



April 2024



# Newsletter

April 2024

Welcome to the April newsletter.

I will start with a thank you to Peter Herridge who made the long journey up from Yeovil to give us a very enjoyable & interesting talk on advanced driving skills. Also to Phil & Anne who talked him into it and housed & fed him. I think it maybe its time to brush up our knowledge of the highway code.

I will be running a competition at the April meeting, but to do so I need your help. Have you got a photo of your 1st car? With or without you in it.

Can you send me a copy please. If you don't have a photo, let me know what it was and I will find a stock photo to use. You don't have much time left.

The next rolling road day will be held on Saturday 6th April from 10:00 hrs at A B Garage, as in previous years. Refreshments will be provided. Cost will be £30 per car for a full check of engine output, printout of BHP and torque curves, and any minor adjustments thought necessary to improve performance. This should take 20-30 minutes approximately. Event full.

Oulton Park Gold Cup 26-28 July. Book at

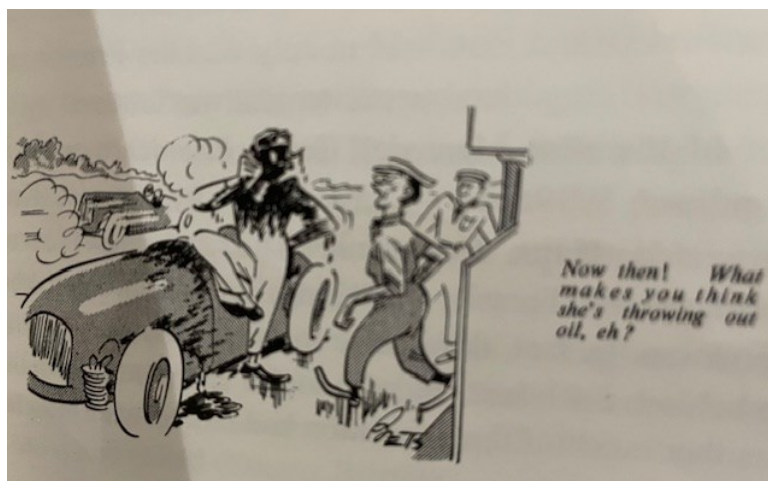
<https://displaymyvehicle.msv.com/calendar/oulton-park/2024/july/gold-cup/apply?group=ce7186f8-ccf6-4175-8439-98fce4148152>

Our code is 8912, see Mike for more details.

Steve has Drive It day sorted, 21st April, for full details see the following article, with starting times etc.

Looking forward to seeing you at a meeting.

Stay well, and good tinkering on your cars.



# Drive It Day - Sunday 21st April 2024

For those of you booked on to Drive it Day, the details are as follows:

**Start - Hawarden Farm Shop, Chester Road, Hawarden, CH5 3FB**

Please be at the shop by 11.15am for a 11.30am start - The cafe is open from 9pm, so you can always arrive early to grab a pre-drive coffee or even a breakfast roll.

**MID POINT STOP: Woody's Cafe, Penllyn Leisure Centre, Bala, LL23 7SR**

**Finish - Bryngwyn Hall, Llanfyllin, Powys, SY22 5LJ**

Route cards will be provided on the day.

Looking forward to seeing everyone. Let's hope for good weather and a hoods down day for those that can. Please contact me on 07798 922548 if you have any problems or queries.

Thanks, Steve Brace





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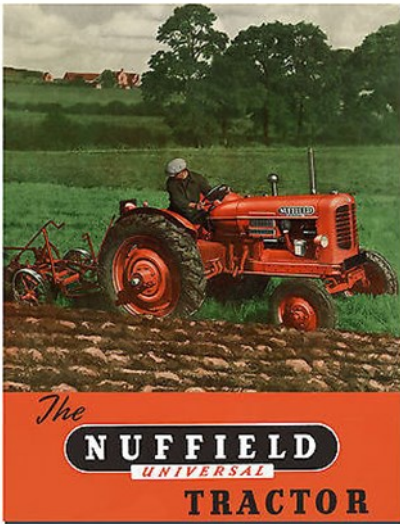
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# Nuffield Tractors

