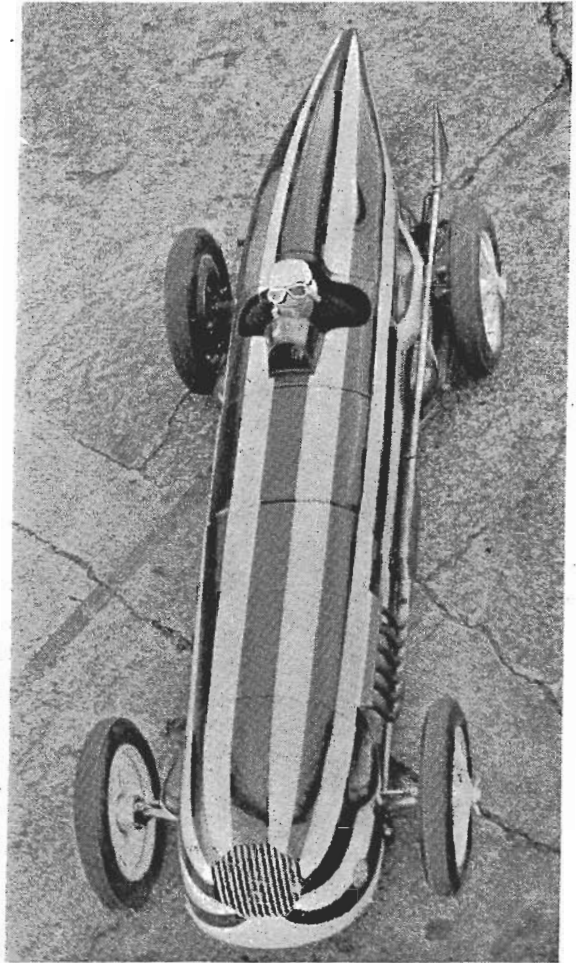
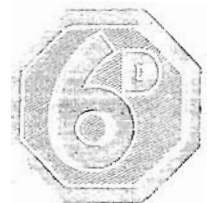


The MAGAZINE

VOLUME 1
MAY 1934



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



The

VOLUME 2. NUMBER 7.

MAY, 1934

ISSUED BY THE M.G. CAR COMPANY LTD.
ABINGDON-ON-THAMES, BERKSHIRE
CONDUCTED BY ALAN C. HESS

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PUBLISHED
BI-MONTHLY

A Letter from Lord Nuffield



MORRIS MOTORS LTD.
COWLEY, OXFORD
April 27th 1934.

Dear Mr. Hess,

It is with very much pleasure that I respond to your request to tell you what I think of the M.G. Magazine. As you point out, it has just celebrated its first birthday and I should like to congratulate all those concerned in its excellent makeup and editorial. It has, I am sure, done a tremendous lot to cement that friendship and spirit of camaraderie which undoubtedly exists amongst the owners of M.G. products and I feel that you should be as proud editorially of the Magazine as I and my Works are of our cars.

Yours sincerely,

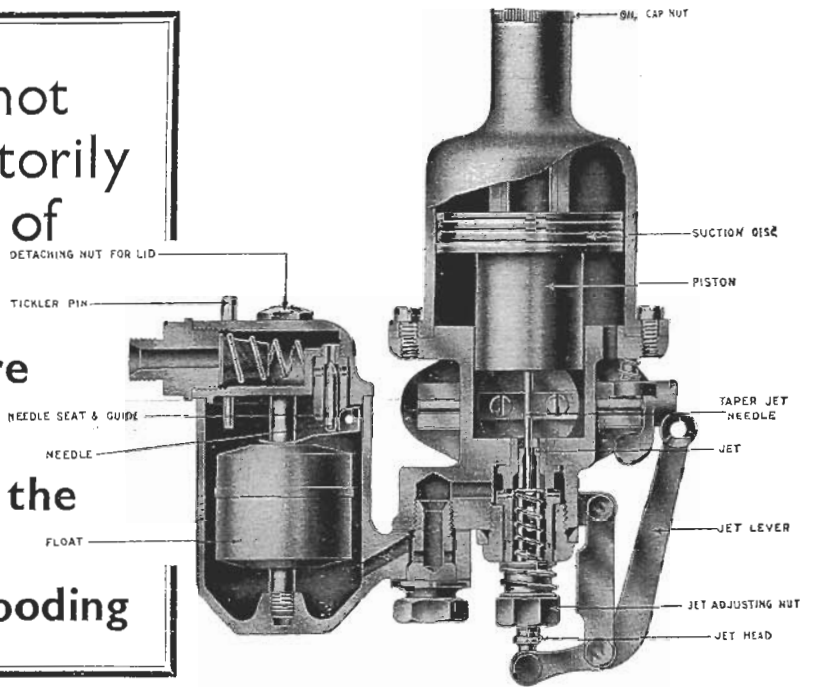
Nuffield

The Editor,
M.G. Magazine.

*A further selection of letters appears
on page 384.*

If your S.U. is not behaving satisfactorily it is due to one of these causes:

- 1 Incorrect mixture
- 2 Piston sticking
- 3 Dirt or water in the carburetter
- 4 Float-chamber flooding



No. 3.

DIRT OR WATER IN THE CARBURETTER

This trouble seldom arises with the S.U., owing to the size of jets and the petrol ways, but when it is suspected proceed as follows:

Lift the piston with something small, such as a pencil. The jet can then be seen. Flood the carburetter by depressing tickler pin and watch the jet. If the petrol does not flow through freely there is a blockage. To remedy this, start the engine, open the throttle, block up the air inlet momentarily without shutting the

throttle; keep throttle open until the engine starts to race.

The above method will nearly always clear the obstruction. Should it not do so, the only alternative is to remove the jet; this, however, *should on no account* be done unless *absolutely necessary*, as when refitting it has to be carefully centred to the needle, and it is practically impossible to assemble this part correctly unless it is first thoroughly understood how this is carried out.

Instructions for "Centring the Jet" will appear in the next announcement.



The World's Finest Carburetter
 FITTED STANDARD TO YOUR 

THE S.U. COMPANY, ADDERLEY PARK, BIRMINGHAM
 Sole Wholesale Distributors (Great Britain): W. H. M. BURGESS, 26/30 Caxton Street, Westminster, London, S.W.1
 Telephone: Victoria 1667-8. (I.F.S.) E. J. Shamoon & Co., Belgrove Road, Clontarf, Dublin

THE INSIDE STORY OF THE 1934 MILLE MIGLIA

M.G. MAGNETTE BEATS LAST YEAR'S RECORD BY ONE HOUR IN WORST WEATHER EVER EXPERIENCED IN THE RACE



Left: Count Lurani takes over the wheel of Magnette No. 3 on leaving the M.G. pit at Bologna.
Above: The crowd under their umbrellas at Lojana, on the Futa Pass.

LAST year, in favourable weather, the victorious M.G. Magnettes set up a new class record over the course of the classic Italian 1000 miles race. In the VIIIth "Mille Miglia," which took place this year on 8th April, an M.G. Magnette broke this record by a whole hour, in spite of the torrential rain which fell from start to finish.

Count G. Lurani and C. Penn Hughes, driving a supercharged K3 M.G. Magnette, averaged 58.98 m.p.h., including all stops, for the entire distance. They had wet roads all the way, to say nothing of severe fog in many places, which did not help matters when it came to crossing the Apennines. Although the conditions were very much against them, they had an absolutely no-trouble run throughout.

The 1100 c.c. class consisted this year of eighteen of the new super-sports Ballila Fiats, one Maserati and four M.G. Magnettes. Three of the latter composed the official team, and were driven respectively by Earl Howe and his mechanic Thomas, Count Lurani and C. Penn Hughes, and Mr. and Mrs. E. R. Hall. The fourth, entered by Herr Fork, the German driver, was the identical car with which Nuvolari won the R.A.C. Tourist Trophy in Ulster last year.

While the Fiats had to be reckoned with because of the sheer weight of their numbers, the most deadly adversary of the M.G. team was Taruffi in the last word in Maserati racers. A magnificent driver, he had, it was whispered, a car with a phenomenal performance. Weighing only 15 cwt., and fitted with the same brakes as the three-litre model, it was tuned to give the last ounce of power. All around the course spares were waiting for him should anything go wrong, whereas the M.G. cars had to carry with them all the spares and tools they were likely to require. The question was, could the Maserati stay the course?

A plan of campaign was decided upon. Lurani and Penn Hughes, in the first M.G. to start, were to keep going steadily but fast, taking no chances, waiting to take up the gage should either of their team-mates fall by the wayside. By allowing Taruffi to overtake them after a short struggle it was hoped to give him a false impression of their capabilities, lulling him into a sense of false security, so that he might be tempted to take things easily. E. R. Hall, with Mrs. Hall acting as mechanic, was to keep going at speed, having started two minutes ahead of his rival, while Lord Howe, who started eight minutes later,

endeavoured to overhaul the Maserati.

At four o'clock on the morning of Sunday, 8th April, the race started in pitch darkness and pouring rain. One after another the cars went off into the darkness, the road showing black and slippery in the rays of the headlamps. At intervals banks of fog drifted across the course, obscuring all landmarks. The plot worked famously. The leading M.G. maintained its steady, high speed with a lot of power in hand. Hall overtook it, feeling quite at home in weather reminiscent of the North of England. At Bologna, 150 miles from the start (the course was longer this year), he had gained three minutes on the Maserati. Lord Howe put up an epic performance, making up eight whole minutes on the Italian, so that he roared into Bologna on his heels and overtook him directly afterwards. This, I think, proves pretty conclusively that the M.G. Magnettes were the faster cars.

I was an eye-witness of the next stage in the fight. I had spent the night in a little inn high up on the Futa Pass; all night long I had seen the flicker of headlights on the wall and heard the swish of tyres on the rain-soaked road as spectators went up to their vantage-points

(Continued on page 350)

THE INSIDE STORY OF THE 1934 MILLE MIGLIA

(Continued from page 349)

in the mountains. Slowly the dawn came, and with it a white blanket of mist. A right angle bend not fifty yards from where I stood was completely obscured.

