

THE WORLD'S MOST
INTERESTING 12 H.P.
CAR

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taking these six records had occupied less than five minutes, and an interesting fact is that the Magnette was only .13 m.p.h. slower over the longer distance than over the mile. Also, all these records had been standing for six years, but the car took them at its first attempt. It was easy to handle, no different from an ordinary competition car, even when it was travelling faster than an M.G. has ever been driven before.

Car Sealed Up

After the car stopped officials sealed up the engine by passing wire over the cylinder head and around the sump, securing this with a lead seal. The reason for this was that the engine had to be measured in order to check its dimensions before the record could be confirmed. As I wanted the car for long-distance records next day, the official examination was postponed, but, by sealing up the car, the authorities made certain that it was not touched. Nothing at all had been done to the machine when I took it out

the following Sunday morning.

Once again the time-keepers were on hand at ten o'clock, and now I had to ask the Magnette for a considerably greater effort. I intended to crowd as many miles as possible into one hour and, also, to try and take sundry records on the way.

These long-distance records have to be made from a standing start and, right on time, the car was rolled to the line and I sent the Magnette away, working up the speed steadily. I had a long way to go, and did not want to stress the machine unduly at the outset.

The speed was still rising when I had completed fifty kilometres, the pace being 119.84 m.p.h. At fifty miles the car clocked 120.72 m.p.h. and reached its highest pace at one hundred kilometres—121.65 m.p.h. Its work was more than half done then, and I knew that I had broken old records I was attacking; the former figure for the hundred kilometres was 113.91 m.p.h. I eased the speed a little now, and the Magnette collected the one hundred miles record at 121.13 m.p.h.

A Fine Performance

Everything about the machine

was running smoothly and the car was quite free from trouble, and I knew that I ought to take the hour record if I continued steadily. In order to save the engine as much as possible, I again eased the speed slightly and finished the hour with the car having covered 120.88 miles—the record had previously been held with a distance of 115.32 miles. The M.G. had beaten this handsomely.

One other record was in sight, that for the two hundred kilometres. As I had to do only three or four extra laps after finishing the hour in order to attack this, I continued and secured the record with 120.82 m.p.h., after which I brought the car in. The whole run lasted about one hour and three minutes, during which the "Magic Magnette" secured six more records—making a round dozen in the two days.

This I regarded as a very fine performance on the part of the M.G., which, incidentally, secured for itself the title of the fastest 1100 c.c. car in the world. As I have said, it handled just like any competition model, a tribute to its design when one remembers the very high speeds at which records were taken.