



London—Edinburgh

THE three M.G. Magnette "N" type two-seaters won the team prize in the "Edinburgh," and of the 49 M.G. entries 30 gained premiers, 5 silver medals and 3 bronzes. Included in the P.A. winners were Harter, Macdermid and Toulmin, who are to be congratulated on winning M.C.C. "Triples" this year, especially since only seven car drivers have qualified for these for 1934.

Felsbergrennen

Bobby Kohlrausch has recently won several hill climb events in Germany with his supercharged M.G. Midget, including the 750 c.c. racing category, and with his M.G. Magnette the 1100 c.c. sports class in the Felsbergrennen, a hill climb near Saarlouis, Germany. Kohlrausch was also first in the Riesengebirgsrennen with the Magnette, setting up a new record for the course in 1100 c.c. sports class; he was also second in the 750 c.c. racing class with the Midget.

Mountain Lap Record

At the Whit-Monday B.A.R.C. meeting someone overlooked the fact that Everitt on his first run with the new "Q" type racing Midget put in a lap on the mountain course at 69.97, thus beating the figure of 69.74 m.p.h. established during a previous race by Pat Driscoll on the single-seater Austin. The Brooklands authorities have since recognised Everitt's record.

STOP PRESS!
 Congratulations to B. J. Harper, who won the M.G. Car Club's Time Test Trial at Hatfield on 9th July, and to H. A. Peck (Magna) 2nd, and E. C. Crisp and H. D. Freeman, who tied for 3rd.

Shelsley

The Press in general did very scant justice to the two very fine climbs put up by Donald Letts and E. R. Hall at Shelsley Walsh this year. Letts, on his supercharged M.G. Midget, set up a record in his class with a climb in 45 4-5 seconds; actually the eighth fastest time of the day quite irrespective of engine size.

E. R. Hall made the fourth fastest time of the day with a climb in 43 1-5 seconds, won the 1100 c.c. sports and racing classes, also three cups:—

- The M.A.C. British Championship Cup, fastest British sports car.
- The C.P. type Challenge Cup, best sports car up to 1500 c.c.
- The M.A.C. Open Cup, best aggregate on two Clubs by a sports car.

British Empire Trophy

It may not perhaps be generally realised that George Eyston had no involuntary pit stops in the British Empire Trophy Race, he only called at the pits for fuel and had to restart the motor after stalling it at one of the fork hairpin bends. Talking of bends, in winning the Empire Trophy at 80.01 m.p.h. Eyston had to negotiate 200 hairpin bends and 100 more or less ordinary bends, so over 80 m.p.h. for 300 miles of that sort of going is pretty good.

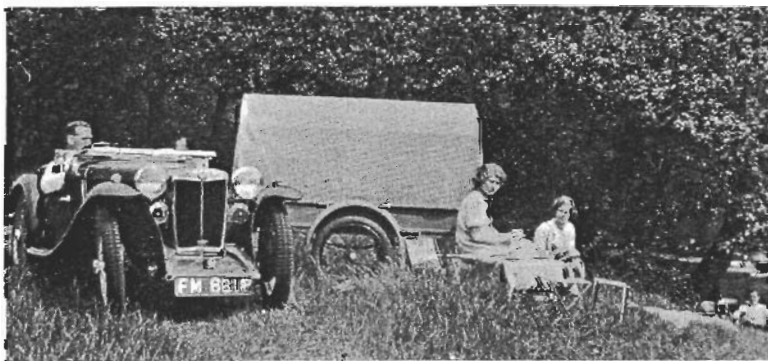
Dirt Tracks

Midget cars for dirt track racing seems to be the latest in this country, one particular example (a Mason Special) has an M.G. motor fitted into the chassis the reverse way round, with the drive on the front wheels.

SUMMER SERENITY

A True Story from the Service Department

"You might take a bit off the head and polish the combustion spaces and the ports. Oh, and by the way, if there's time polish the bores as well."



ON THE BANKS OF THE RIVER DEE, NEAR ECCLESTON
 A happy party of picnickers, complete with M.G. Midget and their D.B. Super Trailer, enjoying the delights of an English Summer day.

County Down Trophy Race

Two M.G. Magnas were successful in gaining second and third places in the County Down Trophy Race against a field of 17 starters, the race

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