As well as classic cars I do like to see a vintage or classic tractor out and about. In fact if I didn't live in Chester and owned a bit more land, I would love to have one sitting alongside my MGB. I was always partial to a David Brown ever since I first started driving them as a 12 year old on a relative's farm in Lincolnshire. David Brown started building tractors in 1936 and as I got older I realised that he had once owned Aston Martin, buying the company in 1947 and selling it in 1972. It then dawned on me that the DB on Aston Martin cars were actually his initials and named after him. This only deepened my admiration of David Brown Tractors.

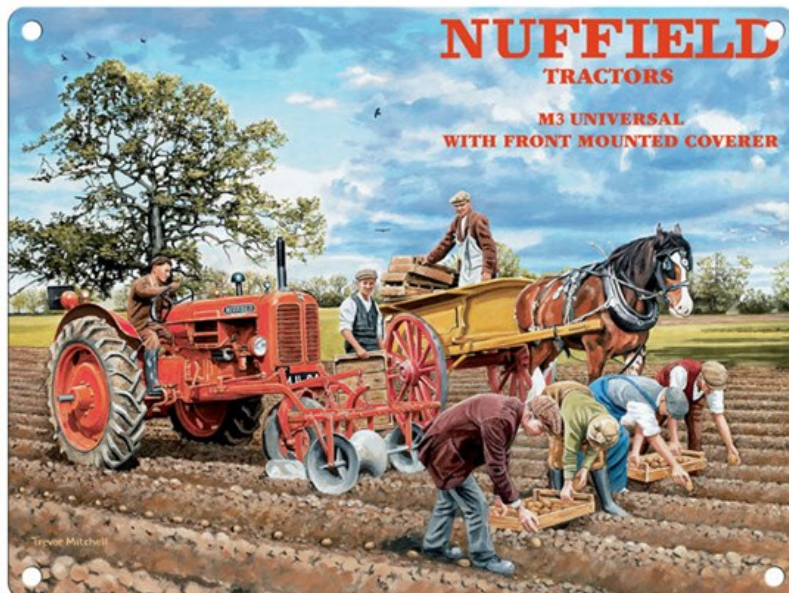


As we know William Morris was another great entrepreneur of the time and, as it seems, also into cars and tractors. He did it the other way around to David Brown though setting up Morris Motors Ltd in 1919 and starting to build tractors in 1948 through the Agricultural Division of Morris Motors Ltd. The name of Nuffield was chosen for his tractor range following his elevation to Lord Nuffield in 1934 and the transfer of his business and charitable interests into the newly formed Nuffield Organisation in 1943.

I first became more aware of Nuffield Tractors in 2018 at the Denbigh & Flint show where they were celebrating 70 years since their introduction. Seeing rows of bright orange tractors was impressive and I thought that they can't be half bad since there was a connection to the production of my MGB.

So why did Lord Nuffield (William Morris) decide to go into tractor production when his car business was already doing so well? The reason was because in 1945, following the end of World War II, the British Government approached Lord Nuffield to suggest that his Nuffield Organisation should produce a new all-British tractor. The design was similar to the David Browns that were already being produced as it's designer, Dr H E Merritt, had previously worked for them.

Production was in the former Wolsley factory in Ward End, Birmingham as William Morris had recently bought the company and had moved production to Cowley. Following production of prototypes and delays due to steel shortages, production of the first Nuffield tractors started in 1948. Known as the Nuffield Universal it was launched at the Smithfield Show of that year in the 'Poppy Orange' colour that they would become known for. As well as being popular in the domestic market they were also exported to the US and also proved to be hit in the Netherlands and Spain.



Nuffield Tractors had earned a good reputation in the agricultural industry due to its modern design and comprehensive list of features making other makes look quite outdated. Various models were produced up to and after the merger with Austin to form BMC in 1952. The early tractors were powered by Petrol-Paraffin engines based on the side-valve Morris Commercial four cylinder lorry engine delivering 42 hp. Diesel models were initially powered by a Perkins P4 engine producing 38 hp. This engine was replaced by a 45 hp BMC diesel engine following the merger.

