



TRIPLE M REGISTER INFOLETTER

INFOLETTER 34

August 1975

It would appear that someone else managed a night in from the garage last winter! Nigel Watts has become the proud owner (sorry Dad) of a little girl, also both Phil and I have our own 'little blowers', we are now all practising the art of 'octagonal bottle stuffing'.

Anyone who went to Silverstone will know that it was once again a great weekend, a really good MMM turn out made it all the more enjoyable, I'd never seen a 1934 K3 before, at least not in its original form, a very, very pretty and functional racing machine. I'm still wiping the saliva away. Andy McLennan drove Dermott Reynolds J/P special, with a fastest lap of 120 - he certainly found the right line round Silverstone. Some of us think that the handicapper had been got at, at one stage I was giving 5 secs to Colin Tische's J4 (ahhhh..).

Outside of MGCC events the MMM racing lads have been hard at it at USCC Oulton Park, bringing two Firsts, a Second and a Third - it's all good for upsetting the Nash's and Austins. USCC Silverstone brought another rash of results in our favour, due mainly to some very high speed motoring by Colin Tische in the J4, which incidentally Colin says he has detuned slightly to give more reliability, he only uses 7500 revs, now and 20 psi of boost!

I have just received a letter from Doctor Robertson in Florida, it appears that the running boards made it, and in the cause of originality, they were rescued from their rusty state, they can now be seen on a 2 seater NA around the Miami area, if anyone is down that way please look them up. They would be delighted to see you - that's the Doctor and his wife, not the running boards!

Will those of you with P spares please help Bill Bates in Scotland, he has to my knowledge, spent many hours of toil on his car and has now found his cylinder block to be irreparable, just as his car had made it onto the road. His address is in July Safety Fast.

I must close now, the baby wants an oil change, no, not Castrol R; - mind you, I wish it had the same smell, he much more pleasant! We're all off to Welsh Wales for the USCC meeting at Llandow, it's a track well suited to our cars, How about some MMM support in the car park, no excuse for those of you down there.

Last, but not least, has anyone got any M cylinder head gaskets, I'm no running on a borrowed one by courtesy of Rosemary Burke, please contact me if you can help.

Yours octagonally,

NIGEL MUSSELWHITE.

We seem to be in the middle of a very good year for MMM machinery, with many new cars being encouraged out of the lairs, and competing in MG Car Club events in good numbers, and even venturing out into other people's meetings and doing well, as well as turning up in their hordes to static gatherings. One of these latter was the Brooklands Society Annual Track reunion. This year it was restricted to Brooklands

Society members, together with an invitation to pre-war MGs which was taken up by about 20 MMF cars. A great deal of the bank has been cleared and to be taken round the banking in Colin Tieche's J4 was a frightening experience. The steepness at $\frac{3}{4}$ up the banking is such that you think you are in one of those swing boats at the fair, it is so unreal. Later during the day 'demonstration runs' were given by a lot of us who'd been passed by the scrutineer and again I passengered for Colin Tieche and was amazed by the acceleration as we left the start line in company with other cars who were hardly $\frac{3}{4}$ down the runway when we were finishing! Many people were trying out friends' cars and the whole atmosphere was very relaxed, probably helped by many of the Brooklands fraternity being there, and reunited with their cars and friends.

We spend a great deal of time with Cecil Kimber's daughter, Joan, who was absolutely thrilled to see so many of her father's cars preserved, and to tell us of all the friends she knew of her father's who to us are just names. She remembers being driven in the Corsica bodied blown KI that her father had specially built, and doing 100 mph in it near Didcot. The story I like is of the girls being taken in to the works to play to give their mother some respite; parts were moved about in the works on steerable trollies, and the girls used to race these down the ramps from the second floor! Nobody could complain about the daughters of the Managing Director. Cecil Kimber was always a perfectionist, and sometimes after the racing mechanics had worked all night on a car, he would come in first thing in the morning, and if he wasn't satisfied he'd tell the weary mechanics to take it down again. This goal of perfection must have affected the whole works and accounts for much of the success of the MGs in the 1930s. We hope that we can persuade Mrs. Joan Cook to come to our meetings so that through her we can savour some of the attitudes and aspirations of those memorable days.

