

The MAGazine

VOL. 2 NO. 8
JULY, 1934



A Magazine designed to
interest motoring enthusiasts
in general and those who
own M.G. Cars in particular



The MAGAZINE

VOLUME 2. NUMBER 8.

JULY, 1934

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THE May issue of *The M.G. Magazine* constituted our First Birthday Number, and we have received a very encouraging collection of "blush-making" letters from our readers. To the writers of these we hereby tender our grateful thanks.

We hope we may continue to be in their good books twelve months hence.

A number of the writers of these letters were so good as to make suggestions for the further improvement of the Magazine, and for their constructive criticism we are sincerely grateful.

Nothing short of professional jealousy, however, we feel, could have induced Mr. F. M. C. of Birmingham to suggest that we should change over to the same kind of paper as that used in *Bradshaw's* and the *A.B.C.* instead of that "shiny stuff you use at present."

A lady, writing from Yeovil, commends us for the "prolific amount of photographs" we include, adding wistfully: "but why are so few of these of lady M.G. racers?"

Colchester, it seems, is the home of considerable M.G. enthusiasm, for no

EDITORIAL

fewer than five letters reached us from readers living there.

By a coincidence two of these voice the same suggestion, and since it is one contained in a number of other letters and since, further, it is one of the easiest to cope with of the many suggestions received, we have taken immediate steps to act upon it.

Consequently, we are happy to announce that if the support of our readers warrants the expense involved, we shall be pleased to arrange to supply patent self-binding cover-cases for Volume I of *The M.G. Magazine*.

These stiff covers will enable the owners of complete editions of our first volume to keep their copies clean and complete.

Volumes so bound will look and handle like real books, having the name of the magazine embossed in gold on the cover.

These volume binders will be available at 4s. 6d. each, post free, to readers requiring them, *providing sufficient support of the idea is forthcoming.*

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CONDUCTED BY
ALAN C. HESS.

Would you like one?

MANNIN BEG

"IT WAS A FAMOUS VICTORY!"

**MAGNETTES OCCUPY FIRST FIVE PLACES
SEVEN OUT OF EIGHT FINISHERS M.G.S**



Norman Black receiving the chequered flag as he flashes over the finishing line.

IN regarding the 1934 Mannin Beg Race in retrospect, it is a little difficult to see it in its true perspective, for the final placings proved such a sweeping victory for us that we are naturally somewhat apt to forget that, just as last year's race provided Hamilton with a glorious defeat in the hour of victory, so, this year, Fate dealt similarly with Freddie Dixon.

This is not the place in which to refer to the tragic events which preceded the race itself, and a tribute to poor Frank Tayler appears elsewhere in this issue; but obviously no report of the race would be complete without a further expression of our sincere grief that so well-liked and capable a man should thus have been taken from among us.

The morning of the race, Wednesday, 30th May, dawned bright and clear over Douglas,

but misty out over the sea, with promise of another day of perfect weather.

Even if a competitor or two found that his promise of a no-trouble run was broken, the promise of a bone-dry course and brilliant sunshine most certainly was fulfilled.

In our last issue we dealt with the alterations to the course, which made this year's circuit so much faster than last year's.

In practice, Handley had lapped at 74.82 m.p.h. (a speed never equalled by anyone during the

race), so the prospects of a terrifically fast race seemed excellent.

This year's race consisted of 50 laps of the 3 $\frac{3}{8}$ miles circuit (185 miles in all).

Nineteen cars started and only eight completed the course—but of these eight, seven were M.G.s, and we succeeded in capturing the first five places.

Norman Black, the winner, is no stranger to successes in international events at the wheel of M.G. cars, for it was he who won both the big Irish races in 1931.

In the Mannin Beg he took the lead on the forty-sixth lap and brought his super-charged Magnette home in first place at an average speed of 70.99 m.p.h., having completed the course in 2 hours 34 minutes 37 seconds.

C. J. P. Dodson, also on a "blown" Magnette, and who

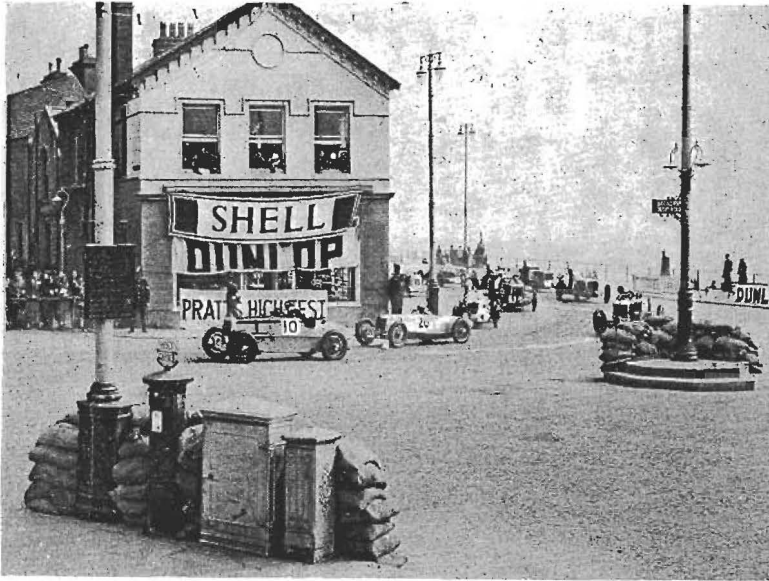
RESULTS			
Pos.	Car	Driver	Speed
			m.p.h.
1	M.G. Magnette (S)	N. Black ...	70.99
2	M.G. Magnette (S)	C. J. P. Dodson	70.20
3	M.G. Magnette (S)	G. E. T. Eyston	69.93
4	M.G. Magnette (S)	C. E. C. Martin	68.11
5	M.G. Magnette (S)	R. H. Eccles	66.78
6	Riley ...	C. Paul ...	66.67
7	M.G. Magnette (S)	R. T. Horton	65.55
8	M.G. Midget (S) ...	W. G. Everitt	63.30

(Continued on page 400)

THE MANNIN BEG RACE

(Continued from page 398)

BROADWAY—LAP ONE



Here we see the reasonably orderly procession rounding Broadway corner in a bunch just after the start of the Mannin Beg Race—

drove an Alfa Romeo into second place behind the Hon. Brian Lewis in the Mannin Moar, finished second also in the Mannin Beg, 1 minute 43 seconds behind Black, at an average speed of 70.20 m.p.h., while third place was captured by G. E. T. Eyston, again on a supercharged Magnette, at 69.93 m.p.h., only 37 seconds behind Dodson.

Then followed C. E. C. Martin and R. H. Eccles, both on Magnettes, in fourth and fifth places, at 68.11 m.p.h. and 66.78 m.p.h. respectively, while Cyril Paul, at the wheel of a Riley—the only car other than an M.G. to complete the course—came sixth at 66.67 m.p.h., seventh and eighth places falling respectively to R. T. Horton (Supercharged Magnette) at 65.55 m.p.h., and W. G. Everitt (Supercharged Midget) at 63.30 m.p.h.