In 1968 BMC was amalgamated into British Leyland along with Standard Triumph and Rover. Tractor production continued under the Nuffield name until 1969 when the name was changed to Leyland Tractors. The 'Poppy Orange' colour was also changed to the two tone corporate Leyland colour scheme from this point onwards and production moved to Bathgate in Scotland.

Later it was reported that British Leyland had considered selling its tractor business to David Brown but this didn't happen due to it being considered that the potential purchase offered no commercial gain. Had it done so a David Brown/Nuffield tractor really would have been a thing to admire. A sort of Aston Martin - Morris Minor cross no doubt!

Steve Brace





# FORMULA 1 IN THE NORTH

Being an incomer I didn't know that there had been Grand Prix held in 'the North' in fact just across the water ( the Mersey). I grew up thinking that the only Grand Prix took place in Silverstone or Brands Hatch, well more fool me.

How did this happen, well horse racing had been taking place on the Aintree estate since 1829, and the lease of the course had been taken by Edward Topham in 1848. He made the Grand National race into what it is today, one of the top races of the year.

Now a very enterprising young lady, Mirabel married Edwards grandson, who didn't have any interest in running the estate, so Mirabel took over and became the Managing Director of Tophams Ltd in 1937.

After the Second World War Mirabel was determined to breathe new life into the Aintree Estate, she had a derelict cottage, Paddock Lodge, rebuilt and moved in. She was so determined that, although it took several years, she persuaded Lord Sefton to sell the Aintree estate to Tophams. Then set about getting him to agree to having a motor racing circuit on the estate.

She finally got the permission to go ahead in 1952. She enlisted the help of the RAC and also the Duke of Richmond & Gordon, who owned Goodwood, (which she much admired) and had been running both horse racing and motor racing since 1948. The Duke was also the President of the BARC (British Automobile Racing Club).

In fact she gave the BARC exclusive rights to manage motor racing at Aintree.



*The circuit as initially planned, 3 miles in length.*

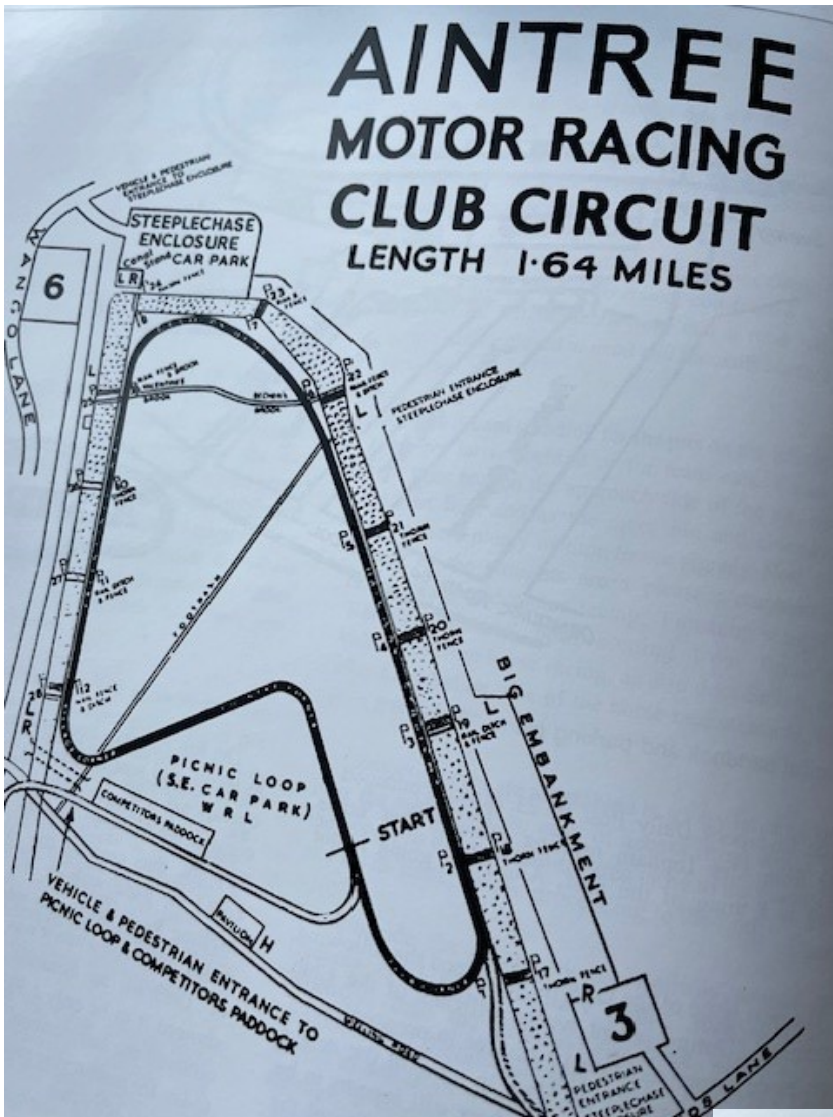
After overcoming local opposition the building of the circuit began in 1954.

