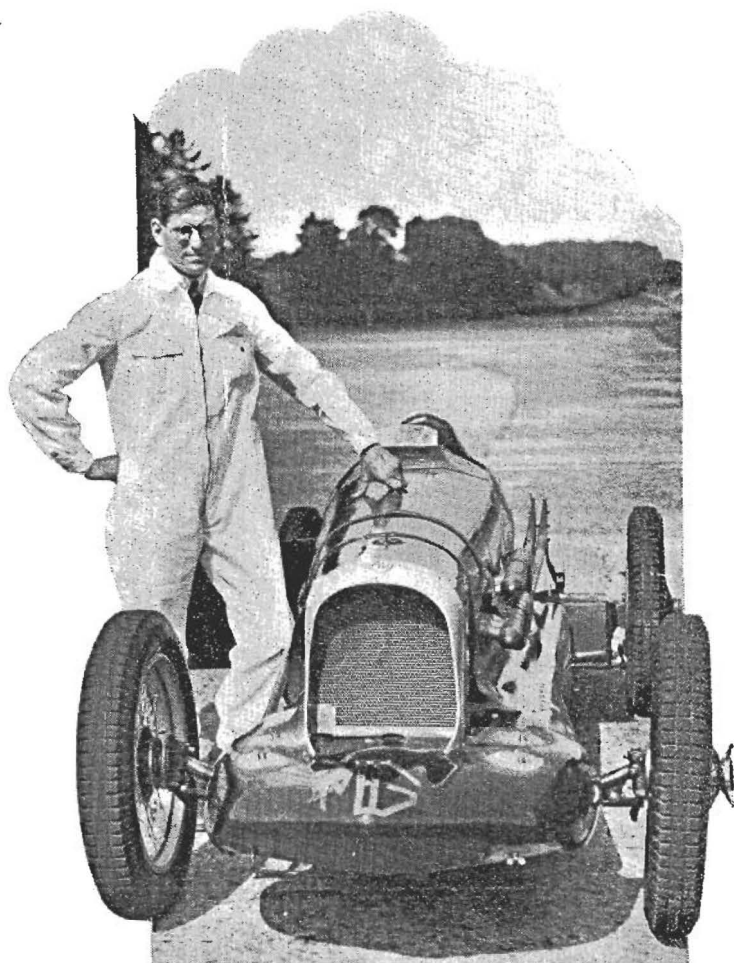


# The MAGazine

VOL. 2 NO. 9  
SEPTEMBER, 1934



R. T. HORTON WITH HIS RECORD-BREAKER  
AT BROOKLANDS

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 9. SEPTEMBER, 1934

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

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BI-MONTHLY

## EDITORIAL

**B**EFORE the next issue of *The M.G. Magazine* reaches you, the Olympia Motor Show will once more have come and gone, and yet you will observe we have spared you the customary dissertation on the somewhat problematical delights of that institution in the pages of this number.

Why? Simply because we regard the readers of *The M.G. Magazine* as fellow-sufferers, with ourselves, in respect of the reams and reams of annually-hashed-up technical dope, accompanied by blotchy photographs, which invariably are foisted upon us at this time by most motoring journals.

For our own part, we regard the Olympia Motor Show less as a shop window and more as an entertaining and amusing *rendezvous* for motoring enthusiasts.

In the old days, the Motor Show provided a great annual excuse for a week's alcoholism, which invariably ended in "a cold in the head, and a pain in the pocket."

Someone rather aptly described Olympia in those days as being divided into stands—"those who can, and those who can't!"

In these more enlightened times, we believe the readers of *The M.G. Magazine* prefer to regard the Olympia Motor Show as an annual meeting place of all the enthusiasts, as a Palace of Gossip of Motoring Matters and Incidents, as the venue whereat one assuredly may expect to find all that is progressive and interesting in automobile design.

Let us end by saying that those who are genuinely interested in the latter assuredly *will* find all they can possibly want on the M.G. Car Company's stand, No. 95, Avenues H and I.

We look forward to seeing YOU there.

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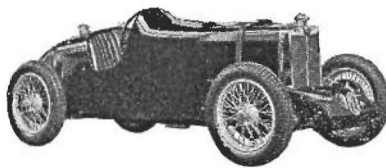
**Do you**

keep your copies of The M.G. Magazine  
If so, turn to the Announcement on Page 461

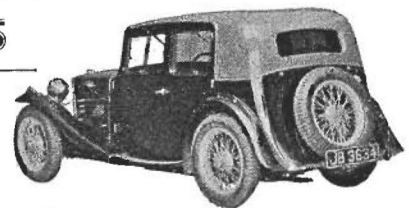


## TWO NEW MODELS

FOR 1935



Left:  
The "Q" type  
Racing Midget.



Right:  
The "KN"  
Magnette  
Pillarless Saloon

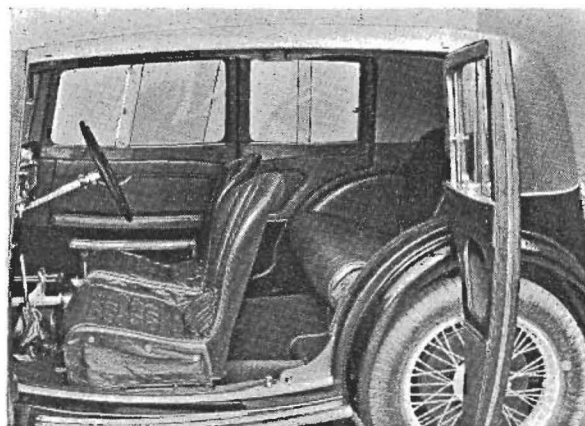
TO meet the need for a really roomy saloon on the popular M.G. Magnette chassis, the M.G. Car Company has produced a four-door type of pillarless construction. The features claimed for the new model are its high speed capabilities with ample and comfortable accommodation for four adults with luggage. The latter has been achieved by lengthening the chassis to accommodate a more commodious body. It has a wheel-base of 9 ft. as against 8 ft. on the open models; the track also has been increased to 4 ft. With the lower chassis the need for extra bracing has been realised and the frame is additionally strengthened by a sturdy "cross" brace to provide the same degree of stiffness as exists with the chassis of the open cars. Needless to say, as with the other models, the frame is underslung at the rear beneath the axles and the springs underslung both fore and aft.

The mechanical parts of the new model are otherwise much the same as in the case of the N. Magnette models. The six-cylinder engine has a bore of 57 mm. by 84 mm., 1287 c.c., rated for Treasury purposes at 12 h.p. The camshaft is carried overhead and the crankshaft is the four-bearings type.

Engine torque is carried through a single-plate clutch of specially sturdy construction, and a "twin-top" four-speed gearbox with the short rigid lever on a remote control is carried back so that it is close to the driver's left hand. This extension also carries the slow-running and mixture controls. From the gearbox a Hardy Spicer shaft with metal universal joints transmits the

SO popular have the existing models proved during 1934 that it has been decided to continue the Magna "L" Continental Coupé and the Magnette "N" models unchanged for 1935, and the Midget "P" unchanged except for an increase of £2 in its price.

In order to meet the considerable demand for a closed car in the M.G. Magnette range, a saloon model has been introduced and will be available for inspection on the M.G. Stand at Olympia. This model is described hereunder, as is the comparatively new "Q" type Midget, which has already made a distinguished racing debut.



Interior of the Magnette "KN" Pillarless Saloon

#### M.G. MAGNETTE SECTIONED CHASSIS ("KN" Series)

Six-cylinder engine, 57 mm. bore by 84 mm. stroke, 1287 c.c. (Treasury rating 12 h.p.); overhead camshaft; twin S.U. semi-down draught carburettors; Rotax coil ignition with automatic advance; 14 mm. plugs; forced feed lubrication; Tecalemit external oil filter and oil strainer in sump; water circulation by pump; four speeds forward, remote central change; single-plate clutch; spiral bevel final drive; internal expanding 4-wheel brakes with 13 in. drums; cam steering; semi-elliptic road springs; Rudge Whitworth wire wheels; 19 in. by 4.75 in. Dunlop "Fort" tyres; 4 ft. 6 in. track; 9 ft. 0 in. wheelbase; 12-volt dynamo and starting set; finish Cream/Green cellulose; chromium plating; chassis price £295.

#### M.G. MAGNETTE PILLARLESS 4-DOOR SALOON ("KN" Series)

Chassis details as above; pillarless four-door saloon body; Duotone Green cellulose finish; wheels cellulosed Silver; Green leather upholstery; overall length 12 ft. 10½ in.; overall width 4 ft. 11 in.; chromium plating; Triplex glass; price complete as shown £399.

drive to a straightforward three-quarter floating spiral bevel final drive rear axle.

It is apparent on examining the brakes that the M.G. "Safety Fast" slogan is no meaningless statement, as the cable system of operation which has proved satisfactory on the racing cars at speeds in excess of 100 m.p.h. is used. The brake-drums, which are of special high-grade steel for durability, are 12 in. in diameter and of ample width, providing a very large braking area.

Cam steering with a ratio somewhat lighter than is normally employed on M.G. models has been adopted with beneficial results on this car with its added weight (incidentally about 20 cwt.), and which can be driven at very high speeds.

Turning now to the coachwork, "four-passenger comfort" seems to have been the keynote of design. The seats are pneumatic throughout—two buckets at the front of generous size, the shape and construction of which have been arrived at after considerable experiment, so that they are really comfortable throughout the longest of journeys which may be undertaken. No less has back-seat comfort been studied, the "straight across" seat and back squab are pneumatic also. The rear passengers are seated well down in the car, allowing ample head-room; there is plenty of space between the front and rear seats, and the provision of large wells permits ample foot-room.

