

The MAGazine

VOL. 1 NO. 5
JANUARY 1934



NAILSWORTH LADDER—Last Hazard in the LONDON-GLOUCESTER

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



The MAGAZINE

VOLUME I. NUMBER 5. JANUARY, 1934.

ISSUED BY THE M.G. CAR COMPANY LTD.,
ABINGDON-ON-THAMES, BERKSHIRE.

PRICE - SIXPENCE
By Post, EIGHTPENCE

PUBLISHED
BI-MONTHLY

*The Editor and Staff of The M.G. Magazine
wish all Readers a Happy New Year and
full enjoyment from their motoring in 1934*

A "KNOBBLY" PROBLEM!

Should Competition Tyres Have Been Banned?

THE recent decision of the M.C.C. to ban the use of competition tyres in their events will come as a great surprise to the majority of trials drivers who had grown to regard that Club as a progressive organisation.

It must be apparent immediately that such an act on the part of such a Club can only be inspired by one circumstance; and whilst we acknowledge modestly the implied tribute to the M.G. and other modern sports cars, yet we cannot let it be thought that we consider that the M.C.C. has acted within its rights in levying such an embargo.

If competition tyres are to come under a ban, why not blowers, aluminium heads, solid axles and super-low gear ratios?

In our view it is a definitely retrogressive step to ban from any form of competition any feature of design or equipment which is embodied on a car in order to render it more efficient—and when it happens to be an accessory which is available to all and suitable to every type of car, we consider such an act wholly indefensible.

When a club organises a trial the regulations in effect say:—

"We, as organisers of this trial, have found a course, and we bet you a Premier Award against your entry fee that you cannot get round it 'clean.'"

By paying your entry fee, you accept the wager.

You have imposed no restrictions

on the Club in the matter of their selection of the course. You have even left them a free hand to include "special tests" in order to make the trial harder for you.

Are you not entitled, then, to expect to be allowed to equip your car free from the Club's dictation?

The banning of chains was mutually agreed upon by organisers and competitors alike, as the fitment of these took most of the sting out of a trial; but the amazing number of failures in the London-Exeter Trial have proved conclusively that further penalisation of the competitor is superfluous, if not unfair.

Some trials men have been heard to voice the opinion that competition tyres are an expensive item.

Such, definitely, is not the case.

We venture to make the positive assertion that the fitment of a set of good competition tyres for trials work is not only a very real economy but also a vital safety-factor in sports car motoring.

Trials over the rough courses in use to-day will hack a set of ordinary tyres to pieces in half a season, with the consequent tendency for such trials competitors as cavil at the expense of a pair of competition covers to run on the road on unsafe tyres; whereas a set of "comps" will last right through a couple of strenuous seasons with a consequent saving on your touring-tyre bill.

We hope that all our readers who are members of the M.C.C. will attend that body's Annual General Meeting and clamour for the withdrawal of what we consider a grossly unfair imposition upon the rights of a fine body of sportsmen.

Fair Play for those who Play Fair!

CONDUCTED BY
ALAN C. HESS

PUBLISHING
OFFICE:
418-422, STRAND
LONDON, W.C.2

Telephone:
TEMPLE BAR 2122

A CAVALCADE OF M.G. ACHIEVEMENTS



MY pen is a poor instrument with which to record, for the benefit of posterity, the glories that surround the name of M.G. in this year of Grace, One Thousand Nine Hundred and Thirty-Three.

For this has been a wonderful year for the little cars from Abingdon. The Octagon has appeared brilliantly all over Europe in every single month of the year. Aye, and on the Dark Continent and in the Antipodes as well.

Audaciously, full of confidence, the Sign of the Octagon has been borne across frontiers. Conquering, maybe, where no English cars had ever conquered. Arousing admiration; attracting attention; telling the world that the British Light Car is one of the greatest wonders of modern times.

It is cold and dark. Gather round the fire. Stare, with me, into the glowing coals, seeing strange pictures take form, vanish, and come again. Pictures of hard-fought battles in foreign lands, of green cars hurtling through choking dust-clouds, of excited multitudes cheering, cheering, and showering wreaths and flowers upon the drivers. And on every car, ere its picture fades into the flames that gave it birth, you will see an Octagon. And in the midst of it the symbol "M.G."

The flames pale. See! They are turning white! White as

snow! A landscape appears, mournful and strange. Endless plains of snow across which runs a black, frozen road pock-marked with great holes. A low-built car takes form, its hood up, its windscreen an opaque sheet of ice. Inside are two men muffled to the eyes. Where are they going? Who are they?

They are M. Lacroze and W. Belgrave, sporting amateurs in an ordinary M.G. Magna, making their way from Tallinn, on the Baltic Sea, through Poland to Monte Carlo, in the depths of the most bitter winter Europe has suffered for years.

The scene changes. We see white buildings gleaming in the sunshine. Palm trees. An azure sea: the Mediterranean. The little Magna is here, too, having won through, in five days and nights, 2,000 odd miles of snow, fog and ice. It has taken fourteenth place in the world's most strenuous reliability trial—the Monte Carlo Rally. On this is superimposed another picture, of a low, red car swinging round bend after bend on a yellow road that climbs from the blue sea to the rocky heights behind. It is

James Wright, on a supercharged M.G. Magnette, making fastest time of the day in the Mont des Mules hill-climb.

Again we see a wintry landscape, but less forbidding. It is a muddy hill in the Midlands of England. An M.G. Midget—a J.2 model—streaks up the gradient, followed by others of its kind. M.G. cars have won the Colmore Cup and Team Prize, to say nothing of 25 other awards, in one of England's hardest winter trials.

Now it is spring in England. Again we see a hill. One M.G. climbs it, while all other cars fail.

Continued on
page 240



The magnificent Team Prize awarded to the M.G. Magnette team in the Mille Miglia.

CAVALCADE (Contd. from page 239)

It is the Light Car Club's half-day trial, and M.G.'s take three first-class awards.

And now the scene alters again. We seem to look down upon a hill round which cars race madly on a concrete track. It is Brooklands. As we watch, an M.G. car flashes past. The chequered flag is shown. It has won the first "Mountain" race of the season.

There is silence. "Not a bad beginning," we think. A coal falls noisily in the grate. The fire flickers, and blazes up afresh.

Gazing into the flames, we behold a foreign land. Black-shirted troops. Tall, stately houses. A hot sun blazing down on a white, dusty road. Three green cars, bearing the colours of Britain on their bonnets, stand surrounded by a chattering throng. Dimly we see other cars, red and blue.

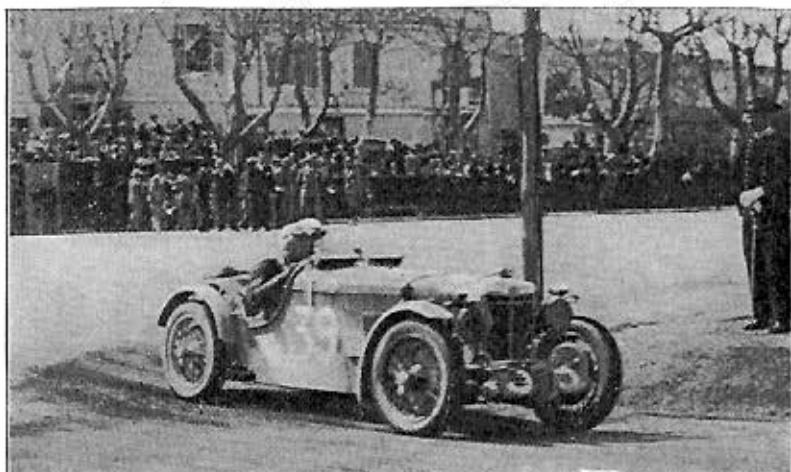
The fire flickers again. What's that? Looks like a figure "eight." Wait a moment! It's a map! A map of Italy, with a road marked out like an "eight," stretching from Brescia in the north, southward to Rome.

Behold, a stately city! Bologna. A green car comes tearing through a fog of dust, a blue spotted scarf streaming from the driver's neck. It is one of the new M.G. Magnettes, in its first road race, and Sir Henry Birkin has just set up a new record for his class from Brescia to Bologna, 130 miles, at an average speed of over 87 m.p.h. Almost at once two other

Magnettes appear, driven by Earl Howe and G. E. T. Eyston. They roar onwards, winding their way over the Apennines to Rome.

And now, through the red-hot coals of our fire, we seem to see a triumphal arch, the ruins of the great Coliseum. Rome itself. There are only two Magnettes

Hamilton, in the other M.G. Magnette, are second. They have won the 1,100 c.c. class in the gruelling Italian 1,000 miles race at an average speed of 57 m.p.h. They have won, also, the Gran Premio Brescia, the team prize, which has never before been taken by a foreign make.



COUNT LURANI and G. E. T. EYSTON entering Rome during the Italian 1,000 Miles Race.

left now, for "Tim" Birkin has stopped near Siena, having sacrificed his own chances in a successful attempt to "blow up" the opposition.

Night has fallen. We are back in Bologna. Eyston arrives first, the mechanics leaping upon his car and changing the battery. Lord Howe arrives seven minutes later. So far they have covered 738 miles, including all stops, at 57 m.p.h. average.

