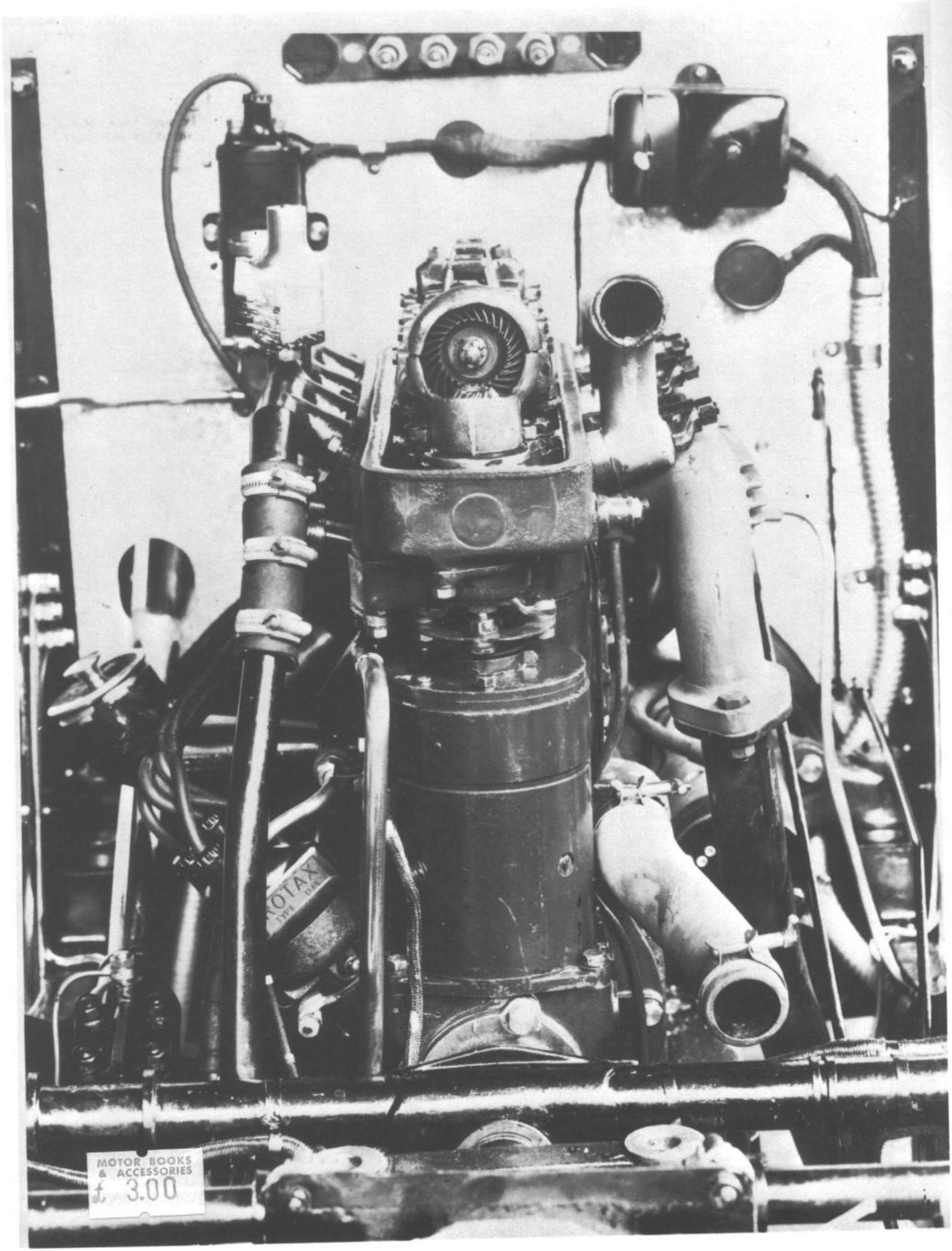
TRIPLE-M REGISTER YEARBOOK 1977



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

1977

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Cover Picture: Colin Tieche and his J 4 in [illegible].

Inside cover: Works photograph of the J 3 Engine and [illegible].

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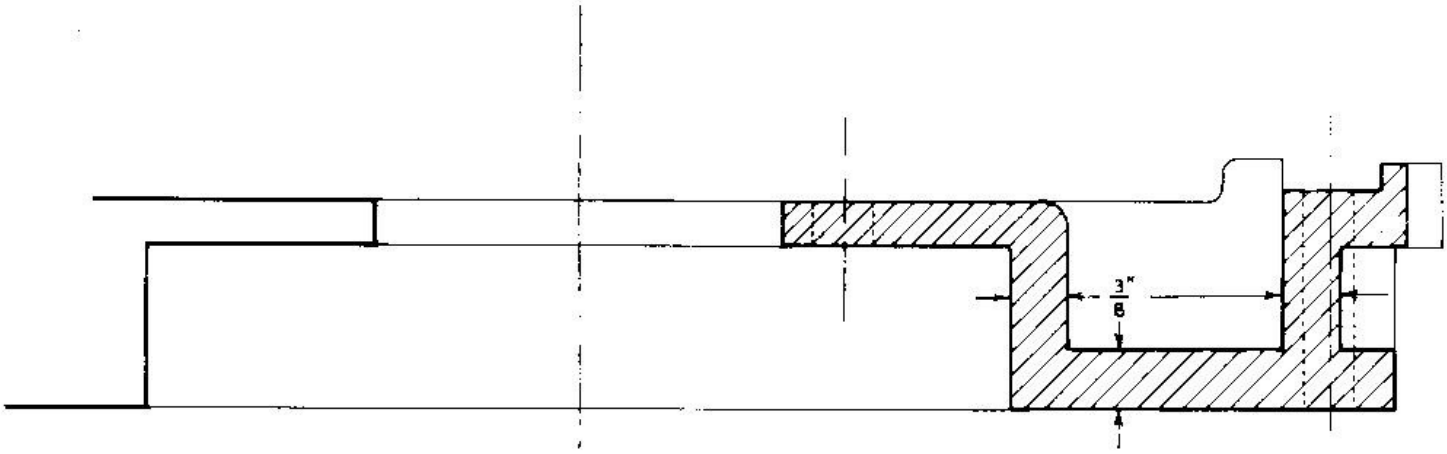


MG PA & PB
METHOD OF REDUCING FLYWHEEL WEIGHT

P and N Flywheels

Ian Davison.

The drawing shows the shape of the flywheel which has been on the engine of my P type for a couple of years. I worked out the shape by combining the method shown in the 1973 year book with that of another flywheel of mine which had been lightened in another way. The weight is about 15lbs and there is no disadvantage in having the clutch bolts exposed over a proportion of their length, though I do think they find it rather draughty.

RULES FOR THE "CAR OF THE YEAR" AWARD 1977.

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 7th January, 1978.

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.

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 overall 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.

WE DID IT IN AN M TYPE

It was in August 1969 that I made my appointment with History, journeying to Southampton under a cloudless sky and catching the cross channel packet by a tail light, like a latter day Phineas Fogg.

After spending the night at Cherbourg, I met my travelling companions who had arrived on the morning boat. Mike Gooch and his girlfriend Jan came in his TA, and his brother, Phil brought along my nerveless navigator, Prudence, and his own girlfriend Angie in the the only modern car, a Ford Anglia estate.

Our departure from Cherbourg was slightly marred when I ran out of petrol, but our journey to Nantes was without incident. Here we passed the night in undisturbed repose, which was fortunate, as we had to spend the following morning rebuilding the TA, which was busily undoing all its nuts and bolts. This was despite limiting ourselves to 35 mph, as both M.G.s were still being run in after their rebuilds.

Well, 35 mph is pretty dull on those long straight French roads, I can tell you, so it wasn't long before the old M was loping along at 40, then 45/50, until eventually we cruised at 55 with no apparent ill effects. Actually considering the car was carrying several hundredweight of excess baggage, this was quite a good performance.

Apart from Mike and Jan being showered with boiling water when they lost their radiator cap whilst the screen was folded down, and having to wait for them every time we came to a stretch of pave, (due to the TA not having the sophisticated suspension arrangements of the M type) we had an enjoyable run down to Valladolid which is half way down Spain on the offside.

Here disaster struck, the horrible roads which had left my own steed unscathed, fractured a shock absorber mounting on the TA. It took some time to locate the trouble due to all the other rattles, but we found it and had it welded and it broke again on the way back to the campsite. So we removed the whole shockabsorber and found the ride was much improved.

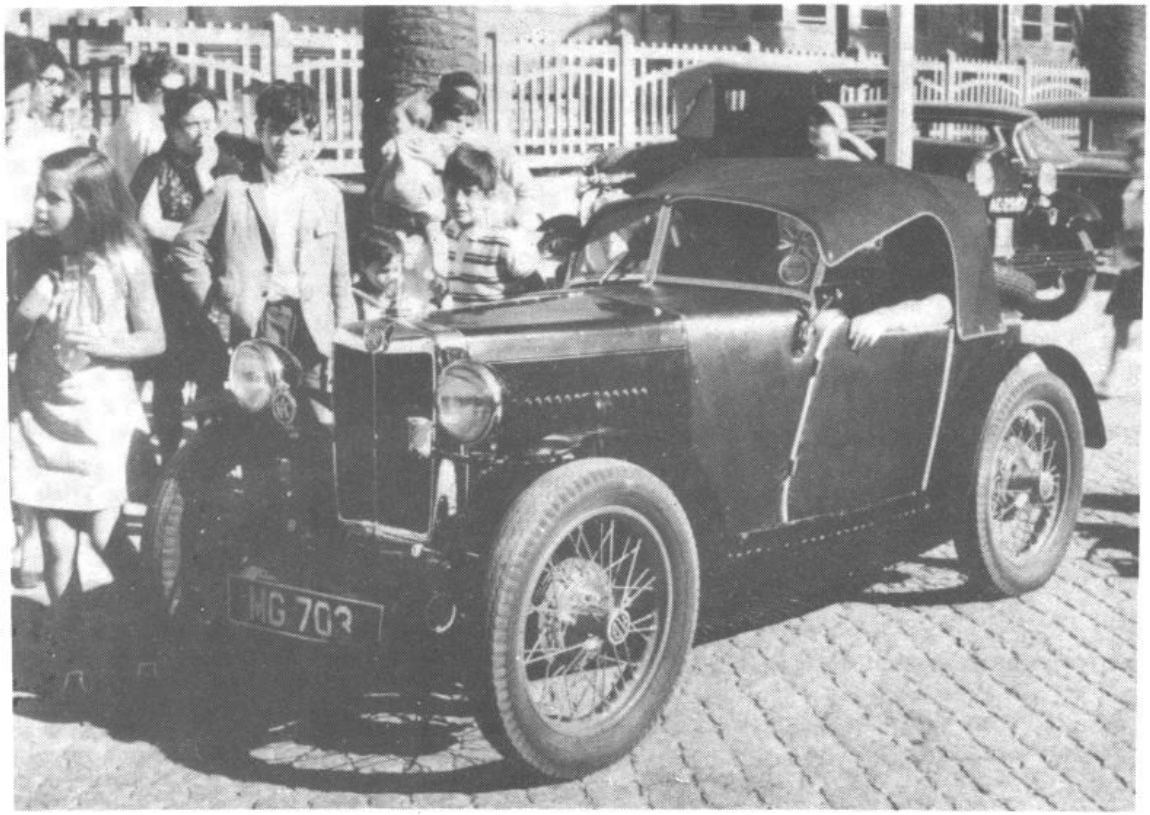
On we went, and it wasn't very long before the Ford decided to show what it was made of by breaking a pulley wheel, part of which made a hole in the radiator on its way to an adjoining field. By a stroke of luck, the all girl search party found the missing bit, so we were able to cobble it all together and get going again.

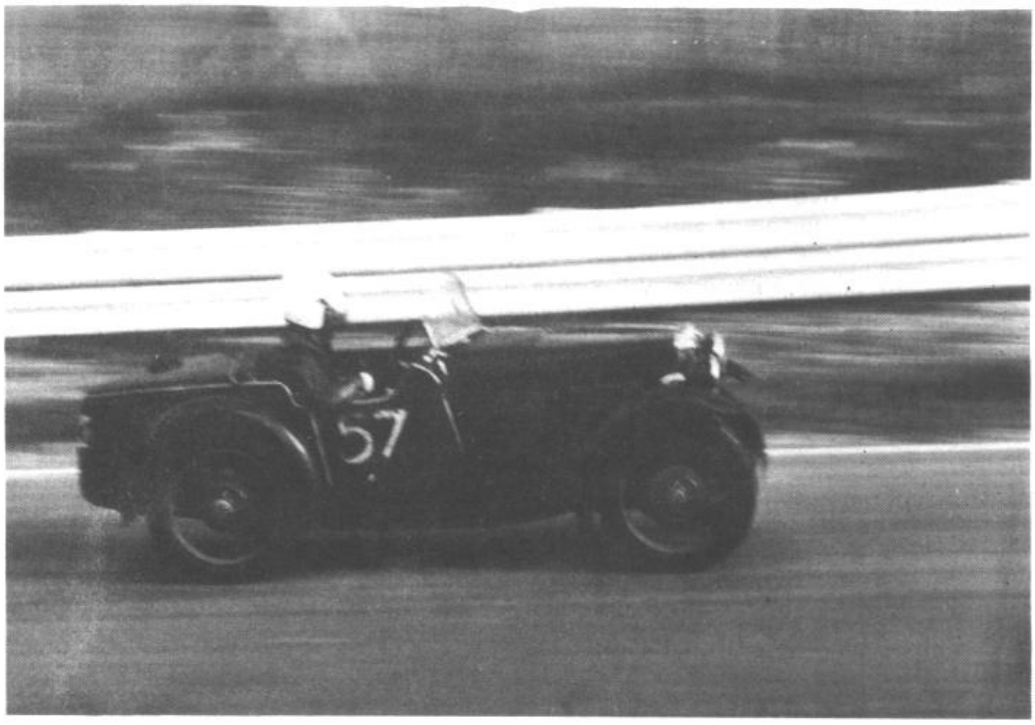
At the Portugese border at Vilar Formoso I wondered if I was going to be arrested, because the Customs official thought it very suspicious that I should have an MG number plate on an MG, don't ask me why.

