

The MAGazine

VOL. 2 NO. 11
JANUARY, 1935



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



The M.G. Magazine

VOLUME 2. NUMBER 11. JANUARY, 1935

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EDITORIAL

"A HAPPY NEW YEAR." This age-old wish is much abused nowadays, for it is common for us to interpret it as a wish that our New Year shall be of that variety known as Happy.

Actually, we do not believe this to be the origin of the phrase.

"A New Year" sounds an empty form of greeting, yet to the self-reliant and the opportunist it should suffice.

It should be up to each one of us, individually, to make the New Year a Happy one.

With every New Year comes Opportunity. Opportunity is the plaything of the enterprising and the quick-thinking.

Seize Opportunity, like Time, by the forelock. Make him your slave—or you will quickly become his.

In your motoring, be an Opportunist; but temper your opportunism not only with quick thinking but also with Courtesy.

What is it that we most delight to meet with in our fellow-motorists?

Is it mechanical knowledge, quickness of perception, driving prowess or—courtesy?

We believe we know your answer.

If he makes it a Courteous New Year, you will have a Happy New Year—and the same applies to you. . . .

**WE WISH ALL READERS OF "THE
M.G. MAGAZINE"**



A HAPPY NEW YEAR

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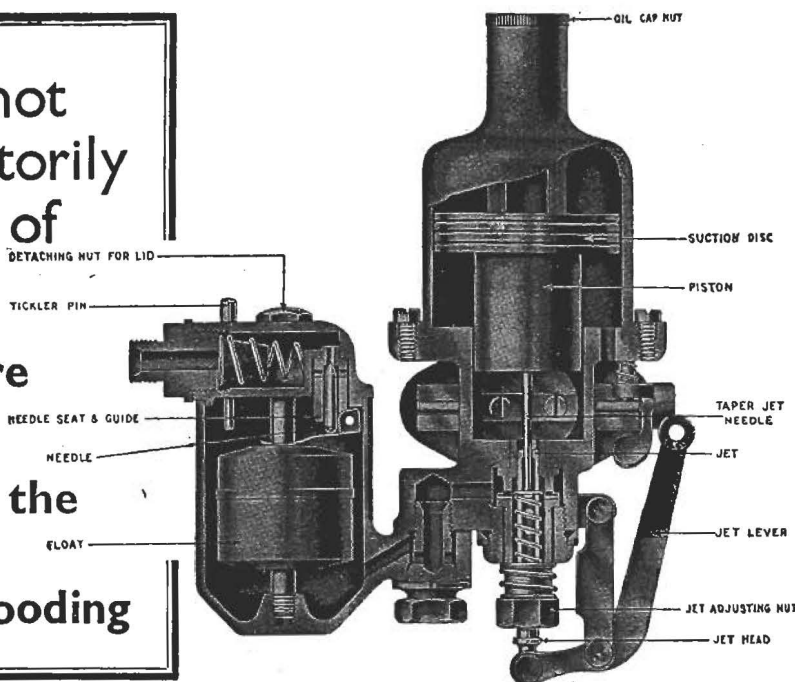
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ALAN C. HESS

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

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



No. 4.

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not be satisfactory it will be necessary to dismantle the parts concerned (quite a simple operation) and cleanse thoroughly.

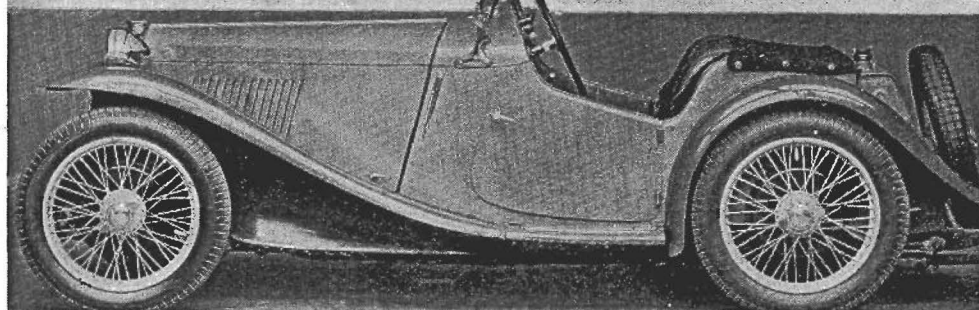
Sometimes loose connections give the impression of float-chamber flooding, therefore always make sure that the various joints are tight.



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The MODERN SPORTS LIGHT CAR



by
W.
BODDY.

OF recent years there has been a considerable increase in the number of amateur drivers who support racing events at Brooklands, and there is no doubt that the fine performance of the modern sports light car is largely responsible. Certainly the amateur driver now has a far easier time than was the case five or ten years ago. In those days very few genuine racing cars were available to the general public. At one time the A.C. concern listed such a car at around the £1000 figure, racing editions of the Jappic cyclecar were available to special order, and, of course, Ettore Bugatti then, as now, provided racing models for those fortunate folk who could afford to purchase them. But apart from these cars, and various second-hand racing machines that were occasionally available, it was quite impossible to purchase a light car really suited to continuous full-throttle running of the kind encountered in the course of serious racing at Brooklands.

The early light cars were certainly not fast enough—quite apart from the question of reliability—to provide any degree of satisfaction for Track-racing, and to compete with such cars would have proved a very depressing task, be Mr. Ebbelwhite never so generous! The “super-sports” models of the period—I am speaking of ten years ago—were usually fully extended at 60 m.p.h., and forty or forty-five was a more normal gait. It followed that if one was unable to acquire a pukka racing car with which to take

one's recreation on the concrete, it was necessary considerably to “hot-up” a standard sports model. And this task was far from simple.

To present-day enthusiasts “hotting-up,” as a rule, merely implies making such alterations as the fitting of stronger valve springs, high-compression gaskets, and extra carburettors, and the polishing of head, ports, and so on. Modifications such as these can nearly always be relied upon to push up the power output and maximum revs. of any engine without complications arising, the amount of satisfaction derived depending upon the basic design and condition of the individual engine. In this connection the M.G. units, following as they do correct racing practice, are particularly suitable for amateur tuning operations, and their generous “safety margin” is a big asset! Unfortunately, ten years ago the standard light car engines were not so adaptable as their modern counterparts. Therefore when would-be racing men of that period carried out conventional hotting-up modifications and paid a visit to the Track, all sorts of very nasty things quite frequently occurred. Splash lubrication systems failed to behave as they did on the road; bearing loads far exceeded their designers' most optimistic estimation; pistons could not cope with the extra heat generated in greatly reduced combustion spaces; and badly arranged cooling systems soon behaved as they had previously done only on single-figure gradi-

ents. If a watchful eye was kept on the oil gauge, and one foot hovering above the clutch pedal, it was sometimes possible to retain the engine in one piece; more often than not “noises” occurred, and they were usually of a “very expensive” variety. I am not suggesting that all the racing light cars that ran at the Track in those early days were special jobs throughout. But in practically every case it was found necessary to fit various special parts, such as non-standard crankshafts, connecting rods, pistons, camshafts, valves, sumps, etc., the actual number of components to undergo modification varying, of course, according to the ideas of the entrant and suitability of the original design. It has, I know, sometimes been stated, in connection with that historic contest, the first J.C.C. 200 Miles Race, held in October, 1921, that the only real racing cars competing were the victorious Talbot-Darracqs, the remainder of the field being composed of stripped “standard models.” What is actually implied is that the Talbot-Darracqs went down on the drawing board from the commencement as racing machines; it is extremely doubtful if many of the other competing cars—one recalls such makes as A.C.; Aston-Martin; Bugatti; Salmson; Charron-Laycock; G.N.; Baby Peugeot; and Bleriot Whippet—had absolutely standard components throughout.

Even when an early small car was rendered both fast and

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THE MODERN SPORTS LIGHT CAR

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reliable, competition motoring was by no means "plain sailing." For example, genuine racing cars, if not stabled at the Track, had to be taken there for practice and racing, and practically the only satisfactory method was at the end of a tow-ropc behind another car of more ordinary pretensions. The "hotted-up" standard models could most likely be driven down—it depended upon how "hot" they were. But such journeys were seldom of the joy-ride order. Low-speed pulling and easy-starting qualities, previously beyond reproach, happily, succumbed to overlap valve-timing and high-compression pistons with big clearances. And plugs would either oil-up at every traffic stop, or, surviving this part of the run, would overheat very thoroughly on the open road. Some of these early "sports-racing" jobs may possibly have gained awards for their owners in reliability trials, but, generally speaking, the more suitable they were for Track racing, the more difficult it was to gain an award with the same car on a road course.

Fortunately conditions are now very different, and the amateur racing man of to-day, thanks to the all-round efficiency of the modern sports light car, has a vastly easier time. For some seasons past, a large proportion of the entry for B.A.R.C. events has consisted of ordinary sports light cars, of which the M.G. seems to be by far the most popular. It is a very fine tribute to Mr. Cecil Kimber and the craftsmen at Abingdon that these cars represent such a great advance over the early "sports-racing" type of car. Just think of it! They can be used for touring or pottering; for "my lady's" shopping trip in Town; or for the most arduous reliability trial work. And then, with no special attention, and little or no alteration, these M.G. products can be driven to the Track for a spell of serious racing. When they come down to Weybridge for practice their owners merely pause in the Paddock to tighten shock

absorbers and lower the screen, after which they go straight out for a spot of high-speed motoring. In the same way the cars can be driven down on the day of the race, stripped of road equipment, and they are in perfect order for their appointment with "Ebby." Any tuning modifications that have been effected are only done to satisfy an owner who is interested in this aspect of the pastime, and they are hardly ever of a very extensive nature. Prove that for yourself when next you wander round the Paddock! After the race meeting the road "additions" are replaced and in nine cases out of ten the car is in perfect trim for the homeward run, only a trace of racing numbers on the body panels or doors remaining as evidence of the day's hectic sport, which side of the machine's career would certainly never be suspected otherwise. An excellent example of this all-round ability of the better-class sports light car is provided by those hardy folk who spend active bank-holiday week-ends driving through a long-distance trial, and then turning up at Brooklands early on the Monday morning to round off a motoring holiday with a race or two on the concrete.

To those people who are anxious to take up racing at Brooklands—or, for that matter, road-racing at Donington or sprint-work—the all-round adaptability of the M.G. is a very real benefit. Apart from the fact that one car serves, as it were, for both business and pleasure, the amount of driving done in the ordinary way on the road will result in the driver feeling absolutely at home in the car when running on the Track. The position of the controls; the arrangement of the instruments on the dash, and the general feel of the car will all be perfectly familiar, which naturally makes for better and safer driving—in fact, "Safety Fast." Another factor worthy of consideration is that the standard racing model is properly backed by the makers' Service Station, whereas when a racing car of individual kind, or an extensively-altered sports car, experiences trouble, spares will very probably be difficult to obtain—they may even have to

be made up specially with the aid of drawings.

After all, it is rather comforting to be able to "wire" the makers and have a new part dispatched at once, after a spot of bother on the eve of a race. And that is only possible when the part concerned is absolutely standard. Moreover, it is pleasing to reflect that the various "odds and ends" that were inseparable from the racing car of earlier days—such as special "dopes"; obscure plugs, which alone would survive a race; odd-size tyres and rims; non-standard tools, etc.—can be conveniently forgotten when one races a more or less standard production job of recent date.

Even from the point of view of the manufacturer the racing of standard, or only slightly modified, cars has much to recommend it, a big reduction in expenses and a more practical advertising value being important points.

To what does one owe the amazing reliability and wonderful performance of the present-day sports light car? The modern sports car races, run under rules which became popular about seven years ago, have been largely responsible. The fact that cars entered for these contests have to be catalogue models, modified only along certain specified lines, has resulted in the very noticeable increase in efficiency and performance without sacrifice of desirable touring characteristics. The general adoption as standard equipment of such useful racing fittings as quick-action filler caps; rev. counters; folding screens; bonnet straps; spring-spoke steering wheels; underslung frames, etc., has also been due, in the main, to racing of the Tourist Trophy and Le Mans kind. The development of the supercharger—again a result of racing requirements—has assisted, providing as it does a big increase in power output and volumetric efficiency which could otherwise only be approached by the use of extreme overlap timing, quick-action cam contours, high compression ratios, and similar factors that ruin a car for road work. Incidentally, the M.G. Company has been well to the fore in the

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THE MODERN SPORTS LIGHT CAR *(Continued from page 551)*

provision of satisfactory superchargers on production models, and Mr. Kimber himself runs a blown coupé.

Perhaps some people wax sentimental and regret the decline of the special racing car—I admit that I do myself. Certainly this type of car has a fascination all of its own. Designed only for speed, bristling with novel and

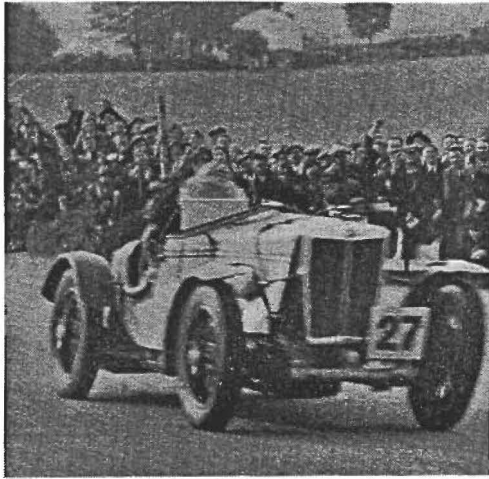
ingenious features, such cars sometimes seem to belong to a sterner age!

All praise to the men who used to handle them—sitting on a slab of sponge rubber amid masses of piping, wires and instruments, peering over a long length of sleek bonnet, and for ever pumping up pressure with one hand. A great game, but expensive, terribly expensive. And so it must be considered extremely fortunate that times have changed, and, thanks

to cars like the M.G., enthusiastic amateurs can race without undue expense and achieve results. Truly, a car like the racing Midget, which behaves admirably on the crowded roads of this country and is yet, in competition, good enough for our greatest drivers, is a production of which one can be justly proud.

To the manufacturers of modern sports light cars, and to the pioneers of other days—congratulations!

IN RETROSPECT



—RESULTS OF ALL THE PRINCIPAL MOTOR RACES, AT HOME AND ABROAD, OF 1934.



C. J. P. Dodson (M.G. Magnette) winning the Ulster T.T. of the R.A.C.

TO look back upon the many races in which M.G. cars participated during 1934 is to regard in retrospect a year of outstanding achievement.