On once more. We glimpse the cars roaring through the night over Alpine roads, black chasms yawning on one side. A puncture. And then a blaze of lights, a wildly-cheering crowd: the finish of the race at Brescia. Eyston and Count Lurani are in the first car, out of 88 starters, to reach the finishing point. Lord Howe and

And so back to England, to the great park around stately Donington Hall. Here is staged the first road race in England. M.G. cars win four out of six events.

It is Eastertide in the West Country. Thousands of spectators line the sunlit hills of Somerset, Devon and Cornwall. It is a hard trial, the "London-Land's End." Yet, despite the strict time-schedule, the succession of severe test-hills and the weariness of an all-night drive, the drivers of 36 M.G. cars win premier awards, while 15 win silver medals and only one unfortunate has to be content with a "bronze."

And now into our orbit Brooklands sweeps once more. It is the International Trophy Race of the Junior Car Club, a handicap in which some of the fastest cars in Europe are taking part. It is something entirely new, for down there on the track at the Fork we see three channels drawn, marked out with tubs and banks of sand.

According to their engine sizes the cars must go straight through or take easy or difficult "S" bends. A red car flashes past the chequered flag, Brian Lewis's big Alfa-Romeo, winning at 88.07 m.p.h. Then three M.G. Magnettes,



J. L. FORD and MAURICE BAUMER after winning the 1,000 c.c. Class at Le Mans. Theirs was the first 750 c.c. car ever to complete the course.



G. W. J. H. WRIGHT who made the fastest time of the day in the Mont des Mules Hill Climb and drove one of the Magnas which won the Relay Race.

E. R. Hall at 82.77 m.p.h., Mrs. Wisdom at 81.24 m.p.h. and Earl Howe at 79.81 m.p.h. Hall wins the 1,100 c.c. class prize.

Swiftly the scene changes. Here is a narrow road winding steeply upward beneath overhanging trees. Shelsley Walsh! Thousands of onlookers crowd the banks, especially up there, where the gradient stiffens to 1 in 6 on a wicked "S" bend. A fair-haired man, going slightly bald, round-faced, is tearing up the hill in an M.G. Magnette. He clocks 48.2 secs. for the 1,000 yards. He wins the 1,100 c.c. racing and sports classes. He is E. R. Hall.

For an instant the fire darkens. There is movement. We seem to see a globe revolving—the World—and now it steadies as Portugal comes into view, with a J.2 M.G. Midget winning its class in the Compo Grande Lisbon road-race. The globe revolves again, and we catch a glimpse of a mountain road, with yet another Midget—a J.3 this time—roaring up it to win the Luckendorber International Hill-Climb.

Another movement of the sphere, and below us we see a great city, with its steeples and domes, its palaces and factories: Berlin! A long straight road runs out between the trees, turning in a wide sweep before it returns on a parallel course. The Avus track! A tiny car rushes round the circuit at phenomenal speed. It is R. T. Horton's supercharged M.G. Midget winning the 750 c.c. class at 91 m.p.h.

A moving panorama of forest and plain, and here we see a hilly, densely-wooded region some miles from the stately Rhine. A road twists convulsively in and out of the trees, up and down over heather-clad slopes: The Nürburg Ring. It is May, and the trees are fresh and green. Round this extremely difficult course we see H. C. Hamilton, in an M.G. Midget, winning the 800 c.c. class at 48 m.p.h.—a most creditable performance.

As the fire blazes up again we see the brown moors of Scotland, rough, grass-grown, boulder-strewn tracks winding to-and-fro across the Highlands. It is the route of the Scottish Six Days' Trial, held at high average speeds over most difficult country. M.G. cars are always in the forefront. They finish triumphantly, winning the Scottish Challenge Trophy,



H. C. HAMILTON snapped before the start of the hectic Nürburg Ring (Germany) Race in which he was victorious in the 800 c.c. Class.

the Club Team Prize and the Edinburgh Challenge Trophy.

More successes:—The first and third races at the May meeting at Donington are won by M.G. Midgets. H. R. Attwood, on another Midget, wins the Vesey Cup Trial (1,100 c.c. class) and the Watson Gwynne Bowl. In the Kirkcaldy and District Motor Club's events, an M.G. Magna wins the 1,250 c.c. class and a J.3 Midget wins the unlimited class five, seven and ten-lap events. In the classic M.C.C.

London-Edinburgh trial, M.G. cars win

W. E. BELGRAVE at the wheel of the J.3 Midget in which he won the 1,100 c.c. Classic Cup in the International Alpine Trial of 1933.



Photograph by courtesy of "The Autocar"

29 premier awards and four silver and four bronze medals.

A sudden flash, and behold! Le Mans! A triangular circuit with a blunt apex, undulating across open heath and through dark pine forests. The sun sets. Through the starry night and most of the next day a little car keeps running steadily. It is four o'clock in the afternoon. A flag is waved. See! The little green car, an M.G. Midget, is being acclaimed, is being garlanded with flowers. Baumer and Ford, the two drivers, are the first two men ever to complete the gruelling Le Mans 24-hour race in a 750 c.c. car. They take sixth place, out of a field in which many of the largest and fastest cars in Europe may be counted, at an average speed, including all stops, of nearly 62 miles an hour.

The World goes on turning.

We see Reval, Esthonia, and a J.2 Midget winning its class and putting up the fastest time of the day. We see a J.3 Midget winning first prize in the 1,100 c.c. class in the Reineck Wazenhausen mountain race, and next we see M.G. cars winning six out of seven events—five of them with a J.2 Midget—at the Ballybanon hill-climb in Ireland.

Brooklands again! This time a straightforward

scratch race round the outside circuit. Kaye Don and Count Czaykowski (now, alas, no longer with us) are there with their big Bugattis. Bertram is there with his huge Delage. With their usual audacity, two M.G. Magnettes challenge these giants. Their drivers are R. T. Horton and G. F. Manby-Colegrave. The race starts: Czaykowski drives cleverly and wins; Kaye Don is second.

(Continued on page 242)



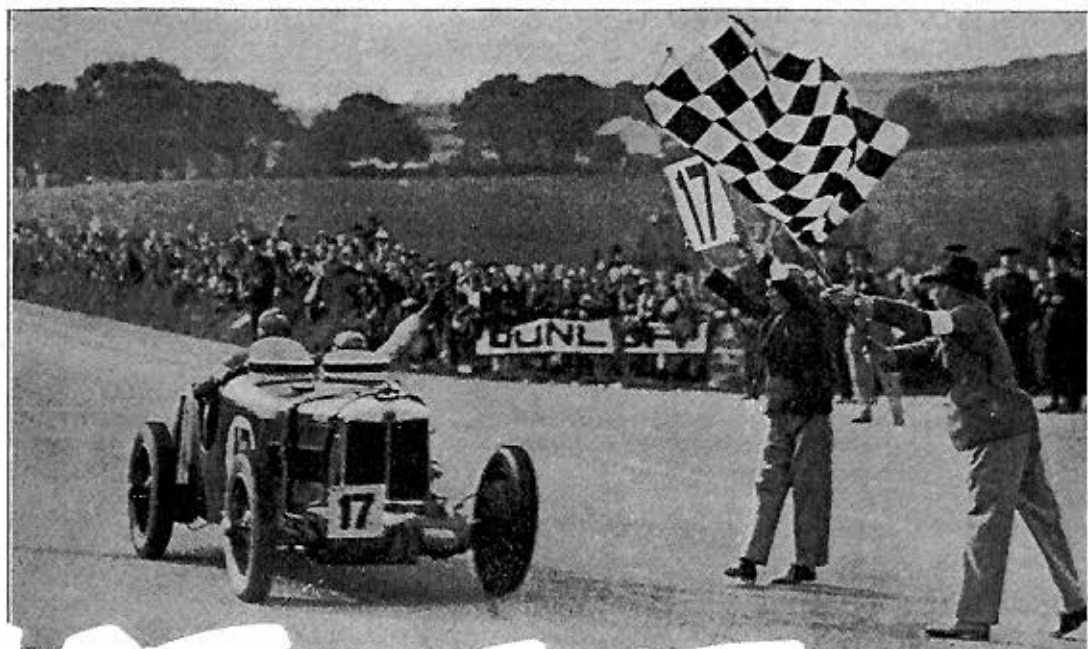
A. C. HESS'S team of Magna "L's" which won the Relay Race, and one of which ran second in the British Racing Drivers' Club's 500 Miles Race.

from Johannesburg to Durban and back at 43.63 m.p.h.

Midsummer in the Isle of Man. We look at the city of Douglas, seeing cars racing madly round the streets. A Riley wins the Mannin Beg race, but M.G. Midgets are second and third, while Hamilton, on an M.G. Midget, makes the

the Light Car Club's Relay Race, entered and most capably run by Alan C. Hess. Between the three of them they must cover 90 laps, or 250 miles. In theory, each car must do 30 laps, but provision is made for the team-mates to carry on with a longer distance if one fails to do its distance. No less than 27 teams start, but only a third of this number finish.

For sheer consistency and speed the new Magnas have it, and improve on their handicap speed by the biggest margin. The chequered flag is unfurled. Hess and his team-mates, James Wright and C. E. C. Martin, win



NUVOLARI winning the Ulster T.T. after his magnificent drive.

