

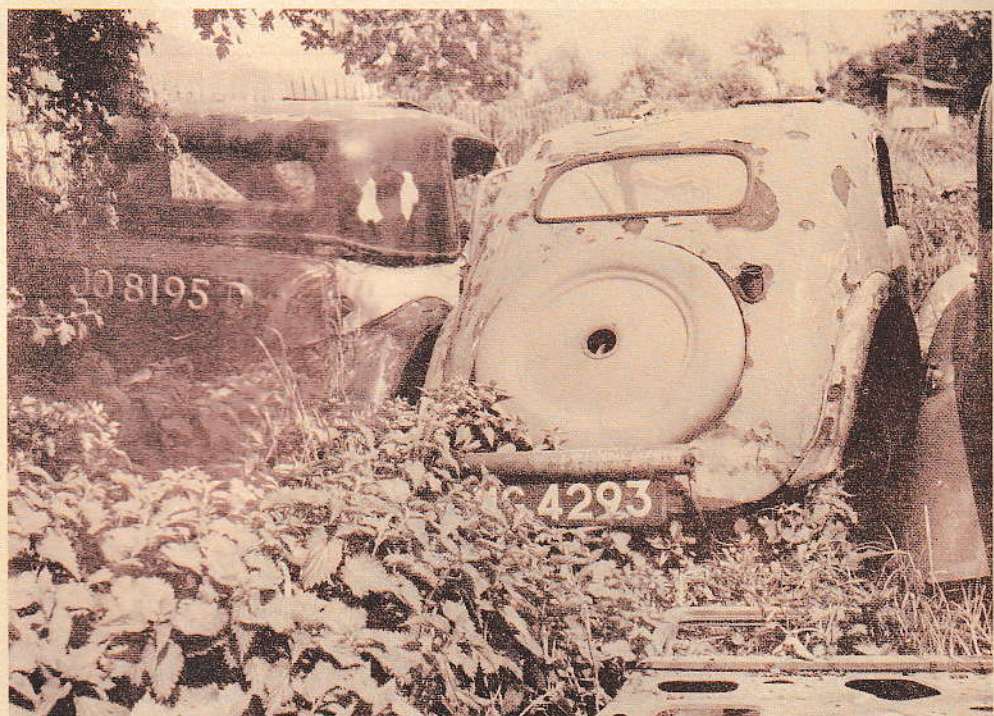


# TRIPLE M REGISTER INFOLETTER



**CAR OF THE YEAR**







MMM Mutterings from John Reid

Since I have been spending rather a lot of time dealing with registration matters, it may be of interest to record what progress has been made since Colin Butchers handed over the reins about six months ago. 53 new cars have been added to the Register, bringing the total number of cars to 1740, to which can be added another dozen or so application forms awaiting processing -- at this rate we should be up to 2000 by 1980!

Of the 53, 36 are four cylinder cars and 17 are sixes. The J2 heads the popularity list with 18, followed by 8 PAs and 4 PBs. It is nice to record a PB Airline Coupe and a J1 salonette, not forgetting a brace of Ms and Ds. The 5 F-types are divided into 3 Fls, an F2 and a Jarvis-bodied car. 4 L-types include an L2, and there are 5 N-types plus an Abbey-bodied NB. Making up the total are the ex-Eddie Hall N-type, and the ex-Kimber Corsica-bodied K1-- all told, as wide a selection of MMM machinery as one could wish for.

Photos Opposite:-

Where are they now; an L-type Continental Coupe and a P-type Airline Coupe (Top), and an M-type Sportsman's Coupe at Richardsons in the late 1960s (Bottom).

Firstly may I apologise for the few pages in the last Infoletter that didn't come out correctly I hope we get this one a bit better, but it takes a long time for me to retype a sheet if it gets damaged on the machine ( my 2/3 finger rate is about ½ hour per page).

The day after the VSCC race meeting at Silverstone, I was asked to bring the K3 to Brooklands for some photography by the Sunday Times, who are doing an article on the future of Brooklands. So, in company with Dudley Gahagan's ERA, Peter Warne's Alfa Romeo and Patrick Gardner's Riley, we were duly photographed racing round the Member's Banking in close proximity. Spice was added to the runs because we had to avoid 6" tree stumps, tilted slabs and gaping holes, whilst at the end of the 500 yard run the banking was completely missing, where it had been removed to allow VC 10s to fly out, so we had to quickly descend from the 120 mph dotted yellow line at the top of the banking! If one didn't drive fast enough along the track the car tried to slide sideways down the banking. Certainly after about 1½ hours of photographs, we were getting the taste of this historic racing circuit, and could admire those drivers who drove flat out just below the saucers' rim. I hope the Sunday Times' article generates a good deal of interest in this piece of our motoring heritage.

As there seems to be some confusion by some of our Overseas MMM members, we are sending this Infoletter out with the Yearbook to all the known overseas MMM owners and are taking this opportunity to explain how to get your MMM information. Once you are a paid up Register member you will automatically get the MMM Register Yearbook sent to you, without having to ask. However, to receive the Infoletter we ask you to send, every year, six 240mm x 165mm ADDRESSED ONLY envelopes to John Reid at 6 Lawn Road, Beckenham, Kent. The Register will pay for the postage, which saves members



from having to provide English stamps or those International Money Orders. The unattached MMM member every year will ensure their membership by filling in the renewal form that comes with the December edition of Safty Fast, and sending it , with their money, to the club's head office from where each Register is informed.

