



# 'T'REGISTER NEWS

**THE MAGAZINE OF THE MG CAR CLUB T REGISTER**

**NO. 22 APRIL 2016**



## **'BEST TA IN SHOW'**

**Mary Medhurst's car was best 'TA in Show' at 2016 MG ERA Day at Brooklands**

## **A Message from the Chairman of the MG Car Club 'T' Register - Geoff Matthews**

Yesterday was a beautiful day here in the South West but today we seem to be back in the winter. Never mind the T Register season is now well under way with our AGM and Rebuild now receding in the memory!

Nevertheless we enjoyed a good run with our local natter although even as the organisers, I must confess we took a modern rather than the T Type. With 'Drive it Day' on the horizon we should have a chance to get the old girl out in the next few days and I hope you all will do the same and enjoy the Spring weather as you should in a T type.

Our next major event is Silverstone and I hope to see a good turnout when we all meet up in June, earlier than normal thanks to good old Bernie, and then only a month later on to a new place for the T Party at Bicester

This is my last year as your Chairman and I am desperately hoping to hear from somebody who may be willing to take the job on. It really isn't too demanding and is good fun with a very supportive committee and many friends to assist. I look forward to your call in the near future!

I also hope you have all logged on to our very successful Facebook page and are now regularly receiving the excellent monthly email newsletter.

Well, as another T Register News goes to press, many thanks due to your scribe, John Ward, I wish you all a superb Summer and many happy and trouble free miles of T Type motoring.

Cheers

Geoff

TRN APRIL 2016

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## EDITORIAL

Here we are three months on from the last edition and already we have three Register events that have been and gone. "Read all about it" as the headlines used to say, see the reports on recent events later in this edition. Suffice to say I managed to get to two of these and as always was pleased to see the enthusiasm for T Types does not wain, due reward to all the committee members and helpers for the tremendous time and effort they put in. We must also say a big thank you especially to the presenters and speakers at Rebuild who without them we would not have a show and many of them give up their own time without recompense or charge.

Big things have taken place since January in the IT world, the Register Facebook page seems to be going from strength to strength attracting many comments and articles from all over the MG World. Also if you are an MGCC T Register member and we have knowledge of your email address, from January you will have been notified of the existence of a new monthly newsletter direct from the Register and available by download on line.

At the AGM following the Rebuild seminars in March the new (mainly existing) committee members were appointed for another term and no doubt they will maintain the same level of commitment and dedication to continue to serve the members well for another year.

However you will have been repeatedly reminded and not wishing to bore you with this plea, we do need to recruit new committee members, many of us have now exceeded their tenure of office and Geoff Matthews the Chairman cannot constitutionally serve for another term next year. Do seriously think about it the task is not demanding, two meetings a year in Abingdon and a lot of fun and reward in organising events and meetings.

Next up of course is Silverstone Live and as usual your Register will be there to welcome all. There will be dedicated parking adjacent to the main marquee, yours truly will be on hand to shepherd you in, Saturday is always the busiest day so do try to get there early before we run out of space or again I may have to steal extra spaces from the triple M's.

In the afternoon the Arena will be the scene of a parade of TA's, it being our 80<sup>th</sup> anniversary of the commencement of T Type production in 1936. I was very pleased to make Brooklands MG Era Day and see the super turnout of TA's and of course all the other 'T's putting on a grand show.

I say I was pleased to be there, having lamented last time on the woeful condition of my TF gearbox. As feared the condition of same was predictable after all these years and the decision had to be faced and a complete strip down and rebuild was undertaken. The first major run out since then was to Brooklands and having elected to drive through central London I think the unit was adequately put through its paces and passed with flying colours.

Now looking forward to Silverstone and immediately afterwards we are on our way to the European Event of the Year at Le Touquet it not being too far away just across the Channel for us in the East.

Finally another plea for your action and assistance. We are desperately attempting to update the T Register Database. As you can imagine this is unending task for all the Registers and records are out of date the instant a car is sold. Please do get in touch if you believe that we do not hold the correct details and information about you or your car.

