

# The MAGazine

VOL. 2 NO. 12  
MARCH, 1935



THE COLMORE COMPETITORS WAITING TO TACKLE  
FORMIDABLE LECKHAMPTON HILL

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 12. MARCH, 1935

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 A BINGDON-ON-THAMES, BERKSHIRE

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## EDITORIAL

## features

### AN OPEN LETTER TO OUR READERS

DEAR READER,

This is the last issue of *The M.G. Magazine* which will issue from the House of Simpson (Publishers) Limited, or for the conduct of which I shall be responsible.

It has been a great pleasure to create and develop this link between M.G. cars and those hosts of motoring sportsmen who are so avidly interested in their various activities, and I hope we may have deserved some of the many compliments which have been paid us on the production of this publication and the standard of quality which has been maintained.

From the very day of its birth *The M.G. Magazine* has proved what, in "doggie" parlance, is known as "a doer," and we hope and believe that it has gone from strength to strength until now that we are bidding it "farewell" we may know that it will continue to thrive.

It is, we venture to believe, few magazines which survive their first eighteen months without a single complaint of any sort being addressed to them by their readers, yet this has been the unique record of *The M.G. Magazine*; so, you see, new records may be set up by M.G. interests in ways other than motoring!

To readers of *The M.G. Magazine*, Farewell, and thank you again for your many expressions of appreciation and for your frequent help in the establishment and development of this, *your Magazine*.

With all good wishes for your future and that of *The M.G. Magazine*,

Yours most faithfully,

*Alan C. Hess:*

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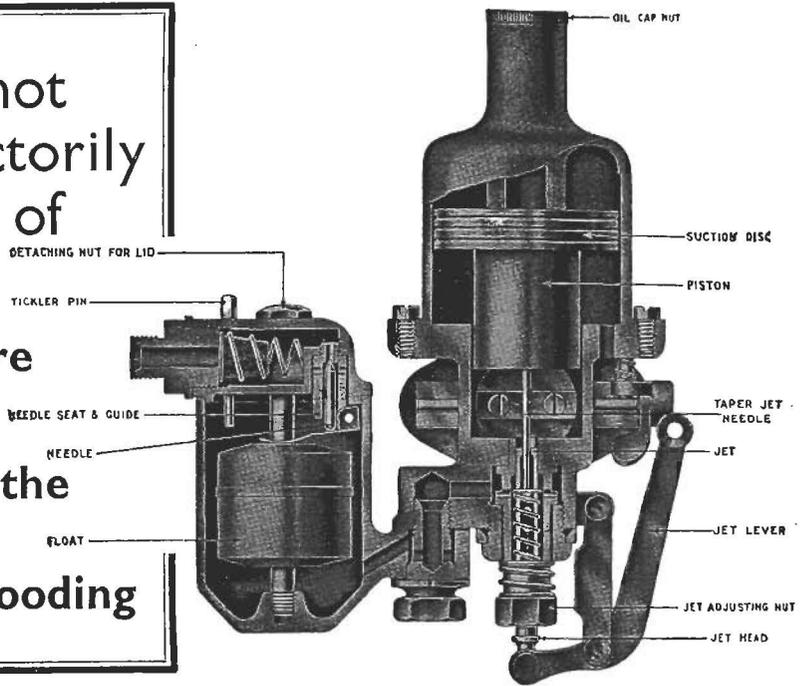
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CONDUCTED BY  
 ALAN C. HESS

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. 1. ADJUSTING THE MIXTURE

**R**UN the engine until it attains its normal running temperature. Then listen to the exhaust while the engine runs slowly. If the engine has a constant uneven beat, this is due to strong mixture. If the exhaust note is irregular and splashy, the mixture is too weak.

Adjust the jet to such a position that the engine idles on the correct mixture. An easy way to do this is to screw the jet adjusting nut up higher than its normal position and then adjust the jet correctly; as the jet adjusting nut actually only acts as a stop to prevent the jet from coming beyond its correct position, it can then be screwed down until it butts up against the jet head. This will be the normal running position with the mixture control set at weak.

A simple way to test for strong mixture when the engine is idling is to lift the piston up slightly, say  $\frac{1}{32}$  in., and

if when this is done the engine runs faster, the mixture is too strong.

If a poor road performance, due to carburation, is suspected, a larger or smaller needle may be tried. The jet control will be found to be helpful in determining whether more or less petrol is required. Should it be necessary to change the needle, this can be done by removing the two screws holding the suction chamber in position, the suction chamber can then be lifted off and the piston removed. At the side of the piston will be seen a set screw. When this is slacked off, the needle can be withdrawn and the new needle inserted. The position of the needle is with its shoulder flush with the face of the piston. When replacing, care should be taken that the keyway at the side of the piston registers with the key in the body. Great care should also be taken to see that all machined faces and parts are kept scrupulously clean.



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# THROUGH EASTERN EUROPE WITH AN MG CAR



WE were at last approaching unfamiliar country. The walled city of Rothenburg, Salzburg, the Traun See, Dürnstein, where legend has it that Richard the Lion Heart was found by the minstrel Blondel, and the Benedictine Monastery of Pannonhalma, from which Lake Balaton, though forty miles away, is visible, all seemed far distant.

The convoy of Nazi lorries speeding northward towards Munich, and the avenues of mulberry trees near peaceful Sopron, belonged to an almost forgotten past.

On 11th June we crossed the border into Roumania, near Oradea Mare. Here, for the first time in our experience, all our luggage was examined, a brawny lad of about ten acting as porter between car and Customs office. While dining in Arad that night we were asked to hurry, as all the lights in the town were to be turned out because of aerial manoeuvres. Crowds paraded the streets in complete darkness, but Arad apparently remained invisible and intact, as no sign was seen or heard of the would-be bombers.

There was such a crowd round the car in Arad that the police asked us to move it as we were creating a breach of the peace.

The next day we were due in Sibiu. The road, because of heavy rain, was one long discouraging puddle, and had the Castle of Hune doara been of less interest,

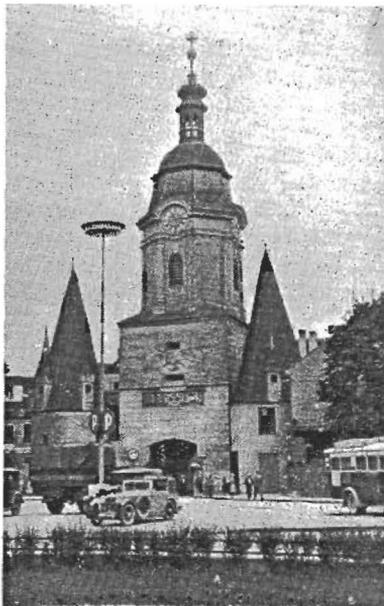
by  
**SIR WINDHAM  
ANSTRUTHER, BART.**

the extra journey there would not have been made.

Some miles north of Sibiu, near Medias, there is an escape of natural gas which has been burning for many months and defies the efforts of experts to extinguish it. It is not unlike a burning oil-well. This has now become a point of pilgrimage for visitors and natives alike, who flock at

night to see it; and it is indeed a most impressive sight, even from miles away. The intense heat makes it impossible to approach nearer than about 150 yards, and the ground far away is warm to the touch. We were told that in the valley the vines ripen quicker than ordinarily. A story goes that after it had been burning for some months, a neighbouring village noticed it for the first time and dispatched, with great speed, its fire brigade to the help of Medias, which it thought was burning.

Our stay in Sibiu will be memorable, not only for the cordiality of our reception at the hotel or the kindness of newly-acquired friends, but for the many and interminable meals which appeared lightheartedly at most unusual times of day or night. One such I will describe: it was given us by the village priest of Poplaca on whom we called. To begin with, a potent grape liqueur called Treba, and then in the following order, smoked bacon fat with paprika, bread and sheep's milk cheese, coffee with buffalo milk and soft boiled eggs, all washed down with an excellent local white wine. Such fare, and the lateness of the hour at which we arrived home, made our start next morning a matter of conjecture. We had, however, only a short journey before us; the road



IN KREMS

(Continued on page 609)

## THROUGH EASTERN EUROPE WITH AN (Continued from page 608)

improved with the weather, and early evening found us at Brasov.

Little of interest can be recorded before Bucharest was reached. Our road lay through Sinaia, snow still lying on the Predeal Pass, and the oilfields surrounding Campina and Ploesti. The road for many miles north of Bucharest has now been made, by a Swedish company, into an excellent race track for those who week-end at Sinaia. We were unfortunate enough to be going against this stream of traffic on a Saturday afternoon, and an untimely end looked probable on several occasions. It is hard to condemn the thirst for speed at this time and place, as I believe this is one of the very few stretches of really good road in Roumania.

Bucharest, our easternmost point, was reached in 24 days and a distance of 2800 miles. The very modern ramp garage had an efficient staff; so efficient were they that, on calling for the car, we found the engine had been most thoroughly cleaned with a hose, and the distributor and carburetters were full of water. This being remedied, we left for Craiova.

On coming out of our hotel here to park the car for the night, we found it hidden from the gaze of an inquisitive crowd by an enormous dust sheet, this apparently being the local way of preventing a disturbance of the peace.