The impression of the interior is one of luxury, for nothing has been stinted to provide the very finest and ample equipment. The

(Continued on page 452)

## TWO NEW MODELS FOR 1935

*(Continued from page 450)*

polished walnut facia has almost every conceivable instrument the enthusiast could desire—instrument dials, steering wheel, control knobs, horn and dipper switch being finished in brown to tone with the walnut panels. The interior is carpeted up to the waist-line and over the entire back of the front seats; there are large door pockets with zip fasteners on each of the front doors;

sliding windows front and rear; a Triplex windscreen which can be opened over a wide angle with central winder, and a sliding roof with special rain trap. Other items of equipment include electric two-arm windscreen wiper, chromium plated head, side and fog lamps, horn, badge bar, direction indicators and stop and tail-lamp. A large toolbox fitted in the scuttle is readily accessible when the bonnet is lifted.

Still another special feature is the M.G. luggage carrier. When not in use it forms the back panel

of the car and does not interfere with the pleasing sweeping lines of the tail; also the carrier is so arranged to allow the back panel to hinge down without disturbing the position of the spare wheel. The luggage platform is of ample size for several large suitcases, and is complete with straps and waterproof cover.

This new saloon, which is known as the M.G. Magnette K.N. Pillarless Four-door Saloon, is priced at £399 and may be had in any of the varied M.G. finishes.



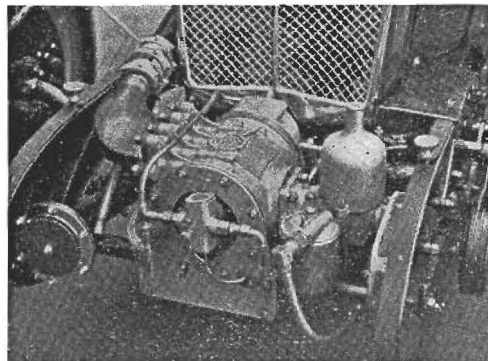
# THE "Q" TYPE RACING MIDGET

THE new "Q" type M.G. Racing Midget which already has taken a number of records, including the Brooklands Mountain Lap, Donington 750 c.c. and two International Class H Records, has probably the most highly efficient unit in the world for its size. The price for a car of this calibre is reasonable, for anyone can buy it in stripped racing form for £550 all ready to be used for that purpose.

Some idea of the car's performance can be gathered by the fact that in the L.C.C. Relay Race, Kenneth Evans put in twenty consecutive laps at over 100 m.p.h., the best being over 110 m.p.h., which would account for a maximum speed in the region of 120 on the Railway Straight.

The horse-power developed on the brake from this tiny unit (746 c.c.) is in the order of over 100 at 7000 odd r.p.m. The cylinder dimensions are 57 mm. bore by 73 mm. stroke. The general layout of the engine follows quite close that of the "P" type Midget and is in fact to a great extent identical, which incidentally speaks very well indeed for the "P" models. The crankshaft has three bearings, and the camshaft is carried overhead with the dynamo incorporated in the vertical drive, as is usual with M.G. practice. The

—WHICH ALREADY HAS COVERED ITSELF WITH GLORY IN RACING AND RECORDS-BREAKING AT BROOKLANDS AND AT DONINGTON.



*The "Front-end" with fairing removed to display the Zoller-M.G. compressor. Note the separate oil pump for lubricating the compressor bearings.*

Four-cylinder engine, 57 mm. bore by 73 mm. stroke, 746 c.c. (Treasury rating 8 h.p.); overhead camshaft; Zoller-M.G. compressor; S.U. carburettor; Delco-Remy special coil and distributor; 14 mm. plugs; forced feed lubrication; Tecalemit external oil filter and gauze strainer in sump; Electron sump; water circulation by pump; 4-speed forward pre-selector gearbox, central remote control; clutch incorporated with pre-selector gearbox, also additional inoperative friction clutch with pre-determined slipload; straight bevel final drive; internal expanding 4-wheel brakes, cable operated; 12" drums; cam steering with M.G. divided track rod; semi-elliptic road springs bound and topped; Rudge Whitworth wire wheels 18" by 4.75"; Dunlop "Fort" tyres; track 3' 9"; wheel-base 7' 10"; 12-v. dynamo and starting set; two-seater body conforming with A.I.A.R.C. regulations; Red cellulose finish; wheels cellulosed Silver; Red upholstery; chromium plating; overall length 11' 11"; overall width 4' 5"; Triplex glass; price, complete as shown, £550.

inlet ports are on one side and the exhaust on the other, each with four separate ports.

The compressor, which appears an outsize for the small engine, is Zoller-M.G., an eccentric vane machine in this case, driven from the front of the crankshaft supplying fuel at a maximum pressure of 25 lb. per square inch.

The compressor bearings, etc., are lubricated by a separate low-pressure pump which can be seen on the illustration of the supercharger.

Actual fuel feed is through a large size S.U. carburettor on the atmospheric side of the compressor, the fuel itself being carried in a 19-gallon rear tank, from which it is brought forward by S.U. petrol pump with duplicated electrical mechanism and pipe lines.

To revert once more to the engine as befits a racing car capable of such high speeds, very special attention has been given to lubrication. The ribbed elektron sump holds about a gallon, and an auxiliary dash tank an additional nine pints with a float feed device to maintain the sump level. This arrangement obviates the need of stopping for oil replenishments except in the very longest of races. A Tecalemit oil

*(Continued on page 453)*

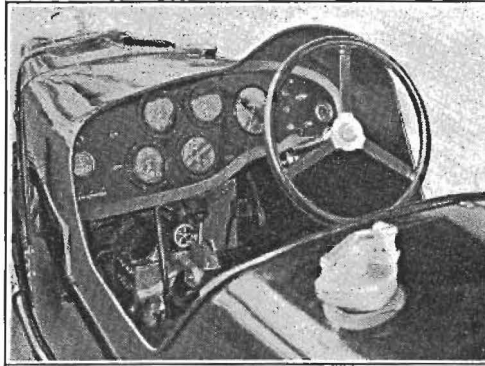
## TWO NEW MODELS FOR 1935 *(Continued from page 452)*

filter on the pressure side of the force feed oil pump safeguards the bearings, etc. As on the racing M.G. Magnettes, the E.N.V. Wilson pre-selector four-speed gearbox is standard, gear change is in the usual way with pre-selector gearbox, utilising the gear bands to separate the engine and final drive and take up the load, but as a precaution to relieve the transmission of shock an inoperative clutch, with pre-determined slipload, of the normal friction type is fitted between the engine and gearbox. The standard top gear ratio is 4.5 to 1 (8-36), or as an alternative at an extra price 4.875 to 1 (8-39). Cooling is effected by means of a pump driven from the crankshaft, the radiator is the film type with the usual M.G. distinctive motive. The chassis is entirely new; far more sturdy than that on previous racing M.G. Midgets, nevertheless it still retains the well-tried principles and is underslung at the rear end and upswept over the front axle. Chassis bracing is by large section tubular cross members; the half elliptic springs, also much more sturdy than before, are underslung both fore and aft. The spring action is controlled at the front by duplex Hartfords and at the rear with Luvax spring controlled hydraulics.

There is a flat aluminium under-

shield with suitable air scoops to cool the gearbox and rear axle, and a short steel cable between the chassis and front axle takes care of the torque reaction of the front brakes.

The divided track rod steering application which has already proved itself of immense advantage on the Magnette models is standard. By this method the steering effort in either direction



*The cockpit of the "Q" type Racing Midget, showing the neat layout of the instruments and the accessible position of the brakes adjuster just in front of the gear lever.*

is equalised, and the wheel whip apparent in the more usual fore and aft draglink types of gear is to a very great extent minimised. The steering box is the cam type with high gear, and the column, which is adjustable for rake, has a spring steering wheel.

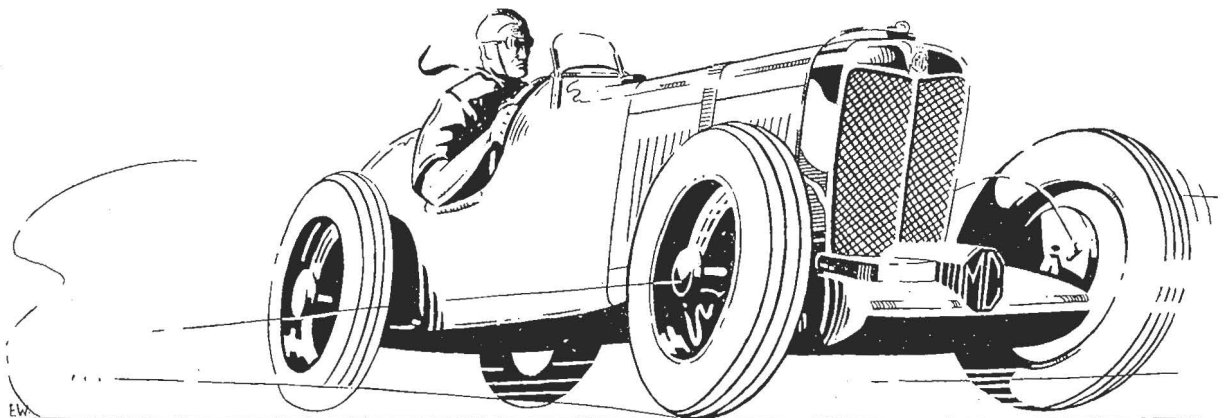
Application of the brakes is by cable, all four are controlled either by foot or hand, or both. The hand brake lever is the racing type with quick release. A special feature of the cable brakes is that

axle movements are not communicated back to the controls even on the roughest of roads. Rapid adjustment is provided, mounted on the gearbox extension, accessible whilst driving.

