The MG Magazine

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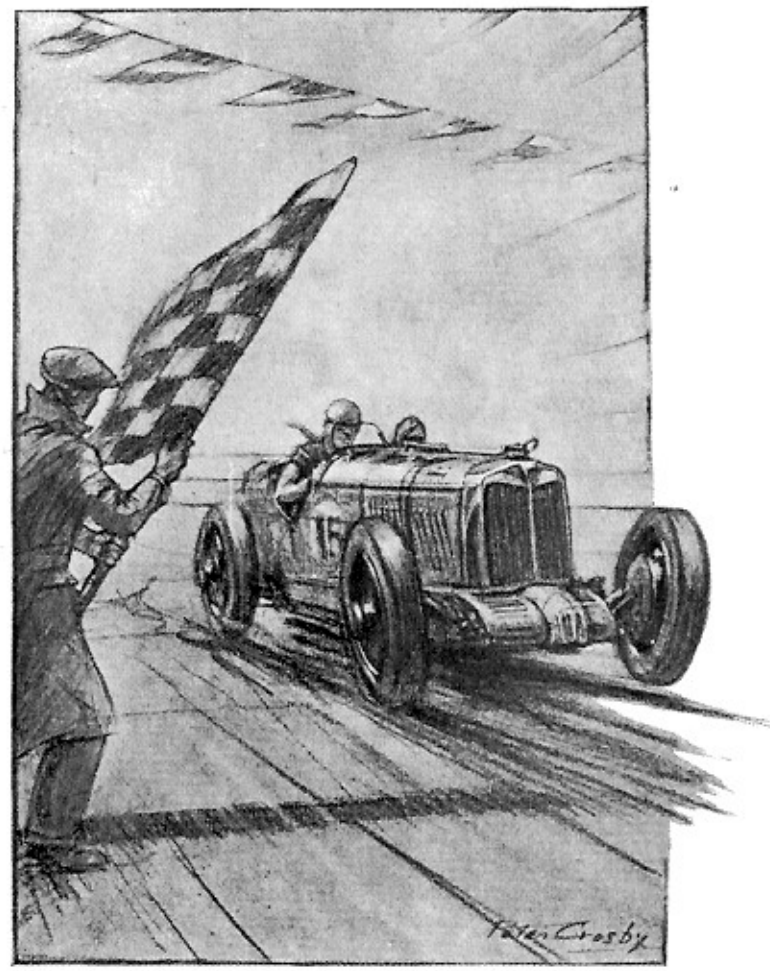

A Magazine designed to interest motoring enthusiasts in general and those who own M.G. Cars in particular

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The MG Magazine

VOLUME 1. NUMBER 4. NOVEMBER, 1933.

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EDITORIAL

ON pages 185 and 186 of this number will be found an article by Captain G. E. T. Eyston on Records.

Since that article was penned, Captain Eyston has been associated with the establishment of a dazzling series of new records on M.G. cars.

After the B.R.D.C. 500 Miles Race the M.G. Competition Department got busy with the preparation of two cars for record breaking purposes, the first an M.G. Magna, similar to that which had just finished second in the 500 miles event, and the second the "Magic Midget" with which it was hoped still further to lower the baby car records, which then stood to the credit of that car.

The M.G. Magna went first to Montlhery, and to the casual observer there was nothing unusual about the small green two-seater which was driven away from the factory by Marney, the mechanic, who was just off by road to Newhaven and again by pavé and road from Dieppe to Montlhery, except, perhaps, that the exhaust had a more than usually hearty bark and the extra large capacity rear petrol tank indicated that the car was off on a long distance non-stop run.

The capturing of six long-distance international Class "G" records, from 12 hours onwards to 24 hours, at over 80 miles an hour, was the result of the M.G. Magna's record attempt on October 8th and 9th, in the hands of Captain Eyston, T. H. Wisdom, A. W. Denly and R. A. Yallop, who set up the following figures, subject to official confirmation:—

12 hours	81.23 m.p.h.
1,000 miles	81.25 m.p.h.
2,000 kilos	80.75 m.p.h.
3,000 kilos	80.57 m.p.h.
24 hours	80.56 m.p.h.
2,000 miles	80.49 m.p.h.

The more amazing was this achievement when it was realised that the car gave no mechanical trouble whatsoever, and, incidentally, used only 5 pints of Wakefield Castrol oil during the 24 hours. A higher speed would undoubtedly have been recorded had it not been for heavy rain during the early morning of October 9th, which rendered driving particularly difficult on the smooth track tyres, and it was decided eventually to finish the run on standard Fort Dunlop tyres, the change-over being effected, incidentally, in the remarkably quick time of 37 seconds.

Six new International Class "H" records were set up by Captain George Eyston's Magic Midget, driven by A. W. Denly at Montlhery Track on October 19th, and a speed of 128.62 m.p.h. was recorded, establishing a new maximum speed for cars of 750 c.c. The previous fastest baby car speed was 120.56 m.p.h., and the new figure therefore shows quite a considerable increase on the old record. The actual figures for the six records and the distances covered were as follows, subject to the usual official confirmation:—

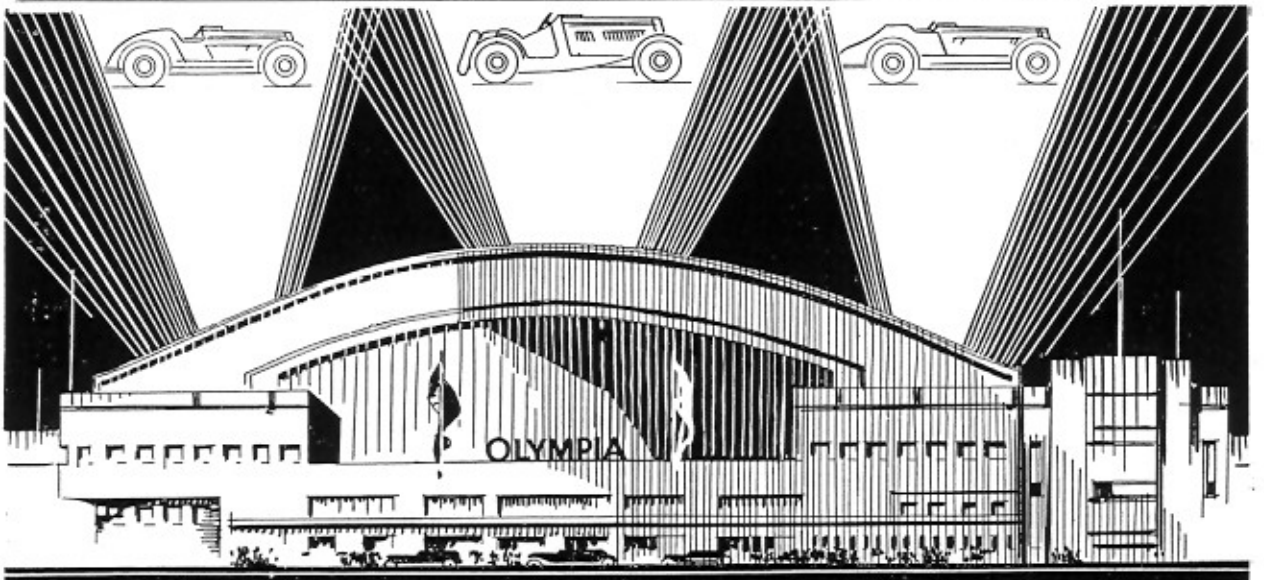
128.62 m.p.h. for 1 kilo.
128.62 m.p.h. for 1 mile.
127.65 m.p.h. for 5 kilos.
127.80 m.p.h. for 5 miles.
127.23 m.p.h. for 10 kilos.
125.43 m.p.h. for 10 miles.

The record run actually took place late in the afternoon and after Denly has squeezed himself into the tiny cockpit of the car, which had been fitted with new bodywork with greatly improved streamlining, he put in two laps to warm up thoroughly and gather speed.

When the car started out on its record run there was a fairly strong breeze on the straight which brought down the engine speed by about 200 revs. at this point on every lap, the equivalent of about 6 miles an hour. In spite of this handicap the fastest lap was put in at over 130 m.p.h.!