In America, photography for the motorist is made easy by large road-side signs which say "Kodak ahead." In our case this function was performed by my wife, who would shout something similar. A few miles from Turnu Severin a loudly proclaimed "Photograph"

brought me to a stop. Coming towards us was a caravan of perhaps twenty cart-loads of gypsies with their worldly goods. As we stopped, so did they. The chief and his family immediately posed for a photograph (they were obviously used to this procedure) and, remuneration being forthcoming, we were at once surrounded by envious tribesmen and women with children clamouring for money; as my pockets, I felt sure, were safer in the car, to clear the way I threw a handful of coins on the grass. The resulting scrum would do credit to any international team at Twickenham.

ating it at irregular intervals. Having quenched our thirst, and photographed the band, who came out into the road to play us away, we set out for the Yugo-Slav border after a stay of over an hour. A precious hour, as it turned out, for we found that the border closed at 6 p.m. At the station house of Bazias we were therefore forced to spend the night, having dinner on a steamer moored in the Danube.

The buying of petrol in a small village near here deserves some mention; it came from a seldom-used drum, and as they had no means of measurement, a litre bottle was laboriously filled and emptied the necessary number of times.

Many formalities at an early hour at the frontier delayed our arrival at Pancevo until lunch time. We had understood that at Pancevo ferrying the Danube to Belgrade was an easy matter. On arrival there we were disillusioned. Many enquiries elicited

as many different instructions. At last, however, exasperated but triumphant, we found our way to a point opposite Belgrade, having crossed the small Tamis on a raft, and driven along narrow dyke tops, and made many detours where parts of these were missing. Belgrade was very welcome after a 65-mile journey completed in eleven hours.

South from Belgrade the road is good, well signed and picturesque, and evening found us in Sarajevo. The whole population apparently was having its evening promenade, and as no well-ordered motorist should dare to argue for the use of the streets, police appeared to shepherd us to the hotel. At the outskirts of



*Filling up at Ilia, between Arad and Sibiu.*

Beyond Turnu Severin we visited the interesting Turkish Island of Ada Kaleh in the Danube, and spent the night at Herkulesbad.

We had thought it possible to reach Belgrade the next day, but circumstances conspired against us. The heat was intense, and as our thermos was empty we stopped in the village of Moldava Vêche to replenish it. The strains of Tzigane music reached us from an inn. On entering, we found the small front room occupied by a gypsy band and a few listeners, including a very drunken individual, whom we discovered to be the rich man of the village, and who paid the band to play for him. In the confined space the noise was deafening, the band was playing madly, loud shouts from the patron of music punctu-

(Continued on page 610)

## THROUGH EASTERN EUROPE WITH AN (Continued from page 609)

Sarajevo on our way to Dubrovnik, a figure in uniform, frantically waving, blocked the road. Visions of impending calamity rose before us. What crime had we committed? The figure approached us as we stopped. "You have left your lunch behind," it said, "and the hotel is sending it by taxi." Relieved, we waited, appreciating the thoughtfulness which had made our midday meal a certainty.

It was now dark, and the lights of Dubrovnik could be seen in the distance reflected in the sea. We would soon be there. Alas! there is just north of it a bay which turns inland for some distance, and one is forced to journey apparently a way once more.

Southward again, along the beautiful Gulf of Kotor and over the Lovcen Pass, with its thirty-four hairpin bends to Cetinje. We

met on our way up about thirty cars returning loaded with sightseers to the Homeric, which from the top of the pass looked like a toy ship on a placid pond. Down into Cetinje by moonlight. After a hurried, though interesting, visit to the old Montenegrin Royal Palace, we departed next day, having collected the car from its shelter under a lemon tree, for Albania.

Although now pressed for time, our Albanian visas could not be wasted, so only a hurried visit was possible. We arrived at Podgorica, the Yugo-Slav frontier station, at 12.15, only to find the office closed until 3 p.m. There was nothing for it but to wait, so, taking lunch with us, we hunted in terrific heat rather unsuccessfully for shade.

With five distinct stops in

about as many miles for border formalities in Yugo-Slavia, we arrived at last at the one and only Albanian post. Here we were greeted with great friendliness by the officer in charge, a kindly fat gentleman in a solar topee, some goats and a three-legged black cat. Turkish coffee was provided in the shade while our papers were attended to with great dispatch.

A comfortable hotel in Shkodra was our stopping place that night and Tirana the objective next day. We left with some misgivings, as it had been impressed upon us by people who

and seeing that it could not be put right without help, we hailed a passing bus. The driver tried his luck without result, and so the very voluble bus proprietor made room for my wife where apparently there was none. A small gypsy boy who could not pay his fare was made to act as porter and to crank the engine; this he had to do many times, as the life of a battery and starting motor here is short, and the stops were innumerable. My wife, who is possessed of a keen olfactory sense, will remember this two-hour journey for many a day.

Some hours later a dilapidated

Ford appeared, bearing with it three mechanics (two is never enough), my wife and, as she had remembered my last injunction, two welcome bottles of beer. The steering was soon repaired and we arrived in Shkodra at dusk.

The remainder of our journey home was comparatively uneventful, returning through Dub-



*A group of picturesque gypsies, near Turnu Severin.*

knew the road that the M.G. would not go one kilometre without becoming stuck. The road, they said, was being repaired and the heaps of stone would make it impassable for any but a high clearance car; in any case, an average of 10 or 12 m.p.h. was good. We found all this to be partially true, but managed the worst parts of the road quite easily, to the bewilderment of the many be-fezzed roadmenders. We lunched by the road, native cow-drivers and peasants stopping to pass the time of day with us and making conversation by means of signs, squatting in the dusty road.

To Tirana had brought us 3900 miles in 36 days. The return journey was more eventful. Twenty-five miles from Shkodra a defect developed in the steering,

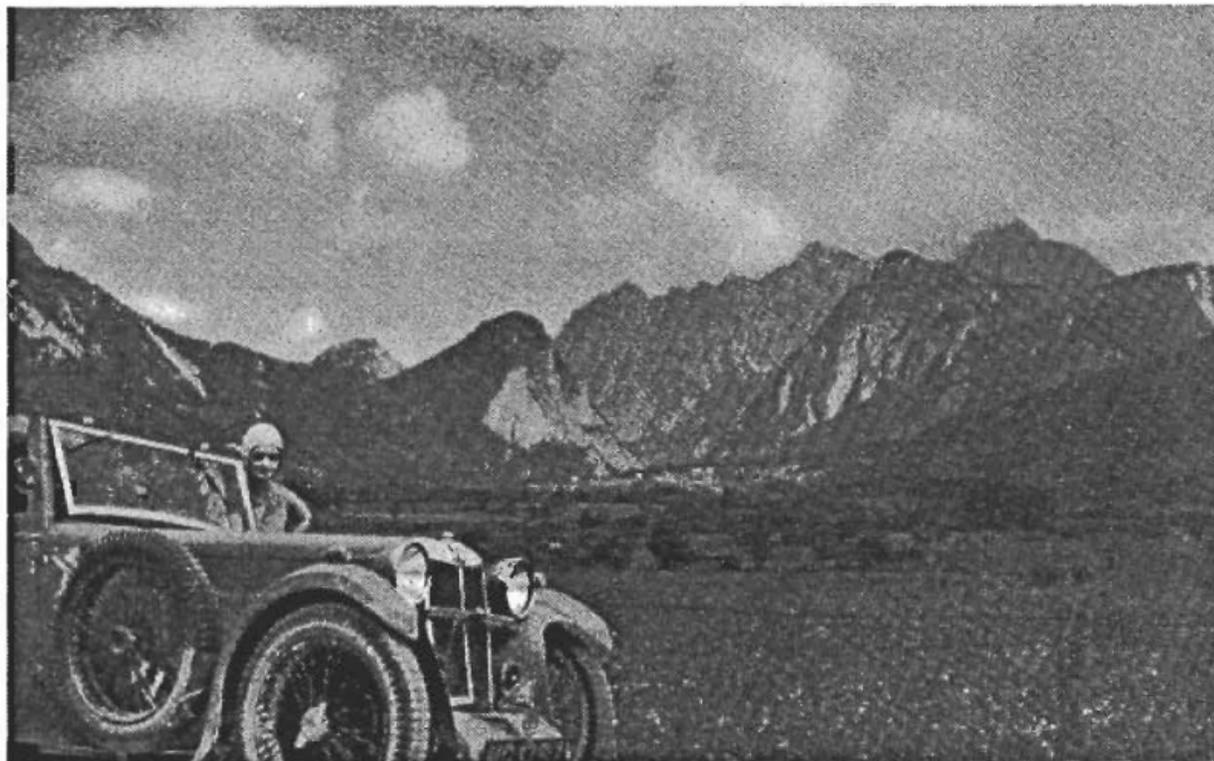
rovnik along the Dalmatian coast to Split and thence through Fiume to Bled. Split, I regret to say, remains on our black list, as there, through faulty development, over a hundred of our photographs were spoilt.

In four days we travelled from Bled to Tours: by way of the Loibl Pass and the Dolomites to Bolzano, the Stelvio and other passes leading to Davos, Andermatt and the Furka, and thence by way of Evian to Tours.

Arrival home in Sussex brought a journey of 5900 miles accomplished in 53 days to an end.

I have said little about roads or bridges, the non-existence of which was occasionally denoted merely by a pile of brushwood on the road, or scenery, or people,

(Continued on page 611)



*A halt by the roadside, near Admont, in Austria.*

and less about the gallant little car which had carried us so far on this, its third, long journey on foreign roads.

