

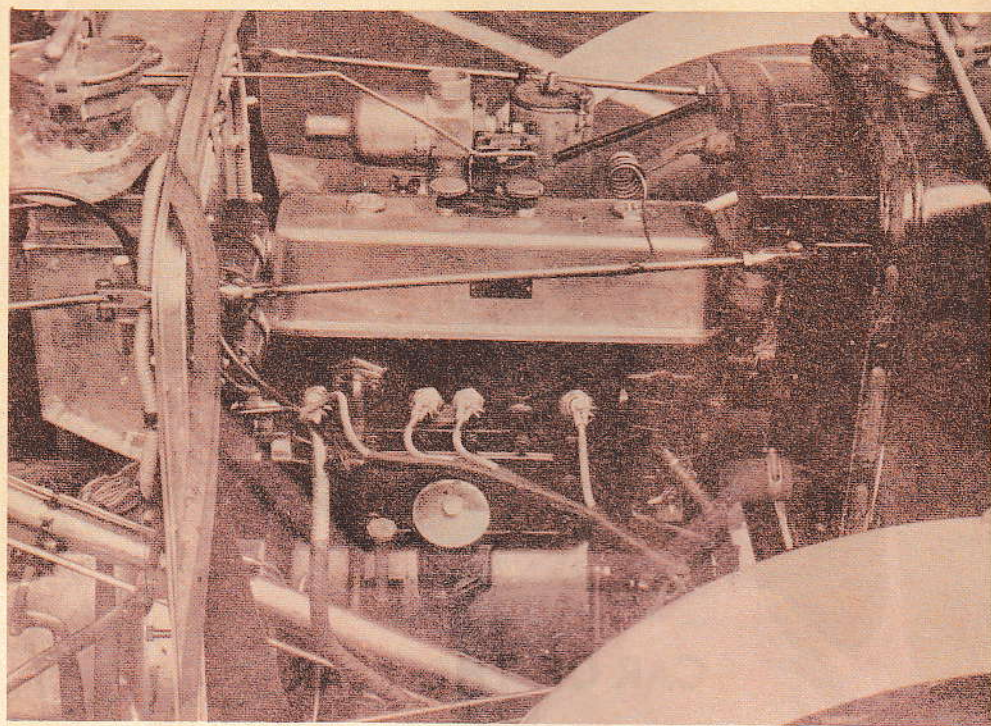
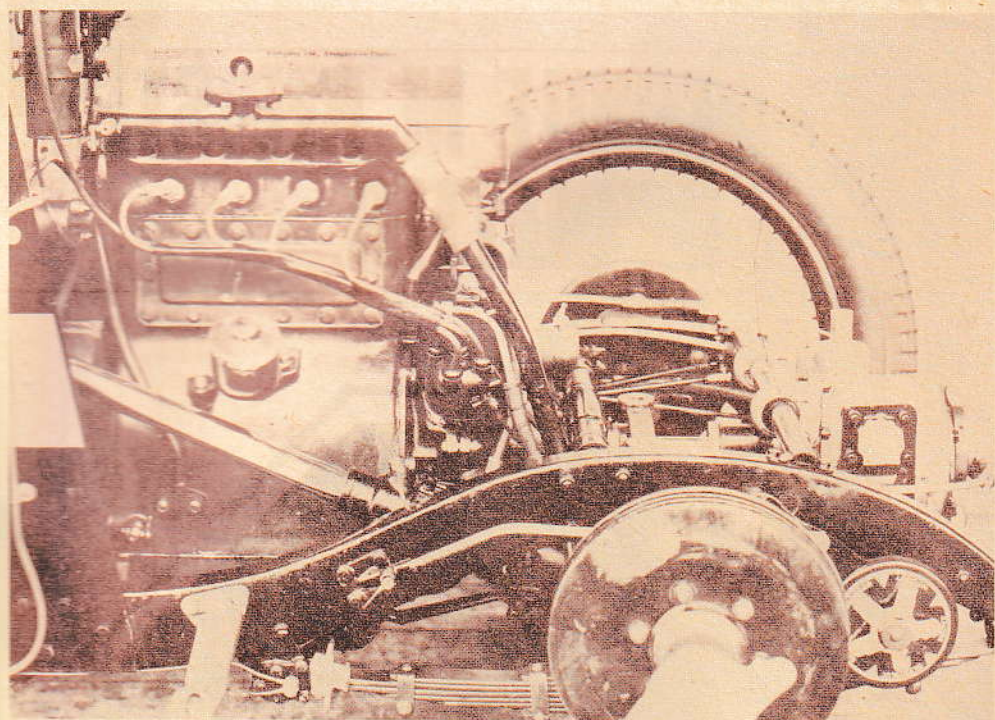


# TRIPLE M REGISTER INFOLETTER



**CAR OF THE YEAR**







MMM Musings from John Reid

To begin with, many thanks to those members who have sent stamps following the change in postal rates - much appreciated.

I bought a K3 the other day - pause for consideration, before I drop the next bombshell and tell you that it cost me less than £1! Yes, you've guessed, it is the new Airfix kit of Syd Beer's car, BPD 403, in 1/32nd scale, and it makes up into a very smart model. If you want a real K3, there is always the one in Motor Sport waiting for a reply.....

While many people went to Beaulieu on Sept. 18 I made the journey down to Prescott for the VSCC Hill Climb. 6-cylinder cars were represented by Phil's K3 with naked blower, but otherwise none the worse for its Silverstone bump, and David Taylor's blown L-type. The 4-cylinder ranks were reduced in number when Colvin Gunn showed Mike Edmondson's C-type what the scenery looked like, while Steve Dear was trying to tame the horses in Cream Cracker JB 3854. In view of the very wet conditions, he should have been able to show the larger cars the way home. However, it is understandably difficult to keep a good trials car out of the mud, and Steve went gardening at Orchard spoiling what would have been a fast run. Also he tells me he was using well over 6000rpm...

I think it is time Phil had his say.

PHOTOS OPPOSITE

Top: - J3 Supercharger Installation.

Bottom: - Unblown C-type engine.

In the last few years the available competition events have tended to shift towards the end of the year, especially since our opening event, Brands Hatch, got moved. This year our first main event was in June!