Freddie Dixon, who had put up a fine performance in his Riley, leading for a considerable distance and equalling Eyston's race lap record of 74.40 m.p.h., had the bad luck to be put out of the running through petrol shortage within striking distance of the finish.

To Dixon, whom we regard as a game and chivalrous rival, we

offer sincere sympathies for his bad luck, and we look forward with keen enjoyment to a "return match" in the near future.

Wal Handley, who led at the end of lap one, had a spot of bother when negotiating Broadway next time round ("as illustrated") and was forced to retire.

H. C. Hamilton suddenly remembered he had to send a telegram when he reached Summer Hill on one lap, and retired unhurt amid a tangle of wires which, loyal to the pole which had supported them so long, crashed with it when he snapped off their prop at the point of impact!

Donkin, whose first race this was, had to retire with a wheel buckled by hitting a kerb after a good drive.

E. R. Hall was put out after eight laps with a burst tank, while R. Gibson had the misfortune to suffer a seized gearbox on the starting line.

Of the troubles which assailed other competitors, one may record that the Hon. Brian Lewis's Singer blew a gasket on its fourth lap, and Victor Gillow's Riley did not surprise the on-lookers when its brakes gave out after 40 laps.

EQUIPMENT

The equipment of cars which figure prominently in important races is always of interest to enthusiasts.

Details of the equipment of the Magnettes which occupied the

(Continued on page 401)

BROADWAY—LAP TWO!



—And here we see Wal Handley out alone in the lead one lap later in the "spot of bother" at Broadway, which led to his retirement.

THE MANNIN BEG RACE

(Continued from page 400)

first three places in the Mannin Beg are therefore given here.

Norman Black's Car

Petrol	Shell B.P.
Oil	Castrol
Tyres	Dunlop
Plugs	K.L.G.
Carburetters	S.U.
Supercharger	Marshall
Brake Linings	Ferodo
Magneto	B.T.H.
Pistons	Martlet

Piston Rings	B.R.I.C.O.
Instruments	Jaeger
Upholstery	Moseley

C. J. P. Dodson's Car

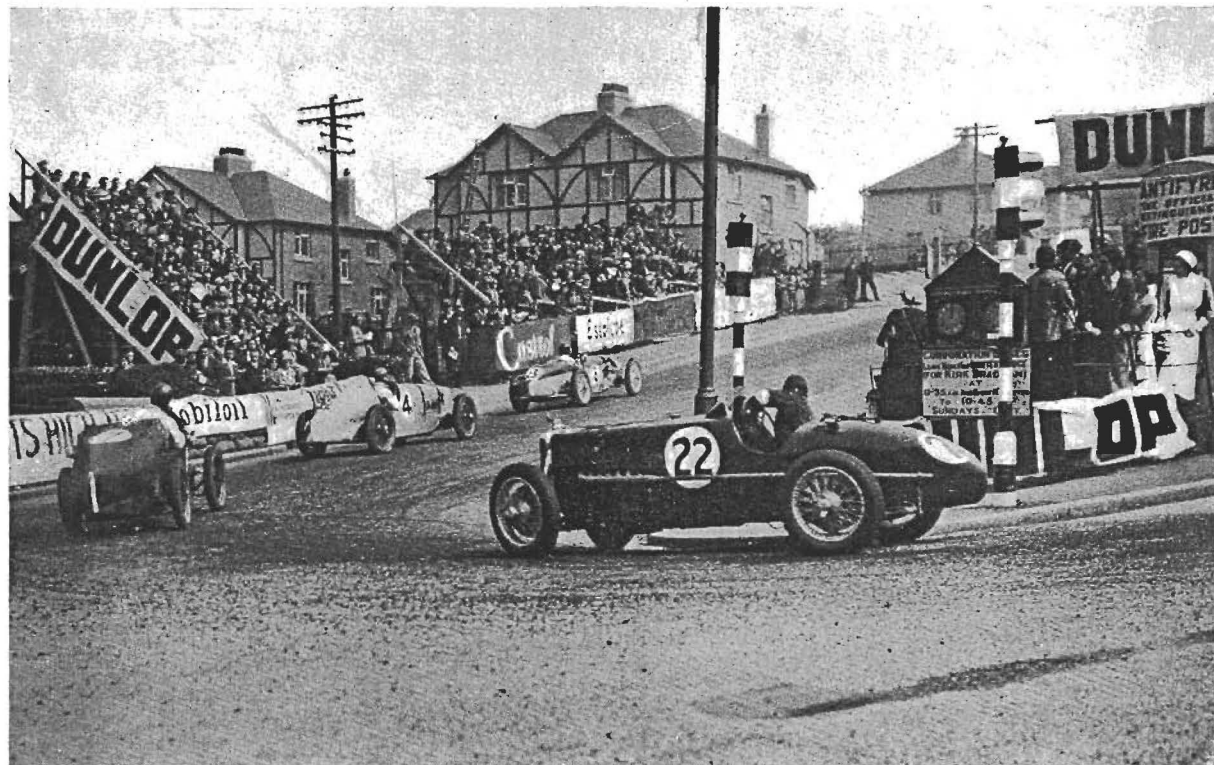
Petrol	Pratts
Oil	Castrol
Tyres	Dunlop
Plugs	K.L.G.
Carburetters	S.U.
Supercharger	Marshall
Brake Linings	Ferodo
Magneto	B.T.H.
Pistons	Martlet
Piston Rings	B.R.I.C.O.

Instruments	Jaeger
Upholstery	Moseley

G. E. T. Eyston's Car

Petrol	Pratts
Oil	Castrol
Tyres	Dunlop
Plugs	K.L.G.
Carburetters	S.U.
Supercharger	Powerplus
Brake Linings	Ferodo
Magneto	B.T.H.
Pistons	Martlet
Piston Rings	B.R.I.C.O.
Instruments	Jaeger
Upholstery	Moseley

BRAY HILL CORNER



Norman Black (No. 22) pursuing G. E. T. Eyston (No. 8), H. C. Hamilton (No. 4) and H. Laird (No. 7) around the difficult hairpin bend at the foot of Bray Hill.

THE HARD RACE FOR —

G. E. T. Eyston, driving an M.G. Magnette, wins a hard-fought race over a notably difficult course at 80.81 m.p.h. M.G.s also finish 5th, 6th, 9th and 10th and capture the coveted Team Award.

THE British Racing Drivers Club's Race for the British Empire Trophy was run off at Brooklands on Saturday, 23rd June, under ideal weather conditions.

Prior to the start of the race, Lord Howe presided at a quiet little ceremony in the Paddock—the unveiling of the bronze plaque to the memory of the late Sir Henry Birkin, which has been erected on the wall of the club premises by his friends of the B.R.D.C.