It was very closely followed in great detail by the BARC Gazette who published full details of progress or non progress each month.

On 20 May 1954 the first cars were allowed on to test the track.

Flagged off by Mirabel, the 1st driver (chosen by a toss of a coin) was Ken Wharton in his BRM Mark II v16 followed by Reg Parnell in his 2.5 Litre Ferrari 500/625. They were joined by several local racing drivers to do test laps. These laps, and the 1st race meeting were run in an anti clockwise direction. (like the horse racing) They reported that the track surface was good, but there were too many slow corners, a criticism that voiced often.

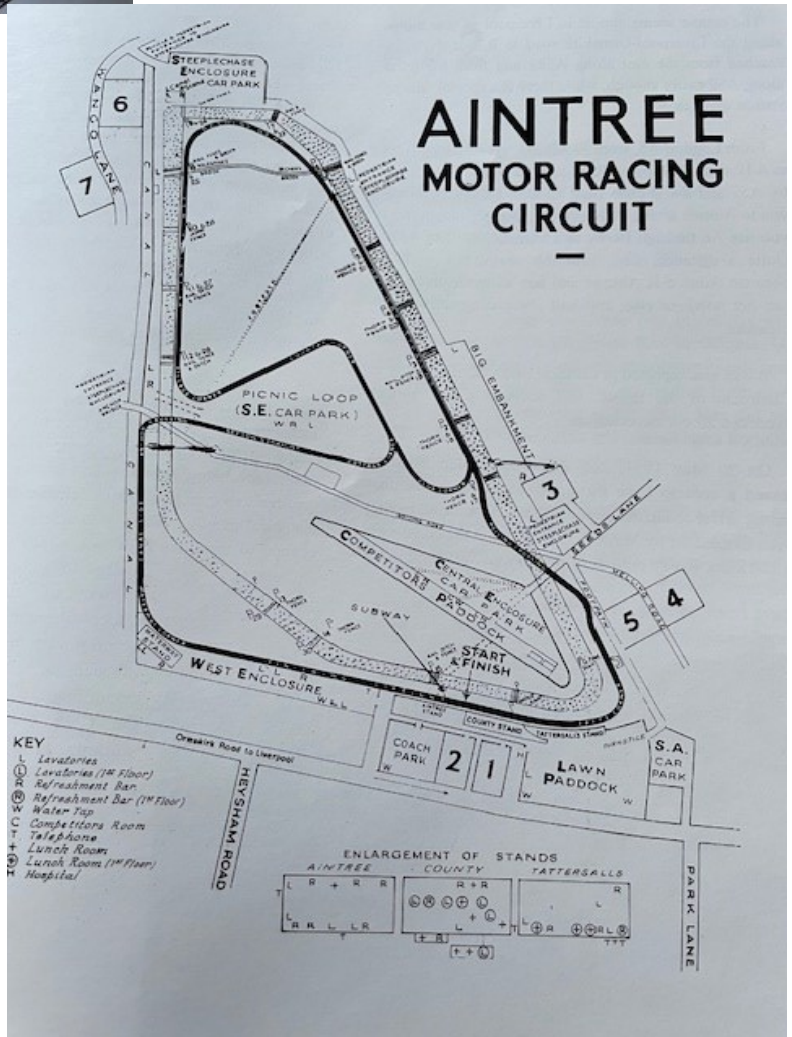




The construction of the 3 mile circuit was awarded to Tarmac Ltd of Wolverhampton.

Started in January 1954, it was to be finished in time for the 1st meeting 29 May 1954.

There were 150 Labourers who worked around the clock under flood lights to get it finished in time, at the cost of £100,000.



The Final Plan of Aintree Grand Prix Circuit.

What the maps don't show is the working farm on the infield, which was working up to the mid 1970s

So on 29 May 1954 Aintree Race Circuit had its first race meeting—Aintree 200.

It was a 5 race meeting, the 1st race, after Mirabel & Earl Howe in his Aston Martin DB2 officially opened the circuit, was a sports car race. This included 9 Jaguars of which 7 were C types, so unsurprisingly Jaguar took the 1st 5 paces. The 200 race referred to the 2 heats & a final making up 200 miles for former Formula 1 & 2 cars and the last race was for 500cc cars. All of which was done anti clockwise in very wet conditions.