The road from there to Porto is rather exhausting, not a straight bit for about 200 miles, everlasting tight bends and sickening drops, and Prudence complained that I went faster when the drop was on her side than when it was on mine, and halfway through this, in the middle of nowhere, with night falling, the TA wiring loom burst into flames.

There was a certain amount of frenzied activity for some minutes, then Mike started to rewire the whole lighting system, while we had tea. The cause found to be the spare wheel rubbing through a tail-light wire.

We arrived in Porto rather late that night, but we were pleased to arrive at all as we felt that it was something of an achievement in itself. The next ten days or so were spent doing all the usual things that people do on holiday, and the not-so-usual, like getting roped into a Concours, run by the Antique Car Club of Portugal, but I regret to say that neither of us carried off any silverware !





..... and in action at Brands Hatch in 1976 - 2nd on Handicap.

All too soon we had to leave this beautiful and friendly country, and this time decided to take the road round the north coast of Spain. This was a mistake, as the surface was the worst we had encountered, and everyone complained about being bounced about on their sunburn.

Just before we arrived at San Sebastian the M type protested about the treatment it had been getting by blowing its head gasket. The next morning, I dug out my spare gasket, and set to work alone and unaided, with a blinding headache, while the others recovered from the drink of the night before, although I remember a grey faced Mike Gooch tottering over to lend a hand. (The head appeared to be warped but I reckoned that the new gasket would last till we got home.)

After checking that I had no extra bits left over after putting the engine back together, we returned to the business of racing with optimistic 2CVs and getting bullock dung on my arm whenever I rashly put it over the door, also discovering that oil was getting on to the clutch, so that the whole car disappeared in a cloud of smoke every time we restarted on a hill.

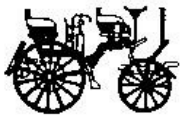
It took a couple of days to get back to Cherbourg, and in our efforts to catch an earlier boat than the one on which we had booked, I managed to persuade the speedo needle right round the clock (yes, you're quite right, it WAS downhill!) when suddenly, the road dropped about three foot, I don't like to think how far we flew, but we came down with such a crunch that even Prudence was appalled, and she'd had 3000 miles of my driving. Suffice it to say, that after that episode she made me slow down, and I was only too happy to oblige !

After missing the boat, we decided to sleep in the cars as we were already in the queue for the next ferry. A Force 8 gale was blowing, but we slept well for all that, (though you have to take the steering wheel off if you want to get comfortable) so you can do it in an MG after all.

Next day at Southampton, much to our amusement, the girl from the RAC was very surprised that we hadn't used our RAC repair vouchers, I was still laughing as I drove out of the docks - - on the wrong side of the road, of course.

IAN JUDD.

VINTAGE RESTORATIONS



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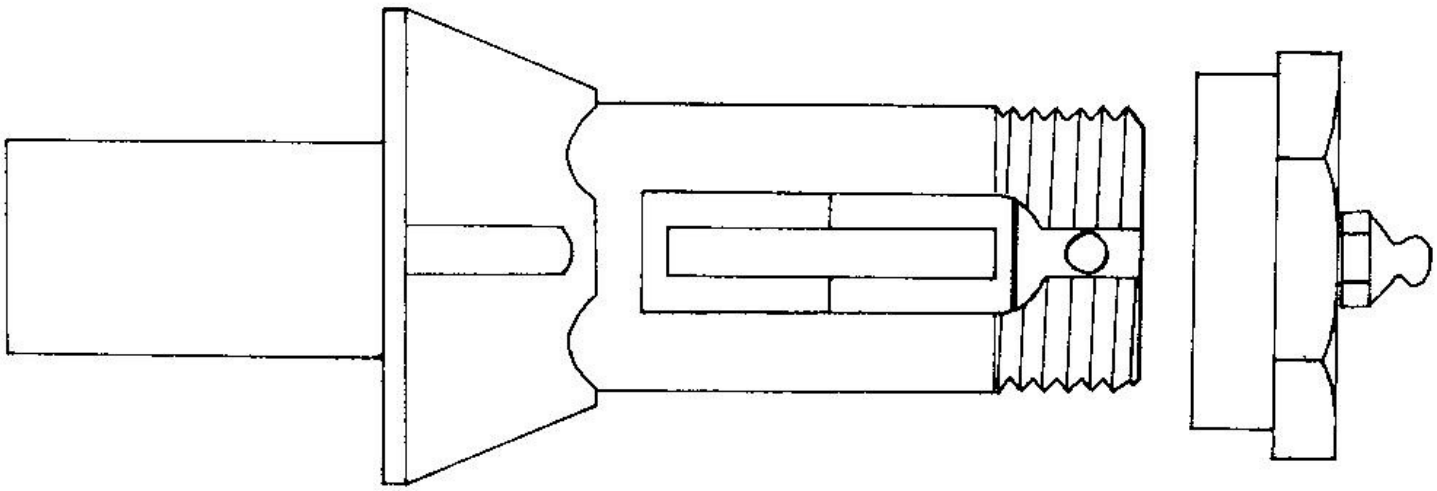
	F	**£11.60**
	K,L & N	**£12.75**

Please add V.A.T. to all except MG WORLD and send to Timberley, Linnersh Wood, Bramley, Surrey.

NEW REAR SPRING TRUNNION HOUSINGS

Rebuilding a 1934 NA, a problem arose with the renewal of the rear spring trunnions. During a previous ownership I can only assume that gross wear of the trunnions and housing had occurred, such that it was impossible to fit new bronze trunnion rollers. The solution had been one of expediency with scant regard for the future. The bottom leaf had been removed from one rear spring, cut in half, and each piece welded into the upper part of the housing, leaving the lower half of the bronze roller in place. Needless to say the fit of the main leaf sandwiched between worn bronze and leaf spring lacked precision ! Insult to injury had been added by the enthusiastic welder who succeeded in attaching one of the caps to the housing for all time !



NEW REAR SPRING TRUNNION HOUSING

FOR 1934 NA MAGNETTE

The question was how to restore this disaster without taking the chassis apart, as the trunnion housings are an integral part of the complete cross shaft, and the brazed brackets on either side of the chassis member are secured to each other by 5/16" rivets.

The solution adopted was as follows. First the complete end of the cross-shaft was cut off with a hacksaw between chassis and outer bracket, and the rivets punched out, leaving the central tube with its brackets intact.

Next the outer brackets were heated and knocked off the useless outer extensions, and cleaned up.

Two solid pieces of mild steel, 6" long and 1½" diameter were prepared to allow 4" external projection and 2" internal projection (turned down to 1 3/16" diameter) to insert into the central tube. These were machined to take the bronze rollers, distance piece, and a left hand thread cut on each (left hand thread on both sides, for reasons I am at a loss to understand in the original design). One cap was fortunately intact, together with one distance piece, but one new cap and spacer had to be made. Hydraulic grease nipples were inserted in the caps and a hole drilled through the centre of the distance piece.

Finally the brackets were brazed on, and two pins inserted through the housing for additional security. The components were then aligned and secured to the chassis with 5/16" high tensile bolts replacing the original rivets.

The end result appears to be most successful, and is, I submit, at least as strong as the original manufacture.

I am indebted to Ron Miles of Crotall Engineering of Newbury for his enthusiastic approach and high quality execution of the work.

DAVID STONE.

MG MIDGET

MAGNETTE MG MAGNA

Thanks to the support of our many regular customers at home and abroad we can again offer an even bigger and better range of MMM spares for 1977.
To accommodate our ever increasing stocks we have a new Stores and Workshop building under construction which should be completed in the Spring.

Stocks include: Brake and Speedo Cables; Hoses; Rubber Mouldings, trunnion covers, windscreen bracket and draught excluders, steering column gaiters; Pistons; Valves and Valve Springs; Clutch Springs, Linings and Spares; Camshafts; Radiator Badges, Exhaust Systems; Aero Screens; Aprons; Door Locks and Handles; Water Pumps; Oil Seals; Gaskets; Vertical Drive Spares, couplings etc. Also shock absorber reconditioning service for Andre Hartfords; roadwheels rebuilt including shot blasting and Stove Enamelling; Manifolds vitreous enamelled; Rockers rebuilt and correctly reprofiled etc., etc. In fact most things that you are likely to need when rebuilding or running a MMM car.

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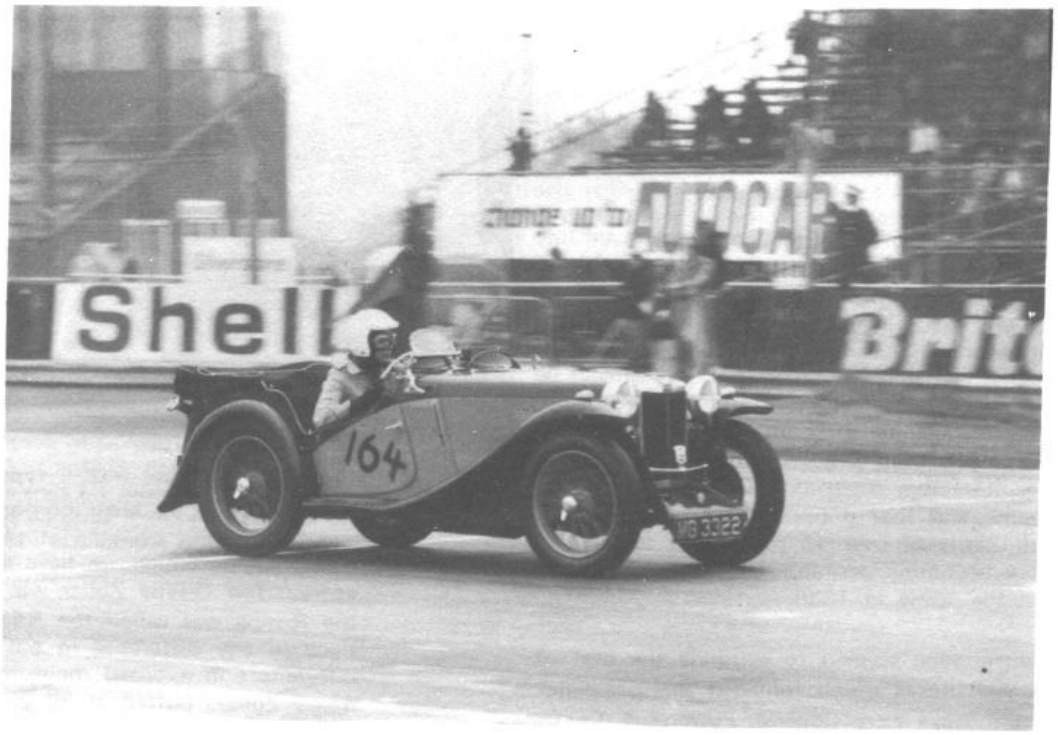
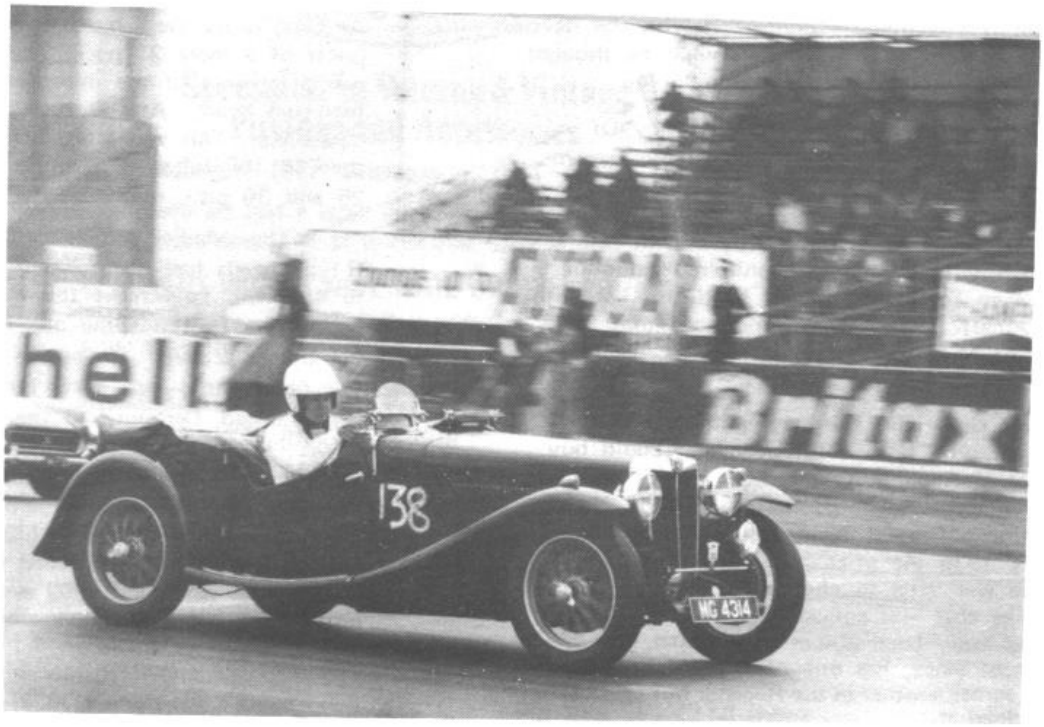


Janet Ashton in her P.A.

and

Martin Warner in his K.N.



SOME RAMBLINGS ON ZOLLER SUPERCHARGERS.

Some men find joy where chariots strain
In mad career along the plain
The dust, the flowing wheels that graze
The turning post, the victor's bays,
These fire their thoughts.

Horace Ode 1 Book 1.

Such men, if wise, specify for their racing cars ZOLLER.

