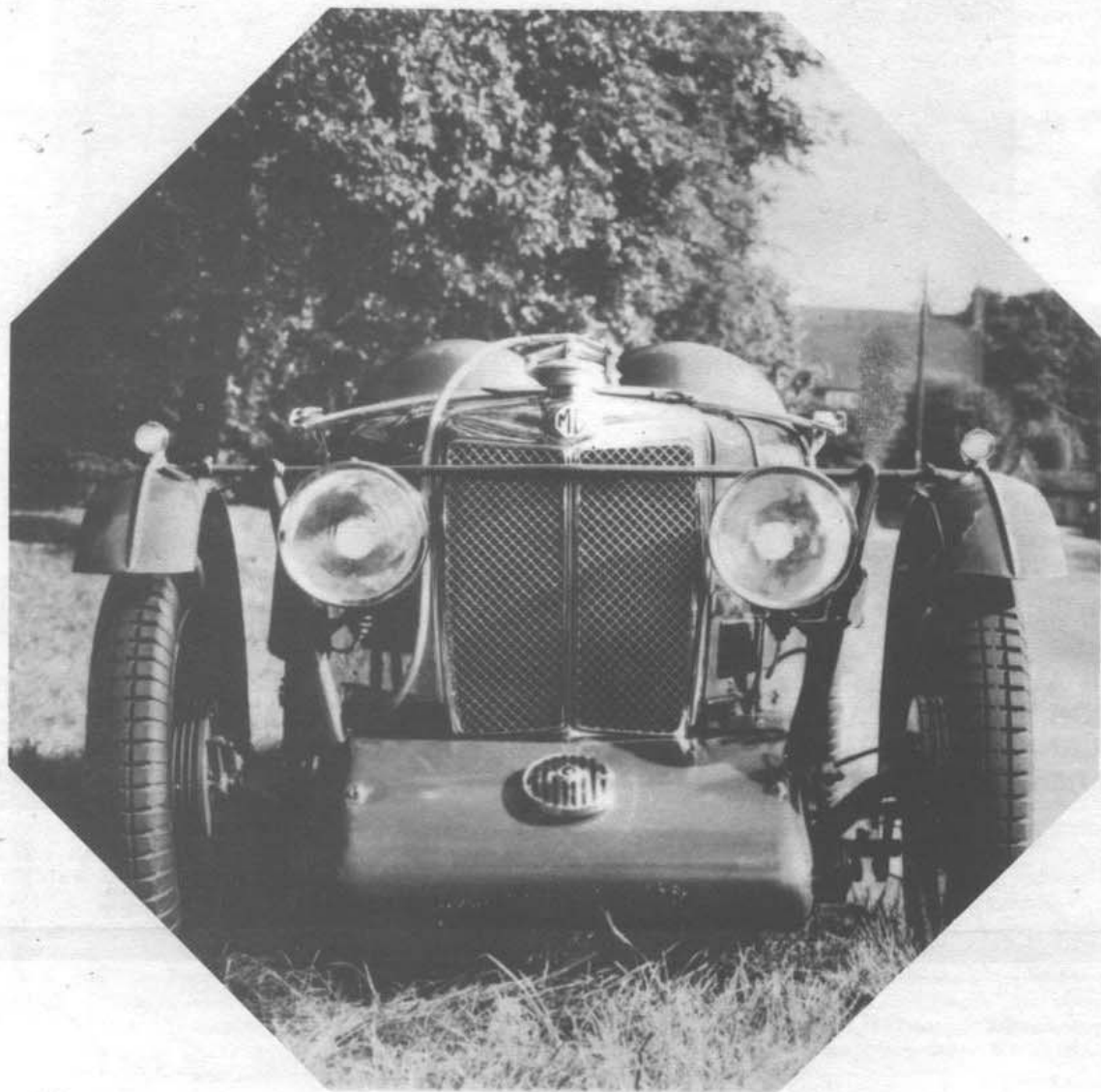


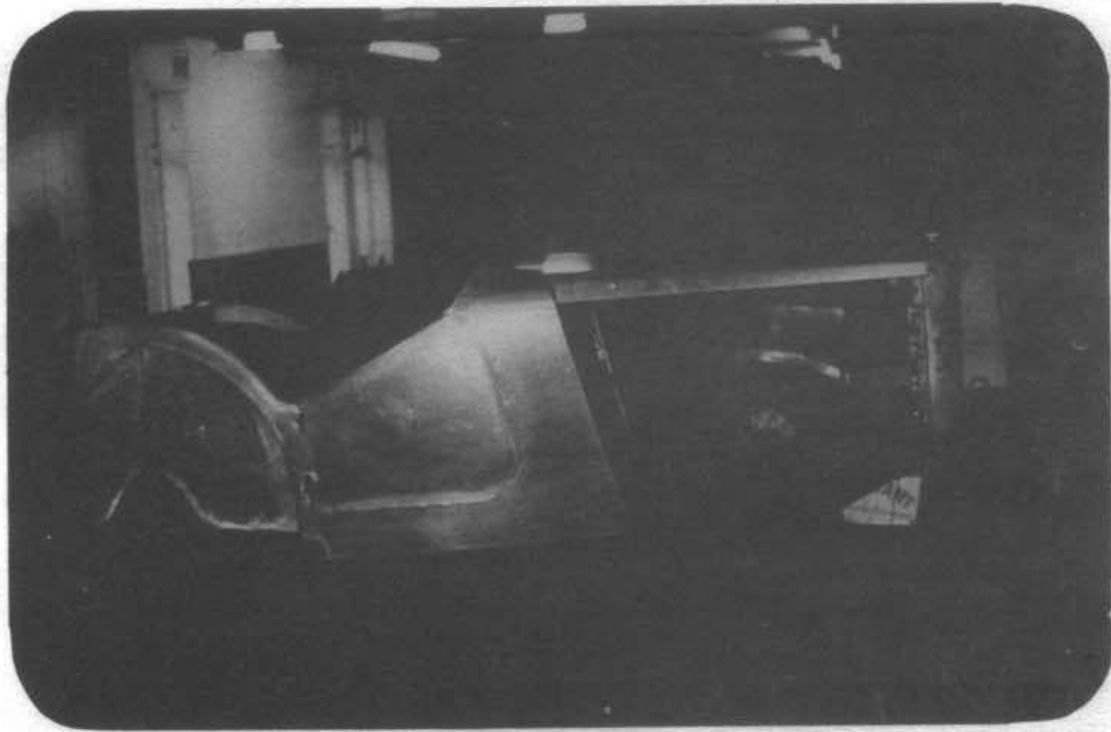
# TRIPLE-M REGISTER



# YEARBOOK 1976



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

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Cover Picture: Alan McNab's 'C' before registration in 1931.

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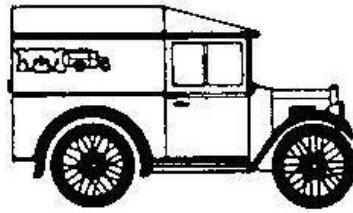
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IN DRIVING TESTS

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. In cases where a race has both a handicap and a scratch classification, and official results are issued for both, then a car will be entitled to claim the points corresponding to the better result. Claims for a single race to be counted as two separate events in this way will not, however, be accepted.

MARSHALS who use their MMM car as transport to and from the meeting will gain..... 2 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 in which points are scored

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

EXTRA POINTS: A specially meritorious performance by an 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. Sapcote, Dear, Hawke and Allison, who will also act as "auditors" for the scoring system.

RULES FOR THE "CAR OF THE YEAR" AWARD 1976.

The "Car of the Year Award" will be competed for as last year. The award will go each year to the car which performs 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 the fine trophy which is 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 8th January 1977.

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 mods..... 5 pts.

For each non-original item, DEDUCT ..... 1 pt.

(Mudguards, wheels etc. count as a multiplicity of the same sort of mod. and score minus one each).

The following exceptions are made :-

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

2. In all cases :-

Bucket seats.

Rear dampers on P and N types.

Superchargers if neatly installed.

Steel or fibreglass 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.

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

1st ..... 4 pts.

2nd ..... 3 pts.

3rd ..... 2 pts.

4th ..... 1 pt.

i.e. max. points for a concours event 2 + 5 + 4 = 11.

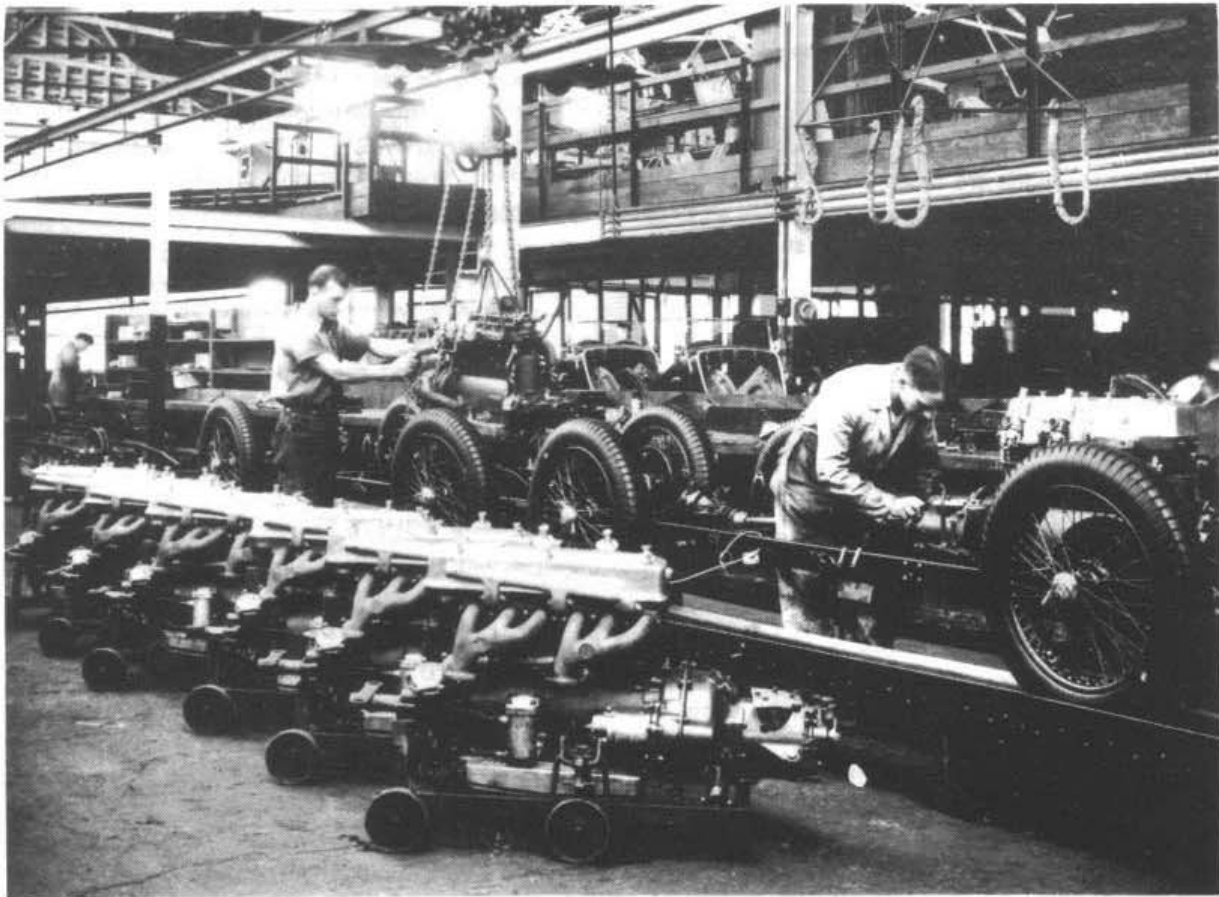
## THE 'L' TYPE MAGNA

If a survey was taken of members in the M.G. Car Club as to which MG model they would most like to own, almost certainly the more flamboyant racing models, C, Q, R, J4 and K3 would figure highly in the charts. This almost certainly has always been the case, judging from the amount of articles, photographs and books published devoted to these models and almost every detail even to the number of plug changes has been recorded. However, most of us will never own one of these, and rather than have no car, choose any car, and these days almost the first car that comes along. Only then do we start delving into the history and background of the acquired model.

There still seems to be no real shortage of M, J, and P Types, but K, L, and N's all seem comparatively scarce. Avoiding the N type, which seems the

most favoured model amongst the Triple M committee members, and the complexities of the K Type, it might be interesting to study the L to see why they are so scarce today.

In the past, I have heard all sorts of rumours as to why the L Types seem in such short supply, ranging from "they have been broken up so that people can put the engines in K3's" to certain dealers in the past making a secret hoard. The facts, however, do not really seem to support these theories to any great extent. More significant perhaps, were the two major design modifications which had to be made soon after its introduction, despite the careful assembly and attention to detail, as shown in the accompanying photograph.



The faulty clutch operating disc springs, which were the subject of Service Information Sheet No. 29, is well known, and certainly could not have helped the car's reputation, as clutch failures seemed most common. Neither could the more serious failure of the steering drop arm, but commendably great pains were taken by the factory to trace all these and exchange them for the heavier P Type pattern. Many went back to Abingdon to have them fitted when they were serviced as the next photo shows. These apart, the most serious faults were overheating, lack of performance and the vertical drives leaking, but these faults could also be levelled at other models. To cure the uneven tick-over, a number were fitted with a KD inlet manifold. The major external change from 1933 to 1934 models seems to have been from painted headlamp back to

the larger chrome ones. So it is not until we study the main four body options in more detail do we find out why so few seem to have survived.

Ninety L2's were built and over the last ten years or so thirty-one have been recorded by the Triple M register, but not all these have their original bodies. Originally, only seven were exported, one to each of the following countries - Belgium, Germany, Canada and Ireland, two to Holland and one to a foreign destination unknown. Since then, two have gone to America, one to New Zealand and one to Norway. The L2 seems to have been a successful model, doing well in competitions as the cars of Hess, Martin and Wright, at Brooklands, testify. Another notable success was the car JB 2265 at the hands of Watkinson. It is curious in fact, why only ninety were built.



### Works Reconditioning Cars

When we come to the L1's however, we come to a bit of a problem. For a start quite a number of the original factory records are missing, and so a lot must be speculation. Most authorities give the number of Continental Coupes as 100, a fact I have been unable to confirm. But if we accept this figure, then the probable breakdown of the 486 L1's is something like 100 Continental Coupes with bodies built by Car Bodies, 140 Salonettes with bodies built by Abbey, 230 tourers six University Motors Drophead Coupes and ten basic chassis for other special bodies. Quite a few were originally exported at least one to each of the following countries - Spain, Holland, Singapore, Isle of Man, Luxembourg, Channel Islands, France and Palestine, two to Gibralta and three to the Republic of Ireland and three to Ulster. Since then another 16 have followed them abroad.

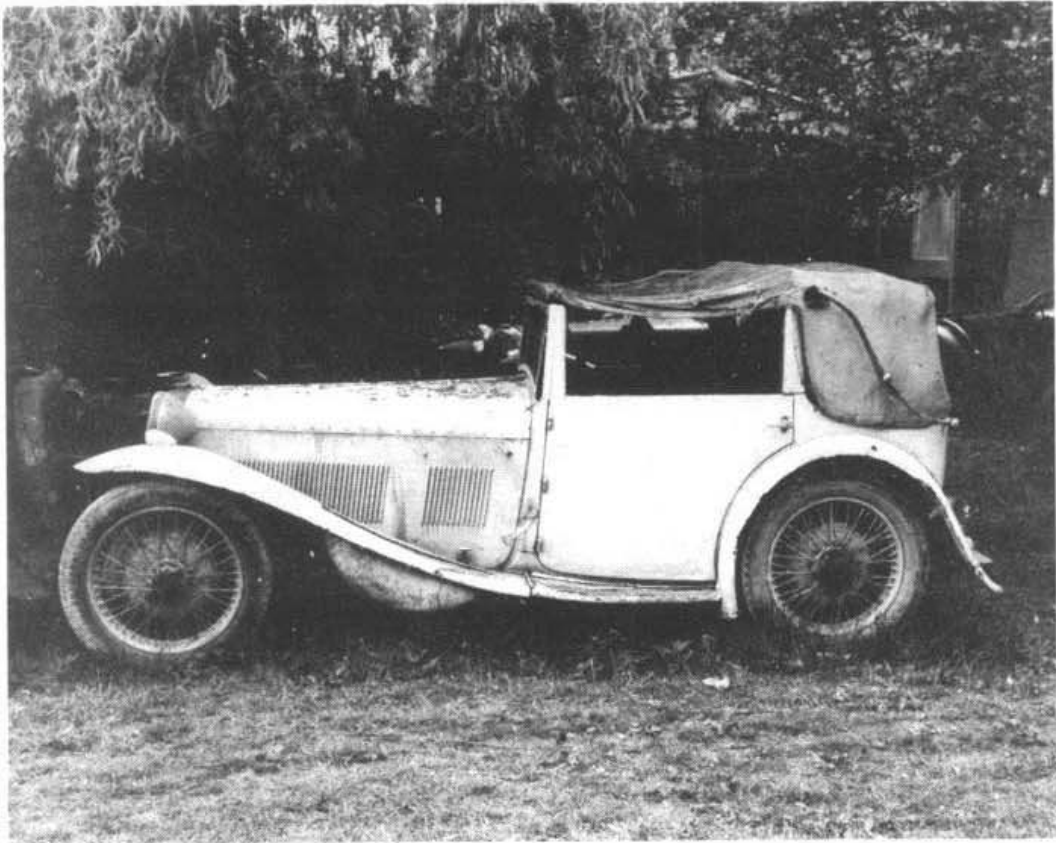
Sixty have been recorded by the Triple M Register, quite a few without their original engines, and even more without their original body. Twenty-four are tourers, six are Continental Coupes, four Salonettes and one University Motors Drophead Coupe. All the rest have carrying unorthodox bodies, or no bodies. So only approximately 3% of the Salonettes have survived, with the Continental Coupes hardly any better.

