

The MAGazine

VOL. I NO. 6
MARCH, 1934



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



The

VOLUME 1. NUMBER 6.

MARCH, 1934

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

MAGazine

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BI-MONTHLY

THE "P" TYPE MIDGET

THE introduction of the new "P" type M.G. Midget may justly be described as a notable event in the history of the British Motor Industry.

Perfection is not of this world, but in the "P" type Midget the M.G. Car Company has got as near to perfection as it is possible for the merely mortal designers and manufacturers of a high-class product, based upon exhaustive practical experience, to get.

Those who handled the J2 Midget in Trials and Races during the last year were loud in sounding its praises, and to them it will come as a staggering surprise to learn that the M.G. Car Company discovered more than a hundred ways of improving upon that already advanced design.

The new Midget, embodying as it does these numerous beneficial modifications, sets an unapproachable standard to other manufacturers, and it cannot be over-emphasised that in almost every instance these have been devised directly as a result of racing and trials experiences—surely an ample vindication of The Sport, if, indeed, any were needed.

An abridged description of the new model will be found on pages 297 and 298 of this issue.

THE M.G. CAR CLUB

Since the last issue of *The M.G. Magazine* appeared, the secretariat of the M.G. Car Club has passed into other hands, as

is shown by a Note from the pen of the new Secretary which appears on page 303 of this issue.

At the recent Annual General Meeting at Hatfield, the officers for 1934 were elected, these being as follows: Patron, Lord Nuffield; President, Mr. Cecil Kimber; Hon. Treasurer, S. Kemball; Hon. Secretary, F. L. M. Harris; Assistant Hon. Secretary, G. G. Zeigler; Hon. Trials Secretary, R. M. Mere; Additional Members of the Committee, W. C. Barker, A. C. Cookson, S. B. Morgan,

J. R. Temple,
J. W. Thornley,
E. Wood, G. W.
H. J. Wright.

REGS. OF FORTH- COMING RACES

In pursuance of a new policy, *The M.G. Magazine* presents on page 327 of this issue the first of a new series,

which will appear in each issue, of extracts from the Regulations governing important forthcoming races.

It has been our endeavour to extract the salient points from the Regulations governing each of the events dealt with in this issue; and in any case, the examples given are somewhat in the form of an experiment.

If readers will give us the benefit of their advice, indicating what they consider to be superfluous information, or alternatively pointing out any information omitted which might be useful, we shall be grateful, as we are desirous at all times of supplying the readers of *The M.G. Magazine* with the type of reading matter most suited to their tastes.

EDITORIAL

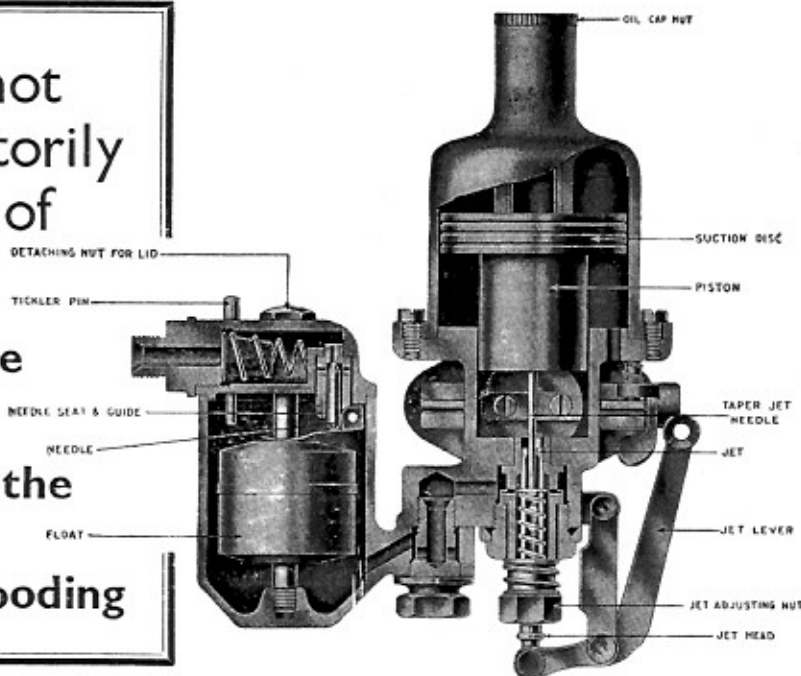
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ALAN C. HESS

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. 2

PISTON STICKING

THE suction piston comprises the piston, forming the choke, the needle and suction disc; into this is inserted the hardened and ground piston rod which reciprocates in the bearing of the suction chamber. The piston rod operating in the bearing is the only part which is in actual contact with any other portion. The suction piston and needle* having clearance fit, normally do not cause sticking. If this does occur, the trouble must be looked for in the piston rod and its bearing. A sticking piston can be detected in a few seconds by inserting a finger in the air intake and lifting the piston, which should come up quite freely and fall right on to its seat with a click when released; if it does not, it will probably be found that the piston rod is sticky or dry.

To free this, remove the oil cap nut from the top of the suction chamber, pour in a few drops of paraffin, and work the piston up and down with the finger until free. A few drops of thin oil such as bicycle or sewing machine oil should then be dropped in, but under no circumstances should a heavy-bodied lubricant such as engine oil be used. No oil must be used on any other part of the suction chamber.

* Sticking will naturally occur if the needle is badly bent or the jet is out of adjustment. The obvious test for this is to remove the needle and see if the piston still sticks. If it is free, then either the needle is bent, necessitating a replacement, or the jet requires centring. Instructions for this operation will appear in the next of this series of talks on adjusting the S.U.

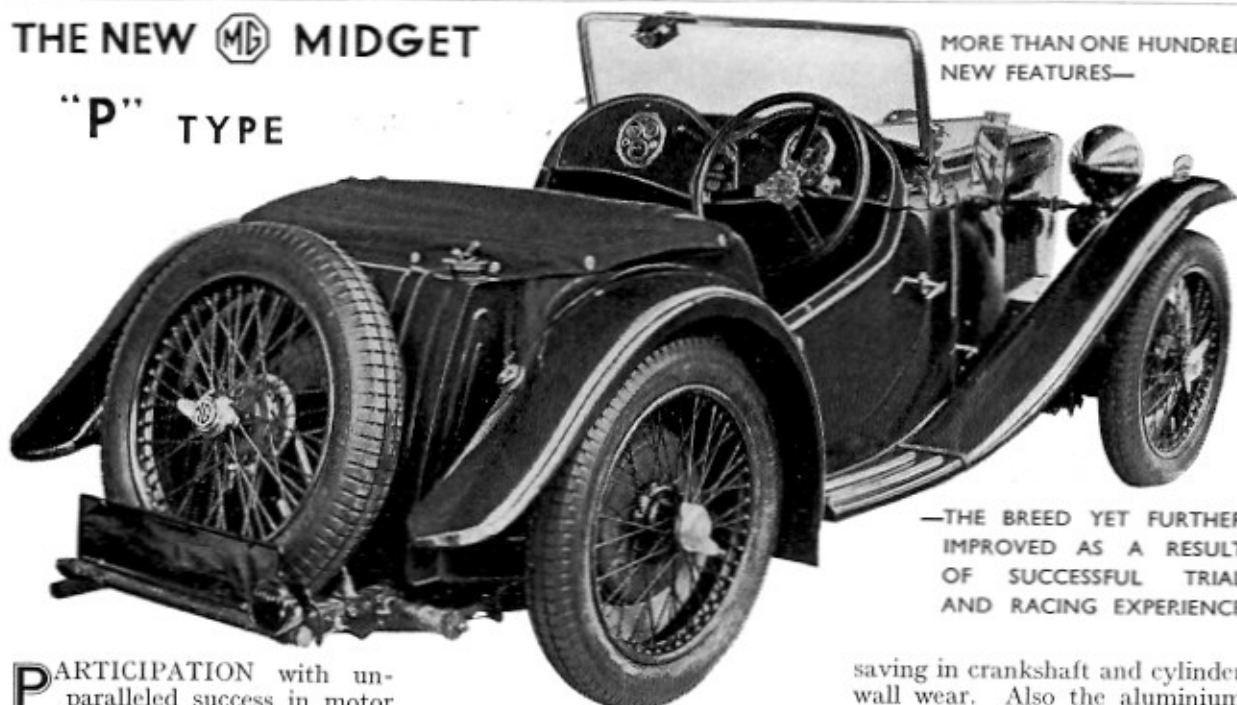


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THE NEW MG MIDGET

"P" TYPE



MORE THAN ONE HUNDRED
NEW FEATURES—

—THE BREED YET FURTHER
IMPROVED AS A RESULT
OF SUCCESSFUL TRIAL
AND RACING EXPERIENCE

PARTICIPATION with unparalleled success in motor sport has again improved the breed. Intense competition, racing experience and scientific research has evolved the new "P" type M.G. Midget that is even more efficient than the "J" type that has proved itself vastly superior in sporting events.

The new M.G. "P" type engine has been designed for 100 per cent. reliability and smooth power output. Even more B.H.P. is given by an improved cylinder head and racing camshaft. A three-bearing, very rigid balanced crankshaft eliminates crankshaft whip and allows high revolutions to be used with safety. Engine lubrication is simplified by a very accessible overhead oil filler and improved by a Tecalemit oil filter and internal sump gauze, both of which thoroughly filter all the oil—resulting in a considerable

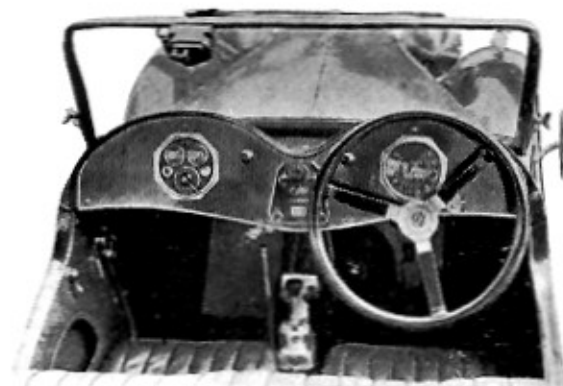
**A few of the many improvements
incorporated in the New "P"
Type M.G. Midget.**

1. Improved type cylinder head with racing camshaft.
2. Very rigid three-bearing crankshaft machined all over.
3. Tecalemit external oil filter.
4. Oil filler cap conveniently situated on top of the engine.
5. Revolution counter showing miles per hour in top gear, and also a separate mileometer supplied.
6. New type non-reflecting fascia board with two dashlamps.
7. Transmission generally strengthened and special low bottom gear ratio of $22\frac{1}{2}$ —1, for competition work.
8. 12 in. brake-drums, greatly increasing braking efficiency.
9. Rigid spare wheel carrier mounted on chassis, independent of body.
10. Traffic indicators recessed in side of body.
11. Stoplight.
12. Hydraulic rear shock absorbers.
13. Chromium-plated headlamps.
14. Rigid side-curtains with improved hood.
15. Increased luggage space.
16. New type windscreen with toughened (non-discolourable) Triplex glass.
17. New quick type seat adjustment.

saving in crankshaft and cylinder wall wear. Also the aluminium alloy pistons of controlled expansion type now fitted lessen considerably the oil consumption.

