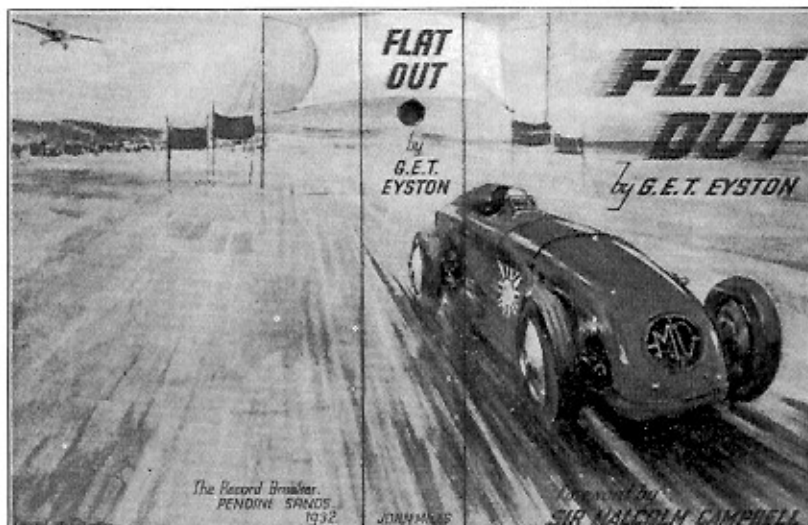


## THREE ENTHRALLING NEW BOOKS—



THREE books of the utmost interest to all readers of THE M.G. MAGAZINE have made their appearance during the past few weeks.

First and foremost we must place "Combat," by Barré Lyndon, with an interlude and an epilogue by the Earl Howe (Heinemann, 7/6 nett).

This is an intimate history of the origin and progress of the M.G. car from the days when it existed only as an ideal in the mind of one man up to the end of last year, when it had firmly established itself as the foremost upholder of British motoring prestige in track and road racing, and records breaking at home and abroad.

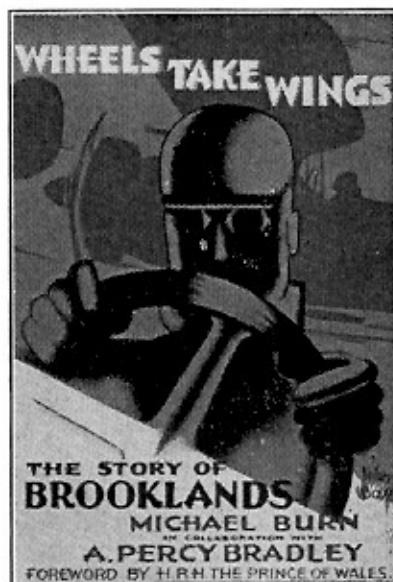
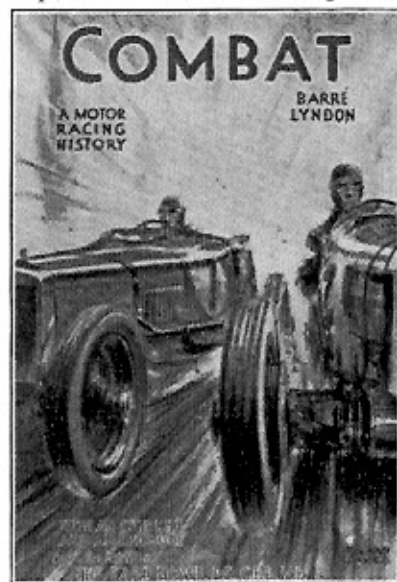
When we say that "Combat" affords an intimate story of M.G.'s career, we should add that it is also an exceedingly thrilling chronicle of post-war motor racing as a whole, dealing as it does with all the principal races in a most knowledgeable and concise, yet comprehensive, manner.

In its pages we meet all the famous racing men of our time as friends, not merely as names.

Whereas "Combat" deals with post-war motor racing history, "Wheels Take Wings," by Michael Burn and A. Percy Bradley, which has the honour of containing a foreword by H.R.H. the Prince of Wales (Foulis and Co., 7/6 nett), goes further back and deals in a most romantic and readable way with the whole

history of Brooklands—from the day when Mr. Hugh Locke-King was first stirred by the conception of the track's creation, through the various stages of its career, both as the world's first and most famous motor racing venue, and as Great Britain's first Civil Aerodrome, down to the present day, when it may claim to be the only motor racing track in the world which has never failed in any one year to show a profit.

One thing stands out clearly from the pages of "Wheels Take Wings." This is that to Brooklands, the hero or heroine of the story—regard it as you will—is due the credit for being the inspiration which has spurred men on to produce cars which have placed



Great Britain in the forefront among the nations of the world.

While "Combat" deals with the sport from the point of view of the car, and "Wheels Take Wings" from the point of view of the track, it is fitting that a book should make its appearance simultaneously which presents the sport from the point of view of the racing driver.

"Flat Out," by Captain G. E. T. Eyston, with a foreword by Sir Malcolm Campbell (John Miles, 6/- nett), is more than merely an autobiography of England's greatest records-breaker and one of her most famous racing drivers. It is a faithful exposition of an enthusiast's zest for the greatest thing in his life.

Captain Eyston has crammed into his comparatively few years of racing more thrills and more successes than most of his contemporaries will cram into a lifetime.

To say that he has broken more speed records than any other Englishman is to tell only half the story, for unquestionably he has broken records on more occasions than any other man in the world, and it follows, therefore that "Flat Out" is the personal story of a great Englishman.

More than this, in some miraculous manner, George Eyston conveys to the reader the actual thrill of driving racing cars, and throughout his book every reminiscence is most accurately portrayed.