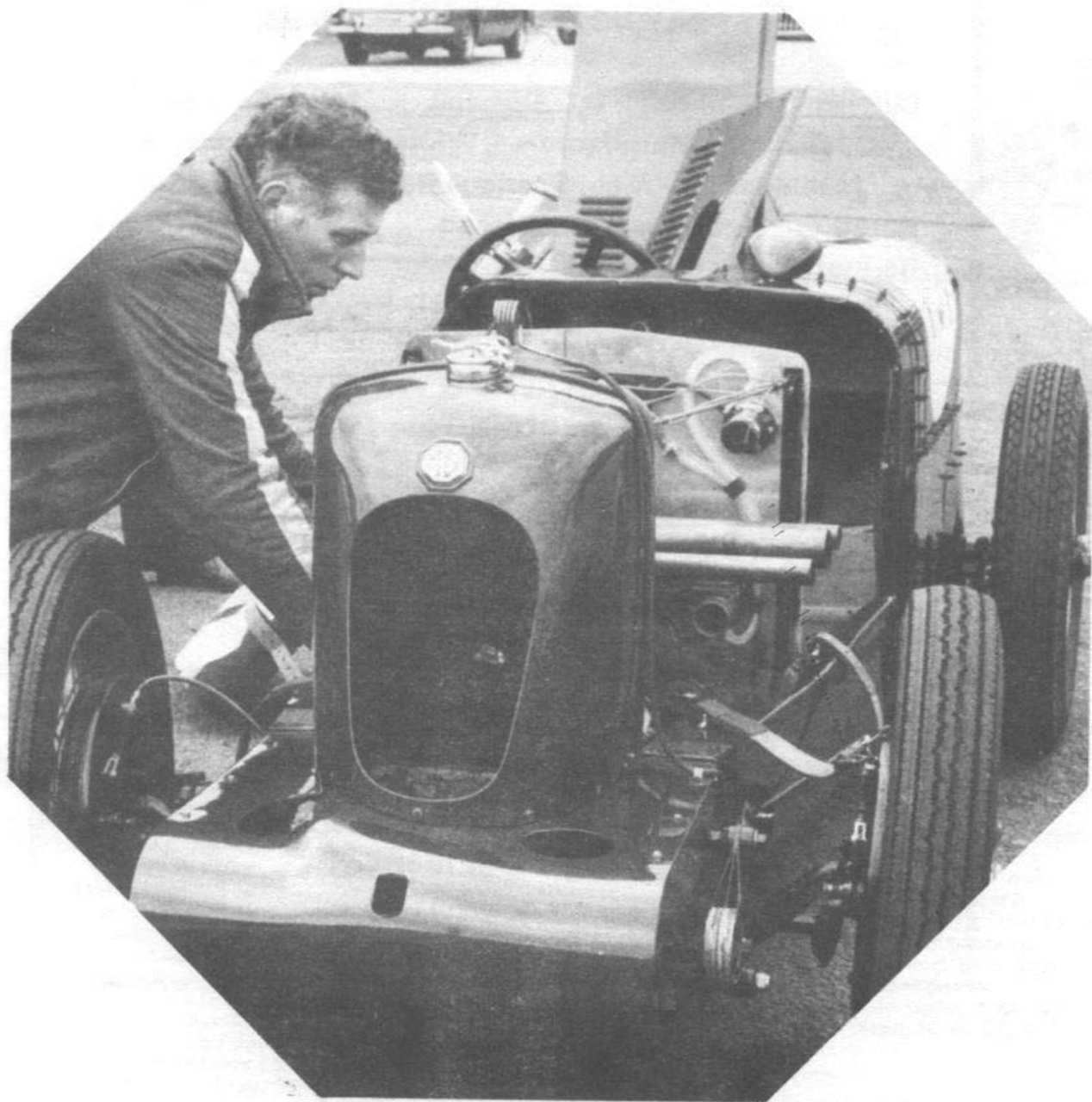


TRIPLE-M REGISTER



YEARBOOK 1975



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THE M.G. CAR CLUB TRIPLE-M REGISTER YEAR BOOK 1975

INDEX

Rules for the Car of the Year Award	3
Where are the K3s?	4
Beaulieu Round-Up	8
Service Information Sheets	9
The Luck of the Game - again	11
Car of the Year Results	35
Wiring Diagram for M.G. "P" Type Midgets	38
Observations on the "P" Type Electrical System	39
Slade Trophy and the Mary Harris Trophy - Rules & Results	40
Chairman's Chat	41
Modification to the Charging System Circuit & Cam Shaft Oil Gauge	
Modification on your "J" Type.	43
Editorial Apologia	44

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Cover Picture:- Get out and Milk it! Nigel getting more horses than is decent from his Ex120 motor.

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Technical Adviser :

P.K.L.N.Q.& R.Types: Ray Witcher, 4 Station Road, Kitbury, Newbury, Berks.

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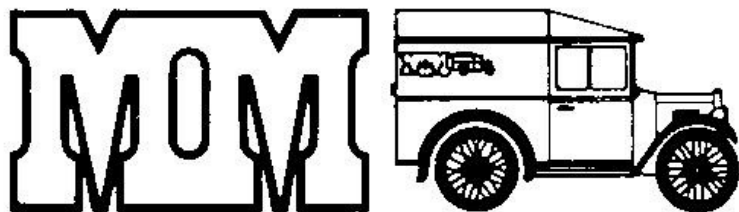
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The "Car of the Year Award" will be competed for as last year, though fine trophies will now be available for both first and second places. The awards will go each year to those cars which perform most creditably in the widest selection of meetings. The results are declared on a points system which is outlined below.

We hope that all members will compete for these trophies, particularly since the new winner's trophy will be a lasting memorial to Geoff Coles, who embodied the essence of this competition in his own activities. Thus, now, more than ever before, it will be the Register's highest award.

The points score will be kept by Andrew Smith 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 the 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 10th January 1976.

POINTS SCORING SYSTEM.

The ten best-scoring events for each CAR will count. More than one driver may use any one car.

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

For EACH event entered, started & finished 2 pts.

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 mods5 pts.

For each non-original item, DEDUCT 1 pt.

(Mudguards, wheels etc. count as a multiplicity

of the same sort of mod. & score minus one each).

The following exceptions are made :-

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

- In all cases :-

Bucket seats.

Rear dampers on P and N types.

Superchargers if neatly installed.

Steel or fibreglass part 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 gear box 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 re-rating may be made to any MMM Committee member. Member.

In addition, place points will be given as follows :-

1st 4 pts.

4th and high commended 1 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 number of races and high speed trials may be counted, though each will be classed as a separate event. The points scored will be :-

1st MMM car 9 pts.

2nd MMM car 8 pts.

3rd MMM car 7 pts.

etc. down to 9th place 1 pt.

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

In a high speed trial, award winners gain ...6 pts. i.e. max points for a race meeting, counted as three separate scoring events.

$(2+6+1) + (2+9+1) + (2+9+1) = 33$.

MARSHALS who use their MMM car as transport to and from the meeting will gain2 pts.

NON-M.G.C.C. EVENTS

The Committee have tried to allow for those cars which have gained success in "outside" events, especially where the stature of MMM cars has gained as a result.

Any event run under an RAC Permit may be considered, (i.e. not a concours, gymkhana or treasure hunt.) The car's OVERALL position in the results will count (i.e. no points for being 1st MMM but 22nd in a race).

BONUS POINTS

will be awarded for the variety of events entered.

For one type of event 0 pts.

For two types of event 5 pts.

For three types of event 10 pts.

For four types of event 15 pts.

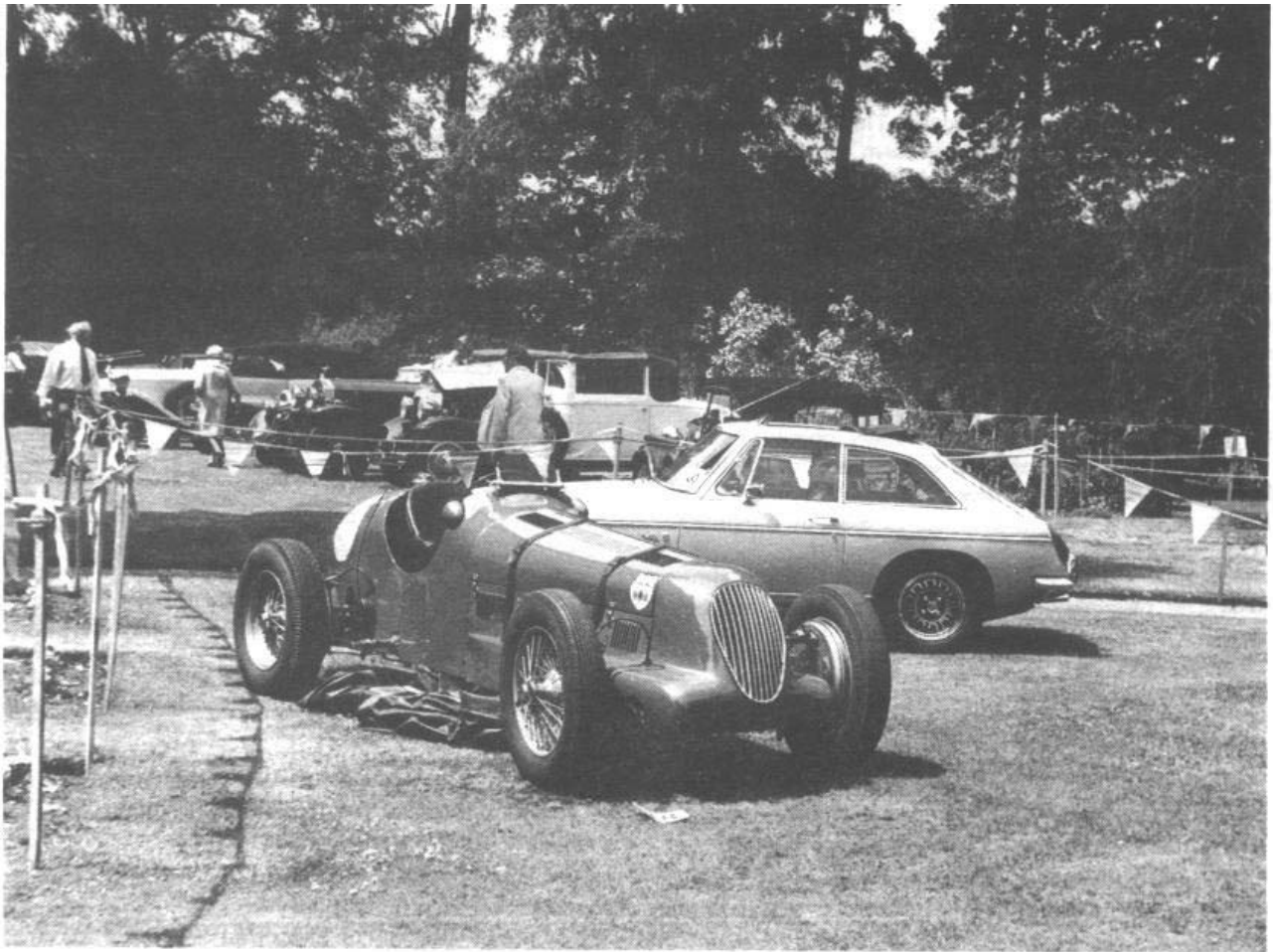
etc. to eight types of event 35 pts.

Separate types of event are :-

Concours	Hill Climbs	Trials
Races and High Speed Trials		Rallies
Driving Tests and Gymkhanas		Autocross
		Sprints

EXTRA POINTS

A specially meritorious performance by a MMM car may be deemed to be worthy of extra points, especially if points would not normally be awarded under the above terms e.g. the breaking of a National or International record, travelling overland to India, winning a "Triple". The normal award will be ten extra points and will be considered by a panel of Messrs. Sappote, Dear, Hawke and Allison, who



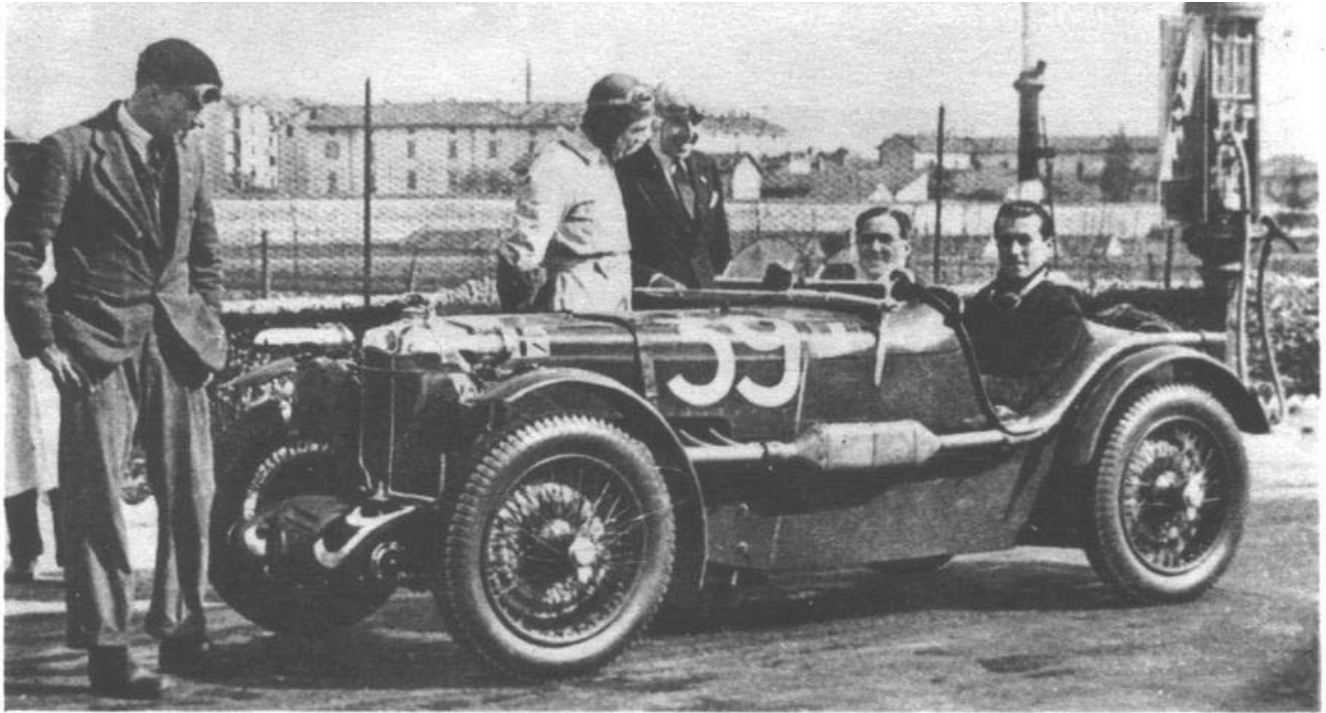
A single seat K3 that still goes..... as shown by the Mary Harris Result.

WHERE ARE THE K3s? POSTSCRIPT.

The article in the 1974 Yearbook generated a tremendous amount of correspondence. At first this served to confuse as much as enlighten your poor scribe (who is neither MMM Registrar nor Historian). A quick word with these well-informed gentlemen sorted out some of the conflicting information. It now appears that the exact whereabouts of 27 cars (in whatever condition) is known and, at the time of writing, they were owned by the following gentlemen.

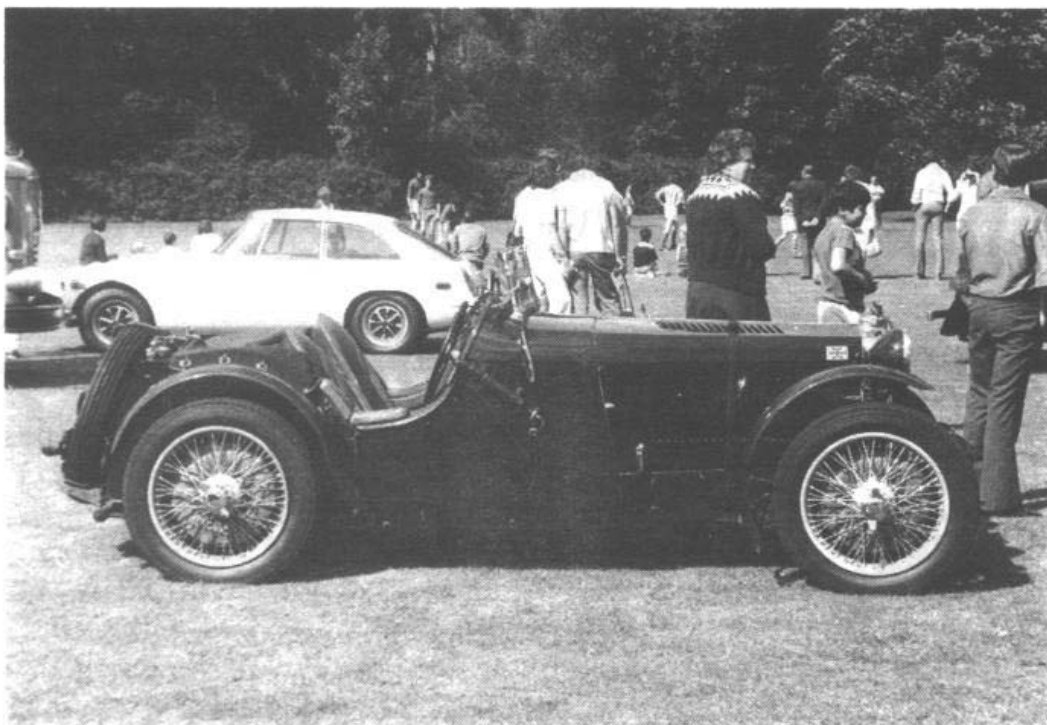
Lane's Motors, Melbourne.	Australia.	J.W.Oelsner.	...	U.S.A.
Phil Bayne-Powell	... U.K.	Syd Beer.	...	U.K.
Frank Bett.	... Australia.	Harry Crown.	...	U.S.A.
Bo Frick.	.... Sweden.	British Leyland.	...	U.K.
Lovell-Butt .	... Ireland.	Count de Wurstemberger.	...	Switzerland(U.K.)
Mike Hawke.	... U.K.	K.Ovale.	...	U.S.A.
Noel Cobb.	... U.S.A.	Z.Phol.	...	Czechoslovakia.
Robert Herlin.	... U.S.A.	Gary Schonwald.	...	U.S.A.
John Cramer.	... U.K.	Jerry Goguen.	...	U.S.A.
Dudley Gahagan.	... U.K.	Syd Beer.	...	U.K.
Phillip Vickery.	... Australia.	Peter Brady.	...	Australia.
Harry Crown.	... U.S.A.	M.Kobakayawa.	...	Japan.
Malcolm Beer.	... U.K.	O.J.Nillson.	...	Australia.
Mike Allison.	... Ireland.			

One car has been broken up - definitely - although parts of it live on in other cars and this has led to some confusion. Indeed, engines, bodies and accessories of these cars have been swapped about considerably. VERY few of them can claim to be TRULY ORIGINAL combination of chassis, body and engine. This is hardly surprising if the car has been at all active in its 40-year life.