The 1st Grand Prix to be held at Aintree was on 16 July 1955.

It was won by Sterling Moss in a Mercedes, with Fangio coming 2nd also in a Mercedes, in fact Mercedes took the first 4 places.

It was an exciting finish which Sterling Moss won by a matter of inches, with an average speed of 86.47mph and fastest lap of 89.70mph.

Other Grand Prix held at Aintree :-

20 July 1957 Grand Prix d'Europe

Winner - Sterling Moss (Vanwall)  
avg 86.8mph

18 July 1959 British Grand Prix

Winner - Jack Brabham (Cooper Climax)  
avg 89.88mph

15 July 1961

Winner - Wolfgang von Trips (Ferrari Dino)  
avg 83.91mph

21 July 1962 British Grand Prix

Winner - Jim Clark (Lotus Climax)  
avg 92.25 mph

There were also several non world championship F1 races held over the years it was open.

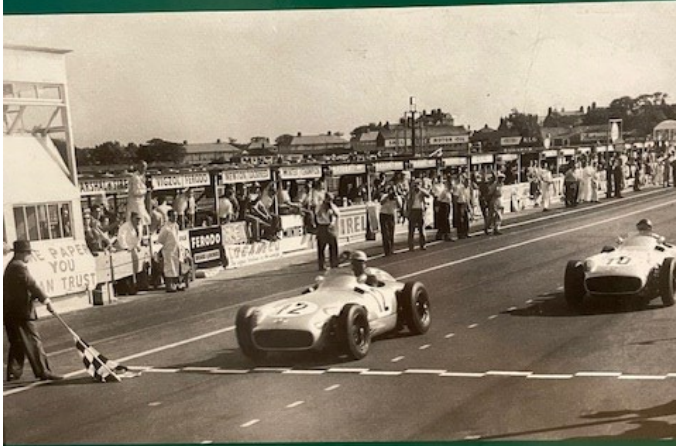
In between these the full Grand Prix circuit was used for many Aintree 200 races, which many of the F1 drivers like to take part, but the last race on the full grand prix circuit was held in 1964.

55 Club race meetings were held on the club circuit between 1965-1982 when the final meeting took place.

The Club Circuit still hosts motorcycle races but the car events are now confined to sprints and track days, run by enthusiasts for enthusiasts.

# The unfulfilled dream

*The story of motor racing at Aintree*



— By Tony Bagnall —

Foreword by Roy Salvadori

My thanks go to this book which gave me a lot of the detail for this article, its an interesting read.

## AINTREE ANTICS!

by BETS



From the 1st Grand Prix programme

More humour from a 1954 Aintree race programme.



