

Letters

Cracker MGs

Dear Sir,

I was very interested to read the article on the MG 'Cream Cracker' Team, in your Aug./Sept. issue.

It brought back many memories as back in 1968 I was the proud possessor of one of the Team 'Cream Cracker' cars — JB 7521 until my arm was twisted to sell by Steve Dear who was a competing member in various events at that time. I have not heard from him for some time, so do not know if he still has the car or is actively competing — maybe it's covered up in his garage!

The team Reg. No's were JB7521/JB7525 which went to the USA and will probably never be seen again and JB7524 which had not been seen for some years then, unless it has come to light since.

MG's are still favourite — and I now have the 1950 MG Team car as raced by Dick Jacobs — another very interesting set of team cars — maybe you will do an article on these — I can supply you with information and photos.

Sincerely,
M. Raby (Mrs)
c/o Empire Cars
83/85 Preston Road
Brighton Sussex

The Cracker crack-up

Dear Sir,

I was very interested to read the article in the Aug./Sept. issue on the 'Cream Cracker' MG Trials Team, as I was a member of the team for 3 years. The details are very accurate, except that the demise of the team was primarily withdrawal of works support. Both Cream Crackers and Musketeers had great support over the period from John Thornley, MG Service Manager, in the early days, and very deft at smoothing over arguments with the "Works Manager" at times.

As a matter of interest the two teams combined to drive the 1937 Musketeers on the 12 hour Sports Car race at Donnington Park, winning the Team Prize.

I hope to become a regular reader of your magazine in the future. With regard to the photographs, BBL 80 now belongs to John Barnacott and has had numerous successes (I drove it again a couple of years ago), but I can't give you the date or place, and cannot help with the Ludlow picture, the other is Jack Bastock, but I can't place the hill.
Yours sincerely
John E.S. (Jesus) Jones
Bruton Somerset

TR Experiences

Dear Sir,

You may be interested in the enclosed photographs from the mid-fifties. You are welcome to publish any of them you wish to, but I would like them back in due course.

I started rallying the Austin A40 Sports in 1954 after eight years competing in national and international motor cycle trials, moto cross and grass track races. "Sports" was, perhaps, a slight misnomer for the Austin. The twin carburettor engine in a pretty, Jensen designed, aluminium body made it an attractive but not very potent car. It was, however, quite useful in its class, being far more comfortable than the T series MGs which provided most of the competition in rallies and its performance was their equal. Helped by an excellent navigator, we won a fair number of awards before I exchanged the car for a 1954 Triumph TR2 so that I could start racing.

The TR2 must be too well known to need description. Mine was perfectly standard and provided everyday transport as well as giving me a lot of fun in club meetings at Goodwood, Silverstone and Snetterton and in a few sprints and hill climbs. Handling was not the TR2's strong point but the tuned up tractor engine in a light body made it a very competitive car for its day (and its price).

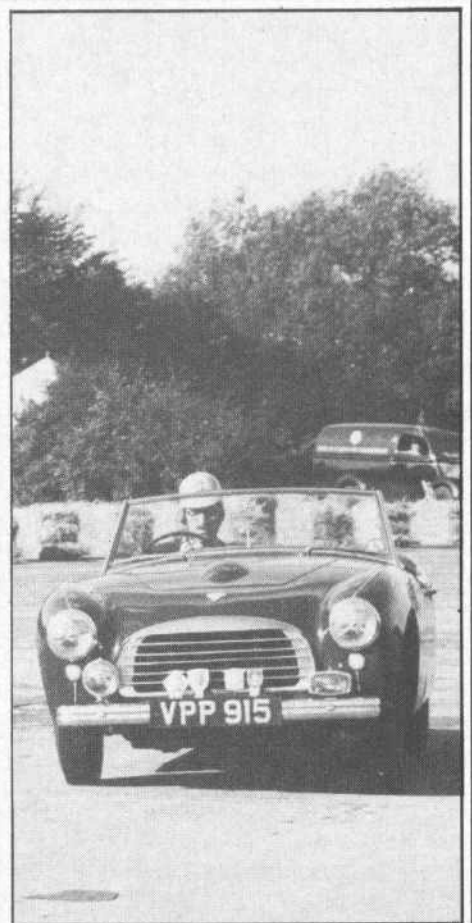
In 1956 I exchanged the TR for a Swallow Doretti, a much less well known car. This had TR2 components housed in a special tubular chassis and body as described in *Sporting Cars* No. 6. With more attractive lines, more comfort and better finish, the Doretti also handled better than the TR, even though it was slightly heavier and it gave me class awards at Brands Hatch and Staverton as well as good results in other meetings. The throttle jamming open in my first spring meeting gave me some excitement as well as fastest time in my class!

As with many other men, marriage and family responsibilities led to the Doretti being replaced by a Sunbeam Talbot saloon and active participation in motor sport being replaced by quieter, gentler activities like skiing and sailing. Since then I have owned a variety of cars of varying interest and attraction, including Fiat Millicento, Volvo 122S, Volvo 123, Volvo 144S, various rather dull company cars and now a Lancia Beta.

Good luck to your magazine.

Yours sincerely
David G. Miles
Meers Parcel
Blewbury
Didcot
Oxon OX11 9PD





Pretty and rare: Swallow Doretti, TR based "but handled better than TR2".

Mixed bag: A good start for St. John Horsfall race of 1956 at Silverstone. Where are they now? See letter TR Experiences.

Lift off: TR hammered on the limit — "great fun, budget racer".

Austin A40 sports by Jensen, "better than T-type MGs of the day."

