



TRIPLE M REGISTER YEAR BOOK 1972



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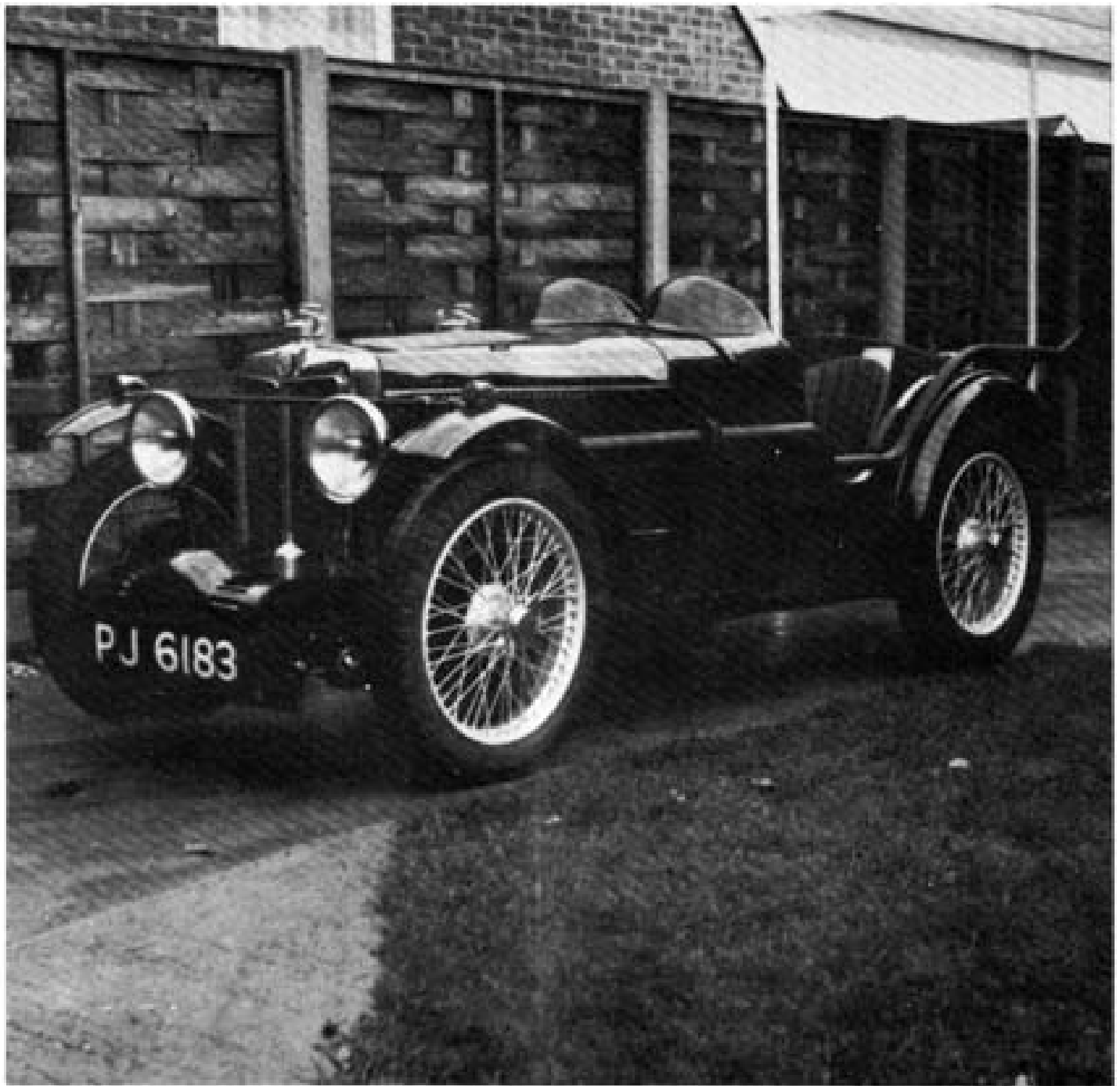
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COVER PICTURE

John Adams, energetic bouncing passenger and Centric-blown PA tackle Bluehills Mine in the 1971 Lands End Trial. This effort won them their class. Stripped, this car later lapped Silverstone in 1 min. 20.8 secs., a creditable time which rivals the times set by Mel Jones in about 1962.



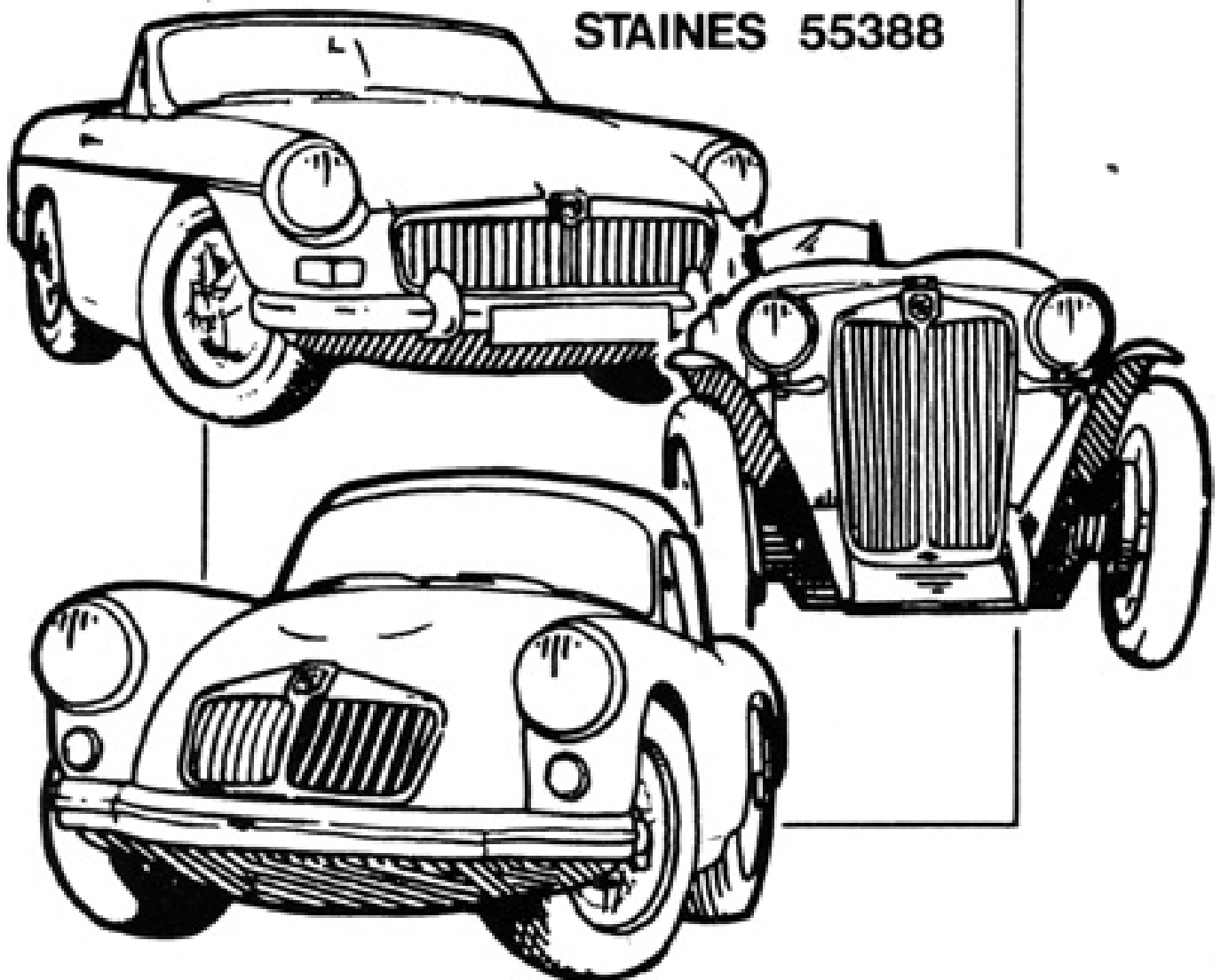
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F. Wilson McComb, October House, Drayton,
Abingdon-on-Thames, Berks.

CHAIRMAN'S CHAT

Our new editor, Mike Howke asked me to do a summary of MMM activity over the past twelve months, but of course the Triple-M Register is now ten years old, so perhaps a short retrospective look at our first decade would not be out of place.

There can be no doubt that the Register has enhanced the status of the o.h.c. MG in Vintage circles. The condition, performance and appearance of our cars today is far superior to the 1961 specimens which struggled to meetings in small numbers, and which were the objects of some ridicule and leg-pulling among the MGA owners who dominated the scene at the time.

The outstanding car of the decade must surely be the red J4 of Geoff Coles, because its first appearance at Silverstone sent up an audible and universal gasp among fellow MMM owners, and set a new standard among rebuilders, particularly in the art of retaining the lubricant inside the engine. Not only did it look staggering, but with the minimum of fuss and attention it has been winning important races right up to the present season, when it won the V.S.C.C. Spero Trophy scratch race at Thruxton for the third year out of four. The car has also done well at Brands Hatch and at Silverstone and even achieved a 750 cc lap record at Goodwood before that circuit closed down.

Then there are cars which have been a credit to the Register by their versatility and the quantity of events they have entered, both in and out of the

*1 min 57.0 secs at 1966 Whit-Monday Meeting - Ex.

M.G.C.C.. John Adams' blown PA for example has won awards in a long-distance trial one week and a race the next, and then has been in a speed hill-climb the next day.

We must remember the J2 of our new editor Mike Hawke, who has entered every conceivable competition both suitable and otherwise in all sorts of unlikely places; and furthermore, he was doing it for many years before the MMM Register was born.

We must mention the 'super enthusiasts' who, not content to persuade one old motor car to behave competitively, have regularly turned up with whole fleets of vertical dynamos. Just think of the Club without the Beers. They have regularly appeared with K3s and NEs and Q types all of which have performed impressively at least for most of the time, and of course we are hoping to see them in action with an original R type before long.

What of our spares secretary Phil Bayne-Powell? I can remember seeing him in a 14/40, at least one Allingham NA (though he keeps messing about with a point brush and I tend to lose track), an N, and now he is threatening to appear in an N Airline Coupe. I suspect he's only got one car really but he keeps changing the body to impress everyone The records show, however, that he also has a P type an F and an L type.

We should not forget Miss Betty Haig who was driving her PB in rallies before the war, and Morgan Marshall, who has been driving Vintage and MMM cars since 1931, or indeed, Don Bishop from Weston-super-Mare who has driving his alarmingly fast blown P-type in speed trials every year since 1947, having

also performed before the war.

The vast majority of our members, however, have been engaged in long drawn-out rebuilds which have taken many years already, and which may take several more years yet. But this hardly matters so long as they ARE finished eventually and don't end up being cannibalised for spares indiscriminately.