Those of you who may have seen the K3 win its first race, only to be subsequently involved in an 'incident' at Woodcote, at the VSCC July Silverstone meeting, may like to hear that the damage wasn't too bad. We managed to get the mechanicals back together for the VSCC Prescott meeting a fortnight later (for a report see further on), although the cowling was badly damaged, and a new one is being made up, this time a bit closer to the correct shape. If any body can help me with a black dash lamp cover, which pushes over the fitting rather than inside as most MMM cars, I shall be very grateful, as this got smashed by my hand on impact.

This was the first year I had been to the VSCC Prescott meeting, which always seems to clash with our own Beaulieu event. It is the same informal approach as the Classic Prescott event and for two days one has a chance to talk and listen to the experts. This year a gentleman came over to the K3 and got talking, and soon a fund of information was forthcoming. For example, I always thought that springs were bound with cord to make them stiffer, vertically, but it would appear that it is the lateral stiffness that is the main benefit, in which case the spring clips can be removed; the slight disadvantage is that you cannot see the state of the springs and it is difficult to keep them oiled.

Apparently H.N.Charles, the pre-war M.G. designer gave a talk to the Institute of Mechanical Engineers which refuted a lot of the then widely accepted dogmas; for example, he suggested that it was no use reboring one's block accurately without first bolting on the head, and then circulating hot water to allow the block to take



up any distortion likely to occur.

On later enquiry as to who this well-informed person was, I was told that it was the Morgan of Wheatley and Morgan, who wrote those two books on the Restoration and Maintenance of Vintage and Thoroughbred cars. He used to be a director of Benton and Stone, who had taken over Enots. He recalled an interesting story about the MG racing quick filler caps. Kimber knew the Enots manager well but couldn't afford the cost of their filler caps on all his cars, but asked Enots if they could produce a lightweight one for his racing cars. Enots' manager took up the challenge and produced the caps we are all accustomed to see on the MG racing cars, with the big lever across the top. These were made only for the MGs and were produced, in aluminium in the Enots tool room as one-offs. (many years later Geoff Coles managed to get the last ones from them, off the shelf.)

Also at Prescott, an AC man asked me if I knew much about pre-war superchargers. He was buying an M&S supercharger off a chap who had advertised it in Motor Sport, and wanted £17.50 for it. It didn't mean much to me, but when it was delivered later that morning, it turned out to be a Marshall supercharger, (MS) and was the big Type 97 model which I'd never seen before. It would seem that bargains are still obtainable in Motor Sport!

Talking of bargains, I got the best bargain I've ever had the other day. At the last moment we went along to the air display at Booker/High Wycombe having seen it mentioned in Safety Fast; as well as having the air display there were a lot of stalls selling everything from car parts to Hornby trains at exorbitant prices. At the third stand I went to, I saw some Dunlop Racing tyres, and on close examination found they were the correct size for the K3, and only 40% worn. New they are £74 and I got these for £10 the pair!

At Goodwood the other month, the K3 wasn't going very well, and travelling down, I had difficulty in keeping up with Rosemary in the ND! After practice, it was evident that something was badly wrong, so the timing was checked

and at TDC No. 1 and 6, the cam lobes were not at 10 to 2, nor the cylinder head vertical drive fork across the car. With the help from the other MMembers, the dynamo was soon off, and apart from removing the bottom bevel gear (which wouldn't come off anyway), so that we could check the woodruff key, there was nothing we could do apart from replace the vertical drive coupling, that had broken in four separate places, and replace the dynamo correctly timed. The car went better, but didn't seem quite right. This was confirmed when it circulated Silverstone very much slower than usual. After that the dynamo came out again, and this time the bevel gear came off using a heavy duty puller. It revealed what I'd feared was the trouble - a sheared woodruff key. I've never heard of this thick key shearing before, but once a new woodruff key was fitted, and the dynamo replaced, the car regained its old form. Drive to the cam had not been lost when the key sheared, as the well-fitting key had fused onto the shaft to still transmit the drive.

Another tip for those competing with M-types, is to make sure that a rear support bracket is provided for the rocker shafts, otherwise they are liable to break. I believe a J-type one fits quite easily.

Peter Warne's K3 replica was recently offered for sale to a London dealer by its Australian owner, who after 6 months of ownership had lost interest, which is a pity, as with a bit of sorting out it had great promise.

Whilst on K3s, I see Bo Frick's Eustace Watkins bodied car is again for sale in Motor Sport. The front view in the photograph making it look better than it appears in reality. So if you've got £12000 odd looking for a home, now is your chance.

Another problem I've been having trouble with, is water getting into the oil on the Stiles F-type. I fortunately saw water weeping out round a rear cylinder head stud hole and from there running down the cylinder head drain hole. As there is a water passage between the rear head studs, I thought the gasket was damaged, between the water passage and the hole, so



the cylinder head came off, better studs used, and the head well bedded back down again.

I took it out for a run, and after only 5 miles the problem reoccured. I took the head off again, this time prepared to use a new head gasket, (although the old one looked perfectly serviceable.) I carefully cleaned up the head and block and in running a fine file across the head to locate any high spots, found that the head stud hole in question had previously had a sleeve inserted, presumably due to a porous or thin casting. It was this sleeve itself that was now leaking. So it has been bored out and a new sleeve fitted, and the head skimmed for good measure. (cost about £15)

I hope this will solve the problem, but we shall see after the trip down to the Cheddar meeting.

How often have you seen a number on a car that is very close to your own registration number? We could even see our own number but with a modern suffix to it. I've seen this with the ND's number plate. But the other day at Prescott I actually saw the subsequent number to the K3's number, JB 1476. It was on a rare car too, a Marendaz Special, made at Maidenhead, also in Berkshire. Apparently the owner told me there was a run of Marendaz Specials registered then, just after the MG works had registered the Mille Miglia cars.

