

## THE "500"

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cramp in the leg and could not find the pedal, with the result that he shot past the pits and stopped on the Railway Straight, too far for it to be worth while pushing the car round to fit a new magneto at the pits. He therefore had to retire. Dixon then returned to the lead at 108.86 m.p.h., but Horton's Midget was a serious opponent. However, the sudden occurrence of "expensive noises" in the latter caused its driver to retire and now E. R. Hall stepped into the limelight, with Kaye Don, who was averaging 112.93 m.p.h., running third.

It was bad luck that Dixon should have blown a cylinder-head gasket. Despite his plucky juggling with hot metal, fitting a new gasket, the engine had lost all its horses, and he, too, was out of it.

So Hall got comfortably into the lead, with Martin and Welch behind with the Magna. Kaye Don had been going exceptionally well, though after a while his speed began to tell and several tyre changes became necessary. Nevertheless, he might well have taken

*Photograph by courtesy of*

*C. E. C. Martin and L. F. Welch, second in Magna No. 15*

*["The Autocar"]*

second place but for his rear-axle failing almost at the end of the race.

Another unfortunate was Whitney Straight, who had endless trouble with his Magnette. A blown gasket was eventually found to be responsible for the bother.

It was only by the narrow margin of 35 seconds that Alan Hess's team of Magnas failed to win "The Field" Gold Team

Trophy, for no other team had survived complete, and the Magna, driven in turn by the Earl of March and James Wright, had only to finish within time limit to make an M.G. team victory certain. But thirty-five seconds takes a lot of gaining in such a hard-fought race, and, though straining every nerve, its driver just failed to complete the 500-miles on time.