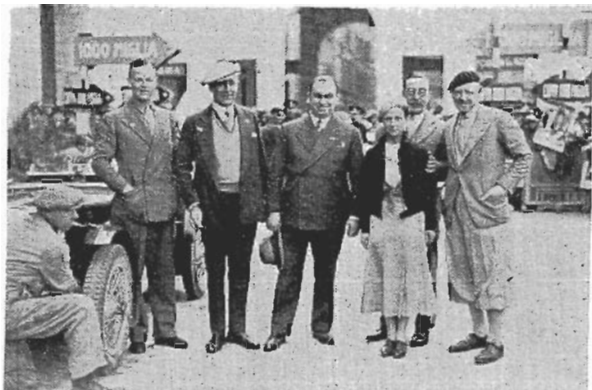
Then a hush fell on the scene. The little group of villagers beside me ceased to chatter. Suddenly the silence was broken by a distant bugle call, which was taken up and repeated by a carabinieri standing on a rock. The notes echoed away up the mountain.

Now we heard a sort of vibration in the air, which grew into the whistling roar of a supercharged engine. The note rose and fell as the driver accelerated and braked between the corners. Then out of the mist came a small green car, an M.G. Magnette, with Eddie Hall, wearing a rain-soaked linen helmet, at the wheel, looking as comfortable as if he were at home on the Yorkshire moors. My stopwatch clicked. Four whole minutes passed. Again the bugle sounded. In the growing light we made out another green car, a second M.G.; here was Lord Howe, determined of jaw, cornering at speed on the slippery road while the faithful Thomas leant far out like a racing side-car passenger. Two M.G.s leading! "Taruffi!"

The villagers yelled with excitement, for there, close on the Englishman's tail, was a low, red car. The Maserati!

A quick glance at the list of starters showed that the Italian had lost four minutes to Hall and

more than eight to Howe. As the mist rose I looked across the valley, over the roofs of Lojana, and saw Howe's car speeding up the zig-zag mountain road, the red Italian racer still a little distance behind. Another cry of "Emma Jay" made me turn. Ah! Here were Lurani and Penn Hughes, well up on schedule, the latter obviously so comfortable and happy in the mechanic's seat that he turned twice and waved to us, grinning cheerily.



The M.G. equipé. Left to right: C. Penn Hughes, Earl Howe, Signor Ferrari, Mrs. E. R. Hall, H. P. McConnell and E. R. Hall, photographed on scrutineering day.

staying. The concierge said, "Lord Howe has had a terrible accident and Hall's car is on fire." Bad news travels fast.

With my heart very full, I went very quickly to the outskirts of the city, past the two odd, leaning towers, to where a banner proclaimed the M.G. pit. McConnell was on the 'phone—how he blessed the telephone that day!—and when he had finished he told me the true facts.

Thomas himself had rung up. He was quite unhurt, but Lord Howe had a lacerated arm and a cut forehead. He was in hospital in Florence, awaiting an X-ray examination. Apparently Taruffi had driven at terrific speed down the other side of the Futa and had got in front of Howe. The latter was chasing him down the winding road when a bank of fog, drifting across the road, blanked out everything ahead. In the swirling mist Howe suddenly found himself facing a wall at a right-angle bend. He tried desperately to save the car, but, skidding on the wet road, it went straight for a telegraph pole. This broke in half and fell on the driver's head, knocking him out. The car, with supercharger smashed and front axle torn off, scraped along a wall until its impetus was exhausted. Howe's life was saved by his crash helmet, which was split from back to front. When he came round, the driver exclaimed crossly: "Thomas! What are you waiting for? Get on with it!"

Only a little way beyond, Hall's engine began to splutter. A quick glance showed that the petrol tank



COUNT G. LURANI
(Reproduced by kind permission of the proprietors of "The Light Car and Cycle Car.")



Ready to start. H. P. McConnell wishes the drivers luck. Earl Howe is on the left of the picture.



Signor Taruffi, our friendly rival, who led us this year in the 1100 c.c. category.

was dry. Wheelspin on the wet roads and heavy going on the muddy section had played havoc with refuelling arrangements based on careful testing. Hall stopped at a petrol pump in the first village he came to. The man with the key was away up at the cross-roads watching for the cars. Hall's M.G. was the first to appear. Shouts of "Benzina" brought the man running back, but he had still to find the handle.

How Hall had gained on Taruffi's Maserati, even over the wild mountain roads, may be judged from the fact that despite all this delay he still had a lead of two minutes when he reached the M.G. pit at Siena! He had filled up with ordinary Esso, on which the engine ran perfectly.

Only 27 kilometres beyond Siena, when car and driver were at their best and confident of success, Hall was overtaken by the cruellest ill-luck. The oil pressure gauge started to do funny things. Mrs. Hall sprang out of the car and found water spurting from the crankcase breather! She thought the cylinder head gasket had gone, but was mystified to find that the sparking plugs, when examined, were dry and the engine was firing perfectly. Anyway, there were no gaskets nearer than the Perugia pit, so Hall left his car and, with his wife, was given a lift back into Siena in an ambulance. Hence the rumours that they had crashed!

The real cause of the trouble was extraordinary. A core plug in the top of the cylinder head

casting had come loose, allowing the water to leak into the valve gear and start circulating with the oil! Anyone who knows how the core plugs are fitted will agree that this is just about the most unusual trouble that could possibly occur. It is a

tribute to the sportsmanship of Mr. and Mrs. Hall that they never "groused" over their ill luck, although it must have caused the greatest disappointment either of them



C. PENN HUGHES
(Count Lurani's co-driver, who will handle an M.G. in the Mannin Beg.)

had ever suffered. When I saw them a few hours later in Bologna they were as cheery as ever.

So Lurani and Penn Hughes were the sole survivors of the M.G. team. Their car was running perfectly. They had a substantial

lead on the fastest Fiat. But their restraint in the earlier stages of the race, obeying team orders, had caused them to lose so much time to Taruffi that they had no hope of making it up. Their only hope was if the Italian should be delayed by trouble.

Fork retired at Rome with rear axle trouble. Thus only one M.G. was left but, thank goodness, it was running splendidly. In spite of their "safety first" driving, the M.G. crew were only 34 minutes behind, and in the next 500 miles a lot might happen!

But Fortune rode with Taruffi. Nothing could stop him. I saw him roar into Bologna, mud rising in fountains from his wheels. The M.G. came. We sponged the drivers' faces and forced a little food and drink down their throats. Lurani took over for the last lap.

And so, as dusk settled over the land, the little green car set off on its last stage. Rain fell miserably as, indeed, it had fallen all day. I tore across country—130 miles—to Brescia, getting there just as Taruffi dashed across my bows as if the race were still on! But he was only driving to his hotel!

Penn Hughes and Johnny Lurani came in. Wet through they were, but cheery and fresh as paint! What a tribute to the comfort and stamina of the Magnette! They were second in their class and well up in the general classification. One cannot always win. This year fortune did not favour the cars from Abingdon. But they nevertheless acquitted themselves honourably, and one at any rate with distinction, in the most gruelling race the world has ever known.



Count Lurani (left) with C. Penn Hughes at the finish.

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.

THE ABINGDON-ABINGDON



At the foot of Mill Lane.

RECORD ENTRY ENJOYS GREAT SPORT IN WELL- ORGANISED EVENT

was 100% successful, but good times were recorded by J. A. M. Patrick (Singer 1½ litre), C. A. N. May (M.G. Midget J2), K. G. Marsh (Triumph Southern Cross), J. H. Summerfield (M.G. K3), J. D. Barnes (Singer 1½ litre), J. H. Baker (Singer 1½ litre), J. E. Orgee (M.G. Midget J2), A. W. F. Smith (M.G. Midget J2), W. Porter (Singer) and R. Barry (Morris Minor).

SPECIAL AWARDS

- M.G. Challenge Trophy**—C. A. N. May (M.G. J2).
Watkinson Award—J. A. M. Patrick (Singer 1½ litre).
P. J. Evans Trophy—A. H. Langley (Singer 1½ litre).
University Motors Trophy—J. E. Orgee (M.G. J2).
Inter-Club Team Trophy—Singer Car Club Team (J. D. Barnes, J. H. Baker, A. H. Langley).
M.G. Car Club Inter-Centre Trophy—Manchester & District Centre Team (H. B. Prestwich, E. L. Lycett, F. Herbert).

The next observed hill was a Club discovery known as Juniper. It is near Painswick, and on that particular Saturday morning, owing to heavy rain having fallen early, it proved to be entirely unclimbable. In consequence, the marshals at this spot bypassed the competitors round a different route.

Next came Nailsworth Ladder, among the most notable climbs of which we observed those of Miss D. B. M. Evans (M.G. Midget J2) and J. H. Summerfield, driving a supercharged M.G. Magnette.

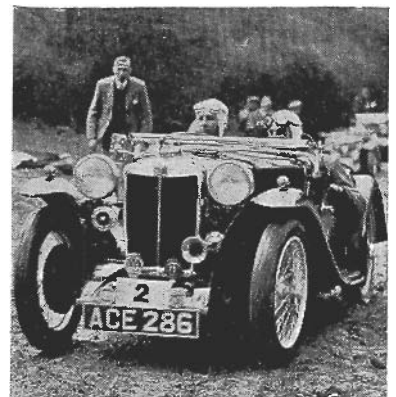
After luncheon at the Bear Inn, Rodborough Common, Mutton had to be climbed, followed, a mile past the summit, by an acceleration and brake test over a fifty yards course. From here the competitors went on via its eight miles of rough lanes and colonial stuff to a check at Battlescombe, after which there was a straightforward run back to Abingdon, where a refreshment buffet, provided by the M.G. Car Company, was greatly appreciated by the competitors.

