



SEVERAL alterations of major importance characterise the regulations governing this year's Junior Car Club's International Trophy Race.

This event, the third in the series, will be run on the same ingenious handicapping system as its two predecessors—a system which is proclaimed as ideal for a Brooklands event both by drivers and spectators.

One's first inclination is to congratulate the J.C.C. upon having secured the King's Jubilee Bank Holiday Monday as the date for the running of this event, but upon further reflection it would appear that this may prove somewhat of a mixed blessing, as that day inevitably will provide an enormous number of counter-attractions.

It is greatly to be hoped, however, that the J.C.C. will reap the just reward of their enterprise, for they certainly have gone to an immensity of trouble to make this race interesting from the point of view of the general public.

In addition to the very original course used in previous years, a system of £10 bonus "primes" for all class leaders at 15, 30 and 50 laps respectively (*à la Indian-*

THE THIRD INTERNATIONAL TROPHY RACE

Venue	Brooklands
Date	Monday, 6th May
Final date for receipt of entries ...	Thursday, 18th April

apolis) has been introduced—presumably to discourage excessive "foxing"—while the introduction of the M.G. Car Company's Team Challenge Trophy and Replicas for the nominated team of three cars putting up the best collective performance and finishing within the time limit fixed for the race is another popular innovation.

This year's Regulations provide that the only recognised finishers in the race will be the first eight cars to complete the course within half-an-hour of (and including) the winner.

Entries will be limited to cars up to 4 litres in capacity, and three-wheelers are barred. Entries will be divided into four groups as under :—

GROUP 1.—For cars with supercharged engines up to 750 c.c. For cars with unsupercharged engines up to 1100 c.c.

GROUP 2.—For cars with supercharged engines over 750 c.c. but under 1100 c.c. For cars with unsupercharged engines over 1100 c.c. but under 2000 c.c.

GROUP 3.—For cars with super-

charged engines over 1100 c.c. but under 2500 c.c. For cars with unsupercharged engines over 2000 c.c. but under 4000 c.c.

GROUP 4.—For cars with supercharged engines over 2500 c.c. but under 4000 c.c.

Starting at 2 p.m., the race will be for 100 laps of approximately 2.6 miles, the circuit known as the Double Twelve circuit being used in a clockwise direction. An "S" bend will be situated on the Finishing Straight.

After negotiating this "S" bend, the competing cars will be diverted on each circuit into one of four channels, according to the group in which they are competing. The severity of the turns in each channel will constitute the handicap, and will be arranged by the Club with the object of bringing the lap speed of each group to a common figure.

Lord Nuffield's Prize for Winner

The entrant of the winning car will receive a cash award of £500, presented by Lord Nuffield of Oxford, and will become the holder, for one year, of the Society of Motor Manufacturers

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