These cars seem to have been a disaster right from the start. From the 350 official files studies, there was only a handful of fully satisfied customers, most

having a great list of faults, nearly all the bodies leaking, squeaking, rattling and falling to bits and quite a few complaints of lack of performance ! Small wonder then, that so few survive, and those that do look like the Continental Coupe and the University Motors Drophead Coupe as in the accompanying photos.

The list of first owners doesn't read like 'Who's Who' possibly the most famous being Air-Marshall, Sir Hugh Dowding with a blue Salonette, and Barre Lyndon. Twelve black tourers with blue upholstery were supplied to the Lancashire Constabulary and they must have driven them quite spiritedly, because they were all back two years later for reconditioned engines - who says a policeman's lot is not a happy one! However, only one of these cars has survived. Most of the L's were delivered in the standard range of colours but at least fifteen were delivered in two-tone grey and seventeen with a black body, brown upholstery and cream wheels.

So, out of a total of 576 vehicles today only about 90 survive. Even if we doubled this figure to account for unregistered and undiscovered cars, that only suggests a survival rate of about 20%. Compare this to the almost 90% survival rate of the K3's and it makes one wonder how 486 cars could have just disappeared without a trace. Who knows?



'ORRIBLE HEAPS'



## CHAIRMAN'S CHAT. (with notes on Centric Blowers)

Reacting over my offerings in the past few magazines, it seems to me that I haven't said anything very useful or constructive since the days of the old Bulletin, and even then it was more usual for me to make cheap jokes about my co Editor Phil Peckham, or snide remarks about Labour politicians, rather than anything about motor cars!

Which being the case, I thought I'd treat you to a few useful snippets which I've picked up over the years, with particular reference to Centric Superchargers, because I frequently get letters (about once a year) asking me how to fit this blower to that car, without any manifolds and what plugs to use etc... I must emphasise, that I am still THINKING all sorts of nasty things about politicians, but I'm restraining myself from writing them down this year. Besides, that PB rebuild didn't happen this year, because I was learning to loop-the-looo with the PA on Salisbury Plain, and it took four months to straighten out the marks I made on it, so Mr Wedgwood-Benn's pipe is safe yet awhile. (see last years remarks).

Fourteen years ago (when I was a bumbling novice with a new socket set and a few rusty openendeds) I bought a Centric 160 for twenty quid, and hung it on the side of my old PB, (then painted matt white), MMM number 2. In those days, MMM cars were mostly a bit dog-eared, and we didn't know any better, because they only cost about £65, so it didn't much matter that the paint job turned out matt because it rained during the out-door respray!

The car went fairly well with the normal V belt drive to the blower, which ran at about 0.9 engine speed, and we even ventured up to the South East Centre's Brands Hatch spring in this form, and came in behind Geoff Coles old J4 special, Rob Davis's much tidier PB, Mel Jones's J4 replica and Berridge's NE magnetite (now one of the Beers cars).

The misguided enthusiasm that followed, in an effort to go faster spanned at least another ten years, and these notes can save the rest of you quite a lot of the heartache and expense which I suffered, during this period.

The first mistake was to run the blower at 1.28 engine speed, by using an inadequate 1/2" tooth belt drive. The potential blow was around 12 lbs. sq.inch, which meant that sparking plugs had a pretty hard time, and the resulting misfires regularly broke the drive belts, and many a journey home was made at a snails pace due to the lack of blower drive. Other disasters included melting pistons, cracking cylinder heads, and tearing up perfectly good crownwheels.

Eventually, a stronger tooth belt drive was selected, with a ratio of 1.12 engine speed. This has proved very much better, but if I was starting again now with hind sight, I would opt for a blower speed the same as the engine speed, and aim at about 8 lbs. max blow, because at 1.12 engine speed, it is still very difficult to keep sparking plugs from cooking on the road in top gear, due to a blower pressure of around 10 lbs.

The silliest economy to make with a blower, is to keep using re faced old exhaust valves. I have had more consistent and sustained power since I fitted a set of KE 965 valves (from John Adams) than ever before. Not only that, but the valve seats seem less inclined to develop cracks.

Of course, about five years ago, I sold MMM2 to Paul Fletcher, but I retained the Centric installation to go on my PA Cream Cracker, and let an IZ75 Marshall go with MMM2.

The car gives a terrific performance in the gears in this form, and is ideal for driving tests and trials, but I still wish the blower wasn't whirling round at quite so many revs, to improve its top gear reliability.

Most letters I get from blown P type owners, describe the popping and banging symptom from the manifold relief valve, particularly under load. The cure for this is simple, though expensive. DO NOT mess about with L10s, or any equivalent ordinary plugs. You must, in my view lash out on special plugs. Very few plugs will cope with road conditions and racing or speed events. The best all round plug in my experience is the Lodge R47, though I understand that these are now very tricky to get as well as expensive. It is a racing plug, with a platinum centre electrode, and I find I can start up from cold on these, and bumble around the countryside on trials, without oiling them up. They do, however need a good clean after a 1000 miles or so. The next best all-rounder, which will probably be best for anyone NOT planning to race, is the Lodge HNP. This is simply a platinum tipped version of the standard Lodge HN normally used in P types.

For racing only (i.e., don't start up from cold on 'em) I have found Champion L57R, L58R or L60R all satisfactory, or Lodge R49. The latter is similar to the R47, but without platinum tips.

I use a 1 1/2" S.U., with a 100 thou jet and number 55 needle, though there are 1/2 a dozen needles that will pass.

On another topic, I recently experienced a prolonged spell of misfiring, and eventually I traced this to a wrongly connected coil. I use a Runbaken oil coil, and these are marked C.B. and SW. in the usual way. However, most of them are intended for +ve earth vehicles, whereas of course most MMM cars are -ve earthed. You must therefore, reverse these two connections, or you will probably experience misfiring over about 4000 revs! I believe that this is very important, and it has taken me years to rumble this problem on the PA. My PB had been rewired by somebody to +ve earth, so of course I never had the same trouble with that! Check your coil now, you may be surprised at the difference it makes.....

The stripping and overhaul of Centric and Marshall IZ 75 blowers is both tedious and time consuming, and it is very easy to make a horrible mess of them. (I should know!)

Not wishing to pass on ALL the secrets at once, I'll save up a few do's and dont's notes for another time, particularly about the Centric, because the Marshall types have been previously covered in articles in the old Bulletins.

Incidentally, talking of the old Bulletins, I note that I still have spare copies of number 29 (the one with the Marshall blower article) no.30 and number 33. There's only one spare of each I'm afraid, so the first man with a large S.A.E. and the price of two pints can have them!

That seems to be more than enough waffle from me, so happy MMM motoring to all of you in 1976.

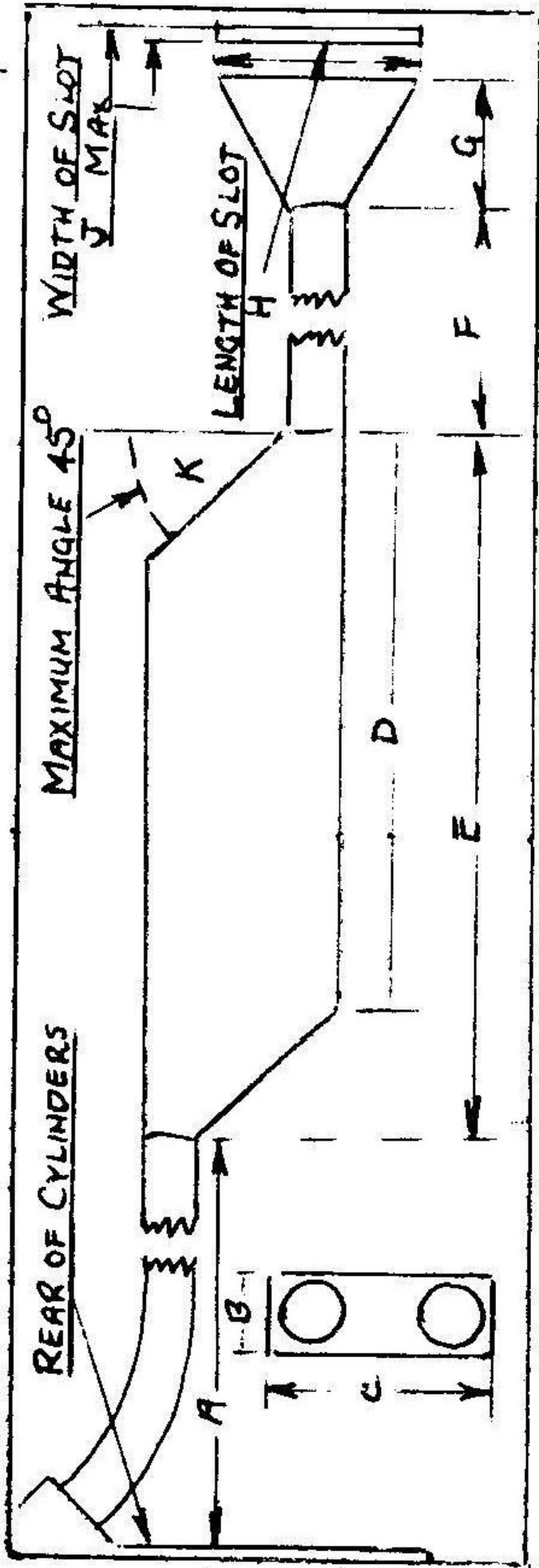
STEPHEN DEAR.



BROOKLANDS SILENCER

Questions to these answers would be gratefully received by the Editor.

TYPE	M TYPE 1930	C TYPE 1931	C TYPE HEAD	J TYPE	J4 TYPE	EX127 SINGLE SEATER	K3 TYPE 1933	L TYPE 1933	L TYPE 300 Miles 1933	K3 1933	EX 135 1100 cc Single Str. Seater	QA TYPE 1934	NE TYPE 1934	QA with Twin tail pipes	EX-135 with twin tail pipes	EX 127 with twin silencer for 500 mile race	RA TYPE 1935
1	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.
2	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.	M.G.
3	4	4	4	4	4	4	6	6	6	6	6	4	6	4	6	4	4
4	57x83 mm	57x73 mm	57x73 mm	54x81 mm	57x71 mm	57x71 mm	57x71 mm	57x71 mm	57x71 mm	57x71 mm	57mm 71mm	57x83 mm	57x83 mm	57x73 mm	57x71 mm	57x73 mm	57x73 mm
5	847cc	746cc	746cc	743cc	1087cc	1087cc	1087cc	1087cc	1087cc	1087cc	1087cc	746cc	121cc	746cc	1087cc	746cc	746cc
6	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"
7	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"
8	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"
9	18"	20"	20"	12"	5"	44 1/2"	44 1/2"	44 1/2"	44 1/2"	6"	9"	5 1/2"	+6" -3"	13 4	4 -6		20 1/2" 11"
10	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/8"	2 1/8"	2 1/8"	2 1/8"	2 1/8"
11	2400cc	2400cc	2400cc	2400cc	2802cc	2400cc	2400cc	2400cc	2400cc	2802cc	2802cc	2900cc	1375cc	1200cc	1200cc	1200cc	*
12	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/8"	2 1/8"	2 1/8"	2 1/8"	2 1/8"
13	1-1/8"	1-1/8"	1-1/8"	1-1/8"	1-3/8"	1-3/8"	1-3/8"	1-3/8"	1-3/8"	1-3/8"	1-3/8"	1-1/8"	1-1/8"	1-1/8"	1-1/8"	1-1/8"	1-1/8"
14	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"
15	1-5/8"	1-11/16"	1-11/16"	1-11/16"	1-3/4"	1-3/4"	1-3/4"	1-3/4"	1-3/4"	1-3/4"	1-3/4"	1-11/16"	1 1/2"	1-9/16"	1-9/16"	1-9/16"	1-9/16"
16	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
17	55"	52"	52"	47"	52"	46"	23 1/2"	63"	60"	60"	60"	67"	76" 86"	50" 62 1/2"	50" 62 1/2"	50" 62 1/2"	49 3/4 54 1/4
18	9"	9"	9"	9"	12"	9"	9"	9"	12"	12"	12"	9"	9"	9"	9"	9"	9"
19	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max	1/4" Max
20	9"	9"	9"	9"	12"	9"	9"	9"	12"	12"	12"	9"	9"	9"	9"	9"	9"
21	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
22	1.2.1	1.2.1	1.	1.2.1	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Dim.																	
A	10"	7"	7"	7"	5"	36"	44 1/2"	6"	9"	5 1/2"	+6" -3"	13 4	10	10	10	10	20 1/2 11
B	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2-5/8"	3"	3"	2-5/8"	2-5/8"	2 1/2"	2-5/8"	2 1/2"	2 1/2"	2 1/4"	2 1/4"	2 1/4"	2 1/4"
C	5"	5 1/4"	5 1/4"	5 1/4"	5 3/4"	5"	5"	5 3/4"	5 3/4"	5 3/4"	5 3/4"	5 3/4"	5-3/8"	5-3/8"	5-3/8"	5-3/8"	5-3/16"
D	13"	13 1/4"	13 1/4"	13 1/2"	16"	10 1/2"	10 1/2"	16"	16"	13 3/4"	13 3/4"	13 3/4"	9-5/8"	9-3/8"	9-3/8"	7 1/2"	7 1/2"
E	16"	16 1/4"	16 1/4"	16 1/4"	19 1/4"	14"	14"	19 1/4"	19 1/4"	16 1/4"	16 1/4"	16 1/4"	12"	11-5/8"	11-5/8"	11-5/8"	11-5/8"
F	52"	46 1/2"	46 1/2"	47"	52"	44"	23 1/2"	63"	60"	60"	60"	67"	76" 86"	50" 62 1/2"	50" 62 1/2"	50" 62 1/2"	44 1/4 54 1/4
G	9"	9"	9"	9"	12"	9"	9"	12"	12"	12"	12"	9"	9"	9"	9"	9"	9"
H	9"	9"	9"	9"	12"	9"	9"	12"	12"	12"	12"	9"	9"	9"	9"	9"	9"
J	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max	1/2" Max
K	450	400	400	400	400	450	450	400	400	400	400	400	400	400	400	400	400



## TWENTY YEARS AGO.....

.....it was 1956. Having settled that matter of arithmetical fact, let us consider the M.G. scene. The MGA had just been introduced to take M.G.s out of the non-aerodynamic era. MMM members today might be forgiven for imagining that, as T-types and MMM models must have accounted for almost the sum total of M.G. motoring of the day, when they must have been present and active within the M.G.C.C. in almost equal numbers and each therefore accounting for some 50% of the entries at events. This was not so. MMM cars were depressingly inactive and, far from leaving the T-types to have the field to themselves, other makes comprised a disproportionate part of the entry. Have you ever attended an M.G.C.C. event at which your car was the only M.G., or an M.G. rally in which M.G.s comprised 10% of the entry? I did in 1956.