For those attached to overseas centres, Safety Fast is not issued to every member, as their fee is paid to their own centre. Consequently, all those wishing to be Register members must obtain a renewal form (either from their own centre or from head office) and when it has been signed by your own Centre Secretary -to show that you are a Club member-you must send it with the Register fee ONLY to the main club's head office at Houghton. To receive the Infoletter, you do exactly as the unattached members have to do, as described above. I hope this explains thing reasonably well, and it might be worth while mentioning that the Dutch Centre have one man, John Bekker, who arranges for all the publications to come to him in bulk, and he then distributes them to the various members.

This year we will not be entering a team for the Six Hour Relay Race, as it is on the same weekend as the Register's Cheddar meeting, where something special is being brewed. More news of the set-up next time.

In future, we hope to have reports from our area reps, which will bring us up to date on MMM activities in the various parts of the country, as it is the South that gets the most coverage as that is where I happen to be. Perhaps our reps could take this as the request to submit something for the coming Infoletters, to save me writing to them individually.

I hope all those of you who are aiming to have their rebuilds and restorations finished for Silverstone are nearly there, there always seem to be much more to do than appears at first sight. I hope to have a new beast out at last, if the upholstery is finished in time, and I can persuade the thing to run, without trying to seize itself up.

Water hoses from a Consul Mk II or Zephyr Zodiac 1956-62 (Quinton Hazell Part RH 417) can be cut in two to give two J-type hoses, or alternatively one L-type and one J-type, for £1.10.

Unipart No. GHS 131, a Triumph oil seal, will fit the N-type's rear hub.

Kenneth Jay of Technicraft (Torbay) Co. Bradley Lane, Newton Abbott, South Devon, is a genuine MMM enthusiast and can help members with any sheet metal and welding problems.

Advance Motor Supplies Ltd, 29 Friern Barnet Road, London N11, made Irving Bramson some special, extra thick liners to bring his 63.5mm bores back to standard. The cost was £25 for the four, about 6 months ago. Ask for Mr Bedford. Tel. No. 01 368 6292.

If you have a definite lack of MMM brakes, try checking that the shoes in each drum are BOTH making contact with the drum, as some times, due to different linings, shoes or drums, only one makes contact, thus putting uneven load on the brake cam and bushes. If you put chalk on the brake drum, assemble it and turn it with the brake pulled on until it is rubbing, then on taking it down again, you can tell where the linings need taking down. A Surform does this job very well.

Kevin Roskrige, 62 Abbey Road, Rhos-on-Sea, Colwyn Bay, North Wales, Tel. No. 0492 47267, deals in all pre-war new and secondhand spares and often has MMM parts, but always has a good range of new electrical spares available.

Now follows an interesting article by John Inglis on coach painting your car entitled "Painting your car without a spray gun", which he wrote for the T-Register, so if any of you have seen it there .. Bad Luck!

'If you speak to a coach painter, he will recommend you use coach paint to paint your MG. Cellulose paint is not waterproof, so it can only be used as a decorative finish not a protective coat. If you want to beat the rust, you have to seal out the moisture-coachpaint can do this. It has disadvantages; it is not



easy to touch up small blemishes or dents, as the whole panel must be repainted; also you cannot paint with cellulose paint on top of coach paint as the thinners will soften the coach paint; it is not original on the early cars.

If you want to assemble the wings and other parts of the car after they have been painted, you may well find it difficult to get a quotation from a commercial firm to paint your car part by part; but if you paint it yourself, this is the easy way to do it. It is also the cheapest way to paint your car, as the paint and wet and dry paper will cost less than £10, and the only other thing you need is a good 2" paint brush.

Strip off all the old paint and wire brush to remove as much rust as possible. Paint all bare steel with ICI DEOXADRINE (from motor factors), it is a phosphoric acid compound. Wash off with plenty of water after 10-15 minutes and allow to dry. Prepare and repair all panels as normal, taking care not to use fillers in layers thicker than recommended by the manufacturers, as this can lead to pimples or lifting of filler months later. All holes, tears etc. should if possible be welded; never weld your petrol tank, without having it steam cleaned first. Wire brush again and prime metal with Galvafrid paint (Expandite Ltd) in accordance with the instructions on the tin.

Neib off, i.e. rub over lightly with 400 wet and dry sandpaper. You should not rub through the primer coat, as this is your first line of defence. If you should go through to bare metal this area should be repainted and neibbed off again until you are satisfied that you have a good coat of paint on the metal, and as 'flat' as possible.

If you have used aluminium to panel the body, use an aluminium etching primer on the bare metal instead of the Galvafrid.

The hard work now starts. For an open M.G. you will require one litre of undercoat, one litre of gloss topcoat and one half litre of varnish. You should stick to one make for these paints - I can recommend Tecaloid from your local motor factor, or if you have difficulty,

try Valspar Paints. (Valspar can be sprayed with at least 35lb/in<sup>2</sup> pressure and the paint thinned up to 10% by volume with Turps Substitute). You will also need "wet and dry" abrasive paper grades 140, 280 and for finishing 400, and buy a 'tack' rag for dusting off prior to painting (this is essential).