One has many memories of the characters one has met through owning an old MG. What a cross section they are. There are quiet thorough chaps like Elwin Sapcote who has achieved three really wonderful rebuilds on M, F and N chassis, which have won many concours awards. Yet, for every character like Elwin one can think of at least a dozen whose enthusiasm is so boundless that they talk constantly and endlessly about MGs and nothing else, yet in the entire ten-year period they have yet to appear at a meeting with their car. There are one or two whom I am beginning to suspect don't really have an MMM car at all, but they keep turning up at netters with bits of blower manifold and polished con-rod just to perpetuate the illusion that they have. Unfortunately one or two of these theoretical enthusiasts have managed to find things like K3, Q and R types, which rather explains why we don't see these models in the open air (I hesitate to use the word 'competing', for to see them at a static gathering would suffice).

Well, are YOU blushing? It isn't too late for resolutions, so what about finishing that epic rebuild this year?

Who else is there? Charlie Shepstone is the other extreme. He has contrived to win dozens of awards, including the MMM Car of the Year Award with

a PB that manifestly needed rebuilding years ago, though he did actually start with a rebuilt engine in it.

There is a super-enthusiast, John Kidder, who covers large mileages from up-North to compete in Southerly events with his NA and who is also rebuilding an NB.

Going back a year or so, the Committee took the unusual step of making two MG owners 'Honorary' MEMBERS OF THE M.M. Register, and I think it would be a good idea to remind everybody of the reasons, particularly as the proposal was mine and it was considered controversial by some.

Several years ago two characters called Dudley Sterry and Roy Newton appeared on the Trials scene with a pair of J2s powered by XPLG engines. These cars became increasingly formidable and, when two years ago they sprouted superchargers, they became virtually invincible in the big M.C.C. trials, and indeed anybodies' trials.

In the 1970 season they won the annual M.C.C. Team Championship for the year from specialised opposition numbering hundreds of cars. In 1971 they have already cleaned up class awards in the Exeter, Lord's End and Edinburgh Trials, winning the team Prize on each occasion and have won just about every other trial they have entered.

To anybody outside the MG Car Club, these two cars are simply J2s, for the average sporting enthusiast scarcely knows how to distinguish one square-rigged MG from another.

Consequently, the once-invincible Dellow, V7, Imp and Morgan Plus-8 drivers now regard the MG J2 as the most formidable opposition they can expect to meet and treat them with an awesome respect. Splendid.

As Dudley and Roy bought their cars with FORD ENGINES and converted them to all MG parts, we decided that we must recognise that these specials were doing a great service for the old MG cause, and that for once the 'end' really did justify the 'means'. Though their cars are not eligible for MMM awards or MMM-only events, we felt we must offer them honorary membership as a gesture of our esteem and, happily, they were pleased to accept.

Other outstanding memories? Well, there are exuberant chops like Nigel Musselwhite, John Goodacre Roger Davis, Andy McLennan etc. who have cars without doorhandles. The reason for this of course, is the manner in which they drive around Woodcote corner which precludes them from owning cars with doorhandles for any length of time.

It has been a wonderful ten years. I am proud to own MMM 2; I am happy to be able to call so many grand characters my friends, (whatever they call me..) and I am looking forward with undiminished enthusiasm to a bigger, better and stronger MMM/Vintage movement in the future, which in turn will make a better MG Car Club.

I am certain that in choosing Colin Butchers to succeed him, Mike Allison has ensured that the MMM Register will indeed be dynamic and progressive.

Stephen Dear

(Ed's note). Steve modestly omits to mention his own efforts in keeping three vertical dynamos running. His more recent achievements in tracing the Cream Cracker cars and stirring up MMM interest in trials are particularly apt for our cars were most successful in this field before the war. The lateness of some copy arriving allows the latest MMM achievement to be noted as a 'Stop Press' item.

In the 1972 Exeter Trial, three of our cars were entered. Ian Davison's PA and Steve Dear's PB both gained First Class awards while poor Colin Butchers retired with a grumbling diff... While our sympathies are due to Colin we must congratulate the others. A 66% success rate is better than the moderns.

Also Steve has pointed out that Dudley Sterry's J2 Special won a first too, won the class for Specials (against Dellowes etc.), has therefore won a 'Triple' for the second year running (i.e. first class awards in the three major trials of the year, the Exeter, the Lands End, and the Edinburgh) and has been awarded the Baddeley Individual Championship for all cars for the second year running. Steve points out that this was against over 300 cars but methinks that he is lucky that there is not a great deal of MMM opposition - at least in numbers. Well done Dudley.

EDITORIAL

Why have an MMM Year Book? The official M.G. Car Club Magazine, 'Safety Fast' contains a small Triple-M section each month - provided that Colin Butchers has done his stuff. Is this not enough? No; many things that interest us leave other MGCC members completely unmoved and it is a waste of perfectly good magazine space to fill it with material which attracts less than 10% of the readership. Therefore, some form of circular to Register Members is called for, no matter how modest it may be.

The 'instant' type of news item, like Jim Smithers has a Q-type engine for sale, is included in the Infoletter which is run so ably by Pete and Rosemary Davis. The Year Book is intended to contain information of a more lasting nature and whilst it is too much to hope that it might be put on your bookshelves next to those two 'musts' of any MMM bibliophile, 'Blower' and 'Maintaining the Breed', we hope that it will not be consigned to the dust-bin next week.

Mention of the 'M.G. Workshop Manual' by W.E. Blower and 'Maintaining the Breed' by John Thornley brings the thought that we MMM types are really well catered for when it comes to literature on our cars. Both these books are currently available at the time of writing and both have a great deal to say about the repair and racing history respectively of our machines. As nearly as possible in a free society these are required reading for all MMM members. But both leave ones' appetite whetted for more and for further reading we turn to

.....THE MMM BIBLIOGRAPHY

Let us start at home. The Blower Manual is compiled from M.G. Car Company Service Data Sheets which were issued to M.G. Agents before the war. They make the assumption that there is a practiced mechanic doing the job and that a stock of spares and tools is readily available. These conditions are rarely true today and, anyway, cars approaching their fortieth birthday suffer all sorts of ills which Mr. Blower did not consider with his youngsters. Therefore MMM technical articles add to but in no way replace the various sections of 'Blower'. The best of them are:-

MMM TECHNICAL ARTICLES

<u>MMM Bulletin</u>	<u>Title</u>	<u>Author</u>
20 May/June '65	Oil (keeping it in place)	Geoff Coles
21 Sep/Oct '65	Cylinder Head and Valve Gear	Geoff Coles
22 Dec/Jan 65/6	O.H.C. Engine Tuning	Geoff Coles
22 Dec/Jan 65/6	Marshall Supercharger Z 75	John Seymour-Howell.
24 May/June '66	Notes on the Camshaft Drive	Barry Linger
26 Dec '66	P-type Water Pump	John Seymour-Howell.
27 March '67	Merles Weller Steering Box	Allan Scott
27 March '67	Shock Absorbers	Mike Allison
28 June '67	Tuning the O.H.C. MG	Mike Hawke
29 Sept '67	Overhaul of Marshall Superchargers	Roy Perkins

30 Dec	'67	Originality-ex Works Finish?	Elwin Sapcote
30 Dec	'67	Roadholding	Mike Hawke
31 March	'68	They Don't Make Them Like That Now	Elwin Sapcote
31 March	'68	Service Information Sheet No 13 Valve Timing	
32 June	'68	Centralised Lubrication	Mike Allison
35 Dec	'68	Painting Your Car (Original Colour Schemes)	Mike Allison
Year Book 1970		Stop Your Old MG	Mike Allison
Year Book 1970		Vertical Drive Oil Leaks	Barry Linger & Mike Allison
Year Book 1970		Its a Shocking Business	Mike Allison
Year Book 1970		Cylinder Head and Valve Gear	Geoff Coles
Year Book 1971		Using the Steering	John Seymour- Howell
Year Book 1971		Rebuilding Hints	Geoff Coles
Year Book 1971		How to Instal Andre Shock Absorbers	Andre Ltd
Year Book 1971		The Basis of Engine Timing	John Kidder

Two dozen of the best, and all written by chaps who have done it themselves and who certainly know what they are talking about even though - just to preserve a modicum of modesty - some may not be professional essayists. Irving Bremson will have spare copies of the Year Books and may be able to provide some of the earlier articles to newly-joined members. He will certainly do his best to answer requests for early MEM data.

Meanwhile, what has been produced by the professors; writers? O.S.C. M.G. literature has come steadily off the presses ever since our cars were built. A brief resumé follows, starting with the more recent (and hence more available) material.

1. MG 1929 - 1934 } By Brooklands Books
2. MG 1935 - 1940 } Reprints from contempor-
3. MG Cars 1940 - 1947 } ary 'Autocar' and 'Motor'
4. MG Cars in the Thirties } articles. Indifferent reproduction of pictures but interesting. Some T-type stuff, particularly in item 3. All are currently available.
5. The MG Midget M-Type } by F. Wilson McCombe and
6. The MG Magnette K3 } published by Profile Publications Ltd. 1966. Technically excellent descriptions and potted histories of these models with good contemporary photographs.
7. The MG Story, by J.E. Wherry, Chilton Books 1967. Some good photos with indifferent text with obvious transatlantic 'flavor'. Nearly 50% of the book is devoted to MMM cars.
8. The MG Companions by K. Ulliyett. Stanley Paul 1960. Good general story but not much MMM coverage.
9. Tuning and Maintenance of MGs by Philip H. Smith Foulis 1952. Only brief MMM coverage (59 pages in my edition). Good picture of the author in his blown PA (ANE 648).
10. Magic M.P.H. by Lt. Col. A.T. Goldie Gardner, OBE, MC, Motor Racing Publications 1951. Comprehensive account of the author's notable efforts in C and K3 types.
11. Wheelspin - Foulis 1945 } By C.A.N. May.
12. More Wheelspin - Foulis 1948 } Accounts of the author's efforts in pre and post-war trials respectively. Pre-war he drove a J2 (OC 1741), a PA (BPH 418), an NA (MG3762) and JB 7521 currently and actively owned by Steve Dear. So Wheelspin.

is almost wholly MMM material. More Wheelspin is not so partisan but still describes some good trials performances by 'our' cars.

13. Wheels at Speed by Prince Chula of Thailand. Poulis 1946. An account of 'Biro's' 1935 racing season including his drives on the K3. Also contains a picture of his F2 Magna 'Fidget' MG 1975)
14. Dick Seaman, Racing Motorist by Prince Chula of Thailand. Poulis 1941. A good account of his early days with a K3.
15. Combat by Barre Lyndon, William Hinemann 1933)
16. Circuit Dust by Barre Lyndon, John Miles 1934 }
17. Grand Prix by Barre Lyndon, John Miles, 1935 }

This trilogy described in detail the MG racing history up to the end of 1932; MG's 1933 season; and the 1934 racing season respectively. All are very well written and contain good photos.