The 5 and 10 miles and the 10 kilometre records were taken from the Jamieson Austin Seven, which, on October 14th, had raised the figures to a fraction over 119 m.p.h. for the three records. At the time of writing, the M.G. Midget holds all existing records in the International Class "H," ranging from the standard kilometre to the 24 hour record.

As regards the car itself, the chassis was the same as used on the previous record run, the chief alteration being a new streamlined body, so small that Denly was the only driver able to fit himself into the tiny cockpit, which had actually been built around him.



SPORTS CARS AT OLYMPIA

BY F. HALL BRAMLEY

THE increase in the popularity of the sports car was one of the features of last month's Olympia Motor Show.

Over a score of motor manufacturers had real sports cars on their stands representing over 40 different sizes and powers of cars, and there were some big ones, too—up to five litres—the kind of machines one can seldom "let out" for more than a few seconds on average English roads.

There is shown a general tendency to keep the centre of gravity low so that road holding, and particularly stability in cornering, may be at the maximum.

In this connection one of the most important developments is the adoption of the underslung frame, allowing of the maximum lowering of the centre of gravity.

A very interesting example of this is found in the case of the M.G. Magna "L" type chassis. When engine and gearbox—the most weighty part of the chassis—are low, there may be a decided wringing strain on the chassis which might be reflected in slightly irregular transmission of the power by the helical pinion and crown wheel drive.

It has become general practice to counteract this tendency by some form of cross bracing. Very often this is triangulated—sometimes it is by big diameter tubes as in the M.G. chassis.

The driver's and passenger's seats are now almost at the height from the ground which would represent the floor level on a sports car of a year ago. Foot wells of ample capacity are arranged to give all the depth and length of leg room required for comfort without encroaching on the ground clearance.

With the lowering of the seats has come the lowering of the saloon head; for this low loading and seating has allowed sports saloons to have low tops yet with ample inside head room.

The height of an M.G. "Salonette" sports car, from the ground to the top of the head, for example, is not more than four feet, eight inches!

Independent front springing has been adopted in some cases. But with the lighter sports cars good road holding can be obtained, even at high speeds, by the conventional type of semi-elliptic springs, so long as they are of good length and are somewhere near flat when normally loaded and are damper controlled, and this arrangement is the one generally adopted on sports cars shown at Olympia.

So much for what we may call the running chassis.

The engines of these sports cars have to produce a big power for a small weight and small piston displacement; because the power to weight ratio must be kept high. We cannot reduce passenger or driver weight, though some of the fair sex have made, and are making, very successful progress in that direction.

The use of the latest high-grade steel alloys for both fixed and reciprocating parts has made it possible to reduce the engine weight and reciprocating weight, which means higher speeds with increased power output for a given piston displacement.

The sports car engine, as is shown at Olympia, has connecting rods of the finest material and fully machined and balanced with the greatest exactitude. Pistons, too, are of the lightest and of aluminium or a combination built up with aluminium and steel or cast iron.

Cylinder walls are of toughened or close grained metal to eliminate wear and give the finest sliding surface for the pistons, and crankshafts are entirely machined and most carefully balanced, statically and dynamically, and have extra wide webs and big and long bearings—four being a minimum as a rule.

Valves are usually overhead on sports engines, but some fine sports cars at the Show revealed side

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SPORTS CARS AT OLYMPIA

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valves of conventional location but with special cylinder design.

Cams are particularly important, and the makers of sports engines are shown to have gone to big expense in experimenting with cam and follower contours to give the maximum of lift and period of opening with the minimum of noise, and fast and powerful small engines are not now necessarily noisy, while, in this way, remarkable increases in power for a given piston displacement have been obtained.

High compressions, and revised combustion chamber design and manifold shaping and smoothing to reduce wire drawing and increase turbulence, have been thoroughly investigated to get the highest and most rapid expansion from a given weight of gas moisture drawn in.

The engines of the sports cars shown at Addison Road may be regarded as examples of the highest power-plant design which modern engineering has produced.

Carburation has been improved beyond anything which could have been expected a couple of years ago, and most sports engines have two or three carburetters (two for a "four" and three for a "six") in order to ensure the maximum and equal weight of explosive gas in each cylinder. Synchronisation of the two or three carburetters has been brought to a fine art.

Supercharging was not so noticeable a feature of the sports cars shown as it was thought would be the case. But there will be found a few supercharged engines fitted in the bigger sports cars.

It is interesting to notice that the makers of sports cars are beginning to give some attention to noisy exhaust. The most efficient and speedy sports cars of the new range are not the noisy ones!

In the matter of gears the sports cars have, generally, been fitted with the conventional four-speed gear with direct top. The advances which have been made in synchro-mesh gears, self-changing gears and pre-selective gears have not been particularly applicable to the sports cars, the users of which do not hanker after immunity from personal control and do glory in a clean, sharp change at speed—which can, often, in the hands of the expert, be more quickly and surely obtained by skilled handling than by the newer fool-proof automatic methods.

There have, however, been introduced twin top gears with helical toothed silent drives for the constant mesh and third speed pinions and wheels giving silence and (by reason of the dog clutch arrangement) rapid change.

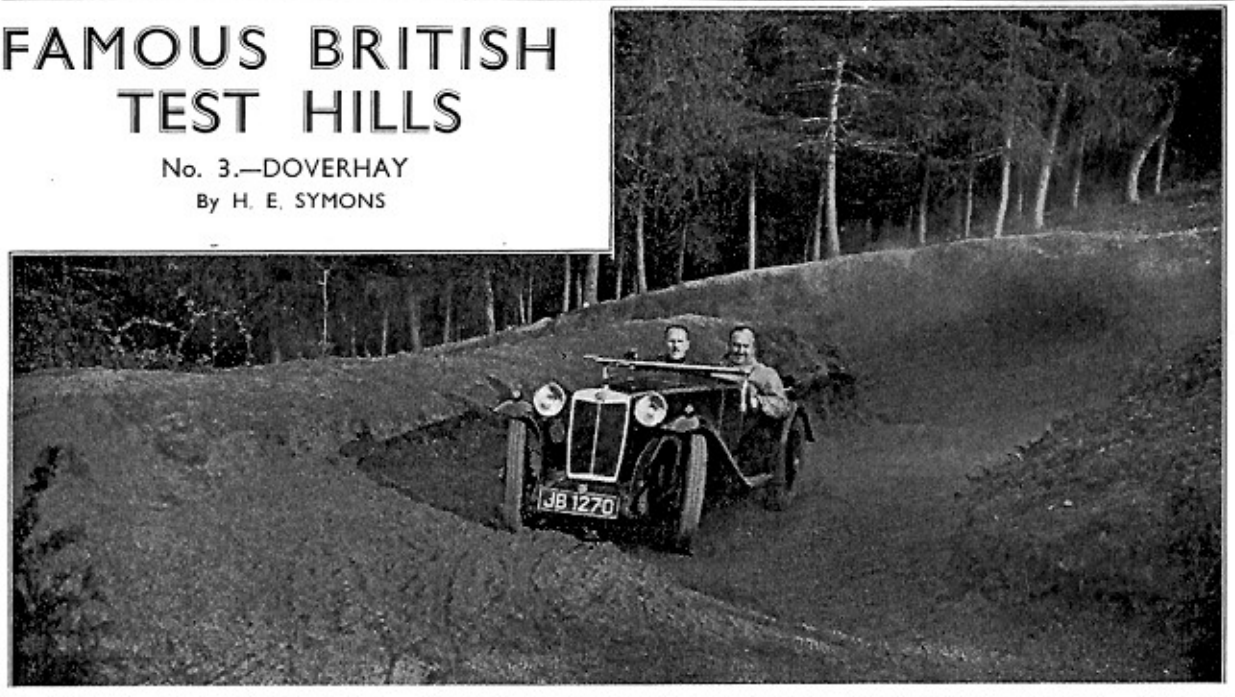
In some of the bigger cars (say of 12 h.p., like the M.G. Magnette) pre-selective gears are fitted, and during the past year of strenuous racing have acquitted themselves right nobly.

Generally the sports cars at Olympia showed a marked advance on anything which has been done before, and in the streamlining of the bodies, the provision of low, rakish saloons (yet with ample interior accommodation), low sided tourers with sloping screens and good cosy all-weather equipment, smart Coupés and racing two-seaters, they show how elegance and comfort and protection can be combined with a fast chassis and a very sporting and speedy appearance.