A complete review of the year's competition activities of MMM cars is not possible for there was no Safety Fast in those days, giving a detailed record of Club activities. The only account of Club affairs which was circulated to all members was the Nuffield monthly magazine "Motoring", wherein the General Secretary, Russell Lowry, gave a page of potted Club news.

And what did he have to say about us? F. Bruce-White took himself into 1956 with a flying start by winning the Welch Cup in the South-Western Centre's Kimber Trophy Trial on Boxing Day 1955. He was driving his M-type but not the car we are accustomed to see, RX 5128, but his Jarvis-bodied car, HX 3944. Alf Morrish was driving his short chassis, Blown PB, a car which had gained a lot of fame in trials in the hands of Gilbert Best (see "More Wheelspin") and was later to pass into the hands of Steve Dear. Don Bishop took second place in the 2,500c.c. Sports-Racing Class in a Sprint at Castle Coombe in his blown PA and Mike Hawke was reported to be dashing around fields in the Devon and Cornwall Centre. The names do not seem to have changed much! Then, in an inter-centre challenge match (autotests at Hendon), Bruce-White put up some best times in his class.

The M.G.C.C. Race Meeting at Silverstone was in August in those days. Three MMM cars graced the entry lists, F.S. Speedy and I.M.B. Cooper in their PAs and Mike Hawke in his J2. Ah, spacious days indeed, the High Speed Trials lasted a full hour, J2s were required to complete 30 laps and P-types were relatively hard done by, having to do not less than 32

laps. This is a far cry indeed from today when an unblown J or P is called upon to do 18 laps in 30 minutes. The most recent car to make it was Richard Beresford's J2 in 1975. But back to 1956, the J2 did its schedule but the PAs found theirs too demanding. How times change. Anyone who cannot get much below a 2 minute lap in a J-type must be running on three cylinders and what would your Committee do if only three cars were to turn up to the 1976 Silverstone meeting? F. S. Speedy competed at Silverstone for a number of years. He was an elderly chap in 1956. If he is still alive and well and living in Yorkshire with his PA, he must be a grand old age by now.

And that, gentlemen, represents a whole year of recorded MMM activity in the Club. Yet other cars were active. Geoff Coles was racing his modernised J4 Special with Fiat i.f.s. and all-enveloping body (MBK999). For years he held the unique record of having taken part in every B.A.H.C. Members' Meeting at Goodwood. He lost this record when he took MBK 999 off the road to use the engine etc. in the rebuild of OJ 9483, his rec J4. Another J4 active at this time was the car now owned by Colin Tieche. It had been raced by David Piper and, at about this time, passed into the hands of S. H. Richardson.

But MMM cars were about, even if they were not at Silverstone. J and P-types were a common sight on the road and with prices topping out at £150 for a first class PB and scruffier examples at half that price, they were a natural buy for the young first sports car owner. Nor were spares difficult. Thomson's, Derrington's, Witham's and Toulmin's all offered a range of spares which, when combined, was pretty comprehensive. Sometimes the prices seemed high but in retrospect they look bargains. I quote from Derrington's catalogue: New slab tanks, £12.10.0d., J4 crankshafts, £12.10.0d., J4 cylinder blocks, £20, J2 ditto, £10, L crankshafts, £15, crown wheel and pinions, £6.5.0d. to £7.10.0d. depending on the model. These were for NEW parts. Dowley, Walker and others, please keep your eye on this and do your level best.

One might not have thought so at the time but the most significant move the Club made in 1956 was to start talking in public about the business of forming a register. Russell put his idea forward in his notes in April's Motoring. By July registrations were rolling in. Edward Cook's PB and the PAs of John Drury and Douglas Miller were among the first. Are you still



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with us today? By November the register had been christened the Quindecimal Register and the name indicated, at least to those with a classical education, that it was for cars of fifteen years old or more. At that time this included all pre-war models. By November, MMM models comprised about half the registrations and numbered some 35 cars. Not a bad start when it is remembered that no conscious attempt had been made to recruit older cars to the Club and these were merely those owners of old cars already within the Club who had read the small print and sat up and taken notice. The only racing models at this stage were RA0253 and RA0257 (both twin-cam cars you will observe). Later, when the Triple-M Register was formed, some cars transferred to the new register and a few are still with us today with the same owners. RA0253 is now in New Zealand. Even in 1956 it was far from original, having a two-seat body and no supercharger. It is now believed to have a cracked cylinder head to add to its problems. RA0257 was owned by Bob Milton who was embarking on a "modernisation" with a view to attack International Class H short distance standing start records. This task was nearly complete when he sold the car to Syd Beer a couple of years ago. The technical story of his work is worth a long article in itself.

The new facet of Club life started quietly and it was to have some testing times before it finally came to play such a large part in Club affairs as it does today.

## FIFTY YEARS ON.

It was the year 2015 when I returned to England after nearly forty years abroad. Ye Gods!, London had changed. Motoring and the motor car in the form in which I had known them in the 'sixties and 'seventies had almost disappeared. Booking into the Thornley Towers Hotel (where else?) I had the good fortune to meet an old M.G.C.C. acquaintance from years ago.

Over a beer in the bar he outlined the unfortunate series of events which had led to the virtual extinction of pleasure motoring. The spectacular rise in oil prices in the mid-'seventies had seemed to affect only the larger cars. However, British Rail's introduction of the 150 m.p.h. Inter-City Service in 1975 which was successfully promoted and pushed to 200 m.p.h. by 1980, rendered the car less attractive for long distance travel so that new models introduced in the 'eighties tended to be mini-computer cars. Pollution laws and the development of a lightweight storage battery paved the way for the introduction of the Nitsua Electro Bubble which became so popular that the motor car as I had known it ceased to be produced except for large luxury saloons for Heads of State and Diplomats and certain specialised vehicles for agriculture.

Well, what were my chances of getting an old M.G. as a nostalgic memento?, I asked. Ah, that was difficult. A decent Mk III Midget might be

found for as little as fifty grand. Earlier ones fetched a good deal more. T-types were virtually extinct. About twenty years ago when Nissan had introduced a battery powered "TF style" buggy they had, as a publicity stunt, offered a free battery conversion to all T-type owners. Now the only known T-type with an original engine was in the National Motor Museum and that was rumoured to have serious mechanical problems. Older o.h.c. machines were virtually unobtainable, they were all owned by oil sheiks or stored in bank vaults as befitted their value which ran into millions.

Here my informant's voice dropped to a whisper. There were, he said, persistent rumours that an old man in the West Country actually still possessed not one, but two, of these machines and even indulged in the eccentric practice of actually running them on the roads occasionally. Furthermore they were said to be SUPERCHARGED and of a very special type. Presumably he obtained his fuel from agricultural sources but where he obtained the technical back-up to keep the cars in running order remained a mystery which made the story highly improbable. He was said to be most abusive to any would-be buyers or any strange visitors.

Undaunted by my friend's warning I decided to track these cars down and so took the Inter-City to Bristol. The journey was smooth and quiet and took thirty two minutes. Outside Triple Meads station I hired an Electro Bubble and set off into darkest Somerset. Following the directions I had been given I eventually came upon a house which fitted the description I had been given and, next to it, was the barn where these exotic machines were said to be kept. Creeping up to the door and peering through the keyhole I saw a sight for sore eyes. Two very early M.G.s in brown and cream complete with authentic cycle mudguards and mud-spattered, presumably from a recent foray into the Somerset lanes.

Crash! The beer bottle smashed against the door above my head and I looked round to see the owner approaching brandishing a broken half shaft. "Gerr-off", he shouted in his quaint West Country accent. "there's Toulminny of you Bastocks come pestering me. Jesus Jones XXX I'll have you Macdermidated". Pausing only to disentangle my foot from a brake cable, I ran for my life.

By the time I reached the station for the return journey I had recovered my composure sufficiently to buy a Penguin Classic to read in the train. It was one they had just added to their list called "Wheelspin." Slowly I realised that my assailant had not been talking in a West Country accent at all - he was simply Crackers.



## THE ELUSIVE 'C' TYPE

Inspired by Mike Hawke's article on the K3 in last Year's Book, and a prod from the editor, I have summarised the information from six years correspondence with other 'C' type owners. The 'C' type is distinctive in many ways. Here are a few!

- i) It has the longest title of any MG:-  
"The 8/95 'C' Type Montlhery Midget Mark II or Mark III"
- ii) it has the lowest survival rate of any MMM racing model.
- iii) those that do survive must have the lowest "runner" proportion of any MMM model.

I have some sort of record of twenty-eight of the forty four cars made - which leaves a tantalising total of sixteen about which nothing is known, ancient or modern. I classify the cars as follows:-

### CATEGORY I Definitely exist, owner in contact:-

OWNER	HISTORY	CONDITION
1. Duerden UK	Earl of March Team.	Complete, non-runner, modified body.
2. Cooksey UK	Gardner	Chassis, no engine/body.
3. Clark USA	Samuelson	Maybe runner, modified body.
4. Beer UK	Crabtree	Complete, original, non-runner.
5. Gooch UK	-	Chassis, no engine/body
6. Tieche UK	Watkinson	Being rebuilt, lightened body

7. Edmondson UK	Evans	Runner, modified body.
8. Dickie UK	Palmes.	Non-runner, Jarvis body
9. Peerless UK	-	Complete, original, being rebuilt
10. Hudson UK	-	Complete, original, non-runner
11. McNab UK	Mere	Complete except engine, being rebuilt
12. Bentley UK	-	Complete, original, runner.

### CATEGORY II Certain to exist, beyond reasonable doubt, owner not in contact:-

13. Ayson SA	Emmerich	Maybe runner, modified body
14. Lyth UK	Black	Not known
15. Gordon UK	-	Non-runner, modified body
16. ? USA	(UK Reg. OV3)	Maybe runner, modified body
17. Soderstrom (Sweden)	-	Maybe runner, modified body
18. Harkness UK	-	Non-runner, s/s body

### CATEGORY III Reputed to exist :-

19. Swann UK	-	Complete except engine?
20. (unknown) UK	-	Complete, non-runner.
21. ?	-	chassis only

### CATEGORY IV Definitely destroyed :-

22. -	Evans/Klemantaski	Destroyed in breakers yard.
23. -	-	Destroyed in breakers yard



4. R. Mere with C0286 in 1931. He was the M.G.C.C. competitions Secretary.



probably destroyed :-

- 24. - Earl of March Team -
- 25. - Ireland 1931 -
- 26. - Higgins -
- 27. - Chetwynd -
- 28. - Else -

I have to be a little discreet about one !

We must therefore -

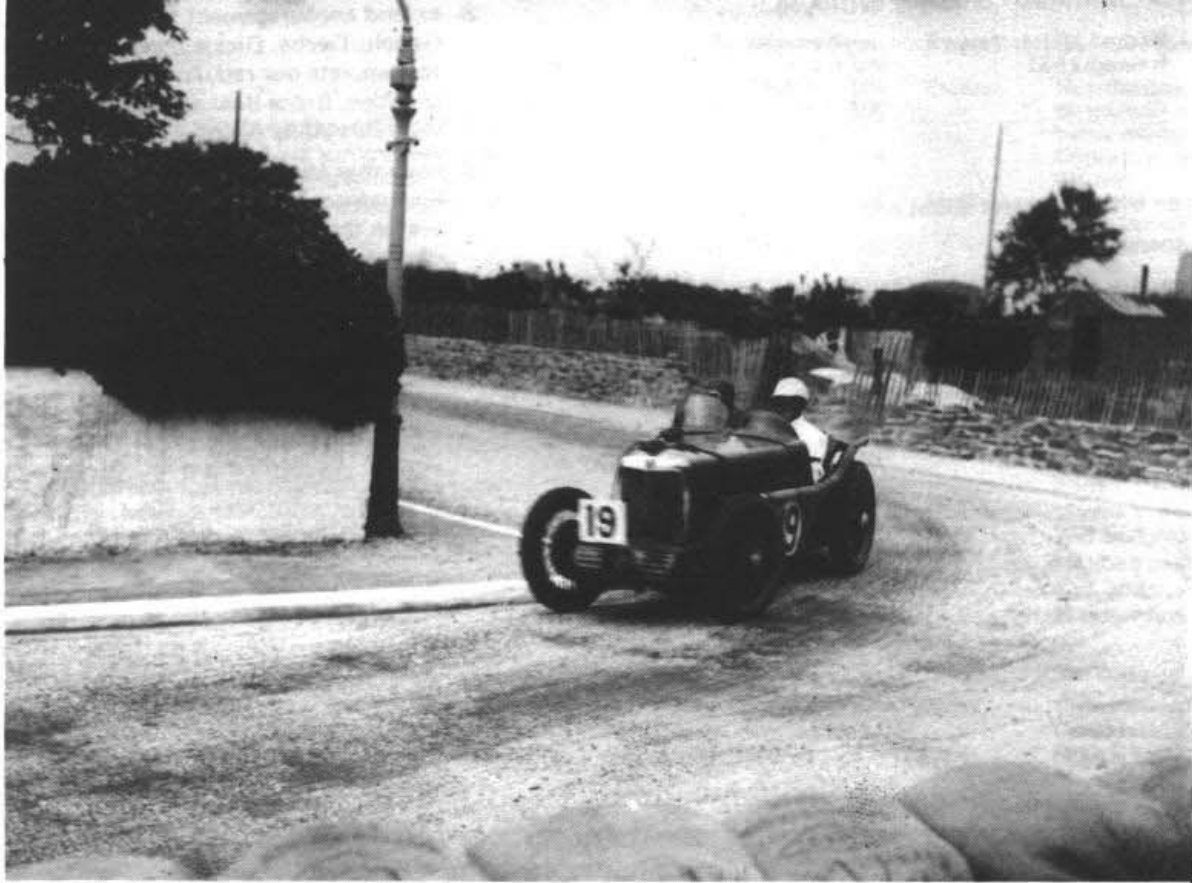
- 1) congratulate Alan Bentley and Mike Edmondson as the owners of the only two running 'C' types in the UK, and probably in the world;

- 2) extend encouragement to Messrs. Cooksey, Gooch, Tieche, Dickie, Peerless and myself to complete our rebuilds and to Charles Duerden, Bruce Beer and Bob Hudson to get their cars going again;
- 3) hope that Messrs. Ayson, Lyth, Gordon, Soderstrom Harkness and Swann, and whoever in the USA owns OV3 illustrated in Wherrey's book, will read this article and establish contact with other 'C' type owners;
- 4) hope that someone will come up with information on the missing links.

Allan McNab.



5. C0286 winning its class in the 1931 Oxford University Car Club Trial.



6. Crabtree in the 1933 Mannin Beg during which he crashed.  
The car is now owned by Syd Beer.

132 Cottimore Lane,  
Walton-on-Thames,  
Surrey.

Barry Foster,  
Jasmine Cottage,  
25 South Street,  
South Petherton,  
Somerset.

10th February, 1976.

Dear Barry,

I wonder if you could find space to fit the following into the next year book ?

"Anybody rebuilding their car should consider using stainless-steel woodscrews. These may not be 'original', but most do not show anyway: however if you have spent many hours trying to remove the rusted remains of the original steel screws, the

need for stainless is obvious. They are not expensive, for example a 1" No. 8 is 2p. As a non-profit making service I can supply any size to those not able to obtain them easily. Also any nut or bolt, any thread (including 8 mm x 1.0 fine) in stainless, high tensile or bright steels.

I also have some taps and dies and might consider hiring these out for a nominal charge.

Finally, in case you are not convinced, remember that stainless is of quite a high tensile strength (almost as good as '80 ton' HT steels) so that there is no chance of shearing off a woodscrew, as often happens with brass ones, and sometimes with ordinary steel."

Thanks a lot. Large envelope enclosed in anticipation !

Yours octagonally,

ROGER A. FURNEAUX.

Assistant Spares Secretary  
Nigel Watts,  
7 Harefield Estate,  
Eastern Lane  
Camborne,  
Cornwall, TR14 8TL.

Dear MMM Members,

I am trying to compile a register of :-

- (a) spares which you definitely would like to sell,
- (b) spares that you wish to swap (and for what)
- (c) Spares that you require.

I am hoping that the enclosed form will encourage more members to use the Info Letter to its full benefit. It will also enable me to keep a complete register of spares available and wanted at any time.

Any enquiries can be answered using the register if accompanied by an S.A.E.