Before painting, empty your garage and vacuum out. Put all the bits and pieces which lie around most garages into boxes, to make your 'housework' easy between coats. Seal any draughts, windows, doors, eaves etc. It is best to paint when it is warm (helps the paint dry more quickly) and just after a shower of rain, when it is not windy outside (keeps down the dust). You should wear as few clothes as possible when you are painting, well at least no wollies, and wear a nylon shirt. Damp the garage to lay the dust. Use a clean paint brush, the best quality you can get; if it is new, give it a wash and dry before use. The big enemy in brush painting is dust; as dust falls due to gravity, some people suspend all pieces to be painted from the roof of their garage, or spare room (if you have a tolerant wife/mother), with the side to be painted pointing downwards.

You are now ready to put on the first coat of undercoat. Wipe over with the 'tack' rag before you paint each panel. Paint facing the light, so that you can see how the paint is going on. It should be put on boldly, thick enough to allow the brush marks to flow out but not so thick that it runs. It requires a little practice. so start with the back of the petrol tank, or underside of the bonnet. Each coat of paint should be left to dry, at laeast 24 hours, then 'neb off' with fine grade 400 'wet and dry' to remove specks of dust. If you can see brush marks or runs, lightly rub down with plenty of water, using alittle detergent in the water, until the surface is uniformly flat with an even matt finish. The more paint you put on the car, the better the finish should be, but three coats of undercoat should be



sufficient to give you a good, even and smooth surface after rubbing down between coats.

When painting, a wet edge should be kept moving paint in rough squares about 300mm square, brush out carefully to blend each square into the preceding one. Lay off finally in the natural direction for the panel, i.e. lay off along the wings, down the petrol tank, along the bonnet from the radiator end to the scuttle end, so that the brush marks flow with the lines of the car.

The gloss, top coat, is put on in the same way as the undercoat, two coats should be adequate to obtain a good matt finish after rubbing down. You are now ready for the last coat, the varnish. This seals the paint and puts a good shine on the gloss coat. You cannot rub this down without destroying the shine, so you must get it right, or rub it down and put on another coat. Coach paint cannot be rubbed down with Brasso as with cellulose. Nor should you polish the car, only wash with water and a brush.

Put a little varnish in a jam jar and place it in a pot of hot water, this makes the paint flow more easily. Use a second jar to wipe the brush before reloading, to reduce the chance of spreading any dust. After the varnish coat has dried thoroughly, wash each panel lightly with water and a car wash brush, you will be surprised how many of the dust specks vanish after a few washes.

It takes a long time to paint a car well by brush, but the results can be very good. I painted my TC five years ago using Tecaloid and it looks as good as it did when I finished. Although I have done under 5000 miles, the car spends all winter sitting in a damp garage, and some of my bits were very rusty when I started work on them.

Remember the first rule of painting, that preparation before painting is very important, and dictates the standard of the finished product.

(P.S. The only thing I had painted prior to tackling the TC, was the garage door!)

## FOR SALE AND WANTS

by members

Irving Bramson (3 Clydesdale, Enfield, Middx.) has a non cross shaft gearbox (ENV) that he wishes to exchange for a cross shaft type, with adjustment in cash or goodies as necessary.

John Hirons (98 Hailey Road, Witney, Oxon; Tel. No. Witney 2356.) requires the following:- an N-type cylinder head, remote gear change, 3 No. 18" side laced wheels, or will exchange for an L-type cylinder head, L-type remote gear change (without bracket for slow running and choke rods) 3No. 19" side laced wheels.

John Batty (293 Little Wakering Road, Little Wakering, Essex.) wants for his L2, a front apron, spare wheel carrier, speedo, switch panel and gauges, dash lights and switch, clock, horn and dip switch, petrol gauge for tank, door handles, side screens and door fittings, side lights and rear lights.

B.D.Gaunt (11 Knowle Drive, Harpenden, Herts.) requires the following J2 parts: two water manifold brackets, an exhaust manifold gasket, and inlet gasket, 2 windscreen nuts and spacers, a speedo/rev counter, oil pressure gauge, ammeter, 2 shock absorber silent blocks and 2 front wing bottom stays.

Rod Martin (21 Milverton Crescent, Leamington Spa, Warwicks.) has 2 very rusty N-type running boards suitable for patterns only, that are free to anyone who can collect them from him. Rod is still trying to find an FT27 Foglamp, and would like to hear from any past or present owners of Abbey-bodied N-types.

Dick Knudson (24 Norman Avenue, Abingdon-on-Thames, Oxon.) needs 5 P-type con rods, casting No. 80985C.

Ken Appleton (kenrose, 88 Bicester Road, Kidlington, Oxford.) wants some parts for his D-type, a 12v dynamo, and a round end plate for same, 2 dynamo forks, a 1" horizontal SU, and a bronze main bearing.



D.J.Scott (20 Loddon Close, Radley Green, Abingdon, Oxon.) needs these J2 parts, an SU Petrolift pump, a fuse box/cut out, oil pressure gauge, the nearside instrument cluster plate, side and rear lights, near side bonnet panel, and two 19" outside laced wheels. He has for sale 4 16" wire wheels and tyres (1000 miles only).

Rod Musgrave (5-7 Clasketgate, Lincoln.) urgently requires an F-type ENV gearbox mainshaft and layshaft third gears (ENV Nos. Cl667TEI and Cl666TEI).

Barrie Frankland (6 Ballington Road, Oadby, Leics) has for sale a pair of Ll50 headlamps complete and in good condition, Hobson Telegauge in need of restoration, and an R.P. thermostat (K-type).

David Brainwood (4 Beaconsfield Road, Melton Mowbray, Leics. Tel. No. 0664 4454.) is looking for a set of 5 No. 19" outside laced wheels for his Fl. He has the following for sale or swap for the above, a K-type inlet manifold, TD-type gearbox, Y-type rear axle and instruments on a panel.

