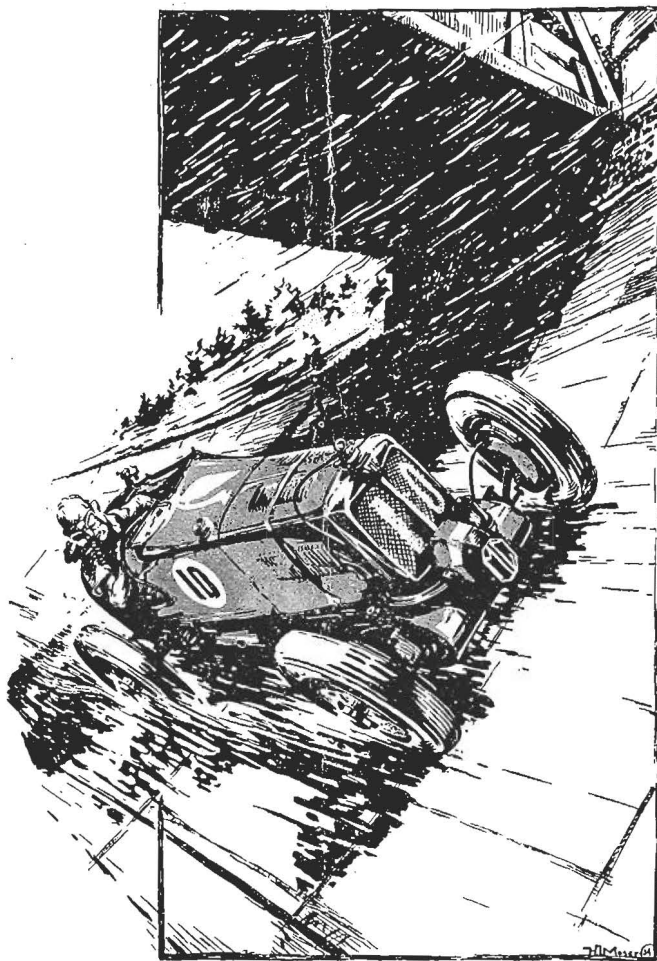


The MAGazine

VOL. 2 NO. 10
NOVEMBER, 1934



—GOOD-BYE TO ALL THAT—TILL NEXT MARCH

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



The

VOLUME 2. NUMBER 10. NOVEMBER, 1934

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



Magazine

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By Post, EIGHTPENCE

PUBLISHED
BI-MONTHLY

EDITORIAL

THIS is the last issue of *The M.G. Magazine* which will appear before 1935 and so we must be forgiven by our readers if we speak of 1934 as though it had passed.

From the point of view of us of the M.G. Car Co. Ltd., 1934 has proved one of the most successful years in our history.

Our racing, records-breaking, and trials successes have been legion and have aroused enthusiastic comment everywhere.

One of the most pleasing aspects of M.G. sporting successes has been the greatly increased number of M.G. wins in Continental events.

The tragic deaths of Hamilton and Tayler form the shadow cast by that bright Star of Good Fortune which has looked down upon the enterprises of so many other M.G. racers, and the passing of these two popular figures constitutes a wholly irreparable loss over which we grieve, even amidst our retrospection into the past year's many triumphs.

What 1935 has in store for the products of our Works, and for their intrepid drivers, only the Fates can tell; but even though we err on the side of prematurity, we take this opportunity to wish all readers of *The M.G. Magazine* a Right Merry Christmas and Victorious Motoring in 1935.

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CONDUCTED BY
ALAN C. HESS

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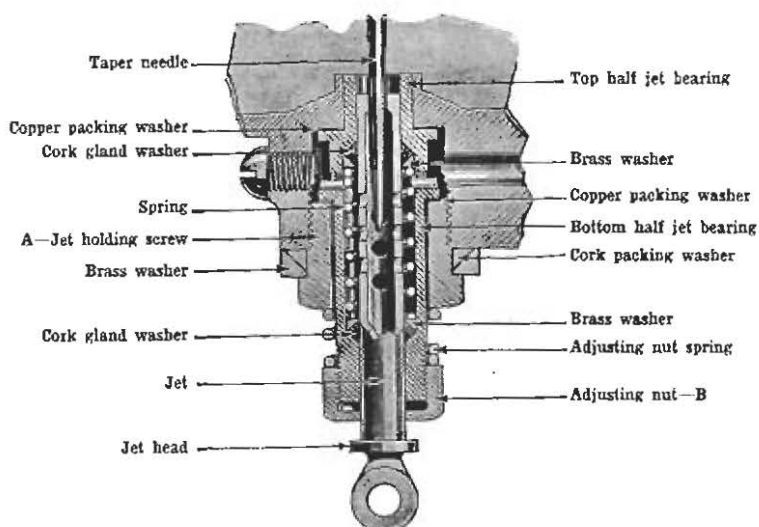
GIVE GENEROUSLY FOR YOUR POPPY ON
NOV. 10th.
FOR
REMEMBRANCE DAY NOV. 11th.



CENTRING THE JET

(Supplementary to Nos. 2 and 3 of the Adjustment Series)

ENLARGED SECTION OF JET MOUNTING



TO remove the jet assembly, unscrew the jet holding screw (the large hexagon screw A which fits into the body just above the jet adjusting nut B). When assembling, it must be remembered that the needle is very nearly as large as the jet, and yet it must not touch it; therefore it is necessary to centre the jet carefully to the needle, as follows:—

First screw the jet adjusting nut B to its top position and move the jet up until the jet head is up against the nut. Then refit the jet assembly, taking care that

the jet parts are assembled in the correct position (see Diagram). When this is done, feel if the piston is perfectly free by lifting it up with the finger. If it is not, slacken the jet screw and try again. It may be necessary to slacken the screw several times before the piston falls perfectly freely. When this has been done bring the jet adjusting nut B back to its original position. Experience shows that a very large percentage of carburetters for adjustment have had the jet removed and not centred correctly to the needle. It is quite easy when removing the piston to bend the needle, in which case it will bind on the jet and thus cause the piston to stick. The test for a bent needle (providing the jet is not out of centre) is to remove it from the piston and refit the suction chamber into the body of the carburetter and see if the piston falls freely.



The World's Finest Carburetter
FITTED STANDARD TO YOUR 

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

OVER THE COUNTER

—AN EXPOSITION OF THE MANIFOLD ADVANTAGES OF SNAPPY PIT-WORK WHEN IT COMES TO A MATTER OF WINNING RACES

By . . .

R. KING-FARLOW

THE success of M.G. cars during the past season has been considerable. That, in itself, is no strange thing. In fact nowadays one almost takes it for granted. What has been extremely gratifying to all concerned with George Eyston's team has been the great improvement in the team organisation and pit-work during the year. Pit-work in this country has in the past few years been a sadly neglected art. In the old days the English Sunbeam and Bentley teams were second to none in their systematic but lightning refuelling. Of late, however, there has been a strong tendency to belittle the importance of the "counter-jumpers," all attention going to the drivers and the cars, with, unhappily, much too much stress on the driver. Just recently, however, there has been a small revival. Teams have begun to realise what a tremendous amount of time can be wasted with the car standing still, time that can only be recovered by furious driving, dangerous for the driver and often fatal for the engine.

When the Eyston équipe was formed it was quickly apparent that in it lay an unrivalled chance of building up a really first-class full-bodied racing organisation. The cars—well, they were M.G.s. The drivers, all experienced and tried men, either at car racing or with motorcycles. All the mechanics had a long experience of racing work, and though not yet working quite together, were individually unrivalled. S. C. H. Davis, of *The Autocar*, was to manage the team, assisted by Temple, M.G.'s competition manager, and Cecil Cousins. One or two amateur, but very experienced, helpers were available to help with the control chart—notably Major Palmer, late of the Bentley team. And finally the writer of this article was



This snapshot presents an animated and atmospheric scene in the pits on the occasion of the 1931 German Grand Prix.

entrusted with the timekeeping arrangements, very much under Davis's guidance.

The first real job in sight was the preparation of really first-class pit equipment. The existing material was what might have been expected—adequate, but ordinary, just what everyone else had. Quite rightly, the team decided that the "ordinary" was not good enough for M.G.s—only the best would do. Supervised by the experienced Davis, various changes were made. First came the churns. These, at the start, were ordinary five-gallon oil drums, fitted with a half-cover and a handle at the side. They were infinitely lighter than the standard milk churns, but poured badly, and, owing to the sharp edges, were decidedly unpleasant to use.

The first modification was a curious spout or lip, projecting from the top of the cover and designed to prevent splash. Next came a modification to the handles. Finally the whole design was scrapped, and after one or two experiments a light metal churn was produced, holding six gallons, yet weighing no more when full than the standard five-gallon contraption. These new churns are by far the best I personally have ever seen, and can empty

their full load in just under four seconds. To cope with this quick emptying, special funnels were necessary. Numerous difficulties were incurred here, since the bodies of the various M.G. racers vary considerably, often necessitating special funnel shapes. For the T.T. cars and for the two-seater blown Magnettes, an ordinary circular funnel serves, complete with a baffle to prevent the fuel surging round the body of the funnel instead of running down the neck. For Eyston's single-seater, as used in the Isle of Man and B.R.D.C. races, an incredible squat affair on legs was built, to rest on the body of the car without straining the filler-neck.

This car, incidentally, was a nuisance, as it had only one filler cap, necessitating the provision of an air-vent through the funnel. The Magic Midget, too, has its special funnel, again supported on the body.

Jacks were the next consideration. Obviously double-quick-lift affairs are the only possible thing for racing, but they need careful design. Unless the various stresses and angles are properly calculated, the car may tend to lift off the jack at a touch, or the raising of the car may only be accomplished by a giant. Further,

(Continued on page 600)

OVER THE COUNTER

(Continued from page 498)

the jack must be equally efficient with a deflated as with an inflated tyre. With the "K" type Magnette it is difficult to design a good double-front jack, owing to the small size and the slope of the jacking pads. Finally a double jack was used for the rear, with two single jacks for the front. Incidentally, the difference in weight between the jacks at the beginning of the year and those used at the "500" seemed to be some tons, if one carried them far. The Midget jacks, for example, built some years ago, were enormous affairs, made from thick gas-piping, and capable of raising a three-ton lorry. The latest Magnette jacks are small and compact, and can be lifted by a finger. Next year, perhaps, will see further improvement, with really light double jacks all round.

