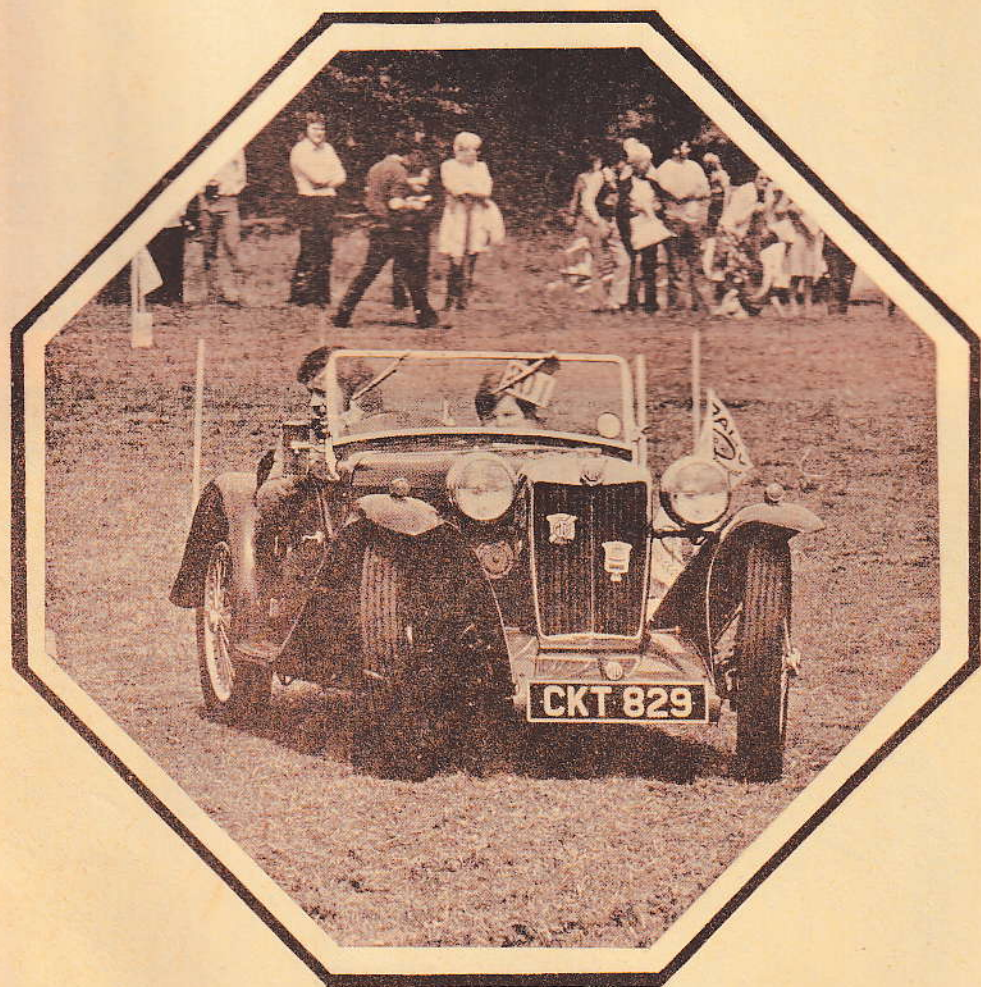




# TRIPLE M REGISTER INFOLETTER



**CAR OF THE YEAR**







MMM Mutterings from John Reid

Many thanks to all our readers for the rapid response to the request for large envelopes. Gazing at the pile reminds me of Steve Dear's comments about the variety of interpretations of a given size envelope (ref. Infoletter No.2, December, 1969!), though I hasten to add that I'm not complaining as they are all large enough to satisfy the two criteria of rapid posting and no folding - both of which will benefit the readers, with whom this paragraph started.

The 1976 Triple-M film started off with high hopes -

"Only that film which fluttered on the grate  
still flutters there, the sole unquiet thing"  
Coleridge

- but there just hasn't been time to sit down and edit all the material, though the individual cameramen have strung together their own films to make some sort of record. The lesson learnt was that planning is rather important, and also one doesn't achieve success overnight unless one has Hollywood connections.

Attention to matters MG during the past two months has been wholly clerical; this is membership renewal and re-registration time, so no spanners or copper hammers have been wielded in anger, or in any other way come to that, alas! Enough of this rambling, and over to Phil for the meat of the matter - he has already reminded me that my contribution, like the Maid, the Missus and the Mortgage is long overdue .....

Photos Opposite

<u>Top</u>	'Aramis' on Beggars Roost, Lands End Trial 1972
<u>Bottom</u>	PB Cream Cracker being hauled out of trouble. Note person pulling rope on left.

It is nice to know that our new Infoletter has been so well received by you all, as evidenced by the letters you have kindly sent. It does make our efforts in compiling, typing, printing and distribution more rewarding.

Richard Beresford, having now clinched the carlof-the-year Award for 1976, is eligible for the front page place of honour on Infoletter, and we will be arranging this.

I hope you are well advanced on all your projects so that we shall see them at the first big MG meeting at Silverstone, which has been pushed into June to give you an extra week of preparation!

For me the year's activities began with driving tests at Brooklands, this being the first competitive event to be held there since it was closed by the war in 1939, and in fact managed to recreate what must have been typical then of 'the right crowd', and no crowding'. Peter Cranage had his PB, Mike Rushton and Patrick Gardner came on M-types, and the K3 completed the MMM entry. The best test was the restart half way up the Test Hill, Patrick's M-type wouldn't reach the top as the timing was out. Other tests took place on the Members Banking and on part of the Campbell Circuit.

Incidentally, if you wish to join in the 70th Anniversary Brooklands Reunion, write to Dudley Gahagan, Malden, Seale, Nr. Farnham, Surrey. (daytime tel. No. Aldershot 23038). The reunion run by the Brooklands Society is on Sunday 26th June, and promises to be a tremendous event.

Whilst browsing at the recent Alexandra Palace Autojumble, I came across a Programme for the 1935 Brighton Speed Trials, which I duly acquired together with the printed results list for £1.80. It makes interesting -



if not exactly parallel, comparison with times produced by MMM Cars now. The runs were over a distance of a  $\frac{1}{2}$  mile, whereas they use a kilometre distance nowadays. However, for the comparisons it is best to compare the speeds rather than the times.