FAMOUS BRITISH TEST HILLS

No. 3.—DOVERHAY

By H. E. SYMONS



RISING out of Porlock village, in Somerset, scarcely more than a stone's throw from the better-known hill on the main road to Lynmouth, is one of the steepest and most difficult hills in the south. This is Doverhay, for long unknown to motorists, which was only used tentatively at first by such bodies as the Brighton and Hove M.C., and was incorporated, for motor-cycles only, in the M.C.C. "Land's End" trial route last Easter.

Doverhay is easy to find. I think it is the first turning on the left after descending into Porlock from the direction of Minehead. At first fairly "civilized," the lane climbs in a southerly direction and, where it forks, one should bear to the right. It goes on, up and up, steepening gradually and growing ever more narrow. The surface is the rich red earth of Devon and Somerset.

The "tricky" part of the hill begins where the gradient stiffens perceptibly and, over a low bank, a pine-wood stretches downhill on the left. After a straight hundred yards or so comes the wickedest right-hand bend imaginable, and round it the sort of acclivity that makes you gasp. It is just as if you came round a corner to find a ladder staring you in the face.

You cannot rush this bit. The hill is cambered all the wrong way. And about ten yards or so round the corner is an even more acute left-hand bend. Round this, and you stiffen with apprehension as you see ahead a never-slackening gradient of the same red, stony soil, and sharp bends in swift succession. And after all this you have still a long drag up over the fringe of Exmoor, along a track so narrow that the heather and gorse scratch your wings on either side. . . .

At the top, look back. Far below the village of Porlock nestles sleepily in a hollow, hemmed in by wooded hills. Across the shimmering silver of the Bristol Channel the mountains of Wales rise out of the mist. A steamer, leaving a sparkling wake and a plume of black smoke astern, picks its way diagonally across the scene.

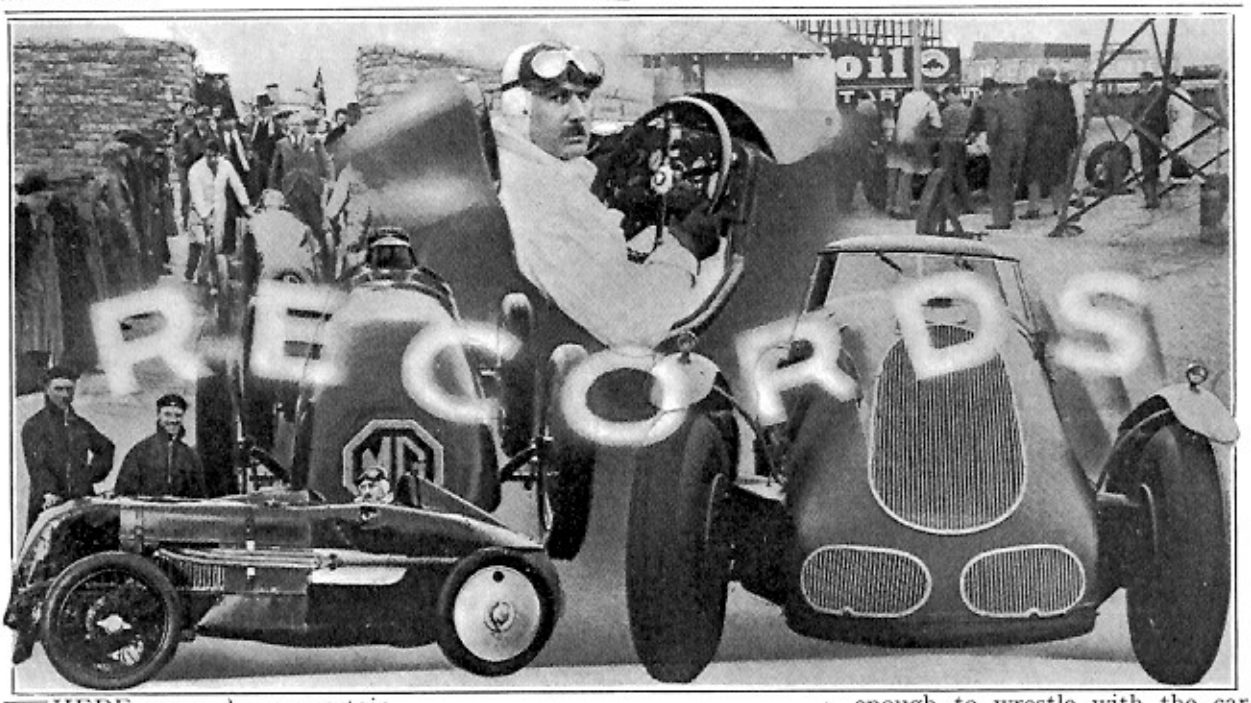
Turning, you see Exmoor in all the glory of its rolling moors. Over to the left the sombre mass of Dunkery Beacon stands against the sky. . . .

But, back to Doverhay! How best can it be climbed?—The rudimentary laws governing trials hills apply here, as elsewhere. Tight shock-absorbers, soft tyres, engine in perfect tune; plugs suitable and petrol system clean.

Beyond this, it becomes a question of gear ratio. You cannot rush this hill. You are in bottom gear before reaching the worst part. It is just a question of keeping your foot down and cornering wide, only slackening speed if you are going too fast to get round.

It is a long hill, so don't "let up" until you've reached the wind-swept top. The gradient between the bends is about 1 in 3, and the approach is a good 1 in 5. That it is sheer climbing ability that counts is borne out by the fact that I climbed it on a Le Mans 4½-litre Invicta with six carburetters, using mostly second and third gears. My next attempt was on a very old M.G. Midget, borrowed from a friend, and fitted with unsuitable plugs that grew branches like Christmas trees on their central electrodes. I climbed the hill "solo," but, with those plugs, taking up a passenger was out of the question. My last ascent was in a Wolseley Hornet Special and we failed through an insufficient head of petrol, for the gravity tank, installed for such an emergency, was not full enough to ensure a sufficient feed to the carburetter on so steep a gradient.

But run down to Doverhay yourself — it is only about 4½ hours' run from London — and just see how well your modern Midget will climb it!



THERE may be a certain amount of confusion in the minds of many motorists when reading about speed record achievements with cars. This is mainly because there are two very distinct types of records which are granted by the International Association governing these events.

Firstly, there are World's Records, which are for the fastest speed ever achieved over a given distance or for a certain duration, using any car irrespective of its size and power.

The fastest car in the world to-day is Sir Malcolm Campbell's "Blue Bird," which covered the measured mile on Daytona Beach, U.S.A., at a mean speed of 272.11 m.p.h. This is a most magnificent "Tour de force" on the part of the gallant driver, and an epic achievement of engineering.

After the record for the measured mile, comes the 5 miles, 10 miles, 50 miles, 100 miles, 200 miles, 500 miles, 1,000 miles, 2,000 miles, and so on. There are also the kilometre distances. We then have world's records for the greatest distance ever covered on land in 1 hour, 3 hours, 6 hours, 12 hours, 24 hours, and so on.

It is not generally known that the World's Hour Record is one of the most coveted and technically one of the most difficult.

By

George Eyston

Not only does this record carry with it the great thrill of terrific speed, but it is coupled with the factor of endurance. With shorter records one might almost say that the excitement is too soon over, and the question of endurance does not arise. With them it is all strain, and no time is left to settle down and feel the intense thrill of swallowing up the track beneath you, the great rush of air and the constant hum of the mechanism in your ears.

But the problem of tyres is acute, since they have to stand both speed and distance! It is extremely difficult to make a tyre which has enough tread to stand the 60 minutes. For centrifugal force is so great that it is hardly possible to retain an adequate thickness of rubber. Once the tread loosens, it strips suddenly with a report like a rifle crack.

An hour at speeds of over 134 m.p.h. is long enough to test to the full the physical fitness of the driver and his ability to endure the excitement, suspense and uncertainty; and quite long enough to wrestle with the car if it has the tendency to creep dangerously high on the banking of the track, as some cars often do.

