



DURING a practice run on the evening before my attempt on records, the "Magic Magnette" was timed at 130.5 m.p.h. over a lap of the Montlhéry track. This was a satisfactory speed, and one which seemed likely to make the attack successful.

I arranged that the next day, Saturday, I should try for all records, in International Class G, between the flying mile and ten miles, leaving the longer distances and the hour record until Sunday. I asked the time-keepers to be ready by ten o'clock in the morning, and the effort began according to plan.

The track is on a high ridge, about sixteen miles outside Paris, and a very strong wind was blowing, while the weather was cold. This was against us, because it upset fuel conditions. Had it been warmer, the Magnette would probably have set even higher speeds.

When everything was ready, I warmed the car up, did two or three laps to bring the machine into its stride, then put my foot hard down. Perhaps I should explain that, in the ordinary way, short-distance records are secured by two runs over the measured distance, one being in the opposite direction to the other, the mean speed of the two efforts counting for the record.

The track at Montlhéry, being oval, brings the car in the reverse direction while it is travelling through the kilometre and the mile, so that either of the short records may be taken during a single circuit of the course.

The Magnette began at once to break records, covering both the mile and the kilometre at 128.7 m.p.h. It collected the five kilometres at 128.69 m.p.h. and the five miles at 128.62 m.p.h., all the time handling splendidly. It was fastest along the two short straights, where its speed lifted to about 132 m.p.h., but the figures I have just quoted show how remarkably consistent was the Magnette's speed.

Still keeping the throttle well open, the car went over the ten

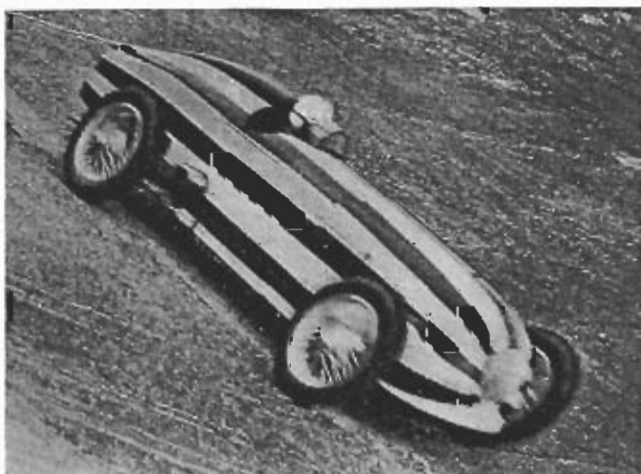
—personal experiences with the "Magic Magnette" during the record-breaking run, on the Linas-Montlhéry track, in which (as reported in the last issue of *The M.G. Magazine*) new records were established on October 27th and 28th, by

George Eyston.

in an interview with
BARRÉ LYNDON.

kilometres at 128.58 m.p.h. and over the ten miles at 128.53, after which its day's work was done and I stopped. In all,

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"Fiat-out."