This is only a start. It does not mention any of the considerable o.h.c. material which has appeared in Safety Fast from time to time, nor any of the 'general but applicable' books like The Restoration of Vintage and Thoroughbred Cars by Richard C. Wheatly and Brian Morgan (Batsford 1957), nor any of the books which give brief but interesting glimpses of MG lore as in On the Starting Grid by Paul Frere (Batsford 1957). Any more to add for the 1973 Year Book please?

As a final note, 1972 should see a notable addition to the MG enthusiast's book shelf for it is understood that Wilson McComb's long-awaited 'THE STORY OF THE MG SPORTS CAR' is now ready to be published by J.M. Dent & Sons Ltd. Also, the solution to the 'Great N Type Mystery' appears in this work (see the 1971 Year Book).

Where do you find these books? Second-hand book shops often provide some satisfaction to the patient but if you want quick results (and have the cash) the specialist dealers in motoring books should be able to provide most of those mentioned without too much searching. For instance, Charles Mortimer's Christmas 1971 list contained Combat, Circuit Dust, Grand Prix, Maintaining the Breed, Wheels at Speed, Dick Seamon Racing Motorist, The MG Companion, Wheelspin and More Wheelspin at prices from 80p to £6 (alas).

Happy hunting.

Mike Hawke

N-TYPE REAR HUBS

Rear hub bearing nuts and lock washers are available under the following B.M.C. part nos:-

1G-7448	Right-hand thread nut
1G-7582	Left-hand thread nut
1G-7584	Lock washer

I think these are Austin A55. Anyway they fit the N-type and therefore, presumably, P and K as well.

John Kidder

IDLE CHAT

Another year has passed, and it is time once again to extend a welcome to all of you who are renewing your subscription to the Register, and to add an extra special 'hello' to those who are joining us for the first time. If 1972 can be judged by previous years, we can look forward to meeting something like one hundred new members during the next twelve months, for it is a fact that despite numerous forecasts to the contrary, the Register has grown at the rate of over one hundred per year since it was first formed in 1961.

In fact, at the time of writing, I am about to register details of our 1,350th Triple-M MG, and there are no signs whatsoever of our growth rate diminishing. When one bears in mind the length of time involved, I do not think that the lapsed ratio over the last ten years is particularly significant, and of the 1,350 cars registered in all, well over 600 are still in the hands of current members, many of whom have been Register members since the early days.

No one can deny that the growth of the Register has been quite a remarkable success story, and without delving into our history, it is perhaps worth considering why this should have come about.

From time to time some of us tend to become a trifle pompous, and we jump up and down insisting that certain things should be done or not done, or certain members should be forced to do one thing or another, but in doing so, I think we lose sight of one very important fact. That is that all of us in the Register are free individuals, exercising our right to own a car of our choice, and what is

more important, electing to join a section of the MG Car Club which specialises in our particular models. Neither the main Club nor the Register have many rules and regulations which can be enforced with any strength, other than perhaps by expulsion, yet despite this, there is an immensely strong common bond which brings together hundreds of people from machine minders to medical practitioners, and from bank presidents to bicycle repairers. The bond is simply pride of ownership of a car which has stood the test of time, and which after almost forty years is still capable of looking good and sounding and performing splendidly. This pride will be displayed many times during the forthcoming year, in concours meetings, races, hill-climbs, trials and other numerous forms of competitive event organised by the MG Car Club. Without deriding other sections of the Club, we in the Triple-M Register firmly believe that our cars, the overhead camshaft models made between 1929 and 1936 under the titles 'Midgets, Magnos and Magnettes' can be regarded as the true centre of the Octagon. It was these cars which came from Cecil Kimber's factory at Abingdon which initially provided exciting travel to the sporting motorist of the early 'thirties, and subsequently created almost total domination of International Classes G and H in the parallel worlds of racing and record breaking. Yes, without doubt, pride of ownership is the common bond, and when one witnesses the beautiful J4 owned by Geoff Coles winning the Spero Trophy at Thruxton three years out of four, and John Adams' PA winning its class in the 1971 Lands End Trial against modern opposition, that pride is really fulfilled.

Now that we have established the bond, what does the Register do to help?. Well, this Year Book

contains the names and addresses of the Committee Members who operate the special services, such as technical advice, spares, and library, but the principle thing in my view is that it fosters communication. Communication by correspondence - through me you can easily contact any member in your area who owns a similar car; communication by means of our bi-monthly news sheet 'Infoletter' and communication by means of the numerous meetings held with other Club members all over the country, when you can meet and talk to people who share your pride of ownership.

The world is too full, to my mind, of people who are overanxious to moralise and sermonise their fellow men. I hope that I can avoid doing this, because above all else, I am an unabashed pleasure seeker. In the interests of delicacy I will not dwell on this, other than to add that I get great pleasure out of owning and driving my PA Midget and NA Magnette, and I hope that membership of the Register during 1972 will enable all of you to share this pleasure. Please drive your cars, paint them, rebuild them, race them, or do what you will, but above all enjoy yourselves, and in doing so, live up to our motto, which is written in the Latin words 'LAUDES AUGETE PRIORITYS' on every Triple-M badge. Our Chairman, Steve Dear, was heard to remark that he understood the words to mean 'The loudest gets priority', but whilst that may be something of a truism, particularly when related to an exhaust note, the correct translation is of course 'MAINTAIN THE BREED'.

Colin Butchers.

1972 M.G.C.C. CALENDAR - MAJOR DATES

<u>Date</u>	<u>Centre</u>	<u>Event</u>
30/1	S.W.	Salisbury Trial
26/3	S.E.	Production Car Trial
9/4	S.E.	Brands Hatch Race Meeting
21/5	S.W.	Autotests
27/5	S.E.	Silverstone Race Meeting
28/5	M.	California Cup and Concourse, S'tone
2/7	N.E.	Wilsic Hall Concourse
20/8	S.E.	Beaulieu Concourse
20/8	M.	Curborough Sprint
1/10	S.E.	Production Car Trial
29/10?		Cheddar?
11/11	S.E.	Sprint, Silverstone
26/12	S.W.	Kimber Trophy Trial

There are a few of the events in 1972 in which there will be a class for MMM cars or one in which our machines have done particularly well in the last few years (that class may actually be the all-comers one). It does not pretend to be exhaustive and some obvious omissions will be seen by anyone with half an eye for the MG competition world. There is, for instance, no Houghton Mill event and no Kingwell Hall mentioned.

For up-to-date competition information, keep your eye on 'Safety Fast' and good luck. Then write and tell me all about your efforts, especially if they were in an out-of-the-way event which few of us know about.

M.B.H.

1972 M.G.C.C. CALENDAR - MAJOR DATES

<u>Date</u>	<u>Centre</u>	<u>Event</u>
30/1	S.W.	Salisbury Trial
26/3	S.E.	Production Car Trial
9/4	S.E.	Brands Hatch Race Meeting
21/5	S.W.	Autotests
27/5	S.E.	Silverstone Race Meeting
28/5	M.	California Cup and Concourse, Silverstone
2/7	N.E.	Wilsie Hall Concourse
20/8	S.E.	Beaulieu Concourse
20/8	M.	Curborough Sprint
1/10	S.E.	Production Car Trial
29/10?		Cheddar?
11/11	S.E.	Sprint, Silverstone
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M.B.H.

SOME 1971 WINNERS

<u>Date</u>	<u>Event</u>	<u>Driver</u>	<u>Car</u>	
8/1	MCC Exeter Trial	John Adams	PA8/c	Class Award
14/3	SW Babbdown Gymkhana	Phil Peckham	PB8/c	F.T.D.
4/4	SOC Phoenix Trial	John Adams	PA8/c	Winner Overall
18/4	Brands Hatch Registers' Race	Sid Beer	K38/c	1st Scratch
2/5	NW Sprint	Geoff Coles	J48/c	1st H'cap
8 & 9/5	Houghton Mill Concours	Ray Masters	QA8/c	1st Class
		Flip Scholten	M	1st Overall
		Alan Simpson	J2	1st Concours
		Ralph Bateman	J2	1st Gymkhana
29/5	Silverstone Race Meeting	Nigel Musselwhite	PB	1st MMM Race
		" "	PB	1st H'cap
		John Adams	PA8/c	} H.S.T. Awards
		Dermott		
		Reynolds	J2/P	
30/5	California Cup	John Kidder	NA	1st Concours
5/6	Drayton Concours	Alan Simpson	J2	1st
4/7	Wilsie Hall	Brian Scottney		Kimber Trophy
		John Kidder	NA	1st Concours
		David Taylor	L2	1st Gymkhana
1/8	Thomson Road Sprint	Peter Hughes	F2	1st Vintage
1/8	Brentwood Carnival	Geoff Coles	J48/c	1st Concours
		Alan Simpson	J2	Class
		Bob Wimmer	J2	Awards
		David Anderson	J2	} Gymkhana Awards
		Colin Tieche	J2	

15/8	Curborough Sprint	Peter Crannage	N	1st MMM
22/8	Beaulieu	Alan Simpson Len Goff Keith Portsmore Ray Smith J. Simmonds- Hodge T. Goodwin Rosemary Bayne Powell	J2 NB M J2 PA PB NA	Concours Award. Winners
11/9	Castle Coombe	Andy McLennan	NAs/c	1st Pre 1955 Race
11/9	Spero Trophy Thrupton	Geoff Coles	J4s/c	1st
18/9	Silverstone Race Meeting	P. Jayne Neville Churcher Tony Hurst Ray Masters	F PB C/R. QAs/c	H.S.T. Award Winners 1st Pre- 1955 Race 1st Pre-war Scratch Race
26/9	SW Bobdown	Steve Dear	PAs/c	F.T.D.
31/10	Cheddar Meeting	Len Goff Steve Dear	NB PAs/c	1st Concours 1st Gymkhane
8/11	Silverstone Sprint	Andy McLennan	NAs/c	1st MMM
26/12	Kimber Trial	Paul Fletcher Stephen Shepstone	PA PB	1st MG 1st MMM

Well done everyone. Next year your humble editor would like to have a list five times as long to include anyone who did anything in the sporting line. So let me know what you have been up to or ask Elwin to pass on your Car-of-the-Year points claims.

MG CAR CLUB, MMM-REGISTER
CAR-of-the-YEAR AWARD 1971

Pos'n	Owner	Model	MMM No.	Total Points
1	Alan Simpson	J2	437	82
2	John Kidder	NA	708	79
3	Mike Allison	NAs/c	1	66
4	John Adams	PAs/c	329	62
5=	Steve Dear	PAs/c	1200	55
5=	Phil Bayne Powell	ND	162	55
7=	Phil Bayne Powell	NA	691	40
7=	Allan Scott	J3s/c	357	40
9	Mrs. Diane Dwyer	J2	37	34
10	G & Y Ward	PA	920	28
11	Nigel Musselwhite	PB	191	20
12	Ralph Bateman	J2	768	16
13	Elwin Sapeote	NB	522	15
14	Mike Howke	J2	3	14
15	Steve Dear	PBs/c	1000	12
16	Leonard Goff	NB	1266	11

Congratulations to Alan Simpson on winning the Car-of-the-Year Award for the second year running. We hope to see every MMM car in running condition trying to topple Alan from his lofty position. And where are all those M, D, F, K, Q, C and R types?