Turning to the other end of the scale, the 24 Hours World's Record calls for a highly trained crew to cope with lightning pit-stops which need not exceed 40 seconds; the total loss of time in pulling up and getting away occupies only, perhaps, just over two minutes. It stands to reason that the longer the car can be kept running at full speed on the track, the better. Thus a heavy car, consuming a considerable quantity of fuel, presents a more difficult problem than the small capacity super-streamlined vehicle which will do the knots required.

When I attacked the 24 Hours World's Record this summer I had a squad of sixteen picked men who stood by at their allotted positions marked out on the track and pounced on the car at a word from the one in command directly it stopped at the appointed place. All spare wheels were deposited on the concrete in marked spots so that the car drew up between them. The fuel was supplied from a large tank mounted on a high tower. In this manner all supplies could be taken on board, the four wheels changed and drivers swapped in a total time of 36 seconds, and

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this quick time for the "pit-stop" could be repeated on every occasion.

In long distance records it is very important to have a complete system of signalling, indicating to the pilot the average he has maintained, because often there is little margin between the standing record and the new speed being set up, especially these days when records are so fast.

We next come to the consideration of International Class Records, which are for the same distances and periods as in the case of World's Records. These give each size of engine and car a chance to show prowess in direct competition with an opposite number.

Thus over the measured mile the M.G. Magic Midget holds the record for International Class H (engine up to 750 c.c.) with a speed of 128.62 m.p.h., so that Great Britain owns the fastest "baby" car in the world, as well as the fastest of unlimited capacity.

Fierce competition exists, however, amongst cars of all nations for honours in the long list of International Class Records which are recognised, but a determined attempt is being made by products from our country to capture most of them. At the time of writing, the M.G. holds every "Baby" car record from the kilometre up to 24 hours, and it will not be long before the M.G. will hold most of the records in Class G for engines up to 1,100 c.c.

The average man and woman does not realise that these records have an enormous bearing and effect on the cars of the future, and the fact is that such records in the past have contributed much towards the designs of the very cars they are using now, and a great deal of the safety, pleasure, reliability, comfort and satisfaction that they obtain from their car, has been bought, and dearly bought, by the efforts and experience obtained either from a race or a record attempt.

One of the most valuable assets that a car can have is its reliability, but I fail to see how it is quickly possible to test the reliability of a car unless you run it on long distance records, beginning with 24 hours. You work on your car to produce speed hand in hand with durability, and if you fail you discover exactly where the weak spot is, and its immediate improvement follows as the result.

Motors certainly would not have arrived at their present state of efficiency had it not been for the record achievements of the past.

This argument will not seem so far fetched when one reflects that in 1907 Mr. S. F. Edge did a 24 hours record in a 60 h.p. 6-cylinder Napier, the engine capacity of which was nearly 8 litres, at an average speed of nearly 66 m.p.h., whereas last December, T. H. Wisdom, A. Denly and I were able to achieve with a baby car, *i.e.*, a car with an engine of about one-tenth of the size of the one on the 6-cylinder Napier of 1907, an average speed of 70.61 m.p.h., in a 24-hours run, and covering over a hundred more miles in the 24 hours than the Napier.

The record is all the more pleasing to my crew because, as we did it abroad at Montlhery in France, it affected the prestige of British motor manufacturers on the Continent. The spectators present at the record attempt had their eyes opened.

I have raced and achieved records off and on for 9 or 10 years on the Continent, but I have never seen Frenchmen so impressed, or express such genuine admiration as they did for our most deserving little M.G. Midget. If such is the case—surely these records are well worth while?

Ask the mechanics who worked, often by night as well as by day, and who cannot in these cases be said to share the thrills and fascination of speed, and who do not share so much in the honour and glory bestowed by success, if they are not proud and pleased to have contributed by their skill, energy, endurance and devotion to duty, to the achievements in the list of records which stand to the credit of Great Britain.

AND AGAIN—

ON Friday, October 27th, driving an A.E.C. fuel oil car around Brooklands in torrential rain and half a gale of wind, G. E. T. Eyston beat the previous highest speed for this type of vehicle.

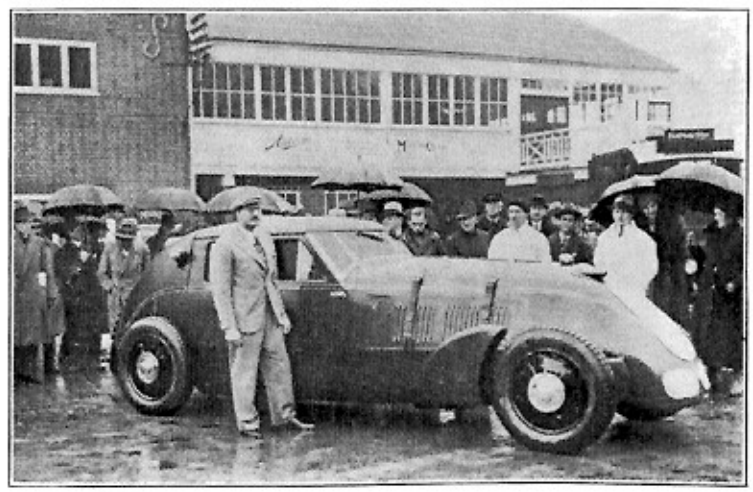
The previous unofficial record stood to the credit of Mr. Cummins, whose Diesel-engined car attained 100.7 m.p.h. on Daytona Sands.

Captain Eyston's speeds over the kilo and mile in both directions were always in excess of this figure, despite the appalling conditions which prevailed, and the fact that from 60 m.p.h. onwards his windscreen-wiper failed to function.

The fastest mean figures for the Flying Mile were 35.30 seconds, giving a speed of 101.983 m.p.h., while over the Flying Kilo "the car with the motor-'bus engine" (to quote the evening papers!) averaged 21.333 seconds, which is equal to 104.86 m.p.h.

Actually the fastest run made over the kilo was accomplished in 20.975 seconds at 106.647 m.p.h.

Below is a picture of the driver and his car in the Paddock at Brooklands immediately before its run. Mrs. Eyston is on the extreme right.



THE "500"

M.G.'s Finish 1st and 2nd in the World's Fastest Long-Distance Race

ONCE again the British Racing Drivers' Club's 500 mile race has been run. Once again it has been the fastest run race, over this distance, in the world.

As usual, M.G. cars were well to the fore. In the early stages George Eyston's "Magic Midget" and R. T. Horton's bisected Midget were lapping at round about 110 m.p.h., in keen competition with Freddie Dixon's Riley. Later Kaye Don, in the big 4.9 litre Bugatti, came near to taking the lead. But steadily, surely, at first almost unnoticed, E. R. Hall's M.G. Magnette forged through the field, to win at the amazing average speed of 106.53 m.p.h.

No less remarkable was the achievement of C. E. C. Martin and L. F. Welch, in one of A. C. Hess's "L" type Magnas, who averaged 92.24 m.p.h. from start to finish. Except for the engine this was one of the very cars that won the L.C.C. Relay Race and helped to win the Coupe des Alpes in this year's International Alpine Trial. It was not supercharged and had an engine of under 1,100 c.c.

* * *

Tragedy, alas, marred the meeting, for Michael B. Watson, a well-known M.G. driver and the winner of the Canada Trophy in the British Empire Trophy races early this year, overturned at the Fork and died from injuries received. The appalling blaze on the track, the coils of black smoke rising skywards, the helpers dashing across the track between the speeding cars; all these provided a spectacle which I hope never to see repeated. To Mrs. Watson and all those who have suffered by his death, we tender our sincere sympathy. One can only say that Michael Watson died in the midst of what was to him one of life's greatest pleasures: driving a good racing car at high speed. Most of us, if we could, would choose this way of making our *adieux*.

After his splendid win, E. R. Hall treated the Press Photographers to what is commonly known as "The Smile of Victory"!

* * *

When eleven o'clock struck a solitary little car purred off round the track. It was the unsupercharged M.G. Midget driven by J. G. C. Low, reconditioned after the damage it suffered during practice for the T.T. race. Thirty-nine minutes and thirteen seconds later 15 more cars joined in the fray: the "blown" Austin single-seater, the supercharged M.G. Midgets and the "unblown" "L" type Magnas and Riley Nines. It was not until Low had been circling the track for 54 minutes 18 seconds that a quartette of supercharged Magnettes, a blown Riley and two unsupercharged cars—a Frazer Nash and Henry Laird's McEvoy Special—"took the concrete." Shortly after this an incident occurred which might have had very serious results.