Suffice it to say that, as to roads, these were unexpectedly good in places, surprisingly bad in others, at times exasperating, but nearly always navigable with careful driving ; as to scenery and people, the change in them and their characteristics is so rapid and so noticeable that experience of them can alone be the guide ; and lastly, as to the car which has spent half its running life of 31,000 miles abroad, we can pay it no higher tribute than the desire that it shall be our companion on further travels in, perhaps, 1936.

## THE SPEED LIMIT



## DELAY URGED BY THE ROYAL AUTO- MOBILE CLUB

THE Royal Automobile Club views with grave concern the announcement that the 30 miles per hour speed limit for private motorcars and motorcycles in "built-up" areas is to be put into operation in the near future.

Since the present Minister of Transport took office a number of measures of a very far reaching character have been introduced—pedestrian crossings and beacons, silence zones, cyclist paths, traffic lanes, a large increase in the number of traffic control lights, restricted working hours for drivers of commercial vehicles, whilst the tests for new drivers are to commence on 1st April next.

In the opinion of the R.A.C. it is very desirable that the public generally and the motorist in particular should be given longer opportunity to assimilate and, having done so, to use to the best advantage of safety all of the above measures before further



at the beginning of the motor-ing season by the introduction of a speed limit.

The driver who commences or resumes motoring in the early Spring will find himself faced with a host of new regulations and signs. If to these are immediately added thousands of new speed limit notices, erected in accordance with a system of which he is totally ignorant and entailing the infliction of a heavy penalty if disregarded, however inadvertently, he may well begin to wonder if the game is worth the candle.

The R.A.C. has always held

restrictions, such as the new speed limit, are put into operation. Further, the R.A.C. holds very strongly that it will be impossible for the Authorities to determine the effect of the new regulations, some of which may prove to be undesirable or superfluous, if the whole question is complicated



that an arbitrary speed limit is far more likely to add to the danger of our roads and streets than to diminish the number of accidents. Speed should be regulated by the circumstances existing at the time. An arbitrary speed limit is a direct encouragement to the reckless driver to proceed at the maximum speed permitted by the legal limit as distinct from the speed appropriate at the moment, and it is submitted that the new limit is therefore likely to produce situations of danger which would never exist were drivers encouraged to regulate their speed solely by the conditions prevailing at the moment.

These and other considerations were urged upon the Government on behalf of the R.A.C. when the Road Traffic Bill, 1934, was under discussion in Parliament. The Government, however, insisted in imposing the 30 miles per hour speed limit in "built-up" areas, although an amendment was accepted limiting its operation to five years. The Act does not lay down a specific date upon which the speed limit shall come into force, and the R.A.C. therefore urges that its operation

should be delayed at least until there has been an opportunity to estimate the respective safety values of the numerous experiments now being made.





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

# BI-MONTHLY BULLETIN

## The Chilterns Trial

THE principal event organised by the Club since the last issue of *The M.G. Magazine* was the Chilterns Trial on 13th January. For this 66 entries were received and there were 57 starters.

The start and finish were at The Lambert Arms, near Lewknor, and the two principal hills were Pyrton and Crowell, both of which caused a large number of failures.

The course consisted of two laps of a 26-mile circuit taken in the same direction on each occasion. Thus Pyrton and Crowell had both to be climbed twice.

Two Special Tests were included in order to enable the organisers to find the winner of

the premier award, the C.M.I. Banana.

Full results appear on page 616.

## The Manchester Centre

The Manchester & District Centre held their A.G.M. on 7th January last, which was preceded by a Hot-pot Supper.

A new Trials Secretary was appointed, and with the addition of a Social Secretary it is hoped to get into closer contact with the other Centres during the coming season. The Trials Secretary is Mr. E. S. Berry and the Social Secretary Mr. A. Berisford.

On 18th January the Centre's first dinner and dance was held at The Queen's Hotel, Manchester, with Mr. John Norris in the chair.

One of the most buoyant of all the Centres of the Club, the Manchester & District Centre,

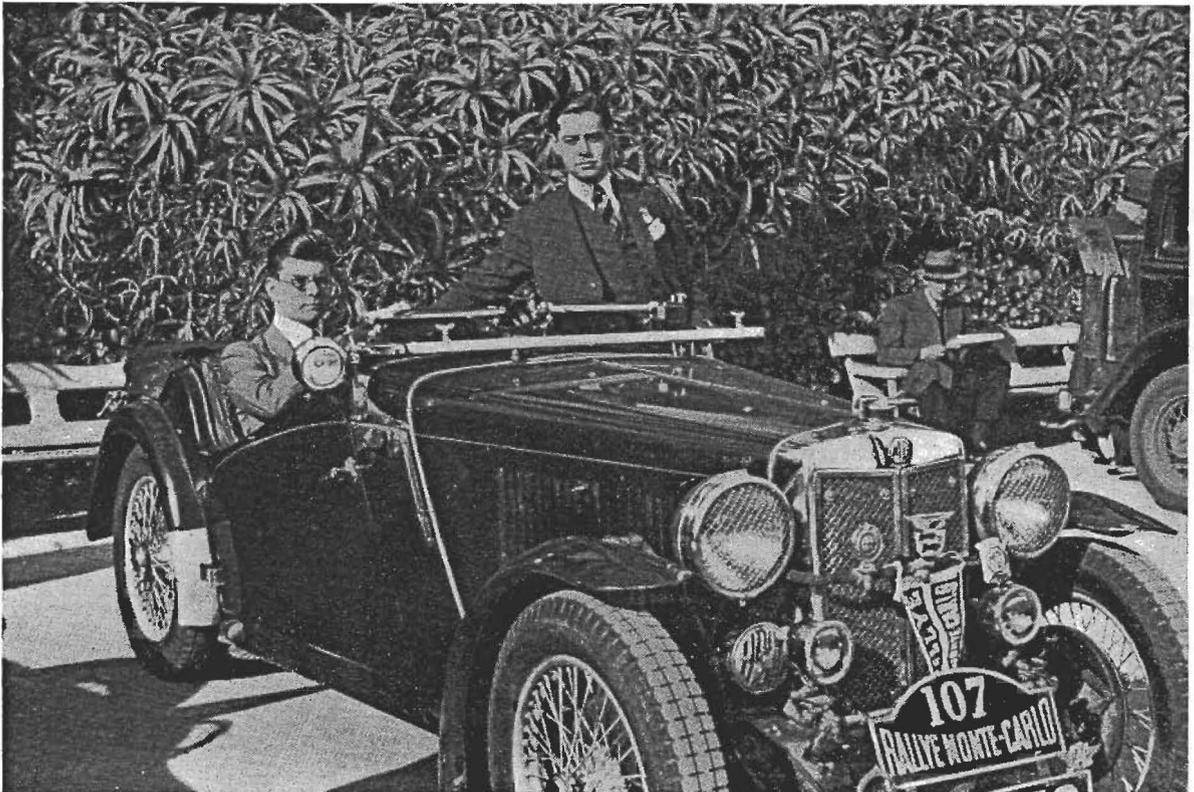
which did not come into being until February, 1934, had achieved a membership of 118 at the time of the dinner.

Not unnaturally Mr. G. B. Hall, the Centre Hon. Secretary, and the committee were complimented by all the speakers on the enthusiasm and hard work which has brought their Centre so rapidly to the fore.

Mr. Cecil Kimber, replying to the toast of Our President, which was delightfully proposed by the Chairman, mentioned that the Manchester & District Centre is now the largest of the M.G. Car Club's children.

He complimented the committee on its excellent organisation of the Cockshoot Trial and described as a fine gesture their invitation to Northern Centre members who "came down and swiped the cup."

(Continued on page 615)



Messrs. Denzil Lee and Lewin, two enthusiastic M.G. Car Club members, with the car they took on this year's Monte Carlo Rally from John o' Groat's.



## BI-MONTHLY BULLETIN

*(Continued from page 614)*

Mr. G. B. Hall, responding to one of the toasts, said that the Centre will do its best to give the members a really good year in 1935 and mentioned the recent appointments of Mr. Berry and Mr. Berisford already referred to.

After the dinner, the prizes were presented by Mrs. Kimber and dancing followed until 1 a.m.

The Manchester Centre started the season with a "Mystery Scrounge" on 17th February, which ended with a tea-dance.

Race meetings will again be a feature of this season's events. Members of other Centres who would like to try their cars out with safety on the Southport Sands are invited to compete, and should apply for particulars through their own Hon. Secs. The first meeting is expected to be in April.

Any M.G. owner wishing to

become a member of this Centre should apply to the Hon. Sec., G. B. Hall, of 39 Gt. Ducie Street, Manchester, 3.

**Midland Centre**

The Midland Centre's "Scrounge" Run, which was held on Sunday, 10th February, was a great success, and the Club experienced the largest turn-out which they have had so far for an outdoor event.

Starting from Monkspath on the Stratford Road at 2.30 p.m., lists of articles to be "scrounged" were handed to the drivers of the seventeen cars which took part.

As G. A. Frost and A. K. Hunt tied with a total of 30 articles out of 36, two prizes were given and they were well deserved.

The finish at the Falcon Hotel, Stratford-on-Avon, saw nearly fifty members and their friends for tea; after which G. C. Fray gave a film display of some of last year's Donnington, Shelsley and Brooklands events.