PREMIER AWARDS

- | | | |
|---------------------|-----|-------------------------|
| E. H. Banfield | ... | M.G. F. |
| E. H. Dimond | ... | M.G. J2. |
| J. Sherwell-Cooper | ... | M.G. J2. |
| W. E. C. Watkinson | ... | M.G. L. |
| M. H. Lawson | ... | Singer Le Mans. |
| K. G. Marsh | ... | Triumph Southern Cross. |
| W. S. Whittard | ... | M.G. J2. |
| N. V. Terry | ... | Frazer Nash. |
| C. V. Wells | ... | Singer Le Mans. |
| E. P. Ortweiler | ... | Ford V8. |
| J. A. Bastock | ... | M.G. J2. |
| T. W. Darque | ... | Riley 9. |
| W. J. B. Richardson | ... | Singer 9 Le Mans. |
| Miss D. B. M. Evans | ... | M.G. J2. |
| D. G. Evans | ... | M.G. J2. |
| P. E. Cotton | ... | M.G. L. |
| J. D. Barnes | ... | Singer 1½ litre. |
| W. H. Haden | ... | M.G. P. |
| J. H. Baker | ... | Singer 1½ litre. |
| W. G. Lockhart | ... | Singer 9 Le Mans. |
| Miss E. V. Watson | ... | Ford V8. |
| M. W. B. Fraser | ... | M.G. L. |
| F. Carr | ... | Singer Le Mans. |
| A. Powys Lybbe | ... | Alvis. |
| M. W. Sheppard | ... | M.G. J2. |
| W. Porter | ... | Singer. |
| G. B. Goodman | ... | Singer 9. |
| D. A. Loader | ... | Singer 9. |
| F. Herbert | ... | Magna. |

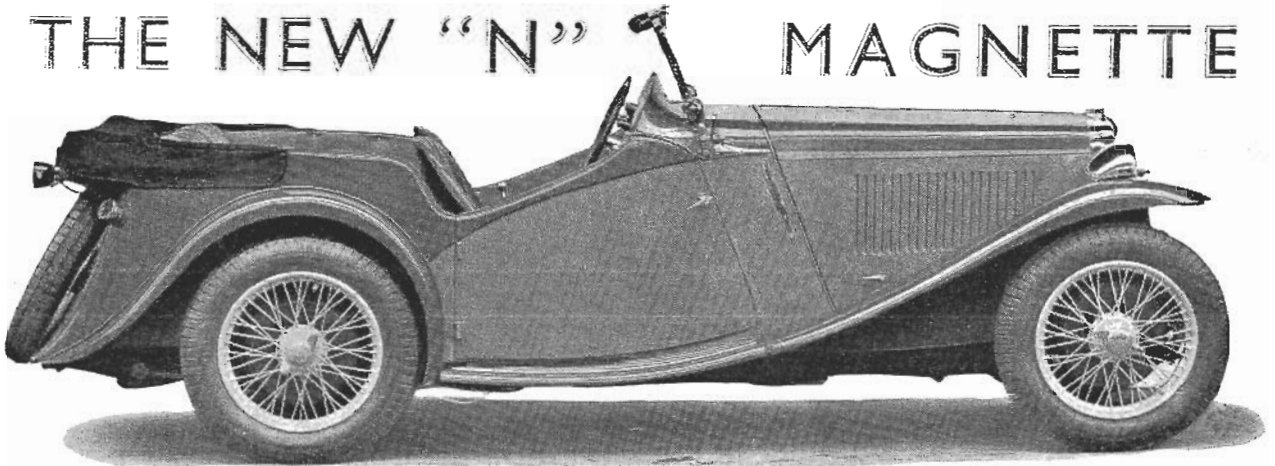
SECOND-CLASS AWARDS

- | | | |
|-------------------|-----|-------------------------|
| G. C. Lloyd | ... | M.G. L. |
| H. G. Conway | ... | Austin 7 (a). |
| L. Maxwell | ... | M.G. L. |
| W. King | ... | M.G. L. |
| D. N. Leon | ... | M.G. L. |
| W. G. Everett | ... | M.G. P. |
| R. A. Maedermid | ... | M.G. P. |
| J. H. Summerfield | ... | M.G. K3. |
| J. F. Kemp | ... | M.G. J2. |
| R. L. Appleton | ... | Singer 9. |
| A. Negal | ... | Morris Major. |
| P. E. G. Lobb | ... | M.G. J2. |
| H. Avery | ... | Singer. |
| G. G. Evans | ... | M.G. J2. |
| K. D. Steadman | ... | M.G. L. |
| K. D. Evans | ... | M.G. J2. |
| W. W. Whitnall | ... | Morris Minor S.V. |
| K. G. Cotton | ... | Singer. |
| H. K. Crawford | ... | Wolseley. |
| M. D. England | ... | Singer 9. |
| M. G. Billingham | ... | Singer 9. |
| A. L. Cove | ... | M.G. L. |
| G. H. Patterson | ... | Riley 9. |
| F. E. Elgood | ... | Bentley 3 litre. |
| A. Fyvie Gould | ... | M.G. J2. |
| R. P. Mead | ... | M.G. J2. |
| C. M. Davis | ... | Austin "65." |
| A. C. Westwood | ... | Singer 9 Le Mans. |
| Miss V. Wild | ... | Ford V8. |
| F. R. G. Spikins | ... | Singer 9 Le Mans. |
| G. Clifton | ... | Riley 9. |
| T. E. W. Durrans | ... | Singer 9. |
| F. A. Thatcher | ... | Singer Le Mans. |
| R. J. Ashley | ... | Singer. |
| G. May | ... | Alvis. |
| Miss J. Richmond | ... | Triumph Southern Cross. |
| C. S. Parrot | ... | Singer Le Mans. |
| B. S. Hill | ... | Singer. |
| R. C. Tibbey | ... | Singer. |
| F. M. Shepherd | ... | Singer. |
| R. Barry | ... | Morris Minor. |
| E. Ainsworth | ... | Avon Special. |
| G. Rae | ... | M.G. J2. |
| H. B. Prestwich | ... | Magnette. |



C. A. N. May (J2), winner of the M.G. Challenge Trophy.

THE NEW "N" MAGNETTE



ON April the 1st a new version of the M.G. Magnette was announced; the new model, known as the M.G. Magnette "N" type, is to augment the present range of Magnettes and to take the place of the open models on the M.G. Magna chassis, production of the latter having ceased.

The new model, with wheelbase of 8 ft. and track 3 ft. 9 in., has been designed as a really high performance sports model for the six-cylinder enthusiast, and at the same time having bodywork with really ample accommodation. Compared with the "K" type Magnettes, this new model shows a considerable reduction in price, for the four-seater is listed at £335 and the two-seater at £305. In addition to these two body styles Mr. H. W. Allingham is offering a very smart two/four-seater body, and an Airline Coupé for the "N" chassis; the former sells at £350 and the price of the coupé is yet to be fixed.

With regard to the details, needless almost to mention that the design has been considerably influenced by the vast amount of data compiled from the experience of the previous racing season's success with M.G. Magnettes, which won the R.A.C. Ulster T.T. and the B.R.D.C. 500 Miles Race, to mention only two of the more outstanding of their many achievements. The chassis frame and body mounting are somewhat novel, the frame itself follows the well-tried M.G. underslung practice and is more than usually well braced with tubular cross members.

Parallel with and outside the side members is a sub frame extending from the forward end of the rear springs to the bulkhead; this sub frame is similar in section to the chassis frame side members and is mounted on silent block bushes. On this sub frame and on three brackets at the rear, also mounted on silent block bushes, two of which can pivot fore and aft and the centre one from side to side, the body is mounted, which is thus permitted to "float" on a rubber mounting isolated for the most part from road shock and mechanical vibrations which are apparent with the more usual form of direct chassis to body mounting.

The six-cylinder engine with 57 mm. bore by 84 mm. stroke, 1287 c.c., has been improved by the fitting of a new cylinder head which has resulted in an increase

in b.h.p., also a new and generously proportional oil filler on top of the valve cover adds greatly to the accessibility when replenishments are made.

Twin S.U. carburetters are fitted to a special manifold with balancing device, the design having been arrived at after a very considerable amount of experiment, since the manifold design has a great influence on the power developed; in this connection it is interesting to note that the new Magnette engine, with its six cylinders each of practically similar capacity to the Midget with its four cylinders, gives off 47½ per cent. more horse-power. This figure represents a more than usually high rate of increase of a six-cylinder unit over a four with similar individual cylinder capacity.

Unit with the engine is the four-speed twin-top gearbox and clutch, the latter is newly designed for heavy duty imposed upon a fast sports car. The centre plate is laminated steel and the withdrawal mechanism is greatly improved, the thrust race has a special "grease lock," and a Ferodo-faced disc fitted to the operating fingers takes the thrust, thus making exceptionally smooth operation.

Final drive is by way of balanced Hardy Spicer propeller shaft with metal universal joints and three-quarter floating rear axle with four-pin differential. Special oil seals prevent the oil from finding its way on to the brakes, and a dipstick is fitted to the rear axle to check the oil level.

SPECIAL FEATURES OF THE "N" TYPE MAGNETTE

Wheelbase, 8 ft.

Track, 3 ft. 9 in.

Power unit, 6-cyl.
57 × 83 mm.
(1287 c.c.).

Tax, £12.

Gear Ratios—
21.94 to 1
11.90 to 1
6.98 to 1
5.125 to 1

12 in. brake-drums.

Lucas fog lamp and traffic signals fitted as standard.

12-gallon tank.

More b.h.p. from newly designed cylinder head.

Overhead oil filler.

Independent shock absorbing body mounting.

Spring and hydraulic controlled rear shock absorbers.

Duplex Hartford shock absorbers at the front.

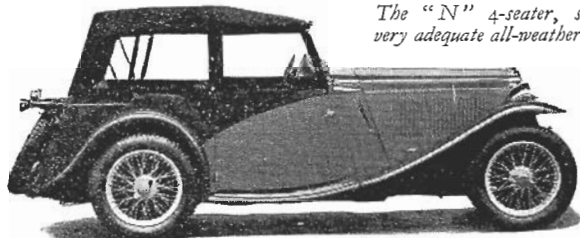
18 in. rims and 4.75 in. Dunlop Fort tyres.

Special cam gear steering.

Triplex toughened safety glass.

Two-seater - - £305.
Four-seater - - £335.
Two-four-seater £350.

(Continued on page 357)



The "N" 4-seater, showing the very adequate all-weather equipment.

Particular attention has been paid to the brakes, the large drums are made of improved material with exceptional wearing qualities, and the main adjustments for both the hand and foot brakes are above the floorboards in front of the driver's seat. Riding comfort has been improved by the fitting of 4.75 in. Dunlop tyres to 18 in. instead of 19 in. Rudge wheels.

In addition to those already mentioned, the salient features of the chassis include:—Spring and thermostatically controlled rear shock absorbers, which are in effect a combination of the friction and hydraulic type of shock absorber, having the advantages of both, for they take care of the quick and slow pitches of the springs.

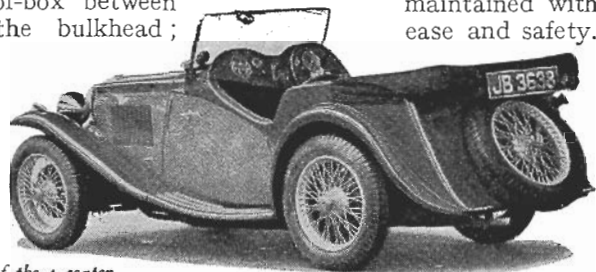
forward of the axle; where desirable, all electrical cables are metal harnessed, and all circuits are separately fused.