Just as Hess came across the Fork in his Magna a bunch of big cars left the starting line and E. G. Frankl on his Bugatti shot straight across the Magna's bows to the outside of the track.

Hess managed to swerve inside the Bugatti and at the same time to keep out of the way of the rest of the pack which was accelerating away, but it was a very awkward moment.

Kaye Don, in the largest car of all—a 4.9 litre Bugatti—set off alone 1 hour 18 minutes 26 seconds after the first man had started, with the formidable task of having to average 121.47 m.p.h. for the whole gruelling 500 miles if he hoped to hold his own with M.G. Midgets doing 104.85 m.p.h.

As the race began to develop, however, it soon became evident that Don had an even sterner task before him: the little M.G.'s were lapping, not at 104 m.p.h., but at nearly 110 m.p.h. Eyston was off at phenomenal speed, but, contrary to popular belief, he was driving the amazing Magic Midget with power in hand. Close on his heels raced Horton, and, hot in pursuit, Freddie Dixon. The last-named led on handicap at 12 o'clock, with a speed of 109.10 m.p.h., Eyston being second at 107.80 m.p.h. But by 12.30 p.m. and again at 1 p.m. Eyston was in the lead at 109.46 m.p.h. Shortly afterwards, approaching the pits, his engine began to splutter. When braking, Eyston got violent

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THE "500"

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cramp in the leg and could not find the pedal, with the result that he shot past the pits and stopped on the Railway Straight, too far for it to be worth while pushing the car round to fit a new magneto at the pits. He therefore had to retire. Dixon then returned to the lead at 108.86 m.p.h., but Horton's Midget was a serious opponent. However, the sudden occurrence of " expensive noises " in the latter caused its driver to retire and now E. R. Hall stepped into the limelight, with Kaye Don, who was averaging 112.93 m.p.h., running third.

It was bad luck that Dixon should have blown a cylinder-head gasket. Despite his plucky juggling with hot metal, fitting a new gasket, the engine had lost all its horses, and he, too, was out of it.

So Hall got comfortably into the lead, with Martin and Welch behind with the Magna. Kaye Don had been going exceptionally well, though after a while his speed began to tell and several tyre changes became necessary. Nevertheless, he might well have taken second place but for his rear-axle failing almost at the end of the race.

Photograph by courtesy of ["The Autocar"

C. E. C. Martin and L. F. Welch, second in Magna No. 15

Another unfortunate was Whitney Straight, who had endless trouble with his Magnette. A blown gasket was eventually found to be responsible for the bother.

It was only by the narrow margin of 35 seconds that Alan Hess's team of Magnas failed to win " The Field " Gold Team Trophy, for no other team had survived complete, and the Magna, driven in turn by the Earl of March and James Wright, had only to finish within time limit to make an M.G. team victory certain. But thirty-five seconds takes a lot of gaining in such a hard-fought race, and, though straining every nerve, its driver just failed to complete the 500-miles on time.

FAMOUS DRIVERS OF MG CARS

No. 4.—R. T. HORTON

R. T. HORTON, who is by trade a brewer, started racing in 1920, with a 1913 Morgan which he converted into a racing car by removing wings and exhaust system and generally "hotting up." Encouraged by a number of successes, he later acquired an "Aero" Morgan and competed in the Colmore Cup Trial and used it extensively in reliability trials under the guidance of Mr. Morgan, with whose assistance he succeeded in winning a number of first-class awards.

In 1924 he bought still another Morgan, this time one which had competed in the 200 miles race at Brooklands, and with this car gained about 60 firsts in sand races at Pendine, Skegness and Southport, also he took part on occasions in motor-cycle meetings at Brooklands, at the first L.C.C. Meeting winning two events at speeds higher than any which had previously been put up by Morgans, the fastest lap speed being 98 miles an hour.

The first road race of real importance in which R. T. Horton competed was the Ulster T.T. of 1929, and for this event he entered a six-cylinder supercharged Amilcar but, unfortunately, was forced to retire early in the race with cooling troubles, which also put Vernon Balls, who was driving a similar car, out of the race.

The 1930 T.T. saw him at the wheel of a Riley with which he won the class and set up a new course record for cars up to 1,100 c.c.

His first appearance with the M.G. was in 1931 when he finished second in the Irish Grand Prix at Phœnix Park with an M.G. Midget, and was also a member of the winning team. He entered the Midget for Ulster, but a faulty carburetter casting led to retirement.

In 1932 R. T. Horton surpassed all his previous records of achievement and won the coveted Gold Track Star awarded by the B.R.D.C. to a member who gains the greatest number of marks for track racing successes. During the 1932 season Horton had concentrated entirely on track racing with the Midget, which he had handed over to Thomson and Taylor at Brooklands for special preparation, and had fitted a special streamlined single-seater body of Jenson manufacture, thus making the car very fast indeed, so much so, in fact, that in the early part of the year he lapped the outer circuit of Brooklands at 106 miles an hour, improving this figure later on by putting in a lap at 115.25 m.p.h., beating the best lap speed which at that time had been recorded by George Eyston in the Magic Midget.

Undoubtedly the most outstanding achievement during the 1932 season was the winning of the B.R.D.C. 500 miles race, in which he and J. H. Bartlett drove the single-seater Midget, averaging over 96 miles an hour. In addition to the track successes he won the 1,100 c.c. class at Shelsley Walsh in September, 1932, setting up a new class record by making a climb with the Horton special in 44 4/5 seconds.

Three outstanding successes are to Mr. Horton's credit during 1933: first of all he won the 750 c.c. class in the Avus Track Race (Germany), and during the B.R.D.C. Empire Trophy Meeting set up a new 1,100 c.c. class lap record for the outer circuit at Brooklands on an M.G. Magnette which he had acquired at the beginning of the season; the actual figure for the lap was 115.5 m.p.h., beating the previous record set up by A. Goutte on a Salmson at 114 m.p.h., which had stood for three years.

At Shelsley Walsh with the M.G. Magnette he won the 1,100 c.c. class for sports cars and three special cups.

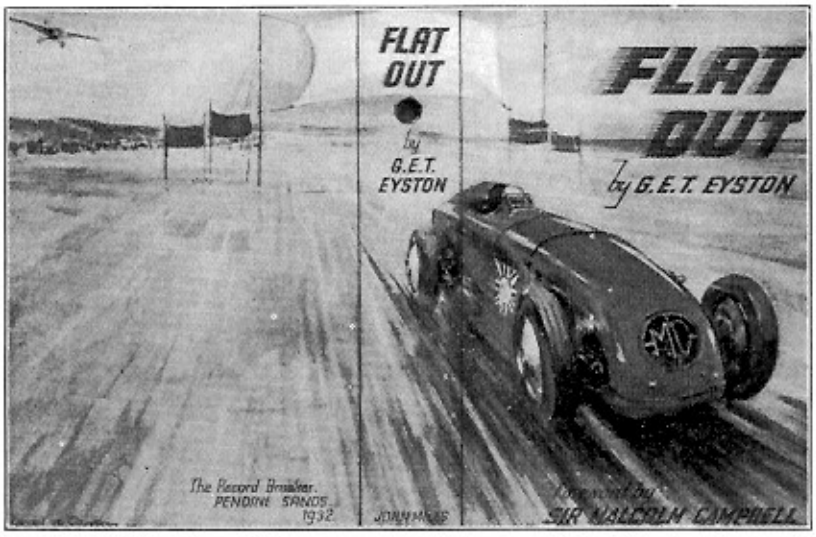
After putting in 90 laps at 108 miles an hour, and whilst lying in second place in the B.R.D.C. 500 miles race, he was forced to retire with crankshaft trouble.

Horton's achievements are far more easy to write about than the man himself, but one point is very certain, he thoroughly understands the sport, both from the racing and mechanical angles, and there is little doubt, that as time goes on, we shall see this fine driver more in the limelight than ever.

By courtesy of] ["The Motor"

A striking action photograph of R. T. Horton at Donington

THREE ENTHRALLING NEW BOOKS—



THREE books of the utmost interest to all readers of THE M.G. MAGAZINE have made their appearance during the past few weeks.

