



G. W. J. H. WRIGHT who made the fastest time of the day in the Mont des Mules Hill Climb and drove one of the Magnas which won the Relay Race.

E. R. Hall at 82.77 m.p.h., Mrs. Wisdom at 81.24 m.p.h. and Earl Howe at 79.81 m.p.h. Hall wins the 1,100 c.c. class prize.

Swiftly the scene changes. Here is a narrow road winding steeply upward beneath overhanging trees. Shelsley Walsh! Thousands of onlookers crowd the banks, especially up there, where the gradient stiffens to 1 in 6 on a wicked "S" bend. A fair-haired man, going slightly bald, round-faced, is tearing up the hill in an M.G. Magnette. He clocks 48.2 secs. for the 1,000 yards. He wins the 1,100 c.c. racing and sports classes. He is E. R. Hall.

For an instant the fire darkens. There is movement. We seem to see a globe revolving—the World—and now it steadies as Portugal comes into view, with a J.2 M.G. Midget winning its class in the Compo Grande Lisbon road-race. The globe revolves again, and we catch a glimpse of a mountain road, with yet another Midget—a J.3 this time—roaring up it to win the Luckendorber International Hill-Climb.

Another movement of the sphere, and below us we see a great city, with its steeples and domes, its palaces and factories: Berlin! A long straight road runs out between the trees, turning in a wide sweep before it returns on a parallel course. The Avus track! A tiny car rushes round the circuit at phenomenal speed. It is R. T. Horton's supercharged M.G. Midget winning the 750 c.c. class at 91 m.p.h.

A moving panorama of forest and plain, and here we see a hilly, densely-wooded region some miles from the stately Rhine. A road twists convulsively in and out of the trees, up and down over heather-clad slopes: The Nürburg Ring. It is May, and the trees are fresh and green. Round this extremely difficult course we see H. C. Hamilton, in an M.G. Midget, winning the 800 c.c. class at 48 m.p.h.—a most creditable performance.

As the fire blazes up again we see the brown moors of Scotland, rough, grass-grown, boulder-strewn tracks winding to-and-fro across the Highlands. It is the route of the Scottish Six Days' Trial, held at high average speeds over most difficult country. M.G. cars are always in the forefront. They finish triumphantly, winning the Scottish Challenge Trophy,



H. C. HAMILTON snapped before the start of the hectic Nürburg Ring (Germany) Race in which he was victorious in the 800 c.c. Class.

the Club Team Prize and the Edinburgh Challenge Trophy.

More successes:—The first and third races at the May meeting at Donington are won by M.G. Midgets. H. R. Attwood, on another Midget, wins the Vesey Cup Trial (1,100 c.c. class) and the Watson Gwynne Bowl. In the Kirkcaldy and District Motor Club's events, an M.G. Magna wins the 1,250 c.c. class and a J.3 Midget wins the unlimited class five, seven and ten-lap events. In the classic M.C.C.

London-Edinburgh trial, M.G. cars win

W. E. BELGRAVE at the wheel of the J.3 Midget in which he won the 1,100 c.c. Classic Cup in the International Alpine Trial of 1933.



Photograph by courtesy of "The Autocar"

29 premier awards and four silver and four bronze medals.

A sudden flash, and behold! Le Mans! A triangular circuit with a blunt apex, undulating across open heath and through dark pine forests. The sun sets. Through the starry night and most of the next day a little car keeps running steadily. It is four o'clock in the afternoon. A flag is waved. See! The little green car, an M.G. Midget, is being acclaimed, is being garlanded with flowers. Baumer and Ford, the two drivers, are the first two men ever to complete the gruelling Le Mans 24-hour race in a 750 c.c. car. They take sixth place, out of a field in which many of the largest and fastest cars in Europe may be counted, at an average speed, including all stops, of nearly 62 miles an hour.

The World goes on turning.

We see Reval, Esthonia, and a J.2 Midget winning its class and putting up the fastest time of the day. We see a J.3 Midget winning first prize in the 1,100 c.c. class in the Reineck Wazenhausen mountain race, and next we see M.G. cars winning six out of seven events—five of them with a J.2 Midget—at the Ballybannon hill-climb in Ireland.

Brooklands again! This time a straightforward

scratch race round the outside circuit. Kaye Don and Count Czaykowski (now, alas, no longer with us) are there with their big Bugattis. Bertram is there with his huge Delage. With their usual audacity, two M.G. Magnettes challenge these giants. Their drivers are R. T. Horton and G. F. Manby-Colegrave. The race starts: Czaykowski drives cleverly and wins; Kaye Don is second.

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