I'd like to thank those people who have taken the time to put down some hints for passing on to the rest of us. Ewan Harris has had overheating troubles with his FI tourer (and that is the only MMF model with a fan!) Over the years he's tried cleaning out the rad and block with flushing compounds without much improvement. It was when he looked at the air side of the radiator core that he noticed it was covered with an oily dust, which was cleaned off in a garage bath of trichlorethylene or similar degreasing fluid.

The other day I had a curious experience. We were all set to take the ND and the Allingham to the Brooklands reunion, and had got the cars out of the garage, but when we went to go, the ND wouldn't turn over. It was unmoveable on the starter, so we tried to push it along the road to get it to turn and with 3 or 4 of us pushing could get it to turn over, but very jerkily. Discretion won the day and we left the ND. On stripping it down the next day we found phosphor bronze or copper sediment all over the cam stands and cylinder head. From this I reckoned that one of the phosphor bronze driving gears had broken and jammed, either the oil pump gear or the water pump gear. So the dynamo had to come out, and when I put it on the bench, found that it was solid. So I took off the cover plate to find that all the copper windings had come apart and had been chewed up. They had dropped to the bottom and gradually been chewed up so fine that they had come out via the bottom bore and hence been circulating with the engine oil. This must have been going on for some time and had siezed finally when the bottom ball bearing of the dynamo had become full of copper windings.

Brian Fogg follows up the note I made about the oil housing being sealed under the vertical drive. Brian had the dreaded leak and despite a rebuilt pinion, lip seal etc., oil still came out. One day with the rocker cover off oil was seen spurting up from the front drain pipe. Brian puts this down to pressurisation of the oil drain pipe because its discharges right by the oil pump/distributor gear. Hence if the oil hole from the head is reduced Brian reckons that the vertical drive housing becomes pressurised and so forces oil out of the annulus by the vertical drive fork, but only if the cork seal in the bottom of the housing is not air tight as well as oil tight. Also his leak stopped when the 'Blower' shim with reduced hole was replaced with a normal shim with standard sized hole. This is very interesting, and being one of the major problems with our cars, needs resolving; so please can we hear from any of you who can add any further information to what we already have.

John Seymour-Howell send us the following valuable information about chassis restoration. The standard words of wisdom on this subject are those of Wheatley and Morgan in their book 'Restoration of Vintage and Thoroughbred Cars', but a few points applicable to our cars are worth making.

After a severe front end impact, cracks that are not obvious may be found in the front engine mounting cross tube at the cutaway in the centre casting, and at the end flanges around the bolt holes. Equally, I have found cracks in the bolt lugs of the front spring trunnion boxes and even a completely fractured front spring attachment pin which only showed up months after the shunt, by working itself half way out after a long run.

Providing you have a strong enough garage and a good deal of desperation, it is surprising how much side member distortion can be corrected in the vertical plane with the aid of an ordinary screw jack and some hefty baulks of timber. The general principle is to rest the chassis on edge against the wall with a wooden block placed on either side of the maximum bow, at which point should be driven in tightly fitting block between the flanges of the side member, to prevent a tendency to collapse during the next stage. Then apply the jack to this point, supporting its base with a substantial timber in contact with the opposite wall. Now jack away, progressively, until either the garage collapses or until the bow has disappeared. A good deal of overbend must be achieved in order to overcome the natural spring of the side member before a permanent deflection occurs. I have corrected a .80 inch bow by this method, which is equally applicable to distortions in the horizontal plane. However, don't forget that, in this case, attempts to straighten one side member by jacking against the other will probably get you nowhere as the reaction will probably introduce a distortion where none existed before. Always react the jack against some external strong point, not on the chassis itself (except when correcting parallelogram distortion, when you should jack diagonally, along the lesser of the two offending diagonals).

Rear spring trunnion housings are usually well worn and if the result of fitting new bronze trunnions is an undeniable sloppy engineering job, not is the time to restore the situation for another forty odd years by amputating the cross tube ends and fitting new ones. Sketches can be supplied on request.

