this quick time for the "pit-stop" could be repeated on every occasion.

In long distance records it is very important to have a complete system of signalling, indicating to the pilot the average he has maintained, because often there is little margin between the standing record and the new speed being set up, especially these days when records are so fast.

We next come to the consideration of International Class Records, which are for the same distances and periods as in the case of World's Records. These give each size of engine and car a chance to show prowess in direct competition with an opposite number.

Thus over the measured mile the M.G. Magic Midget holds the record for International Class H (engine up to 750 c.c.) with a speed of 128.62 m.p.h., so that Great Britain owns the fastest "baby" car in the world, as well as the fastest of unlimited capacity.

Fierce competition exists, however, amongst cars of all nations for honours in the long list of International Class Records which are recognised, but a determined attempt is being made by products from our country to capture most of them. At the time of writing, the M.G. holds every "Baby" car record from the kilometre up to 24 hours, and it will not be long before the M.G. will hold most of the records in Class G for engines up to 1,100 c.c.

The average man and woman does not realise that these records have an enormous bearing and effect on the cars of the future, and the fact is that such records in the past have contributed much towards the designs of the very cars they are using now, and a great deal of the safety, pleasure, reliability, comfort and satisfaction that they obtain from their car, has been bought, and dearly bought, by the efforts and experience obtained either from a race or a record attempt.

One of the most valuable assets that a car can have is its reliability, but I fail to see how it is quickly possible to test the reliability of a car unless you run it on long distance records, beginning with 24 hours. You work on your car to produce speed hand in hand with durability, and if you fail you discover exactly where the weak spot is, and its immediate improvement follows as the result.

Motors certainly would not have arrived at their present state of efficiency had it not been for the record achievements of the past.

This argument will not seem so far fetched when one reflects that in 1907 Mr. S. F. Edge did a 24 hours record in a 60 h.p. 6-cylinder Napier, the engine capacity of which was nearly 8 litres, at an average speed of nearly 66 m.p.h., whereas last December, T. H. Wisdom, A. Denly and I were able to achieve with a baby car, *i.e.*, a car with an engine of about one-tenth of the size of the one on the 6-cylinder Napier of 1907, an average speed of 70.61 m.p.h., in a 24-hours run, and covering over a hundred more miles in the 24 hours than the Napier.

The record is all the more pleasing to my crew because, as we did it abroad at Montlhery in France, it affected the prestige of British motor manufacturers on the Continent. The spectators present at the record attempt had their eyes opened.

I have raced and achieved records off and on for 9 or 10 years on the Continent, but I have never seen Frenchmen so impressed, or express such genuine admiration as they did for our most deserving little M.G. Midget. If such is the case—surely these records are well worth while?

Ask the mechanics who worked, often by night as well as by day, and who cannot in these cases be said to share the thrills and fascination of speed, and who do not share so much in the honour and glory bestowed by success, if they are not proud and pleased to have contributed by their skill, energy, endurance and devotion to duty, to the achievements in the list of records which stand to the credit of Great Britain.

AND AGAIN—

ON Friday, October 27th, driving an A.E.C. fuel oil car around Brooklands in torrential rain and half a gale of wind, G. E. T. Eyston beat the previous highest speed for this type of vehicle.

The previous unofficial record stood to the credit of Mr. Cummins, whose Diesel-engined car attained 100.7 m.p.h. on Daytona Sands.

Captain Eyston's speeds over the kilo and mile in both directions were always in excess of this figure, despite the appalling conditions which prevailed, and the fact that from 60 m.p.h. onwards his windscreen-wiper failed to function.

The fastest mean figures for the Flying Mile were 35.30 seconds, giving a speed of 101.983 m.p.h., while over the Flying Kilo "the car with the motor-'bus engine" (to quote the evening papers!) averaged 21.333 seconds, which is equal to 104.86 m.p.h.

Actually the fastest run made over the kilo was accomplished in 20.975 seconds at 106.647 m.p.h.

Below is a picture of the driver and his car in the Paddock at Brooklands immediately before its run. Mrs. Eyston is on the extreme right.