Various other details of pit-equipment have been greatly improved during the year. Oil and water cans are now kept spotlessly clean, and clearly labelled. Fire-blankets, rolled in special quick-release containers, backed by the usual Pyrenes, soothe pit marshals greatly, though we have been fortunate in avoiding their use this year. The cars themselves are always brought to the line newly polished, painted in the team colours when possible, and in line ahead formation. All very impressive. Finally the mechanics, dressed in the chocolate M.G. overalls, have a special silver M.G. racing-team badge, only issued after a specified number of races have been run.

The details of preparation are, of course, largely in the hands of the one and only "Jacko"—Jackson, the M.G. head mechanic. The chief difficulty with Jacko is that, such is his fame, he is usually pursued by hordes of private entrants, all imploring his advice and assistance for their cars. In fact, during one race it was seriously debated whether Jacko had not better be issued with a false beard and nose, to

be donned whenever a private owner was sighted bearing down on the shed. Numerous mechanics have been under Jackson's orders during the racing season. Chief among them are Alec Hounslow and Marney (the wheel change experts), Stone, Matthews, Barrett and Scott. For the "500" and the Tourist Trophy, there was also the "little giant," Bert Denly, George Eyston's mechanic. Mention must also be made of Guest, the Wilson gearbox expert, who, although not an M.G. man, was with us in the International and Empire Trophies, as well as the Isle of Man.

No chart was kept for the International Trophy, but in the Empire Trophy Major Palmer, assisted by Edwards and Zethrin, successfully kept track of the whole entry. Palmer was not available for the T.T., but Zethrin

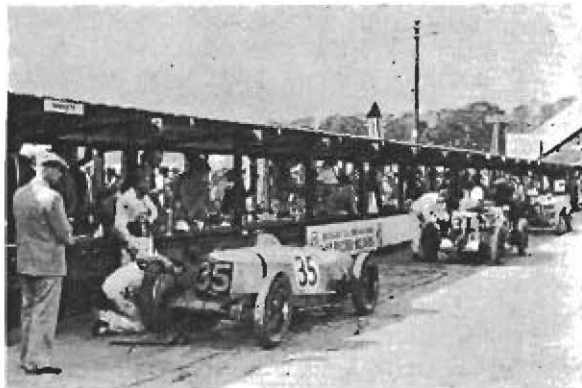
was more or less of a try-out, the handicap preventing any startling victory by a small car. Eyston retired with clutch slip; Handley, after an excellent run, chiefly in third place, had trouble with his back axle, and Penn-Hughes broke a front shock absorber bracket, but nevertheless continued, to finish thirteenth. In the Mannin Beg, Handley, our pace-maker, crashed on his second lap, after running clean away from the field from a standing start. Eyston ran second for the greater part of the race, finally finishing third behind his teammate Charlie Dodson.

In the Empire Trophy, Eyston scored a very popular win, with Hughes tenth, Froy being flagged off with five laps to go. Nevertheless, Eyston collected the team prize. It was in this event that the value of pit-work and control

really started to make itself felt. Owing to the small size of the tank on his single-seater, Eyston had to make two stops for fuel. On both occasions all brakes were adjusted also. Yet Hounslow and Marney "did their stuff" in 44 seconds each time, from the moment the car stopped until the engine fired again. Other competitors took up to two minutes for the same work—and the race was won by one minute forty-one seconds.

The Relay Race provided an interlude in the shape of a team of women drivers. The cars, similar to those used in the T.T., were entered by Miss Schwedler, and driven by the entrant, Miss Allen and Miss Evans, but had Temple and the M.G. mechanics to help. After some splendid driving in the rain by Miss Evans, and some very stout work by Miss Allen when a tyre burst, the team finished third—but the cup for the best ladies' team went elsewhere, as the first three teams to finish were not eligible for additional awards. The new Magnettes had proved too fast to win it!

Next came Ireland and the Tourist Trophy Race. Handley retired early with gearbox and



*In the pits during the J.C.C. International Trophy Race.
—"The Autocar" photograph*

and Hunt did the job splendidly. Finally, in the "500," Palmer, Hunt and Zethrin had the very unpleasant job of trying to lap-score the thirty odd starters, most of whom came round about every minute and a half, with a few appearing every 80 seconds. For timekeeping I had my own two split-second watches, with two belonging to Davis, and, later in the season, two more of Temple's. Add a small calculating machine, Cousins' slide-rule and numerous sheet-schedules and notebooks, and the control system was fairly complete.

As to results, every M.G. enthusiast knows—or should know—the team was extremely successful. The International Trophy

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OVER THE COUNTER

(Continued from page 500)

steering trouble. Eyston again had trouble with his clutch. Dodson, however, went through for a glorious seventeen-second win over the Bentley. Again the M.G. pit methods and control proved of untold value. Dodson's single stop, at which he refuelled, topped-up with water and changed all four wheels, took 2 minutes 2 seconds. Hall, on the Bentley, had two similar stops, taking 2 minutes 40 seconds and 2 minutes 58 seconds respectively. Moreover, in the closing stages of the race, Hall had only to continue for a single lap at the speed he had been running at during his duel with the Lagonda in order to catch Dodson. Yet he slowed, and slowed a whole lot, dropping back 23 seconds on a single lap. In the M.G. pits, however, thanks to careful pre-race preparation of schedules, it was known exactly how matters stood, and Dodson was flagged to do his utmost, in the hope that the Bentley pit would not realise the danger until too late. It didn't, and Dodson crossed the line to win the Tourist

Trophy a third time for M.G.'s, despite the ban on superchargers.

The final count, the B.R.D.C. 500 Miles, saw a mixed team—the monoposto Magic Magnette, a two-seater Magnette and the Magic Midget. In the race all three started well to the fore. Then Denly, with the Midget, dropped out with incurable clutch slip, after 53 laps. Eyston on the single-seater dominated the whole of the first half, building up a very satisfactory handicap lead. His driving in the pouring rain was simply magnificent, and indeed, until signalled to slow by the pit, he continued in the wet at a full 118 m.p.h. for the lap, equal, incidentally, to the 1100 c.c. lap record. Just before half-way a plug oiled and Eyston came in. The car was refuelled, all wheels were changed, oil and water were added, the defective plug was changed and Handley was sent off in 2 minutes 50 seconds. Then came catastrophe. Handley had only to continue steadily at about 110 m.p.h.—a mere tour for the Magnette—to win comfortably. Yet four laps later he skidded on the Railway Straight, slid some 250 yards and shot off the track,

neatly wrecking our subsidiary signalling station under the command of E. A. D. Eldridge. Handley was unhurt, save for minor bruises and cuts, but the race was lost. The single-seater was hardly damaged—in fact the mechanics got it back on to the track without much difficulty, and Eyston drove the car back to the shed. Meanwhile Everitt and Wisdom took up the challenge with the two-seater Magnette. Unhappily this car had nothing like the speed of its team-mates, and could not hope to catch the two Rileys. Finally, just at the end, a petrol air-line broke, to be followed by the loosening of the whole fuel tank. A vast cocoon of cords saved the day, however, and Everitt brought his car over the line in fourth place.

In conclusion, I should like to take this opportunity of stating in *The M.G. Magazine* how very much I, an outsider, have appreciated my year with the M.G. team. A pleasanter crowd to work for and with I have never met, and I can only hope that next season will find me in the same post in the M.G. pits.



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

BI-MONTHLY BULLETIN

THE Manchester Centre is holding a One-Day Trial on 18th November in the Buxton area and members of all Centres are cordially invited to participate. Copies of the regulations can be obtained from: Mr. G. B. Hall, Hon. Secretary, Manchester and District Centre, M.G. Car Club, 39 Great Ducie Street, Manchester.

There is to be a special prize for the best performance by a visiting member. The Trial will start at 11 a.m. and finish at about 4 p.m. For the best performance by a member of the Manchester and District Centre a special trophy to be known as the Cockshoot Trophy will be presented by Messrs. Cockshoot & Co. Ltd., of Manchester.

* * *

During the week-end of 28th-30th September the Club's Shelsley Rally and Rushmere Hill Climb were held. For the Rally a total entry of 38 was received, the Centres being represented as follows:—Main Centre 16, Scottish Centre 8, Manchester Centre 6, Midland Centre 4 and Northern Centre 4.

Main Centre members started from the Ace of Spades on the Great West Road at midnight on

the Friday and proceeded by any route they chose to Chipping Norton, where breakfast was available from 5 a.m. prior to checking in at Stow-on-the-Wold at 6.30 a.m. From there a regularity test was held to a check at Ombersley, close to Shelsley Walsh.

All competitors coming from the North met their first check at Shrewsbury, where a regularity test began and continued to the Ombersley check.

At Shelsley Walsh a special park had been set aside for our members and they all took breakfast there from 9 a.m. onwards as the guests of the M.G. Car Company. In the early afternoon the party which had competed in the Rally was joined by a large number of other members who braved widespread rainstorms to get to the Hill Climb.

The Club marquee was greatly appreciated during the latter part of the afternoon, and tea was served to over 100 members and a similar number of their friends.

The official results of the Rally are as follows:—

SHELSLEY RALLY RESULTS MAIN CENTRE

Prix d'Honneur. L. J. Turner (1087 c.c. M.G. Magnette K.3); Premier Awards. C. Thornton (1250 c.c. M.G. Magna), C. Threadgold (847 c.c. M.G. Midget P.), Miss P. Blathwayt (847 c.c. M.G. Midget P.); 2nd Class Awards. E. Hight (847 c.c. M.G. Midget J.2); G. H. Harrington (1286 c.c. M.G. Magnette N.), H. D. Freeman (847 c.c. M.G. Midget P.), C. Nind (847 c.c. M.G. Midget J.2).



THE C.M.I. BANANA

This unique Trophy, presented to the M.G. Car Club by the Central Motor Institute, is to rank as the Premier Award for the Club's Chilterns Trial, to be run on 13th January.

SCOTTISH CENTRE

Prix d'Honneur. Rex de la Haye (1286 c.c. M.G. Magnette N.); Premier Awards. G. Forbes Simpson (Ford Eight), Rex de la Haye (1286 c.c. M.G. Magnette N.); 2nd Class Awards. Robert Kay (847 c.c. M.G. Midget M.), D. Hill-Jack (1180 c.c. Hillman Minx).

