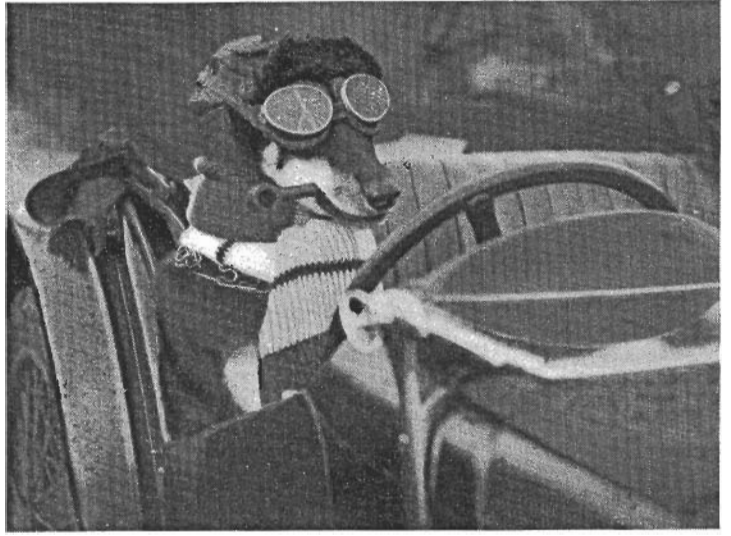


MOTORING NEWS



BELIEVE IT OR NOT!

WHAT is to be the Grand Prix formula for 1937-8 and 9? In this country the British Racing Drivers' Club are in favour of limiting engine size to two litres, whilst Mr. Kimber, the Managing Director of The M.G. Car Company Ltd., whose letter to the Press I append, favours 1500 c.c. maximum capacity and 600 kilogrammes minimum weight:—

"Sir,

"We understand that the International formula for Racing cars, which at present is simply one of a maximum weight of 750 kilogrammes, is under revision, with the idea of introducing fresh regulations that can come into force for the racing season commencing 1937.

"Because of this we trust you will find space for this letter, with the idea of supporting a proposal which we understand has been put forward by the R.A.C. on behalf of Great Britain.

"It is well known that the present regulations have resulted in the production of a car which is too fast for reasonable safety in road races, and also that only a few drivers are capable of piloting them.

"We would like to see a formula introduced, consisting simply of a maximum cylinder capacity of 1500 c.c. and a minimum weight of 600 kilogrammes, as raced, but without fuel.

"If this were then adopted, the following important results would be achieved:—

"(1) A formula that could be simply and easily checked and verified, and would prevent any possibility of international friction between countries arising as to the way in which such regulations

had been interpreted.

"(2) The cars, whilst being with present developments extremely fast, would be infinitely safer.

"(3) A very much larger number of drivers would be capable of driving them.

"(4) Whilst the adoption of these regulations would be favourable in Great Britain, it would be equally favourable to quite a number of factories on the Continent, who are at the present time unable to build racing cars to the existing formula. This would have the beneficial effect of making the various events more varied and more international in character.

"(5) It would put an end to the present position, where Grand Prix racing is in the hands of five firms only, most of whom are understood to be heavily subsidised by their respective Governments.

"In conclusion, we are writing this letter in the hope that, should it be published, it will create an interest in a subject which otherwise might not be ventilated.

THE M.G. CAR COMPANY LTD.
CECIL KIMBER,
Managing Director."

"Feb. 2, 1935."

Bearing in mind that Alfa Romeo, Maserati and Bugatti already have under 1500 c.c. racing cars, Auto Union and Mercedes are alleged to be building them also, besides which the British M.G. and E.R.A. are producing under 1500 c.c. single-

seater jobs, the 1500 c.c. formula would undoubtedly ensure a far greater number of makes in the races thus governed without restricting speeds to the extent of spoiling the events from the spectacular viewpoint.

Anyway, these points of view make good material for discussion and a deal depends on the decision, since even though there are only a few Grands Prix run under the international formula, the cars are eligible for the other events for racing cars on the international calendar, which means that the formula has a great bearing on racing as a whole.

With the possibility of the 1500 c.c. formula being accepted, the next step, of course, would be to raise sufficient prize money and revive the British Grand Prix to be run under the new formula.

Coming back to the present, the racing season has really begun, with a Ferrari win for Nuvolari in the Pau Grand Prix, speed 52.19 m.p.h. with a 2600 c.c. Alfa; team mate Rene Dreyfus was second, also with an Alfa, and Soffiette third. Things are not yet in full swing, but when the Germans get going we shall have some even more interesting racing than last year, bearing in mind that the Alfa, with the Porsche independently sprung rear wheels, etc., will most likely

(Continued on page 641)