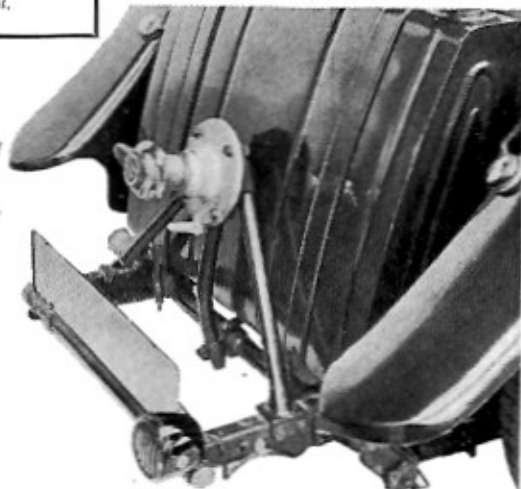
Transmission has been strengthened and improved to withstand the increased engine power output and extra stresses imposed by competition work. Stop and restart, hill climbing, and acceleration capabilities will be better than ever, due to the adoption of an entirely new design heavy duty clutch and "twin-top" four-speed gearbox with a special low bottom gear with a $22\frac{1}{2}$ to 1 final ratio. Synchromesh or similar forms of easy slow gear change have not been adopted, as we pay M.G. owners the compliment of

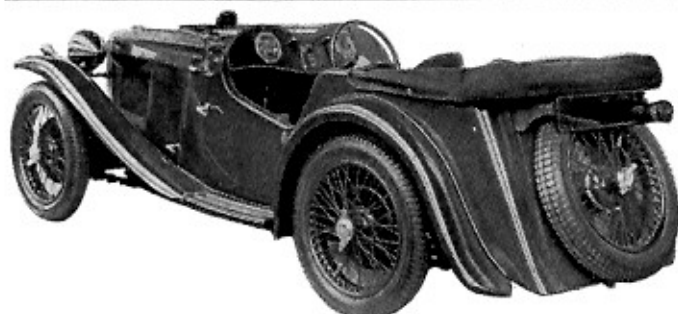
(Continued on page 208)



Right.—
The new and
improved
method of
mounting the
spare wheel
on the
"P" Type
Chassis.

Left.—
The "P"
Type fascia
board.





Left.—
The New
"P" Type
4-seater.

§

appreciating the quick easy changes which can be made with the racing type four-speed gearbox fitted to the M.G. Midget. The back axle is strengthened and a four-star differential replaces the two-star type—another feature which greatly adds to the reliability of the car.

In all there are over a hundred new and improved features.

Twelve-inch diameter brake-drums replace the eight-inch previously used; the increased friction surface means increased braking efficiency. The safety is still in proportion to the speed—still "safety fast." Quick adjustment is provided for both foot and hand brakes, and large "Hartfords" fitted on the front and transversely mounted hydraulic spring compensated shock absorbers at the rear give perfect suspension and comfortable riding over even the most exacting trials routes, and yet allow for fast road driving in safety.

Equipment is plentiful and very efficient—all the usual standard equipment that sportsmen demand—supplemented by the following new extras: easily access-

ible tool accommodation; non-reflecting fascia board; new revolution counter; long range chromium plated headlamps; new seat adjustment; dual arm electric windscreen wiper; stop and tail-lamp; improved hood and side-curtains; and a new fold-flat windscreen with toughened non-discolourable Triplex safety glass.

The two-seater model has a special spare wheel carrier mounted on the chassis independent of the body, which is designed to carry two wheels, if required.

Motor sportsmen will agree that this is a useful innovation, for it enables the run or approach to the hills in trials to be made on standard tyres, and a quick change can be made to competition tyres when necessary.

The chassis equipment of the M.G. Midget "P" type four-seater model is identical with the two-seater, with the exception of the spare wheel carrier, and the rear seats in the four-seater model are placed low down in the body out of the draught that back-seat passengers usually experience.

There is also added leg-room and foot comfort by the incorporation of large foot wells.

Coachwork in a number of pleasing M.G. duo-colour schemes, with leather upholstery to match, is available or, if preferred, all-black bodywork and a choice of coloured upholstery. Dunlop tyres are standard on all models, and De Luxe equipment is available.

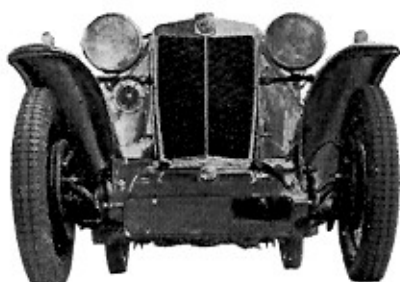
Prices: Chassis, £175.

Two-seater, £220.

Four-seater, £240.

Airline Coupé, £290.

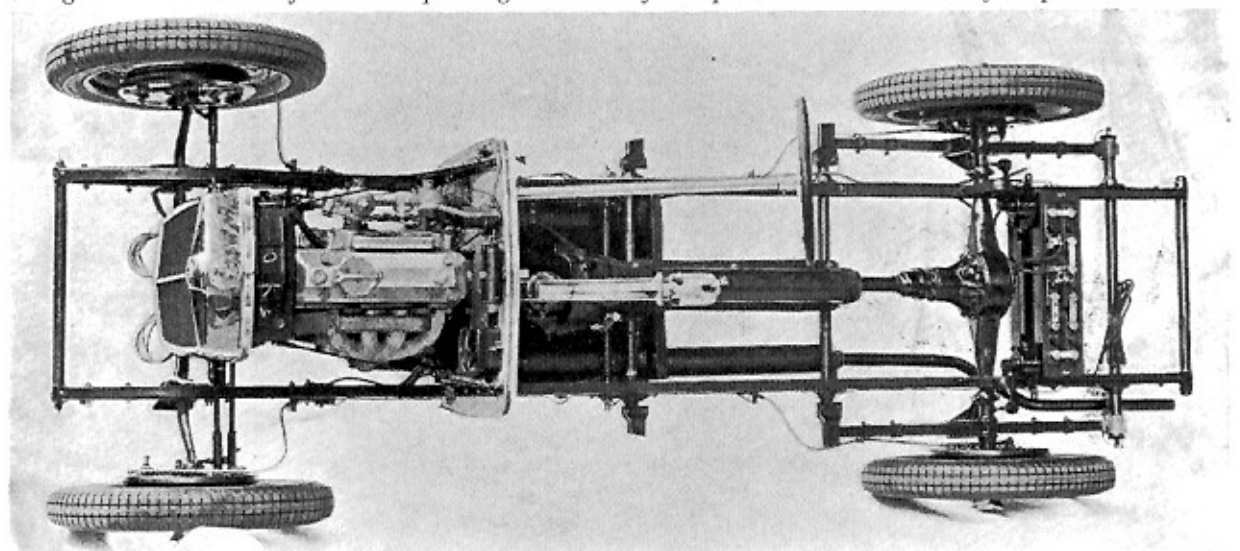
(At the Factory).



Front elevation of the "P" Type Midget.
Note the new position of the number-plate to give greater clearance.

The two-seater is similar to the J.2 in body design, and a very convenient detachable luggage carrier is obtainable as an extra. The four-seater is exceedingly roomy, and should prove a most attractive addition to the range.

The Airline Coupé is of an entirely new design of aero dynamic principles, produced by Mr. H. W. Allingham, and is superlative in every respect.



THE "P" TYPE CHASSIS.

BI-MONTHLY BULLETIN

SINCE the January issue of the *M.G. Magazine* appeared there has been a change in the Secretaryship of the Club. The Hon. General Secretary is now F. L. M. Harris, and his address is 2 Dorset Buildings, Salisbury Square, London, E.C.4. The telephone number is Central 1444. Mr. Harris was the Editor of the *Light Car* for nearly ten years, and accordingly brings to the Club unusually expert knowledge of motor sport in general and small car sport in particular.

Manchester Centre Formed

There was a gathering of more than fifty M.G. enthusiasts at the Engineers' Club in Manchester on 15th February, when the Manchester and District Centre of the M.G. Car Club was inaugurated. Mr. J. O. H. Norris took the chair at a hot-pot supper, after which the officers and committee were elected.

The Honorary Secretary of the Centre is J. H. Hall, whose address is 39 Great Ducie Street, Manchester. Mr. J. O. H. Norris was elected Chairman, H. B. Prestwick Treasurer, and the following were made members of the Committee:—E. S. Berry, A. Freeman, E. L. Lycett, T. Wyatt and T. Simister.

During the evening Mr. Cecil Kimber, President of the Club, announced that he had decided to give a cup, to be won by the Centre which puts up the best team performance in the Abingdon-Abingdon Trial on 21st April.



Mr. Simister mentioned that there are to be three special classes for M.G. Car Club members at the Southport meeting on 7th April. He emphasised that all Midget, Midgette and Magna owners will be able to take part with a good sporting chance of winning an award. Two of the classes are one-mile events, and the third is a five-mile lap.

The Northern Centre

Mr. S. Piek, previously Hon. Treasurer of the Northern Centre, has now been appointed Hon. Trials Secretary.

At their recent A.G.M. the future events of the Northern Centre were decided upon, these being as follows:—

Sunday, 25th March. A Scrounge Hunt starting from Newcastle and Leeming Bar and finishing at Stanhope, Co. Durham.

Saturday and Sunday, 21st and 22nd April. A competitive social week-end. Assembling at the Morrill Arms Hotel, Greta Bridge, Barnard Castle, during Saturday afternoon, a short informal event will be held in the early evening, followed by dinner and dancing. It is proposed to hold a short trial of about 2½ hours and not of a severe nature on the Sunday morning.

Should any member of the Club who is not a member of the Centre wish to be present, the Secretary will be glad to send fuller particulars on request. A somewhat similar event held last year proved to be very enjoyable.

A Trial, probably to be held in the Weardale district—date not yet decided.

A Gymkhana, provided a suitable venue can be obtained—date not yet decided.

A Rally, in conjunction with the adjoining Centres, subject to mutual arrangement between the Centres.

The Midlands Centre

The last event organised by this Centre took the form of a scrounging run, held on Sunday, 28th January. Ten cars turned up for the event and tea was afterwards taken at the Falcon Hotel, Stratford-on-Avon.

Mr. F. J. Murrey (M.G. Midget) won the first prize, the second award going to Miss L. Phillips.

M.G.C.C. Ties

Members are reminded that M.G. Car Club ties are to be had from the Hon. Gen. Secretary at 4s. 6d. each, including postage.

A Club Luncheon

Members who are taking part in the London-Land's End Trial as competitors, officials or spectators, are invited to get in touch with the Hon. Gen. Secretary for particulars concerning a Club lunch which is being organised.