A P-type produced an average speed of 42mph, compared with Andrew Ritchie's speed last year of 49.7mph, whilst Ian Davidson has done 55mph in his blown PA. Back in 1935 Miss Jean Williams in the Ashton Rigby L-type managed 52.6mph, whilst Bagratouni in an NE produced a time of 53mph, winning his up to 1500cc class, whilst the NAs were doing 50mph. JC Elves in his J4 managed at the end of entering Class 9-12 inclusive, to produce a speed of 61mph only to be beaten by Miss Peggy Blathwayt in a J4 at 62 $\frac{1}{2}$ mph. George Hartwell in his K3 sped down the Drive at nearly 70mph, whilst K3003 was rather slower at 66mph, although it had full touring equipment whereas Hartwell was in the Racing Car Class and thus stripped. We shall have to improve this year. Dennis Evans's C-type gave a speed of 61mph, supercharged, which Patrick Gardner's J2/4 answers with a speed of 56mph, and John Wilkinson also at 56mph.

There were a lot of non starters, including R.R. Jackson's K3 and the Evans' Q-type, but it is interesting to see J.C. Elves in all the supercharged standard sports car classes, as mentioned, and then in the afternoon to have removed his road equipment and entered the first two Racing Car Classes, whilst Ashton Rigby entered his L-type in three of them. Those were in the days before returning on the main road was allowed. I remember doing that with the ND, carving up Brighton Corporation buses! Great fun!

Recently I have been having a lot of trouble getting road springs overhauled, the many concerns who used to do a very good service re-tempering, re-setting and replacement of

leafs, can now no longer afford to keep large stocks of spring steel and have either stopped this work altogether (eg. Carlton Forge and West London Repair) or seemed to have been taken over by Jonas Woodhead mainly concerned with commercial springs. If your leaves are o.k., then they can re-temper and reset and close up the eyes, but cannot, it appears, replace worn or broken leaves. This modifies what was written about Jonas Woodhead last time.

Our springs are sold by British Spring Co., who appear to be the only makers, the springs being sold by the name 'Duraflex'. It comes to light that these people will not now sell replacement leaves and will only tool up specially for a batch of our springs.

I wonder if any of our members can give us some further information such as alternative suppliers of replacement leaves or of complete springs (those available from the dealers being nearly £20 each).

It was noticed that a MMM registered J2 was recently taking part in a programme of 'Just William'. a photograph appearing in the TV Times. We have not yet deduced the owners name.

We see that the Austin 7 boys are hiring Goodwood with the intention of attacking the long distance 750cc records which stand very low, a good few being MG property. It is going to cost about £10,000, most of it presumably being fuel. It should be interesting to see the outcome.

Lest it would appear that the A7 boys are more adventurous than us, Bob Milton was preparing one of his R types for an attack on the shorter distances, and was using the R-types chassis and engine, fully developed in the light of present knowledge, clothed with an all enveloping body. Unfortunately this project was not completed due to his cars being sold to Syd Beer.



I'm sure it is about time we did something special to publicise the club, and to show the A7s that we have a few tricks up our sleeves. Lands End to John of Groats has unfortunately been done many times, but not yet by an MG. I think Colin Tieche's Mille Miglia Storica run was the last example of us tempting the fates. On a slightly more personal and less enterprising note, some of us are looking into the idea of going across to Germany to compete in the Nurburgring Vintage racing in August.

Sorting out my drawers the other day I found spare copies of the Vintage and Triple M bulletins that may be of interest to someone. They are No.24 (May/June '66), No.27 (March '67), No.30 (June '67), No.32 (June '68) and No.33 (September '68), also 4 Vintage MMM and T Register Newsletters - £4 the lot.

#### Tips and Hints - from members

When putting your diff. in the axle casing it is a good idea to use RTV Silicone rubber as the gasket between the matching faces as it takes up any unevenness in the axle casing flanges, preventing loss of the oil. It should be wiped off after the joint has been bolted up with a petrol soaked rag. Also the rear cover plate to the axle should be done as this also distorts. There are many other gasket joints that can usefully be sealed with this excellent jointing material.

VHT Sperex as used for exhausts will stand up to various methods of removal, but recently I found that if it was heated up the Sperex was easily removed with a petrol soaked rag.

Stephen Ellis tells us that the Silentbloc bushes for the front of the N-type rear springs are used on the Reliant Scimitar, the part No. is 200047, which has a  $1\frac{1}{4}$ " O.D. and a  $\frac{5}{8}$ " I.D. He also reckons that he can get MMM road springs at trade prices. (Hope he does not suffer from the problems mentioned earlier!)

Wombolts (97 Arthur Road, Wimbledon, SW19) can supply bolts, nuts, washers, studs etc. in BSF, BA, Whit., and others. They come in various packs, No. 1 PACK contains about 300 items, mainly in sizes from  $\frac{1}{4}$ " to  $\frac{3}{8}$ ", with bolt lengths up to 5" long.

PACK No.2 contains about 750 items of a greater selection and quantities than the No.1 pack, as well as some smaller items up to  $\frac{1}{4}$ ", and studs up to 9" long in various diameters.

PACK No.3 contains about 1750 items, as pack No.2, with some larger bolt sizes, and nuts up to 1".

All packs include various washers, and the stock is all unused, surplus or end-of-line purchase, although some parts may have some slight rust due to being in parts bins. The prices are No.1 pack £3, No.2 pack £7, and No.3 pack £13.

In addition, they can now supply stainless steel nuts and bolts. For £25 you get 65 bolts each with a nut and two washers to fit, in  $\frac{1}{4}$ ",  $5/16$ ", and  $\frac{3}{8}$ " with lengths up to 4".

Also available are brass woodscrews, in two packs, with roundhead, raised and counter sunk heads, from  $\frac{3}{8}$ " to  $2\frac{1}{2}$ " long. Pack A, at £7.50 has about 800 screws, whilst pack B has about 2000 screws at £16.

