



The B.R.D.C. Track Star
VERY hearty congratulations to E. R. Hall, who has won the 1933 B.R.D.C. Gold Star for his numerous achievements on the track during the season. They have all been made with M.G. cars, and this is the second year in succession that an M.G. driver has won this coveted award, the 1932 Gold Star being awarded to R. T. Horton.

Donington

Here are the results of the October Donington Park Meeting:—

Cars up to 850 c.c. (5 laps), R. R. Jackson, M.G. Midget, 56.2 m.p.h.

Cars up to 1,100 c.c. (5 laps), E. R. Hall, M.G. Magnette, 58.29 m.p.h.

Cars up to 1,500 c.c. (unsupercharged) (5 laps), R. Eccles, Frazer Nash, 56.2 m.p.h.

Invitation Race (20 laps), Earl Howe, Bugatti, 60.88 m.p.h.

Cars up to 1,500 c.c. (supercharged) and 2,500 c.c. (unsupercharged) (5 laps), E. R. Hall, M.G. Magnette, 55.10 m.p.h.

Cars up to 3,000 c.c. (5 laps), A. H. L. Eccles, Bugatti, 60.88 m.p.h.

Four Records

Mr. Whitney Straight, with his M.G. Magnette, lowered the Mountain course record for cars of 1,100 c.c. at 70.67 m.p.h. during the B.A.R.C. Mountain Meeting on Saturday, October 21st. The previous record stood

to the credit of J. H. Bartlett on a Salmson. It is interesting to note that M.G.'s now hold the Outer Circuit and Mountain Lap records in both 750 c.c. and 1,100 c.c. classes.

Craigantlet Hill Climb

Eddie Hall put it across everyone good and proper at Craigantlet with a couple of M.G. Magnettes, one a blown K.3 (actually a practice T.T. car) and the other an unsupercharged four-seater model. With the blown car he lowered R. G. J. Nash's record with The Terror by 2 3/5 seconds, and with the two cars won in all four out of the six events for which the Magnette were eligible.

Lieut. Briggs (847 c.c. M.G. Midget) won Class I for unsupercharged cars up to 860 c.c., thus making in all five out of seven events won by M.G., and a new record for the Hill into the bargain.

W.A.S.A. Trial

In the Women's Automobile and Sports Association London-Exeter Trial, the premier award for cars up to 1,500 c.c. was won by an M.G. Magna. Miss L. Hobbs (Riley Nine) won the trophy presented by Sir William R. Morris, for cars up to 1,100 c.c.

The Lord Decies trophy (1,100 c.c.-1,500 c.c.) was awarded to Miss Montague Johnston, who was driving her M.G. Magna, and the W.A.S.A. trophy to Miss S. Richardson (Vs Ford).

The W.A.S.A. Team "A," which competed in Welsh Solo and Team Trial, won the Countess Howe trophy. The winning team consisted [of Miss D. Champney, Miss Montague Johnston (M.G. Magna) and Miss S. Richardson (Vs Ford)].

Mascots

Those motorists who come under the heading of "The Racing Crowd" are notoriously superstitious and they generally favour the fitment to their cars of one or another type of mascot.

Of late there has been a noticeable vogue for fitting a moving mascot, such as those marketed by Messrs. Flying Mascots, Ltd., of Wednesbury, S. Staffs.

These folk produce a number of attractive models of birds whose wings move most realistically when the car is under weigh.

These mascots, which vary in price from 39/6 to 4 guineas, are beautifully finished and add an air of distinction to any car. They include models of a sea swallow, a heron, a snipe, a goose and a humming-bird.



This cheery party enjoyed a summer river cruise from Abingdon to Shillingford



This party went by coach from the works to Brooklands, for the B.R.D.C. 500 miles race