The illustrations give some idea of the four-seater body with its ample accommodation and pleasing lines. Behind the seats in the two-seater model there is ample accommodation for several large suitcases, and tools are carried in a rattle-proof tool-box between the facia and the bulkhead; other features of the bodies include adjustable seats, Triplex toughened glass and trafficators.

Two six-volt large capacity batteries are mounted either side of the propeller shaft,

A revolution counter driven off the camshaft has m.p.h. readings in top gear; grouped on a centre panel are the mileometer, horn and dipper switch, dash, foglamp and trafficator switches, and on the left of the facia a panel carries the lamp and ignition switch, the ammeter and oil gauges. A water thermo is also a standard fitment.

On the road the new Magnette is a real joy to handle, giving that "true thoroughbred" feeling. The car seems to settle down to a 60/65 m.p.h. gait (which is well below its maximum) without effort, and the brakes and suspension inspire the confidence which enables these speeds to be maintained with ease and safety.



Another view of the 4-seater

THE R.A.C. MANNIN

A MUCH FASTER CIRCUIT

THE course for this year's Isle of Man R.A.C. Races has been amended as shown in the sketches on these pages.

The new circuit provides very fast straights, each over a mile long, and also possesses this additional advantage over last year's course, that it does not isolate the main Douglas shopping thoroughfares.

New grandstands really well placed will add to the enjoyment of the spectators.

The Mannin Beg, which is confined to unsupercharged cars up to 1500 c.c. and blown cars up to 1100 c.c., will be run on 30th May, while the Mannin Moar, as was the case last year, is open to cars above these capacities and takes place on 1st June. Both races start at 10 a.m. and are expected to last about three hours, being over 50 laps of the 3.6 miles long circuit, in all about 180 miles.

The principal trophy for the Mannin Beg is being given by Lord Wakefield, while the M.G. Car Co. Ltd. has presented the trophy for the Mannin Moar. Cash prizes to the value of £1000 are also offered in addition to a team award in each race.

Monday and Tuesday, 28th and 29th May, between 5 a.m. and 7 a.m. have been set aside for practice.

The entry is even better than last year.

A total of forty cars will compete—twenty-five in the Mannin Beg and fifteen in the Mannin Moar.

The cars will run in racing trim, without any restriction as to type. Single-seater bodies may be fitted, no mechanics will be

carried, and two pit attendants will be allowed each competitor for replenishments, repairs, etc., in addition to the driver.

The official grandstand will be on the Central Promenade and will be on the inside of the

the Stand. Spectators will also be able to see the Races from the A.C.U. Motor Cycle T.T. Stand. This is on one of the fastest stretches of the course, at a position where there should be a considerable amount of passing.

Full particulars of all Stand seats with booking plan may be obtained from the Secretary, Car Races, Villa Marina, Douglas, Isle of Man.

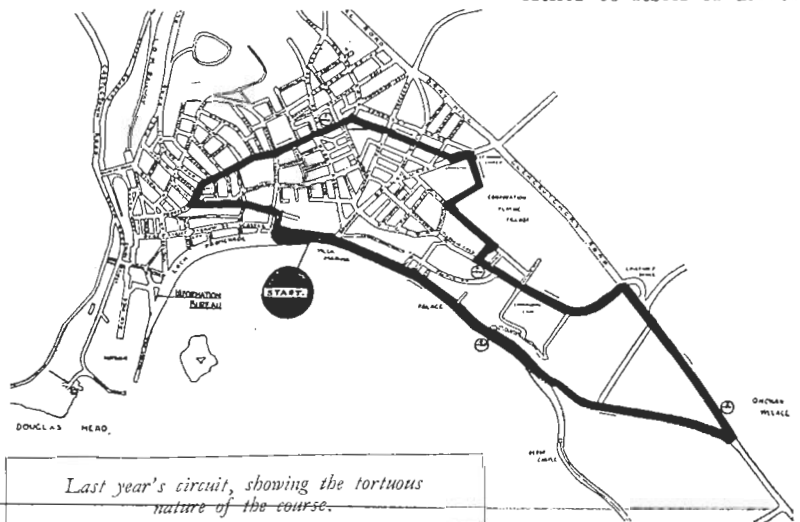
In all fifteen M.G.s will be running in the Mannin Beg Race, supercharged Magnettes having been entered by H. C. Hamilton, R. T. Horton, P. L. Donkin, G. Manby-Colegrave and E. R. Hall, each of whom will drive his own car. In addition, G. E. T. Eyston has entered three, which will be handled by himself, W. Handley and C. Penn Hughes.

Two other blown Magnettes have been entered by R. H. Eccles, to be driven by C. E. C. Martin and himself, while Norman Black has entered three more which will be driven by himself, Kaye Don and A. P. Hamilton.

In addition there are two blown Midgets to be handled by W. G. Everitt and F. Allen respectively—the latter's car being the one which recently gyrated so alarmingly at Southport with practically no damage either to itself or driver.

MANNIN BEG ENTRIES		
Car	Entrant	Driver
1087 M.G. Magnette (S)	G. Manby-Colegrave	Dudley Froy
Jameson Special (S)	W. R. Baird	
1088 Riley ...	N. Black (A. P. Hamilton)	
1086 M.G. Magnette (S)	N. Black (Kaye Don)	
1086 M.G. Magnette (S)	N. Black	
1486 Riley ...	F. W. Dixon (Cyril Paul)	
1486 Riley ...	F. W. Dixon	
1089 Riley ...	F. W. Dixon (P. G. Fairfield)	
1086 Riley ...	V. Gillow	
750 M.G. Midget (S)...	F. Allen	
1493 Singer ...	A. Fox (Hon. Brian Lewis)	
746 M.G. (S) ...	W. G. Everitt	
1089 Riley (S) ...	E. K. Rayson	
1086 M.G. Magnette (S)	Roy Eccles (C. E. P. Martin)	
1086 M.G. Magnette (S)	Roy Eccles	
1086 M.G. Magnette (S)	G. E. T. Eyston (C. Penn Hughes)	
1086 M.G. Magnette (S)	G. E. T. Eyston (W. L. Handley)	
1086 M.G. Magnette (S)	G. E. T. Eyston	
1454 McEvoy Special	H. Laird	
1091 E.R.A. (S) ...	H. Cook	
1087 M.G. Magnette (S)	H. C. Hamilton	
1087 M.G. Magnette (S)	E. R. Hall	
1087 M.G. (S) ...	P. L. Donkin	
1086 M.G. (S) ...	R. T. Horton	

course. Opposite to it will be the score board and pits, and the Stand itself is so placed as to give a magnificent view of the full length of the Promenade, from the bottom of Summer Hill to the right hand corner where the cars will turn up Broadway. There will be a massed start and this and the finish will be opposite



RACES ONCE MORE AND A SPLENDID ENTRY

Against the M.G. entry "Freddy" Dixon is pitting two unsupercharged 1486 c.c. Rileys, to be driven by himself and Cyril Paul, and one unsupercharged 1089 c.c. one, to be handled by P. G. Fairfield; E. K. Rayson has entered a blown edition of the latter car, while Victor Gillow is to run an unsupercharged 1086 c.c. Riley, and W. R. Baird a 1089 c.c. unblown car of the same make.

Great interest centres around Humphrey Cook's entry in this race of one of the new supercharged 1091 c.c. E.R.A. cars which are making their debut in the Mannin Races, while it is understood that a useful turn of speed may also be expected from H. Laird's 1454 c.c. McEvoy Special, and it is learned that the Hon. Brian Lewis is to handle a 1493 c.c. Singer which has been entered by A. W. Fox, who also entered it in the recent International Trophy Race, in which race it performed well in the hands of T. S. Fotheringham.

Finally, the debut of the blown Jameson Special with Dudley Froy at the wheel will be an incident of considerable interest, as the blown two-stroke power unit of this car is of revolutionary design, and it is credited with a very fine performance.

A rare galaxy of cars and drivers will line up for the big race on 1st June.

In this event a 1488 c.c. supercharged E.R.A. has been entered by Humphrey Cook, to be driven by Raymond Mays.

The indomitable "Freddy" Dixon will be there again with

two 1633 c.c. Rileys which he and Cyril Paul will drive.

Supercharged 2336 c.c. Alfa Romeos have been entered by A. Abecassis, Kaye Don and

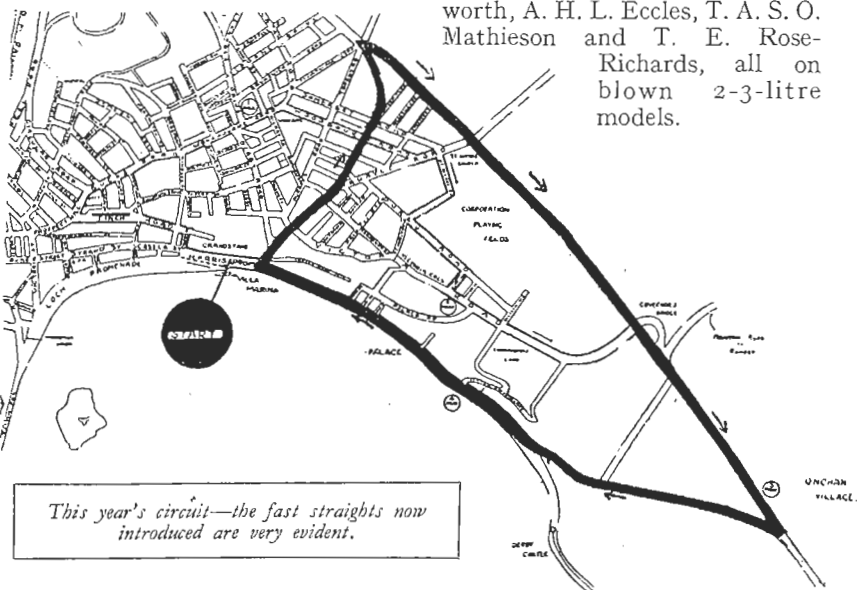
John Cobb, while both a 2655 c.c. blown Alfa Romeo and a 2991 c.c. blown Maserati have been entered by N. Rees and A. Fox for Hon. Brian Lewis to drive.

