

SAFETY FAST FOR WOMEN

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

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

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

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

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

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

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

