

SENSATIONAL ABINGDON
REVELATIONS—See page 31

The MAGazine



A Magazine designed to
interest motoring enthusiasts
in general and those who
own M.G. Cars in particular



The MAGAZINE

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EDITORIAL

IT was expected that, after the hectic rush of getting out the first issue of THE M.G. MAGAZINE, there would be a period of comparative ease during which we should be able to sit back and survey (we hoped!) complacently the response evoked by that effort.

No more mistaken impression ever assailed us!

Immediately upon the appearance of the first number we were besieged by multitudes anxious to sell us all manner of commodities—from manuscripts to manilla envelopes, from serial stories to stereo metal; while the number of cultured men who came to our offices to apply for jobs which simply did not exist, was indeed a depressing reminder of the amount of unemployment which still persists among a class particularly ill-equipped to make both ends meet during slump periods.

In response to a number of requests we issued to those whom we considered competent to criticise, we were so fortunate as to receive a great many really helpful suggestions for the improvement of the Magazine and so we offer you this, the second issue, confident that you will consider it an advance upon the fare offered in Number One.

We believe the introduction of a second colour on a

number of pages, the better quality of the paper employed throughout, and the more catholic choice of contributions, will be three features, at least, which will appeal to the majority of readers.

The introduction of competitions is another item which we trust will add yet further interest, while we cannot help experiencing a glow of pride over our own enterprise and prodigality in having obtained at such enormous expense the four pages of sensational Abingdon Revelations which begin on page 31!

We have received back from readers between three and four hundred of the post-cards requesting that particulars of the M.G. Car Club be sent, and these have reached us from such far countries as Esthonia, Switzerland, Hungary, Italy, France, Spain and Sweden—a striking proof of the ubiquity alike of M.G. Cars and of the Magazine.

May we appeal once again to our Readers to let us have any constructive suggestions for the yet further improvement of THE M.G. MAGAZINE, as we are most anxious that all M.G. enthusiasts should come to regard this publication as their *own* Magazine, and not simply as "a" magazine produced by some firm in whose policy they have no word.

CONDUCTED BY
ALAN C. HESS

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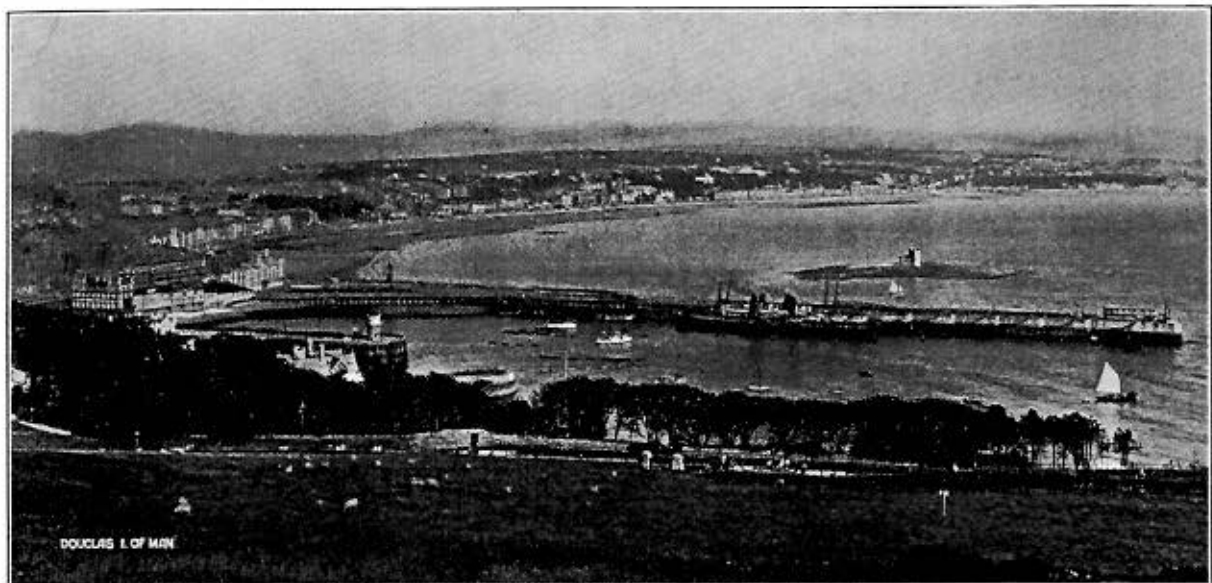
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MANNIN BEG

AND MANNIN MOOAR

Road Racing in Great Britain at last!