CAR OF THE YEAR AWARD 1972

The 'Car of the Year Award' will be competed for as last year. It is a splendid trophy awarded annually to that car which performs most creditably in the widest selection of meetings. It is declared on a points system which is outlined below.

We hope that all member will compete for this which is the Register's premier award in 1972.

The points score will be kept by Elwin Sapcote to whom all claims should be sent. Where possible, points will be noted automatically but the onus will be on the owner of the car to make sure that his mount has its correct score. A table as up-to-date as possible will be published in 'Safety Fast' each month. Please claim your points as soon as possible. Any claims not filed within three months of the meeting will not be considered and no claims will be considered after 5th January 1973.

Points scoring system

The best ten scores for each CAR will count.

More than one driver may use any one car.

If any driver uses more than one car, scores will be counted separately. The award is to the car.

For each event entered, started and finished ... 2 pt
If classed as a non-finisher 1 pt

In Concours events

In addition to the 2 pts for entering, points will be awarded to every competitor for originality as follows:

A perfectly original car having no mods 5 pts
For each non-original item, DEDUCT 1 pt
(Mudguards, wheels, etc. count as a multiplicity
of the same sort of mod. and score minus one each)

The following exceptions are made:-

(1) Historically interesting cars, where these are
in substantially the same condition as on 31st
December 1939, or before.

(2) In all cases:

Bucket seats

Rear dampers on P and N types

Superchargers if neatly installed

Steel or fibreglass parts if of the
original shape.

Electric wipers (early cars)

SU 'L' type pumps replacing 'Petrolift'
or 'Autopulse'. Modern high-pressure
pumps will be penalised

Modern carburettors (if of standard size)

Internal engine and gearbox mods.

All cars taking part in concours events this
year will be given their rating at their first
meeting. This will stand for future events. A
request for rerating may be made to any MMM
Committee Member.

In addition, place points will be given as
follows:

1st4 pts
2nd3 pts
3rd2 pts
4th and highly commended1 pt

i.e. max. points for a concours event

$$2+5+4=11$$

In Driving Tests

Trials

Rallies

Autocross

Sprints

1st MMM car 9 pts
2nd MMM car 8 pts
3rd MMM car 7 pts
etc. down to 9th place . 1 pt

i.e. max. points for these types of event
2+9=11

In Races.

At any one race meeting, any two races or one
one race and a high speed trial only may be counted.
Thus:-

1st MMM car 5 pts
2nd MMM car 4 pts
etc. to 5th MMM car 1 pt

In events where cars of younger than MMM age
are competing, a place in the first four will win
a further 1 point.

In a high speed trial, award winners gain 6 pts
i.e. Max. points for a race meeting is
2+6+5+1=14

(Which would make it seem that the racing men
have an edge over the others. In fact it is not so
for a racing man - sorry, car - has not won the
award since 1965. Ed.)

Marshals, who use their MMM car as transport to and
from the meeting will gain 2 pts

ONLY MG C.L.R CLUB EVENTS WILL COUNT FOR POINTS

The committee have tried to allow for those cars which have gained significant success in 'outside' events, particularly where the stature of M.M.M cars has improved as a result. Geoff Coles' three times winning of the Spero Trophy is a case in point. No firm rule could be made unless it was so complicated that it was almost incomprehensible. If you feel that you have had a big win in an outside event, write to Elwin and make a provisional claim ... he may allow it, but it must be a class or outright win and gymkhana and concourse do not count.

Finally, the Committee have tried to swing the advantage, if any, away from the Concourse men who seem to have done better than anyone else recently, to the all-rounder. To this end, bonus points will not be awarded for specific events this year as has been the practice in the past, but for the variety of events entered.

Bonus points.

For one type of event	0 pts.
For two types of event	5 pts.
For three types of event ..	10 pts.
etc. to 7 types of event ..	30 pts.

Separate event types are:-

Concourse

Races and High Speed Trials

Driving Tests and Gymkhana

Trials

Rallies

Autocross

Sprints and Hill Climbs

CAR OF THE YEAR AWARD WINNERS

Year	First			Second		
	MM No.	Type	Driver(s)	MM No.	Type	Driver(s)
1964	132	J4s/c	Geoff Coles	110	NE	Syd Beer
1965	132	J4s/c	Geoff Coles	2	PBs/c	Steve Dear
1966	2	PBs/c	Steve Dear	132	J4s/c	Geoff Coles
1967	2	PBs/c	Steve Dear	3	J2	Mike Hawke
1968	644	F2	Elwin Sapcote	2	PBs/c	Steve Dear
1969	43	PB	Charles and Stephen Shepstone			Who was it? Own up.
1970	437	J2	Alan Simpson	708	NA	John Kidder
1971	437	J2	Alan Simpson	708	NA	John Kidder

MARY HARRIS TROPHY WINNERS

1963	Mike Hawke	J2	56.17 mph *
1964	Bruce Beer	J3s/c	61.56
1965	Stuart Milton	M	50.10
1966	Peter Bentley	PAs/c	58.56
1967	John Goodacre	PAs/c	64.06
1968	Mike Hawke	J2	58.62
1969	Peter Cranege	NA	66.08
1970	Malcolm Beer	K3s/c	?
1971	Nigel Musselwhite	PB	60.15
1972	?		

* Trophy not awarded until 1964

OVERHAUL of LUVAX SHOCK-ABSORBERS

Some MMM cars have Luvax shock-absorbers fitted on the rear axle, in particular P and N types. After 35 years or so they are invariably worn out and useless. So what can be done about it?

There are four ways of dealing with the situation:-

- A:- Go without
- B:- Convert to Hartford type
- C:- Fit a modern hydraulic type
- D:- Repair the originals

A is very dangerous because if the car hits a series of bumps that coincides with the natural frequency of the springs, the car will take control of the driver in a big way.

B is probably the best alternative.

C is the next best although both this alternative and B have the additional problem of designing and making suitable brackets and linkages to fit with the non-standard shock-absorbers.

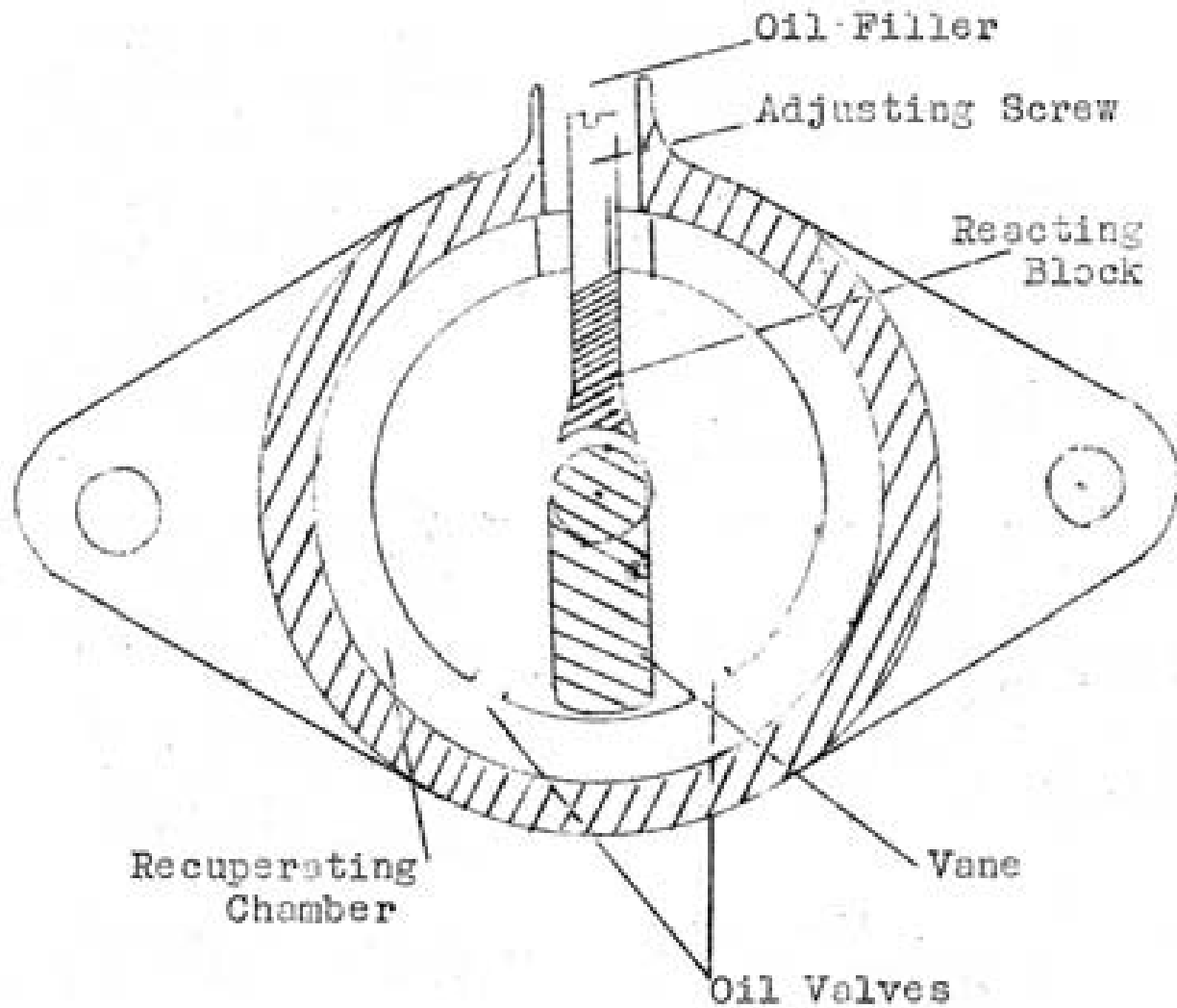
This leaves us with D, to make good the originals.

The Luvax shock-absorber consists of a drum through the centre of which passes a spindle on which is formed the vane. The edge of the vane is a close fit against the cylinder wall. The cylinder is filled with oil and provided with a fixed partition directly opposite the vane.

This means, of course, that when the spindle is in a central position the vane and the partition effectively divide the cylinder into two parts. In

LUVAX SHOCK-ABSORBER

SKETCH ARRANGEMENT



partition is also known as the reacting block. The adjusting screw is attached.

On each side of the vane in the working chamber are the oil valves which are connected by the recuperating chamber.

It is evident, therefore, that the shock-absorber works by restricting and controlling the oil flow from one side of the vane to the other.