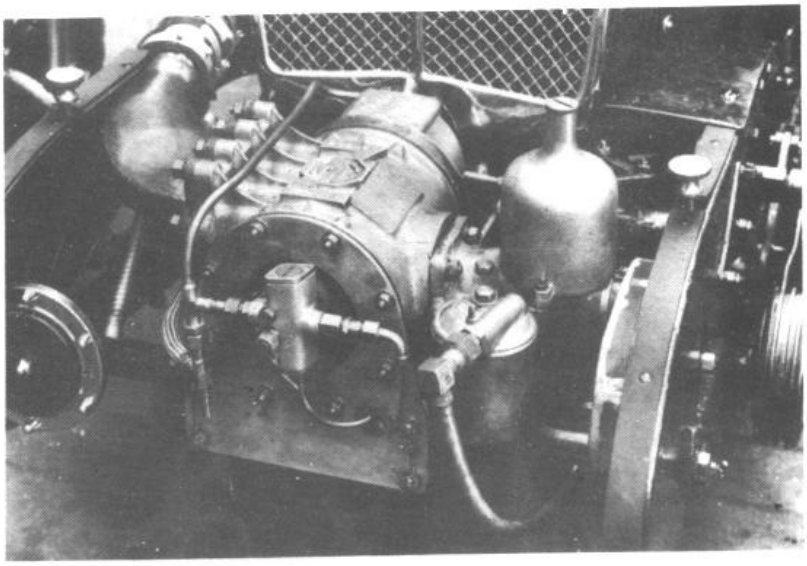
Nothing is ever exactly as you want it in engineering. When racing and sports car designers started to extract more power from their engines by supercharging they quickly found that the centrifugal blower was excellent if it could be run at constant and very high speed. That was O.K. for somewhere like Indianapolis but quite hopeless for European road racing. The rootes type was much better, it produced a good boost throughout the rev range. Its two disadvantages were that it was quite bulky and that it became increasingly inefficient at boosts of over 15 p.s.i.. And such pressures were becoming desirable by the time that M.G. entered the scene in 1930.

The eccentric vane seemed to combine the best of both worlds and makes which followed this principle in several different ways were Cozette, Powerplus, Centric, Zoller and, later, Arnott and Shorrock. Generally they were compact compared to the equivalent rootes type and could boost above 16 p.s.i. if required (up to 40 p.s.i. was achieved by Zollers.) But they suffered various problems with blade tip sealing, lubrication and casing distortion. The oil consumption of these machines, leading to plug fouling on the over-run, caused M.G.s to switch from Powerplus to Marshall for the 1934 K3s. The Eyston/Lurani plug change sage of the 1933 Mille Miglia must have had some bearing on the matter. George Eyston was technically concerned with the development of the Powerplus. One wonders what he thought as he changed his hundred-and-something plug.

The Zoller supercharger was designed by Dr. Arnold Zoller (German of course) who is also remembered for the Zoller racing car whose two-stroke engine was scavenged by, yes, a Zoller blower. The U.K. agency was held by M.A. McEvoy. With Laurence Pomeroy he developed manifolds, induction systems and even complete cylinder heads for use with Zollers. In August 1935 it was announced that "The Derby works of M.A. McEvoy Ltd. have a capacity of 100 Zoller superchargers per week".

It is not clear who was buying these 5,000 Zollers per year. In 1935 a P-type owner could buy a Centric or a Marshall bolt-on blower kit for about £30. The equivalent Zoller goodie cost £65 ! No wonder the Cream Cracker team used Centrics and Marshalls. By 1936 the price had come down to £27 and there was little to choose between the three makes as far as cost was concerned. Peter Bentley's PA, which has sadly been absent from starting grids for a number of years, has one of these Zollers and I have come across another in the Register but cannot recall who owned it.

The bulk buy of Zollers as far as M.G. was concerned was, of course, for the Q and R-types. Add Ex. 127 and the engine in the Evans' C-type and that makes 20. Add spares and we have 30?, 40?, more?: a lot of blowers anyway. The C-type



The 'Q' type Zoller.

is now owned by Mike Edmondson and Tony Hurst and is the only example of high pressure Zoller supercharging which we have seen in action in recent years. The Q-type Zoller was designated the Q4 and the R-type was called the R4A. This may not have signified any difference in the internals but merely differences in external mounting brackets and flanges. These Zollers puffed at 28 p.s.i. and the one on Ex. 127 at up to 39 p.s.i.. M.G. could claim to lead the world in terms of b.h.p./litre and be the first manufacturer to offer 150 b.h.p./litre cars for sale.

The twin o.h.c. cylinder heads designed for the R-type in 1936 by McEvoy and Pomeroy used Zoller blowers of course. These were designated P4 in one reference I have seen and type 40 in another. Nevertheless their innards were the same as for the bog standard (!) Q and R- types. They differed in the matters of drive, manifolding and mounting. At first, using the same blower speed, they gave a boost of a mere 21 p.s.i.. The reduction in pressure was a measure of the improved breathing of the twin-cam head. At this pressure the engines gave 120 b.h.p.. This was later increased to 140 and then to 160 b.h.p. with boost pressures of about 25 and 30 p.s.i. respectively.

The original aim when designing the twin-cam R-type heads had been 200 b.h.p. on a boost of 40 to 45 p.s.i.. To achieve this a larger Zoller was needed and this was the one known colloquially as the 8 inch Zoller. An engine in this state of tune was never fitted into a car but one may have been bench tested. Certainly all the necessary fitting were made. When the three twin-cam R-types were sold in 1937 and they ceased to be the subject of research by McEvoy and Pomeroy the large blower and its fittings found their way (via how many hands I know not) to Reg Parnell who raced the twin o.h.c. K3 (K3009). I've no idea whether K3009 ever raced with a Zoller to provide the puff. Certainly when I saw the engine in a Turner in the early 'fifties, it had a Marshall supercharger. The twin-cam engine is now in the hands of Harry Crown (who owns K3017 and K3022) and K3009 has a belt-driven clower (Marshall I believe) on an ordinary s.o.h.c. engine and is in hiding somewhere near Birmingham. And the Zoller? It found its way into a box of Maserti bits and was eventually extracted by a subsequent owner who gave it to Bob Milton who owned two twin-cam R-types (RA0257 and RA0258). And so we go full circle.

Did any 6-cylinder M.G. ever have a Zoller? After, all, E.R.A. used them on C, D, and E-types, and on R3B when she had an 1,100 c.c. engine in 1936. Yes, the first recorded instance is in 1934 when Ex. 135 tried one rather abortively as described in great detail in "Maintaining the Breed", mentioning the possibility of 200 b.h.p. Then a power curve is given for "Ex. 135, 8" Zoller 1937". Now I have no wish to cross swords with such an authority as John Thornley but Ex.135 spent 1936, 1937 and part of 1938 sitting at Bellvue Garage with a For Sale notice hanging from her blower pipe. That curve, which shows 170 b.h.p. at 6,500 r.p.m. with a 25 p.s.i. boost probably refers to K3007 in which Goldie Gardner was record breaking that year. This engine was indeed transferred to the new aerodynamic Ex. 135 the blower being changed by R.R. Jackson for a big Centric on the way. Later on, in 1947 the same Mr. Jackson helped Mr. Bendle to build his Zoller-blown K type Special. There is a chance, therefore, that the Zoller on the Bendle car once dashed down the flying mile at 148 m.p.h. on the nose of K3007. But the strange thing is that the Bendle Zoller is exactly as an R-type's but long in the rotor.

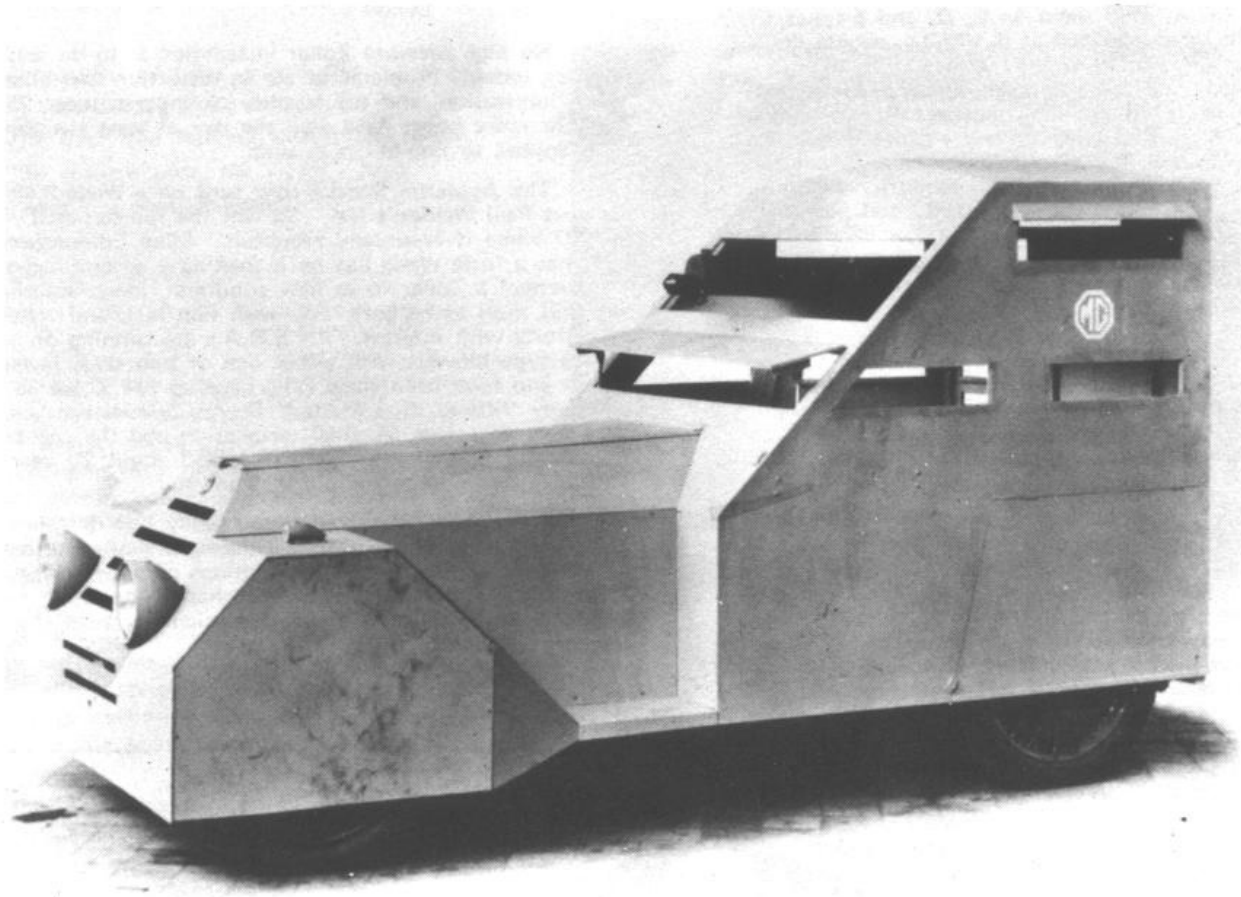
The other Zoller blown M.G. was Eddy Hall's. He had more than one K or N.M.G. at various times. Big Zollers may have appeared on more than one of them but one blower that survives is now with Paul Weldon who has the ex-Hall NA Sprint car. This Zoller is just like John Bendle's.

No high pressure Zoller installation is to be seen running today. Problems of casing distortion and blade wear, lubrication, and the fragility of engines under 25 p.s.i. or more boost have won the day at least temporarily. This applies to non-M.G.s as well.

The Appleton Special now runs on a Wade R4020, so does Paul Weldon's NA. So will the reincarnated K3007 when it eventually reappears. Mike Edmondson's C/R has a little Wade but he is making a determined try to overhaul a Zoller to as new condition, manufacturing jigs and tools as he goes. We wish him luck and watch his efforts with interest. All E.R.A.s are running on rootes type blowers with either one or two stage installations and have been since R4D gave up her Zoller in the early 'fifties. Ray Masters' Q-type Special runs on a very neat two-stage Marshall installation and the last twin-cam R type to run effectively (RA0258 about 20 years ago) also has a two-stage Marshall set-up.

So it would appear that the bulky but reliable and tractable rootes type blower has won the day quite convincingly, even when the complications of a two-stage installation have to be faced. Personally I doubt if we will ever see a Zoller come-back, particularly with the 8" jobs. But . . . . .

MIKE HAWKE



1933 MG Super Sport
(V.S.C.C. Eligible?)

Dear Barry,

I am sure that, by now, you will have been inundated with questions to the answers on P.8 of the 1976 MMM Yearbook. If, however, you have not, I think I can give most of them, but they may not all be correct. They are, of course, from the Brooklands "Silencer Declaration" form, but the one I have is for motor-cycles, so is not the same completely. However, here goes:-

1. Description of engine
2. Manufacturer of engine
3. No. of cylinders
4. Bore and Stroke
5. Cubic capacity
6. No. of exhaust receivers fitted
7. Area of exhaust valve port
8. Diameter of exhaust valve port, if circular
9. Length of pipe between rear of cylinders and receiver (This appears to be 'A' on the diagram, but not the same in all cases - curved pipes ?)
10. Distance this pipe penetrates into receiver (minimum 2")
11. Capacity of each receiver
12. Distance tail pipe penetrates into receiver - (minimum 2")
13. Internal diameter of exit pipe
14. Distance between outside of inlet & tail pipes if some were continued into receiver (at the angle they enter) until they overlapped (Reg. 21 (e) calls for minimum of 1½")
15. (This is description of baffles on the m/c sheet) Probably internal diameter of inlet pipe.
16. Description of any deflection plates or other fittings or baffles inside the receiver
17. This could be actual length of tail pipe, as opposed to 'F' which may be projected length (!)
18. Length of orifice of fish-tail (same as 'H')
19. Width of orifice of fish-tail (same as 'J')
20. Distance between centre of fish-tail orifice and joint at tail pipe where fish-tail branches off (same as 'G')
21. Does rear end of fish-tail extend beyond centre line of back axle?
22. Not sure about this - but suppose it is number of cylinders served by each part, as the only ones which are not 1 are the 'AA' headed Midgets, which had the 2 centre exhaust ports siamesed.

Yours Sincerely,

ROBIN GORDON
MMM 181

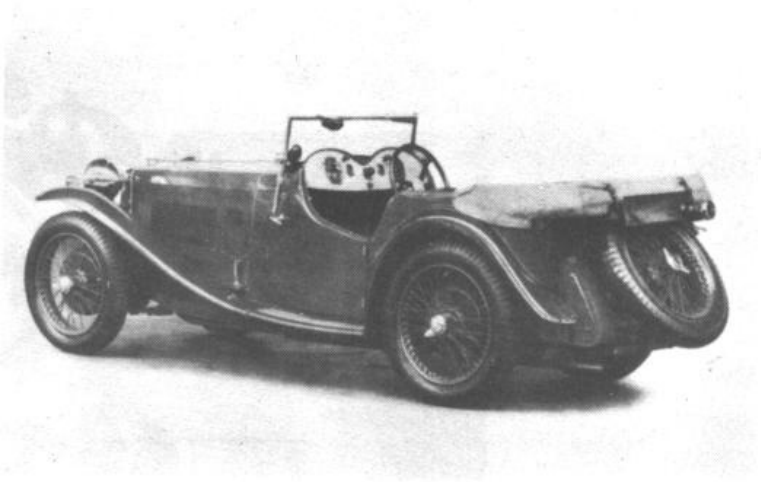
THE MMM REGISTER LIBRARY

The MMM Register Library has workshop manuals and parts lists available for loan, covering most overhead cam domels. Also available for sale, are photographs of all MMM cars, most of them are 'works' photographs, but there are a number of contemporary ones, of interest.

