

"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.

BORN 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. Midget in the Mille Miglia.

He then went on to establish a record lap of the Mannin Beg course on an M.G. Midget, 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 Midget 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 Midget.

In the Midget 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 Midget. 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.