

FAMOUS DRIVERS OF MG CARS

No. 4.—R. T. HORTON

R. T. HORTON, who is by trade a brewer, started racing in 1920, with a 1913 Morgan which he converted into a racing car by removing wings and exhaust system and generally "hotting up." Encouraged by a number of successes, he later acquired an "Aero" Morgan and competed in the Colmore Cup Trial and used it extensively in reliability trials under the guidance of Mr. Morgan, with whose assistance he succeeded in winning a number of first-class awards.

In 1924 he bought still another Morgan, this time one which had competed in the 200 miles race at Brooklands, and with this car gained about 60 firsts in sand races at Pendine, Skegness and Southport, also he took part on occasions in motor-cycle meetings at Brooklands, at the first L.C.C. Meeting winning two events at speeds higher than any which had previously been put up by Morgans, the fastest lap speed being 98 miles an hour.

The first road race of real importance in which R. T. Horton competed was the Ulster T.T. of 1929, and for this event he entered a six-cylinder supercharged Amilcar but, unfortunately, was forced to retire early in the race with cooling troubles, which also put Vernon

Balls, who was driving a similar car, out of the race.

The 1930 T.T. saw him at the wheel of a Riley with which he won the class and set up a new course record for cars up to 1,100 c.c.

His first appearance with the M.G. was in 1931 when he finished second in the Irish Grand Prix at Phoenix Park with an M.G. Midget, and was also a member of the winning team. He entered the Midget for Ulster, but a faulty carburetter casting led to retirement.

In 1932 R. T. Horton surpassed all his previous records of achievement and won the coveted Gold Track Star awarded by the B.R.D.C. to a member who gains the greatest number of marks for track racing successes. During the 1932 season Horton had concentrated entirely on track racing with the Midget, which he had handed over to Thomson and Taylor at Brooklands for special preparation, and had fitted a special streamlined single-seater body of Jenson manufacture, thus making the car very fast indeed, so much so, in fact, that in the early part of the year he lapped the outer circuit of Brooklands at 106 miles an hour, improving this figure later on by putting in a lap at 115.25 m.p.h., beating the best lap speed

which at that time had been recorded by George Eyston in the Magic Midget.

Undoubtedly the most outstanding achievement during the 1932 season was the winning of the B.R.D.C. 500 miles race, in which he and



J. H. Bartlett drove the single-seater Midget, averaging over 96 miles an hour. In addition to the track successes he won the 1,100 c.c. class at Shelsley Walsh in September, 1932, setting up a new class record by making a climb with the Horton special in 44 4/5 seconds.

Three outstanding successes are to Mr. Horton's credit during 1933: first of all he won the 750 c.c. class in the Avus Track Race (Germany), and during the B.R.D.C. Empire Trophy Meeting set up a new 1,100 c.c. class lap record for the outer circuit at Brooklands on an M.G. Magnette which he had acquired at the beginning of the season; the actual figure for the lap was 115.5 m.p.h., beating the previous record set up by A. Goutte on a Salmson at 114 m.p.h., which had stood for three years.

At Shelsley Walsh with the M.G. Magnette he won the 1,100 c.c. class for sports cars and three special cups.

After putting in 90 laps at 108 miles an hour, and whilst lying in second place in the B.R.D.C. 500 miles race, he was forced to retire with crankshaft trouble.

Horton's achievements are far more easy to write about than the man himself, but one point is very certain, he thoroughly understands the sport, both from the racing and mechanical angles, and there is little doubt, that as time goes on, we shall see this fine driver more in the limelight than ever.



By courtesy of

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A striking action photograph of R. T. Horton at Donington