#### Letters from members

Dear Phil,

Received my cpy of Infoletter this week, and see that some of the articles cover problems which are parallel to my own, and I suspect, lots of other people as well. (One of the main reasons for the Infoletter. -Ed.) The rear axle oil seal is a case in point. My latest effort at solving it has been to fit Polypropylene seals, these being  $\frac{1}{2}$ " longer than the standard cork seals, giving an overall length of  $1\frac{1}{2}$ "; the internal 'thread is the same, i.e. square at 2.T.P.I. They were machined so that the outside diameter was about 1.255" and the internal diameter about 0.997", the reason being that

axle casings and even half shafts vary in size by a few thou. The seals were then individually fitted, being made a tight push fit into the axle casing, with the shaft an easy push fit. Medium grade sandpaper was used to rub the polypropylene to the final size. P.T.F.E. would be, probably, a superior material, but was not easily obtainable.

Last year I was able to fit a new F-type camshaft with 12/12 timing, bought from Mike Dowley, and on fitting it my first impression was how much smoother the engine was - due, I suspect, to all cylinders doing the same thing for once. Had not the heart (guts?) to try it flat out on the level, as the bottom end is not as tight as it could be. Last Wiscombe did not do it justice, as the revs were kept below 4000. However, it will demolish most of Dartmoor in third gear.

On to some electrical point. I agree with all of Kid Neyt's points, especially a) b) & c). However, I'm inclined to think that the 8 amps max. recommended is essentially nominal, an amp or two more is not going to make much difference, especially if the brush cover is removed. The MMM dynamo does not have a fan to cool it, if it had there would be no problem. Have found that the ammeter on the car is accurate to within one amp.

I have just rebuilt an S.U. Petrolift; have not tried it out yet, but the points click on raising or lowering the float a little, and the magnet had to be remagnetised before the points would operate reliably. A letter to SUs produced a superb 28"x18" blue photostat of the original works drawing; no parts are available from the factory. Instruction decals are available from MMM suppliers to stick on the pump.

The two-tier Concours idea appeals to me as there is no hope of my being able to remove layers of Devon mud and creosote (that's what it looks like in his letter! Ed.) from underneath the car.

All the best, yours sincerely  
Ewan Harris



The following letter also ties in well with that of Ewan Harris:-

Dear Phil,

I note with interest your remarks about Petrolift pumps in the Infoletter. I have one on the F-type and at the moment it is working satisfactorily - the car having done 65 miles so far.

At first the pump didn't work properly. I took it to pieces, cleaned it out etc. and put it back together again. The pump plunger clattered up and down and the pump did suck up petrol from the tank, but as soon as the level rose to a level just below the outlet the pump stopped. We had a good poke around the electrics, and had the magnets remagnetised after which the pump worked a treat.

all the best

Eric Taylor

Dear Phil,

Here is more news for the Infoletter, and I certainly like the new format; quite attractive and easy to keep track of.

Regarding the great spring dilemma, there is a firm in Fort Worth, Texas that can make up all our MMM springs. They are almost exactly as original, except the width of the retainer clips being somewhat wider, but having the proper bolt and roller tube. Cost of a pair of rear springs about \$85-\$90.

About the query in Infoletter 41, concerning petrol filler neck grommets for N,F etc., I have found one that costs about \$3 and is to be had from Kacy's What Nots, 1326 E. Workman Ave. West Covina, California, 91790. They also have rubber grommets for the slow running and choke rods on P/K/Ns, being the upper choke grommet for a Model A Ford. The lower choke grommet from the Model A is perfect for the two  $\frac{1}{2}$ " holes for the horn and fog lamp wires passing through the N-type front apron. \$ $\frac{1}{2}$  each

By the way, I have accumulated the majority of parts needed to proceed with the restoration of the N-type Airline and the P-type, but still need the following items:- CJR3 cutout &

junction box, N-type rocker box, pair of 1½" carbs, pair of SU petrol pumps, radiator.

octagonally yours

Reed Yates.

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Dear Phil,

I must write to say how interesting it was to read about your comments and feelings about concours judging.

Unfortunately, it seems to be a somewhat 'touchy' subject and unless one maintains a certain air of aloofness, it would be easy to succumb to a tantrum or fit of pique! I imagine this is the reason for judges wishing to remain on the opposite side of the car to the warring owner, when actually judging.

Another difficulty must surely be in the fact that certain items changed during the production run, probably due to ordering the same item from different suppliers. As an example of this, my cycle-wing J2 has lower front wing supports that appear to have been made by the works blacksmith, if there was such a bloke. But they fit identical holes in the chassis, not that I've been able to try alleged 'original' airflow type of wing supports.

May I suggest therefore, that some sort of form be drawn up. This could easily be of the same type as the MOT test, with a small box against each relevant check point or item. This form, when afterwards presented to the owner would indicate where improvements could be made, to both originality and other areas.

I would be pleased to help in any further way you may think fit and remain,

Yours sincerely

Brian G. Rhead.

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#### Tips and Hints

#### from members

A Renault 16 rocker cover gasket will fit the P-type, although it is more expensive than the cork one supplied by the MMM dealers, it is made of hard rubber and would appear to be able to last better than the cork one that gets crushed



after a time. It also helps to ensure that there is always a good seal, if the gasket, cork or rubber, is firmly stuck to the rocker cover with Araldite or similar, so that it always remains in place and squarely placed.

Alan Grassam has found that Hepolite can supply PB compression rings for a 30 thou oversize bore. The reference No. is P.25476, and called up as 60.32mm +.020" x3/32". For those wanting to bend the ash rail that goes under the doors, place the timber in a large polythene bag, suitably clamped, insert spout of boiling kettle into bag and tighten up gradually until desired curve is obtained.

Mirrlees-Blackstone (Hazel Grove, Stockport, Cheshire, SK7 5AH; Tel. No. 061 483 1000), build a range of turbocharged marine diesel engines, and do a very nice 2" dia. supercharger pressure gauge. It is white with black figures and calibrated 0-15 psi, with "Turbocharge pressure" on it. The part No. is 99/31032.

Deoxadrine, made by I.C.I. is used to de-rust and clean metalwork so that all grease etc. is removed to allow perfect adhesion for the next coat of paint. They also produce a self etching primer, which comes in two packs, and is applied to the bare metal and forms a powerful bond and a perfect base for primers. It is particularly useful for aluminium which is normally very difficult to get paint to stick to. Further details can be had from ICI Paints Div. Slough.

