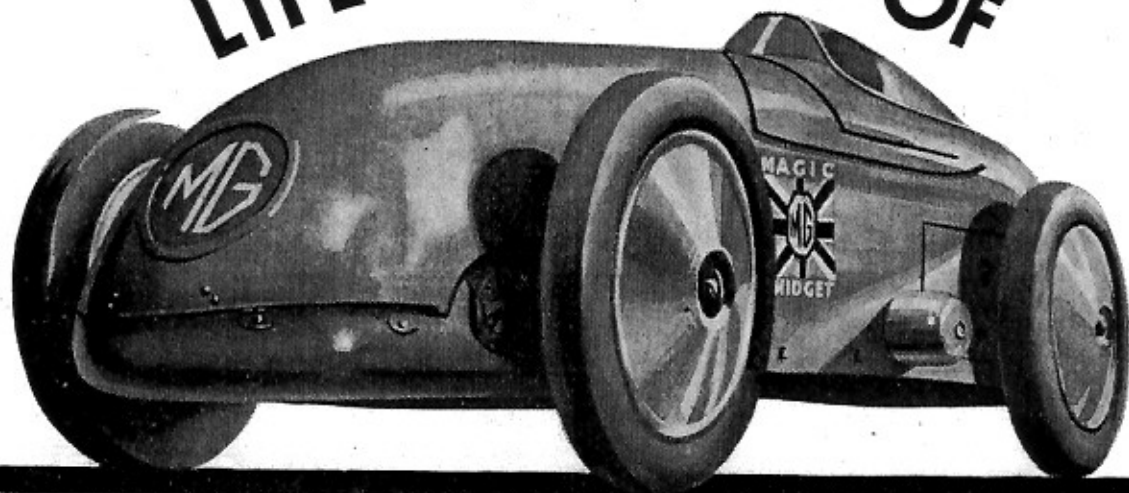


LIFE HISTORY OF



THE WORLD'S MOST INTERESTING BABY

SHORTLY after Eyston's "hundred in the hour" for the first time with a baby car, which ended up in flames and a spell in hospital for its driver, a new record-breaking M.G. Midget, The Ex.127, as the Magic Midget was known in those days, first showed its paces at Montlhery Track, Paris.

The first run of success was recorded on October the 17th, 1931, when, with Eldridge at the wheel, a fraction over 110 m.p.h. was reached, and the International Class "H" record for the five kilometres captured from Mrs. Stewart's Austin Seven.

Two months later, to be precise, on Tuesday, December 22nd, George Eyston started his series of marvellous record-breaking runs, which have made him, as a baby car driver, and the "Power-plus Supercharged" Magic Midget, world-famous.

On this particular Tuesday, Eyston arrived at Montlhery at lunch time. He immediately jumped in, or rather, fitted himself into the driving seat and took the car round the track for a few warming-up laps. Then followed a run at 114 m.p.h., during which he captured the 5 and 10 kilo and the 5 and 10 mile records, all at a decimal

point over the main figure, and before five o'clock left the track, placing the baby in the efficient hands of Jackson, its chief mechanic.

The next job of work for the M.G. was to take the records for the flying kilo and mile, which records had not yet been attacked by the Midget. Certain difficulties presented themselves in connection with this attempt. Timing arrangements at that period made Montlhery unsuitable, and Brooklands was closed. It was necessary, therefore, to find some place where the possibility of two miles a minute could be considered. Subsequently, early in January, 1932, Eyston and a party gave the sands at Pendine a "once over," and immediately decided to make the record attempt there the following month.

Considerable sensation was caused by the opening up, once again, of Pendine for record attempts, since it has not been used for this purpose since poor Parry-Thomas met with his fatal accident; anyway, on February 8th, a large gathering of Press, Film and other interested spectators mustered to see the attempt.

The car itself had a re-designed body, with improved stream-

lining, designed by the M.G. engineers, blazoned with M.G. on the front air intake, and "Magic Midget" top and bottom of the Union Jack painted on either side.

Save for one hitch when the pen on the R.A.C. timing apparatus ran dry, and a run was unrecorded, the attempt was successful and uneventful, the speed being raised to 119.45 m.p.h. with a record figure of 118.36 for the flying kilometre and 118.38 for the flying mile.

The "Magic Midget" made its bow at Brooklands on Whit-Monday, 1932, when it sped round the outer circuit to the tune of 112.93 m.p.h., taking the lap record for the 750 c.c. class from the Austin "Seven," and raising the figure by almost 10 m.p.h.

The British Racing Drivers' Club 500 miles race next claimed the attention of the "Magic Midget," and, driven by Eyston and Denly, this precocious baby held the lead from its grown-up rivals for 128 laps, its fastest four laps being at 107.40 m.p.h.

It has been claimed that sudden deceleration to avoid the debris thrown on the track by the ill-fated Bentley caused the engine trouble which necessitated re-