

WELL—You were right!

SOME two years ago, Mr. Richard Benn of Brittain's Garage, Brighton—M.G. distributors for the area—said to himself:—

"This One-and-a-Quarter is a mighty nippy vehicle—if we did a few things to it I believe it would do 100 m.p.h.!"

He not only said it to himself—he repeated it to certain other people, and got laughed at for his trouble. Such, however, is the normal lot of individualists and Mr. Benn's determination was only strengthened by the smiling incredulity of his friends. He pushed ahead, enlisted the aid of the M.G. boffins, Sid Enever and "Jacko," and had the innards of his very normal looking saloon raised to Stage V of the famous Tuning Manual. This includes fitting a Shorrock's blower giving 6½ lb. of boost, raising the compression ratio to a highish but by no means astronomical figure, and other "standard modifications." The owner then went to work with undertrays to improve the aerodynamics of the belowstairs region. The standard gear ratios were left undisturbed but given the assistance of oversize back tyres. Racing covers were put on the front wheels as a safety measure.

Then off they went to the Jabbeke Road in the Goldie Gardner record-breaking convoy (of which you will no doubt read elsewhere). By the time the 350 c.c. triumphs were safe in the illustrious Midget's bag there remained only a bare half-hour before the officials, gendarmes, etc., went off duty, but Goldie climbed out of the sleek confines of the record-breaker into the Benn saloon and, complete with full equipment, tools, spotlight, even the party's mackintoshes and a length of rope, hummed away towards the horizon. Several runs were made, of which the fastest was 107.36 m.p.h., but the average for the flying mile came out at 104.725 and for the 5 kilometre distance at 104.713. All the timing was, of course, done under the full panoply of record-breaking conditions. There was nothing casual about *that*. None of your "105 on the clock, old boy!" Those speeds are just fine speech and not much else. Then, having satisfied his own quiet, unshaken argument, Richard Benn stepped into his closed carriage and motored himself sedately home



Mr. Benn with his M.G. 1½ litre saloon after his return home.

to Brighton, where the car now reposes in his showrooms bearing a card "The fastest 1½ litre saloon in the world," and probably looks down its nose slightly at any neighbouring sports cars.

But I can't help feeling that the sweetest moments of all must have been when Goldie Gardner returned to the "pits" and his normally rather grim features split into a smile as he greeted the originator of the idea with the remark which I have taken as a heading—"Well—you were right!"

Russell Lowry

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