The main disadvantage of this system is that cold oil is more viscous (thick) than hot oil. Therefore, as the car is driven the oil is heated by friction of being forced backwards and forwards through the oil valves. This reduces the resistance to motion of the vane and hence the resistance to motion of the spring.

This is overcome by providing ducts in the rotor, one each side of the cylinder. These ducts register with the hollow centre spindle in which is housed a thermostat and taper needle adjacent to the ducts. Thus, when the oil is cold, the thermostat contracts, drawing the tapered needle from its seat allowing an easy path for the oil through these ducts to help out the main valves. As the oil heats up these needle valves close.

Not all Luvax shockers have this thermostatic device. I have one pair of N type shockers with it and one without.

Having removed the shock-absorbers from the car stripping is more or less self-explanatory although some difficulty may be met in removing the arm from the spindle. This is best done with a puller first remembering to mark the arm and spindle to ensure correct reassembly. The cover plate on the back

must also be marked and may need a few clouts with a hide hammer to remove it.

Having got the thing in pieces, clean everything thoroughly and note where all the pieces come from. Then look for scoring on the vane and cylinder.

If these are badly scored you have to find some shockers in better condition or fill the score marks up. I have done mine with Araldite which is successful so far. ON NO ACCOUNT emery the vane and cylinder until the marks have gone as this increases the vane to cylinder clearance which is critical.

In the end of the cylinder you will find a conventional gland nut and packing. The packing should be renewed, I used greased asbestos string and have had no leaks so far.

The spindle will probably be worn where it has been in contact with the gland but repacking seems to overcome this.

Reassembly is basically the reverse of the stripping. Points to watch include making sure that there is sufficient packing in the gland to allow for adjustment in case of leaks; seeing that the arm is fitted to the spindle in the correct position. If you forgot to mark the arm and spindle, refit the arm at right-angles to the vane.

Make sure that the rear cover is in the same position as when removed, otherwise you will be in trouble when you fit the shocker to the car. The adjusting screw, which is under the filler, can be left quite slack at this stage.

Now it is advisable to make up a mounting board from fairly thick ply, the best size is about $14\frac{1}{2}$ " by 17" or thereabouts, when you will find that the diagonals come about 100' apart, which is the amount required for testing.

Mount the shocker centrally on the board in a horizontal position, and clamp the board in a vice. Now fill with oil. The original instructions are to use 'genuine Luvax shock-absorber fluid' but this is no longer available. It is permissible to use castor oil but this is thinner than the fluid so that it will be necessary to screw up the regulating screws to compensate for this.

Do not use modern shock-absorber fluid for it is far too thin.

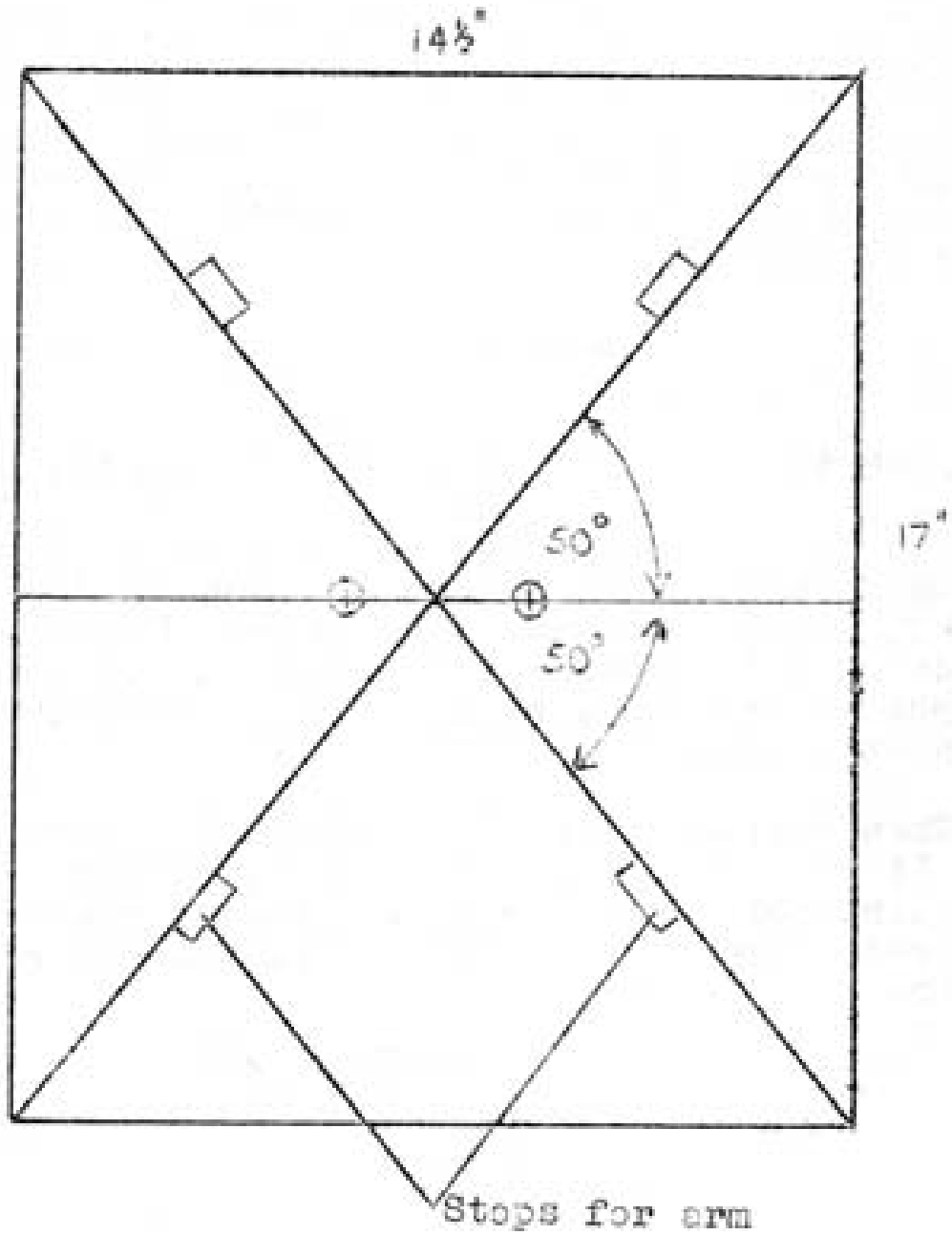
You may even have trouble in finding the correct adjustment using castor oil, particularly if the vane to cylinder clearance is too great - which it often is. I use EP80 gear oil as there are no rubber parts inside to rot and I can see no harm in it.

Care must be taken when filling to make sure that all air is expelled. This done by working the arm slowly by hand and topping up as the level of oil falls. This must be done until all trace of springiness in the arm is gone and a steady resistance is felt.

We are not quite ready to put the shocker on the car yet. It requires to be set and tested.

As an initial setting, screw the adjusting screw fully home and then slack back $1\frac{1}{2}$ turns and lock the nut. This is done by having a screwdriver down the centre of a box-spanner to hold the screw

MOUNTING BOARD



whilest the box-spanner is tightened using an open ended spanner on the outside hexagon at the top. Later types of shocker have no lock nut and the adjusting screw is self-locking.

Now we use our board. On the back of the shocker you will find a number, usually between 12 and 15, which is the time in seconds that it should take the arm to traverse 100° (i.e., from the top stop to the bottom stop) under a torque of 200lb.-in. if the arm is 5" long or more. For smaller shockers with arms under 5" long the specified torque is 100lb.-in.

So on a large shocker with a 5" arm we need a weight of 40 lb.

Push the arm up to the top stop on the board hang 40 lb. on the arm and time how long it takes to reach the bottom stop. If the time in seconds is less than that stamped on the back of the shocker, tighten the adjusting screw $\frac{1}{4}$ turn at a time until the adjustment is correct. If the time at first is too long, slack off the adjusting screw $\frac{1}{4}$ turn at a time.

When testing, have the filler plug screwed home. If your initial setting is a long way off, oil may squirt out of the filler. Finally check the oil level, make sure there are no leaks, and refit to the car.

John Kidder

LAYSTALL CRANKS FOR J-TYPES

Cleaning of Oilways

The oilways in Laystall crankshafts are drilled so that they form a centrifugal oil filter.

The webs between nos. 3 and 4 and nos 1 and 2 big-end bearings each have the oil passages drilled so that two drillings go from the centre-line of each bog-end to the outside faces of the webs at the middle line of the crank, where small chambers are cut out. These have caps which are held in place by bolts which pass right through the web. Thus, there are a total of four caps.

High-speed rotation of the crank tends to throw sludge out into these caps where it collects and, if allowed to remain, will eventually block the oilways completely.

When changing the oil, it is therefore advisable to remove the sump, remove those caps and clean them out. This can be done with the crank in place and near t.d.c.. When reassembling it is essential not to over tighten the bolts because this will distort the caps and an oil leak will result. The locking device (wired castellated nut on mine) must also be replaced.

On my crankshaft, it was found that considerable sludge accumulated at first but now, after some 50,000 miles, very little collects. This is presumably because the dirt of ages (remember the J has no proper oil filter) has been cleaned out of the engine.

M.B.H.

BODGER BALANCING

Bodger balancing is, of course, no substitute for having your crankshaft and flywheel balanced professionally, but is, nevertheless, better than doing nothing at all. When purchased, my J2 was (dis)graced with a Ford engine and gearbox. When I replaced these with the correct units, one of the annoyances experienced was a gear stick that rattled louder and louder as the revs. increased. I discussed this with some of my fellow MM Members and was told to fit a stronger spring under the gearstick. This was done, and it cured the rattle. However, on further reflection, I decided that this had simply removed the symptom of the fault, which was an out-of-balance engine.

Not being keen on removing the engine so soon after putting it in, I decided to improve the balance as follows:

1. Remove the inspection cover on the bellhousing, and number the bolts that hold the clutch cover plates onto the flywheel.
2. Start the engine and judge the amount of vibration at, say, 3,000 r.p.m..
3. Make a weight about 3" diameter, 3" thick and bore it 5/16".
4. Repeat the vibration assessment with this weight fitted under each clutch cover plate bolt in turn. Leave the weight fitted in the position that gave the least vibration.
5. Repeat 3. and 4. with further weights of greater or less weight as applicable, until no further improvement is obtained.

When I bodger balanced my engine, the final

adjustment was made with a washer weighing a mere 4.5 grams (about 1/6th. ounce).

There is a lesson to be learned from this, which is:- if you have your crankshaft balanced professionally, you will have wasted your money if your clutch cover bolts and clutch springs are of difference weights, unless they are kept in the numbered positions that they occupied when the assembly was balanced. Also, make sure that any washers used are all of the same thickness.

Ralph Bateman.

(Perhaps it is only fair to mention that not all of Ralph's work is of the 'short-cut' variety. For a very good account of how he made himself a new crankshaft, see the 1971 Year Book. Ed.)