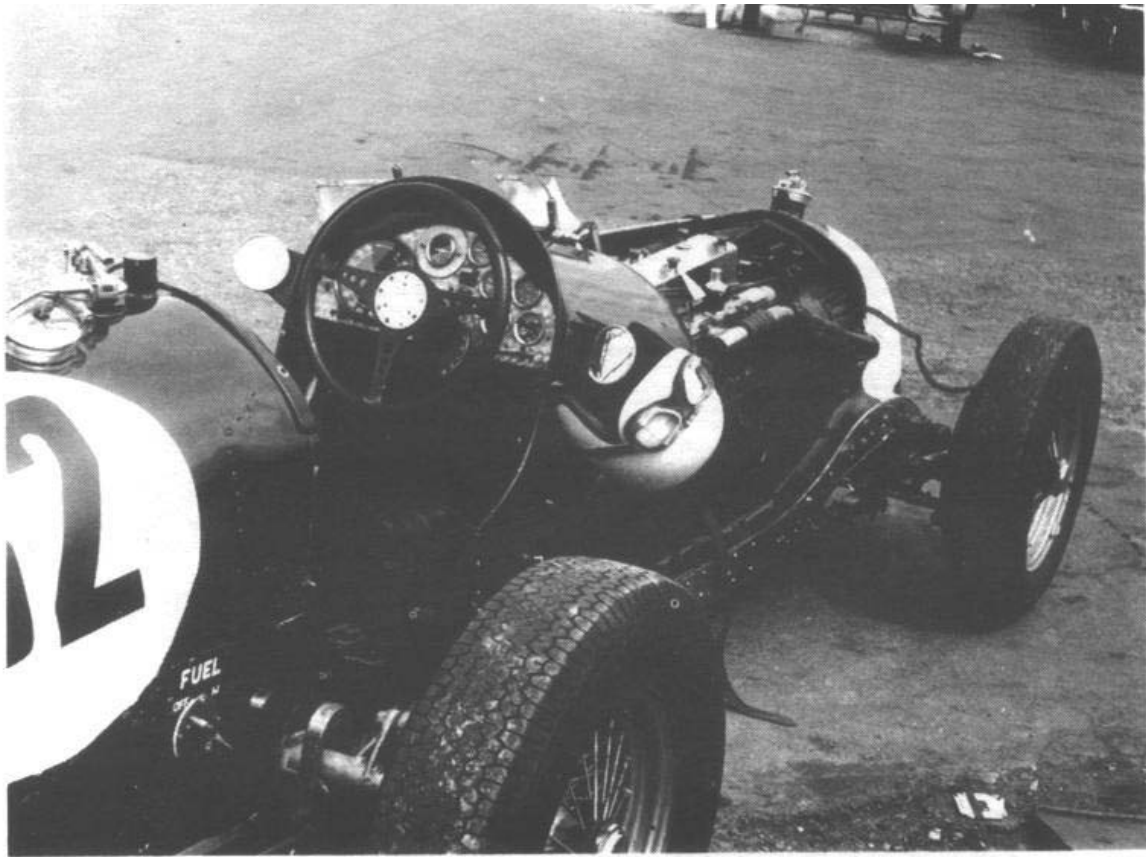


MILLE MIGLIA - A halt during tests along an autostrada outside Milan. Lord Howe, wearing overalls, is standing beside H.C.Hamilton. Captain G.E.T.Eyston is at the wheel of the car, with Count Lurani as his passenger. At the front of the machine is Thomas, Lord Howe's chief mechanic.

There are definite clues to the whereabouts of the missing cars and this gives some grounds for judgement on whether a new 'find' may be genuine or not, particularly as the chassis numbers are known. The car mentioned as being in Rhodesia/South Africa is probably one, another was last heard of in Switzerland (not to be confused with the Wurstemburger car or the Barry Walker K-type special which found its way there recently). Another was last noted many years ago on the Continent. The Ex-Parnell car (K3009) hides in the Midlands, heavily disguised, although none of the several gentlemen mentioned in connection with it do, in fact, possess it. Lastly, there is one car that left the works in 1933 and has not been heard of since, having no service record, no known racing history and no one has ever claimed to have owned it. It is the one mystery car in the pack which gives us all a minute hope of finding a complete and original K3.



THE REEF 2 SEATER K3 seen in many places and magazines: long may this continual



.....another well known and well used K3.

And so we have completed the set.

In the U.K.	10	Believed on the Continent	2
In the U.S.A.	8	In Japan	1
In Australia	5	Believed in Africa	1
Ireland	2	Scrapped	1
Switzerland (Swiss owner)	1	Missing without trace	1
In Sweden	1	Total	33

Finally, there is, down in Dorset, a car which bears the chassis no. K3017. In spite of possessing an impressive number of goodies, it is not a K3, nor even a K-type. The real K3017 is alive and well and living in the U.S.A. Do not be fooled by this or any other pseudo-K3. Measure the distance across the front dumb irons of your MMM car. It will be 22½ inches unless it is a K-type when it will be 25½ inches. Thus any reproduction K3 like those Peter Warne and Chris Harrill are making (and good luck to them too) must be based on a K-type chassis. Then these two gents will tell you that K3 bits which are unlike K1 or K2 are hard to come by and, after the R-type, the K bids fair to be the odd man out of the MMM models. Bits from others in the range are not often interchangeable. This should allow a sure identification of that missing K3 when it turns up.

M.B.H.

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GEOFF

During the summer of 1974 I had a long talk with Geoff Coles about things M.G. and it was then that I learned that he really had made the final decision to retire from active motor sport participation.

Geoff's incredible racing career had started in the 1930's, before many of us were born, but this did not prevent him from being friendly and ever helpful towards those in whom enthusiasm was present to a greater degree than wisdom.

There was one standard of preparation for Geoff, and that was absolute perfection. Nothing else could be considered, let alone accepted. His cars were always immaculately prepared, and seldom suffered from any mechanical problems. Oddly enough he was not an engineer by profession and learned most of what he knew by experience, which in itself is an example to all.

I first met him in 1959 at an M.G.C.C. meeting at which he was competing. My questions about his car, and relating the preparation to aspects of my own P-type were courteously answered. In 1962, when we were busy getting the Triple-M Reg-

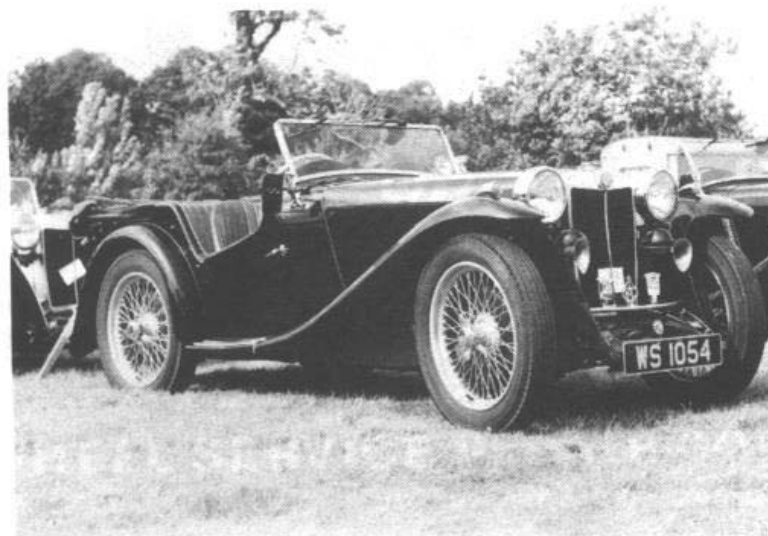
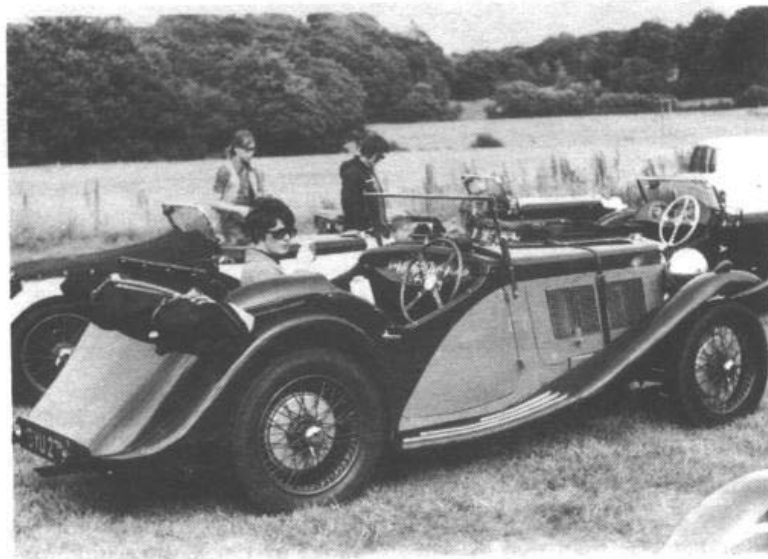
Two years later he was back in the fold again with the red J4, which has set the standard for all subsequent M.G. rebuilds. It was not long before he joined the ranks of the MMM Committee and was dispensing help and knowledge to all members.

Always willing to talk about the marque it seem incredible that he had time for another major interest, but he did. Shooting was the interest which, coupled with the restoration of antique guns, gave further outlet to his limitless capacity for detail work. It is characteristic that he was a first class shot.

Over the last few years Geoff had suggested that he would give up racing, but each year he was back again with renewed enthusiasm. Somehow I still cannot believe that we will no more hear the familiar note of one of the J4's warming up at Silverstone, nor the pungently witty comments after the meeting. Had he just retired, I feel sure that we would still have had the latter, but fate has decreed otherwise and we are all the poorer. On the other hand we will not forget him and I feel sure that his spirit will live on as an example for many years to come.

In spite of this we will all miss him.

BEAUFIELD ROUND UP
A MEDLEY OF M, N AND PA TYPES



These were issued by the M.G. Car Company to their dealers. The following note extracted from the cover of one such booklet shows, perhaps, that things have not changed much in the motor industry in the last forty years.

"The information contained in all Service Information Sheets has been prepared solely for the guidance and assistance of M.G. Dealers. IT IS OF A STRICTLY CONFIDENTIAL NATURE. Under no circumstances should Dealers impart the information contained in these sheets to their clients or leave these sheets lying about in places where unauthorised persons may have access to them."

Well here goes..... I hope that the following will assist those who are in search of the 'Original Finish' as well as relieving the pressure on the Technical Representatives.

SERVICE INFORMATION No. 16

The M.G. Magna.

Date of Issue January 1932

GUARD FOR JET CONTROL LEVER.

Instances have arisen in which the Engines have been flooded with petrol on the above Model, due to the fact that the passenger occupying the seat beside the driver has inadvertently placed his foot on the Strangler Lever on the Crossshaft.

To prevent a repetition of this a Guard Bracket for this Lever is being fitted to the Dash Panel on all Models now being assembled at this Works.

Supplies of these Brackets are available for Service purposes as and when required.

SERVICE INFORMATION No. 2D.

The M.G. Midget (Long Chassis)

Date of Issue January 1932

CLUTCH THRUST LUBRICATION.

With reference to Service Instruction Number 5, relating to the suggested method of lubricating the Clutch Thrust Bearing on the Magna Models. It is pointed out that it is not possible to adopt this procedure on the 'D' Type Units.

This is due to the fact that the use of a Grease Gun is impracticable as the Clutch Operating Sleeve is designed with an Oil Cup fitting and not with a Greaser as provided on the Magna Unit.

Engine oil should be used as a lubricant for this Bearing on M.G. Midget Units only and a few drops only should be applied after every 500 miles.

SERVICE INFORMATION No. 2 ALL MODELS.

Date of Issue February 1933

QUICK FILLER CAPS

On racing Cars to which Quick Filler Caps are fitted a Rubber Washer is used for those fitted to the Radiator and a special composition Washer when the Cap is fitted to either the Petrol Tank or the Oil Tank.

When ordering these Quick Filler Caps it is essential that the purpose for which they are intended should be specified, as the Rubber Washers of the Radiator Quick Filler Caps will soon perish if these Caps are fitted to Petrol Tanks.

SERVICE INFORMATION No. 3J

Date of Issue January 1933

The M.G. Midget (Series J1 and J2)

IGNITION TIMING

With reference to the matter of Ignition Timing on the J1 and J2 Type Cars fitted with automatic advance Distributors.

It has been found on test that the best Ignition Timing is fairly critical, and that on the average Car the amount of advance required is equal to exactly 1½" measured on the rim of the Flywheel in advance of the top dead centre mark.

It is suggested that when checking the Ignition Timing of these Cars, the Flywheel mark should be made with the setting stated above, which in most cases will be found to be the best setting.

SERVICE INFORMATION No. 4J

Date of Issue January 1933

The M.G. Midget (Series J1 and J2)

IMPROVEMENTS RELATING TO THE J2 TYPE SPARE WHEEL CARRIER

Owing to the difficulty experienced in getting the Spare Wheel Carrier Chromium-plated in a satisfactory manner to give good service, it has been decided that, in future, the amount of Chromium plating on the Carrier will be confined to the outer straps and the centre plate.

All parts of the Carrier adjacent to the Petrol Tank will be suitably cellulosed to match the body of the car to which it is fitted.

We would point out that on all occasions when, for any reason, the Service Department is asked to exchange a Carrier, whether it is due to defective plating, or any other cause, the replacement Carrier will only be partly Chromium-plated to conform with the new Production method.

SERVICE INFORMATION SHEET No. 30

Date of Issue, June, 1934

Revised and Re-issued: February 1936

N Two-seater Model

TWO SPARE WHEELS

As several calls for second spare wheel fittings have been received at the Works, it has been thought advisable to notify Distributors and Dealers that it is of the utmost importance to strengthen the body at the point where the spare wheel hub is attached to the body.

It will be appreciated that the additional weight of an extra spare wheel secured to the original wheel would stress the rear portion of the body to such an extent that (especially in the case of cars used for trials) very bad body distortion, if not fracture, would result.

SERVICE INFORMATION No. 15D

Date of Issue January 1932

The M.G. Midget (Long Chassis)

TOOL BOX

A complaint has been received regarding the above, to the effect that this fitting becomes loose after Cars have been in use for some time. This is due to the continued movement of the bottom of the Tool Box towards the Dash Board caused by the pressure exerted on the Starter Switch when

SERVICE INFORMATION No. 2 J

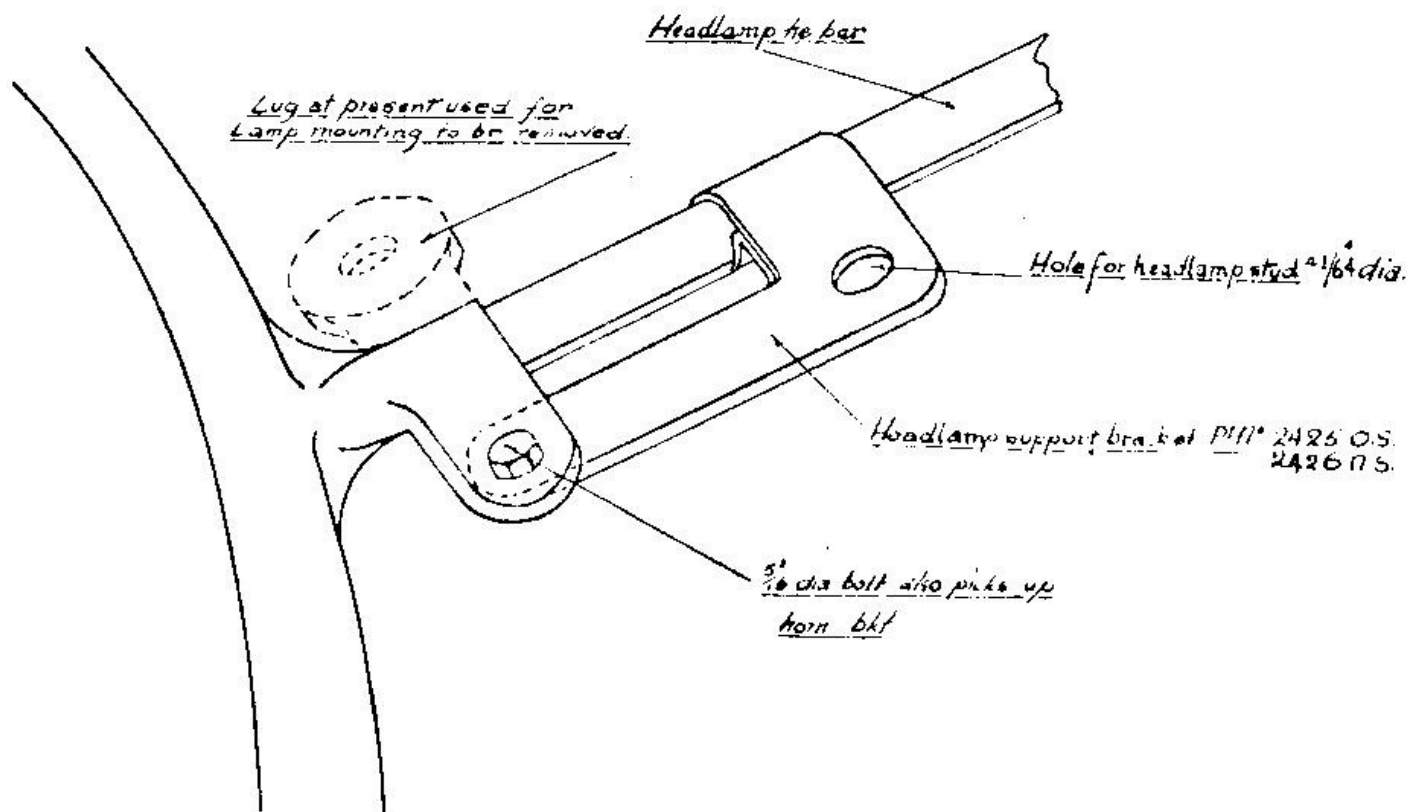
MUD PROTECTION ON THE J2 TWO-SEATER

A number of complaints have been received to the effect that in wet weather the J2 model throws so much mud on to the windscreen in line with the driver's eyes that it makes the car unpleasant to drive.

Taking advantage of recent very wet weather tests have been made to see what can be done to improve matters.

As a first test the headlamps were removed and it was promptly found that the trouble had disappeared, the lamps were re-fitted and the trouble returned as before.

The problem was therefore primarily a question of how to mount the headlamps in a position which cures the trouble without spoiling the appearance of the car.



The drawing shows how this is done. The existing headlamp support lugs are cut off and filed up, the bare patch so caused being touched in with cellulose.

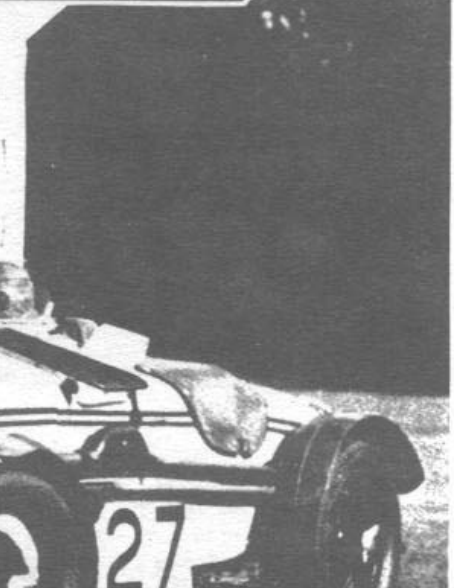
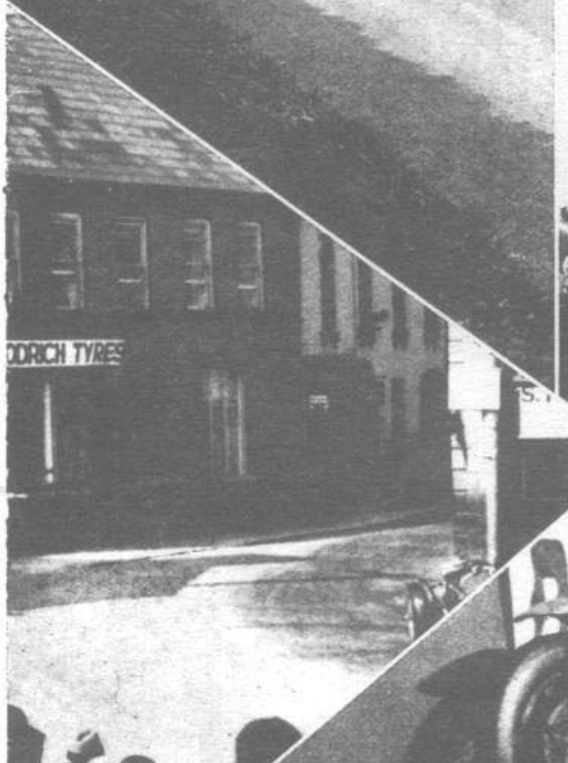
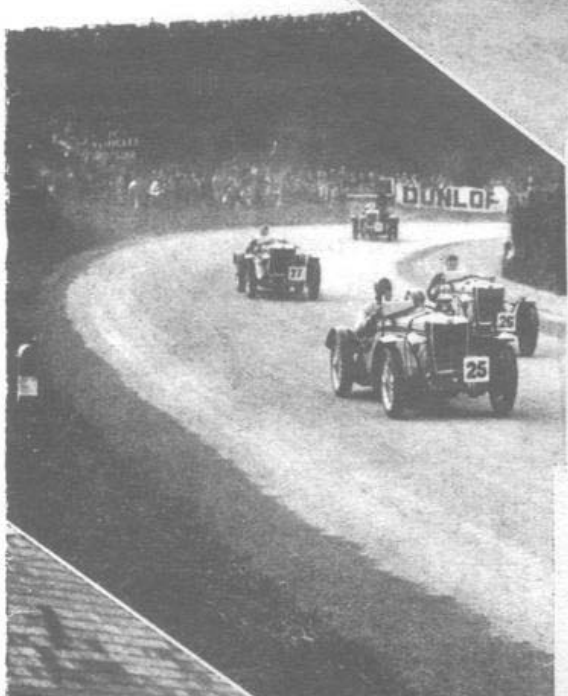
Headlamp support brackets Part Nos. 2425 offside and 2426 nearside are then fitted in position utilizing the existing front lugs. The headlamps can then be mounted in a new position further forward and closer together which is the best position so far found.

