

THE BRIGHTON SPEED TRIALS

Raymond Mays (E.R.A.) Breaks His Course Record. Gerard (E.R.A.) Makes Second Fastest Time and Mrs. Gerard (E.R.A.) Best Ladies' Time.
Many New Class Records. Much Improved Organisation.

AS usual, the speed trials along Brighton's historic sea-front formed a most interesting feature of a crowded sprint season, and this year, apart from starting rather late, were excellently organised. This time no motor-cycles competed and the entry was somewhat smaller than in 1946 or 1947, so that two runs per competitor were possible and the whole thing was most enjoyable. Officials and Press representatives were issued with armbands and were allowed to do their respective jobs unmolested. The rain kept off and the wind neither favoured nor hindered the cars. Not only did Mays in his E.R.A. reduce his course record by 0.41 sec., to 23.86 sec., but 12 new class-records for the kilometre-long course were established. Since the demise of Brooklands, Brighton offers the only opportunity the British have of seeing cars going at full-bore—Mays must have been doing over 160 m.p.h. over the finishing line—and this classic venue is deservedly popular. We are already looking forward to the 1949 event. The course was rather bumpy beyond the finish this year but the worst spots had been patched successfully.

Standard Sports Cars up to 1,300 c.c.

Phillip's M.G. won from Lester's M.G., and Lucas' M.G., beating Lester's old record by 4.61 sec. after breaking a half-shaft on its first run. Havart's M.G. ran well, as did Monica Whinecop's Balilla F.I.A.T.

1st: G. E. Phillips (1,250-c.c. M.G.)... 35.20 sec.
2nd: H. Lester (1,086-c.c. M.G.)... 36.17 "
3rd: I. C. Lucas (1,250-c.c. M.G.)... 41.04 "
Also ran: Havart (M.G.), 41.10; Mrs. Whinecop (F.I.A.T.), 41.31; Mayers (M.G.), 42.0; Croysdill (Riley), 42.00; Cotes (M.G.), 42.56; Miss Lambert (M.G.), 44.4; Collins (F.I.A.T.), 45.0; Higgins (M.G.), 45.6.

Standard Sports Cars, 1,301-1,500 c.c.

Uglow's H.R.G. was in magnificent form and lowered Newton's record by 0.93 sec.

1st: W. P. Uglow (1,496-c.c. H.R.G.) 35.79 sec.
2nd: T. W. Dargue (1,433-c.c. M.G.)... 37.23 "
3rd: R. B. Brock (1,496-c.c. H.R.G.)... 37.87 "
Also ran: Ruddock (H.R.G.), 38.27; Roberts (H.R.G.), 39.6; Palmer (Frazer-Nash), 41.82; Moorfield (M.G.), 43.4; Rowlands (Bugatti), 44.0

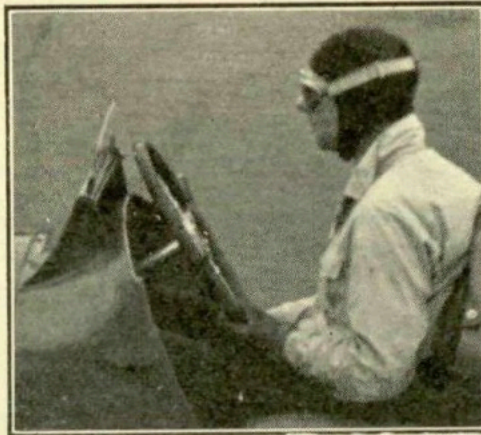
Standard Sports Cars, 1,501-2,000 c.c.

Only four ran, Way's special B.M.W. comfortably beating Tony Crook's not-exactly-standard 328 B.M.W., Way bettering his own record by 1.37 sec.

1st: R. Way (1,971-c.c. B.M.W.)... 32.39 sec.
2nd: T. A. D. Crook (1,971-c.c. B.M.W.)... 33.20 "
3rd: Miss Haig (1,972-c.c. B.M.W.)... 35.39 "
Also ran: Woods (Frazer-Nash), 39.6 sec.

Standard Sports Cars, over 2,000 c.c.

Walker's Delahaye went splendidly, beating Matthew's Jaguar with which it was paired, although the latter held a momentary lead. The Delahaye bettered its old record by 1.47 sec. Parker's Jaguar had no difficulty about dis-



[Photo by Guy Griffiths]

SPRINTER SUPREME — Raymond Mays set a new Brighton Course Record and, next week-end, secured the 1948 Hill-Climb Championship.

posing of its partner, Jay's J.B.M. Boothby won a duel with Mrs. Allard, who kept her Allard's screen erect, and Price's Price Special caught Wick's Allard. Symondson's Type 57 Bugatti beat Dryden's Jaguar very easily. Metcalfe's ex-Barnato Hassan was 2nd.