The Alfa Romeo entry of Mr. Abecassis is of particular interest in that this car will be driven by Vasco Sameiro, the Portuguese champion. Samiero is the only foreign driver in the race, and in view of his impressive record in Continental racing it is certain that he will make a strong challenge to our men in the Isle of Man.

Whitney Straight has entered a 2991 c.c. supercharged Maserati as the driver of which he has nominated R. Featherstonehaugh.

The Bugatti Brigade in this event comprises R. O. Shuttleworth, A. H. L. Eccles, T. A. S. O. Mathieson and T. E. Rose-Richards, all on blown 2-3-litre models.

MANNIN MOAR ENTRIES			
Car	Entrant and Driver		
1488 E.R.A. (S) ...	H. Cook (Raymond Mays)		
2336 Alfa Romeo (S) ...	A. Abecassis (V. Samiero)		
2296 Bugatti (S) ...	R. O. Shuttleworth		
2336 Alfa Romeo (S) ...	Kaye Don		
2336 Alfa Romeo (S) ...	John Cobb		
1633 Riley ...	F. W. Dixon (Cyril Paul)		
1633 Riley ...	F. W. Dixon		
2991 Maserati (S) ...	N. Rees and A. Fox } (Hon. Brian Lewis)		
2655 Alfa Romeo (S) ...	N. Rees and A. Fox }		
2263 Bugatti (S) ...	A. H. L. Eccles		
2336 Bugatti (S) ...	T. E. Rose-Richards		
2300 Bugatti (S) ...	T. A. S. O. Mathieson		
2991 Maserati (S) ...	Whitney Straight (R. Featherstonehaugh)		



This year's circuit—the fast straights now introduced are very evident.

STOP PRESS!

RECENT SUCCESSES

The Sunbac's recent Inter-Club Team Trial resulted in a win for the M.G. Car Club "A" Team, which comprised three Midgets driven respectively by J. M. Toulmin, R. A. Macdermid and J. A. Bastock.

The West Hants Club entry of three M.G.s was runner-up, the drivers being E. H. Banfield, A. E. Hann and J. L. Tully.

The cup for the best performance in the Kentish Car Club's event was won by G. H. Alexander (M.G. Midget).

E. G. S. Cook (M.G. Magna) tied with 5.4/5 seconds for the best time at the stop and restart test on Beechy Lees, with K. S. Roe and G. H. Alexander (M.G. Midgets) second.

G. Pettit (M.G. Six) and C. R. B. Chiesman (M.G. Midget) tied for the best time in the brake test.

Premier awards in the trial were won by G. Pettit and C. R. B. Chiesman.

Second class awards: J. Britcher and K. S. Roe (M.G. Midgets).

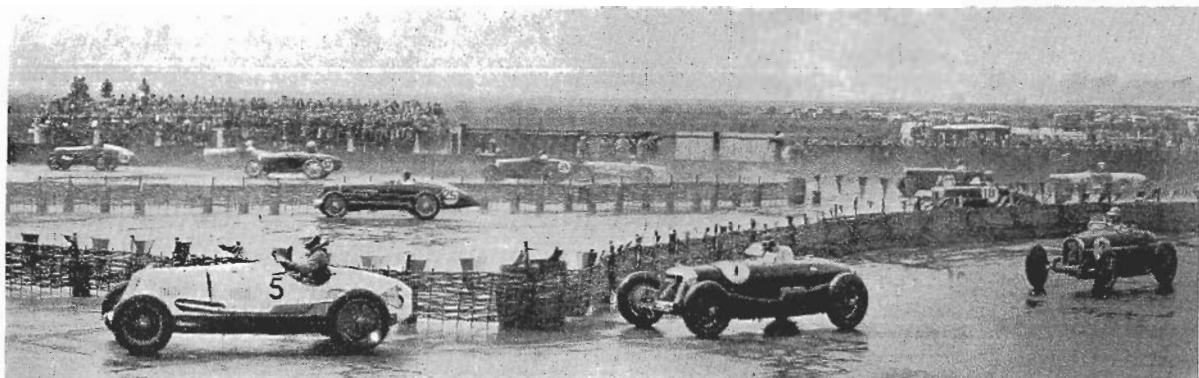
All the above results are subject to official confirmation.

J.C.C. INTERNATIONAL TROPHY RACE

WHITNEY STRAIGHT VICTORIOUS IN DRAMATIC FINISH, WINNING BY 4 SECONDS AT 89.62 M.P.H. WITH FRONT TYRE COVER IN SHREDS.

HON. BRIAN LEWIS 2nd, T. E. ROSE-RICHARDS 3rd.

M.G. WINS GROUP 2 AT 84.87 M.P.H., ALSO GAINING SPECIAL TROPHY AWARDED TO FIRST ALL-BRITISH CAR TO FINISH.



ONE of the best races in the history of Brooklands was run off at the Track on Saturday, 28th April, when the Junior Car Club's International Trophy Race took place.

The race, which provided the enormous crowd of spectators with many thrills, started in a downpour of rain, but conditions brightened considerably by about half-distance.

M.G.s were successful in winning Group 2, as the Magnette entered by Kaye Don and driven by C. J. Dodson finished ahead of the other fourteen competitors in that category, at an average speed of 84.87 m.p.h. This car was also awarded the special prize for the first all-British car to finish in the race. Whitney Straight's average speed for the whole distance was 89.62 m.p.h. (time, 2 hr. 55 min. 8 sec.), while the

Hon. Brian Lewis averaged 89.59 m.p.h. (time, 2 hr. 55 min. 12 sec.). Both drove Maseratis. T. Rose-Richards was third in his Bugatti at 87.62 m.p.h. (time, 2 hr. 59 min. 7 sec.).

The full results were as follows:—

RESULTS

- 1, Whitney Straight's Maserati (driver, Whitney Straight). Speed, 89.62 m.p.h.; time, 2 hr. 55 min. 8 sec.
- 2, Noel Rees and Arthur Fox's Maserati (Hon. Brian Lewis). 89.59 m.p.h.; 2 hr. 55 min. 12 sec.
- 3, T. E. Rose-Richards's Bugatti (entrant). 87.62 m.p.h.; 2 hr. 59 min. 7 sec.
- 4, F. W. Dixon's Riley (Cyril Paul). 86.05 m.p.h.; 3 hr. 2 min. 24 sec.
- 5, Earl Howe's Bugatti (entrant). 85.91 m.p.h. 3 hr. 2 min. 42 sec.
- 6, Kaye Don's Alfa Romeo (entrant). 85.46 m.p.h.; 3 hr. 3 min. 39 sec.
- 7, John Cobb's Alfa Romeo (entrant). 85.45 m.p.h.; 3 hr. 3 min. 40 sec.
- 8, Kaye Don's M.G. Magnette (C. J. Dodson); 84.87 m.p.h.; 3 hr. 4 min. 56 sec.
- 9, Kaye Don's M.G. Magnette (Norman Black). 84.36 m.p.h.; 3 hr. 6 min. 3 sec.
- 10, E. R. Hall's M.G. Magnette (entrant). 82.55 m.p.h.; 3 hr. 10 min. 8 sec.
- 11, R. H. Eccles's M.G. Magnette (C. E. Martin). 82.37 m.p.h.; 3 hr. 10 min. 32 sec.
- 12, A. Esson Scott's Bugatti (entrant). 81.77 m.p.h.; 3 hr. 11 min. 57 sec.
- 13, G. E. T. Eyston's M.G. Magnette (C. Penn Hughes). 81 m.p.h.; 3 hr. 13 min. 46 sec.
- 14, R. T. Horton's M.G. Magnette (C. Brackenbury). 78.88 m.p.h.; 3 hr. 18 min. 58 sec.
- 15, T. V. G. Selby's Bugatti (entrant). 78.34 m.p.h.; 3 hr. 22 min. 3 sec.
- 16, Arthur Fox's Singer (T. S. Fotheringham). 77.22 m.p.h.; 3 hr. 23 min. 15 sec.
- 17, R. H. Eccles's M.G. Magnette (entrant). 76.90 m.p.h.; 3 hr. 24 min. 5 sec.

GROUP WINNERS

- Group 3: Whitney Straight's Maserati, 89.62 m.p.h.; 2 hr. 55 min. 8 sec.
- Group 2: Kaye Don's M.G. Magnette (C. J. Dodson). 84.87 m.p.h.; 3 hr. 4 min. 56 sec.
- Group 1: F. W. Dixon's Riley (Cyril Paul). 86.05 m.p.h.; 3 hr. 2 min. 24 sec.

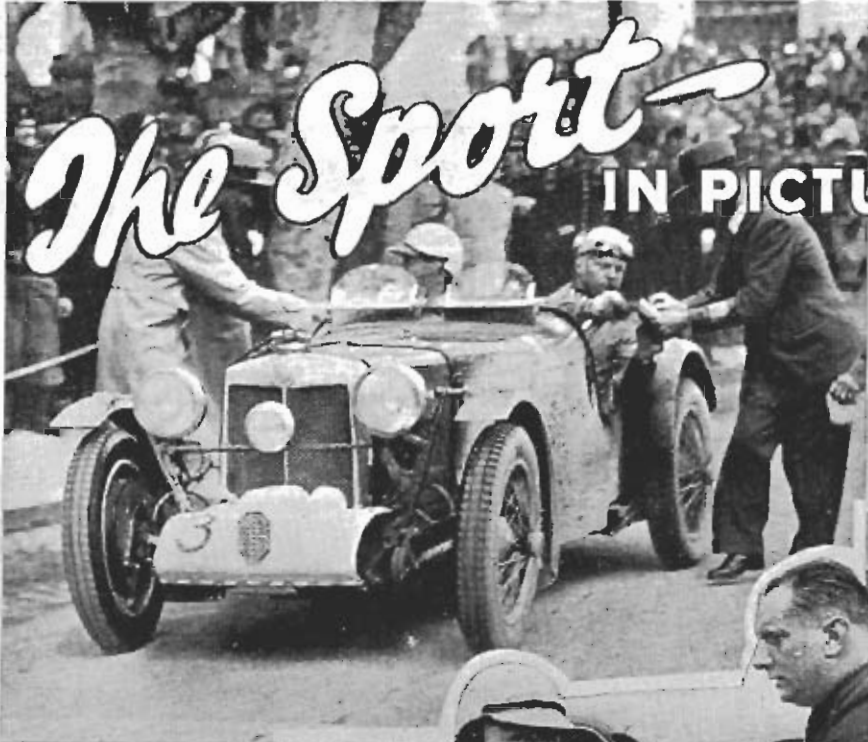
TEAM PRIZE

Earl Howe's Bugatti Team, comprising Earl Howe, T. E. Rose-Richards and A. Esson Scott.