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AS IT WAS IN THE BEGINNING—

—BEING AN ACCOUNT
OF THE FIRST MOTOR
RACE RECORDED IN
THE R.A.C. ARCHIVES

By

R. KING-FARLOW

It is never very safe to assert that any particular thing was the first of its kind on record. Almost invariably some student of Sinitic history comes forward and proves that the object under discussion was in everyday use in China in the year 4000 B.C. However, I have never seen any claim advanced that the Chinese had anything in the shape of a Brooklands or Le Mans, so I hope I can state without fear of contradiction that the first motor competition of any importance was that organised in 1894 by M. Pierre Giffard, of *Le Petit Journal*, for "vehicles without horses, propelled by mechanical means." Even so, I am in danger of tripping up, for actually there was an earlier trial, staged by M. Fossier, of *le Vélocipède*, in 1887. As, however, in that contest only one machine started, a little steam quadricycle driven by the Comte de Dion, the event can hardly be classed as having been important.

The regulations for the *Petit Journal* trial were chiefly noteworthy for their extreme vagueness. The entrants had first of

all to undergo a preliminary test, in which they were required to cover fifty kilometres in four hours. Originally the time limit had been fixed at three hours, but this was amended, as the average speed thus demanded (10 m.p.h.) was considered too dangerous by the competitors. Those who came through this first ordeal successfully were entitled to start in the trial proper, which started from the Porte Maillot, Paris, running via Courbevoie, Saint Germain, Mantes (where the intrepid speedmen stopped for lunch) and Gaillon, to the finish at Rouen, a distance of about 80 miles in all.

The first prize was to be awarded to the car which seemed to the judges (the members of the staff of the *Petit Journal*, with a leavening of consulting engineers) best to fulfil the conditions of being "without danger, easily handled and of low running cost." Entries poured in, so that when the lists finally closed no less than 102 "horseless carriages" appeared therein. By some happy chance entrants were required to state the motive

power of their vehicles, though unfortunately working diagrams were not required. How valuable these latter would have been to-day will be realised when it is seen that of the cars entered, besides the petrol, steam and electric vehicles which one would expect, and those described as "compressed air," "semi-electric," "mineral oil," "hydraulic" and "high-pressure gas," which are understandable, there were others whose workings, always supposing they *did* work, are shrouded in mystery. Amongst these we have "gravity," "weight of passengers," "system of pendulums," "system of levers," "system of pedals," "electro-pneumatic," "combination of animate and mechanical motor" and "constant propulsion motor." Then there was an extremely versatile and obliging machine working on "steam, compressed air or gas," three more that were, quite simply, "automatic," and, lastly, the gem of the collection, which was optimistically described as "self-acting." Unhappily, when it came to the preliminary trials

(Continued on page 310)



Above is the De Dion steam tractor, the first arrival at the finish at Rouen. The driver in the bowler hat is Comte de Dion and his companion in the "boater" is M. Georges Bouton. Although it averaged 11.6 m.p.h. and finished ahead of all its rivals, this outfit was ultimately excluded from the awards list for reason set forth in the accompanying article.

AS IT WAS IN THE BEGINNING

(Continued from page 309)

only petrol and steam cars were represented, so that the joys of the "combination of animate and mechanical motor" were not revealed to the public.

If the sporting instincts of the Frenchmen of 1894 were as they are to-day, they could have had just as much fun by betting on the date on which the Paris-Rouen run would actually be held as on the results of the event itself. The original date fixed was 1st June, but this was altered to the 7th to enable one of the prize-donors to attend. Then it was found that hardly any of the intending competitors were ready, and by an almost unanimous vote the run was postponed for six weeks. Another crisis of unreadiness nearly caused a further postponement, but finally the twenty-one who had successfully passed the preliminary tests (four failed) set off from the Porte Maillot on 22nd July, 1894.

Considering the experimental state of almost all the runners, the trial was extraordinarily un-

eventful, although admittedly the Serpollet steam omnibus driven by M. Maurice Le Blant sank into some soft ground and had to be dragged out with ropes by some forty or fifty startled on-lookers. The really remarkable feature of the event was that of the twenty-one starters, only four failed to reach Rouen. These four were steam cars, the petrol contingent, thirteen strong, all coming through successfully.

The first arrival at Rouen, and, since there was a massed start, the fastest vehicle in the run, was the De Dion steam tractor, driven by the Comte de Dion and Georges Bouton, which averaged 11.6 m.p.h. A close second was M. Lemaître's 3½ h.p. Peugeot, at 11.5 m.p.h., then came M. Doriot on a similar Peugeot, followed by H. Panhard and Emile Levassor, both on 3½ h.p. Panhard-Levassors. The other finishers comprised three Peugeots, two Panhards, a 3 h.p. Benz, a Le Brun petrol car, a 3½ h.p. Vacheron (a modified Panhard), notable for its wheel steering, two Serpollet steamers and a Gautier-Werlé steamer. How-

ever, after much deliberation, the judges ruled that the steam tractor was not strictly a self-propelled vehicle, since the steam tractor did not form part of the carriage, but only drew it along. Accordingly, the first prize was awarded jointly to the Panhard and Peugeot firms, both of whom used the Daimler-type petrol engine. Second prize went to the steam tractor, third place to M. Le Blant's steam omnibus, fourth award to M. Vacheron, and the fifth prize to M. Roger's Benz. A special consolation prize was given to M. Scotte, whose Scotte steam wagonette fell by the wayside. This vehicle, incidentally, was hung all over with little bronze bells, placed there by order of the Prefect to warn other road users of its approach! Finally an honourable mention, complete with medal, was granted to M. Roger de Montais, who drove a most fearsome steam tricycle, with a huge boiler just behind the single front wheel, a tubular frame and two vast cart-wheels behind.

And that's how all this trouble started!

The Sport— IN PICTURES



G.E.T. Eyston at the wheel of the Panhard in which he recently took the coveted World's Hour Record at Montlhery at 133.01 m.p.h.



The M.G. contingent awaiting the start of the J.C.C. Rally at Brooklands



T. Butler in the Surprise Test at the J.C.C. Brooklands Rally.

RIGHT. A.W.F. Smith
approaching Mill Lane
in the Colmore Trophy
Trial.

CENTRE. G.E. Eyston
setting out on the
Panhard at Montlhery
on the run in which he
broke the world's record
for one hour.



Count Rossi di Montelera
in 'Ardia II' setting up
a World's record at
31.341 K.P.H.



ABOVE. Another Colmore Snap. D. Impani on Gipsy Lane . . .

LEFT. A competitor at the Gymkhana at Hatfield which preceded the M.G. car clubs A.G.M.

LEFT BELOW. Competitors waiting to tackle Mill Lane in the Colmore Trophy Trial

BELOW. Monte Carlo Rally competitors in Berlin.



TO THE MEMORY OF A GREAT SPORTSMAN—

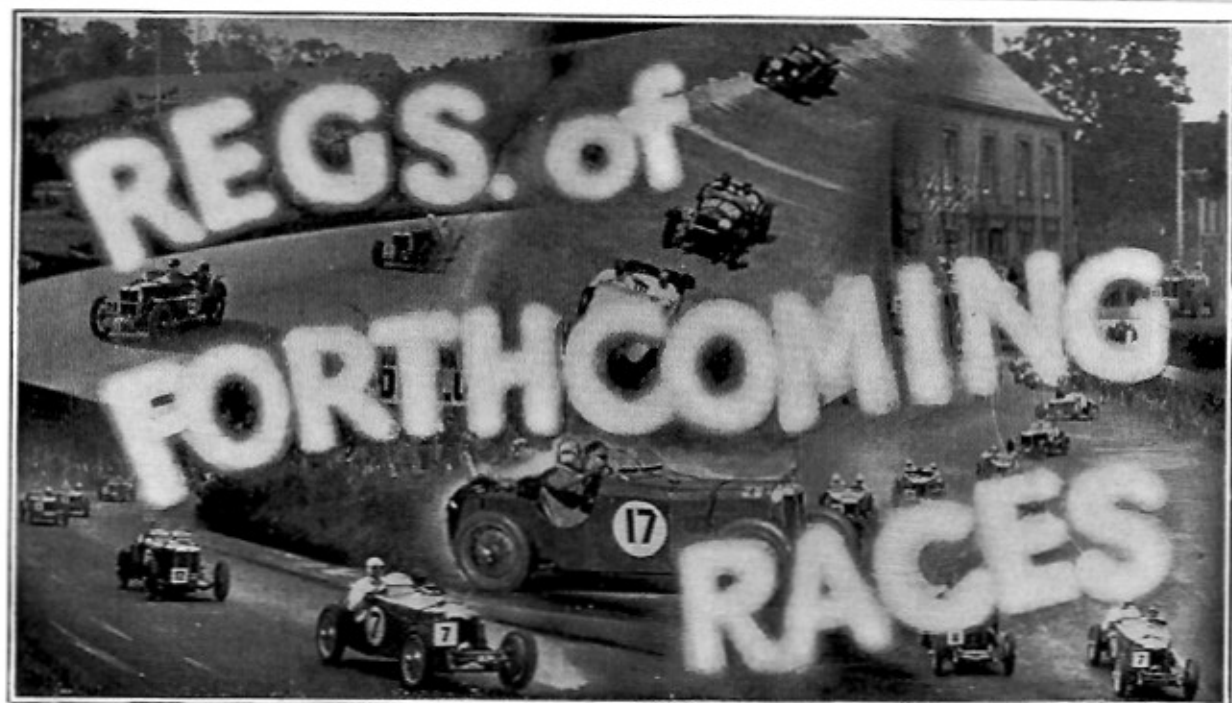


TO THE MEMORY OF A GREAT SPORTSMAN
AND BRILLIANT DRIVER

SIR HENRY BIRKIN B.T.

WHO DIED ON JUNE 22 1933 FROM INJURIES
AFTER HIS LAST ROAD RACE AT TRIPOLI.
HERE ON THE SCENE OF HIS MANY VICTORIES
THIS BRONZE WAS ERECTED BY MEMBERS OF
THE BRITISH RACING DRIVERS CLUB.

The above photograph is of the fine bronze, in memory of the late Sir Henry Birkin, which has been subscribed for by members of the British Racing Drivers' Club, and which is to be erected in the paddock at Brooklands. Mr. F. Gordon Crosby, the famous "Autocar" artist, executed this bronze, which will be unveiled before the start of the British Empire Trophy Race on 23rd June, one day after the anniversary of Sir Henry Birkin's death.



THE J.C.C. INTERNATIONAL TROPHY RACE

Venue : Brooklands

Date : 28th April

Entries Close : 12th April

PRIZES worth more than £1000 are offered to the successful competitors in the International Trophy Race at Brooklands on 28th April, starting at 2.30 p.m. This will be the first International long-distance event in the English Calendar. The race is for cars in racing trim. The number of entries accepted will be limited, and the Club reserves the right to declare the entry list closed at any time prior to the printed closing date for entries. Entries received will be considered by the Club, having regard to the suitability of the car and the nominated driver.

Classes.—Entries will be divided into three groups, as under:—

Group 1: For cars with supercharged engines up to 750 c.c. For cars with unsupercharged engines up to 2000 c.c.

Group 2: For cars with supercharged engines over 750 c.c. but under 1750 c.c. For cars with unsupercharged engines over 2000 c.c.

Group 3: For cars with supercharged engines over 1750 c.c.

Length of Race and Handicap.—The race will be for 100 laps of approximately 2.6 miles, the circuit known as the Double Twelve circuit being used in a clockwise direction. An "S" bend will be situated on the Finishing Straight.