Peter Robinson, 64 Moor End, Spondon, Derby, has a full size sectional drawing of a P-type engine and gearbox, together with a fully dimensioned coachbuilder's chassis drawing to  $\frac{1}{8}$ th scale that he has carefully copied, and can provide members with prints.

Nick Sands, our librarian tells us that he has now sold out of the following items:-

a) F Parts list; b) F Leaflets; c) K Leaflets  
d) Set of assorted 6 black and white Leaflets;  
e) L Instruction summaries; f) K3/J4 Booklets.  
Nick also asks for members to lend the library original photographs so that he can get them

copied and made available to the rest of the Register. Your originals naturally being returned. This is about the only way the library can expand, appart from buying up lots at auctions. (- there's an idea, Nick!)

### Thoughts on Painting

By Brian Rhead

During the rebuild programme of my J2, I had at some stage to reach a decision concerning the car colour, finish and how I was going to undertake the latter.

Considering the aspect of colour, the first hurdle was easily jumped. The colour was to be red, and that's what it said in the log book anyway. Unfortunately, no one seemed to have any record of the original shades for either Carmine and/or Saratoga Red, these being the colours I was after. By rubbing down the bodywork, a succession of different reds was noticed, and it would appear that the last red, a dark one, was used as a type of undercoat or base coat. One thing, however, you can be certain of is that many clever people will approach you afterwards suggesting the colour as being slightly incorrect. If you ask them beforehand, they haven't a clue - funny isn't it?

However, I digress. May I suggest the following course of action. Take yourself along to a paint suppliers and/or stockist and ask them. They may have some old lists - I found that these started for P-types, so if you've got a J-type you may be out of luck as I was. Here againthough, it was not possible to trace numbers, so as far as the shade went, I had to opt for pot luck. In any case, as Colin Butchers will tell you, works could have supplied a car in any colour at a slight extra cost.

Now then, we have reached the stage where the paint, in my case cellulose, has to find its way from the can to the car. I chose to brush paint as I had no spraying equipment. The paint has to be thinned suitably, whether you spray or paint by brush. Using the latter method, the consistency has to be such that when applied, brush marks disappear, but the newly applied paint must not



run. I used a  $\frac{1}{2}$ " brush and applied the paint from a cup or beaker, painting over a fairly wide area so that each coat dried out adequately.

With a red colour top coat, you may find that the 'depth' of colour takes some time to build up, but it is essential to get at least 5-6 coats on over the primer which should be flattened down initially.

You can use a cheap thinners for base or intermediate coats, but use No.1 thinners when mixing up the last few top coats as this gives a better gloss when finally polished.

Every couple of coats rub down with wet or dry 360 grit; finishing with 600-700 grit and then 1000. Try to buy a rubbing block (or two - 'cos I want one!), this will enable the finished surface to be 'flat', and not full of undulations, like mine. I would suggest that you polish off under a fluorescent light, as this enables you to look at the paint surface at any angle, when you will be able to see how flat the paint surface is.

I'm still experimenting with my paint finish, having had difficulty obtaining 1000 grade wet or dry. Use water with the rubbing down process but be careful not to get too much 'clogging'. No, this is not a North Country dance, but particles of paint that build up on the abrasive surface of the wet or dry. I had heard that paraffin, instead of water helps to prevent this, but as yet I've not had a chance to try this out. (The answer is to add some detergent to the water -Ed.)

A final high polish or gloss to the paint can be obtained by using a rubbing down paste, Bluebell's metal polish and Duraglit wadding.

I hope this is of help to those who need it, and if I can be of further assistance please drop me a line.

The remarks about rubbing down the top coat, apply equally to the undercoat, but the main point is of course, that the undercoat be used to fill in any basic surface imperfections. When rubbed down with wet or dry 360 grade, I was able to obtain a surface which was not exactly smooth, or without scratch marks, but was however reasonably flat.

## SU Petrolift Instructions

Its action is a reciprocating motion of a plunger in the centre of a solenoid coil. This coil is connected across the car battery, and the circuit is completed by way of two contacts which are magnetically operated by two permanent magnets.

The working is as follows:- The plunger is of brass with an iron ferrule at its upper end. The rocking make and break action of the two contacts is operated by means of two J-shaped permanent magnets. One of the magnets is close to the top of the contact rocker, and the other magnet is near to the bottom of the rocker. When the plunger is at the bottom, the iron ferrule is across the two poles of the lower magnet, thus causing the top magnet to draw the top of the rocker to it. This brings the two contacts together and the circuit through the solenoid coil is completed. The energising of the coil draws the plunger up the barrel, and the position of the iron ferrule is changed from the lower magnet to the top magnet. This will also change the pull on the contact rocker from the top to the bottom and the contacts will be opened. When the contacts open, the circuit through the solenoid coil will be broken and the plunger will drop. But as soon as this occurs the top magnet becomes free and draws the two contacts together again and the above action is repeated.

The reciprocating action thus set up causes the petrol to be sucked up through two valves into the hollow stem on its way to the float chamber at the top of the pump. From here it is gravity fed to the carburettor. When the float chamber fills up faster than the carburettor can deal with, the pumping action is automatically stopped. This is brought about by means of a hairpin loop fastened to the cork float. When the float is at the top, the loop holds up the plunger and the iron ferrule continues to short out the poles of the top permanent magnet, thus causing the contacts to remain open until such time as the petrol is used up and the float drops.