Manby-Colegrave is third at 106.88 m.p.h.; Horton fourth at 106.76 m.p.h. The Canada Trophy at the same meeting is won by Elwes' Midget at 101.23 m.p.h. M.G.'s are also second and third.

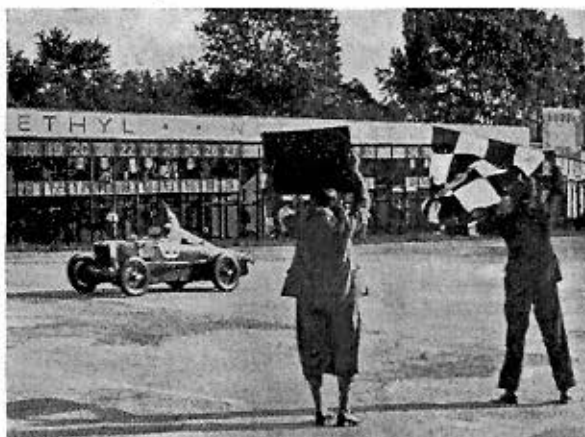
While we are looking at Brooklands we witness a phenomenal performance. R. T. Horton breaks the 1,100 c.c. lap record at 115.55 m.p.h. with his M.G. Magnette. The record, for many years, stood to the credit of a Frenchman, Goutte, on a Salmson.

And now we see the World as a whole, turning until South Africa is in focus. In July, an M.G. driven by S. M. McKenzie gets the coveted light car record

fastest lap at 58.93 m.p.h.

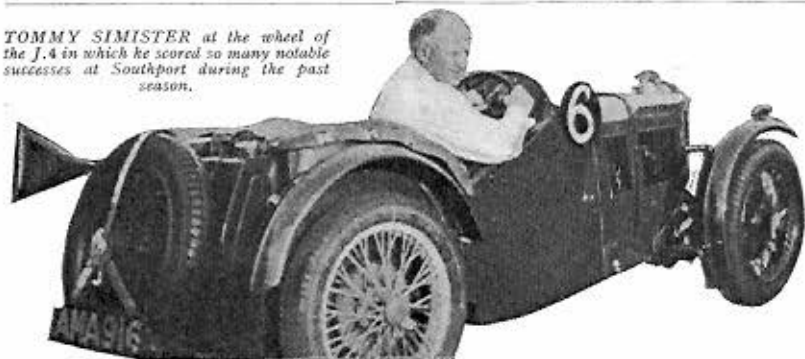
A bright spurt of flame from some gas pocket within the coal,

and we behold a sight that is to make history. Here is Brooklands again, cars tearing madly round. Our eyes are drawn to three green cars—M.G.'s by their lines, yet subtly different. What are they? They are the team of "L" type Magnas, new models, making their debut as a team in



E. R. HALL receiving the chequered flag as he crosses the line the winner of the B.R.D.C. 500 Miles Race.

TOMMY SIMISTER at the wheel of the J.4 in which he scored so many notable successes at Southport during the past season.



at 88.62 m.p.h. Thus July ends with a triumphant introduction of another M.G. model.

The scene changes abruptly,

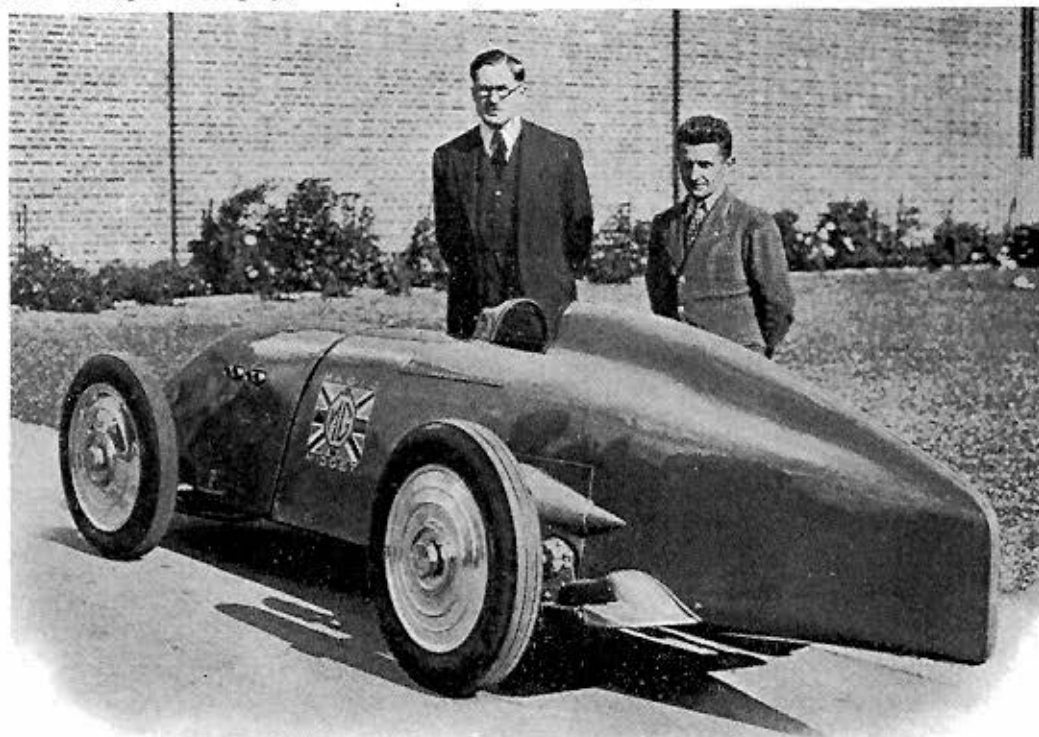
keeping to in the timed hill-climbs. In five days of punishing Alpine work he only loses two points and wins the 1,100 c.c. Coupe des

500-miles Race at Brooklands.

Now we see water, water everywhere. Black and oily in the pale light of the moon. We have crossed the sea. We are in Ulster in the first days of September. There is unrest, excitement in the air. The greatest British race of the year—the R.A.C. Tourist Trophy—is about to be run on a 14-mile circuit packed with corners, rising and falling over the undulating landscape of Co. Down.

A dark man, with gleaming teeth, sits in an M.G. Magnette:

(Concluded on page 244)



Capt. G. E. T. EYSTON and A. DENLY with the Magic Midget with which they made history again in 1933.

and now the glowing coals form themselves into entirely fresh pictures. Here is Italy, scorched by an August sun. Great mountains, snow-capped, tower into the blue. Scores of cars, of every colour, shape and size, zig-zag their way in a never-abating dust-cloud, up and down the perilous mountain roads. The International Alpine Trial is in full swing. Among those dazzling peaks four small M.G. cars are covering themselves with glory. W. E. Belgrave, on a supercharged J.3 Midget, is electrifying officials and competitors by the phenomenal speeds he is

Glaciers. The team of "L" type Magnas is putting up a magnificent performance, winning the Coupe des Alpes by a big margin. This is a team with a history, for these actual cars won the Relay race before this, and are later to perform with distinction in the



An unconventional snap of R. T. HORTON (in overalls) winner of the strenuous Avus Race, and L. F. WELCH, co-driver with C. E. C. Martin in the Magna which finished in second place behind E. R. Hall in the B.R.D.C. 500 Miles Race.

Some Outstanding Successes Achieved During 1933

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

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

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

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

British Racing Drivers' Club.

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

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

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

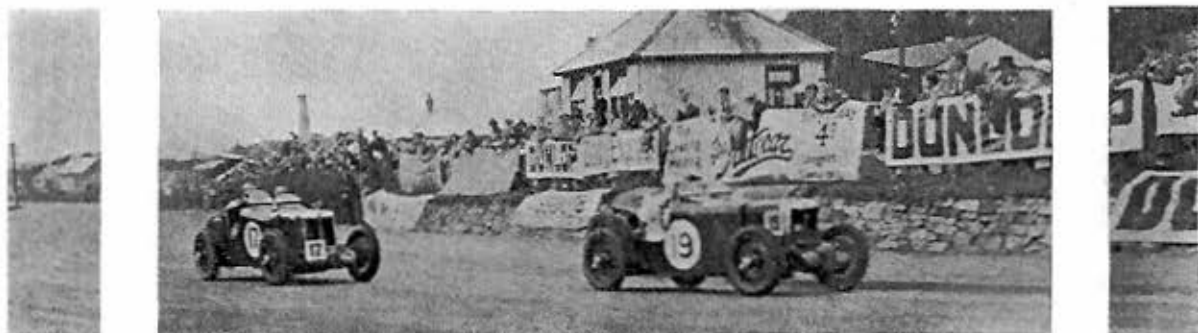
The last red cinder turns an ashen grey. Our reverie is over. One last drink, and then to bed to dream, perhaps, of that Octagon flickering in the firelight, the stirring scenes of speeding on road and track; of the glorious story of M.G. successes crowded into just nine thrilling months.

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

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



THE PRINCIPAL RACES OF 1933



AT HOME

THE J.C.C. INTERNATIONAL TROPHY.

May 6. 250 Miles, including Artificial "Handicap Bends."

First : Hon. Brian Lewis (2.3-litre Alfa-Romeo), 88.07 m.p.h.