For this year's race for the trophy and £1000 presented by Lord Nuffield, the Club employed an exceedingly hard 300 miles long course, calling for the best of stamina in both drivers and cars, and it is an added tribute to Eyston and Magnette No. 23 that they should have triumphed at so high a speed on a circuit which, in about four hours, accounted for no fewer than seventeen retirements. Eyston's team also won the Team Award.

The race, which in every other respect was excellent, was marred

by a bad crash at the bend on the Members' Banking, which unfortunately resulted in the death of J. Houldsworth, whose Bugatti overturned after getting out of control.

The course was officially opened by His Highness the Amir Abdullah of Trans-Jordan, who was driven round the circuit by Sir Malcolm Campbell, his *entourage* following him closely in a number of M.G. cars.

Lord Howe had a minor crash on his Maserati, sliding into the fence at the Railway Straight Snake—fortunately without personal injury.

Thirty-eight cars started and, as has already been stated, seventeen retired.

Some idea of the thrilling nature of the finish may be gathered from the fact that Eyston was only 1 minute 41 seconds ahead of Whitney Straight when he crossed the finishing line—a discrepancy which represented a little under half a lap at the speeds at which the two cars were travelling.



THE BRITISH EMPIRE TROPHY



G. E. T. Eyston receiving congratulations from Prince Bertil of Sweden and Mr. Cecil Kimber, after his fine victory.

RESULTS	
1.	G. E. T. Eyston (1087 c.c. M.G. Magnette S.), 80.81 m.p.h. Won by 1 min. 41 sec.
2.	Whitney Straight (2.9-litre Maserati S.), 82.45 m.p.h.
3.	A. H. L. Eccles (2.3-litre Bugatti S.), 81.70 m.p.h. (4 min. 20 sec. behind winner).
4.	John Cobb (2.3-litre Alfa-Romeo S.), 81.36 m.p.h. (4 min. 35 sec. behind winner).
5.	R. Gibson (1087 c.c. M.G. Magnette S.), 74.80 m.p.h.
6.	P. L. Donkin (1087 c.c. M.G. Magnette S.), 74.61 m.p.h.
7.	J. H. Bartlett (2.3-litre Alfa-Romeo S.), 77.20 m.p.h.
8.	J. S. Hindmarsh (2-litre Singer), 74.38 m.p.h.
9.	N. Black (1087 c.c. M.G. Magnette S.), 72.87 m.p.h.
10.	C. Penn-Hughes (1087 c.c. M.G. Magnette S.), 71.29 m.p.h.
Team Award	
G. E. T. Eyston's M.G. Magnette Team.—G. E. T. Eyston, D. Froy and C. Penn-Hughes.	
Class Winners	
Up to 750 c.c.—None finished.	
1100 c.c.—G. E. T. Eyston (M.G. Magnette).	
1½-litres.—None finished.	
2-litres.—J. S. Hindmarsh (Singer).	
3-litres.—Whitney Straight (Maserati).	

BI-MONTHLY



BULLETIN

ARRANGEMENTS are being made for a coach to be reserved for the exclusive use of M.G. Car Club members on one of the special trains which are being run by *The Motor* to the Ulster T.T. The train will leave Euston at 7 o'clock on the evening of Friday, 31st August, and will arrive back at Euston at 1 p.m. on Sunday, 2nd September.

The charge of four guineas includes the rail and steamer fares, a berth on Friday and Saturday nights in a two-berth cabin on the "Ulster Prince" and all meals in transit. It also covers transport by motor coach from the quay at Belfast to the T.T. course.

Already the Hon. Gen. Secretary, F. L. M. Harris, 2 Dorset Buildings, Fleet Street, E.C.4, has received many applications for accommodation, and members wishing to join the party should get in touch with him immediately, as it is expected that many will have to be disappointed.

The date for the Club's annual dinner and dance has been decided for 18th October. It will be held at the Park Lane Hotel, and no pains will be spared to make it one of the most outstanding motoring festivities of the year.

The Club's next big competitive event will be the Chilterns Trial, the date of which has been fixed for 17th November. The Competitions Committee is already planning the course and members are particularly asked to keep this

date free. Any members who know of good sections which they would like to have included are asked to send details to the Hon. Gen. Secretary, when arrangements will be made for the Competitions Committee to view them.

Since the last issue of the *M.G. Magazine* appeared the office of Trials Secretary has been merged with that of the Hon. Gen. Secretary. The Club has thus lost the services of Mr. R. M. Mere as an official, but he is continuing to serve on the Competitions Committee. His resignation was forced upon him by pressure of other activities, and was most reluctantly accepted by the Committee. Members should note that all correspondence and enquiries concerning the Club's competitions should accordingly be addressed in future to Mr. Harris.

Among competitions taking place in the near future is the Midland Centre's gymkhana on 22nd July. Particulars from Mr. J. E. Kemp, Hon. Secretary of the Midland Centre, Island Cottage, 104 West Heath Road, Northfield.

The Manchester and District Centre held a highly successful Speed Trial on the sands at Southport in conjunction with the Southport Motor Club on 2nd June. The races were Straight Mile and Five Miles Lap events. The same cars were successful in both classes, these being: *First*, P. D. Worthington. *Second*: Dan Walker. *Third*: J. Twyford (all driving M.G. Midgets).

Recently a "Follow-my-leader Run" was organised by the same Centre.

Twenty-seven entries were received, and such well-known hills as Jenkins Chapel and Litton Slack were included. The best performance was made by Donald Bailey (M.G. Midget), who only just beat P. D. Worthington on the Brake Test result.

On 15th July a timed speed trial will be organised by the Manchester and District Centre over approximately 1000 yards, on the private drive of Thornton Manor, Heswall, Cheshire, by the kind permission of Lord Leverhulme. Classes for each type of M.G. are arranged, and the Chairman's Cup for the fastest time of the day will be competed for.

In the Lakeland Trial, held by the Northern Centre, the team prize was won by the Centre's own nominees, a Manchester Centre team being the runners-up and securing the additional honour of R. W. Hancock, of their Centre, receiving the award for the best performance by a visiting member. The Crosthwaite Cup was awarded to M. Hutcheson.

Our members continue to distinguish themselves in all the principal sporting events. One of our biggest successes since the last issue of the *M.G. Magazine* appeared was the winning of the Sunbac Inter-Club Team Trial. Our successful team consisted of J. M. Toulmin, J. A. Bastock and R. A. Macdermid, to whom special complimentary awards have been given by the M.G. Car Club to commemorate their success and to convey the congratulations of our members.

The Club has accepted an invitation to take part in a Night Trial to be organised by the Banking and Insurance M.A. on 23rd September. Particulars from D. P. China, Banking and Insurance M.A., Worples Close, Harrow, Middlesex.