Front spring hangers are attached by one long 5/16 diameter rivet and a 5/16 bolt through the web of the side member. Either or both may be sloppy and no movement at this position should be allowed. The first problem in reworking this attachment is usually to extract the rivet without spoiling the hole in the casting (I might add that the cause of a loose spring hanger is that the holes in the chassis flanges have become enlarged due to road shocks. No amount of hammering the rivet in an already slack joint will give anything but a temporary improvement) Firstly, centre punch the lower head of the rivet and drill 19/64 dia. to the depth of the head. Insert a suitable spigot and break off the rivet head. Make sure that the remaining drill point is concentric with the rivet diameter and continue drilling 3/16 dia. into the lower end of the rivet for about $\frac{1}{4}$ inch. Insert a pin punch and drive out. The point of this exercise is that the rivet was originally inserted into the lower chassis flange first (complete with tapered washer) and the rivet 'tail' appearing through the upper flange was then formed by machine. This sometimes gave a formed head that was not concentric with the hole and also expanded the rivet shank locally to a point where it is practically impossible to drive it out from the top. Attempts to drill the rivet out may spoil the casting. Now get the rivet holes in the chassis welded up (together with any other redundant holes). Examine the hole in the casting and check for Bell mouthing at its upper end, with the bolt that you will eventually use to replace the rivet. If the hole is unsatisfactory, bush it. Mark off the required hole position in the top flange, drill and ream to size. Try the fit of the casting using the bolt through this hole, which should result in the casting fitting snugly against the web of the side member. Now insert a suitable short sleeve or bush into the casting hole and drill through the lower flange using the sleeve as a guide. Open up and finish ream through the whole joint. Temporarily bolt up (using the original tapered washer) and turn your

attention to the remaining hole through the web. This will be oversized and probably misaligned. File out the discrepancy and ream to the next standard oversize for a new bolt ($\frac{3}{8}$ is a likely size).

Having just read Phil's observations about loose King Pins (Infoletter 33) I would comment that you don't have to find another axle. I had the same problem with enlarged axle eye ends and overcame it by reaming them $\frac{3}{2}$ oversize and pressing in a steel bush with a 2 to 3 thou. interference fit. The bore of the bushes will be reduced by a thou or so after pressing in so if the bushes are made a close sliding fit on the king pins before installation, this will result in a slight reaming or lapping allowance to achieve a close fit on installation. King Pins on the P type are nominally $\frac{3}{8}$ diameter, but they do vary by a thou or so, and it is therefore advisable to finally size the bushes holes by lapping to suit the actual king pin you intend to install rather than relying on a 'standard' reamer to give the right answer.'

Tony White (Turk House, North Street, Somerton, Somerset) has a J2 'bitza' with body kit for sale.

Barry Foster (25 South Street, South Petherton, Somerset) is tackling a monumental restoration of his newly acquired C type and requires the following parts, a J head, rocker gear, block, sump, P or C front and rear housings, dynamo, starter, radiator mounting bracket, H type radiator and core, F/J clutch, D/J/F propshaft, D/F steering column, 12" brake parts, P type diff unit with C.W. & P., rear axle mountings brake crossshaft assembly, 4 cylinder magneto (clockwise) instruments, D/J rocker cover, 4 L/K 7mm rods, P/J oil pump and any original C type parts.

John Taylor (Weigh House, 101 Coldhams Lane, Cambridge) has for sale a spare parts list for the J type in reasonable condition, also a scruffy copy of Blower's Workshop Manual and a fairly good copy of the Y type owners manual. In addition he has the following brake linings: Mintex MMT MG/3/1 (0 no) Perodo PR MG/11/1 (5 No), MR 5L/18/1 (4 no), MR 4L (3 no) MR 19H1/7/1 (1 No) and MD/26/1 Don BS5 (2 no)

Peter Robinson, (64 Moor End, Spondon, Derby) requires a P type oil filter body and clutch plate, also the oil pipes which run from the pump to the filter, and from the filter to the cylinder head.

Joseph Wanty, (41 Rue de la Paix, Petange C-D de Luxembourg) is restoring a cycle wing J2 and requires a complete braking system, handbrake rolling bar, cables etc, he would also like to find a whole chassis minus engine, gear/box and back axle.

J.M. Morsburgh (Crayland Farm, Tandridge Lane, Lingfield, Surrey) requires a set of layshaft gears for his 1936 PB, his 2nd gear is badly worn on the internal mesh, also the internal mesh

J.K. Padden (99 Wansley Drive, Leeds LS7 2LU) requires for his NA 2 seater bucket seats, hood frames (sketches will do) and rear mudguards.