The Car Hood Co. (73 Southern Row, Ladbroke Grove, London W10.) can do PA/B and J2 hoods in Pvc for £25, with a fitting charge of £6, they require your old hood or car for a pattern. They can also do other models on application, also tonneaux as long as they can have the car for fitting. Sidescreens can be recovered, and they also renovate old or damaged seats, carpets, door panels, headlinings, hoods and tonneaux. Double duck can also be used instead of the PVC. There are three other centres one at 49 The Viaduct, Roxeth Green Avenue, South Harrow, 452 Holdenhurst Road, Bournemouth, Sussex, and Industrial Estate,



Station Road, Hailsham, Sussex.

Mike Hewson (Fern Royd, Witham Road, Woodhall Spa, Lincs.), has managed to contact someone who is prepared to do white metalling of con rods and main bearings, also another contact can do gas welding, brazing etc. The costs will be reasonable, so write to Mike first for these items. He also has a few of the old style oil filter elements available at £3.50 each.

#### FOR SALE AND WANTS

Steve Ellis (5 Dauphine Court, Spencer Road, Harrow Weald, Middx.), needs 4 NB long, door hinges; a right and a left hand brake cam lever, and a 2-str. hood and frame.

Peter Mace (9 Nightingale Close, Storrington, Pulborough, Sussex.), now has a K1 tourer that he is rebuilding and is short of 2 small dash-lamp bases, a black horn/dipswitch, 2 round rear lamps, windscreen wing nuts, black steering wheel, rear view mirror, cut out cover, rear sidescreens, innards of oil filter, and the sidescreen securing nuts.

For sale or exchange for the above wanted parts Peter has a pair of M-type rear wings, early helmet type; P-type rad.; PLC6 ignition/lighting switch; several sets of 12" brake shoes, 3" instrument bezels, pair of 7½" headlamps, converted to sealed beam, a P-type headlamp shell; pair of front spring hanger/trunnion boxes, 2 sets of K-type door hinges, a pair of early MMM door locks, small brown ammeter, small black ammeter, 2 P-type brake cables, P-type drop arm and a K1 tourer dash suitable as a pattern. Also in addition to the above wants, he wants K-type rear hubs and a distributor.

Nev Churcher (Jamaica Cottage, Jamaica Place, Gosport, Hants.), still has for sale for an M-type a good oil pump with gear, and a gearbox input shaft with perfect splines; for J-type he has an oil gallery plug and lock washer, vertical drive oil feed union, water jacket plates, main bearing retaining plate, bronze crankcase front housing plates/spacer.

Christopher Dew (Brookville, 21 Brook St., Knutsford, Cheshire.), needs an L/N/K sump, and

has for sale an M-type lower dynamo gear, and an M/J front camshaft gear.

John Batty (293 Little Wakering Road, Little Wakering, Essex.), requires the following L2 parts:- front valence, spare wheel carrier, speedo, switch panel and gauges, dash lights and switches, clock, horn and dip switch, archimedian petrol gauge for tank, door handles, side screens and door fittings, side lamps and rear lamps.

Len Bull (Hall Barn House, Moat Close, Doddington, Essex.), wants an NA dynamo, PA vertical drive, tapered, fork; J-type rad. shell, front apron, M-type body with wings, doesn't mind if it is rough, but must be cheap, will buy the above, or will repair rusty wings etc. in payment.

David Brainwood (4 Beaconsfield Road, Melton Mowbray, Leics. O664 4454.), is looking for a set of outside laced 19" wheels for his Fl. He has the following for sale or swap:- K-type inlet manifold, TD gearbox.

Steve Dear, our hallowed Chairman, (River Farm, Clewer, Nr. Wedmore, Somerset.), has found that his 'best' P-type crank is almost in two pieces, and hopes that some member can sell him a secondhand one, also he is in need of a decent block.

Peter Long (160 Harrowdene Gardens, Teddington, Middx.), has for sale 4 original bonnet handles, a Bluemels steering wheel, and a P-type gearbox less front plate and cross tube. He needs a push/pull switch, 2 P-type trafficators and switches, an Altette horn, and a P-type cylinder head.

Lawrence Moore (535 Uxbridge Road, Hayes, Middx.), has for sale an ENV gearbox, J-type gearbox, P-type remote control, J1/D petrol tank, D/M exhaust/inlet manifold, M/D cylinder head, various 8" hydraulic brake parts, 2 J1 doors, 2 SU fuel pumps, pair of body side irons for J1, also a pair for D-type, and as new 4.50x19" Michelin tyre, new P-type rear wheel arches, 2 complete 12" brakes. He wants a J2 in running order, also any body parts or whole body for an Fl salonette.



Warren Hocking (17 Leila Road, Carnegie, 3163 Victoria, Australia.), requires an 8-day, 2" clock preferably brown, original KN roof light, N-type battery boxes, 6-plug spare plug holder, also any KN handbooks and photos, he'd be very interested in hearing from anybody with original KN saloons or tourers.

Larry Gage (93 Frinton Road, Holland-on-sea, Essex, Tel.0255 812687.), is in need of a complete J2 engine, or block, head, sump, etc. so as to build one up.

Andrew Booth (Kestrew, Berwick St. John, Shaftesbury, Dorset. Tel.074 78867.), has the following spares available in exchange for those he requires P-type front axle, stub axle, track rods, brake back plates and shoes, rear axle casing, half shafts and hubs, P-type windscreen, Pand J-type steering boxes, N-type front engine/rad support, N-type cross shaft bottom bracket, dumb-iron tube, new M-type dynamo, M-type cylinder head, 1" SU carbs, K1 gas pump, N/KD inlet manifold, P/N gearbox bell housing, 'replica' spark plug holder, Jaeger O-100 p.s.i. oil gauge. He requires in exchange for the above a K/N dynamo, N-type cylinder head, speedo drive gear, K windscreen, hood and sidescreens, N-type oil pipes, con. rods oil filter housing, main bearing oil feed pipes, any P-type instruments, and rear wing support brackets.

Alan Witham (Heathfield, 35 Kensington Road? Halifax, West Yorks.), has a PA chassis for sale, and wishes to swop the following:-

a KD block		N-type block
a KD sump	exchange	" sump
a KD flywheel housing	for	" clutch housing

he also requires a J2 bonnet, 3 J2 water manifold clamps, an N-type front axle and stub axles, preferably with brake back plates, drums, shoes, hubs etc., a J2 clutch housing with or without gearbox, pair of J2 carbs.