**Northern Centre**

The Annual General Meeting of the Northern Centre was held at Tilley's Restaurant, Blackett Street, Newcastle-on-Tyne, at 7.30 p.m. on 20th February, 1935.

A list of the events mooted is set out below. The dates have been chosen with a view to avoiding, as far as possible, the Easter, Jubilee and Whit week-ends, also the holiday months of July, August and early September, although there is no reason why other events should not be arranged to take place during these months.

24th March—Opening Event (to be selected).

6th & 7th April—Social Week-end and Trial (Week-end Cup Trial).

22nd & 23rd June—Lakeland Week-end and Trial (Crosthwaite Cup).

6th Oct.—Sir William Morris Cup Trial.

December (early)—Annual Dinner and Dance.



A CHILTERN TRIAL ECHO. H. Maddrell (P. Type M.G. Midget), who made a particularly well-judged ascent of Crowell Hill.

# THE M.G. CAR CLUB CHILTERN TRIAL

## OFFICIAL RESULTS

		<i>Award.</i>	<i>Marks lost.</i>
141.	<b>G. A. Hutcheson (L. Magna)</b> ...	<b>Prem.</b>	<b>7—BM1, BA1, DA5.</b>
139.	M. H. Scott (Magnette N.) ...	1st	8—BM5, BA3.
121.	H. K. Crawford (Magnette N.) ...	1st	8—BM2, BA3, DA3.
125.	H. Williams (J.2 Midget) ...	1st	9—BM4, BA2, DA3.
126.	W. F. Taylor (J.2 Midget) ...	1st	9—BM1, DA8.
143.	R. M. Johnstone (P. Midget) ...	1st	9—BM4, BA2, DA3.
113.	J. Shewell-Cooper (J.2 Midget) ...	1st	10—BM3, BA3, DA4.
132.	H. Maddrell (P. Midget) ...	1st	11—BM3, BA6, DA2.
145.	R. T. Wheatley (P. Midget) ...	1st	14—BM5, BA3, DA6.
104.	W. J. Cope (P. Midget) ...	2nd	14—BM6, BA5, DA3.
122.	C. A. N. May (P. Midget) ...	2nd	15—BM6, BA5, DA4.
160.	E. C. Driver (J.2 Midget) ...	2nd	16—BM6, BA7, DA3.
148.	J. H. Summerfield (P. Midget) ...	2nd	16—FPA10, BA4, DA2.
159.	A. F. Plummer (P.4 Midget) ...	2nd	17—BM5, FPA10, DA2.
120.	John Harrop (P. Midget) ...	2nd	17—BM5, BA5, DA7.
107.	S. A. Cooke (J.2 Midget) ...	2nd	17—BM9, BA5, DA3.
106.	K. F. Roe (Magnette) ...	2nd	19—BM7, BA6, DA6.
123.	W. H. Haden (P. Midget) ...	2nd	19—BM7, BA5, DA7.
124.	Roy Jackson (J.2 Midget) ...	2nd	20—BM2, FPA10, BA2, DA6.
121.	H. K. Crawford	} Team Award: Midland Centre "B" Team. Total marks lost: 42.	
122.	C. A. N. May		
133.	W. H. Haden		
139.	M. H. Scott	} Runners-up for Team Award: Northern Centre "A" Team. Total marks lost: 49.	
140.	Miss Taylor		
141.	G. A. Hutcheson		



THE C.M.I. BANANA—Coveted Premier Award, won by G. A. Hutcheson (L. Type Magna).

### Key to Abbreviations

- BM—Belisha Test Morning.
- BA—Belisha Test Afternoon.
- DA—Dog Leg Test Afternoon.
- FPA—Failed Pyrton Afternoon.
- FCM—Failed Crowell Morning.



No. 140, Miss Taylor (one of the runners-up for the Team Award), in the Belisha Test.

# The Sport **IN PICTURES**



CAN. May (P Type)  
climbing Crowell

M.H. Scott makes  
fastest time in  
the Dog Leg  
Test.



J. Shewell Cooper (J2 Midget) comes to  
rest on the Belisha Test stopping line.

**THREE CHILTERN TRIAL MEMORIES.**



The South African Classic Whitney Straight, the winner at 95.43 m.p.h. is mobbed by small boys in East London.



C.U.A.C. "Jack & Jill" Trial. J.D. in Thurn (1500 Sam Special) receives assistance on Abster's Hollow.



Monte Carlo Rally R... the depth of snow on his M.G. Magnet "sc



Part of the great gathering of motor Dinner - Dance. Many M.G. dr



An "Exeter" Echo.  
H.B. Shaw makes a fine  
ascent of Simms giving  
the spectators a shower  
of earth and stones.



M.C.C. London - Exeter  
W.H. Haden makes an  
effortless climb of  
Ibberton.

Under H.E. Symons feels  
tired on the back of  
where in Sweden.



ing notabilities at the B.R.D.C. Annual  
s will be recognised in the foreground.

W.H. Haden, receiving applause from the spectators at the summit of Leckhampton Hill, in the Colmore. His was one of the only two successful ascents.



H.B. Shaw, winner of the Stafford Clarke Cup Trial, on the Goat Track, Box Hill.



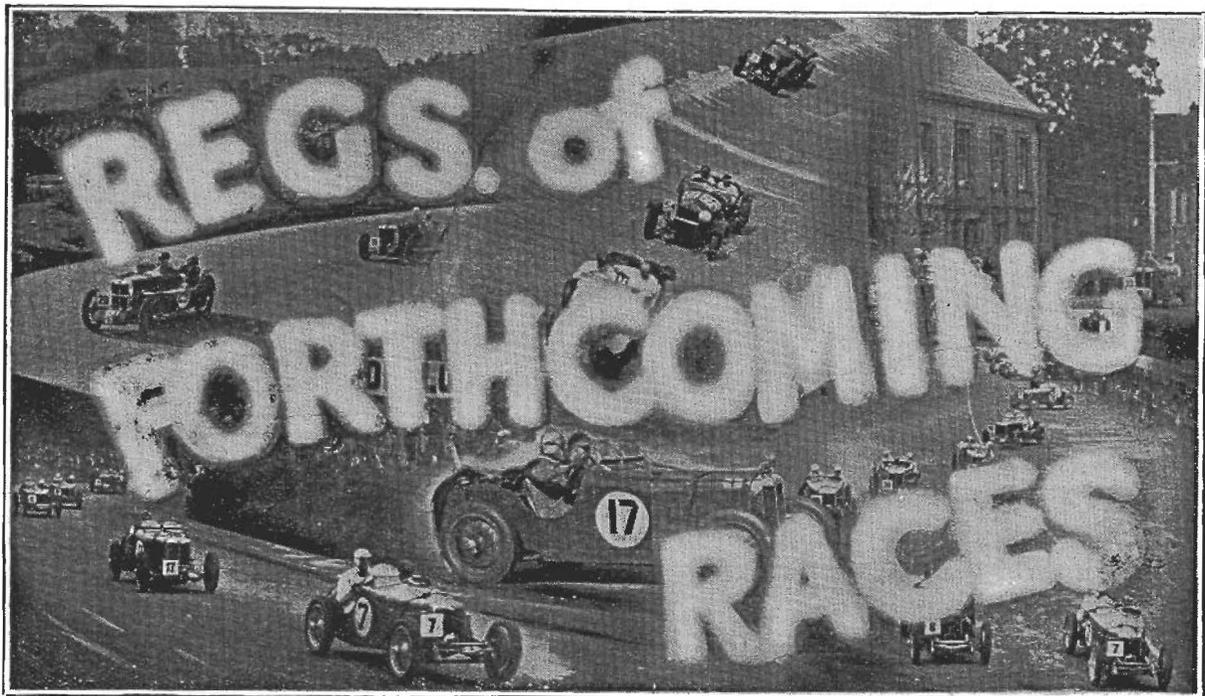
Mrs. Cotton & Miss Richmond with the car they took through the Monte Carlo Rally.



W.J. Cope, second to Shaw who beat him by 1 Point, in the Stafford Clarke Cup Trial, on Old Westcott in the Kentish Borders Trial.



J.H. Summerfield cuts the corner fine on Syde Hill, in the Colmore.



SEVERAL alterations of major importance characterise the regulations governing this year's Junior Car Club's International Trophy Race.

This event, the third in the series, will be run on the same ingenious handicapping system as its two predecessors—a system which is proclaimed as ideal for a Brooklands event both by drivers and spectators.

One's first inclination is to congratulate the J.C.C. upon having secured the King's Jubilee Bank Holiday Monday as the date for the running of this event, but upon further reflection it would appear that this may prove somewhat of a mixed blessing, as that day inevitably will provide an enormous number of counter-attractions.

It is greatly to be hoped, however, that the J.C.C. will reap the just reward of their enterprise, for they certainly have gone to an immensity of trouble to make this race interesting from the point of view of the general public.

In addition to the very original course used in previous years, a system of £10 bonus "primes" for all class leaders at 15, 30 and 50 laps respectively (*à la* Indian-

**THE THIRD INTERNATIONAL TROPHY RACE**

Venue ... ..	Brooklands
Date ... ..	Monday, 6th May
Final date for receipt of entries ...	Thursday, 18th April

apolis) has been introduced—presumably to discourage excessive "foxing"—while the introduction of the M.G. Car Company's Team Challenge Trophy and Replicas for the nominated team of three cars putting up the best collective performance and finishing within the time limit fixed for the race is another popular innovation.