If you have any old photographs, which you think would be of interest, please offer them to be copied, as this is the only way to extend the range - thus helping other members.

Also for sale are reproductions of sales leaflets covering nearly all the MMM models. Also for sale are 'Profiles' on the M type and for loan only is a copy of Flat Out by George Eyston. In fact, for any printed matter on your Magna, Midget or Magnette, write to Librarian, 58b, Poplar Grove, Maidstone, Kent. ME16 OAN.

(Cheques made out to 'CK' SPARES LTD.)



A typical picture supplied by the Library.
L1 - Tourer: A Works Picture

The Pre-War MG Parts Centre

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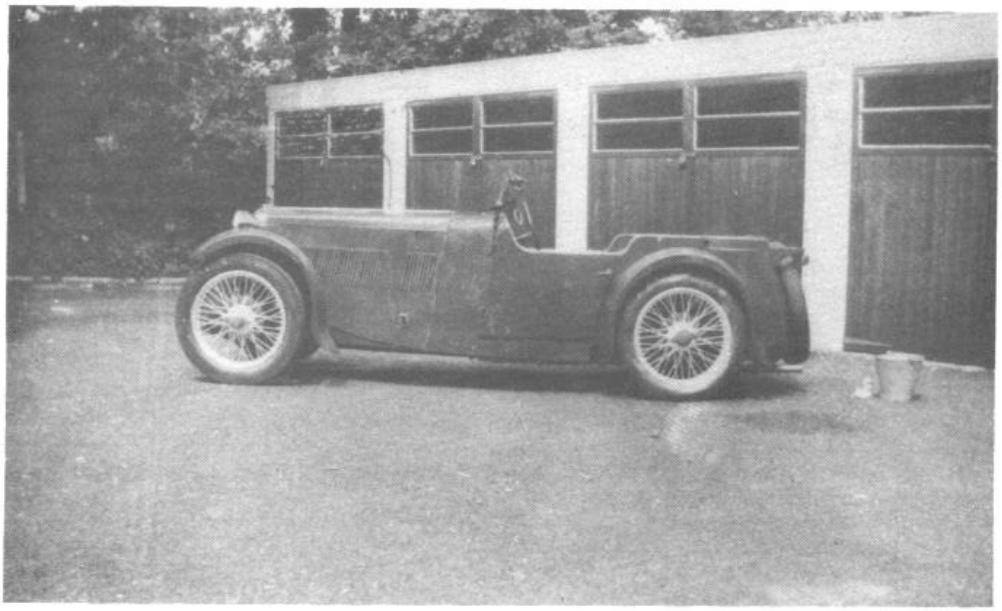
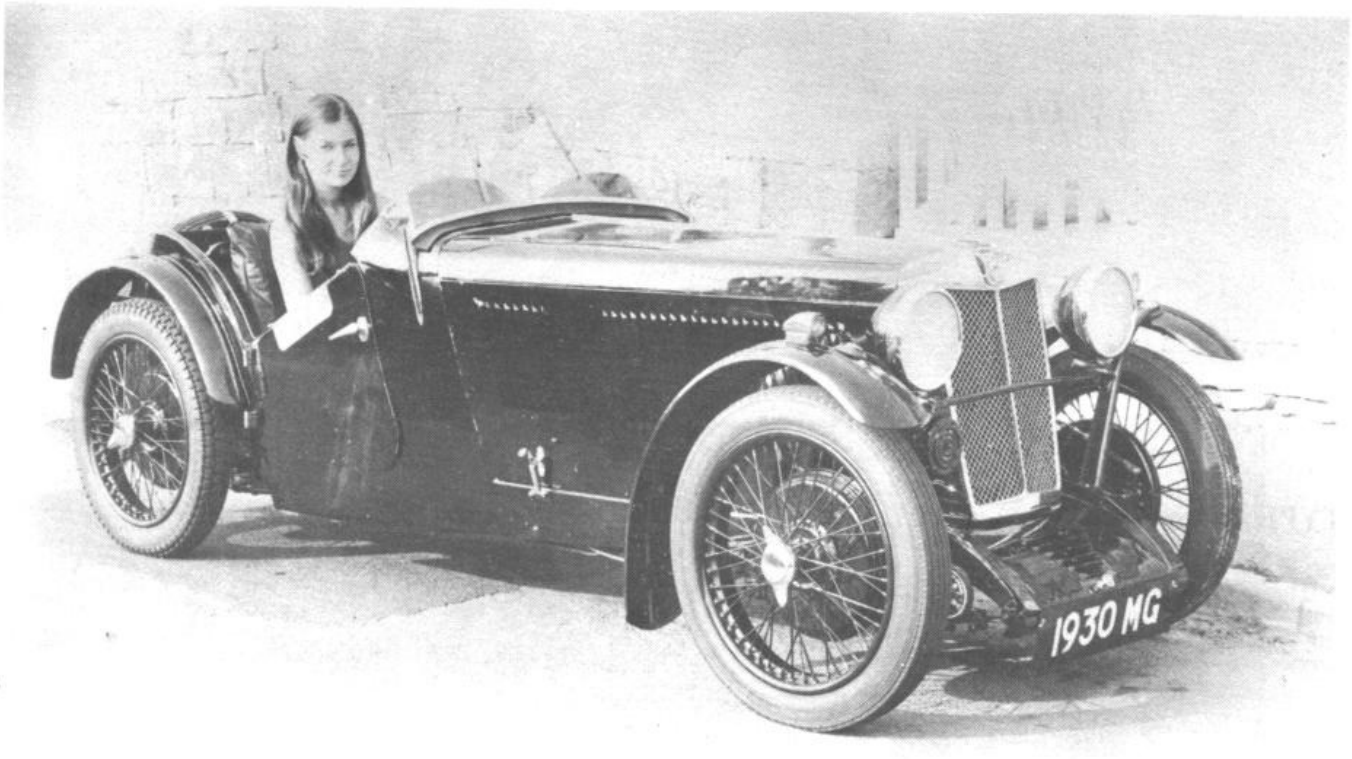
12/70 'F' Type Magnas



Ewan Harris's F1 Magna lurking in Darkest Devon awaiting to pounce on Wiscombe Hill.



The Ex-Editorial F2 with "Triumph Herald" number plate !

A

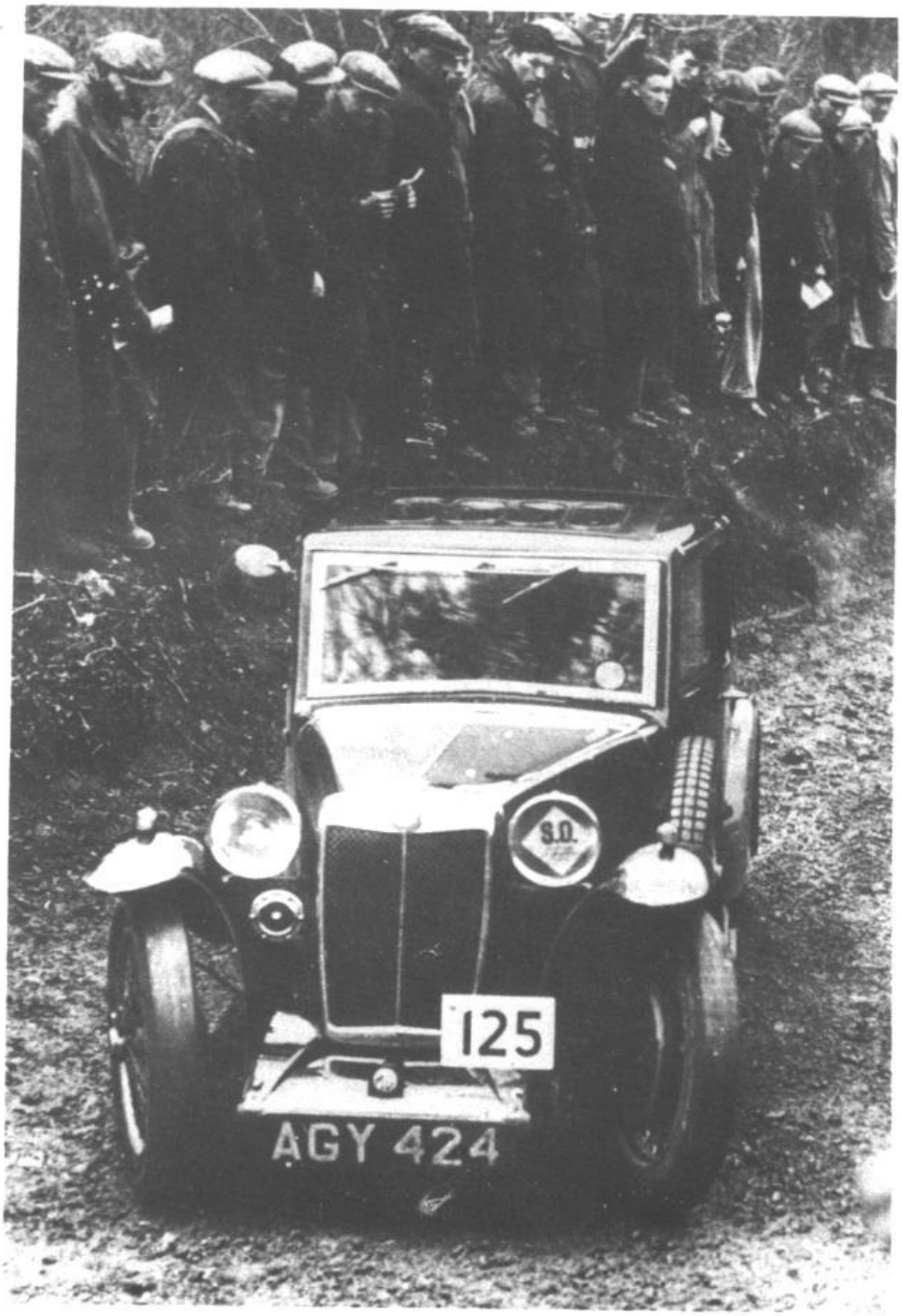
L TYPE MAGNA POSTSCRIPT

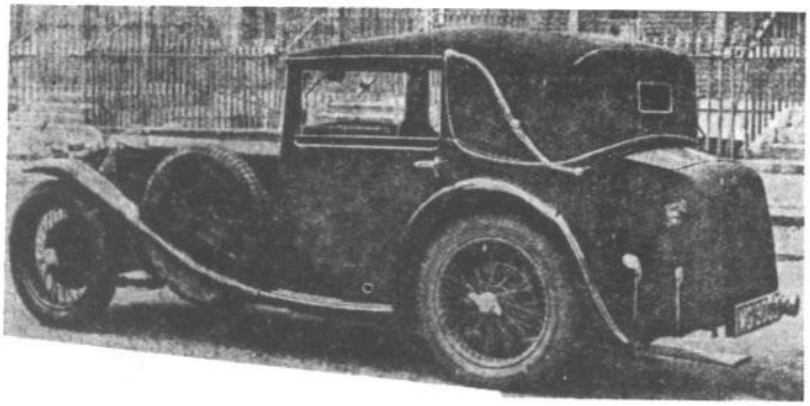
There has not been a tremendous amount happening on the L type scene this past year, perhaps the most exciting thing has been an L type doing so well in the Car of the Year Award. Quite a few have changed hands in and outside of the Register, but only two completely new cars have come to light, besides four chassis. A number seem to have faded away for the time being - let's hope they are bought by people who join the MGCC.

Unfortunately, one or two errors crept into the figures of last year's article in the Year Book, so just to keep the records straight and hopefully to stop the errors becoming 'fact', I thought it best to publicly correct them. Also additional information on the numbers made, and when, means a more accurate picture can be formed rather than rely on my 'guesstimate', which was simply an extrapolation of the surviving files.

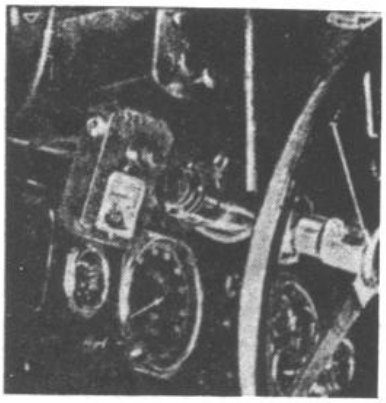
First of all, there were sixteen lucky policemen of Preston, as the accompanying picture (a) shows - two in each car with what looks like J types behind them. All the chassis numbers are known, but not the number plates, or where six of them now are. Only two remain, one here in England being splendidly restored and one in America.

(c)





(b)



(f)

L TYPES

On the number of LI's, the exact breakdown is not known, but these figures certainly throw more light on the subject. A quick tot up shows that this leaves ten LI's which were cars sold second-hand, comprising at least two tourers, one coupe and salonette. The other five L2's were probably the four relay/500 mile cars and one demonstration car.

	1933	1934	1935	Total
Tourers	233	15	-	248
Salonettes	70	27	-	97
Continental Coupes	25	59	12	96
Chassis	31	4	-	35
Total L1	359	105	12	476
Total L2	85	-	-	85

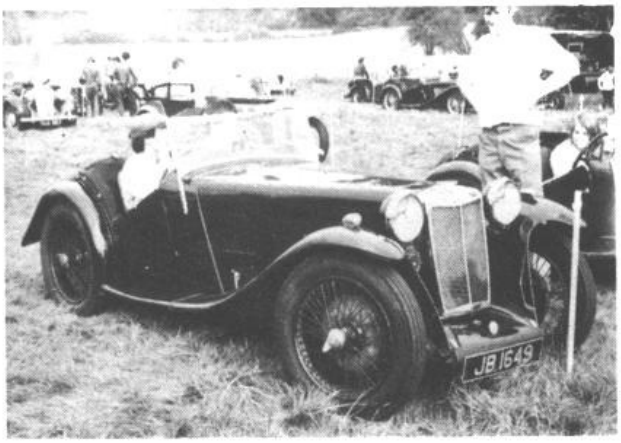
The most surprising thing to me, is the high number of chassis sold. Exactly what happened to them, and what bodies they were fitted with, has no doubt been lost with the passage of time. Undoubtedly the nicest L1, must be the University Motors Coupe, and here is the only picture I have seen of an original one in October 1933 on the road (b). I am afraid all efforts to trace exactly which one this is by the number plate, have failed, the only thing I can find out about it is that it was first owned by a Mr. F. Campbell. However, I wait with great excitement to see the one being rebuilt by a MMM member that passed through the hands of a pair of well-known dealers a few years ago. The other interesting L type, an Abbey bodied one, is being rebuilt by our Treasurer, and again it should be extremely interesting to see this unique car on the road again.