Various special half valances and other devices have been tried at the Works but none of them produce the effect which is obtained by moving the headlamps.

Headlamp brackets as above can be obtained from the Works on receipt of chassis number of the car in question.



**THE
LUCK
OF THE GAME-
AGAIN**
by
Barré Lyndon



*"Perseverance, dear my lord,
Keeps honour bright."*
(Shakespeare)



LORD NUFFIELD
Governing Director of the
M.G. Car Company Limited



CECIL KIMBER
Managing Director of the
M.G. Car Company Limited

THE LUCK OF THE GAME—AGAIN

being
THE STORY OF THE
1934 T.T. RACE

By BARRÉ LYNDON

BULLETIN

- 11 a.m. Start.
- 11.4 a.m. Eyston led at Newtownards, followed by Handley and Norman Black.
- 11.7 a.m. Order at Comber: Eyston, Handley, Black, Charley Dodson.
- 11.8 a.m. Eyston led at Ballystockart.
- 11.10 a.m. Eyston still leading at Dundonald, followed by Black, Dodson, Handley.
- 11.13 a.m. E. R. Hill (Rolls-Bentley) skidded badly at Moate and just escaped crashing.
- 11.17 a.m. A. P. Hamilton (Magnettes) skidded at Newtownards; just missed sandbags.
- 11.18 a.m. Aldington (Frazer-Nash) overshoot corner at Newtownards and took to escape road.
- 11.26 a.m. Powys-Lybbe (Alvis) has lost exhaust pipe in Bradshaw's Brae. Car stopped. Norman Black has halted at Comber.

* * *

BULLETIN

- 11.27 a.m. Penn-Hughes (Aston-Martin) at his bit, investigating oil pressure.
- 11.28 a.m. Hamilton again skidded badly at Newtownards.
- 11.34 a.m. Sullivan (Ford) at pits changing plugs.
- 11.40 a.m. Norman Black still at Comber. Aldington (Frazer-Nash) at pits making brake adjustment.
- 11.41 a.m. Hon. Mitchell-Thompson (Frazer-Nash) also at pits making brake adjustment.
- 11.42 a.m. Powys-Lybbe at pit repairing exhaust system. Luce (Invicta) halted with ignition trouble. Hill (Rolls-Bentley) has lapped at 79.31 m.p.h., breaking his CLASS RECORD.
- 11.48 a.m. Prestwich (Riley) has crashed at Quarry Corner. Lord Howe (Talbot) has made fastest lap of his class at 73.95 m.p.h. Baker (Singer) narrowly missed sandbags at Newtownards.
- 11.50 a.m. Hill has just set up RECORD LAP for this race at 79.83 m.p.h. Norman Black still at Comber.

The Royal Automobile Club's International Tourist Trophy Race of 1934—to give the event its full title—was the thirteenth of the series, and it was unlucky for quite a lot of people.

It was a grand race, and nearly all the cars with a reputation for going 'quick' were there: Lagondas and Invictas, Talbots and Singers, Rileys and Frazer-Nashes, Aston-Martins and three Irishmen who drove three Fords. "Eddie" Hill arrived with a Rolls-Bentley and, so that he could tell the rest to get out of his way, he fitted a couple of high powered hooters to the machine.

It was natural, of course, that sundry M.G. drivers should decide to take a hand, and learn if their *marque* could repeat the victory which it had gained twice in the three previous races.

Captain G. E. T. Eyston—one is permitted to call him "George"—entered a team of the new 'N' Type M.G. Magnettes. They had no superchargers and, like the rest of the cars, had to carry hoods and wings. George drove one of his three machines, he lent another to Wal Handley—who used to make a habit of winning motorcycle T.T.'s—and little "Charley" Dodson took over the third car. Charley is another ex-motorcycle racing 'crack,' and some idea of his stature is suggested by the fact that the newspapers called him a 'pocket Hercules' after the T.T.; during the race, drivers who could not catch him were equally expressive.

Another M.G. Mulette was driven by Norman Black, who won on the Ards Circuit with an M.G. Midget in 1931, and two more cars of the same 'N' Type were handled by A. P. Hamilton and W. G. Everitt.

All the best drivers came to the line, driving the best of British cars. There was Brian Lewis and Rose-Richards and John Cobb, who did his utmost not to distend the sides of his Lagonda. Lord Howe had a Talbot, and Penn-Hughes was on an Aston-Martin. Almost the only man missing at the start was "Freddie" Dixon; unfortunately he had struck a sandbank at Donnington some weeks before and, although back in normal form vocally, he was still short of driving fitness.

Apart from the drivers, pit mechanics, course marshals, stewards, dignitaries, programme sellers, time-keepers and sundry others, about half a million spectators arrived on the Ulster course on the morning of Saturday, 1st September. They brought with them threatening rain clouds so that, before the start, drivers who hate wet roads spent some time in private prayer, and their combined supplications were effective in keeping the circuit dry until near the close of the race.

As the event was run under a handicap, cars were started in batches and the Magnettes were first away. Norman Black showed fight right from the beginning. He did his utmost to snatch the lead, but Eyston just beat him to it, while Dodson sat on Black's tail for the whole of the first lap, then pipped past him at the Dundonald hairpin.

BULLETIN

- 12.0 noon Race positions after one hour :
 1st : Hall—average speed 78.89 m.p.h.
 2nd : Fotheringham (Aston-Martin)—74.6 m.p.h.
 3rd : Brian Lewis (Lagonda)—77.56 m.p.h.
 4th : Hindmarsh (Lagonda)—77.49 m.p.h.
 5th : Dodson (Magnettes)—73.7 m.p.h.
- 12.1 p.m. Baker (Singer) overshot turn at Dundonald, but is proceeding.
- 12.2 p.m. Baird (Riley) on fire at Dundonald.
- 12.6 p.m. Baird—fire extinguished. Car is being pushed to pits.
- 12.9 p.m. Baird has retired.
- 12.12 p.m. Howe has been at his pit to change all plugs.
 Rose-Richards (Talbot) has broken Howe's RECORD with 75.19 m.p.h.
 Black still working frantically on his car at Comber.
- 12.15 p.m. Norman Black has restarted from Comber.

While these six Magnettes were making their first circuit, four Frazer-Nashes, three red Aston-Martins, some Singers and a couple of Rileys left the line. Then, in groups, Lord Howe and Rose-Richards took their Talbots away, more Rileys were unleashed, the Irishmen got going on their Fords—although one retired hurt after eight laps—while the three big Lagondas and Hall's green Rolls-Bentley went roaring at the first turn and up the hill beyond.

The last of them had gone when the Magnettes arrived from Dundonald, to shoot past the stands one after the other. George Eyston led, then came Charley Dodson, while Wal Handley nipped past Norman Black just as they completed the opening lap; Everitt and Hamilton followed behind, all the machines taking Mill Corner as if they were riding on rails, travelling very fast.

People watching these cars finish their first lap could hardly believe them to be standard jobs. They were, however, because the regulations allowed so little in the way of alteration. If a driver did not like the shape of his petrol tank, he could alter it, but the tank had to remain in the same place; he could change his carburetters, but he could not put on any extra ones. A car, also, could be fitted with a body lighter than normal, but these things were about all that could be done to the machines.

So, very fast and showing their mettle right from the start, the Magnettes went through Bradshaw's Brae and down the road to Newtownards, and it was then that Norman Black's engine appeared to grow a little tired. He stopped at Comber to discover what was wrong, and found a broken rotor in the distributor. After due deliberation, he borrowed another rotor from a car in the village—which, of course, was breaking the rules. He refused, however, to allow his day to be spoiled and, after making the repair, he joined the rest and did a little high-speed motoring for another nine or ten laps. Satisfied, he then came in to the pits, reported himself for cheating, and retired.

Eyston leading the Magnettes through the turn at Dundonald on the first lap. Black (No. 28) ran wide, so that Dodson and Handley were able to slip inside and pass.



BULLETIN

- 12.16 p.m. Sullivan (Ford) has now left pits after changing all plugs, changing distributor and replenishing.
- 12.20 p.m. Barnes (Singer) called at pits to cure bad oil leak. Baker (Singer) skidded at Newtownards but avoided a crash.
- 12.21 p.m. Rose-Richards has again broken CLASS RECORD with 75.42 m.p.h.
- 12.24 p.m. Hindmarsh (Lagonda) stopped at pits to adjust all brakes. Brackenbury (Riley) stopped with carburettor trouble.
- 12.25 p.m. Brackenbury has got away again.
- 12.27 p.m. Berry (Frazer-Nash) got into broadside skid at Newtownards. Berry skidded wildly again at Comber.
- 12.29 p.m. Baker (Singer) stopped at Comber. Norman Black now travelling well.

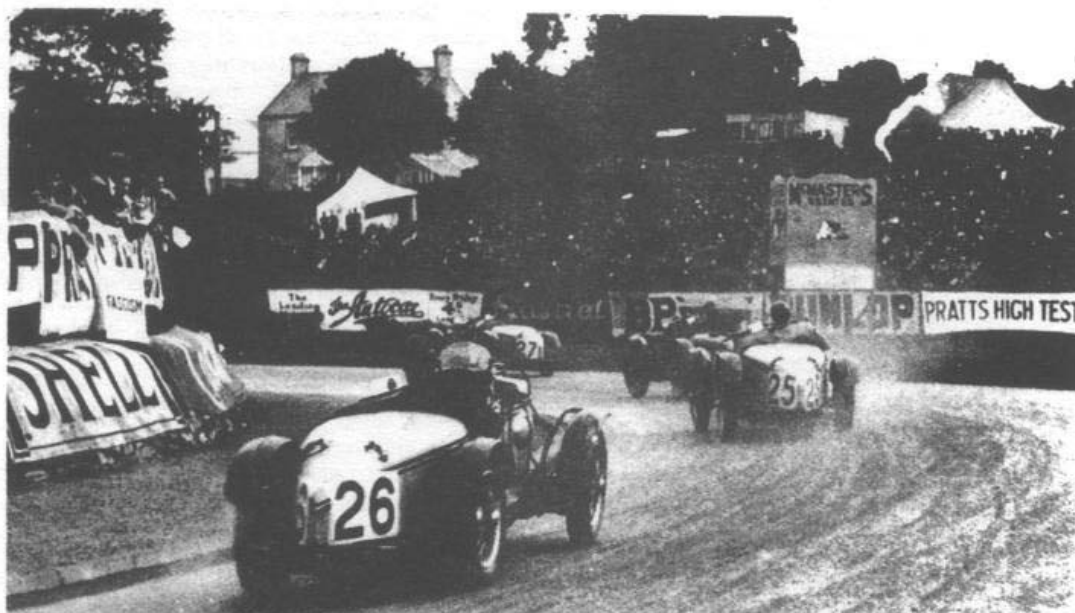


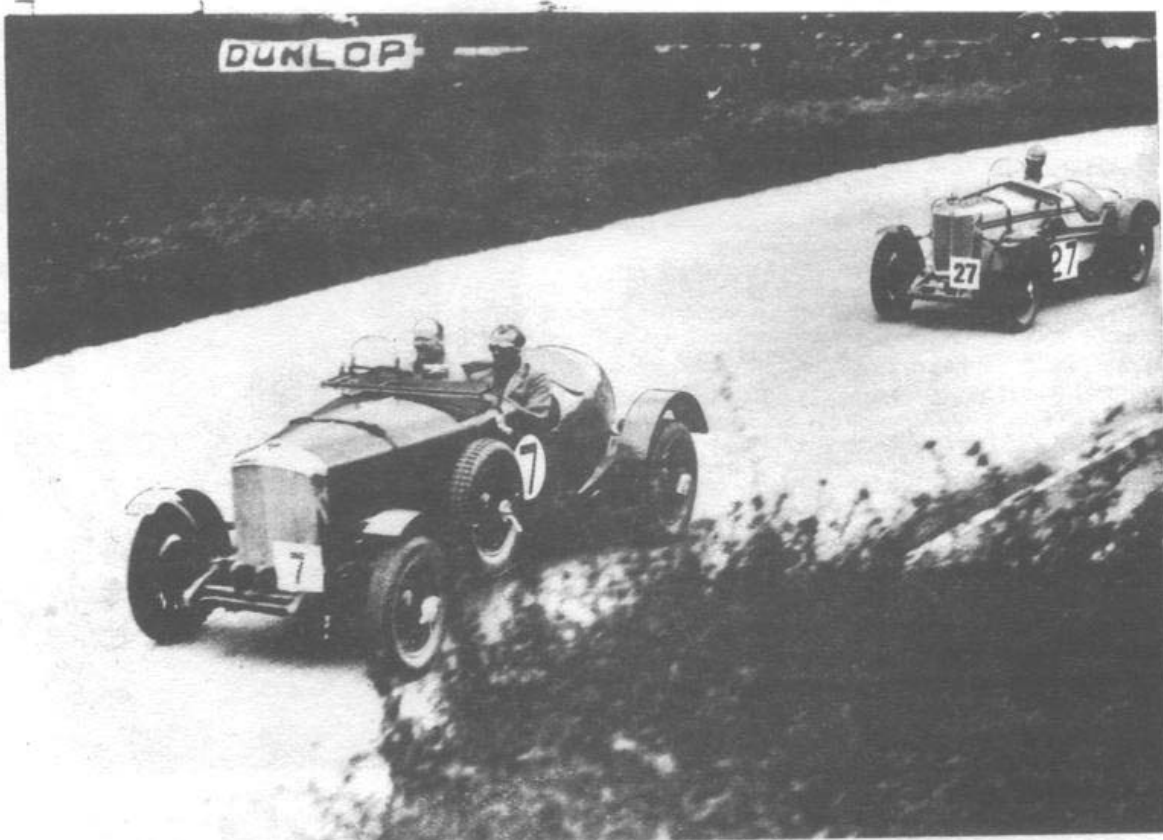
Norman Black photographed at the rear of the pits after he had retired from the race. He took his bad luck very cheerfully.

The Rolls-Bentley skidded near Comber on its first lap, but Eddie Hall managed to hold it. Hamilton nearly flattened the sandbags at Newtownards, a Frazer-Nash missed a corner altogether and made use of the escape road, while the only Alvis in the race stopped to receive attention to its exhaust pipe.

These occurrences may be regarded as evidence that everybody drove extremely hard right from the start and, as it was a handicap race, the spectators soon found the selection of the leader a little difficult. Only highly trained accountants knew anything about the leader in the early stages of the race—since intricate calculations are part of their work—but, just to make sure of things, Charley Dodson took his Magnette in front of all the other M.G.s at the end of five laps and remained there, keeping his foot well down on the throttle pedal.

Wal Handley (No. 26) following his team mates through Mill Corner.





How practice work forecast a feature of the T.T. E. R. Hall (Rolls-Bentley) leading from Charley Dodson (M.G. Magnette) during an impromptu duel during the last hours of practice.

BULLETIN

- 12.30 p.m. Race positions after one and a half hours :
 1st : Hall — average 79.03 m.p.h.
 2nd : Fotheringham — 74.8 m.p.h.
 3rd : Dodson—74.33 m.p.h.
 4th : Brian Lewis — 78.05 m.p.h.
 5th : Everitt (Magnette) — 73.98 m.p.h.
- 12.40 p.m. Baker (Singer) has retired with transmission trouble.
- 12.42 p.m. Clifford (Riley) has just left pits after changing all plugs.
- 12.43 p.m. Dodson (Magnette) has just broken CLASS RECORD with a lap at 75.77 m.p.h.
- 12.45 p.m. Wright (Ford) has abandoned car at Quarry Corner.
 Hall has set up new CLASS RECORD, covering course in 10 min. 11 sec.—80.48 m.p.h. This is first lap of race at above 80 m.p.h.

This, incidentally, was not according to plan. George Eyston had schemed out certain tactics for his team, the arrangement being that Handley was to make the pace, Dodson was to back him up, while Eyston held himself ready to come up if anything went wrong.

Handley's car, however, lacked that little extra urge which means so much ; no one knew what was wrong with it, but racing cars are temperamental and his had decided to be sulky. For this reason, Charley took Handley's place, George backed him up, while Handley drove on, trying to diagnose his trouble and find some way of restoring his machine's normal tune.

It was just as this rearrangement took effect that H. B. Prestwich sustained an old tradition with his Riley, steeplechasing his car over the hedge at Mill Corner. In most T.T.'s either Victor Gillow or Freddie Dixon usually oblige with a performance paralleling this, but, as they were not running, Prestwich obviously thought it was up to himself. Fortunately, he was not badly hurt, although, as a precaution, he was taken to hospital in Belfast.

While Prestwich was leaving, another Riley—driven by W. R. Baird—caught fire at the back of the circuit. It refused to function after the fire had been put out.

Pit signals began to fly when Charley Dodson got seriously to work. The Talbots and Lagondas and Aston-Martins opened up, and Eddie Hall lifted his lap speed to just a shade under 80 m.p.h. Fast work saw him in the lead at the end of sixty minutes, with Charley still making up for relatively slow opening laps, when the Magnette team arrangements had temporarily gone to pieces.

Now that the race was settling down, however, he took fourth place, steadily worked his way up to third position and then, lapping at seventy-five miles an hour, came into second place. It required a full sixty minutes of hard driving before he brought this about and, during that time, he proved that his M.G. was barely five miles an

Charley's speed was a tribute to his machine, and to his driving, but he liked the car. He liked the way in which it sat down to its work through the corners, he liked the certainty of the steering and the ease of handling. Not once all through the race did he skid, and his was the only machine with this to its credit in an event as hard fought as anything that the Ards circuit had ever seen. Whatever his speed, Dodson always followed the same course through the bends and corners; when he wanted to take them faster than before, he simply held his braking until a little later, and his brakes never let him down.

The pace which he and Hall were setting soon began to tell on the rest. Drivers stopped to investigate odd noises in engine or transmission, and some did not get going again. Two of the Singers gave up and then Hodge, on another Singer, went sideways into a ditch near Ballystockart, just after he had broken his own private lap record. Like Prestwich, he was only bruised, but the course marshals and helpful spectators were busy for some time in tidying up the road.

Drivers who remained within striking distance of the leaders now began to create new lap records. When they threatened to draw too close, Hall pushed his speed up to 80.4 m.p.h. and Dodson replied to this with 75.7 m.p.h., afterwards capping it with 76.3 m.p.h. To achieve this he had to touch 100 m.p.h. down the long straight between Newtownards and Comber and that pace, for a standard, unsupercharged 1287 c.c. engine, is very high. A power unit has to be splendidly designed and beautifully built to answer a demand for such speed, and a car has to be cleverly constructed to hold it.

At this pace, Charley discovered an odd thing. He felt that the car, given the necessary power, could have gone much faster and still have remained with the same feeling of safety. Given a bower, or a larger engine, he could have carried his speed up to somewhere around 125 m.p.h. before the altered conditions of such greater pace brought the machine to the limit of its stability. In other words, he learned that the design of his 'N' Type Magnette was such that the car remained absolutely safe and steady up to the limit of the speed that he could achieve.

Driving like this, all but flat out, he refused to allow the Rolls-Bentley to leave him behind and, while he was fighting, an unusual trouble overtook Everitt's machine. His retirement was brought about by the collapse of a wheel, which is a very rare thing, and his misfortune had an immediate reaction in the replenishment depot which served George Eyston's team.

George's pit was under the control of Cecil Cousins, who knew a great deal about cars and racing them because, in more normal times, he acted as head of the M.G. experimental department. He did some quick thinking when he heard what had happened to Everitt; he felt that there was a chance—a remote one, certainly, but still a chance—that the occurrence might be repeated on the team cars.

He had planned that they should change only their rear wheels during replenishment, but he thought that it would now be wise to change all four wheels—not because he had any doubt concerning those already on the machines, but because he wanted to follow the racing man's dictum of making quite sure about everything. In any case, he had been with the M.G. firm ever since the first car of that marque rolled over the high-roads; he and his colleagues had been trained always to make quite sure about everything, and then to check it over again afterwards.

BULLETIN

- 1.0 p.m. Race leaders after two hours:
1st: Hall (Rolls-Bentley)—
average 80.44 m.p.h.
2nd: Dodson (Magnette)—
74.69 m.p.h.
3rd: Brian Lewis (Lagonda)—
78.31 m.p.h.
4th: Forthingham (Aston-
Martin)—74.9 m.p.h.
- 1.15 p.m. Everitt has been in trouble with wheel near Durdunald. He has been obliged to retire. Hamilton took bend too fast at Moate and skidded, but straightened out again.
- 1.17 p.m. L. P. Driscoll (Aston-Martin) has made CLASS RECORD lap at 76.24 m.p.h.
- 1.20 p.m. The official car has picked up Baker (Singer) who retired at Comber, and is bringing him round to pits.
- 1.25 p.m. Hall (Rolls-Bentley) has stopped at pits. He replenished and changed all wheels in 2 mins. 49 secs. Ashton-Rigby (M.G. Magna) has replenished and changed rear wheels. His reserve driver, A. R. Samuel, is now proceeding with the car.
- 1.29 p.m. Rose-Richards has broken CLASS LAP RECORD: 75.54 m.p.h.
- 1.30 p.m. Hodge (Singer) has crashed at Ballystockart. It is reported that steering gear failed. Car skidded broadside and went into ditch. Driver bruised but not badly hurt. He has retired.