Not only were our cars successful in winning the three principal British races, namely the Royal Automobile Club's Ulster T.T. and Mannin Beg races, and the British Racing Drivers' Club British Empire Trophy Race, but, in addition, M.G. cars won no fewer than twelve important races at Brooklands, and many events at Donington, Southport, Lewes and Shelsley Walsh, in addition to playing a more prominent part in Continental events than ever before.

The question of record-breaking does not come within the scope of this article, but the general Press during the past year has borne eloquent testimony to the many achievements of M.G. cars in this field.

We give below the results of the principal races at home and abroad during 1934, and we invite readers of *The M.G. Magazine* to observe which make of British cars may claim the greatest number of victories, and from the answer at which they arrive, to form their own conclusion.

AT HOME

J.C.C. INTERNATIONAL TROPHY

28th April

First: Whitney Straight (2.9-litre Maserati), 89.62 m.p.h., 2 hr. 55 min. 8 sec.
Second: Hon. Brian Lewis (2.9-litre Maserati), 89.59 m.p.h., 2 hr. 55 min. 12 sec.
Third: T. E. Rose-Richards (2.3-litre Bugatti), 87.62 m.p.h., 2 hr. 59 min. 7 sec.
Fourth: C. Paul (1633 c.c. Riley), 86.05 m.p.h.
Fifth: Lord Howe (2.3-litre Bugatti), 85.91 m.p.h.
Sixth: Kaye Don (2.3-litre Alfa-Romeo), 85.46 m.p.h.
Seventh: John Cobb (2.3-litre Alfa-Romeo), 85.45 m.p.h.
Eighth: C. J. P. Dodson (M.G. Magnette), 84.87 m.p.h.
Ninth: N. Black (M.G. Magnette), 84.36 m.p.h.
Tenth: E. R. Hall (M.G. Magnette), 82.55 m.p.h.

R.A.C. MANNIN BEG

30th May

First: Norman Black (M.G. Magnette), 70.99 m.p.h., 2 hr. 34 min. 37 sec.
Second: C. J. P. Dodson (M.G. Magnette), 70.20 m.p.h., 2 hr. 36 min. 20 sec.
Third: G. E. T. Eyston (M.G. Magnette), 69.93 m.p.h., 2 hr. 36 min. 57 sec.
Fourth: C. E. C. Martin (M.G. Magnette), 68.11 m.p.h.
Fifth: R. Eccles (M.G. Magnette), 66.78 m.p.h.
Sixth: C. Paul (1½-litre Riley), 66.67 m.p.h.
Seventh: R. T. Horton (M.G. Magnette), 65.55 m.p.h.
Eighth: W. G. Everitt (M.G. Midget).

MANNIN MOAR

1st June

First: Hon. Brian Lewis (2.6-litre monopo Alfa-Romeo), 75.34 m.p.h., 2 hr. 25 min. 41 sec.
Second: C. J. P. Dodson (2.3-litre Alfa-Romeo), 73.61 m.p.h., 2 hr. 29 min. 5 sec.
Third: C. Paul (1808 c.c. Riley), 69.83 m.p.h., 2 hr. 37 min. 13 sec.

B.R.D.C. BRITISH EMPIRE TROPHY

23rd June

First: G. E. T. Eyston (M.G. Magnette), 80.81 m.p.h. Won by 1 min. 41 sec.
Second: Whitney Straight (2.9-litre Maserati), 82.45 m.p.h.
Third: A. H. L. Eccles (2.3-litre Bugatti), 81.70 m.p.h., 4 min. 20 sec. behind winner.
Fourth: John Cobb (2.3-litre Alfa-Romeo), 81.36 m.p.h.
Fifth: R. Gibson (M.G. Magnette), 74.80 m.p.h.
Sixth: P. L. Donkin (M.G. Magnette), 74.61 m.p.h.
Seventh: J. H. Bartlett (Alfa-Romeo), 77.20 m.p.h.
Eighth: J. S. Hindmarsh (2-litre Singer), 74.38 m.p.h.
Ninth: N. Black (M.G. Magnette), 72.87 m.p.h.
Tenth: C. Penn-Hughes (M.G. Magnette), 71.29 m.p.h.

THE LIGHT CAR CLUB RELAY RACE

22nd July

First: W. L. Thompson, R. F. Turner and T. V. G. Selby (Austins), 84.65 m.p.h.
Second: T. A. Rhodes, H. Laird and H. C. Lones (Morgans), 90.97 m.p.h.
Third: Miss M. Allen, Miss I. C. Schwedler and Miss D. M. Evans (M.G. N type Magnettes), 87.85 m.p.h.

R.A.C. TOURIST TROPHY

1st September

First: C. J. P. Dodson (M.G. Magnette), 74.65 m.p.h., 6 hr. 13 min. 24 sec.
Second: E. R. Hall (3½-litre Bentley), 78.40 m.p.h., 6 hr. 13 min. 41 sec.
Third: T. Fotheringham (1½-litre Aston-Martin), 74.53 m.p.h., 6 hr. 16 min. 15 sec.
Fourth: Hon. Brian Lewis (4½-litre Lagonda), 77.57 m.p.h.
Fifth: J. S. Hindmarsh (4½-litre Lagonda), 77.38 m.p.h.
Sixth: L. P. Driscoll (Aston-Martin), 74.03 m.p.h.
Seventh: C. Penn-Hughes (Aston-Martin), 73.78 m.p.h.
Eighth: J. Cobb (4½-litre Lagonda), 74.58 m.p.h.
Ninth: A. W. K. Von der Becke (Riley Nine), 70.32 m.p.h.
Tenth: T. E. Rose-Richards (2.9-litre Talbot), 73.76 m.p.h. Seven others finished.

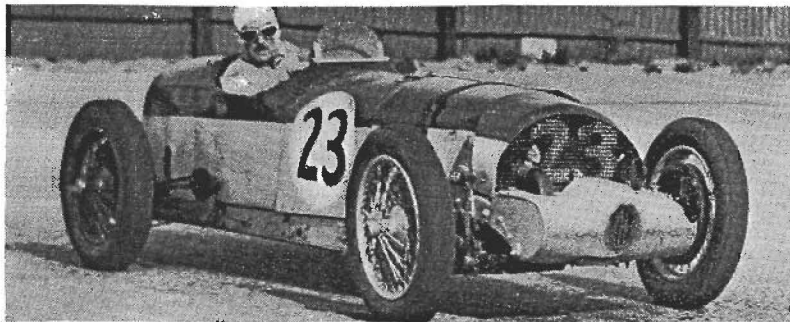
B.R.D.C. 500 MILES RACE

22nd September

First: F. W. Dixon (1985 c.c. Riley), 104.80 m.p.h., 4 hr. 58 min. 48 sec.
Second: A. Von der Becke and E. McClure (1½-litre Riley), 101.65 m.p.h., 5 hr. 1 min. 35 sec.
Third: Major A. T. G. Gardner and Dr. J. D. Benjafield (M.G. Magnette), 97.85 m.p.h., 5 hr. 13 min. 15 sec.
Fourth: W. G. Everitt and T. H. Wisdom (M.G. Magnette), 97.37 m.p.h.
Fifth: G. F. A. Manby-Colegrave (M.G. Magnette), 97.25 m.p.h.
Sixth: H. G. Dobbs (Riley Nine), 94.82 m.p.h.
Seventh: C. E. C. Martin and G. Duller (M.G. Magnette), 93.35 m.p.h.

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IN RETROSPECT (Continued from page 558)



G. E. T. Eyston (Magic Magnette) cornering in the B.R.D.C. British Empire Trophy Race, which he won in June.

ABROAD

MONACO GRAND PRIX

2nd April

- First:** Moll (Alfa-Romeo), 55.86 m.p.h. behind.
Second: Chiron (Alfa-Romeo), 1 min. 2 sec. behind.
Third: Dreyfus (Bugatti), 5 3-5 sec. behind Chiron.
Fourth: Lehoux (Alfa-Romeo). **Fifth:** Nuvolari (Bugatti). **Sixth:** Varzi (Alfa-Romeo).
 (Last year's winner: Varzi (Bugatti), at 57.01 m.p.h.)

THE MILLE MIGLIA

8th April

General Category

- First:** Varzi and Bignami (2.6-litre Alfa-Romeo), 71.21 m.p.h., 14 hr. 8 min. 5 sec.
Second: Nuvolari and Siena (2.3-litre Alfa-Romeo), 70.29 m.p.h., 14 hr. 16 min. 58 sec.
Third: Chiron and Rosa (2.6-litre Alfa-Romeo), 65.19 m.p.h., 15 hr. 24 min.
Fourth: Battaglia and Bianchi (Alfa-Romeo).
Fifth: Taruffi and Bertocchi (1100 c.c. Maserati).
Sixth: Sanguinetti and Balestrero (Alfa-Romeo).
Seventh: Dusio and Aymini (Alfa-Romeo).
Eighth: Pertile and Jonoch (Alfa-Romeo).
Ninth: Nardilli and Pintacuda (Lancia Astura).
Tenth: Count Lurani and C. Penn-Hughes (M.G. Magnette).
Eleventh: Marochina and Comotti (Alfa-Romeo).
Twelfth: Gilera and Manzoni (1100 c.c. Fiat).

PIETRO BORDINO CUP

22nd April

- First:** Varzi (3-litre Alfa-Romeo), 85.05 m.p.h., 52 min. 36 sec.
Second: Chiron (3-litre Alfa-Romeo), lost by 6 ft.
Third: Tadini (Alfa-Romeo), 54 min. 32 sec.
Fifth: C. Penn-Hughes (2.6-litre Alfa-Romeo), 55 min. 55 3-5 sec.

TRIPOLI GRAND PRIX

6th May

- First:** Varzi (Alfa-Romeo), 115.41 m.p.h., 2 hr. 48 min. 53 4-5 sec.
Second: Moll (Alfa-Romeo), 2 hr. 48 min. 54 sec.
Third: Chiron (Alfa-Romeo), 2 hr. 49 min. 7 sec.
Fourth: Etancelin (Maserati). **Fifth:** Biondetti (Maserati). **Sixth:** Dreyfus (Bugatti).
Seventh: Peter de Paolo (Miller). **Eighth:** Lou Moore (Miller). **Ninth:** G. E. T. Eyston (Alfa-Romeo).

BOL D'OR

20th May

- First:** Tie between Maillard Brune (M.G. Midget) and Chevallier (Chevallier). Covered 1127.97 miles at 47.157 m.p.h.

TARGA FLORIO

20th May

- First:** Varzi (Alfa-Romeo), 6 hr. 14 min. 26 4-5 sec., 43.01 m.p.h.
Second: Barbieri (Alfa-Romeo), 6 hr. 27 min. 14 sec.
Third: Magistri (Alfa-Romeo), 6 hr. 30 min. 14 sec.

CASABLANCA GRAND PRIX

20th May

- First:** Chiron (Alfa-Romeo), 2 hr. 55 min. 42 2-5 sec., 81.10 m.p.h.
Second: Etancelin (Maserati).

- Third:** Lehoux (Alfa-Romeo).
Fourth: Straight (Maserati). **Fifth:** Comotti (Alfa-Romeo). **Sixth:** Minozzi (Alfa-Romeo).

AVUS MEETING

27th May

- 1500 c.c. (122 miles)**
First: Veyron (Bugatti), 1 hr. 4 min. 36 sec., 113.52 m.p.h.
Second: Burggaller (Bugatti), 1 hr. 5 min. 9.1 sec.
Third: Count Castelbarco (Maserati), 1 hr. 8 min. 8.4 sec.
Fourth: Simons (Bugatti). **Fifth:** Fork (M.G. Magnette). **Sixth:** W. Briern (Amilcar). **Seventh:** Seibel (Bugatti). **Eighth:** Brudes (M.G. Midget).
Over 1500 c.c. (183 miles)
First: Moll (Alfa-Romeo), 1 hr. 26 min. 3 sec., 127.56 m.p.h.
Second: Varzi (Alfa-Romeo), 1 hr. 27 min. 30 sec.
Third: Momberger (Auto-Union), 1 hr. 27 min. 48 sec.
Fourth: Lord Howe (Maserati). **Fifth:** Nuvolari (Maserati). **Sixth:** Pietsch (Alfa-Romeo).

INDIANAPOLIS 500 MILES RACE

30th May

- First:** Cummings (Miller), 104.865 m.p.h. (0.7 m.p.h. above old record for the distance).
Second: Rose (Leon Duray Special).
Third: Moore (Miller).
Fourth: Litz (Stockley special). **Fifth:** Russo (Duesenberg). **Sixth:** Miller (Buick). **Seventh:** Berger (Miller). **Eighth:** Snowberger (Studebaker). **Ninth:** Brisko (Miller f.w.d.). **Tenth:** Ardinger (Graham).

EIFEL MEETING

3rd June

Unlimited Class

- First:** Von Brauchitsch (Mercedes), 76.50 m.p.h.
Second: Stück (Auto-Union), 1 min. 20 sec. behind.
Third: Chiron (Alfa-Romeo).
 (C. Penn-Hughes (Alfa-Romeo) finished fifth.)
First: Count Castelbarco (Maserati), 65.00 m.p.h.

750 c.c. Class

- First:** Brudes (M.G. Midget), 60.50 m.p.h.

MONTREUX GRAND PRIX

3rd June

- First:** Trossi (Alfa-Romeo), 62.759 m.p.h.
Second: Etancelin (Maserati), 8 sec. behind.
Third: Varzi (Alfa-Romeo), 53 sec. behind winner.
Fourth: Straight (Maserati). **Fifth:** Hamilton (Maserati). **Sixth:** Zehender (Maserati). **Seventh:** Veyron (Bugatti). **Eighth:** Sommer (Alfa-Romeo).

BARCELONA GRAND PRIX

17th June

- First:** Varzi (Alfa-Romeo), 2 hr. 33 min. 2 sec., 64.51 m.p.h.
Second: Chiron (Alfa-Romeo), 2 hr. 34 min. 10.1 sec.
Third: Lehoux (Alfa-Romeo), 2 hr. 35 min. 15.6 sec.
Fourth: Zanelli (Alfa-Romeo). **Fifth:** Palacio (Maserati). **Sixth:** Brunet (Bugatti). **Seventh:** Villapadierna (Bugatti).