Second : E. R. Hall (1,086 c.c. M.G. Magnette), 82.77 m.p.h.

Third : Mrs. E. M. Wisdom (1,086 c.c. M.G. Magnette), 81.24 m.p.h.

Fourth : Earl Howe (1,086 c.c. M.G. Magnette), 79.81 m.p.h.

Fifth : C. Goodacre (747 c.c. Austin), 78.03 m.p.h. Sixth :

J. D. Barnes (747 c.c. Austin), 74.09 m.p.h. Seventh : H.

Widengren (1,098 c.c. Amilcar), 73.63 m.p.h. Eighth : L. P.

Driscoll (747 c.c. Austin), 72.64 m.p.h.

B.R.D.C. BRITISH EMPIRE TROPHY.

July 1. Brooklands. On Handicap. India Trophy. (50 Miles.)

First : M. B. Watson (747 c.c. M.G. Midget), 101.23 m.p.h. H'cap : 3 mins. 36 secs.

Second : K. D. Evans (747 c.c. M.G. Midget), 98.90 m.p.h. H'cap : 3 mins. 36 secs.

Third : R. T. Horton (1,086 c.c. M.G. Magnette), 108.20 m.p.h. Scratch.

Fourth : H. C. Dobbs (Riley), 103.11 m.p.h. Fifth : G. F. A.

Manby-Colegrave (1,086 c.c. M.G. Magnette), 106.42 m.p.h. Sixth :

G. H. S. Balmain (747 c.c. M.G. Midget), 80.85 m.p.h. Seventh :

E. K. Rayson (1,089 c.c. Riley), 93.36 m.p.h.

Canada Trophy. (50 Miles.)

First : F. Hallam (1,492 c.c. Alvis), 102.48 m.p.h. H'cap : 4 mins. 48 secs.

Second : C. T. Delaney (1,496 c.c. Lea-Francis), 95.41 m.p.h. H'cap : 6 mins.

Third : R. O. Shuttleworth (2-litre Bugatti), 101.64 m.p.h. H'cap : 2 mins. 24 secs.

Fourth : G. L. Baker (6-litre Minerva), 83.99 m.p.h. H'cap : 4 mins. 48 secs.

British Empire Trophy. (125 Miles.) Scratch Race.

First : Count S. Czaykowski (4.9-litre Bugatti), 193.58 m.p.h.

Second : Kaye Don (4.9-litre Bugatti), 121.47 m.p.h.

Third : G. F. A. Manby-Colegrave (1,086 c.c. M.G. Magnette), 106.88 m.p.h.

Fourth : R. T. Horton (1,086 c.c. M.G. Magnette), 106.76 m.p.h. Fifth : F. Hallam (1,492

c.c. Alvis), 103.11 m.p.h.

THESE TABULATED RESULTS are reproduced by the courtesy of "The Light Car and Cyclecar," from the issue of that Journal dated October 27th, 1933

R.A.C. MANNIN BEG.

July 12. Douglas, I.O.M. "Round-the-Houses." (230 Miles.)

First : F. W. Dixon (1,089 c.c. Riley), 54.41 m.p.h.

Second : D. K. Mansell (746 c.c. M.G. Midget), 51.40 m.p.h.

Third : J. L. Ford (745 c.c. M.G. Midget), 49.33 m.p.h.

No other finishers.

THE MANNIN MOAR.

July 14. Same Circuit.

First : Hon. Brian Lewis (Alfa-Romeo), 64.23 m.p.h.

Second : T. E. Rose-Richards (Bugatti), 63.61 m.p.h.

Third : G. E. T. Eyston (Alfa-Romeo), 63.05 m.p.h.

Kaye Don (Alfa-Romeo), 57.04 m.p.h. Failed to complete course by one lap.

THE L.C.C. RELAY RACE.

July 22. Brooklands. 250 Miles on Handicap, Competed in Teams of Three Cars.

First : A. C. Hess's team (M.G. Car Club).—C. E. C. Martin,

G. W. J. H. Wright and A. C. Hess (three 1,086 c.c. M.G.

Magnas), 88.62 m.p.h. H'cap : 20 mins. 20 secs.

Second : H. F. S. Morgan's team (three Morgans).—T. A.

Rhodes, H. Laird and H. C. Lones. 89.01 m.p.h. H'cap :

12 mins.

Third : V. H. Tuson's team.—G. H. Robins (1,271 c.c. M.G.

Magna), L. Levy (747 c.c. M.G. Midget) and V. H. Tuson

(990 c.c. Fiat), 76.37 m.p.h. H'cap : 38 mins. 20 secs.

Fourth : Capt. A. Waite's team (three Austins).—L. P. Driscoll,

J. D. Barnes and C. Goodacre. 91.60 m.p.h. H'cap : 5 mins.

20 secs.

R.A.C. ULSTER T.T.

September 2. Ards Circuit. 478 Miles' Handicap.

First : T. Nuvolari (1,087 c.c. M.G. Magnette), 78.65 m.p.h.

Second : H. C. Hamilton (746 c.c. M.G. Midget), 73.46 m.p.h.

Third : T. E. Rose-Richards (2.3-litre Alfa-Romeo), 78.71 m.p.h.

Fourth : E. R. Hall (1,087 c.c. M.G. Magnette), 75.18 m.p.h.

Fifth : Earl Howe (2.3-litre Alfa-Romeo), 77.04 m.p.h. Sixth :

(Continued on page 251)

PRINCIPAL RACE RESULTS, 1933

(Continued from page 249)

W. R. Baird (1,088 c.c. Riley), 70.39 m.p.h. **Seventh**: G. F. A. Manby-Colegrave (1,087 c.c. M.G. Magnette), 72.77 m.p.h. **Eighth**: C. R. Whitcroft (1,486 c.c. Riley), 72.28 m.p.h.

PHENIX PARK MEETING.

September 16. Held by Irish Motor Racing Club in Dublin on Handicap.

Mobiloil Trophy. 100 Miles.

First: F. O'Boyle (1,089 c.c. Riley), 67.90 m.p.h.
Second: W. Sullivan (732 c.c. Sullivan Morris), 71.50

m.p.h., beaten by 1 min. 18 secs.
Third: P. M. Berkery (3-litre Sunbeam), 68.80 m.p.h., 40 secs. behind Sullivan.

Joyce and Brady Trophy. 75 Miles.

First: A. H. Potterton (847 c.c. M.G.), 63.4 m.p.h.
Second: W. J. Kavanagh (747 c.c. Austin), 65.5 m.p.h., beaten by 3 mins. 23 secs.

Third: D. C. MacLachlan (1,089 c.c. Riley), 72.85 m.p.h., 19 secs. behind Kavanagh.

B.R.D.C. 500 MILES' RACE. September 16. Brooklands Outer Circuit. 181 Laps. Handicap.

First: E. R. Hall (1,087 c.c.

M.G. Magnette, S.), 106.53 m.p.h.
Second: C. E. C. Martin and L. F. Welch (1,087 c.c. M.G. Magna), 92.24 m.p.h.

Third: C. Paul and P. Turner (1,089 c.c. Riley), 88.87 m.p.h.

Fourth: T. S. Fotheringham (1½-litre Bugatti, S.), 94.50 m.p.h.
Fifth: R. A. Yallop and E. Fronteras (1,087 c.c. M.G. Magnette, S.). **Sixth**: J. Zanelli (2.3-litre Alfa-Romeo). **Seventh**: Hon. P. Mitchell-Thompson and D. A. Aldington (1½-litre Frazer-Nash).

Still running: G. W. J. H. Wright and Earl of March (M.G. Magna).

ABROAD

SWEDISH WINTER GRAND PRIX.

February 28. 230 Miles. Ramen Circuit.

First: V. Widengren (2.3-litre Alfa-Romeo), 51.20 m.p.h. Record lap at 57.42 m.p.h.
Second: Bjornstad (Alfa-Romeo).

TUNIS GRAND PRIX.

March 26. 290 Miles. Carthage Circuit.

First: T. Nuvolari (Alfa-Romeo), 80.28 m.p.h. Won by 1-5 sec.
Second: Borzacchini (Alfa-Romeo).
Third: Zehender (Maserati), 20 secs. behind Borzacchini.

ITALIAN "1,000 MILES" RACE. April 8-9. Brescia-Rome-Brescia.

First: T. Nuvolari (2.3-litre Alfa-Romeo), drove single-handed 67.46 m.p.h.
Second: Count Castelbarco and Cortese (2.3-litre Alfa-Romeo), 65.58 m.p.h.
Third: Taruffi and Pellegrini (2.3-litre Alfa-Romeo), 64.01 m.p.h.
Fourth: Peverelli and Dell Orto (1,750 c.c. Alfa-Romeo), 60.79 m.p.h. **Fifth**: Tassi and Soffietti (1,750 c.c. Alfa-Romeo), 59.84 m.p.h.

Class Winners.

Over 1,500 c.c.: As above.
1,500 c.c.: Berrone and Carraroli (Alfa-Romeo), 59.11 m.p.h. **1,100 c.c.:** I. G. E. T. Eyston and Count Lurani (M.G. Magnette), 56.90 m.p.h.; 2, Earl Howe and H. C. Hamilton (M.G.

Magnette), 56.82 m.p.h.; 3, Ambrosini and Menchetti (Fiat), 54.70 m.p.h.