* * *

BULLETIN

- 1.30 p.m. Race leaders after two and a half hours:
1st: Dodson (Magnette)—
average 74.98 m.p.h.
2nd: Brian Lewis (Lagonda)—
78.58 m.p.h.
3rd: Forthingham (Aston-
Martin)—75.12 m.p.h.
4th: Driscoll (Aston-Martin)—
74.85 m.p.h.
5th: Hindmarsh (Lagonda)—
78.06 m.p.h.
6th: Hall (Rolls-Bentley)—
77.66 m.p.h.
Hall is now 2 mins. 9 secs. behind Dodson on handicap.
- 1.31 p.m. Dodson has broken his own LAP RECORD again with 76.36 m.p.h.
- 1.45 p.m. Clifford (Riley) has just left pits. He changed all plugs, took on 14 galls. petrol, half gallon of oil, filled radiator, tightened shock absorbers, had drink of champagne—in 2 mins. 30 secs.
- 1.55 p.m. Rose-Richards filled up with 20 gallons fuel, changed all tyres, had a long drink and was off again in 54 secs.
- 1.56 p.m. Norman Black has stopped at the pits, and has retired.
- 1.58 p.m. Handley (Magnette) has been to change three wheels, replenish and change plugs.
- 2.0 p.m. Rayson (Invicta) has stopped with a broken piston on the

BULLETIN

- 2.0 p.m. Race leaders after three hours:
1st : Dodson—75.17 m.p.h.
2nd : Brian Lewis — 78.76 m.p.h.
3rd : Fotheringham — 75.24 m.p.h.
4th : Driscoll—75.03 m.p.h.
5th : Hindmarsh — 78.25 m.p.h.
6th : Hall—77.96 m.p.h.
- 2.10 p.m. Hall has also broken his own record with 81.01 m.p.h.
- 2.11 p.m. Brian Lewis has taken on 24 gallons of petrol, adjusted brakes and changed all four wheels in 2 mins. 9 secs.
- 2.12 p.m. Dodson has stopped for replenishment and wheel change. He was halted 2 mins. 3 secs.
- 2.15 p.m. Handley has stopped at the pits.
- 2.18 p.m. Handley's retirement is announced through gearbox trouble.

Cousins would not take a chance, and he decided that the team machines must make a four-wheel change when they came in. He then had to give attention to the fact that, during practice, the mechanics had not gone through the movements of a change involving anything other than the two rear wheels.

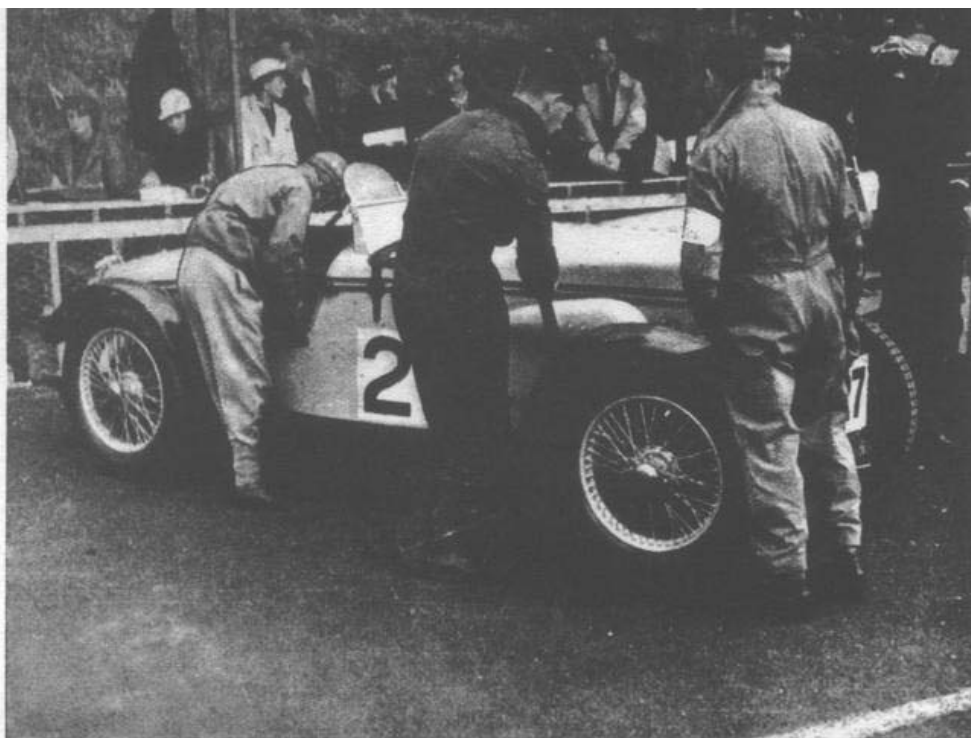
Cousins promptly worked out a new sequence of necessary movements, instructed his assistants, and then conceived the idea of signalling George Eyston in first. It would, he thought, be an excellent plan to operate on Eyston's car and, perhaps, find some way of shortening the stop for Charley Dodson when he came in after Eyston had gone. Charley, battling gamely against the Rolls-Bentley, would benefit by any seconds which might be saved.

That was excellent planning. To arrange everything, detail by detail, was something of a feat when one remembers that, all the time he was working it out, Cousins had to supervise the preparation of fuel, spare wheels and tools, listen to the time-keeper, answer silly questions, conduct arguments and do all those things to which a man in charge of a replenishment depot is expected to give attention.



This photograph shows the scene at the back of the pits during the heat of the race. Signals and spare wheels are placed out of the way, leaving plenty of room for mechanics and pit staffs.

Charley Dodson and his car photographed immediately before the start.



Finally, the mechanics knew just what to do ; wheels, fuel, lemonade and personnel were all ready. George had acknowledged his "Come In !" signal and everyone was waiting for him—when Wal Handley decided to pull in to the pit for a change of plugs, more petrol and a little encouragement.

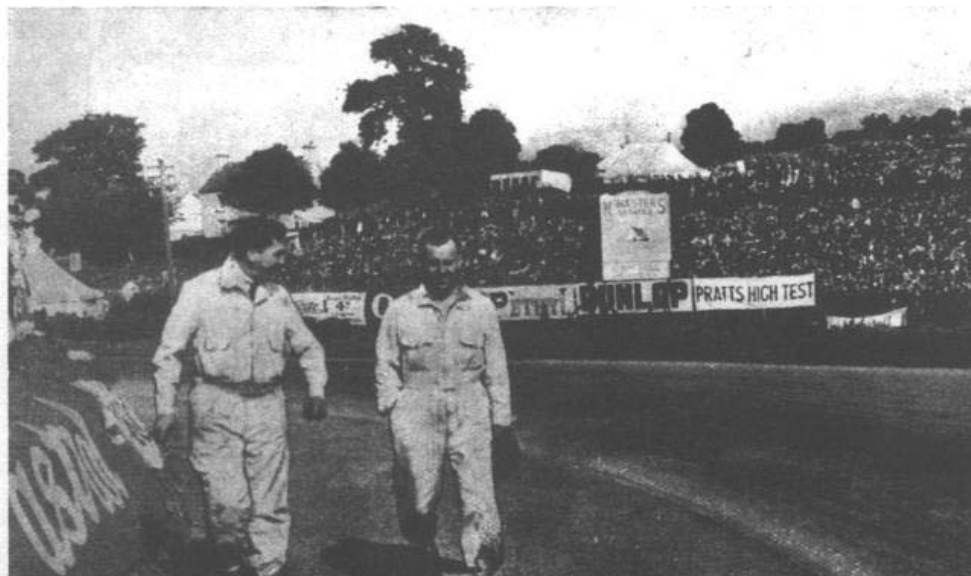
His presence upset everything, although it was not his fault, because he stopped just before Eyston was due, and had to be given everything which had been made ready for George.

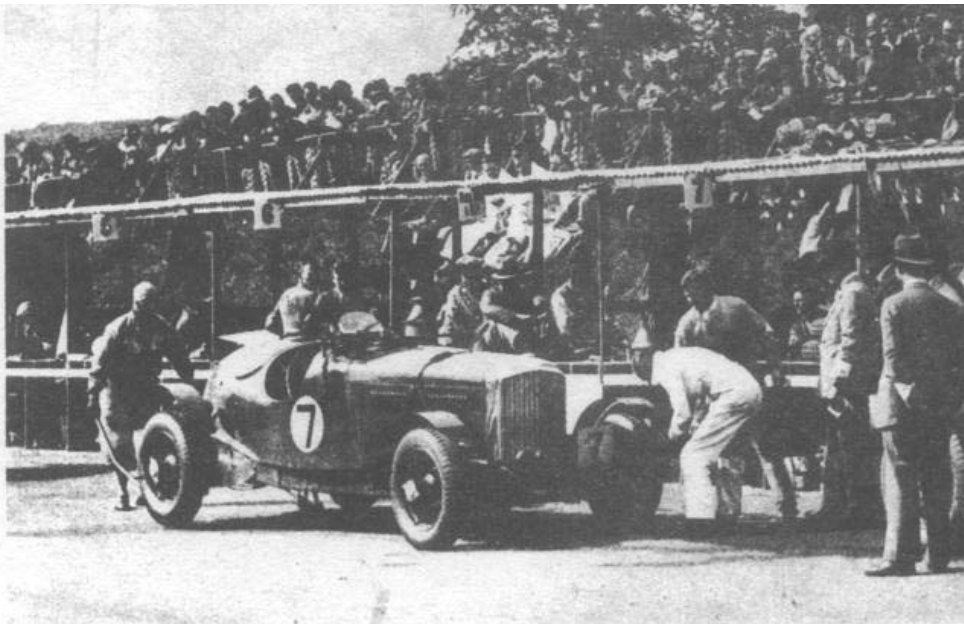
There was no chance of using Handley's machine as a medium for test wheel-changes, because he required quite a number of things which were not in Cousins' programme. And while the work on his car was going forward, Eyston arrived at the congested pit. There was no room to deal with him ; five gallons of petrol were slung into his tank, and he received orders to carry on until he was signalled in for proper treatment.

BULLETIN

- 2.19 p.m. Lord Howe (Talbot) stopped for 2 mins. 45 secs., completing his replenishment and changing all four wheels.
- 2.21 p.m. Hamilton has replenished and got away again. McClure (Riley) paused at pits for fuel and wheel change. He was halted 1 min. 18 secs.
- 2.30 p.m. John Cobb (Lagonda) took on 24 gallons of petrol, changed four wheels and adjusted brakes in 2 mins. 16 secs. Driscoll (Aston-Martin) hit bank at Moate. The car bounced off, steadied and went on.

Cyril Paul (right) snapped as he walked back to his depot after his Riley had "packed up."





The Rolls-Bentley at the pits. E. R. Hall is seen at the back of the car, jacking up the rear wheels. If he could have saved ten seconds on each of his two pit-stops, Hall would have won the race.

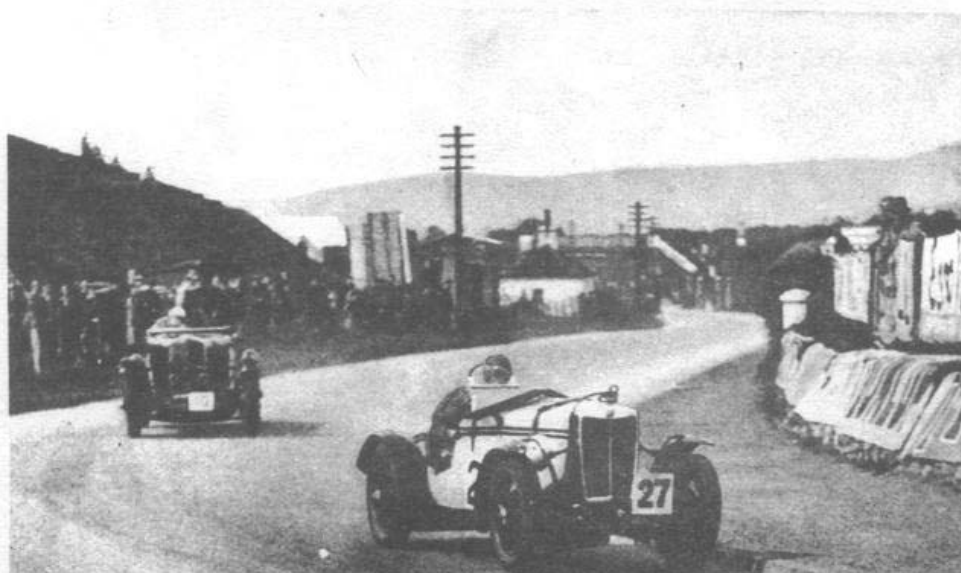
BULLETIN

- 2.30 p.m. Race leaders after three and a half hours:
 1st: Hall—average 78.35 m.p.h.
 2nd: Dodson—74.25 m.p.h.
 3rd: Brian Lewis — 77.68 m.p.h.
 4th: Fotheringham — 74.05 m.p.h.
 5th: Hindmarsh — 77.29 m.p.h.
 6th: Driscoll—73.73 m.p.h.
- 2.32 p.m. Sullivan (Ford) stopped ten minutes at pit.
- 2.40 p.m. Brackenbury (Riley) stopped at his pit for 2 mins. 11 secs. replenishment and changing all wheels.
 McCalla (Ford) took on twenty gallons petrol, also water and oil, changed one rear wheel and adjusted shock absorbers in 3 mins.
 Von der Becke (Riley) replenished, topped up with oil, changed four wheels in 1 min. 45 secs.

George went away, and men worked anxiously to get Handley's car on the road again, because Charley Dodson was now due in; his fuel was running low and it was absolutely vital that he should not be delayed. A signal was hung out for him just before Handley went off. The pit was cleaned up, everything was made ready, and when Charley came in he discovered a pit-crew right on its toes.

In two minutes and three seconds he alighted from the car, wiped his own windscreen, filled up with water, took a drink of lemonade and returned to the cockpit, while the mechanics spilled twenty gallons of fuel into the tank, topped up with oil, changed all four wheels, cleared the jacks away—and Charley shot into the race once more.

After he had gone, Eyston was flagged in, to receive exactly the same treatment. The mechanics were faster with the wheel-changes, having learned enough from their work on Dodson's car to save a clear six seconds. Eyston was off in one minute and fifty-seven seconds, so that he gained the time which, it had been hoped, would have been saved for Dodson.



Dodson cornering fast, with a Talbot on his tail. The M.G. driver was the only man in the race to go all through the event without a skid.



The Lagonda, driven by Hon. Brian Lewis, leading from the Rolls-Bentley during their tremendous duel.

The whole of this involved pit-work was an illustration of co-operation, control and fast thinking. It was done in the very heat of the race, with machines bellowing past every few seconds, the tense atmosphere lending a tendency to make men flurried.

Before Charley Dodson made his halt, Hall had brought his Rolls-Bentley in, both hooters bellowing a warning of his arrival. He, too, changed all wheels, replenished and had a drink. His stop occupied nearly three minutes and, although he was leading when he pulled up, the halt was long enough to drop him back from first to sixth place.

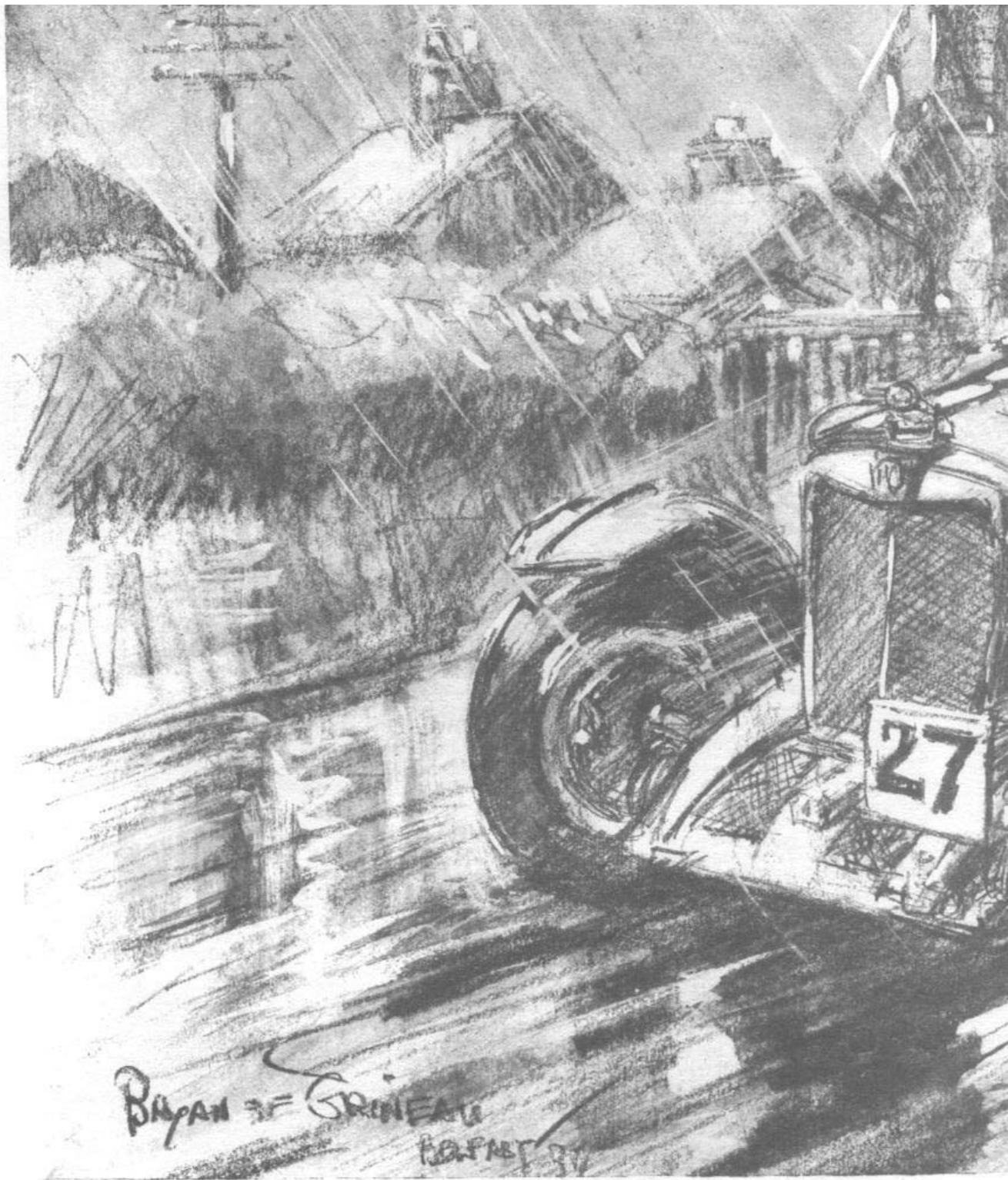
The fact that three minutes could make so much difference to his position indicates how closely the race was being fought, and it proves the vital importance of pit work. Charley went by while Hall was at his depot, and the Magnette now took the lead. Dodson made the most of his chance, driving hard, while the position of the machines immediately behind him changed again and again as a result of checks imposed on them by the need for replenishment. Not until all had visited the pits did the race settle down, with Hall grimly chasing Dodson, working the Rolls-Bentley's lap speed up to above 81 m.p.h.

He went round time after time at almost his figure, and when the race was three hours old he snatched the lead once more. This was just at half distance, and his average speed was shown as 78.62 m.p.h. Everyone seemed to regard that as quite marvellous, because the Rolls-Bentley had no blower; on the other hand, Dodson was also unprovided with a supercharger, his engine was only a third as large, yet his average at this stage was 74.3 m.p.h.—barely 4 m.p.h. slower.