NIGEL WATTS

## THE MMM REGISTER LIBRARY

Has an evergrowing selection of hand-books, parts lists and photographs for sale and loan to members. There is also, for sale, reproduction leaflets, broadsheets and publicity handouts to cover M, 18/80, J. C. R. N. L, P, K, and F, besides oil charts for P and J. For details on all printed matter relating to overhead camshaft models, write to :-

MMM Register Librarian,  
58b, Poplar Grove,  
Maidstone,  
Kent.  
ME16 0AN.

\* \* \* \*

# Wanted!

Information leading to the purchase  
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M.G.A.s, etc.

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This trophy is presented to the winner in the MMM race at Silverstone each May meeting, this year it was won by Andy McLennan driving Dermot Reynold's J/P Special. He was 16 seconds in front of the rest of the field !!

**THE SLADE TROPHY 1975**

1.	George Ward	'PA'	17 pts.
2.	Barry J. Smith	'PB'	15
=3.	Paul Fletcher	'PB'	10
=3.	Steve Dear	'PB'	10
5.	Dudley Sterry	'J2'	9
6.	Robin Smith	'J2'	6
=7.	Andrew Richie	'J2'	4
=7.	Mike Hawke	'J2'	4
=7.	Andrew Smith	'PB'	4

George Ward has done it again with his 'PA'. This car really is very standard (George once described it as sub-standard!) and its double success is due only to the perseverance and consistency of its driver. The award really is wide open, and it is hoped that many new faces will be encouraged to have a go in 1976.

Claims for points should be made to John Adams at 5 Hare's Lane, Hartley Witney, Hants.

POSITION	CAR	REGISTER	DRIVER	POINTS
1	PB	571	Andrew Smith	119
2	J2	1079	Richard Beresford	115
3	L s/c	72	David Taylor	107
4	Ex 120 Replica	1500	Nigel Musselwhite	101
5	J2	3	Mike Hawke	89
6	J2/4 s/c	6	Patrick Gardner	84
7	J2	415	Robin Smith	81
8=	PA		Andrew Ritchie/ Tim Hunt	77
8=	J2/3 s/c	607	John Wilkinson	77
10	ND s/c	169	Phil Bayne-Powell/ Colin Tiede	72
11	J2	437	Alan Simpson	71
12	M	1305	Mike Hewson	69
13=	PA Cream Cracker s/c	1200	Steve Dear	59
13=	M	1189	Keith Portsmore	59
15	J2	768	Ralph Bateman	45
16	PA	920	George Ward	32
17	PB s/c	2	Paul Fletcher	23
18	K3 s/c	300	Phil Bayne-Powell	22
19	NA Allingham	691	Rosemary Bayne-Powell	14
20	J2	1092	Tim Hunt	12
21	NB		Barry Linger	8

**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.Ts 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.	?		?	
	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.

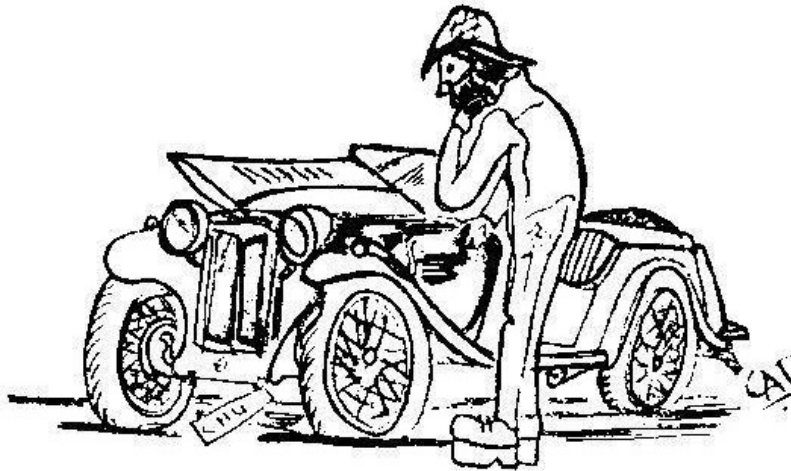


ANDY McLENNAN IN DERMOT REYNOLDS J2/P SHOWING THE WAY TO DEAL WITH THE T TYPES OF CHRIS JONES & RON GAMMONS AT BRANDS HATCH.

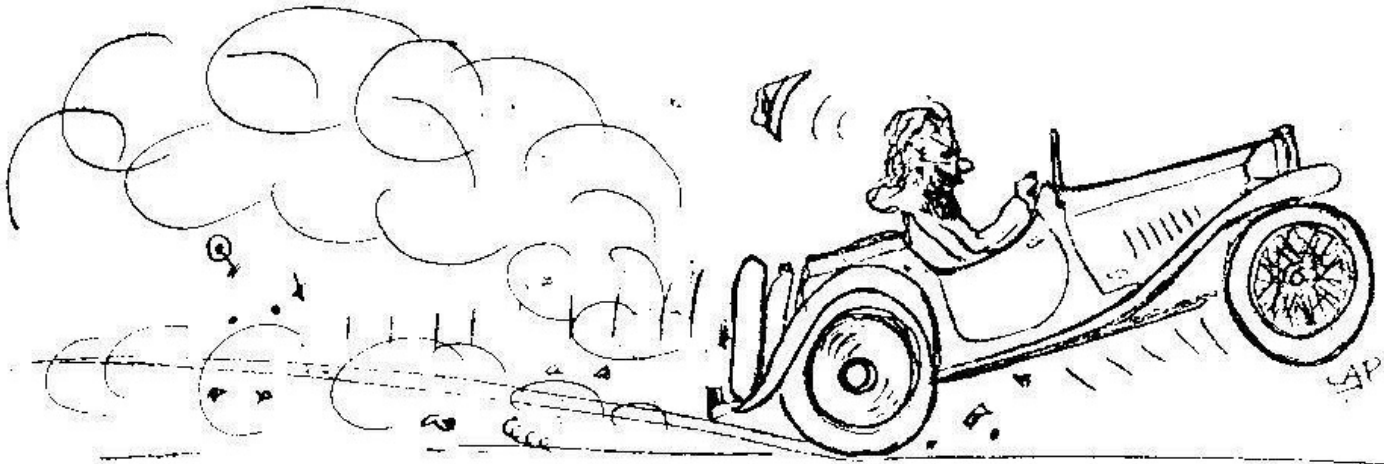
## The Adventures of Alan and a P type

Alan was a 'MMM' enthusiast, and had read all about the competition successes achieved with these famous cars, and so in his search for fame borrowed a P type from another M.G. enthusiast.

This P type wanted tuning

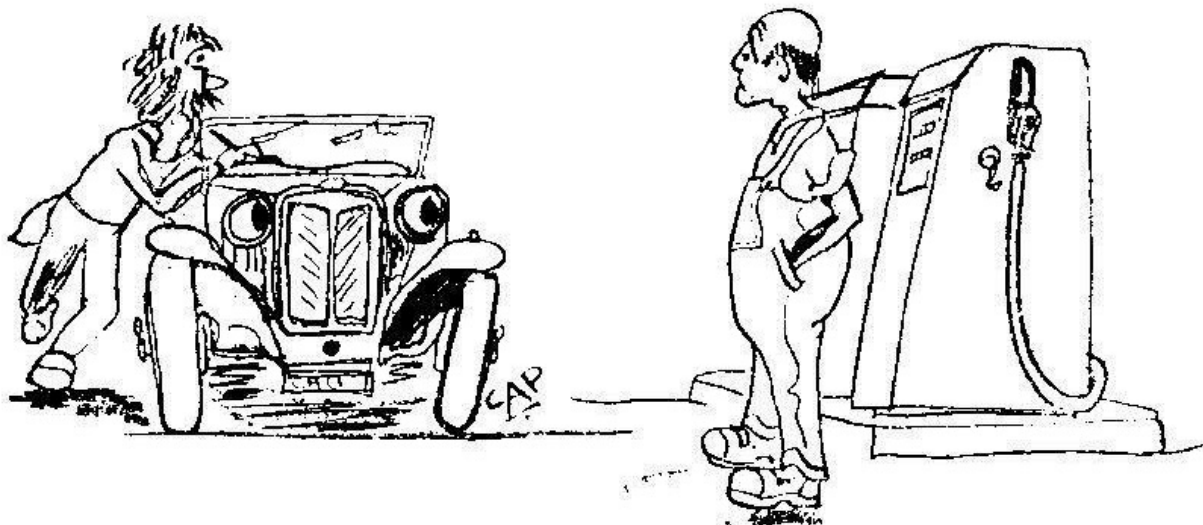


and so the dear little car was washed to remove the cobwebs, and sorties made up the local lanes at great speed. Our hero saw 6000 r.p.m. on his gauges, and black tyre marks on the road:



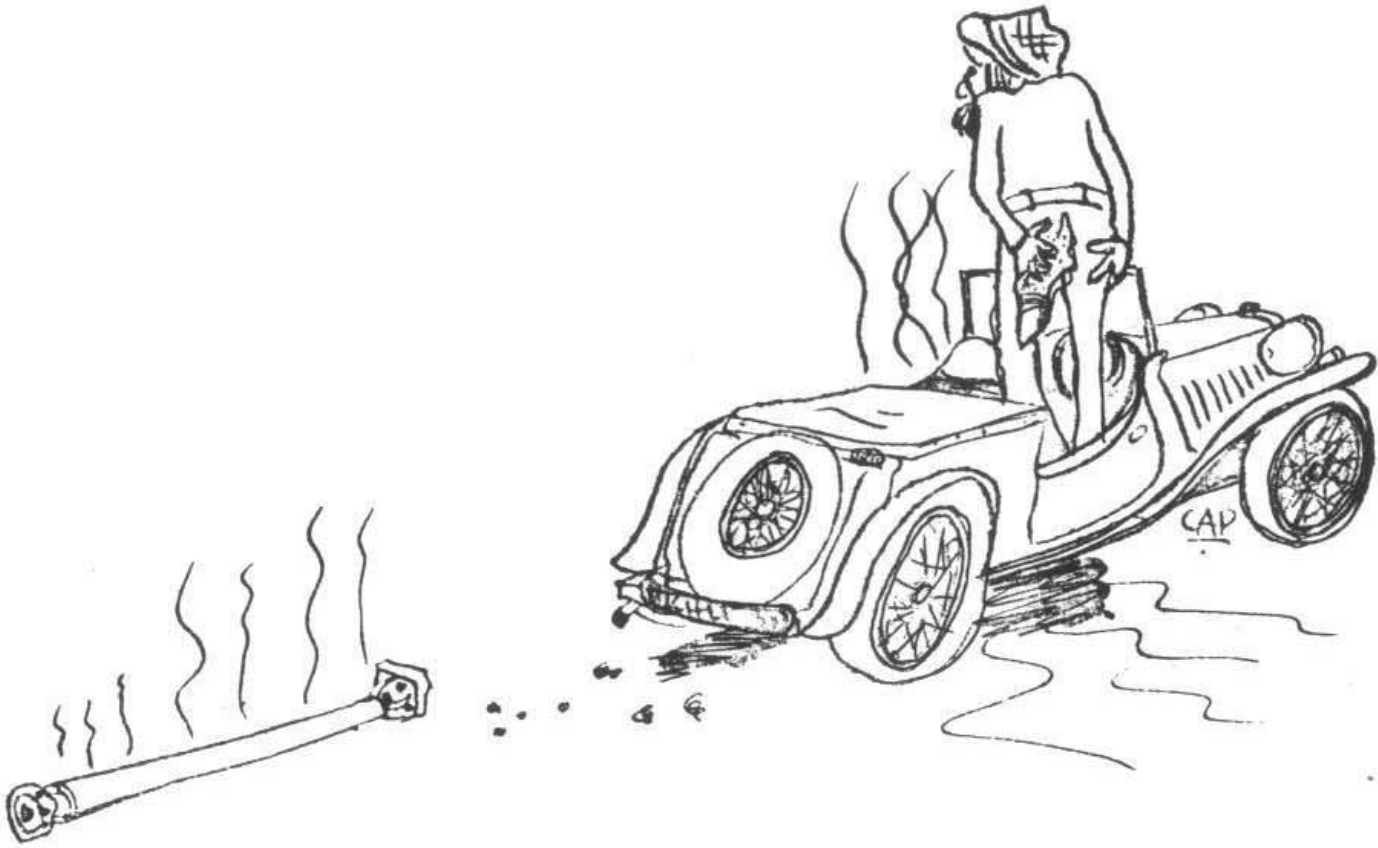
but the back axle could not stand the strain and broke.

This problem was soon overcome, for Alan is no mug with a set of spanners; and he set off to make his name in motor racing at Silverstone; expecting to soon have his photo alongside those of other famous drivers in the Club house; but fate took a hand - this was not the year for Alan and the P type to vanquish all the other racers, as he ran out of petrol on the way to Silverstone.





After this Alan took Chu, as the little P type became known, to Yorkshire for a Tour, and again he ran out of petrol; but before this our hero made a great discovery by the roadside - he found out that Chu's sparking plugs were hot after it had been running. Alas luck was still not on his side, for he did not win, and Chu's propellor shaft broke on the way home, but this time help was close at hand, although Alan could not understand why the car had stopped.

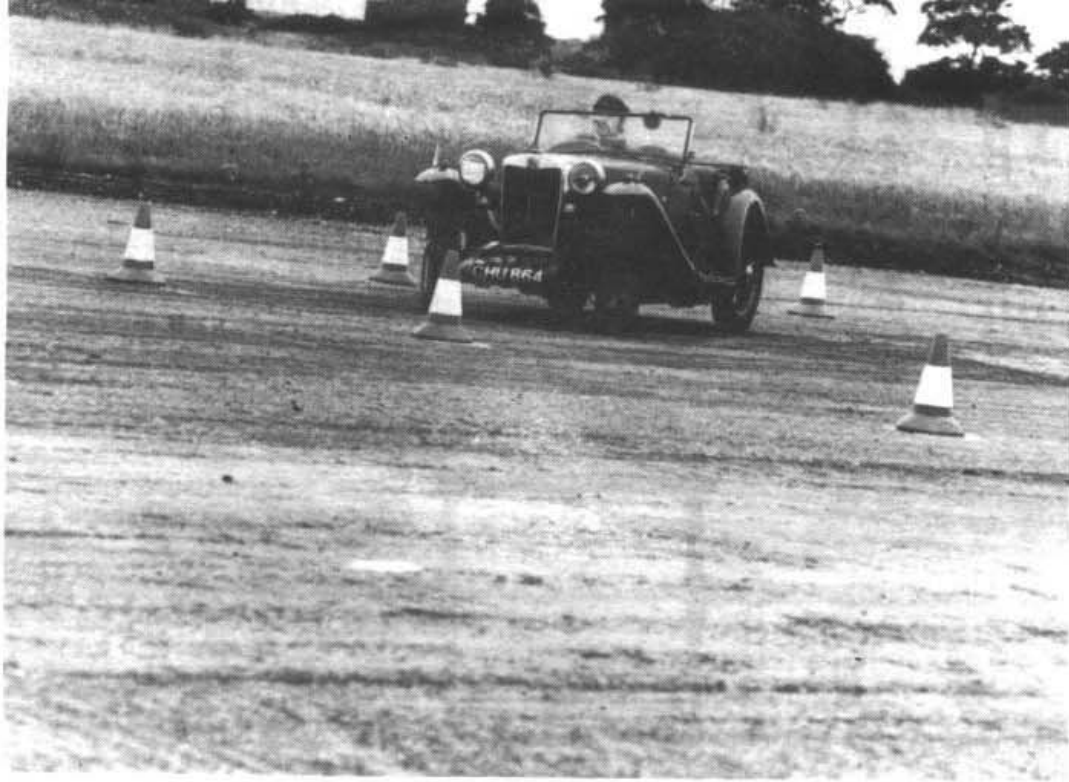


The next outing in his search for fame took him to the Midlands where there were less hills, and at last he achieved some success - he won the award for the most plugs/cylinders/leads not working - at least it was a start.

Alan decided that success did not come easily, and made one final attempt with Chu, and his results can best be shown in the following series of photographs -



Alan topped up with 'Courage' and rarin' to go.



Alan using his will power to move a marker.



Alan in sober mood awaiting the last test.

Story by well known Russian racing driver Y. I. Ternthepetrolov.

Acknowledgements - photographs - Enderby Enterprises  
cartoons - Claude.