An invitation has also been accepted to participate in the Kent and Sussex Light Car Club Speed Trial at Lewes on 25th August. Particulars from H. V. Warren, 51 Ringwood Road, Eastbourne.



A panoramic view of the M.G. Car Club's Car Park and Marquee at Shelsley Walsh.

The Sport

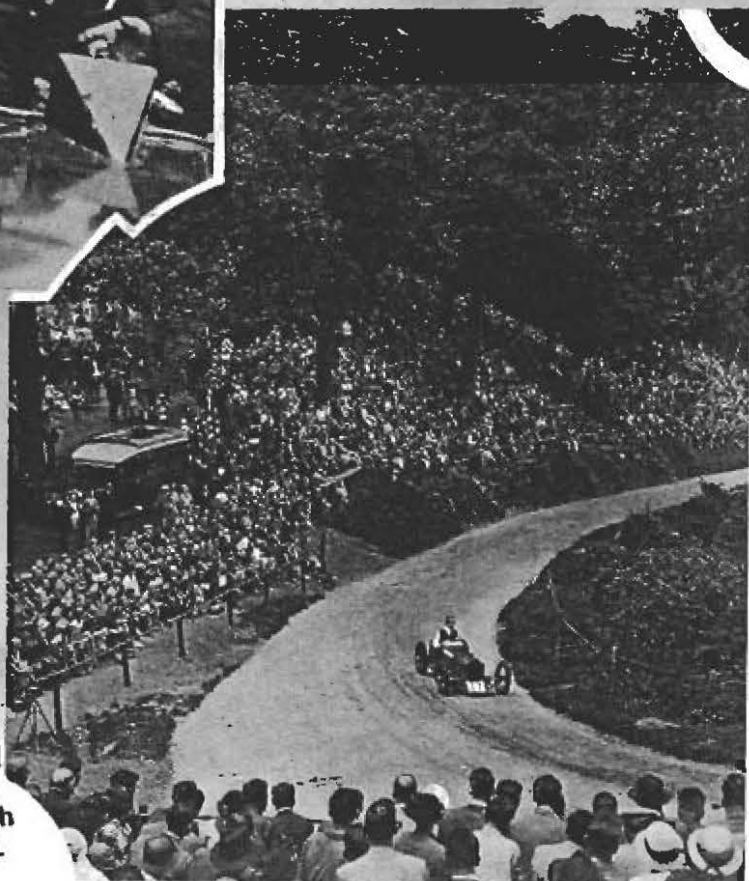
IN PICTURES



Right way up this year! J.V. Bolster on Bolster Special at Shelsley Walsh.

Norman Black, popular winner of the Mammie Beg Race snapped in the hour of victory.

S.H. Newsome in the Becke Special which he had some difficulty in stopping after his run up Shelsley Walsh penetrating far into a field at the top.





The Hon. Brian Lewis, after his fine victory in the "Mannin Moar."



Earl Howe re after winning Brookland



A.H. Horton (no relation to R.T.) motor cycle road-racing at the Crystal Palace.



A certain amount of



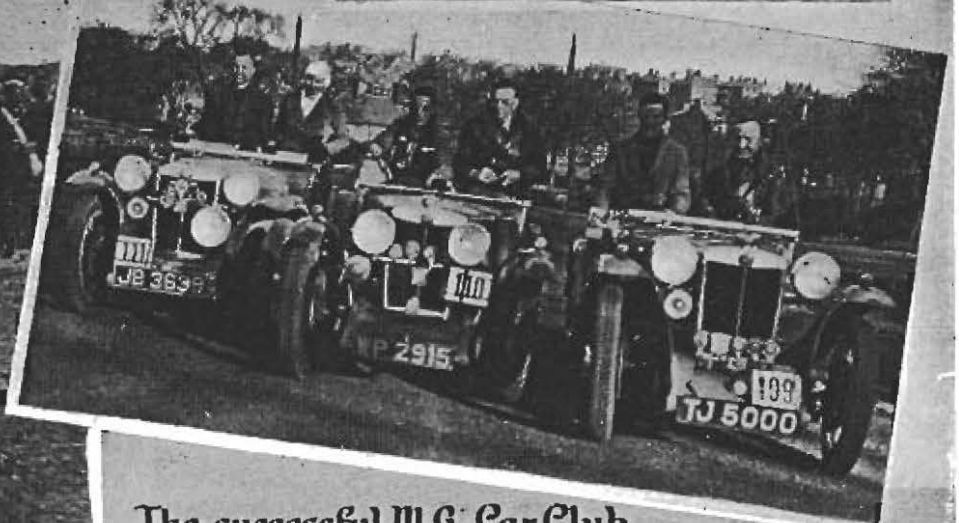
An impression of E.H. Gehlken on his Montlhery Midget in the recent Kent & Sussex L.L. Speed Trials at Lewes



J. Guthrie, winner of the Senior & Junior T.T. Races receiving congratulations after his recent win in the North West 200 miles race in Northern Ireland



Returning to the Paddock the Gold Star Race at Southport on Whit Monday.



The successful M.G. Car Club Team in the Sunbae Inter-Club Team Trial. (Left to Right) R.A. Macdermid, J.A. Bastock & J.M. Toulmin

Southport Sands /



A. Varzi, after winning the Bordino Alessandria Race at Milan, recently.



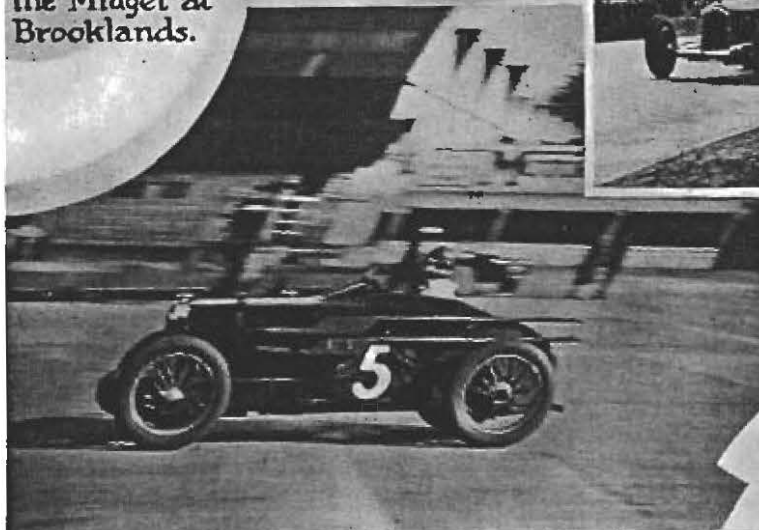
A fine study of Bray Hill hairpin in the Mannin Moar.



A thrilling action study of R.T. Horton on his recent record-breaking run on the Midget at Brooklands.



Finish of the Bordino - Alessandria Race. Varzi just winning from Chiron.