LE MANS

16th-17th June

General Classification

- First:** Chinetti and Etancelin (2.3-litre Alfa-Romeo), covered 1793.94 miles.

- Second:** Delaroché and Sebilleau (1½-litre Riley), 1681.96 miles.
Third: F. W. Dixon and C. Paul (1½-litre Riley), 1670.41 miles.
Fourth: C. E. C. Martin and R. Eccles (M.G. Magnette), 1656.04 miles. **Fifth:** A. Von der Becke and K. S. Peacock (1100 c.c. Riley), 1640.92 miles. **Sixth:** S. H. Newsome and E. McClure (1100 c.c. Riley), 1639.26 miles. **Seventh:** Hon. B. E. Lewis and J. Hindmarsh (1½-litre Singer). **Eighth:** F. S. Barnes and A. Langley (1½-litre Singer).

1933-1934 RUDGE-WHITWORTH CUP FINAL (On Formula)

- First:** Von der Becke and Peacock (Riley Nine).
Second: Lewis and Hindmarsh (Singer).
Third: Barnes and Langley (Singer).

1934-1935 RUDGE-WHITWORTH CUP, ELIMINATING ROUND (On Formula)

- First:** Von der Becke and Peacock (Riley).
Second: Newsome and McClure (Riley).
Third: Delaroché and Sebilleau (Riley).

GIRO D'ITALIA

26th June-2nd July

Class Winners

- 1100 c.c.:** Brignone and Aymini (Fiat), 48.69 m.p.h. **1500 c.c.:** Dei and Caruso (Lancia Augusta), 54.14 m.p.h. **2 Litres:** Dusmet and Danese (Alfa-Romeo), 57.71 m.p.h. **Unlimited:** Nardilli and Pintacuda (Lancia), 53.58 m.p.h.

FRENCH GRAND PRIX

1st July

- First:** Louis Chiron (Alfa-Romeo), 85.057 m.p.h., 3 hr. 39 min. 14.6 sec.
Second: Achille Varzi (Alfa-Romeo), 83.801 m.p.h., 3 hr. 42 min. 31.9 sec.
Third: Guy Moll (Alfa-Romeo), 83.476 m.p.h., 3 hr. 43 min. 23.8 sec.
Fourth: Robert Benoist (Bugatti) did not complete whole course.

MARNE GRAND PRIX

8th July

- First:** Chiron (Alfa-Romeo), 3 hr. 25 min. 51.4 sec., 90.71 m.p.h.
Second: Moll (Alfa-Romeo), 3 hr. 30 min. 27.8 sec.
Third: Marinoni (taking over Varzi's Alfa-Romeo), 2 laps behind Chiron.
Fourth: H. C. Hamilton (Maserati). **Fifth:** Lord Howe (Bugatti). **Sixth:** Soffietti (Alfa-Romeo).

BELGIAN 10-HOUR RACE

8th July

1100 c.c.

- First:** Breyer and Pezzimenti (Fiat), 61.31 m.p.h.
2 Litres
First: Du Roy, de Bliquy and de Bere (Bugatti), 64.64 m.p.h.

3 Litres

- First:** Desvignes and Mahe (Bugatti), 72.29 m.p.h.

4 Litres

- First:** Trevoux and Vasselle (Hotchkiss), 71.97 m.p.h.

Unlimited

- First:** Colas (Hudson), 64.34 m.p.h.

GERMAN GRAND PRIX

15th July

- First:** Hans Stück (Auto-Union), 75.14 m.p.h., 4 hr. 38 min.
Second: Luigi Fagioli (Mercedes), 74.5 m.p.h., 4 hr. 40 min. 26.1 sec.
Third: L. Chiron (Alfa-Romeo), 74.19 m.p.h., 4 hr. 46 min. 32.4 sec.
Fourth: T. Nuvolari (Maserati), 72.02 m.p.h.
Fifth: Geier (Mercedes), 71.08 m.p.h. **Sixth:** Maag (Alfa-Romeo), disqualified, 69.72 m.p.h.
Sixth: Zehender (Maserati).

VICHY GRAND PRIX

15th July

- First:** Trossi (Alfa-Romeo), 49.87 m.p.h., 1 hr. 45 min. 44.6 sec.
Second: Straight (Maserati), 1 hr. 45 min. 49.6 sec.
Third: Etancelin (Maserati).
Fourth: Dreyfus (Bugatti). **Fifth:** Lehoux (Alfa-Romeo). **Sixth:** Scaron (Alfa-Romeo). **Seventh:** Lord Howe (Bugatti).

DIEPPE GRAND PRIX

22nd July

Heat 1 (1 Hour)

- First:** Etancelin (Maserati).
Second: Lehoux.
Third: Staniland (Bugatti), 76.79 m.p.h.

(Continued on page 560)

IN RETROSPECT

(Continued from page 559)

Heat 2 (1 Hour)

First: Chiron (Alfa-Romeo), 76.15 m.p.h.
 Second: Zehender (Maserati).
 Third: Lord Howe (Maserati).

Final (2 Hours)

First: Etancelin (Maserati), 75.16 m.p.h.
 Second: Lehoux (Alfa-Romeo), 74.17 m.p.h.
 Third: Lord Howe (Maserati), 73.46 m.p.h.
 Fourth: Rose-Richards (Bugatti). Fifth: Penn-Hughes (Alfa-Romeo). Sixth: Scaron (Alfa-Romeo). Seventh: Mlle. Helle-Nice (Alfa-Romeo).

ALBI GRAND PRIX

22nd July

First: R. E. L. Featherstonhaugh (2½-litre Maserati), 89.40 m.p.h.
 Second: Hamilton (2.9-litre Maserati), 2½ min. behind.
 Third: Veyron (1500 c.c. Bugatti), one lap behind.

1500 c.c. Class

First: Veyron (Bugatti), 79.93 m.p.h.
 Second: Abab (Bugatti).
 Third: Burant (Bugatti).

CIANO CUP

22nd July

First: Varzi (Alfa-Romeo), 2 hr. 49 min. 52 1-5 sec., 52.66 m.p.h.
 Second: Moll (Alfa-Romeo), 2 hr. 50 min. 1 sec.
 Third: Nuvolari (Maserati), 3½ min. behind winner.
 Fourth: Trossi (Alfa-Romeo). Fifth: Barbieri (Alfa-Romeo). Sixth: Farina (Alfa-Romeo). Seventh: Magistri (Alfa-Romeo). Eighth: Cornaggia (Alfa-Romeo).

1100 c.c. Class

First: Malaguti (Maserati), 2 hr. 9 min. 39 1-5 sec., 45.91 m.p.h.
 Second: Matruilo (Maserati), 2 hr. 12 min. 5 1-5 sec.
 Third: Mallucci (Fiat), 2 hr. 14 min. 10 4-5 sec.

BELGIAN GRAND PRIX

29th July

First: Rene Dreyfus (Bugatti), 86.90 m.p.h., 4 hr. 15 min. 3 4-5 sec.
 Second: A. Brivio (Bugatti), 86.26 m.p.h., 4 hr. 16 min. 57 4-5 sec.
 Third: R. Sommer (Maserati), 83.63 m.p.h., 4 hr. 18 min. 25 3-5 sec.
 Fourth: R. Benoist (Bugatti), 78.71 m.p.h.
 Fifth: R. Montier (Montier V8 Ford Special), 63.11 m.p.h., 10 laps behind.

TARGA ABRUZZO

12th August

General Classification

Group 1 (supercharged), First: Carabba and Restelli (1750 c.c. Alfa-Romeo).
 Group 2 (non-supercharged), First: Severi and Cortese (2.3-litre Alfa-Romeo). Second: Tadini and Barbieri (Alfa-Romeo). Third: Rosa and Comotti (Alfa-Romeo).
 Lord Howe and T. E. Rose-Richards (Alfa-Romeo) won the 2-litre supercharged class.

COPPA ACERBO

15th August

First: Fagioli (Mercedes), 3 hr. 58 min. 56 sec., 80.26 m.p.h.
 Second: Nuvolari (Maserati), 4 hr. 3 min. 5 sec.
 Third: Brivio (Bugatti), 4 hr. 5 min. 7 4-5 sec.
 Fourth: Ghersi (Alfa-Romeo).

Junior Race (4 Laps)

First: H. C. Hamilton (M.G. Magnette), 52 min. 24 1-5 sec., 73.42 m.p.h.
 Second: Cecchini (M.G. Magnette), 53 min. 22 3-5 sec.
 Third: R. J. B. Seaman (M.G. Magnette), 54 min. 34 3-5 sec.
 Fourth: Furmanek (Maserati).

NICE GRAND PRIX

19th August

First: Varzi (Alfa-Romeo), 65.72 m.p.h., 3 hr. 2 min. 19 sec.
 Second: Etancelin (Maserati), 3 hr. 2 min. 20 sec., 99 laps.
 Third: Trossi (Alfa-Romeo), 97 laps.
 Fourth: Count Villapadierna (Maserati), 97 laps.
 Fifth: Zehender (Maserati), 97 laps.
 Sixth: Veyron (Bugatti). Seventh: Lord Howe (Bugatti). Eighth: Marret (Bugatti). Ninth: Brunet (Bugatti).

SWISS GRAND PRIX

26th August

First: Hans Stuck (Auto-Union), 87.213 m.p.h., 3 hr. 37 min. 51.6 sec.
 Second: Momberger (Auto-Union), 3 hr. 37 min. 54 sec.
 Third: Dreyfus (Bugatti), 3 hr. 38 min. 10.2 sec.
 Fourth: Varzi (Alfa-Romeo). Fifth: Chiron (Alfa-Romeo). Sixth: Fagioli (Mercedes). Seventh: Ghersi (Alfa-Romeo). Eighth: Biondetti (Maserati). Ninth: Lord Howe (Maserati). Tenth: Caracciola (Mercedes).

1500 c.c. (62 MILES)

First: R. J. B. Seaman (M.G. Magnette), 74.76 m.p.h. (won by 22.2 sec.).
 Second: Veyron (Bugatti).
 Third: Burggaller (Bugatti).
 Fourth: Sojka (Bugatti). Fifth: Lord Howe (Delage). Eighth: Cholmondeley-Tapper (Bugatti).

COMMINGES GRAND PRIX

26th August

First: Comotti (Alfa-Romeo), 2 hr. 33 min. 49.8 sec., 93.35 m.p.h.
 Second: Zehender (Maserati), 2 hr. 35 min. 5 sec.
 Third: Straight (Maserati), 2 hr. 36 min. 45 sec.
 Fourth: Falchetto (Maserati). Fifth: Wimille (Bugatti). Sixth: Villapadierna (Maserati). Seventh: Brunet (Bugatti). Eighth: Mlle. Helle-Nice (Alfa-Romeo).

CIRCUIT OF BIELLA

2nd September

First: Trossi (Alfa-Romeo), 52.12 m.p.h. Won by 1-5 sec.
 Second: Varzi (Alfa-Romeo).
 Third: Farina (1½-litre Maserati).
 Fourth: Brivio (Bugatti). Fifth: Balestrero (Alfa-Romeo).

ITALIAN GRAND PRIX

9th September

First: Caracciola and Fagioli (Mercedes), 65.35 m.p.h., 4 hr. 45 min. 47 sec., 116 laps.
 Second: Stuck and Prince Leiningen (Auto-Union), 4 hr. 47 min. 25 sec.
 Third: Count Trossi (Alfa-Romeo), 114 laps.
 Fourth: Chiron (Alfa-Romeo). Fifth: Nuvolari (Maserati). Sixth: Comotti (Alfa-Romeo). Seventh: Momberger (Auto-Union). Eighth: Straight (Maserati). Ninth: Ruesch (Maserati). Tenth: Lord Howe (2.3-litre Bugatti).

SPANISH GRAND PRIX

23rd September

First: L. Fagioli (Mercedes), 97.131 m.p.h., 3 hr. 19 min. 41.6 sec.
 Second: Caracciola (Mercedes), 3 hr. 20 min. 24.4 sec.
 Third: Nuvolari (Bugatti), 3 hr. 20 min. 48 sec.
 Fourth: Stuck and Leiningen (Auto-Union). Fifth: Varzi (Alfa-Romeo). Sixth: Wimille (Bugatti). Seventh: Dreyfus (Bugatti). Eighth: Lehoux (Alfa-Romeo). Ninth: Soffietti (Alfa-Romeo). Tenth: Comotti and Chiron (Alfa-Romeo). Eleventh: Brivio (Bugatti).

MASARYK GRAND PRIX

30th September

First: Stuck (Auto-Union), 3 hr. 53 min. 27.9 sec., 79.116 m.p.h.
 Second: Fagioli (Mercedes), 3 hr. 56 min. 24 sec.
 Third: Nuvolari (Maserati), 3 hr. 57 min. 14 sec.
 Fourth: Leiningen (Auto-Union). Fifth: Varzi (Alfa-Romeo). Sixth: Henne (Mercedes).

1500 c.c. Race (271 Miles)

First: G. Farina (Maserati), 3 hr. 58 min. 49 sec., 68.24 m.p.h.
 Second: Burggaller (Bugatti), 3 hr. 59 min. 32 sec.
 Third: Sojka (Bugatti), 3 hr. 59 min. 44 sec.
 Fourth: G. E. T. Eyston (M.G. Magnette). Fifth: R. J. B. Seaman (M.G. Magnette).

CIRCUIT OF MODENA

14th October

Unlimited (80 Miles)

First: Nuvolari (six-cylinder Maserati), 1 hr. 10 min. 54 sec., 65.81 m.p.h.
 Second: Varzi (Alfa-Romeo), 1 hr. 12 min. 20 2-5 sec.
 Third: Tadini (Alfa-Romeo), 1 hr. 12 min. 25 3-5 sec.
 Fourth: Barbieri (Alfa-Romeo). Fifth: Ghersi (Alfa-Romeo). Sixth: Sandri (Maserati). Seventh: Soffietti (Maserati). Eighth: Cornaggia (Alfa-Romeo). Ninth: Corsi (Maserati).

1100 c.c. Race (50 Miles)

First: Cecchini (M.G. Magnette), 50 min. 12 3-5 sec., 59.28 m.p.h.
 Second: Farina (Maserati), 50 min. 18 2-5 sec.
 Third: Malaguti (Maserati), 51 min. 18 2-5 sec.
 Fourth: Panzacchi (Rocca). Fifth: Matruilo (Maserati). Sixth: Lami (P.E.).

