

BI-MONTHLY BULLETIN

THE Hon. Gen. Secretary, who is now F. L. M. Harris, 2 Dorset Buildings, Fleet Street, London, E.C.4, reports that the Club continues to make very gratifying progress. The recently formed Manchester and District Centre now has a membership of 73 and has planned an attractive list of fixtures. On 8th April the Centre held a race meeting in conjunction with the Southport Motor Club's event and this proved to be a very enjoyable occasion.

Midlands Centre

The Midland Centre's first annual general meeting took place at the Falcon Hotel, Stratford-on-Avon, on Sunday, 29th April, which was too late for a report to be included in this issue. At the time of going to press the latest news was that the membership of the Centre is in excess of 90 and that there is an abundance of enthusiasm in the area which the Centre covers.

Scottish Centre

The Scottish Centre held an extremely sporting trial early in April over a course of approximately 85 miles. At the time that the trial was held there was some six inches of snow over most of the course, and in consequence of the extreme severity of some of the sections only seven of the eighteen starters reached the final check on time. An outstanding performance was put up by Mr. J. R. Nesbit (M.G. Midget J2), who was the only competitor to climb the last hill at Whitehaugh Farm. He won the S.M.T. Challenge Trophy and a clock given by the Centre. Another clock was won by C. D. Grant, who also drove a Midget.

Lapel Badges

At a committee meeting of the Main Centre, held on 9th April, it was



OUR PATRON HONOURED.

On Wednesday, 18th April, Lord Nuffield was the guest of honour at a great London banquet given by his fellow-members of the British Motor Industry to mark his elevation to the peerage. Lord Nuffield described the occasion as one of the greatest moments of his life.

In this group, from left to right, are the Hon. Oliver Stanley, Minister of Transport, Lord Nuffield and Mr. Leslie Walton, President of the Society of Motor Manufacturers and Traders.

decided that a number of small lapel badges should be made and should be sold to members at 1s. 6d. each. These will shortly be available. They will be reduced facsimiles of the car badge and will be fitted at the back with a safety pin so that they can be readily fixed in a coat lapel or in a beret.

Shelsley Walsh

The recently formed social committee, under the secretaryship of Mr. George Tuck, is planning to make Shelsley Walsh hill climb a notable occasion. There will be a park

specially reserved for members of the Club, also a refreshment tent. Members will be able to make use of this reserved enclosure for meeting their friends, and a very good site has been secured close to the foot of the hill.

Facilities for Flying

Arrangements have now been made which enable members of the Club to

become members of the De Havilland Flying School Club at Hatfield on payment of a fee of only 5s. The Hon. Gen. Secretary has a supply of the necessary application forms and will be pleased to forward them to members who are interested. At the De Havilland Club there is a swimming pool and a licensed club house where meals and refreshments can be obtained at all hours of the day. The Club has used Hatfield Aerodrome for sundry events in the past and the feeling of the Main committee is that it will serve as an acceptable country headquarters. Members interested in flying will find that there is always plenty of activity there.

M.G.C.C. Film

The Abingdon-Abingdon Trial, which is reported on page 354, was filmed by an expert operator engaged by the Main Centre. This film will shortly be available for exhibition and particulars concerning it can be obtained from the Hon. Gen. Secretary.

Invitations

Invitations recently accepted by the Club include participation in the Kent and Sussex Light Car Club's speed trials at Lewes on 12th May, and in the Bugatti Owners' Club speed hill climb at Chalfont St. Peters on 26th May. Members requiring copies of the regulations should write to Mr. R. M. Mere, 38 Great Cumberland Place, London, W.1.