NORTHERN CENTRE

Prix d'Honneur. Burder Batchelor (1496 c.c. Frazer-Nash); Premier Award. Michael Scott (1286 c.c. M.G. Magnette N.); 2nd Class Award. Burder Batchelor (1496 c.c. Frazer-Nash).

MIDLAND CENTRE

Prix d'Honneur. J. G. Murray (847 c.c. M.G. Midget J.2); Premier Award. J. G. Murray (847 c.c. M.G. Midget J.2); 2nd Class Award. D. B. Townsend (1271 c.c. M.G. Magnette K.).

MANCHESTER CENTRE

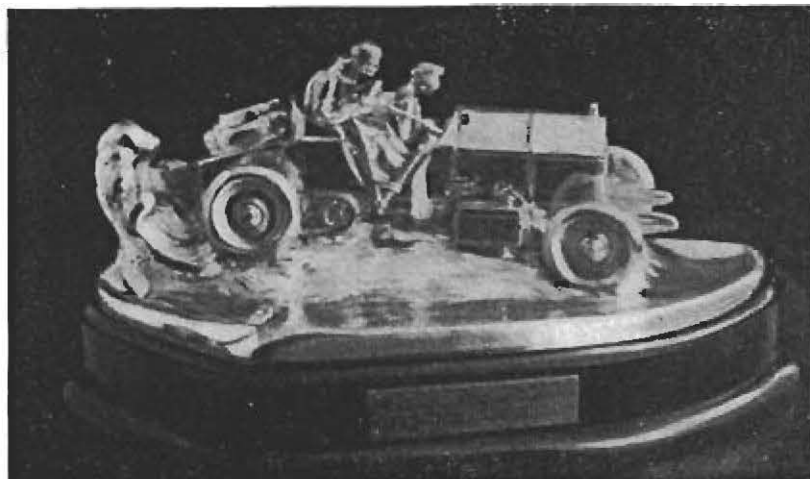
Prix d'Honneur. D. Walker (847 c.c. M.G. Midget J.2); Premier Award. D. Bailey (847 c.c. M.G. Midget J.2); 2nd Class Awards. R. J. Presland (847 c.c. M.G. Midget J.2), D. Walker (847 c.c. M.G. Midget J.2).

Inter-Centre Team Cup. Scottish Centre A Team: 101 C. W. Morrison (M.G. Midget J.2); 104 Robert Kay (M.G. Midget M.); 106 Rex de la Haye (M.G. Magnette N.).

On the day following the Shelsley Rally the Club's Rushmere Hill Climb took place near Bridgnorth and was attended by more than 6000 spectators. The hill, which has been used for

(Continued on page 511)

THE FRANK SCOTT MEMORIAL TROPHY



The handsome Trophy depicted on the left has been presented to the Northern Centre of the M.G. Car Club to commemorate that centre's first Hon. Secretary, the late Frank Scott.



BI-MONTHLY BULLETIN

(Continued from page 510)

three years for motorcycle events, is of a switchback nature and has a maximum gradient at the finish of 1 in $1\frac{1}{2}$, the length of the course being 340 yards and the width sufficient for two cars to run abreast.

We were indebted to the Cygnet Motor & M.C. Club for the loan of the hill, and we were also indebted to them for generous and competent assistance rendered by a large number of their members in connection with marshalling, timekeeping and the organising generally. The opinion was rightly expressed that the Cygnet members were wonderfully helpful, and the Club is deeply grateful to them.

The entries for the event numbered 40, divided into 6 classes as indicated in the results which are appended. Before the event some private experimenting had been conducted by officials of the Club who had satisfied themselves that the hill was climbable, but the first few attempts rather contradicted the opinion they had formed.

The cars were started side by side in pairs and each had two runs, the best time or the farthest up to count. Of the first four pairs to attempt the climb not one was successful. Then followed, however, a series of really wonderful ascents, capped by a climb by J. H. Summerfield, whose supercharged M.G. Midget went over the top at over 25 miles per hour.

The course was in very good

condition and the immense crowd greatly enjoyed the sport, which continued from 2 p.m. until 5 p.m.

Plans are already being made for a similar event next year, when it is hoped that members will turn out in even stronger force. The official results are as follows:—

RUSHMERE HILL CLIMB RESULTS

Class 1. 1, R. Kay (847 c.c. M.G. Midget M).

Class 2. 1, J. L. Pemberton (847 c.c. M.G. Midget J.2) 25½ secs.; 2, P. D. Worthington (847 c.c. M.G. Midget J.2) 26½ secs.

Class 3. 1, J. H. Summerfield (847 c.c. M.G. Midget P.(S.)) 20½ secs.; 2, I. F. Connell (747 c.c. Austin S/C) 24½ secs.

Class 4. 1, R. de la Haye (1286 c.c. Magnette N) 27 secs.; 2, R. J. Harter (1250 c.c. Magna F.) 33 secs.

Class 5. 1, L. J. Turner (1087 c.c. Magnette K.3) 21 secs.

Class 6. 1, J. H. Summerfield (847 c.c. M.G. Midget P.(S.)) 19½ secs.; 2, I. F. Connell (747 c.c. Austin (S)) 23½ secs. and H. B. Prestwich (1087 c.c. Frazer-Nash G.N. Spec.) 23½ secs.

Fastest Time of the Day: J. H. Summerfield (847 c.c. M.G. Midget P. (S.)) 19½ secs.

At a meeting of the general committee held on 1st October it was agreed that the date of the Chilterns Trial should be put forward until Sunday, 13th January. This decision was made for a number of reasons, not the least of which being that many members were getting new cars and would not welcome a trial so soon after the Show.

The competitions committee is determined that the Chilterns Trial shall be an outstanding success and no pains are being spared towards this end. The premier award, illustrated on page 510, has been generously donated to the Club by the Central Motor Institute of Finchley. The award will be held for one year and will carry with it a replica for the winner's retention.

At the same meeting discussion was given to the formation of an

Eastern Centre. The opinion was expressed that it would be desirable for there to be a nucleus of at least 20 members in the Hull area before the establishment of a new Centre on the East Coast would appear to be an attractive idea.

The matter has not yet been considered by the general committee but the Secretary reports that the formation of a Western Centre is being discussed. There is very little doubt that the general committee would view such a plan with favour.

* * *

The Northern Centre has been presented with a valuable trophy by Frank Scott Ltd., Carlisle Square, Newcastle-on-Tyne. It is to be known as the Frank Scott Memorial Trophy. The Northern Centre's annual dinner and dance takes place in Newcastle on 1st December.

The Club has been invited to take part in the Singer Motor Club's Sporting Half-Day Trial on 24th November. The start will be at noon from the Singer Works in Birmingham, and the finish will be at Stratford-on-Avon. The length of the course will be approximately 70 miles and a number of novel tests are included. In addition to a generous list of trophies and awards there is to be a purse of five guineas for the best performance of the day. Regulations can be obtained from our General Secretary or from the Secretary of the meeting, Mr. Raymond Gough, c/o Singer & Co. Ltd., Coventry.

* * *

There was an attendance of 315 at the Club's annual dinner and

dance which was held at the Park Lane Hotel on 18th October, with our Patron, Lord Nuffield, in the Chair.

The gathering included representatives from every Centre of the Club and it proved to be a particularly cheerful and successful occasion. The principal toast was that of "Our Guests of Honour," proposed by Lord

Mr. Kimber's remarks were interrupted by frequent applause, which reached a crescendo when he called upon the individual Guests of Honour to come forward and receive from Lord Nuffield a Club ashtray as a token of our esteem.

The response to the toast was in the hands of Mr. S. C. H. Davis, who, it need hardly be added, handled it dexterously and in a way that was greatly to the liking of everyone present.

The next toast was that of "Our General Secretary and Centre Secretaries" and was proposed by Mr. B. Graham Evans, who said such nice

Evans family which shines in nearly all our competitions, and the reason for their many successes might well be spelt E-N-T-H-U-S-I-A-S-M.

In responding, Mr. F. L. M. Harris, the General Secretary, called on each of the Centre Secretaries in turn to stand up while he detailed the upshot of their efforts, pointing out that their respective memberships are now as follows:—Mr. S. Piek (Northern Centre) 65; Mr. Rex de la Haye (Scottish Centre) 74; Mr. J. F. Kemp (Midland Centre) 107; Mr. G. B. Hall (Manchester and District Centre) 109. The Main Centre membership amounting to 538 brought the grand total up to 893, Mr. Harris said.

Dancing followed until 2.30 a.m., a cabaret show being given at midnight by the Eight Step Sisters, Clapham and Dwyer and Hank the Mule.

* * *

Members are reminded that the



Nuffield, who was supported by our President, Mr. Cecil Kimber.

These guests numbered about 30 and had all distinguished themselves in motoring sport this season or had been of special service to the Club. A number of them, incidentally, were members. Lord Nuffield, in welcoming them, described the dinner as being "a wonderful gathering" and expressed the hope that he would always be able to be present at these annual parties. He complimented our Guests of Honour on their more notable successes, and after a brief but most graceful speech gave Mr. Kimber the pleasant task of outlining the high spots of the past season and detailing the various wins of which we are specially proud.

A BRACE OF RUSHMERE MEMORIES.

□

*Above: J. M.
Toulmin (155)
and J. A. Bastock
(166) wheel to
wheel in a
great struggle.*

□

Right: No!



things about our Secretaries that the writer's modesty prevents him from quoting them here. Mr. Evans belongs, of course, to the

General Secretary and all Centre Secretaries hold a stock of Club ties at 3s. 6d. each and Club lapel badges at 1s. 6d. each.



"The two Millers were both smoking badly, and this smoke drifted in heavy clouds full across the starting-point. Rain now began to fall again, so that the road shone wetly, its edges muddy."

THE tram, the excited crowd, the magnificent figure of the starter, the racing machines waiting in line, and the yelling boys in the trees formed a spectacle that no other event could produce. The music of a band came above the screeching of the tram's brakes, blurring the voices of the spectators—then the flag fell. . . . The green car surged away, skidding a little as the rear wheels slid against the slippery posters pasted on the road. It crossed the tram-lines and swooped around the first corner of the long course, the crackle of the car's exhaust drowning a cheer from the crowd."