MMM cars always seem to have provided an exciting vehicle to compete in, and this surely must be half the attraction, even if sometimes the vehicles don't always seem to be the most suitable, as this Salonette picture shows (c). In the same vein, picture (d) shows a Continental Coupe competing in the 1937 Welsh Rally. Notice the indicators, presumably to supplement the weird rear light arrangement on these models. More suitable for competitions surely must be the standard L1 and to prove it here is one that entered in the 1936 Rushmere Hill Trial (e). This car in fact also put up the best performance of the day in the Liverpool Club's Invitation Trial when owned by Mr. M.A.R. Taylor. Regrettably, none of these cars seemed to have survived.

Nowadays, the emphasis is on rebuilding cars to as near original as possible - if there ever is such a thing. But before you jettison all those non-original bits, it might be worth checking when they were put on the car, and by whom. Consider the Watkinson L2, this car was fitted with the following items by the factory when the car was new:

Hobson telegauge, petrol gauge, Su petrol pumps with two independent switches, ST310 battery switch, L Salonette horn and dip switch, K speedo, Watkins own 6" rev. counter, KD manifold, 5.38 crown-wheel and pinion, outside exhaust with the owner's fishtail, second spare wheel carrier, two six volt batteries (SLTW13) necessitating modifying the leads and battery carriers, completely new instrument panel, owner's own headlamps, cam type quick filler cap to petrol tank, tele-control shock absorbers, 'Homa' dash lights, modifying windscreen frame for extra wiper, modifying the bonnet, removing the radiator overflow pipe and adaptor from cap, fitting K type oil filler neck, Alane fan and belt, adjusting radiator to suit, modifying water channel (Plymax to scuttle), fitting accelerator stop, fitting tool tray, modifying the water pipes and exhaust manifold, upper cylinder lubricant pump, pipe and union to petrol tank, fitting reverse lock, luggage grid, thermostat and cigarette lighter.

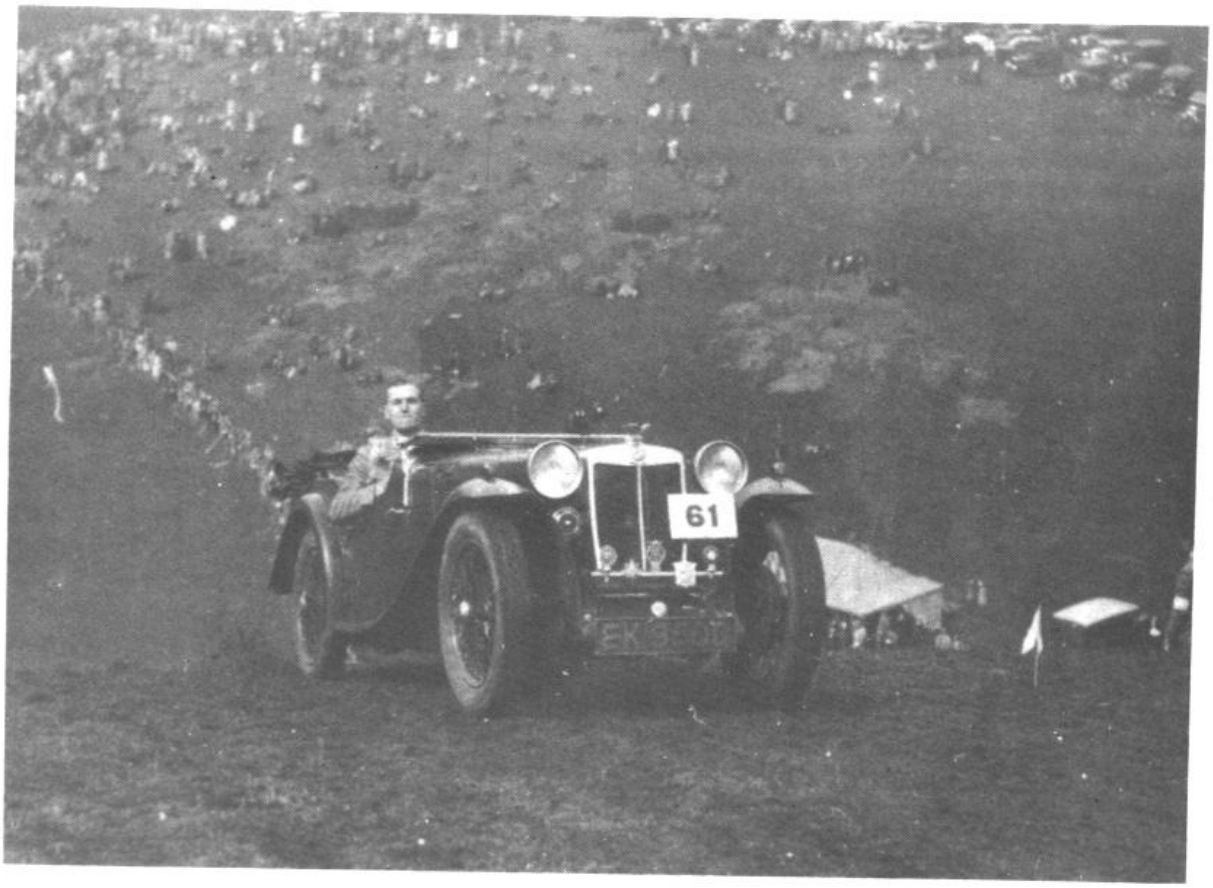
This little lot cost the delighted customer £111.11s.2d. and he then took the car to R.R.Jackson of Brooklands and spent a further £200 in tuning up the engine. Quite a few desirable bolt-on goodies included in this lot ! For those interested in in-car entertainment, picture (f) shows the tuning dial of the standard 'wireless' set, a Philco, costing £21 to take advantage of the built-in aerials fitted in the enclosed models.



L2. Geoff Jarvis - Works L2.

Continental Coupe in the 1937 Welsh Rally

L1 going up the 1936 Rushmere Hill trial



THOUGHTS ON GEARING

Ian Davison

It is quite a long time since the old chestnut of road speed and back axles cropped up and I thought I would commit some of my ideas to paper. I have always been very keen to know the speed of my car at any particular time and as like many of us I tend to use different sized tyres on a number of occasions it became necessary to find a way of easily adjusting the mph per rpm figure for any given set of tyres or back axle ratio. With the advent of these miniature calculators it is now well within the scope of most of us to carry out complicated calculations with consumate competence. The equation I finally arrived at was as follows:

The number of Miles per Hour per 1000 revs. per minute –

$$\frac{60{,}000}{\text{No. of revolutions per mile of wheel} \times \text{back axle ratio}}$$

and this was how I did it. (Mathematicians stop reading here.)

Let no. of revs. per mile of wheel = a and

Back axle ratio = b

For every mile on the road the engine does a x b revolutions (This is top gear by the way)

So for every revolution of the engine the car does $\frac{1}{a \times b}$ miles (Oxford O level syllabus 1960)

Therefore for every 1000 revs. the car does $\frac{1000}{a \times b}$ miles

and for every 1000 revs. per min. the car does $\frac{60{,}000}{a \times b}$ miles per hour Q.E.D. as they say.

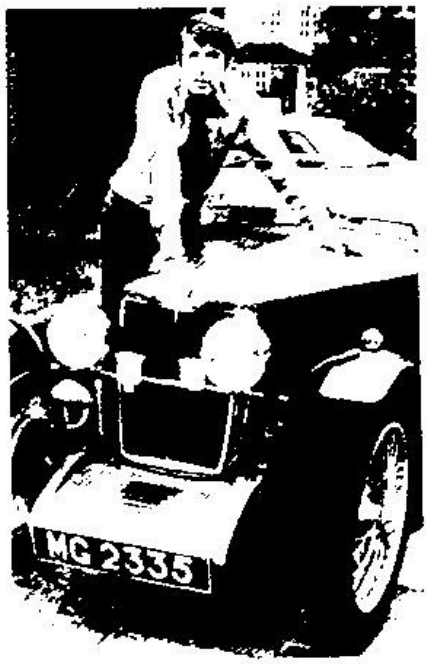
Now you get out your chalk and your tape (don't use a dressmaking tape!) and you measure the rolling circumference of a wheel on the ground while it is still on the car. (A rear wheel of course) When you have divided the answer in inches into 63360 you have the information you need.

The last time I measured a 4.00 x 19 it was 7' 1" which gave me 745 revs. per mile; if your car has an 8.43 back axle you have:

$\frac{60{,}000}{745 \times 5.375}$ which equals 14.984, so at 4000 revs you are doing 59.94 miles per hour. If you want to know your speed in the intermediate gears all you do is to include the actual gearbox ratio in the bottom line of the equation. Simple isn't it, much easier than typing it all, I can assure you.

THE MG CAR

The MG is my automobile, I shall not want -- another.
It maketh me to lie down in wet places;
It soileth my soul;
It leadeth me into deep waters;
It leadeth me into the paths of ridicule for its name's sake;
It prepareth a breakdown for me in the presence of mine enemies.
Yea, though I run through the valleys,
I am towed up the hills.
I fear much evil while it is with me,
Its rod and its engine discomfort me.
It anointeth my face with oil.
Its tank runneth over.
Surely to goodness the darned thing won't follow me all the days of my life, or I shall dwell in the house of the insane for ever.



PHOTOGRAPH BY VINCENT OLIVER

WORKING FO' DE YANKEE DOLLAR

Money in de land,
Yankee dollar bill.

West Indian Calypso.

There is a feeling that all is not quite right when it comes to the buying and selling of old MGs (including Triple-M cars), especially when export of these cars is involved. The position is illustrated by a case of an ex-TC owner whom I know. I'm sorry to bracket our cars with such junior machinery but at least this story can thereby remain anonymous.

Proud owner bought his car about five years ago for £120. Some 20,000 miles and numerous minor improvements later he was dazzled by an offer of £400. This came at a moment when the MG was being rivalled in his affections by the tender wiles of a young lady. The cash was undoubtedly a temptation to a lad about to take the plunge and he thought his car would be given a good home.

He sold. A few months later he learned that the "good home" had sold to the U.S.A. and, furthermore, had made a profit of some hundreds of pounds in the process. He felt cheated.

Was his feeling justified ?

Let us first consider the facts.

1. There is a tremendous worldwide interest in "old" cars. Old here means anything over about fifteen years of age but, whereas teenage machines have to be something special to command interest, any of the "over forties" can do so.

2. There are not enough machines to satisfy the demand which results from this interest - no, not anywhere.

3. It is in the U.S.A. that the largest sums of cash exist to indulge this demand. Therefore it is in the U.S.A. that the pace of prices is set.

4. When we consider *sporting* machinery, Great Britain is unrivalled for both variety and cheapness. Therefore, anyone looking for an old sports car on an international scale will eventually come to these shores.

Therefore, if you consider selling your MG, ask yourself, "What am I going to do with the money?".

On the other hand, if you receive a dazzling offer like our T-type owner, ask yourself two questions, namely,

"Why is he offering me this price? Can he not get a car like mine as cheap elsewhere? Or does he know where he can sell it at a fat profit?"

Whatever the answers, unless you hate the sight of the car (most unusual, even when it has just been doing its best to show how cussed machinery can be) ..... KEEP IT. Keep it even if you need the cash and the little woman wants something for the apres honeymoon or, later, if you are convinced that carry cots for twins will not fit into it.

Financial stringency does not last for ever (so I am told) and, if you get that nice-sounding offer in writing, you may be able to raise a loan using the car as security. In these days of rapidly rising prices the increase in the value of the car is almost certainly going to exceed the interest payable on any normal loan. Then, when the mortgage on the car is repaid, as it must be sooner or later, you still have the car. The car will have to be cared for while it is in hock and there will undoubtedly be limitations as to its use (just as if you were buying it on hire purchase). But at least you KEEP THE CAR.

Returning to our TC example, the answer is, yes his feeling was justified because he thought that his car (for which he still had some liking) was going to an enthusiast; an enthusiast who turned out to be out to make a quick buck. However, had he sold to a dealer, there would be no justification whatsoever for his feeling of disillusionment. Dealers are in the business to make money and, if most of this useful commodity is to be found abroad there is no reason why they should not sell to an overseas buyer.

There are a number of dealers who export cars as part of their normal business and I believe one of them has had a New York showroom for some years. If their efforts thrive and this land is eventually denuded of old cars in general and Triple-M cars in particular they will be the first to be blamed. In my opinion this blame will be misplaced for a good deal of it should go to the so-called enthusiasts who made their job easy.

If someone tries to justify the sale of his car abroad on the argument that he needed the money do not readily believe him for, in his Triple-M car he had a fine hedge against inflation and his worst financial gambit was to sell.

Years ago it was a very lonely thing to drive a MMM car in competitions. Our cars had almsot disappeared from the scene in MG Car Club affairs. Even a super enthusiast like the late Geoff Cofes has said, when bemoaning the fact that he had thrown away a lot of pre-war MG literature, that he did not think that anyone would ever be interested in o.h.c. MGs again. Now look at them. If the export of our cars is continued for sufficiently long it will adversely affect the existence of the Triple-M Register in the manner in which we now know it. It is not clear at what stage such a situation might arise but each car which leaves us erodes the situation just a little bit.

There are those of us who hope to see the Triple-M race as a feature of the Club's meetings at Silverstone for many years yet and who hope to be with twenty-three others on the starting grid. We do not want to see potential rivals disappearing.

So, if you are tempted to sell ..... think again. It may not be the best thing.

M.B.H.

