

# The M.G. Magazine

VOLUME I. NUMBER 4. NOVEMBER, 1933.

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

PRICE - SIXPENCE  
By Post, EIGHTPENCE

PUBLISHED BI - MONTHLY  
CONDUCTED BY ALAN C. HESS

PUBLISHING OFFICE: 418-422, STRAND, LONDON, W.C.2

Telephone: TEMPLE BAR 2122

## EDITORIAL

ON pages 185 and 186 of this number will be found an article by Captain G. E. T. Eyston on Records.

Since that article was penned, Captain Eyston has been associated with the establishment of a dazzling series of new records on M.G. cars.

After the B.R.D.C. 500 Miles Race the M.G. Competition Department got busy with the preparation of two cars for record breaking purposes, the first an M.G. Magna, similar to that which had just finished second in the 500 miles event, and the second the "Magic Midget" with which it was hoped still further to lower the baby car records, which then stood to the credit of that car.

The M.G. Magna went first to Montlhery, and to the casual observer there was nothing unusual about the small green two-seater which was driven away from the factory by Marney, the mechanic, who was just off by road to Newhaven and again by pavé and road from Dieppe to Montlhery, except, perhaps, that the exhaust had a more than usually hearty bark and the extra large capacity rear petrol tank indicated that the car was off on a long distance non-stop run.

The capturing of six long-distance international Class "G" records, from 12 hours onwards to 24 hours, at over 80 miles an hour, was the result of the M.G. Magna's record attempt on October 8th and 9th, in the hands of Captain Eyston, T. H. Wisdom, A. W. Denly and R. A. Yallop, who set up the following figures, subject to official confirmation:—

12 hours .. .. .	81.23 m.p.h.
1,000 miles .. .. .	81.25 m.p.h.
2,000 kilos .. .. .	80.75 m.p.h.
3,000 kilos .. .. .	80.57 m.p.h.
24 hours .. .. .	80.56 m.p.h.
2,000 miles .. .. .	80.49 m.p.h.

The more amazing was this achievement when it was realised that the car gave no mechanical trouble whatsoever, and, incidentally, used only 5 pints of Wakefield Castrol oil during the 24 hours. A higher speed would undoubtedly have been recorded had it not been for heavy rain during the early morning of October 9th, which rendered driving particularly difficult on the smooth track tyres, and it was decided

eventually to finish the run on standard Fort Dunlop tyres, the change-over being effected, incidentally, in the remarkably quick time of 37 seconds.

Six new International Class "H" records were set up by Captain George Eyston's Magic Midget, driven by A. W. Denly at Montlhery Track on October 19th, and a speed of 128.62 m.p.h. was recorded, establishing a new maximum speed for cars of 750 c.c. The previous fastest baby car speed was 120.56 m.p.h., and the new figure therefore shows quite a considerable increase on the old record. The actual figures for the six records and the distances covered were as follows, subject to the usual official confirmation:—

128.62 m.p.h. for 1 kilo.
128.62 m.p.h. for 1 mile.
127.65 m.p.h. for 5 kilos.
127.80 m.p.h. for 5 miles.
127.23 m.p.h. for 10 kilos.
125.45 m.p.h. for 10 miles.

The record run actually took place late in the afternoon and after Denly has squeezed himself into the tiny cockpit of the car, which had been fitted with new bodywork with greatly improved streamlining, he put in two laps to warm up thoroughly and gather speed.

When the car started out on its record run there was a fairly strong breeze on the straight which brought down the engine speed by about 200 revs. at this point on every lap, the equivalent of about 6 miles an hour. In spite of this handicap the fastest lap was put in at over 130 m.p.h.!

The 5 and 10 miles and the 10 kilometre records were taken from the Jamieson Austin Seven, which, on October 14th, had raised the figures to a fraction over 119 m.p.h. for the three records. At the time of writing, the M.G. Midget holds all existing records in the International Class "H," ranging from the standard kilometre to the 24 hour record.

As regards the car itself, the chassis was the same as used on the previous record run, the chief alteration being a new streamlined body, so small that Denly was the only driver able to fit himself into the tiny cockpit, which had actually been built around him.

NOVEMBER

PLEASE GIVE  
A LITTLE



ELEVENTH

MORE FOR  
YOUR POPPY

REMEMBRANCE DAY