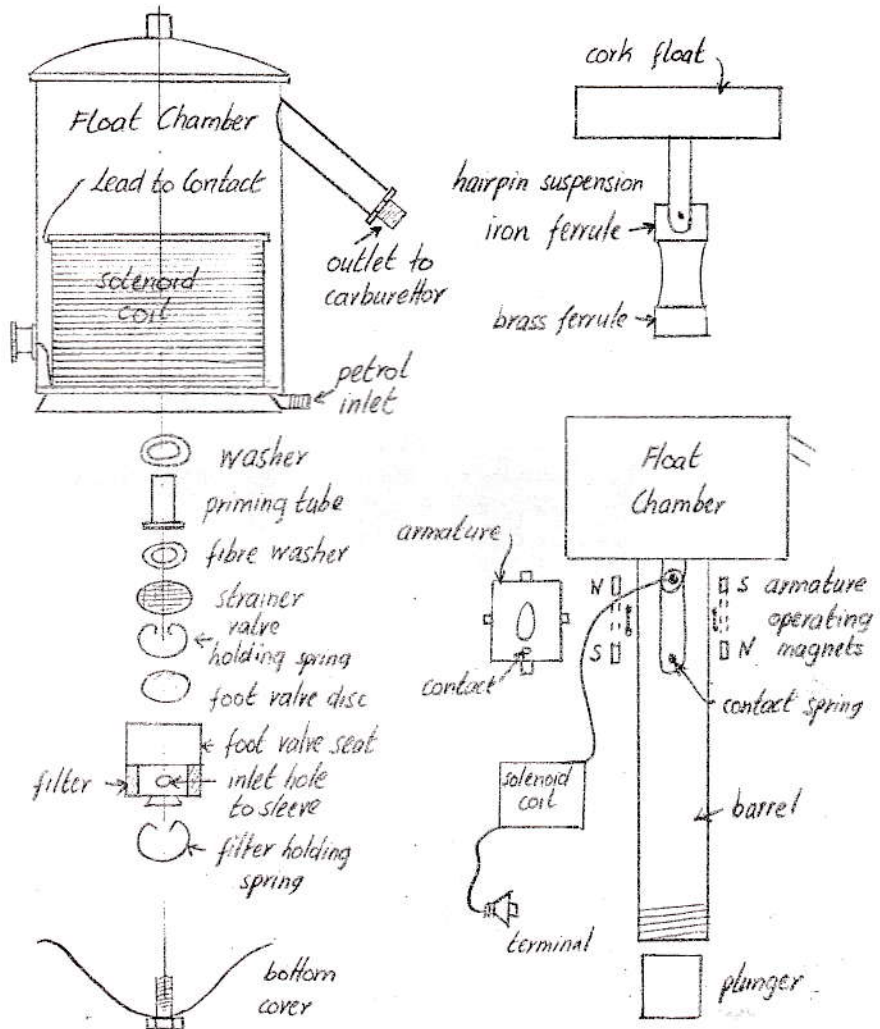
To stop sparking at the contacts at break, a non-inductive resistance is placed across the winding and contacts to absorb the inductive volts.



- Faults
- 1) Sluggish action of plunger through sticking.
  - 2) Choking of filter.

N.B. After servicing the pump, it will be necessary to prime it by pouring petrol in after removing the top.

The drawing below shows the details and pump assembly:-



## SPARES FOR SALE AND WANTS

Nick Sands (58B Poplar Grove, Maidstone, Kent) has for sale or swop for P/N rocker box nuts, a horn and dip switch arm that fixes onto the steering column of a KN.

Alan Grassam (The Yews, 27 Mareham Road, Horncastle, Lincolnshire) would like an 8-bolt diff. less crown wheel and pinion, for which he can swop a 6-bolt diff less c.w.&p. He is looking for a supercharger suitable for a PB, and can swop a PA chassis, front wings, inlet and exhaust manifolds and camshaft.

John Seymour-Howell (1 Orchard Drive, Horsell, Woking, Surrey.) needs for his P-type a cylinder head, vertical drive shaft and housing, a set of cam stands and caps, rocker shaft supports and valve spring caps.

Andy Ritchie (Dorking 730832) is looking for a four-seater 6-cylinder MMM car suitable for restoration and use; preferably all complete.

Mike Hawke (117 Upper Westwood, Bradford-on-Avon, Wilts) has the following parts to sell or swap. Two 4.00x19" Firestone semi-knobbly tyres, virtually new, £5 each. A pair of J2 door trims-to rest your arm on- Derrington pattern, £5. A pair of new Barry Walker J2 lower front mudguard stays (cost over £10+ VAT) £5. Any J or K-type parts acceptable as swops but specially an ammeter, a 19" side laced wheel, and a side light - body only will do. In addition he has a set of four P-type brake cables new, £16 or swop for a bare J2 chassis.

Ken Gallop (19 Hazeldell, Watton at Stone, Herts) needs for his J2 an oil filler, camshaft drive gear, front housing cover, sump filter, 3No. water manifold clamps, rear and centre cam stands, for sale or swop for the above wanted parts he has a pair of original ali. C-type bucket seats, J2 con rods with small end bush, polished. He also has a complete P-type windscreen that he'd like to swop for a J2 screen, and a P-type rad shell to swop for a J2 shell, both in very good condition.



Helmut Klockner, (SUhrenkamp 29, 2000 Hamburg 63, W.Germany) is still looking for a 12volt dynamo and an intermediate rockershaft bracket for his J2.

J.P.Gleeney (1 Shortway, Amersham, Bucks) is needing a L-type cardan shaft, 2" dia. x 35 $\frac{5}{8}$ ", a J2 headlamp, a pair of front lower wing stays, and 4 8" brake units.

Terry Dickie (The Cottage, Old Ruislip Road, Northolt, Middx.) wants a pair of original 7" lucas headlamps for his M-type - they are the same as a '29-30 Austin 7.

Brian Rhead (25 Leylands Park, Burgess Hill, Sussex.) wants 4 plain or clamped little end con rods, also two J2 bango unions (1 in the bell housing, and 1 at front of the block.)

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Goodwood, July '77

Tim Hunt

Six entrants and five cars made up the MMM class for the third annual MGCC sprint held at Goodwood on Sunday 10th July. The variety of model proved once again that you don't have to have a 'racer' to join in the fun - Martin warner was in his KN 4-seater, Janet Ashton her PA 4-seater, Len Bull in J2 and Phil and Rosemary B-P in K3 and ND. Peter Warne, currently still completing the next MG project, joined the MMM corner of the paddock in his recently finished Talbot 105, and Patrick Gardner had driven down in his Riley Falcon to share the driving of Rosemary's ND. Moral support was being offered by John Wilkin-son who had elected to drive his BMW in the event, Colin Butchers, who like your scribe, still has no complete and running car, and Ian and Val Davison who were hard at work all day, looking after the secretarial duties.