M.G.'s BIG PART IN A NEW CLASSIC



DOUGLAS I. OF MAN

THAT races for light cars should be held next summer over the famous motor-cycle T.T. course in the Isle of Man, is the suggestion of Mr. Cecil Kimber, Managing Director of the M.G. Car Company. In effect these would replace the Irish Grand Prix Races which have been cancelled this year. Three races without handicap, including one for baby cars, are suggested."

In January, 1932, the foregoing news item appeared in many daily papers. It created no small stir amongst motor racing folk who had become somewhat depressed at the abandonment of one of the few road races which are held in the British Isles—the Irish Grand Prix.

The last car races were held in the Isle of Man about ten years ago. Since then the roads have been vastly improved and the Isle of Man itself has become more and more race-conscious. Mr. Kimber's suggestion did not fall on stony ground. The Manx Government was approached

and was found to be enthusiastically in favour of Isle of Man car races. The R.A.C. was non-committal; it would run a race if approached from a trade source, but had no intention of organising one on its own initiative.

For once the daily Press did not allow the item of the moment to pass forgotten into the files as soon as it was published. Several of the motoring correspondents kept Mr. Kimber's suggestion in mind, and when they foregathered in Douglas for the motor-cycle T.T. races in June, 1932, it was not only with the intention of reporting the motor-cycle event, but also to "prospect" for a car course and to sound Manx feelings on the matter.

It was generally agreed that the T.T. course was not altogether suitable, the mountain section being too narrow to allow for passing at speed with any degree of safety. A course around Castletown was inspected and another in the north of the Island, around Ramsey and the

Point of Ayre. Both would have made excellent spectacles, but there came a brilliant suggestion from T. H. Wisdom of the *Daily Herald*. Why not utilise the streets of Douglas itself and turn the projected races into a replica of the famous Monaco Grand Prix?

The suggestion was immediately taken up on all sides and amateur course-planners round Douglas and environs began mapping out the twists and turns, the straights and the hills of this popular Island resort.

In point of fact the car course does not actually touch the T.T. circuit at all, for the two-wheelers make a detour round the Governor's Bridge hairpin and dip down into a loop road which the car circuit avoids by keeping on the straight road and going direct to Onchan. With a big town like Douglas to play with, the variations and the possibilities for a race course are tremendous, and it is not surprising that the suggestions were many.

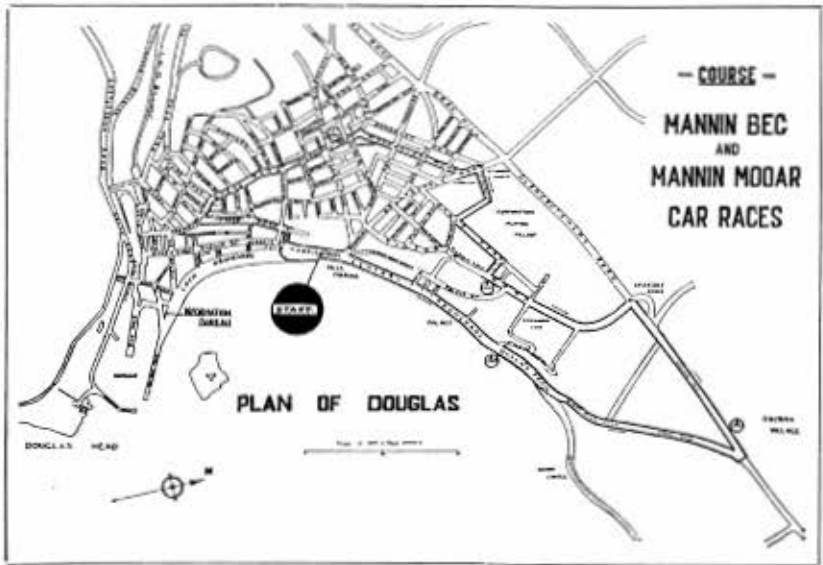
Only in one respect did they

appear to agree, and that was the general inclusion of the promenade. Some wished to make a complete circuit of the town, embodying the famous motorcycle vantage point, Quarter Bridge, and to descend on to the sea front via the twisty, electric-tram-bordered road from Howstrake. Some favoured a course straight up the main Victoria Street, and others wanted to run it anti-clockwise to include the climb, instead of the descent, of Summer Hill. The Isle of Man itself favoured the incorporation of the Glen-crutchery road, so that the motor-cycle T.T. grandstand could be put to a good purpose.

But at last the R.A.C. and the Manx authorities came to an agreement, and the result of their deliberations is to be seen in the five-mile circuit which practically encircles the greater part of Douglas.