FOR TRIMLISTS

A spinning wheel gathers no cups.
A car on the track is worth two in the bog.
He laughs longest who holds fast.
A fool and his motor are soon parted.
Fools rush in where helpers fear to tread.

Anon.

(This chap writes some good stuff. Ed.)

INSTRUCTIONS FOR FITTING 'REGENT'
R/CWP. 100, 104, 135a & 139a CROWN WHEEL AND PINION

1. All parts must be thoroughly cleaned, and all grit and fluff from cleaning blown off with air line.
2. All bearings which show any wear or 'shake' must be replaced. It is useless to fit new gears if there is any wear in bearings. The two pinion bearings will almost certainly be worn. The Distance Piece (1) is subject to wear if the pinion nut has been slack.
3. Assemble the pinion bearings and Distance Piece (1) into the Pinion Sleeve (2), the split thrust bearing (4). THIS IS MOST IMPORTANT.

Assemble the pinion into the Bearing (5), Distance Piece (1), Sleeve (2) and Bearing (4). This is best done in a light hand press, but failing this a raw-hide hammer, lead hammer or a piece of hard wood should be used to tap the pinion into the bearings. ON NO ACCOUNT should the pinion be hit with a steel hammer as the pinion would then be ruined beyond further use.

5. Next fit the Driving Flange (6) on the splined end of the pinion and tighten the pinion nut tight and solid. When tightening the pinion nut do not hold the pinion teeth in the vice, but hold by the flange. The pinion should now revolve freely without any end-play. If there is end-play it must be removed by fitting new bearings. If the pinion is tight it is probably due to the Distance Piece (1) being worn and this must be replaced. It is not permissible to

pinion nut slack to relieve the tightness on the pinion bearings; this would ruin the pinion within a few miles.

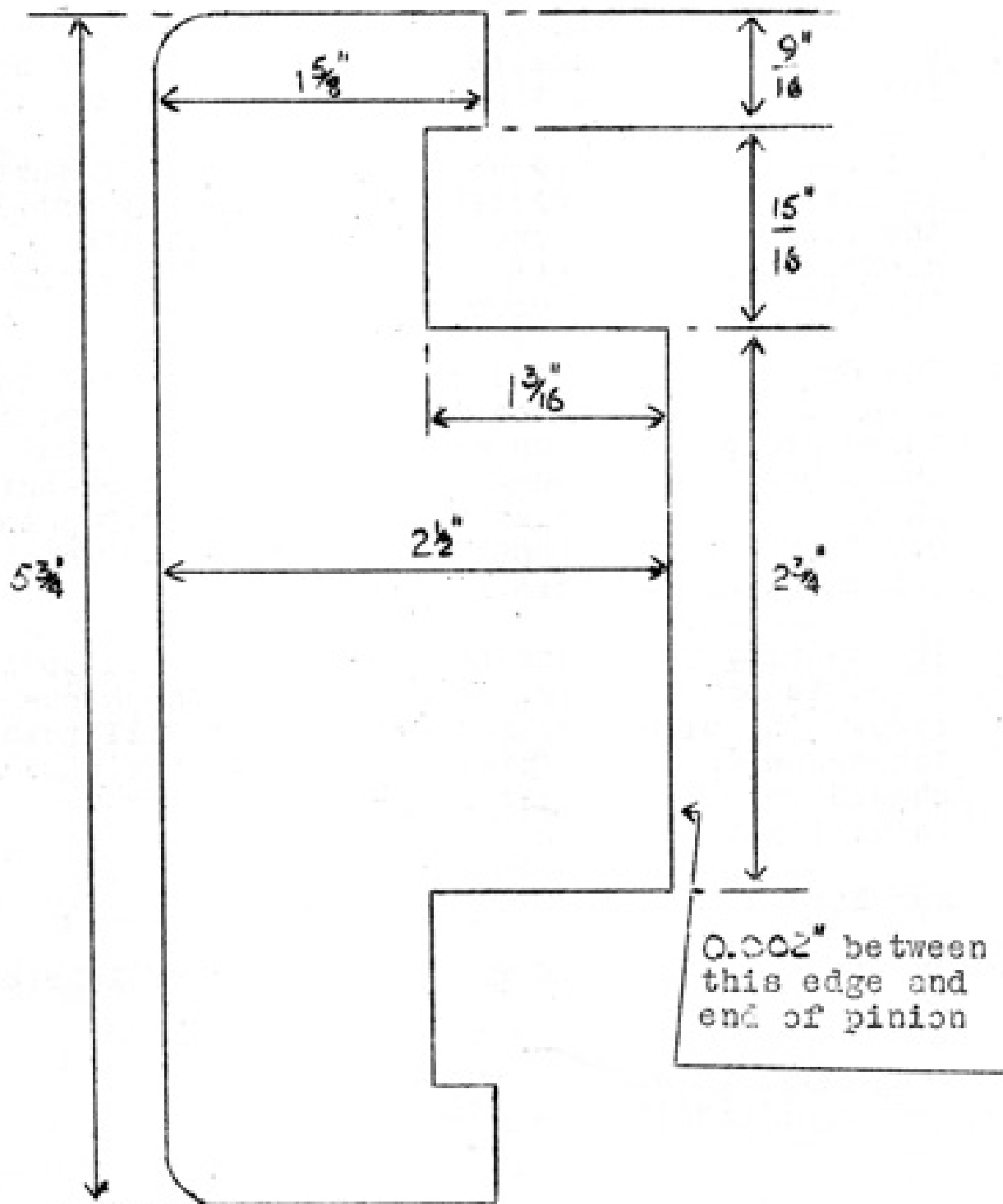
6. Hold the sheet metal setting gauge into the bearing caps and check the distance between the Setting Gauge and the ground surface of the pinion. This should be 0.002 inches. If this is more remove sufficient shims from (9) until the clearance as above is correct. If the clearance is less fit more shims at (9) until the clearance is correct.
7. The Crown Wheel should now be assembled and in doing so make sure the flange is not damaged and there are no burrs on same to make the crown wheel run out of true. The ball race lock-nuts should now be adjusted until there is 0.005 to 0.007 inches back-lash between the crown wheel and the pinion. THIS IS MOST IMPORTANT

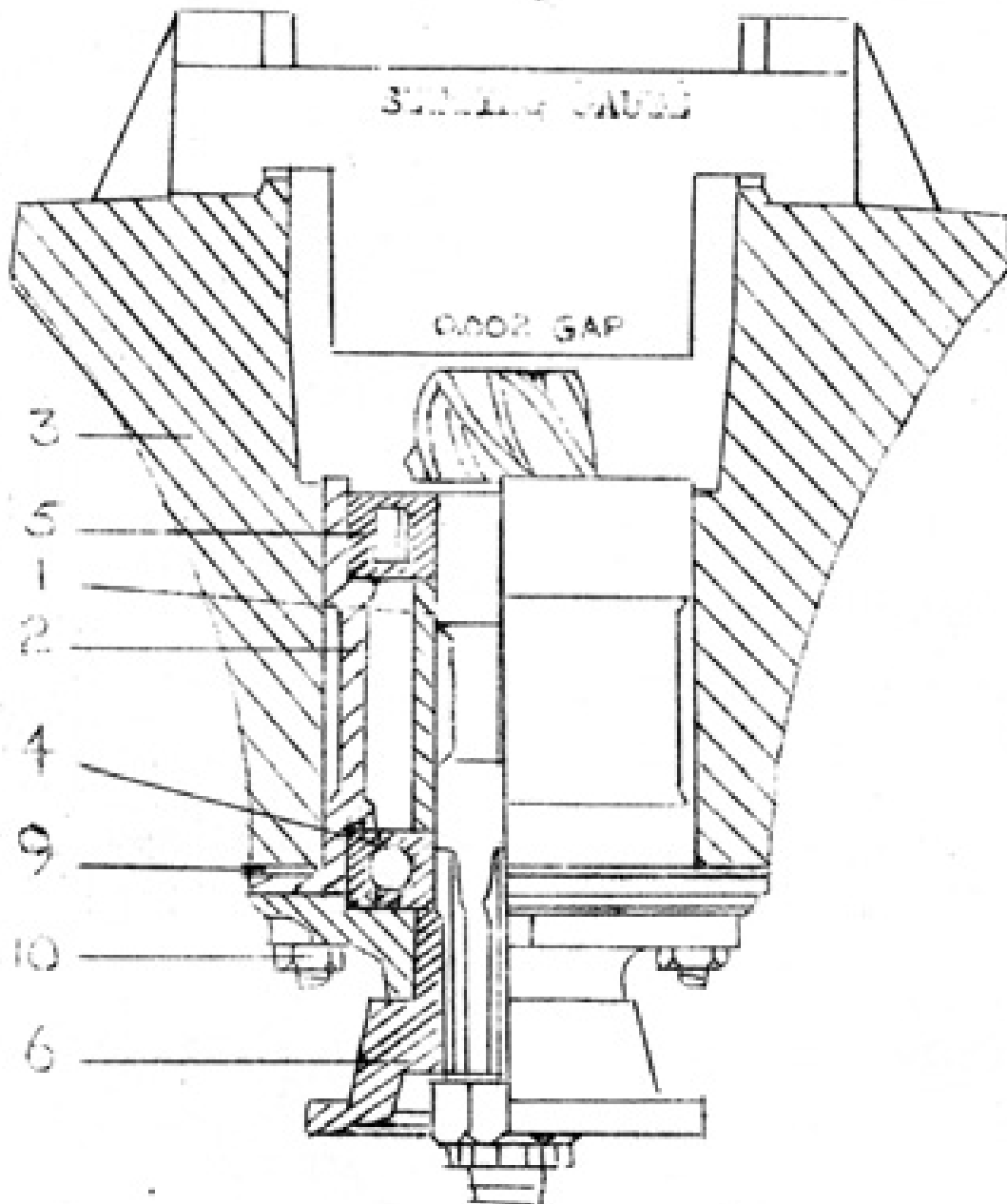
The bearing lock-nuts should be tightened until there is no end-play, then re-check the back-lash. Any slackness in the bearings will ruin the crown wheel and pinion, but the bearings should not be so tight as to make the crown wheel tight to turn.

Now lock the bearing adjusting nuts.

8. We recommend the use of a high-pressure lubricant in the axle.

THE SETTING JIG (Full Size)
Material $\frac{1}{16}$ " sheet steel





SERVICE INFORMATION SHEET NO. 8J

April 1933

CLUTCH INSPECTION COVERS

It has been pointed out that there have been instances of the Clutch Inspection Covers fitted to our J-type Power Units being fitted upside down.

This brings the air vent of the Clutch Chamber to the nearside instead of the offside as it should be.

This results in air being pumped out of the Clutch Chamber and draws oil out of the rear main bearing and the gearbox onto the Clutch.

With this point in view, a Drawing has been prepared to show the Inspection Plate as an Aluminium Casting with an MG Monogram and a locating pin.

To fit this cover it is necessary to drill a hole in the Clutch Housing.