"In his enthusiasm, he had started a unique personal museum, in which he preserved the sparking plugs from any car on which he had gained some success, and he always kept as a souvenir anything which formed an outstanding incident in a race."

"Merz had been chauffeur to the Archduke Francis Ferdinand, whose assassination opened the Great War. He ran in the 1928 T.T., where his extraordinary strength fascinated British racing men; he was able to drive a nail into a plank of wood with his bare hands, and a mechanic scarred his palm for life as a result of trying to emulate the German driver."

"Varzi held his position for the remainder of that circuit, breaking the lap-speed record, and when they started the final lap Czakowski did his utmost to pass. Their speed down the straight, as they ran to the south turn for the last time, was above 150 m.p.h., and it was repeated on the dash down the east road to the finish. Varzi clocked an average speed of 136 m.p.h. over his last two laps, and he came towards the finishing flag

EXTRACTS FROM—

A NEW BOOK OF
OUTSTANDING INTEREST
TO ALL
ENTHUSIASTS



CIRCUIT DUST

JOHN MILES - - 7/6 NET

with Czakowski so close behind him that it was almost impossible to judge the time lapse between them. All but together they shot over the line, with Varzi holding the lead by one-tenth of a second—the narrowest margin ever recorded in motor-racing, and ending one of the fastest events ever run."

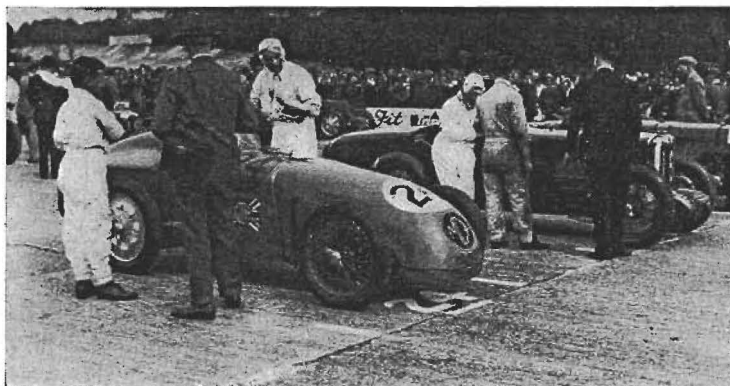
"With the passing of the three Alfa-Romeos he decided to find out if he could hold their speed. They were all 2336 c.c. machines, but the 746 c.c. M.G. sat on their tails during the wild rush by sudden curves and short straights, abrupt dips, and long turns to the concrete bridge at Adenau, and so fast was Hamilton in the bends that more than once he had to ease the throttle pedal to avoid overrunning the cars ahead."

"As the darkness deepened, the line of pits suddenly became brilliantly illuminated, lamps in the grand stand were switched on, completely changing the whole scene, the glare of the powerful electrics appearing a little eerie against the faint after-glow which hung in the sky. Sidelights appeared on the competing cars, but no lights showed on Ford's M.G., and officials soon observed this. It was not long before the loud-speakers broadcast a warning to his pit personnel, ordering that Ford must switch on his lights. The pit crew signalled desperately when the car approached again, but Ford went past unheeding, upon which the pit was officially warned that, unless the driver immediately obeyed orders, the machine would be disqualified."

"Nervously, they waited, borrowing flashlamps and electric torches. When the machine appeared once more they leaned over the pit counter, flashing the torches, striking matches, shouting and waving at the dark mass of the M.G. as it came up and went by, to disappear once more, still with the sidelamps dead and with no ruby glow at the car's tail. . . . If he came round without lights again the machine would be put out of the race, and they listened anxiously for the crackling roar of the car's open exhaust. They heard it, and breathed in relief when they saw that Ford had at last switched on his sidelamps, but they did not know that he turned them off again the moment he was clear of the area where officials were clustered."

"He used his brakes, but they failed to pull him up in time, and he did the only thing possible; he drew his machine to the side of the road, almost on to the grass, then drove it straight at the upper branches of the fallen tree. The car burst through them, twigs and pine-needles scattering, then shot safely into the bends ahead and raced on."

"Every point around the circuit was crowded by the time that the course was closed. Spectators gathered at the corners, in the doorways of houses, behind the railings of small front gardens, on balconies and at windows, on the entrance steps of buildings, in temporary grand stands, on roofs and wall-tops, with small boys clustered wherever the branches of a tree offered a view of the road."



"May sunshine shone warmly, and an unusually large crowd lined the railings by the straight. Almost every British race driver of real note was in the event, and some of the fastest of Brooklands cars were on the concrete."

SET against a background of hazardous Continental racing circuits, this book deals with the creation of a new racing car, and its romantic rise to fame in a single season. . . . The reader is introduced to famous drivers of equally famous cars and is able, through the skill of the author, to appreciate the thrill of high-speed driving. CIRCUIT DUST tells of exciting and unusual incidents which are part of modern racing, and its chapters form an intimate record of hard-fought events and dangerous hill-climbs in Italy, France, Germany, at Brooklands and in Ireland. . . . Excellent plans of racing circuits and numerous action photographs enhance the value of CIRCUIT DUST—one of the most vivid and interesting books yet written on modern speed.

by
Barré Lyndon

"The Bugatti driver remained in his seat, and a stretch of canvas was flung over him in order to guard against his being splashed by the fuel as it was poured into the tank."

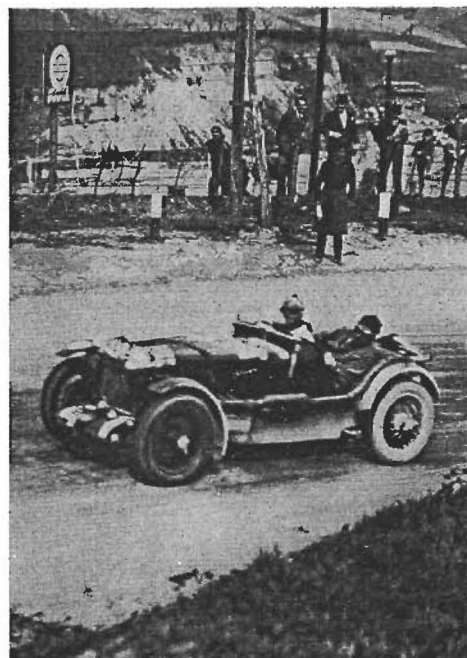
"It was raining when he collected the car from the railway station and drove to the hill, and it continued to rain. . . . The course proved to be seven and a half miles long, and the road contained an official total of one hundred and seventy corners, including six true hairpin bends. Trees masked most of the turns, so that a driver approached them completely blind to what lay beyond; at some parts of the course the road was edged by distinctly ugly drops, many of which fell sheer for hundreds of feet, giving no chance to a driver if he should lose control."

"The prize-giving ceremony took place in the grounds at the back of the village, where a huge bandstand, constructed from rustic work, did duty as a platform, and the prizes consisted entirely of bowls, supplied by a local glass factory."

"As each driver received the bowl that he had won, the band—seated at the back—struck a deafening and triumphant chord, the crowd applauded again, the German drivers clicked their heels and bowed once more. When Hamilton's turn came he was awarded a huge, dark-green bowl mounted on a glass plinth. It was a beautiful piece of craftsmanship, but he found it enormously heavy, and it was a difficult thing to carry back to England."

"The checkered flag fell for him as he coasted on to his depot, and the only sound which broke the quiet was the humming of his tyres and the dry hissing of his brake-shoes in their drums. The crowd was completely silent, hardly realising that the Magnette had won."

"The only applause was that from the mechanics in Straight's pit. The crowd could not believe that the green machine had beaten the Maseratis. A glass of champagne had been pressed into Straight's hand and he was drinking it before Barbiéri



"Birkin came into sight, with his car a dark blur at the head of a swirling trail of thin dust . . . visible only for a moment as a shifting shape of green, then was gone."

crossed the line—and by that time the crowd had found its voice.

"Their enthusiasm was extraordinary, and long before the remaining machines came in, officials were struggling to prevent the crowd dashing across the road to obtain a closer view of the M.G."

"Nuvolari was now fairly in his stride, breaking his own record again and again. Never had a Magnette been handled as he now drove the car, using all his experience, side-slipping into the corners and employing methods very different from those of any other driver."

"In the one moment left to him, he realised that disaster was unavoidable. Twice before he had been involved in a smash—once at Brooklands and once in the Tourist Trophy—and the only thought in his mind now was the question of how much he would be hurt."

"He was helpless, and found the machine dashing at concrete fenceposts on the far side of the turn. The car struck one, bounced off and shot on over the edge of the road, where ground dropped abruptly. The car pitched outwards, turning a complete somersault as it fell ten feet to the field below."

"They roared over the patched concrete, swinging high on the banking and streaking past the pits, glancing in turn at their depots as they passed, hoping each time to see a signal telling them that they could slow a little. But that signal never came."



By the courtesy of "The Autocar"

LE MANS, 1933. Tracta passing wreckage of Mme. Siko's Alfa Romeo. The driver was lucky to escape without a scratch.

The Sport- in pictures

Donington - Martin closely followed by Dodson at the hairpin bend beyond the old Start, in the Ruffield Trophy Race.

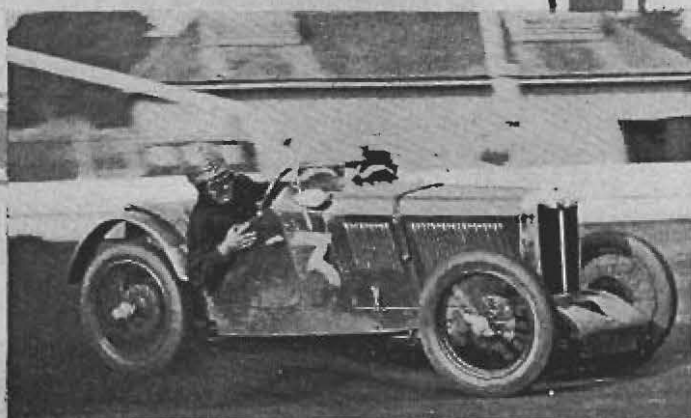


W.E. Harker (arms akimbo) looking disconsolately at his wrecked Harker-Special, after its failure to negotiate the first corner of the S-Bend at Shelsley. In the top left hand corner may be seen an anxious group around the prostrate form of a lady who fainted from excitement!