A lot now depended on Charley Dodson, because Wal Handley became increasingly aware of queer noises about his machine, and was forced to drop out. He disappeared at about the same time as Rayson's Invicta, which broke

BULLETIN

- 3.0 p.m. Race leaders after four hours :
 1st : Hall — average 78.62 m.p.h.
 2nd : Dodson—74.36 m.p.h.
 3rd : Brian Lewis—77.65 m.p.h.
 4th : Hindmarsh — 77.46 m.p.h.
 5th : Fotheringham — 74.12 m.p.h.
 6th : Driscoll—73.97 m.p.h.
- 3.15 p.m. Staniland (Riley) has retired at pits with engine trouble after completing 21 laps.
- 3.16 p.m. Mitchell-Thompson has stopped for replenishment and has continued.
 Powys-Lybbe (Alvis) has retired at pits with engine trouble after completing 18 laps.
- 3.26 p.m. Paul (Riley) has stopped to attend to lubrication of engine.
- 3.30 p.m. Dodson (Magnette) has again taken lead.
- 3.36 p.m. Hall has just made his second replenishment stop, changing wheels and taking on fuel in 2 mins. 30 secs.
- 3.37 p.m. Fontes (Invicta) has just proceeded after being halted fifteen minutes at pits.
 Eyston has called at pits, changing all plugs and topping up with oil—time : 2 mins.



An impression, by Bryan de Grineau, of the winning Mignet travelling flat out over the level crossing at Comber during the thunderstorm which fell during the final laps of the race. On the right is a photograph of the famous "Motor" artist, taken on the course.

a piston along the straight out of Newtownards. The Alvis and two more Rileys retired shortly afterwards, and it was exactly as though the weak and lame were being cleared off the course in readiness for something really exciting. Brian Lewis brought his red Lagonda to the tail of the Rolls-Bentley, and the two machines started a 'dog-fight' which was responsible for recurrent bouts of high blood pressure along the whole line of pits.

Hall had been forced to stop for a second replenishment; it was shorter than his earlier halt, but Charley took full advantage of it and jumped into the lead once more. Hall knew that the M.G. had gone ahead, and the way in which he left his pit showed that he was in fighting mood. Lewis



By courtesy of "The Motor"

All down the Brae they were close together, and they rode wheel to wheel towards Newtownards, with the green machine rushing first through the town, holding a lead of no more than a couple of yards all the way round to Dundonald. The Lagonda closed in when they had cleared the hairpin, and Brian Lewis drew his machine to the side of the road, its wheels stirring the dust, the car passing with a rush in front of the grandstand.

The spectacle brought the crowd to its feet, and mechanics almost fell out of the pits in their excitement as the two cornered just beyond the depots, starting another lap, both nicely warmed up to the duel. Ahead, Dodson was driving with his foot hard down, handling his



BULLETIN

- 3.30 p.m. Race leaders after four and a half hours :
 1st : Dodson—average 74.43 m.p.h.
 2nd : Hall—78.11 m.p.h.
 3rd : Fotheringham — 74.32 m.p.h.
 4th : Brian Lewis — 77.87 m.p.h.
 5th : Driscoll—74.18 m.p.h.
 6th : Hindmarsh — 77.64 m.p.h.
- 3.39 p.m. Driscoll skidded broadside at Dundonald.
- 3.45 p.m. Hall and Brian Lewis are scrapping for second place ; they were almost side by side down Bradshaw's Brae.
- 3.50 p.m. Lewis was two lengths ahead of Hall at Comber.
 Hall was a few yards ahead of Lewis at Ballystockart.
- 3.51 p.m. Hall was 2 secs. ahead of Lewis at Dundonald.
- 3.52 p.m. Lewis was ten yards ahead of Hall down Bradshaw's Brae.
 Lewis was only five yards ahead at Newtownards.
 Lewis was just ahead at Moate.
- 3.53 p.m. Lewis was a length ahead at Comber.
- 3.54 p.m. Lewis was a yard ahead at Ballystockart.
- 3.57 p.m. Ashton Rigby's M.G. Magna has stopped at pits for replenishment and change of rear wheels.
- 3.58 p.m. Fontes (Invicta) has retired at Comber with engine trouble.

An impressionistic photograph of Charley Dodson placing his M.G. for a fast turn.

For three more laps the Lagonda and the Rolls-Bentley remained together, passing and re-passing. The men in their depots expected, at any moment, to hear that one of the pair had fallen out of the fight, but always they came safely round, with the Lagonda invariably striving to go ahead just in front of the stands. Hall broke his lap record again and, when it seemed impossible that the two could maintain the fight much longer, the Lagonda's tyres began to show a white strip through the worn treads.

Lewis continued the 'dog-fight' for one lap more, then he was forced to stop for a wheel-change. Spectators relaxed, some people went in search of stimulants, blood pressures became more reasonable, and Eddie Hall settled down with one object only—to catch Charley Dodson and tuck him behind the streamlined tail of the Rolls-Bentley.

The leading M.G. Magnette was then just fifteen seconds in the lead ; driving like a little wizard, Dodson clung to that fifteen seconds, matching the best that the Rolls-Bentley could do. Between them the two set a pace which was absolutely relentless, bringing trouble to those who tried to hold it. Of the forty machines which had started, only twenty-five were now in the running. Pursued grimly by the Rolls-Bentley, three Aston-Martins, three Lagondas, four Rileys and a couple of Talbots—amongst other cars—Charley Dodson not only held his lead, but added another four seconds to it during the next half hour. This brought the race to that enjoyable stage when all cars are motoring fast, with the event near its end, hard driven machines arguing about the lead, and no one able to point definitely to the ultimate winner.

Incidentally, the spectators were probably a little disappointed by the fact that drivers were not accompanied by mechanics. The crowd on the corners rather enjoy seeing how frightened a mechanic can look when his driver is putting his car through a turn, and is feeling doubtful about whether he will quite manage it. It is peculiar that, after a race, the mechanics always say they enjoyed the ride ; the truth is, of course, that any pleasure they feel emanates from the fact that the race is over.

It is possible that the spectators may not have noticed the absence of mechanics, because there was excitement enough when it became evident that the final issue of the race lay definitely between Charley Dodson and Eddie Hall. They were bare seconds apart, both moving flat out.



In Charley's pit everything was cleared from the counter with the exception of a couple of spare wheels, some plugs and the necessary tools, while mechanics waited anxiously, ready for action if the Magnette should be forced into the pit. Stop-watches clicked every time the car passed, and Cecil Cousins craned over the counter, staring down the road for a long time before Dodson was due to come round again; always the low-built, fast M.G. arrived precisely when it was due. Always, a few seconds later, the big Rolls-Bentley leaped into sight and roared in pursuit.

All through the race heavy clouds had hung in the sky, but the rain held off until the Magnette had only four more laps to cover. It was then that rain fell over two miles of the course near Comber, from the end of the straight outside Newtownards to a point near Ballystockart. It did not spread, but remained centred over this stretch of the circuit, and it rained—hard.

There are drivers who dread wet roads. There are some who like a soaked course, and there are a few who do not care whether the circuit becomes wet or remains dry. Charley Dodson is one of the latter, and his indifference

BULLETIN

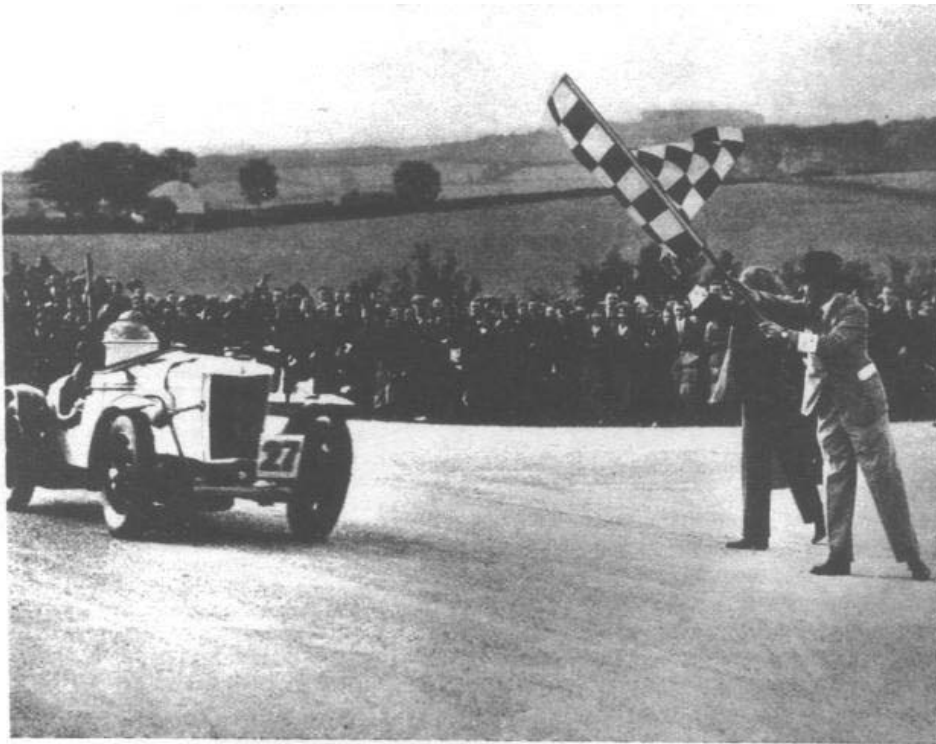
- 4.0 p.m. Race leaders after five hours :
 1st : Dodson—average speed 74.55 m.p.h.
 2nd : Brian Lewis — 78.15 m.p.h.
 3rd : Hall—78.14 m.p.h.
 4th : Fotheringham — 74.48 m.p.h.
 5th : Hindmarsh — 77.76 m.p.h.
 6th : Driscoll — 74.20 m.p.h.
 Brian Lewis is 46 seconds behind Dodson.
- 4.5 p.m. The Rolls-Bentley v. Lagonda duel continues.
- 4.6 p.m. Lewis is leading from Hall by one yard at Bradshaw's Brae.
- 4.7 p.m. Lewis is ten yards ahead at Newtownards.
- 4.8 p.m. Paul (Riley) has retired owing to shortage of petrol. Lewis was twenty yards ahead of Hall at Moate.
- 4.9 p.m. Brackenbury (Riley) has retired at Dundonald owing to engine trouble.



On the last lap! Cecil Cousins waiting for Dodson to appear from Dundonald.

The car was then due, but Cousins did not know whether Dodson or Hall would be in the lead.

Whichever came in sight first would be the winner. It is not surprising that Cousins appears anxious.



For the third time the chequered flag signals an M.G. as winner of the T.T. Dodson's Magnette averaged 74.65 m.p.h. over the course of 478 miles.

BULLETIN

- 4.10 p.m. Lewis is now at Ballystockart—two seconds ahead.
- 4.12 p.m. Lewis was leading by one second at Dundonald.
- 4.15 p.m. Lewis is just ahead of Hall down Bradshaw's Brae.
- 4.19 p.m. Lewis three lengths ahead at Comber.
- 4.24 p.m. Hamilton skidded at Newtownards, thrilling the crowd.
- 4.25 p.m. Lewis was leading by twenty yards in Bradshaw's Brae.
- 4.26 p.m. Lewis was still leading at Newtownards.
- 4.30 p.m. Hall still fighting it out with Lewis, who led from the Rolls-Bentley by four lengths at Comber.
- 4.32 p.m. Hall has now passed Lewis and was leading at Dundonald.
- 4.33 p.m. Hall has set up CLASS LAP RECORD: 81.15 m.p.h.

* * *

BULLETIN

- 4.30 p.m. Race leaders after five and a half hours:
1st: Dodson—average speed 74.59 m.p.h.
2nd: Hall—78.35 m.p.h. (15 seconds behind leader).
3rd: Brian Lewis — 78.32 m.p.h. (20 seconds behind leader).
4th: Fotheringham — 74.58 m.p.h.
5th: Hindmarsh — 77.77 m.p.h.
6th: Driscoll—74.35 m.p.h.
- 4.36 p.m. Hall had long lead from Lewis at Moate.
- 4.44 p.m. Hall was 25 seconds ahead of Brian Lewis at Dundonald.
- 5.0 p.m. Brian Lewis has been in to his pit to change his wheels. His stop occupied 2 mins. 13 secs.

arises from ten years of schooling with racing motorcycles. When he saw the wet road in front of him as he came towards Comber he did not slow.

The rain was falling in stiff, straight rods of water, but he kept his foot flat on the throttle pedal and handled the car just as he used to handle two-wheeled machines. He held the Magnette up to within an ace of sliding point in the bends, nursing it, checking skids before they began, sending the machine through the wet stretch at a speed which appeared impossible.

He stayed in front in spite of all that Hall could do. Charley was still ahead when three laps remained to be covered—still in front two laps from the finish—and he was first past the pits when he entered the final lap.

The last lap of any race is always the worst for those who have to watch from the pit of the leading machine. When Dodson went by, timekeepers clocked the seconds which passed before the big green Rolls-Bentley came into view, shot on with a roar, cornered neatly and vanished.

Observers all round the course clocked the two, telling off the seconds which held them apart, marking how Hall gained on the straights, but how Dodson held his own and even won back a little where the circuit bent and twisted.

He led at Newtownards. At Comber he was still ahead. At Ballystockart Hall was hard after him, closing in.

Now the crowds stared down the road towards the Dundonald hairpin. Mechanics hung out from the fronts of the pits, looking in the same direction. Cecil Cousins sprawled his long length over the counter, watching the road while the last minutes slid away and finally brought the rising howl of an approaching car.

It came into sight as the chequered flag was lifted. Officials stood by with two numbered boards—one for Dodson and one for Eddie Hall, because they did not know who would arrive first. The dark shape of the leading car became clear—and it was Charley Dodson's M.G. Magnette.

The flag went higher. His numbered board was raised beside it as he came up with a last rush, while the black and white folds of the flag swooped down, marking him as the winner.

Seventeen seconds after he crossed the line the Rolls-Bentley arrived, beaten in the closest finish of the finest race that the Ards circuit had ever known—and this meant that an M.G. had won the Tourist Trophy three times out of four.

Charley Dodson had averaged 74.65 m.p.h. with his new "N" Type Magnette. A year before, Tazio Nuvolari had also won the race with an older type of supercharged Magnette, at a speed of 78.65 m.p.h. In other words, powered with a blower, the Italian driver had been only four miles an hour faster than Charley Dodson—and that, when one thinks about it, says a great deal for the marvellous efficiency of Dodson's unblown machine.

Every "N" Type M.G. Magnette is virtually a duplicate of the car which Dodson drove, the mettle and worth of which he proved so magnificently. His victory demonstrated the Magnette's utter reliability, stability and ease of handling—essential features of a machine which is race-bred.

One may not, of course, want to average 74.65 m.p.h. for six hours on the T.T. circuit, but, with such a car, it is possible to travel rapidly and very enjoyably upon one's more or less lawful occasions.

BULLETIN

- 5.0 p.m. Race leaders after six hours :
 1st : Dodson—average speed 74.66 m.p.h.
 2nd : Hall—78.39 m.p.h (19 seconds behind Dodson).
 3rd : Brian Lewis — 78.24 m.p.h.
 4th : Fotheringham — 74.63 m.p.h.
 5th : Hindmarsh — 77.89 m.p.h.
 6th : Driscoll—74.45 m.p.h.
- 5.2 p.m. Langley (Singer) stopped for one minute at pits to change his front wheels.
- 5.6 p.m. Both Dodson and Hall are on their last lap. Hall is doing his utmost to catch the Magnette. 42 seconds separated the cars at Newtownards.
- 5.7 p.m. Hall was thirty-five seconds behind at Moate.
- 5.8 p.m. Dodson was thirty-one seconds ahead at Comber.
 Dodson : twenty-six seconds ahead at Ballystockart.
 Dodson : leading from Hall by twenty-two seconds at Dundonald.
- 5.13 p.m. Dodson wins by 17 seconds.

Smiling, with a laurel wreath over his shoulder and a glass of champagne in his hand, Charley Dodson enjoys the sweets of victory. On the left is his wife, and in the rear is Norman Black, waiting to offer congratulations.



HOW I WON THE T.T.

By C. J. P. DODSON
(As told to Barré Lyndon)

I had two ideas in my mind as I waited for the flag to fall for the T.T. Race on the Saturday morning. One was a reminder that my job was to back up the fine work of the mechanics who had prepared my Magnette—and who were watching from the pits—and the other was to keep “cool, calm and collected.” Doing this counts for a lot in any event.

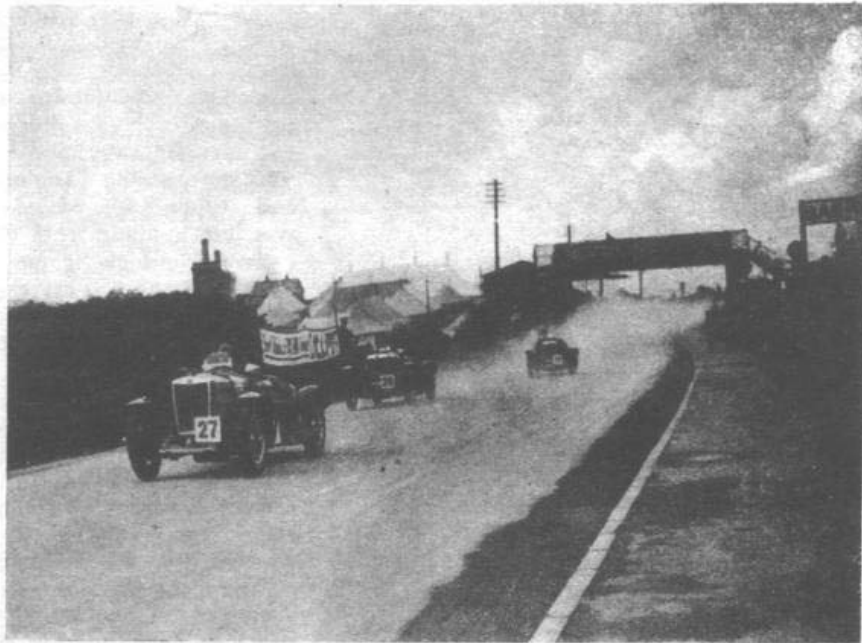
My car—No. 27—was one of the three new ‘N’ Type M.G. Magnettes entered by Captain George Eyston, who was on No. 25. The third car—No. 26—was being driven by Wal Handley. We had arranged that Handley was to make the pace, I was to remain as near him as possible, and Eyston was to come behind, ready to back us up if need be—and that, I think, shows Eyston’s unselfishness. He was responsible for the entry of the three machines, and he has far more car racing experience than either Handley or myself—this is my first season at the wheel. But Eyston considered that, in an event like the T.T., our road-racing work on motorcycles made us more likely to put up a good show.

I ought to explain, for the benefit of anyone who did not see that race, that the cars were sent off in batches, and the first machines away were six of the Magnettes—all unblown “N” type models; of these, our chief rival was Norman Black. When the flag fell Eyston took the lead, with Wal Handley just behind him. Mechanics had been working all night on Wal’s machine, and he had been out with it at six o’clock that morning. I knew when we came to the line that he was not altogether happy about the car, because it was still a shade short of its best trim; he did not get away too well, and I was a bit slow off the mark myself.

We got away with the running order which we had planned practically reversed. That did not matter very much for the opening laps—the first five of which I always think are the worst—but Norman Black started to harry us at once, with another Magnette. On the rush up Quarry Hill he passed me, moving very fast, and I knew that it would be a bad thing if he were allowed to get away. I tucked in behind him, passed Handley and clung to Black all round the course; my idea was to pass him if I could, forcing him to keep his foot down, and then to let Handley go by and continue the good work after his own machine had settled to its job.



A few minutes before the start. Seated on the side of the cockpit is Captain G. E. T. Eyston, with J. R. Temple—of the M.G. competition department. “Jacko,” wearing a cap, is head of the M.G. racing mechanics, and leaning against the car with him is Albert Denly.



This photograph shows Dodson immediately after he had been flagged to take the lead. He has just passed Eyston.

Mine and Black's machines were so evenly matched that I had no chance to get ahead until we reached the hairpin at Dundonald, and there, I think, he ran a little wide. Anyhow, I managed to pass, and was in front when we completed the first lap, by which time, of course, the rest of the machines had been started in the race. I saw that Handley had got by Black, and I waved for him to go in front of me; this he did, but his machine still seemed unhappy, and Black came up again to pass us both. We chased him down to Newtownards and along the straight to Comber, and by the butcher's shop in the town he pulled up.

We shot by, and, with our immediate opposition beaten, Handley waved for me to go in front again; he felt that his machine was not motoring too well, and he wanted me to take his place and make the pace. I opened up and completed another lap, and next time round I saw the pit giving me the "faster" signal. Eyston was still ahead, but those first laps had been relatively slow, and had allowed machines starting after us to gain. The signal meant that it was time to get down to real work, and I went in front of Eyston.

I could see no other cars, and mine might have been the only machine on the course. Nothing much happened until I had covered twelve or thirteen laps, then I found myself overtaking Rayson's Invicta on the straight to Comber. I was closing on him when Hall, from whom on the handicap I had a lap and 7 min. 41 sec. start, suddenly brought his big Bentley up from behind—and he gave me the first indication that I was in a real race.