It is the Mannin Beg—"Little Manx Race"—which will chiefly interest M.G. owners, for it is in this class that cars of this make are so strongly represented. As most people know, there will be three days of practising, July 6th, 7th and 10th, while the Mannin Beg will be on the 12th and the Mannin Mooar—"Big Manx Race"—on the 14th.

Out of 20 entries in the Mannin Beg no fewer than 12 are M.G. cars, eight of them being Magnettes. And what names there are to conjure with amongst their drivers—Earl Howe, E. R. Hall, George Eyston, and the brilliant American millionaire undergraduate, Whitney Straight; R. A. Yallop and



R. M. Mere are also piloting Magnettes. Other M.G. enthusiasts are D. K. Mansell and S. A. Crabtree, both of whom are known in the Island very well, the former as the son of the managing director of the famous Norton motor-cycle factory, and the latter as a T.T. rider. E. L. Gardner's spare driver will be C. W. G. Lacey, who is also a well-known racing motor-cyclist. H. C. Hamilton and J. L. Ford are others who will uphold the M.G. chances.

The Mannin Beg Race is, of course, for unsupercharged cars up to 1,500 c.c. and supercharged to 1,100 c.c., whilst the Mannin Mooar is open to cars of any size over those specified for the "little race."

The M.G. drivers who are also taking part in the "big race" are Eyston, who will drive an Alfa-Romeo, and Whitney

Straight, who will be at the wheel of a Maserati. There are 15 entries for the Mannin Mooar and they include Alfas, Bugattis and Maseratis from the Continent, against four cars of British make, the biggest of which is a 4½ litre Invicta.

The course measures nearly five miles to a lap, and as there are 50 laps there will be approximately 250 miles to be covered in each race. Both races start at 9.30 a.m. and on practising days the times are from 10.30 a.m. till 12 noon.

Having been to a large extent responsible for the inauguration of these races, Mr. Kimber has maintained his interest in them throughout and it is, of course, he whom we have to thank for the M.G. Car Company's trophy, which will be presented to the winner of the big race. Lord Wakefield has donated the trophy for the Mannin Beg; the entrants of the two winning cars will also receive £200 each in cash.

There are cash prizes for the second, third and fourth home in each race, and trophies will be awarded to the entrants of the first cars with unsupercharged engines to finish the course; in addition, the driver of the car making the fastest lap in each race will also receive a trophy. There will be team prizes, and R.A.C. plaques will be presented to the driver of every car completing the course.

THE ENTRIES

MANNIN BEG RACE

Driver.	Car.
R. M. Mere	M.G. Magnette
E. R. Hall	M.G. Magnette
W. Sullivan	Sullivan Special
	Morris Minor
D. K. Mansell	M.G.
Raymond Mays	Riley
H. W. Cook	Riley
C. M. Needham	Frazer-Nash
F. W. Dixon	Riley
T. G. Moore	Frazer-Nash
The Earl Howe	M.G. Magnette
V. Gilroy	Riley
J. L. Ford	M.G.
R. A. Yallop	M.G. Magnette
G. E. T. Eyston	M.G. Magnette
H. C. Hamilton	M.G.
J. H. Bartlett	Salmon
Kaye Don	M.G. Magnette
S. A. Crabtree	M.G.

Driver.	Car.
Whitney Straight	M.G. Magnette
E. L. Gardner	M.G. Midget

MANNIN MOOAR RACE

Driver.	Car.
A. C. Lacey	Invicta
Whitney Straight	Maserati
R. O. Shuttleworth	Bugatti
Raymond Mays	Riley
T. S. Fotheringham	Bugatti
Hon. Brian Lewis	Alfa-Romeo
C. M. Needham	Frazer-Nash
W. E. Harker	Harker Special
T. E. Rose-Richards	Bugatti
T. A. S. O. Mathieson	Bugatti
G. E. T. Eyston	Alfa-Romeo
A. H. L. Eccles	Bugatti
	Alfa-Romeo
	Alfa-Romeo
W. L. Handley	Alfa-Romeo
Kaye Don	Alfa-Romeo

BI-MONTHLY BULLETIN

As a result of a number of unfortunate circumstances, wholly beyond the control of the Committee, the M.G. Car Club's Night Trial, which was scheduled to take place on the night of Saturday-Sunday, June 10/11th, had to be postponed. This trial will now be run on the night of Saturday-Sunday, July 8/9th, starting from the Bell Road House, Beaconsfield, and finishing up for breakfast at the Red Lion, Petersfield, on Sunday morning, at 7 o'clock.