J.C.Wilson (1 Bate- Dudley Drive, Bradwell-on Sea, Essex has a Shorrock C75B supercharger for sale, which has only done about 5000 miles, and which he believes to be worth about £60.

Mike Hawke (117 Upper Westwood, Bradford-on-Avon, Wilts.) has 6 new AC C82 18mm sparking plugs, which he is told will suit F, M or D-types. £2 including postage. He also has one new P-type c.w.p. thrust race, (Hoffman N3045) at £3 including postage (see infoletter No. 41). In either case small J-or K-type can be taken in exchange.

Len Bull (Hall Barn Works, Moat Close, Doddinghurst, Brentwood, Essex.) wants a J2 head, gear box bell housing, clutch, and remote control, a J1 hood frame and an N-type dynamo. For sale he has an F-type engine less dynamo and rocker cover, a P-type fibreglass front apron, new; PA/PB/N etc. new main bearing bolts; head studs and big end bolts, new; also new, hand made door lock covers, so not cheap.

John Seymour-Howell (1 Orchard Drive, Woodham Road, Woking, Surrey. Tel. No. Woking 60146.) has the following parts for sale, for a P-type: exhaust manifold, cracked at neck; oil pipe ends, head to sump; water inlet elbow; crankcase breather; oil filter body only, 2 oil pipes, sump to pump; head gaskets; head and sump studs; 3 con rods, 4 caps; cylinder block with 1 bore smashed; 2 rear spring trunnion nuts; handbrake eyebolt; 2 brake shoe pivot bolts; body brackets o/s front and rear; body mounting castings and U-bolts- 5 long, 2 short; o/s front damper/wing stay bracket; 3 brake cable clamp blocks; front o/s spring trunnion box; fuel filler cap; rad. tie rod with forked end; 2 tank strap chassis brackets; rear hub bearing and carrier; brake drum; spare wheel hub nut; rear chassis cross member for damper mountings; enough fuel pipes for a complete system; stainless steel downpipe and silencer, needing weld repair; original, unused, cranked tailpipe; vertical drive and dynamo forks, water pump impeller, gland nut and spring; gear selector plate; gear knob; tank unions, main and reserve; rev counter cable outer ; 4.50x19 tyres, one legal 2 need retreads; 2 4.50x19 tubes; two 1½ bronze SUs, sidedraught, not MG; 8½" o.d. headlamp reflector. John needs two original headlamp reflectors, 7½" uncracked, a P-type brake shoe, and an ENV, cross tubed, gearbox casing.

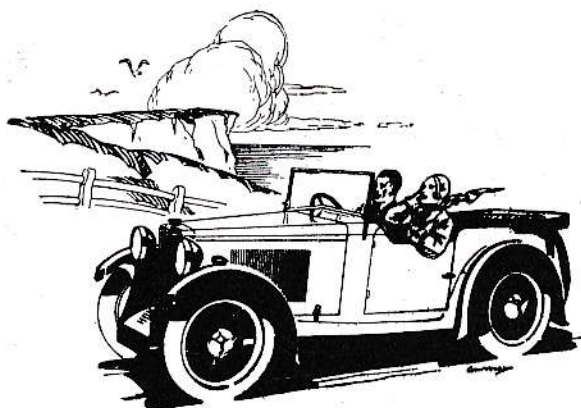
Bob Seager (94 Hagley Road, Edgbaston, Birmingham) has these P-type parts for sale, a foot brake pedal (£4), fire wall bulkhead (£9), 4No. 57mm +40 thou pistons (£14), bonnet without catches + side, some side repair work necessary (£40), windscreen frame and glass, but no support, frame requires chroming, flywheel (turn thro. 90°) (what ever that might mean!- Ed.) £8, two rocker shafts (£1 each), oil pump (£10), complete front axle and steering linkage (Offers), 2 firewall brackets (£1 each), 4-seater prop shaft tunnel (£4), steering column support bracket (£1.50), radiator shell, requires recroming (Offers), and a steering box support cross bar (£4).





These are only a selection of the facsimile leaflets that have been reproduced over the years. Some of the stocks of these are now down to single numbers, and will not be repeated. If you are interested in collecting MG literature and can't get hold of any originals, at least at reasonable prices, you can extend your collection with these, many of which are in full colour and match the original paper as closely as possible. For a current price list, write to: Librarian, 58b, Poplar Grove, Maidstone, Kent, ME16 0AN. enclosing an s.a.e.

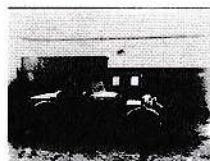




DO YOU OWN A D TYPE -  
OR COLLECT MG LITERATURE?

If so, then you'll be interested in this latest addition to the range, a D type Parts List. This is probably one of the rarest Parts Lists, and an original copy would be quite expensive - if you could get hold of one. But after 43 years, it is again in print, (not a photostat or Xerox copy) but properly printed on matching paper as a facsimile edition, all 28 pages of it, for only £2.00. Make cheques payable to C.K.Spares Co. Ltd., and send to: Librarian 58b, Poplar Grove, Maidstone, Kent, ME16 0AN. Orders from abroad must be paid by sterling draft and include postage.