Until next time,

John W

## Cover story

**The picture on the front cover was taken at Brooklands MG Era Day and shortly after, this car owned by Mary Medhurst, was in the opinion of the judges voted the best TA at the show.**



I wonder what he is whispering!

### **Mary now tells the story of her love affair of MG's.**

My "love affair" with MG's started when, as a newly qualified radiographer living in Canada, I managed to save sufficient money to buy a late MGA MKII which I used as my everyday car – in temperatures that went as low as 35degC in winter!

I came to England in 1966 for a year but remained here, got married, and as it would have cost £500 – a whole year's salary – to have the car shipped over to England it remained in Canada and was sold on my behalf. I often wonder what became of it.

Fast forward some 35 years. I was still interested in MG's but understood that spares were virtually unobtainable but a chance meeting through a friend found me talking to the owner of an MGA 1600 and that spares were readily available – I had been misled.

I then bought an MGA privately (and locally) but I was also in touch with a small local garage and expressed a wish to own a "square rigger" (as my late husband called them). I was told that he knew of one and a few days later I had a phone call to say it had arrived and would I like to go and have a look?

Well, there in the showroom, was EAL 545 – a 1938 MG TA – resplendent in the unusual factory colour of "maroon" (?) It was also fitted with the correct, but not original MPJG engine, and furthermore the asking price was within my budget. So when I was offered a test drive I accepted on the basis that it would have been rude to refuse!

This turned out to be something close to a baptism of fire and I had not driven a car before that was without synchromesh on the bottom TWO gears and whilst driving down a country lane close to where I live I was confronted by a herd of cows that had escaped on to the road from a nearby field!

I did, however, survive the ordeal and took the decision to purchase so, a few days later, EAL 545 was mine.

Soon after buying the car I drove it to Bourton-on-the-Water and back (in the rain), a total distance of some 130 miles. The car still sees regular use, although it does demand your full attention as you have to remember she is nearly 80 years old.

The car left the factory on 29<sup>th</sup> March 1938 and was registered soon afterwards on 20<sup>th</sup> April that year. As far as history goes we have managed to trace most of the details back to 1946 but the gap between then and those dates remains. Where the car spent the war years is a mystery but the letters "AL" are a Nottingham registration series and "TA's" were a popular choice with RAF personnel.



Unfortunately, the car tax once lapsed in December 1961 and as it had not been renewed by December 1964 the licensing authority in Oxford, where the car was then registered, returned the registration papers to Nottingham for them to be destroyed. It may well be that I shall never find out but, someone, somewhere might just have an old photograph of the car and knowledge of its previous owners.

It is obvious that the car has been restored and there are parts which are not original. Amongst other things it features a TC starter motor (triggered electrically) and TC front dampers together with modern sealed beam headlamps. My fiancé and I have replaced the fuel tank and whilst doing so, and for safety reasons, added a high level brake light which we located behind the spare wheel. We also added high level, torpedo style, rear indicators with orange lenses and it is the intention to fit orange indicators into the front lamps as soon as time permits.

We have also fitted a single 12 volt battery in place of the two 6 volt ones originally fitted and the car was treated to a set of "Blockley" tyres in 2015 which has improved the handling considerably and made the car easier to drive on wet roads. They have also enhanced the look of the car. At some time in its life the car was fitted with an XPAG engine but a previous owner sourced and fitted a "correct" MPJG unit to maintain the cars originality.

Problems with the car have, in the main, been confined to the electrical system in particular the condenser having failed at a most inconvenient moment! The starter motor was rebuilt in 2013 and the dynamo in 2015, the latter revealing a number of other electrical issues with the car which hopefully are all now solved. The dynamo is the correct "3 brush" version and the car retains its positive earth electrical system.

Most maintenance is done "in house" and whilst some things are beyond us we do have a variety of "professionals" to whom we can turn in case of need! Things to do in the future include returning the starting arrangements to a cable operated mechanism rather than the electric solenoid currently fitted as well as changing the front indicators.

The car is enjoyable to drive but can be a handful in heavy traffic due in the main to inconsiderate motorists and to be realistic, I try to keep the car within a driving distance of 60 miles from home. I am delighted I bought it and one bonus that I did not appreciate when I made the decision to purchase is that the car is VSCC eligible – although I would never dream of using it in competition. It shares a garage with an MGA, and MGB and an Austin 7 "Special".