Acceleration! D.N. Letts (M.G.) winning a sprint race at Brooklands.

FRANK TAYLER—

An appreciation of the late Frank Tayler, the best of friends and the finest of sportsmen.



WHEN you lose the companionship of one with whom you have worked side by side for a number of years, it is very difficult indeed to become reconciled to the gap so created; the more so after a little while, when the first shock of the loss has passed and the actual manner of its happening is put into the background to some degree, and the absence of a departed friend who can never be replaced becomes really felt to the fullest extent.

Those of us whose good fortune it was to associate with Frank know that he prepared the racing cars under his care with no thought other than that they should go out to win, completely ignoring time and forgoing all pleasures in the enthusiasm of motor racing, and who stepped into the background at the moment of victory, proud, above all, that the car had responded to his labours. We were apt, perhaps, to treat his work too much as a matter of course, overlooking the dangers he gladly faced, and the great share of victory, if victory it was, which really was his to claim.

Frank was one of the six mechanics with the M.G. concern right from the very start in 1923, he was also with the *équippe* when the Midget won the Junior Car Club's Double Twelve Hours' Race; again at the Phoenix Park Race the same year, and in many events too numerous to deal with here. Probably his greatest race was at Ulster in 1931, when he rode to victory in the Tourist Trophy Race, with Norman Black, in the Midget he had fostered. We know too, above all, how dearly he loved to handle a really fast racing car, and this makes the manner of his departing still the more poignant.

Life to Frank had been good of late, and solace must seem remote to the one who made it so, but if there be any small measure of consolation in these few words, penned in the fullness of sincerity with the heartfelt sympathy of a friend, then they are not in vain.



ENTHUSIASM DOWN UNDER—

—BEING A DESCRIPTION OF THE PERFORMANCE PUT UP BY AUSTRALIA'S FIRST K.3 MAGNETTE IN ITS FIRST ANTIPODEAN RACE—THE AUSTRALIAN GRAND PRIX RACE OF 1934

THE race for the Australian Grand Prix, a handicap event, took place on Monday, 19th March, in baking heat and clouds of dust.

The winner was one of the limit cars, a Singer driven by R. A. Lea Wright, who received no less than 35 minutes' start on an oblong course barely 200 miles in length, and which included corners necessitating sixteen gear changes on each of the 31 laps of the gruelling 6¼ miles long circuit.

Thus, the back-markers were set a terrific task. Nevertheless, Bill Thompson, driving what was to him a strange car—for his K.3 Magnette (the first ever seen in Australia) had only arrived at Melbourne the previous Thursday—ran into second place from the scratch mark only 10 seconds behind the winner, at an average speed of 77.8 m.p.h.—the fastest time for the race.

But for a pit stop of six minutes to adjust the throttle control, Thompson would undoubtedly have won.

M.G. cars also secured third, fourth and sixth places and

Thompson recorded the fastest lap at a speed of 83 m.p.h.

The Magnette was disembarked at Melbourne from the *Port Huon* on Thursday, 15th March, under the personal supervision of Mr. R. Lane, of Lane's Motors Pty. Ltd., Melbourne, who had imported it especially for the Grand Prix Race.

It was necessary to obtain special permission from the Customs Department to take delivery of the machine in view of the shortness of time between the arrival of the steamer and the day of the race. In order to help expedite delivery, Mr. Lane, accompanied by Mr. G. A. Lloyd, went specially to the wharf and would not leave the crate until such time as he had inspected the car himself.

Then followed many hours, both by day and by night, of hectic preparation and trials.

On the day of the race, Thompson found himself faced by tremendous opposition. He had to concede four minutes to a supercharged 1540 c.c. Bugatti, ten minutes to an unblown 1992 c.c. car of the same make, twelve



Unloading the K.3 from the "*Port Huon*" on its arrival at Melbourne Docks.

minutes to one 1496 c.c. unblown Bugatti, fifteen minutes to another, and as much as seventeen minutes to two others!

One 1087 c.c. Riley received thirteen minutes from him, and another was favoured to the extent of thirty-two minutes, while a Salmson of similar capacity had a start of nineteen minutes.

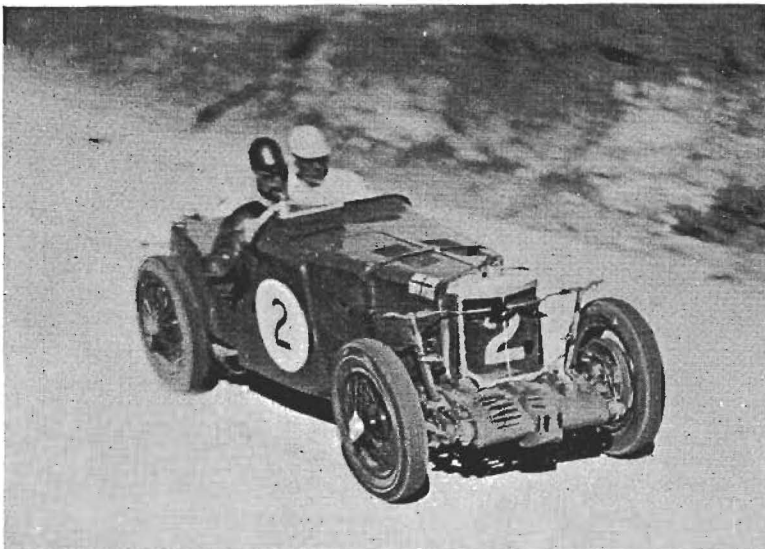
Twenty minutes was received by a supercharged Austin, and so it went on—a formidable proposition indeed!

The handicapping was such that Thompson was forced to drive throughout at tremendously high speeds under most unfavourable conditions. Clouds of dust and the narrowness of the road made it necessary for him to drive at the top of his performance, and in the words of one who witnessed the race:—

"When it is realised that the course is only 6¼ miles, which necessitated 31 laps and called for approximately 590 gear changes in the 200 miles, the performance put up by Thompson was certainly magnificent.

"I have had a great deal of

(Continued on page 428)



Close-up of Thompson at speed, showing the face protectors worn (even in the prevailing heat) by Australian drivers—such is the dust.