8-10-10 Adjustable front shock  
 Rear spring front shackle  
 Steering box  
 Front spring rear tension holder  
 Rear spring front shackle

8-10-10 Adjustable front shock  
 Front spring rear tension holder

8-10-10 Adjustable front shock  
 Brake cross shaft  
 Brake cross shaft

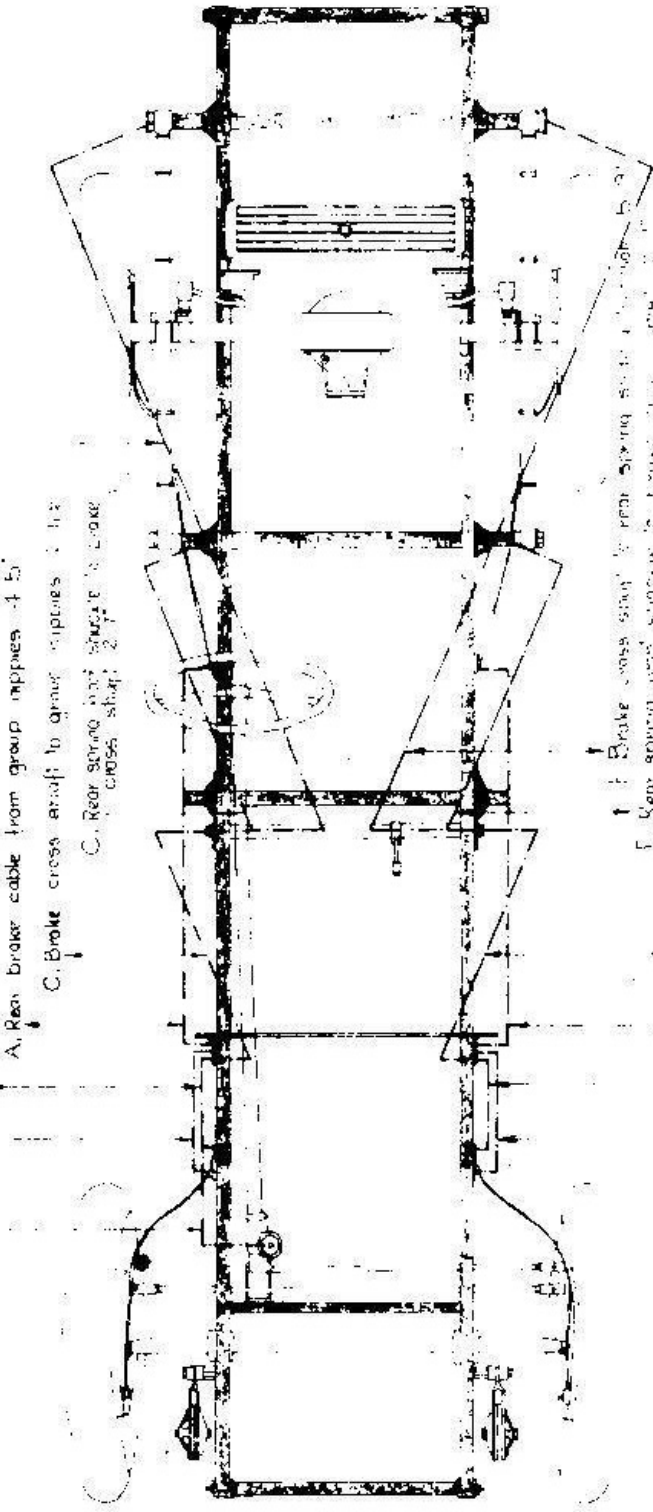
8-10-10 Adjustable front shock  
 Rear spring rear tension holder  
 Rear spring rear tension  
 Steering box

8-10-10 Adjustable front shock  
 Brake cable stop bracket front  
 Brake cable stop bracket rear  
 Brake cable stop bracket front  
 Brake cable stop bracket rear  
 Rear spring rear tension holder  
 Rear spring rear tension

8-10-10 Adjustable front shock  
 A 100 100  
 B 100 100  
 C 100 100  
 D 100 100  
 E 100 100  
 F 100 100

C. Brake cross shaft to rear spring sliding functions 5 2  
 C. Steering box from front spring sliding functions 1 5  
 B. Front brake cable from group nipples 2 1

C. Front spring sliding tension from group nipples 1 5 2  
 A. Rear brake cable from group nipples 4 5  
 C. Brake cross shaft to group nipples 1 1 2  
 C. Rear spring front shackle to brake cross shaft 2 1



F. Brake cross shaft to rear spring sliding functions 5 2  
 F. Rear spring front shackle to brake cross shaft 2 1  
 F. Brake cross shaft to group nipples 2 1 2  
 D. Rear brake cable from group nipples 4 5  
 F. Front spring sliding tension from group nipples 1 5 2  
 E. Front brake cable from group nipples 2 1

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# REVIEW OF THE 1975 COMPETITION SEASON

- Andrew Smith.

Let me start with indicating the bare figures (now, now stop that salacious slaverling!) In the Register's most important championship, the Car of the Year Award, the number of cars with points claimed was 21, which was about a third as many again as last year. The total claims covered 155 different events entries which were divided as follows:

Autotests and Gymkhanas	43
Races and High Speed Trials	37
Concours	31
Sprints	14
Trials	14
Hill Climbs	13
Autocross	0

Clearly, the majority preferred active driving to silent admiration, as shown by the two most popular event types. This I hope, is a true reflection of the views of the typical Register member and thus justifies my policy of advice and encouragement.

Fitting in the above outline, the major fillip for the prestige of the whole Register was the second place on handicap in the Six Hour Relay Race. Admittedly, this was as much luck as judgement, since floods of rain made conditions ideal for high cars with narrow tyres, large wheels and a great power deficit. Be that as it may, some very potent machinery of Aston Martin or GT40 class, failed to match up to their handicaps, even though these were all adjusted to suit the circumstances. In fact, our lap times were quite competitive and we were not disgraced on a scratch basis. Though the weather favoured our vehicles, all drivers suffered alike, and we must have been the only team who were looking forward to the continuation of the race rather than its termination. But then, we had everything to play for since all our total of laps when the race was stopped at just short of half way, was achieved without off course excursions. This was in spite of the fully fledged stream which flowed across the Club Straight and the infield of the circuit and then attempted to scour away the road surface in the vicinity of Maggotts, which resulted in some fifteen or so other competitors parking themselves in assorted parts of the hinterland. This year we really must try to defend our position, and if possible, raise two teams of fast and not so fast cars. As I write, the date and area are not known, but if Donington opens in time, it seems likely that the race will be held there in the autumn, which is something to look forward to.

Silverstone was also the scene of our Chairman's own piece of nose-thumbing, when, late in the year, Steve met as winner of the VSCC driving tests held there in December. Though I was not present to see it, I am sure this performance administered the right sort of illustration to some of the Vintage pundits of the potential incorporated under our horns by the workers of Abingdon. Even "Motor Sport" included a paragraph giving the results, thus acknowledging the abilities of the sports MMM cars - "rubbery steering" indeed!

One the whole, the Six Hours excepted, my memories of last summer will be coloured by the lovely weather, and one weekend when this was particularly true was that devoted to the Bugatti O.C. "Classic" Hill Climb at Prescott. Both practice and competition days were hot and perfect, though come to think of it, I have never ever seen rain at this hill, and even to recall dampness underfoot means I have to go back about ten years. Though there was no outstanding success to report (David Taylor's blown L was fastest MMM car at second in class) the beauty of the site makes it an honour to compete at one of the natural homes of old car sport. I am sure that the standard of our turn out embellished the image of the Octagon in the eyes of the thousands of spectators. My own image of my prowess received a large dent, though, for I was later shown a cine film of the climbs and it included one of my starts. With my adrenalin enriched imagination has always seen as lightning acceleration was displayed as a very serene progress. One person who would not suffer anything like the same let down is Richard Boreford, whose green J2 was, as usual, remarkably fast to record fourth in class.

The secret of his success I do not know, though "lightness and 1.4" carburettors on a fabricated manifold do not hinder him. Inside the power unit he believes, unusually for a MMM tuner, in utilising a pretty high compression ratio. Rather more orthodox are his views on valve timing to which much attention has been devoted, carrying this to the extent of obtaining a special cam with standard timing when neither second-hand nor re-ground shafts met his requirements for accuracy. Whatever means he uses, there is no doubting the success of his methods, for it took a blown car (John Wilkinson's) to beat him by a fraction at Brighton Speed Trials and the only unknown one to manage this feat in a scratch speed event this year was six cylinders of K-type driven by James Warne at Wiscombe. My estimate of his 0-60 mph time is about 17 seconds, so work out for yourselves the power output he has achieved.

In a season when there was no clear cut concours champion, the past masters were represented by Alan Simpson's J2, making several appearances after some years' absence, and a contender of more recent vintage was the Dickie M type. New hopefuls included Mike Ellis' M-type and a Stuart Reavills' PA, the latter gaining a win at Cheddar beating an old hand, Len Goff's fine NB, and all the T types in the process.

My assessment of the prowess of the Trials fraternity was disjointed since, for one reason and another, I missed all the major Club trials, but doubtless, perusal of the Slade Trophy results will enable the reader to form his own idea of the personalities of the season.

To sum up, though environmentalists might point to five thousand or so gallons of irreplaceable petrol and all the other resources consumed by the participants in the events recounted, yet our justification is that our aim is to provide enjoyment for a multitude of drivers and spectators alike. If this object is achieved, then our circus must be counted as a reasonable exchange for so little bread. Those who took the active parts, at least, will agree that "a fine season was had by all".



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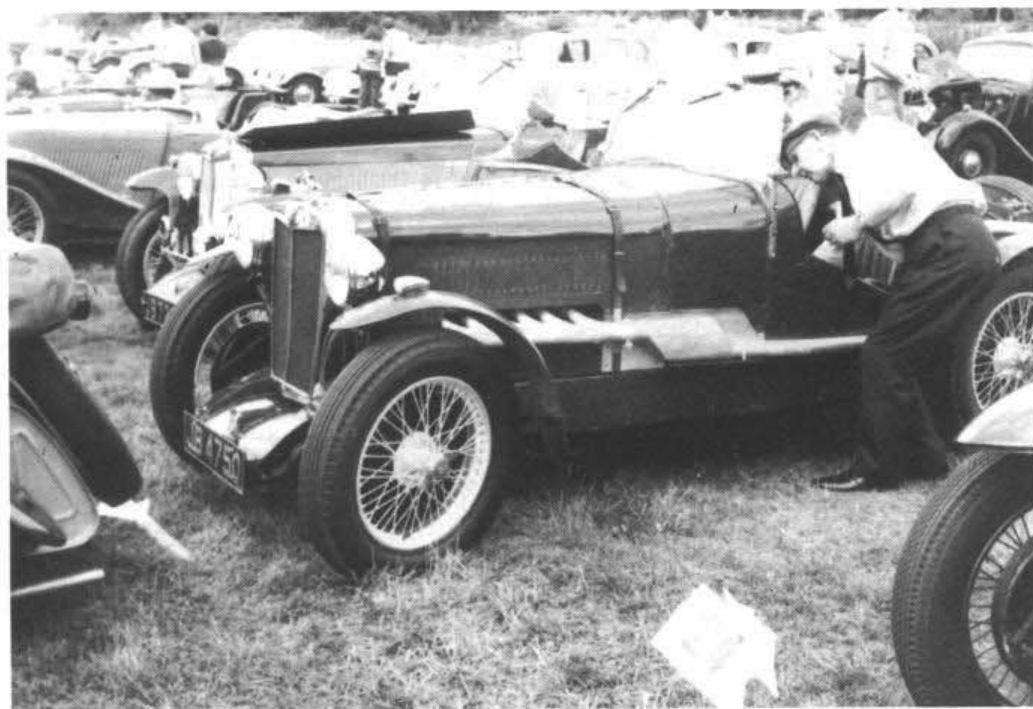
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When will he see this M type Coupe again



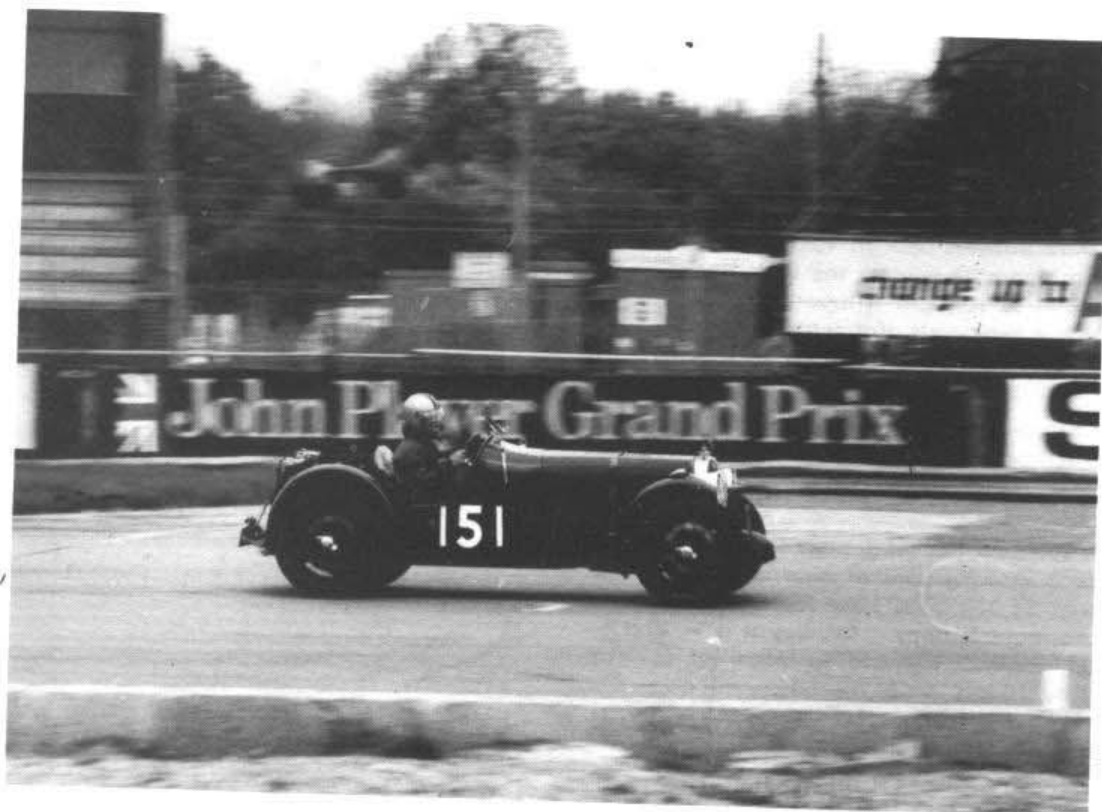
Pete Cranage's N type in action



Pat Green's NE at Beaulieu



Count de Wurstemburger's K3 at Silverstone driven by Richard Pilkington.



Phil Bayne-Powells K3 illustrates the slab tank body.

## A LETTER ADDRESSED TO THE FORMER EDITOR

Dear Mike,

Your long article on "Tuning" in the '73 year book encouraged me to do something about the cam shaft in my M-type. The engine No. is 3169 so, presumably has the later type M-type timing (is this the same as the 12:12 timing?) but all the bushes on the shaft were worn, the worst being deficient by no less than .050".

I resolved to attempt to make a new camshaft, incorporating the improved timing which seems to be common to all the later models except the NE (para.40 in your article).

To start with I drew a layout of the cam profile at 10 times full size in order to establish the various angles and radii. I was able to use various machine tools in the factory during the lunch hour (acknowledgements to my employers!! but we have no cam grinder so I made the shaft from KE6/2 tool steel which enabled me to harden the material right through after turning. This meant that I could grind away material to form the profile of each cam on a common surface grinder without loss of hardness. I made a simple fixture to hold the shaft for grinding and also a disc provided with 4 pins at 20° to mount on the shaft in place of the bevel gear. The shaft could then be set at a desired angle by using slip gauges under the pin corresponding to no. 1 cylinder etc. As a final operation the radius on the crest of the cam was ground using a formed grinding wheel so as to blend with the straight franks of the profile.

The job required many lunch-hours but the result is a noticeable improvement in performance particularly at high r.p.m. There is also some increase in exhaust noise so I shall have to tread softly on the loud pedal in built-up-areas-in any case I am only too aware that M-type crankshafts are fragile - see my letter about welding of broken cranks in MMM Bulletin back in 1960's! I was unable to machine a keyway in the shaft but the bevel gear seems to stay put without. I timed it carefully using a cardboard protractor (courtesy of C.C. Wakefield's circa 1930) mounted on the starting handle.