-On the other hand E.R.Hall, here seen taking the same corner, "cleaned up" the Sports 850, Racing & Sports 1,100, and Racing & Sports 4,000 c.c. classes.

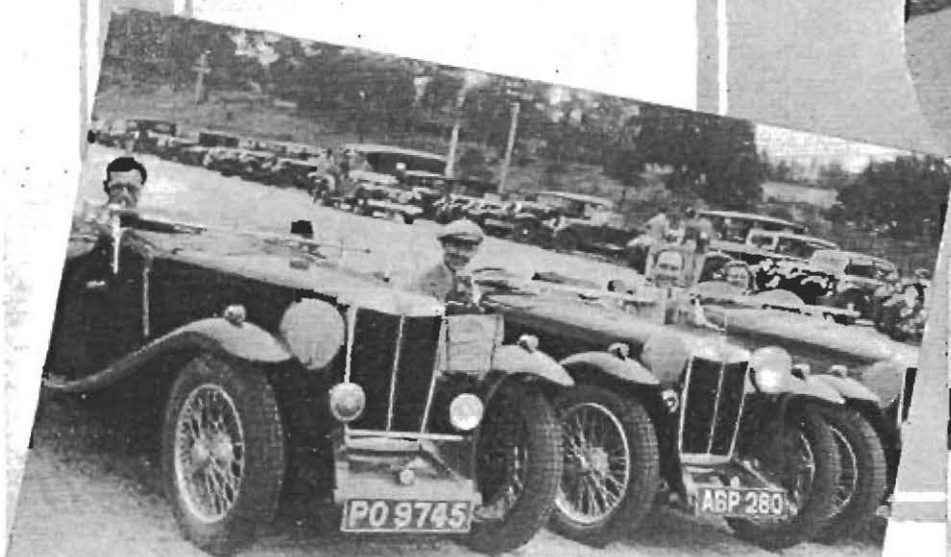
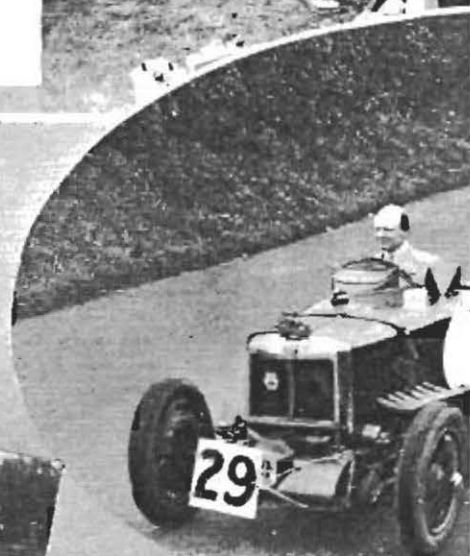
Dirt! Billy Cope competing in the Best Pairs Competition at a recent Crystal Palace Speedway Meeting.





Snapped at Shelsley Walsh
in the Competitors' Enclosure.
Mr & Mrs E.R. Hall.

Lewes! Kent & Sussex S.
great interest. A general view

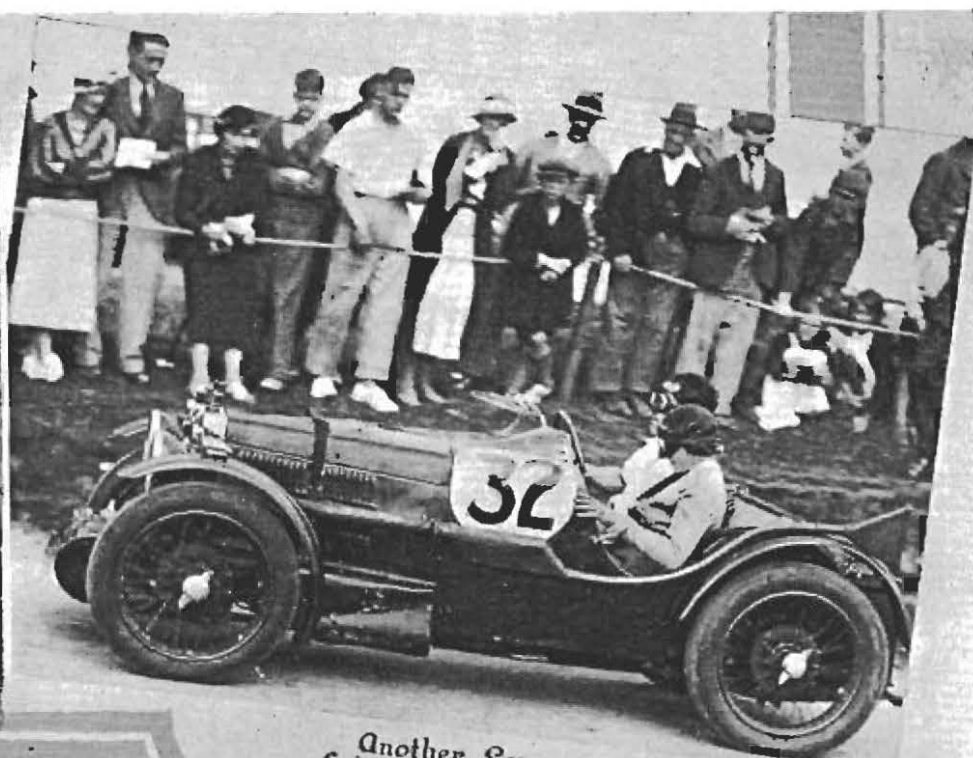


The M.C.C. Brooklands Meeting.
Messrs. J.C. Elwes, A.N. F. MacLachlan and R.C. Elwes
who put up an excellent show.



Brighton! G.R. Hartwell getti
runs up the Madeira Drive at this
Brighton

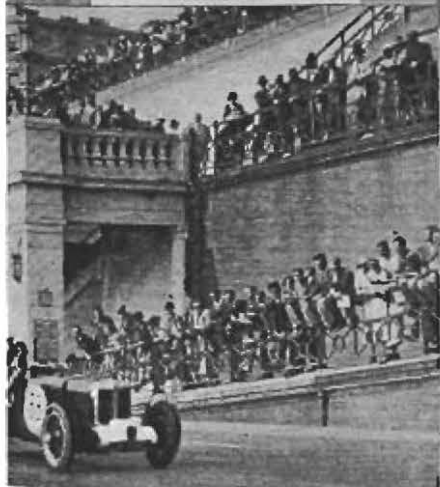
Speed Trials always arouse the Competitors' Enclosure.



Another Lewes Snap.
Eric Cowan at speed in the
Kent & Sussex L.C.C. Speed Trials.



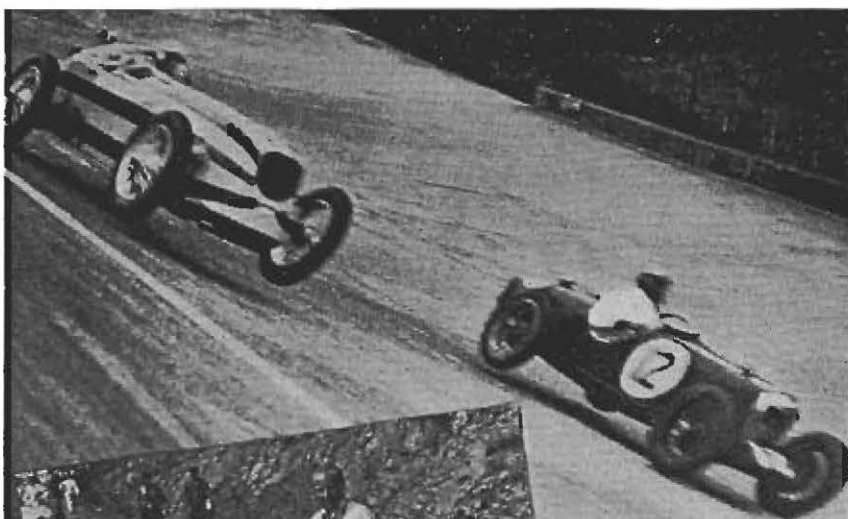
Echo of Craignaklet...
E.R. Hall, who broke all
records, leading two
fellow-competitors on
the descent after his
sensational climb.



May well from the start on one of his
Brighton Speed Trials run by the
Love M.C.



An L.C.C. Buxton-Buxton memory.
J.A. Bastock, a consistently successful trials
driver, on Monsall Dale Hill.



The "Ugly Ducklings" of the BRDC 500: Eyston's Magic Magnette & Fairfield's Riley at speed shortly before their epic skids which put them out of the running.



Bobby Kohlrusch the famous German Driver, snapped immediately after the German G.P. Hill Climb in which he won the 750 c.c. and 1,100 c.c. classes with his M.G. Cars.



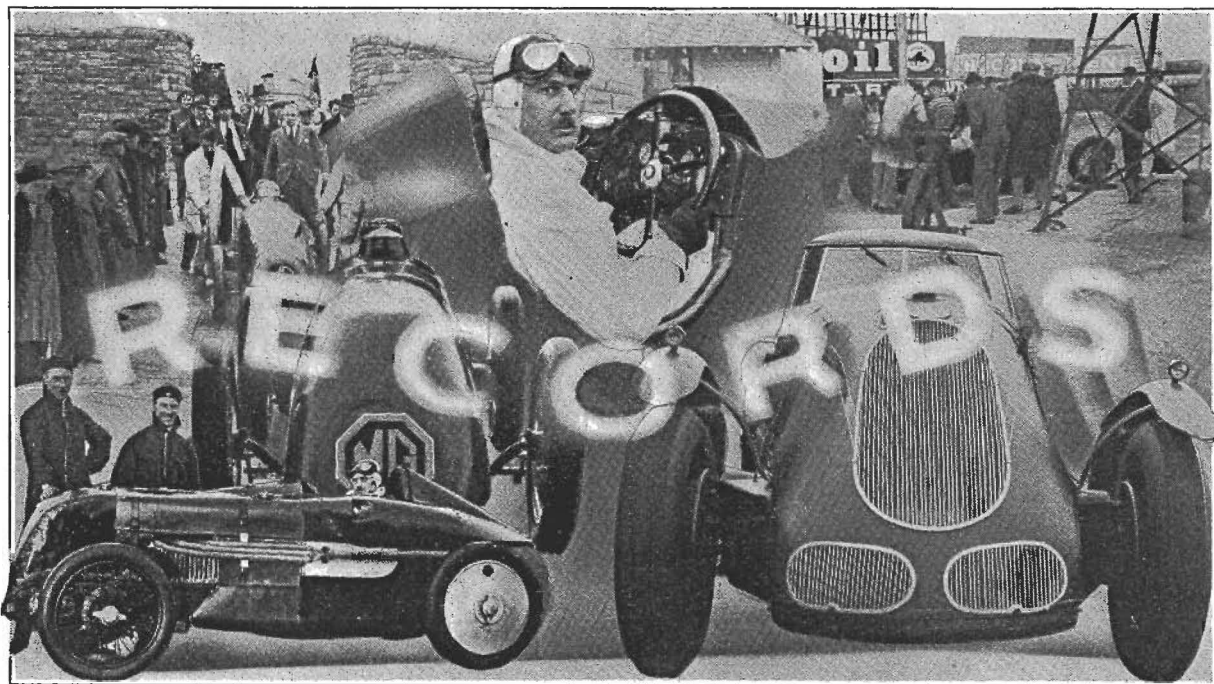
An impressive view of the start of the 500, showing the manner in which the Magic Midget streaked away into the lead as the cars shot off the mark.