**Mary Medhurst**

**April 2016**

(Aided and abetted by Michael Port)



# BROWN & GAMMONS

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Ron Gammons was a founder member of the T Register back in 1963 and has owned, raced and loved T Series throughout. Malcolm Gammons cut his racing teeth on the family TC and then built his racing TF. Contact the winners!



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## RECENT EVENTS 2016

### The MG International Spares Day

The National Agricultural Centre  
Stoneleigh Warwickshire CV8 2LG

Once again this opening event of the T Register year tells us that spring is just around the corner although many a time we have travelled in snow or icy conditions.

As is the norm we share the venue with the Triumphs, there being much similarity in age and character of both vehicles and owners. The Register was of course well represented the committee where there in force and the stand this year made a grand statement with all the new banners and posters.





The Stoneleigh Show is always a peculiar event in that it is held in halls designed for agricultural shows but it is ideal for our purposes with many commercial traders and second hand dealers scattered all around this vast area.

Business on the T Register stand was very brisk in the early morning, many coveted parts being snapped up and the general interest of visitors old and new was very encouraging and proves the worthwhile reason to maintain this venue and gathering in the future.

It was very pleasing to note that the show organisers had finally listened and addressed the problem of access and queuing to get into the car parks which had been a plague in the last few years.

Thanks to the members who organised and managed the stand and see you all there next year.

### **The 36<sup>th</sup> T Register Rebuild Seminars Saturday March 19<sup>th</sup> at the British Motor Museum Gaydon Warwickshire CV35 0BJ**

Next up, and for the 36<sup>th</sup> time, was the eagerly awaited annual Rebuild lectures and demonstrations, always a must for new or long standing T Type owners and this year was no exception in the variety and quality of presentations by experienced and dedicated speakers, very much appreciated by the 90 plus delegates who filled the lecture rooms.

These were mostly T Register members but it also attracted a lot of interest from other clubs who were there for their own meetings or events on that day.



Upon entering the hall we were greeted by the eye opening spectacle of Nick Holyer's MGTQ – a TA with a crank driven supercharged XPAG and alloy Q type bodywork. The car took 10 years to build with many components, parts and fittings being hand-made, a truly remarkable achievement.

Following registration and a much appreciated bacon roll and beverage, the T Register Chairman Geoff Matthews welcomed all our guests and outlined the days itinerary and as a result of a show of hands it was particularly encouraging to see the number of first time attendees to this event meaning of course new T type owners!



Sally Silcock and Glenys Knight totally in charge of registration



Chairman Geoff Matthews greets Aubrey Pavard a very welcome visitor all the way from The MG T Register of Victoria.



Robin Haseldine handles some brisk business on the Regalia stall whilst there was plenty of activity buying and selling spares and parts on our 'bring & buy' stall at the intervals.



The sessions kicked off with **Derek Stevson of Stevson Motors, Selly Oak Birmingham** talking us through the history and development of shock absorbers in vehicles going way back to the turn of the last century and his company involvement in all such development right up to the present day. Nothing was missed out and the questions and answers session afterwards proved to be very lively and informative.

Derek advised the assembly that although he probably had enough work on his hands to last him until he was 90 that not to hesitate to contact him with anything associated with shocks and their problems.

Editors note;- You can see all the contact particulars at the end of this edition



**Derek 77 years young and still sorting out all those problems with shock absorbers just as his father had done.**

Then the next sessions were split with two of the regular stalwarts of all matters T Type, **Barrie Jones and Eric Worpe**, the lectures took us through all there is to know about brakes and braking systems in TA's, B's and C's and TD and TF's respectively and as usual with such infinite knowledge, detail and information.



The Heritage Motor Museum has been recently rebranded and renamed the British Motor Museum and as a result has undergone a facelift and internal refurbishment. Many of the heritage manufacturers have now been grouped together in an era and timeline display. It was well worth stealing sometime from the conference halls during lunch to browse around this new layout and promise yourself that you would come back another day and take it all in.