PRINCESS OF PIEDMONT CUP

21st October

Final Placings (50 Laps)

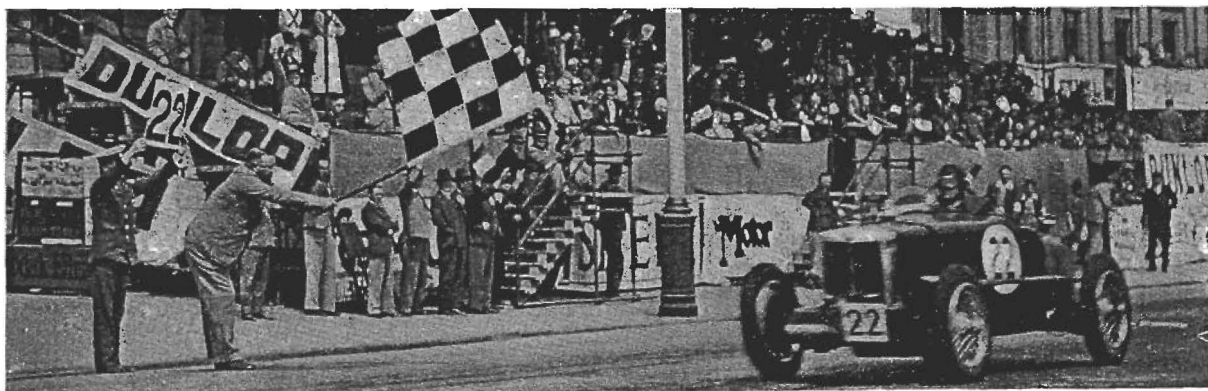
First: Nuvolari (3.3-litre Maserati), 2 hr. 10 min. 23 3-5 sec., 58.07 m.p.h.
 Second: A. Brivio (3-litre Alfa-Romeo), 2 hr. 10 min. 32 1-5 sec.
 Third: Tadini (3-litre Alfa-Romeo), 2 hr. 12 min. 59 3-5 sec.
 Fourth: Farina (1½-litre Maserati). Fifth: Comotti (Alfa-Romeo). Sixth: Soffietti (Maserati). Seventh: Minozzi (Maserati). Eighth: Count Premoli (2.3-litre Alfa-Romeo). Ninth: Cornaggia (Alfa-Romeo).

ALGERIAN GRAND PRIX

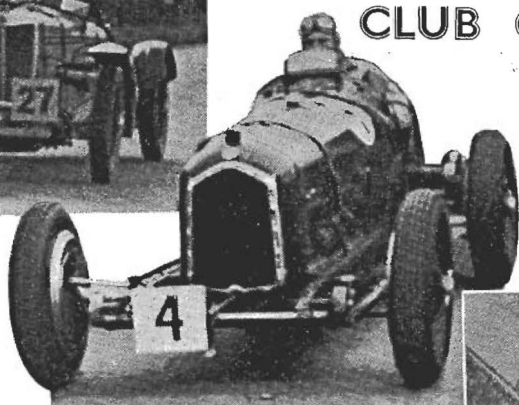
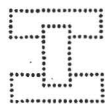
28th October

Final Placings

First: Wimille (Bugatti), 61.65 m.p.h. Won by 5 min. 37 3-5 sec.
 Second: Chiron (Alfa-Romeo).
 Third: Soffietti (Maserati).
 Fourth: Chambost (Maserati). Fifth: Marret (Bugatti). Sixth: Boucly (Bugatti). Seventh: Mlle. Helle-Nice (Alfa-Romeo).



Norman Black (M.G. Magnette) receiving the chequered flag on winning the Mammia Beg.



BRITISH RACING DRIVERS' CLUB CHAMPIONSHIP AWARDS FOR THE 1934 SEASON



THE British Racing Drivers' Club announces the final placings for its Track Racing Star and Awards of Merit for the 1934 season.

For the Road Racing Star, all racing events on the International Calendar, including the B.R.D.C. British Empire Trophy and the J.C.C. International Trophy Races, count and marks are awarded on following basis:—

1st	...	10 marks
2nd	...	8 "
3rd	...	6 "
Finishers	...	3 "

No marks are given for Class winners and it is laid down that, to qualify for any marks, cars must have completed the stipulated distance. A minimum of eight starters is required if marks are to be awarded and where cars are handled by two drivers, marks are given to both.

The marking system prevailing in connection with Donington Park and Brooklands Mountain Races is as follows:—

1st	...	2 marks
2nd	...	1 mark

No marks at all are given if the number of starters totals fewer than six.

C. J. Dodson and the Hon. Brian Lewis tie at the top of the poll for Road Racing Stars with 29 points each, made up as follows:—

DODSON		
Tourist Trophy Race	10 marks	
Mannin Moar	8 "	
Mannin Beg	8 "	
International Trophy	3 "	

LEWIS		
Mannin Moar Race	10 marks	
International Trophy	8 "	
Le Mans (Rudge-Whitworth Trophy)	8 "	

Tourist Trophy ... 3 marks

Whitney Straight comes next, one point behind, made up thus:—

STRAIGHT		
International Trophy Race	...	10 marks
British Empire Trophy	...	8 "
Commings Grand Prix	...	6 "
B.A.R.C. Mountain Championship	...	2 "
Donington October Meeting	...	2 "

The remainder run on in the following order:—

Cyril Paul	...	23 marks
C. Penn-Hughes	...	22 "
G. E. T. Eyston	...	19 "
Lord Howe	...	18 "
A. H. L. Eccles	...	16 "
T. E. Rose-Richards	...	15 "
W. G. Everitt	...	15 "
J. S. Hindmarsh	...	14 "
C. E. C. Martin	...	13 "
A. Von de Becke	...	13 "
F. W. Dixon	...	11 "
E. R. Hall	...	11 "
E. K. Rayson	...	10 "
K. S. Peacock	...	10 "

The Track Racing Star is awarded for all Brooklands events, other than Mountain races, and held under Open Permits, on the following basis of marking:—

RACES UP TO 25 MILES		
1st	...	3 marks
2nd	...	2 "
3rd	...	1 mark

RACES OVER 25 MILES AND UP TO 100 MILES		
1st	...	4 marks
2nd	...	3 "
3rd	...	2 "

RACES OVER 100 MILES

1st	...	10 marks
2nd	...	8 "
3rd	...	6 "

500 MILES RACE

1st	...	10 marks
2nd	...	8 "
3rd	...	6 "
Finishers	...	3 "

In this category, Freddie Dixon has a clear lead with 18 marks obtained

as follows:—

DIXON		
500 miles Race	...	10 marks
Easter Meeting (B.A.R.C.)	...	3 marks
Ditto	...	3 "
Ditto	...	2 "
Next comes A. H. L. Eccles with 15 marks, all obtained at B.A.R.C. Meetings:—		

ECCLES		
March	...	3 marks
Easter	...	3 "
"	...	2 "
Whitsun	...	2 "
"	...	3 "
October	...	2 "
Third is Oliver H. J. Bertram, one mark behind Eccles, also all obtained at B.A.R.C. meetings:—		

BERTRAM		
March	...	3 marks
"	...	3 "
Whitsun	...	1 mark
"	...	1 "
August	...	3 marks
"	...	1 mark
"	...	2 marks

The following drivers come next in the order in which they are given:—

R. F. Oats	...	11 marks
A. T. G. Gardner	...	11 "
Mrs. K. Petre	...	9 "
T. S. Fotheringham	...	8 "
E. McClure	...	8 "
A. Von de Becke	...	8 "
Dr. J. D. Benjafield	...	6 "
J. R. Cobb	...	6 "
H. G. Dobbs	...	6 "
W. G. Everitt	...	6 "

B.R.D.C. 1934 CHAMPIONS.



C.J.P. DODSON.



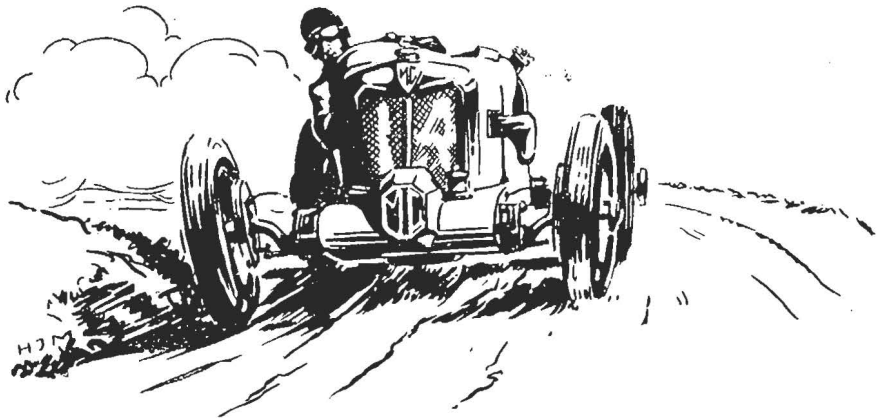
THE HON. BRIAN LEWIS.



F.W. DIXON.

INTERNATIONAL FIXTURES FOR 1935

THE following list of Fixtures, comprising the International Calendar for 1935, has been issued by the R.A.C. The dates have been allotted by the International Sporting Committee, but the allocation of a date does not necessarily mean that the event will be carried through. This will depend on a variety of circumstances which it is impossible to foresee at the time the Calendar is compiled. No action regarding any of these fixtures should be taken therefore until prospectuses have been issued.

**January**

19th-24th — MONACO — 14th Monte Carlo Rally.

March

31st-6th April—ITALY—2nd Tour Automobile d'Italie "Coppa d'Oro del Littorio" (or 14th-21st July).

April

13th-18th—FRANCE—14th Criterium International de Tourisme Paris-Nice.

14th—ITALY—9th Coupe des Mille Miles.

15th-16th—FRANCE—Course de Vitesse a Nice.

18th—FRANCE—21st Course de Cote de la Turbie.

22nd—MONACO—Grand Prix de Monaco.

22nd—GT. BRITAIN—B.A.R.C. Races—Brooklands.

24th-11th May—FRANCE—4th Rally International du Maroc.

28th—ITALY—26th Circuit des Madonies "Targa Primavera Siciliana."

May

5th—FRANCE—7th Grand Prix de Tunisie.

6th—GT. Britain—Junior Car Club—International Trophy Race—Brooklands.

9th—ITALY—2nd Rallye de Tripoli.

12th—ITALY—9th Grand Prix de Tripoli.

12th—HUNGARY—Grand Prix of Hungary.

18th—GT. Britain—Midland A.C.—Shelsley Walsh Hill Climb.

18th-19th—FRANCE—5th Grand Prix d'Algerie.

19th—AUSTRIA—Riss Rennen.

26th—France—10th Grand Prix de Picardie.

26th — GERMANY — Internationales Avusrennen.

29th-31st—GT. Britain—Mannin Races—Isle of Man.

30th — AMERICA — Grand Prix of America.

June

2nd—ITALY—11th Circuit d'Alessandria "P. Bordino."

2nd—SWITZERLAND—2nd Grand Prix de Montreux.

2nd—SPAIN—3rd Coupe de Barcelone, 6th Grand Prix Pena-Rhin.

9th—FRANCE—13th Grand Circuit des Vosges.

9th—BELGIUM—10th Grand Prix des Frontieres.

9th—ITALY—9th Prix Royal de Rome.

10th—GT. BRITAIN—B.A.R.C. Races—Brooklands.

9th-10th—AUSTRIA—3rd Tour des Cotes des Alpes Autrichiennes.

15th-16th—FRANCE—Le Mans 24 Hours Race.

15th-16th—CZECHO-SLOVAKIA — 1000 Miles Tchechoslovaques.

16th—ITALY—2nd Circuit de Biella.

16th—GERMANY—13th Internationales Eifelrennen.

16th—FRANCE—6th Course de Cote de Sezanne.

22nd—GT. BRITAIN—Ulster Automobile Club—2nd County Down Trophy Road Race.

23rd — FRANCE — Grand Prix de L'A.C.F.

30th — GERMANY — Internationales Kesselbergrennen.

30th—FRANCE—3rd Meeting de Lorraine.

July

6th—GT. Britain—B.R.D.C.—British Empire Trophy Race—Brooklands.

6th-7th—GERMANY—3rd 2000 Kilometer-Fahrt.

7th—ITALY—14th Course de Cote Susa-Moncenisio.

7th—FRANCE—10th Grand Prix de la Marne.

14th—BELGIUM—Grand Prix de Belgique.

14th-21st—ITALY—2nd Tour Automobile d'Italie "Coppa d'Oro del Littorio" (or 31st March-6th April).

20th—FRANCE—7th Circuit de Dieppe.

22nd-23rd — BELGIUM — 2nd Liege-Chamonix-Liege.

27th-28th—FRANCE—2nd Rallye International du Touquet Paris-Plage.

28th—GERMANY—Grand Prix of Germany.

28th—FRANCE—2nd Circuit de Vitesse de l'Albigeois.

August

1st-9th—AUSTRIA, FRANCE, SWITZERLAND, ITALY, GERMANY, GREAT BRITAIN—7th Coupe Internationale de Alpes.

4th—FRANCE—11th Grand Prix du Comminges.

4th—ITALY—15th Circuit Montenero-Coupe Ciano.

4th—AUSTRIA—COURSE DE COTE DU GROSSGLOCKNER.

5th—GT. BRITAIN—B.A.R.C. Races—Brooklands.

11th—LUXEMBOURG—1ST GRAND PRIX DU LUXEMBOURG.

11th—ITALY—Course de 24 H. pour la 4th Targa Abruzzo.

15th—ITALY—11th Coupe Acerbo.

18th—FRANCE—4th Grand Prix International Automobile de Nice.

18th—SWEDEN—3RD GRAND PRIX D'ETE DE SUEDE.

22nd-25th—BELGIUM—15th Championnat d'Endurance Liege-Rome-Liege.

25th — SWITZERLAND — 2ND GRAND PRIX DE SUISSE.

September

1st—ITALY—4th Course du Stelvio.

1st—GERMANY—11th Grosser Bergpreis von Deutschland.

1st—FRANCE—2nd Grand Prix de Vitesse de Vichy.

7th — GT. BRITAIN — 14th Tourist Trophy Race.

8th—ITALY—Grand Prix d'Italie.

15th—FRANCE—28th Course de Cote du Mont-Ventoux.

15th—HOLLAND—1ST GRAND PRIX OF HOLLAND.

21st — GT. Britain — B.R.D.C. — 500 Miles Race—Brooklands.