The ignition is by special coil and distributor operated by 12 v. battery. The coil is so designed to give an efficient spark throughout the entire engine revolution range, and also has a very low electrical consumption.

The various illustrations show the general body lines of the car complete. It weighs approximately 13½ cwt. unladen. The coachwork dimensions conform with the A.I.A.R.C. regulations. The petrol tank is carried in the stream-lined tail and has two quick-lift fillers. The facia is well equipped with extra large radiator and oil thermometers, engine oil pressure gauge and supercharger gauges, a 5 in. revolution counter, a small pressure gauge for the compressor supply and an ammeter.

The new "Q" type, which is offered only as a stripped racing car, without wings, lamps, etc., or electrical equipment other than that needed to operate the fuel supply, ignition and starter, undoubtedly would appear in the light of present achievements and the many good features of its design, to be a more than worthy successor to the older types of racing M.G. Midgets which have covered themselves with glory on the tracks of the world during the past few years.



## BI-MONTHLY

**A**UGUST was a quiet month on the competition side owing to so many members of the Club being away on holiday. The only event of note that was organised was a Club visit to the Ulster T.T., and in this twenty-three members took part. In view of the cost being only four guineas including all meals in transit, it is expected that we shall have a larger party in future years.

A few members have expressed a wish to join an organised club party to see the race at Le Mans next year, and this will be arranged if adequate support is forthcoming. One plan which is being investigated is the booking of a railway sleeping car to take members to the course and to stand there on a siding while the race is in progress. It would permit a few hours' sleep to be taken during the night and would make a handy headquarters for obtaining refreshments, dumping mackintoshes and so forth.

Since the last issue of *The M.G. Magazine* appeared, Mr. J. F. Kemp, Hon. Sec. of our vigorous Midland Centre, has moved out to Northfield. His new address is Island Cottage, 104 West Heath Road, Northfield, Birmingham.

Mr. Kemp celebrated his household removal by enrolling the hundredth member in his Centre. He reports that there is plenty of enthusiasm among his members and that their number continues to grow.



## OBITUARY

**W**E have to record with very deep regret the passing of the popular Hon. Secretary of our Northern Centre, Mr. Frank Scott, who died of a sudden illness whilst on holiday on 27th July. His death was a great shock to his many friends and fellow members in the Newcastle area.

Consequent upon the passing of Mr. Frank Scott, who was so popular with us all, Mr. S. Piek, whose address is Carlisle Square, Newcastle-on-Tyne, is carrying on the good work for the Club and is acting as Hon. Sec. of the Centre.

Mr. D. Donaldson has resigned from the post of Hon. Sec. of the Scottish Centre, owing to pressure

## BULLETIN

of other business. Mr. Rex de la Haye is now occupying this office and should be addressed c/o Scottish Motor Traction Co. Ltd., 71 Lothian Road, Edinburgh.

Commenting on the change-over, Mr. Donaldson remarks: "I have no doubt that under de la Haye's guidance the Scottish Centre will be able to put up an extremely good show."

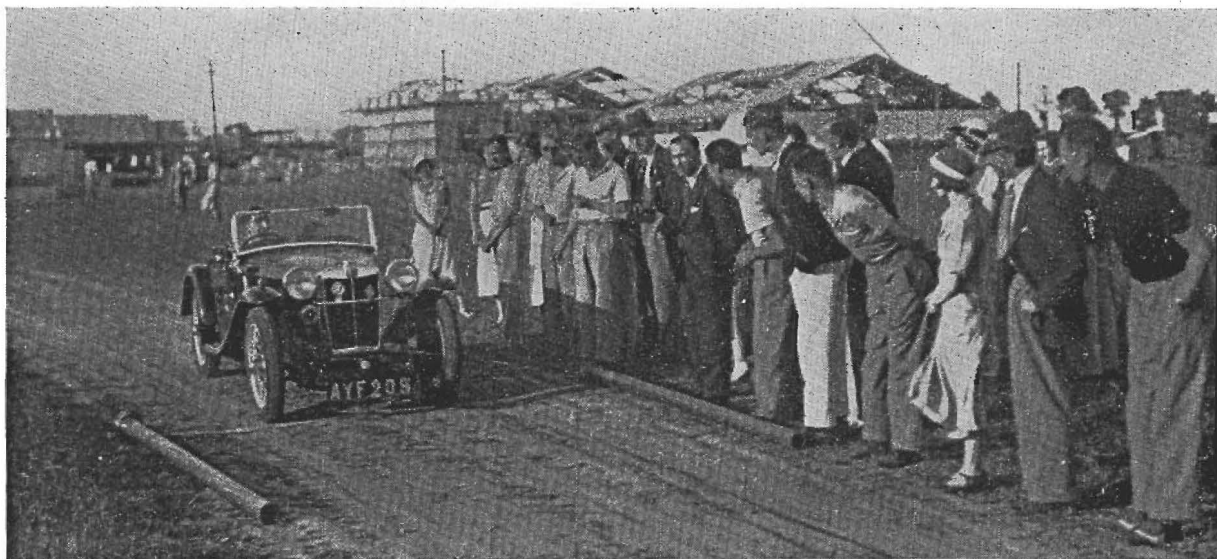
\* \* \*

On 23rd September the Banking and Insurance Motoring Association are holding a Cotswold Trial, to which we have been invited. Copies of the regulations can be obtained from F. L. M. Harris, 2 Dorset Buildings, E.C.4.

The trial proper begins, after a 150-mile night run, from The Bear, Rodborough Common, near Stroud; the semi-sporting course from there includes eight observed hills in a circuit of 42 miles.

Another event to which we have been invited is the Singer Motor Club's Half-day Trial originally planned for 16th September, but now postponed until 24th November. There is a Special Team Award to be won and it is hoped that the M.G. Car Club will have some strong teams in the field. Members are asked to note that the Hon. Gen. Secretary

(Continued on page 459)



A. S. Price ("P" Midget) in the Acceleration Test, held at Hatfield Aerodrome during an impromptu M.G. Car Club Gymkhana, which took place there in July. A Stop Press note in the last issue of the M.G. Magazine attributed the Time Test win at that event to "Mr. B. J. Harper." This should, of course, have read "Mr. R. J. Harter."



## BI-MONTHLY BULLETIN

(Continued from page 458)

is always pleased to assist with the composition of teams for trials, and so are the Hon. Centre Secretaries.

Arrangements are now well advanced for the Club's big Shelsley Walsh Rally, which starts on the night of Friday, 28th September. Regulations and

free refreshment buffet throughout the day.

There are premier awards to be won by 20 per cent. of the competitors in each Centre and second-class awards to be won by the next 30 per cent.

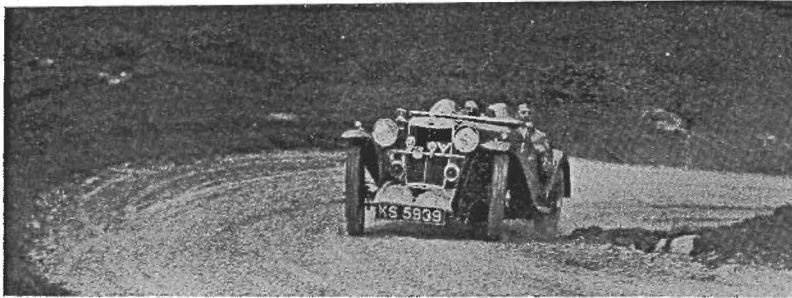
On the following day (Sunday) the club is organising a Hill Climb on Rushmere and this promises to be an event which will be really memorable. The hill is on private ground and is

the Rally will be staying overnight in Droitwich, which is close at hand, to take part in the Hill Climb. Rushmere is four miles south of Bridgnorth and quite a short run from Droitwich and Shelsley.

This will be the first time that cars have taken part in an event on Rushmere Hill, which hitherto has been used only by motorcycles. The excellent condition of the hill may be judged from the fact that solo motorcycles have averaged nearly 60 m.p.h. from the start to the finish—from a standing start!

The hill is set in beautiful surroundings and the adjacent high ground is used by as many as 4000 spectators when motorcycle meetings are held there.

The Club's annual dinner and dance will be held at the Park Lane Hotel in London on 18th October. Originally quite a small party held in a city café, this function has now become one of the most brilliant occasions on the social side of motoring. It takes place during the period of the Motor Show, and members living far from London can accordingly spend the day at the Show and the evening at the Club's dinner. Dinner tickets will shortly be available from the Hon. Gen. Secretary and early application for them is strongly advised.



*A member of the Northern Centre of the M.G. Car Club ascending Blea Tarn Pass during that Centre's recent Lake District Trial, which was well supported.*

entry forms have been in circulation for more than a fortnight, and it is now certain that this is going to be a very well supported event. Members can obtain particulars either from Mr. Harris, whose address appears above, or from their Centre Secretaries.

Not the least of the novel features of this Rally is that it really consists of four separate events combined in one, members of each Centre competing only against fellow members of their Centre.

When the competitors arrive at Shelsley Walsh they will find a special park reserved for them, and in this there is being erected a marquee in which they will have breakfast as the guests of the M.G. Car Company. This marquee, incidentally, will serve as a

340 yards in length, the contour being not unlike that of a water-chute in a swimming pool. The start is uphill, then there is a downhill swoop followed by a straight climb with a short pitch of 1 in 1½. This gradient sounds fearsome, but the hill can actually be climbed without competition tyres.

It is already certain that many members who are taking part in

## LIMERICK COMPETITION RESULT

FROM THE JULY ISSUE OF THE M.G. MAGAZINE

Congratulations to **Miss Ivy L. Gooding, 171 Burrell Road, Ipswich, Suffolk**, whose entry, reproduced here, struck Mr. Cecil Kimber as being the best. Miss Gooding has received the prize.