**“Old No.1” now has its own pride and place and backdrop, very fitting indeed!**

After lunch another long standing contributor **Roger Furneaux** explained all the intricacies of the TA,TB,TC back axle and the differential, usually an area completely left to the experts by the average owner and Roger confirmed the reasons why by his knowledge and experience in this matter.

Next and something totally new but very relevant today is the choice of oils and lubricants for classic vehicles, the old established manufacturers and suppliers having long ceased to trade and the manuals can no longer give comfort in this connection.

**Guy Lachlan of Classic Oils in Aylesbury** provided much needed advice on the current trends and composition of today's oils in order that this very important aspect is maintained and that our classics will continue to be catered for in the future.



You will find Classic Oils Ltd at 10A Bessemer Grescent at Aylesbury HP19 8TF just off the A41 to Bicester Telephone 01296 488927 email [sales@classic-oils.net](mailto:sales@classic-oils.net)

The company supplies every conceivable product in connection with oils, grease, lubricants and fluids in connection with the maintenance and repair of classic vehicles and a wealth of knowledge and advice alongside.

And then the finally another specialised area keenly discussed and much debated, the XPAG engine and more importantly the camshaft. **David Newman of Newman Camshafts** fully described the process of manufacture of his camshafts and the choice of materials and their properties to suit all requirements.



To complete the day, the **T Register AGM** was held and the Chairman and Officers duly reported that the Register was in good shape both financially and in numbers of members and that there were any number of new developments now being put in place to improve communications. Also the good news is that the historical and thorny problem of establishing and maintaining a sound database of members was being addressed at last but will still take some time and effort by all to resolve.

However do not forget that **“your Register needs you”**, now more than ever as many of the officers especially the Chairman have already extended their tenure and new and maybe even younger boys and girls would be enthusiastically welcomed.



**CALL US NOW !**

## **MG ERA Day Brooklands Sunday 10<sup>th</sup> April**

The annual MG Era Day at The Brooklands Museum at Weybridge was this year a special date for T Types in that it marked the 80<sup>th</sup> Anniversary of the birth of the TA in 1936.

Once again fortune smiled upon us and by comparison with the previous day the sun shone and brought out all those TA's that had been coaxed and cajoled to be there to celebrate this auspicious occasion and with over 40 cars assembled in the paddock in front of the clubhouse it was a glorious site in the spring sunshine.



As well as the TA's, there were approaching 30 other T types in and around surrounding area in front of the iconic Brooklands Clubhouse (not forgetting a very nice YT or two)





Included in the timetable of the day there was an opportunity to partake in a cavalcade of MG's on the Mercedes-Benz World circuit but this proved to be extremely popular and tickets were snapped up quickly leaving many disappointed but maybe next year.

During the morning concours judges were circulating mostly unbeknown to the exhibitors and only to be discovered when red stickers appeared on certain cars requesting their attendance on the Napier balcony of the clubhouse at 14.30.



No doubt the judges had a difficult task with so many beautifully turned out and immaculate cars on show which included the 'Best TA' an award which deservedly went to Mary Medhurst for her maroon TA 2272 EAL 545 all the way from Northampton.

Other TA's in the ring



There was a very special welcome to TB 0258 MG 6644 painstakingly restored by owners Anthony and Brenda Atkinson. This car has a celebrated history in so much that it was one of the competition cars of the pre war racing society gal Betty Haig and to the acclaim of the judges it was awarded the prestigious 'Car of the Show' Trophy'.



Alan Wakefield presents the "Best in Show" award to Anthony Atkinson



The existence of the T Register owes everything to the racers of the 60's but sadly how things have changed so much and T Racing is reserved for merely a few characters who continue to delight us, and enjoy themselves as well, by regularly competing in events up and down the country.

The current competition secretary Jonathan Harmer and his brother Charles do much to keep this racing heritage alive in their respective TF's, and it was good to see Jonathan's first racer TA GNU 608 being brought out of hibernation and looking splendid and just rarin' to go in the paddock at Brooklands.



Isn't a GNU a large black South African antelope?