ENTHUSIASM DOWN UNDER

(Continued from page 427).

experience with this type of racing in Australia for many years, and I feel sure that if Mr. Kimber could see the road conditions with which the cars had to contend, he would be of the same opinion as myself, and that is—it is thrashing good machinery to pieces. The remote control on practically every M.G. entrant was smashed, which, in my opinion, was caused through nothing other than the rough

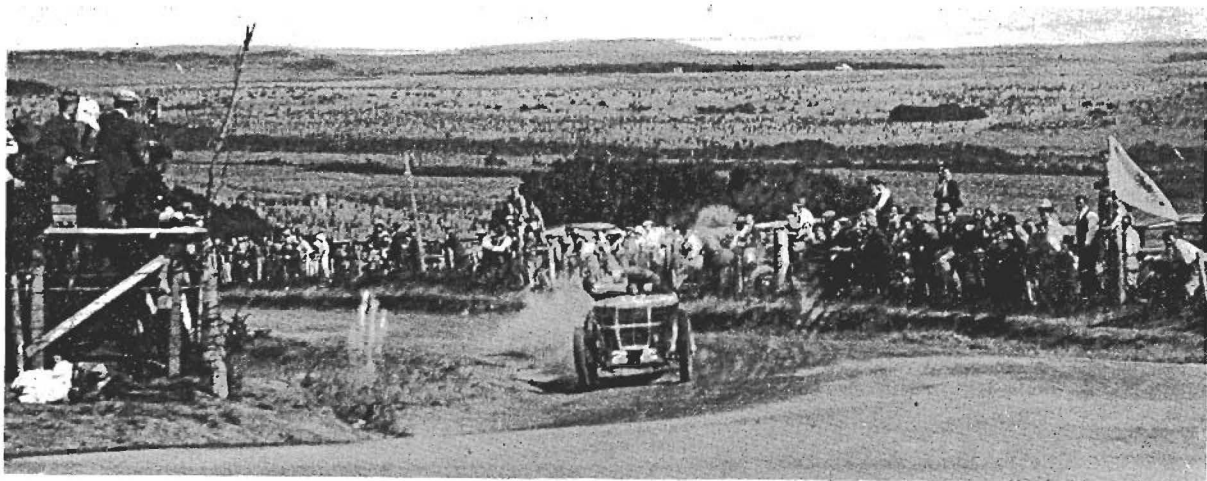
surface of one portion of the course.

“J. Clements, driving an M.G. Midget, unquestionably was most unfortunate, as half a lap from home his petrol pipe broke, which caused him to lose a lot of time, thus bringing him into third place. He had such a splendid lead on the Singer which won that he could not have failed to obtain first position had this misfortune not overtaken him. This, again, was brought about by the bad road conditions, as the precaution was taken of

fitting flexible pipes between the feed and the carburetter, but even this did not save the situation.

“These men know their job! Thompson’s organisation was the finest I have ever seen. His pit team comprised four men and he knew exactly what was going on from start to finish.

“Detailed instructions were conveyed to him so that he might not unduly stress the car, but at the same time might take advantage of every opportunity which presented itself.”



J. Clements (M.G. Midget), who was considered a very unlucky loser, cornering at speed.

THE LATE SYDNEY A. CRABTREE

It is with the greatest regret that we have to record the death of Sydney A. Crabtree.

Crabtree achieved fame both as a motorcycle and a car racer, and it was whilst taking part in this year's Lightweight Motorcycle Tourist Trophy Race in the Isle of Man that he met with an accident in which he sustained fatal injuries.

Although only thirty-one years of age, Crabtree had been a competitor in the T.T. Races ever since 1922 and was successful in winning the Lightweight Race in 1929.

As a rider in Continental events he was consistently successful, having won no fewer than twelve Grands Prix.

In car racing he was well-known as a driver of M.G.

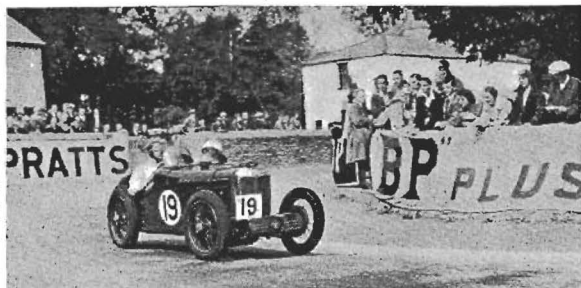
Midgets and finished third in the Belfast T.T. in 1931 with C. J. P. Dodson as his mechanic. He finished fifth in the B.R.D.C. 500 Miles Race the same year.

Crabtree was largely responsible for the suggestion to use the Douglas "Round the Houses" course over which the Mannin Moar and Mannin Beg Races are run.

Other races in which he drove M.G.s with his usual brilliance were the Phoenix Park Race in 1931 and the International T.T. Races over the Ards Circuit in 1932 and 1933.

Recently, on the death of his father, Crabtree assumed control of the family's successful motorcycle business in Warrington.

To his many friends and to his relations we offer our sincere sympathy. He will be greatly missed by his fellow-speedmen, among whom he was immensely popular.



The late S. A. Crabtree rounding Dukes Road Corner in last year's Mannin Beg Race in the Isle of Man.

REGS. OF FORTHCOMING RACES

No. 4. THE INTERNATIONAL TOURIST TROPHY RACE OF THE ROYAL AUTOMOBILE CLUB.

Venue Belfast, Northern Ireland
 Date Saturday, 1st September, 1934
 Entries Close Finally 16th July, 1934

New Readers Start Here
SUPERCHARGERS BANNED!
 Now Read on . . .

AS opposed to last year's principle, cars will run in full touring trim—with hoods, screens, lamps and wings.

Hoods must be sufficiently practical for the driver and a mechanic to put them up and take them down within five minutes.

A test will be enforced to ensure that competitors' hoods comply with this regulation.

The carrying of mechanics will be optional, but bodies, as hitherto, must be of the two or four-seater type, according to class, and must comply with the International Rules. Only fuel obtainable in the ordinary way may be used, and—this is new—it must not consist of more than half benzole.

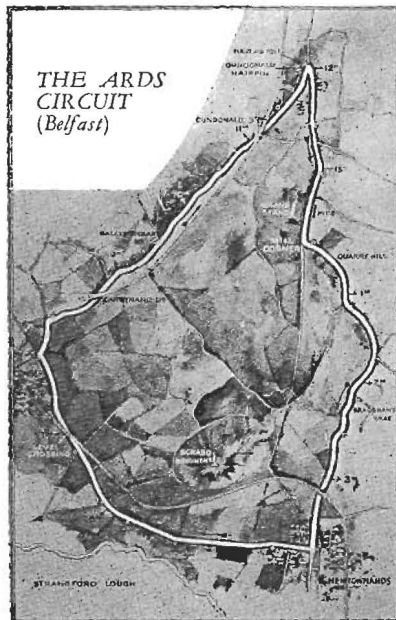
Added to all this, the regulations regarding what is a production model have been tightened up. Certain modifications are allowed, as hitherto, but special crankshafts (unless of outwardly similar design to standard) are barred, and so are alternatives to the standard specification, even if they are listed.

Lightening of the chassis, or any of its component parts by substitution, drilling, the use of lighter metals, etc., will be regarded as an external alteration, and is not permitted.

The course is the usual Ards Circuit, and comprises (gross with handicap allowances) 35 laps of the circuit, which measures 13½ miles round.

The basis of handicapping will be found in tabulated form below.

Official practising will take



place on Wednesday and Thursday, 29th and 30th August.