After negotiating this "S" bend, the competing cars will be diverted on each circuit into one of three channels, according to the group in which they are competing. The severity of the turns in each channel will constitute the handicap, and will be arranged by the Club with the object of bringing the lap speed of each group to a common figure. (See diagram below.) Thus all cars will start and run together, first past the post at finish being the winner.

Race will be stopped half-an-hour after winner has crossed Finishing Line.

Awards.—Entrant of winning car will receive Cash Award of £500 and Lord Wakefield and S.M.M. & T. Trophies.

Entrant of second car will receive £100.

Entrant of third car will receive £50 and Trophy.

Entrant of fourth car will receive £25 and Trophy.

Entrant of first British car will receive £100.

Awards for entrants of all cars up to and including eighth place.

Entrant of car placed first in each group a Special Trophy (unless winner is placed in first three in Race).

Also awards to cars placed first at 15, 30, and 50 laps respectively.

Team prize for one-make team with best aggregate performance presented by the M.G. Car Co. Ltd.

Entry Fees.—The entry fee will be £16 16s. per car, which fee includes the entrant's insurance against third party claims up to £10,000.

The entry fee for a second car by the same entrant will be reduced by 10 per cent, and the entry fee for a third or subsequent car by the same entrant will be reduced by 20 per cent.

Closing of Entries.—Entries at the rate of £16 16s. will remain open until Saturday, 31st March, 1934. After that date and up to Thursday, 12th April, 1934, the entry fee will be £21 per car, subject in both instances to the reductions mentioned in previous paragraph.

4000 MILES MUSSOLINI CUP RACE

Venue : Italian Roads

Date : 26th May to 2nd June

Entries Close : 15th May

Race is open to all stock cars, non-supercharged, of which 100 have been delivered or are in production.

Starting from Rome on Saturday, 26th May, there will be three stages, as follows:—

1. Rome, Naples, Straits of Messina, Palermo, Marsala, Agrigento, Siracusa, Catania, Messina—1146 miles.

2. Messina, Taranto, Brindisi, Foggia, Ravenna, Bologna, Modena, Parma, Milan—1357 miles.

3. Milan, Brescia, Vicenza, Monfalcone, Trieste, Gorizia, Udine, Trento, Brescia, Cremona, Torino, Genoa, Spezia, Pisa, Livorno, Rome—1314 miles.

Classes:—Up to 1100 c.c.; 1100 to 1500 c.c.; 1500 to 2000 c.c.; 2000 to 3000 c.c.; above 3000 c.c.

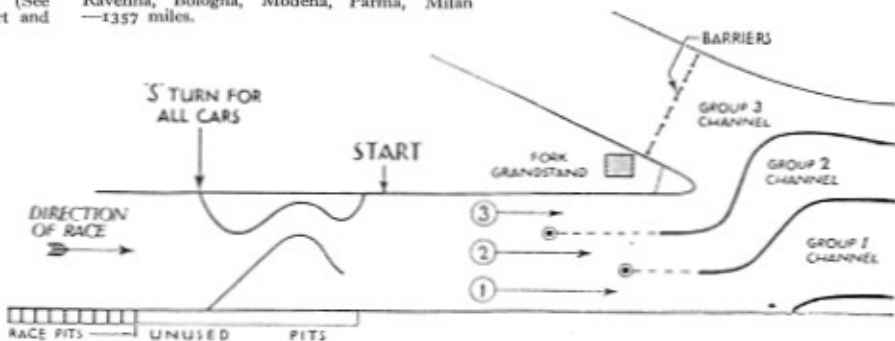
Minimum average speeds to be maintained are 45 km. (28 miles), 48 km. (29.8 miles), 52 km. (32.3 miles) for the first three classes and 60 km. (37.2 miles) for the two big classes. Failure to maintain these averages will entail disqualification. The road will be marked and guarded throughout, but will be open to ordinary traffic.

Cars will be kept under guard at the end of the first two stages. The crossing of the Straits of Messina will be neutralised.

Two drivers will be allowed per car. If a driver withdraws, he must be replaced by equivalent ballast until the end of the stage. A second driver must be taken up before starting the following stage. Full liberty is given regarding repairs and supplies. Tyre size cannot be changed during the race. No work can be done in the park enclosure. Five minutes allowance for baggage.

The Mussolini Gold Challenge Cup will be held by the winner of the race, irrespective of class, for one year. Cash prizes will be awarded to the first four in each class on the three stages, as well as to the first four in each class for the total distance, also ten prizes for the winners irrespective of classes. Total cash prize distribution will be about £9000.

Entries must be filed with the Royal Automobile Club of Italy, 14 Via Po, Rome, before 6 p.m. of 5th May; or up to 15th May on payment of double fees. Single car entry 500 lire.



Right: The Course for the International Trophy Race

The above diagram is reproduced with grateful acknowledgments to Temple Press Ltd.

THE R.A.C. RALLY

TWO DOZEN M.G. OWNERS
TO COMPETE

...

Special Radio Programmes
for Rally Competitors

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ENTRY LIST OVER-FILLED
BEFORE CLOSING DATE

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A TOTAL of no fewer than 400 entries appears in the "Final Acceptances" for the 1934 Rally of the Royal Automobile Club. This is the largest entry for any motoring competition ever held in this country. Actually, forty-two additional entries were received before closing-time arrived, but these had reluctantly to be excluded as it was felt that the rally would become unwieldy.

The total of 400 is made up of 108 in Class 1 for cars over 16 h.p.; 158 in Class 2 for cars from 10 h.p. to 16 h.p., and 134 in Class 3 for cars up to 10 h.p.

This year's Rally, which takes place between Tuesday, 13th March, and the following Saturday (17th), finishes at Bournemouth. Taking a leaf out of the book of the organisers of the Monte Carlo Rally, the R.A.C. has decided this year to supply each entrant with a detailed itinerary of the route selected, giving growing intermediate mileages.

Each car is obliged to carry two drivers, and a considerable number are also carrying extra passengers, and the R.A.C. estimates that there will be over a thousand keen and enthusiastic motorists travelling all over the country, visiting towns and viewing scenery they may never have seen before. During the course of the Rally the total distance covered by competitors will exceed 400,000 miles, whilst it is computed that the amount of petrol consumed will be in the region of 20,000 gallons.

Competitors will pass through over one hundred towns in Great Britain during the course of the Rally, and it may be of interest to give the number of competitors who are due to pass through each control:—



The famous Undercliff Drive, Bournemouth, where the Concours d'Elegance in connection with the Rally is to be held (weather permitting).

Bath, 110.	Llandrindod Wells, 108.
Bournemouth, 400.	London, 100.
Buxton, 167.	Newcastle, 112.
Cheltenham, 78.	Norwich, 300.
Glasgow, 255.	Southsea, 79.
Harrogate, 270.	Stirling, 33.
Leamington, 57.	Torquay, 122.
Liverpool, 80.	Woodhall Spa, 33.

The following is the number of entries in classes from each control:—

Control.	Class 1.	Class 2.	Class 3.	Total.
London ...	35	38	27	100
Bath ...	19	17	27	63
Norwich ...	3	12	18	33
Leamington ...	20	23	14	57
Buxton ...	8	18	19	45
Harrogate ...	3	15	11	29
Liverpool ...	10	15	8	33
Newcastle ...	5	10	7	22
Glasgow ...	5	10	3	18
Totals	108	158	134	400

In order to cater for the competitors in the R.A.C. Rally whose cars are fitted with transistones, the Philco Radio and Television Corporation of Great Britain Ltd. are to give two special broadcasts from Fécamp from 1—2.30 a.m. on 13th and 14th March.

There will be quite a number of transistone-equipped cars in the Rally, for competitors are taking a tip from Mr. C. J. Joyce, who for the first time entered a transistone-equipped car in the Monte Carlo Rally. Mr. Joyce and his co-drivers found the transistone such a boon that a number of other drivers have had them fitted for the R.A.C. Rally.

There is a special connection between Philco transistone and M.G. cars in competitions in this country, for it was the winning team of Magnas entered by Hess

in last year's Relay Race at Brooklands which first experimented with such devices for drivers to receive instructions from their pits.

The following drivers of M.G. cars will compete:—

H. W. Allingham, 12 h.p. M.G.
E. H. Banfield, 12 h.p. M.G. Magna.
J. H. Beckwith, 8 h.p. M.G.
W. E. Clay, 12 h.p. M.G. Magna.
P. C. Clayton, 12.08 h.p. M.G. Magnette.
Miss M. J. Dobson, 8 h.p. M.G. Midget.
E. D. Grierson, 12 h.p. M.G. Magna.
D. R. Hall-Caine, 12 h.p. M.G. Magnette.
R. W. Hancock, 8 h.p. M.G. Midget.
J. Harrop, 8 h.p. M.G.
H. Hodgkinson, 8 h.p. M.G.
Mrs. P. H. Johnson, 8 h.p. M.G.
J. Kingston-Whittaker, 12 h.p. M.G. Magnette.
D. Lewis, 8 h.p. M.G. Midget.
J. H. Lowick, 8.05 h.p. M.G.
E. L. G. Mitchell, 8 h.p. M.G.
J. W. Naylor, 11.9 h.p. M.G. Magna.
H. H. Oak-Rhind, 8 h.p. M.G.
V. W. Oubridge, 8 h.p. M.G.
V. L. Parry, 12 h.p. M.G. Magna.
Dr. H. L. Rogers, 12 h.p. M.G.
G. S. Sanders, 12 h.p. M.G. Magna.
A. Templeton, 12 h.p. M.G. Magna.
W. E. C. Watkinson, 12 h.p. M.G.

The Coachwork Competition, in which any competitor who completes the Road Section of the Rally may enter his car, has received a total entry of 196. Despite the fact that every car in this competition has covered during the previous few days a thousand miles on the road, the spectacle will be one that even Olympia might envy. The cars are divided into classes according to bodies and price, and every type of coachwork will be represented. If the weather is fine the cars will be shown on the Undercliff Drive during the morning of Saturday, 17th March, and if it is wet in the Ramp Garage, which is the official garage for the Rally.

The complete list of competitors will be found on pages 330 and 331.

FULL LIST OF ENTRIES FOR THE RALLY

Shown in H.P. groups under their starting-places.

LONDON

Class 1 (over 16 h.p.)