Do try to get to see them sometime this year, the Iconic 50's Sports Car Racers will be at Brands Hatch on 30-31 April, MG Live at Silverstone on 4 July (back in the Saturday afternoon slot) and Mallory Park in Leicestershire on 3 July.

Altogether a splendid day and much credit and thanks to the Brooklands Society and the SE MGCC Centre for allowing us to be there and especially for the tireless efforts and determination of our committee man Alan Wakefield who coordinated and organised the whole show, getting those TA's together was no mean feat.



**Sums it all up really!**

**You may recall that Bill & Sally Silcock organised a trip to Normandy in April, Sally tells us all about it.**



## T Register trip to Normandy

What do I remember about the trip? Sunshine, cold winds, wild flowers, rain, good company, hail, great food, great driving and a lovely area to visit.

So it had its good and bad points, but for so early in the year we really can't complain about the weather, and the rest was fine. Bill and I were really lucky in that we always seemed to be under cover when the weather was at its worst – already in the hotel when it rained hard on the people who had just come over on the Portsmouth-Caen ferry, having lunch when it rained about midday on the Wednesday, and in the Pegasus Bridge museum when it hailed hard on the last day of the trip. Did I read somewhere about the sun shining on the just?

Unlike most participants, Bill and I used the Chunnel. We drove down through northern France to Normandy on the Sunday before the event, having stayed overnight about an hour and a half from Calais. The idea was to arrive at the hotel, la Ferme de la Rançonniere ([www.ranconniere.fr/?lang=en](http://www.ranconniere.fr/?lang=en)) in Crépon near Bayeux, in time to pick up some information I'd asked the local Tourist Information Office to send to the hotel, sort it into information packs for participants, and be ready for everyone else to arrive on the Monday afternoon, having done a bit of a recce (where is the nearest petrol, pharmacy, bank, bar . . .?) as well. We've used the hotel before, but are generally passing through so weren't sure of that sort of detail. We learnt that even on a cold Monday morning in early

April it isn't very sensible to expect 17 T Types to find parking in Arromanches, which was full of (other) foreigners trying to find the same thing. Luckily you don't need to go into the village to visit the museum, which is just outside.

The Portsmouth ferry docked at three, and most of the participants started to arrive about four pm, some of them looking a bit like drowned rats – luckily the hotel is well heated, and our rooms had plenty of space to dry things out. Dinner was at 7:30, by which time everyone had had a chance to dry out – and most people to try out the bar as well (we'd warned the hotel to get in extra draught beer). Over dinner we had a chance to discuss the next day's activities, and many of us decided to take the opportunity of a fine forecast to follow the Route de la Suisse Normande, which is signposted by the tourist board and so doesn't need a route book. We hadn't done a route book as we understand that these days getting permission for even a touring assembly in France is very complicated and time-consuming.

The Route de la Suisse Normande was great fun, and I'd thoroughly recommend it to anyone who's in the area. It's signed in one direction – anti-clockwise, which means you have to turn left across any traffic – only, and we discovered why when we came to a one-way section. This was the day we saw the most flowers, including primroses, cowslips, oxlips, bluebells, wood anemones and wild daffodils as well as the little ones, like speedwell, that you never even notice. In spite of the name it wasn't very like Switzerland, but

a lot like the Belgian Ardennes, with steep river valleys, beechwoods, and narrow lanes meandering up, down and through it all. Steep gradients, sharp corners, and a wonderful view from the one-way bit on a crest just about sums up the driving – I wouldn't like to do it on a really wet day. It was well-signposted too, although sometimes the signs took a bit of spotting.

On day two the group did a variety of things – some went to tour the beaches of the Normandy Landings, some to Bayeux to see the tapestry, and some to visit local gardens. Having done the Suisse Normande tour the day before, we decided to have a go at the tour of the cider country, which is shorter, but comes complete with cider and calvados producers to visit. Not such a nice day, but pleasant countryside a bit like Devon, and some beautiful timbered houses on the way round. The highlight was probably the village of Beuvron-en-Auge where we started and finished the tour – it has a tourist office, so if you wanted to do the tour you could go to Beuvron and get the information there (for the Route de la Suisse Normande the equivalent point is Thury-Harcourt).

