

MOTERING NEWS (Continued from page 591)



Cecchini cornering in the Acerbo Cup Race, on the Pescara circuit. In this race M.G. Magnette K35 driven by the late H. C. Hamilton, R. Cecchini and Dick Seaman finished first, second and third respectively.

Alley, which was climbed by three Midgets only. M.G. also made best brake test performance. In the Gloucester Motor Cycle and Car Club Trial, the Hardacre Premier Car award was won by G. Rea (P Midget), and the Thatcher Trophy Trial premier award was won by F. G. S. Cook, a member of the Great West Motor Club, who drove an M.G. Magnette.

Sydney Cummings

Sydney Cummings, who has been mixed up with Brooklands racing right back to the start, and in motor racing generally years before, has passed away and will be sadly missed by all those who knew him—to his family and relatives sincere sympathy. M.G. enthusiasts will probably remember him as that energetic little man who won the veterans' race in grand style on an M.G. Magna at the B.A.R.C. August Bank Holiday 1933 Meeting.

Rumours

At this period rumours of next year's plans are circulated pretty freely. The Evans family have definitely acquired three N Magnettes for trials and, if all we hear is true, are to race two "Q's" next season, K. D. guiding the one and Doreen the other, who, if I am not mistaken, will soon be in the front rank of women drivers, especially if she maintains the high standard of racing she exemplified in the Relay and Mountain Race.

Charlie Martin, another M.G. enthusiast, has been doing things

at the Molshiem Works, and there looks to be a reasonable possibility of seeing him at the wheel of a G.P. Bugatti of the type raced in the 1934 French Grand Prix. The same remarks apply also to Eccles and Lord Howe, these cars, incidentally, having overcome teething troubles.

Meanwhile Tongue is due to race himself around in the ex-Whitney Straight K3, with which Seaman won the Junior Swiss Grand Prix record at Mont Ventoux, etc., Major Gardner has acquired the single-seater Magnette of Ronnie Horton, and a certain Mr. Smith has bought the Magnette which put up such a good show in the 500 conducted by Major Gardner and Dr. Benjafield.

More Class Records

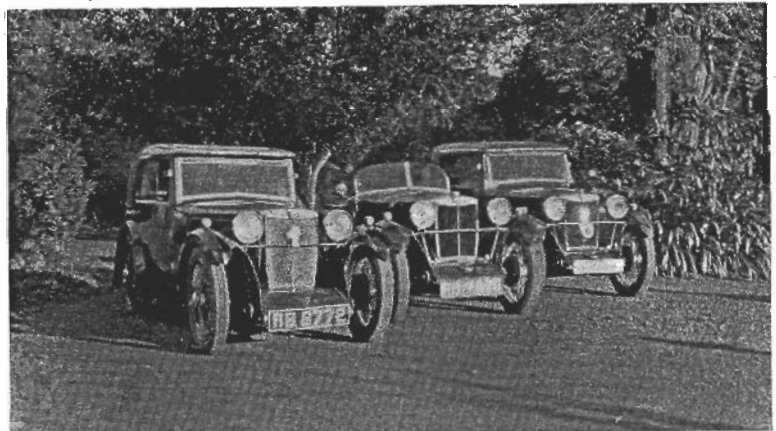
The 24 hours record in the

International Class "G" (750 c.c.) has recently been 'dowered' by Maillard-Brune and Druck, driving M. Menier's M.G. Midget J4. The new figure, which awaits confirmation, is 76.30 m.p.h., representing an improvement of nearly 6 m.p.h. on the old record established in December, 1932, by an M.G. Midget J3, driven by Captain Eyston, A. W. Denly, T. H. Wisdom and E. R. Hall.

In addition to the 24 hours record Maillard-Brune and Druck covered 2000 kilometres at 122.597 k.p.h. (76.9 m.p.h.), thus also setting up a new record for the distance.

Lately the flying kilometre record has received more than the usual attention and there seems a tendency in certain circles to go out for an increase in ultimate class speeds rather than to annex a batch of records. Typical examples are the Mercedes' marvellous speed of almost 200 m.p.h. at Gyon (14 cwt., 200 m.p.h. on a road—pew!), and Fourmanik's 139 m.p.h. on the Autostrada near Bologna with the 1100 c.c. Maserati. The latter, of course, subject to confirmation, captures the kilo. record established by Eyston last October, which is understandable, since Eyston had to spare the 'Magic Magnette' for the hour record, which probably explains the reasons that the speed for the Magnette kilometre was only approximately that of the "Magic Midget" when it took the kilometre separately at 128 m.p.h.

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Mr. C. D. V. Wilson, of Rangoon, has kindly sent us the above photograph of the first three M.G. Midgets to arrive in Burma. The car on the right has been out ever since the spring of 1931.