

THE "500"

M.G.'s Finish 1st and 2nd
in the World's Fastest Long-
Distance Race

ONCE again the British Racing Drivers' Club's 500 mile race has been run. Once again it has been the fastest run race, over this distance, in the world.

As usual, M.G. cars were well to the fore. In the early stages George Eyston's "Magic Midget" and R. T. Horton's bisected Midget were lapping at round about 110 m.p.h., in keen competition with Freddie Dixon's Riley. Later Kaye Don, in the big 4.9 litre Bugatti, came near to taking the lead. But steadily, surely, at first almost unnoticed, E. R. Hall's M.G. Magnette forged through the field, to win at the amazing average speed of 106.53 m.p.h.

No less remarkable was the achievement of C. E. C. Martin and L. F. Welch, in one of A. C. Hess's "L" type Magnas, who averaged 92.24 m.p.h. from start to finish. Except for the engine this was one of the very cars that won the L.C.C. Relay Race and helped to win the Coupe des Alpes in this year's International Alpine Trial. It was not supercharged and had an engine of under 1,100 c.c.

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Tragedy, alas, marred the meeting, for Michael B. Watson, a well-known M.G. driver and the winner of the Canada Trophy in the British Empire Trophy races early this year, overturned at the Fork and died from injuries received. The appalling blaze on the track, the coils of black smoke rising skywards, the helpers dashing across the track between the speeding cars; all these provided a spectacle which I hope never to see repeated. To Mrs. Watson and all those who have suffered by his death, we tender our sincere sympathy. One can only say that Michael Watson died in the midst of what was to him one of life's greatest pleasures: driving a good racing



After his splendid win, E. R. Hall treated the Press Photographers to what is commonly known as "The Smile of Victory"!

car at high speed. Most of us, if we could, would choose this way of making our *adieux*.

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When eleven o'clock struck a solitary little car purred off round the track. It was the unsupercharged M.G. Midget driven by J. G. C. Low, reconditioned after the damage it suffered during practice for the T.T. race. Thirty-nine minutes and thirteen seconds later 15 more cars joined in the fray: the "blown" Austin single-seater, the supercharged M.G. Midgets and the "unblown" "L" type Magnas and Riley Nines. It was not until Low had been circling the track for 54 minutes 18 seconds that a quartette of supercharged Magnettes, a blown Riley and two unsupercharged cars—a Frazer Nash and Henry Laird's McEvoy Special—"took the concrete." Shortly after this an incident occurred which might have had very serious results.

Just as Hess came across the Fork in his Magna a bunch of big cars left the starting line and E. G. Frankl on his Bugatti shot straight across the Magna's bows to the outside of the track.

Hess managed to swerve inside the Bugatti and at the same

time to keep out of the way of the rest of the pack which was accelerating away, but it was a very awkward moment.

Kaye Don, in the largest car of all—a 4.9 litre Bugatti—set off alone 1 hour 18 minutes.26 seconds after the first man had started, with the formidable task of having to average 121.47 m.p.h. for the whole gruelling 500 miles if he hoped to hold his own with M.G. Midgets doing 104.85 m.p.h.

As the race began to develop, however, it soon became evident that Don had an even sterner task before him: the little M.G.'s were lapping, not at 104 m.p.h., but at nearly 110 m.p.h. Eyston was off at phenomenal speed, but, contrary to popular belief, he was driving the amazing Magic Midget with power in hand. Close on his heels raced Horton, and, hot in pursuit, Freddie Dixon. The last-named led on handicap at 12 o'clock, with a speed of 109.10 m.p.h., Eyston being second at 107.80 m.p.h. But by 12.30 p.m. and again at 1 p.m. Eyston was in the lead at 109.46 m.p.h. Shortly afterwards, approaching the pits, his engine began to splutter. When braking, Eyston got violent

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