

# The MAGAZINE

VOLUME I. NUMBER 5. JANUARY, 1934.

ISSUED BY THE M.G. CAR COMPANY LTD.,  
ABINGDON-ON-THAMES, BERKSHIRE.

PRICE - SIXPENCE  
By Post, EIGHTPENCE

PUBLISHED  
BI-MONTHLY

*The Editor and Staff of The M.G. Magazine  
wish all Readers a Happy New Year and  
full enjoyment from their motoring in 1934*

## A "KNOBBLY" PROBLEM!

### Should Competition Tyres Have Been Banned?

THE recent decision of the M.C.C. to ban the use of competition tyres in their events will come as a great surprise to the majority of trials drivers who had grown to regard that Club as a progressive organisation.

It must be apparent immediately that such an act on the part of such a Club can only be inspired by one circumstance; and whilst we acknowledge modestly the implied tribute to the M.G. and other modern sports cars, yet we cannot let it be thought that we consider that the M.C.C. has acted within its rights in levying such an embargo.

*If competition tyres are to come under a ban, why not blowers, aluminium heads, solid axles and super-low gear ratios?*

In our view it is a definitely retrogressive step to ban from any form of competition any feature of design or equipment which is embodied on a car in order to render it more efficient—and when it happens to be an accessory which is available to all and suitable to every type of car, we consider such an act wholly indefensible.

When a club organises a trial the regulations in effect say:—

"We, as organisers of this trial, have found a course, and we bet you a Premier Award against your entry fee that you cannot get round it 'clean.'"

By paying your entry fee, you accept the wager.

You have imposed no restrictions

on the Club in the matter of their selection of the course. You have even left them a free hand to include "special tests" in order to make the trial harder for you.

*Are you not entitled, then, to expect to be allowed to equip your car free from the Club's dictation?*

The banning of chains was mutually agreed upon by organisers and competitors alike, as the fitment of these took most of the sting out of a trial; but the amazing number of failures in the London-Exeter Trial have proved conclusively that further penalisation of the competitor is superfluous, if not unfair.

Some trials men have been heard to voice the opinion that competition tyres are an expensive item.

Such, definitely, is not the case.

We venture to make the positive assertion that the fitment of a set of good competition tyres for trials work is not only a very real economy but also a vital safety-factor in sports car motoring.

Trials over the rough courses in use to-day will hack a set of ordinary tyres to pieces in half a season, with the consequent tendency for such trials competitors as cavil at the expense of a pair of competition covers to run on the road on unsafe tyres; whereas a set of "comps" will last right through a couple of strenuous seasons with a consequent saving on your touring-tyre bill.

We hope that all our readers who are members of the M.C.C. will attend that body's Annual General Meeting and clamour for the withdrawal of what we consider a grossly unfair imposition upon the rights of a fine body of sportsmen.

*Fair Play for those who Play Fair!*

CONDUCTED BY  
ALAN C. HESS

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