I was touching close upon 100 m.p.h. when he went by. I slipped behind him, and, just as he overtook the Invicta, one of his rear wheels caught a puddle at the side of the road—rain had fallen early in the morning. Instantly my windshield and goggles were plastered with mud and water, giving me a complete "black-out."

If it had occurred anywhere but on the straight I should have been in trouble. As it was, I had the chance to slow and clear my goggles with the back of my gloves, doing what I could to clean the windscreen while I chased the Invicta through Comber, seeing it just in front of the

BULLETIN

11.30 a.m. Hall (Rolls-Bentley) was in the lead with an average speed of 77.87 m.p.h. Dodson (Magnette) held fourth place, his speed being 73.35 m.p.h. Dodson was 14 seconds behind Hall.

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BULLETIN

12.0 noon Hall (Rolls-Bentley) held lead with average speed of 78.89 m.p.h. Dodson (Magnette) was fifth at an average speed of 73.75 m.p.h. Dodson was now 57 seconds behind Hall.

* * *

BULLETIN

12.30 p.m. Hall still in the lead: average speed 79.03 m.p.h. Dodson now in third place, his speed being 74.33 m.p.h.

Hall was not quite out of sight, and I did my best to hold his big car ; it says much for the Magnette that he did not get very far away, and I did not actually lose him until I was approaching Dundonald. When I next saw Hall he had stopped for wheel-changes and replenishment. He was just jumping from the machine when I went by, and I saw my pit giving me the "faster" signal again. The Bentley's stop was my chance to get well away once more, and I made as much use of it as possible.

The car handled beautifully. By this time I was well settled down to the race, and beginning to overtake other machines. I had no trouble in getting past them, and was able to take almost every corner "according to plan," going through them in just the same way each time round.

The most exciting turn was the entrance to the square at Newtownards. I always cut this closely, running on to the footpath, and putting the machine through in what amounted to a controlled slide. There was a little bump on the footpath, and this—so someone told me afterwards—always put one wheel well into the air, although I was too busy to notice the jolt. Taking the turn in this way gained me a lot of ground, and more than once I almost ran down cars which had gone through just in front.

The pit kept my "faster" signal out each time I went by until, on my sixteenth lap, I was told to come in after two more rounds of the course. Hall was still behind me, and I had an idea that I might still be leading on handicap, while I knew that I was ahead of everything in my class. I hoped that the pit stop would be a short one, and, as I approached to pull in, I went over the instructions which I had received.

After halting, I had to remain in the car, with the hand brake on, until I felt the rear axle raised by the mechanics, in readiness for the wheel change ; then I had to get out, fill up the radiator, and return to the car. Everything went like clockwork, and in 2 min. 3 sec. all four wheels had been changed and twenty gallons of petrol had been put in the tank, while I was back in the driving seat again. The moment that I felt the jack jerked away from under the rear axle I pressed the starter button, the engine fired, and I was off once more.

During the halt I had been told that the race appeared to lie between myself and Hall. I knew that he would have to make another stop before the finish, but I hoped, all being well, to go through to the end without a second check. After a stop it always takes some time to get going properly again, and it was half a lap or so before I had, as it were, tuned myself up. Then matters settled down once more.

I chewed gum all the while, and on a bump at the back of the course bit the inside of my cheek. The unpleasantness of that kept my mind occupied for a lap or two, and, apart from this, I watched the clocks around the course, because I had planned to do certain things at particular times. I knew, for instance, that the race would last about six hours, and at three-thirty I adjusted the brakes ; it was possible to do this with a knob that projected through the floorboards. Knowing how long the race would last was helpful because, as it started at eleven in the morning, I was able to remind myself at one o'clock that a couple of hours had gone, and at two o'clock that the race was half over. That sort of thing is heartening somehow.

There was a bottle filled with lemonade on the car, with a rubber tube projecting from it. The idea was that I could suck up the liquid through the tube when I felt the need of a drink, but I was too busy to make use of it. I also had a damp sponge in a little leather pocket ; the sponge was for cleaning the windshield, but the best from

BULLETIN

1.0 p.m. Hall still leading : average speed 80.44 m.p.h. Dodson second — average speed 74.69 m.p.h. Dodson was 66 seconds behind.

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BULLETIN

1.30 p.m. Dodson (Magnette) in lead, his average speed being 74.98 m.p.h. Hall (Rolls-Bentley) fallen back to sixth position, his average speed now 77.66 m.p.h. Hall was 2 mins. 9 secs. behind Dodson. The sudden change in position is accounted for by the fact that Hall had to stop for replenishment.

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BULLETIN

2.0 p.m. Dodson still leading and averaging 75.17 m.p.h. Hall still in sixth place with an average of 77.96 m.p.h. Dodson was 2 mins. 6 secs.

I made use of spectators here and there around the course. When I saw them they reminded me to do certain things. There was, for instance, a pretty girl standing beside the straight on the approach to Dundonald; she was there all through the race, and whenever I saw her I knew it was the moment to clean the driving mirror again. Incidentally, I was wearing a helmet which had belonged to Nuvolari, and which had been used by his mechanic. It was lent to me, and I remember wondering, as I drove, if it would bring me luck.

Everything went smoothly after my pit stop. I had no skids, and saw nothing really exciting. I remember noticing Hodge's Singer in the ditch by Ballystockart, but he had crashed some time before I came round; when I next passed the marshals had tidied things up a little, and had pushed the car farther into the ditch to clear the road.

I had plenty of time to form an opinion about the Magnette that I was driving, and my outstanding impression was that the speeds which I touched were nowhere near its safety limit. The car felt as though—given a bigger engine, or a blower—it would have been just as safe at far higher speeds than it was possible for me to achieve. I just touched 100 m.p.h. on the long straight to Comber, but the machine felt as if it would have handled quite as well had I been able to do 120 m.p.h.

I liked it better than the old "K" type Magnette. The "N" type is longer, and the track is a little narrower; that seems to make it more suitable for easy, steady handling during fast road work, while the steering feels absolutely perfect. I believe that, during the race, it was reported that my machine was the only car which did not have a skid anywhere on the course, and this still held good even after my twenty-fifth lap, when my pit gave me another signal which said, "Faster—if O.K."

They kept that signal flying for five more laps, and I judged from this that Hall must be pressing me hard with his Bentley. At the start, as I have said, I had received

BULLETIN

2.30 p.m. Hall leading again at an average of 78.35 m.p.h.
 Dodson in second place: average 74.25 m.p.h.
 Dodson was 49 secs. behind Hall.
 Dodson has stopped at the pits for wheel change and fuel.

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BULLETIN

3.0 p.m. Hall still leading at an average of 78.62 m.p.h.
 Dodson still second with 74.36 m.p.h.
 Dodson now 1 min. 21 secs. behind.
 At this stage in the race Dodson knew that Hall would have to make another pit stop; therefore Dodson did not attempt to press his Magnette.

The men who helped No. 27 to success, working in the pit. From left to right: Stone, Hounslow, "Nobby" Marney, "Jacko," "Jock" Little and Cecil Cousins.



one lap and several minutes' lead from him, so that, in order to win, he had actually to pass me twice—once to make up the credit lap which I held, and once to take the lead.

Somewhere or other, during the race, he must have passed me again after his first pit stop, making up the lap, but still leaving me in front on time. I do not remember his going by, however, although he must have done. In any case I knew that matters were getting very close when, near the finish, I saw my pit give me the "Flat out!" signal. It was then that I ran into a very heavy shower of rain at Comber, and this persisted during the last four laps of the race. It did not spread any farther over the course, but its presence for a couple of miles was helpful to me, because I don't mind racing in the rain.

When I passed the pits again I saw a signal flying for Hall; it ordered him to go faster, if he could. I put my foot hard down, and kept it there, and the car responded magnificently. Where the road was wet I held it just up to the sliding point on the corners, and I am pretty sure that I lost no time at all over the final rounds of the course.

When I found myself entering the last lap I kept watching the mirror, looking for the Bentley. Every time that I cleared a bend I expected to see Hall coming up behind, but he did not show along the straight out of Newtownards. I saw nothing of him beyond Comber, and he was not in sight when I came to Dundonald for the last time.

Once I was round the hairpin I looked again, but still did not see him, and I knew then that I should win. Just to make sure I kept moving at full bore until I saw the finishing flag fall as I passed the grandstands, and I continued at speed during the complimentary lap. I have heard that, because of the pace I maintained, some people thought I did not know I had finished, but I was keeping the "revs" up in order not to oil any plugs and perhaps have to stop at the far side of the course and not get round at all. As it was I did "lose" one plug.

I think the hardest part of the race was facing cameras and receiving congratulations, which were quite overwhelming. I could never have won but for the fine pit organisation and the grand work of Cecil Cousins†, John Temple*, "Jacko"* and the rest of the mechanics. Nor could I have done anything if my Mulette had not given me a completely trouble-free run; the bonnet was never lifted from first to last, and I finished at an average of 74.65 m.p.h. That, barring Nuvolari's time last year, is the fastest speed at which the race has been won.

I had a wonderful drive all the way through, and wonderful luck. Winning has brought me more telegrams and messages than I can possibly answer, and I should like, if I may, to take this chance of expressing my very sincere thanks to those friends who have been good enough to congratulate me.

BULLETIN
3.30 p.m. Dodson in lead once more, averaging 74.43 m.p.h. Hall in second place and averaging 78.11 m.p.h. Hall was 26 seconds behind. Hall had just made his second replenishment stop.

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BULLETIN
4.0 p.m. Dodson leading, averaging 74.55 m.p.h. Brian Lewis second, and Hall third. Hall was 47 seconds behind Dodson.

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BULLETIN
4.30 p.m. Dodson in the lead still, his average speed being 74.59 m.p.h. Hall second and averaging 78.35 m.p.h. Hall was fifteen seconds behind Dodson.

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BULLETIN
5.0 p.m. Dodson leading and averaging 74.66 m.p.h. Hall second at 78.39 m.p.h. Hall was nineteen seconds behind.

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BULLETIN
5.13 p.m. FINISH. Dodson wins at an average speed of 74.65 m.p.h. Hall second at an average of 78.40 m.p.h. Hall was seventeen seconds behind.

† Head of the M.G. Experimental Department.
* Of the M.G. Competitions Staff.

THE INTERNATIONAL TOURIST TROPHY RACE

ARDS CIRCUIT, ULSTER

1934

RESULT

1. C. J. P. Dodson (M.G. Magnette, 1287 c.c.), 6 hrs. 13 mins. 24 secs., 74.65 m.p.h.
2. E. R. Hall (Rolls-Bentley, 3669 c.c.), 6 hrs. 13 mins. 41 secs., 78.40 m.p.h.
3. T. Fotheringham (1½-litre Aston-Martin, 1495 c.c.), 6 hrs. 16 mins. 15 secs., 74.53 m.p.h.
4. Hon. Brian Lewis (Lagonda, 4429 c.c.), 6 hrs. 17 mins. 31 secs., 77.57 m.p.h.
5. J. S. Hindmarsh (Lagonda, 4429 c.c.), 6 hrs. 18 mins. 29 secs., 77.38 m.p.h.
6. L. P. Driscoll (Aston-Martin, 1495 c.c.), 6 hrs. 18 mins. 47 secs., 74.03 m.p.h.
7. C. Penn-Hughes (Aston-Martin, 1495 c.c.), 6 hrs. 20 mins. 5 secs., 73.78 m.p.h.
8. John Cobb (Lagonda, 4429 c.c.), 6 hrs. 32 mins. 23 secs., 74.58 m.p.h.
9. A. W. K. Von der Becke (Riley 1087 c.c.), 6 hrs. 33 mins. 27 secs., 70.32 m.p.h.
10. T. E. Rose-Richards (Talbot, 2969 c.c.), 6 hrs. 34 mins. 56 secs., 73.76 m.p.h.
11. E. McClure (Riley, 1087 c.c.), 6 hrs. 37 mins., 69.68 m.p.h.
12. P. G. Fairfield (Riley, 1087 c.c.), 6 hrs. 43 mins. 28 secs., 68.54 m.p.h.
13. Lord Howe (Talbot, 2969 c.c.), 6 hrs. 46 mins. 20 secs., 71.67 m.p.h.
14. A. P. Hamilton (M.G. Magnette, 1287 c.c.), 6 hrs. 48 mins. 28 secs., 68.24 m.p.h.
15. Hon. Peter Mitchell-Thompson (Frazer-Nash, 1496 c.c.), 6 hrs. 48 mins. 41 secs., 68.58 m.p.h.
16. S. H. Newsome (Riley, 1087 c.c.), 6 hrs. 49 mins. 8 secs., 67.57 m.p.h.
17. N. A. Berry (Frazer-Nash, 1496 c.c.), 6 hrs. 52 mins. 22 secs., 67.95 m.p.h.

FLAGGED OFF COURSE BUT STILL RUNNING

- H. J. Aldington (Frazer-Nash, 1496 c.c.).
- F. E. Clifford (Riley, 1087 c.c.).
- A. H. Langley (Singer, 1493 c.c.).
- W. T. McCalla (Ford, 3633 c.c.).
- W. Sullivan (Ford, 3633 c.c.).
- T. A. W. Thorpe (Frazer-Nash, 1496 c.c.).

RETIREMENTS

- | | |
|---|---|
| W. R. Baird (Riley Nine)
5 laps. Fire at Dundonald. | J. R. Hodge (Singer Nine)
11 laps. Crashed at Ballystockart. |
| J. R. H. Baker (1½-litre Singer)
8 laps. Engine trouble. | Cyril Paul (Riley Nine)
21 laps. Lubrication. |
| J. D. Barnes (1½-litre Singer)
7 laps. Blown gasket. | A. Powys-Lybbe (2-litre Alvis)
18 laps. Engine trouble. |
| Norman Black (M.G. Magnette)
11 laps. Engine trouble. | H. B. Prestwich (Riley Nine)
5 laps. Crashed, Quarry Corner. |
| C. Brackenbury (Riley Nine)
23 laps. Engine trouble. | E. K. Rayson (Invicta)
12 laps. Broken piston. |
| W. G. Everitt (M.G. Magnette)
10 laps. Wheel collapse. | A. Ashton Rigby (M.G. 'L' type Magna)
24 laps. |
| G. E. T. Eyston (M.G. Magnette)
30 laps. Engine trouble. | C. S. Staniland (1½-litre Riley)
21 laps. Engine trouble. |
| L. Fontes (Invicta)
22 laps. Engine trouble. | A. S. Wright (Ford V8)
6 laps. Ignition. |
| W. L. Handley (M.G. Magnette)
17 laps. Gearbox trouble. | |



ISSUED BY THE PUBLICITY DEPARTMENT
OF THE M.G. CAR COMPANY LIMITED
ABINGDON-ON-THAMES BERKSHIRE
TELEPHONE: 25 4 Lines TELEGRAMS: "MGEEL"

GOVERNING DIRECTOR MANAGING DIRECTOR
LORD NUFFIELD CECIL KIMBER, M.A. E.

CAR OF THE YEAR RESULTS

Position	Car	Reg.No.	Driver	Points
1	PB	571	Andrew Smith	109
2	J Spl w/c	1502	Colin Cooper	96
3	N Spl w/c	748	Andy McLennan	88
4	L w/c	72	David Taylor	66
5	J2	3	Mika Hawks	63
6	NA	438	Colin Butchers	61
7	J2	768	Ralph Bateman	60
8	J2	415	Robin Smith	58
9	PA w/c	1200	Steve Dear	53
10	M	1189	Keith Portmore	46
11	J2/4	6	Patrick Gardner	41
12	J2	607	John Wilkinson	30
13	Ex120 Rep	1500	Nigel Musselwhite	24
14	PA w/c	920	George Ward	23
15	J4	103	Colin Tieche	14
16	PA w/c	749	Ian Davison	10

Final positions

ENCOURAGEMENT FROM THE COMPETITION SECRETARY

MMM Fallacies

1. My engine will break if I use the revs.
2. It will fall over if I push it round corners.
3. Trials will damage it.
4. It must be wrapped in cotton wool or it will wear out.
5. My car has a standard body and cannot go fast enough.

MMM Facts

1. A solid three bearing crank .100" down will take 6000 rpm.
2. On 19" wheels the car will slide before it rolls.
3. Mud hurts nothing but the driver's pride in his prowess.
4. Bores rust, springs settle, tyres "flat-spot", batteries decay, carburettors gum up, all by not being used.
5. Given a good handicap, flared wings can trounce special bodies and are prettier as well.

With the above introduction I hope I have made my attitude clear. Though it is quite possible that at first Cecil Kimber did not intend it, most of the MMM cars are responsive drivers machines built to withstand the most lead footed treatment. The only way to discover what the cars are capable of achieving is therefore, to measure them against their peers on road, track or field, and with the advent of universal speed limits, when even the M type is not safe from being booked on the open road, the only sensible places for the driver to enjoy himself are off the public highway.

Having encouraged, I hope, some of the doubtful ones to participate, perhaps I should review the necessary requirements for active events. First and foremost of course, is a mechanically sound vehicle, but provided you obtain an MOT certificate without trouble, then pre-event inspection should not cause problems. The only thing that needs to be added to a car of this standard is two return springs acting directly on the carburettor spindles, and then only if speed events are to be undertaken. Fortunately, even this could not be simpler on our cars, as if two springs of suitable strength and length are found, then loops on both ends will allow one end to clip over the slow running stop screw and the other over the choke link rod and there you are! For the sake of one's safety, a thorough, personal, inspection of the vehicle immediately before an event is always worthwhile, and this can be combined with a good clean up, as nothing impresses a scrutineer more than his first impression of a well cared for car.

The above is the enjoyable side of preparation, but of course, there are the formalities to be completed. For Closed Status, non-speed events then nothing more than your M.G.C.C. membership card is required in the way of documentation, but for anything more advanced then the RAC Motor Sport Division must be contacted for the necessary licence. For events other than races, a temporary licence is issued covering the driver for a single weekend, but for racing, this option is not now available and furthermore, a medical certificate must be signed by a doctor. This, however, is not at all onerous and provided you have decent eyesight, your full complement of limbs and are not subject to sudden fainting fits, then all should be well.

THE BEST MMM SPARES DIRECT FROM SOURCE

Dash panels	Door handles
Dash lamps	Control rods & knobs
Bezels	Control rod brackets
Instrument faces	Hub caps (M)
Rocker box knobs	Exhaust parts
Rev. counter drives	Octagonal side lights
Carb. spindles	Spark plug holders
Carb. linkages	Wing stays (J)
Chassis cross tubes	Windscreen butterfly
Engine mounting sets	Screws & serrated washers
Seat rake adjusters	Oil strainers

New items regularly in 'Safety Fast'
S.A.E. for list or enquiries.

Brooklands
William Close
Laverstock
Salisbury 0722 29301

OIL RESTRICTOR PIN.

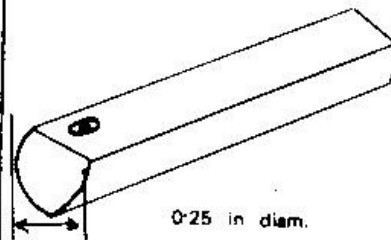
MATERIAL - BRASS ROD.

Diameter of hole 0.25 in Tolerances
+ .0005
- Zero

Diameter of pin 0.25 in Tolerances
+ .0005
- .001

Grind a "flat" on one side of pin -
must not be too large.

hole for removal 0.221" across flat



Length - must project from head but not foul oil delivery pipe.

With your automobile and your person thus organised, you are ready to take on the other thirty or so regular MMM competitors, and mya the best man win. None of the foregoing is meant as criticism of those who for one reason or another cannot actively compete, but where have all the road cars gone? Apart from my own circle of friends, or on the way to or from a meeting, I last saw a MMM car in its natural element some two years ago. Although the number of rebuilds underway has never been higher, surely the majority of the 1500 plus Register cars are not being simultaneously attended to. My own last time of using the PB in 1973 was on Christmas Eve which was a glorious open car day, bright and sparkling, bracing without being cold, and totally convincing to me that the young men of the Thirties chose correctly in dispensing with creature comforts for the appeal of senses unrestricted by roofs or windows.

Come on out everyone and experience what you are missing!



The Ideal Place for a Natter and Noggin ?

*Nigel Musselwhite's EX 120 Replica
outside a recently opened pub
in Abingdon*

MIDGET



MAGNA



MAGNETTE

Thanks to the support of our many regular customers we can now offer an even bigger and better range of top quality MMM spares for 1975.