22nd—SPAIN—Grand Prix d'Espagne.

28th—GT. Britain—Midland A.C.—Shelsley Walsh Hill Climb.

29th—CZECHO-SLOVAKIA—6TH GRAND PRIX MASARYK.

October

5th—GT. BRITAIN—Derby and D.M.C. (Pty.) Ltd.—Race Meeting, Donington Park.

6th—ROUMANIA—COURSE DE COTE DE FELEAC.

12th—GT. BRITAIN—B.A.R.C. Races—Brooklands.

13th—ITALY—3rd Coupe Princesse de Piedmont, 2nd Circuit de Naples.

27th—GREECE—1st Grand Prix de l'Acropole.

The Sport— in Pictures



Start of one of the International Car Races, at Donington Park, at the final meeting of the 1934 season.



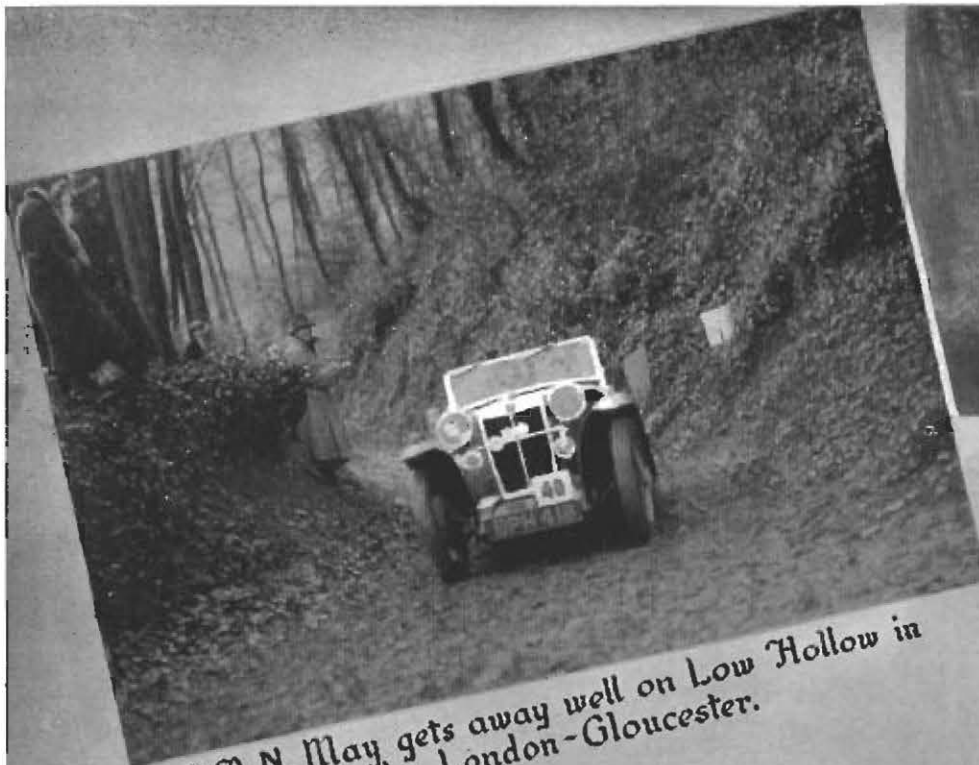
The picture of H. R. H. The Duke of Gloucester presenting C. N. A. Scott and J. Campbell Black (cousin of Norman Black) with the Macpherson Robertson Cup after the Melbourne Air Race was transmitted by wireless



The transport van which Herr Koltranech used for the racing M.G. Midget and Magnette with which he was so successful in Continental events last season.



Re-surfacing the central promenade, Douglas L.O.M. to provide a practically skid-proof face for next year's Mannin Races.



C.A.N. May gets away well on Low Hollow in the London-Gloucester.

One of the London-Gloucester
L.J. Turner, on



K.E. McGuffie, climbing
the Inter-Varsity Trial



J.K. Maw demonstrates how to get round the
right hand bend on Gentle Rise in the Inter-Varsity
Trial.



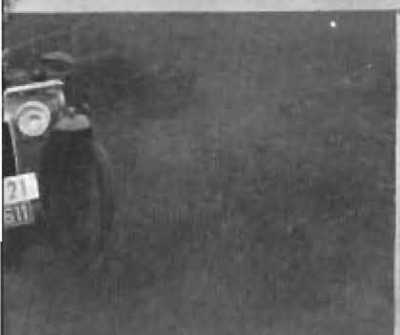
J.H. Summerfield speeds
(a motor cycle stunt H
Allday Cup, in terrible u



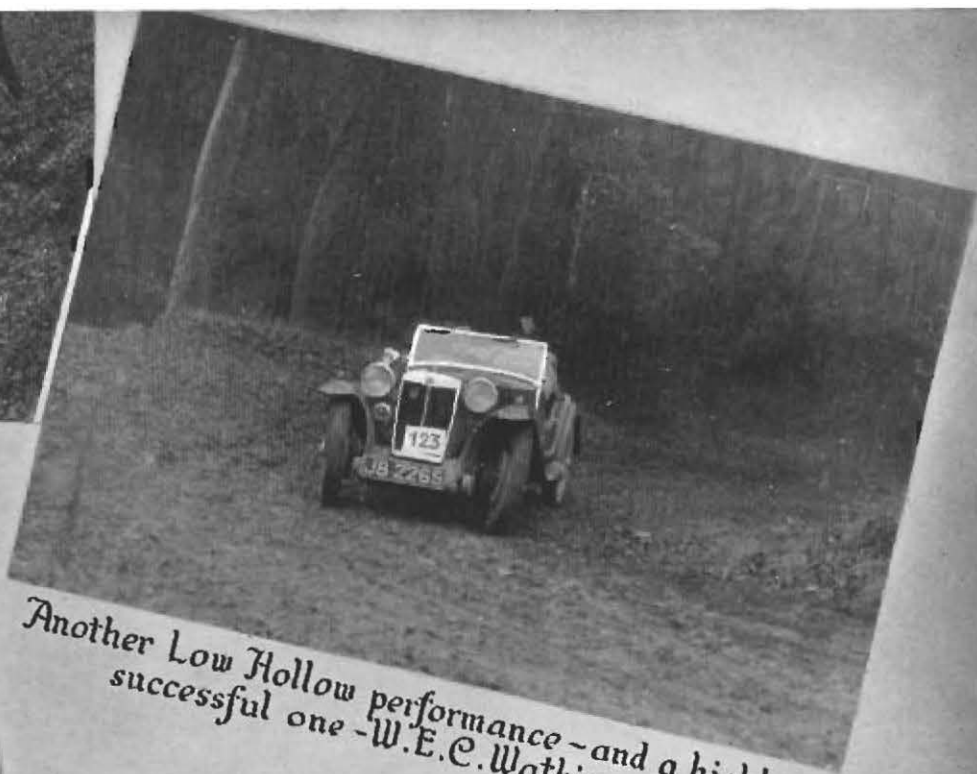
ester sloughs of Despond!
Low Hollow.



ing Midmere Hill in
al held on November 24th



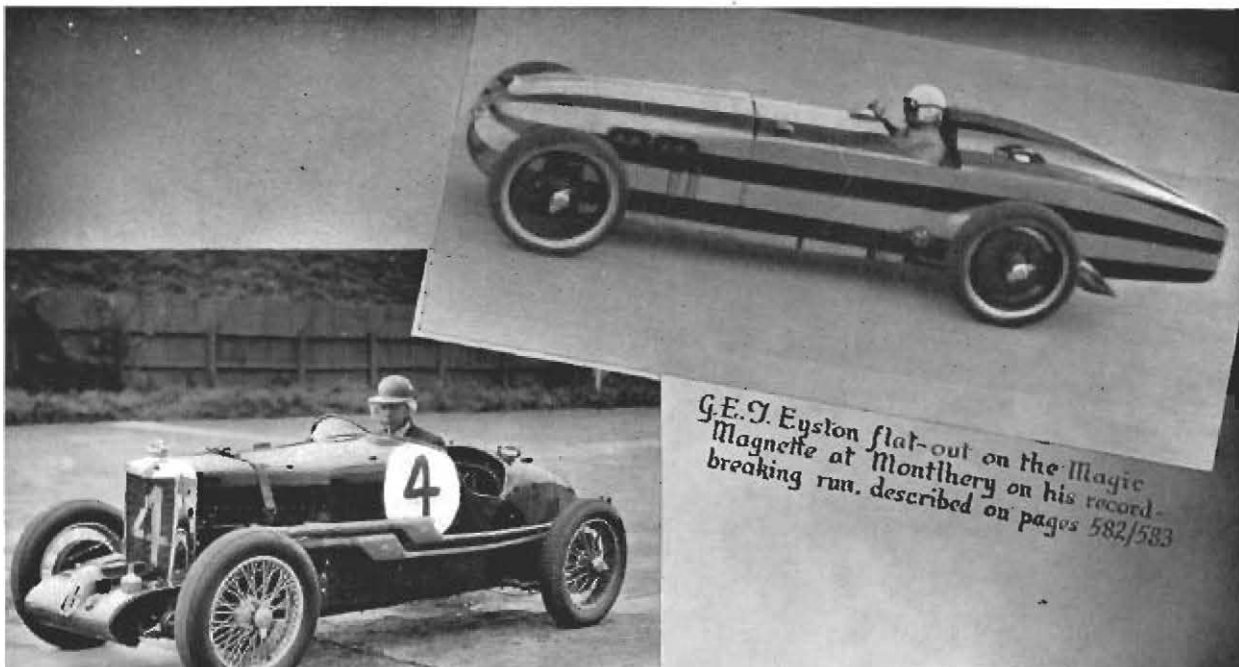
ing up Dripping Well Hill,
in a field) winning the
rather, in the Sunbac Trial.



Another Low Hollow performance - and a highly
successful one - W.E.C. Watkinson.



Ancient & Modern, Major G.W.G. Allen (1899
M.M.C. Daimler) being passed (mind you!)
by an M.G. on Westminster Bridge during
the recent Veteran Car Run.



G.E. Eyston flat-out on the Magic Magnette at Montlhery on his record-breaking run, described on pages 582/583

W.G. Everitt at the wheel of Q. type Midget in which he had such a successful year. He is seen at the start of one of his record-breaking runs.

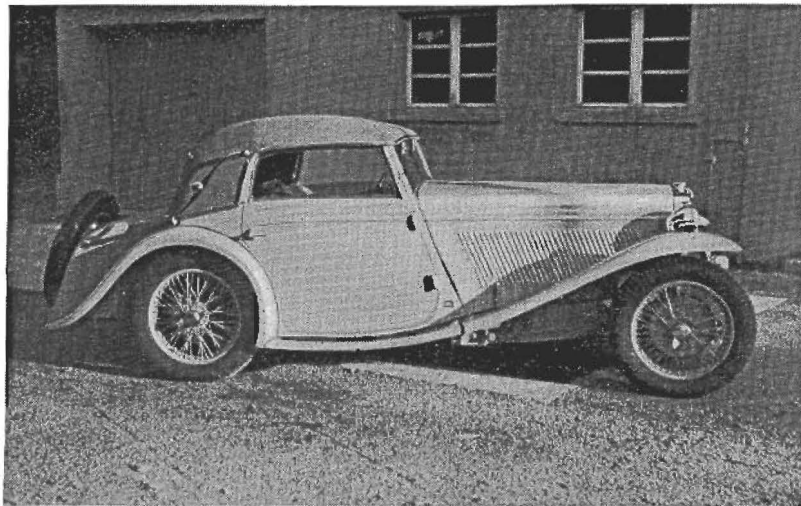


A close-up of the Magic Magnette.



Holder of the women's lap record at Brooklands - Mrs. K. Peire at the wheel of O. Bertram's Delage in which she lapped at 129.58 m.p.h.

A VERY SMART CONTINENTAL BODY



PLEASING LINES, EASE
OF MANIPULATION
AND PRACTICAL
VALUE ALL COMBINE
TO MAKE THIS BODY
MOST ATTRACTIVE

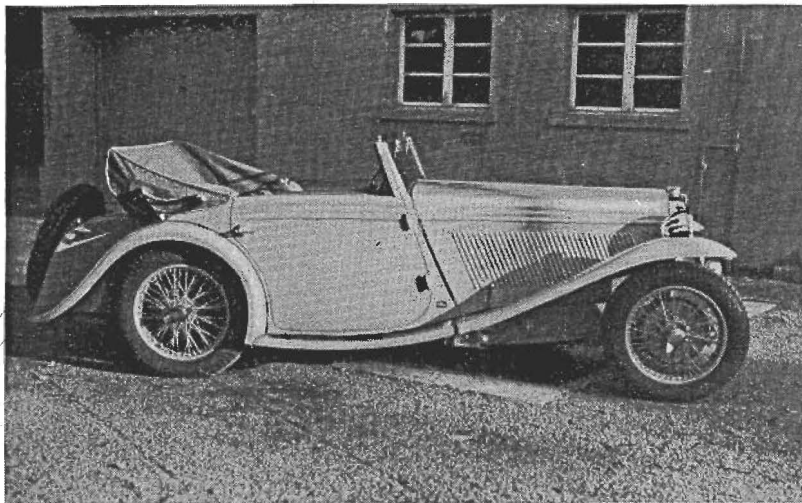


car is still handsome when the hood is open, and despite the sturdy door construction, it is said that this body weighs but little more than the standard type of body.

THE very pleasing drop-head coupé body depicted on this page has been fitted on an M.G. "N" type Magnette chassis by Sportcar A-G, of Zurich, Switzerland.

Of very smart appearance, this is an essentially practical type of body, providing adequate protection against weather when closed and absolute freedom when open.

Unlike many bodies of this type found on continental cars, the appearance of the





A Review of the Club's activities in the immediate Past, Present and Future.

BI-MONTHLY BULLETIN

THE Chilterns Trial is due to take place on 13th January and an excellent course has been chosen in the area lying between Thame and Henley-on-Thames. The start will be 10 a.m. from the Lambert Arms Hotel, which is on the Watlington-Lewknor-Chinnor road approximately one mile north-east of Lewknor and five miles south of Thame.

The chosen circuit will have to be covered twice, once in the morning and once in the afternoon, with a lunch interval between. All members are cordially invited to come along as spectators, and the Hon. Gen. Secretary remarks that any non-competitors who can arrange to assist as marshals or observers will earn his gratitude if they will get in touch with him either in advance of the event or at the Lambert Arms on the morning of the Trial. The closing date for entries for the event was 1st January.