This year's Regulations provide that the only recognised finishers in the race will be the first eight cars to complete the course within half-an-hour of (and including) the winner.

Entries will be limited to cars up to 4 litres in capacity, and three-wheelers are barred. Entries will be divided into four groups as under:—

**GROUP 1.**—For cars with supercharged engines up to 750 c.c. For cars with unsupercharged engines up to 1100 c.c.

**GROUP 2.**—For cars with supercharged engines over 750 c.c. but under 1100 c.c. For cars with unsupercharged engines over 1100 c.c. but under 2000 c.c.

**GROUP 3.**—For cars with super-

charged engines over 1100 c.c. but under 2500 c.c. For cars with unsupercharged engines over 2000 c.c. but under 4000 c.c.

**GROUP 4.**—For cars with supercharged engines over 2500 c.c. but under 4000 c.c.

Starting at 2 p.m., 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 four 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.

**Lord Nuffield's Prize for Winner**

The entrant of the winning car will receive a cash award of £500, presented by Lord Nuffield of Oxford, and will become the holder, for one year, of the Society of Motor Manufacturers

(Continued on page 625)

THE J.C.C. INTERNATIONAL  
 TROPHY RACE, 1935

*(Continued from page 624)*

and Traders Challenge Trophy (upon signing a bond and effecting the necessary insurance) and will receive a miniature of that trophy.

The entrant of the leading British car, other than the winner of the race, will receive a cash award of £100 presented by Messrs. Joseph Lucas Ltd.

The entrant of the car placed second in the race will receive a cash award of £100 presented by the Dunlop Rubber Co. Ltd.

The entrant of the car placed third in the race will receive a cash award of £50 and a trophy, presented by the Automobile Engineering Training College, Chelsea, London.

The entrant of the car placed fourth in the race will receive a cash award of £25 and a trophy presented by Messrs. Chas. Follett Ltd., of London.

The entrant of the car placed fifth in the race will receive an award value £40 presented by The Brooklands Automobile Racing Club.

The entrant of the car placed sixth in the race will receive an award value £30.

The entrant of the car placed seventh in the race will receive an award value £20.

The entrant of the car placed eighth in the race will receive an award value £10.

The entrant of the car placed first in each group of cars will receive a trophy value £25 unless the entrant is within the first three to finish the race.

**The M.G. Car Co. Team  
 Award**

Any three cars, by written agreement of the entrants, may be nominated as a team. Such nomination, which shall also indicate the entrant who is to receive the Team Trophy, if awarded, must be received by the Club prior to the day of the race.

The Team Challenge Trophy, presented by the M.G. Car Company Ltd., and to be held for one year, shall be awarded (subject to the signing of a bond and the effecting of the necessary insurance) to the team completing the full distance of the course within the time limit fixed for the race, and having the best aggregate performance. Should no team so qualify for the Team Challenge Trophy, the Club may withhold

the award, or, if it thinks fit, award it to the team which, in its opinion, has put up the best performance in the race.

Replicas of the trophy will be given by the M.G. Car Company Ltd. to the individual entrants of the successful team.

**Particulars of Entry**

The entry fee will be £20 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.

Entries at the rate of £20 will remain open until Saturday, 6th April, 1935. After that date and up to Thursday, 18th April, 1935, the entry fee will be £30 per car, subject in both instances to the reductions mentioned above. The Club reserves the right to declare the entry list closed at any time.

Seven non-transferable Pit Passes will be issued to every entrant in respect of each car entered.

Crash helmets are recommended but are not compulsory.

# FOR YOUR NOTEBOOK — —

## PROVISIONAL LIST OF MOTORING FIXTURES FOR THE 1935 SEASON

THE following is a provisional list, compiled by the R.A.C., of the British motoring events which will take place in 1935. The list of international fixtures appeared in the last issue of *The M.G. Magazine*, and a complete calendar showing the whole of the events in 1935 is now being printed by the R.A.C., and will be available to members of Associated Clubs and holders of Competition Licences without charge.

### JANUARY

- 12th Club of Nomad Motorists—Reliability Trial.  
**13th M.G. Car Club—Challenge Trial.**  
 20th Great West M.C.—Reliability Trial.  
 Hastings and D.M.C.—Reliability Trial.  
 Vintage Sports Car Club—Reliability Trial.  
 27th Ringwood M.C. and L.C.C.—Reliability Trial.

### FEBRUARY.

- 3rd West Hants. L.C.C.—Hartwell Cup Trial.  
 9th Riley M.C.—Annual Winter Trial.  
 16th Cambridge U.A.C.—Reliability Trial.  
 Scottish Sporting Car Club—Half-day Trial.  
 S.S. Car Club—Buxton Trial.  
 17th Southsea M.C.—President's Challenge Trophy Trial.  
 23rd Sutton Coldfield and N.B.A.C.—Colmore Trophy Trial.  
 24th Kentish Border C.C.—Reliability Trial.  
 West Herts A.C.—"Chiltern Hundred" Trial.

### MARCH

- 2nd Junior Car Club—Brooklands Rally.  
 9th Riley M.C.—Reliability Trial.  
 10th—Vintage Sports Car Club—Reliability Trial.  
 16th Brooklands Auto. Racing Club—Open Meeting.  
 N.W. London M.C.—Coventry Cup Trial.  
 Southport M.R.C.—Speed Meeting.  
 Standard Car Owners' Club—Reliability Trial.  
 17th Brighton and Hove M.C. Ltd.—Spring Cup Trial.  
 23rd Cambridge U.A.C.—Speed Trial, Syston Park.  
**M.G. Car Club (Scottish)—Reliability Trial.**  
 United Hospitals and U.L.M.C.—Reliability Trial.  
 26th-30th R.A.C. Rally—Eastbourne.  
 30th Scottish Sporting C.C.—Half-day Trial.

- 31st Bugatti Owners' Club—Malvern Rally.  
 Great West M.C.—Spring Cup Trial.

### APRIL

- 6th Junior Car Club—Inter Centre Rally.  
 Lancashire and Cheshire C.C.—Sporting Trial.  
 Women's A. and S.A.—Restricted Trial.  
 6th and 7th Brighton and Hove M.C. Ltd.—Reliability Trial.  
 7th Cambridge U.A.C.—Exmoor Trial.  
 Middlesex County A.C.—Opening Run.  
 13th Derby and D.M.C.—Speed Meeting, Donington.  
 Southport M.R.C.—Speed Meeting.  
 S.S. Car Club—Half-day Trial.  
 Veteran Car Club—Rally and Hill Climb.  
 13th and 14th Singer Motor Club—Rally.  
 14th Margate and D.C.C.—Restricted Trial.  
 19th and 20th Motor Cycling Club Ltd.—London-Land's End Trial.  
 20th and 22nd Scottish Sporting C.C.—Two Days' Trial.  
**22nd Brooklands Auto. Racing Club—Race Meeting.**  
 22nd to 27th Ulster A.C.—Rally.  
 27th Middlesex County A.C.—British Car Competition.  
 Sutton Coldfield and N.B.A.C.—Team Trial.  
 Triumph M.C.—"Cotswold 100."  
 Women's A. and S.A.—Welsh Trial.  
 28th Bugatti Owners' Club—Monte-Honiton-Carlo Rally.

### MAY

- 4th M.G. Car Club—Abingdon-Abingdon Trial.**  
 Mid Surrey A.C.—Grand Cup Trial.  
 Tweed Valley M.C.—Haystoun Trophy Trial.  
 4th or 5th Standard Car Owners' Club—Reliability Trial.  
**6th Junior Car Club—International Trophy Race.**  
 11th Derby and D.M.C.—Race Meeting, Donington.  
 Kent and Sussex L.C.C.—Lewes Speed Trials.  
 Middlesex C.A.C.—Lady Drivers' Competition.  
 Southport M.R.C.—Speed Meeting.  
 12th Liverpool M.C.—Invitation Trial.  
 Talbot Owners' Club—Talbot Twenty Trial.

- 18th Midland A.C.—Shelsley Walsh Hill Climb.**  
 Western Centre—Cotswold Cup Trial.  
 19th Kentish Border C.C.—"Best" Cup Trial.  
 25th Bugatti Owners' Club—Speed Hill Climb.  
**M.G. Car Club (Scottish)—Half-day Trial.**  
 Middlesex C.A.C.—Efficiency Test.  
 N.W. London M.C.—Lawrence Cup Trial.  
 Riley A.C.—24 Hour Trial.  
 26th Rochester, Chatham and D.M.C.—Night Trial.  
 West Hants. L.C.C.—Banfield Cup Trial.  
**29th and 31st R.A.C.—Mannin Races, Isle of Man.**

### JUNE

- 7th and 8th Motor Cycling Club Ltd.—London-Edinburgh Trial.  
**10th Brooklands Auto. Racing Club—Race Meeting.**  
 10th-14th Royal Scottish A.C.—Rally.  
 15th Kent and Sussex L.C.C.—Lewes Speed Trials.  
 Mid Surrey A.C.—Holyhead Trial.  
 21st-23rd S.S. Car Club—Blackpool Rally.  
**22nd Ulster Automobile Club—County Down Trophy Race.**  
 Middlesex C.A.C.—Oakes Competition.  
 Standard Car Owners' Club—Rally and Gymkhana.  
 22nd and 23rd Brighton and Hove M.C. Ltd.—Brighton-Beer Trial.  
 29th Junior Car Club—Members' Day, Brooklands.  
 Scottish Sporting C.C.—Main Road Trial.  
 Sutton Coldfield and N.B.A.C.—Vesey Cup Trial.  
 Triumph M.C.  
 29th and 30th West Hants. L.C.C.—Concours d'Elegance and Gymkhana.  
 30th Liverpool M.C.—Closed Trial.