First and foremost we must place "Combat," by Barré Lyndon, with an interlude and an epilogue by the Earl Howe (Heinemann, 7/6 nett).

This is an intimate history of the origin and progress of the M.G. car from the days when it existed only as an ideal in the mind of one man up to the end of last year, when it had firmly established itself as the foremost upholder of British motoring prestige in track and road racing, and records breaking at home and abroad.

When we say that "Combat" affords an intimate story of M.G.'s career, we should add that it is also an exceedingly thrilling chronicle of post-war motor racing as a whole, dealing as it does with all the principal races in a most knowledgeable and concise, yet comprehensive, manner.

In its pages we meet all the famous racing men of our time as friends, not merely as names.

Whereas "Combat" deals with post-war motor racing history, "Wheels Take Wings," by Michael Burn and A. Percy Bradley, which has the honour of containing a foreword by H.R.H. the Prince of Wales (Foulis and Co., 7/6 nett), goes further back and deals in a most romantic and readable way with the whole history of Brooklands—from the day when Mr. Hugh Locke-King was first stirred by the conception of the track's creation, through the various stages of its career, both as the world's first and most famous motor racing venue, and as Great Britain's first Civil Aerodrome, down to the present day, when it may claim to be the only motor racing track in the world which has never failed in any one year to show a profit.

One thing stands out clearly from the pages of "Wheels Take Wings." This is that to Brooklands, the hero or heroine of the story—regard it as you will—is due the credit for being the inspiration which has spurred men on to produce cars which have placed Great Britain in the forefront among the nations of the world.

While "Combat" deals with the sport from the point of view of the car, and "Wheels Take Wings" from the point of view of the track, it is fitting that a book should make its appearance simultaneously which presents the sport from the point of view of the racing driver.

"Flat Out," by Captain G. E. T. Eyston, with a foreword by Sir Malcolm Campbell (John Miles, 6/- nett), is more than merely an autobiography of England's greatest records-breaker and one of her most famous racing drivers. It is a faithful exposition of an enthusiast's zest for the greatest thing in his life.

Captain Eyston has crammed into his comparatively few years of racing more thrills and more successes than most of his contemporaries will cram into a lifetime.

To say that he has broken more speed records than any other Englishman is to tell only half the story, for unquestionably he has broken records on more occasions than any other man in the world, and it follows, therefore that "Flat Out" is the personal story of a great Englishman.

More than this, in some miraculous manner, George Eyston conveys to the reader the actual thrill of driving racing cars, and throughout his book every reminiscence is most accurately portrayed.

THE BROOKLANDS AUTUMN MEETING

MANY THRILLS AND CLOSE FINISHES

AFTER a week's postponement owing to bad weather, the final Brooklands meeting of the year was run on October 21st, the second Saturday in the Motor Show. The programme of six Mountain races and two long handicaps, the former embracing the championship and also the first ladies' race over this famous circuit, gave every indication of plenty of good sport on the day and, in fact, more than fulfilled its promises. More is the pity that the cool weather, the Motor Show and a postponement should have depleted the spectators until they were about one-fifth of a normal crowd for an important meeting.

The two long handicaps were intended as curtain raisers, but they quickly developed into something far more interesting. The first had sixteen starters, Meeson's Hillman Minx as limit man taking a start of 2 minutes 29 seconds from Kaye Don who was at the scratch point on his 4,900 c.c. Bugatti. Actually Meeson had covered more than a lap in the nine mile race before the latter was flagged away and such a handicap seemed too much and this was certainly the case. There was a fine battle between Aldington on his Frazer Nash and Marker's old Bentley, these two stealing up behind Ashton Rigby's M.G., the three finishing respectively one, two and three, with a bare 100 yards separating them.

TWO OUTSTANDING DRIVERS—Signor Taruffi and Mr. Whitney Straight

In the next race R. L. Duller and a brother of George, who we all know so well, got two wheels over the top of the banking, and shot backwards across the track. During the trip he wrecked the car and a stout telegraph pole, Duller luckily leaving the car before the journey was completed and sustaining nothing worse than a shaking and a few bruises. Of all the lucky escapes that we have seen at Brooklands, this must rank near the head of the list.

The Championship followed with eight real cars and an equal number of famous drivers all starting off from scratch and due to fight things out over ten laps. At the corner, a bare 200 yards from the start, Rose Richards got into a bad skid. Campbell avoided him on the Sunbeam only to develop a heavy spin, the two cars colliding. Immediately there followed a lot of official and some very unofficial signalling to drivers, with the result that Pietro Taruffi, on Earl Howe's Bugatti, was badly slowed and lost his lead. Nevertheless, with a course partly blocked for the rest of the run, he recovered so far as to get second place only two seconds behind Straight's Maserati (Straight thus becoming champion), and he also approached within one-fifth of the lap record. The bother about the unofficial signals has not yet died down and there will be echoes next year.

In the five other races that followed, there were many more thrills, the score being higher than at any previous Brooklands Meeting. The ladies' race, handsomely won by Miss Don on Dixon's Riley, and with the little man acting as passenger, coach and cox all at once, saw more than one driver attempting to disprove Euclid's theory that the shortest distance between two points is a straight line, but nobody hit anyone else.

Straight on his Magnette established a new 1,100 c.c. class record for the Mountain circuit, first at 69.74 m.p.h. and again at 70.67 m.p.h. in a later event, and Raymond Mays on the 1,500 supercharged Riley took a new record for this class at 74.68 m.p.h.

The last race of all had twenty-two starters, all closely matched, with the result that on every circuit there were battalions of cars pouring round the corners, time after time, and a bunch howling down to the finish with the issue in doubt until the very last. Mathieson brought his Bugatti through the mass and won by 2 seconds, with Eccles' Bugatti behind and Horton on his M.G. only twenty yards astern and in third place.

A fitting end indeed to a season mixed with good sport and sadness, for more than one fine man will not be with us again. Now it's four and a half months of winter before we can again fall under the spell of Brooklands.

Whitney Straight chasing Raymond Mays around the bend at Chronograph Villa

BI-MONTHLY BULLETIN

THE DINNER-DANCE

WELL, once more the Club has made whoopee at its Annual Show-time Dinner-Dance, and this year, we think, its members and their guests made whoopier whoopee than ever!

Certainly the speeches control signals proved a useful innovation, while the cabaret items, contributed by Elsie and Doris Waters, Mr. John Tilley and the Western Brothers, went down exceedingly well.

To Mr. Briscoe, the Park Lane Hotel's managerial genius, belongs the credit for an excellent dinner and the smooth working of the cocktail and seating arrangements.

It is with some confidence that we predict that everyone who attended this year's "do" will want to be present again next year, and so we take this early opportunity to announce that we have arranged to hold the Club's Annual Dinner-Dance at the Park Lane Hotel again on the second Thursday of next year's Show-week.

Below, we reproduce one of the two photographs taken at the dinner. The other photograph will appear in the next issue of THE M.G. MAGAZINE.

AND NOW—THE CENTRES . . .

There is always a spate of Club functions at this time of the year and it is fitting, therefore, that our various centres should be in the swim.

Thus on Thursday, 16th, the Midlands Centre is to foregather at the new Billesley Hotel, King's Heath, Birmingham, where a dinner is to be followed by much tripping of the not-so-light-but-quite-fantastic!

Similarly, our Northern Centre will hold its first Annual Dinner-Dance on Saturday, November 25th, at the Royal Station Hotel, Newcastle-on-Tyne.

From what one knows of the keenness of these Centres, excellent fun is assured in both instances, and prospective as well as actual members will receive a hearty welcome.

Should anyone who contemplates going to either

function not be in possession of full particulars, a line to the Hon. Secretary of the Club at Friars Cottage, Clive Road, Esher, Surrey, will suffice to enable its writer to obtain all the necessary details.

THE ABINGDON-ABINGDON

Just too late for inclusion in the last issue came the results of our Abingdon-Abingdon Trial. Here they are :—

M.G. Challenge Trophy (for the best performance by a member of the club driving an M.G. car).—G. A. I. Forbes (K.3 M.G. Magna).

Watkinson Cup (for the best performance by a member of a visiting club).—W. J. B. Richardson (Singer Nine Sports).