On 30th November the Midland Centre held its Annual Dinner and Dance at the Billesley Hotel, on the outskirts of Birmingham, and a very enjoyable time was had by more than 100 members and their guests. Indeed it was generally voted to have been one of the best parties of this year's social season.

At dinner the chair was taken by the Club's President, Mr. Cecil Kimber, and speechmaking was cut down to the minimum. There was loud applause when Mr. J. F. Kemp, the Centre's unassuming Hon. Secretary, rose to respond to the toast of the evening which was proposed by the Chairman.

An unusual and delightful idea was the inclusion of the toast of "Our Friendly Rivals." It was proposed by Mr. S. Ridley, supported by Mr. J. A. Bastock, the response being ably conducted by Mr. F. S. Barnes of the Singer Motor Club, who spoke on behalf of several of his fellow members who were present.

Throughout the season a splendid spirit of sporting rivalry has existed, particularly in the Midlands, between the M.G. and Singer clubs and the toast not unnaturally proved to be a very popular one.

A really excellent band, many novelties and a spirit of exceptional gaiety kept the dance floor fully occupied until after 2 a.m.

Mr. Kemp's membership is now a long way over the century and embraces some of the Club's most successful participants in road events of all kinds.

A Saturday night was chosen for the Annual Dinner and Dance of the Northern Centre, when Dr. B. Crosthwaite took the chair at a gathering numbering ap-

ing on the enthusiasm which he has always noticed in M.G. Car Club circles.

Mr. Kimber regaled the party with drawing room stories which delighted his audience, and Mr. J. Weston Adamson proposed the toast of the Club, to which the response was made by Mr. Harris. Afterwards the prizes were presented by Mr. Kimber, the most important of them being the Frank Scott Memorial Team Trophy which went to M. H. Scott, R. Stevenson and G. E. Braithwaite, who won it in the Sir William Morris Cup Trial.

Dancing followed until midnight.

Arrangements have been made with our very good friends the



Each Winter a party of M.G. enthusiasts bands together to visit Switzerland for the Winter sports. Here is a group taken at Grindelwald last year, including C. E. C. Martin, M. Toulmin, J. C. Elves, A. MacLachlan, J. R. Temple and W. E. C. Watkinson. A similar party is leaving shortly on this year's trip.

proximately 80 at the Barras Bridge Assembly Rooms, Newcastle-on-Tyne. The President, Mr. Cecil Kimber, was present and responded to the Chairman's toast of "Our President and Visitors," the second response being in the hands of Freddie Dixon, who was present with his brother Frank.

In the course of his remarks Freddie Dixon mentioned that he found that no better spirit existed than between the Riley Club and the M.G. Club and added that if everything in this world were carried on in the same manner it would indeed be a happy world. There is "something magic about this M.G. business" he said when remark-

Cygnat Motor & M.C. Club of Bridgnorth for a car meeting to be held at Rushmere Hill on the Sunday following each of next year's Shelsley Walsh meetings. It is hoped that the M.G. Car Club will be able to obtain from the R.A.C. a permit to invite other Clubs, and already elaborate plans for these meetings are being made. It is expected that they will be able to be run off on the knock-out principle, and spectators are to be kept clear of the course by specially erected railings which will remove from competitors' minds any anxieties on this score.

Following correspondence in

(Continued on page 579)

JANUARY



1935



BI-MONTHLY BULLETIN

(Continued from page 578)

the motor press concerning the cost of Club dinners, it was decided to organise a second dinner in the Main Centre this year, and this was held at The Anchor Hotel, Ripley, on 15th

December. Details regarding it were not available when this issue of *The M.G. Magazine* went to press, but many novelties were introduced and arrangements were made for a magnificent spread at a cost to each member of only 6s. 4½d.

Members are particularly asked

to note that the headquarters of the Club are at 2 Dorset Buildings, London, E.C.4. As a certain amount of old Club literature appears to be still in circulation, letters are still being addressed to previous Secretaries, causing them inconvenience and resulting in correspondence being inevitably delayed.

THE MANCHESTER & DISTRICT CENTRE STAGES ITS MOST AMBITIOUS EFFORT— THE COCKSHOOT TRIAL—WITH ENORMOUS SUCCESS

THE Cockshoot Trial, held by the Manchester & District Centre, started from Buxton on 2nd December, with a field of 60 out of an entry of 65.

Heavy rain marred what was otherwise a most successful event.

The first hill, Taddington Moor, came as a surprise to most, for although only of moderate gradient, it claimed a large number of victims owing to its slippery surface. This was followed by Litton Slack, which played havoc with the entry, as only four cars made clean climbs, these being Laird (McEvoy Special), Taylor (J2), Summerfield (supercharged Midget) and Bennett (Ford V8).

The marshals working well got the cars away with the minimum



Spectator's-eye view of Litton Slack.



W. S. Underwood (P Midget) at the start of the Timed Climb of Eyam Bank.

delay, and many thrills were experienced.

Then came the "Stop and Restart Test" on Putwell Hill, which proved too much for many as only 16 got through without loss of marks.

Eyam Bank timed climb showed some good performances, Laird making a marvellous time of 46 secs., Oddy (J2) followed with 51.1 secs., while Scott ("N" Magnette) and Tweedale (Frazer-Nash) clocked 52.2 secs. each, Stothert (Fiat-Balilla) 53 secs. and Worthington (J2) 53.2 secs. At the other extreme there were two competitors who took 125 secs. and 137 secs. respectively!

Competitors then had to cover an unknown distance at 18 m.p.h. handing their times taken for this to a marshal at the end of the section. It was rather interesting

that some times were only 3 or 4 seconds out.

The Lunch Stop at Hathersage was a welcomed halt, and so as to be home before dark most of the cars were away for the afternoon section well within their allotted time, although some actually left late, so throwing themselves too late for an award.

Winnats Pass fell an easy victim to all except R. J. Presland, who wrapped his exhaust pipe round the back axle of his J2 but managed to free it and finished the course without one.

A main road run brought competitors to the famous Jenkin's Chapel, which accounted for 18 failures, while fine ascents were made by Laird (McEvoy Special), Taylor, Worthington, Scott and Miss Taylor in "M.G.s" and Stothert with a Fiat-Balilla.

THE COCKSHOOT TRIAL

(Continued from page 579)

It was unfortunate that Summerfield had to retire at Eyam by losing the use of first and second gears, and Watson with clutch trouble.

Fifty-four competitors checked in at the final check, all very cheerful though decidedly wet and muddy—five unfortunately late.

There were two lady competitors; Miss Taylor gaining a 1st Class award, and a representative of the winning team, and Miss Adshead, who put up a sporting effort, only losing an award by 3 marks.

The honours of the day go to the Northern Centre, who took away three awards.

G. B. H.



M. Scott (N Magnette) on the lower slopes of the notorious Litton Slack gradient.



A. H. Watson (J.2 Midget) snapped on Litton Slack.

— RESULTS —

Cockshoot Trophy (best performance of the day)—H. Laird (McEvoy Special), marks lost : 0.

Chairman's Prize (best Manchester & District member, M.G.C.C.)—A. R. Taylor (M.G. Midget J), marks lost : 0.

Visitor's Prize (best visitor)—M. Scott, Northern Centre ("N" type Magnette), marks lost : 10.

Alexander Duckham's Prize (best M.G.C.C. member)—G. A. Hutcheson, Northern Centre (M.G. Magna), marks lost : 10.

Team Trophy (Northern Centre M.G.C.C.)—M. Scott (M.G. Magnette), G. A. Hutcheson (Magna) and Miss K. Taylor (M.G. Midget), total marks lost : 30.

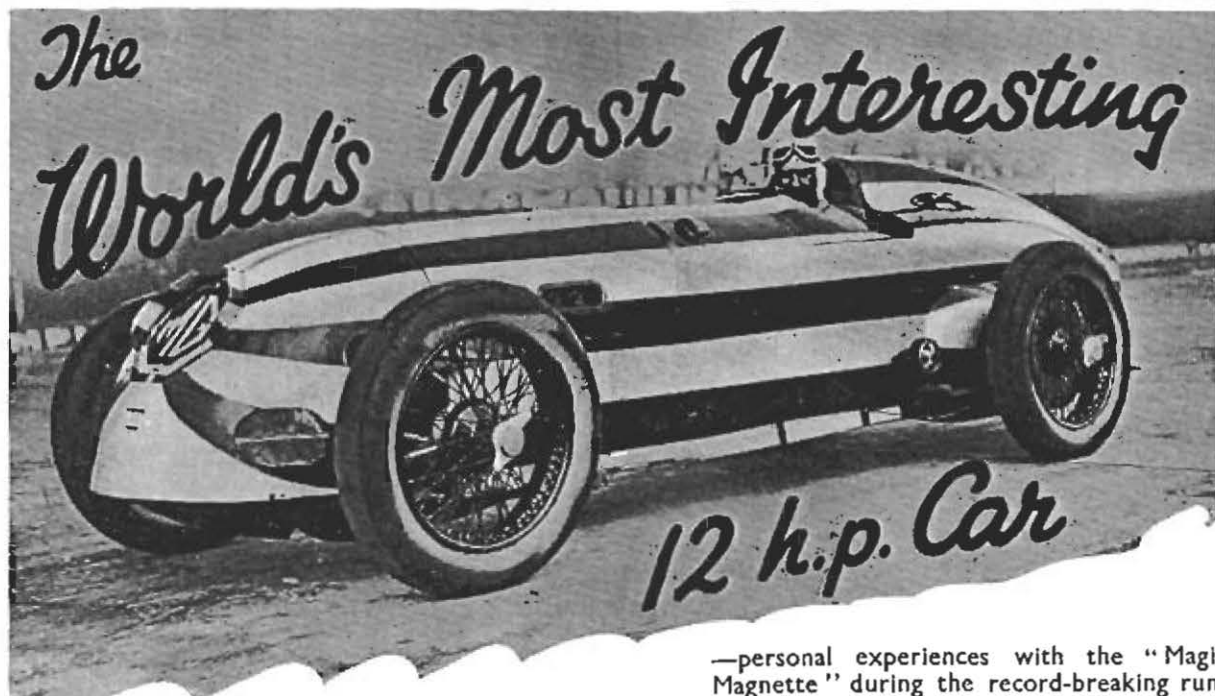
First Class Awards (90 marks or over)—Miss K. Taylor, M.G.C.C. (Northern); L. K. Brownson (Lancs. A.C.); A. K. Hunt, M.G.C.C. (Midland); J. F. Kemp, M.G.C.C. (Midland) (M.G. Midgets); C. A. Bennett (Ford V8), Lancs. & Ches. C.C.

Second Class Award (80-89 marks)—J. Harrop, Lancs. & Ches. C.C.; P. D. Worthington, M.G.C.C. (Manchester); C. C. Johnston, M.G.C.C. (Manchester); H. J. P. Williams, M.G.C.C. (Manchester); P. K. Potter, Lancashire A.C.; G. V. Oddy, M.G.C.C. (Manchester); J. Twyford, M.G.C.C. (Manchester); M. D. Fraser, M.G.C.C. (Manchester) (M.G. Midgets); R. W. Lowe (Singer 9), M.G.C.C.; C. E. Stothert (Fiat-Balilla), Lancashire A.C.; T. H. P. Cain (Austin 65), M.G.C.C. (Manchester).

Owing to such adverse weather conditions prevailing during the trial, the Stewards decided to give : First Class Awards to competitors retaining a total of 90 marks; Second Class Awards to competitors retaining a total

of 80 marks; Third Class Awards to competitors retaining a total of 71 marks.

The correct time for the "speed judging test" was 4 mins. 10 secs. for 1½ miles.



DURING a practice run on the evening before my attempt on records, the "Magic Magnette" was timed at 130.5 m.p.h. over a lap of the Montlhéry track. This was a satisfactory speed, and one which seemed likely to make the attack successful.

I arranged that the next day, Saturday, I should try for all records, in International Class G, between the flying mile and ten miles, leaving the longer distances and the hour record until Sunday. I asked the time-keepers to be ready by ten o'clock in the morning, and the effort began according to plan.

The track is on a high ridge, about sixteen miles outside Paris, and a very strong wind was blowing, while the weather was cold. This was against us, because it upset fuel conditions. Had it been warmer, the Magnette would probably have set even higher speeds.

When everything was ready, I warmed the car up, did two or three laps to bring the machine into its stride, then put my foot hard down. Perhaps I should explain that, in the ordinary way, short-distance records are secured by two runs over the measured distance, one being in the opposite direction to the other, the mean speed of the two efforts counting for the record.

The track at Montlhéry, being oval, brings the car in the reverse direction while it is travelling through the kilometre and the mile, so that either of the short records may be taken during a single circuit of the course.

The Magnette began at once to break records, covering both the mile and the kilometre at 128.7 m.p.h. It collected the five kilometres at 128.69 m.p.h. and the five miles at 128.62 m.p.h., all the time handling splendidly. It was fastest along the two short straights, where its speed lifted to about 132 m.p.h., but the figures I have just quoted show how remarkably consistent was the Magnette's speed.

Still keeping the throttle well open, the car went over the ten

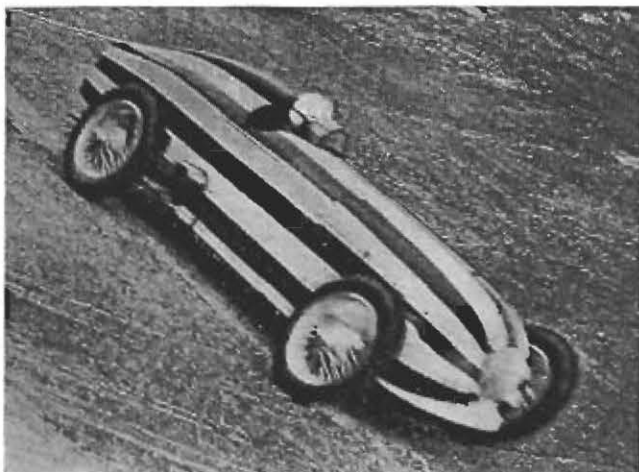
—personal experiences with the "Magic Magnette" during the record-breaking run, on the Linas-Montlhéry track, in which (as reported in the last issue of *The M.G. Magazine*) new records were established on October 27th and 28th, by

George Eynon.

in an interview with
BARRÉ LYNDON.

kilometres at 128.58 m.p.h. and over the ten miles at 128.53, after which its day's work was done and I stopped. In all,

(Continued on page 583)



"Flat-out."