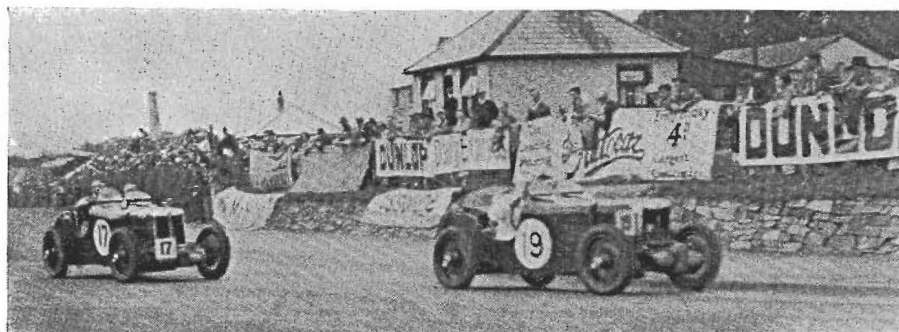
Prize money will be allocated as follows: £500 to the winner, £300 to the second, and £200 to the third. To the winner of each class in which there are at least three starters, £100. There will also be a team prize and trophies for winning drivers, whilst the Tourist Trophy will be held by the entrant of the winning car.

Entries up to noon on 2nd July cost Twenty Guineas per car plus Five Pounds for insurance against claims by third parties arising during practising or race.

After 2nd July, entries will cost Thirty Guineas plus Five Pounds.

The fee for a single entry shall be as above, and for each subsequent entry, £18 18s., if received before noon, 2nd July, and £28 7s. od. if received after noon on 2nd July and before noon on 16th July, 1934.

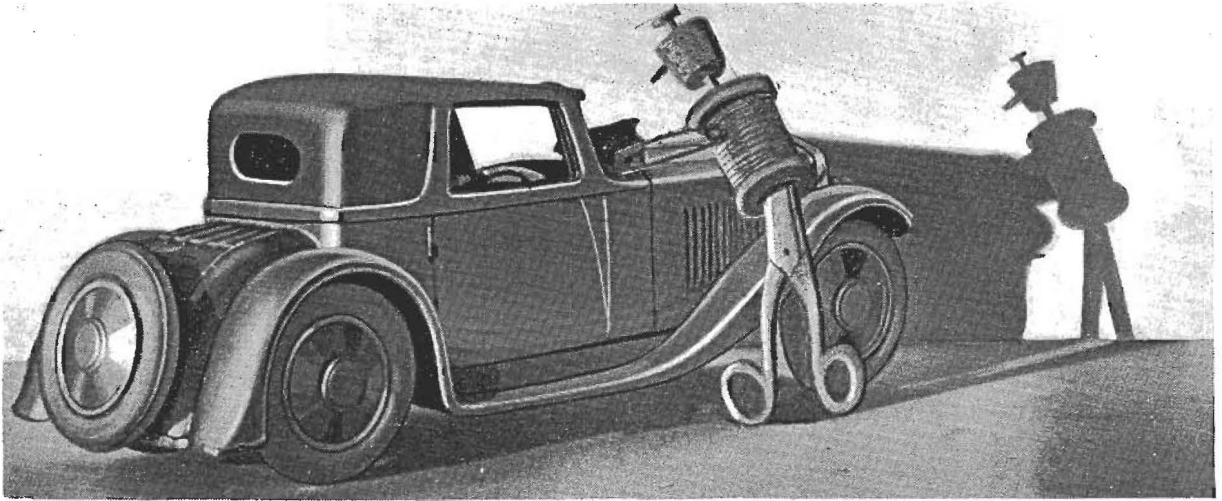
Class	Engine Capacity	Lap Time	Speed	Laps to Cover	Total Running Time	Handicap	
						Credit Laps	Time
H	Exceeding 500 c.c. and up to 750 c.c.	M. S. 11 38	70.45	32	H. M. S. 6 12 16	3	M. S. 8 16
G (1)	" 750 c.c. " 850 c.c.	11 35	70.76	32	6 10 40	3	6 40
	" 850 c.c. " 1000 c.c.	11 30	71.27	32	6 8 0	3	4 0
	" 1000 c.c. " 1100 c.c.	11 3	74.17	33	6 4 39	2	0 39
F (1)	" 1100 c.c. " 1200 c.c.	11 1	74.39	34	6 14 34	1	10 34
	" 1200 c.c. " 1300 c.c.	10 59	74.62	34	6 13 26	1	9 26
	" 1300 c.c. " 1500 c.c.	10 55	75.08	34	6 11 10	1	7 10
E	" 1500 c.c. " 2000 c.c.	10 55	75.08	34	6 11 10	1	7 10
D (1)	" 2000 c.c. " 2550 c.c.	10 43	76.48	34	6 4 22	1	0 22
	" 2500 c.c. " 3000 c.c.	10 30	78.06	35	6 7 30	0	3 30
C	" 3000 c.c. " 5000 c.c.	10 27	78.43	35	6 5 45	0	1 45
B	" 5000 c.c. " 8000 c.c.	10 24	78.81	35	6 4 0	0	0 0
A	Over 8000 c.c.						



GUY

GUY

JOBS YOU SHOULD LOOK AFTER YOURSELF



ON YOUR CAR

How to keep the "M" type Midget in trim.—Part II.

Engine Lubrication Details

There are a few points concerning the engine lubrication which may be overlooked; one is the suction feed pipe, another is the oil filter, and yet another is the restrictor pin.

First of all, the position of the oil pump should be noted and the lubrication system cursorily examined. Oil is sucked from the base chamber by the pump through an oil filter. It follows, therefore, that the suction pipe inside the engine should be removed from time to time and cleaned out, and the oil filter should be removed every 500 miles and washed in paraffin.

It is absolutely essential that there should be a good joint at every point on the suction line, otherwise an airleak will be caused, which will entail partial failure in the oiling circulation system.

Suction Filter

One point in particular to note is the cap on the top of the oil filter. This may need a new washer from time to time. Whenever this oil filter is washed out, it should be filled with clean oil before inserting the gauze, and screw up the filter cover.

Restrictor Pin

There is an oil restrictor pin situated at the junction oil delivery pipe to the cylinder head, regulating the quantity of oil which is delivered to the overhead

—continued from the last issue.

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M.S.A.E., A.M.I.A.E., F.I.M.T., F.I.Arb.

valve gear. This pin should be removed at least every 1000 miles in order to clean the pin and its housing. The pin can be removed by passing a piece of wire with a hook at the end through the hole at the end of the pin.

S.U. Carburetter

While on the subject of cleaning, the carburetter should receive a little attention. Removal of the petrol pipe from the carburetter will disclose the fact that there is a small thimble gauze filter, which traps all impurities and prevents them entering the float-chamber. If this has not been removed for some time, the owner will be surprised at the amount of dirt that it contains, even sufficient to restrict the flow of petrol at high speeds.