Fortunately the scrutineers have realised that one is rather reluctant to rev a MMM engine to 5000rpm without some very good reason - it is generally felt that a noise meter does not constitute a very good reason! With all

the cars suitably silenced to comply with the permitted noise levels at Goodwood, this element and others during scrutineering, created no problems

Goodwood circuit is just over two miles long, almost completely devoid of any undulations, and quite a fast circuit, with a lot of road to wind our cars up on. During practice, it was observed that both Janet and Phil failed to 'wind down' quick enough at the artificial chicane, resulting in a most elegant pirouhette being performed by the former, and a quick bit of grass cutting being done by the latter. Everybody else behaved themselves.

During the morning, Peter Warne took the Talbot down to the local petrol station with one of his pair of batteries flat. Upon informing the attendant of the problem, he was told that the B.....s always did that, it was always the front one, and that the remedy was to frequently swap them round. He knew, because he had worked on the B.....s in the old days!

Two timed runs were made after lunch by all cars, and it was on the second that Martin had the misfortune to throw a rod. Our commiserations, and we hope the damage is not too bad inside.

The MMM times came out at

Phil B-P	K3	2m 08.7
Patrick Gardner	ND	2m 17.3
Martin Warner	KN	2m 35.7
Len Bull	J2	2m 38.6
Rosemary B-P	ND	2m 41.4
Janet Ashton	PA	2m 48.2

Times for our class for previous years make interesting reading, and I list them, with the hope that next year we may see a slightly larger MMM entry.

'75	Colin Tieche	J4	2m 01.4
	Patrick Gardner	J4rep	2m 16.4
	Peter Warne	K3rep	2m 18.2

'76	Phil B-P	ND	2m 16.6
	Andrew Smith	PB	2m 23.2

So lets see you all out for a days harmless drive round this pleasant circuit at next year's event, we had two girls at it this year, so how about a few more liberated ladies joining in!



It was while hearing Bunny Tubb's commentary that the idea of writing this piece came to me, simply so that I could make some very rude remarks about his annual commentary. However, when I found P.B-P. he was with Colvin Gunn, who persuaded me not to; so I won't. As I expect you know, Colvin is a bit of a celebrity at Prescott, as he held the 1100cc racing class record until last year, when it was taken by Gray in the Hardy Special. This year we heard that he had practised in the C/Q, that he has rebuilt for Mike Edmundson, but he did a bit of trialling on the way up and had to retire the car with minor chassis damage. His practice time, in the dry, was some 5 seconds slower than Gray's (due to some hairy moments at both Orchard and Pardon - Ed.) so that he had to work hard to catch him. We were very disappointed to have missed seeing this car and we look forward to its next appearance.

The dominating feature of this year's event was the rain. At times it rained so hard that we began to think the meeting would be cancelled, but the Vintage Chaps are made of tough stuff and there was some entertaining motor-ing. It is about twelve years since the last wet Vintage meeting, but the last meeting I remember was the BOC meeting in July 68. That was the historic occasion when Nigel Reilly (I wonder what he's doing now) fell out of his car while going round Pardon corner. The car trundled on up the hill, leaving Nigel in a heap in the sand pit!

We arrived in good time and saw all the MG runs. There is no real value in quoting times as it was so wet, but for what it is worth they are set out below. My main impression of the day was the splendid sound of Terry Dickie's spirited drive, together with the sight of the splendid grin on Chairman Dear's face. The rain had enabled him to beat Philip's K3 by about a second on the first run. Sadly for him, either Phil got bolder or it got drier for the second run. I don't think the beer at Prescott can be very strong. The second fast-

est run of the day, by one of our members was made by David Taylor, whose car seems to be going from strength to strength. He was 4 secs. slower than the class winner, Stephenson, in a Frazer-Nash, but no doubt that deficit will be picked up when we have a dry day. MG FTD was made by Peter Cranage, but I only have one time for him, so I don't know the full story of his day; I hope he will excuse me.

The MMM times were as follows:-

Clive Sherrif	M	61.26	64.66	63.44
Terry Dickie	12/12 M	63.73	65.37	64.32
Phil Venables	Lester L	56.55	60.30	64.00
Phil B-P	K3	53.11	61.24	58.87
Steve Dear	P s/c	56.71	60.48	60.36
David Taylor	L s/c	51.98	59.76	58.59
Colvin Gunn	C/Q	51.83	-	-
Peter Cranage	N	51.88	57.15	

Practice (dry)	1st run	2nd run
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VSCC Cadwell Park, 28th Aug.

Phil B-P

This year Rosemary and I decided that we would go to either Shelsley Walsh Hill Climb or Cadwell Park of the further VSCC events, and as we were late in entering for Shelsley, Cadwell Park was chosen.

It seems a long way, but actually turned out to be 190 miles from Guildford, going through London and up the A1, which is either Motorway or dual carriageway for the whole length one is on it, almost into Grantham. One turns off to Sleaford and Cadwell Park is on the Horncastle to Louth road, a few miles from Louth. It took us five hours, and that was trailing the K3 at a steady 50mph.

It is necessary to camp the weekend, which is helped by being the Bank Holiday Week End, with the racing on the Sunday conveniently allowing a day either side for travelling to and from the meeting.

We arrived at about 5p.m. with a fine evening



adding to the pleasant surroundings of woods and fields. We pitched tent alongside the outer paddock area. The inner paddock is kept for scrutineering and race assembly. We met Don Smith and his wife, Lorna, who had planned this meeting in with their holidays; all together we walked the  $2\frac{1}{4}$  mile course, and by the time we had returned an hour later, the rosy sunset was adding to our admiration of the circuit. I had heard good reports after last year's first meeting there, but when you see the circuit, with its two fast straights and fourteen bends of various types, it really does answer the repeated cries for a proper road circuit. Neither is it flat, for it swoops up and down, and has an exciting hairpin at the bottom of a sharp downhill section.

Part of the course has been resurfaced and during Sunday morning's practice, quite a few people went on at the Hairpin corner, thumping the straw bales that they kindly use to protect one from the few lengths of the Armco barrier that is installed to prevent one going down a 20ft drop the other side.