Lady M. Oldham, 21 h.p. Vauxhall.
A. W. F. Smith, 20 h.p. Alvis.
L. Baynes, 21 h.p. Wolseley.
J. R. Edwards, 20 h.p. Armstrong Siddeley.
M. V. Lambert, 24 h.p. Humber.
T. D. Wynn-Weston, 22 h.p. Rover.
L. J. Hollingsworth, 30 h.p. Ford.
Miss M. G. Chiesman, 28 h.p. Delage.
Miss B. J. Streather, 19.82 h.p. Alvis.
E. H. Mayer, 22 h.p. Alfa-Romeo.
W. T. Lanes, 30 h.p. Lagonda.
S. Gootnick, 30 h.p. Mercedes-Benz.
Mrs. A. M. Damer-Prest, 29 h.p. Alvis.
G. Lockwood, 28 h.p. Hotchkiss.
A. G. Bainton, 28 h.p. Hotchkiss.
G. Wansborough, 29.8 h.p. Siddeley Special.
F. J. McGrady, 30 h.p. Lagonda.
J. Eason Gibson, 17 h.p. Essex.
D. M. K. Marendaz, 17 h.p. Marendaz Special.
D. G. Silcock, 17 h.p. Marendaz Special.
N. Black, 16.9 h.p. Essex Terraplane.
R. C. Presland, 45 h.p. Bentley.
C. W. Ward, 26 h.p. Bentley.
W. M. Park, 26 h.p. Rolls-Royce.
B. King, 20.1 h.p. Citroen.
C. J. Joyce, 20.9 h.p. Talbot.
N. Rees, 21 h.p. Alfa-Romeo.
P. Runciman, 21 h.p. Alvis.
R. C. Eller, 30 h.p. Lagonda.
W. A. Fitzgerald, 30 h.p. Lagonda.
W. A. Fitzgerald, 30 h.p. Lagonda.
C. B. Follett, 20 h.p. Alvis.
The Earl of March, 20 h.p. Alvis.
Hon. Brian Lewis, 20 h.p. Alvis.

Class 2 (over 10 h.p. and up to 16 h.p.)

J. N. Bennett, 12 h.p. Armstrong Siddeley.
A. Broadley, 11.16 h.p. Darracq Special.
F. D. Cooper, 12 h.p. Wolseley Hornet Special.
H. H. Anspach, 12 h.p. Riley.
C. J. Hawkes, 12 h.p. Invicta.
C. T. W. Dobree, 12.08 h.p. Riley.
E. R. Wood, 12 h.p. Riley.
N. E. Bracey, 12.08 h.p. Wolseley Hornet Special.
C. F. Hurlock, 15.7 h.p. A.C. "Ace."
C. Dugdale, 16 h.p. O.M.
G. D. Blackwood, 12 h.p. Wolseley Hornet Special.
Wm. McEwen, 16 h.p. Hillman.
H. Dry, 13.9 h.p. Citroen.
G. C. Terry, 12 h.p. Wolseley Hornet Special.

G. Graham, 14 h.p. Talbot.
J. G. Tice, 16 h.p. Standard.
A. R. Harrison, 11.9 h.p. Rover.
M. H. Parkin, 14 h.p. Morris Major.
A. Mitchener, 12 h.p. Wolseley Hornet.
D. G. Evans, 13 h.p. Singer.
J. M. Cansick, 14 h.p. Morris Major.
W. H. Betts, 14 h.p. Talbot.
D. C. Norman, 12 h.p. Morris.
H. W. Allingham, 12 h.p. M.G.
A. F. Walker, 12.9 h.p. Austin.
D. O. Spink and J. R. Spink, 15 h.p. Daimler.
Major Sir A. Hickman, Bt., 16 h.p. S.S.I.
Miss B. Daniell, 12 h.p. Wolseley Hornet.
Mrs. G. Daniell, 16 h.p. A.C. "Ace."
D. R. Hall-Caine, 12 h.p. M.G. Magnette.
S. B. Cliff, 12 h.p. Alvis.
J. T. Frankerd, 13.84 h.p. Rover.
Wm. Ruscoe, 12 h.p. Aston-Martin.
A. W. Hubble, 15.7 h.p. Crossley.
F. G. McKim, 13.9 h.p. Citroen.
J. Sunley, 13.9 h.p. Citroen.
Mrs. C. Burns, 16 h.p. Standard.
A. G. Throssell, 15 h.p. Daimler.

Class 3 (up to 10 h.p.)

J. H. de P. Rennick, 9 h.p. Singer.
F. R. G. Spikins, 9 h.p. Singer.
P. W. Winkworth, 9 h.p. Riley.
Miss D. L. Bean, 9 h.p. Singer.
D. Henley, 10 h.p. Triumph.
Miss M. D. Heath, 10 h.p. Austin.
R. F. Arnatt, 9 h.p. Singer.
W. G. Thomas, 7.8 h.p. Austin.
Miss P. T. Hart, 8 h.p. Morris Minor.
P. R. Walker, 9 h.p. B.S.A.
J. Pares, 8 h.p. M.G.
W. S. Wintle, 9 h.p. Singer.
D. E. Harris, 9 h.p. Singer.
J. Torrome, 9.08 h.p. Standard.
J. W. Bezzant, 8 h.p. Ford.
G. K. Gout, 8 h.p. Ford.
E. A. Airy, 9 h.p. Singer.
A. E. Ansell, 9 h.p. Riley.
Miss A. B. Hooper, 9.8 h.p. Hillman Minx.

C. V. Wells, 10 h.p. Triumph.
W. J. Milton, 10 h.p. Austin.
F. A. Price, 7.8 h.p. Austin.
G. C. Oxley-Sidey and M. Shorey, 9 h.p. Riley.
C. O. Jackson, 10 h.p. Austin.
Miss J. Weekes, 8 h.p. Ford.
B. Roy, 10 h.p. Triumph.
R. A. Page-Croft, 9 h.p. Singer.
J. A. Driskell, 8 h.p. Ford.

BATH

Class 1 (over 16 h.p.)

H. C. Berry, 20 h.p. Armstrong Siddeley.
D. P. Crossman, 25 h.p. Bentley.
D. Monro, 20 h.p. Invicta.
L. Pascoe, 20 h.p. Talbot.
M. H. Taylor, 24 h.p. Vauxhall.
D. M. Chance, 30 h.p. Mercedes-Benz.
F. Gordon-Crosby, 20 h.p. S.S.I.
Hon. Mrs. Chetwynd, 30 h.p. Ford.
D. Froy, 17 h.p. Fiat.
F. H. Dupre, 20 h.p. Rover.
A. E. Moss, 17 h.p. Marendaz Special.
F. H. Seabrooke, 20 h.p. Chrysler.
C. Lax, 21 h.p. Hillman.
E. Ainsworth, 20 h.p. Avon Special.
P. E. Talbot, 21 h.p. Talbot.
W. G. Whitford Hawke, 19.82 h.p. Alvis.
W. E. C. Watkinson, 20 h.p. Alvis.
P. H. Pleydell-Bouverie, 21 h.p. Lagonda.
Col. A. H. Loughborough, 18 h.p. Lancaster.

Class 2 (over 10 h.p. and up to 16 h.p.)

L. C. Barker, 12 h.p. Armstrong Siddeley.
C. M. B. Kite, 12 h.p. Wolseley Hornet Special.
P. C. Clayton, 12.08 h.p. M.G. Magnette.
B. Weston, 12 h.p. Wolseley.
Lt.-Colonel W. C. Clark, 12 h.p. Wolseley Hornet Special.
F. S. Barnes, 13 h.p. Singer.
M. Tombs, 14 h.p. Rover.
A. R. Mellor, 13 h.p. Singer.
W. E. C. Watkinson, 12 h.p. M.G.
F. E. Fenier, 14 h.p. Rover.
D. Krauss, 12 h.p. Wolseley Hornet Special.
D. H. Scribbans, 12 h.p. Riley.
Miss B. M. Sheffield, 12 h.p. Armstrong Siddeley.
B. F. Stanbury, 12 h.p. Riley.
R. P. Gardner, 13 h.p. Lagonda.
V. H. Heberlein, 16 h.p. S.S.I.
Sir N. Pringle, 14 h.p. Austin.

Class 3 (up to 10 h.p.)

J. D. Ouyry, 10 h.p. Lancaster.
Miss C. Ward, 9 h.p. Riley.
Mrs. W. Marcus-Brown, 9 h.p. Riley.
J. Hobbs, 10 h.p. Triumph.
K. G. Marsh, 10 h.p. Triumph.
Mrs. K. R. Lysley, 9 h.p. Riley.
Mrs. E. E. Lambert, 9 h.p. Riley.
Miss L. M. de C. Fellier, 9 h.p. Singer.
N. A. Prince, 8 h.p. Austin.
Miss D. Cartwright, 9 h.p. Singer.
V. Riley, 9 h.p. Riley.
E. L. G. Mitchell, 8 h.p. M.G.
J. F. May, 10 h.p. Morris.
W. P. Uglow, 9.8 h.p. Hillman Aero Minx.
M. P. Tenbosch, 9.8 h.p. Hillman Aero Minx.
J. N. Marsden, 9 h.p. Singer.
J. A. R. Robertson, 7.8 h.p. Austin.
F. S. Fairhurst, 8 h.p. Ford.
B. C. D. Macartney, 9 h.p. Standard.
W. J. B. Richardson, 9 h.p. Singer.
F. D. Pickering, 7.06 h.p. Ford.
F. C. Rolfe, 9 h.p. Singer.
A. E. Holmes, 10 h.p. Triumph.
B. C. Rogers, 10 h.p. Standard.
Miss I. H. Livingstone, 9 h.p. Riley.
J. A. Elliott, 10 h.p. Crossley.
M. H. Lawson, 9 h.p. Singer.

BUXTON

Class 1 (over 16 h.p.)

Capt. G. E. Stott, 20 h.p. Alvis.
W. V. Cross, 20 h.p. S.S.I.
H. Ingham, 18 h.p. Lancaster.
K. G. Wilby, 20 h.p. Armstrong Siddeley.
J. B. Thompson, 30 h.p. Ford.
J. V. Toft, 20 h.p. Rover.
Chas. Boot, J.P., 44 h.p. Rolls-Royce.
H. E. Mitchell, 24 h.p. Vauxhall.

Class 2 (over 10 h.p. and up to 16 h.p.)

F. B. Allen, 12 h.p. Armstrong Siddeley.
C. M. Anthony, 12 h.p. Aston-Martin.
F. S. Barnes, 12.95 h.p. Singer.
S. J. Chatterback, 12 h.p. Rover.
S. P. Thurston, 14 h.p. Talbot.
M. Newham, 13 h.p. Triumph.
Capt. J. P. Black, 12 h.p. Standard.

J. G. Pige-Leschallas, 16 h.p. A.C.
S. Swiddell, 12 h.p. Standard Avon.
J. L. Wilson, 12 h.p. Alvis.
C. G. H. Dunham, 14 h.p. Rover.
W. A. McKenzie, 16 h.p. Bentley.
J. W. Mills, 13 h.p. Sunbeam.
E. Hasel, 15.9 h.p. Crossley.
A. W. Hubble, 15.7 h.p. Crossley.
A. K. Hunt, 12 h.p. Wolseley Hornet Special.

W. E. Clay, 12 h.p. M.G. Magna.
E. Toft, 14 h.p. Rover.

Class 3 (up to 10 h.p.)

Mrs. R. Gough, 9 h.p. Riley.
Mrs. P. H. Johnson, 8 h.p. M.G.
J. Harrop, 8 h.p. M.G.
M. C. Wolks, 10 h.p. Rover.
C. E. Packer and P. T. Danby, 8 h.p. Ford.
H. Hodgkinson, 8 h.p. M.G.
P. Appleton, 10 h.p. Lancaster.
R. W. Hancock, 8 h.p. M.G. Midget.
J. B. Rothwell, 9 h.p. Riley.
W. N. Evans, 8.9 h.p. Singer.
J. H. Beckwith, 8 h.p. M.G.
V. Riley, 9 h.p. Riley.
C. W. Hough, 9 h.p. Singer.
Miss K. M. Bradbury, 9 h.p. Riley.
J. H. Lowick, 8.05 h.p. M.G.
J. S. Fruin, 8.9 h.p. Singer.
P. McEntee, 9 h.p. Riley.
J. H. Kemsley, 9 h.p. Riley.
M. A. McEvoy, 10 h.p. B.S.A.