The action of the carburetter is dependent upon a pre-determined rise and fall of the suction disc, which can easily be upset through over- or under-lubrication, and also through the presence of foreign matter.

Remove the two small screws on either side of the suction chamber, carefully marking the same, so as to replace it the same way upon reassembly. Unscrew the oil cap nut and make sure that the passage through the suction chamber is perfectly clear. It is as well to wash it out with petrol and clean it off with a dry clean rag. Now lift the piston and suction discs together with the jet needle, wash this carefully, and wipe it dry, cleaning out the small grooves in the suction disc. Under no circumstances should this suction disc be lubricated.

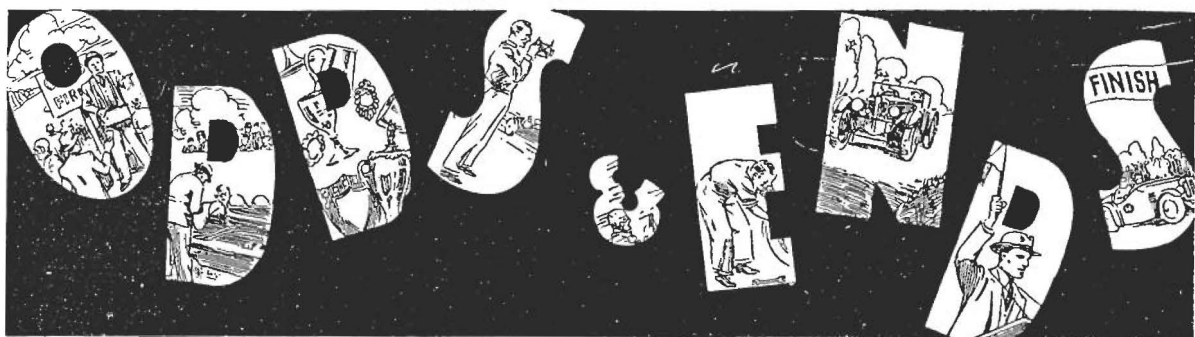
The only point to lubricate is the small rod on the top of the suction disc which slides up and down in the suction cover, and this should only be lubricated with a very little thin machine oil.

After reinstating the parts, put the finger through the air intake and see that the piston rises and falls easily.

Ignition Setting

This should be set on top dead centre; when the lever is placed in the retard position, it will be noticed that the flywheel is marked with a line and two numerals, 1 and 4. The flywheel may have been removed at some time and wrongly replaced. When No. 1 is on top dead centre, the two cams operating No. 1 cylinder valves should be looking upwards.





London—Edinburgh

THE three M.G. Magnette "N" type two-seaters won the team prize in the "Edinburgh," and of the 49 M.G. entries 30 gained premiers, 5 silver medals and 3 bronzes. Included in the P.A. winners were Harter, Macdermid and Toulmin, who are to be congratulated on winning M.C.C. "Triples" this year, especially since only seven car drivers have qualified for these for 1934.

Felsbergrennen

Bobby Kohlrausch has recently won several hill climb events in Germany with his supercharged M.G. Midget, including the 750 c.c. racing category, and with his M.G. Magnette the 1100 c.c. sports class in the Felsbergrennen, a hill climb near Saarlouis, Germany. Kohlrausch was also first in the Riesengebirgsrennen with the Magnette, setting up a new record for the course in 1100 c.c. sports class; he was also second in the 750 c.c. racing class with the Midget.

Mountain Lap Record

At the Whit-Monday B.A.R.C. meeting someone overlooked the fact that Everitt on his first run with the new "Q" type racing Midget put in a lap on the mountain course at 69.97, thus beating the figure of 69.74 m.p.h. established during a previous race by Pat Driscoll on the single-seater Austin. The Brooklands authorities have since recognised Everitt's record.

STOP PRESS!
 Congratulations to B. J. Harper, who won the M.G. Car Club's Time Test Trial at Hatfield on 9th July, and to H. A. Peck (Magna) 2nd, and E. C. Crisp and H. D. Freeman, who tied for 3rd.

Shelsley

The Press in general did very scant justice to the two very fine climbs put up by Donald Letts and E. R. Hall at Shelsley Walsh this year. Letts, on his supercharged M.G. Midget, set up a record in his class with a climb in 45 4-5 seconds; actually the eighth fastest time of the day quite irrespective of engine size.

E. R. Hall made the fourth fastest time of the day with a climb in 43 1-5 seconds, won the 1100 c.c. sports and racing classes, also three cups:—

- The M.A.C. British Championship Cup, fastest British sports car.
- The C.P. type Challenge Cup, best sports car up to 1500 c.c.
- The M.A.C. Open Cup, best aggregate on two Clubs by a sports car.

British Empire Trophy

It may not perhaps be generally realised that George Eyston had no involuntary pit stops in the British Empire Trophy Race, he only called at the pits for fuel and had to restart the motor after stalling it at one of the fork hairpin bends. Talking of bends, in winning the Empire Trophy at 80.01 m.p.h. Eyston had to negotiate 200 hairpin bends and 100 more or less ordinary bends, so over 80 m.p.h. for 300 miles of that sort of going is pretty good.

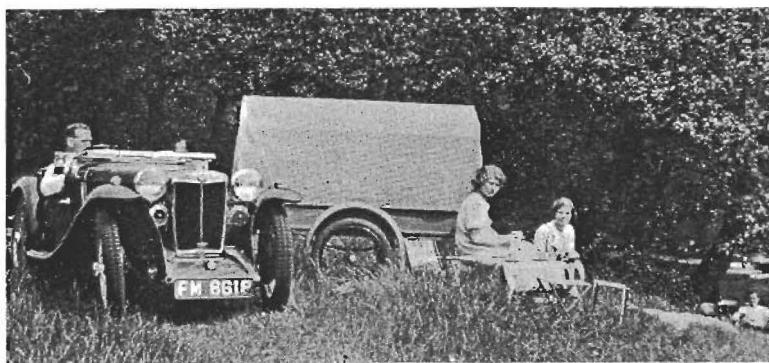
Dirt Tracks

Midget cars for dirt track racing seems to be the latest in this country, one particular example (a Mason Special) has an M.G. motor fitted into the chassis the reverse way round, with the drive on the front wheels.

SUMMER SERENITY

A True Story from the Service Department

"You might take a bit off the head and polish the combustion spaces and the ports. Oh, and by the way, if there's time polish the bores as well."



ON THE BANKS OF THE RIVER DEE, NEAR ECCLESTON
 A happy party of picnickers, complete with M.G. Midget and their D.B. Super Trailer, enjoying the delights of an English Summer day.

County Down Trophy Race

Two M.G. Magnas were successful in gaining second and third places in the County Down Trophy Race against a field of 17 starters, the race

(Continued on page 441)