The Driving Test in the L.C.C. Buxton-Buxton Trial was a real terror. The Officials, it will be seen, thought discretion the better part of valour.



To the Victor the Spoils! Freddie Dixon having a hard-earned drink after his magnificent victory under appalling conditions in the 500 mile race.



CAPTAIN G. E. T. EYSTON can always be relied upon to wind up the season with a startling record-breaking effort, and this year this feat was performed during the last week-end in October at Monthéry, when he established twelve amazing records in International Class "G" (for 1100 c.c. engines).

Captain Eyston holds very many more International records than any other racing driver, and has added yet further to his outstanding reputation by reason of his latest achievements.

On Saturday, 27th October, he established new records from 1 kilo to 10 miles, which previously

**THE NEW RECORDS
SET UP BY CAPT. G. E. T.
EYSTON ARE AS
FOLLOWS:**

1 kilo	...	128.70 m.p.h.
1 mile	...	128.70 m.p.h.
5 kilos	...	128.68 m.p.h.
5 miles	...	128.62 m.p.h.
10 kilos	...	128.58 m.p.h.
10 miles	...	128.53 m.p.h.
50 kilos	...	119.84 m.p.h.
50 miles	...	120.72 m.p.h.
100 kilos	...	121.65 m.p.h.
100 miles	...	121.13 m.p.h.
200 kilos	...	120.82 m.p.h.
1 hour	...	120.88 m.p.h.

had stood to the credit of M. Morel on an Amilcar, and had endured for upwards of six years, and on the following day (Sunday, 28th) he again went out on his Magic Magnette, known colloquially as "The Humbug," and set up new speeds from 50 kilos to 1 hour.

As a result of this, Captain Eyston had established the M.G. Magic Magnette as the fastest 12 h.p. car in the world and, incidentally, as the first 1100 c.c. car to exceed 2 miles per minute for 1 hour.

The records from 50 kilos to 1 hour previously stood to the credit of R. T. Horton, also on an M.G. Magnette.

GOOD-BYE TO ALL THAT—TILL NEXT MARCH

THE distant sweep of the Byfleet banking had already merged its greyness with the deepening Autumn sky when the last race of the programme had been run in the Brooklands closing meeting on Saturday, 13th October. The weather, so frequently kind to the B.A.R.C., where it is unfriendly to other clubs, behaved magnificently and enabled eleven first-class races and an attack on the main track record to be run off between one and five o'clock. More is the pity that the spectators were so few by comparison with other meetings which were not nearly so good to watch as this Mountain Championship programme. The entries were so numerous that four additional races were put into the lists at the last moment and the hour for starting advanced. Every paddock bay was filled and many competing cars had to be parked in the open.

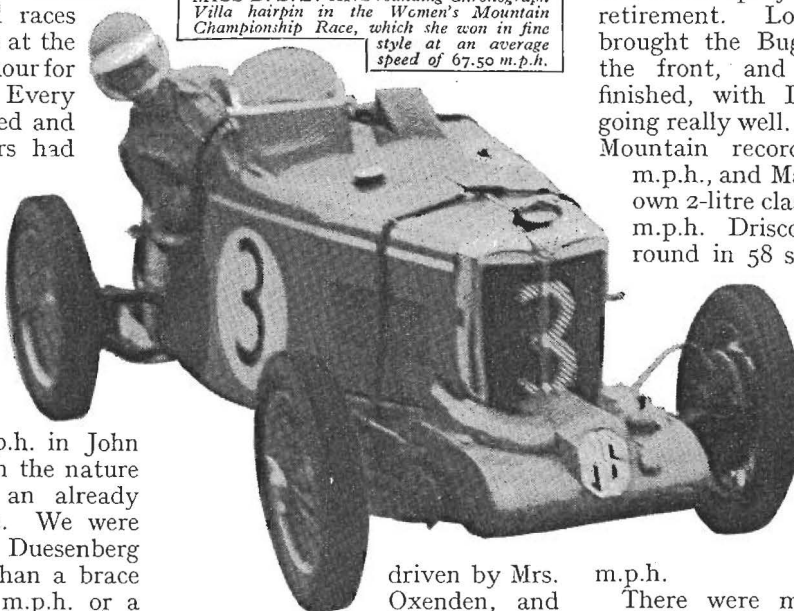
The programme of four Long Handicaps and seven Mountain races was nicely balanced, and the addition of Whitney Straight's attack on the lap record, which stands at 140.93 m.p.h. in John Cobb's favour, was in the nature of bonus value in an already excellent bill of fare. We were sorry that Straight's Duesenberg could do no better than a brace of fast laps at 138 m.p.h. or a shade over that figure. He looked impressive and the car kept low coming off the bankings. It was also comparatively quiet, all of which circumstances, plus his failure to capture the record, made many express great disappointment. For ourselves we consider it a remarkable performance for an unsupercharged 4376 c.c. single seater, Cobb's Napier-Railton which holds the record being engined with over 23 litres.

Many close finishes were recorded at this meeting, Ebblewhite wielding his handicap data of the past season to good purpose. R. F. Oats brought his Amilcar home only twenty yards

ahead of Dobson's Bugatti in the first race, and W. M. Couper on the Talbot had a neck and neck battle over 9½ miles with Dobb's Riley in the next event. Behind them, gaining all the time but able to get no higher than third place, was Major Gardner in his supercharged 1100 c.c. M.G. Couper won at 100.81 m.p.h., so that Gardner's little car actually averaged slightly more.

One of the best events was the Women's Mountain Race. Mrs. Petre did not materialise with the M.G. she was to drive and Miss Evans was therefore the only competitor with this make. She had to concede 25 seconds to the limit car, a supercharged Alta

MISS D. B. EVANS rounding Chronograph Villa hairpin in the Women's Mountain Championship Race, which she won in fine style at an average speed of 67.50 m.p.h.



driven by Mrs. Oxenden, and with Mrs. Wisdom on the Talbot, two Bugattis and a Riley from the Dixon stable in between. Miss Fay Taylour was driving Penn-Hughes' 2600 supercharged Alfa and started scratch 25 seconds behind Miss Evans. The latter drove excellently, was quick on the corners and never yielded a yard to anyone. From fifth place on the first round she moved into fourth and then took the lead at the end of the third circuit to retain it until the end. Miss Taylour was pressing her as the last corner was rounded, but Miss Evans was the steadier of the two and kept her opponent at bay to run home the winner by twenty yards. Mrs. Wisdom

was third only a few seconds behind. Miss D. B. Evans averaged 67.50 m.p.h. for the race and Miss Taylour lapped on one occasion at 76.86 m.p.h., thereby having the honour of beating, at that time, every other class of record for the Mountain circuit, male or female, except that of Whitney Straight!

The Mountain Championship was definitely exciting, although the result seemed fairly obvious from the fall of the flag. Straight, in his black Maserati, pulled to the fore and stayed there, Raymond Mays hanging on and never losing sight of him. Penn-Hughes hung on to third place until a loose radiator cap resulted in a hot water spray that caused his retirement. Lord Howe then brought the Bugatti one nearer the front, and thus the field finished, with Driscoll's Austin going really well. Straight put the Mountain record up to 81.00 m.p.h., and Mays improved his own 2-litre class record to 78.88 m.p.h. Driscoll got the Austin round in 58 seconds, which is

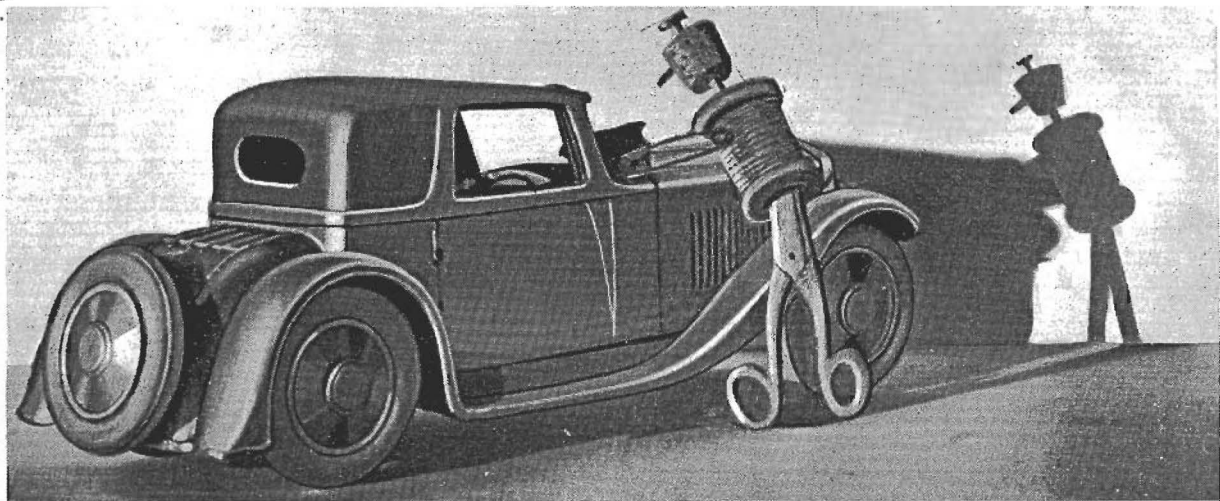
72.62 m.p.h., and a new record for the 750 c.c. class, subsequently beating this twice in two succeeding races until he finished the day with a figure of 73.64

m.p.h.

