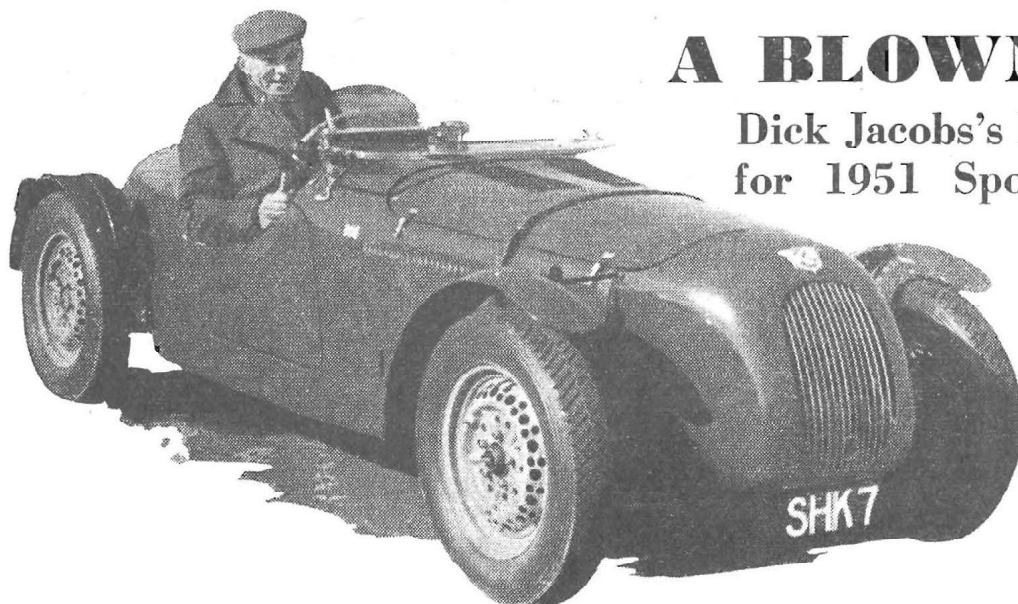


A BLOWN "1,100"

Dick Jacobs's Interesting M.G. for 1951 Sports-Car Racing



blowing at 8-10 lb. per sq. in., takes its mixture from a single, 1½ ins., S.U. carburetter. The inlet manifold is of Dick's own design, and there are, of course, many secrets inside the power-plant. A "bunch of bananas" exhaust system is used.

Cooling is of the sealed pattern, the radiator itself being 1950 Morris-Oxford. A Gallay oil-cooler is carried behind the front grille. Ignition

DICK JACOBS has been faithful to the marque M.G. for many years, and his consistency won him a place in John Thornley's very successful 1950 team of TD Midgets, which he repaid by winning the 1½-litre class in the R.A.C. Tourist Trophy, and securing second place in his class in the B.R.D.C. One Hour Production Car race. For non-production sports car events, Jacobs favoured a very fast supercharged 1,100 c.c. machine, built up from various Midget and Morris parts. The car bore a strong resemblance to one of the original Mille Miglia Magnettes.

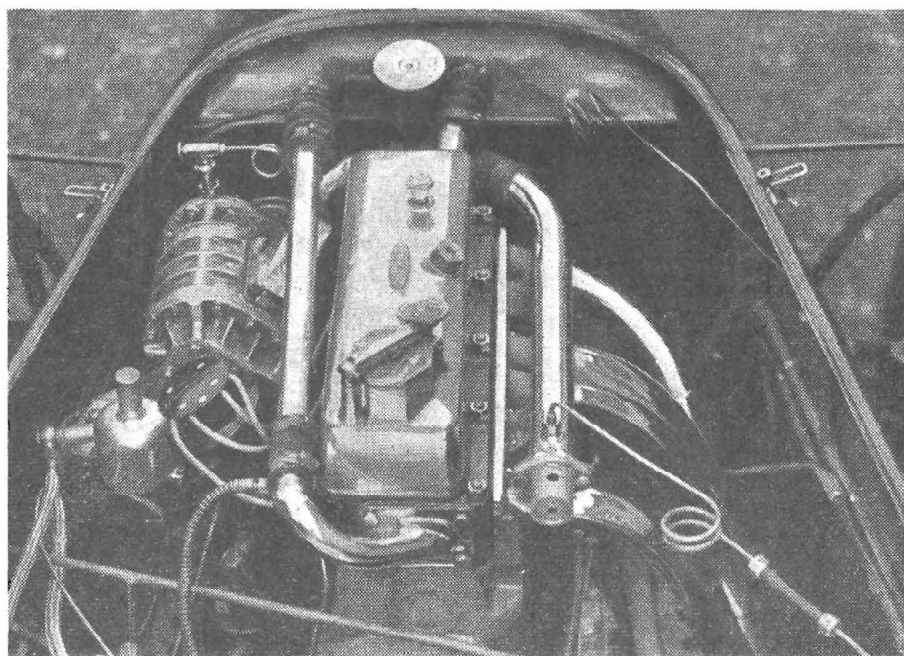
For this season's racing Dick has produced an entirely new sports car, with a chassis built up on the TD frame principle. Most of the detail work was carried out by the Mill Garage, South Woodford, and his mechanic Ken Keener was i/c general plumbing.