There was a young girl called Nanette,  
Who borrowed an M.G. Magnette  
Complete with a blower,  
Knocked two policemen o'er,  
CONVICTION, ENDORSEMENT, REGRET.



# "HAMMY"—

—by this sobriquet was he affectionately known, and by it he will be remembered.

*Without exaggeration, one of the most brilliant Motor Race Drivers the world has ever seen, he was always cheerful, always modest.*

*No pen of mine can ever express the sorrow all of us here at the Works felt when we heard of the tragic end of H. C. Hamilton. Threatened with lung trouble, we can only hope his death was of the kind he would have wished.*

*His racing career was not a long one, but into it he packed many amazing feats of driving, and the M.G. Car Company are under a deep debt of gratitude to him for the way in which he helped to establish and maintain M.G. prestige.*

*The sympathies of myself and of the Company and, I am sure, of every member of the M.G. Car Club go out to his sorrowing mother and relatives.*

CECIL KIMBER.



*A characteristic study of the late Hugh Caulfield Hamilton.*

**B**ORN and educated in Ireland, H. C. Hamilton came to England in 1922, and served his apprenticeship at the Talbot factory, afterwards joining the staff of University Motors Limited.

His first experience of motor sport was as a motorcyclist, competing on various occasions at Kop Hill Climbs and in a number of Reliability Trials.

His entry into car racing was effected in 1930, when he drove with C. R. Whitcroft in the "Double-Twelve," at Brooklands, on a Riley.

The following year he drove an M.G. Midget single-handed in the "Double-Twelve," finishing third.

Later he established a record lap of the Ulster T.T. course on a supercharged M.G. Midget, and also drove at B.A.R.C. Meetings, taking the Mountain Lap record.

In 1932 he again drove an M.G. Midget with conspicuous success, winning the 750 c.c. class in the German Grand Prix at Nurburg, and also partnered Earl Howe in his Bugatti in the French Grand Prix and the B.R.D.C. 500 Miles' Race.

At the Easter Monday Meeting of the B.A.R.C. at Brooklands that year he crashed in his Midget, and although tearing up 80 feet of the grass verge, emerged unhurt, only to follow this with another crash whilst practising for the Ulster T.T. twelve weeks later.

In 1933 he finished second in the 1100 c.c. class, establishing a record speed, in partnership with Earl Howe in an M.G. Magnette in the Mille Miglia.

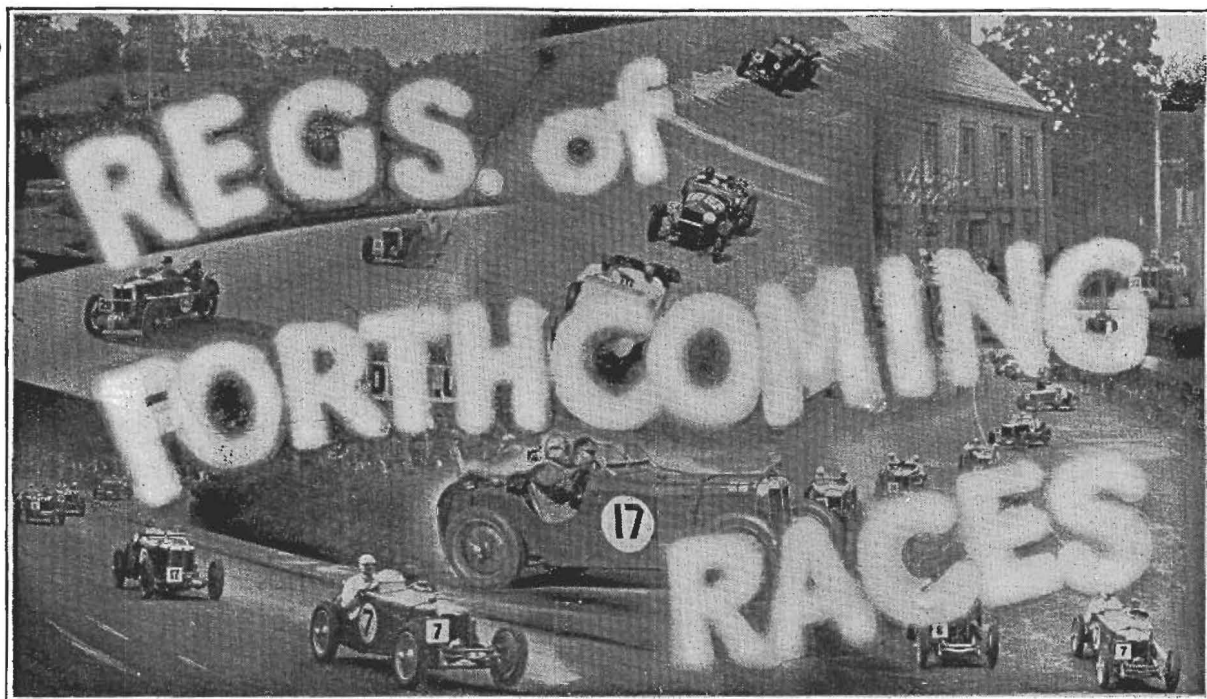
He then went on to establish a record lap of the Mannin Beg course on an M.G. Magnette, and won the 750 c.c. classes in the Eiffel Race, Nurburg, German Grand Prix Hill Climb, Riesengerbirgs-Rennen, in addition to other German successes. He also took the 750 c.c. Mountain Lap record at Brooklands at a speed of 69.8 m.p.h., and created a new record for the Donington course in a Magnette later in the year.

He won a prize for the best lap-speed at Masaryk Race, Bruno, but crashed before the end of the race, and was reported dead.

Early in 1934 Hamilton joined the Whitney Straight Syndicate, and divided his attention this year between driving the Syndicate's Maserati and his own Monoposto Magnette.

In the Magnette he crashed in the Mannin Beg Race, emerging unhurt, and with the same car took the 1100 c.c. class record at the recent Klausen Hill Climb. He finished second in the Albi Grand Prix on the Maserati, and won the Acerbo Cup Junior Race at 74 miles an hour in the Magnette. In the Maserati he also finished fifth in the Montreux Grand Prix and fourth in the Marne Grand Prix.

On his last lap in the Swiss Senior Grand Prix, when driving the Maserati, he crashed on a corner and unfortunately sustained fatal injuries.



THE fastest long-distance race in the world, the British Racing Drivers' Club's International 500 Miles Race, never fails to attract the most representative entry of any Brooklands race of the year.

The reason for this is that it is the only event which provides any type of open car capable of 100 m.p.h. with a prolonged all-out "blind" round the outer circuit of the Track.

The handicapping this year certainly flatters rather than favours the smaller cars; nevertheless, so many unexpected changes of fortune always characterise a long-distance race, that the veriest of "certs" do not customarily impoverish the Brooklands bookmakers—or, as I suppose they prefer to be termed, "Concrete Accountants"!

### Eligibility

As has been stated, this race is for a distance of 500 miles, using the full Brooklands Course. The Race will terminate fifteen minutes after the third competitor has completed the 500 miles, or at 6 p.m., whichever is the earlier.

Cars of any size or type are eligible and may be fitted with any class of open body. Cars entered must be able to attain a speed of 100 m.p.h., such figure to be guaranteed by the entrant on the entry form. Every

### No. 5. THE 6TH INTERNATIONAL 500 MILES RACE

Venue ... .. Brooklands  
Date ... .. Saturday, 22nd Sept.  
Entries Close finally ... Monday, 3rd Sept.

competing car should record one lap at this qualifying speed within the first hour's running. The Stewards have power to exclude any car which does not comply in this respect. All cars must be fitted with Brooklands silencers.

### Awards

The Awards comprise the usual array of wonderful trophies in the presentation of which the B.R.D.C. excites such intense envy in the bosoms of less fortunate Clubs, while the cash awards amount to Five Hundred Guineas.

In addition to the usual Class Awards and plaques to the Entrants and Drivers of all cars completing the Course in the required period,

the following special awards may be mentioned:—

To the Entrant of the Winning Car: The "Wakefield" Trophy and £250 presented by Viscount Wakefield of Hythe, C.B.E.

To the Entrant of the Second Car: The "Dunlop" Trophy Trophy and £100 presented by the Dunlop Rubber Co. Ltd.

To the Entrant of the Third Car: The "Barnato" Trophy and £50, presented by Capt. Woolf Barnato.

To the Entrant of the Fourth Car: The "Follett" Trophy and £25 presented by Messrs. Charles Follett Ltd.

To the Drivers of the First British Car to finish: £100 presented by Messrs. Joseph Lucas Ltd. (For the purposes of this Award, a "British" Car is one manufactured in Great Britain on which all the essential components and accessories, including ignition and tyres, are of British manufacture.)

To the Drivers of the Car completing the Course in the shortest time: Cups presented by the B.A.R.C.

To the Entrant nominating the team of three cars of the same make recording the lowest time aggregate on formula: "The Field Gold Team Trophy" value £220 presented by The Field. (To be held for one year.)

To the Drivers of the Winning Team: Medals presented by The Field.

Every Entrant must provide one adult male Lap Scorer.

Crash helmets are recommended but are not compulsory.

### Entry Fees

Entries, accompanied by the necessary fee, must reach the organiser as follows:—  
Up to and including Monday, 6th August: £16  
Up to and including Monday, 20th August: £21  
Up to and including Monday, 3rd September: £26

All the above entry fees include Third Party insurance.

Entries to be sent to:—  
H. N. EDWARDS, The British Racing Drivers' Club Ltd., Bangalore House, Newton Street, Kingsway, London, W.C.2 (Telephones: Holborn 0161 and 6550).