On the afternoon of the 8th, the B.A.R.C. are running, at Brooklands, the Inter-Club Meeting, which has been a popular fixture for some years past, and the M.G. Car Club is represented by a team comprising P. M. Walters, D. Letts and C. Hardwicke-Sewell.

The Relay Race, which takes place at Brooklands, on Saturday, July 22nd, and in connection with which the Club hopes to organise a Members' Rally on the Track, will also see an official Club team in the field, this being composed of C. E. C. Martin, G. W. H. J. Wright, and the Hon. Secretary, all on L-type Magnas, and it is hoped that the Philco Radio Company will collaborate in arranging a system of wireless communication between these cars and their pit.

Plans are now well advanced for the Club's classic Abingdon-Abingdon Trial, which is to take place



CONGRATULATIONS!

All readers who are also M.G.C.C. Members will feel an especial delight, we feel sure, in joining with us in offering our congratulations to the Club's Hon. Treasurer, H. C. Hamilton, on his success in the German Grand Prix, on the Nurburg Ring. He is here seen immediately before the start of the race

on Saturday, September 9th, and members will receive all details in due course.

* * *

SUCCESSFUL CLUB TEAMS

Our congratulations are due to Messrs. A. B. Langley, J. A. Bastock, and C. G. Fitt, who, as an official M.G.C.C. Team, succeeded in winning the Team Award in the recent London-Edinburgh Trial. Also to those members of the Scottish Centre, namely, Miss M. Dickson, D.

Donaldson, and H. J. Stewart, who, as a team, won the Edinburgh Challenge Trophy for the best team in the Scottish Six Days, and, again, to A. B. Langley and R. A. Macdermid, who respectively won the Hewitt and Brighton and Hove Trophies in the recent Brighton-Beer Trial.

Mention of the Scottish Centre reminds me that they recently held a highly successful sand race meeting in conjunction with the Kirkcaldy Club, three out of four events being won by D. Donaldson, the other going to A. Pratt. (Four M.G. wins!).

In mentioning team successes, we must not forget to congratulate Langley and Bastock, on this occasion with F. S. P. O'Hagan as team-mate, who succeeded in lifting the Team Award (Colemore Trial) at the beginning of the year.

Still further congratulations are due to C. J. Fryer, P. E. G. Lobb, and

R.T. Gardner, who lifted the Team Award in the Mid-Surrey A.C. Grand Cup Trial, in which our friend, Sforza, drove his Magna to such good purpose that he secured the £200 Grand Cup.

The Midlands Centre is running its inaugural event on Sunday, July 9th, in the form of a Gymkhana and Sealed Speedometer Test, and a fine afternoon's fun in its prospect, for when the Midlands Centre lads embark on a project, it always goes with a swing.



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FAMOUS



DRIVERS

No. 2. E. R. HALL

IN 1906, the same year that Sziisz won the Grand Prix on a Renault at 63 miles an hour, E. R. Hall, Yorkshire's famous racing driver began to take an active interest in motoring. Early experiences included the acquiring of a pretty complete mechanical knowledge of the various cars his uncle owned, at that time including the 14 h.p. Argyle and a De Dion engined Core, also the Metalurgique, a very advanced design of car for the period, and an O.H.V. Wolseley Siddeley, the latter owned by his father.

It was not, however, until about 1911 that Eddie Hall began actually to drive, the car being a 10 h.p. two-seater Renault, and before the Great War came, to stop for a period the further development of the British Sports car, he added to his driving knowledge with the help of the "Prince Henry" Vauxhall, introduced in about 1911, and the famous 30/98 Vauxhall which made its appearance in 1913. Added to this were further experiences with the 1913 Hispano Suiza, a really fast car in those days, with a genuine 75 m.p.h. performance.

Between 1920 and 1922 he won

numerous trophies with a 25/50 Talbot, in which one of Percy Lambert's spare racing engines had been fitted. In 1922 he bought a Brescia Bugatti, and later on "Bunny," the famous veteran Aston Martin.