Front suspension is partly TD and partly Y-type, the bottom wish-bone plates being drilled for lightness. Wheels (much-ventilated) and brakes are Y-type and consequently are not of the 2LS type.

Helical Rear Springing

The rear suspension is a complete departure from established M.G. practice. The axle is supported by slightly inclined helical springs, and located by short, pivoted radius arms. A Y-type axle is used. Girling dampers are fitted front and rear.

The neat light-alloy body is carried on a superstructure built up of



POWER-HOUSE: The 1,100 c.c., push-rod engine has a Marshall supercharger. A "bunch of bananas" exhaust system is a feature.

light-gauge steel tubes. It conforms fully with F.I.A. sports car regulations, and is fitted with hood, fold-flat windscreen, aero screen, driver's door and light-alloy bucket seats. The engine compartment cover is secured by four clips, with a bonnet strap added for extra security. An 11-gallon fuel tank is carried between the axles, in the tail. Tyre sizes are 16 ins. by 5.25 ins. (front) and 16 ins. by 5.50 ins. (rear).

The o.h.v. (push-rod) power-unit is basically similar to that used on Jacobs's 1950 car. Capacity is 1,087 c.c. (90 mm. by 62 mm.) and a belt-driven Marshall supercharger

is supplied by a British Scintilla-Vertex magneto, and twin S.U. petrol pumps are employed. Transmission is via a TD gearbox.

Dimensions are identical to the standard TD, but the Jacobs machine is very much lighter. The actual weight is, well, it wouldn't be fair to give it away!

The car will be seen at Goodwood next Monday, and will be run in stripped form. It is also Dick's intention to enter for the B.R.D.C.'s Manx Cup race in the Isle of Man next June, as well as running in as many sports-car events as business commitments will permit.

**COOK'S AUTOTRAVEL
CONTINENTAL RALLY**

MESSRS. THOS. COOK & SON LTD. are organizing a motoring rally to France, Switzerland and Southern Italy, provisionally leaving England on 25th August and returning on 15th September.

Participants, on landing at Calais, proceed across the Plain of Picardy to Soissons, then through France's Champagne country to the Vosges, and thence to Switzerland. They will

then cross the St. Gotthard Pass into Italy, and will visit Bellagio, Florence, Tuscany, Rome and Naples, will cross by boat to Capri, and return via Naples, Rome, Siena, Pisa and Rapallo, into France by the Mont Cenis Pass and then to Aix-les-Bains, Autun, Soissons, through the battle areas of two wars, and then home by Calais and Dover.

Prices and details of what promises to be a splendid opportunity of sightseeing in Europe can

be obtained from the Autotravel Dept., Thos Cook & Son Ltd., at 45 Berkeley Street, W.1.

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**THE JAGUAR MONTLHERY
FIGURES**

WHEN Leslie Johnson drove his XK120 Jaguar at Monthéry on 12th March for a one-hour's high speed test attendant F.I.A. officials recorded the following interesting figures:—

- 50 kms. in 15 mins. 30.56 secs.; average speed 128.46 m.p.h.
- 50 miles in 23 mins. 8.3 secs.; average speed 129.68 m.p.h.
- 100 kilos in 28 mins. 38.23 secs.; average speed 130.19 m.p.h.
- 100 miles in 45 mins. 51.32 secs.; average speed 130.85 m.p.h.
- One hour, standing start at 131.2 m.p.h.
- One hour, flying start at 131.83 m.p.h.

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**BOLTON-LE-MOORS RALLY AND
DRIVING TESTS**

Provisional Results

- Best Production Car:** R. Robert Oakes (M.G.).
 - Best Special:** Ken Bailey (Bailey Spl.).
 - Best Bolton-le-Moors C.C. Member:** B. L. Glaister (ex-Cream Cracker Spl.).
 - Class A, Open, under 1,500 c.c.:** B. J. Warr (M.G.).
 - Class B, Closed, under 1,500 c.c.:** K. Bancroft (Ford).
 - Class C, Open, over 1,500 c.c.:** Ian Appleyard (Jaguar XK 120).
 - Class D, Closed, over 1,500 c.c.:** R. Holt (Allard).
 - Class E, Specials, under 1,500 c.c.:** C. Corbishley (C.C.S.).
 - Class F, Specials, over 1,500 c.c.:** A. J. Lilley (A. W. Spl.).
- A full report of this very successful event will appear next week.

