

**A**FTER an enforced retirement of some 18 months, during which time he had no M.G.s to race, Dick Jacobs is returning to the circuits with two Appendix J, Group 3, hard-top M.G. Midgets built for him with the full co-operation of the M.G. factory. It will be his policy to run them in minor events at first, then, having satisfied himself that they will give a good account of themselves, they will be entered in the more important meetings. The ultimate aim is the 1,000 c.c. G.T. Championship next year.

The cars, which are exceedingly pretty hard-tops, have the benefit of M.G.'s vast experience in the record-breaking field incorporated in the design, the result of which is a very clean frontal shape; so effective is this that it takes considerably less power to drive than the standard Midget. Even so, there is no denying the car's ancestry in that the standard doors, bonnet top, front and rear wings are used and only the extended nose and roof have been added in the quest for wind-cheating. The body is mounted on an ordinary Midget chassis with normal suspension and dampers plus an anti-roll bar, Sprite 13 ins. wire wheels complete with disc brakes on the front and drums at the rear. The back axle ratio is 4.875 to 1.

The modified engine is 948 c.c. (plus 40 thou, oversize), as permitted by the regulations, is fed by a Type 45 DCOE Weber carburetter which is supplied with cold air from a duct situated in the near-side of the air-intake, whilst on the off-

## DICK JACOBS RETURNS TO RACING

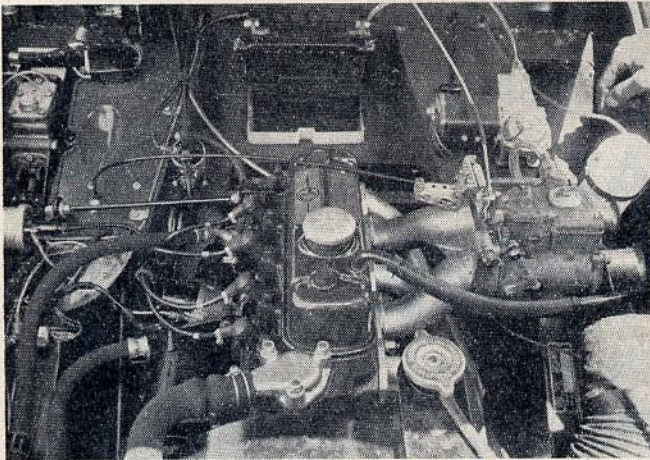
### Attractive M.G. Midgets for G.T. Racing

side an oil-cooler is fitted. A standard radiator with no fan has been found well up to the job of keeping the engine temperature at the correct level. Power is delivered to the rear wheels via a Borg and Beck clutch coupled to a close-ratio gearbox.

As in previous years Alan Foster will be one of the drivers, whilst the newcomer to the Jacobs stable is, by mutual agreement with M.G.s, Andrew Hedges, who has had considerable experience with Sprites and also drove one of the factory-entered M.G. cars at Sebring this year.

Performance figures are not available at present but Dick had quite a confident look in his eye when he took me for a short run and was proud of the one figure that has at this time been committed to paper, which was 113 m.p.h. over the flying quarter.

GEORGE PHILLIPS.



*ABOVE: The underbonnet installation is crowded but neat. The manifolding for the Weber carburetter system is clearly shown on this picture.*



*A BEAUTY from any angle (above, below, top and below left). The coupé has most attractive lines and must be one of the prettiest small G.T. cars ever seen.*