University Motors Trophy (for the best performance in a car of over 1,100 c.c.).—W. E. C. Watkinson (Wolseley Hornet).

P. J. Evans Cup (for the best performance in a car up to 1,100 c.c.).—W. G. Everett (L-type M.G. Magna).

Team Prize.—Singer Nine team: H. M. Avery, W. Porter and W. J. B. Richardson.

First-class Awards.—H. Hearn (J.2 M.G. Midget), H. M. Avery (Singer Nine), B. J. Webb (Singer Nine), W. Porter (Singer Nine), G. J. Rea (M.G. Midget), R. Tibbey (Singer Nine), P. E. G. Lobb (J.2 M.G. Midget).

Second-class Awards.—R. G. Macdermid (J.2 M.G. Midget), A. May (J.2 M.G. Midget), J. Shewell Cooper (J.2 M.G. Midget), A. Z. Watson (J.2 M.G. Midget), C. Threadgold (M.G. Mark I), F. A. Thatcher (Triumph Southern Cross), R. S. Norem (M.G. Magna), D. Maclean (M.G. Magna), K. R. Evans (J.2 M.G. Midget), Miss K. Tatham Warter (J.2 M.G. Midget), J. H. Cheaney (J.2 M.G. Midget), J. S. Robertson (J.2 M.G. Midget) F. B. Hawley (J.2 M.G. Midget), A. E. Cleghorn (M.G. Magna), J. E. de Blaquiere (Austin Seven).

"FORTHCOMING ATTRACTIONS"

Our invitations to compete in the competitions organised by other clubs have been so numerous of late that we have had to turn down a number of these which clashed.

The following fixtures, however, are definitely of interest to us and we have been very happy to accept the invitations of their promoters for our members to compete in them.

Nov. 11—Shell Cup Trial (Sunbac).
Nov. 25—Night Trial (Bugatti Owners).
Nov. 26—Treasure Hunt and Social Run (M.G. Car Club).
Dec. 9-10—London-Gloucester Trial (N.W. London M.C.).

Regarding the M.G.C.C. fixture, this is to take the form of a Treasure Hunt near London on Sunday, November 26th, finishing up with tea at 5.0 p.m. Entries (2/6 per car) will be taken at the start. All members will be circularised with fuller details later.

PREPARING FOR THE WINTER

JOBS YOU SHOULD LOOK AFTER ON YOUR CAR YOURSELF

BY
HUGH P. McCONNELL
M.S.A.E., A.M.I.A.E., F.I.M.T., F.I.Arb.

THE time has now arrived when we must take stock of our car and consider what it has done in the summer and what it will be called upon to do through the winter. The abnormal summer weather may lull us with a false sense of security.

The first item that should be tackled is the brakes. Badly adjusted brakes do not show up on dry roads, but with the advent of probably wet and even frozen roads it is absolutely essential that the brakes be balanced. First remove the brake drums and clean out the powder and dirt and it will be found that much better braking will ensue. The shoes should be examined for thickness of liner and equality as well. It takes two to overhaul the brakes, one to apply the lever and pedal and the other to do the actual work. If the cams are unduly open it shows that either the shoes or the drums are worn. Drums that show scoring should be cleaned up in a lathe, or replaced.

Presuming that the shoes and drums are in order, replace the drums and jack up all four wheels and apply the hand brake hard enough to be able just to pull the road wheels over. Go round each in turn and see the effort required to rotate the wheel is equal. If not, refer to the instruction book and study the illustration of the independent brake adjustment for each wheel. It is quite simple. It is sometimes necessary to slip back the rubber covering to reach the locking nut. The ordinary service adjustments for the brakes should be oiled with a thin machine oil to facilitate their use from time to time.

How many people know that in addition to it being an offence to have a car on the road with inefficient brakes—quite apart from it being suicidal—they run a serious risk of the insurance policy being invalidated in the event of an accident. A case came to the writer's notice recently when through abject neglect of the brake a crowd of people were run down and the driver was charged and committed to prison for a long term. There is no excuse for bad brakes to-day.

Now that the daylight saving is past and the lamps have to be lit at an early hour, let us look to the battery. Headlights take their toll and so does the starter. It is not always sufficient to replenish the battery with distilled water. If this is done every week the battery should be in good condition, but how many people take the trouble—out of sight out of mind. In the next few days remove the terminals and clean them and replace after coating the parts with vaseline. If time permits, send the battery to a competent charging station to be emptied and refilled with correct electrolite and slowly recharged. The dynamo can never bring a battery to that condition which a slow continuous charge will.

The old headlamp bulbs may be dull and the reflectors in need of a clean up. Night driving will be made safer by a little attention. See that the dynamo charges at the proper rate so as to maintain the batteries charged when using the headlamps. If, for example, with the headlamps alight the ammeter shows more than 3 amps. charge, or only shows a charge in the daytime of 6 amperes with no lamps alight, the third brush regulator requires adjustment. A low rate of charge may also indicate that the commutator requires cleaning. Unless you know how, go to a service station and see how it is done; you can then do it on a subsequent occasion yourself.

The final suggestion this month is very important.

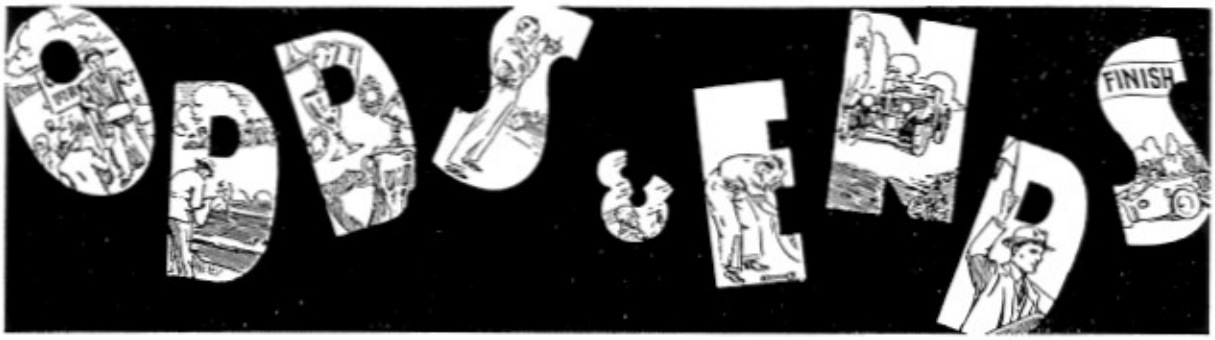
Drain the sump—flush it out and refill. A little explanation is necessary if these operations are to be executed correctly.

Draining is easy. You just remove the plug on the offside of the sump and let out the oil. Now comes the principal point. Remove the pipe leading from the sump to the oil pump—wash the unions and place on one side, noting which end goes to the pump. A large hexagon nut will be noticed which is part of the oil strainer—remove this by unscrewing the nut, but be careful to preserve the fibre washer between the nut and the sump. Withdraw the filter and wash it in paraffin or petrol and replace it.

First of all, obtain say ½-gallon of flushing oil, or very thin engine oil will do; pour this into the engine and start up and run the engine for 2 or 3 minutes, at say 1,200 r.p.m. and then drain off the flushing oil. It went in crystal clear, it will come out like mud. And that is exactly what you want to get rid of—mud. All the oil ways will have been flushed out—impurities removed. And the system will be ready for the new winter's oil. Valve guides will be freed, piston rings become elastic, timing gears cleaned and the oilways in the crankshaft flushed out.

Be sure to drain out as much as possible before pouring in fresh oil.

Do not run the engine, however, too fast or too long. On the other hand, it is no use letting it idle round. Watch the oil gauge after, to see that the joints have been properly made between the filter and the sump and the pipe from the latter to the pump.



The B.R.D.C. Track Star

VERY hearty congratulations to E. R. Hall, who has won the 1933 B.R.D.C. Gold Star for his numerous achievements on the track during the season. They have all been made with M.G. cars, and this is the second year in succession that an M.G. driver has won this coveted award, the 1932 Gold Star being awarded to R. T. Horton.