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**N.W. LONDON M.C. COVENTRY
CUP TRIAL**

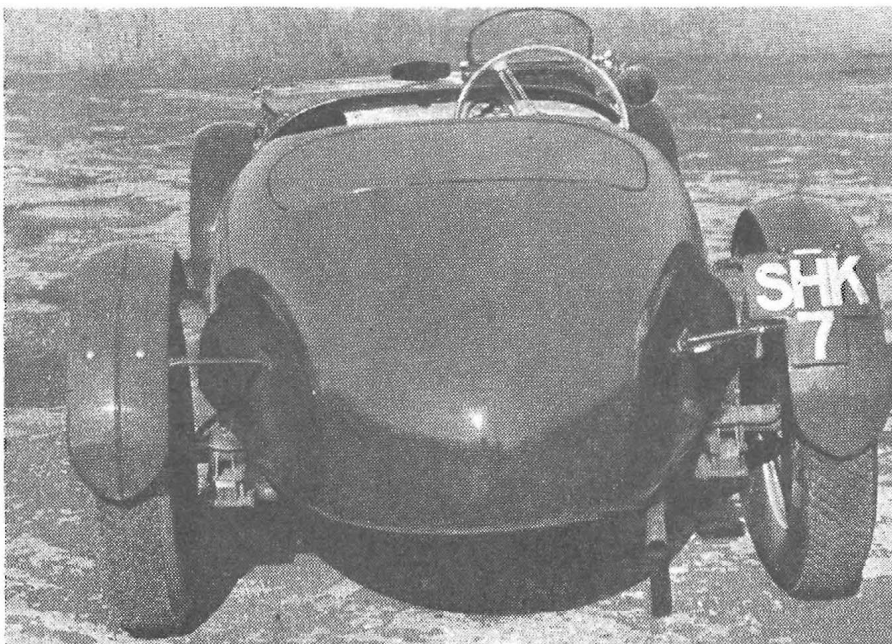
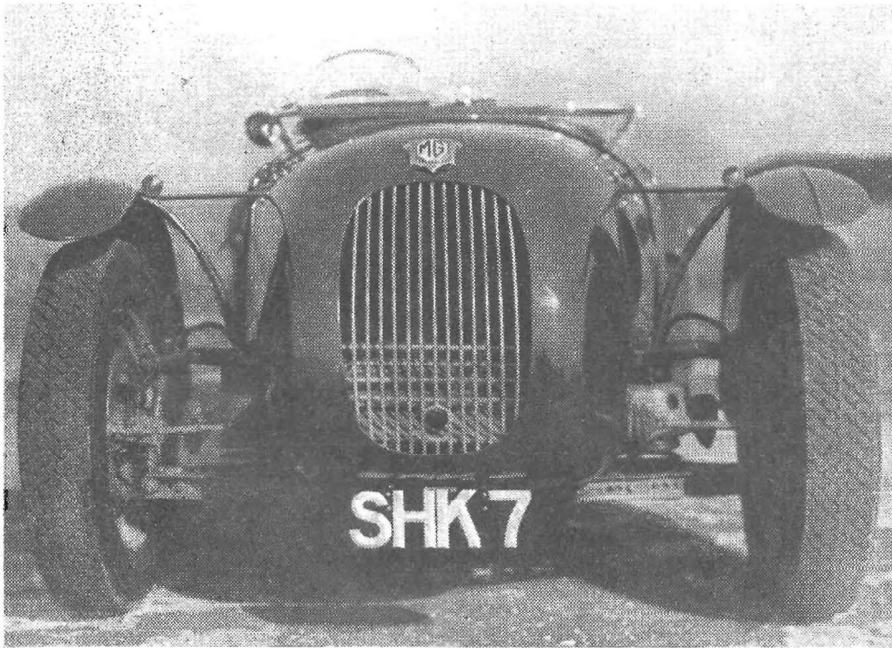
Results

- Coventry Cup:** E. B. Spence (Spence Spl.).
- 1,100 c.c. Class:** L. Onslow-Bartlett (Bartlett).
- Unlimited Class:** K. E. O. Burgess (Allard).
- 1st Class Awards:** A. G. Imhof (Imhof), R. Faulkner (Paul Spl.).
- 2nd Class Awards:** G. Pentony (Cyclops), J. Clayton (C.C.S.).

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BROUGH "500" ENTRIES

To date, 27 cars have been entered for the 500 c.c. car event at the Brough Aerodrome meeting on Easter Saturday, including many of the top-liners. The motor-cycle racing will begin at 2 p.m. and the car event will be held later in the afternoon.



NOTHING SUPERFLUOUS: From any aspect the Jacobs M.G. presents a neat and functional appearance.