

# ODDS & ENDS

## The Acerbo Cup Race

**W**ITNEY STRAIGHT put up a fine show in the Acerbo Cup Race in Italy, when he won the 1,100 c.c. class on his Magnette at an average speed of 75.48 m.p.h., covering 102 kilometres in 50 mins. 23.2 secs., against strong opposition.

This success follows close upon his fine performance in the Swedish Grand Prix, in which, driving his Alfa-Romeo, he finished second.



Here we have Mr. W. E. Belgrave at the wheel of his J.3 Midget, in which he won the 1,100 c.c. Glacier Cup in the recent International Alpine Trial

## A Trials Success

The London Eagle Motor Club have just announced the results of their London-Salisbury trial. It transpires that R. Napper with an M.G. wins the Salisbury Cup which is the premier award, W. J. Cope (M.G.) the Richards' Trophy and Becket Cup, J. Berry, also in an M.G., wins the

Waller Cup, and W. G. Worsfield (Morris Minor) the car Trophy.

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## Nuvolari Again!

Nuvolari has scored another success in the race at Nice, this time driving a Maserati at the average speed of 64.36 m.p.h. over a course of 305 kilometres.

Hon. Brian Lewis (Alfa-Romeo) finished sixth, three laps behind the winner.

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## In Esthonia

In a race for motor-cycles and cars, which took place near Reval in Esthonia, an M.G. Midget J.2, driven by Mr. Arno Koch, won its class at a speed of 116.9 k.l.m., and put up the fastest time of the day, beating a Delage which was second at 103.4 k.l.m.

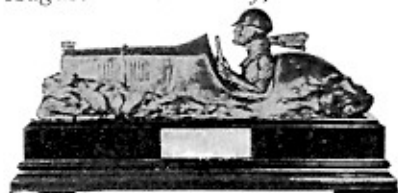
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## Giving Credit—

Attention has been drawn to the fact that mention of the S.U. carburetter was omitted from the list of components fitted to the M.G. Magic Midget, an article on which subject was included in the May issue of this magazine. As a matter of fact the S.U. carburetter has been used in practically every M.G. success.

## Lap Record

R. T. Horton, with his supercharged "K.3" M.G. Magnette, set up a new record for the outer circuit for cars of 1,100 c.c. at 115.55 m.p.h. during the British Empire Trophy Meeting; the previous record, held by Goutte on a Salmson, had stood since August Bank Holiday, 1926.



The handsome L.C.C. Relay Race Trophy

## Relay Race Equipment

The equipment of the Magna team which won the Relay Race included Dunlop tyres, Ferodo brake-linings, Pratts petrol, Shell oil, Brittol, Bonora filler-caps, British Jaeger instruments, K.L.G. plugs, Philco transitone, S.U. carburetter, and Lucas electrical equipment.

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## Another Continental Win

News contained in a recent telegram from Liechtenstein states that Mr. R. H. Riley, J.3 M.G. Midget, gained first prize in the 1,100 c.c. class in the Reineck Wazenhausen Mountain Race.