These improved covers are being fitted to Cars returned to the Works for overhaul. In the event of any of these covers being required the Part Number is 2332.

MG Car Company Ltd.

(Change-over must have been about Chassis No. J2/3000 by the look of it. Ed.)

SERVICE INFORMATION SHEET NO. 18

The Service Departments have found numerous cases of very dry and partially seized rear spring trunnion bushes, and we have come to the conclusion that the average owner does not lubricate these sufficiently.

Owing to the length of pipe through which the oil has to travel before reaching these points, the operation of forcing oil through the bushes takes quite a little time, and unless oil is forced through until leakage is apparent, one can never be sure the bushes are lubricated.

After investigation it has been agreed to fit open feed plugs to the rear spring trunnion bushes instead of the adjustable type (which allows the oil a much easier and consequently quicker path).

All cars fitted with the adjustable plug at this point should have the needle valve removed, and the preceding points should be adjusted (if necessary) to the figures detailed below.

The number of turns given against the various points is from the shut position (i.e. the needle valve screwed as far as it will go).

The correct setting is as follows.

Steering Box	1 turn
Steering Column	$\frac{1}{2}$ turn
Brake Cross Shaft	$\frac{1}{2}$ turn
Front Spring Rear Shackle	$\frac{1}{2}$ turn
Rear Spring Front Shackle	$1\frac{1}{2}$ turns

The above setting is correct for all models except the N-type, when the Brake cross shaft is $\frac{1}{4}$ turn, and the Front spring rear shackle is 1 turn.

The MG Car Company Ltd. August 1934.

BODYWORK RESTORATION

We seem to have several articles and much information on the mechanical side of restoring our cars, but what of the bodywork?

There is little in the way of drawings or dimensions except those which members have done as they restored their own cars. The only method is to find someone with the same model as yourself and take all the measurements and photographs you can. Then chat up the owner and ask him how he did things. The likely answer is that he 'just built it', which puts you back to square one. There are no general fits and tolerances as there are in engineering.

These remarks apply to me but I can pass on a few hints in the light of my own experience.

First, before you start any stripping, do read 'The Restoration of Vintage and Thoroughbred Cars' by Wheatley and Morgan and any back-issues of the Bulletin and Year Book which may contain some gen. These are available from our Librarian on a loan basis.

Do not then go mad and rip the body off, but make a through inspection and take notes. This stage is most important because, after all, you have to put it together again. Examine in particular the fit of the doors, body mountings and bonnet.

If you have a slab-tank model, look at the rear body mountings. If these are broken you will find that the rear of the body has dropped and thus

broken the door pillars at their base and, thus, the doors will not fit.

Another useful tip is to measure the bonnet sides and make sure they are the same length. This may sound unnecessary but I once had a J2 with a lozenged body frame and to make it look right, someone had cut a piece off a bonnet side.

Having made all the notes you need, you can start to strip the car. Be most careful as you will need the bits for patterns. Remove seats, floorboards, wings, tank and doors, also the dashboard.

This should leave you with the main part of the body on the car. There are then two courses. Either release the body mountings and remove the body complete, in which case it usually breaks in two as you lift it off, (It happens to Bentleys too - Ed.), or take the body to pieces while still on the frame. Either way, measure from the bottom rail of the body to the chassis at several points and make a note of your readings as this will be your guide to getting the new body on square on the car.

Now de-skin the main frame. You will find that the edges of the metal are bent over and nailed to the frame with thousands of nails and tecks, and in some cases, screws. Do not prize and lever the panels off but remove all the nails and screws and gently lever up the bent-over edge that prevents you from removing the appropriate panel.

There is yet another important measurement, and that is of the woodwork immediately underneath

the scuttle top, particularly for width, for if you don't get this right the windscreen will not fit properly, and if it is an NS with front-hinged doors, neither will the doors.

You can now proceed to dismantle the frame, again taking care as you need to use the parts as patterns. Try to avoid breaking any joints. If the screws won't come out, either drill them or insert a hacksaw blade in the joint and saw them off.

Glue on any split pieces and build up to the original shape where parts have rotted, using fibre-glass or plastic wood. Where there are right and left hand parts such as door pillars, mark them as such and save both as you will find it most difficult to make a left-hand part from a right-hand pattern.

You will now have discovered that, although an MG looks square and slab-sided, hence square-rigger, there is very little woodwork that is either square or straight. Hence the importance of patterns. This point cannot be overstressed.

You now need some suitable wood. I am no wood expert but ash is by far the best due to its fibrous structure which gives it excellent strength in most directions which it retains when wet. Also, it does not seem to rot readily. Some of the foreign hardwoods are also suitable, meranti and ceruin being the best.

There are two methods of making the pieces particularly the curved ones. One is to laminate thin strips glued and clamped to the appropriate shape, the other is to cut out of solid. The first

The first method I have never tried. I imagine it is rather laborious but it has the advantage of great strength, particularly on the curve. The second method is more wasteful of wood and requires consideration as to grain run in relation to the curve, the object being to get the cross-grain in the least-stressed part of the frame.

You will find it most difficult to cut out of the solid yourself without the aid of a bandsaw. The easy way out is to take it patterns and all to a good woodwork firm and get them to cut it out.

The assembly of the frame is the reverse of the stripping procedure, remembering the dimensions you took previously. When screwing the joints together, use steel screws. I know brass ones don't rust but they shear off. Do not glue the joints as some movement takes place when on the road and this will break the frame or joints. Morgan and Wheatley recommend putting fabric between the joints to stop squeaks. This is ideal for fabric covered bodies but I tried it on a TA and the result was that all the joints came loose. I don't know what I did wrong. Since then I have just screwed joints together using steel screws and have had no bother.

The same procedure applies to the doors. Having assembled the frame, sand off any high spots and prepare for receiving the panels.

The most difficult part is to make the doors fit. The only advice I can offer here is to fit the hinges temporarily with small screws and use trial and error until the doors fit. Then remove the small screws one at a time and drill through and use countersunk bolts to secure the hinges.

The panelwork should be made good before refitting. Steel parts can be cut where rotten and new metal pieces welded in. The panel should then be stripped of paint using a suitable paint remover not a blowlamp as this distorts the panels. Next, treat with rust remover. The ideal way to get rid of rust is shot blasting. Although this distorts the panels to some extent, if it is done lightly, you can get away with it.

The aluminium panels are usually rotted, so the best thing is to make new ones from half hard 'oil' sheet of similar gauge to the originals. The method is to lay off the pattern on the new sheet, draw round it and cut out with tin snips being a little on the generous side. Position the oil' on the frame and clamp using as many clamps as possible, placing a strip of wood between the clamp and the oil'. Clamp as close as possible to the edge of the frame where the oil' is to be bent over. Next, bend over the edge by hammering using a wooden dolly. Short light blows and patience are needed otherwise the metal can split. Aluminium can be annealed by heating and rubbing with household soap. When the soap turns black, remove the heat and let cool. This makes it much easier to bend over and can be repeated when the going gets tough.

You may find that you will have to keep trimming off as you bend over because aluminium spreads a lot, particularly when annealed.

A skilled body builder once told me that as long as the doors and bonnet fit, no one will notice any discrepancies in the rest. He was right too. All that remains is the trim but that is another story.

John Kidder.

CENTIMETRES CUBED

Or, what cc is your car if it is rebored?

Or, what cc can I take my car to?

No of Cyls	Bore	Stroke	Stan'd	+.020"	+.040"	+.060"
4	57	83	847	862	877	892
4	60	83	939	954	969	984
4	62.5	83	1018	-	-	-
6	57	83	1217	1293	1316	1338
6	60	83	1408	1431	1454	1476
6	62.5	83	1527	-	-	-
4	57	73	746	758	771	785
4	60	73	826	839	852	865
4	62.5	73	894	-	-	-
6	57	71	1087	1106	1126	1146
6	60	71	1205	1225	1245	1264
6	62.5	71	1306	-	-	-

This may make up a little for the Chairman's arithmetical laxity in Infoletter No 14.

Anon.

If the figures are wrong, don't write to me.
Ed.

HOW THE OTHER HALF LIVES

'All you need is money. And don't forget the wife who now believes ... a gold mine in old cars.

If you really love old cars, you should think carefully about the responsibilities of ownership you should have a heated garage pay for the restoration out of surplus income as little as £4,000£60,000 is possible.

Europeans don't really understand our requirements for show purposes.

A cheap' restoration is not possible

Prize winners have come from some rather grimy garages ... complete restoration can take six months to two yearsYou can drive it home.'

Road and Track on 'Restoration'.

SOME BROOKLANDS RECORDS

Outer Circuit Lap Records

Class G

Major A.T.G. Gardner MG K3, 1min20.07, 124.40 mph

Class H

G.P.H. Noble MG QA, 1min21.36, 122.40 mph

Campbell Circuit Record

Class G

J.H.T. Smith MG K3, 1min55.60, 70.60 mph

Outer Circuit 120 mph Badges

A number of MG drivers gained 120 mph badges but not all of them did their first '120' on an MG. Those who did were:

21	May	1934	R.T. Horton	MG K3
10	June	1935	A.T.G. Gardner	MG K3
17	Oct	1936	R. Parnell	MG K3
17	May	1937	Billy Cotton	MG K3
24	Sept	1938	W.E. Humphries	MG K3

Mountain Course

One record where the MGs were pipped at the post by Austins was the Class H Mountain Lap Record. But this was not without making the running for most of the time. MG marks were:-

24/	2/32	H.C. Hamilton	1 min	04.80	Sec	65.00	mph
16/	5/32	R.T. Horton	1	02.60		67.29	
10/	9/32	H.C. Hamilton	1	01.60		68.38	
10/	9/32	H.C. Hamilton	1	00.80		69.28	
25/	5/34	W.G. Everitt	1	00.20		69.97	
18/10/	34	W.G. Everitt	0	56.48		74.58	
31/10/	35	K.D. Evans	0	55.98		75.24	

THE 1973 YEAR BOOK

We have some good stuff lined up, including an articles on R type MGs by one who has many years experience of these rare cars. (And what happened to that twin-o.h.c. K3 which Reg Parnell used to race before the war? I seem to remember seeing the engine in a much-modded chassis at Davidstow in 1953 or 54. It was then called a Turner).

News from MMM men overseas, notably Australia, missed us this year. Next year we may have more luck.

Why not send me a photo (especially if you have an unusual model - MMM that is) or a piece of interesting information? O.h.c. MGs in books (and films) could make quite a feature to follow on from the MMM bibliography. M.B.H.

BACK TO THE 1972 BOOK

I would like to thank everyone who sent me articles or photographs for the 1972 Year Book, including those unfortunates who did not see their efforts in print (I'm sorry). Also our advertisers

We cannot all patronise all of them because some of their services and abilities overlap but, where we find them to give value, we should give them our business in preference to people whose wares are not advertised between these covers.