Colin Cooper (33 Hawthorn Road, Bamford, Rochdale Lancs) has some MM spares available to members. J alloy diff cage, 1 nearside and 1 offside knock on spinners, L type Rotax distributor with mounting plate (no cap), L type Crankshaft and 1 centre main bearing, L type flywheel and clutch complete, M type head with valves/wsprings cam carriers (no shift or rockers) PB 4 oil control rings (standard 60mm) new, 4 x 12" brake shoes, rear, with handbrake mechanism for hydraulics, good linings. M type rear axle casing with 1 hub (bearing carrier) J type 1 x 8" backplate, 6 x cast all 'U' brackets for prop/body mounting - as new, Lucas Magneto 4 cyl. excellent - needs rotor arm. PB engine - fully rebuilt and un-run. Has blower inlet and stripped dynamo. No exhaust manifold or starter, otherwise ready to go. Howould sell everything above (except the engine) for £75 as a job lot. Will quote individual prices to any enquirers.

This Infoletter we have been looking at the latest reproduction leaflet from Nick Sands, which never cease to amaze me by their quality and authenticity of colour. This one covers the M type and must consequently be one of the very first publicity brochures for MGs. This one is 4 wised with a full colour picture, by Connolly, of the '8/33 MG Midget Sports Two Seater, £105', and another of the '8/33 MG Midget Sportsman's Coupe, £245', only one of which I have ever seen. A whole page is given up with the specification, whilst the various colours available are given and also covered are the earliest competition successes of the M type. This is another slice of MG literature that all MEM members should possess and as only a few of these are produced even now, the £2 that is currently being charged is very good value, considering photographic costs have gone up like everything else. Please send your £2 to Nick Sands, 58B Poplar Grove, Maidstone, Kent, making out your cheque or P.O. to C.K. Spares Co.

John Adams has one of the brand new P type cranks that were produced a year or so ago; he is now prepared to sell it to a fellow enthusiast. It is an EN 32 steel with 1 1/8" journals for Triumph Bonneville con rods.

A late entry from Ian Davison (23 Wodeland Avenue, Guildford, Surrey) he has for sale a standard J2 crank with rods and pistons, a fairly good J2 body with swept wings, and a PA bottom end, with reground crank, reinstalled, only needing balancing before assembly.

I am intending to have a stall at the coming Beaulieu Autojumble, and would be prepared to sell any parts for MEM members on a sale or return basis.

A snippet now from 1934, when MGs entered a team of Magnettes for Mille Miglia for the second year running. This time they were not so fortunate as in 1933, but still an excellent event.

The Inside Story of the 1934 Mille Miglia

Last year, in favourable weather, the victorious MG magnettes set up a new class record over the course of the classic Italian 1000 miles race. In the VIIIth 'Mille Miglia', which took place this year on 8 April, an MG Magnette broke this record by a whole hour, in spite of the torrential rain which fell from start to finish.

Count G. Lurani and C. Penn Hughes driving a supercharged K3 M.G. Magnette averaged 58.98 mph including all stops for the entire distance. They had wet roads all the way, to say nothing of severe fog in many places, which did not help matters when it came to crossing the Apennines. Although the conditions were very much against them, they had an absolutely no-trouble run throughout.

The 1100 cc class consisted this year of eighteen of the new super-sports Ballila Flats, one Maserati and four MG Magnettes. Three of the latter composed the official team, and were driven respectively by Earl Howe and his mechanic Thomas, Count Lurani and C. Penn Hughes, and Mr. & Mrs. E.R. Hall. The fourth, entered by Herr Fork, the German driver, was the identical car with which Nuvolari won the RAC Tourist Trophy in Ulster last year.

While the Flats had to be reckoned with because of the sheet weight of their numbers, the most deadly adversary of the MG team was Maruffi in the last word in Maserati racers. A magnificent driver, he had, it was whispered, a car with a phenomenal performance. Weighing only 15 cwt, and fitted with the same brakes as the 3 litre model, it was tuned to give the last ounce of power. All around the course spares were waiting for him should anything go wrong, whereas the MG cars had to carry with them all the spares and tools they were likely to require. The question was, could the Maserati stay the course?

A plan of campaign was decided upon. Lurani and Penn Hughes, in the first MG to start, were to keep going steadily but fast, taking no chances, waiting to take up the gage should either of their team-mates fall by the wayside. By allowing

Taruffi to overtake them after a short struggle it was hoped to give him a false impression of their capabilities, lulling him into a sense of false security, so that he might be tempted to take things easily. E.R. Hall, with Mrs. Hall acting as mechanic, was to keep going at speed, having started two minutes ahead of his rival, while Lord Howe who started eight minutes later, endeavoured to overhaul the Maserati.