1st: R. R. C. Walker (3,557-c.c. Delahaye) 31.41 sec.
2nd: I. Metcalfe (8,000 Bentley) ... 31.64 "
3rd: G. E. Matthews (3,486-c.c. Jaguar) 32.60 "
Also ran: D. Parker (3,485-c.c. Jaguar) 32.85; Symondson (Bugatti), 32.95; Dryden (Jaguar), 34.4; Boothby (J.B.M.), 34.8; Finch (Jaguar), 35.18; Mrs. Allard (Allard), 35.20; Jay (J.B.M.), 35.4; Price (Price-Special), 35.72; Hogg (Bentley), 35.87; Wick (Allard), 36.0; Wright (Lagonda), 36.16; Tipper (Healey), 36.5; Goodhew (Lagonda), 36.6; Sir David Gamble (Invicta), 37.37; Cookson (Allard), 39.4; Charnock (Alvis), 41.0.

Supercharged Standard Sports Cars up to 1,200 c.c.

Owen Finch's exceedingly potent Amilcar Six dominated the nine runners, breaking Kennington's old record by 6.32 sec. There was at first some bother about the rear wheels being larger than those at the front but the International ruling now permits this, and another protest anent methanol also fell flat when fuel and jets were inspected. These cars were sold as sports models and raced as such when new, so this fuss was rather odd. Hanman's "PB" M.G. (Finch's old 750-c.c. car re-built) gained a huge advantage over Orlebar and Hobbs' very smart M.G., likewise vanquished Marshall's M.G. Thomson's odd Morgan 4/4, with front-end converted to L.M.B. split-axle, and with a hand clutch-control, beat Barnes' M.G. away but was caught.

1st: O. A. F. Finch (1,086-c.c. Amilcar) 31.76 sec.
2nd: T. D. Hanman (939-c.c. M.G.)... 34.21 "
3rd: F. J. A. Hobbs (1,087-c.c. M.G.) 34.60 "
Also ran: Marshall (M.G.), 34.78; Barnes (M.G.), 37.61; Orlebar (Orlebar), 37.8; Christmas (M.G.), 38.27; Thomson (Morgan), 46.8; Render (Austin Seven), 53.6.

Supercharged Standard Sports Cars, 1,201-1,500 c.c.

It was nice to see a Continental visitor, Hubert Patthey, in his smart "TC" M.G., win from two other "TCs." He beat Collin's M.G. record by 1.09 sec.

1st: H. Patthey (1,250-c.c. M.G.) ... 35.06 sec.
2nd: C. R. Wood (1,250-c.c. M.G.) ... 35.91 "
3rd: J. Rowe (1,250-c.c. M.G.) ... 36.40 "

Also ran: Jacobs (M.G.), 37.04.

Supercharged Standard Sports Cars, Unlimited.

Tony Crook's Alfa-Romeo really got into its stride, breaking Oliver's Bugatti record by 1.32 sec. In spite of Sedgwick's approving glances at the ribbed blower of Smeed's 4½ Bentley, this car was no match for Ayrton's beautifully handled Type 55 Bugatti with Type 51 engine, Ayrton clad in a fine white suit. Lewis' "2.3" two-seater Alfa-Romeo, with Continental registration, sounded fine and Gilbey's sleek "2.6" Alfa-Romeo was more than a match for the Bartlett-entered "2.3" four-seater of this make. James' fabulous "4.9" Bugatti beat Mann's "2.6" Alfa-Romeo, which spun its wheels too much on getaway. Metcalfe's fine 8-litre Bentley still suffered from clutch bothers, but achieved 3,800 r.p.m. in top, using 7.00 by 19 rear tyres.

1st: T. A. D. Crook (2,904-c.c. Alfa-Romeo) 30.26 sec.
2nd: R. O. Ayrton (2,262-c.c. Bugatti)... 30.89 "
3rd: J. M. James (4,840-c.c. Bugatti) ... 30.91 "

Also ran: Metcalfe (Bentley), 31.64; Lewis (Alfa-Romeo), 31.66; Imhof (Allard), 31.80; Bartlett (Alfa-Romeo), 32.22; Mann (Alfa-Romeo), 32.37; Gilbey (Alfa-Romeo), 32.39; Parker (Jaguetto Special), 33.2; Smeed (Bentley), 33.8; Bartlett (Alfa-Romeo), 37.8.

Vintage Sports Cars, Unlimited.

This class produced some of the most exciting duels of the day. Alan May beat Cook's 4½-litre Bentley fairly easily on his first run, and was then paired with Smeed's blower 4½-litre Bentley for his second run. This time May went over the line at nearly 3,300 r.p.m. in top, equal to about 97 m.p.h. and Smeed was .6 sec. slower, flame showing from the region of his supercharger as the fuel feed dried up. Sedgwick's smart 4½-litre Bentley was paired with Quartermain's lowered "30/98" Vauxhall and easily beaten on its first run, but, kept in 3rd gear over the line the next time, it vanquished the Vauxhall by 0.17 sec. Another fine duel was that between Pitt's blower 4½-litre Bentley and Butterworth's unblown 4½-litre Bentley, the former just ahead. Finch's Amilcar, now with larger rear tyres and using methanol, again dominated the class and broke Grain's Bugatti record by 2.72 sec. Crozier's Mercedes-Benz, its blower whining entrancingly, was very fast in spite of its heavy coupé body. It was good to see a 3-litre Sunbeam in action and Abbott's Mercedes ran very consistently;