GLASGOW

Class 1 (over 16 h.p.)

K. W. B. Sanderson, 20 h.p. Alvis.
J. P. Agnew, 18 h.p. Talbot.
Miss E. M. B. Smith, 20 h.p. Alvis.
K. N. Hutchison, 30 h.p. Ford.
R. D. Hunnam, 20 h.p. S.S.I.

Class 2 (over 10 h.p. and up to 16 h.p.)

C. D. Siddeley, 12 h.p. Armstrong Siddeley.
J. Flint, 16 h.p. Alfa-Romeo.
G. C. S. Turner, 12 h.p. Riley.
S. B. Wilks, 12 h.p. Rover.
R. W. Costa, 12 h.p. Alvis.
Miss A. Gibson-Watt, 14 h.p. Riley.
C. G. Seddon, 16 h.p. Lagonda.
Miss V. M. Wilby, 12 h.p. Frazer-Nash.
G. H. Strong, 16 h.p. Standard.
K. N. Hutchison, 16 h.p. A.C. March Special.

Class 3 (up to 10 h.p.)

J. M. Archer, 10 h.p. Lancaster.
Miss E. A. Ferguson, 9 h.p. Riley.
N. Garrad, 10 h.p. Crossley.

HARROGATE

Class 1 (over 16 h.p.)

J. A. Middleton-Joy, 20 h.p. Armstrong Siddeley.
C. Mann, 30.1 h.p. Ford.
N. Grimshaw, 28 h.p. Essex.

Class 2 (over 10 h.p. and up to 16 h.p.)

Mrs. E. M. Staniland, 12 h.p. Armstrong Siddeley.
J. H. Stothert, 12 h.p. Aston-Martin.
F. A. Rhodes, 12 h.p. Aston-Martin.
C. H. Smith, 16 h.p. Morris-Oxford.
Dr. H. L. Rogers, 12 h.p. M.G.
Dr. A. W. MacQuarrie, 12 h.p. Morris Ten Six.
L. Hall, 12 h.p. Standard.
J. W. Naylor, 11.9 h.p. M.G. Magna.
V. Riley, 14 h.p. Riley.
A. G. Pointing, 12 h.p. Riley.
A. S. Pearce, 16 h.p. Standard.
J. Kingston-Whittaker, 12 h.p. M.G. Magnette.

B. N. Wilmott, 14 h.p. Rover.
Mrs. M. W. Stanton, 12 h.p. Riley.
J. E. Benn, 11.9 h.p. Hornet Swallow.

Class 3 (up to 10 h.p.)

S. A. Roebuck, 9 h.p. Singer.
E. N. R. Hewitt, 9.5 h.p. Triumph.
Miss J. Astbury, 9 h.p. Singer.
R. I. Forbes, 10 h.p. Triumph.
H. C. Hobson, 7.8 h.p. Austin.
Miss M. Jennings, 10 h.p. Rover.
E. A. Denny, 9 h.p. Riley.
F. E. Salter, 10 h.p. Standard.
G. C. Stead, 8 h.p. Austin.
Miss E. J. Hirst, 8 h.p. Morris Minor.
S. M. Thompson, 8 h.p. Austin.

LEAMINGTON

Class 1 (over 16 h.p.)

Major C. F. Dingwall, 18 h.p. Austin.
Miss B. Skinner, 17.9 h.p. Morris-Cowley.
J. Higginbottom Grime, 17.7 h.p. Morris Isis.
J. Margerison, 23.8 h.p. Sunbeam.
A. J. Masland, 30 h.p. Ford.

Captain J. P. Black, 20 h.p. Standard.
H. Hillcoat, 30 h.p. Ford.
E. C. Harris, 17 h.p. Alvis.
R. A. Harding, 20 h.p. S.S.I.
B. Sleath, 19.9 h.p. Swallow S.S.I.
J. D. Burton, 21 h.p. Vauxhall.
F. C. Ashby, 20 h.p. Ford.
J. N. Morris, 24 h.p. Vauxhall.
P. A. James, 23.8 h.p. Sunbeam.
G. Readings, 17 h.p. Essex Terraplane.
C. H. Ship, 20 h.p. Lagonda.
J. R. Allcroft, 30 h.p. Lagonda.
Hal Hill, 43.3 h.p. Rolls-Royce.
G. Wood, 29 h.p. Buick.
F. Hallam, 17 h.p. Alvis.

Class 2 (over 10 h.p. and up to 16 h.p.)

Miss L. M. Roper, 12 h.p. Armstrong Siddeley.
K. E. Wilks, 12 h.p. Rover.
E. H. Banfield, 12 h.p. M.G. Magna.
Miss M. V. Milne, 12 h.p. Armstrong Siddeley.

L. L. Hunt, 12 h.p. Wolseley.
Hal Turner, 16 h.p. Bentley.
T. MacCabe, 13 h.p. Marendaz.
A. Harley, 16 h.p. Lagonda.
Mrs. M. E. Donithorne, 16 h.p. Lagonda.
V. L. Parry, 12 h.p. M.G. Magna.
S. V. Holbrook, 15 h.p. Daimler.
W. Turner, 16 h.p. Standard.
A. J. D. Mackintosh, 11.9 h.p. Morris Cowley.
J. F. George, 12 h.p. Riley.
A. St. V. East, 16 h.p. Acedes.
A. St. V. East, 15 h.p. Daimler.
Miss M. Whitney, 13.84 h.p. Rover.
L. P. Lee, 12.95 h.p. Triumph.
J. A. Flewitt, 15.9 h.p. Austin.
C. C. W. Burrage, 12 h.p. Standard.
G. S. Sanders, 12 h.p. M.G. Magna.
G. H. R. Chaplin, 16 h.p. S.S.
F. P. Smith, 13 h.p. Wolseley Hornet Special.

Class 3 (up to 10 h.p.)

Mrs. S. H. Richards, 10 h.p. Standard.
J. C. Ridley, 10 h.p. Triumph.
Wm. Jackson, 9 h.p. Riley.
Wm. J. Shakespeare, 10 h.p. Austin.
Wm. R. Brown, 10 h.p. Rover.
J. A. H. Gott, 9 h.p. Singer.
F. S. Barnes, 8.93 h.p. Singer.
F. Leslie-Smith, 9 h.p. Singer.
Captain J. P. Black, 9 h.p. Standard.
S. H. Newsome, 9 h.p. Riley.
Miss Z. L. Burn, 9 h.p. Riley.
G. W. Olive, 10 h.p. Avon Standard.
A. J. Blake, 9.8 h.p. Crossley.
D. S. Hand, 9.01 h.p. Riley.

LIVERPOOL**Class 1 (over 16 h.p.)**

G. Warburton, 23.4 h.p. Vauxhall.
G. H. Wilbraham, 18 h.p. Lanchester.
R. H. Gregory, 19.82 h.p. Alvis.
Major A. D. Carey, O.B.E., 20 h.p. S.S.I.
R. D. Tong, 30 h.p. Lagonda.
A. S. Atkinson, 21 h.p. Talbot.
A. S. W. Tickle, 33 h.p. Bugatti.
J. McEvoy, Ford.
W. M. Couper, 18 h.p. Talbot.
T. V. G. Selby, 26 h.p. Chrysler.

Class 2 (over 10 h.p. and up to 16 h.p.)

H. S. Linfield, 12 h.p. Armstrong Siddeley.
L. Prideaux-Brune, 12 h.p. Aston-Martin.
Major D. E. M. Douglas-Morris, 12 h.p. Invicta.

A. O. Hollick, 14 h.p. Rover.
Captain E. H. Hill, 13 h.p. Lagonda.
E. D. Grierson, 12.50 h.p. M.G. Magna.
R. M. L. Lemon, 12.08 h.p. Wolseley.
A. M. Scott, 14 h.p. Rover.
Miss F. B. Cranmore, 12 h.p. Morris Ten Six.

J. Woodhead, 12 h.p. Aston-Martin.
F. D. Hulse, 16 h.p. S.S.I.
Miss P. Deacon and H. L. Benn, 12 h.p. Humber.

N. D. Ryder, 13 h.p. Sunbeam.
A. Templeton, 12 h.p. M.G. Magna.
C. A. Hopkins, 14 h.p. Vauxhall.

Class 3 (up to 10 h.p.)

A. N. McKechie, 9 h.p. Riley.
T. S. Heaton Fairclough, 9 h.p. Riley.
Miss D. C. N. Champney, 9 h.p. Riley.
M. Whitfield, 9 h.p. Standard.
G. B. Gush, 9 h.p. Riley.
A. H. Wilkinson, 9 h.p. Riley.
W. M. D. Montgomery, 9 h.p. Singer.
D. Lewis, 8 h.p. M.G. Midget.

NEWCASTLE**Class 1 (over 16 h.p.)**

A. G. D. Cleane, 20 h.p. S.S.I.
I. Fraser Marshall, 30 h.p. Siddeley Special.
T. C. and C. H. Mann, 30 h.p. Lagonda.
C. Bicknell, 20 h.p. Alvis.
E. Genna, 21 h.p. Sunbeam.

Class 2 (over 10 h.p. and up to 16 h.p.)

F. Reah, 12 h.p. Armstrong Siddeley.
G. Ross, 16 h.p. Rover.
Miss E. M. Eastcott, 12 h.p. Wolseley Hornet.
Mrs. M. Williams, 13.9 h.p. Rover.

Mrs. H. G. Pringle, 12 h.p. Riley.
R. H. Day-Dewdney, 14 h.p. Stoewer (F.W.D.).
R. J. P. Morley, 16 h.p. A.C. (Acedes).
G. W. Olive, 16 h.p. Standard.
S. R. Mitchell, 13 h.p. Marendaz.
H. E. Symons, 12 h.p. Armstrong Siddeley.

Class 3 (up to 10 h.p.)

S. C. H. Davis, 10 h.p. Rover.
J. Harrison, 8 h.p. Ford Mistral.
Lord de Clifford, 10 h.p. Lagonda.
B. E. Appleby, 10 h.p. Aero Minx Hillman.
R. C. Tibbey, 9 h.p. Singer.
Mrs. L. Bainbridge, 9 h.p. Riley.
B. W. Fursdon, 7.9 h.p. Austin.

NORWICH**Class 1 (over 16 h.p.)**

Miss R. M. Harker, 20 h.p. Sunbeam.
M. L. Curtis, 30 h.p. Ford.
H. C. Gardner, 30 h.p. Ford.

Class 2 (over 10 h.p. and up to 16 h.p.)

S. Howes, 12 h.p. Armstrong Siddeley.
H. W. Henshall, 12 h.p. Alvis.
A. C. Dutton, 16 h.p. Standard.
G. F. Searle, 14 h.p. Rover.
W. T. Pitt, 15.9 h.p. Hispano Suiza.
Miss I. M. Burton, 14 h.p. Vauxhall.
J. R. Humphreys, 12 h.p. Wolseley Hornet Special.