The Hon. Brian Lewis (left) congratulating Whitney Straight on his victory. Lewis won the 1933 race.

The Sport IN PICTURES



C. Penn Hughes and Count Lurani, second in the 1,100 c.c. class in the recent Mille Miglia, passing through the Rome Control.



Hans Von Stack at the wheel of the new Porsche car of the G.A.V. before the trial which preceded the successful onslaught on the Worlds Hour Record, the Ex-Crown Prince is also in the group.

Freddie Dixon and John Cobb snapped in the Bracklands Paddock on Easter Monday. This was shortly before their Montlhery adventures.



Miss Riddel the only British Competitor in the recent St. Raphael Motor Rally at Monte Carlo. She won her class easily in her M.G. and was second in all categories, also scoring a number of other successes.

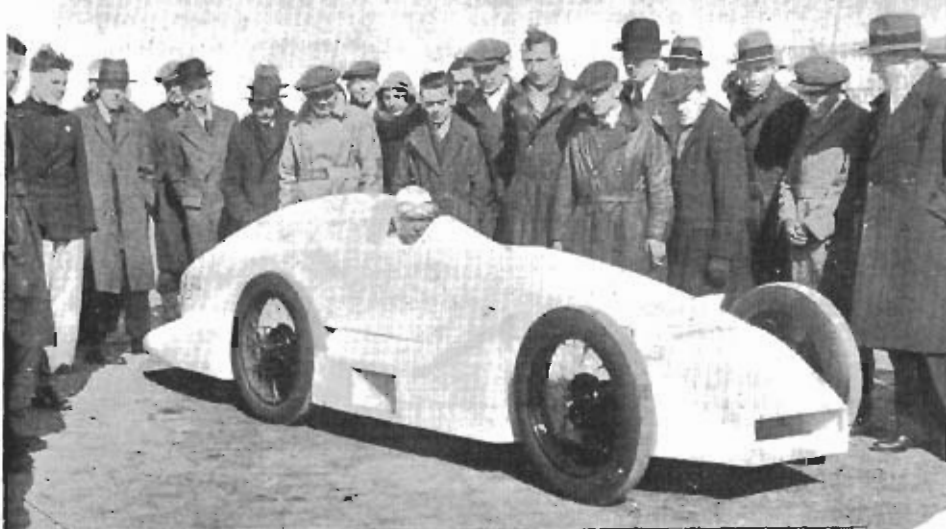
D.N. Lells in the Paddock after scoring the first M.G. Brooklands success of the year. With Mrs Lells in the background is Miss D. Evans, the successful Trials driver.



Miss Riddel at speed.



A new Sport — for Car Dirt Track racing. The start of F.M. Barra him off the



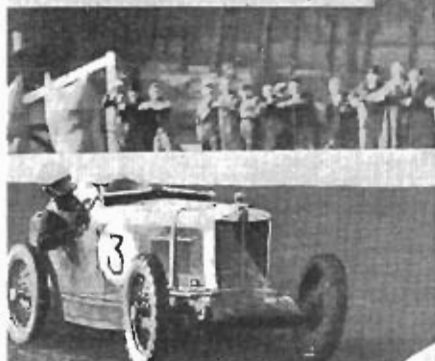
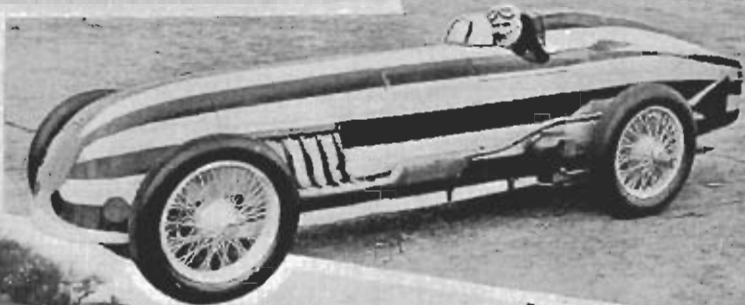
A friendly competitor! Pat Driscoll at the wheel of the Austin in which he "borrowed" one or two of our records at Southport recently.



John Cobb, popular hero, after raising the Brook 139.71 m.p.h. on



Two views of G. E. T. Eystons new single-seater Magnette - also portrayed on the front cover.



this country!
the Crystal Palace
is skid which took
ack.

A Spot of Bother!
B.G. Bailey fighting his car after
turning it over on a hairpin
bend at the March 24th Meeting
at Donington.



In his Napier Railton
sets lap record to
beater Monday.



Safety First!
The Press Photographer who took a leaf out of the book of Diogenes at Brooklands provided a good subject himself.



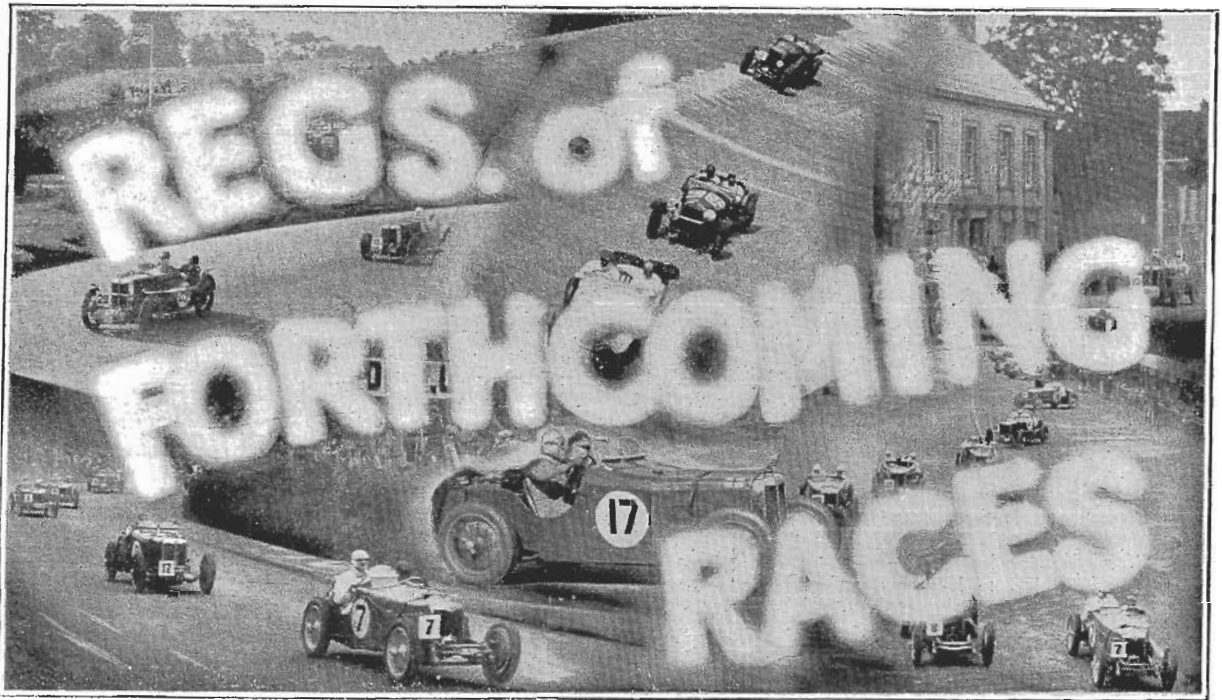
Freddie Dixon setting out on the Napier Railton at Moulthery on the record-breaking run which ended in his having a miraculous escape from injury when the car skidded at high speed, finishing up in the ditch on the inside of the track.



Jack Field on his unsuccessful run at Southport in the Silver Bullet.



Whitney Straight's new Monoposto Maserati. G. Ramponi gave it its final tests at Brooklands recently. It is credited with a potential 170 m.p.h.



THIS year, the B.R.D.C. British Empire Trophy event takes the form of one 300 Miles Race over one hundred laps of the special road-type circuit shown below.

Open cars of any size and type are eligible to compete, provided they are capable of a speed in excess of 90 m.p.h.

Cars in Class H will start at 2 p.m., and the following tables show the Handicaps, class by class, with the starting time of each.

The entries will be divided into the following Classes:—

Class A cars with engines exceeding 8000 c.c.

Class B cars with engines exceeding 5000 c.c. and under 8000 c.c.

Class C cars with engines exceeding 3000 c.c. and under 5000 c.c.

Class D cars with engines exceeding 2000 c.c. and under 3000 c.c.

Class E cars with engines exceeding 1500 c.c. and under 2000 c.c.

Class F cars with engines exceeding 1100 c.c. and under 1500 c.c.

Class G cars with engines exceeding 750 c.c. and under 1100 c.c.

Class H cars with engines not exceeding 750 c.c.

No. 3. THE BRITISH EMPIRE TROPHY RACE

Venue	...	...	...	Brooklands
Date	...	...	...	Saturday, 23rd June
Entries Close	...	...	...	Monday, 4th June

the distance in the shortest time, £100.

In addition to the above, the Entrant of the Winning Car in each

Handicap Speed and Lap Times

Class	Handicap Speed		Handicap Lap Times	
	Non S/c. M.P.H.	S/c. M.P.H.	Non-S/c. M. S.	S/c. M. S.
H	—	81.82	—	2 12
G	81.82	86.25	2 12	2 5
F	81.82	87.75	2 12	2 3
E	86.25	87.75	2 5	2 3
D	87.75	90.00	2 3	2 0
C	87.75	90.00	2 3	2 0
B	90.00	90.00	2 0	2 0
A	90.00	90.00	2 0	2 0

Class will receive £50 (provided there are three or more starters in his Class); the Entrant of the team of three cars of the same make recording the lowest time aggregate on formula, the "Mobiloil" Team Trophy, each driver of the winning team receiving an award also presented by the Vacuum Oil Co. Ltd.

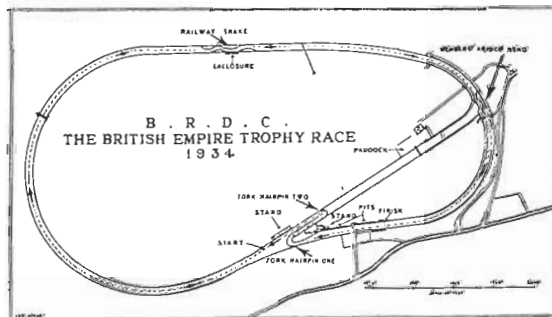
Lord Nuffield has generously donated £1000 for the Prize Fund and made the following awards possible:—To the Entrant of the Winning Car: THE "BRITISH EMPIRE TROPHY" and £400. To the Entrant of the Car placed Second: "THE CANADA TROPHY" and £200. To the Entrant of the Car placed Third: "THE AUSTRALIA TROPHY" and £100. To the Entrant of the Car covering

The Entrants and Drivers of all cars completing the course in the specified time will receive B.R.D.C. plaques.