* * *

Donington

Here are the results of the October Donington Park Meeting :—

Cars up to 850 c.c. (5 laps), R. R. Jackson, M.G. Midget, 56.2 m.p.h.
Cars up to 1,100 c.c. (5 laps), E. R. Hall, M.G. Magnette, 58.29 m.p.h.
Cars up to 1,500 c.c. (unsupercharged) (5 laps), R. Eccles, Frazer Nash, 56.2 m.p.h.
Invitation Race (20 laps), Earl Howe, Bugatti, 60.88 m.p.h.
Cars up to 1,500 c.c. (supercharged) and 2,500 c.c. (unsupercharged) (5 laps), E. R. Hall, M.G. Magnette, 55.10 m.p.h.
Cars up to 3,000 c.c. (5 laps), A. H. L. Eccles, Bugatti, 60.88 m.p.h.

* * *

Four Records

Mr. Whitney Straight, with his M.G. Magnette, lowered the Mountain course record for cars of 1,100 c.c. at 70.67 m.p.h. during the B.A.R.C. Mountain Meeting on Saturday, October 21st. The previous record stood to the credit of J. H. Bartlett on a Salmson. It is interesting to note that M.G.'s now hold the Outer Circuit and Mountain Lap records in both 750 c.c. and 1,100 c.c. classes.

* * *

Craigantlet Hill Climb

Eddie Hall put it across everyone good and proper at Craigantlet with a couple of M.G. Magnettes, one a blown K.3 (actually a practice T.T. car) and the other an unsupercharged four-seater model. With the blown car he lowered R. G. J. Nash's record with The Terror by 2 3/5 seconds, and with the two cars won in all four out of the six events for which the Magnette were eligible.

Lieut. Briggs (847 c.c. M.G. Midget) won Class I for unsupercharged cars up to 860 c.c., thus making in all five out of seven events won by M.G., and a new record for the Hill into the bargain.

* * *

W.A.S.A. Trial

In the Women's Automobile and Sports Association London-Exeter Trial, the premier award for cars up to 1,500 c.c. was won by an M.G. Magna. Miss L. Hobbs (Riley Nine) won the trophy presented by Sir William R. Morris, for cars up to 1,100 c.c.

The Lord Decies trophy (1,100 c.c.-1,500 c.c.) was awarded to Miss Montague Johnston, who was driving her M.G. Magna, and the W.A.S.A. trophy to Miss S. Richardson (Vs Ford).

The W.A.S.A. Team "A," which competed in Welsh Solo and Team Trial, won the Countess Howe trophy. The winning team consisted of Miss D. Champney, Miss Montague Johnston (M.G. Magna) and Miss S. Richardson (Vs Ford).

* * *

Mascots

Those motorists who come under the heading of "The Racing Crowd" are notoriously superstitious and they generally favour the fitment to their cars of one or another type of mascot.

Of late there has been a noticeable vogue for fitting a moving mascot, such as those marketed by Messrs. Flying Mascots, Ltd., of Wednesbury, S. Staffs.

These folk produce a number of attractive models of birds whose wings move most realistically when the car is under weigh.

These mascots, which vary in price from 39/6 to 4 guineas, are beautifully finished and add an air of distinction to any car. They include models of a sea swallow, a heron, a snipe, a goose and a humming-bird.

This cheery party enjoyed a summer river cruise from Abingdon to Shillingford

This party went by coach from the works to Brooklands, for the B.R.D.C. 500 miles race

The Monza Tragedy

The sad news concerning the fatal accident in the Monza Grand Prix, in which three of the world's most famous racing drivers lost their lives, was about as tragic as it could be, and the loss of Campari, Borzacchini and Czaykowski will be felt very keenly by all concerned with the sport. All three were members of the B.R.D.C., and the Club was represented by Earl Howe at the funeral in Milan, where the two Italian drivers, Campari and Borzacchini, were buried. The body of the Count Czaykowski was taken to Eure-et-Loire for interment.

* * *

South African Double Twelve

Light Car Class of South Africa's most gruelling motor trial, the Outshoorn Double Twelve, was won on an M.G. Midget driven by R. Barker; also the Imperial Trophy for the best car performance.

* * *

Southport Sands

Mr. Simister, who, it will be remembered, won the 100 mile race at Southport with his J.4 M.G. Midget, has recently added further to his list of successes with this car. He won three events and gained four seconds at the Southport Motor Club's Championship Race Meeting on Saturday, September 30th. The details of the events in which the J.4 M.G. Midget was successful are :—

First, 5 miles race for cars up to 850 c.c.
First, 11 miles race for cars up to 850 c.c.
First, 11 miles race for cars up to 1,100 c.c.
Second, 11 miles race for cars up to 1,500 c.c.
Second, 5 miles race for cars up to 1,100 c.c.
Second, 5 miles race for cars up to 1,500 c.c.
Second, straight mile for cars up to 1,100 c.c.

A POPULAR MG *DRIVER WEDS*

Mr. Dennis Evans, who was married on October 28th, at Pinner, to Miss Pauline Berridge, daughter of Mr. and Mrs. Guy Berridge

MAIN DISTRIBUTORS

FOR 1934

Foreword

THE continued success of the M.G. Car Company depends to an enormous extent upon fostering in the owners of their products Pride of Possession.

Smart lines, snappy performance, general dependability, economy of maintenance, and a world-wide reputation gained in innumerable records-breaking and racing exploits, all go to make up that Pride of Possession which is a very real joy to all M.G. owners.

To afford M.G. owners, actual and prospective, some permanent record of the outstanding achievements of this *marque* throughout the past motor racing season, we take this opportunity to publish a much curtailed list on the inside back cover of this supplement.

The object of this loose supplement to the November issue of THE M.G. MAGAZINE is to present to our readers in a handy form details of the models available for 1934, together with the trade cards of a number of the biggest Main Distributors from whom any further particulars may instantly be obtained.

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THE MORRIS DEPOT, GUILDFORD

Some Outstanding MG 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 750 *c.c. Class Eifel Race.*
Manufacturer's Team Prize (Group 5) *and Coupe des Alps in International Alpine Trial.*
5 *out of* 7 *Events Craigantlet, 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 5th 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.
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.
Holders of 12 *Hours,* 1,000 *Miles,* 2,000 *Kilos,* 3,000 *Kilos,* 24 *Hours and* 2,000 *Miles Records in International Class G.*

Also countless other successes in Hill Climbs, Speed Trials, Races and Reliability Trials in all parts of the world.

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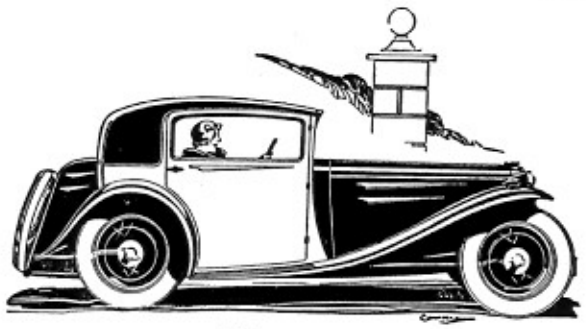
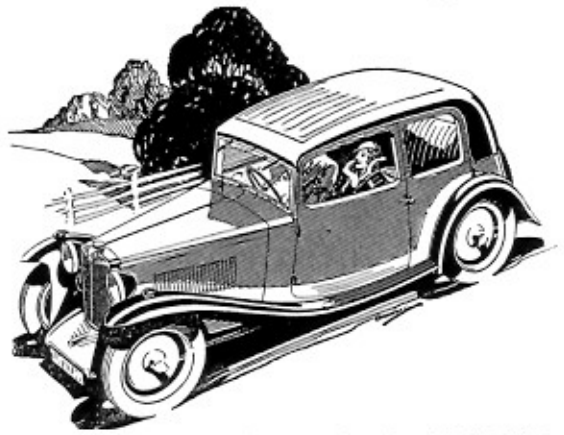


THE M.G. MAGNA

Chassis	£245
Two-Seater	£285
Four-Seater	£299
Salonette	£345
Continental Coupe	£350



The M.G. MAGNETTE

Chassis	£340
Two-Seater	£390
Four-Seater	£399
Pillarless Saloon	£445

EX WORKS

A modified version of the popular J.2 M.G. Midget—a smart Continental coupé on the M.G. Magna chassis—the M.G. Magnette with larger engine and pre-selector gearboxes on all models — De Luxe equipment available on all types — full particulars on application

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