Mr ? (3 Rosemount, Stobhill Grange, Morpeth, Northumberland, Tel Newcastle 611358 at work, or home 2828) has these parts for sale:- M-type chassis with springs and front and back axles, but no log book, J sump and block, noisy P-type

back axle, prop shaft, block, crank, pistons, rods and bare cylinder head. Offers.

Hugh Pearce 112 Landcroft Road, East Dulwich, London, S.E.22. requires a pair of front wings for M type.

F. Pilkington "Lynwood" Noon Sun, Great Warford, Dobberley, Knutsford, Cheshire, WA16 7AT recently becoming an owner of a PA (1934) he wishes to obtain the following spares: running boards, silencing system, steering wheel, bench seat frames, radiator badge, M.G. lug badge (spare wheel), door handles, brass door hinges, brass choke/slow running, lens for rear lamps, 5" chromed instrument bezel, rear trunnion dust covers, front trunnion dust covers, radiator to headlamp bracket ferrule, headlamp bracket to wing rubber, wing fixing bolt under rubber, engine water jacket plate gaskets, side light rubbers, engine to cabin bottom firewall seal, windscreen draught excluder, bulkhead and firewall wire and rain channel, headlamp rims, idle rods (choke etc.), speedo cable, running board readsets, revounter cable, head gasket.

B. Matthews, 40 Little Tixall Lane, Great Haywood, Stafford, is in need of the following 2 spares: blumels brooklands steering wheel, windscreen, oil pipe from sump to pump, cut out and fuse box CJF2, rain channel wiring channel from bulkhead to scuttle, dynamo, good radiator bell, rocker cover, running boards, swept wings, gearbox, sidescreens, headlamps, he has some spares for an F magna which he is willing to wop for the above, original windscreen, inlet and exhaust manifold, original bulkhead, accelerator pedal assembly, he also has a few surplus J2 spares.

David Griffiths, 29 April Close, Horsham, Sussex. Tel. Horsham 64548. Requires a nearside windscreen support for a 1929 M type. He has other type parts which he is willing to exchange for the part he requires.



Barry Foster, 25 South Street, South Petherton, Somerset, TA13 5EA wishes to swop 1 J cyl block - usable but thin water jacket + cash for excellent J cyl block. He requires 2 19" side spoke wheels 2 hobson telegauges, 2 P/N pull on switches, 1 J/P wiper motor, 1 CMJT 1-3/8" crank ball race, 1 F gear knob, 1 J cyl. head, 1 J cyl. block, 1 J rear head drain pipe, 1 J rad core (or tank/frame), 3 J water manifold clips, 1 P tecalet oil filter, 2 12" brake levers, 1 P/N gearbox X shaft collar, 2 rad. tie rod ends.

E.R. Loversidge, 19 Sawyers Arms Road, Christchurch 5, New Zealand, requires an instrument panel for M type (supposedly 1929) or a template of the correct size and shape so that he can make one, M petrol tank cap, M oil filler cap, M,D camshafts, PA or PB cylinder block, P/N oil filter elements, windscreen rubber weather seal strips, rubber moulding that goes between running board and front mudguard PA, M or D sump.

Mike Smith, 8 Bowles Way, Dunstable, Beds. LU6 3LX has for sale PA pr. rear mudguards (2 seater) with rounded ends, steering box chassis cross-member for car with Marles steering box, 18" outside laced wheel sandblasted and painted (ex. singer le Mans), brand new 400 x 18" Dunlop tyre, leaky petrol tank. PA 4 seater parts pr. rear body support irons, support for hood when in folded position, spare wheel boss, set side screens in poor condition. There is also a possibility that Mike could get made a batch of 6 PA 2 seater petrol tanks. Made in lead covered steel by a local enthusiast manufacturer, his price would under cut the price of £65-70 + VAT which has been quoted by one of the specialist MMM firms. Any one interested please contact Mike.

Triple-M Motor Spares (Timberley, Linnersh Wood, Bramley Surrey.), have the following parts available to members:-

Payen cork rear axle oil seals.

£1.75 pr.

M/C/D/J White metal camshaft bearings	£8.60
P-type        "        "        "        "	£10.50
F-type        "        "        "        "	£11.60
K/L/N        "        "        "        "	£12.75
P/J/F/L/ Phosphor bronze trunnions	£1.65 pr.
	or £2.95 for4
Hardened steel U.J. bushes for pre-1936 propshafts, with circlips	£4.40 for4
Tulip inlet valves to K3 pattern, in similar material to KE 965 K/N/P/J/L	£1.65 ea.
Original style bucket seat shells, with the propshaft cutout	£20 a pr.
New M-type PCN 0-80mph speedos, with original rim trip return, due in soon.	£19.50 ea.
New 8/39 crown wheel and pinion sets, may still be a few 8-bolt, rest 6-bolt, also suitable for replacement of the F-type's 9/43 unit.	£38.00 ea.

All the above are subject to 8% VAT, whilst  
MG World/'75 is now reduced to £4 to clear, has  
no VAT.

The J2 cranks are coming on slowly but surely,  
and are hoped to be ready in April/May, but it  
appears that a slight increase may be necessary.  
It is regretted that the camshaft bearings have  
again gone up, but this is due to the cost of  
the materials going up by 6-700%!

### MMM Competition Notes

by Andrew Smith

The sub title to this edition is "How to make  
your car scrutineer proof", and I will deal with  
the problems of gaining acceptance for races as  
generally the inspection there is more thorough  
than for other competitions. When preparing my  
car, I find it useful to envisage the scrutineer  
as being a sort of strict "MOT" tester and any  
maintenance is aimed to pass criticism at this  
sort of level.