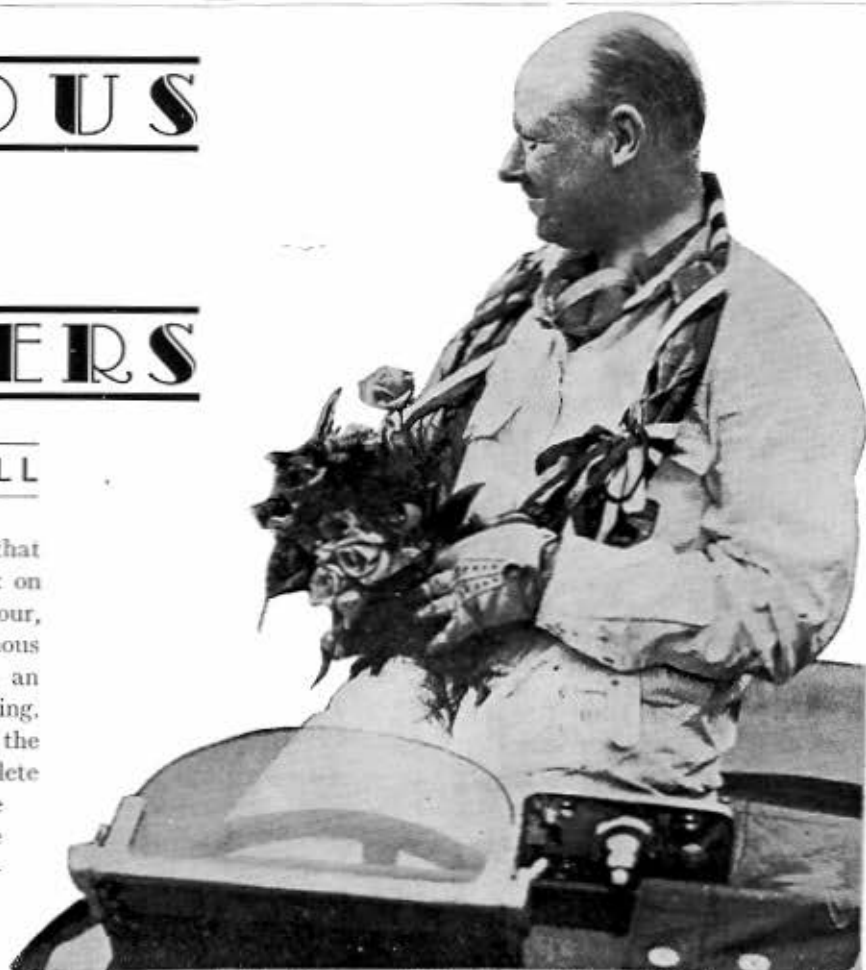
After racing at different periods of his career the 30/98 Vauxhall, the 4½ litre Bentley and the Blown Arrol-Aster he acquired in 1931 one of the first supercharged 750 c.c. M.G. Montlhery Midgets turned out from the factory

The Ulster Tourist Trophy was his first race with the Midget; after leading for two hours engine trouble put him out of the race, but with the same car he finished third in the general classification and first in the 750 class in the B.R.D.C. 500 miles race at 92.17 m.p.h. In the following year he

gained a third place and drove the first Midget home in the Ulster T.T., and has since competed with success at the new Donington Park Road circuit.

To those who visit Shekley Walsh, E. R. Hall is familiar. On several occasions he has won both the 750 c.c. sports and racing classes with the M.G. Midget, and at the last meeting he made a fast climb on the M.G. Magnette with which he finished second in the J.C.C. International Trophy Race this year at Brooklands.

The standing mile and kilometre records in the International Class "H," taken by the M.G. Midget, also stand to the credit of this versatile driver and thorough sportsman who plays the motor racing game for the love and enjoyment of it.



THE BRITISH EMPIRE TROPHY RACE

ON Saturday, July 1st, Brooklands' crowds saw one of the best day's racing which has ever been witnessed at the Track.

This was the occasion of the British Empire Trophy Race meeting, organised by the British Racing Drivers' Club, and the programme comprised four races, the first of which, that for the

the "New Zealand" Trophy, was run over the same distance as the two previous events, but provided an unusual type of thrill for a motor race meeting, as it was a Motor Cycle Handicap.

After a gruelling race, in which the lead was constantly changing from one rider to another, L. J. Archer won on his Velocette 348 c.c. at an average of 98 m.p.h., followed by H. C. Lamacraft on a similar machine. E. C. Fernihough, on a minute 246 c.c. Excelsior Jap, was third.



COUNT S. CZAYKOWSKI
Winner of The British Empire Trophy

The principal event of the day was the 125 miles (45 laps) scratch race for the British Empire Trophy.

It was a great disappointment to everyone that John Cobb's new Napier-Railton could not be got ready in time to compete, but nevertheless,

RESULTS :

THE INDIA TROPHY RACE.—J. C. Elwes, 747 c.c. M.G. (S); Driver, M. B. Watson, 101.23 m.p.h., 1; K. D. Evans, 747 c.c. M.G. (S), 2; R. T. Horton, 1086 c.c. M.G. Magnette (S), 3.