### THE HANDICAP

The usual International Class designations will apply to this race, Classes being as follows:—

Class A Cars with engines exceeding 8000 c.c.		
" B "	" "	5000 c.c. and under 8000 c.c.
" C "	" "	3000 c.c. and under 5000 c.c.
" D "	" "	2000 c.c. and under 3000 c.c.
" E "	" "	1500 c.c. and under 2000 c.c.
" F "	" "	1100 c.c. and under 1500 c.c.
" G "	" "	750 c.c. and under 1100 c.c.
Class H Cars with engines not exceeding 750 c.c.		

Cars will be handicapped by classes, the following being the Handicaps and Starting Times:—

Class.	Handicap.		Starting Times.	
	Non-Supercharged.	Supercharged.	Non-Supercharged.	Supercharged.
H	M. S.	M. S.	H. M. S.	H. M. S.
G	0 24 8	0 24 8	12 0 0	12 0 0
F	0 18 6	0 12 4	12 6 2	12 12 4
E	0 12 4	0 9 3	12 12 4	12 15 5
D	0 9 3	0 0 0	12 15 5	12 24 8
C	0 0 0	0 0 0	12 24 8	12 24 8
B	0 0 0	0 0 0	12 24 8	12 24 8
A	0 0 0	0 0 0	12 24 8	12 24 8

### HANDICAP SPEED AND LAP TIMES.

Class.	Handicap Speed.		Handicap Lap Times.	
	Non-Supercharged.	Supercharged.	Non-Supercharged.	Supercharged.
H	M.P.H.	M.P.H.	M.S.	M.S.
G	109.46	109.46	1.31	1.29
F	111.92	114.49	1.29	1.27
E	114.49	115.82	1.27	1.26
D	115.82	120.01	1.26	1.23
C	120.01	120.01	1.23	1.23
B	120.01	120.01	1.23	1.23
A	120.01	120.01	1.23	1.23





# The Sport

IN PICTURES

A general view of the start of the French Grand Prix.

An interesting Brooklands group, Mr. Cecil Kimber chatting with George Eyston and R.T. Horton on the occasion of a recent records bid by the latter.

An unusual view of Miss Schwedler's Magnette Team which put up such a good show finishing Third in the recent L.C.C. Relay Race.

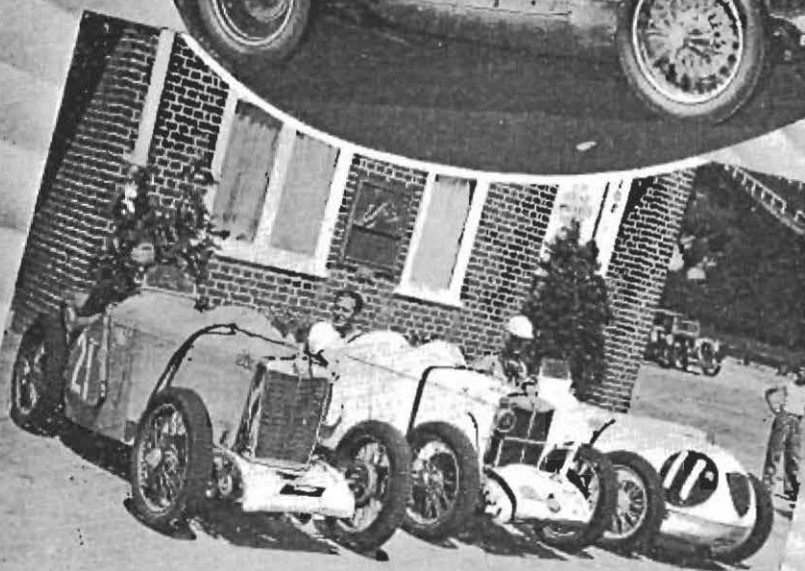
A Banfield Cup Trial memory ~  
A.E. Hann (P. Midget), winner of  
the Banfield Trophy on  
Ibberton Hill in the  
Special test



The start of Horton's recent a  
the Mile Standing Start Ra  
(George Eyston, arms akim



An action study of Vi  
Gillow, a consistent  
successful competitor  
the V.G. Special at Cry  
Palace Dirt Track Meet

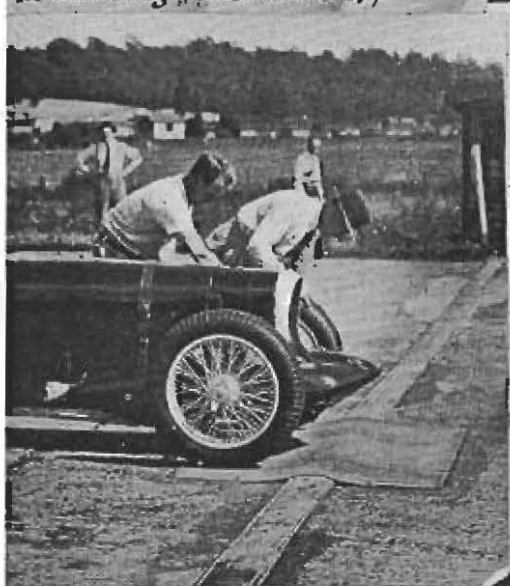


The J.R.D.C. Team which  
won the Stanley Cup at  
Brooklands Inter-Club Meeting.  
(left to right) J.H. Bills (M.G.) K.H. Perry (M.G.) J. Hodge (Singer)

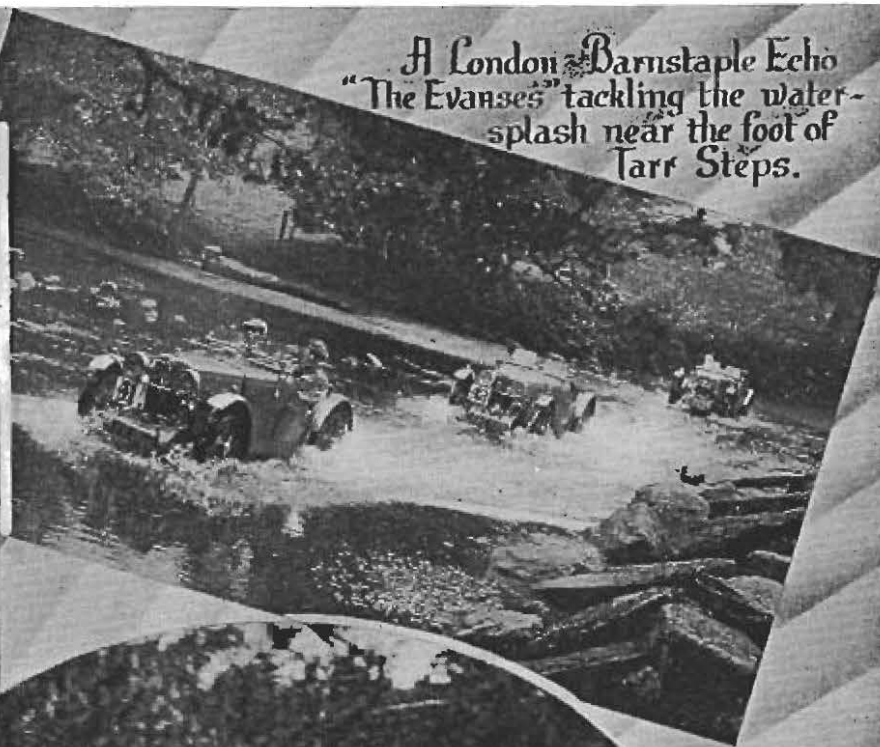


Competitors lined up for the  
Trial at the J.C.C. Sixth H

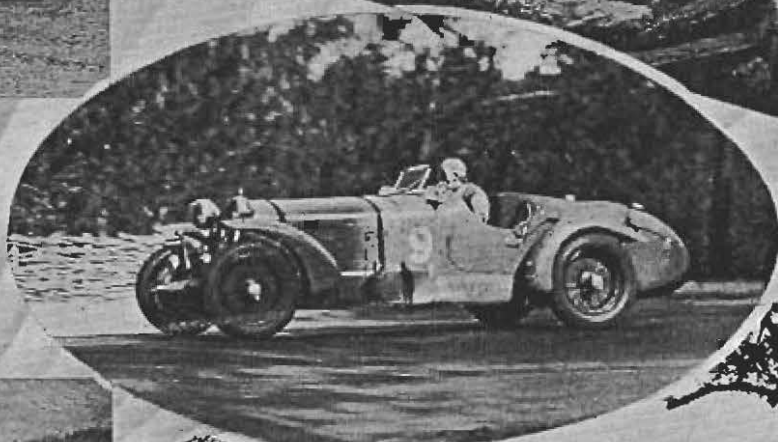
...mpt in which he captured  
...d at 83.20 m.p.h. at Brooklands.  
...in the background for once!)



A London & Barnstaple Echo  
"The Evanses" tackling the water-  
splash near the foot of  
Tarr Steps.



Etancelin, winner of  
the Principal Award at  
Le Mans, cornering at  
speed on his Alfa-  
Romeo.



Rounding Donaghadee hairpin  
bend in the County Down Trophy Road Race  
at Ulster. W.F. Hyrton, who finished third is leading.

...art of the 20 lap High Speed  
...at Members' Day at Brooklands





W.G. Everitt whose "Q" type Midget averaged 104.47 m.p.h. in winning Race 2. This car had captured the mile & kilo records a few days previously.

# Brooklands

## AUGUST BANK HOLIDAY



John Cobb, the hero of the day set up a lap record at 140.91 m.p.h. winning a 4½ laps race at an average of over 131½ m.p.h.



Donald Letts, winner from scratch of the First Esher Mountain Handicap on his Midget at 66.65 m.p.h.