Many of the requirements have been fulfilled at  
the design stage of our cars, so I shall deal



primarily with those items which depend on the way in which the vehicle is looked after. To start at ground level, wheels and tyres will always be inspected, and at least 1mm of tread will be required, and for races tyres must not be remoulds. The wheels should be in sound condition and the spokes will be checked for a true ring and no dead untensioned ones. Incidentally on the side laced 19" wheels, I find that it is most often the inner spokes that give trouble, breaking under the head. This occurs particularly on the rear wheels (because of the weight distribution) and usually involves spokes that point forward when in the lower half of the wheel so that it is easy to check the most troublesome ones. The wheels will also be wobbled to examine the tightness of the hub and soundness of wheel bearings, king pins etc. though normally this is done without jacking up the car.

The next step is normally to look under the bonnet, and oil leaks should not be evident (some people have been sent off the grid because of drip at the wrong moment) so that a quick wipe over the engine before reaching the scrutineer is wellworth while. In fact the whole car should be cleaned close to councours standards, as in this way a good overall impression is given which may convert a refused ticket into advice to "check so and so". About the only bit of special preparation necessary for the car will also be checked at this stage and this is the provision of dual throttle return springs. These must act directly on the throttle spindles (i.e. not via the accelerator linkage) and for dual carburettors it is advisable that there is one per instrument. With our arrangement this is easy as suitable light springs can be slipped over the end of the slow running screws and engaged at the other end on the fore and aft rod of the choke linkage - voila, job done, though it is advisable to remove any return spings on the pedal itself unless you like a heavy accelerator. The soundness of the water hoses and the exhaust system will also be checked under the bonnet and wiring may be inspected, but a probing finger will certainly look

round the carburettors and pump for evidence of fuel leaks.

Moving back into the cockpit, the steering wheel will be waggled for play and its security of its retention on the column and the column in the car. These movements may be quite violent and serve to check the whole system, in fact the only time a scrutineer has actually sent me back to repair anything, was because the hinge bolt for the steering box, on the chassis, was about a flat loose on the nut so allowing a small amount of side float on the box itself. The feel of the brake pedal will be examined, although most of those inspecting these days are rather foxed by a mechanical system in which they cannot feel sponginess or fluid leakage, and the interconnection between hand and foot brake will nearly always have to be explained. They will expect the ignition switch to be clearly marked with its 'on' and 'off' positions and also any separate control switches for fuel pumps. This marking may have to be outside the car if one runs with the tonneau in place, but a big arrow of contrasting insulating tape will suffice. The edge of any glass such as an aeroscreen should be protected with a slit length of fuel tubing or the like, though this is not mandatory.

Finally, the security of the battery will be examined as this must be firmly secured to the chassis, but original pattern batteries and carriers are already drilled for bolts through the end lugs. If then your crash helmet is in order (and I would advise anyone having one in the near future to insist on getting one with the BSI Kitemark dated 1977 i.e. BS2495 (1977)), and you have your papers in order and have remembered the one job that nobody forgets, which is to tape up all the lights to retain broken glass, then you will get your ticket and away you go.

Two things that you need not have because of the age of the car are white backgrounds to your racing numbers, and probably more important, cars constructed before 1940 do not have to have oil catch tanks for the engine breathers. This does save a lot of work, but if your engine does blow



much oil, remember you may be caught if it does drip at the wrong time.

This write up is not official but the register does have at least two scrutineers on the strength, Mike Garton and Mike Allison, and I would be glad to answer any queries or pass them on. Good luck!

### Competition Procedure

by P.B-P

This was written before the previous article came, but should complement the points that Andrew has made. So to encourage more MMMembers to take part in competitions, it might be useful to those who have not competed before, to know of the various requirements for the different types of events.

i) Competition Licence. It is necessary every year to buy an annual competition licence from the Licences Dept., RAC Motor Sport Division, 31 Belgrave Square, London S.W.1. There are three types i) RACING- for all events basically with a grid start, including handicap events.

ii) SPEED- which covers you for all events where one races against the clock, e.g. for sprints, hill climbs, autocross, autotests etc.

iii) RALLY- for all rally events, which probably won't bother most MMM people, although Len Bull did very well to come third in a 750 Car Club rally last year.

If you are beginning, you will probably choose, as most people do, to compete against the clock, so that you are on the track by yourself. Then you will just need a speed licence.

These licences are graded, the 'Restricted' licence being for beginners entering an event of restricted status, the next grade is National, followed by International. They cost more the higher the grade.

To obtain a national Speed licence (required for the Brighton Speed Trials for example), you just pay the higher fee. To obtain a National Racing Licence you must have finished in six

restricted races, in a 2 year period, without adverse report; the back of the racing licence has space for officials' signatures to be entered in after a race has been satisfactorily completed.

The present licence prices are:-

	Restricted	National	International
Racing	£6.50	£11.50	£16.50
Speed	£4.50	£ 7.50	£10.50
Rally	£4.50	£ 7.50	£10.50

So now you are prepared with whatever licence you need for your season's competitions.

2) Medical Certificate. This is required by all drivers entering a race, ie. with Racing Licences. This is automatically sent to you with your Racing Licence. You then have to arrange for your doctor to examine you and sign the Certificate after filling in the various questions. The charge for this varies from doctor to doctor, but is around £5.

3) Club Membership Card. Your current membership card is required to be produced to prove that you are a paid up member of the promoting or invited club. It isn't always asked for, but it is wise to have it.

This is all the documentation required. You must now prepare yourself and the car.

4) Crash Helmet. This is required for all events and must be of the correct type (B.S. 2495 or Shell ). They will be inspected during scrutineering of the car.



5) Goggles or Visor. These are required for all race events, but not speed events, although it is good practice to wear them.

6) Windscreen. This is either removed or folded flat, with our cars, but if it cannot (e.g. a salonette or drop head coupe) it must be laminated (e.g. Triplex) and not toughened as a lot of modern cars are. If removed or folded flat for races, an aero screen is required to be fitted in front of the driver, again of laminated glass.

7) Duplicate Throttle Return Spring. This must always be fitted, and if you are regularly racing it is probably best to keep it on all the time so that you know the feel and the response to the accelerator.

So now you and the car are prepared, and it would perhaps be an idea to take you through the sequence of events at an MG Racing or Speed event.

First of all you arrive and show your competitors pass, if one is sent to you by the organisers, to the gate marshals. Next you proceed to the paddock where you park your car in its allotted place. You must then sign on at Race Control, which is either a permanent building or sometimes a caravan/Dormobile. Here you will be asked your number, and having produced your licence, membership card, and medical certificate (race meetings only) you will sign against your name, and at MGCC race meetings are given a ticket confirming that you have signed on for the scrutineers to take off you later. You cannot be scrutineered until you have signed on.