### JULY

- 5th and 6th Motor Cycling Club Ltd.—Reliability Trial.  
**6th British Racing Drivers' Club—British Empire Trophy Race.**  
 Middlesex C.A.C.—100 Miles' Trial.  
 Scottish Sporting C.C.—Speed Event.  
 13th Derby and D.M.C.—Race Meeting, Donington.  
 16th-20th South Wales A.C.—Welsh Rally.

(Continued on page 627)

## BRITISH MOTORING FIXTURES FOR THE 1935 SEASON

(Continued from page 626)

- 20th Women's A. and S.A.—Buxton Trial.  
21st Middlesex C.A.C.—Village Seeking Competition.  
27th Bugatti Owners' Club—Speed Trial.  
Southport M.R.C.—Speed Meeting.  
28th Brighton and Hove M.C. Ltd.—Drewitt Trophy Trial.

### AUGUST

- 2nd-3rd Mid-Surrey A.C.—Barnstaple Trial.  
**5th Brooklands Auto. Racing Club—Race Meeting.**  
Lancashire A.C.—Sporting Trial.  
17th Derby and D.M.C.—Clubman's Day, Donington.  
24th Kent and Sussex L.C.C.—Lewes Speed Trials.  
Southport M.R.C.—Speed Meeting.  
31st Ulster A.C.—Craigantlet Hill Climb.

### SEPTEMBER

- 1st Kentish Border C.C.—Reliability Trial.  
Lancashire and Cheshire C.C.—Lakeland Trial.  
7th R.A.C.—Tourist Trophy Race.  
Bugatti Owners' Club—Speed Trials, Lewes.  
Middlesex C.A.C.—Hill Climbing Competition.  
Triumph M.C.—Chiltern One-Twenty.

- 11th Sutton Coldfield and N.B.A.C.—Evening Car Trial.  
14th Brighton and Hove M.C. Ltd.—Speed Trials.  
Edinburgh and D.M.C.—Reliability Trial.  
Motor Cycling Club Ltd.—Brooklands Meeting.  
15th Yorkshire Sports C.C.—Speed Trials.  
Middlesex C.A.C.—Speed Judging Competition.

### 21st British Racing Drivers' Club—500 Miles' Race.

- Scottish Sporting C.C.—Half-day Trial.  
Southport M.R.C.—Speed Meeting.  
Riley M.C.—Cotswold 6 Ladies' Trial.  
21st and 22nd West Hants. L.C.C.—Reliability Trial.  
**28th Midland A.C.—Shelsley Walsh Hill Climb.**  
Junior Car Club—Lynton Trial.  
29th Rochester, Chatham and D.M.C.—Reliability Trial.  
Singer Car Club—Bullock Cup Trial.

### OCTOBER

- 5th Derby and D.M.C.—Race Meeting, Donington.**  
Royal Scottish A.C.—Team Trial.  
Standard Car Owners' Club—Reliability Trial.  
Women's A. and S.A.—London-Exeter.  
5th and 6th Sydenham M.C.—Reliability Trial.

### 12th Brooklands Auto. Racing Club—Race Meeting.

- Motor Cycling Club Ltd.—Sporting Trial.  
13th Bugatti Owners' Club—One-day Trial.  
19th N.W. London M.C.—Team Trial.  
26th Mid-Surrey A.C.—Experts Trial.  
Scottish Sporting C.C.—Anniversary Run.  
27th Brighton and Hove M.C. Ltd.—Reliability Trial.

### NOVEMBER

- 2nd Bristol M.C. and L.C.C.—Restricted Trial.  
Oxford and Cambridge U.C.—Inter-Varsity Trial.  
9th Sutton Coldfield and N.B.A.C.—Shell Cup Trial.  
Women's A. and S.A.—Reliability Trial.  
10th Kentish Border C.C.—Sporting Trial.  
17th Great West M.C.—Thatcher Trophy Trial.  
23rd Bugatti Owners' Club—Night Trial.  
Singer M.C.—Sporting Trial.

### DECEMBER

- 1st Liverpool M.C.—Closed Trial.  
West Hants. L.C.C.—Simon Trophy Trial.  
N.W. London M.C.—London-Gloucester Trial.  
27th and 28th Motor Cycling Club Ltd.—London-Exeter Trial.

*International and M.G. Car Club  
fixtures in heavy type.*

# EASTBOURNE — HO!

## R.A.C. RALLY ENTRIES CLOSE AT 308

### —FULL DETAILS OF THE ARRANGEMENTS—

**T**HE Regulations for the R.A.C. Rally and Coachwork Competition, which is to be held on 26th-30th March, provide that the finishing point of the Rally will be Eastbourne, cars will be parked in the Corporation Coach Station and Prince's Park, and the headquarters of the Rally will be the Grand Hotel.

Nine starting points will be employed, and the route from each one to Eastbourne will be approximately 1000 miles. The intermediate controls on each route are as follows:—

*Buxton* (start), Newcastle-on-Tyne, Llandudno, Tenby, Skegness, Eastbourne.

*Edinburgh* (start), Harrogate, King's Lynn, Llandudno, Tenby, Eastbourne.

*Harrogate* (start), Edinburgh, Scarborough, Llandudno, Tenby, Eastbourne.

*Leamington* (start), Newcastle-on-Tyne, Llandudno, Tenby, King's Lynn, Eastbourne.

*Liverpool* (start), Newcastle-on-Tyne, Skegness, Llandudno, Tenby, Eastbourne.

*Llandrindod Wells* (start), King's Lynn, Scarborough, Llandudno, Tenby, Eastbourne.

*London* (start), Truro, Leamington, Llandudno, King's Lynn, Eastbourne.

*Torquay* (start), Leamington, Scarborough, Llandudno, Tenby, Eastbourne.

*Great Yarmouth* (start), Cheltenham, Skegness, Llandudno, Tenby, Eastbourne.

Of these, three starting points are new, viz.: Llandrindod Wells, Torquay and Great Yarmouth. The routes also are mainly of a cross-country nature, calling for a knowledge of map reading, and, with the exception of the competitors starting from London, all cars in the Rally will have to cover the road between Llandudno and Tenby, from the extreme north to the extreme south of

Wales.

The start will be on Tuesday, 26th March, and competitors may select their own starting point, but not more than 100 competitors will be accepted from any one Starting Control. The total number of entries in the Rally will be limited to 400, the numbers received in previous years being 362 in 1932, 353 in 1933, and 400 in 1934.

The Road Section of the Rally will include the 1000 miles on the road, the examination for condition at the end of this run and the starting from cold test. For the Road Section there will be only one class, and all cars, irrespective of size, will be required to average 26 miles per hour throughout the 1000 miles, including all stops. Competitors are not required to run to an exact schedule between the intermediate Controls, which are kept open for sufficient periods to enable drivers to take such rest and refreshment as they require.

Every car must carry a minimum of two drivers, neither of whom shall drive for more than seven hundred of the thousand miles. No bonus marks will be given for additional passengers, although any number may be carried up to the capacity of the car.

All of the cars completing the Road Section of the Rally will arrive at Eastbourne during the morning of Thursday, 29th March, after having spent two days and nights on the road. On arrival they will be examined and marks deducted for breakages or damage. The cars will be parked in the open until the following morning, and may be covered, providing any material used is carried on the car throughout the Road Section.

On Friday morning cars must be started from cold and driven away within five minutes, prior to taking part in the Eliminating

Tests. The nature of these Tests will not be revealed until competitors have arrived at Eastbourne, in order to prevent practising or special tuning. For the Eliminating Tests the Rally will be divided into four groups by horse-power, each of which will be further sub-divided into open and closed cars.

The R.A.C. has viewed with considerable concern the tendency to enter cars in the Rally which have been very specially prepared, with the object of gaining the premier awards which have hitherto been offered. To remove the incentive for such special preparation, the R.A.C. proposes to award no prizes for best performances either in classes or from starting points, neither, obviously, will there be any team awards. The Awards for the Rally will therefore be Class Awards only. First Class Awards will be given to the 33½ per cent. of entrants in each Group who make the best performance in the Eliminating Tests and who have completed the Road Section, passed the Final Inspection for condition and passed the Starting Test without loss of marks.

Second Class Awards will be given to the 33½ per cent. who make the next best performances and who comply with the above conditions.

Third Class Awards will be given to the remaining competitors who complete the Road Section, which includes the Final Inspection, Starting Test and Eliminating Tests.

The final day, Saturday, 30th March, will be devoted to the Coachwork Competition for cars that have completed the Road Section and the Eliminating Tests of the Rally. It will be divided into open cars, two-door closed cars and four-door closed cars, and each of these classes will be sub-divided into seven further classes on a price basis.