THE CANADA TROPHY RACE.—Frank Hallam, 1,492 c.c. Alvis (S), 102.48 m.p.h., 1; L. T. Delaney, 1,496 c.c. Lea Francis (S); Driver, C. T. Delaney, 2; R. O. Shuttleworth, 1,990 c.c. Bugatti, 3.

THE NEW ZEALAND TROPHY RACE.—L. J. Archer, 348 c.c. Velocette, 98.0 m.p.h., 1; H. C. Lamacraft, 348 c.c. Velocette, 2; E. C. Fernihough, 246 c.c. Excelsior Jap, 3.

THE BRITISH EMPIRE TROPHY RACE.—Count S. Czaykowski, 4,975 c.c. Bugatti (S), 123.58 m.p.h., 1; Kaye Don, 4,975 c.c. Bugatti (S), 2; G. F. Manby-Colegrave, 1,036 c.c. M.G. Magnette, 3.

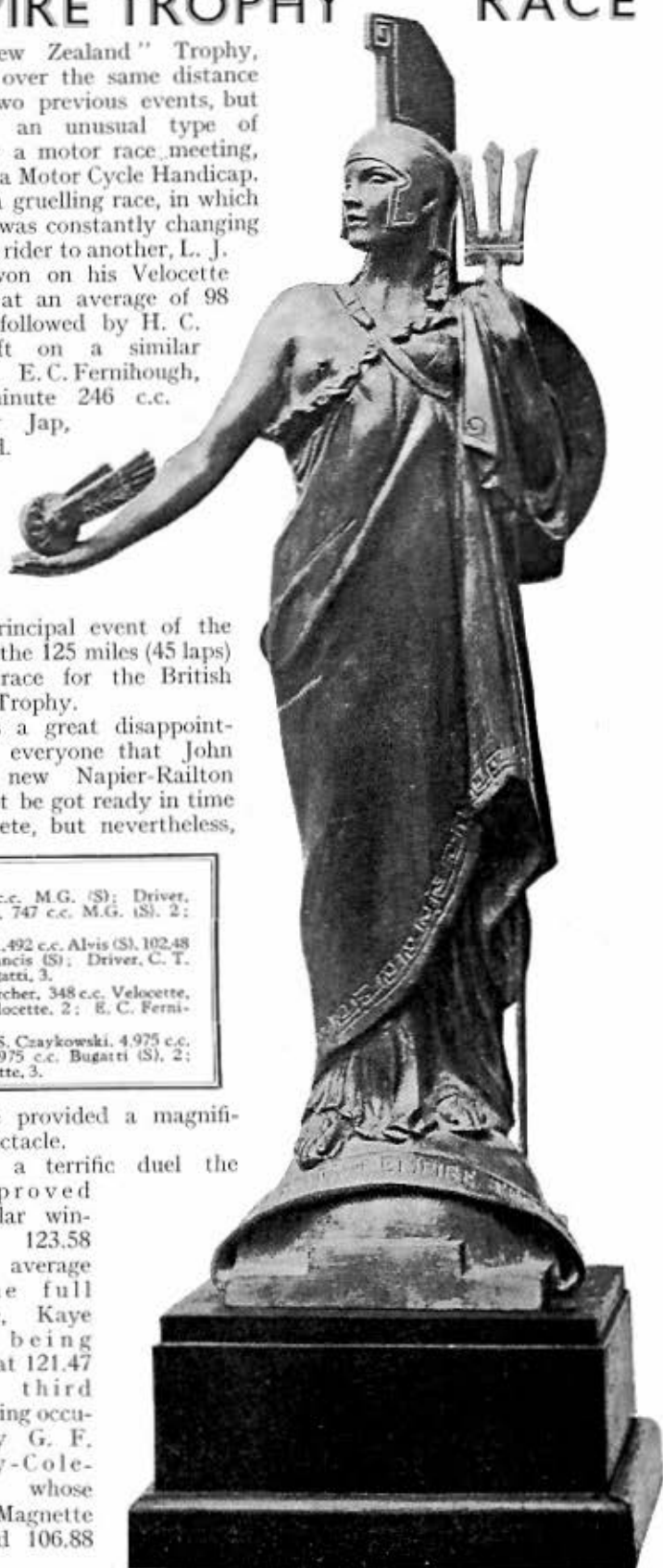
"India" Trophy, started at 3 p.m. J. C. Elwes' supercharged Monlhery type M.G. Midget was driven to victory in this event by Mr. M. B. Watson, at the very creditable average speed for the 18 laps of 101.23 m.p.h. K. D. Evans, on a similar car, finished second at 98.90 m.p.h. and R. T. Horton on a supercharged Magnette, who occupied the scratch mark, finished third at 108.20 m.p.h.