Closed Cars: Donnini and Berti (Alfa-Romeo), 57.49 m.p.h.
Utility Cars (Under 1,100 c.c.): Ricci (Fiat), 53.88 m.p.h. (**Over 1,100 c.c.:** Marinelli and Traggella (Vianchi), 52.23 m.p.h.

MONACO GRAND PRIX.

April 23. 200 Miles. "Round-the-Houses."

First: Achille Varzi (2.3-litre Bugatti), 57.01 m.p.h.
Second: B. Borzacchini (2.3-litre Alfa-Romeo), 56.50 m.p.h.
Third: R. Dreyfus (Bugatti), 56.41 m.p.h.
Fourth: Chiron (Alfa-Romeo).
Fifth: Trossi (Alfa-Romeo).
Sixth: Zehender (Maserati).
Seventh: Williams (Bugatti).
Eighth: Hartmann (Bugatti).

TRIPOLI GRAND PRIX.

April 30. 250 Miles.
First: A. Varzi (Bugatti), 2 hrs. 19 mins. 51 secs. First 10 laps at over 110 m.p.h.

Second: T. Nuvolari (Alfa-Romeo), beaten by 1-5 sec.
Third: Sir Henry Birkin (Maserati).
Fourth: Zehender (Maserati).
Fifth: Borzacchini (Alfa-Romeo).

GRAND PRIX OF BORDINO.

April 30. Circuit of Alessandria. Two Heats and a Final.
First Heat (40 Miles).
First: T. Nuvolari (Alfa-Romeo), 89.64 m.p.h. Fastest lap, 92.24 m.p.h.
Second: Brivio (Alfa-Romeo), beaten by 6 4-5 secs.

Third: Count Castelbarco (Alfa-Romeo).

Second Heat (40 Miles).

First: Minozzi (Bugatti), 73.61 m.p.h.
Second: Count Trossi (Alfa-Romeo), beaten by 1 2-5 secs.
Third: Valpura (Maserati).

Final (75 Miles).

First: T. Nuvolari (Alfa-Romeo), 71.74 m.p.h.
Second: Count Trossi (Alfa-Romeo), beaten by 25 secs.
Third: Brivio (Alfa-Romeo), 3 mins. 15 3-5 secs. behind Trossi.
Fourth: Valpura (Maserati).
Fifth: Minozzi (Bugatti).

AVUS MEETING.

May 21. Avus Track, Berlin. Up to 1,500 c.c. (125 Miles).

First: Veyron (Bugatti), 113 m.p.h.
Second: Burgaller (Bugatti), beaten by 1-5 sec.
Third: Earl Howe (Delage), 107 m.p.h.
Fourth: Ruesch (Alfa-Romeo). R. T. Horton (M.G.) and J. D. Barnes (Austin) were first 800 c.c. cars to finish.

Over 1,500 c.c. (183 Miles).

First: A. Varzi (4.9-litre Bugatti), 129 m.p.h. Record lap—equalled by Czaykowski—136 m.p.h.
Second: Count Czaykowski (4.9-litre Bugatti), beaten by 4-5 sec.
Third: T. Nuvolari (Alfa-Romeo).

(Continued on page 253)

PRINCIPAL RACE RESULTS, 1933

(Continued from page 251)

GRAND PRIX OF PICARDIE.

May 28. Circuit of Peronne. 122 Miles.

First: P. Etancelin (Alfa-Romeo), 84.51 m.p.h. Fastest lap at 86.91 m.p.h.

Second: R. Sommer (Alfa-Romeo), beaten by 2 mins. 27 4-5 secs.

Third: Lehoux (Bugatti), 4 secs. behind Sommer.

2-litre Class.

1, Bussience (Bugatti), 75.88 m.p.h.

2, Couchin (Bugatti).

1,500 c.c. (82 Miles).

1, Madame Itier (Bugatti), 71.63 m.p.h.

THE TARGA FLORIO.

May 28. 313 Miles. Madonie Circuit, Sicily.

First: Brivio (Alfa-Romeo), 47.55 m.p.h.

Second: Balestrero (Alfa-Romeo), beaten by 24 mins. 45 4-5 secs.

Third: Carraroli (Alfa-Romeo), 7 mins. 43 secs. behind Balestrero.

NURBURG GRAND PRIX.

May 28. Nurburg Ring. Over 1½-litres (210 Miles).

First: T. Nuvolari (Alfa-Romeo), 70.42 m.p.h.

Second: M. Von Brauchitsch (Mercedes), 68.17 m.p.h.

Third: Taruffi (Alfa-Romeo), 3 mins. 15 secs. behind Von Brauchitsch.

1½-litres (210 Miles).

First: Earl Howe (Delage), 64.29 m.p.h.

Second: Burgaller (Bugatti), 64.26 m.p.h.

Third: Veyron (Bugatti), 5 mins. 53 secs. behind Burgaller.

800 c.c. (170 Miles).

First: H. C. Hamilton (M.G. Midget), 59.76 m.p.h.

Second: Kohlausch (Austin), beaten by 24 mins. 17 secs.

INDIANAPOLIS 500 MILES' RACE.

May 30. Indianapolis Speedway, U.S.A.

First: Louis Meyer (Tydol Special—8-cyl. Miller), 104.162 m.p.h.

Second: Wilbur Shaw (Mallory Special—4-cyl. Miller).

Third: Lou Moore (Foreman Axle Special—4-cyl. Miller).

Fourth: Chester Gardner (Sampson Radio Special—16-cyl. Miller). Fifth: H. Stubblefield (Abels Fink Special—Studebaker). Sixth: D. Evans (Art Rose Special—Studebaker).

A CONTINENTAL CLASSIC



INTERNATIONAL A.D.A.C. RACES (Berlin)

Achille Varzi (Bugatti), the winner, leading the late Count Czystkowski (Bugatti), second

BOL D'OR.

June 4. St. Germaine Circuit. 24-hour Scratch Race for Cars up to 1,100 c.c.

Fastest Car: De Gabardie (Amilcar), 438 laps (1,136 miles).

Car Class Winners: 500 c.c. Racing: Robail (Argo), 334 laps. 750 c.c. Racing: Menet (M.R.), 235 laps. 1,100 c.c. Racing: De Gabardie (Amilcar), 438 laps.

350 c.c. Sports: Dupont

(Antony), 218 laps. 500 c.c. Sports: Floret (Colin), 229 laps. 750 c.c. Sports: Goux (Rosengart), 348 laps. 1,100 c.c.: Vernet (Salmson), 432 laps.

NIMES GRAND PRIX.

June 4. "Round-the-Houses." 129 Miles.

First: T. Nuvolari (Alfa-Romeo), 69.32 m.p.h. Record lap with Etancelin at 71.23 m.p.h.

Second: P. Etancelin (Alfa-Romeo). Beaten by 58 2-5 secs.

Third: G. Moll (Alfa-Romeo), one lap behind.

Fourth: R. Sommer (Alfa-Romeo).

FRENCH GRAND PRIX.

June 11. Montlhery Road Circuit. 360 Miles.

First: G. Campari (3-litre Maserati), 81.49 m.p.h.

Second: P. Etancelin (2.3-litre Alfa-Romeo), 81.18 m.p.h. Beaten by 42 secs.

Third: G. E. T. Eyston (2.3-litre Alfa-Romeo), one lap behind.

Fourth: R. Sommer (2.6-litre Alfa-Romeo). Fifth: G. Moll (2.3-litre Alfa-Romeo). Sixth: Villars (2.6-litre Alfa-Romeo).

LE MANS 24-HOUR RACE.

June 17-18. Sarthe Circuit. Ninth Biennial Cup (on Formula).

First: R. Sommer and T. Nuvolari (Alfa-Romeo), 1,949 miles at 80.98 m.p.h.

Second: L. P. Driscoll and C. Penn-Hughes (1½-litre Aston-Martin), 1,580 miles.

Third: Hon. Brian Lewis and T. Rose-Richards (Alfa-Romeo), 1,887 miles.

Fourth: A. C. Bertelli and S. C. H. Davis (1½-litre Aston-Martin), 1,458 miles.

Eleventh Grand Prix d'Endurance (Scratch).

First: R. Sommer and T. Nuvolari (Alfa-Romeo), 1,949 miles.

Second: Chinetti and Varent (Alfa-Romeo), 1,948 miles.

(Continued on page 254)

PRINCIPAL RACE RESULTS, 1933

(Continued from page 253)

Third : Hon. Brian Lewis (Alfa-Romeo), 1,887 miles.

Fourth : A. Van der Becke and S. Peacock (Riley Nine), 1,600 miles. **Fifth** : L. P. Driscoll and C. Penn-Hughes (Aston-Martin), 1,580 miles. **Sixth** : L. Ford and M. H. Baumer (M.G. Midget), 1,478 miles. **Seventh** : A. C. Bertelli and S. C. H. Davis (Aston-Martin), 1,458 miles. **Thirteenth** : J. S. Barnes and A. H. Langley (Singer Nine), 1,178 miles.

BELGIAN 24-HOUR RACE.

July 1-2.

General Classification.

First : L. Chiron and Chinetti (Alfa-Romeo), 1,739.96 miles at 72.50 m.p.h. Record lap by Chiron at 81.75 m.p.h.