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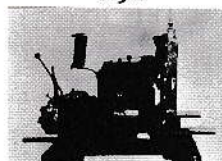
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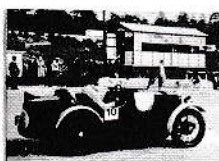
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M34



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M35



Misc.62



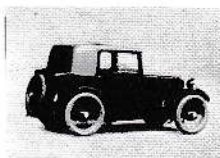
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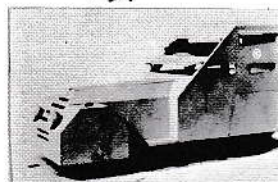
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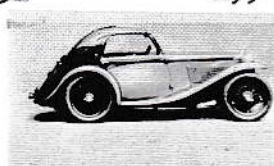
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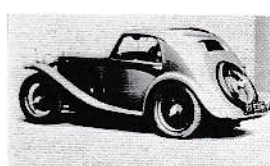
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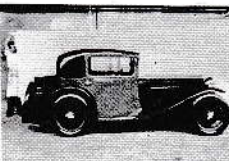
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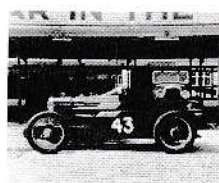
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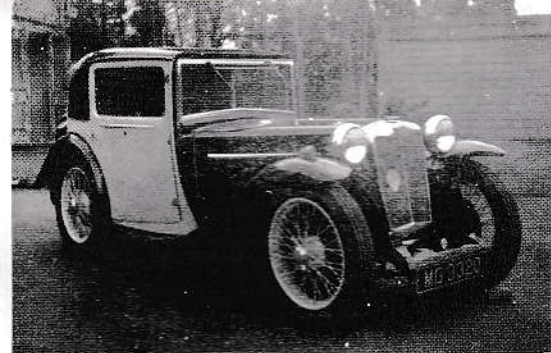
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These photographs are the latest additions to the MMM Library range. They are available at 70p each including V.A.T. quote reference number and send to: Librarian, 58b, Poplar Grove, Maidstone, Kent, ME16 OAN.





A SELECTION OF SOME OF THE MORE UNUSUAL CARS IN THE M.M.M. REGISTER.





Martin Latimer (27 Lorimer Avenue, Gedling, Nottingham.) requires for an N-type, a badge bar with supports, a pair of 9" headlamps. FT27 Foglamp, Rotax dynamo brush cover, pair of brown dash lamps, brown oil or water temperature gauges, petrol reserve tap and rod, all wiring cover for bulkhead, both windscreen top supports, front wing stays, clutch plate, anti squeak weights and 2 front rubber bump stops. He has for sale or swap, an 18" centrelaced wheel and tyre, and a reproduction N-type manual.

Nigel Musselwhite (6 Teagle Close, Wells, Somerset, Tel. No. Wells 74998.) has for sale a J2 oil pump, fully reconditioned with new gears, etc. (£20); J2 original, mint manual, (£20); J2 bulkhead with some bits on, (£5); D/C/J back axle casing, slightly bent (2.50); 1933 Triang tinplate model of EX 127, in good order, but one wheel disc and driver missing, (£50); a set of M/C/J4 engine/flywheel housing strengthening and stability plates, (£5); 10 No. J-type con rods, some with clamped little end and some with fully floating ends, (£2 ea.) brand new Reece camshaft for M-type with skew gear, 12/12 timing, (£40).

Also for sale is EX 120 Replica, in good running order; VSCC and MMM Register accepted. Fast and competitive. On standard radiator. 12" brakes; reconditioned radiator and straight cut back axle. Full race engine, work too comprehensive to describe; F-type ENV gearbox, full instrumentation. Offers.

Barry Foster (South Street, South Petherton, Somerset,) requires an M/D cylinder head, two P/N pull on switches, M choke rod/knob, J/P wiper motor, M/D/F sump dip stick, M/D/J 1½" crank ball race, M/D steering column, 4 No. HNP 14mm spark plugs. He has for sale or exchange, a good J2 cylinder head with valves, springs, rockers, bushes, cam stands, all new valves, new camshaft, new rocker shafts, belleville washers, new water outlet manifold, inlet manifold, 4 Amal TT carbs.

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

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 pair  
or £2.95 for 4

Hardened steel U.J. bushes for  
pre-1936 propshafts . . . . . £4.40 for 4

Tulip inlet valves to K3 pattern in  
similar material to KE 965 . . . . . £1.65 each

Original style bucket seat shells,  
with the correct cutout for propshaft £20 a pair

New M-type PCN 0-80 mph speedos, with  
original rim trip return, due in soon £19.50 ea.

New 8/39 crown wheel and pinion sets,  
6-bolt only, suit F-type as well . . £38.00 ea.

P/N/E/K original lettering shock-  
absorber indicator dials, stick on 50p each

All the above are subject to 8% VAT, and postage  
and packing, but MG World '75 at £4 has no VAT,  
and must be a real bargain.

Nick Sands, (58b Poplar Grove, Maidstone, Kent.)  
has a few back numbers of bulletins, Yearbooks  
and Infoletters. The Year books are 1972, 73, 74,  
75 and 76, at 50pence each. The back issues of  
Infoletter available are Nos. 1, 3 to 14 inclusive  
19, 29, 34, 35, 36, and 39; also the extracts of  
1-13. Price is 25 pence each. The MMM and Vintage  
Bulletins available are Nos. 1-5 collected, 29, 31,  
32, 33, 34, and Dec/Jan '65/66 all priced at 50p.  
Please make your money payable to C.K.Spares,  
adding 10p to cover postage, and all foreign  
money to be by sterling draft.