The second race, that for the "Canada" Trophy, resulted in a win for the favourite, Frank Hallam, driving a supercharged Alvis, at 102.48 m.p.h.

The third race, which was for

the race provided a magnificent spectacle.

After a terrific duel the Count proved a popular winner at 123.58 m.p.h. average for the full distance, Kaye Don being second at 121.47 m.p.h., third place being occupied by G. F. Manby-Colegrave, whose M.G. Magnette averaged 106.88 m.p.h.



THE "BEER"!

M.G. CARS WIN B. & H. and Hewitt Trophies

"ONE of the stiffest ever," was the popular verdict on this year's Brighton-Beer Trial. Torrential rain, morasses of mud, and mile after miles of "colonial" all combined to give the competitors and their cars a thorough grueling.

Small wonder, therefore, that out of a total entry of 119, 96 of whom actually started, only eight competitors came through with clean sheets.

Of these eight, six were M.G.'s and two Fords.

The successful M.G. drivers

were R. A. Macdermid (winner of the Brighton and Hove Trophy), A. B. Langley (winner of the Hewitt Trophy), J. H. Freeman, T. C. Taylor, E. M. Deny and J. Shewell-Cooper, and to these we offer our whole-hearted congratulations on a really excellent effort.

R. A. Macdermid's time of 54½ secs. in the Acceleration Test on Fingle was a splendid show, while K. D. Evans and A. C. Hess were next fastest, each with 57½ secs.

The tit-bit of the Trial was Hatherland, a hill never previously used for a trial and discredited locally with being unclimbable.

Well, it is not quite so bad as all that, but only those who



J. SHEWELL-COOPER (J.2)

Snapped on Windout Hill, popularly designated (of course!) Windup Hill

THE RESULTS ANALYSED

No. of Entrants	-	-	119	(31 M.G.'s)
" " Starters	-	-	96	(30 ")
" " "Firsts" and Cups	-	-	8	(6 ")
" " "Seconds"	-	-	40	(11 ")
" " "Thirds"	-	-	39	(5 ")

tackled it early succeeded in scaling it (ten, in all, proving victorious) while it failed no fewer than 106 competitors!

FAMOUS BRITISH TEST HILLS

No. 1—LITTON SLACK

By

H. E. SYMONS

THESE are few "observed hills" used in modern trials which have such a sinister reputation as Litton Slack. For some years included in the course of the Motor Cycling Club's one-day sporting trial in the Peak District, it has never failed to take a heavy toll of gold medals.

And it looks so harmless! Just a sloping track of grey granite chippings, curving gently between high, steep banks. The sort of hill, you would think, that a good-class "Yank" ought to take on top or hiss up on second. In dry weather you would never suspect it of causing wheel-spin, even on the rainiest day.

But try it! Leaving the hamlet at the bottom you turn sharp left and zoom up a steep pitch of 1 in 5 or so. Fine! Then the gradient appears to flatten out and the rest of the hill looks a boring, second-gear climb. If you are foolish you throttle down and change up, to find suddenly that the engine labours and pinks disconcertingly. Frantically you change down again, stamp on the accelerator and . . . shudder to a standstill with wheel-spin. At the best you will travel haltingly upwards for a few yards before your engine just "dies on you"—just fades away without as much as an expiring sigh.



If you are wise you take the sharp turn at the bottom of the hill as fast as you possibly can without hitting the wall or skidding completely round, and keep your foot hard down for the whole of the rest of the way. Even if wheel-spin develops it is unwise to drop engine revs., for the gradient is far steeper than it seems, and it is better to skip about a bit with spinning wheels than to konk ignominiously to a standstill.

Actually, Litton Slack starts with a short, steep pitch of 1 in 4 to 1 in 5, and does not "flatten" at all higher up. The gradient eases only momentarily, and its apparent harmlessness is a delusion fostered by the upward lie of the land.

I have never seen an official survey of this hill, but I believe that the final stretch about 100 yards short of the summit has a gradient of something like one-in-

three. To cap it all, there is an exceedingly nasty, sharp left-hand turn through a narrow gateway at the very top, with two large boulders, almost steps, that seem ever to be looking hungrily at sumps or axle-casings.

Why the surface should be so slippery when wet I have never quite decided; probably the soil is of a greasy nature, for to the eye it appears a perfect non-skid road.

