

MOTORING NEWS —

FROM ALL QUARTERS

Championships

Corresponding with the methods adopted in this country by the B.R.D.C. of awarding a Gold Star for Track and Road racing, in Italy Championships are contested for, the two of main importance being for national drivers in the unlimited and 1100 c.c. classes.

Varzi with the Alfa Romeo, as everyone anticipated, was placed first in the unlimited category by virtue of his wins in the Bordino G.P., Targa Florio and Coppa Ciano. There were two other events eligible for Italian championship competition. The Acerbo was won by Fagioli (Mercedes), and the Stelvio by Belmondo (Alfa Romeo).

In the smaller class somewhat of a surprise has been created, for Cecchini, an independent and previously a comparatively unknown race driver, who has exclusively raced an M.G. Magnette K3, has beaten the small Maserati, Bugatti and Fiat teams and has won the 1100 c.c. championship by a handsome margin. Cecchini's successes in the championship contest include Acerbo and Stelvio; in the latter event he created a new record in the 1100 c.c. class with an increase of about 7 m.p.h.

Cecchini's record also includes a class win and record at Vermicino Hill Climb and a first place in the Circuito di Modena Round the Houses Race for cars of under 1500 c.c.



We are indebted to Mr. Martin Mitchell, of Huddersfield, for the above snapshot of his car beside the three-shire stone, where Lancashire, Cumberland and Westmorland meet at the top of Wrynose Pass, in the Lake District.

Australian Grand Prix

From our Australian representative comes news of the Victorian Centenary Grand Prix, held at Phillip Island close to Melbourne, on 27th October. A trio of P type Midgets won the Team Prize and a P type was also second.

Warren, who recently took a "Q" Racing Midget "down under" and set up an Australian mile record at 114 m.p.h., which promptly brought him back to scratch in the Grand Prix, giving Thompson's K3 1 minute 10 seconds start, set up a new lap record at 85 m.p.h. Warren eventually finished 8th in spite of running out of petrol, and other M.G.s finished 2nd, 5th, 7th and 8th.

Our informant goes on to describe the course as a 6¼ miles rectangular one with the four bends

picturesquely named Hell, Heaven, Gentle Annie and Young & Jacksons, there is a good deal of dust about which adds a spice of danger to the racing, visibility at times being about 20 ft. and reminiscent of the old days the drivers steered by the tree tops.

The London—Gloucester

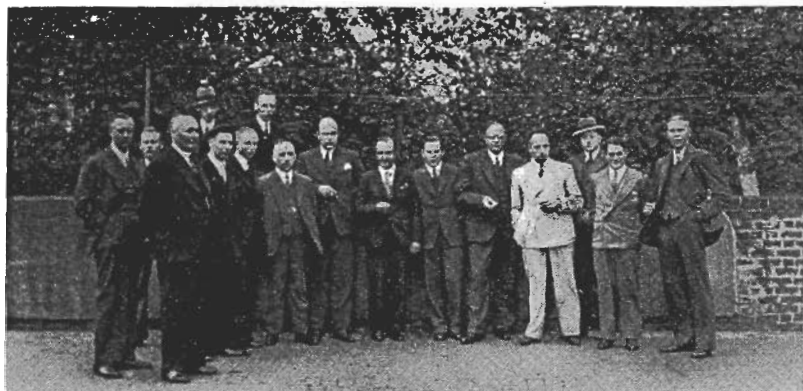
This year's Gloucester proved the undoing of practically the entire entry as far as 100 per cent. performances were concerned, so Crawford with his Magnette N type deserves a very hearty back pat for bringing home the Gloucester Cup for the best car performance.

C. A. N. May also did extremely well to get his P type Midget through clean, as there were only four of the entry, which numbered 176, to do so, and he, Crawford and Bill Haden, the latter on a P type Midget, won the team competition.

That consistently successful lady driver, Mrs. Riley, also handled her J2 with such good effect as to win the Ladies' Cup, so considering the "Gloucester" as a whole, the M.G.s accredited themselves pretty well, winning nearly all the special awards.

Three Trials—Three Wins

Harrock's M.G. Midget has won the Trophy in the West Hants L.C.C. Senior Trophy Trial, which was run over a 100 miles course with six observed hills, the worst of all being Atkins



The above group was taken at the M.G. Works recently, on the occasion of a visit by a party of M.G. Agents from Holland.