I would hardly recommend the above procedure as a viable method for producing do-it-yourself camshafts but it proves that it is possible using basic machine tools.

I am off to Penshurst on Sunday - as a spectator - the car is showing signs of wear and tear having covered 53,000 miles since its re-build in 1958 with home-made body. Anyway it goes, and with a bit more power I should no longer be embarrassed by 10-ton lorries overtaking me on modest gradients!

Yours sincerely,

PETER MINETT  
MMM 169





I am not going to attempt to write a full description and competition history of the J3 Midgets - this has been covered fully by "proper" writers, and I will assume that anyone interested enough to be reading this will have all the appropriate books at hand for reference.

However, the following notes may be of value as a background to the schedule of surviving cars.

-----

The J3 was produced as a "super-sports" model, intended to enable the enthusiastic driver to take part in many types of competition with some hope of success whilst, at the same time, having a car suitable for normal road use and fast touring.

-----

22 cars were built between November 1932 & July 1933.

The comparative prices quoted by the works in October 1932 were -

J1 - £220.0s.	J3 - £299.10s.
J2 - £199.10s.	J4 - £445. 0s.

Thus it can be seen that, as would be expected, that a J3 was much closer in price to a J2 than to a J4. Many people have, however, dismissed the J3 as being "just a blown J2". Whilst this statement is factually indisputable, the list of successes achieved by the model in standard and modified form in Europe and Australia, prove that the car was excellent value for money, and a sound basis for constructing a more extreme competition car. Many were converted into single seaters, and provided the engines were carefully assembled, the stout "bent wire" short stroke cranks proved remarkably strong, very few ever breaking.

In May 1933, "Motor Sport" carried out a road test on the works car used for the Class H 12 24 hour records, and subsequently at Le Mans. This car was apparently "properly put together" but otherwise standard; apart from a reserve oil tank and fuller instrumentation. The testers recorded a top speed at 90 mph, with a 0-60 mph time of around 16 seconds, and were very impressed.

There were many minor differences between the J3 and a J2 apart from the obvious items such as the blower, front apron, boost gauge and oil feeds. These included the final drive ratio, speedo/rev.counter, under bonnet fairings, firewall layout, compression ratio, road spring specification, and (in some cases) a fan assembly.

Many people have expressed surprise (and even disbelief) that a special manual was produced for the cars. However, to prove the point, the title page of my copy is reproduced here.

The following list is composed of all the known surviving cars THAT HAVE BEEN AUTHENTICATED, and all the information is correct to the best of my knowledge. Entries are given in alphabetical order of the present owner's names.

**1) ATHERTON, Bill. Victoria, AUSTRALIA.**

Car originally owned by Castleton Knight. Colour White. Imported to Australia in about 1935 by G. Martin. Being restored, but running gear & chassis only survive.

**2) BEER, Malcolm. Huntingdon, ENGLAND.**

Originally owned by D. Harrison (1933! & S. Lomax (1938). 1st J3 built. Colour Primrose and Black. Completed at works 3/11/32. In 1958 car had single seat body (now on John Goodacres PA). Tony Merrick converted it to larger chassis and "proper" suspension from I.F.S., and fitted present single seat body from the A. R. Samuelson "Q" now owned by Roger Daniell. Fitted with 12" brakes and Marshall blower. Raced by Malcolm Beer in early sixties. Won Mary Harris Trophy in 1964 at 61.56 mph. Not active of late.

**3. BRINKMANN, John. California, U.S.A.**

Originally owned by Hugh Hamilton then Countess Pamela May from 1933. She took it to Germany where she then lived. Bosch electrics (still intact today) were fitted, and car used throughout Europe in rallies, covering 50,000 miles by the time it was sold in 1938. Car serviced by Bobby Krausch's mechanic in Munich, and returned yearly to Thompson & Taylor's for overhaul. Won class on each occasion entered in Paris/St. Raphael rally. Powerplus blower replaced by Marshall in 1935 or 36. Car discovered on used car lot in U.S.A. having arrived there by way of France & Mexico! Fitted with twin Solex carbs when found. Now being totally restored by owner, who reports crank still unground.

**4. CHURCHER, Nev. Hampshire, ENGLAND.**

Originally owned by Miss E. Watson of Pargnton, Devon. Two-tone grey colour scheme. Last J3 built, completed at works 27/1/33, and fitted flared wings and many extras. Extensively used in trials and sprints 1934-36. Travelled to U.S.A. on "Queen Mary" in 1947, returned with then owner on "Queen Elizabeth" in 1953. Had at least 22 owners (between 1933/1968!). Reg.No. OD6791 (Nov. 1933), but works records show JO8153 - can anyone explain this? Complete and original down to block, rocker cover plate, manual etc. Gordon Allen counter balanced crank replaces original (which is now being fitted to C type "Hoodoo" in S. Africa by Vic Ayson to get this car back on the road.)

**5. DALTON, John. Victoria, AUSTRALIA.**

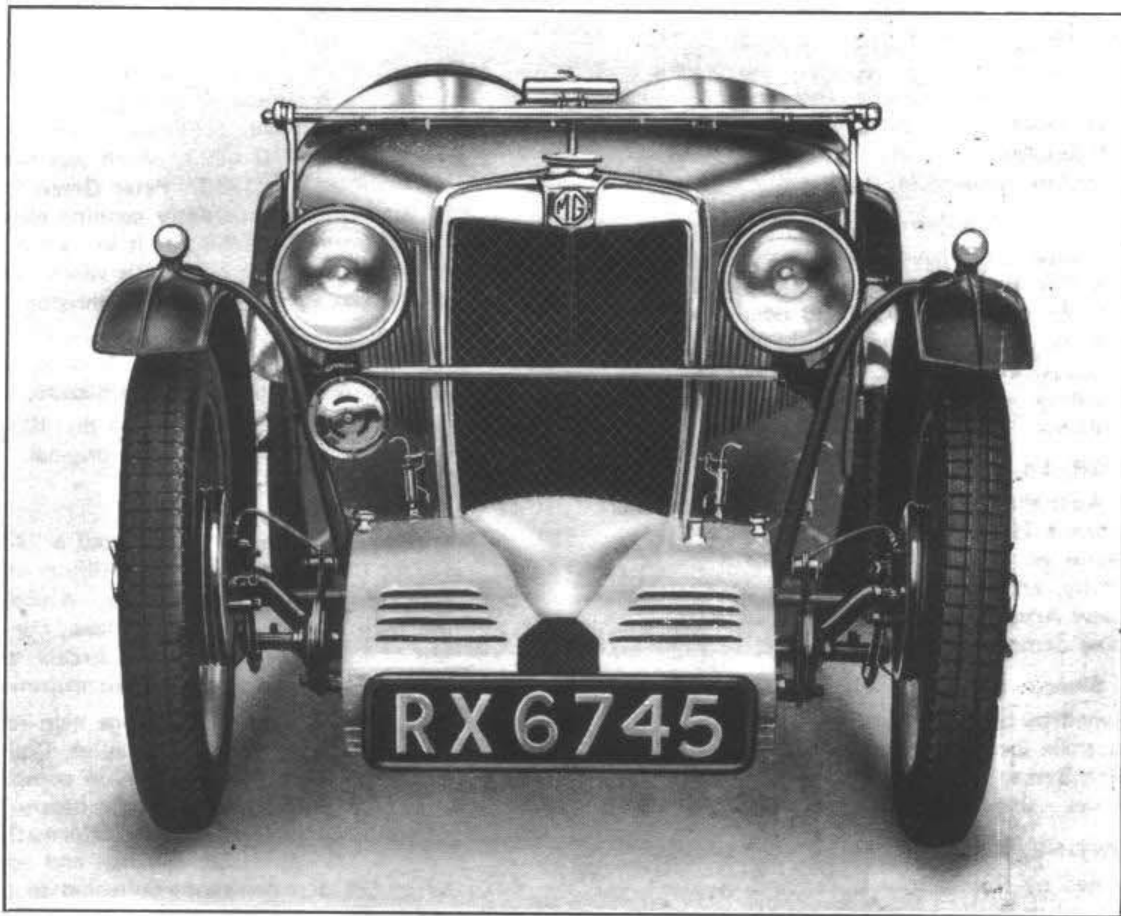
Originally owned by University Motors, original colour Blue. Recently found without body, but chassis and mechanics complete. Being rebuilt.

**6. DICKIE, J. W. Middlesex, ENGLAND.**

Originally owned by Platt (1932) and Hands (1939). Driven in 1933 Monte Carlo Rally by W. T. Platt and A. W. Archer. Converted to light timber framed single seater, used for sand racing at Southport. Looked after in '50's by Sam Bailey in Portsmouth, and ran by Geoff Coles at Brighton and elsewhere. Dismantled

# The Manual of the M.G. Midget

(Supercharged J 3)



The M.G. Midget Supercharged Model J3 Two-Seater.

The first thing that the owner will want to know concerning his Car will be the various lubricants that are recommended by the makers and the points of the chassis that require attention. The engine oil filler is situated on the off side of the engine alongside which there is a dip stick. **Under no circumstances should the Car be driven fast on the lower gears or exceeding 35 miles an hour on top gear during the first 500 miles, and upper cylinder lubricant at the rate of  $\frac{1}{2}$ -oz. per 2 gallons must be mixed with the petrol to lubricate the Supercharger.** At the end of this period the engine oil should be drained and the base chamber refilled with new oil. The oil filter which will be referred to later should be removed and washed out with petrol, this should be again attended to after the first 1,000 miles and every subsequent 1,000 miles.

It is inadvisable to run a cold engine fast until the oil has had an opportunity of circulating and warming up sufficiently in order to circulate freely through the oil passage ways throughout the engine. The pump is called upon to suck from the base chamber or sump, oil which has become thick with standing, particularly in cold weather. It may be noticed that the oil gauge will show that the pressure drops as the speed increases if the

but complete.

**7) FAGERBERG, P. G., SWEDEN.**

Originally owned by P. S. Ashton, colour red. Owned in '60s by Mrs. R. Smith of Southampton, who sold it to present owner in 1969 for £27.10 shills!!! The car was complete, the only non original items being J1 engine/J4 fillers. A Bargain?

**8) HILEY, Rod. Brisbane, AUSTRALIA.**

Owned by M.G. Car Co./George Eyston, colour green (of course). Used for 12/24 hour records at Manthery, Dec. 1932. Subsequently raced at Le Mans by Herdy and Parker in 1933. Exported to Australia mid '30s. Fitted factory "extras", including J4 instruments, oil reserve tank, hand air pump. Ex-Bucknell & Passmore. Complete and original as at time of records, and undergoing total rebuild.

**9) SANTOS, Al. California, U.S.A.,**

Originally salonette (must have been a bit noisy), and owned by Coulinshaw. Colour Black/Green. Car broken up pre-war, but chassis and documents, body from J4004, and PB mechanics and brakes exported to U.S.A. in early '50s. Undergoing rebuild incorporating parts mentioned above and Marshall 75 blower.

**10) TAYLOR, Ed. Victoria, AUSTRALIA.**

Exported to Australia in mid '30s. Raced with success in S.Australia 1936-1939. Dismantled in early 50's. Ed Taylor worked in this country for a couple of years recently, and returned laden with parts, including a new Arnott blower. Car very original, and undergoing complete rebuild.

**11) TJIO, Siong. Victoria, AUSTRALIA.**

Originally owned by Strong; colour green. Imported Australia October 1934. Raced extensively by Hugh Syme. Now fitted S.U.s and hydraulic brakes. Undergoing complete rebuild.

**12) VALENTINE, R. C. Yorkshire, ENGLAND.**

Originally owned by Remo/Robson, colour white. Complete and substantially original apart from lack of blower. Not heard of for some years now.

Thus 13 cars are known to have survived distributed as follows :-

ENGLAND	5
AUSTRALIA	5
U.S.A.	2
SWEDEN	1
TOTAL:	<u>13</u>

Of the 8 cars not in the schedules, 3 are presumed in Australia (as 8 were imported in total). 2 were exported to Germany in 1933, and 1 further car is almost certainly in Switzerland. This makes a total of 18, thus a maximum of 4 cars COULD still be in this country. A Mr. K. Richardson is rumoured to have a car - at least it has a 750cc engine. The late Mr. R. C. Hill owned a J3 registered YG 4293, which was for sale in "Motor Sport" in 1953. Peter Green has a car, which carries an apparently genuine chassis plate, but it may be that this car is in fact a J2, as I worked on it in the early '60s when owned and registered as such by Michael Johnston.

**13) A. N. OTHER. Cheshire, ENGLAND.**

This car, recently discovered is the 1933 Alpine Trial Car. It is complete and original.

If you DO find or get offered a "J3" PLEASE contact Colin Butchers, Mike Allison or myself before parting with any money. Although on the face of it a J3 seems easy to fake, the knowledge held of the other cars is considerable, and could save you much anguish/loss/embarrassment.

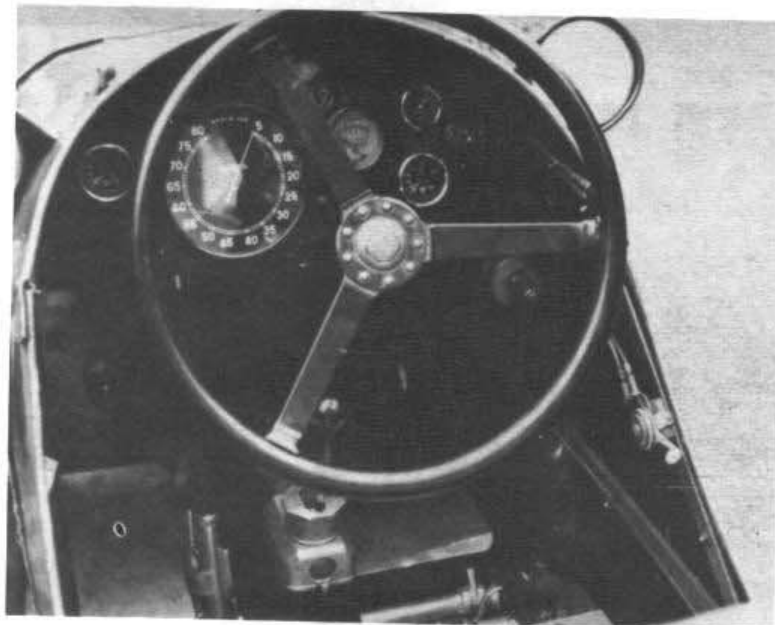
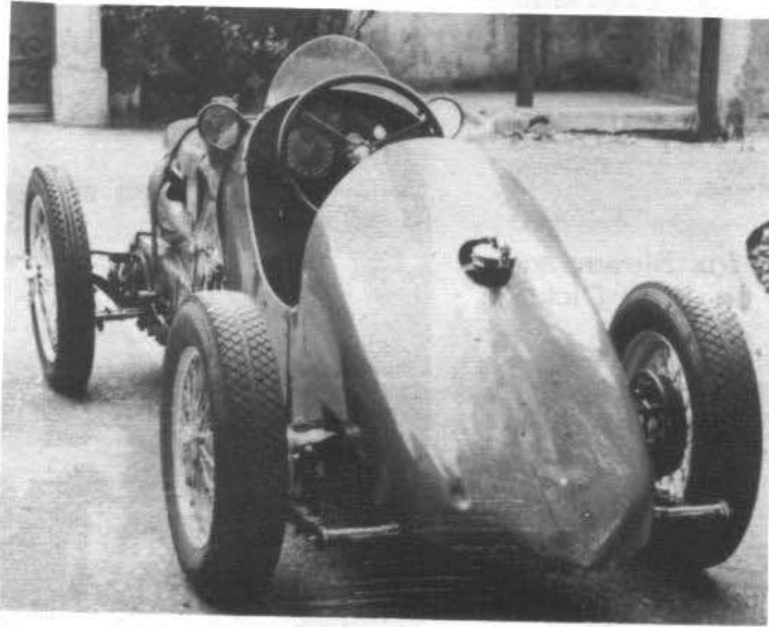
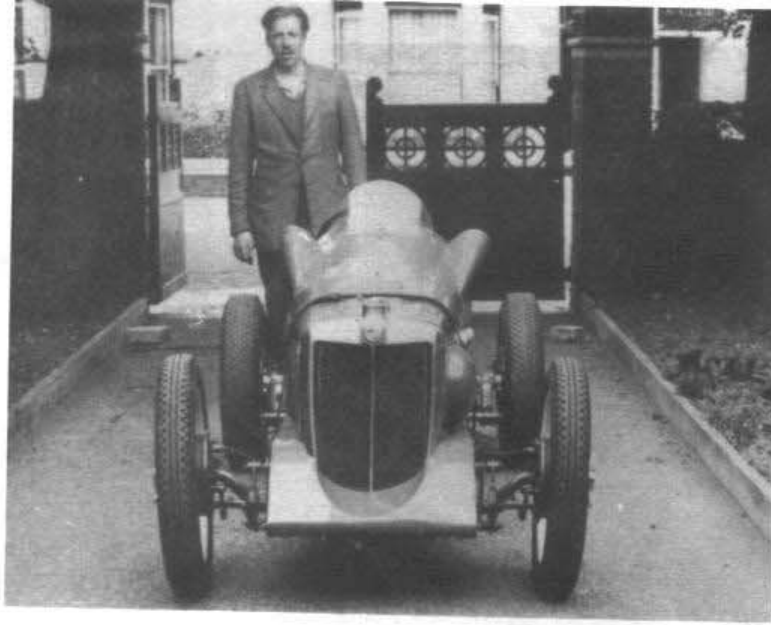
I would like to acknowledge help received from John Brinkmann, Ed. Taylor, Colin Butchers, Mike Allison and many others in compiling this article, and would be extremely happy to receive criticisms, corrections, further information, or any other help in up-dating this list, and adding to the 40 or so photographs collected to date.