# FAMOUS TEST HILLS AND HOW TO CLIMB THEM— NO. 2—LITTON SLACK

This article is the second of a 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

THE simplest route to Litton Slack is via the main Bakewell-Buxton road, turning north at the R.A.C. telephone box (7½ miles from Bakewell and 5 miles from Buxton) to Miller's Dale. In this little village take a right-hand fork (just after passing underneath the railway bridge) where a sign-post indicates "Litton Mill." Follow alongside the river's edge for a little more than one mile, coming to a hamlet of stone houses. On the left is a row of stone pillars standing slightly back from the road; and on the right a post-pillar box set in the wall. Leave the river at this point and bear left, through gate pillars and up a steepish, stony incline, swinging sharply to the left in a few yards and then following a straight, narrow by-road uphill with the surface inclined to be stony in places—a fitting approach to Litton Slack itself.

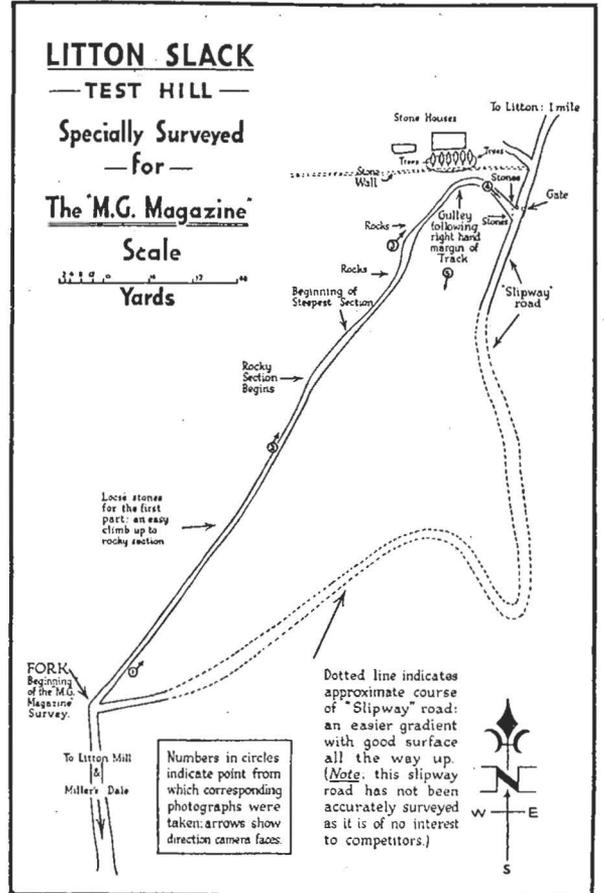
Although the track is narrow, a smooth and usually firm grass

margin extends for several yards on each side, gradually rising and merging into the hills which form such a magnificent grandstand for the spectators in a reliability trial. Soon one comes to a fork. To the right is a narrow track sweeping upwards and taking a wide, double bend as it reaches the top by a comparatively easy gradient. To the left is a steeper and more difficult climb, known as Litton Slack. This fork is taken as the starting point for our survey.

Success or failure on Litton

Slack depends very largely upon the weather. I have heard of a motorcyclist going up non-stop with both feet on the saddle, and of a car climbing successfully in second gear all the way. Such feats are not impossible, but they demand conditions which, if normal, would speedily lead to the omission of Litton Slack from all further trials. Surveyed in January, after a fall of snow followed by frost, the surface appeared so bad that personally I would not attempt the climb without chains. In better weather, with some of the big, loose rocks cleared away and a few ruts filled in, the average M.G. owner could make a clean ascent nine times out of ten.

Litton Slack lies in a valley, and from fork to gateway meas-



NO. 1. THE APPROACH TO LITTON SLACK. Our survey begins at the fork, just beyond the left-hand edge of this picture.

ures 262 yards, varying in width from 8 ft. 6 in. to 11 ft., with a gradient which reaches as much as 1 in 4, one sharp bend near the summit, and finishing in a

jects on the right. Both these obstacles must be avoided, even if only to safeguard the sump! At 208 yards the surface narrows to 7 ft.; at 220 yards another

large rock juts out. At 234 yards the track sweeps round to the right, with a deep gully on the right (following the grass margin) and a stone wall in front, with trees and several houses beyond.

Having rounded this bend, one sees the radiator silhouetted against the horizon: but beware! There is a T-shaped junction here, successful competitors taking a sudden left-hand turn, through the gate towards Litton village; while in competitions where a second attempt is permitted, the failures may turn right and follow a "slipway" road (indicated by dotted lines on the plan) back to the starting point far below.

Now for the actual climb. Start off in first gear, and even although this may seem rather low for the first 100 yards or so, resolutely ignore every temptation to change up. Of all trial hills, Litton Slack



No. 2. THE FIRST ROCKY SECTION. Surveyed in January, the surface appears really appalling. In dry weather it makes quite an easy climb—at any rate, as far as this point . . .

sudden left-hand turn through the gateway leading on to Litton village.

For the first 100 yards everything is plain sailing, with a rough but not difficult surface consisting mainly of loose stones and earth. On the right a wide stretch of firm and almost level grass runs parallel with the track, gradually becoming narrower until it merges into the track just before it takes a right-hand bend. After 130 yards the left-hand bank begins to rise sharply, and at 150 yards the surface becomes distinctly worse, with large loose stones, deep ruts, and projecting pieces of rock. At 190 yards a large rock demands careful negotiation, especially as another one—only slightly smaller—pro-



No. 3. APPROACHING THE LAST BEND. This picture shows the gully on the right-hand side of the track, and gives some idea of the surface. The climb finishes at the gate, on top of the hill, where competitors make a sharp right-angle turn to the left.



No. 4. A "CLOSE-UP" JUST AFTER ROUNDING THE FINAL BEND. Although not a very clear picture, this is included in order to emphasise the sharp left-hand turn at the gate. The road beyond is only an inch or two more than 9 feet wide and the gateway is hardly any wider, so that competitors must exercise considerable care in approaching this gate, otherwise they may fail to negotiate the corner.

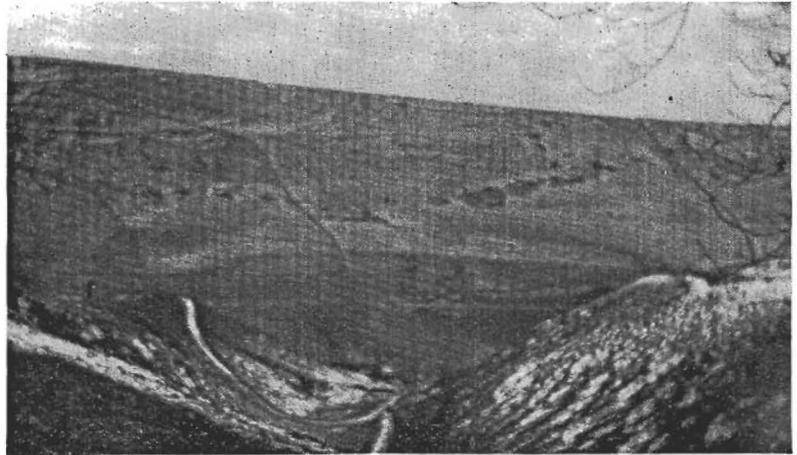
is most decidedly a first gear climb, all the way from the fork. After 100 yards or so one can see a rocky section ahead. Map out a suitable course, always bearing in mind the two rocks (one central and the other on the right) to which reference has already been made, at 190 yards. You may choose to keep left at

(Continued on page 633)

LITTON SLACK HILL

(Continued from page 632)

this point, avoiding the central rock at the risk of a little wheel-spin perhaps on the left-hand grass margin. Later on, one must choose a definite course again, to avoid hitting another obstacle with the sump. On the bend itself, so much depends upon weather conditions that I hesitate to say anything at all, except that one's course here will be influenced to some extent by the gate through which one must pass immediately afterwards. In certain circumstances the last yard or two will test car and driver very severely, for one comes to a "T"-shaped junction (approaching via the perpendicular part of the "T") where the "Slipway" road (the horizontal part of the "T") is only 9 ft. 6 in. wide, with a maximum of 9 ft. 4 in. between the gateposts on the left. This, of course, does not allow much margin in which to make a right-angle turn on the level, after coming up a gradient of 1 in 5 or thereabouts, on first gear with the engine revving merrily: more especially when the last yard of the climb is complicated by large



No. 5. *LOOKING BACK FROM THE TOP OF LITTON SLACK to the fork. The slipway road may be seen faintly on the left, while the track itself begins at the fork where the slipway road joins it. This is the point from which our survey starts.*

stones right and left which prevent any attempt at cutting the corner very fine.

Litton Slack requires careful driving at three separate sections: (a) the projecting rocks at 190 yards, preceded and followed by soft patches of earth, ruts of varying depths, and loose stones, with a gradient of rather more than 1 in 5 occasionally; (b) the bend, which rises at a gradient of about 1 in 7; and (c) the final right-angle turn between gateposts at the top. As far as (a)

and (b) are concerned, tactics will vary according to the weather. In (c) however one must always beware of reaching the summit with too many revs. in hand. Pass close to the right-hand stones, and begin to lock over a few inches after the front wheels reach level ground, but the manoeuvre must be carefully judged lest the right-hand stones strike the rear wheels or any point projecting beyond the rear axle, such as the fuel tank or rear wing.