To counteract the risk of wheel-spin, of course, shock absorbers should be tightened up as much as is reasonably possible and the rear tyres should be let down considerably—personally, I would not consider 12 lbs. too low a pressure in the case of a Midget or Magnet, unless "competition" tyres are fitted. In the latter case too low a pressure is not to be recommended, because the increased "drag" of the prominent tyre tread puts a severe load on the engine at the very stage where a moderate amount of wheel-spin might just give the engine a chance to pick up revs. again.

So when you are next up Buxton way, enquire about the road to Litton Slack; let down your tyres, tighten the "shockers," keep your foot down—and mind the gate at the top!

SAFETY FAST

FOR THE
WOMAN
DRIVER

By

MRS. T. H. WISDOM.

It has been my fortune to drive many makes of cars.

And of the lot I can say that I like the "Safety Fast" M.G.'s best of all.

I can see trouble ahead for me after that statement, but I stick to it. If I want to go fast and safely I would rather have an M.G.

On the track, in hill-climbs, and on the road, Midgets, Magnettes and Mark II's have never let me down. My one ambition now is to handle an M.G. in a road race, but that will have to wait until the powers that be decide that women drivers are good enough to drive in a road event. At present Le Mans is the one exception among road races of importance. Maybe women are not good enough—but they will be one day.

Even the most exacting woman motorist could find her ideal car among the extensive range of M.G. products.

The M.G. Midgets, in particular, are, I think, the most attractive light cars on the road, not only from the truly feminine viewpoint as regards "pretty" body-

work, but also from their very workmanlike build; combine this with excellent performance and lightness of upkeep, and what more can one desire?

I have had the pleasure of handling a supercharged Midget at sundry hill-climbs, both here and in Ireland, and for sheer joy in its feeling of speed and steadiness on corners there are few cars that can compare with it.

For the sportswoman who wishes to run a car in competitions the supercharged M.G. Midget is ideal. Light to handle, needing little physical effort, yet very steady and roadworthy, and, of course, with speed proclivities that a great many larger cars find it very difficult to obtain. Its acceleration has to be tried to be believed.

Behind all the M.G. products is the experience they have gained by racing and record breaking, the finest testing ground in the world and the hardest.

One of the first things which attracted me when I sat at the wheel of an M.G., Midget with its engine giving a healthy and

very satisfactory "blip-blip" as I dabbed the throttle up and down waiting for a timed run, was that highly ingenious M.G. handbrake. In a "get-away," where checks are not used, its quick release is invaluable. Apart from competition work, many times when it has been necessary to stop on a fairly steep hill in a traffic jam, and to get away smartly have I wished for that very useful little M.G. sidebrake. Do not think for a moment that I judge a car by such a small point as this, but it is good to find that having studied and perfected all the important points which go to the making of a successful sporting car, the M.G. Car Company have taken their ideal right through to the minor points, which sometimes are the most irritating and neglected.

A delightful "baby," indeed, for the woman who wants a light, easy to handle—and park— attractive little car with an excellent turn of speed.

A bigger brother has recently

Continued on page 48

SAFETY FAST FOR WOMEN*Continued from page 47*

made its appearance in the shape of the "blown" Magnette. I was out in Italy during the recent Mille Miglia race, in which the Magnettes put up such a fine performance. It was a wonderful race, and I shall never forget the arrival of those two dust-covered little green cars in the early hours of the morning at Brescia.

I knew that I should be driving George Eyston's Magnette in the International Trophy event, so I had asked George at the start of the race not to bend the car too much! and he had laughingly assured me that he would not. And there he was, after 1,000 miles of gruelling road racing, rather dusty but quite cheerful, assuring me that the car was quite O.K.

The same day, a few hours later, after lunch to be exact, George escorted Mrs. Kimber and myself all over the roof of the Milan cathedral—which is one of the most wonderful sights I have ever seen — he then had tea with us and, after, caught

the night train down to Rome. You just can't wear George out.

One of the experiences which I enjoyed most whilst I was out in Italy was to take a fast car down the autostrada from Milan to Brescia. This was one of the most amazing roads I have ever motored on, a perfectly dead straight road with an excellent surface, without any other roads crossing it. Where another road joined the autostrada there was a level-crossing gate which was not opened until the road was clear. No pedestrians are allowed on to the autostradas, so having paid your liras at the entrance you could "blind" to your heart's content without danger, except the danger of blowing up your engine. And the M.G. Mark II speed model which I had did 78

m.p.h. for 23 miles without complaint half a dozen times!

Of the International Trophy there is little to say, except that George's Magnette performed admirably, handled well on the corners, went up to 115 m.p.h. on the straight and never gave a moment's trouble. The Magnette is yet another "well-bred" car that has come from the Pavlova Works.

