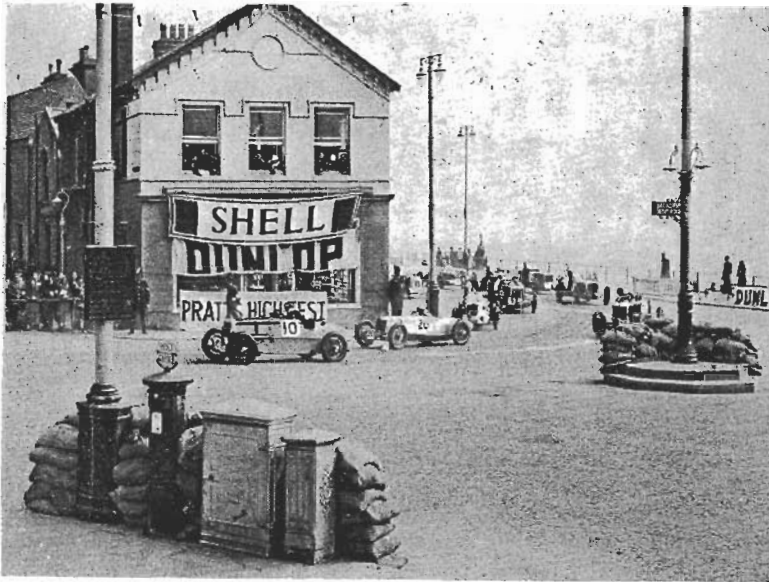


THE MANNIN BEG RACE

(Continued from page 398)

BROADWAY—LAP ONE



Here we see the reasonably orderly procession rounding Broadway corner in a bunch just after the start of the Mannin Beg Race—

H. C. Hamilton suddenly remembered he had to send a telegram when he reached Summer Hill on one lap, and retired unhurt amid a tangle of wires which, loyal to the pole which had supported them so long, crashed with it when he snapped off their prop at the point of impact!

Donkin, whose first race this was, had to retire with a wheel buckled by hitting a kerb after a good drive.

E. R. Hall was put out after eight laps with a burst tank, while R. Gibson had the misfortune to suffer a seized gearbox on the starting line.

Of the troubles which assailed other competitors, one may record that the Hon. Brian Lewis's Singer blew a gasket on its fourth lap, and Victor Gillow's Riley did not surprise the on-lookers when its brakes gave out after 40 laps.

drove an Alfa Romeo into second place behind the Hon. Brian Lewis in the Mannin Moar, finished second also in the Mannin Beg, 1 minute 43 seconds behind Black, at an average speed of 70.20 m.p.h., while third place was captured by G. E. T. Eyston, again on a supercharged Magnette, at 69.93 m.p.h., only 37 seconds behind Dodson.

offer sincere sympathies for his bad luck, and we look forward with keen enjoyment to a "return match" in the near future.

Wal Handley, who led at the end of lap one, had a spot of bother when negotiating Broadway next time round ("as illustrated") and was forced to retire.

EQUIPMENT

The equipment of cars which figure prominently in important races is always of interest to enthusiasts.

Details of the equipment of the Magnettes which occupied the

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BROADWAY—LAP TWO!



—And here we see Wal Handley out alone in the lead one lap later in the "spot of bother" at Broadway, which led to his retirement.

Then followed C. E. C. Martin and R. H. Eccles, both on Magnettes, in fourth and fifth places, at 68.11 m.p.h. and 66.78 m.p.h. respectively, while Cyril Paul, at the wheel of a Riley—the only car other than an M.G. to complete the course—came sixth at 66.67 m.p.h., seventh and eighth places falling respectively to R. T. Horton (Supercharged Magnette) at 65.55 m.p.h., and W. G. Everitt (Supercharged Midget) at 63.30 m.p.h.

Freddie Dixon, who had put up a fine performance in his Riley, leading for a considerable distance and equalling Eyston's race lap record of 74.40 m.p.h., had the bad luck to be put out of the running through petrol shortage within striking distance of the finish.

To Dixon, whom we regard as a game and chivalrous rival, we