Don Smith had troubles with the scrutineers objecting to a bit of slack in his king pins, but the cotter was tightened up and he was allowed to practice. The other MMM entries were Phil Venables in the Lester L-type that is improving all the time. Peter Cranage didn't make it for some reason, but Mike Rushton, Mike Hewson, Clive Sherrif and Terry Dickie all turned up with their M-types to do battle with the Austins. Mike Edmondson and Tony Hurst were there but the C/Q's front axle hadn't been repaired after Prescott.

Practice proved that the circuit was extremely interesting, requiring full concentration and precise positioning. The K3 was clocking 2m 15sec, which wasn't earth shattering, Clive Sherrif broke a rocker shaft, but soon had it replaced with one from Mike Hewson.

In my four lap handicap, Mike Hewson was first away, whilst the K3, on scratch, had to wait an agonising three minutes before we

could chase after everyone else, the last batch had left 25 second before as well. Philip Venables was carving his way from his mid-field position, with such success that he finished 4th and also made fastest lap. It took nearly two laps before I caught up with anything to overtake, and although it is a narrow circuit, it has the advantage that being pretty long the cars get strung out, and can be easily overtaken. I think I finished about 9th.

In the Spero and Voiturette Trophy Race, both Terry Dickie and Clive Sherrif being 4th and 5th reserves, didn't get a race; the race was won by Fletcher-Jones' very rapid Lagonda that has won this event in previous years. He had a spin at the Mountain and had all four wheels on the grass on his last lap.

The final race was a five lap scratch race, in which the K3 started in mid-field, made a good start overtaking quite a few cars before Charles Bend, but had James Crocker's Lagonda hounding all the way until he got passed on the second lap. I overtook one of Blight's Talbot team cars and with other people breaking gearboxes and spinning off, the K3 gained an unexpected 4th.

After the racing, those that were staying the night, wandered round, chatting to people and reliving the meeting, as well as seeing some of the motor bike boys turn up for the following day.

Everyone was very impressed with the circuit, for it is good for spectators as well as drivers. It was nice to see some of our MMM men from the Midlands, such as John Kidder and John Rogers, whilst David Taylor was marshalling.

### Competition Notes

Andrew Smith

Normal service will be resumed as soon as possible; but this is the first of this set of notes to be produced by remote control. Future editions depend on you supplying me with anecdotes and personal details to supplement the bare figures. Therefore, if anything happens at an event which you think would interest or amuse a wider audience, please let me know, though I cannot promise to reward the senders with 5/- as in the



cinics of our youth. At the very least though, you will help my convalescent time to pass more quickly.

My commentary on the Silverstone race should appear in a forthcoming edition of Safety Fast, so I will not repeat it here, but the Concours and California Cup results repay inspection. In the former event, competition was very close and at the top of both the early and late classes a very few points separated the top 2 or 3 positions. Particularly in the former class, it was presentation which separated the winners from the also-rans, so the recipe for success on this occasion seemed to be pure elbow grease. Originality was gratifyingly high in both classes although I personally rate the Warner KN higher than the judges apparently do. Another aspect is as it should be, is that 'regularly used' cars outnumbered 'trailed' cars, though I'm surprised that no more than 1 in 7 vehicles cover the required distance in the year. Anyway congratulations to Messrs Dickie, Tieche, Martin and Green, but would the situation in the early class have been different if Mike Ellis had entered, in view of his recent success at the VSCC Oulton Park concours meeting?

In the California Cup, David Taylor demonstrated his current mastery of the art of Autotesting. Even past 'certainty' Steve Dear, could only manage to improve on the Lincolnshire Lad's time on 2 tests to interrupt the consistent string of fastest performances. What was apparently a 'pigs ear' on test 5 made a mess of the challenger's record and indeed he was nearly beaten by Richard Beresford for second place. Another driver who must be regretting a single mistake, is John Wilkinson, test 8 made a difference between 3rd or even 2nd place and a comparatively lowly 5th place, though I'm sure Peter Cranage would not agree that this would have been a better outcome.

The latest speed event has been the Goodwood Sprint, but a performance that is really worthy of note was put up by Colvin Gunn at the VSCC Shelsely Walsh Hill Climb. Though there were

few MMM cars present, his climb of 40.9 secs. in the Edmondson ex-Bellevue C/Q was right on the twitchy limit, my spies tell me, to provide an extremely fast run.

The Goodwood sprint also had a relatively low entry, though the Bayne-Powell ND did sterling service in providing a vehicle for both the better half of the Normandy team and Patrick Gardner, the latter managing a time half a second slower than the owner's last year time. The model of consistency was Janet Ashton who put up identical times on both her runs, which were also equal to her fastest on the last visit. In fact Janet repeated herself to the extent of having an incident in the same place, the chicane, as last year. However, the first time it was merely a slight sideways wiggle, but on this occasion it was a full blown spin. Similar parallels abounded - Peter Warnes K3 replica had timing trouble during the previous year's event and this time Phil's genuine article had the same problem, though it was overcome to provide the class winning runs. The most unfortunate victim of these coincidences was Martin Warner, who suffered a slack big-end bolt 12 months ago, but the gremlins struck to the extent of actually breaking one of these bolts, and thus ventilating the crankcase during the present attack. I am sure everybody wishes him a speedy recovery from this expensive malady.

So much for past meetings, the major one coming as I write, is the Brighton Speed Trials. Once again the Register will run its own handicap based on the results, but in view of the difficulties of letting all the drivers know their handicaps before the start, these will be made known with the results. Next year we shall try to have the handicaps ready at the event.

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Triple-M Motor Spares (Timberley, Linnersh Wood, Bramley, Surrey.) offer the following MMM spares to members:-



M/D/C/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 a pr. or £2.95 for 4
Hardened steel UJ bushes for pre-1936 propshafts . . . . .	£1.65 a pr
Original style bucket seat shells, with the original propshaft cutout	£20 a pair
New M-type PCN 0-80 mph speedos with original rimtrip return . . . . .	£19.50 ea
Also, 0-60 mph new speedos, unconverted to PCN type, black rim . . . . .	£5.50 ea
New 8/39 crown wheel and pinion sets, 6-bolt only, a few still left . . . . .	£38 each
P/N/L/K original lettering shock absorber indicator dials, stick on . . . . .	50p ea
New M-type petrol tanks. (Excl. caps)	£36 ea
New M-type rear spring valences . . . .	£13 pair
New M-type side screen frames . . . . .	£9 a pr.
New M-type, early, 'split' hood frames	£10 each
One Pair of bonnet side valences, polished ali on wood . . . . .	£6 pr.