There were many other fine races and the finishes were always interesting.

It is rather sad to reflect that Brooklands is now in the hands of the concrete breakers, who during the ensuing dark and dreary months will be urged to establish their own particular brand of records, breaking yards per day or tons per beer, according to their methods of calculation. Brooklands has had a good season and M.G. owners have been consistent supporters throughout the programmes. Now it is a long wait until next March, but already stable talk is getting interesting regarding what will be happening in the racing world in 1935.

JOBS YOU SHOULD LOOK AFTER YOURSELF



ON YOUR CAR

How to keep your J2 Midget in trim.—Part II.

—continued from the last issue.

. By .

HUGH P. McCONNELL

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

AT the conclusion of the last month's article Sparking Plugs were discussed. The K.L.G. L.K.S.5 14 mm. plug is admirably suited to the J.2 model. In the case of competition and racing, K.L.G.s also make the 718.C and 690 models, the latter being capable of sustaining more heat, while the former is a suitable plug for fast road work.

Clutch : It is essential that there be a clearance when the clutch is disengaged between the withdrawal levers and the withdrawal race, as well as between the adjusting screw and the thrust pin. These clearances are clearly set out in the illustration on page 537.

Having obtained the correct clearances, it stands to reason that the car should not be driven with the foot resting on the clutch withdrawal pedal. The clutch withdrawal race requires lubrication every 500 miles, and five drops of engine oil are sufficient. When the floorboards are next lifted, examine the housing in which the ends of the clutch withdrawal shaft are supported. There are two small holes in the housing that are very often forgotten: these only need lubrication at comparatively infrequent intervals.

The clutch cover should always be replaced the correct way. It will be noticed when it is removed that there is a breather slot on one side, and this should always

be fitted to the off-side of the car.

Carburation : A certain amount of patience is required to set the two carburetters so as to get the best results. The owner is cautioned to study pages 66 to 69 of the *Instruction Book*, which contain, among other things, a sectional view of the carburetter and the jet. It must be borne in mind that there is a jet control which operates the jets of both carburetters simultaneously, consequently, if one or other carburetter is altered, the jet control should be disconnected and adjusted to any alteration of jet position. In the earlier model J2 the needle number was M6, in which the piston was of a slightly heavier type than the later models. In later models the needle is M5. The needle is held in the piston by means of a set screw, and the shoulder of the needle should not protrude through the base of the piston. It is essential that the throttle of each carburetter should open simultaneously. This can be checked by slackening off the hand control as well as the slow running set screws, and then slackening the bolt of the coupling rod between the butterfly spindles. Make sure both

throttles are closed before tightening up the bolt. The slow running position is then obtained by gradually tightening the small spring loaded set screws which abut on the throttle lever. One of the best methods of setting the carburetter is to listen to each carburetter separately, when the hissing sound of the suction can be noticed, which is best effected by making a cup of the hand around the ear, so as to eliminate the noise from one carburetter being noticed while the other is being tested.

The necessity of removing the pistons from the carburetters from time to time has often been stressed in these notes, and it is essential that these should be dry and clean in order to get an equal rise of the pistons in the carburetters on acceleration and under load. The upper extension of the piston and suction disc consists of a hardened and ground piston rod and is a close fit in its bearing. The piston rod requires a little lubrication from time to time, but under no circumstances should engine oil be used; use only light machine oil.

Distributor : This should be cleaned occasionally by moistening a small piece of non-fluffy rag with a little petrol and working it in between the parts, afterwards smearing a small quantity of vaseline on the fibre heel of

(Continued on page 537)

JOB YOU SHOULD LOOK AFTER YOURSELF

(Continued from page 536)

the movable contact arm. About every 2000 miles the rotor should be removed and three drops of machine oil should be dropped on to the screw beneath the rotor and the lubricant will eventually find its way on to the automatic advance. Check over the gap between the contact points of the make and break, making sure that the cam is causing the points to be open to their maximum. Correct clearance is between 16 and 20/100ths of an inch.

Engine Suction Filter: It is advisable to remove this when changing the oil in the sump, and after it has been washed out in petrol it should be carefully replaced, making sure that the joint is a good one, free from dirt, and the unions on the pipe properly tightened. After this has been done, the oil gauge should be carefully watched to see that there is no drop in oil pressure; the maximum should not exceed 80 lb. and the minimum 40 lb. at 40 miles per hour with the engine hot. Should there be a loss of oil pressure and its cause not traceable, the car should be taken to a repair depot at once. It is safe to say that the usual cause is an air leak, which may come from a cracked pipe or union, and may in a short time cause engine bearing trouble, if run with low oil pressure.

It is inadvisable to overfill the sump; it is much better to maintain the sump three-quarters full, because by overfilling the sump there is not sufficient room for "breathing" in the crankcase, and oil may be forced out of the breather. Always remember, when warming up an engine before starting to drive, that it is the oil that has to get warm rather than the water.

It should also be borne in mind that it is just as important to change the oil in the gearbox and rear axle as in the engine. In all circumstances this should be done after the car has been run for some distance, so that the oil has become fluid, and it is an extremely wise plan to flush the gearbox and back axle, as well as the engine, with thin engine oil

periodically. There is no necessity to fill the component up to the maximum level, but half the normal quantity is sufficient for flushing, and it should be allowed to drain for some time before being replenished with the proper grade of lubricant. Never allow the rear wheels of the car to rotate while the rear axle is being refilled, because if this is done, lubricant will be picked up on to the teeth of the gears and the axle may be over-filled.

General—Chassis Lubrication: There are one or two points on a car that are often neglected—or to put it in another way, that should receive special attention; for example the road wheels should be cleaned from time to time and the taper of the hub

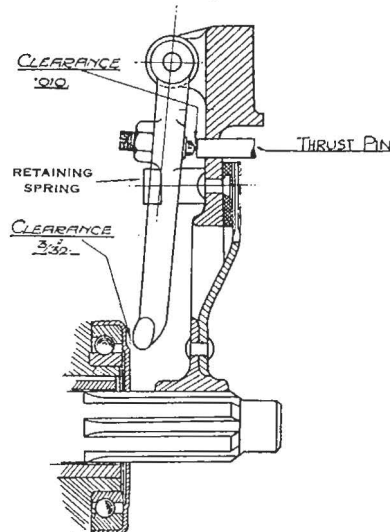
receive one turn per week. There are lubricators on the back brake camshaft as well as at the front. If these are screwed down, too much grease will find its way on to the brake-shoes. While talking of brake-shoes, it will have been noticed that the brakes are not effective immediately after the car has been washed, particularly when high-pressure washing is employed. It is a good plan to apply the hand brake when the car is being washed, to prevent water getting between the drum and the linings; some people go so far as to even cover the brake-drums with a sack to prevent the water getting in.

Another point that needs periodical attention is the felt bush between the steering column and the outer casing; this is situated just below the steering wheel, and should receive a few drops of light oil every 2000 miles.

The rear hubs are lubricated through a nipple inside the hub shell. When these are lubricated, be careful not to overdo it, otherwise the lubricant will find its way on to the brakes.

The rear spring trunnion bush may become dry owing to insufficient lubrication, and it has been found in practice that the small needle valve can be removed, which is effected by removing the plug on the pipe end and with a small screwdriver remove the needle valve, which consists of a small brass taper end plug.

Steering: There are several points connected with the steering that should be attended to from time to time, viz. the adjustment of the ball socket joints and the part known as the bottom plate. Dealing with the ball socket joints first: these should be dismantled one at a time and thoroughly cleaned, making sure that all the springs are intact. Note which way the spring is fitted. After cleaning and packing with grease, tighten the joint up fully and then slacken off one to one and a half turns on the end plug and insert new slip pins. This method will ensure correct assembly and allow the springs behind the cups to do their work. These parts cannot be over-lubricated. The lubricant will prevent



Sectioned drawing of clutch adjustment, as provided on the J.2 Midget.

should be cleaned and lubricated with a little graphite grease, while the interior hub of the wheels should be cleaned before being replaced. The greasing nipples on the side dashboard convey lubricant to the brake cables and the spring anchorages. When the points marked A, B, D and E on the dashboard are being lubricated, the hand brake should be applied, in order to hold the cables up against the stops, and it is advisable from time to time to fill the gun with ordinary engine oil, so as to be sure that the lubricant travels the full length of the cable.

The small lubricators on the brake camshafts should only

(Continued on page 538)

JOBS YOU SHOULD LOOK AFTER YOURSELF (Continued from page 537)

road dirt finding its way in, particularly in wet weather.

Steering Head King Pins: It is advisable to jack the car up while these are being lubricated, so as to be able to turn the steering completely from lock to lock. This will ensure the lubricant finding its way around the pin; any surplus oil should be wiped off the back plate, as this might find its way inside the brake plug.

Bottom Plate on Steering Gear-box: It will be noticed that the drop arm is attached to a shaft which passes through a bush and the part known as the bottom plate. This is held in position under the steering box by several studs. If there is any movement between the box and the plate, nuts should be removed and new spring washers fitted.

Brakes and their Adjustment: There are one or two points concerning the brakes that owners can easily attend to themselves, but it must be realised that brakes do not necessarily wear evenly. Secondly, it is not advisable to take up all the adjustment at the central point, but alternative

adjustment should be made by occasionally taking the wear up at the cable ends. Another point to remember is that there should be at least one inch of movement in the pedal before actual application of the brakes takes place, and the same remarks apply to the hand lever—in other words, don't over-adjust, but leave a little free movement. A simple method of adjusting the brakes is to jack up all four wheels off the ground, take the hand brake off and, if necessary, let out the main foot brake adjustment and then adjust each cable end until each brake just rubs against the drum. Then slack each adjustment off half a turn. It should be possible when the car is taken out on the road to apply the brake so as to leave a dark mark on the road without locking the wheels. If it is suspected that a brake is rubbing, this can be ascertained by feeling the drum to see if it gets hot, or by tapping it with a spanner to see if the drum rings. If ever a driver has the slightest doubt that his brakes may let him down, they should be taken to the nearest Service Station and examined to see whether the shoes require relining, or cleaning out from the

presence of foreign matter inside the drum. With the present state of the roads and the appalling number of accidents, it is the duty of every driver to see that he has good brakes, good steering and proper lights.