At four o'clock on the morning of Sunday 8 April, the race started in pitch darkness and pouring rain. One after another of the cars went off into the darkness, the road showing black and slippery in the rays of the headlamps. At intervals banks of fog drifted across the course, obscuring all landmarks. The plot worked famously. The leading MG maintained its steady high speed with a lot of power in hand. Hall overtook it, feeling quite at home in weather reminiscent of the North of England. At Bologna, 150 miles from the start (the course was longer this year), he had gained three minutes on the Maserati. Lord Howe put up an epic performance, making up eight whole minutes on the Italian so that he roared into Bologna on his heels and overtook him directly afterwards. This, I think, proves pretty conclusively that the MG Magnettes were the faster cars.

I was an eye-witness of the next stage in the fight. I had spent the night in a little Inn high up on the Futa Pass; all night long I had seen the flicker of headlights on the wall and heard the swish of tyres on the rain-soaked road as spectators went up to the vantage-points in the mountains. Slowly the dawn came, and with it a white blanket of mist. A right angle bend not fifty yards from where I stood was completely obscured.

Then a hush fell on the scene. The little group of villagers beside me ceased to chatter. Suddenly the silence was broken by a distant bugle call, which was taken up and repeated by a carabinieri standing on the rock. The notes echoed away up the mountain.

Now we heard a sort of vibration in the air, which grew into the whistling roar of a supercharged engine. The note rose and fell as the driver accelerated and braked between the corners. Then out of the mist came a small green car, an M.G. Magnette, with Eddie Hall, wearing a rain-soaked linen helmet, at the wheel, looking as comfortable as if he were at home on the Yorkshire moors. My stopwatch clicked. Four whole minutes passed. Again the bugle sounded. In the growing light we made out another green car, a second MG, here was Lord Howe, determined of jaw, cornering at speed on the slippery road while the faithful Thomas leant far out like a racing side-car passenger. Two MGs leading!

'Taruffi!' - The villagers yelled with excitement, for there, close on the Englishman's tail, was a low, red car. The Maserati!

A quick glance at the list of starters showed that the Italian had lost four minutes to Hall and more than eight to Howe. As the mist rose I looked across the valley, over the roofs of Lojana, and saw Howe's car speeding up the zig-zag mountain road, the red Italian racer still a little distance behind. Another cry of 'Emma Jay' made me turn. Ah! Here were Lurani and Penn Hughes, well up on schedule the latter obviously so comfortable and happy in the mechanic's seat that he turned twice and waved to us, grinning cheerily.

Folled a multitude of Fiats, then the 'big stuff' Tadini, Nuvolari, Chiron. When they had all gone we drove back into Bologna. We heard that 'Lord Howe has had a terrible accident and Hall's car is on fire'. Bad news travels fast.

With my heart very full, I went very quickly to the outskirts of the city, past the two odd, leaning towers, to where a banner proclaimed the MG pit. McConnell, the pit manager, was on the 'phone - how he blessed the telephone that day! and when he had finished he told me the true facts.

Thomas himself had rung up. He was quite unhurt, but Lord Howe had a lacerated arm and a cut forehead. He was in hospital in Florence, awaiting an X-ray exam.

Apparently Taruffi had driven at terrific speed down the other side of the Pute and had got in front of Howe. The latter was chasing him down the winding road when a bank of fog, drifting across the road, blanked out everything ahead. In the swirling mist Howe suddenly found himself facing a wall at a right-angle bend. He tried desperately to save the car, but skidding on the wet road, it went straight for a telegraph pole. The pole broke in half and fell on the driver's head, knocking him out. The car, with supercharger smashed and front axle torn off, scraped along a wall until its impetus was exhausted. Howe's life was saved by his crash helmet which was split from back to front.

Howe had gained on Taruffi's Maserati, even over the wild mountain roads, may be judged from the fact that, despite the delay of having to refuel, he still had a lead of two minutes when he reached the MG pit at Siena! He had filled up with ordinary Esso, on which the engine ran perfectly.