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PIG RACING  
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Didn't we have a lovely time the evening we went to Rode Heath.

7 of us bravely headed south for some Pig racing, not knowing what we had let our selves in for. We had a walm welcome from all at the Potteries specially Bob who had talked us into going.

The Pigs were painted boards that you had to get to walk towards you by pulling on a rope.

Not as easy as you may think.



Bob had it all worked out and everyone had a go, if you wanted to or not. There were 6 races & a final. Jan got to the final on a wild card, (or was that wild pig) but failed to win...

We got to bet on each race and even a chance to buy a pig in the final, we bought Jan's pig in the final, we assume it had a lame leg or something!

The evening raised just under £1000 for NW Air Ambulance & Blood Bikes and was a lot of fun.

Barry won his heat, but was knocked out in the semi final.



## Events

We don't plan to have a designated events organiser on the committee, this is a joint effort! If any member wants to organise something, please go ahead! Just run it by Angie or Steve first to make sure it doesn't clash with anything else we are planning.

April	4	Start of Thursday weekly classic car meet at Billy Jean Café just of A55 Holywell
	6	Rolling Road Day (places available)
	9	Club Night
	21	Drive It Day
May	12	<b>Candles Run</b>
	14	Club Night
	26/27	<i>Capesthorne Hall</i>
	29	Evening Run TBC
June	11	Club Night
	16-20	Llanerchindda Farm
	26	Evening Run TBC
July	9	Club Night
	14	Caewys Car Show <b>Club Stand</b>
	21	<i>Capesthorne Hall</i>
	28	<i>Bodryddhan Hall</i>
	24	Evening Run TBC
	26-28	Oulton Park Gold Cup
	28	Frodsham Car Show
August	11	NCCCC Car Show, Claremont Farm <b>Club Stand</b>
	13	Club Night
	25/6	<i>Capesthorne Hall</i>
September	1	<i>Arley Hall , Cheshire Classic &amp; Performance Car Show</i>
	10	Club Night
		North Coast 500

Plus evening trips or Sundays with meal; see website or Facebook page for details.

WANTED YOUR CAR PHOTO IN POTRAIT TO USE AS COVER PHOTO, OR YOU WILL HAVE LOTS OF MGC COVERS.....

## Forward planning/possible events

2025

- Jun: Gordon Bennett & Ireland tour
- Sep: Fat Lamb & N Yorkshire tour

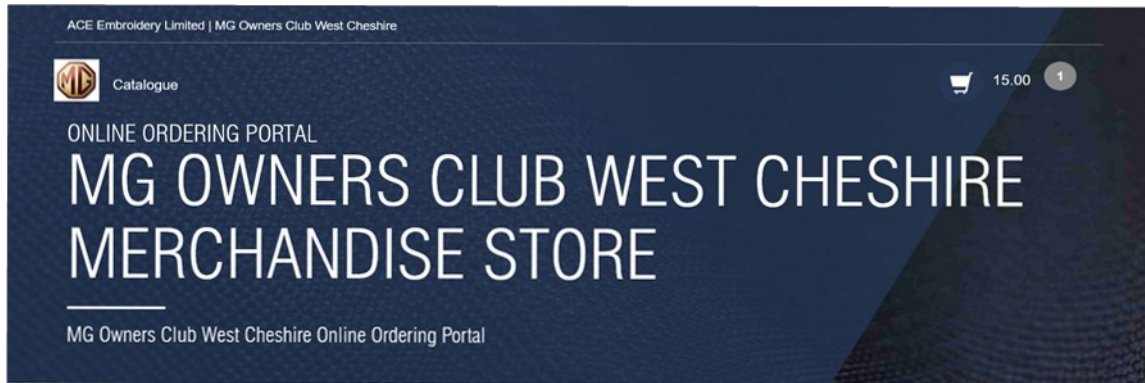
2026

- Jun: Irish Tour
- Sep: tbc

2027

- Jun: Mid Wales Tour - club organised
- Sep: IoM classic car event

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