

BRITAIN TURNS OUT THE SUPER RACING CAR

A car to challenge all comers! That's the verdict on Britain's newest racing car - the B.R.M. - given its first public work-out at Folkingham aerodroms. At the wheel is Raymond Mays - 48-year-old crack driver - who first thought of building this national racing car. Mays persuaded 160 manufacturers in all parts of the country to come in on the venture. In just over two years, they spent more than £150,000. This is the result. And seldom has so much money been better spent. For Mays, like the rest of us, is tired of Britain being the world's best losers. In the B.R.M., British drivers will at last compete on even terms with foreign competitors, whose cars have for years been subsidized by their Governments. On a disused airfield in Lincolnshire, a gleaming, silver bullet writes a new page in motoring history.

Raymond Mays (who got up from his sick-bed to be in on this first trial run) proves that in the B.R.M., Britain has found a winner.

The sleek and handsome car - weighing well under a ton in spite of its 16 cylinder engine - is capable of topping 200 miles an hour. First clash with foreign cars will come next May in the European Grand Prix. Two further identical models are at present under construction at the Bourne factory. Run by a research trust (financed by the motor industry) the B.R.M. trio is out to give Britain the same world lead on the road that we have in the air. Discussing future plans, Raymond Mays says:

"..... magnificent support from all the trust, in the future as in the past, as obviously we cannot get on without them and I do know that all at Bourne will do their very best to make a success of the car and endeavour to uphold British prestige throughout the world."