Only 27 kilometres beyond Siena, when car and driver were at their best and confident of success, Hall was overtaken by the cruellest ill-luck. The oil pressure gauge started to do funny things. Mrs. Hall sprang out of the car and found water spurting from the crankcase breather! She thought the cylinder head gasket had gone, but was mystified to find that the sparking plugs, when examined, were dry and the engine was firing perfectly. Anyway, there were no gaskets nearer than the Perugia pit, so Hall left his car and, with his wife, was given a lift back into Siena in an ambulance. Hence the rumours that they had crashed.

The real cause of the trouble was extraordinary. A core plug in the top of the cylinder head casting had come loose, allowing the water to leak into the valve gear and start circulating with the oil! Anyone who knows how the core plugs are fitted will agree that this is just about the most unusual trouble that could possibly occur. It is a tribute to the sportsmanship of Mr & Mrs. Hall that they never 'grouched' over their ill luck, although it must have caused the greatest disappointment either of them had ever suffered. When I saw them a few hours later in Bologna they were as cheery as ever. So Lurani and Penn Hughes were the sole survivors of the MG team. Their car was running perfectly. They had a substantial lead on the fastest Fiat. But their restraint in the earlier stages of the race, obeying team orders, had caused them to lose so much time to Taruffi that they had no hope of making it up. Their only hope was if the Italian should be delayed by trouble.

Fork retired at Rome with rear axle trouble. Thus only one MG was left, but, thank goodness, it was running splendidly. In spite of their 'safety first' driving, the MG crew were only 34 minutes behind and in the next 500 miles a lot might happen!

But fortune rode with Taruffi. Nothing could stop him. I saw him roar into Bologna, mud rising in fountains from his wheels. The MG came. We sponged the drivers' faces and forced a little food and drink down their throats. Lurani took over for the last lap.

And so, as dusk settled over the land, the little green car set off on its last stage. Rain fell miserably as, indeed, it had fallen all day. I tore across country - 130 miles - to Brescia, getting there just as Taruffi dashed across my bows as if the race were still on! But he was only driving to his hotel!

Penn Hughes and Johnny Lurani came in. Wet through they were, but cheery and frash as paint! What a tribute to the comfort and stamina of the Magnette! They were second in their class and well up in the general classification. One cannot always win. This year fortune did not favour the cars from Abingdon. But they nevertheless acquitted themselves honourably, and one at any rate with distinction, in the most gruelling race the world has ever known!

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The Eddie Hall K3 is now in Australia owned by Philip Vickery, whilst the Lurani/Penn Hughes is the single seater J.H.T. Smith car. The Fork car is K3003 which was

just out again at the April Brands meeting, being the Eyston/Lurani car of the 1933 Mille Miglia.

Competition Notes - Andrew Smith

So you thought you were safe, eh? Reading the Infoletter and not Safety Fast, eh? Well, you 'orrible little back sliders, you, you're not see! When I say 'Everybody out competing!' I mean it!!

Apologies for the severe attack of the 'Windsor Davies' above, but no doubt you all got the point. The Infoletter comes out quicker without the two month delay before anything appears in Safety Fast and so it is really a better medium for retailing my sort of material which changes quickly from month to month. To get things going, I enclose the latest 'Car of the Year' positions, which illustrates what I mean about rapid alterations, for Steve Dear has shot from oblivion to stardom at third, all in the course of one letter (and the back of the envelope too). This also should encourage everyone who enters the occasional event, but does not submit C.O.T.Y. claims for it is really surprising how totals add up, and since everybody is limited to the ten best scores achieved, by the car so the people who choose to do more events have little or no advantage. To assist your choice of competitions my current list of meetings in the near future is as follows:

<u>Date</u>	<u>Event</u>	<u>Type</u>	<u>Remarks</u>
10 August	M.G. Beaulieu	Concours, Gymkhana	Beaulieu - enough said?
17 August	M.C.CC Curborough	Sprint	MMM on pre 1939 chassis
30/31 "	M.G.C.C. Huckling	Concours, Gymkhana	Small and very friendly event.
30/31 "	M.G.C.C. Denmark	Race, Sprint, Slalom	Entry forms available
30/31 "	Phoenix Park, Dublin	Race	Assistance with expenses offered, but full details being obtained.
7 September	M.G. Donington	Gymkhana, Autotests	Replacement of Race Meet.
13 "	Brighton Speed Trials	Sprint	May be cancelled for financial reasons, but if not, this is a good meeting with enormous variety.
21 "	MG Wiscombe	Hill Climb	An interesting hill, a site nearly as pretty as Prescott. What more can one want?