Having 'done' the tapestry and the Normandy beaches on a previous visit Bill and I decided to spend our last day visiting Pegasus Bridge. We've crossed it a number of times – the first time we didn't realise it was Pegasus Bridge until we got there, having only used it because it was a convenient way of avoiding the Caen ring road – but had never stopped to look. The museum, which has recently been re-organised, was definitely worth the visit. It has lots of information about the preparations for the Normandy landings, which included taking the bridge across the river seaward of Caen – now called Pegasus Bridge after the cap badge of the force that took it – as well as a number of others that together stopped the German forces getting reinforcements to the area the landings would take place in. It also has more general information about life in the

Normandy area on both sides during WWII, and photos of the terrible destruction caused by Allied as well as German bombs. I think the most impressive thing was to see, outside the museum, three plaques that marked where the three troop-carrying gliders landed to take the bridge – they weren't more than 50 feet apart, and the third to land came down between the other two. Tremendous flying! And in the dark too.

As one of the organisers, it's always difficult to say 'everyone enjoyed themselves', but I do know that no-one complained of anything to us, and I had a stream of enthusiastic e-mails and a thank-you card in the week after we all got home. We like the hotel, which has very good rooms and excellent food, and it seems that everyone who contacted me agreed with us. We enjoyed the company too – thank you all for being such excellent participants – and there was plenty to do for all tastes, although I must admit I don't think anyone chose to go for a swim.

We're thinking of doing a similar event in the Belgian Ardennes next spring, although it depends on being able to get a decent deal at a suitable hotel. Ideally this would be a bit later in the year – say about the middle of May – but that too depends on the deals available. We could even make such an event an annual feature of the T Register calendar: feedback on your thoughts about this would be welcome to [treg.sec@virginmedia.com](mailto:treg.sec@virginmedia.com).



**Mark Blomfield's TF at a war cemetery near the hotel**



## Future Events 2016

### MG Live Silverstone Saturday 4<sup>th</sup> and Sunday 5<sup>th</sup> June 2016

The annual MG extravaganza date at Silverstone is now settled as being the first weekend in June just before some of us head off to Le Touquet for the European Event of the Year in France. As usual the T Register will be there in force with our stand in the main marquee, a Specials display and the Saturday evening natter in the paddock and of course designated parking for all T Types on both days if you get there early enough that is!

In keeping with our anniversary theme of 80 years of T Types, we will be staging a parade of TA's in the arena in the afternoons of Saturday and Sunday. If you are going to Silverstone and bringing the TA do make contact with me, John Ward, I will be on parking duty both mornings in the T Type paddock. Some basic information and notes will be very useful for the commentator on the day. Hope to see you there.

There is and has been for decades a super fun competition called the California Cup, fiercely contested but not speed or racing oriented. The contest is for teams of 4 cars and it has been muted that the T Register should enter a team. If this is your thing again let me know and will put you in touch with other like minded souls to have a go.

Anyone going to the Presidents Dinner on Saturday night can again register to join the T Register table, contact secretary Sally Silcock with name and numbers.

Finally do go up and chat to the committee on our stand and say hello, it is a long day sometimes and knowing you are all out there makes it all worthwhile!

### The 2016 T Register T Party will be held on Sunday 3<sup>rd</sup> July at the Bicester Heritage Flywheel Event at the old RAF Station at Bicester OX27 8AL

This is a relatively new event being staged for only the second year but which has received wholesale acceptance by the classic car fraternity generally and this time there will be 16 car clubs in attendance. It is a 2 day event but we have arranged to have a designated parking space on the **Sunday only** in the display area and as usual the sun will be shining so bring the picnic and sun parasols.

There will be a set fee for pre registered club members of £23 which includes for car and driver and one passenger and a free souvenir programme to be collected at the event but **bookings must close at midnight on Sunday June 26<sup>th</sup> 2016**

There has been a little confusion in registering on line so please follow these clear instructions from the administrators to ensure that you obtain your discounted tickets in time.

Firstly use the club booking link  
<http://www.flywheelfestival.com/clubs/ticketoffer>.