Second : Stoffel and Sommer (Alfa-Romeo).

Class Winners.

1,100 c.c. : 1, Duray and De Gabardie (Amilcar), 1,295 miles. **2-litres** : 1, Jockens and Crisay (F.N.), 1,459 miles. **3-litres** : (as in general classification). **4-litres** : 1, Desvignes and Mangin (Bugatti), 1,451 miles. **Unlimited** : 1, Narischkine and Thelussen (Graham-Paige), 1,385 miles.

GRAND PRIX OF THE MARNE.

July 2. 248 Miles.

First : P. Etancelin (Alfa-Romeo), 89.87 m.p.h.

Second : Wimille (Alfa-Romeo), beaten by 20 yards.

Third : R. Sommer (Alfa-Romeo).

Fourth : Whitney Straight (Maserati). G. Moll, who finished third, was disqualified.

GRAND PRIX OF PENYA RHIN (BARCELONA CUP).

July 2. Spain. San Sebastian Circuit. 100 Miles.

First : Juan Zanelli (Alfa-Romeo), 1 hr. 34 mins. 38 secs.

Second : Sameiro (Alfa-Romeo), 1 hr. 37 mins. 38 secs.

Third : Lehoux (Bugatti).

BELGIAN GRAND PRIX.

July 9. Spa Circuit. 370 Miles.

First : T. Nuvolari (Maserati), 89 m.p.h.

Second : A. Varzi (Bugatti). Beaten by 3 mins. 15 secs.

Third : R. Dreyfus (Bugatti), 33 secs. behind Varzi.

Fourth : Lehoux (Bugatti). **Fifth** : Siena (Alfa-Romeo). **Sixth** : Williams (Bugatti). **Seventh** : Sommer (Alfa-Romeo).

DIEPPE GRAND PRIX.

July 16. Dieppe Circuit. Three-hour Race. General Category.

First : M. Lehoux (Bugatti), 80.22 m.p.h.

Second : R. Dreyfus (Bugatti), 79.90 m.p.h.

Third : Count Czaykowski (Bugatti), 76.01 m.p.h.

Fourth : Earl Howe (1½-litre Delage), 75.61 m.p.h. **Fifth** : Veyron (Bugatti). **Sixth** : Jacob (Bugatti). **Seventh** : Bussienne (Bugatti). **Eighth** : Scaron (Bugatti).

SWEDISH GRAND PRIX.

Aug. 6. 215 Miles. Vram Circuit.

First : Brivio (Alfa-Romeo), 77.12 m.p.h.

Second : Whitney Straight (Maserati). Beaten by 3 mins.

Third : Bjoernstad (Alfa-Romeo). Leaders were eliminated by a sevenfold crash.

LA BAULE GRAND PRIX.

August 13. Sand Race. 127 Miles.

First : Williams (4.9-litre Bugatti), 89.21 m.p.h.

Second : Lehoux (2.3-litre Bugatti). Beaten by 31 4-5 secs.

Third : Falchetto (2.3-litre Bugatti). 4 mins. behind Lehoux.

Class Winners.

2-litres : 1, Count Czaykowski (Bugatti).

1½-litres : No finishers owing to a crash.

ACERBO CUP.

Aug. 15. Acerbo Circuit. 189 Miles.

First : Fagioli (Alfa-Romeo), 87.82 m.p.h.

Second : Nuvolari (Maserati). Beaten by 2 mins. Record lap at 92.56 m.p.h.

Third : Taruffi (Maserati). 1 sec. behind Nuvolari.

Fourth : Varzi (Alfa-Romeo). **Fifth** : Earl Howe (Bugatti).

1,100 c.c. Class.

First : Whitney Straight (M.G. Midget), 75.48 m.p.h.

Second : Barbieri (Maserati). Beaten by 1-5 sec.

COMMINGES GRAND PRIX.

August 20. 240 Miles. Comminges-St. Gauden Circuit.

First : Fagioli (Alfa-Romeo), 89.13 m.p.h.

Second : Wimille (Alfa-Romeo). Beaten by 1 min. 53 secs.

Third : Moll (Alfa-Romeo). 4 mins. 37 secs. behind the winner.

Fourth : Etancelin (Alfa-Romeo). **Fifth** : Villars (Alfa-Romeo). **Sixth** : Miquel (Bugatti). **Seventh** : Lehoux (Bugatti).

MARSEILLES GRAND PRIX.

August 27. Miramas Track. 310 Miles.

First : L. Chiron (Alfa-Romeo), 111.22 m.p.h.

Second : Fagioli (Alfa-Romeo). Beaten by 5 mins. 9 4-5 secs.

Third : G. Moll (Alfa-Romeo), four laps behind.

Fourth : Wimille (Alfa-Romeo). **Fifth** : Zehender (Maserati).

(Continued on page 255)

PRINCIPAL RACE RESULTS, 1933

(Continued from page 254)

ITALIAN GRAND PRIX.

September 10. Monza Road Circuit. 310 Miles.

First: Fagioli (Alfa-Romeo), 77.34 m.p.h.

Second: T. Nuvolari (Maserati), beaten by 30 mins. 40 1-5 secs.

Third: Zehender (Maserati).

Fourth: Lehoux (Bugatti).

Earl Howe (Bugatti) and Whitney Straight (Maserati) also competed.

MONZA GRAND PRIX.

September 10. Run on Same Day and Circuit as Italian Grand Prix in a Series of Heats and a Final. Marred by Deaths of Campari, Borzacchini and Czaykowski.

Heat 1 (16 Laps).

First: Count Czaykowski (Bugatti).

Second: G. Moll (Alfa-Romeo).

Third: Bonnetto (Alfa-Romeo).

Fourth: Whitney Straight (Maserati).

Heat 2.

First: Balestrero (Alfa-Romeo).

Second: Pellegrini (A.-Romeo).

Third: Mlle. Hellé-Nice (Alfa-Romeo).

(The four other starters crashed.)

Heat 3.

Five ran. Earl Howe (Bugatti) finished fifth.

Final (14 Laps.)

First: Lehoux (Bugatti).

Second: G. Moll (Bugatti), beaten by 3 1-5 secs.

Third: Bonnetto (Alfa-Romeo), 8 secs. behind Moll.

Fourth: Whitney Straight (Maserati).

Fifth: Balestrero (Alfa-Romeo).

CIRCUIT MASARYK.

September 16. Brno Circuit. 107 Miles. Over 1½-litres.

First: L. Chiron (Alfa-Romeo), 63.56 m.p.h.

Second: Fagioli (Alfa-Romeo) Beaten by 3 mins. 40 secs.

Third: Wimille (Alfa-Romeo), 6 mins. 2 secs. behind Fagioli.

Under 1½-litres.

First: E. Burgaller (Bugatti), 59.73 m.p.h.

Second: Sojka (Bugatti).

Third: Ruesch (Alfa-Romeo). Fastest 1,100 c.c. lap: H. C. Hamilton (M.G. Midget).

SPANISH GRAND PRIX.

September 23. San Sebastian Circuit. 322 Miles.

First: 1, Chiron (Alfa-Romeo), 83.82 m.p.h.

Second: Fagioli (Alfa-Romeo). Beaten by 4 mins. 25 secs.

Third: Lehoux (Bugatti), 17 mins. 28 secs. behind Fagioli.

Fourth: Varzi (Bugatti). **Fifth:** Wimille (Alfa-Romeo). **Sixth:** Dreyfus.

Fastest lap: Nuvolari (Maserati), 96.10 m.p.h.



FAMOUS DRIVERS OF MG CARS

No. 5.—ALBERT W. DENLY

"THE LITTLE GIANT"

AT this period, when official lists of records are being published, it seems most appropriate to feature Albert Denly in "The Famous M.G. Drivers" series, for he has the distinction of having put up the fastest speed in the world with a 750 c.c. car (the Magic Midget) at 128.62 m.p.h., and excepting the Class "H" standing kilometre and mile records, Denly, in company with Capt. G. E. T. Eyston, has taken part in capturing all the existing International 750 c.c. records, which are held by M.G., besides some world's records and others under the following various Class headings:

- World's records.
 2,000 kilos. at 116.08 m.p.h. Delage.
 1,000 miles at 116.36 m.p.h. "
 With Eyston, Kaye Don and others.
- Class "C." 3,000-5,000 c.c.
 500 kilos. at 117.80 m.p.h. Delage.
 1,000 kilos at 117.01 m.p.h. "

- 2,000 kilos at 116.08 m.p.h. Delage.
 200 miles at 117.59 m.p.h. "
 500 miles at 116.73 m.p.h. "
 1,000 miles at 116.36 m.p.h. "
 With Eyston, Kaye Don and others.

- Class "E." 1,500-2,000 c.c.
 1,000 kilos at 101.55 m.p.h.

- Hotchkiss.
 500 miles at 101.13 m.p.h. "
 6 hours at 101.50 m.p.h. "
 With Eyston and Vasselle.
 3 days at 62.67 m.p.h. Singer.
 With Eyston, Eldridge and others.

- Class "F." 1,100-1,500 c.c.
 2,000 kilos at 91.68 m.p.h. Riley.
 3,000 kilos at 82.54 m.p.h. "
 12 hours at 92.82 m.p.h. "
 With Eyston and McClure.