Entries, accompanied by the necessary fee, must reach the organiser as follows:—

Up to and including Monday, 7th May, £16. Up to and including Monday, 21st May, £21. Up to and including Monday, 4th June, £26. (Entry fees include third party insurance.)

Entries to be sent to H. N. EDWARDS, The British Racing Drivers' Club Ltd., Bangalore House, Newton Street, Kingsway, London, W.C.2. Telephones: Holborn 0161 and 6550. Telegrams: Speedmen, West-cent, London. Cables: Speedmen, London.



FAMOUS BRITISH TEST HILLS

○ All the passes in England, Wales and Scotland, Honister, rising from Buttermere, is among those most worthy of the name. Beginning with a gentle gradient up a green valley, it steepens and becomes rougher as greater heights are reached, until finally, with a rocky slope of one-in-three, it breasts the summit between beetling crags.

It is a stiff hill and one eminently worth climbing. Two primitive stone bridges over the Gatesgarthdale beck prevent any rushing tactics, while the loose, stony surface results in wheel-spin developing instantly if the throttle be opened too wide. With Honister Crag towering on the right, the pass is remarkable for its grandeur. On a Summer's day one may sit at the top and watch one car after another creep slowly up to the steepest portion, only to fail and back down with much peril and anxiety to the occupants.

From Buttermere, situated roughly $1\frac{1}{2}$ miles south-west of Keswick, to the top of the pass is a shade over four miles, of

No. 7. HONISTER PASS

which only the last two and a half, however, represent steady climbing. The summit is 1200 feet above sea level, after which one has the option of descending by a new toll road which has a gradient mostly of one in ten, or taking the really colonial public road down to Seatoller. This descent, taken in the opposite direction, i.e. as a climb, is thoroughly wild, with big outcrops of rock and boggy sections in which it is possible to get stuck. The gradient, admittedly, is steep; somewhere between one-in-three and one-in-four, I believe. Nevertheless it seems a scandal that the public road, whatever its gradient, should be allowed to fall into such a state that motorists are obliged to pay half-a-crown for the use of the toll road.

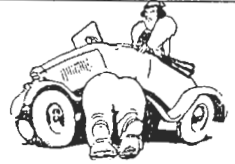
To make a successful climb of either side of Honister Pass the usual precautions when climbing a bad trials hill should be taken, i.e. the tyres should be fairly soft and the shock absorbers done up

tightly. It is necessary to use plenty of throttle to surmount the truly appalling gradient, but loose or muddy sections should, where possible, be avoided, and the amount of throttle opening required to climb the final slope should be nicely balanced against an excessive opening which would provoke wheelspin. As the climb from either side is long and trying, it is just as well to make sure that the sump and radiator are both full before beginning the ascent.

Honister Pass has not often been used in car trials, though it has figured in the motorcycle International Six Days. The Motor Cycling Club, with characteristic courage, is including it, with a stop and re-start on its slopes, in the route of its classic London—Edinburgh trial this Whitsuntide. This new section of a famous trials route includes other severe Lakeland passes and, if the weather is fine enough to make visibility good, competitors in the "Edinburgh" will have much for which to thank the organisers, as the country passed through is really wonderful.

JOBS YOU SHOULD LOOK AFTER ON YOUR CAR YOURSELF

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



AS there are several thousand "M" type Midgets on the road, and many of these have been purchased second-hand, a few instructions on this particular model would not be out of place at this time of the year.

There are one or two points that should receive careful attention and they cover a varied range, as, for example, cleaning the body, removing the cause of "worn and torn" steering and suspension, overhauling all the brake cable mechanism, checking valve clearances, and checking over the engine and lubricating system. Many more items can be added to the list, and these will be dealt with at some later period.

Cleaning Fabric Bodies

First of all, dealing with the body, a bucket of water, a stiff nail brush, and some ordinary yellow soap are the best ingredients for cleaning the body. Under no circumstances should petrol or similar liquid be used; there is no use in applying body polish on dirt.

First of all, get the body thoroughly clean, and it has been found that a fabric paste such as Fabrokleen will bring up the original nature of the fabric and generally smarten up the car.

While the body is receiving attention, remove all floorboards and clean around all the articulating points with a wire brush; all the brake mechanism should be so cleaned off, as well as round the shackle pins.

Shackle Lubrication

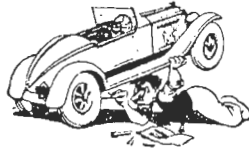
On removal of the driver's seat, it will be noticed that there are two small holes in the floorboards which coincide with the shackles of the front ends of the rear springs. These shackles are lubricated through the holes of the floorboards, but upon examination of a car recently, it was noticed that the lubricator had turned round, making it impossible to

lubricate the shackles. The consequence of this neglect had caused the shackle pin to seize, which, rendering the suspension very harsh, it naturally followed that the steering became erratic.

It is advisable to fill the grease gun with ordinary engine oil and force this through the greaser nipples until it exudes from the point to be lubricated; this will facilitate the passage of grease subsequently. If it is not possible to force oil through a lubricator, it is necessary to have the part removed, because it will probably have become seized.

Brake Clevis Pins

While the floorboards are removed, make a particular point of oiling every brake clevis pin



on the cross shaft, working the pedal to and fro at the same time, noting the extent of travel of the pedal and the position of the main brake adjustment, which consists of a turnbuckle beneath the floorboards, which is fitted with a right and left-handed thread.

Brake Cables

It has been found that the brake cables are very often neglected. These should be lubricated by disconnecting the front and rear yoke or clevis ends, and then, by holding the cables upwards, penetrating oil can be injected into the outer cable; this will add longer life to the cables and prevent rusting, which causes decay.

The ends of the brake cables are attached to small levers which operate a shaft which requires some lubrication, but should only receive a very small amount, otherwise lubricant will be forced on to the brake-shoes with consequential bad results.

Hub Lubrication

The front brake camshafts can be reached easily, but it is necessary to lift the lid in the tail boot to lubricate the rear brake camshafts.

The front and rear hubs should be lubricated from time to time, but the method of lubrication is dissimilar. On removal of the wheel, it will be noticed that there is a grease cap on the front hubs; remove this cap, insert some grease in the hub and screw up the cap. Lubrication of the rear hubs is effected by using a grease gun on a nipple inside the hub body.

Steering Adjustment

There are two points of adjustment for the steering gear. It will be noticed that there is a set screw and locking nut in the centre of the steering box. This controls the up and down movement of the worm wheel.

Beneath the steering column it will be noticed that there are two nuts. Hold the steering column in one hand and the steering wheel in the other. See if there is any play in the steering column mast; this play can be removed by tightening the nuts beneath the steering column, so as to cause the thrust race to act; a little vaseline on the thrust race is all the lubrication that this will require.

Tappet Clearances

These should be checked with a feeler gauge. It is necessary to check each valve individually, making sure that the apex of the cam of a particular valve is pointing directly upwards.

The best clearances will be found to be four-thousandths inch inlet and six-thousandths inch exhaust.

Part II of this article will appear in July.

By
HUGH P. McCONNELL
M.S.A.E., A.M.I.A.E., F.I.M.T., F.I.Arb.



KNOW THESE MEN—

RESULT OF THE COMPETITION SET IN THE
MARCH ISSUE OF THE M.G. MAGAZINE



A large entry was received for this Competition, and it would appear from these that many of the gentlemen in the above photograph must lead double lives, or else go about their legitimate business under a variety of aliases! Be this as it may, the first correct solution opened by us on Wednesday, 4th April, was that sent in by:—

MR. F. C. PATRICK,
24 East Avenue,
Cowley Road, Oxford.

The correct list of names is as follows:—Messrs. (A) Muzzell (B) Charles (C) Colegrove (D) Cousins (E) Kimber (F) Probert (G) Lord Nuffield (H) Maynard (J) Pennock.

MOTORING

IN THE

NORTH EAST WEST & SOUTH

Southport

W. F. Allen, a newcomer to Southport, surprised everyone at the meeting a few weeks ago by winning eight events, with an M.G. Midget. These included:—

The straight mile for cars up to 1000 c.c.
The straight mile for cars up to 2000 c.c.
Three-mile event for cars up to 350 c.c.
Three-mile event for cars up to 1000 c.c.
Three-mile event for cars up to 1500 c.c.
Three-mile event for cars up to 2000 c.c.
Eleven-mile event for cars up to 850 c.c.
Eleven-mile event for cars up to 1500 c.c.

Australian Grand Prix

News by cable from the Melbourne Agents has come to hand to the effect that Thomson's K.3 Magnette put up fastest time in Australia's principal event, the Grand Prix, over a 200 miles course. The event is a handicap one and he gained second place. M.G. cars also gained third, fourth and sixth places.

World's Records

John Cobb and his *équipe*, with the Napier Railton, although they missed getting the world's 24-hour record which was really their aim, put up some extraordinarily good speeds before Dixon's crash, fortunately without serious results, terminated the attempt, securing in all five world records which are also International Class "A" records. They previously stood to the credit of the American, Pierce Arrow. The new speeds, yet to be confirmed, are:—

122.82 m.p.h. for 1000 kilos.
120.71 m.p.h. for 3000 kilos.
123.01 m.p.h. for six hours.
121.19 m.p.h. for twelve hours.

Meanwhile the standing start kilometre record,

WITHOUT (MUCH) COMMENT!

Extract from the *Daily Express Road Book of Great Britain*:—

"ABINGDON . . . A sleepy and very old-fashioned little market town situated prettily on the Thames and on the edge of the Vale of White Horse. The streets are distinctly quaint, while among special sights are the Abbey ruins, St. Helen's and St. Nicholas' Churches, Christ's Hospital and several old almshouses, and an ancient bridge."

(The italics are ours!—Editor, *The M.G. Magazine*.)

lowered at the end of last year by Cobb driving the Napier Railton at a speed of 88.5 m.p.h., has been captured by Reush on a three-litre Maserati at Monthléry on 26th March, who raised the speed of 88.52 to 88.87 m.p.h.