A page should appear "Classic Motor Club Tickets", select your correct day tickets and display parking pass and press the 'continue' button which takes you to a page where you input your name and address and car details. You will then be presented with a drop down menu of motor clubs from which you need to select your club, the MG T Register and then proceed to complete the order and make payment.

## 2016 Autumn Tour September 2<sup>nd</sup> to 5<sup>th</sup> Dorset and the Jurassic Coast.

This year the Autumn Tour goes to Dorset to the George Albert Hotel midway between Dorchester and Yeovil on the A37. Unfortunately this tour and the hotel is fully booked, Geoff and Annie Matthews are the organisers if you wish to make application for any cancellations or it is understood that there may be alternative accommodation available nearby if you merely wished to do the tour runs on Saturday and Sunday, contact them on 01840 214972 or [geoff@ostlersbarn.co.uk](mailto:geoff@ostlersbarn.co.uk)

## The 2017 T Register Autumn Tour

For those that were not able to get on the tour this year, do not forget to watch out for dates and details of next year's jolly 'up north' to the Skipton area in Yorkshire. Grant and Barbara Humphries have elected to organise us again maybe heading a little more westward this time to the Lakes.

It is the norm now for people to express an interest in next year at this year's event so you have to be quick off the mark, any further details to be published as soon as they are known.



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## BRIAN HANCOCKS STORY

### A SAD TALE OF MG 7185

I bought MG 7185 in 1963 from a finance company, having first seen it in a small garage in Penzance where it had been stored for over a year. I paid £12 for it (even then a small amount of money) but this covered the garage storage fees.

At the time I owned an Austin 7 Special and was working as an apprentice engineer at Holman Bros. a mining manufacturing company in Camborne and was a sports car enthusiast.

The car was transported to my home in Truro on a lorry and I knew the garage had been flooded following a high tide and sea water had damaged the engine causing it to seize. The mechanics at the garage thought the car was past repair and were amused that I should want it.

I removed the sump plug and sea water flooded out followed by the oil. The oil floating on the water had preserved the engine apart from light seizing on the piston rings.

On stripping the rest of the engine I discovered that it had been tuned with polished heads and ports, polished conrods (one having been replaced at some time unpolished). It had a Scintilla Vertex magneto, close ratio gearbox and a different ratio back axle all of which appeared in good order.

The car was extremely quick and very well constructed, the alloy body was finished to a high standard with most of the panels Dzus fastened. The tail was large and beautifully rounded with the skin being Dzus fastened from the rear wheels back for access to the very large fuel tank which had been shaped to fit the tail.

Also of interest the steering wheel was a quick release clamped to the column for easier access and the inner steering column was broken when bought about one foot up from the worm gear. I purchased a new TC shaft and found it was 4 inches too short so I added 4 inches at the engineering works (was I supplied with the wrong part or was this a special longer steering column?)

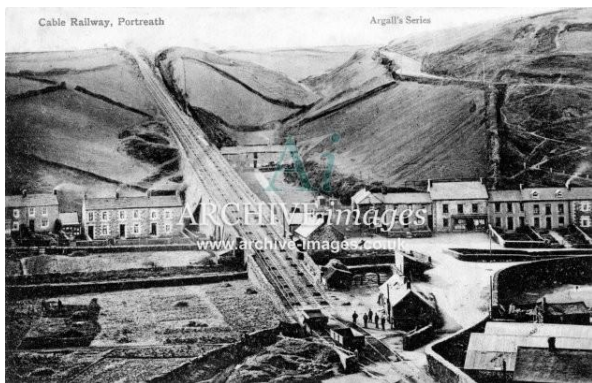
The row of switches on the bottom of the dash board were individual left and right lights presumably so that they could be switched off individually if damaged while racing at Le Mans. When I bought it there were 16inch rear wheels and standard 19inch on the front, as shown in photograph and the seat back was one piece and folded forwards to access the front end of the tail.



Familiarising myself with the car I drove it to my girlfriends' who refused to get in "such a weird car", however her sister was less reticent and enjoyed a long drive!