For those people who have J cranks on order, the first batch of these is just about completed now, and the other batches are part machined and slabbed out. Apologies for the extended production period, but with a new suppliers, there has been a lot of teething troubles, as well as fitting in at slack periods to keep the cost down. The whole batch has ordered, so that there won't be any spare.

All the above spares are subject to 8% VAT, as well as postage, whilst MG World/'75 still at its bargain price of £4 has no VAT.

# CAR OF THE YEAR AWARD 1977

points as at 1/9/77

<u>Position</u>	<u>Car</u>	<u>Reg. No.</u>	<u>Driver</u>	<u>Points</u>
1	K3	300	Phil B-P	95
2	Cracker PA	1200	Steve Dear	68
3	L s/c	72	David Taylor	57
4	ND s/c	162	Phil B-P	34
5	M		Bryan Bowles	32
6	PB	1049	Alan Grassam	19
7	PA s/c		Barry Linger	9
8	J2	3	Mike Hawke	8
9	Stiles F	471	Rosemary B-P	7
10	J2		Bryan Scotney	2

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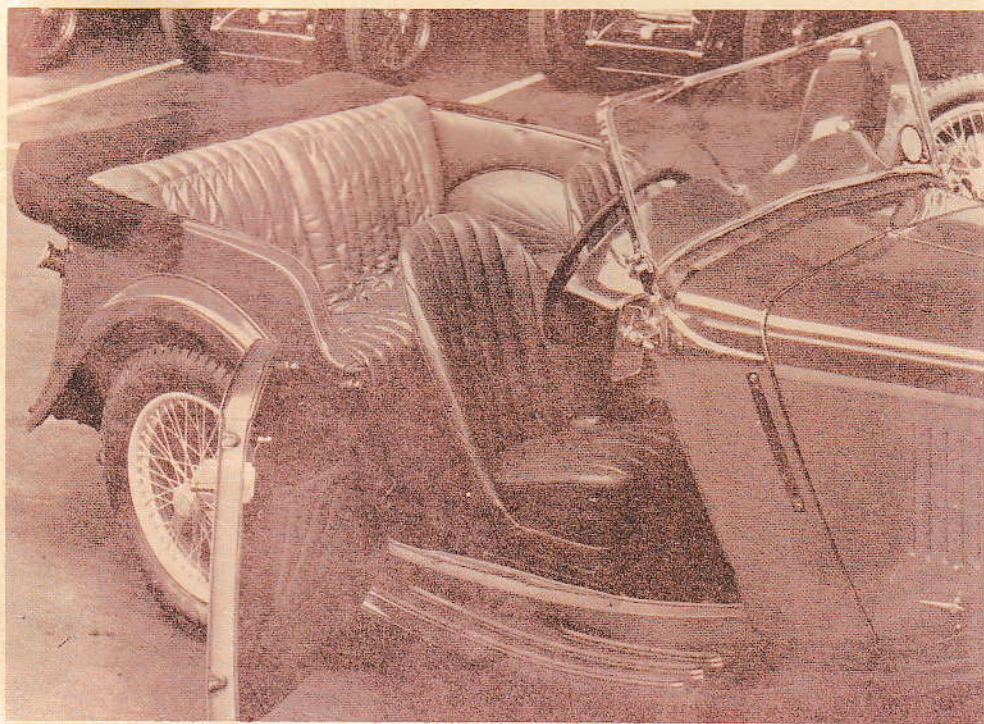
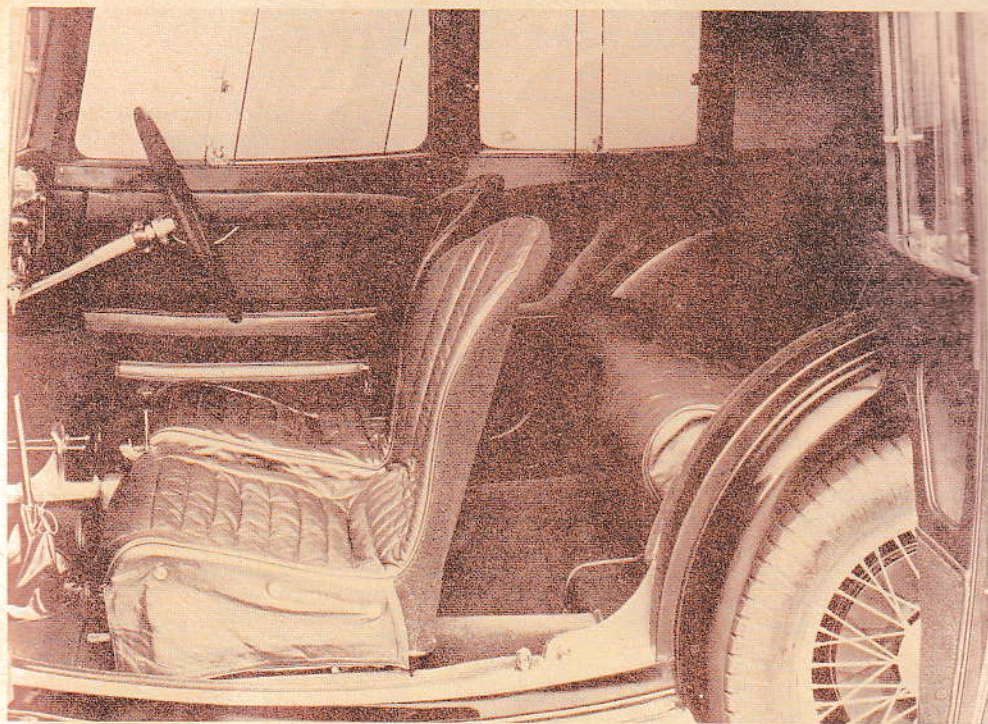
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## PHOTOS OPPOSITE

Top: - Interior of a KN.

Bottom: - Interior of an NB.







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