NEV CHURCHER.

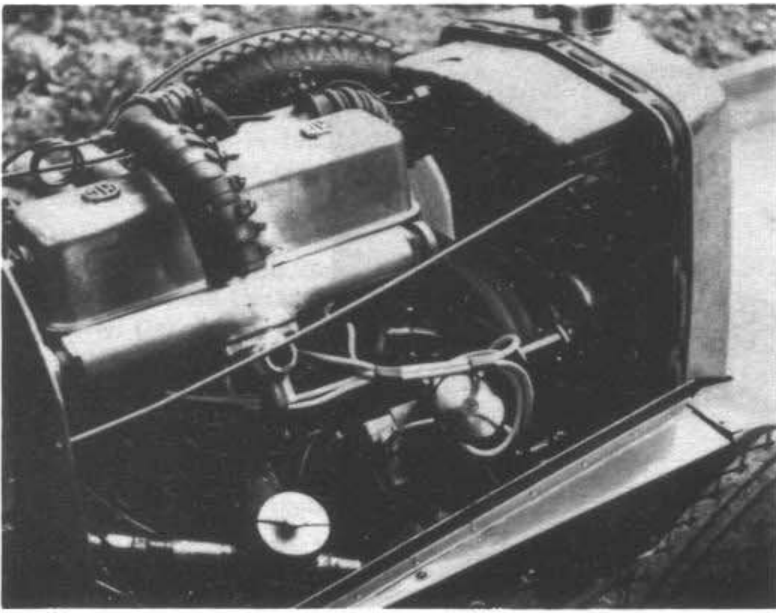


**"NEVER RACED OR RALLIED ! (?)"**  
Countess Pamela Moy in the Ex-'Hammy' Hamilton Car now being restored in California by John Brinkmann.

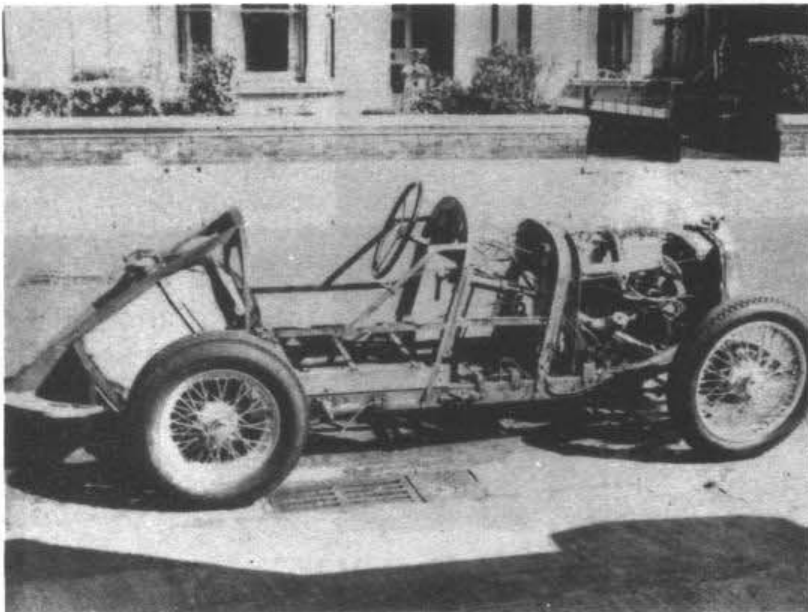
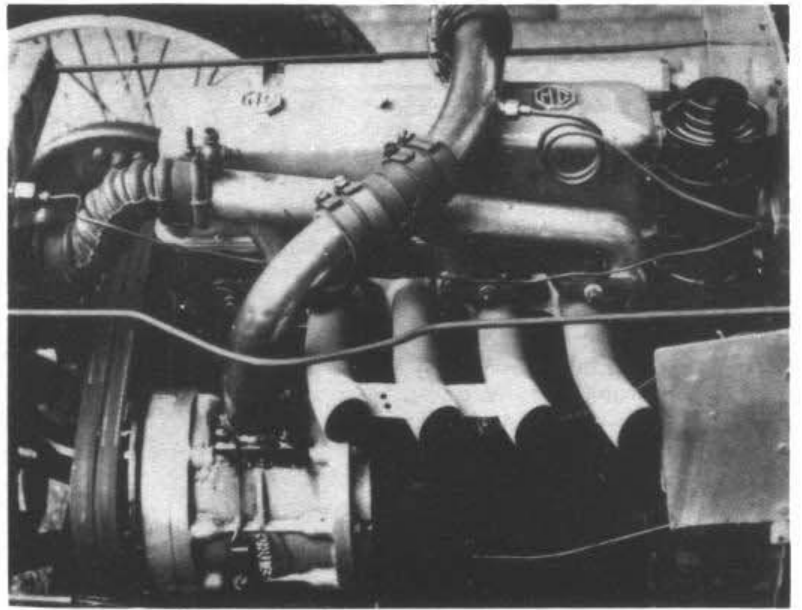




The Cockpit of J. W. Dickie's Car.



Two views of) the unorthodox Blower and Water Pump arrangements on J. W. Dickie's car - it worked.



Not quite original !



Malcolm Beer's very attractive single seater at Silverstone in the early Sixties. This was the prototype J3.

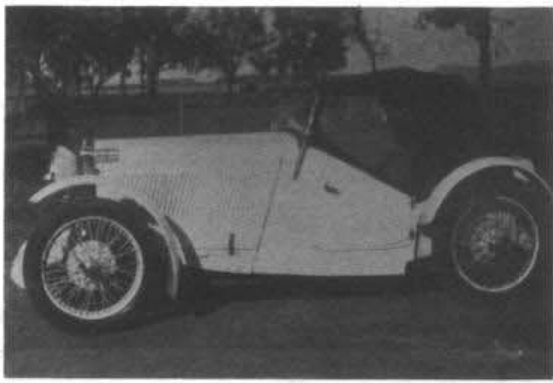


Mr. F. C. Hill in his J3 winning a Gold Medal in the Lands End Trial in 1951 or 1952 - does any one know if this car still exists ?

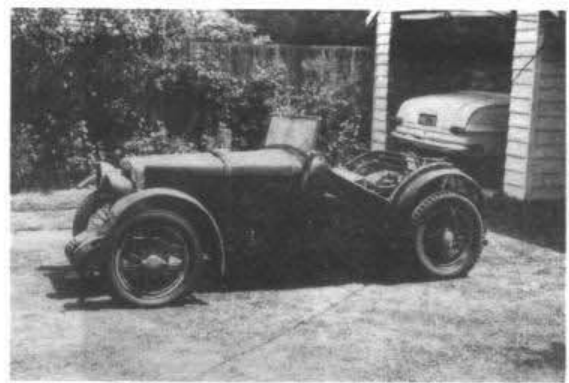


Well wrapped up ! Miss E. Watson and passenger going well in the 1935 Colmore Trophy Trial - note the Flared Wings. This car is now being restored by Nev Churcher.

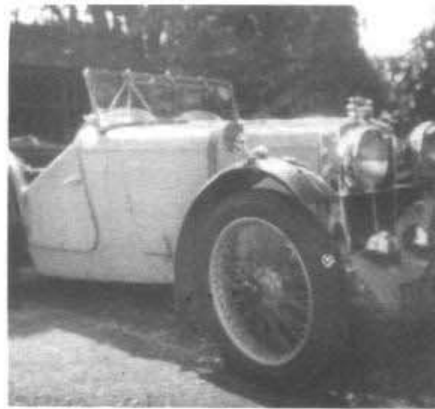
*"Photo by courtesy National Motor Museum"*



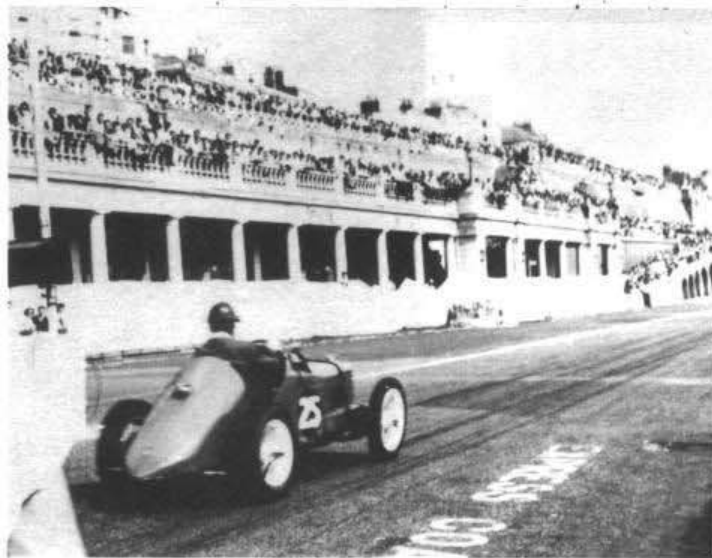
Ed. Taylor's car photographed by the then owner Mr. A. Bird in Victoria in 1943.



The Le Man/24 hour record car now being restored by Rod Hiley in Brisbane, Australia. (It looks odd in this photo due to 17" Wheels being fitted).



This is the car owned by F.G.Fagerberg. Original but for a J1 Engine and J4 Fillers, it was sold in Southampton in 1968 for £27.10s !!!



Geoff Coles sets off down Madeira Drive, Brighton, in the Single Seater now owned by J. W. Dickie (see plate 33 in F. Wilson M.C. Combs books to see what it originally looked like).



**THAT GEARBOX.....**

The E.N.V. Gearbox fitted to the C type Midget, J4 Midget and 12/70 Magnas has drawn considerable comment in its time. The mechanical details are similar though the method of engine support differs: the midgets sat on a gearbox X tube whilst on the Magna it hung on the back of the engine. There are two sets of ratios and I am informed that they are not transferable.

The box used on the C type midget was modified after seizure during and after its competition debut in the '31 Racing season. A plain bearing was replaced by a needle roller. The J4 is advertised as being available only with this box but the brochure clearly shows a preselector Wilson Box - did they get to the public in this form? It is also known that the early F types had the X tube racing box, the workshop manual and pictures of the prototype clearly show this, and the box I have come out of F0256, owned by Eric Taylor. It has the number 103 so that must mean at least that number of them somewhere.

The non - X tube box fitted to the bulk of the 1,250 F Magnas produced is a delightful box and the change from top to third is remarked on by 'Blower' in his article about using an F type. For those who have not used it the change is the 'wrong way round' compared to all other MMM Gearboxes.

However, the works was not so pleased about the box as shown by the following works Service Information Sheets. It is particularly interesting to note the clutch oiling problems - is this the cause rather than engine oil?

A last point about the E.N.V. Box is that it was used on certain pre-war A.C. cars - identical except the lack of the M.G. Motif.

**SERVICE INFORMATION No. 1**

The M.G. Magna.

Date of Issue January 1932

**CONCERNING OIL LEAKAGE INTO CLUTCH HOUSING.**

With reference to complaints which have been received the leakage of oil into the Clutch Housing.

The illustrations show the Gearbox Front Cover and the First Motion Shaft, and the modifications which are required, in each instance in order to prevent a recurrence of such trouble. In addition to this it will be necessary also to clean or reline the Clutch as required, and fit a stronger type of Clutch Spring, of which Service Stores have a supply, and which are painted blue to avoid mistake.

Points in connection with these modifications are as enumerated below.

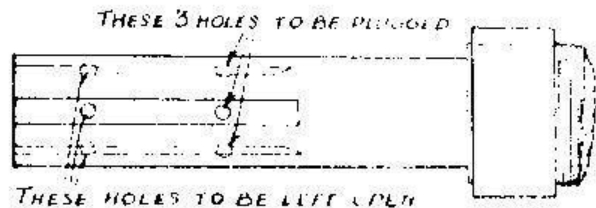
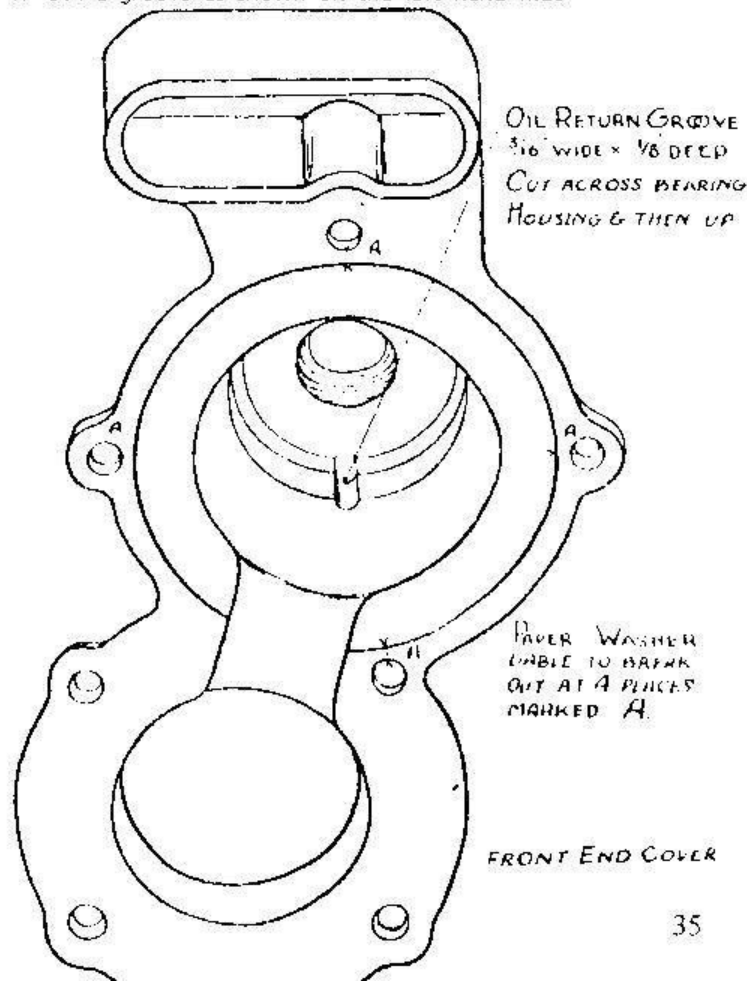
1. Cut a groove as shown on the left hand illus-

tration, in the lower portion of the Bearing Housing in the Front Cover.

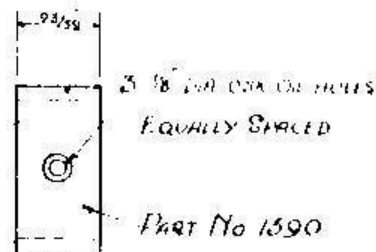
2. Fit a collar over the shoulder of the First Motion Shaft shown in the right hand illustration to restrict the amount of oil fed to the Splines.
3. Plug the three rear holes in First Motion Shaft where shown.
4. When reassembling the Front Cover care should be taken not to break the Gasket round the stud holes, as a leakage will occur at these points if such is the case. It is advisable to cut the holes in the Gasket on the small side so that they form a good seal at the points marked A.