Then there are Pete and Rosemary Davis who helped with organising printers and cutting stencils. Finally, the whole thing would never have happened if Ann had not put up with the noise of the typewriter as she watched the telly.

Mike

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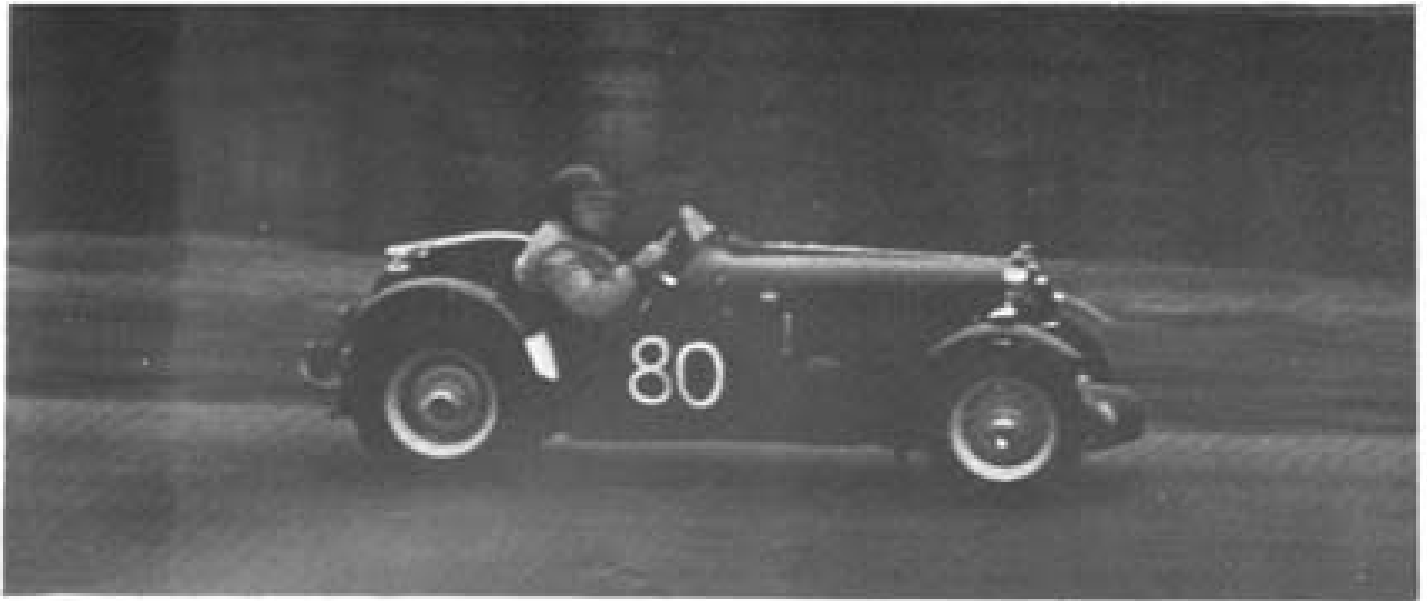
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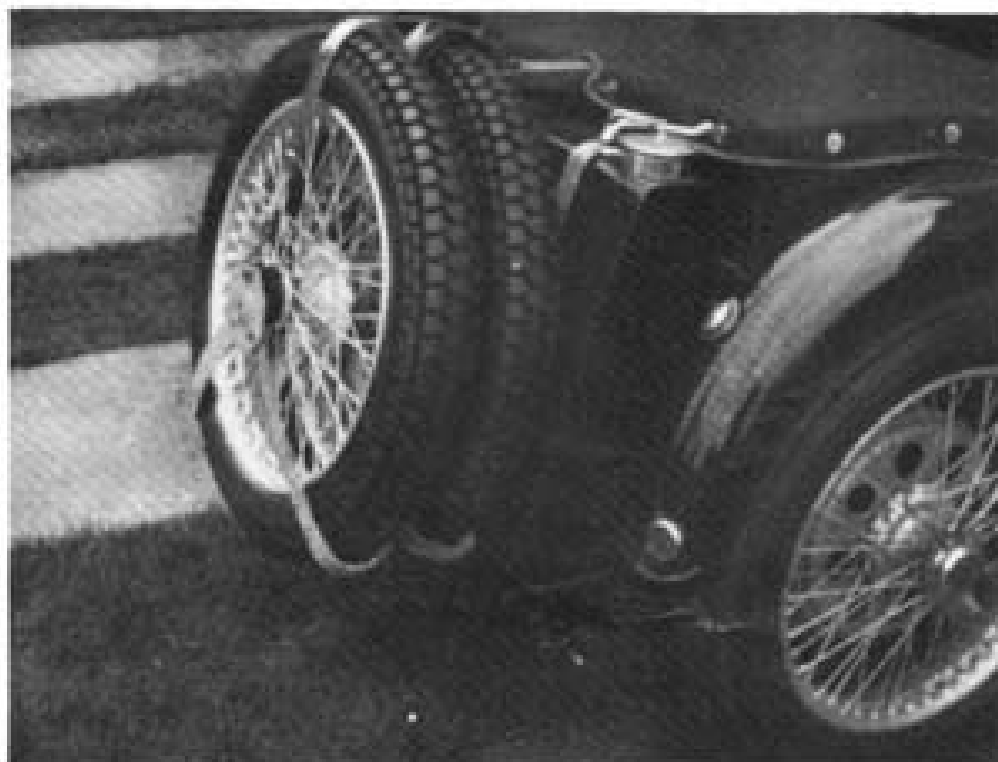


"The car of the decade". Geoff Coles' J4 going too fast for the photographer – as it does for everyone else.



M. Bradbury's FI Magna, a Concoours winner at an early Beaulieu Meeting.

TWIN SPARE WHEELS FOR YOUR F2, J2, L2, J3 or J4.



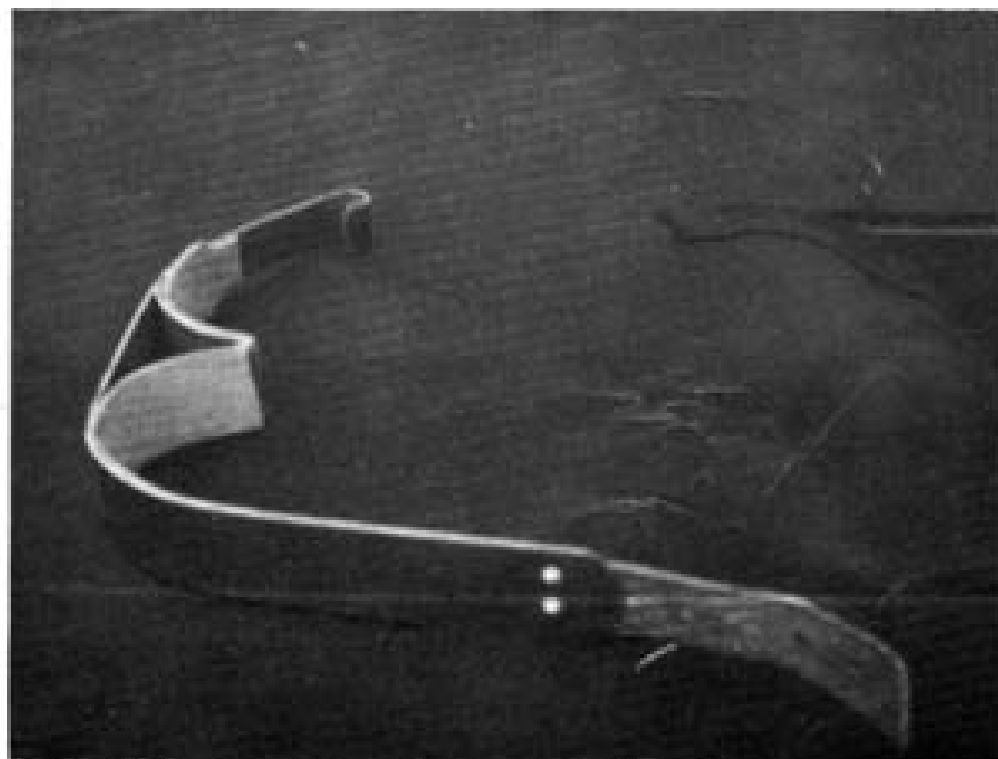
The two photos are probably self-explanatory.

The material is 1½" by 1/16" thick mild steel finished in cadmium or chrome plate to choice.

The lower photo shows how the upper piece is braced and cut to 1" wide at its inner end.

This is modelled on an accessory which was sold in the nineteen thirties. At least one other kind, with a lever release at the top, was available.

Has anyone an original example of one of these fittings? I have never seen one.



Mike Hawke.

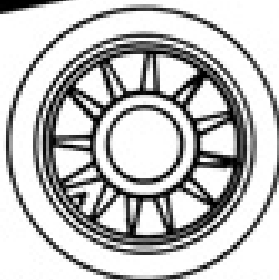
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4 17x5 50-17	7 50	1 18	120 x 1 3/8	12 76	1 85
5 20x5 50-17	11 50	1 18	110 x 90	12 82	1 21
4 50-18	6 27	1 18	180 x 90	12 82	1 21
4 17x5 50-18	7 50	1 18	810 x 90	12 84	1 25
5 20x5 50-18	9 25	1 18	815 x 105	12 88	1 21
5 20x5 50-18	14 81	1 47	825 x 120	11 72	1 55
3 30x4 50-18	5 58	1 18	880 x 120	18 26	1 50
4 50-18	7 10	1 18	885 x 120	24 54	2 05
4 17x5 50-18	8 28	1 18	Straight Side		
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4 50x4 75-21	11 52	1 28	7 00-17	21 27	1 21
5 00x5 25-21	17 20	1 28	7 00-18	27 26	1 21
5 00-21	24 28	1 28	5 20x5 50x 50-18	12 12	1 47
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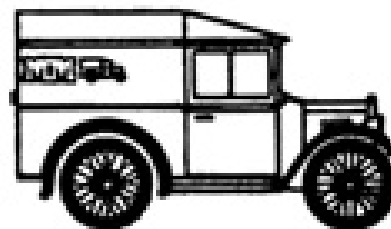
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MIKE DOWLEY

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I would like to thank all my customers for their support and hope that I can continue to help them by producing some of the more obscure items in addition to the usual wearing parts. I can now offer nearly 200 items for almost each model in the MMM range in addition to a good selection of high tensile bolts, screws and a variety of nuts including self locking. My Catalogue has been long delayed due to holding it back to include many new parts introduced in the Winter. All being well it should appear within a few weeks of this Annual.

I am willing to produce any new part for which there is a reasonable demand so please write in as there may be others with the same problem.

In response to many requests for certain parts which cannot be economically produced new, I would like to build up stocks of suitable secondhand spares. I would therefore be happy to purchase outright or accept against new spares suitable parts which are surplus to your requirements. However it is not my intention to purchase complete cars for breaking as I am totally against this. Here's to M.G.'s ON the road!

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