The first VSCC Silverstone race meeting took place in what for Silverstone could be called good weather. This year the MMM cars entered were more than previous years due to the VSCC's amended rules allowing in o.h.c. MGs, and these cars outnumbered the other MGs.

There was a practice/testing day on the Friday which wasn't too crowded and allowed one to try out various driving and mechanical permutations. We had the K3 and the ND up there and found that the latter really needed its 8/39 diff. The K3 was going well with its slightly richer needle installed, allowing it to rev much better. However it disgraced itself by breaking the head oil pressure gauge connection to the head and for several laps was spraying Castrol R all over the place. The union was duly blanked off and a large Polyroll pressed into service to clean up the engine and the offside of the car.

Scrutineering was available on the Friday as well, and as there was a lot of time the scroots were making a meal of their job. We eventually got both cars through after certain remedies and promises were applied.

The ND was packed up for the night and left with other cars in the paddock, whilst I drove the K3 back to Oxford where we were staying; it was howling down the Bicester road with 4500 showing in top - about 90mph. Thank goodness the brakes are so good, for that speed feels quite safe, certainly after other MMM cars.

Saturday was a lovely morning, and a good run was spoilt when a lead came off the main pump, making me late for getting into Paddock before the first practice session. As Patrick Gardner was down to drive the ND as well as Andy Ritchie's PA, I had to dash over the bridge to tell him that the car was ready for him, but we missed his practice session.

Andy Ritchie's PA was having trouble with the scroots, who found that the front crosstube was not tightly bolted up, letting the steering box move. Soon, with a variety of spanners and mechanics, it was righted and Patrick's second mount was ready for him to drive.

Other MMM entries were Don Smith's blown J2, Andrew Smith's PB, whilst Philip Venables had a Lester L-type with a low narrow pointed tail body. Dave Cooksey's C-type was looking most original, and he now has the proper high comp. pistons, but as he only managed to get about 500 miles on the clock since getting it going at the beginning of April, it was still a bit tight. Peter Cranage was there with his NE replica, a good few stones lighter--Peter not the car! This ruse being variously described as 'Peter's demon tweak' or 'adding lightness'. Colvin Gunn's blown PB special was well prepared as usual, whilst a couple of M-types, Clive Sherrif's special-bodied one and Mike Rushton's standard campaigner, added their weight. Unfortunately, a cuckoo got into the MMM nest in the form of Zimmerman's T-type engined NA. However it was soon spotted by the eligibility committee who rightly lodged a protest. We hope it will come back with the correct engine. It was a pity that now MMM cars have been allowed into the VSCC after much lobbying, that someone should so blatantly contravene the new list.

Meanwhile, back on the track, the first event, the 40 minute High Speed Trial, began at 1.30 and I was pleased that the K3 should be the first through Woodcote for the second year running, this time hotly pursued by a 328 BMW. The clear road soon ended as the slower cars were caught up on the second lap and the head-lamps came on to warn people. The BMW was with us all the time, not being quite so quick through the corners. I was lapping at about 1.27 and as there was a long way to go, I let the BMW go ahead as he had to cover more than my 21 laps, and my times then settled down to around 1.30. Traffic was a constant problem, especially when on my last lap, an Alfa Romeo pulled in front of me as I was taking an outside line round the slower cars at Becketts. The grass had to be resorted to for a while. I found that after the 24 laps that I eventually managed to cover, I was getting to know the circuit quite well.

I watched one of the 5-lap handicaps, in which most of the MMM cars competed, including the ND,



which Patrick got to the finishing line without any traumas; Andy Smith's PB was unfortunately smoking due to a couple of broken rings.

The K3 was next out in Race 7, a 5-lap handicap in which four rows of us went off on the 25 second mark. I made a good start, although I was having trouble getting past a lot of the slower starters, so that I was on the grass again after the Motor bridge! However, Colvin Gunn and I were soon out ahead of our bunch, and a lap later had caught the scratch man. Colvin had got ahead as he was better in the traffic than I, and although I was closing the gap, I lost it at Copse, as on two occasions a pattering front wheel threatened to understeer me off the track. As a result I was caught on the last lap by a BMW and an Alvis special, to come in fourth behind the winning Colvin.

We then tried to find the cause of the front wheels pattering and found a little play in the hub but were unable to get that split pin out, so contented ourselves with tightening up the shocker, before the final race, a 5-lap scratch dust-up. For this the racing plugs were put in, and the fishtail and front number plate taken off.

The start was really hairy, with everyone jostling for position, the bigger cars such as Lagondas and 30/98 Vauxhalls usually coming out best. Peter Cranage had omitted to select a gear before the start, and had to fight his way back up the field, which he did most successfully, so that we were quite close, the K3 managing to pass up to Maggotts and down the straight. Crocker's Lagonda was also fighting hard, and at the end of those five laps I was glad the race wasn't longer. The front wheel refrained from pattering at Copse.

A few MMM cars had problems, Patrick re-breaking the Ritchie PA gear lever. So the L-type one that was being returned after helping out at Brands Hatch, was pressed back into use again. Don Smith had a rocker break and unfortunately was just not able to replace it in time for his last race.

## The Wessex Trial 26/27th March - Ian Davison

The Wessex Trial was one of the first events organised by the VSCC which was open to cars on the new list of so-called Post Vintage Thoroughbreds. The entry list showed very little sign of this epic moment in motoring history; the only newcomers being Andy Smith in his PB, and Tony White in his special-bodied J2. My own name in the programme not being supported by the presence of a car, following its troubles in the Cotwolds Clouds Trial a few weeks earlier.

