

The

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THE "P" TYPE MIDGET

THE introduction of the new "P" type M.G. Midget may justly be described as a notable event in the history of the British Motor Industry.

Perfection is not of this world, but in the "P" type Midget the M.G. Car Company has got as near to perfection as it is possible for the merely mortal designers and manufacturers of a high-class product, based upon exhaustive practical experience, to get.

Those who handled the J2 Midget in Trials and Races during the last year were loud in sounding its praises, and to them it will come as a staggering surprise to learn that the M.G. Car Company discovered more than a hundred ways of improving upon that already advanced design.

The new Midget, embodying as it does these numerous beneficial modifications, sets an unapproachable standard to other manufacturers, and it cannot be over-emphasised that in almost every instance these have been devised directly as a result of racing and trials experiences—surely an ample vindication of The Sport, if, indeed, any were needed.

An abridged description of the new model will be found on pages 297 and 298 of this issue.

THE M.G. CAR CLUB

Since the last issue of *The M.G. Magazine* appeared, the secretariat of the M.G. Car Club has passed into other hands, as

is shown by a Note from the pen of the new Secretary which appears on page 303 of this issue.

At the recent Annual General Meeting at Hatfield, the officers for 1934 were elected, these being as follows: Patron, Lord Nuffield; President, Mr. Cecil Kimber; Hon. Treasurer, S. Kembal; Hon. Secretary, F. L. M. Harris; Assistant Hon. Secretary, G. G. Zeigler; Hon. Trials Secretary, R. M. Mere; Additional Members of the Committee, W. C. Barker, A. C. Cook-

son, S. B. Morgan, J. R. Temple, J. W. Thornley, E. Wood, G. W. H. J. Wright.

REGS. OF FORTH- COMING RACES

In pursuance of a new policy, *The M.G. Magazine* presents on page 327 of this issue the first of a new series,

which will appear in each issue, of extracts from the Regulations governing important forthcoming races.

It has been our endeavour to extract the salient points from the Regulations governing each of the events dealt with in this issue; and in any case, the examples given are somewhat in the form of an experiment.

If readers will give us the benefit of their advice, indicating what they consider to be superfluous information, or alternatively pointing out any information omitted which might be useful, we shall be grateful, as we are desirous at all times of supplying the readers of *The M.G. Magazine* with the type of reading matter most suited to their tastes.

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