It should be noted that these modifications are being made on all Magna Units now being assembled at this Works.

Stronger springs, and the collars mentioned, may be obtained from the Works.



PART VIEW OF 1<sup>ST</sup> MOTION SHAFT



COLLAR

TO BE A FREE FIT ON SHAFT

**SERVICE INFORMATION No. 4**

**The M.G. Magna**

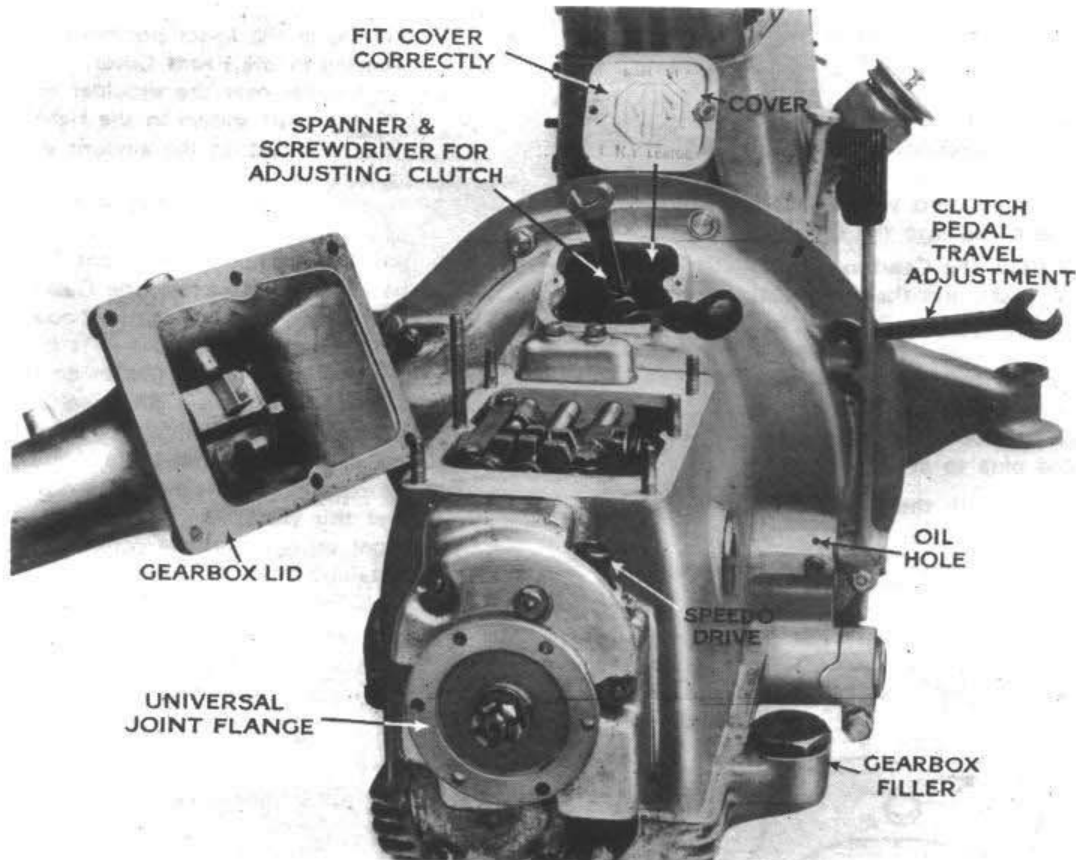
**Date of Issue January 1932**

**REMEDY FOR STIFFNESS IN CHANGE SPEED MECHANISM.**

With regard to the Magna four-speed box, it has been observed that the change speed lever becomes stiff after some use, resulting in difficulty to move the lever through the gate. This is due to the fact that the forks on the change speed rods have moved slightly, causing the slots on the

forks to become out of alignment when the gears are in the neutral position, thus impeding the free passage of the selector lever. This can be remedied by loosening the pinch screws on the change speed forks and moving the forks back into line.

The accompanying illustration shows the change speed forks as they should be in correct alignment.



**SERVICE INFORMATION No. 14.**

**The M.G. Magna.**

**Date of Issue January 1932**

**AEROSHELL IN GEARBOX.**

It should be noted that all Gearboxes on Magnas now leaving this Factory are being filled with AeroShell in preference to ordinary Gear Oil.

This is due to the fact that not only is it more suitable, but it further improves starting from

cold, owing to the decreased resistance in the Gearbox.

The use of this oil should therefore be generally recommended, especially in such cases where Cars were delivered prior to the modifications now being made to the Gearbox and First Motion Shaft, to prevent the leakage of oil into the Clutch Housing.

**SERVICE INFORMATION No. 25.**

The M.G. Magna

Date of Issue March 1932.

**CONCERNING MODIFICATIONS TO FOUR SPEED GEARBOX.**

With reference to Service Information No. 1 relative to the above, the following points should be observed in connection with the procedure which has been adopted, in order to provide a means of distinction to Boxes on which these alterations have already been made.

**BOXES MODIFIED BY SUPPLIERS.** - All the necessary modifications have been carried out on

sequence it is not possible to specify the Serial Number of the Box on which such an operation commenced.

It should be noted, however, that all Boxes so modified have been stamped with the letter 'M', which will be found marked on the same face of the Gearbox on which the Serial Number is shown. all Boxes now being received, commencing at Serial Number 522.

**BOXES MODIFIED AT THIS WORKS PRIOR TO THE ABOVE.** - Owing to the fact that Gearboxes are not fitted to Engines in correct numerical

**SERVICE INFORMATION No. 26.**

The M.G. Magna

Date of Issue March 1932.

**MODIFICATION TO FOUR SPEED GEARBOX.**

With reference to Service Instruction Number 1 detailing modifications to the First Motion Shaft and Gearbox Front Cover in order to prevent an Oil Leakage into the Clutch Housing.

Experience has shown that in some of the cases in which this procedure has been adopted the result has not proved to be wholly satisfactory.

As a result of careful tests which have been made, it has been found that the Layshaft Front End Roller Bearing acts as a pump in some Gearboxes more than others and prevents a proper drainage of the Front End Cover when the oil is cold.

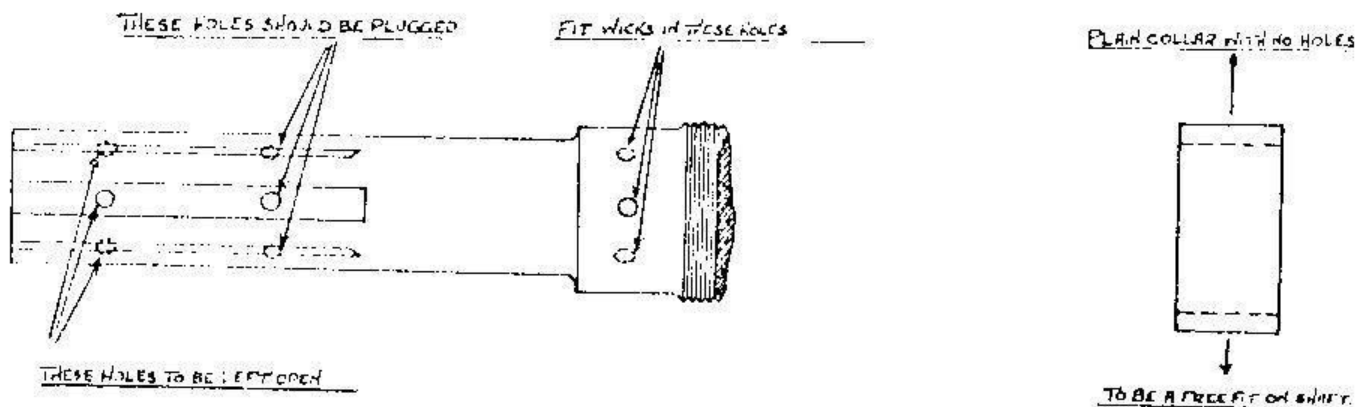
This can be definitely cured by replacing the Col-

lar on the First Motion Shaft, Part Number 1590, by one of similar dimensions, but in which there are no oil holes.

At the same time the three holes in the First Motion Shaft which are directly under the Collar should be plugged with three small wicks  $3/32"$  dia. which act in the capacity of an oil restrictor.

It is pointed out that these modifications do not apply to the Gearboxes as now fitted with the single row of holes in the First Motion Shaft, but only in cases when required where the modifications have been made to Gearboxes in accordance with Service Instruction No. 1.

The accompanying illustrations show the holes in the Shaft which should be plugged and those to be fitted with wick, also the new type of Collar.



## PERFORMANCE OF STANDARD M.G.'s.

For a short time I was fortunate enough to have access to a full size wind tunnel. From this I derived performance figures for the standard body shape M.G. The drag coefficient was measured using my TC as a representative shape. The tests were performed with the fully equipped flared wing body with the screen up. From the J2 onwards this has been the classic MG shape so that it is a matter of simple scaling to compare the smaller frontal area of the J and P with the K, N and T.

For the mathematically minded it can be shown that power required to propel a car consists of wind resistance and rolling resistance

$$HP = C_d A V^3 + k.WV^2$$

where  $C_d$  is the drag coefficient  
 $A$  is frontal area in sq.ft.  
 $V$  is velocity in MPH  
 $W$  is weight in lbs.  
 $k$  is rolling coefficient.

Thus knowing the power output and power required it is possible to predict the attainable speed of a car on a level road. It is widely quoted that prewar sports cars have a  $C_d$  of between .6 and .8 which are pretty wide limits. In the event the MG was found to be  $C_d = .72$ .

The table 1 below shows the maximum road test speeds achieved by various models and the power required to achieve them, also shown is the manufacturers quoted power output. I have also calculated the power required to push a standard shape up to 100 MPH.

M.G. Type	Quoted Road test Speed MPH	Wind Resistance BHP	Rolling resistance BHP	Manufacturers Output BHP.
M	65	20	7.6	27
J	72	24	9.3	33
PA	74	26.5	9.8	36
PB	76	29	10.3	39
TA	80	38.5	11.5	50
TB	82	42	12.1	54
TC	82	42	12.1	54
TD	85	44	13.0	57
TF1500	87	49	14.0	63
	100	79	18.0	= 97

If this is studied you can see that the MMM cars achieve a slightly higher speed than a T would with the same power. This is purely and simply due to a smaller frontal area.

An increase in speed of 5% at maximum leaves a designer with three choices -

- a) A frontal area reduction of 5%
- b) A reduction of drag coefficient of 5%
- c) A power increase of some 16%

Frontal area and drag resistance are far more rewarding, the ultimate effect being something like EX181.

Frontal area reduction can be achieved by folding the screen flat, removing the headlamps. Drag is reduced by the same actions because the shape becomes much cleaner. Further reduction in drag can be effected by use of an undertray, a tonneau cover or a Monthery cowl and fitting cycle wings.

The car also benefits in greater acceleration although the significant factor here is weight and this is the reason everything possible is jettisoned when racing. Acceleration is where power to weight ratio really pays off and large power increases are then beneficial. I have drawn up table 2 from contemporary road test reports, the cars listed were all production cars which could be purchased without special order. I regret that the racing models have no figures to compare with standard cars.



Model	Year	Output BHP	Weight	SS ¼ mile	0-60MPH	Speed acclr. MPH
M	1929	20 at 4000	10 cwt	- seconds	45 secs	65
C	1931	60 at 6000	12 cwt	"		
D	1931	27 at 4500	13 cwt	35 "		
J2	1932	36 at 5500	13 cwt	29.3 "		72
J3	1932	45 at 5500	13 cwt 1 qtr.	"		
J4	1932	75 at 7200	13 cwt	"		
PA	1934	36 at 5500	14 cwt 3 qtr.	25 "	32.5	74
PB	1935	43 at 5500	14 cwt 3 qtr.	23.4 "	27.4	78
QA	1935	113 at 7200	cwt	"		
RA	1935	113 at 7200	cwt	"		
TA	1936	45 at 4500	15 cwt 3 qtr.	22.5 "	23.1	80
TB	1939	54 at 5200	15 cwt 2 qtr.	21.5 "	21.0	80
TC	1946	54 at 5200	15 cwt 2 qtr.	21.5 "	21.0	82
TD	1951	54 at 5200	17 cwt qtr.	23.2 "	23.6	82
TF	1953	57 at 5500	17 cwt qtr.	23.0 "	23.0	85
TF	1954	63 at 5500	17 cwt qtr.	"		
Midget 948	1961	46 at 5500	12 cwt qtr.	21.6 "	18.3	
" 1095	1964	59 at 5500	13 cwt qtr.	19.7 "	13.9	

The fact that these cars are the mainstay of the registers and probably are used as cheap, reliable daily transport, tends to be forgotten in the MMM competition enthusiasts mind. The owners may not be competition minded and not want to modify a car purely for racing. These cars are much tougher than you think and are not in the least temperamental in standard form. I seem to remember hearing many times, that "MG are famous for what they can be made to do, not what they actually do." This is very true and serves to indicate the reserve of strength built into its components. I offer this article as food for go faster thoughts for the standard owner.

ALAN SCOTT.

## EDITORIAL WAFFLE

To those of you who expected another 'bite of history' in the middle I apologise, and to those who sent the copy my thanks. I hope that the items will spur others to emulate the contributors. (I hope emulate is not derived from the bird that hides its head in the sand?)

Thanks also to those who contributed pictures, notably Piers Hubbard and Ron Cover.

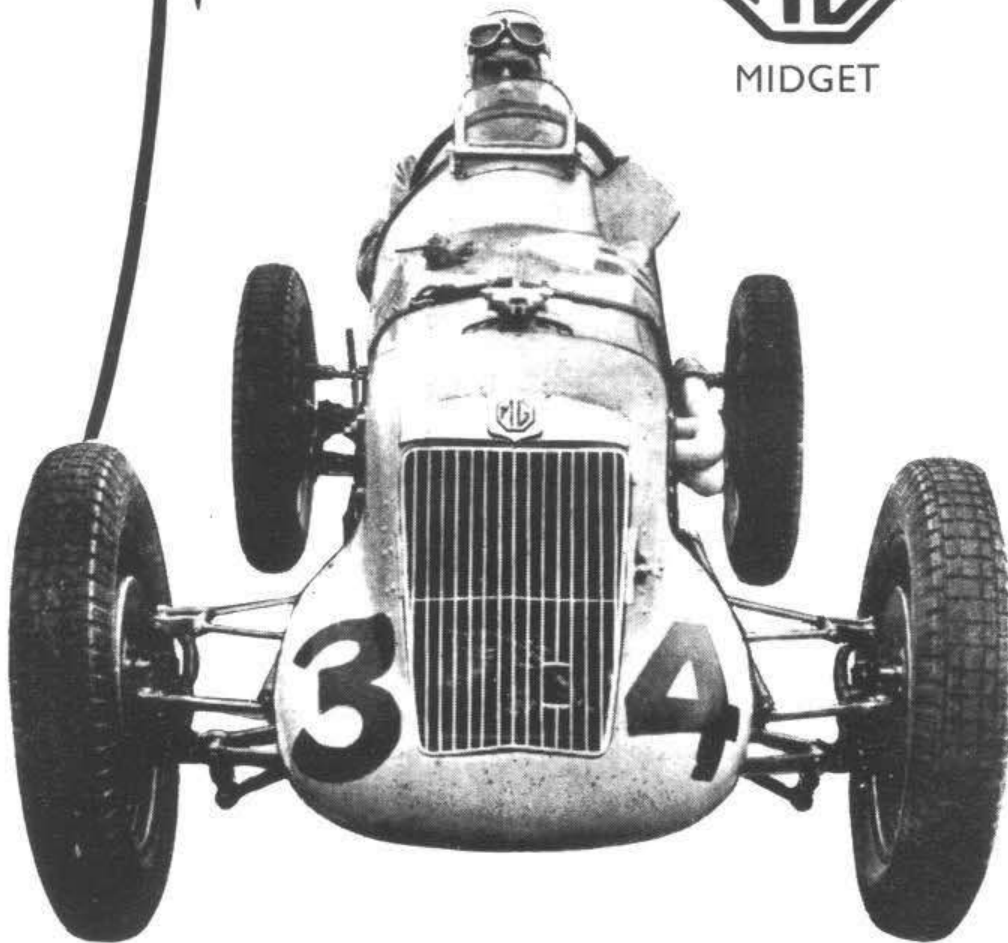
Any members having information on the various models covered this year can send this to me and I will forward it to the appropriate historian.

BARRY T. FOSTER.

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