A. C. Fairclough, 15.7 h.p. A.C. "Acc."
A. H. Oxenford, 12 h.p. Standard.
H. C. Liddell, 13 h.p. Lagonda.
G. F. H. Mason, 12 h.p. Wolseley.
R. le G. Norgate, 15.9 h.p. Bentley.

Class 3 (up to 10 h.p.)

C. E. Scrutton, 10 h.p. Lanchester.
Miss M. J. Dobson, 8 h.p. M.G. Midget.
E. G. Hughes, 8 h.p. Austin.
O. A. Hyner, 9 h.p. S.S.I.I.
L. K. Calver, 8 h.p. Austin.
E. J. Gold, 9 h.p. Singer.
C. A. Hall, 9 h.p. Singer.
J. A. Baylay, 9 h.p. Singer.
J. D. Dalton Ruse, 9 h.p. Singer.
D. E. Mellor, 10 h.p. Hillman Aero Minx.
V. W. Oubridge, 8 h.p. M.G.
A. Westwood, 9 h.p. Singer.
E. F. Ranger, 9 h.p. Singer.
R. A. Brown, 8 h.p. Ford.
H. H. Oak-Rhind, 8 h.p. M.G.
H. C. Gardner, 9 h.p. Ford.
O. L. Bembridge, 9 h.p. Riley.
A. N. Huntley-Walker, 9 h.p. Riley.

FAMOUS BRITISH TEST HILLS

USED for the first time in last year's London-Land's End trial of the M.C.C., and christened at the time Gooseham, Darracott Hill is quite a newcomer among trials acclivities. With its sharp corners, its stiffening gradient and muddy surface it is definitely to be treated with respect, particularly as it again figures in the "Land's End" route this Easter.

Anyone approaching the hill for the first time, with the idea of having a look at it, would follow the main road from Bideford (in North Devon) to Bude, the popular seaside resort in North Cornwall. After passing the turning to Clovelly on the right, A39 is followed past Boxworthy Corner and West Country Inn as far as a fairly important cross-roads going from Meddon to Welcombe. This is the road by which competitors rejoin A39 after climbing Gooseham, and the hill can be descended if the road is followed in a westerly

No. 6. DARRACOTT (née Gooseham)

direction, forking left for Darracott and at this hamlet turning left again for the village of Gooseham.

The alternative is to continue over the Meddon-Welcombe cross-roads, taking the second turn on the right, which leads down through Wooley to Gooseham. Here one should turn northward towards Welcombe, first descending the *real* Gooseham Hill, which is fairly steep. At the bottom is a farmyard, out of which rises Darracott.

By H. E. SYMONS

The hill begins with a modest 1 in 8 or so and the first corner, to the left, is not very acute. This is followed by a right-hand bend with a gradient of perhaps 1 in $4\frac{1}{2}$, and the hill, winding up through a wood, gradually steepens until the *pièce de résistance*—a very acute left-hand corner—is reached. This has a slimy,

muddy surface, calling for skilful handling, and the gradient is commonly reputed to measure 1 in $3\frac{1}{2}$. There is, moreover, an unpleasant drop on the right-hand side of the road. Finally we encounter an attractive little village in a valley (this, so far as I can remember, is Welcombe) and on reaching a chapel the turning to the right should be taken, when the main road, A39, is joined once again. Care should be taken at this point to turn *right*, and during the actual trial competitors approaching Darracott Hill and those leaving it will for a short distance travel side by side in the same direction.

The usual mud-driving tactics will apply on this hill; in other words, the gear judged most suitable for a fast climb (probably 1st speed) should be engaged and the throttle kept as far as possible steady. The tyres should be let well down and the shock absorbers tightened as much as possible if wheelspin is to be avoided.

JOBS YOU SHOULD LOOK AFTER ON YOUR CAR YOURSELF

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

NO apology is offered in these notes for returning to a subject that has been previously dealt with, viz. the necessity for draining the oil at frequent intervals and making sure that the sludge which is bound to accumulate in any internal combustion engine is removed.

Owners of Magnette models will have been familiar with the Tecalemit filter fitted in the oil delivery circuit. As all the new models will be so fitted it may be as well to describe the functioning of this filter and what the owner is called upon to do from time to time.

It will be remembered that emphasis was placed on the necessity of the pump unions being tight on the oil suction pipe, which is situated on the front end of the engine and by which oil is delivered to the pump, which is of the gear type.

Fluctuations of the oil gauge may arise from any of several causes: one, of course, being that there is not sufficient oil in the engine, another from the fact that there is an air leak. Presuming that the oil gauge shows that there is a steady pressure, oil is forced by the pump to the body of the Tecalemit filter.

Reference to the illustration shows what this looks like when removed from the engine. It is a cylindrical body provided with a cover held in position by four nuts. Removal of this cover will disclose what is known as the element, which is a corrugated metal-lined filter made of

special felt unaffected by boiling oil. Through this, oil has to pass and the delivery takes place from the interior.

It will be noted that the element fits into a metal base which is marked No. 5 in the illustration, and above the element there is a large metal disc (1), a relief valve (2) and spring (3). The spring resting against the lid causes the two metal discs to seal the element top and bottom, and if through inadvertence the filter becomes clogged the upper valve allows the oil to by-pass to the interior of the element and so into the base of the body of the filter, whence it is delivered to the engine.

It will be noted that towards the front of the filter there is a pipe leading to the front main bearing, branching off the pipe leading to the overhead valve gear. This vertical pipe terminates in a flange behind which there is what is known as a "metering pin." Under no circumstances should this metering pin ever be filed

or damaged, because in point of fact it is a restriction in the flow of oil to reduce its pressure, before the oil reaches the valve rockers.

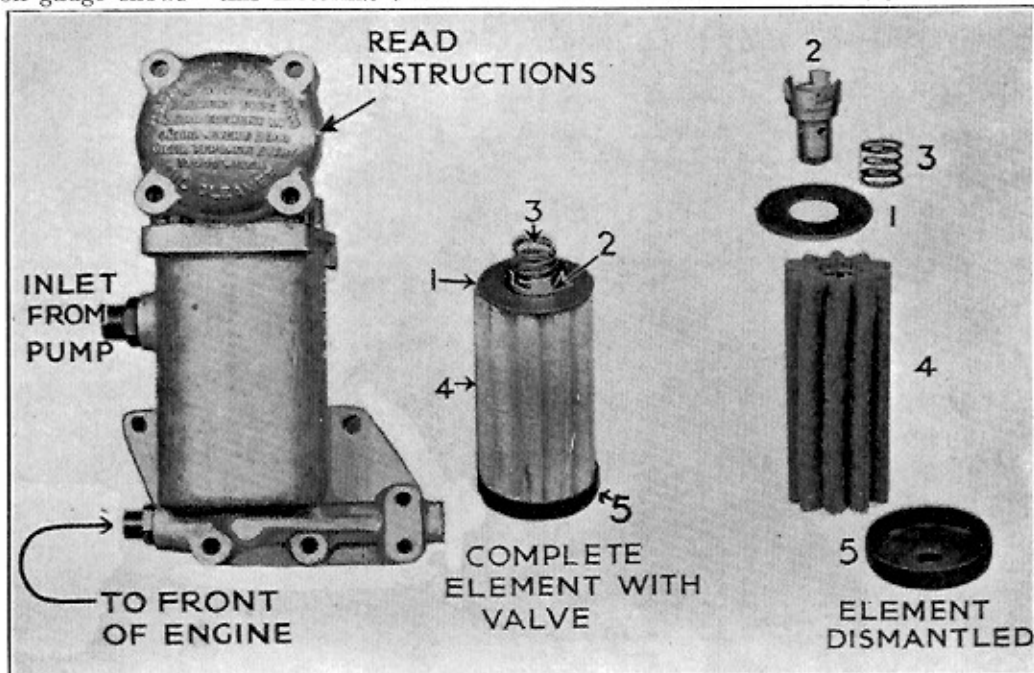
On the opposite of the filter there is a union with a tap which couples up to the pressure gauge on an instrument board. The tap should never be shut off unless there is a broken pipe or a defective pressure gauge.

The oil is delivered to the centre and rear main bearings through a channel-way drilled in the base-chamber registering with a hole on the back of the filter body. It should be pointed out that the crankshaft is completely drilled and each big-end bearing is fed from two ways so that it is always certain that the big-ends will receive sufficient oil.

It is most important when "running in" an engine not to over rev. it on the gears nor to maintain too great a speed on top gear, but no matter how an engine is cleaned on assembly before delivery, a certain amount of metallic particles is bound to get into the oil stream; therefore, after the first 500 miles, the element should be changed for a new one.

This can be carried out by removing the lid and extracting the element, but it is better to remove the filter completely to take out the element and wash

(Continued on page 336)



JOB'S YOU SHOULD LOOK AFTER YOURSELF

(Continued from page 335)

out the filter body, because in lifting the element sludge and other impurities may drop down into the bottom of the filter.

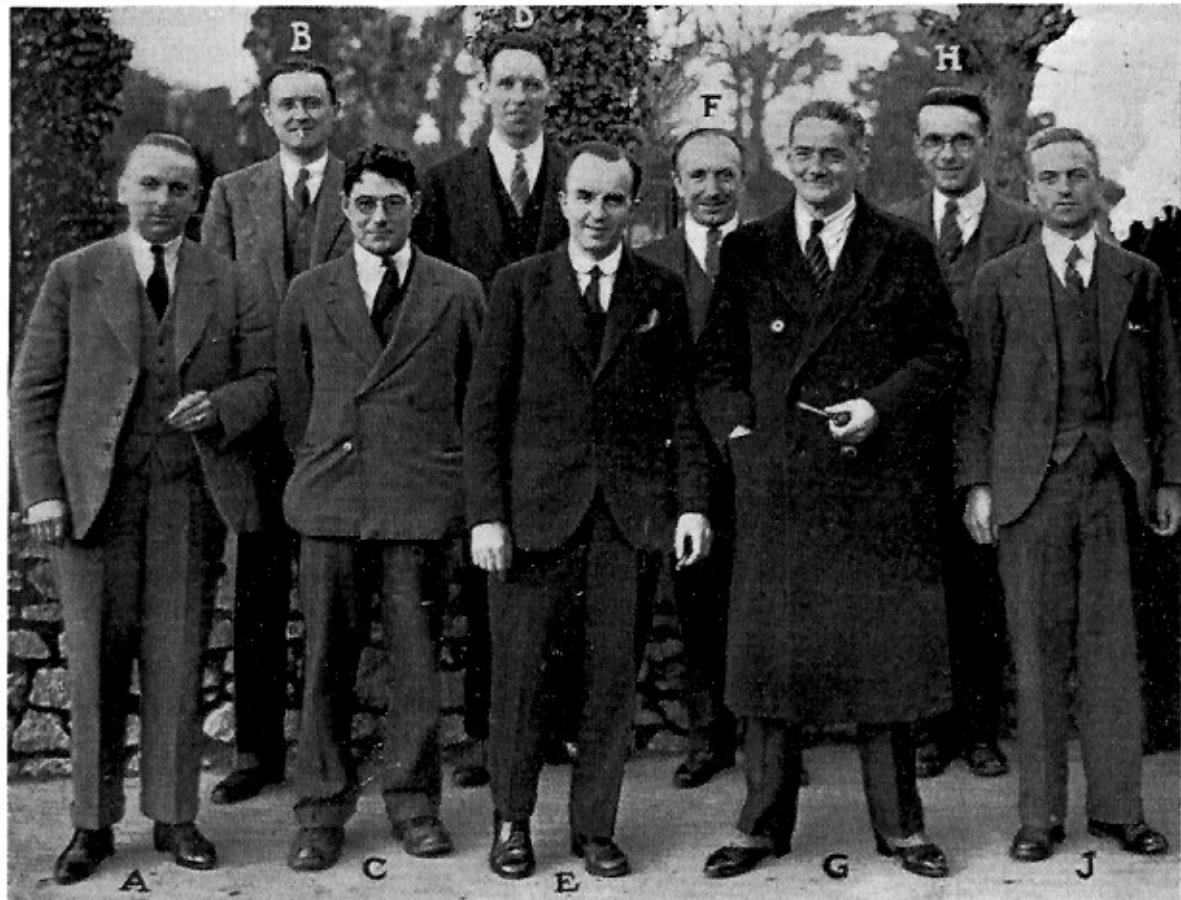
After the first 500 miles the filter should be removed and replaced by a new one. Every

3000 miles the filter should be removed and washed in petrol and replaced. Every 10,000 miles it is advisable to change the element for a new one. The reason for this is that a passage through the element becomes so clogged up that there may be a restriction of oil to the bearings.

