

MOTORING NEWS

(Continued from page 640)

be a match for their German rivals which showed up to advantage at the end of last season.

After a whole lot of "shopping" on the part of the drivers and those concerned, the Teams for the season are for the most part fixed up.

Herewith sundry details of the more important:—

Ferrari (Alfas)—Nuvolari, Chiron, Dreyfus, Trossi, Commotti, Brivio.

Auto Union—Von Stuck, Varzi, Prince von Leiningen.

Mercedes—Caracciola, Von Brauchitsch, Fagioli.

Eyston (M.G.s)—Eyston, Handley, Black (Reserve Seaman).

Austin — Dodson, Woods, Driscoll.

Noel Rees—Lord Howe, Brian Lewis.

Sub Alpina (Maseratis)—Etancelin Zehender, Ghersi and Farina.

E.R.A.—Mays, Cook, Rose-Richards, Seaman.

Whitney Straight is to be an independent this season and is not to operate a Continental programme, the reason being that he has become a Director of General Aircraft Ltd.; but it may be anticipated he will appear in some of the British events in the G.P. Maserati which he drove in 1934. Straight has already done a great deal of flying and is acquiring a machine with a potential 200 m.p.h. for his own use.

One has to sympathise with Humphrey Symons in his bad luck in the Monte Carlo Rally. After 2350 miles from Umea, over a good deal of ice-covered road and when almost a certain winner, irrespective of class, he had certain trouble in the final test, probably due to having skidded off the road on one or two occasions. He won a second place in the coachwork comfort competition for open cars and demonstrated the reliability of the supercharged Magnette N. type, but all this must seem poor consolation after being within an ace of victory.

Winning the Colmore Trophy

FORTHCOMING FIXTURES

MARCH

- 2. Junior Car Club, Brooklands Rally.
- 9. Light Car Club Reliability Trial.
- 9. Riley M.C. Reliability Trial.
- 10. Standard C.O.C.—S.E. Section Reliability Trial.
- 10. Vintage Sports Car Club Reliability Trial.
- 15-24. Geneva Motor Show.
- 16. Brooklands Auto. Racing Club, Open Meeting.
- 16. N.W. London M.C. Coventry Cup Trial.
- 16. Southport M.R.C. Speed Meeting.
- 16. Standard Car Owners' Club, Reliability Trial.
- 17. Brighton and Hove M.C. Ltd., Spring Cup Trial.
- 17. Frazer Nash C.C. Reliability Trial.
- 23. Cambridge U.A.C. Speed Trial, Siston Park.
- 23. M.G. Car Club (Scottish) Reliability Trial.
- 23. United Hospitals and U.L. M.C. Reliability Trial.
- 23. N.W. London M.C. Reliability Trial.
- 24. M.G. Car Club (Northern Centre) Opening Event.
- 24. Hastings and District M.C. Reliability Trial.
- 24. Kentish Border C.C. Hill Climb.
- 26-30. R.A.C. Rally, Eastbourne.
- 30. Scottish Sporting C.C. Half-Day Trial.
- 31. Bugatti Owners' Club, Malvern Rally.
- 31. Great West M.C. Spring Cup Trial.

has become almost a habit with M.G. competitors, having pulled it off for the fourth successive year. This year G. Goodman, with an M.G. Midget, has the honour, with a figure of merit of 22.4.

The Bernard Norris Cup for the best performance with an 1100 c.c. car goes to that consistently successful trials driver, H. K. Crawford, who was driving an M.G. Magnette N. type.

Best performances in International classes were won by J. M. Toulmin (1100 c.c.) with an M.G. Midget P. type, and E. M. Tomkinson (1500 c.c.) with an M.G. Magnette. In addition, the M.G. competitors won 50 per cent. of the premier awards and seven second class, all this provisional, and subject to confirmation.

Les Murphy, who won the Grand Prix at Phillip Island, Australia, with an M.G. Midget P. type, has written about racing generally in that country and, looking back over the past twelve months, M.G. appears as the outstanding marque.

Anyway, in four events on the Phillip Island course, about fifty miles from Melbourne, M.G.s have won three, a team prize in another, and in the fourth fastest time for the race and fastest lap, the last incidentally with the K.3 M.G. Magnette with which Bernard Rubin and the late Sir Henry Birkin put up such a fine performance in the Mille Miglia of 1933.

Which reminds me, what a long life and varied some racing cars have. A few days back I was looking over the record of one of the 1933 Mille Miglia team cars, which has performed as follows:—

First in the Mille Miglia 1933. Third, International Trophy.

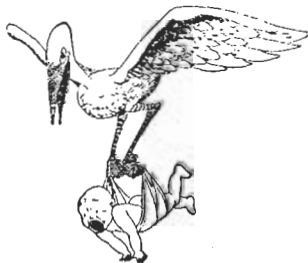
Driven by George Eyston in the 1933 I.O.M. Mannin Beg.

First, T.T. 1933 (Nuvolari).

It was then bought by a German, who is reported to have fitted a single-seater body, chromium plated all over!

After racing it in the 1934 Mille Miglia, he raced it again at A.V.U.S., and then it passed on to Josef Moritz, who set up four records during the record week last October at Tat, in Hungary, and won first prize at Gödöllő, Mount Harmashater and Dreigemarkungs Hill Climbs and, as far as is known, the car is all ready to go back in the fray of 1935.

MOTORING TERMS ILLUSTRATED



No. 10—AUDIBLE WARNING OF APPROACH!