Returning to your car, the only things to do before presenting your car to the scrutineers is to fold flat or remove your windscreen, remove the spare wheel, take out all luggage from the car, fit second throttle return spring (if not already on) and fit the aero screen. If the headlamps do not have stoneguards you should fit tape over the glass to stop the broken glass, if smashed, falling onto the track.

Queuing up at the scrutineers you can just check all the things that you should have done, Once at the scrutineers, you will be asked for your number and your signing on slip (if given one). The scrutineer will then check the whole car over to see that it is safe to race. For notes on this see Andrew Smith's notes earlier.

Once the scrutineer is satisfied, he will give you a scrutineering label or ticket which should be attached to the car so that the Paddock exit marshall can check it before you go out to practice.

Practice comes next and you may be allowed to go straight out for general practice, but more usually you have to wait for your allotted practice period. Then drive to the paddock exit and you will be let out in a bunch after the previous session is finished. There is a minimum number of laps to be completed in practice, usually three, so it is best to use the full length of your practice session (this naturally applies to circuit events, hill climb practice is often in any order, but only one, sometimes two practice runs are given).

If you are new, keep to the inside right of the circuit to allow for cars overtaking on the left. Warm the engine up, whilst getting a feel of the circuit, bends especially. Keep an eye on your rear view mirror, but once you are on a line going round a bend, it is up to the overtaking car to go round you, don't change your line suddenly in a bend, as the overtaking car has already worked out where you will be when he wants to get by and has taken a line to suit.



Once you have got a bit more confidence, start trying harder, especially at bends which change their nature as you go faster. When the chequered flag is held out at the finish line you return to the paddock by whatever route is indicated in the supplementary regulations, which are sent to you with your tickets by the organisers.

Make up your own mind about the corners, and don't be goaded into anything foolish by other drivers, even MMM ones who may be more experienced, have a different car or even different tyre pressures. Do ask other MMM members for advice if you are to unsure, as most of them are only too glad to help.

For a race you will be marshalled at the paddock exit, and then set off to do a warming up lap before coming to your allotted place on the grid. (This is posted up in race control, after practice) usually aided by the start line marshals.

Once all the cars are in position, the 3 minute signal is given, usually a board held up. At the 2 minute signal the marshalls begin to clear people off the grid, and at the 1 minute signal you must start your engine - you can do so earlier if you wish. If you cannot start the engine you must hold a hand up so that the cars behind know your problem and if it still hasn't fired up when the starting flag is about to be dropped, make sure that you have that hand still in the air. Don't get out of the car once the 1 minute signal has been given. Once the rest of the cars have started, the marshalls may try to give you a push start but failing that, you will be quickly pushed off the track to clear the start line.

Once off you will see a lot of the blue flags waved or stationary, signalling someone is close behind you, and someone is about to overtake you respectively. A yellow flag means be prepared to stop as there has been an incident ahead, you are not allowed to overtake in the sections where the yellow flag is out and may only overtake when there is a green flag displayed after passing the incident. A red and yellow flag means oil on the track, whilst a white flag shows an ambulance is out on the track. A red flag means STOP IMMEDIATELY. Occasionally, a black flag is waved at a car, sometimes with the number of the car on the flag, this means that you must come into the pits and report to the stewards, this may be because of dangerous driving or your car being dangerous (i.e. an exhaust coming off, or a wheel loose). It doesn't happen often.

After the chequered flag you return to the paddock-for some sprints and hill climbs you may be collected at the finish area and return down the track to regain the paddock.

You then put your car back together for road use and before leaving, collect your Racing Licence, if it has been left for an upgrading signature.

This is quite a lengthy scribble, but it is hoped that all the various aspects have been covered so that the newcomer doesn't feel overpowered by all the strange activities that go on at events. Let's hope this encourages more MMMembers to take the plunge.



For Continental, Vintage and Historic meetings, you will need the following:-

1) An International Racing Licence (£16.50) for which you do NOT have to have the upgrading steward's signatures as long as you state it is for historic and vintage races only. The RAC will then stamp over it 'Historic Races Only'. If you already have a Licence for the year you only have to pay the difference.

2) An 'endorsed' Medical Certificate. This is the medical certificate that is required to be completed for restricted races, but is sent up to the RAC for their 'endorsement' (costing £1.50) by their own doctors, who apparently check up on the doctor who signed your certificate and also check all the answers to the questionnaire for errors or medical implications. They then take the responsibility if anything goes wrong medically. This endorsement takes 10-14 days by the RAC.

3) An RAC 'Visa' is also required which has to be taken out for each driver and also for each separate meeting (these cost £5.50 a time) and covers you for insurance and also a few other things.

Occasionally the RAC issues a special international, historic licence covering one specified event only (price is half the usual £16.50) BUT this is a one-off licence and has to be bought in addition to your usual restricted licence. These are available 2-3 months before the event, if they are going to be issued. (This depends usually if there is likely to be a large U.K. contingent going - e.g.

the Historic Nurburgring). If you already have a restricted licence, you therefore have to pay an additional £8.25 for this special one event only licence, but by paying the difference between your Restricted licence and the International licence (over-stamped for historic races), this costs you £10, and covers you for all foreign historic events throughout the year. However, if you don't race over here, but would like to compete at say the Nurburgring, it is cheaper to buy the special licence.

BRANDS HATCH - 5TH DECEMBER - Andrew Smith

To quote Keats :-

"ah, bitter chill it was" but motor cars not hares were limping round an ice-bound Brands Hatch. Conditions elsewhere were even worse, Don Smith, over from the West Country was telling tales of freezing fog, and his blood-shot eyes on arrival proved that it was no light effort to reach the circuit. Team Squirrel was shambolic as usual, as sitting in a lay by on the A40 for three quarters of an hour, gradually freezing while I waited for the modern support car was a typical start to the morning. South of the river, though, the temperature was noticeably colder than the comparatively balmy air of the Chilterns.