THE WORLD'S MOST INTERESTING 12 H.P. CAR

(Continued from page 582)

taking these six records had occupied less than five minutes, and an interesting fact is that the Magnette was only .13 m.p.h. slower over the longer distance than over the mile. Also, all these records had been standing for six years, but the car took them at its first attempt. It was easy to handle, no different from an ordinary competition car, even when it was travelling faster than an M.G. has ever been driven before.

Car Sealed Up

After the car stopped officials sealed up the engine by passing wire over the cylinder head and around the sump, securing this with a lead seal. The reason for this was that the engine had to be measured in order to check its dimensions before the record could be confirmed. As I wanted the car for long-distance records next day, the official examination was postponed, but, by sealing up the car, the authorities made certain that it was not touched. Nothing at all had been done to the machine when I took it out

the following Sunday morning.

Once again the time-keepers were on hand at ten o'clock, and now I had to ask the Magnette for a considerably greater effort. I intended to crowd as many miles as possible into one hour and, also, to try and take sundry records on the way.

These long-distance records have to be made from a standing start and, right on time, the car was rolled to the line and I sent the Magnette away, working up the speed steadily. I had a long way to go, and did not want to stress the machine unduly at the outset.

The speed was still rising when I had completed fifty kilometres, the pace being 119.84 m.p.h. At fifty miles the car clocked 120.72 m.p.h. and reached its highest pace at one hundred kilometres—121.65 m.p.h. Its work was more than half done then, and I knew that I had broken old records I was attacking; the former figure for the hundred kilometres was 113.91 m.p.h. I eased the speed a little now, and the Magnette collected the one hundred miles record at 121.13 m.p.h.

A Fine Performance

Everything about the machine

was running smoothly and the car was quite free from trouble, and I knew that I ought to take the hour record if I continued steadily. In order to save the engine as much as possible, I again eased the speed slightly and finished the hour with the car having covered 120.88 miles—the record had previously been held with a distance of 115.32 miles. The M.G. had beaten this handsomely.

One other record was in sight, that for the two hundred kilometres. As I had to do only three or four extra laps after finishing the hour in order to attack this, I continued and secured the record with 120.82 m.p.h., after which I brought the car in. The whole run lasted about one hour and three minutes, during which the "Magic Magnette" secured six more records—making a round dozen in the two days.

This I regarded as a very fine performance on the part of the M.G., which, incidentally, secured for itself the title of the fastest 1100 c.c. car in the world. As I have said, it handled just like any competition model, a tribute to its design when one remembers the very high speeds at which records were taken.

JOBS YOU SHOULD LOOK AFTER ON YOUR CAR YOURSELF :: :: :: ::

Care of the Accumulators

"WINTER CONDITIONS IMPOSE MAXIMUM STRESSES ON THE ELECTRICAL SYSTEM OF YOUR CAR..HELP YOUR BATTERY"

ACCUMULATORS nowadays are more important than they were. They are generally charged with the duty of providing the primary current for the coil and battery ignition which has, in so many cases, taken the place of the magneto.

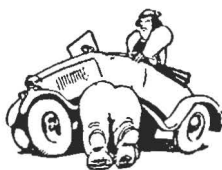
It is of the greatest consequence, therefore, that they shall always be in good electrical order. And since this does not entail much trouble a few notes as to the simple things which must be attended to may be found useful and money-saving to the car owner. Most important of all is that the electrolyte in the battery should cover the plates. If any part of the area of the plate remains uncovered by the acid there will be a risk of sulphation. In nearly all cases the fall of the level below the top of the plates is due to evaporation. The water evaporates and not the acid, so the remaining solution is too strong. This undue strength, also, has the effect of conducing to sulphation. A sulphated battery will show a greeny-white chalky kind of deposit around the terminals and on the bars which connect the cells.

To keep the solution (electrolyte) at the right level the vent plug should be opened occasionally and the level ascertained by sight. It should be half an inch above the tops of the plates. If it has gone down below this level pure distilled water should be added. This will correct the level and bring the density of the solution—the proportion of water to acid—back to normal and prevent sulphation.



URGES

F. HALL BRAMLEY



Never add an acid solution (sulphuric acid and water) to the battery unless the shortage is definitely known to be due to spillage or leakage. It is quite unlikely to be due to spillage. Leakage may be due to cracking of the ebonite case and would be evident by the condition of the bottom of the case. It could only be repaired by a battery service station.

In "topping up" the level be sure to have the same level in the three or six cells—according to whether the battery is a six- or twelve-volt unit. Avoid slopping the acid over when filling up, and wipe off any moisture from the top of the battery. Moisture is an electrical conductor and the leakage of current across from one to the other of the terminals (positive and negative) will cause current loss and conduce to sulphation. Leave everything quite dry and smear all terminals with vaseline liberally applied.

During the long Winter months, the drain on the accumulator always is enormously increased. The dynamo must be able to keep a current of electricity going through the accumulator more than equal to the drain of lamps, horn, windscreen wiper and starter. The latter takes a lot of current. It can run the accumulator down very quickly.

Starting being often more difficult in Winter, when the oil

is cold and congealed, the load on the starter is excessive. Therefore when Winter weather comes it is well to start the engine by hand when starting from cold and use the starter only when the engine is warm through running. Careful attention to the carburetter and the plug points—do not have them too far apart—will be necessary to get easy starting by hand. If the engine is kept warm by having an electric bulb lamp burning under the bonnet, and the latter covered with a thick rug, the difficulty of starting in the morning will be reduced or eliminated and the accumulator need be used only for light and for services other than the heavy starting drain. This is the way to keep the accumulator in healthy condition.

If the starter switch is pressed and the starter cannot turn because the engine is stiff with cold there will occur what is practically a "dead short" in the battery circuit. The discharge will be rapid, and without resistance, and the plates of the battery will probably be buckled. The amperemeter needle will jump round to full discharge.

If one can hear the Bendix pinion engage and stop, or the pinion rotate with a grinding noise and then stop, it is an indication that the engine is too stiff to start due to the cold. Current should at once be cut off by releasing the starter switch. Keeping it in contact means sure

(Continued on page 587)



JOBS YOU SHOULD LOOK AFTER ON YOUR CAR YOURSELF

(Continued from page 586)

and certain buckling of the plates of the accumulator, which will necessitate a serious and expensive repair.

If the starter does not swing the engine at once make no further attempt till the engine has been freed by turning by hand. The trouble entailed is small compared with the expense avoided.

Use a thin oil in the Winter. There are some high grade engine oils which allow of the easy turning of the engine by hand even in severe frosty weather and they should be adopted during the Winter as an insurance against starting troubles and heavy discharge loads on the battery. Usage does not cause a battery to deteriorate. In fact constant steady charging with intervals of steady discharge is good for accumulators and keeps them in first class condition. Do not, however, overwork them with

sudden heavy loads or big discharges as are caused by trying to turn a heavy, sticky engine.

All cars are fitted with electrical outfits sufficient to provide full light for night driving in Winter, providing some little day driving is also done. If the battery is showing 2.2-volt per cell and the voltmeter shows 6.6 when the engine is running and the lamps are all on, you are safe for any period of darkness if you do not fritter away current on unnecessary engine starting. In Winter it should be avoided.

FAMOUS TEST HILLS AND HOW TO CLIMB THEM

THE easiest route to Jenkin's Chapel—known locally as the "Corkscrew Hill"—is via Rainow, a village about $3\frac{1}{2}$ miles from Macclesfield on the Macclesfield-Whaley Bridge road.

Go straight through the village of Rainow, and in half-a-mile the road drops down, crosses a bridge, and then rises again to a "T"-shaped junction where the sign-post points right to "SALTERS-FORD." Turn along here to the Chapel, which despite its designation is really a Church of England edifice dedicated in 1733 and rather interesting from the architectural point of view; turn left at a fork almost opposite the Chapel. Follow this road into the valley, with one or two sharp descents and rather narrow in places; in a few minutes the hill comes into view, and one can pick out a narrow path outlined

by stone walls twisting backwards and forwards as it climbs to the summit. That first glimpse of Jenkin's Chapel, however, can only be appreciated by a passenger, for the driver should concentrate upon the bends and twists of a road leading down to the valley where, after fording a tiny stream, the "Corkscrew" hill really starts its upward climb.

The first section consists of about 70 yards; after passing a gate on the right, a rapidly steepening gradient sweeps left. Then in another 15 yards the road widens out again, to give more space on the left, allowing competitors to choose their approach to the next bend, which is only a few yards ahead. During competitions this bank is frequently used by

observers and spectators.

Now, when approaching point "A" on the plan, beware of a gulley which runs across the road; this gulley is formed of flat stones which are slightly sunk into the ground and lie at an angle which renders them almost invisible as one drives up in a car. So ease the throttle at "A," for if the rear wheels jump in crossing the gulley, wheelspin may develop and there will be difficulty in recovering sufficient road adhesion for making a good climb of the steep and narrow section just beyond.

A new series specially prepared for "The M.G. Magazine," with a plan drawn to scale, photographs and hints to novice trials competitors, from a special survey by . . .

W. A. GIBSON MARTIN

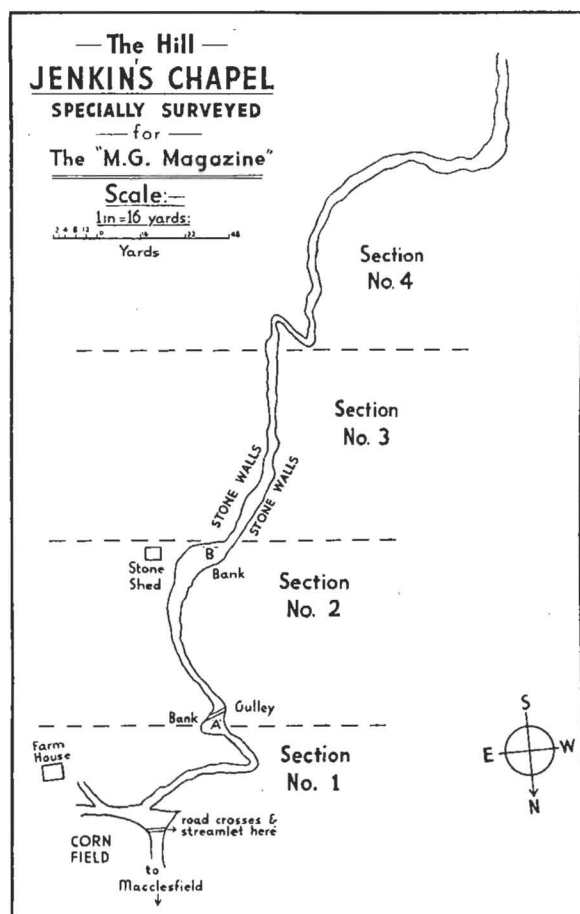
NO. 1—JENKIN'S CHAPEL

Apart from this gulley, which has taken many a novice by surprise, there is nothing very difficult about the first section; at its steepest part the gradient cannot be any worse than 1 in $3\frac{3}{4}$.

The second section measures about 60 yards, and begins with a width of less than 8 feet from margin to margin, bordered by stone walls on each side. Soon the road opens out to a wider part, with a stone barn on the left and a bank on the right; another favourite spot for observers and spectators. This part leads to a much narrower section ahead. Coming up to the point "B" on the plan, competitors have a choice of two routes. (1) keep well to the left, taking a slight risk of wheelspin which, in any case, can be checked on the level ground which must be crossed before locking over to the right and steering into section No. 3. (2) A competitor, feeling that he has ample power in hand, may hug the right-hand bank; this means taking a slightly steeper gradient for perhaps a yard or so, and is the more straightforward route. With a wet surface, it may lead to wheelspin which cannot be checked quite so easily as in route (1).

The third section, leading to a double hairpin and the *pièce de résistance* as far as Jenkin's Chapel is concerned, measures about 75 yards; it is fairly straight, narrow in places, running between stone walls, and by good luck has a recess on the left where competitors may wait should the hairpins ahead be blocked by cars that have failed and are being removed by man-power.

Now for the double hairpin of section No. 4. This is approached by a gradually narrowing path,



(Continued on page 590)

JENKIN'S CHAPEL—

(Continued from page 589)

about 10 yards long. Then the road doubles back upon itself, goes straight ahead again for about 12 yards, and then doubles back once more, almost as sharply as before. The gradients are not so steep as they look, and an M.G. owner who keeps his engine revving well in first gear and adopts a reasonable course on each hairpin should make a clean ascent every time. Although commonly credited with a 1 in 2 gradient, this is obviously an exaggeration ; possibly there may be one or two very short stretches

where 1 in 3 might be recorded by a surveyor, but after a critical examination, the writer suggests that 1 in $3\frac{1}{2}$ would be nearer the mark.

For those who are still in their first competition season and have not yet mastered the art of taking a sharp hairpin, here are a few practical hints on climbing Jenkin's Chapel. The first hairpin in section No. 4 must not be cut too sharply. Hug the left-hand bank ; and do not lock over until you can steer almost straight across, making certain that your off-side rear wheel will clear the inside of the bend. Then in coming up to the second hairpin, keep a more or less central

course until half-way round, and then lock-over fairly quickly to the left. In wet weather, however, it may be wiser to keep well to the right in approaching this bend, locking over at the last moment in order to avoid wheel-spin on a surface which grows slipperier with every car that essays the climb. Finally, don't attempt Jenkin's Chapel in the car until you have climbed it on foot. As you walk up, think of your lock ; pick out the course which you intend to adopt ; decide upon a clear-cut method for each of the bends. Then when you take the car up, stick to your course : there is nothing so fatal to success as indecision.