- Class "G." 750-1,100 c.c.
 500 kilos at 104.09 m.p.h. Riley.
 1,000 kilos at 99.26 m.p.h. "
 200 miles at 104.20 m.p.h. "
 500 miles at 98.18 m.p.h. "

- 3 hours at
 104.09
 m.p.h. "
 6 hours at
 99.07
 m.p.h. "
 With Eyston.

Denly, more familiarly "Bert" (or "The Little Giant"), started racing with motor cycles in 1923, and with D. R. O'Donovan won the first 200 miles race at Brooklands on a 500 c.c. Norton, and from then onwards was most successful in racing and record breaking attempts.

In 1927, Denly joined Mr. R. N. M. Spring's racing camp. His outstanding achievement during that year was putting the motor cycle speed up to over 100 miles for the hour for the first time.

In 1929, Denly joined the A.J.S. company and assisted in breaking 117 world's records in the year! and put the motor cycle speed up to 118 miles an hour with a 500 c.c. machine, at Arpajon.

The last motor cycle 200 miles race at Brooklands in 1930 was also won by Denly at a speed



of over 100 miles an hour. Then came his first experience of handling a racing motor car, when he carried out tyre tests on a Bugatti with Captain Eyston, and since 1930 Denly has partnered Captain Eyston on the majority of his record breaking attempts with M.G. Midgets and the Magna which captured six long-distance records, the Riley Nine, Delage, Singer, Hotchkiss and Alfa-Romeo.

During 1932 Denly, with Eyston and Wisdom, lowered the 24 hours record in the 750 c.c. class with a standard J.3 supercharged M.G. Midget, and in December of that year he and Eyston set up 14 class records with the Magic Midget.

Denly again with Eyston took part in the 1932 B.R.D.C. 500 miles race and shared the wheel of the "Magic Midget" which led the race for 128 laps, averaging over a hundred miles an hour. Early in 1933 he formed part of the racing *equipe* that went to Italy with the three M.G. Magnettes which won the 1,100 c.c. class and team prize in the "Mille Miglia." Later in 1933 it was decided to rebuild the Magic Midget with a view to raising the ultimate speeds for the 750 c.c. flying mile and kilometre records, which stood at 120.56 m.p.h. This necessitated improving the streamlining and, in order to achieve this, a smaller body was desirable.

It was then found that George Eyston was too big for the car, and it was decided to alter one specially for Denly, who is considerably smaller than Captain Eyston, being only a little over five feet; and with the advantage of the much smaller body, coupled with Denly's clever driving of the little car, resulted in putting the speed up to 128.62 m.p.h.

This article is only a brief outline of Denly's racing achievements, since it is almost impossible to get him to talk about his successes, and to use his own phrase he hates "blowing his own trumpet."



A coloured edition of the above picture, by Bryan de Grimoau, was the M.G. Car Company's 1933 Christmas card. A limited number of coloured prints of this fine impression of Denly at the wheel of Eyston's Magic Midget, on his famous Montlbery record-breaking run, are available, mounted for framing, at 2/6 each, to readers of The M.G. Magazine. Early application should be made to avoid disappointment

BI-MONTHLY BULLETIN

GOINGS-ON!

THE social side of the M.G. Car Club is more than usually active now that the racing season is "closed down for repairs"—to cars and track!

The Midlands Centre held its first Dinner-Dance at the new Billesley Hotel, King's Heath, Birmingham, on Thursday, November 16th, and a right merry party it was!

A photograph, showing a section of the gathering, appears overleaf.

Mr. G. Propert, who was accompanied by Mrs. Propert, represented the President of the Club, and presided at dinner, and the Hon. Secretary of the Club and his wife also were present.

In the course of the speeches, both visitors paid tribute to the rapid growth of the Centre under the capable direction of Mr. J. F. Kemp.

THE NORTHERN CENTRE

Exactly nine days (or, rather, nights!) later, the Northern Centre held a delightful Dinner-Dance at the Royal Station Hotel, Newcastle-on-Tyne.



A NEW HONOUR FOR OUR PATRON



All members of the M.G. Car Club will rejoice at the very great honour which has been accorded our Patron in his elevation to the House of Peers, announced in the New Year List of Honours

Dr. B. Crosthwaite, Chairman of the Northern Centre, presided at dinner, and the immensely popular and over-worked Secretary and Treasurer of the Centre (Messrs. Frank Scott and S. Pick respectively) ably supported him. The President of the Club, Mr. Cecil Kimber, was present, and made a characteristically witty speech, while the Hon. Secretary of the Club and his wife also attended.

Truly Northern hospitality characterised a memorable occasion and Mr. Scott very kindly presented everyone present with a charming memento in the form of a very tasteful M.G. ash-tray, specially produced by a local pottery in Club colours for the occasion.

A fine array of prizes won by members of the Northern Centre during the past season were presented by the Chairman, including the Crosthwaite Cup presented by himself for the member performing the most sporting action of the year.

This was won by Mr. Denis Wheatley who, when tying for the Sir William Morris Trophy, deliberately threw away his prospects



In the November issue of The M.G. Magazine we published one of the two photographs taken on the occasion of the M.G. Car Club's Annual Dinner-Dance at the Park Lane Hotel. Above is the second one.

of winning that coveted award by going to the assistance of a fellow-competitor who was in trouble.

Of such stuff are some M.G. Car Club members made! Long may we have the honour and pleasure of having them in our midst.

A LUNCHEON RALLY

For those members and friends

of the Club competing in the London-Exeter Trial, a Luncheon Rally was arranged at the Pantiles Tea Barn, Bagshot, on the return journey on Sunday, December 31st, 1933.

As we close for press it is impossible to say how this little party went off, but since the committee ran it to appease those who contend that fewer

competitions and more social events should be run in the South, we hope for their sake it was well attended.

THE A.G.M.

The date and venue for the Club's Annual General Meeting have not yet been fixed, but these, together with a copy of the balance sheet will be circulated to all members in the near future.



A part of the exceedingly cheery crowd of members and friends of the Midlands Centre of the M.G. Car Club, which gathered for a Dinner-Dance at the New Billesley Hotel, King's Heath, Birmingham, on Thursday, November 16th. A number of famous racing drivers were present.

The International Fixture List for 1934



A VERY EXTENSIVE YEAR'S RACING IN PROSPECT



Jan. 20-26	Monaco	Monte Carlo Rally.	June 3	France	Course de Cote de Sezanne.	Aug. 6	Gt. Britain	Brooklands Automobile Racing Club—Brooklands
Feb. 16-18	Italy	Tour Hivernal des Alpes Italiennes.	3	Germany	Internationales Eifelrennen.	7-12	Germany, Austria, France, Italy, Switzerland	} Coupe des Alpes.
18	France	Grand Prix de Pau.	5	Poland	Grand Prix de Lwow.	12	France	
25	Sweden	Grand Prix d'Hiver.	9	Gt. Britain	Midland Automobile Club—Shelsley Walsh Hill Climb.	12	France	Grand Prix de la Baule.
Mar. 24-29	France	Critierium International de Tourisme Paris-Nice.	10	Italy	Royal Prix de Rome.	12	Italy	Targa Abruzzo.
29	France	Course de Cote Internationale de la Turbie.	16-17	France	Le Mans 24 Hours Race.	15	Italy	Coupe Acerbo.
April 2	Monaco	Grand Prix de Monaco.	16-17	Austria	Tour des Alpes Autrichiennes.	19	Germany	Grosser Bergpreis von Deutschland.
2	Gt. Britain	Brooklands Automobile Club Races—Brooklands.	17	Germany	Internationale Kesselbergrennen.	19	France	Grand Prix de Marseille.
7-8	Italy	Coupe des Mille Races.	17	Spain	Grand Prix Pena Rhin.	26	Switzerland	Grand Prix de Suisse.
22	Italy	Circuit d'Alessandria.	17	Italy	Pontedecimo Giovi.	26	Italy	Course du Stelvio.
28	Gt. Britain	Junior Car Club International Trophy Races.	23	Gt. Britain	British Racing Drivers' Club—British Empire Trophy Meeting.	26	France	Grand Prix du Comminges.
29	France	Grand Prix de Tunisie.	24	Italy	Grand Prix de Monza.	26-26-	France	Rally d'Alsace.
May 5-11	France	Rally International du Maroc.	24	France	Circuit de Lorraine.	Sep. 1	France	
6	Italy	Grand Prix de Tripoli.	July 1	France	Grand Prix de L.A.C.F.	Aug. 21-	Gt. Britain	R.A.C. Tourist Trophy Race.
20	France	Grand Prix de Casablanca.	8	Belgium	Course pour voitures de serie.	Sep. 1	Roumania	Course de Cote de Feleac.
20-21	France	Grand Prix de Nimes.	8	France	Grand Prix de la Marne.	9	Italy	Grand Prix d'Italie.
20	Italy	Targo Florio.	15	Germany	Grosser Preis of Germany.	9	France	Rally de la Baule-Pornichet.
20	Belgium	Grand Prix des Frontieres.	21-22	Germany	2,000 km.-Fahrt.	16	Austria	Circuit de Wien.
May 21	Hungary	Grand Prix de Budapest.	22	Austria	Course de Cote du Gaisberg.	16	Italy	Circuit de Cremona.
21	Gt. Britain	Brooklands Automobile Club Races—Brooklands.	22	France	Circuit de Dieppe.	16	France	Course de Cote du Mont-Ventoux.
26-31	Italy	Tour d'Italie.	22	Italy	Circuit de Montenero-Coupe Ciano.	22	Gt. Britain	British Racing Drivers' Club 500 Miles Race.
27	Germany	Internationales Avusrennen.	29	Belgium	Grand Prix de Belgique.	23	Spain	Grand Prix d'Espagne.
30	America	500 Miles Race, Indianapolis.	29	Austria	Course de Cote de Poetschen.	29	Gt. Britain	Midland Automobile Club—Shelsley Walsh Hill Climb.
30-			Aug. 5	Switzerland	Course de Cote du Klausen.	30	Czecho-Slovakia	Circuit de Masaryk.
June 1	Gt. Britain	Isle of Man Races.	5	Sweden	Grand Prix d'Ete.	Oct. 6	Gt. Britain	Derby and District Motor Club Ltd.—Donington Park Races.
			5	Luxembourg	Grand Prix Automobile du Grand Duché de Luxembourg.	7	Austria	Course de Cote du Zirlberg.