There is a paper washer between the filter body and the

crankcase and it is as well to obtain a few of these if, as an owner, you do your own work. There is a central hole through which oil can pass from the filter body to the crankcase, but this is not used on all models. Always see that the paper washer leaves a free passage to the engine and when replacing the filter tighten up the nuts equally.

DO YOU KNOW THESE MEN?



NAME THEM AND WIN A GUINEA—The above group represents the brains of The M.G. Car Company Ltd. The publishers of The M.G. Magazine offer a prize of one guinea for the first correct list scrutinised on Wednesday, 4th April. Address your solution "The Editor, The M.G. Magazine, Walter House, 418-422 Strand, London, W.C.2." Members of the staffs of The M.G. Car Company Ltd. and of Simpson (Publishers) Ltd. are debarred from entering this competition.

MOTORING

IN THE

NORTH EAST WEST & SOUTH

M.G. Success Overseas

THE M.G. Agent in Cape Town has sent a cutting from the *East London Daily Dispatch* with the results of the Light Car Club's Mountain Hill Climbs. A J2 Midget driven by Mr. J. R. Machellar was first in the final results for cars up to 850 c.c., leading by over 80 points. In the speed test the paper goes on to report "The same car covered the flying half-mile in 24 secs., equal to over 72 m.p.h., securing fastest time in the class." The event was one of the most strenuous yet held by any motor club in that country.

Brooklands Again!

Congratulations to D. N. Letts, who scored the first M.G. success at Brooklands of the 1934 season by winning the second race at the opening meeting.

This was the 2-Miles Standing-Start Sprint, in which Mr. Letts's supercharged Midget averaged the remarkable speed of 92.78 m.p.h.

The full results of the Meeting are as follows:—

First Race

1. G. Shapley, Bugatti (62.86 m.p.h.).
2. R. C. Vickers, Lea-Francis.
3. R. J. W. Appleton, Riley.

Second Race

1. D. N. Letts, M.G. (92.78 m.p.h.).
2. C. Follett, Alvis.
3. C. T. Delaney, Lea-Francis.

Third Race

1. M. P. Simpson, Riley (85.31 m.p.h.).
2. F. Allen, M.G.
3. H. L. Maddick, M.G.

Fourth Race

1. Oliver Bertram, Delage (91.64 m.p.h.).
2. R. F. Oats, Maserati.
3. T. S. Fotheringham, Bugatti.

Fifth Race

1. A. Baron, Bugatti (69.23 m.p.h.).
2. Miss P. McOstrich, Talbot.
3. Miss M. Allan, Bentley.

Sixth Race

1. A. H. L. Eccles, Bugatti (69.74 m.p.h.).
2. E. K. Rayson, Riley.
3. Fred W. Dixon, Riley.

Seventh Race

1. A. H. L. Eccles, Bugatti (98.36 m.p.h.).
2. R. F. Oats, Maserati.
3. D. M. Dent, Frazer-Nash.

Eighth Race

1. R. F. Oats, Maserati (96.77 m.p.h.).
2. E. K. Rayson, Riley.
3. R. Way, Rover.

Ninth Race

1. Oliver Bertram, Delage (89.11 m.p.h.).
2. T. S. Fotheringham, Bugatti.
3. Mrs. K. Petre, Bugatti.

Tenth Race

1. Mrs. K. Petre, Bugatti (71.15 m.p.h.).
2. M. P. Simpson, Riley.
3. Miss J. M. Richmond, Ballot.

Eleventh Race

1. Jack Robinson, Bugatti (63.82 m.p.h.).
2. Fred W. Dixon, Riley.
3. G. Shapley, Bugatti.

STOP PRESS

Hearty congratulations to Countess Moy, who, at the wheel of her M.G. Midget, finished first in the 750 c.c. class in the St. Raphael Reliability Trial for women, also to Miss Riddell, who, driving a supercharged Magnette, was first in her class and also made fastest time of the day in the combined Hill Climb and Speed Test.

Frau Caracciola

It is with deep regret that we record the death of Rudolph Caracciola's wife as a result of an accident whilst ski-ing in Switzerland. Apparently the party became engulfed in an avalanche and Caracciola himself was slightly injured also.

A "MIDGE" MASCOT



The attractive "Midge" Mascot depicted above has been specially produced by H. J. Randall of 177 Balden Road, Harborne, Birmingham, 17, for owners of M.G. Midgets. Finished in chromium-plated brass, it costs 37/6.

Film Fans Please Note!

Mr. Len Roos of California, who runs an M.G. Midget J2, has had his car selected by the Metro-Goldwyn-Mayer Film Company for use in a film with a British story. The selection was made after a thorough examination of all "foreign" cars in Hollywood.

Bol D'or Eliminating Trial

The Eliminating Trial for the Bol d'or Race, which is to be held at Whitsun on the St. Germaine Forest Circuit, was won by Balester. Driving an 1100 c.c. M.G., he covered 651 km. 836 m. in 8 hours at Montlhéry.

Phillip Island "100"

Three M.G.s, two Magnas and a Midget, finish 5th, 6th and 7th respectively in the 100 Miles Road Race at Cowes, Phillip Island, Australia. The Magna in 5th place averaged 69.9 m.p.h., the 6th car, also a Magna, 64.3 m.p.h., and the J2 which finished 7th 58.2 m.p.h. There were 16 starters. This news is contained in a letter from the M.G. Distributor in Melbourne, Messrs. Lanes Motors (Pty.) Ltd.

The Hat Trick

For the third year in succession an M.G. has won the Colmore Trophy, this time R. A. Macdermid, on a J2 Midget achieved this success. J. Bastock, W. H. Haden and H. R. Attwood were the drivers of the three M.G.s which won the Committee Team prize. The Rhode Cup awarded for the best performance on a car under 1100 c.c. was won by Mrs. M. M. Riley—the Double Event prize for best combined performance in Colmore Cup and Colmore Trophy Trials was awarded to A. R. Taylor (M.G. Midget). In addition M.G.s won 7 out of 13 premier awards.

(Continued on page 338)

MOTORING NEWS—

(Continued from page 337)

Cabo da Roca Hill Climb

This last two months' Overseas mail has brought news of quite a number of successes from Messrs. A. M. Almeida Lda, the M.G. Distributors in Portugal. We learn that Mr. Antonio de Heredia, with an M.G. Midget J type, won the 1100 c.c. class and attained the second place in the general classification in the Cabo da Roca Hill Climb, being beaten only by a G.P. Bugatti. The Midget's average speed was 74.11 k.p.h.

**Great West Motor Club
Affiliation Trial**

In the Affiliation Cup Trial held on Sunday, 7th January, a J2 Midget driven by E. H. Dimond won the cup for the best performance. The course was a severe one and soon after the start a water splash accounted for a majority of failures. This was followed by "Midmere" and "Chiltern Chalk" Hills. On Crowell Hill, the stiffest observed

section of the trial, there were only six clean climbs.

J.C.C. Brooklands Rally

Congratulations are due to Miss Doreen Evans, who put up a very fine show and won Ladies' Prize, also to J. Harrop who won the Silver Tankard for the best performance of the day—both were driving M.G.s.

The World's "Hour"

George Eyston has been very persevering in his attempts on the Hour record, and he put up a very fine performance indeed with the Panhard Levassor, which is reputed to be a difficult car to handle, especially when coming off the banking. Besides lowering the record for the hour at 133.01 m.p.h. he established a new record for 100 miles at 132.98 and 200 kilos 133.04. These records rank also in the International Class B. The World's hour record was previously held by the late Count S. Czakowski with a 4.9 litre Bugatti at 132.87 m.p.h. at Avus Track.

MOTOR TRADE TERMS ILLUSTRATED**IMPORTANT DATES**

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MARCH

- 2-11—Copenhagen Show.
- 3—B.A.R.C. Meeting.
- 3—Birmingham M.C.C. Trial.
- 3—Light C.C. Reliability Trial.
- 4—W.A.S.A. Chiltern Trial.
- 8-18—Berlin Show.
- 10—Southport M.R.C. Race Meeting.
- 10—Singer M.C. Trial and Rally.
- 10—Cambridge Speed Trials.
- 11-18—Vienna Show.
- 13-17—R.A.C. Rally.
- 16-25—Geneva Show.
- 18—Brighton and Hove M.C. Spring Cup Trial.
- 19—Australian 200 Miles Race.
- 24-29—Paris—Nice.
- 24—Donington Park Meeting.
- 25—M.G.C.C. Northern Centre Scrounge Hunt.
- 29—La Turbie Hill Climb.
- 30-31—M.C.C. London—Land's End Trial.
- 31—April 2—Scottish Sporting C.C. Highland Trial.

APRIL

- 1—Bugatti Owners' Club Rally.
- 2—Grand Prix de Monaco.
- 2—B.A.R.C. Easter Meeting.
- 7—Southport M.R.C. Meeting.
- 7-8—Mille Miglia Race, Italy.
- 7-8—Brighton and Hove M.C. Team Trial.
- 7-21—Used Motor Show, London.
- 14—N.W.L.M.C. Lawrence Cup Trial.
- 14-15—Liverpool M.C. Trial.
- 16-25—Caravan Exhibition, London.
- 21—M.G.C.C. "Abingdon—Abingdon."
- 21-22—M.G.C.C. Northern Centre Competitive Social Week-end.
- 22—Circuit d'Alessandria, Italy.
- 26—May 26—Levant Fair, Palestine.
- 28—J.C.C. International Trophy Race.
- 29—Grand Prix de Tunisie, France.
- 29—J.C.C. North Wales Trial.