MOTORING NEWS —

FROM ALL QUARTERS

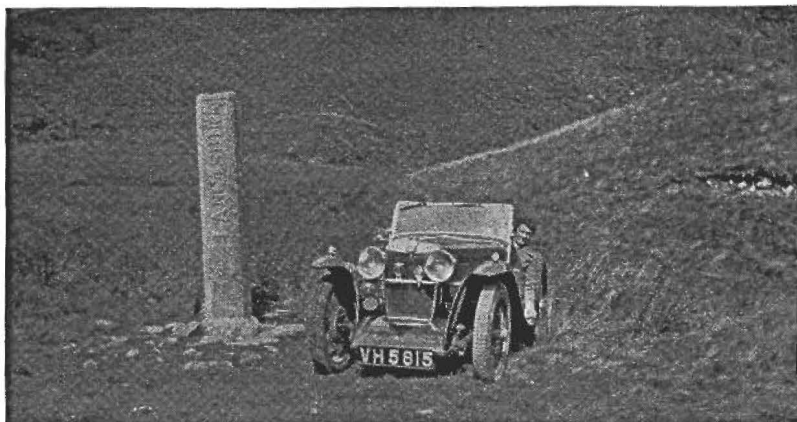
Championships

Corresponding with the methods adopted in this country by the B.R.D.C. of awarding a Gold Star for Track and Road racing, in Italy Championships are contested for, the two of main importance being for national drivers in the unlimited and 1100 c.c. classes.

Varzi with the Alfa Romeo, as everyone anticipated, was placed first in the unlimited category by virtue of his wins in the Bordino G.P., Targa Florio and Coppa Ciano. There were two other events eligible for Italian championship competition. The Acerbo was won by Fagioli (Mercedes), and the Stelvio by Belmondo (Alfa Romeo).

In the smaller class somewhat of a surprise has been created, for Cecchini, an independent and previously a comparatively unknown race driver, who has exclusively raced an M.G. Magnette K3, has beaten the small Maserati, Bugatti and Fiat teams and has won the 1100 c.c. championship by a handsome margin. Cecchini's successes in the championship contest include Acerbo and Stelvio; in the latter event he created a new record in the 1100 c.c. class with an increase of about 7 m.p.h.

Cecchini's record also includes a class win and record at Vermicino Hill Climb and a first place in the Circuito di Modena Round the Houses Race for cars of under 1500 c.c.



We are indebted to Mr. Martin Mitchell, of Huddersfield, for the above snapshot of his car beside the three-shire stone, where Lancashire, Cumberland and Westmorland meet at the top of Wrynose Pass, in the Lake District.

Australian Grand Prix

From our Australian representative comes news of the Victorian Centenary Grand Prix, held at Phillip Island close to Melbourne, on 27th October. A trio of P type Midgets won the Team Prize and a P type was also second.

Warren, who recently took a "Q" Racing Midget "down under" and set up an Australian mile record at 114 m.p.h., which promptly brought him back to scratch in the Grand Prix, giving Thompson's K3 1 minute 10 seconds start, set up a new lap record at 85 m.p.h. Warren eventually finished 8th in spite of running out of petrol, and other M.G.s finished 2nd, 5th, 7th and 8th.

Our informant goes on to describe the course as a 6½ miles rectangular one with the four bends

picturesquely named Hell, Heaven, Gentle Annie and Young & Jacksons, there is a good deal of dust about which adds a spice of danger to the racing, visibility at times being about 20 ft. and reminiscent of the old days the drivers steered by the tree tops.

The London—Gloucester

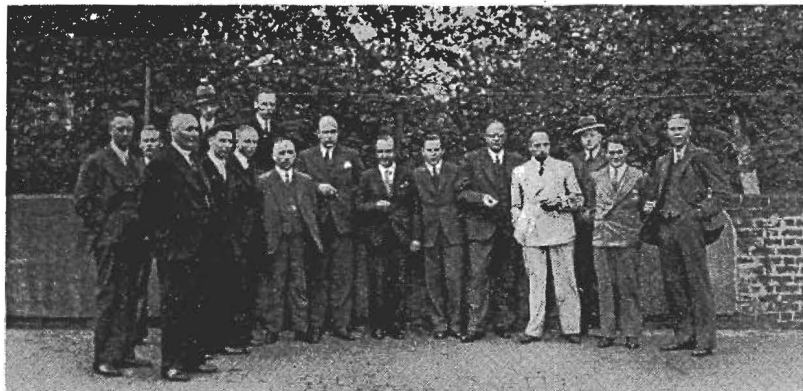
This year's Gloucester proved the undoing of practically the entire entry as far as 100 per cent. performances were concerned, so Crawford with his Magnette N type deserves a very hearty back pat for bringing home the Gloucester Cup for the best car performance.

C. A. N. May also did extremely well to get his P type Midget through clean, as there were only four of the entry, which numbered 176, to do so, and he, Crawford and Bill Haden, the latter on a P type Midget, won the team competition.

That consistently successful lady driver, Mrs. Riley, also handled her J2 with such good effect as to win the Ladies' Cup, so considering the "Gloucester" as a whole, the M.G.s accredited themselves pretty well, winning nearly all the special awards.

Three Trials—Three Wins

Harrock's M.G. Midget has won the Trophy in the West Hants L.C.C. Senior Trophy Trial, which was run over a 100 miles course with six observed hills, the worst of all being Atkins



The above group was taken at the M.G. Works recently, on the occasion of a visit by a party of M.G. Agents from Holland.

MOTORING NEWS (Continued from page 591)



Cecchini cornering in the Acerbo Cup Race, on the Pescara circuit. In this race M.G. Magnette K3s driven by the late H. C. Hamilton, R. Cecchini and Dick Seaman finished first, second and third respectively.

Alley, which was climbed by three Midgets only. M.G. also made best brake test performance.

In the Gloucester Motor Cycle and Car Club Trial, the Hardacre Premier Car award was won by G. Rea (P Midget), and the Thatcher Trophy Trial premier award was won by F. G. S. Cook, a member of the Great West Motor Club, who drove an M.G. Magnette.

Sydney Cummings

Sydney Cummings, who has been mixed up with Brooklands racing right back to the start, and in motor racing generally years before, has passed away and will be sadly missed by all those who knew him—to his family and relatives sincere sympathy. M.G. enthusiasts will probably remember him as that energetic little man who won the veterans' race in grand style on an M.G. Magna at the B.A.R.C. August Bank Holiday 1933 Meeting.

Rumours

At this period rumours of next year's plans are circulated pretty freely. The Evans family have definitely acquired three N Magnettes for trials and, if all we hear is true, are to race two "Q's" next season, K. D. guiding the one and Doreen the other, who, if I am not mistaken, will soon be in the front rank of women drivers, especially if she maintains the high standard of racing she exemplified in the Relay and Mountain Race.

Charlie Martin, another M.G. enthusiast, has been doing things

at the Molshiem Works, and there looks to be a reasonable possibility of seeing him at the wheel of a G.P. Bugatti of the type raced in the 1934 French Grand Prix. The same remarks apply also to Eccles and Lord Howe, these cars, incidentally, having overcome teething troubles.

Meanwhile Tongue is due to race himself around in the ex-Whitney Straight K3, with which Seaman won the Junior Swiss Grand Prix record at Mont Ventoux, etc., Major Gardner has acquired the single-seater Magnette of Ronnie Horton, and a certain Mr. Smith has bought the Magnette which put up such a good show in the 500 conducted by Major Gardner and Dr. Benjafield.

More Class Records

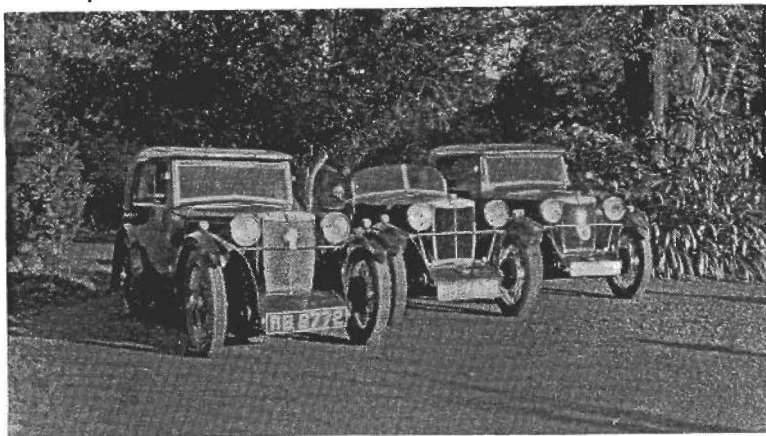
The 24 hours record in the

International Class "G" (750 c.c.) has recently been 'lowered' by Maillard-Brune and Druck, driving M. Menier's M.G. Midget J4. The new figure, which awaits confirmation, is 76.30 m.p.h., representing an improvement of nearly 6 m.p.h. on the old record established in December, 1932, by an M.G. Midget J3, driven by Captain Eyston, A. W. Denly, T. H. Wisdom and E. R. Hall.

In addition to the 24 hours record Maillard-Brune and Druck covered 2000 kilometres at 122.597 k.p.h. (76.9 m.p.h.), thus also setting up a new record for the distance.

Lately the flying kilometre record has received more than the usual attention and there seems a tendency in certain circles to go out for an increase in ultimate class speeds rather than to annex a batch of records. Typical examples are the Mercedes' marvellous speed of almost 200 m.p.h. at Gyon (14 cwt., 200 m.p.h. on a road—phew!), and Fourmanik's 139 m.p.h. on the Autostrada near Bologna with the 1100 c.c. Maserati. The latter, of course, subject to confirmation, captures the kilo. record established by Eyston last October, which is understandable, since Eyston had to spare the 'Magic Magnette' for the hour record, which probably explains the reasons that the speed for the Magnette kilometre was only approximately that of the "Magic Midget" when it took the kilometre separately at 128 m.p.h.

(Continued on page 593)



Mr. C. D. V. Wilson, of Rangoon, has kindly sent us the above photograph of the first three M.G. Midgets to arrive in Burma. The car on the right has been out ever since the spring of 1931.

MOTORING NEWS

(Continued from page 592)



Dr. A. H. Stuart, whose very informative booklet, "The Running-in of Internal Combustion Engines," is referred to on this page.

Running-in

A booklet of great interest and value to keen motorists has just been published by Dr. A. H. Stuart, B.Sc., Ph.D., the well-known technologist, whose photograph we publish above.

Dr. Stuart's book is called *The Running-in of Internal Combustion Engines*, and in it are exposed a number of "comforting fallacies."

Engineers assume an even load spread over the whole surface of the bearing. This, says the author, is wrong. In a new car, where bearings are—relatively speaking—still rough and irregular, minute "high spots" have to withstand pressures amounting to a "truly alarming figure," which may break the oil film at that point and thus produce conditions leading to seizure of the bearing.

The author also suggests the value of a supplementary lubricant which, unlike oil, is unaffected either by heat or pressure.

His claim, borne out by the standard practice of a number of motor and motor vehicle manufacturers, is that oils treated with colloidal graphite will give easier running and reduce wear.

Experiments carried out by the National Physical Laboratory are described, in which a graphited bearing ran under load for long periods totalling 27 hours, during four consecutive days, without oil.

"At no time was there any indication of conditions developing which would have resulted in seizure," he says, "and it was not thought worth while to continue the test longer. It is seldom that test results are as positive and conclusive as these."

This little booklet is written in a manner to appeal to the ordinary motorist interested in improving the efficiency of his car. It can be obtained post free by readers of *The M.G. Magazine* from Messrs. E. G. Acheson Ltd., Thames House, Millbank, S.W.1.

Congratulations to—

"Jock" Manby-Colegrave, on his recent engagement to Miss B. Lanyon-Steele....

H. J. Morgan, on his elevation to the exalted position of Assistant Secretary of the Junior Car Club....

E. J. Anderson, popular Competitions Manager of C. C. Wakefield & Co., on the completion of his twenty-fifth year with that Company....

Barré Lyndon, author, on the extreme attractiveness of *The Luck of the Game Again*, an M.G.-produced booklet which presents in most interesting fashion an illustrated account of last year's T.T....

Caracciola, on his stupendous feat in attaining 196.92 m.p.h. over the measured mile on a road....

The A.A. for discovering that 88 per cent. of British drivers switch off, dip or dim when meeting another car at night....

The National Speedway Weekly of America for their good taste in "borrowing" from *The M.G. Magazine* (without acknowledg-

ments!) an article in their issue dated 21st November, 1934, and a picture the following week....

The B.R.D.C. for their recent move to popularise motor racing in general and the Club in particular among the rising generation....

The R.A.C. for pointing out that the new 30 m.p.h. speed limit in built-up areas will not necessarily become universally operative yet awhile....

The M.C.C. for obtaining so many as 364 entries for the "Exeter," including 296 cars, of which 66 were M.G.s....

The S.O.D.C. for promoting a Trial in which not a single competitor earned a Premier Award....

FORTHCOMING FIXTURES

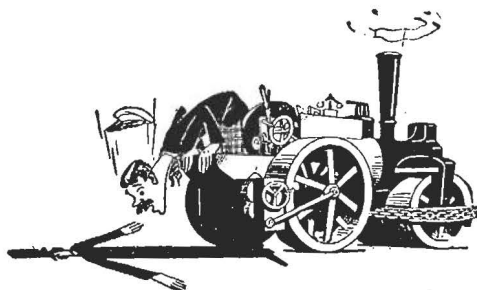
JANUARY

- 5—Brooklands A.R.C. A.G.M. and Film Exhibition.
- 6—Berkhamsted & District M.C.C. A.G.M. and Party.
- Austin Seven Car Club First General Meeting.
- 7—M.G. Car Club (Manchester & District Centre) A.G.M. and Hot Pot Supper.
- 9—Singer Car Club New Year Party.
- 11—J.C.C. (Yorkshire Centre) Annual Dinner-Dance.
- 13—M.G. Car Club Chilterns Trial.
- Great West M.C. New Year Trial.
- 18—M.G. Car Club (Manchester & District Centre) Annual Dinner-Dance.
- N.W. London M.C. Annual Dinner.
- Kentish Border C.C. Dinner.
- 19—27—Monte Carlo Rally.
- 24—J.C.C. Annual General Meeting.
- 25—Riley M.C. Cine-Dinner.
- 27—Singer Car Club Social Run.

FEBRUARY

- 1—Riley M.C. (N.E. Centre) Harrogate Dinner.
- Riley M.C. Harrogate Concours d'Elegance.
- 2—Great West M.C. Dinner.
- 8—Lagonda Car Club Annual Dinner.
- 9—Riley M.C. Winter Trial.
- 15—B.R.D.C. Annual Dinner-Dance.
- 16—Cambridge U.A.C. Trial.
- 22—West Hants L.C.C. Dinner-Dance.
- 23—J.C.C. Tenth Dinner-Dance.
- 24—Pau Grand Prix.
- 27—March 2—Paris: St. Raphael Rally.

MOTOR TRADE TERMS ILLUSTRATED



NO. 9—COMPRESSION!