# THE M.G. CAR COMPANY'S RACING POLICY FOR 1935

The M.G. Car Co. Ltd. recently authorised the publication of the following statement concerned with its official policy for the forthcoming motor racing season.

**A**S in the past, any M.G.s that race will be a standard product that anyone can purchase, except for modifications their respective owners subsequently may have carried out.

Both the existing "Q" type M.G. Midget and the "K3" M.G. Magnette, which have been so successful during the past season, will be considerably modified and improved, and instead of being produced as a two-seater road racing model, as for the 24-Hours Race at Le Mans, will

appear with monoposto or single-seater bodies.

At this juncture it is not considered advisable to release any further information, but provisional orders will be accepted for delivery in strict rotation, commencing April, of:—

M.G. Monoposto Midget,  
750 c.c. Approx. price £600.

M.G. Monoposto Magnette,  
1100 c.c. Approx. price £950.

Needless to say, they are being designed and produced worthily to maintain the

great reputation M.G.s have already established.



# MOTORING NEWS



## BELIEVE IT OR NOT!

WHAT is to be the Grand Prix formula for 1937-8 and 9? In this country the British Racing Drivers' Club are in favour of limiting engine size to two litres, whilst Mr. Kimber, the Managing Director of The M.G. Car Company Ltd., whose letter to the Press I append, favours 1500 c.c. maximum capacity and 600 kilogrammes minimum weight:—

"Sir,

"We understand that the International formula for Racing cars, which at present is simply one of a maximum weight of 750 kilogrammes, is under revision, with the idea of introducing fresh regulations that can come into force for the racing season commencing 1937.

"Because of this we trust you will find space for this letter, with the idea of supporting a proposal which we understand has been put forward by the R.A.C. on behalf of Great Britain.

"It is well known that the present regulations have resulted in the production of a car which is too fast for reasonable safety in road races, and also that only a few drivers are capable of piloting them.

"We would like to see a formula introduced, consisting simply of a maximum cylinder capacity of 1500 c.c. and a minimum weight of 600 kilogrammes, as raced, but without fuel.

"If this were then adopted, the following important results would be achieved:—

"(1) A formula that could be simply and easily checked and verified, and would prevent any possibility of international friction between countries arising as to the way in which such regulations

had been interpreted.

"(2) The cars, whilst being with present developments extremely fast, would be infinitely safer.

"(3) A very much larger number of drivers would be capable of driving them.

"(4) Whilst the adoption of these regulations would be favourable in Great Britain, it would be equally favourable to quite a number of factories on the Continent, who are at the present time unable to build racing cars to the existing formula. This would have the beneficial effect of making the various events more varied and more international in character.

"(5) It would put an end to the present position, where Grand Prix racing is in the hands of five firms only, most of whom are understood to be heavily subsidised by their respective Governments.

"In conclusion, we are writing this letter in the hope that, should it be published, it will create an interest in a subject which otherwise might not be ventilated.

THE M.G. CAR COMPANY LTD.

CECIL KIMBER,

Managing Director."

"Feb. 2, 1935."

Bearing in mind that Alfa Romeo, Maserati and Bugatti already have under 1500 c.c. racing cars, Auto Union and Mercedes are alleged to be building them also, besides which the British M.G. and E.R.A. are producing under 1500 c.c. single-

seater jobs, the 1500 c.c. formula would undoubtedly ensure a far greater number of makes in the races thus governed without restricting speeds to the extent of spoiling the events from the spectacular viewpoint.

Anyway, these points of view make good material for discussion and a deal depends on the decision, since even though there are only a few Grands Prix run under the international formula, the cars are eligible for the other events for racing cars on the international calendar, which means that the formula has a great bearing on racing as a whole.

With the possibility of the 1500 c.c. formula being accepted, the next step, of course, would be to raise sufficient prize money and revive the British Grand Prix to be run under the new formula.

Coming back to the present, the racing season has really begun, with a Ferrari win for Nuvolari in the Pau Grand Prix, speed 52.19 m.p.h. with a 2600 c.c. Alfa; team mate Rene Dreyfus was second, also with an Alfa, and Soffiette third. Things are not yet in full swing, but when the Germans get going we shall have some even more interesting racing than last year, bearing in mind that the Alfa, with the Porsche independently sprung rear wheels, etc., will most likely

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MOTORING NEWS

(Continued from page 640)

be a match for their German rivals which showed up to advantage at the end of last season.

After a whole lot of "shopping" on the part of the drivers and those concerned, the Teams for the season are for the most part fixed up.

Herewith sundry details of the more important :—

Ferrari (Alfas)—Nuvolari, Chiron, Dreyfus, Trossi, Commotti, Brivio.

Auto Union—Von Stuck, Varzi, Prince von Leiningen.

Mercedes—Caracciola, Von Brauchitsch, Fagioli.

Eyston (M.G.s)—Eyston, Handley, Black (Reserve Seaman).

Austin — Dodson, Woods, Driscoll.

Noel Rees—Lord Howe, Brian Lewis.

Sub Alpina (Maseratis)—Etancelin Zehender, Ghersi and Farina.

E.R.A.—Mays, Cook, Rose-Richards, Seaman.

Whitney Straight is to be an independent this season and is not to operate a Continental programme, the reason being that he has become a Director of General Aircraft Ltd.; but it may be anticipated he will appear in some of the British events in the G.P. Maserati which he drove in 1934. Straight has already done a great deal of flying and is acquiring a machine with a potential 200 m.p.h. for his own use.

One has to sympathise with Humphrey Symons in his bad luck in the Monte Carlo Rally. After 2350 miles from Umea, over a good deal of ice-covered road and when almost a certain winner, irrespective of class, he had certain trouble in the final test, probably due to having skidded off the road on one or two occasions. He won a second place in the coachwork comfort competition for open cars and demonstrated the reliability of the supercharged Magnette N. type, but all this must seem poor consolation after being within an ace of victory.

Winning the Colmore Trophy

FORTHCOMING FIXTURES

MARCH

- 2. Junior Car Club, Brooklands Rally.
- 9. Light Car Club Reliability Trial.
- 9. Riley M.C. Reliability Trial.
- 10. Standard C.O.C.—S.E. Section Reliability Trial.
- 10. Vintage Sports Car Club Reliability Trial.
- 15-24. Geneva Motor Show.
- 16. Brooklands Auto. Racing Club, Open Meeting.
- 16. N.W. London M.C. Coventry Cup Trial.
- 16. Southport M.R.C. Speed Meeting.
- 16. Standard Car Owners' Club, Reliability Trial.
- 17. Brighton and Hove M.C. Ltd., Spring Cup Trial.
- 17. Frazier Nash C.C. Reliability Trial.
- 23. Cambridge U.A.C. Speed Trial, Syston Park.
- 23. M.G. Car Club (Scottish) Reliability Trial.
- 23. United Hospitals and U.L. M.C. Reliability Trial.
- 23. N.W. London M.C. Reliability Trial.
- 24. M.G. Car Club (Northern Centre) Opening Event.
- 24. Hastings and District M.C. Reliability Trial.
- 24. Kentish Border C.C. Hill Climb.
- 26-30. R.A.C. Rally, Eastbourne.
- 30. Scottish Sporting C.C. Half-Day Trial.
- 31. Bugatti Owners' Club, Malvern Rally.
- 31. Great West M.C. Spring Cup Trial.

has become almost a habit with M.G. competitors, having pulled it off for the fourth successive year. This year G. Goodman, with an M.G. Midget, has the honour, with a figure of merit of 22.4.

The Bernard Norris Cup for the best performance with an 1100 c.c. car goes to that consistently successful trials driver, H. K. Crawford, who was driving an M.G. Magnette N. type.

Best performances in International classes were won by J. M. Toulmin (1100 c.c.) with an M.G. Midget P. type, and E. M. Tomkinson (1500 c.c.) with an M.G. Magnette. In addition, the M.G. competitors won 50 per cent. of the premier awards and seven second class, all this provisional, and subject to confirmation.

Les Murphy, who won the Grand Prix at Phillip Island, Australia, with an M.G. Midget P. type, has written about racing generally in that country and, looking back over the past twelve months, M.G. appears as the outstanding marque.

Anyway, in four events on the Phillip Island course, about fifty miles from Melbourne, M.G.s have won three, a team prize in another, and in the fourth fastest time for the race and fastest lap, the last incidentally with the K.3 M.G. Magnette with which Bernard Rubin and the late Sir Henry Birkin put up such a fine performance in the Mille Miglia of 1933.

Which reminds me, what a long life and varied some racing cars have. A few days back I was looking over the record of one of the 1933 Mille Miglia team cars, which has performed as follows :—

First in the Mille Miglia 1933. Third, International Trophy.

Driven by George Eyston in the 1933 I.O.M. Mannin Beg.

First, T.T. 1933 (Nuvolari).

It was then bought by a German, who is reported to have fitted a single-seater body, chromium plated all over!

After racing it in the 1934 Mille Miglia, he raced it again at A.V.U.S., and then it passed on to Josef Moritz, who set up four records during the record week last October at Tat, in Hungary, and won first prize at Gödöllő, Mount Harmashater and Dreigemarkungs Hill Climbs and, as far as is known, the car is all ready to go back in the fray of 1935.

MOTORING TERMS ILLUSTRATED



No. 10—AUDIBLE WARNING OF APPROACH!