FAMOUS BRITISH TEST HILLS



SIMM'S Hill, hidden away near Ilsington, a tiny village on the fringe of Dartmoor, was first "discovered" a little more than ten years ago, when the *Light Car and Cycle Car* organised a rally to this point in order to tackle an alleged unclimbable gradient. Weird and wonderful devices for making certain of getting up were fitted by many competitors. C. M. Harvey, for instance, turned up in an Alvis with spiked steel bands instead of tyres on his rear wheels. All that happened was, however, that the rear wheels dug themselves deeply into the surface of the road, which was at that time very muddy and covered with dead leaves.

It is interesting to note that Norman Black, who has done so well in winning classic races on an M.G. Midget, distinguished himself on this occasion by making the fastest climb of the day on an 8.7 h.p. G.N. with a bottom gear of 13-1.

Simm's Hill (which the locals, with unconscious humour, call Simp's Hill) is one of the most ladder-like ascents I know. It is positively terrifying to look down it from the summit, and looks even steeper than Alm's Hill (now barred to the public) near Henley-on-Thames. The gradient

No. 5—SIMM'S HILL

By

H. E. SYMONS

is a genuine 1 in 3, there is a sharp right-hand bend at the bottom and it is quite impossible to get any sort of run at the gradient. Although ten years ago only a very small proportion of those who essayed the climb ever reached the summit unaided, a modern sports car with an adequate bottom gear and an engine in first-class condition can generally be relied on to make a clean ascent. Driving, however, enters very largely into the matter, especially at this time of the year, when the surface is liable to be deeply covered in fallen leaves. Pretty work with the throttle pedal is called for, as if the back wheels develop wheelspin, due to too much engine power, the car will most certainly stop; while if full throttle is *not* given, the chances are that the car will not get up the hill.

The easiest way to reach Ilsington is to take the Newton Abbot road from Exeter, keeping right at the fork in about five miles. This takes one through Chudleigh, by the river Teign, and so to Chudleigh Knighton.

Here one can either keep straight on along the Ashburton road (the main road to Plymouth) turning right through Liverton after passing through the Great Plantation, or one can turn right through Bovey Tracey. In this case one leaves by the Newton Abbot road, keeping right by the church and right again at the next fork after crossing the railway, for Brimley and Ilsington. Explanations of how to reach the actual hill might be difficult to follow, if given here, and I would suggest that on reaching Ilsington Church inquiries be made of a local inhabitant.

The Brighton and Hove Motor Club were, I think, the first to have the nerve to include Simm's Hill in a trial course. It was used in the Brighton to Beer run of 1928, but with the improvement in hill climbing of modern cars and the excellent competition tyres which Mr. Dunlop makes, the gradient has lost much of its terror. During the last ten years, however, it has played its part in forcing car manufacturers to build cars which can climb the most precipitous gradients and are, therefore, suitable for use, not only on our good English roads, but under the worst Colonial conditions.

SIMM'S HILL—

was particularly selected as the subject of this month's Famous British Test Hill, owing to its inclusion in the M.C.C. London-Exeter Trial, in which, at the time of going to press, it is looked upon as the chief potential terror of the Trial.

MOTORING

IN

NORTH EAST WEST & SOUTH

Portuguese Hill Climbing Success, November

IN the Cabo da Roca speed hill climb an M.G. Midget won the class for cars of 1,100 c.c. at an average speed of 74 k.p.h., and also gained second place in the unlimited class against a field of eighteen cars, being beaten only by a Grand Prix Bugatti—and so the list of M.G. overseas successes increases.

Sensation! "The car was run into, rolled over twice and in two days the body was patched up and the 1931 M.G. Midget started off on a trip through the Rockies." Thus writes Mr. Johnson, of the Manitoba Motor League patrol, who bought an M.G. Midget second-hand, and this is one of his journeys "whilst on patrol."

First day, 581 miles in fifteen hours. Twelve hours next day as far as Calgary in the foothills of the Rocky Mountains, 964 miles from the start and cruising throughout the journey at 50 m.p.h.; then into the bargain 2,400 added in a week's running.

Traffic cops, kindly note!

A Record Record Recorded

Now that the 1933 records list is published, the following announcement can be made to the effect that the M.G. Midget has for two years in succession wound up the season by holding every existing record in the International Class "H" (750 c.c.). They range from the standing kilo to the 24 hours records, the fastest speed recorded being a fraction over 128 m.p.h. for the flying kilo with the "Magic Midget."

Only Two Premiers

Mr. Hann and Mr. Elliott were the only two in the car section of the Southampton Club's night trial on December 5th-6th to win

STOP PRESS!

Congratulations to the successful M.G. competitors in The London-Land's End Trial.

M.G. drivers covered themselves in no little glory!

Only 18 competitors claimed Premier Awards out of 250 starters; 11 of these were M.G. drivers.

It also seems certain that the only team to finish intact was an M.G.C.C. team.

first-class awards; they were both driving M.G. Midgets.

In addition, the team prize went to an M.G. Midget team entered by the West Hants Light Car Club, which included Messrs. Ship, Peters and Elliott.

* * *

Cotswold Trial

Mr. W. King, who is a fairly new-comer to competitions with an M.G. Magna, was successful in winning the Cotswold Trophy in the Cotswold Trial early in December against all-comers—and there was an entry of about 50 cars. Besides the best individual performance of the day, Mr. King formed part of the A.C.V. team which won the team award.

* * *

Royal Patronage

An order for an M.G. Midget, finished in "Oxford and Cambridge" blue, has been placed with Malayan Motors Ltd., of Singapore, by His Highness the Sultan of Pahang.

* * *

The "Gloucester" Results

Ladies' Cup (for best performance of woman competitor). Miss D. B. M. Evans (847 c.c. M.G.).

Silver Cups (for retaining 98 per cent. of marks). A. W. Smith (847 c.c. M.G.), K. D. Evans (847 c.c. M.G.), W. H. Haden (847 c.c. M.G.), G. H. Robins (1,271 c.c. M.G.).

Silver medals (for retaining 90 per cent. of marks). R. A.

Macdermid (847 c.c. M.G.), T. C. Taylor (847 c.c. M.G.), G. M. Macgregor (1,087 c.c. M.G.), C. J. Fryer (847 c.c. M.G.), C. G. Fitt (847 c.c. M.G.), W. E. C. Watkinson (1,086 c.c. M.G.), C. E. C. Martin (1,086 c.c. M.G.), J. L. Fraser (847 c.c. M.G.), J. A. Bastock (847 c.c. M.G.), Miss J. Astbury (1,087 c.c. M.G.), H. F. Wilmot (1,275 c.c. M.G.), H. R. Winnicott (850 c.c. M.G.), Dom Impanni (1,250 c.c. M.G.).

Bronze medals (for retaining 75 per cent. of marks). D. B. Payne (847 c.c. M.G.), Miss E. V. Watson (746 c.c. M.G. J.3), C. A. H. Cann (1,086 c.c. M.G.), J. S. Harrison (847 c.c. M.G.), A. L. Watson (847 c.c. M.G.), G. C. Lloyd (1,087 c.c. M.G.), G. W. Clarke (1,250 c.c. M.G.), E. Denny (847 c.c. M.G.).

Class winners. 850 c.c., J. A. Elliott (847 c.c. M.G. J.1). Special congratulations are due to Miss Evans; she is quite new to the game and handles the Midget beautifully. Her climb of Nailsworth was particularly steady, probably the best, although lacking entirely the spectacular.

* * *

The "Bug" Night Trial

Results of the Bugatti Owners' Club night trial, which was held on Saturday, November 25th:—

Silver medals: Miss D. Evans, M.G. Midget; K. D. Evans, M.G. Midget; G. C. Lloyd, M.G. Magna.

These three drivers also secured the Team Award.

* * *

Monte Carlo Rally

By the time all this is in print competitors will be starting away for the Monte Carlo Rally, and those who are going via Brussels will be able to have the advantages of free garage and service offered by the Gallez Motor Service in that town.