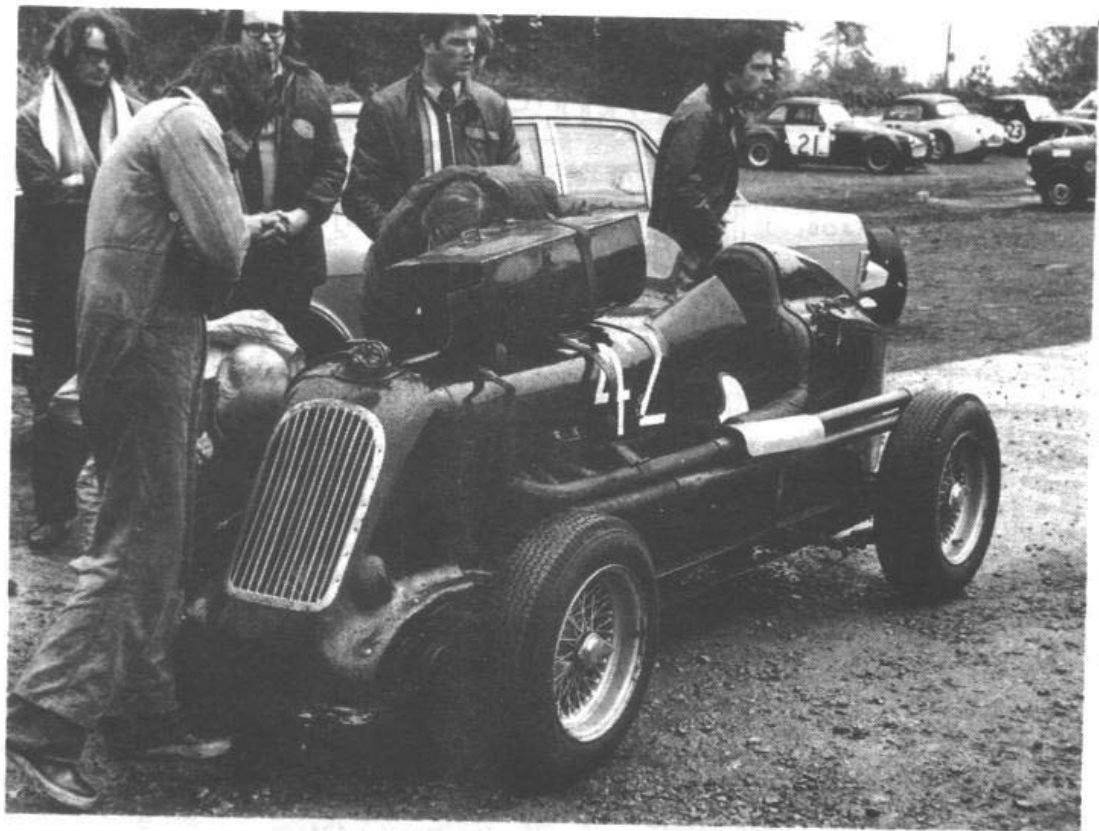
SOME OF THE LATEST ADDITIONS ARE :-

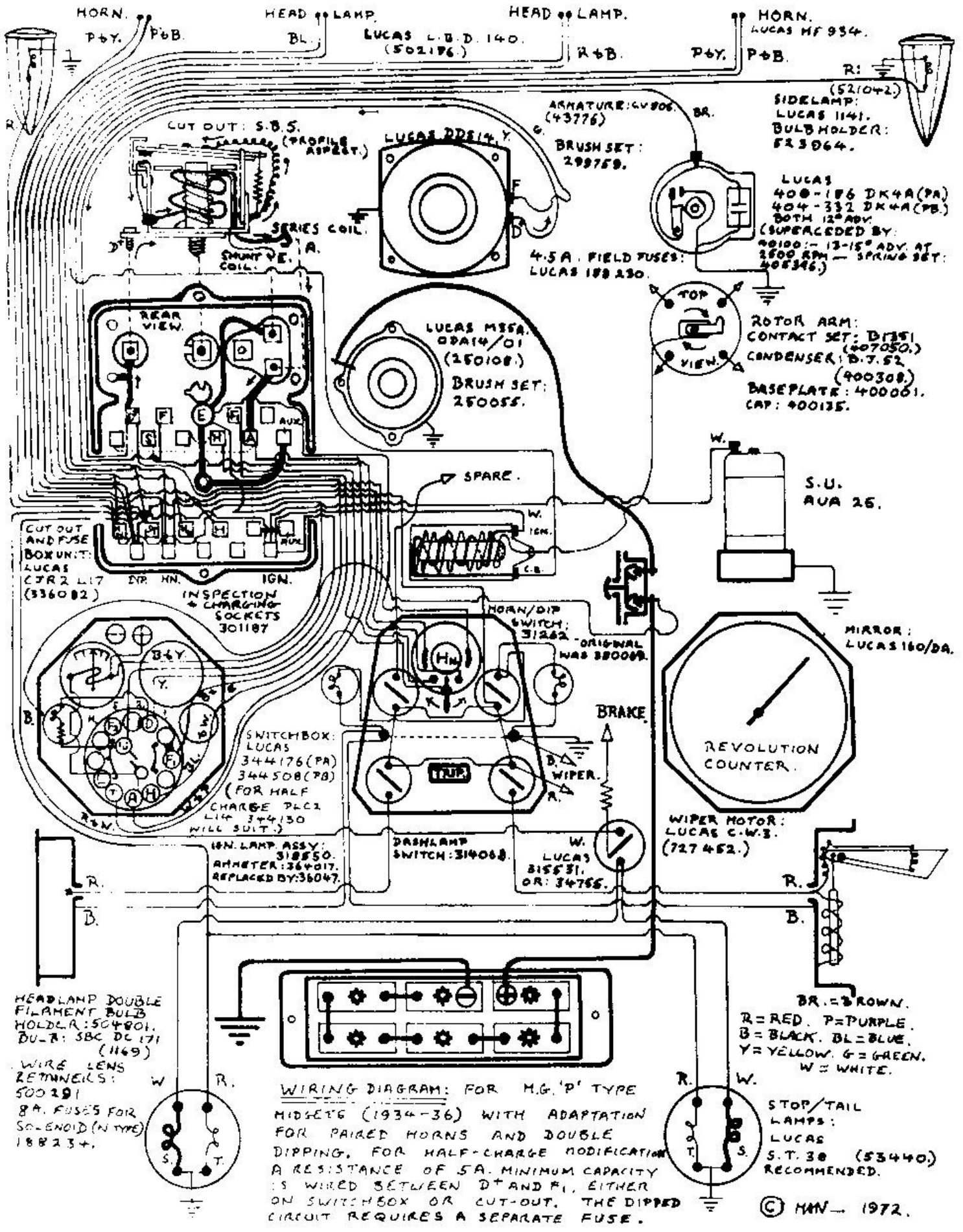
- * M Type (12/12) and J Type Camshafts (These are top quality shafts specially made by a leading Formula One Manufacturer and unobtainable elsewhere)
- * M Type Windscreen side and centre pillars
- * Copper Asbestos Head Gaskets for J & N Types.
- * Wing Stay Rubbers for M, J, P, L etc.
- * Lubrication System tubing and spares
- * Special Batch of Flywheel Starter Ring Gears
- * Rocker shaft locating spigot bolts

Plus our regular stock lines of brake & speedo cables; rubber mouldings; Pistons; Valves; Springs; Clutch Spares; Radiator Badges; Aero-Screens; Aprons etc. Also Shock Absorber (Andre Hartford) reconditioning service; roadwheels rebuilt including Stove enamelling; Manifolds vitreous enamelled; Oil Seal Housing conversion; rocker rebuilding and reprofiling; Manual reprints etc. etc.

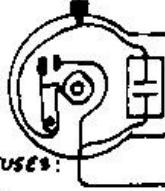
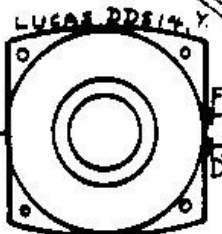
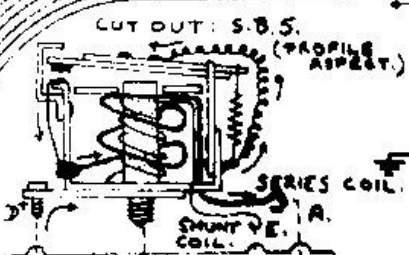
Comprehensive Lists for M, J, P, N 15p ea.

Sports & Vintage Motors
(Shroveton) Limited

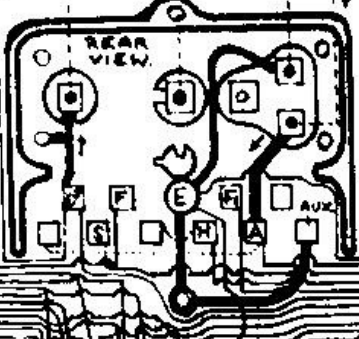




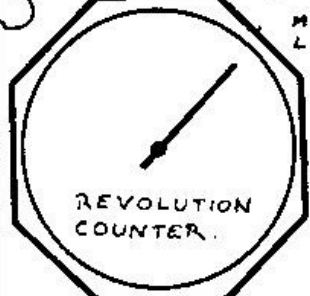
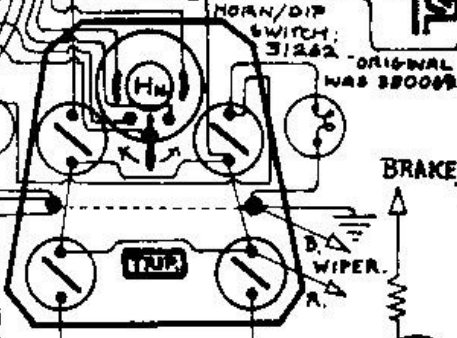
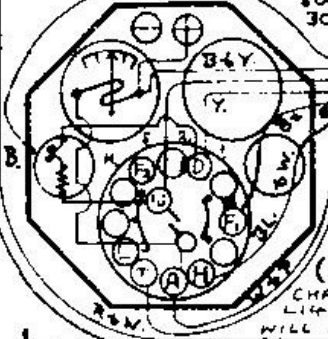
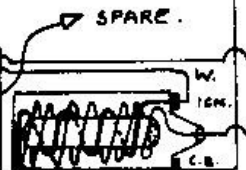
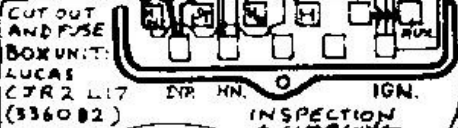
HORN. P+Y. P+B. HEAD LAMP. BL. LUCAS L.B.D. 140. (502196). HEAD LAMP. R+B. P+Y. P+B. HORN. LUCAS HF 934. (521042)



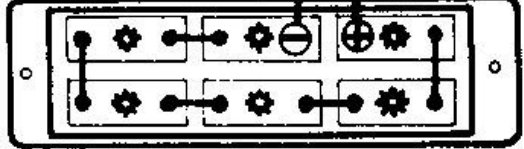
LUCAS 400-186 DK4A (PA) 404-332 DK4A (PB) BOTH 12" ADV. (SUPERCEDED BY: 40100-12-15" ADV. AT 2500 RPM - SPRING SET: 408346)



S.U. AUA 25. MIRROR: LUCAS 160/DA.



HEADLAMP DOUBLE FILAMENT BULB HOLDER: 504901. BU-R: SBC DC 171 (1169) WIRE LENS RETAINERS: 500291 8 A. FUSES FOR SOLENOID (N TYPE) 18823+.



BR.=BROWN. R=RED. P=PURPLE. B=BLACK. BL=BLUE. Y=YELLOW. G=GREEN. W=WHITE.

STOP/TAIL LAMPS: LUCAS S.T. 30 (53440) RECOMMENDED.

Finally please note the following:

- 1) The diagram is meant to be more explicit than existing ones and act as a parts list at the same time.
- 2) The following notes are hopefully the things you won't have found out from orthodox sources such as W.E. Blower's "complete MG workshop and tuning manual". They form an adjunct to these.
- 3) Much of this applies to other models, especially 'N' types.
- 4) The brown wire joining the coil and contact breaker is routed through the fuse box unit and is only thus shown for clarity, and that the portrayal of the distributor internals is not literally accurate.

When rewiring, think about extra wires you might like to incorporate, especially in the front harness. Use 14/.012 cable for continuous currents up to 9 amperes, 28/.012 cable likewise up to 17 amps and 44/.012 amps. Armoured cable is nowadays obtainable from the Complete Automobilist Ltd.

THE DYNAMO AND CHARGING CIRCUIT.

The Lucas/Rotax DDS.14 is a constant current third brush-regulated machine of orthodox electrical design. It is a 4 pole shunt wound generator with a wave wound armature and commutator of 41 segments. Output is low by later standards because there is no forced cooling. The frame is earthed. Positive current proceeds from the machine to the D+ terminal at the rear of the CJR2 box and thence via a steel screw to the S.B.5. cut-out frame. To this is connected one end of a fine wound relatively high resistance coil, the other end of which is earthed as shown via the CJR2 earth terminal. This coil, effectively shunted across the main generator terminals, exerts an electro-magnetic field which is strong enough to close the cut-out points at 1300 r.p.m. approximately. This enables the current to pass through a coarse coil connected in series with the charging circuit proper, thus reinforcing the pull of the shunt coil and preventing the points from bouncing open. This circuit comprises cut out frame, lever, points, series coil. A terminal on CJR2 box, switchbox. A terminal, ammeter negative, ammeter positive terminal, battery side of starter footswitch, positive pole of battery, electrolyte, negative pole and earth return to dynamo. When the dynamo speed falls the battery voltage eventually reverses the current flow in the charging circuit and the electromagnetic field of the series coil reverses, counteracting that of the shunt coil and allowing the points to open again.

The dynamo usually fails for mechanical rather than primary electrical reasons nowadays. The more important are:

- 1) Worn dynamo top bearing.

SYMPTOM: Oil leak from vertical drive or irregular charging at high speed as eccentric commutator action causes brush bounce and sparking.

CAUSE: Too little grease, dirt, or misaligned vertical drive.

CURE: Re-align drive. Replace with modern sealed bearing and forget top bearing lubrication problems.

- 2) Worn bottom bearing.

SYMPTOM: Present as excess end-float rather than side shake, which, when it exceeds top bearing end-float will knock the top bearing up and down in the top housing in which it is only a friction fit, causing the top bearing to spin and become loose.

CAUSES: Insufficient lubrication. Failure to replace bottom bearing because it "looks OK", when a new top bearing is needed.

REMEDY: Lubricate little and often, since for reasons of gravity grease will enter the engine rather than the dynamo proper. Replace grease bearings together. Ask bearing stockist specifically for bottom bearings graded for low end float, or failing that, top bearings with greater end float than the bottom ones he supplies.

- 3) Oil enters dynamo and causes electrical failure.

CAUSES: Grease or oil enters top of machine via old type of unsealed top bearing or loosely fitting inspection band. Oil may enter by capillary at the joints between the frame and top and bottom housings. The electrical failure results from: a) Poor commutator performance with loss of contact of oiled brushes. b) Hot oil softens the insulation causing failure. c) Carbon and copper particles from the brushgear and commutator stick in the oily film and cause short circuits.

REMEDIES: Fit modern sealed top bearing. Use a good cork or neoprene gasket under the inspection band. Clean out copper and carbon dust regularly. Use jointing compound between top and bottom bearing housings and generator frame, and under the bottom bearing retaining plate. Cure external oil leaks. Keep exterior of dynamo clean.

- 4) Damaged or sheared Woodruff keys and keyways.

SYMPTOM: Sheared vertical drive. Sloppy camshaft timing with loss of power.

CAUSE: Seizure of camshaft bearings. Bad fitting and damaged keys.

REMEDIES: Obvious. Prevention better than cure. Be thankful that the upper key has been deliberately made the weaker.

The CJR2 L17 fuse box and cut-out are mostly well-constructed and trouble-free, with one notable exception. This is the use of a steel screw connecting the cut-out frame to the D+ terminal. It is prone to rust, causing a bad connection, which allows the generator voltage to rise uncontrollably "as if the battery wasn't there", and is thus a mysterious cause of blown field fuses. Worse, it causes over-heating which frequently damages or destroys the unit, and may cause an electrical fire. Replace it with something better, or provide an alternative pathway for the current from D+ to the cut-out frame.

Note that the unit is portrayed cut-out uppermost in the diagram. This is because:

- a) The cut-out is more accessible in case of an emergency like stuck points, which can burn out the dynamo.
- b) Heat from the cut-out will not adversely affect the wiring and the fire risk is reduced thereby.
- c) The theoretical risk of fuses falling out, with attendant hazards if this happens at night, is much reduced.

THE FIELD CIRCUIT. Like the shunt coil in the cut-out, this is connected across the generator terminals and is of relatively high resistance. The circuit comprises: Dynamo and terminal, the CJR2 D+ terminal, switch box D terminal, switchbox F1 terminal, CJR2 F1 terminal, field fuse, CJR2 F terminal, Dynamo F terminal, field windings and earth connection to the dynamo negative brush.

In those of the Lucas PLC series of switch boxes which have full and half-charge positions it is necessary to insert a jump wire between the switch-box terminals D+ and F1, or the dynamo will not charge on the half-charge setting as the field circuit will be incomplete. The diagram shows this. It is more logical to locate a resistance of about 4 ohms and 5 amps continuous rating in a cool and safe position, and connect it across these terminals for use to prevent overcharging on low speed.

bizarre faults are caused by brass dust mixing with the internal grease and causing shorts between the terminal posts. A good clean and fresh grease will cure this if no heating or burning has occurred.

AMMETER. This is a cheap, nasty, inaccurate, but robust moving iron type of instrument. Funds may not allow the purchase of re-conditioned one. Variants of this ammeter were produced in quantity for motor bikes and military equipment until recently. These can be adapted by fitting curved glasses, repainted dials and altering the number of turns on the coil inside. Calibration appropriate to the quality of the instrument may quickly be achieved by wiring it in series with different combinations of bulbs of known wattages arranged in parallel.

DASHBOARD SWITCHES, are not available from stock, but take heart as similar ones, though often with black buttons, were fitted to pre- and post-war Wolsleys, Rovers, Lagondas and other cars. Perhaps someone will oblige and turn out some new buttons and plastic switch bodies to replace those which have disintegrated so unhappily. How about it?

DOUBLE DIPPING. The bulb and holder referred to on the diagram will fit the existing reflectors. N type owners may find the amount of dip insufficient if they use these in the larger reflectors of the LBD 150 headlamp. They can work out the optical reason for themselves!

CW3 WIPER MOTOR. Various CW series wiper motors are lying around in new condition as they were fitted to many vehicles including the Land Rover. These can be converted without much trouble usually to CW3 specification. Remove all traces of the old zinc oxide grease from the gearbox, since this denatures to resemble tacky old white lead paint. It seizes up the gear train with dire effects on the motor. Re-pack with modern high-melting point grease. It is worthwhile to drill a hole in the angled flat plane on the lower aspect of the motor cover to let out the rain-water which can enter under various conditions with the screen in the raised position, and which would otherwise be effectively retained. Test it to make sure it is big enough.

Even now you may be pleasantly surprised at what parts the larger, older established service depots may unearth if you are nice, persistent and quote the specification number and/or order numbers. I've listed as many as I have been able to find over a number of years. Currently available somewhere should be all fuses, bulbs and bulb-holders brushes, inspection sockets, wire lens retainers, distributor parts, tail lamps, brake switches and various types of trafficator and this is only a basic minimum. Good hunting and good luck.
Michael Nassim.

THE SLADE TROPHY 1974.

Once again the 1974 Trials season has been disrupted by the Arabs, the Government and the RAC. The classic M.C.C. Exeter and Lands End Trials, run regularly since 1910 and 1908 respectively, were not held at all, whilst the M.G.C.C. P.C.T.'s were thoroughly upset.

Nevertheless a worthy champion has emerged in the person of George Ward, who in the past has disqualified himself by organising rather than driving. (Last year's cover picture tells the other half of the story. Ed.) This year George cunningly arranged for Yvonne to take his usual post as Secretary in the Phoenix Trial, and his good showing in this and the Black Horse Trial proved conclusive. He also made an heroic showing in the MCC Edinburgh Trial. I am sure George will forgive me if I describe his PA as very 'ordinary', providing further proof that no special car is needed to be a championship winner.

The trophy will be awarded again on the same lines in 1975. Scores from MCC events, S.E. and S.W. centre M.G.C.C. P.C.T.'s are recorded automatically, but members scoring in other eligible events are asked to make their claims to John Adams - address elsewhere.

Good Wheelspin!

JOHN ADAMS.

SLADE TROPHY RESULTS 1974

1.	George Ward.	PA	12 pts.
2 -	Jim Patullo	J2	6
2 =	Charles Shepstone	PB	6
2 -	Andy Smith	PB	6
2 =	Barry Smith	PB	6
2 =	John Wells	PA	6
7 =	Peter Cranage	PB	5
7 -	Steve Dear	PB	5
9 =	Colin Butchers	NA	4
9 =	Deborah Shepstone	PB	4

RULES FOR THE SLADE TROPHY

A perpetual award to be presented annually to the most successful Triple-M Register Car in Trials, using the following formula. (A permanent replica of suitable nature to be retained by each successful driver.)