H. Ashton-Rigby being congratulated by CEC Martin after winning the first race at 90.46 m.p.h. on his Magna.



# CHARLIE DODSON'S GREAT T.T. WIN

IN THE MOST THRILLING TOURIST TROPHY RACE OF ALL TIME, AVERAGING 74.65 M.P.H. IN A STANDARD UN-SUPERCHARGED  MAGNETTE

By L. F. DYER

CHARLES DODSON, by winning the International Tourist Trophy Race last Saturday in an M.G. Magnette, has achieved something that has eluded the many who have attempted the same feat. In his first year as a racing driver he has won one of the most difficult of all classic races and he has at the same time brought victory to an M.G. product for the third time, whereas no other make has ever won this race more than twice.

Dodson is now a very proud little man in his extremely quiet and unassuming way. He has travelled literally thousands of miles at hundreds of miles an hour on motorcycles, and amongst other successes has won the Isle of Man Tourist Trophy Race. Frequently he finishes second in a classic race, top honours seldom coming his way. That he should have been skilful enough to bring off this great victory shows that he has brains as well as a mere ability to control a high-speed car, and there should be many more successes before him because he is still a young man.

The Tourist Trophy that he won at an average of 74.65 m.p.h. was one to be remembered. The

*Right: Mrs. C. J. P. Dodson pouring out for her husband a hard-earned glass of champagne after his magnificent victory.*



half million people who saw it are not likely to forget the great struggle between Dodson on one of G. E. T. Eyston's Magnettes, Hall on the Rolls-Bentley which was appearing for the first time in competition work, and Brian Lewis driving one of the team of 4½-litre Lagondas, this *marque* making a welcome return to racing after an absence of several years.

Until Dodson brought the Magnette safely round the nasty Dundonald Hairpin a bare mile from the finishing post, no one could tell whether he would be successful in warding off the attack of Hall, who was closing upon him at the rate of some 45 seconds every lap, the Bentley being the fastest car in the race.

Long before the whole field was off on its long journey, news began to flow from the loud speakers. Of the Magnettes, Eyston was leading at Newtonards, Wal Handley, of Eyston's team, immediately behind, and Black, making up ground after his slight delay, lying third right on the heels of

the leaders. By the time this fast-moving column reached Comber, Dodson had displaced Black, and although Eyston led at Dundonald Hairpin, Dodson was first past the stand, to the great joy of the crowds who packed it to capacity. All round the course the spectators were crammed on every vantage point, and, if not a record concourse of visitors, it must have approached very closely to the masses that saw the first post-war race in Ulster in 1928.

Thrills of the accepted type were not lacking. Hall, on the Rolls-Bentley, had a terrific skid at the Moate and narrowly avoided a pile-up that would have ended his chances for the day. A. P. Hamilton, on Black's second Magnette, skidded but avoided disaster at Newtonards on two occasions, and Aldington ran the Frazer Nash up the escape road a little later on. Prestwich was not so lucky and at Quarry Corner gave the spectators a repetition of Dixon's thrill of 1932 by vaulting clean over the hedge and landing in the little ford on the other side. Apart from a shaking and a few cuts, no damage was sustained by driver or mechanic (one of the very few who were carried this year), but the car was beyond any immediate aid. Baird was on fire round the course, but the flames were put out before the photographers could get what they love so much, and Staniland was first to call at the pits for some new plugs. Handley came

## RESULT OF THE RACE

	Driver	Make of Car	Time		M.P.H.
			h.	m. s.	
1.	C. J. P. Dodson ... ..	M.G. Magnette	6	13 24	74.65
2.	E. R. Hall ... ..	Bentley	6	13 41	78.40
3.	T. Fotheringham ... ..	Aston-Martin	6	16 15	74.53
4.	Hon. Brian Lewis ... ..	Lagonda	6	17 31	77.57
5.	J. S. Hindmarsh ... ..	Lagonda	6	18 29	77.38
6.	L. P. Driscoll ... ..	Aston-Martin	6	18 47	74.03
7.	C. Penn-Hughes ... ..	Aston-Martin	6	20 5	73.78
8.	John Cobb ... ..	Lagonda	6	32 23	74.58
9.	A. W. K. Von der-Becke ... ..	Riley	6	33 27	70.32
10.	T. E. Rose-Richards ... ..	Talbot	6	34 56	73.76
11.	E. McClure ... ..	Riley	6	37 0	69.68
12.	P. G. Fairfield ... ..	Riley	6	43 28	68.54
13.	The Earl Howe ... ..	Talbot	6	46 20	71.67
14.	A. P. Hamilton ... ..	M.G. Magnette	6	48 28	68.24
15.	The Hon. Mitchell-Thompson ... ..	Frazer-Nash	6	48 41	68.58
16.	S. H. Newsome ... ..	Riley	6	49 8	67.57
17.	N. A. Berry ... ..	Frazer-Nash	6	52 22	67.05

(Continued on page 433)

## THE ULSTER T.T.

(Continued from page 482)

in and reported some troubles with the gearbox, but left again after half a minute, and Earl Howe spent some time curing ignition trouble before he had covered many laps. Black came to rest at Comber with a mysterious trouble which delayed him for nearly an hour, eventually proceeding when he had replaced a very tiny piece of the distributor gear which had broken and eluded him for so long. Although he travelled like a demon for a long time, he eventually came to the pits and retired, as he was so far behind. It was a great pity and the public shared the disappointment with one of their previous T.T. winners.

After half an hour's racing Hall was leading on handicap by eleven seconds from Handley. Behind and only a few lengths away were Eyston, Dodson, Lewis and Hindmarsh, the two last-mentioned on the new Lagondas. Hall had put in a lap at 79.83 m.p.h. By 12 o'clock, one hour after the start, Hall had increased his lead to 39 seconds, and Fotheringham on the Aston-Martin had come into second place. Lewis and Hindmarsh had their Lagondas into the next two positions and Eyston and Dodson were immediately behind them.

Already tyres were beginning to show signs of wear, and it was known that all the large cars would have to stop twice and all the small cars once at least

for new wheels and covers. The Ards circuit is undoubtedly a cruel one from the tyre point of view, and it was interesting and a little perplexing to see that the wear on them was definitely harder this year than in previous races, although there were no superchargers and the cars were far nearer to the standard products of factories than ever before. It was, however, as near non-skid as it is possible to make a road, and the fierceness of the pace may be gauged from the truly terrifying skids that were still occurring at one point or another.

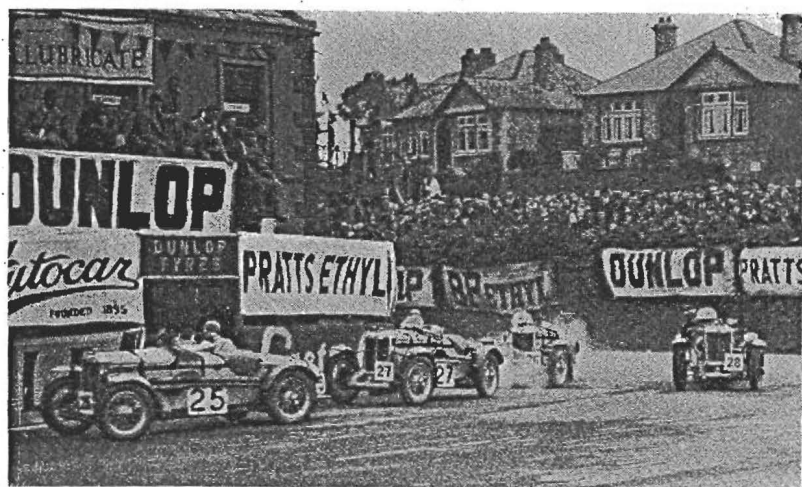
Singers were unlucky, Hodge taking to the ditch when a brake cable came adrift, Barnes going out early with a gasket gone on one of the sixes, and another of them leaving the race with transmission trouble. Langley alone remained to represent this *marque*. Everitt was unlucky with his Magnette, because a rear wheel collapsed and the brake-drum and gearing was damaged, so that he retired, but Dodson had worked up to second place by 1 o'clock, only one minute behind Hall's Bentley and averaging so far 74.69 m.p.h. Lewis was hanging on to third place and travelling faster than before, and Aston-Martins had two cars in the first six at this stage, Eyston being sixth and beginning to lose ground.

But tyre and fuel stops were still ahead of everyone and positions were bound to change before long. Hall was in first and loaded

with petrol and changed four wheels in 2 minutes 49 seconds. Dodson's stop was quicker, and 2 minutes 3 seconds were all that he lost. Eyston's was the quickest of the field, 10 gallons of fuel, four wheels changed and oil and water topped up all in 1 minute 55 seconds. By way of contrast, some pits kept their cars upwards of four or even five minutes for similar tasks.

Hall quickened his laps after his stop and put in one circuit at 81.01 m.p.h., and by so doing worked his way back to the front, which position he held until 3 o'clock. Dodson then got in front again and at 3.30 had averaged 74.43 m.p.h., including his stop. The big cars were all due to stop a second time and Hall was again the first of the big cars to change four more wheels, this time wasting only 2½ minutes on the job. As he left the pits, Brian Lewis was on his tail. This was where the real battle began. Telephone reports were stabbed out of the grandstand loud speakers as fast as they were received. "Nos. 1 and 7 are scrapping for a lead on Bradshaws Brae." "No. 1 leads No. 7 by two lengths at Comber." Lewis had got in front, although his car was not reckoned to be as fast as that of Hall. Lewis on No. 1 hung on in front, right the way round and was still there only three lengths ahead when the two cars rocked past the stand. How the crowd loved it!