The MMM entry was known to be good, and even more surprising considering the conditions, all ten cars turned up. Scrutineering was problem free, but immediately afterwards the gremlins struck, as a helpful push on Mike Garton's tank opened a split in the base.



The P types sump was removed in double quick time, but it was clear that the first practice session would have to be missed, but rapid Araldite should set in time for the second. Those cars which actually practiced did not get away scot free, as Patrick Gardner found the impossibility of selecting any gears on the Ritchie PA when the gear lever parted at the ball joint on about lap 2. Fortunately the Bayne-Powell spares were close at hand and an L lever was located at Borough Green which would do the job. Care would be required in manipulating the stick as the extra length meant that the Gardner knuckles came perilously close to the dashboard, but the car did make the grid.

Times of course means very little at this stage of the proceedings. The dry line was only one car's width round clearways and most people seemed to be about six seconds off their dry times. Even on the line it was certainly slippery, but Phil was fastest MMM, getting the K3 round in 1-13.6. A wide gap separated him from Phoebe, now sporting a blower, who in the hands of Peter Gregory was persuaded to circulate in 1-17.6. Around 1-20 was quite crowded, as two seconds either side covered four cars, from Dudley Pinney at 1-18.4 to John Wilkinson, cautious as usual with 1-21.8. Two Smiths, Don and myself shared 1-19.8, while Len Bull was a bit further back at 84.2. Ian Judd was undoubtedly the most pleased with his performance of all of us, as the M-type's effort was nearly four seconds faster than his previous best on a dry track. Martin Warner had found the KN somewhat too large and just crept inside 1½ minutes, with 1-29.8.

Of other peoples' behaviour in the second practice I can say little, for the Garton petrol tank was prepared, and he and I had

a most enjoyable struggle for ten laps or so. Forgetting entirely about handicap foxing, I found that I could make slightly over most of the circuit only to lose a bit on Paddock. Round and round we went, with me lagging from ten to thirty yards, but no nearer could I get, for when I did a slight fumble would throw it all away. When the faster traffic caught us up Mike's superior race craft showed itself by forcing me to give way to the overtaking vehicles at critical moments, and so not till the last few yards was I near enough for a direct challenge. Ah well, the adrenalin was flowing nicely, for me it was what the track is all about, and there was the race to come.

It was not to be however, as Mike had to start from the back of the grid owing to the missed practice and as a result I did not see him, though even worse luck befell when his white metal dropped out of a big end on lap 6, causing loud noises and an instant switch off. Subsequent investigation showed no other damage, the crank being unmarked.

Back in the race, I was deeply involved with John Wilkinson behind me and my sights set on Dudley Pinney and Dave Rouse in front. This all came to naught when, exploring for a bit of advantage by braking comparatively late and taking Clearway wider, an incident resulted lasting a hundred yards or more, and involved loss of adhesion at front and rear, both alternately and together. More by luck than good judgement, I kept it on the 'island', but presented John with a benefit of some sixty feet. Not content with this I did the same again next time



round, though varing it a bit by taking a normal entry, but a sharper apex got me onto the ice just the same. Thus occupied, I had little time to follow what others were doing, and so I apologise for the egocentricity of these notes. It is, though, virtually impossible to write a decent race report from the drivers seat (although it makes interesting reading -Ed.), and it would help if we could have spectator volunteers for future meetings. At the end the MMM handicap results were Ian Judd followed by John, Patrick and Len Bull, whilst the fastest lap times of our boys were:-

Phil Bayne-Powell	K3	1-11.2	
Peter Gregory	PB s/c	1-13.8	Rtd lap8
John Wilkinson	J2 s/c	1-14.2	
Don Smith	J2 s/c	1-14.8	
Dudley Pinney	J2	1-15.8	
Andrew Smith	PB	1-16.0	
Mike Garton	PA/B	1-17.2	Rtd lap 6
Patrick Gardner	PA	1-17.2	
Len Bull	J2	1-18.8	
Ian Judd	M	1-21.8	
Martin Warner	KN	1-21.8	

• Meanwhile Team Squirrel preferred the comfort of the Clubhouse bar, that's what I call assistance!

The track conditions had changed yet again for the final race, as by this time the counteracting effects of racing in drying the track and the lengthening shadows in lowering the temperature, resulted in the useable width of track being considerably greater, but conditions were more treacherous outside. For me the race was lonely, once again Dudley was my marker, but he had found an extra second a lap, whilst I could

only manage a fifth, and the wider margin showed on the track as he gradually drew away. Patrick was behind but not threatening, and lacking any drama my race time was three seconds faster than before. The more powerful cars probably found things more difficult, as Phil took ten seconds longer to cover the distance though his fastest lap was about half a second down, (he spent too much of his time going round sideways! -Ed.)

The fastest lap times were:-

Phil Bayne-Powell	-	K3	1-11.8
Dudley Pinney	-	J2	1-14.6
Andrew Smith	-	PB	1-15.8
Patrick Gardner	-	PA	1-18.2
Ian Judd	-	M	1-22.0

The handicap results put us nearly in reverse order with Patrick leading Ian, Dudley, Phil and finally myself.

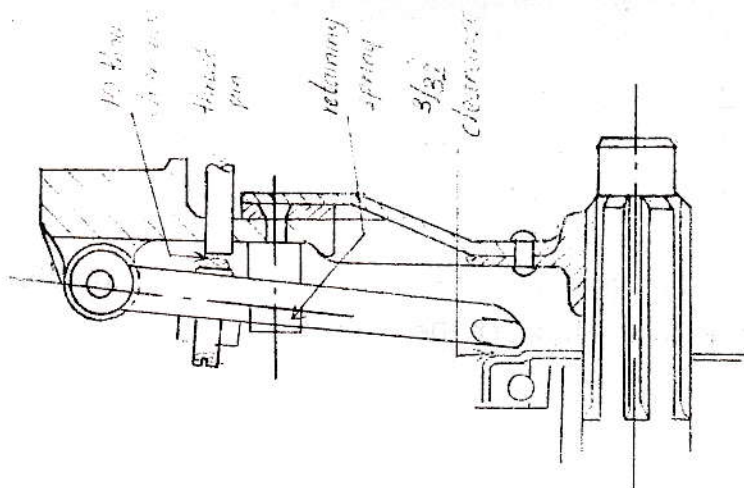
And so homewards to discover the ravages that the de-icing salt had inflicted on my alloy side lights, and find that once again the car was on my side, No.3 big end getting me home with little noise but only  $\frac{1}{8}$ " width of white metal remaining on either side of the rod half of the bearing.