This is quite the most civilised event of its type and exemplifies the splendid way the VSCC conducts its affairs. The start is from the pub on Saturday lunch time and after a pause for dinner and a comfortable night's sleep, continues until Sunday lunch time at the same pub. As we were marshalling on the Saturday, we only saw one hill which was fairly unspectacular but did give a very good indication of the performance of the cars, not to mention the drivers. Roger Newton was the eventual winner and his whole approach to the hill gave us a good demonstration of what is required from a successful trials driver, albeit in a very competitive car, the 1938 HRG Meadows. The complete list of our own club members also included Steve Dear in the Cream Cracker, Mike Rushton in his M-type and the indefatigable Mr and Mrs Morgan Marshall in the 18/80.

All the MGS put in a consistent performance on our hill with both the J2 and the M-type sounding as though they had more power than they should. It was exciting for us to see exotic machinery like the 30/98 Vauxhall and Type 43 Bugatti making spirited attempts at climbing trials hills.

Owing to the super abundance of marshals (MGCC members please note!), our assistance was not required on the Sunday, and we started the day wandering around and spectating. However the cold, damp weather soon sent us scuttling for the warmth and comfort that



modern transport provides-please don't infer that we are wealthy enough to travel by train!

The second day on the Wessex consists of a variety of hills in some of the old quarries just north of Cheddar and the one we settled down to watch was of the 'storm-up-with-your-foot-hard-down-and-hope-for-the-best' variety. Once again, the maximum entertainment was offered by Newton, who got into second gear and must have been doing about thirty miles an hour by the time he hit the sticky patch.

We saw the P-types of messrs. Smith and Dear on this one and it was difficult to decide which wife was more frightened.

The results show that Steve Dear was placed first among the MG entries, but none was included in the list of award winners. Nearly all our cars were very fair in their observation of the tyre regulations and I feel it must be said that the performance of one or two of the other cars was somewhat improved by a slightly more flexible interpretation of the rules. However nothing could detract from the enjoyment we had over the weekend and I can only end by assuring all the owners of MMM cars that the Wessex must be just about the best value in the less serious forms of motor sport.

COMPETITION NOTESby Andrew Smith

There was a pretty good turnout for VSCC Silverstone the other day, and though only two placings were achieved (Colvin Gunn winning and Phil B-P gaining fourth in race 7), I think that most people enjoyed themselves. I have obtained the official timings, but these are not sub-divided into laps, so in the table below, the best lap times are my own estimates from previous correlations with overall times. They should, however, be reasonably accurate, probably not to 0.1sec., but within 0.5sec.

<u>Driver</u>	<u>Car</u>	<u>Est. best lap</u>	<u>Race</u>
Colvin Gunn	PB s/c	1:24.0	7
Peter Cranage	NE rep.	1:24.8	9
Philip B-P	K3	1:24.8	9
Philip Venables	Lester L	1:34.4	7
Patrick Gardner	ND s/c	1:38.6	5
Patrick Gardner	PA	1:40.4	3
Mike Rushton	M	1:46.8	3
Andrew Smith	PB	1:47.2	3
Clive Sherrif	M special	1:57.2	3
Dave Cooksey	C	2:00.8	3

Unfortunately, I do not have any record of Don Smith's performance, since a broken rocker meant that he did not complete the High Speed Trial, nor start in his race.

The prize for the most entertaining MG battle of the day must go to the Cranage/Bayne-Powell duel which finished in that order 0.2 sec apart with the lead swapping in the course of the last time round Woodcote.

Events coming up in the next couple of months are as follows:-

<u>Date</u>	<u>Club or Event</u>	<u>Remarks</u>
28/29th May	Rotherfield Park Vintage Rally	Nr. Alton with barbeque.
28/29th May	Herts.C.A. Aero Club Night Trial	Navigation & Trial by night, novices.
29th May	MGCC-Scotland	Autotests
29th May	Aston Martin O.C.	Curborough Sprint
29th May	750 M.C.	Mallory R.M. with MG Marque race



<u>Date</u>	<u>Club or Event</u>	<u>Remarks</u>
4th June	MGCC Silverstone	ENTER THE MMM RACE
5th June	"	Concours and California Cup
7th June	MGCC Tyne/Tees	Concours Raby Castle
11/12th	MGCC Devon & Cornwall	International W/E
12th June	MGCC NE	Tour of Yorks Autotests
11/12th	Norfolk I.C.Engine Society	Grand Jubilee Rally at Norwich
12th June	BRSCC Brands Hatch	Race for MMM and T-types
12th June	Sussex C.C.	Goodwood Sprint
12th June	Fiesta '77	Vintage Rally at Wolverhamoton
15th June	MGCC Tyne/Tees	Mini-Rally
18th June	VSCC Oulton Park	Closed status
19th June	MGCC Lincs	Concours Prestwood
19th June	MGCC S.W.	Rally
26th June	MGCC Midlands	Autotests
3rd July	MGCC N.E.	Concours & Gymkhana at Carthorpe
3rd July	MGCC Scottish	Autotests
9th July	VSCC Shelsly Walsh	Hill Climb, closed
10th July	MGCC S.E.	Goodwood Sprint
10th July	MGCC N.W.	Baitings Dam H.C.
13th July	MGCC Tyne/Tees	Mini-Rally
17th July	MGCC Midlands	Autotests
17th July	Rolls-Royce E.C.	Pageant of Motoring Lingfield.
24th July	MGCC N.E.	Autotests
30th July	MGCC N.W.	Oulton Park Sprint
30th July	VSCC Silverstone	Closed R.M.
31st July	MGCC N.E.	Tour of Lincs Autotests

Well, that lot ought to keep you busy and I can supply entry forms for all the invited events. A couple of points which I would like to bring to your attention are, firstly, please do support the MMM race at Silverstone, as we must provide a decent sized entry or else lose the race, and secondly, if at all possible, enter for the BRSCC Brands race. This is the first time that another club has provided a class specifically for our cars, and this should be encouraged by a good turnout.