Hall scrambled in front again, but Lewis hung on behind, and when they got to the stands with another 13½ miles covered, Lewis came through, his head ducked a little lower, his face a little more grim, and Hall thundering in his dust. So this great battle went on lap by lap until it was painfully plain that Lewis's breaker strips on all four wheels were nearing the real danger point. He had to stop and the crowd could no longer follow this battle. While they had been doing it, they had undoubtedly overlooked the fact that Dodson was still in front, and with only four laps to go, the loud speakers drew attention to the fact that the little man had a lead that

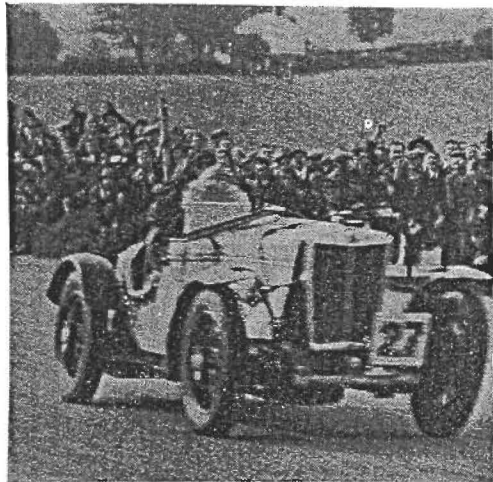


G. E. T. Eyston (25) leading C. J. P. Dodson (27), W. L. Handley (26) and Norman Black (28) round Dromondal Corner.

(Continued on page 484)



# THE ULSTER T.T. *(Continued from page 483)*



made the ultimate result extremely speculative. Hall speeded up in pursuit and broke his previous records with a lap in 10 minutes 6 seconds. Dodson was given the all out and used it to the best advantage, actually doing more than hold Hall on handicap. As the cars entered on their last lap there was about 55 seconds between them, and Hall was travelling considerably faster in his Rolls-Bentley than was Dodson in the little Magnette.

Lewis groaned at the delays while his wheels were changed. Only 2 minutes 13 seconds passed, but it was an agonising period at such a critical stage. Aston-Martins moved up immediately this stop occurred, and even now the pace was such that it might be anyone's race.

*Flagging home C. J. P. Dodson, winner of the 1934 R.A.C. Tourist Trophy Race, in his standard un-supercharged M.G. Magnette at 74.65 m.p.h.*

One false move, one tiny lapse on a corner and curve and the end would be different. The suspense was such that the crowd was hushed, murmurings of expectancy bursting to a cheer as one or other of the likely winners came into sight down the long curling round between Dundonald and the stands. At Comber Dodson was thirty-one seconds ahead of Hall. At Ballystockart it was only 26 seconds and at Dundonald it was down to 22 seconds. And still there was a mile to run to the finish. How fleet Dodson was on

this last lap may be gauged from his win from Hall by the narrow margin of 17 seconds.

Fotheringham brought his Aston Martin over the line about three minutes behind Dodson, and a minute later Lewis in the Lagonda was flagged home fourth man.

Dodson was feted when he came to his pit, cheers echoing for minutes on his behalf until they were renewed for Hall who had lost the race by so small a margin.



# "DO THESE JOBS YOURSELF ON YOUR J2 MIDGET"

says —

HUGH P. McCONNELL,

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

THERE are two aspects of the jobs that the owner should attend to himself—one is in the nature of actually doing work on the car, and the other is checking up whether the parts are functioning correctly.

Such items as shock absorbers may entail, first of all, checking whether they are operating correctly; secondly, it may be a matter of adjustment; and thirdly, it may be a case where the shock absorber, or some such similar part, has to be taken to pieces, cleaned, or parts replaced before it will work satisfactorily.

**Shock Absorbers:** There are two methods of checking over the shock absorbers—one is to jack up the front of the frame so that the axle is suspended. This is a more lengthy job than the second method and necessitates the use of two jacks or boxes. In any case, it is necessary first of all to slack off the shock absorbers' adjusting nuts so that the absorbers are completely thrown out of action. It must be borne in mind that the shock absorbers should be equally tightened—that is to say, on the near-side and off-side. The adjusting nuts should be turned by hand as tightly as possible; then gradually tightened up with a spanner an equal number of turns, until the axle is just retained from falling when pushed upwards.

Where the adjustment is effected without jacking up the frame, the same initial procedure should be followed, until it is only just possible when lifting up the front of the car—say by the wing—that the tension of the shock absorber prevents the frame from settling back. It will be noticed on examining the face of the shock absorber that there are four sections, marked 2, 4, 6 and 8, and the degree of tension is indicated by a pointer. It is necessary after tightening the shock absorber to take the car

out on the road and, if it feels too light, to tighten evenly each shock absorber a section at a time: it is no use giving it a complete turn and trying it, as that would probably be too much.

**Valve Tappet Adjustment:** There are usually two ways of doing a job, viz. the right and the wrong way, and this is exemplified in the adjustment of the valve tappets on the J2 model. To study the accompanying illustration for a moment and visualise the components: first of all there is the camshaft and the cams; then there are parts called the rockers and the

reduce the clearance between the rocker and the cam, and while the locking screw should be tightened, care should be exercised to see that it is not tightened too much.

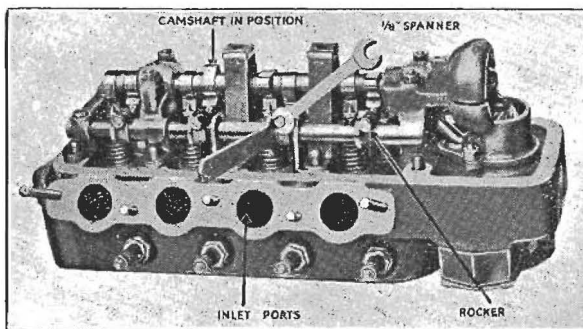
There are certain points connected with the valve gear which are beyond the average owner's capacity, as, for example, after continuous valve grinding, the valves will become pocketed and if the seats have to be cut, the valve stems may have to be shortened. This is really a job for a Service department and special tools employed.

**Engine Timing:** When the aluminium valve cover is removed, it is possible to notice on the upper bevelled wheels that drive the camshaft, meshing marks. These do not necessarily have any relation to the top dead centre of the position of the piston: they really only relate to the meshing of the camshaft with the vertical drive. To check the top dead centre, remove the cover of the high-tension distributor and see that the rotor is pointing to the No. 1 sparking plug lead. Top dead centre position will be found when the fork on the dynamo is parallel with the crankshaft.

Whenever the cylinder head is removed, make sure that the cylinder head gasket is put on the correct way; it is possible to put it on the wrong way, which will result in overheating and probably a burnt gasket, because the holes in the gasket and the cylinder head do not coincide.

**Sparking Plugs:** For ordinary road use, which does not include trials and racing, Lodge HD-14 sparking plugs are recommended. These are the 14 mm. plug, and the gap setting should be 18/1000th of an inch. The sparking plug should be tested from time to time under compression, and a spare set should always be kept available in the plug carrier.

To be continued



Study this photograph in conjunction with these maintenance notes.

valves themselves, which are forced down when the cam comes in contact with the rocker. It is necessary to have a proper clearance, and in the case of the J2 engine the inlet and exhaust are different:—

Clearance for the inlet valves is six thousandths of an inch.

Clearance for the exhaust is eight thousandths of an inch.

*And it cannot be emphasised too strongly that this clearance should be checked between the cam and the rocker, and not between the rocker and the valve stem.*

The actual adjustment of the tappets is effected by rotating the bronze nut after the  $\frac{1}{8}$  in. locking screw has been slacked off; the spanner, shown in the illustration, attached to the bronze nut should always be pulled downwards, to

# MOTORING NEWS

## FROM ALL QUARTERS

### Craigantlet

THE Craigantlet Hill Climb, held near Belfast on Saturday, 25th August, resulted in sweeping victories for M.G. cars, as the following results show.

Special praise must be accorded E. R. Hall for his "unofficial" record climb in 1 minute 23 2-5 seconds (an improvement of 3 1-5 seconds on the record which he himself established last year); also to J. M. Toulmin, who scored a notable "double," winning both the 860 c.c. and 1100 c.c. Classes.

### COMPLETE RESULTS UNSUPERCHARGED, OTHER THAN RACING CARS

Up to 860 c.c.—1, J. M. Toulmin (847 c.c. M.G.), 1 min. 45 sec.; 2, W. Sullivan (847 c.c. M.G.), 1 min. 47 4-5 sec.; 3, T. R. Briggs (847 c.c. M.G.), 1 min. 48 sec.

Up to 1100 c.c.—1, J. M. Toulmin (847 c.c. M.G.), 1 min. 41 sec.; 2, W. Sullivan (847 c.c. M.G.), 1 min. 46 1-5 sec.; 3, T. R. Briggs (847 c.c. M.G.), 1 min. 47 sec.

Up to 1500 c.c.—1, Miss Fay Taylour (1496 c.c. Frazer-Nash), 1 min. 48 sec.; 2, C. F. C. Lindsay (1493 c.c. Aston-Martin), 1 min. 50 sec.; 3, P. Hodge (1271 c.c. Wolseley Hornet), 1 min. 51 sec.

Unlimited c.c.—1, W. Sullivan (3400 c.c. Ford), 1 min. 39 sec.; 2, H. C. McFerran (1990 c.c. Bugatti), 1 min. 40 sec.; 3, C. G. Neill (1990 c.c. Bugatti), 1 min. 42 4-5 sec.

### ANY TYPE OF CAR

Up to 1100 c.c.—1, E. R. Hall (1086 c.c. M.G. Magnette, S), 1 min. 29 4-5 sec.; 2, G. L. Clegg (984 c.c. Dorcas II), 1 min. 46 3-5 sec.; 3, W. Sullivan (847 c.c. M.G.), 1 min. 56 sec.

