

OVER THE COUNTER

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the jack must be equally efficient with a deflated as with an inflated tyre. With the "K" type Magnette it is difficult to design a good double-front jack, owing to the small size and the slope of the jacking pads. Finally a double jack was used for the rear, with two single jacks for the front. Incidentally, the difference in weight between the jacks at the beginning of the year and those used at the "500" seemed to be some tons, if one carried them far. The Midget jacks, for example, built some years ago, were enormous affairs, made from thick gas-piping, and capable of raising a three-ton lorry. The latest Magnette jacks are small and compact, and can be lifted by a finger. Next year, perhaps, will see further improvement, with really light double jacks all round.

Various other details of pit-equipment have been greatly improved during the year. Oil and water cans are now kept spotlessly clean, and clearly labelled. Fire-blankets, rolled in special quick-release containers, backed by the usual Pyrenes, soothe pit marshals greatly, though we have been fortunate in avoiding their use this year. The cars themselves are always brought to the line newly polished, painted in the team colours when possible, and in line ahead formation. All very impressive. Finally the mechanics, dressed in the chocolate M.G. overalls, have a special silver M.G. racing-team badge, only issued after a specified number of races have been run.

The details of preparation are, of course, largely in the hands of the one and only "Jacko"—Jackson, the M.G. head mechanic. The chief difficulty with Jacko is that, such is his fame, he is usually pursued by hordes of private entrants, all imploring his advice and assistance for their cars. In fact, during one race it was seriously debated whether Jacko had not better be issued with a false beard and nose, to

be donned whenever a private owner was sighted bearing down on the shed. Numerous mechanics have been under Jackson's orders during the racing season. Chief among them are Alec Hounslow and Marney (the wheel change experts), Stone, Matthews, Barrett and Scott. For the "500" and the Tourist Trophy, there was also the "little giant," Bert Denly, George Eyston's mechanic. Mention must also be made of Guest, the Wilson gearbox expert, who, although not an M.G. man, was with us in the International and Empire Trophies, as well as the Isle of Man.

No chart was kept for the International Trophy, but in the Empire Trophy Major Palmer, assisted by Edwards and Zethrin, successfully kept track of the whole entry. Palmer was not available for the T.T., but Zethrin

was more or less of a try-out, the handicap preventing any startling victory by a small car. Eyston retired with clutch slip; Handley, after an excellent run, chiefly in third place, had trouble with his back axle, and Penn-Hughes broke a front shock absorber bracket, but nevertheless continued, to finish thirteenth. In the Mannin Beg, Handley, our pace-maker, crashed on his second lap, after running clean away from the field from a standing start. Eyston ran second for the greater part of the race, finally finishing third behind his teammate Charlie Dodson.

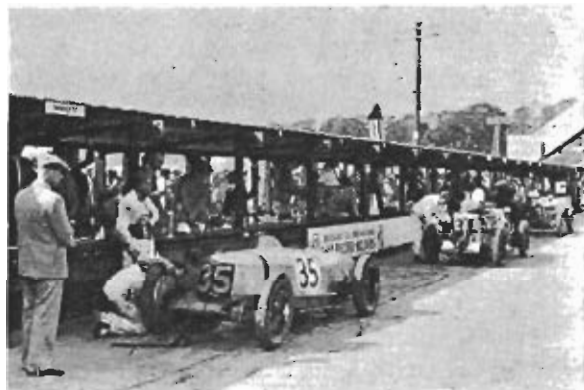
In the Empire Trophy, Eyston scored a very popular win, with Hughes tenth, Froy being flagged off with five laps to go. Nevertheless, Eyston collected the team prize. It was in this event that the value of pit-work and control

really started to make itself felt. Owing to the small size of the tank on his single-seater, Eyston had to make two stops for fuel. On both occasions all brakes were adjusted also. Yet Hounslow and Marney "did their stuff" in 44 seconds each time, from the moment the car stopped until the engine fired again. Other competitors took up to two minutes for the same work—and the race was won

by one minute forty-one seconds.

The Relay Race provided an interlude in the shape of a team of women drivers. The cars, similar to those used in the T.T., were entered by Miss Schwedler, and driven by the entrant, Miss Allen and Miss Evans, but had Temple and the M.G. mechanics to help. After some splendid driving in the rain by Miss Evans, and some very stout work by Miss Allen when a tyre burst, the team finished third—but the cup for the best ladies' team went elsewhere, as the first three teams to finish were not eligible for additional awards. The new Magnettes had proved too fast to win it!

Next came Ireland and the Tourist Trophy Race. Handley retired early with gearbox and



*In the pits during the J.C.C. International Trophy Race.
—"The Autocar" photograph*

and Hunt did the job splendidly. Finally, in the "500," Palmer, Hunt and Zethrin had the very unpleasant job of trying to lap-score the thirty odd starters, most of whom came round about every minute and a half, with a few appearing every 80 seconds. For timekeeping I had my own two split-second watches, with two belonging to Davis, and, later in the season, two more of Temple's. Add a small calculating machine, Cousins' slide-rule and numerous sheet-schedules and notebooks, and the control system was fairly complete.

As to results, every M.G. enthusiast knows—or should know—the team was extremely successful. The International Trophy

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