After a lapse of seven years, the One Hour Light Car record has been broken at Brooklands by R. T. Horton with a Jensen-bodied single-seater Magnette. George Eyston on a Bugatti was the previous holder, with a speed of 115.5 m.p.h. Horton's speed, subject to confirmation, is 117.03 m.p.h., with a fastest lap at

119.72 m.p.h. In addition, Horton broke six International and British records:—

50 kilos., 114.84 m.p.h.
50 miles, 115.85 m.p.h.
100 kilos., 116.32 m.p.h.
100 miles, 116.86 m.p.h.
200 kilos., 117.02 m.p.h.
1 hour, 117.03 m.p.h.

All these records in the International Class "G" were previously held by Henken Widengren's supercharged Amilcar.

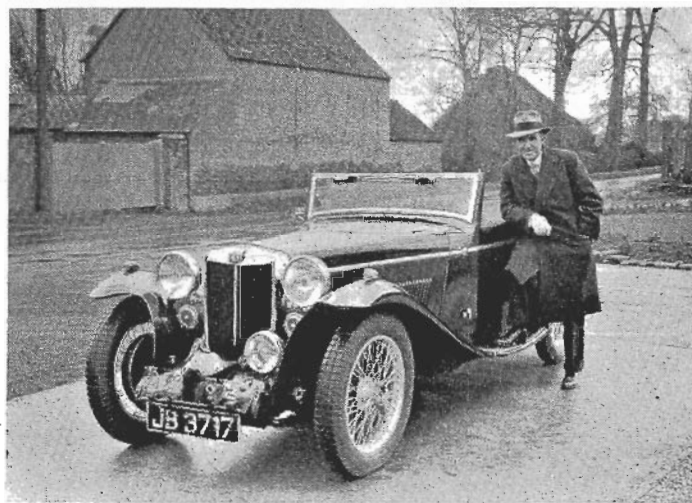
Horton also made an attempt on Class "H" records with his Midget, but weather conditions made it necessary to abandon the run.

World Land Speed Record

Sir Malcolm Campbell's Blue Bird is undergoing very considerable alterations; the only part being retained is the engine. The rebuilt car is to have twin rear wheels and an improved streamlined body. Sir Malcolm will attempt to attain a speed of 300 m.p.h., and the Salduro Salt Beds, Utah, have been suggested as a course with possibilities. A rumour is current to the effect that "Ab" Jenkins, the American holder of the world's 24 records, is making plans to attack Sir Malcolm's world speed record of 272 m.p.h.

"A-A" Echo

If the Marshal who kindly lent a wrist watch to F. M. Richardson, Balliol College, Oxford, will communicate with him, he will have his watch returned immediately. Mr. Richardson was unable to find the said Marshal at the conclusion of the Trial.



MR. CECIL KIMBER'S IDEAL CAR

A standard M.G. Magnette touring chassis fitted with a supercharger and a special all-weather body. It has a maximum speed of 94 m.p.h. and yet is perfectly normal to drive slowly and in traffic without any trace of oiling up troubles, usually associated with a "blown" engine. This car has been put in commission for the personal use of Mr. Cecil Kimber, of the M.G. Car Company, for experimental reasons, with the idea of developing the supercharged car for ordinary every-day use.

(Continued on page 390)



THE PICNIC

"Oh, Darling . . . you've forgotten the tin-opener—now we shall have to drink black coffee . . ."

Results

The following are the results of recent trials as far as the M.G. competitors are concerned:—

THE LANCASHIRE AND CHESHIRE CAR CLUB'S DERBYSHIRE TRIAL
Ladies' Cup, Miss E. V. Watson.
First Class Award, J. Harrop.
Second Class Awards, H. D. Wyatt, G. V. Oddy.

SCOTTISH SPORTING CAR CLUB, HIGHLAND TWO-DAY TRIAL
Premier Awards:—
Oban Quaich, D. Donaldson, M.G.
Team Prizes (B Team):
N. C. Sharp, N. Mitchell, W. C. Reid.
(A Team) J. R. Nisbett, J. S. Hepburn, N. C. Christison.
First Class Awards M.G.s:
J. R. Nisbett, L. Robson, N. Mitchell, N. C. Christison, J. S. Hepburn, P. B. Tanner, N. C. Sharp, W. C. Reid, C. D. Grant, W. B. M. Fraser.

BRIGHTON AND HOVE SPRING CUP TRIAL
Tied for Spring Cup, R. A. Macdermid, P. Midget.
First Class Award, E. H. Banfield.
Second Class Award, E. Quero, A. Ashton-Rigby.

DONINGTON RESULTS
5 lap unsupercharged, 850 c.c.
1. W. G. Everett, M.G., 51.93 m.p.h.
2. L. Levy.
3. P. Lim.
5 lap 850 c.c. (blown or unblown).
5 lap 1100 c.c. (blown or unblown).
2. T. Simister.
3. W. B. Hood.
5 lap 1500 c.c. (blown or unblown).
2. T. Simister.

BRIGHTON AND HOVE 12 HOUR TRIAL
First Class Awards:—
R. A. Macdermid.
A. Ashton-Rigby.

COVENTRY CUP TRIAL (N.W. London Motor Club)
First Class Award, E. H. Banfield.
Second Class Awards, J. H. Hibbitt, E. H. Dimond, C. A. H. Cann, E. G. F. Cook.

Monaco

This year's Monaco Grand Prix at Monte Carlo was won by Guy Moll (Alfa Romeo); Chiron (Alfa Romeo) led the race by a good

margin until two laps from the finish, when he crashed into the sandbags at the Station corner. Moll passed before he could get going again and won the race at an average speed of 56.04 m.p.h., with Chiron second, Rene Dreyfus (Bugatti) third, Marcel Lehoux (Alfa Romeo) fourth, Tazio Nuvolari (Bugatti) fifth, Achille Varzi (Alfa Romeo) sixth. Whitney Straight (Maserati) finished eighth, and Earl Howe, who had had repeated plug trouble, was fifteen laps behind at the finish.

A Valuable Booklet

Readers of *The M.G. Magazine* are strongly recommended to avail themselves of the generous invitation of Messrs. Frank Ashby & Sons Ltd., Stirlchley, Birmingham, to send for a copy of their most useful little *Fixture List of 1934 Motoring Dates*.

Messrs. Ashby & Sons will be pleased to send a copy to anyone on receipt of a post card mentioning *The M.G. Magazine*.

The booklet is a very handy size and contains a wealth of information apart from the International fixtures. One section is devoted to race results of 1933, with spaces for filling in the results of this year's races, while much information is also provided on records and general (motor racing) knowledge points.

IMPORTANT DATES

MAY

- 5th-11th.—Morocco Rally.
- 6th.—Tripoli Grand Prix.
- 6th.—Bugatti Owners' Club Rally.
- 6th.—Kentish Border C.C. Reliability Trial.
- 6th.—Yorkshire Sports C.C. Treasure Hunt.
- 6th.—S. Leeds M.C. Reliability Trial.
- 6th.—Great West M.C. Reliability Trial.
- 6th.—Charlton Amateur M.C. Reliability Trial.
- 6th.—J.R.D.C. Speed Trials.
- 11th-12th.—W.A.S.A. Trial.
- 12th.—Derby and District M.C.; Donington Race Meeting.
- 12th.—Kent and Sussex L.C.C.; Lewes Speed Trials.
- 12th-13th.—J.C.C. Inter-Centre Rally.
- 18th-19th.—M.C.C. London-Edinburgh.
- 20th.—G.P. des Frontieres (Belgium).
- 20th.—G.P. de Casablanca (France).
- 20th-21st.—G.P. de Nimes (France).
- 21st.—G.P. de Budapest (Hungary).
- 21st.—B.A.R.C. Whitsun Brooklands Meeting.
- 21st-25th.—R.S.A.C. Scottish Rally.
- 26th.—Bugatti Owners' Club Speed Hill Climb at Chalfont St. Peter's.
- 26th.—N.W. London M.C. Coventry Cup Trial.
- 26th-31st.—Tour d'Italie.
- 27th.—Internationales Avusrennen (Germany).
- 30th.—Indianapolis 500 Miles Race (U.S.A.).
- 30th-1st June.—R.A.C. Manx Races.

JUNE

- 1st.—R.A.C. Isle of Man Race.
- 2nd.—Southport M.R.C. Sand Race Meeting.
- 3rd.—Sezanne Hill Climb (France).
- 3rd.—Internationales Eifelrennen (Germany).
- 5th.—G.P. de Lwow (Poland).
- 9th.—M.A.C. Shelsley Walsh Hill Climb.
- 9th.—M.G. Car Club Shelsley Rally.
- 10th.—Royal Prix de Roma (Italy).
- 16th.—Kent and Sussex L.C.C. Speed Trials.
- 16th-17th.—Brighton and Hove M.C. Brighton-Beer Reliability Trial.
- 16th-17th.—Le Mans 24 Hours' Race.
- 16th-17th.—Tour des Alpes Autrichiennes (Austria).
- 17th.—J.C.C. Derbyshire Trial.
- 17th.—Internationales Kesselberg-reuen (Germany).
- 17th.—G.P. Pena Rhin (Spain).
- 17th.—Pontedecimo Giovi (Italy).
- 22nd-23rd.—Riley M.C. 24 Hours' Trial.
- 23rd.—B.R.D.C. British Empire Trophy Race (Brooklands).
- 23rd-24th.—Liverpool M.C. Reliability Trial.
- 24th.—G.P. de Mouza (Italy).
- 24th.—Circuit de Lorraine (France).
- 27th.—Eastbourne Concours d'Elegance.
- 30th.—S.U.N.B.A.C. Vesey Cup Trial.
- 30th.—J.C.C. Members' Day.

Le Mans

Three M.G.s are entered for Le Mans. Ford and Baumer, who qualified last year, are running a K.3 Magnette in the Rudge Whitworth Cup. Eccles and Martin are running another K.3, and Ashton Rigby has entered his M.G. Magna L type.

Apologia!

It is regretted that, owing to an oversight, we omitted to express, in the last issue of *The M.G. Magazine*, our grateful thanks to the proprietors of *Photography*, from which magazine the photographs of animals on pages 318 and 319 of that issue were reproduced.

We take this opportunity to give publication to our regrets and our thanks.

MOTOR TRADE TERMS ILLUSTRATED



No. 4—DETACHABLE HEAD!