MAKING A P TYPE CRANKSHAFT

A couple of years ago I decided to start rebuilding my spare engine and, although it had a crack free crank, it had been well ground and I would have been unhappy to push the engine. It occurred to me that although it might be difficult, it would not be impossible, to make one.
There were three main problems so far as I could see:-

1. Obtaining longitudinal dimensions and tolerances, bearing sizes were obtained from Blower.
2. What material to use, how to heat treat it, and where to get it.
3. Where to get a lathe big enough to swing 5" across the saddle, plus sundry machine tools.

Phil Bayne Powell solved problem one for me by lending a copy of the original Laystall drawing for the crank, this had the advantage of being counter-balanced.

I decided to use EN 19 heat treated to condition 'T' (55 Tons) which would be strong in service and easy to machine. I found a firm that could supply a 140 m.m. diameter billet already in the 'T' condition, this saved further heat treatment and all the subsequent problems of distortion.

Problem three was solved by signing on at night school, the staff were decidedly sceptical, but they were converted after two years at two hours a week. This sounds a lot but its only two weeks work full time allowing for a few missed evenings.

By this time the 1974 Year Book had arrived and Ray Brown's article on Bonneville con-rods tempted me, especially as I was deficient in this area. A little hunting revealed four rods and I obtained a full set of standard shells plus two sets of undersizes; so, the dimensions of the big ends were modified to suit.

To start the work, a friend was able to machine flats on the round billet to form a 4 inch thick plate and also have made some large section carbon steel tools long enough to turn the big ends out; these cut with surprising ease considering the quality of the material, indeed, without them the job would have been impossible. This flat billet was mounted on a boring machine where the ends were faced and three centres drilled in each end for the mains and big end centrelines, then, to save any major errors later, it was set on end on a surface table and accurately marked out. At this stage the billet weighed 120 pounds, so, to ease the carriage problem, I set it between mains centres and turned away some of the centre main and a bit at each end. I then hacked away at the big end cut-outs with a shaper and finally turned them down; this was the worst part, a lot of penetration is needed to get into the big ends, the tool bends considerably and the billet is a heavy off centre load.

This all took one year, and it weighed 75 pounds.

The rest of the turning was fairly easy with each main taken down in stages to ease the problem of distortion under load. The crank was then put back onto the borer to drill the oilways using a very long 3/16 drill; this was a bit of a problem as the holes pass very close to the corners of the bearings, in the end I positioned the work under the drill bit by eye and then raised the table to the correct level for drilling. While it was set up I drilled out the big ends and tapped the internal threads, the plugs for which were made and fitted at home. Also at home, in order to save machine time, I hacksawed the bulk of the surplus material from the webs, it nearly killed me but a heavy duty coarse blade helped; the webs were finished off on a vertical mill with the crank mounted in a dividing head.

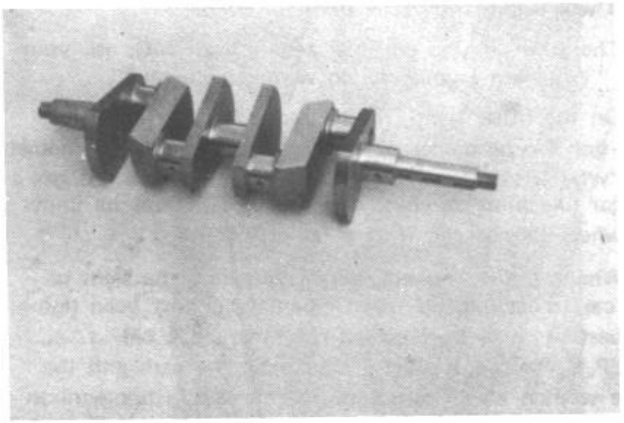
Nearly done now, the threads at each end were cut on the lathe and the keyways on a vertical mill positioning the cutter with slip gauges. I sent it away for grinding and at present am trying to get a clutch so that I can have the whole assembly balanced. The final result weighs 22 pounds i.e. about 6 pounds heavier than the original so the flywheel has been lightened as per 1973 Year Book to compensate.

If anyone wants to have a go I should be pleased to point out the pitfalls, but be warned it's not the sort of job to learn to operate a lathe on.

Finally my thanks to friends who supplied various tools and advice, who made the task so much easier.

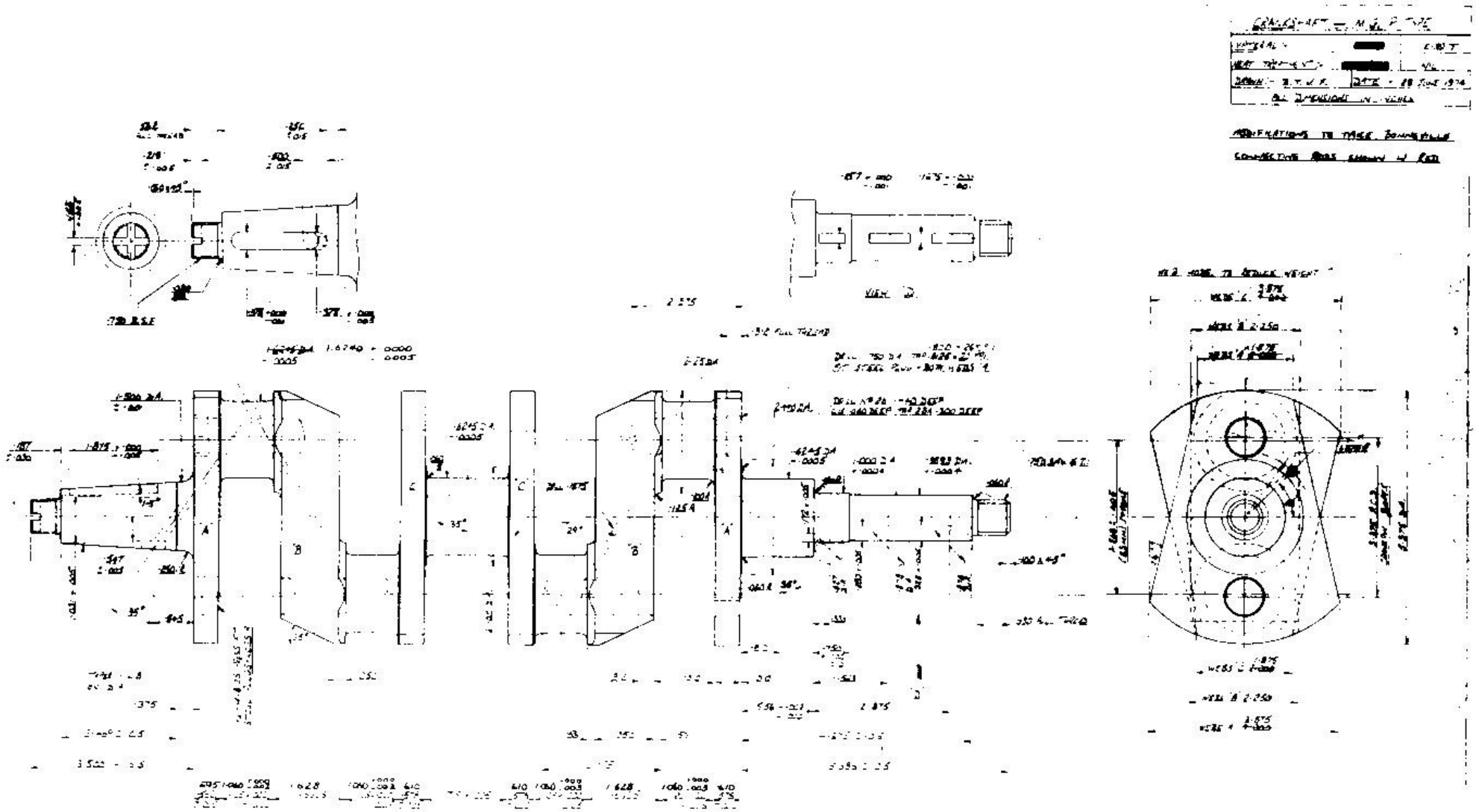
BRIAN FOGG

P.S. If anyone has any comments to make on the operation of Bonneville rods I should be very pleased to hear from them.



Ed's Note:

If you can't do your "own thing" get Allen's to do it for you - see page 13.



THE STORY OF MG 2657

PART I

J2 MIDGETS

Alan Scott

It was he who registered the car MMM 422.

However he was an Austin 7 man and sold the car to Miss June Wills who as an art student was somewhat impoverished. To her credit she actually started work on the car and did a considerable amount of dismantling so that when I saw it had been exposed to the weather for some two years I spread the word around that I might be interested if she wished to sell. The final transaction was something like this

"I understand you are interested in buying my car?"

"Er, yes. How much do you want for it?"

"Oh about £15"

"How much?" My voice had risen in incredulous tones"

"Oh well £10 then." - very resigned.

Long silence "£8"

"O.K. I'll meet you at Mike Johnstones"

and that was it. I should explain that prices were already soaring to dizzy heights.

At Christmas 1965 we pushed this car by hand two miles to a lockup garage and stripped it right down to the chassis. The engine bottom end had been greased and was free to rotate but the head was very badly worn and in need of attention. The brakes were siezed inevitably and various bits of body work were in need of repair. Rather oddly the normal twin carburettor manifold was fitted with a pressure relief valve and the exhaust system passed through the left hand bonnet panel. Frantic work brought the car to such a state that we entered it for 1966 Silverstone. This proved to be rather optimistic, but we did take it to B.A.R.C. Firle Hill climb on May 29th.

The car was dismally slow and would not exceed 60 mph on the road. It climbed Firle in 48.25 secs. but the head core plug went and filled the sump with water. The event served its purpose however, so that when the M.G.C.C. Firle came along on June 19th the car went well enough to take the unblown MMM class, climbing in 39.5 seconds. We could also achieve 78 mph on the road but another lesson had been learnt at the B.A.R.C. event. From now on the car travelled to meetings in lofty luxury perched on the back of a Commer pickup truck. This did have its clangers and more than once it fell off the loading ramps. In July we took it to M.G.C.C. Brands Hatch where it won yet another award. I see it lapped 4 secs faster than Mike Hawke and even 1 second faster than Malcolm Beer's Q type. Strange to relate I never recollect seeing more than 65 mph indicated anywhere. In October we were off to Brands again. This time we lapped in 1 m 26 secs. and won the MMM unblown award. Geoff Coles lapped the red J4 in 1m 15s at this meeting so I suppose it was a bit damp. Over the winter a lot of work was put in eliminating worn components from the head and fitting a stronger clutch. When we ran it again it was March 1967, the car would now exceed 80 mph but ominous rumblings could be heard in the engine. It was still a standard J2 engine at this stage. In the month before Brands we tried to cure the handling vices. In the dry the car was neutral with a touch of oversteer but the angle to which the tail could be flown before breakaway was very fine. In the wet the characteristics were more marked, quite lethal in fact. I prefer understeer but I wanted to improve the grip with the tail hung out. Safety First remember ? Spring rates were 290 lbs/in front and 230 lbs/in rear and 36 PSI tyres all round gave the most predictable handling. We ended up with C type front springs at 340 lbs/in with very tight dampers whilst retaining the J rear springs with rather slack dampers. The rear tyre pressures were lowered to 32 PSI and the car then did what was wanted! As it happened Brands Hatch was wet. Coming up Death Hill you could see the black cloud right over the circuit with rain falling to form a mist. I signed on and took the car to scrutineering. Old Fred Matthews was very kind; he only wanted a second throttle spring. However he pointed out a loose exhaust pipe, steering play and some dead spokes in the rear wheels. Just the ticket to give me confidence before a wet drive. The tummy butterflies really started then.

The R.A.C. steward reported me for removing the lights and passenger seat and said if any one objected I

would be disqualified. Even ancient cars must obey international FIA rules. I pointed out that I was entered in a handicap race and heard no more. I watched some of the Register Cars through scrutineering, a beautiful MGPA Ellerton having track rod end trouble, my old TB Geoff Gillet having no second return throttle spring, and a Riley Falcon Pat Gardener was leaking oil. The lady signwriter then came and displayed her artistic figure work on the car. She painted numbers on it too.

I checked the car before going out to practice and found an oil pool forming from a broken pressure gauge pipe. I turned the tap on the block off. Practice started well and I never saw another car until a J4 roared past on pit straight. This really upset my car and it started misfiring. I was passed by a Cobra, some Imps, some quick Minis and stopped at the pits. Water was leaking from the block. The handling had been terrible in the wet and I had nearly spun at Druids Hill bend, Paddock bend and Clearways in quick succession. I examined the rear wheels and found they were coated with oil and not from my car! The Cobra had lost its oil at Druids Hill bend. I cleared up the wheels and continued practice still misfiring. This time I caught and passed an ND Ian Barlow, and a PA Ellerton, but at Druids Hill I spun on the oil hit the bank backwards and stalled the engine. The engine began to rumble ominously and I was pleased when practice was over. During lunch we tried to seal the cracked block, being very successful. Then the handicapper appeared and wanted to know if my car was standard. I showed him the engine and brakes and he went away looking puzzled. My practice laps in the rain were as fast as my last year's winning time in the dry. The brakes very standard J2 ones, worked well enough, but needed adjustment after ten laps.

It rained and blew and rained some more, really pouring as racing started. We lined up in the paddock in handicap order and I led the pack out onto the track for the warmup lap. Coming into Bottom Bend I changed up too early and the crankshaft broke, the car skated wildly until I slipped it out of gear. The pack streamed past and I was left at Clearway as a spectator.

I had no idea of starting order because there was no loudspeaker near me and my programme was back in the paddock. However assuming a normal handicap start by times and groups the handicapping appeared reasonable because by lap seven the cars were very closely bunched. Notable were a supercharged PA Peter Bentley, a concours PA Ellerton, travelling close and steadily. A J2 supercharged model Fred Dunkeley sounded lovely and was really catching the other cars until he spun at Paddock bend. The ND and my old TB were extremely stable on the corners and Geoff Coles mistired and retired with petrolled-up plugs. The float had sunk in the carburettor. The handicapping was good and Bentleys PA led from Dunkeleys J2 followed by the tightest pack of T types I have ever seen. Just prior to this event I had purchased another J2, KV 4260, this one had a 12/12m engine; it also had the most effective brakes I ever come across on a J2. This was to be my road car whilst MG 2657 got ever wilder. However my Brands crash necessitated stripping the latter car right down to, a) straighten the chassis and b) repair the engine. It was then I suspected the car was not a J2 at all but a J3. I bought yut another J2 chassis, ABP 92, from Nigel Musselwhite as a spare. MG 2657 was back in one piece albeti with a 12/12M engine and the body from KV 4260 in time for M.G.C.C. Firle in June. It was much smarter in keeping with its new found status.