CAR OF THE YEAR AWARD, 1977

Position as at 24th April 1977

<u>Position</u>	<u>Car</u>	<u>Register No.</u>	<u>Driver</u>	<u>Points</u>
1.	PB	1200	Steve Dear	18
2.	L s/c	72	David Taylor	11
3.	J2	3	Mike Hawke	8

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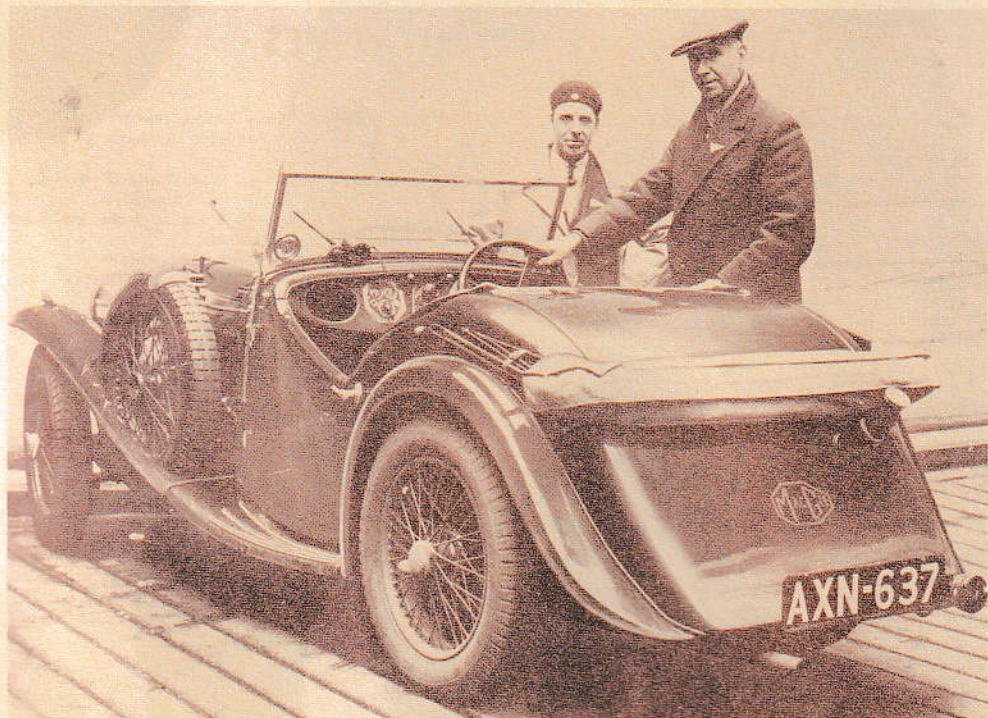
Photos Opposite:-

Top - Watkinson and Kindell with his Allingham  
2/4 seater N-type.

Bottom - A special bodied K1.

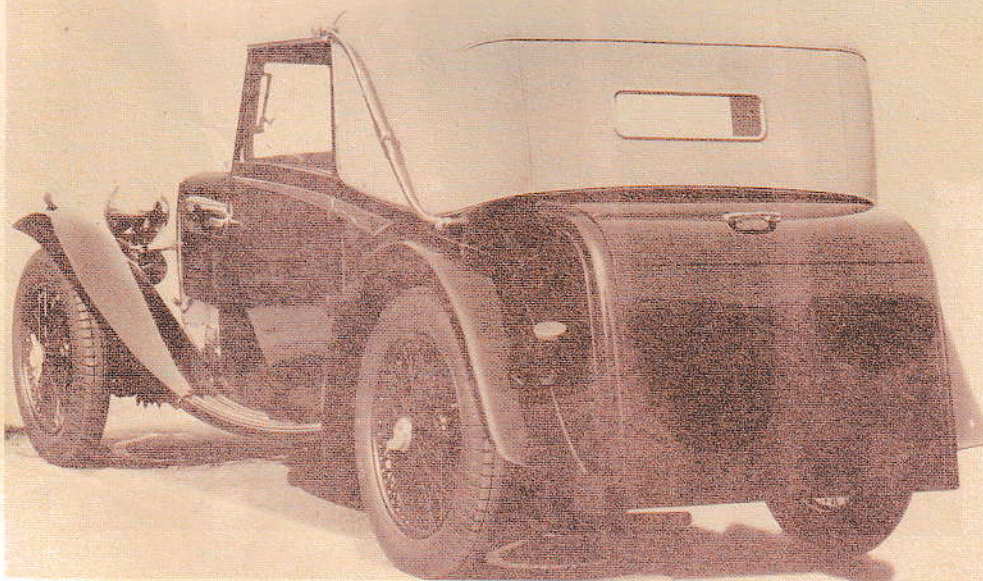
Back Page - Sectioned K-type chassis at the  
1933 Motor Show.





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