I drove the car to work one day and during the lunch hour 2 fellow apprentices were keen to "go for a spin." We went to the nearby cove of Portreath and on approaching the hill winding down into the village I came across a lorry parked on a bend (top right hand corner of photograph) braking and steering out to avoid it the car suddenly veered to the right mounting the low hedge and plunging into space depositing one friend unscathed (apart from his nerves) on the hedge who watched the car drop down into the valley turning end over end many times.





I was thrown from the car half way down, having luckily only sustained a broken collar bone. My other friend was thrown clear three quarters of the way down and was rendered unconscious and to this day has no recollection of the accident. Fortunately he made a full recovery some days later and as for the car it came to rest at the bottom of the valley against a derelict mine building next to a disused railway track.

I was summonsed for dangerous driving and the MG was taken to a garage for inspection by the police who found oil on the rear passenger side brake linings.

As a result following this inspection the charge was changed to "driving a car with faulty brakes and faulty bodywork!" this despite having passed an MOT some weeks before.

I did not rebuild the car as the condition was beyond repair for its value in 1964 and I sold the wreck to Frank a TC owner of Acorn garage in Truro. He wanted the gear box, engine and back axle for his own TC.

Following the accident an apprentice MG enthusiast who still lives near Camborne arrived at my house very keen to buy the log book (presumably to acquire the remains and rebuild the car) but I believe the remains of the wreckage were buried when Frank built a new drive to his house but this has never been verified.

I have always been very sorry that I wrote off such an historic car, although at the time, to an 18 year old lad it was just another special!

Brian Hancock November 2015

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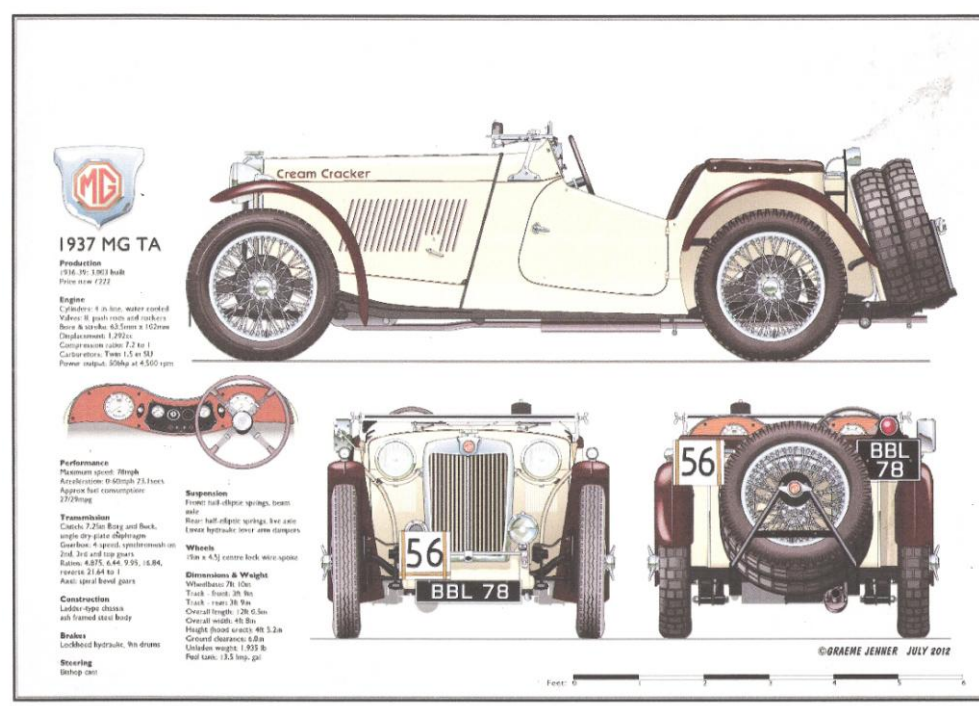
Mike (with TD) & Paul (with MGA) outside our Ipswich premises

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I came across this stunning illustration of a Cream Cracker by Graeme Jenner some while ago and it seemed fitting to end with this in our 80<sup>th</sup> Year. All copyright Graeme Jenner 2012



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