The car climbed faster than ever before in 37.5 sec in practice but the heavens opened and the meeting was washed out. I was surprised at the performance because the car was now heavier and apparently had a less powerful engine than previously.

July took us to Prescott and for this we fitted the J2 head on the 12/12 engine. This was a disaster, we ended up unable to start the car and with a sump full of water so we retired.

In August we went to Beaulieu Concours but ran a big end returning and were towed home by Bob Hudson's KN tourer at speeds in excess of those I could normally achieve. This was obviously the aftermath of water in the oil.

We were in operation again in time for Bentley Drivers Club Firle. The car climbed faster than ever before, 37.4 secs, even though it was in 12/12 M form again.

Phillip Boyne Powells ND was fastest MG, out of a class made up of J2, PA, MGB, MGA, MG1100 and supercharged modern Midget.

The final event of the 1967 year was Silverstone Sprint MGCC. I ran out of petrol and burst the clutch. I finally drove the exDon Pitt PB which actually won the event in Nev. Churcher's hands. The supercharged class was won by Syd Beer's Monaco K3, another ex Don Pitt car.

I had by now decided to build a proper J3 out of MG2657 since it had been confirmed that the chassis number was right. The big mistake I made was in not ordering a 750cc crank when Laystalls made their batch. After all an 850cc engine is still a J2. But that is another story. It never ran again in unsupercharged form.

KV4260 was fitted with a P type engine and the lightweight body from MG2657. It was intended to run this car blown as well, but the member concerned in the partnership backed out and the car was sold. The 12/12M engine which went so well was sold to Geoff Coles to help pay for the Laystall crank.

PART II

MG 2657 'J3' REPLICA

Alan Scott.

Having decided that MG 2657 was a suitable subject for a J3 rebuild I spent the winter of 1967-1968 creating a replica. I always maintained that a replica should be more original than the real thing so there should be no doubt what it is intended to be. I contravened this rule in almost every respect.

Just before I broke the crankshaft at Brands Hatch I had placed an order for a Laystall crank. Unfortunately I specified an 83 mm stroke thus perpetuating the J2 engine size. It was too late to change the order but of course it wasn't going to provide that essential 750cc engine. After the crash I had already changed the rear axle case for an M type one, the front axle was bent and was changed for a P axle. The body came from a J2 but I had a special bonnet made of aluminium which was non-standard in appearance. The front springs had already been changed for C type which are nothing like J3.

but instead of a Power-Plus 6A unit I used an Arnott 1600 drawing air via an Arnott 1¼" carburettor. To cope with the anticipated performance increase I fitted 12" P type brakes. This was doubly unfortunate because they didn't work as well as the J brakes and they weren't standard wear on a J3 anyway. Finally I fitted 5, 50x16 wheels and tyres all round. They may have helped the handling but the steering was a bit heavy. So as you can see the only J3 part was the chassis and that was still slightly bent.

The crankshaft problems started with price changes immediately after ordering which did not put me in a concilliatory frame of mind for what followed. They were late on delivery of course and appeared to be an impressive and workmanlike job. Closer examination revealed that the No. II Woodruff keys for the nose and ring nuts were missing. The web plugs were loose although this was probably intentional because the oil ways contained swarf. These same plugs when screwed home fully obstructed the drilled oilways and the crossbolts were so rough that they did not seal the caps. They were neither drilled nor splitpinned and the caps had a very sharp edge to act as stress raiser. I sent the crank back - an action which ultimately resulted in the whole reciprocating components being balanced for 30/-.
I sent a set of polished P type rods to be white-metalled and bored. I went to collect these and found that the bearings already had surface cracks which was bad but even worse the rod H sections were crushed adjacent to the big ends. I raised hell over this and they cleaned up the rods, crack tested them and remetalled them. Then I sent them to Laystalls for balancing. They weighed 13oz, 12.6oz, 12.4oz and 12oz so they needed it. Pistons and gudgeon pins were done also.

Laystalls returned the crank and I did a trial fitting in the engine. The front crank web fouled the front bearing housing so Laystalls machined it whilst I stood and watched. We took the precaution of checking balance again. Yes, it was out of balance. They did the flywheel too, it was lightened and re-balanced.

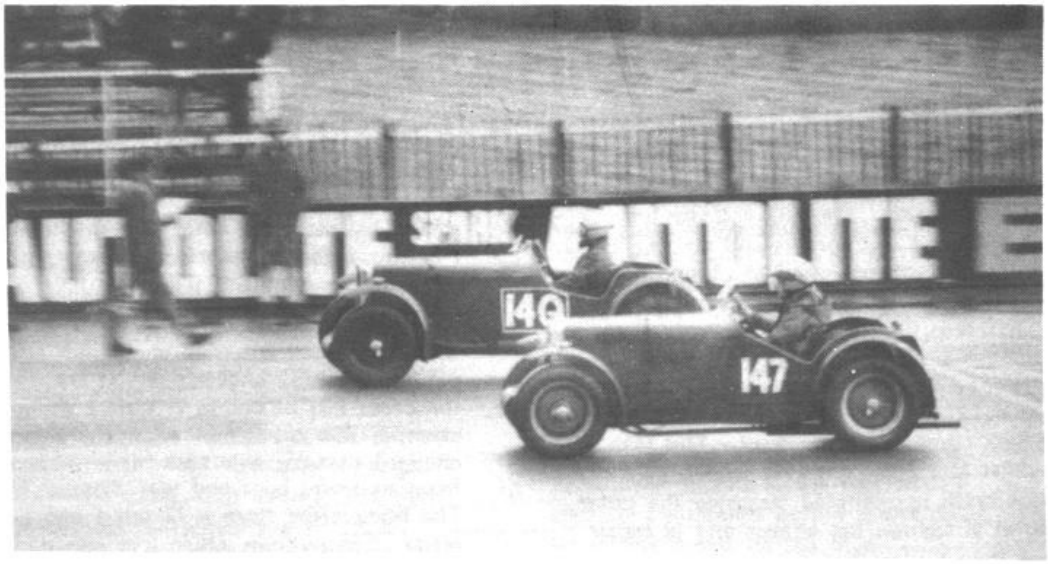
To get the crank into the engine was a Chinese puzzle. It was necessary to machine away 15mm over from the crankcase front. A P type oil filter was added to the crankcase which I thought would be a useful mod. To counteract the anticipated torque effects a steel bracket was made to connect the water jacket bolts to the small flat platform on the flywheel housing. It was no longer possible to get a dipstick in the engine because it was full of crankshaft so I added one to the sump "A la P type".
Fitting the blower was simplicity personified. A pair of plates mounted one at each end of the blower can be held by 1¼" U bolts to the front cross tube and another tube immediately in front of the radiator, found only on supercharged cars. The drive was taken by two rubber couplings from the crankshaft allowing a certain amount of chassis whip. This proved entirely satisfactory. Plumbing from the blower to the head passed under the radiator to a "Jackson Manifold" copied directly from the late Geoff Coles J4. This was to eliminate the dreaded plug wetting which I was assured would occur with a standard design.
A nice flowed exhaust system took care of that end.

Starting the engine was very simple but it was obviously running very weak even on full choke. A needle change, a bit of fiddling and then the exhaust crackled and some boost appeared. It overheated very quickly but I knew then it was going to work. When the mixture was correct you could stand a threepenny bit on the rocker cover.

Oil supply to the blower was a very clever Arnott design. An oil tank was fitted adjacent to the blower. The tank was pressurised from the blower forcing oil via a metering value into the blower bearings. On the overrun it sucked oil, it used about a pint every 300 miles.

Rather pessimistically we failed to enter for 1968 Silverstone so we spectated instead. The car was pulling 4700 rpm on an 8/39 differential at this stage. Boost was 4 PSI at 3500 rpm but at 4700 the needle fluttered violently. I was very pleased and thought the overall effect was pretty good.

The first competition in supercharged form was B.O.C. Prescott in July. It was an invitation event and was described in the Centre Bulletin which article captures the spirit of the time very well.



147 - Alan Scott / 140 Ian Davison

Apart from Prescott and Bodiam 1968 was the year we flogged up to Silverstone Sprint in a freezing November fog. We towed the car with a 2A Magnette which was rusting into holes. The cold air intake through these was more than the heater could cope with. We arrived on time and after considerable difficulty, tow started the J type which misfired, blew smoke rings and rumbled ominously. After scrutineering we left the engine running and retired to the cafe. Two hours later it still hadn't boiled. The meeting was abandoned because there was no visual contact between one marshall's post and the next. It was obvious that the car was not feeling well. We stripped the engine over the winter and found that the flywheel sleeve had come loose and then friction welded itself to the crankshaft. I will always be grateful to Syd and Malcolm Beer who spent hours sorting this problem out for me. Mechanical problems, moving house and painting the J type, I almost forgot - I got married too, ensured that the car was not used again till Ditcham Hill Climb. I spent almost all 1969 marshalling.

Following Ditcham we took it to Bodiam but it was misfiring slightly.

1970 was better; I spent less time out of this country and was able to use the car regularly. We entered for MGCC Silverstone and Brands Hatch, which I hardly remember. At Silverstone it was a reasonably fine day. I ran in the High Spectacle with full road equipment and lapped at 1m 27secs. but after eight laps the pipe blew off the blower discharge. By the time the MMM handicap came along I had repaired that the ran the car without wings but an oil pipe came unscrewed and by the time it was cured they wouldn't let me back on the grid. Gordon transferred me to the pre-war MG race and this time it lapped in 1m25secs. The car was pulling 6300 rpm on an 8/39 differential and showing 9 PSI boost. We went to Ditcham in September climbing in 65 seconds. It was so wet that the meeting was rained off. In the photographs I am wearing an anorak hood over my crash helmet. The last meeting of the year was again Bodiam and since the car misfired badly, I changed to an SU carburretor which stopped the icing tendency which had caused the misfires. It climbed in 33 secs. very quick! My wife won the ladies award 34.5 secs.

Over the winter new valves were fitted. Nothing wrong with the old ones, but they had done a lot of work.

1971 Silverstone was very wet and the misfires started as soon as positive boost appeared. It just would not go and I was hard pushed to stay in front of the Austin 7's in the pre-war race.

In July we went to Gaydon Sprint; the car went quite quickly to lap in 1m24secs. but it would not exceed 5300 rpm or 7 PSI boost. The course was rather bumpy and the car nearly shook itself to pieces. Peter Cranages NE replica lapped in 1m 18.7 secs. August saw us heading North again to Carborough where I managed 48 secs. on a damp course. Cranage did 44 secs.

Ditcham was remarkable in that I had no trouble with the scrutineer and the car revelling in the sunny day pulled 6000 rpm all day. John Adams was fastest with 44 seconds whilst I managed 46 secs.

We also entered the second Silverstone meeting in September. In the High Speed trial the throttle went over centre and I had to drive on the ignition because the throttle was wide open. We had to cover 20 laps non stop in 30 minutes. It took me 32 minutes. Axle tramp was very bad at the front and both front dampers came loose. Fastest lap was 1m31secs.

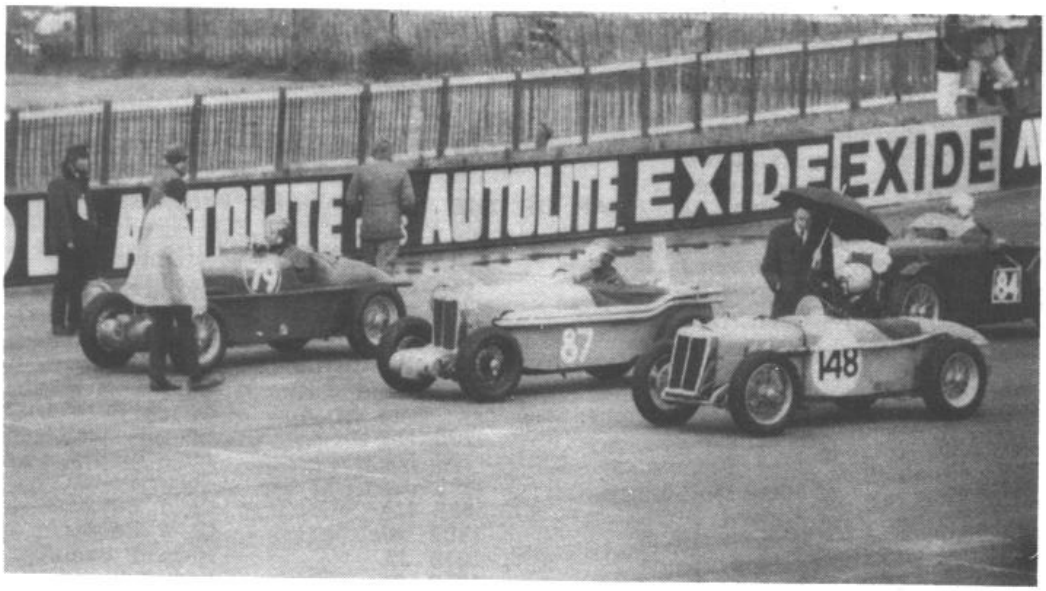
Once again I was banished from the pre 55 handicap for that oil pipe and transferred to the pre-war scratch race. Axle tramp kept the speed down to 5000 in top and I was the last supercharged finisher completing 8 laps to everyone elses 10 laps. Cranage lapped in 1m 24 secs. and Nev. Churcher's PB s/c in 1m 30secs. Gaydon was next 1m 21 secs. this time whilst Cranage did 1m 18secs. I found that I could enter the turn onto the long straight flat in top at about 5500 rpm but the speed scrubbed off to 4500 rpm in the turn. The next weekend I made the short trip to Blackbush sprint which was poorly attended by the MMM and 'T' circus. The result of this was I was fastest MG with a run of 44 secs.

The last meeting of the year as always was Bodiam. It was also my last event with a J type. It was a fine day but the engine was running very rich and cutting out on full throttle. This combined with clutch slip prevented me bettering 35 seconds. I stripped the engine and renewed the clutch which had shattered. I got it all back together and and found that the car was 6th in the MMM car of the year list.

I continued to drive MG 2657 up to the end of 1971 which brought my 6 years competition driving in J types to an end.