It is surprising how little attention the average electrical system receives. How many people think of cleaning the commutator of their dynamo, or putting a little vaseline over the terminals of the battery? The electrical section should be looked over by a Service Station completely once a year, for they would indicate those points to the owner that he should periodically attend to. There is one point in connection with electrical system, viz. the electrical petrol pump. This is clearly indicated on page 70 of the *J.2 Handbook*. It is a comparatively simple matter to extract the strainer and clean this as well as the valves at the top of the pump. When the petrol is getting very low in the tank, this is usually indicated by a metallic hammering in the petrol pump; the same noise will be produced should there be an air leak in the petrol line, except that the hammering will not be so fast.

MOTORING NEWS

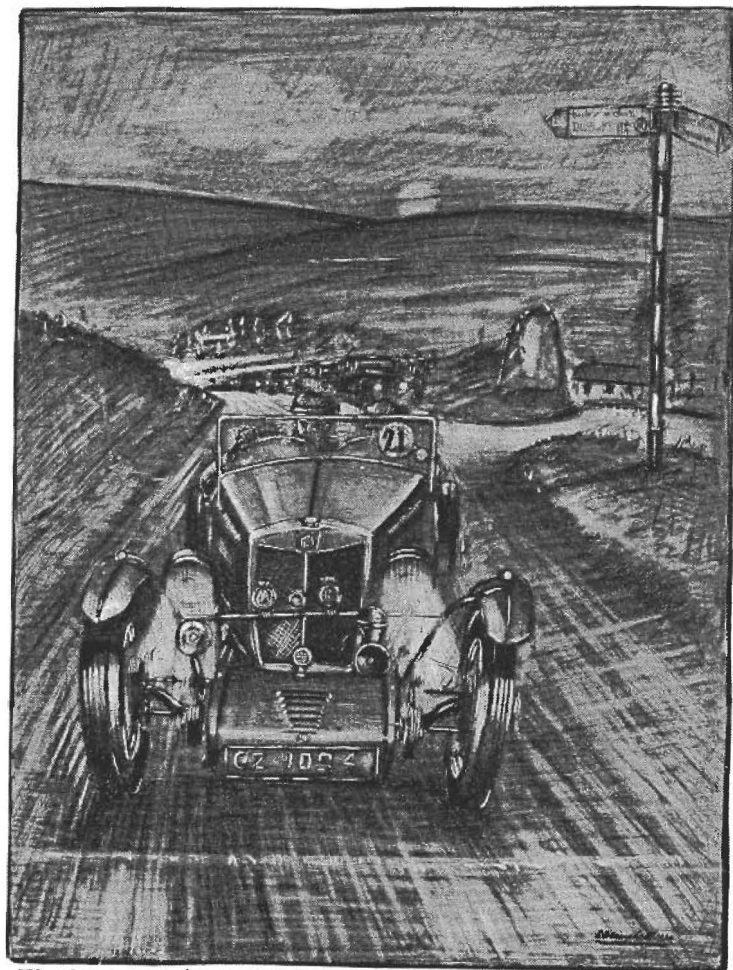
THIS last week or so records have been falling thick and fast. On Sunday, 14th October, Harry Herculeyns on a "Q" type M.G. Midget covered a standing kilometre at 70.70 m.p.h. Unfortunately, Burgaller on a single-seater Austin had already set up the record unbeknown to Herculeyns a few days before with a speed of 73.40 m.p.h. Burgaller's records were not destined to stand very long, for on the following Thursday Everitt raised the figures to 75.42 for the kilo. and 85.59 for the mile at Brooklands Track, using his "Q" type Midget.

Two mountain records have also once again been added to the M.G. list, the 750 mountain record from Driscoll's Austin at 75.58 m.p.h. by Everitt's "Q" and the E.R.A. 1100 c.c. record by Seaman on Whitney Straight's K.3 at 72.87 m.p.h. It is somewhat curious to note that the 750 mountain record stands at a higher speed than the 1100 c.c. and, incidentally, M.G.s once again hold every existing international class "H" record, and the Outer Circuit and Mountain Lap records in this class at Brooklands.

For particulars of George Eyston's recent records at Montlhéry see page 528.



George Eyston snapped on the Ferodo Stand at Olympia on the eve of his departure for Montlhéry with the Magic Magnette.



The above picture is the work of S. D. Campbell, an M.G. enthusiast from the Irish Free State. It depicts Mr. H. L. Jefferson (J.2 Midget) in the Open Night Trial organised by the Dublin University Motor Cycle and Light Car Club, at Glencree Fork.

**A Right
Merry
Xmas
to you
all**



Modena Race

Raffaele Cecchini, who has distinguished himself with a K.3 M.G. Magnette in various Continental events, and who has been acclaimed 1100 c.c. Italian champion on an M.G., recently won the Junior "round the houses race" on the Modena Circuit over a fifty miles course, with an average speed of 60 m.p.h., setting up the record lap at 61.36 m.p.h. Farina (Maserati) and Malaguti (Maserati) were second and third respectively.

This is Cecchini's first season racing a K.3 Magnette; he has had several notable victories including first place in the 1100 c.c. class at the Stelvio Hill and Vermicino Hill Climbs, breaking the record for the latter by nearly 7 m.p.h. He also finished second in the Acerbo Junior Cup race on the Pescara Circuit last August.

Salute

Congratulations to the directors of that highly admirable garage at Worthing, The Cresta Motor Co., who deserve special mention for their fine performances in the M.C.C. High Speed Trial at Brooklands. Both Elwes and MacLachlan won premiers in the first 1-Hour Trial, and both the "N" type Magnettes they were driving put in laps at over 80

(Continued on page 541)

MOTORING NEWS

(Continued from page 540)

m.p.h., which is good going for standard cars.

Congratulations also to Toulmin, Bastock and Summerfield, whose most recent success consists of winning the North-West London Motor Club's Team Trial. In this strenuous event, M.G.s won all the premier honours, including the *Sporting Life* Team Trophy awarded to the winning team. The Kentish Border Motor Club with two M.G.s were runners up, and Shaw, on an M.G. Magnette, made the best individual performance of the day.

The Nuffield Trophy Race

The Derby and District Motor Club made a very big step forward when they organised the Nuffield Trophy Race, which was a very great improvement on anything else they have done previously. Raymond Mays drove a fine race, especially considering the wet condition of the course, and won the first race for the E.R.A. marque. H. R. B. Seaman also gave a display of polished driving in Straight's Magnette—he has very obviously benefited by

MOTORING TERMS
ILLUSTRATED

NO. 8.—MINOR ADJUSTMENTS

Form No. 8.

WESTERN UNION
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MOST AMAZING EMGEE VICTORY YET IN AMERICA SUNDAY WAYLAND
GRAND PRIX EMGEES FINISHED SECOND THIRD FOURTH FIFTH SIXTH
GENERAL CLASSIFICATION AND NATURALLY TOOK ALL CLASS G IN
FIFTEEN CAR ENTRY EVERY EMGEE FINISHED PLEASE SEND QUICK
FILLER RADIATOR CAP.

SAM.

1934 OCT 10 A 9 24 8

Please send your Reply *Via Western Union* You may telephone us for a messenger

The above facsimile reproduction is of a cable received from Mr. Sam Collier, an enthusiastic American M.G. owner, who recently won the Grand Prix of America.

FORTHCOMING EVENTS

NOVEMBER

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| 2nd—Light Car Club's Annual Dinner-Dance. | 16th—24th—Scottish Motor Show. |
| 3rd—Mid-Surrey A.C. Experts' Trial. | 18th—M.G. Car Club (Northern Centre) One-Day Trial. |
| 5th—10th—Motor Cycle Show (Olympia). | 18th—R.A.C. Veteran Car London-Brighton Run. |
| 7th—Harrow C.C. Annual Dinner. J.C.C. Film Show. | 23rd—Mid-Surrey A.C. Annual Dinner-Dance. |
| 9th—M.C.C. Annual Dinner-Dance. C.S.M.A. Annual Dinner-Dance. | 24th—Bugatti Owners' Club Night Trial. |
| 10th—S.U.N.B.A.C. Shell Trial. | 24th—Singer M.C. Invitation Trial. |
| 10th—11th—S.S. Car Club Trial and Rally. | 24th—5th Dec.—Brussels Motor Show. |
| 11th—Berkhamsted & District M.C.C. Road Trial. | 25th—Kentish Border C.C. Reliability Trial. |
| 14th—Bugatti Owners' Club's Annual Dinner-Dance. | 28th—Berkhamsted & District M.C.C. Annual Dinner. |

DECEMBER

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| 1st—M.G. Car Club (Northern Centre) Annual Dinner-Dance. | 8th—N.W. London Motor Club's London-Gloucester Trial. |
| 1st—Monte Carlo Rally British Competitors' Club's Annual Dinner. | 15th—S.O.D.C. Davis Trophy Winter Trial. |
| 2nd—Liverpool M.C. Reliability Trial. | 28th—29th—M.C.C. London-Exeter Trial. |

experience in European road racing events.

Kenneth Evans is to be congratulated on bringing his Midget into the third place.

Grand Prix de France

Won, you will say, by the Scuderia Ferrari's Alfas, and M.G.s did not compete, you would be referring to The Automobile Club de France Grand Prix run last July, whereas the one reported here is a series of class races run on the little road circuit of Monthéry, in which Harry Herculeyns on the "Q" type won the event for cars up to 1500 c.c., with another M.G. third. This event has recently been added to the International fixture list.

The Works' Club to make
Whoopie

A notification has been received from the Social Committee of the M.G. Sports Club of their intention to hold a dance at the Masonic Hall, High Street, Oxford, on 7th December. These are always very jolly affairs in a modest way.

The Synco Scamps Band, which has "been on the air" from the Midland Regional, will provide the music. Tickets are 4s. each from the Social Secretary at Abingdon-on-Thames, and the Morris Garages nearby the dance hall have garage accommodation—all interested in M.G. cars and their activities will be welcome, but order your tickets early.