All of these meetings except Beaulieu were still open for entries at the time of writing, so it is not too late to contact me for details of any of them.

MMM Register 'Car of the Year' Award 1975

Positions at 25.7.75

<u>Position</u>	<u>Car</u>	<u>Register No</u>	<u>Driver</u>	<u>Points</u>
1	PB	571	Andrew Smith	73
2	J2	3	Mike Hawke	51
3	PA s/c	1200	Steve Dear	48
4	L s/c	72	David Taylor	46
5=	Ex 120 rep.	1500	Nigel Musselwhite	37
5=	J2	415	Rob Smith	37
7	ND	169	Phil Bayne-Powell	26
8	K3	300	Phil Bayne-Powell	22
9	J2		Tim Hunt	12
10	J2	437	Alan Simpson	11
11	PB s/c	2	Paul Fletcher	10
12	NA Allingham		Rosemary Bayne-Powell	7

C.K. SPARES NEWS - John Adams

If this section were a daily paper, it would be called a 'bad news day'. Not

because there's any bad news, but simply that there's very little news at all! This gives an opportunity to review again some of the items in stock that new or occasional readers may have missed.

The K half shafts that arrived some months ago are selling steadily, but indications are that demand would not warrant a further batch. There are about 8 pairs remaining, and many K owners may feel that a spare on their shelf would be a wise insurance - and investment!

The alloy rocker bushes are selling well, but with ample stock for all. An interesting tip, incidentally, is that some home-made and 'private' bushes available from doubtful sources in past years were less-than-perfect, particularly with regard to the direction in which the rocker shaft bore is offset in relation to the hexagon. This would make a nonsense of the setting procedure which calls for the alignment of a 'flat' exactly horizontally or vertically on 'P etc and J etc engines respectively. A quick test of the consistency in this respect is to slide two bushes out onto a rocker shaft 'back to back' and align the hexagons together. They should meet without any step. They should also be a snug fit on the shaft. The bushes in stock have been made by our technical adviser Colin Tieche, and are right!

The alladin's Cave of S.U. parts is now too depleted to justify a separate list, but amongst the oddments remaining are 1 x 1½" carb complete, a few 1½" M type bodies, some huge T4 and smaller T1 and T2 float chamber parts. Some needle/seat assemblies (old solid type) plus various unions, jets, screws, pumps, seals and sundry assorted miscellanea. Most are new, but a little dulled through storage, and letters of enquiry will be answered.

The price list this month is re-arranged to show both full price and price-to-members, which represents in most cases a discount of 20%. It is now even more important to quote your MGCC Membership Card No. when ordering.

C.K. Spares List

Write to John Adams, 5 Hare's Lane, Hartley Wintney, Hants, price list to MGCC members only - quote membership card no when ordering. Add 8% to all U.K. orders for VAT. Cheques to be made payable to C.K. Spares Co Ltd. Prices include post within U.K. Overseas order please add extra.

<u>Item</u>	<u>Full Price</u>	<u>Price to MGCC members</u>
J.D.M. Water jacket plates	£2.30	£1.85 pr
P.L.K.N. Water jacket plates (plain only)	1.00	80 ea
J.D.M.P. big end bolts and nuts	38	30 ea
F.J. Lower water inlet pipe (screws into block)	1.25	1.00 ea
Valve cottars	18	14 pr
M type only shock absorber transfers type 198 or 502	38	30 pr
P - 10 tooth speedo pinions	4.05	3.25 ea
KE 965 exhaust valves for P.L.K.N.	1.25	1.00 ea
Front wing/running board moulding	38	30 ea
Radiator shell/headlamp bracket rubber mouldings	31	25 ea
Centralised lubrication system unions (16 pieces)	12.50	10.00 set
'Brooklands' MG steering wheels	14.00	11.20 ea
J.D.M.C. White metal camshaft bearings	6.65	5.30 set
F " " " "	11.25	9.00 set
P " " " "	9.15	7.30 set
N " " " "	11.63	9.30 set
Camshafts for M type	32.00	24.00 ea
Camshafts for J type	32.00	24.00 ea
K Half shafts	14.70	11.75 ea
Bucket seat shells (carriage extra)	24.00	19.25 pr
Alloy rocker bushes	75	60 ea.

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