

## Some Outstanding Successes Achieved During 1933

*1st in 1,100 Class and Team Prize in Mille Miglia. 2nd and 3rd in J.C.C. International Trophy Race. 1st in 1,000 c.c. Class Le Mans 24-Hours' Race. 2nd and 3rd in I.O.M. Mannin Beg Race and Fastest Lap. 1st in 800 c.c. Class Eifel Race. Manufacturer's Team Prize (Group 5) and Coupe des Alpes in International Alpine Trial. 5 out of 7 Events Craignatlet, also Record for Hill. 1st in 1,100 Class Acerbo Cup Race. 1st in 750 c.c. Class Avus Race. Winners of B.R.D.C. India Trophy. 1st, 2nd and 4th in R.A.C. Ulster T.T. and Record Laps in 750 c.c. and 1,100 c.c. Classes. 1st and 2nd in B.R.D.C. 500 Miles' Race. 1st in Southport 100 Miles' Race. 1st in 750 c.c. Class German Grand Prix Hill Climb. Winners of L.C.C. Relay Race. Winners of Phoenix Park Junior Race. Holders of Brooklands 1,100 c.c. Lap Record. Holders of Brooklands 750 c.c. Lap Record. Holders of Brooklands 750 c.c. Mountain Course Lap Record. 1st Car of 750 c.c. to exceed 100 m.p.h. 1st Car of 750 c.c. to cover 100 miles in one hour. Holders of every record in International Class H.*

Nuvolari, Master-driver of the World, who has chosen the M.G. because on it he is confident of winning. Near him another is dark-haired man: Hamilton, the Wizard of the 750 c.c. class in a Midget. These two are always in the picture. No man can say who will win. Then Hamilton stops at the pits. He is there more than seven minutes. Irritating little things happen which take precious seconds to rectify. Nuvolari gets through all his replenishments in 3 mins. 9 secs. Off shoot both, obeying the "all out" signals from their respective pits. It is the last lap but one. Hamilton is just leading. Suddenly he pulls up at his pit, feverishly throws a gallon or two of fuel into his tank. But even as he does so, amidst a groan of sympathy from the onlookers, the Italian rushes past, the leader! Hamilton's stop was of only 20 seconds, and

he flies off in Nuvolari's wake like one possessed. Almost together they race round on that last mad lap, Nuvolari, now losing, now gaining, until, as the crowd leaps roaring to its feet, he crosses the line the winner by 40 seconds! As he passes the chequered flag his engine splutters... stops... He has won with a bone-dry petrol tank! His speed for six hours racing on this difficult course is 78.65 m.p.h., while Hamilton is second at 73.46 m.p.h. What a race! Two M.G. Magnettes also finish, taking 4th and 7th places.

Amongst the dying embers—for, spellbound, we have forgotten to add more coal as we watch this cavalcade of M.G. successes pass before our eyes—the great oval of Brooklands track once again takes shape. A vast crowd is gathered, for this is the Fastest Race in the World—the 500-mile race of the

British Racing Drivers' Club.

It is eleven o'clock on a September morning, and a lone, supercharged Midget starts circling the track. By and by others join in, and the track seems a seething mass of roaring cars. Tragedy is abroad that day. Michael Watson, who has scored so many successes with M.G. cars, drives his last race. George Eyston's "Magic Midget" and Horton's single-seater lap at fantastic speeds, the former leading until magneto failure puts him out of the race. Freddie Dixon, who has also led on his Riley, falls back, retires, and Eddie Hall, in his M.G. Magnette, takes command at about half-distance and leads unchallenged to the end. He wins at 106.53 m.p.h.

No less meritorious is the performance of C. E. C. Martin and L. F. Welch, whom we see taking second place in one of Hess's ordinary unsupercharged "L" type Magnas at 92.24 m.p.h., while R. A. Yallop and E. Fronteras are fifth, at 91.05 m.p.h., on another Magnette.

A last spurt and flicker from the dying embers and we catch a fleeting glimpse of Montlhery, and of Denly encased in Eyston's Magic Midget streaking round that fastest of all European circuits to push the Class H International Records to unassailable heights, clocking 128.62 m.p.h. over the kilometre and mile.

The last red cinder turns an ashen grey. Our reverie is over. One last drink, and then to bed to dream, perhaps, of that Octagon flickering in the firelight, the stirring scenes of speeding on road and track; of the glorious story of M.G. successes crowded into just nine thrilling months.

*To the very many other owners of M.G. cars who have achieved successes too numerous to record here, in Races, Trials, Hill-Climbs, Speed Trials, etc., during the past season, we offer our hearty congratulations.*

*May we also take this opportunity to wish them continued enjoyment of and success in the sport during 1934.*