A. P.C.T.s organised by any Centre of the M.G. Car Club

1st MMM car	...	...	...	6 pts.
2nd MMM car	...	...	...	5 pts.
etc. down to 6th MMM car	...	...	...	1 pt.

B. M.C.C. Lands End, Exeter or Edinburgh Trials

Class Award	...	...	...	8 pts.
1st Class Award	...	...	...	6 pts.
2nd Class Award	...	...	...	4 pts.
3rd Class Award	...	...	...	2 pts.
Finish	...	...	...	1 pt.

C. The following specified events

a.	S.&D.M.C. Cotswold Clouds Trial			
b.	F.M.C. Guy Fawkes Trial			
c.	?	d.	?	
	1st in Sports Car Class	...	...	6 pts.
	2nd in Sports Car Class	...	...	5 pts.
	etc. down to 6th place	...	...	1 pt.

D. Outright Win in any of the above Agents ... 10 pts.

The best score from any four MGCC PCTs to count, plus the best score from any three other events, provided that the car starts in at least two MGCC PCTs. In MGCC PCTs, scores obtained on Town & Country or similar "grip" tyres not eligible.

THE MARY HARRIS TROPHY

This trophy is presented to the winner of the MMM race at Silverstone each May meeting. This year it was won by Andrew Smith (Son of J.H.T. Smith - not our Competition Secretary,) driving the Gahagan/Smith K3, MMM number 48, at a speed of 65.90m.p.h.

The K3 is pictured elsewhere in the yearbook.

0500 hrs. January 11th. Yeovilton Cafe: A pair of close set headlights blazed into view and soon after the occupants of the Midget were partaking of their breakfast - coffee, an essential at this time of the morning. This pair of intrepid Trialists were followed by those in the Magnette and another Midget. Both Midgets were running 'blown', whilst the N was in standard form. Shortly after all three cars began the next stage of the Exeter Trial. I am pleased to say I returned to bed though my thoughts went with them!

The fate of the MMM race was resolved during the week

CHAIRMAN'S CHAT.

The Editor asked me, no, I tell a lie; I asked the **EDITOR** whether a few words from me might be appropriate for this year's annual. "Well how few?" he asked. "As few as you like", said I, trying to be helpful. "Well why not do about the same as last year" said he. "Sounds O.K." I thought.

So I looked out the 1974 edition of our now famous periodical, to see what gems of dazzling wit I had entertained you with last year.

Big Blank! Nothing! Your Chairman has obviously dozed his way through the winter and beyond the copy date.

Ignoring the possibility that our new Editor wanted **precisely** the same again this year, I stubbornly referred to the 1973 model instead, so here you are.

The prophecies of doom I made two years ago seem to have been about right, and yet I find myself much more optimistic about 1975 than I was about 1973. Somehow things have become SO bizarre, with M types capable of exceeding the speed limits on single roads, AND dual carriageways, and petrol climbing steadily up to a quid a gallon (probably a quid a quart by the time you read next year's offering), that it has almost ceased to be tragic, and one feels an urge to burst into hysterical mirth.

The utterances of politicians seem to become increasingly absurd, and their attempts at sorting out our problems more hysterical and futile, that I have a sneaking suspicion that something terrific will happen, and solve everything, rather like the way Edgar Briggs always gets his man by mistake, and despite his idiocy.

1974 has certainly been the saddest year in the history of the Triple-M Register, with several tragic losses.

I personally still find it very hard to grasp the fact that we have lost the great kindness, knowledge and wisdom of Geoff Coles in such a cruelly abrupt fashion. How I wish I had made more opportunities to listen to him, as I'm sure we all do.

There are many things to look forward to in 1975, if one adopts a positive attitude. The Exeter, The Salisbury, The Cotswold Clouds, The Lands End. They are all the same as usual; and at least so far this year we have no Swine Vesicular Fever, or petrol rationing, or foot and mouth disease to interfere. The only real blight is that the petrol for the above will cost you about £100, so you may need a bigger overdraft.

Me? - I'm taking MY bank manager out to lunch tomorrow to get him softened up a bit before the season. Thought I'd get him to crew on a trial and show him what real **BOUNCING** is all about. Any fool can bounce a cheque!

Have you noticed how people keep talking about their "cash flow" problems? I can't understand this at all. I have no problem whatever with cash flow. Mine flows very readily; - out of my exhaust pipe, into the till at the 'Swan' next door, into the coffers of the inland revenue, school fees My problem is **STOPPING** the cash flow.

Enough of my inanities. A very happy MMM

One is to complete the rebuild of my PB Cream Cracker, and the other is to run over Mr. Anthony Wedgwood-Benn's pipe with it, the first time I take it out for a drive. (Preferably while Mr. Anthony Wedgwood-Benn is smoking it.)

January 1975. **STEPHEN DEAR.**

(Whose controversial remarks are his own, and do not necessarily represent MMM committee policy.)



MMM REGISTER LIBRARY



The MMM Register Library can offer for sale photographs of most MMM models at 65p. plus VAT. each. Also for sale are reproductions in colour, of leaflets covering J, K, F saloonettes, K3/J4 and 18/80; also a poster for the garage wall showing 9 different views of an L1. in black and white.

Also available to members, on loan, are workshop manuals and parts lists, plus a few miscellaneous items

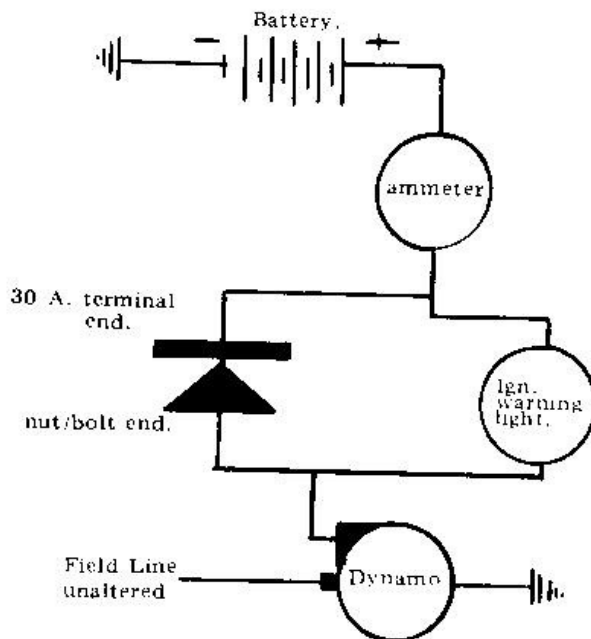
Write to the MMM Librarian,
58B Poplar Grove,
Maidstone, Kent.

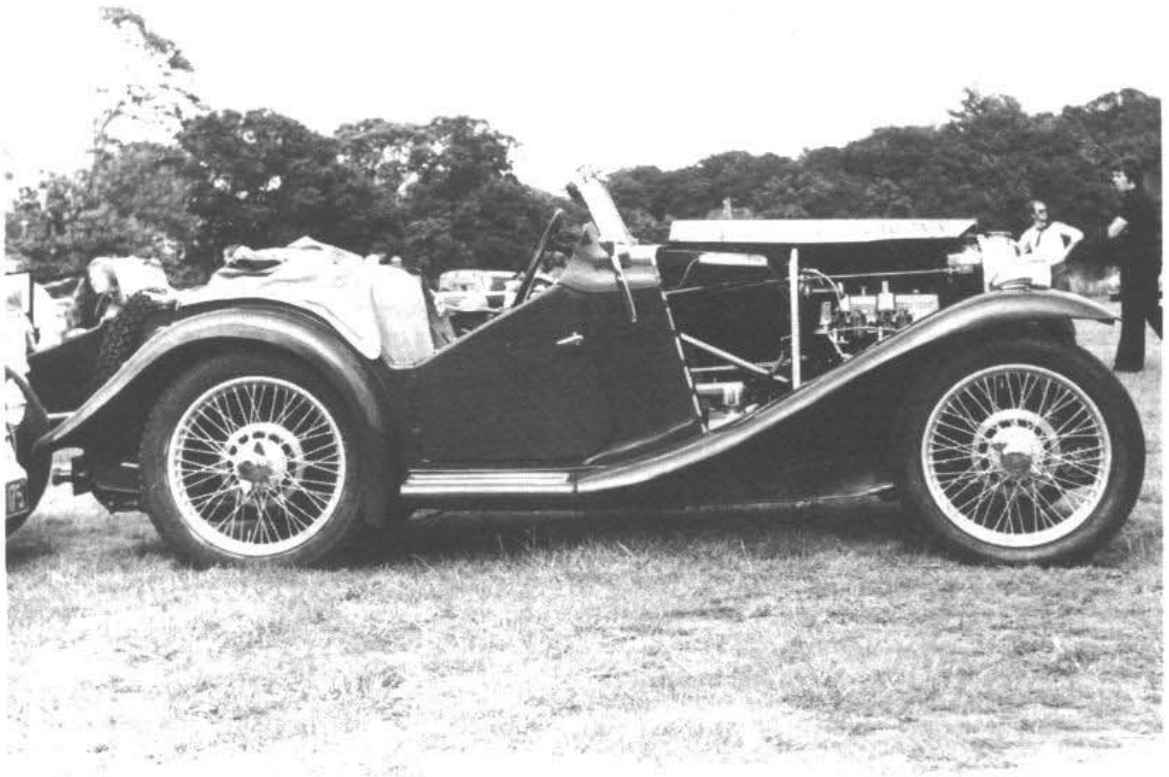
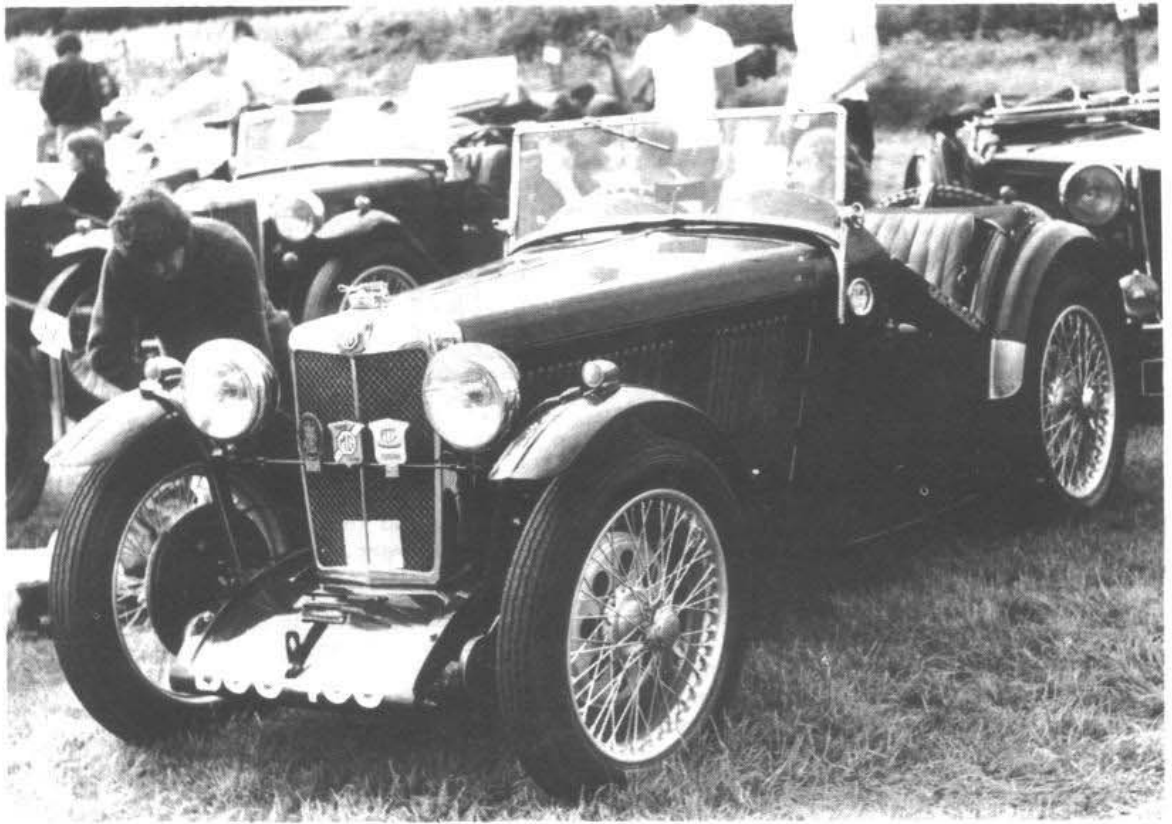
EDITOR'S COMMENT:

All the items I have received have been excellent and I would like to recommend the Supercharged M type, and the J3 pictures for those who intend to 'blow' their cars.

Diagram below applies to article on p. 43

MODIFICATION TO THE CHARGING CIRCUIT





The two production versions of the J2 Midget, above the cyclewing car of Mike Hawke, and below the Swept wing version - in Concours condition.

MODIFICATION TO THE CHARGING CIRCUIT.

The theory of operation of the diode is that it is just like a one way valve, i.e. like the one on a tyre which allows air to go in but not out - usually ! A diode does the same in an electrical sense, the same job as a cut-out. It will only replace a cut-out and not a cut-out / voltage regulator, although it could be used to replace part of the latter unit. The diode should be 100% trouble free and give a much more accurate control which should help keep the battery charged.

The suggested diode is a 30 amp, 50 volt type, which will operate up to a temperature of 150 degrees C. They are small enough to be mounted on an ally heat sink and fixed under the original cut-out cover. The circuit below shows the wiring and it will be seen that it is impossible to fit it the wrong way round - a suitable connector is sold by Halfords, for the 30 amp terminal end.

If you carry out this modification I suggest that you record the details so that you or any subsequent owner of the car can overhaul the above modification.

EWAN HARRIS.

CAMSHAFT OIL GAUGE MODIFICATION ON YOUR J TYPE

Many J type owners will have noticed that some J type heads possess an un-machined boss on the side directly opposite the restrictor pin. This boss, when machined can provide 3/5 LBS PSI" to an oil gauge. It is also an ideal lubrication point for a supercharger.

Your first step is to strip the cylinder head and clean it thoroughly, then with a hammer and screwdriver remove the core plug at the front of the head. This can be done by piercing the centre of the plug and levering it out. On no account should it be tackled around the edges, as this could damage the seating, and this would cause problems when fitting a new one.

With the plug removed you can see (with the aid of a strong light) if the boss follows through into the water chamber and on to the centre section of metal which surrounds the vertical drive unit.

The this stage a few measurements should be taken. This is to be sure that the outer boss lines up with the inner boss. (see fig 1). If this seems to be alright you can begin the machining. Set the head level against an angle plate and clamp to the bed of a vertical milling machine. Take a 1/16" skim of the face of the boss. Now move the head complete with angle-plate to a radial drill and clamp to the bed. Check that the head is level by running the point of a scribbling along the top edges of the valve guides. Now centre pop and drill an 1/8" dia. hole down through the centre of the boss until it breaks into the vertical drive bore. Now drill an 11/32" dia. hole 7/16" deep, and tap 1/8" B.S.P. using a centre in the drill to steady the tap.

You will notice that the 1/8" dia. hole has broken through into a recess which runs around the bore of the vertical drive housing. Between the two stud holes and directly behind the bore lies the oil feed hole. (Fig. 6 Page 46 Blower).

The next stage is to drill an 1/8" dia. hole from the recess to the cam oil feed hole. (See Fig. 2). This job will have to be done with an ordinary old fashioned hand drill. Check the depth of the oil feed hole and the depth of the lower step of the recess. You will find that the oil hole is 1 1/4" deep (if not, it is quite safe to drill it to this

depth). Centre pop in the corner of the recess making sure that you are on the centre line of the head and oil feed hole, and drill until you break into the cam feed hole. Now make sure that all metal chippings are cleaned out and then replace the bearing sleeve, this as you know should be a snug fit.

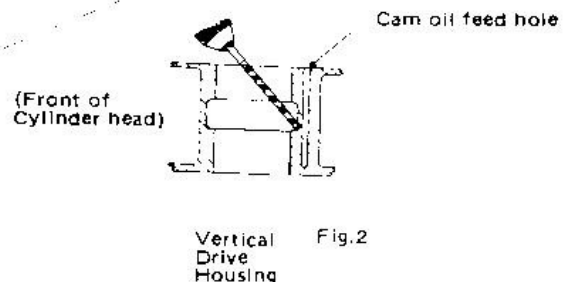
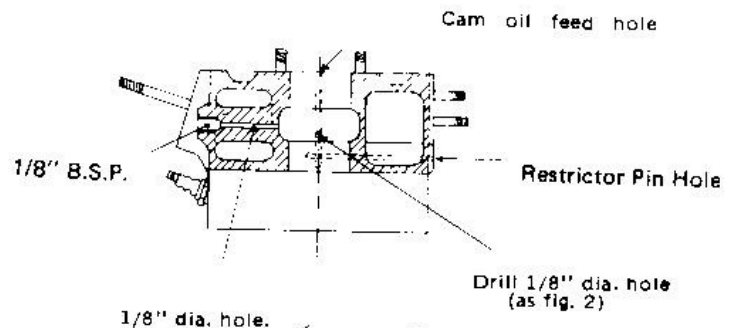
When the oil feeds in past the restrictor pin dropping to 3/5 LBS.P.S.I. it will flood the gallery now formed by the sleeve and recess. I suggest fitting an 1/8" B.S.P. oil tap to the boss, the same type that is fitted to the oil outlet at the offside rear of the J type block.

When fitting the new core plug make sure that the seating is clean and use a little self hardening jointing compound.

When fully assembled and on the road you will be sure that your cam gear is getting the correct lubrication by a quick glance at your oil gauge. By the way, you can get a 2" dia. 0/10 LBS. oil gauge from any Austin 7.

NIGEL WATTS.

Fig.1



EDITORIAL APOLOGIA

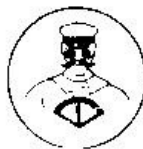
Enclosed between these covers is a variety of articles, photographs and advertisements all of which I hope please some of you all of the time, all of you some of the time and all of you all of

I would like to thank those people who have helped me in this my first year of putting together your Yearbook. In particular those who contributed copy, to Wallace Birtwhistle, Ron Cover, Piers Hubbard and Mike Hewson who sent pictures and Mike Hawke - who retired from the job!

If you approve of the contents then I will be satisfied, if you can suggest alternatives then I will be pleased to receive your ideas and copy for the '76 Yearbook.

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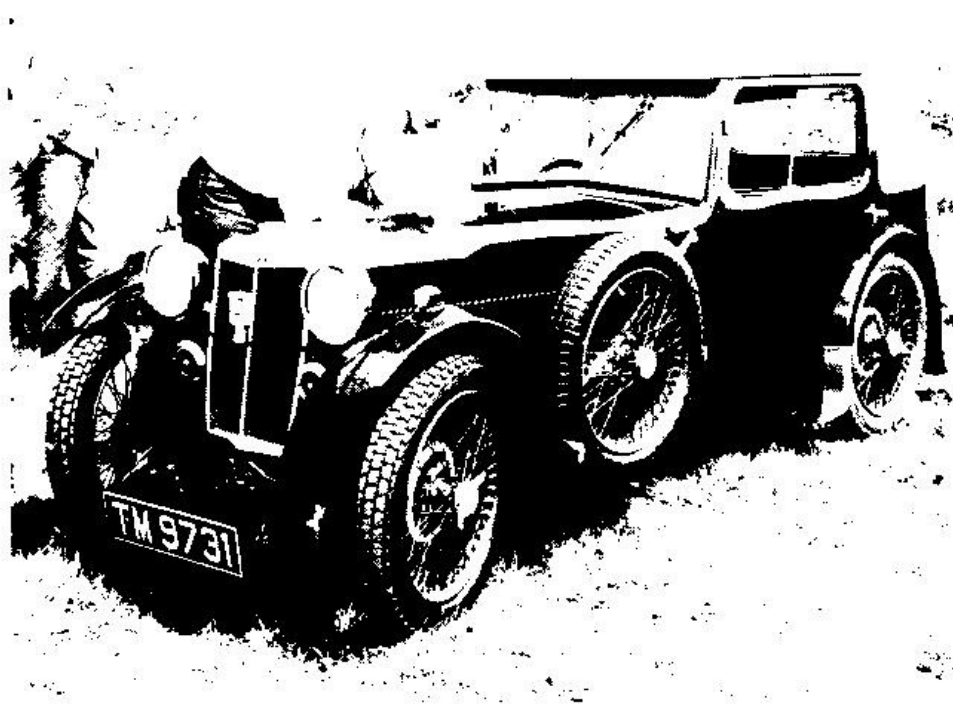


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