¹⁵ course could be found. This proved to be the Bonneville salt flats in Utah, and it was here that Campbell **accomplished**¹⁶ perhaps the finest feat of his life in raising the land speed record to 301 mph. in September, 1935. By 1937, Campbell's ambitious goals in breaking speed records were still not satisfied and he found a new outlet in motor-boating. Just before the outbreak of World War Two, Campbell took his craft - named Bluebell - to Coniston Water and skilfully attained the **phenomenal**¹⁷ speed of 141 mph, which still stands as the record.

Sir Malcolm Campbell was married twice and leaves a son and daughter.

dealer	praise	extra	advanced	delight	restraints
competition	went	achieved	convinced	astounding	thanks
possibly	appropriate	impressed	bravery	incompetent	friendship
distant	gathered	hidden	ability	matched	mixed