Clutch Adjustment M,D,F,J, types

It has been thought advisable to issue information regarding clutch adjustment as cases have come to our notice where incorrect adjustment has caused excessive wear to the clutch fingers. The first adjustment is between the clutch fingers and the clutch thrust race. The clearance should be measured by a gauge in. thick (see drawing), care being taken to get the same clearance for each finger.

The second adjustment, which is equally important, concerns the amount of movement the clutch fingers have between the retaining springs and clutch operating pins. The duty of the retaining springs is to prevent the fingers fouling the thrust race. These springs, therefore, should be set carefully to allow a 010 in. gauge to be inserted between the clutch adjusting screw and the clutch thrust pin, as indicated on the drawing.



### STOP PRESS

Patrick Gardner, 3 The Maltings, Gomshall, Surrey is arranging a batch of M-type bonnet catch handles with the MG motif on top; all those interested please contact him. The cost will be about £15-20 per pair.

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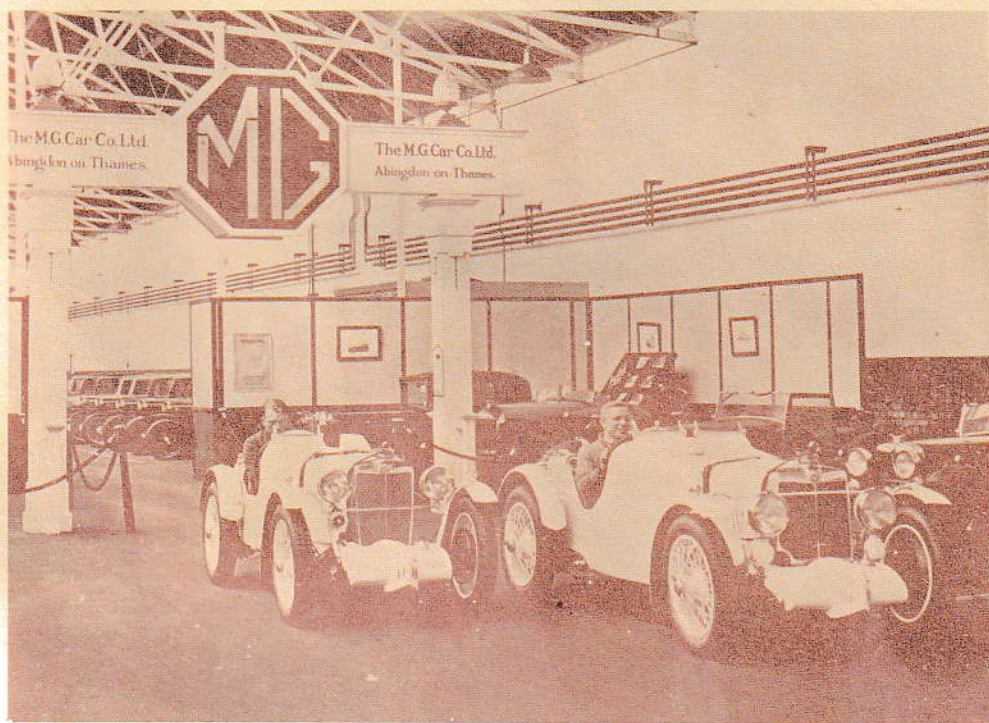
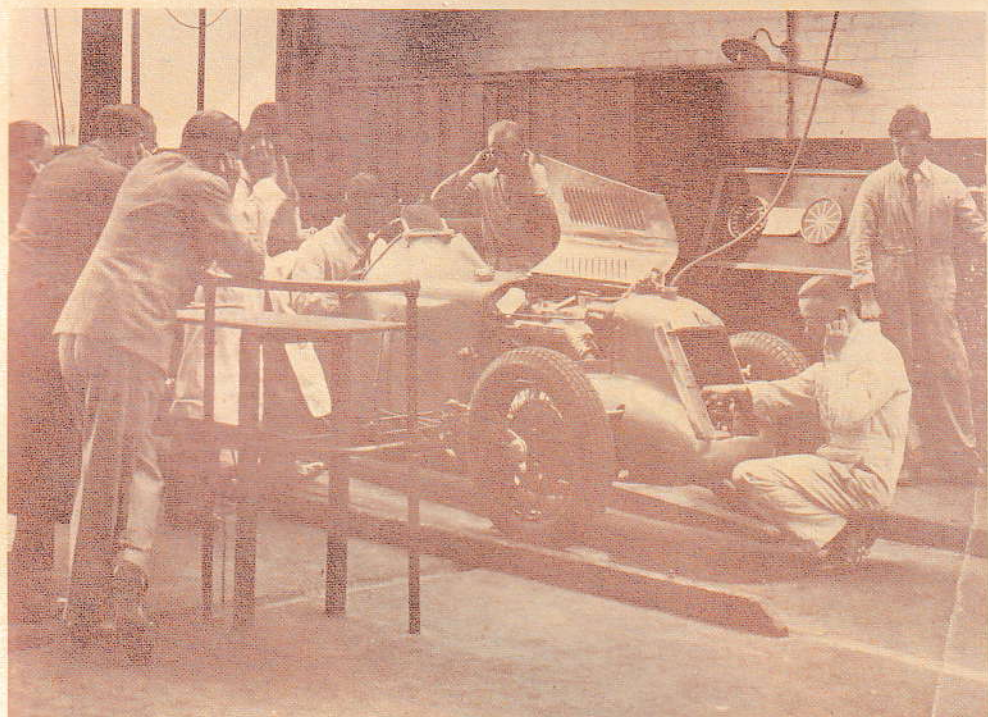
### Photos Opposite:-

TOP - An R-type on an Abingdon test bed.

Bottom - Kohlrausch's K3 and J4 leaving the works.

Photo on back page - The M.G. stand at the 1932 Motor Show in Denmark.







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