Unlimited c.c.—1, E. R. Hall (1086 c.c. M.G. Magnette, S), 1 min. 27 2-5 sec.; 2, H. C. McFerran (1990 c.c. Bugatti), 1 min. 38 4-5 sec.; 3, C. G. Neill (1990 c.c. Bugatti), 1 min. 40 3-5 sec.; 4, W. T. McCalla (2-litre Sunbeam, S), 1 min. 40 4-5 sec.

Handicap Event.—1, D. P. Harris (1496 c.c. Frazer-Nash); 2, C. G. Neill (1990 c.c. Bugatti); 3, J. Hodge (S.S.I.).

### Coppa Acerbo

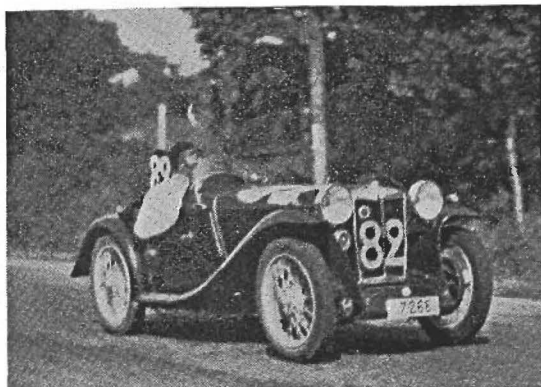
The three M.G. drivers, Cecchini, Seaman and poor Hamilton, all drove an extremely fine race in the Junior Coppa Acerbo on the Pescara Circuit. Hamilton, on the single-seater Magnette, averaged 74 m.p.h. Cecchini and Seaman, also on Magnettes, were second and third respectively.

It was a great pity that Guy Moll, the very promising 24-year-old French driver, was killed in the Senior Event in endeavouring to overtake Fagioli, his speed at the time of the accident was estimated at about 150 m.p.h. Fagioli won the race on a Mercedes-Benz with Nuvolari (Maserati) second.

### Gopsal Park Speed Trials

The 850 c.c. class at Gopsal Park Speed Trials, run over a half-mile course slightly uphill,

*Right: An action study of the "P" type Midget which won the Thillusen Cup for regularity in the Francorchamps Race (in Belgium) recently.*



was won by C. A. N. May with a speed of 47.37 m.p.h. from a standing start. The under and over 1500 c.c. events were both won by J. H. Summerfield at nearly 62 m.p.h., both on M.G.s.

### Germany

It is learned from the M.G. Distributor in Germany that M.G.s have had more successes this season in that country than any other one make. Bobby Kolraush has accounted for a number of them. These last two months he has succeeded in winning the 1100 c.c. sports class with a Magnette and the 750 c.c. Racing class and a course record with Midget at the Mid-German Gablebach Hill Climb. First prize and new record 1100 c.c. Racing class with Magnette at the Luckendorfer Bergrennen (hill climb), and as we go to press a telegram has come to hand stating that he has won the 750 c.c. sports class and new record also in the 1100 c.c. sports class and new record in the Grosser Bergpreis Von Deutschland (German Grand Prix).

### Dieppe Concours

(Sunday, 22nd July)

Mrs. Walkerley is to be congratulated on her success in winning the Prix d'Honneur for open cars under 40,000 frs. at the Dieppe Concours. She was driving a four-seater M.G. Magnette "N" type.

### 2000 Kilo German Trial

After an extended continental tour, R. W. Baines, a J.2 owner, competed with success in the 2000 Kilometre High Speed Trial through Germany, covering the course with 1½ hours in hand to win a gold medal.

### Tour de Portugal

By cable from our Portuguese Distributor—four M.G. cars entered Tour de Portugal, three won

First, Second and Third prizes, 1500 c.c. class, winning ten cups and setting up several records.

### The Alpine

Symons has just returned from "The Alpine," the "N" type Magnette put up a very good show, covering the course without loss of marks. He wins a Glacier Cup in Group IV for cars under 1500 c.c.

### The Klausen Hill Climb

On Sunday, 5th August, Hamilton with a K.3 Magnette succeeded in lowering the 1100 c.c. record for the 13 mile Klausen Hill Climb, with a speed of 44.86. His speed was within 8 m.p.h. of that of Caracciola in one of the new Mercedes, who also put up a record in the unlimited category.

Maurice Baumer, driving Ford's K.3 Magnette, was fifth in the 1100 c.c. Racing Class, and Wustrow's M.G. second in the sports class for 1100 c.c. cars.

### More Records

The following have recently been confirmed:—

1100 c.c. Class Standing Start Mile, 83.2 m.p.h., set up by R. T. Horton in the single-seater Magnette.

Bill Everitt's standing records with the new "Q" type Midget also have been confirmed. They are appended:—

S.S. Kilo 69.75 m.p.h. 112.254 k.p.h.  
S.S. Mile 79.88 m.p.h. 128.547 k.p.h.

E. R. Hall previously held these records with an M.G. Midget at 67.21 m.p.h. for the kilo and 74.74 for the mile.

### Second International Austrian Alpine Trial

Lt. Col. F. N. Macfarlane has gained a premier award in the above Trial without loss of marks. He drove an M.G. Magnette "N" type.

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## MOTORING NEWS

(Continued from page 488)

## An Australian Success

Acknowledgments are due to the *Sydney Morning Herald* for the following news items:—

"At a New South Wales L.C.C. at Robertson, an M.G. Midget and M.G. Magna model, driven respectively by Messrs. J. O. Sherwood and J. R. MacKellar, won classes A and B. Mr. Sherwood, in his M.G. Midget, set up three new 850 c.c. records as follows:—

(a) Acceleration, 1 mile, 33.5th sec.

(b) Flying half-mile, 22.4/5 sec. (79 m.p.h.).

(c) Hill climb, 1 min. 10 sec."

Also from the *Sydney Morning Herald* of 5th June:—

"Averaging 74.2 miles an hour, L. Jennings (M.G. Magna) won the 100 miles Winter road race conducted by the Light Car Club of Australia at Cowes, Phillip Island, to-day. The race was watched by a large crowd, who were thrilled by many exciting incidents.

"Jennings was lying eighth after half the race had been run, but in nine laps he ran into second place behind the limitman, Lea-Wright, who had held the lead from the start. Jennings took the lead on the tenth lap. J.2 M.G. Midgets took the third and fourth places, driven respectively by J. Clements and J. B. Skinner."

## Junior Swiss Grand Prix

H. R. B. Seaman, driving Whitney Straight's M.G. Magnette, won the Junior Swiss Grand Prix race which was run over a

## FORTHCOMING EVENTS

## September

1. R.A.C. Tourist Trophy Race. Southport M.R.C. Sand Race Meeting.
- 1—2. Middlesex County A.C. Hill Climb. W. Hants. L.C.C. Reliability Trial. Sydenham M.C. Spa Trophy Trial.
2. Course de Cote de Feleac (Roumania).
8. M.C.C. High Speed Trial (Brooklands). Bugatti Owners' Club Lewes Speed Trial.
- Scottish Sporting Car Club Reliability Trial.
- Lancashire and Cheshire M.C. Reliability Trial.
9. Italian Grand Prix. Rally de la Baule-Pornichet (France). Berkhamsted and District M.C.C. Reliability Trial.
- Singer C.C. Gymkhana. Eltham and District Reliability Trial M.C.C.
- 11—13. Manx Grand Prix Motorcycle Races.
12. S.U.N.B.A.C. Evening Trial. Weymouth Concours d'Elegance.
15. Brighton and Hove M.C. Speed Trials.
- Riley M.C. Cotswold "6" Trial.
16. Course de Cote du Mont (France).
22. B.R.D.C. 500 Miles Race (Brooklands).
- 22—23. Rochester, Chatham and District M.C. Reliability Trial.

23. Grand Prix d'Espagne. Banking and Insurance Motoring Association Cotswold Trial. Liverpool M.C. Reliability Trial.
28. M.G. Car Club Shelsley Walsh Rally.
29. Midland A.C. Shelsley Walsh Hill Climb. Southport M.R.C. Championship Meeting.
- 29—30. N.W. London M.C. Rally and Trial.
30. Circuit de Masaryk (Czechoslovakia). M.G. Car Club Hill Climb (Rushmere). Singer Car Club—Bullock Cup Trial.

## October

- 4—14. Paris Motor Show.
- 5—6. W.A.S.A. Reliability Trial.
6. Derby and District M.C. Donington Race Meeting. J.C.C. Lynton Trial.
- 11—20. Olympia Motor Show.
13. Brooklands Autumn Race Meeting. M.C.C. Sporting Trial.
14. Bugatti Owners' Club Reliability Trial.
18. M.G. Car Club Annual Dinner-Dance.
20. N.W. London Motor Club Team Trial.
28. Brighton and Hove M.C. Chandler Trophy Trial.

road circuit in the Bremgarten Forest close to Berne. The M.G. Magnette averaged about 74½ m.p.h. over the 64 miles (14 laps). The excellence of this achievement can be appreciated when it is considered that Veyran and Burgaller, both driving very fast Bugattis, took the second and third places respectively. There were twenty-two starters, chiefly Bugatti, Maserati, a Delage and two M.G. Magnettes. Only ten finished.

## Stelvio Hill Climb

In the 1100 c.c. Racing Car class of the Stelvio Hill Climb run on the famous Stelvio Pass, Cecchini, driving an M.G. Magnette, proved the winner at 49.9 k.p.h. with Molluce (Fiat) second.

## The Belgium Race

At the Francorchamps Race on the Spa Circuit, Belgium, an M.G. Midget "P" type was awarded a Thillusen Cup for regularity, presented by the Commission Sportive of Francorchamps.

## MOTORING TERMS ILLUSTRATED