ABP 92, the spare chassis is still with me. I am accumulating enough parts to build it up again. I shall enjoy my re-acquaintance with the J type.

MONGOOSE.



79 - P - C. Gunn
87 - J4 - J. Coles
148 - P - N. Churcher
84 - J2 - D. Potter

CAR OF THE YEAR AWARD 1976

Richard Beresford in his J2.

POSITION	CAR	REGISTER NO:	DRIVER	POINTS
1	J 2	1079	Richard Beresford	135
2	J 2	1048	Len Bull	122
3	L s/c	72	David Taylor	118
4	K 3	300	Phil Bayne-Powell	116
5	J 2	3	Mike Hawke	103
6	P A	1578	Andrew Ritchie/Patrick Gardner	92
7=	J 2	415	Robin Smith	63
7=	K N	815	Martin Warner	63
9	J 2/4 s/c	6	Patrick Gardner	59
10	M	1686	Bryan Bowles	55
11	N D s/c	162	Phil Bayne-Powell/Patrick Gardner	48
12	N A Cresta	1270	R. J. Bishop	37
13	J 2	503	Nick Sands	33
14	N B	372	Barry Linger	30
15	M	1305	Mike Hewson	26
16	N A Allingham	691	Rosemary Bayne-Powell	23
17	L	870	Bryan Bowles	9

THE TRIPLE-M HONOURS BOARD

Year	First MMM Type No.	Driver(s)
1964	132 J4s/c	Geoff Coles
1965	132 J4s/c	Geoff Coles
1966	2 PBs/c	Steve Dear
1967	2 PBs/c	Steve Dear
1968	644 F2	Elwin Sapcote
1969	43 PB	Charles and Stephen Shepstone
1970	437 J2	Alan Simpson
1971	437 J2	Alan Simpson
1972	3 J2	Mike Hawke
1973	571 PB	Andrew Smith
1974	571 PB	Andrew Smith
1975	571 PB	Andrew Smith
1976	1079 J2	Richard Beresford

CAR OF THE YEAR AWARD WINNERS

Second MMM Type No.	Drivers
110 NE	Syd Beer
2 PBs/c	Steve Dear
132 J4s/c	Geoff Coles
3 J2	Mike Hawke
2 PBs/c	Steve Dear
	Who was it? Own up.
708 NA	John Kidder
708 NA	John Kidder
318 J2s/c	Tony Dolton
438 NA	Colin Butchers
1502 Js/c	Colin Cooper
1079 J2	Richard Beresford
1048 J2	Len Bull

Competition Results

Andrew Smith

One of the outstanding features of this year has been the weather, and especially unusual climatic extremes. In our sport this has had its effects and the bulk of these notes will illustrate these changes in our habits with the seasons. First the truly delightful, in other words - the Goodwood Sprint.

On July 11th the fine weather with which this summer was blessed continued over yet another weekend, as I set out from Eastbourne at about 7 a.m. The drives to and from competitions under such conditions are to me a great source of pleasure, the morning being cool but the driver tensed as I hurried along the Channel cliffs to Chichester, while in the evening I was relaxed and euphoric, tolerating the mimsers while I appreciated the scenic beauty of my route up through Midhurst.

The business of the day was the MG Goodwood Sprint, and arrival at the circuit saw the first of the "Gomshall Guerillas" already ensconced in the shape of Andrew Ritchie. Len Bull was also around, and the MMM enclave expanded as Patrick Gardner, Martin Warner, the Ashtons and Phil Bayne Powell rolled up. Somewhat later Peter Warne arrived, though his progress had been slowed with a mysterious loss of power and reluctance to idle in the engine department.

Scrutineering though slow, was problem free for all except Phil, the ND having untensioned spokes in the spare wheel as well as one other, but fortunately the Ritchie PA was riding on identical equipment both as regards rim and tyre size and so the spare was quickly borrowed. The next step was the convoy run conducted at a fairly realistic pace and showed that popular report was accurate and that the circuit was virtually "flat" with only one or possibly two gear changes being necessary together with about two noticeable applications of the brakes. On the return from this excursion Peter was found rushing around outside the paddock, firing on all cylinders but sounding rather flat.

And so to the first practice session which established the likely pattern for the day, six blown cylinders being too much for anybody else and myself leading the also rans. One surprise was Patrick's lowly position for all his valves stayed in place yet his time of 2-35.6 was more than fifteen seconds slower than last year's effort. Unfortunately, the gremlins struck Martin Warner's KN, who arrived with one of the big ends in the centre of the engine rattling ominously.

The lunch break meant that full attention could be paid to the ailments of Peter's K and after carburettor attention from the Hon. Secretary a compression test showed uniformly low readings on all cylinders, which tied up with a higher than normal blower pressure to indicate something amiss with the valve timing. Further investigation showed that the dynamo bottom pinion was moving on the armature shaft something like 30°. Unfortunately, the extreme of this movement in the reverse direction was approximately the right timing so explaining the failure to diagnose the fault earlier. A quorum of the Register committee set to work with plenty of other hands assisting but in spite of the easy removal of the instrument via the wide gap between the K's radiator and cylinder block, the offending pinion resisted all attempts to remove it. Tyre irons, sprocket pullers and wheel hammers in large, larger and earth shattering sizes all failed to budge it and though the improvisation of a lever utilising a handy 30 foot length of 6" x 4" RSJ was considered, the problem of a fulcrum defeated this project, as it had done Archimedes. By this time the keyway and key were clearly well mangled and in fact gripped quite well, so all was reassembled and Peter eventually set off gently homewards on a wing and a prayer. This was also the solution adopted for Martin's problem, since the rattle responded quite well to the higher viscosity of oil cooled over the break, and it was felt that cans of Wynns or STP should ensure his safe arrival.

The first official runs showed great improvement by Phil, four seconds off to reach 2-16.8, Len Bull - who removed ten at 2-38.0 and Patrick who came down to 2-31.2. Our lady driver, Janet Ashton was not being left behind in the 4 seat PA and managed 2-48.2 despite a wiggle at Woodcote that was expertly controlled.

The inversion of a modern Midget by the rubber barrels at the chicane caused a nasty looking accident which delayed matters, but most people seemed unaffected in their speeds, Len reaching 2-35.4, Andrew Ritchie 2-36.6 and Patrick 2-28.2.

So ended a meeting at a venue which is thoroughly suited to MMM cars, the track being interesting with plenty of run-off space and no Armco. The surface is rougher than Brands or Silverstone so that the suspension can be felt at work but there are no bumps big enough to throw the car off line. Basically, it is power that counts there but the driver has four major corners where his skill can improve or mar his time markedly - Why weren't you there?

RESULTS

Position	*Driver*	*Car*	*Practice*	*1st run*	*2nd run*
1	Phil Bayne-Powell	ND(s)	2-20.8	2-16.8	2-19.6
2	Andrew Smith	PB	2-26.8	2.23.4	2.23.2
3	Patrick Gardner	J4 (rep)(s)	2-35.6	2-31.2	2-28.2
4	Len Bull	J2	2-48.8	2-38.0	2-35.4
5	Andrew Ritchie	PA	2-40.0	2.-39.6	2-36.6
6	Janet Ashton	PA	2-50.2	2-48.2	2-48.2

(Non starters Martin Warner, KN, 2-45.4 in practice and Peter Warne K3 replica).

At the opposite end of the year, in more ways than one, came the December Brands meeting and to quote Keats "ah, bitter chill it was", but motor cars, not hares were limping round an ice-bound Brands Hatch. Conditions elsewhere were even worse, Don Smith, over from the West country was telling tales of freezing fog, and his blood-shot eyes on arrival proved that it was no light effort to reach the circuit. Team Squirrel was a shambles as usual, as sitting in a lay-by on the A40 for three quarters of an hour

gradually freezing while I waited for the support car was a fair start to the morning, but the temperature south of the river was noticeably colder than the comparatively balmy air of the Chilterns.

However, the MMM entry was good, and even more surprising all ten cars turned up. Scrutineering was problem free, but immediately afterwards the gremlins struck, as a helpful push on Mike Garton's tank opened a split in the base. The P types' rump was removed in double quick time, but it was clear that the first practice session would have to be missed, but Rapid Araldite should set in time for the second. Those cars which actually practised did not get away scot free, as Patrick Gardner found great difficulty in engaging any gears on the Ritchie PA when the gear lever parted at the ball joint on about lap 2. Fortunately, the Bayne-Powell spares were close at hand and an L lever was located at Borough Green which would do the job. Care would be required in manipulating the change as the extra length meant that the Gardner knuckles came perilously close to the dashboard, but the car did make the grid. Times of course meant very little, at this stage of the proceedings the ice free line was only one car's width round Clearways and most people seemed to be about six seconds off their dry times. Even on the line it was certainly slippery but Phil was fastest MMM, getting the K3 round in 1-13.6. A wide gap separated him from Peter Gregory who persuaded Phoebe, now sporting a blower, to circulate in 1-17.6. Around 1-20 was quite crowded as two seconds either side covered four cars from Dudley Pinney at 1-18.4 to John Wilkinson, cautious as usual with 1-21.8. Two Smiths, Don and myself shared 1-19.8 while Len Bull was a bit further back at 84.2.

Ian Judd undoubtedly was the most pleased with his performance of all of us as the M types 1-26.0 effort was nearly four seconds FASTER than this previous best on a dry track. Martin Warner, though, found the KN somewhat too large and just crept inside 1½ minutes with 1-29.8.

Of the second practice I can say little as the Garton tank was repaired and he and I had a most enjoyable struggle for ten laps or so. Forgetting entirely about handicap - foxing I found that I could make slightly over most of the circuit to lost a bit on Paddock. Round and round we went, with me lagging from ten to thirty yards, but no nearer could I get as when I did a slight fumble would throw it all away. When the faster traffic caught us up, Mike's superior race craft showed itself by forcing me to give way to the overtaking vehicles and so I never did get near enough for a direct challenge. Ah, well the adrenalin was flowing nicely, for me it was what racing was all about and there was the race to come!

It was not to be however, as he had to start from the back of the grid owing to the missed practice and as a result I did not see him, though even worse luck befell when the white metal dropped out of a big end on lap 6 causing loud noises and instant switch off. Subsequent investigation showed no other damage, the crank being unmarked. Back in the race I was deeply involved with John Wilkinson behind and with my sights on Dudley Pinney and Dave Rouse in front. This all came to naught however when, exploring for a bit of advantage by braking late and taking Clearways wide the result was an incident lasting about a hundred yards and involving loss of adhesion at front and rear, both alternately and together. More by luck than good judgment I was able to keep it on the island but it presented John with a benefit of some sixty feet. Not content with this, I did the same again next time round, though varied it a bit by taking a normal entry, but a sharper apex got me onto the ice just the same. Thus occupied I had little time to follow what other people were doing, and so I apologise for the egocentricity of these notes.

At the end the MMM rankings were Ian Judd followed by John, Patrick and Len Bull while the fastest laps of our boys were:-

Phil Bayne-Powell	K3	1-11.2	
Peter Gregory	PB s/c	1-13.8	- Retired lap 8
John Wilkinson	J2 s/c	1-14.2	
Don Smith	J2 s/c	1-14.8	
Dudley Pinney	J2	1-15.8	
Andrew Smith	PB	1-16.0	
Mike Garton	PA/B	1-17.2	- Retired lap 6
Patrick Gardner	PA	1-17.2	
Len Bull	J2	1-18.8	
Ian Judd	M	1-21.8	
Martin Warner	KN	1-21.8	

Meanwhile Team Squirrel preferred the comfort of the Club House bar - that's what I call assistance.

The track conditions had changed yet again for the final race as by this time the counteracting effects of racing, in drying the track and the setting sun in lowering the temperature resulted in the useable width of track being considerably greater, but conditions were more treacherous outside. For me the race was lonely, once again Dudley was my marker, but he had found an extra second a lap, while I could only manage a fifth and the wider margin showed on the track as he gradually drew away. Patrick was behind but not threatening, and without any dramas my race time was three seconds faster than before. The more powerful cars probably found things more difficult as Phil took ten seconds longer to cover the distance though his fastest lap was only about half a second down.

Phil Bayne-Powell	K3	1-11.8
Dudley Pinney	J2	1-14.6
Andrew Smith	PB	1-15.8
Patrick Gardner	PA	1-18.2
Ian Judd	M	1-22.0

The handicap results put us almost exactly in the reverse order with Patrick leading Ian, Dudley, Phil and Finally myself.

And so homewards, to discover the ravages that the de-icing salt had wreaked on my alloy side lights, and find that once again the PB was on my side, No. 3 big end getting me home with little noise but only 1/8" width of white metal remaining on either side of the rod half of the bearing.

However different the two events were in temperature, the warm human atmosphere was identical for both, and all the other meetings of the season had the same characteristic for me. No matter what the problem, who was suffering or where it occurred, the spirit of the Register was sound and helping hands would eagerly assist. This then was 1976 - the friendly year.

MARY HARRIS TROPHY WINNERS

1963	Mike Hawke	J2	56.17 m.p.h. *
1964	Bruce Beer	J3s/c	61.56 m.p.h.
1965	Stuart Milton	M	10.10 m.p.h.
1966	Peter Bentley	PAs/c	58.56 m.p.h.
1967	John Goodacre	PAs/c	64.06 m.p.h.
1968	Mike Hawke	J2	58.62 m.p.h.
1969	Peter Cranage	NA	66.08 m.p.h.
1970	Malcolm Beer	K3s/c	?
1971	Nigel Musselwhite	PB	60.15 m.p.h.
1792	John Adams	PAs/c	67.37 m.p.h.
1973	Doug Harris	Ms/c	65.19 m.p.h.
1974	Andrew Smith	K3s/c	65.90 m.p.h.
1975	Andy McLennan	J/Ps/c	Approx. 70
1976	Don Smith	J2s/c	52.41 m.p.h.

* Trophy not awarded until 1964.

THE SLADE TROPHY 1976.

Pos.	Name	Car	Points
1	Barry Smith	PB	20
2	Paul Fletcher	PB	12
3	Dudley Sterry	J2 XPAG	10
4	George Ward	PA	7
=5	Bryan Bowles	M	6
=5	John Adams	PA	6
=7	Robin Smith	J2	5
=7	Roy Newton	J2 XPAG	5
=7	Charles Shepstone	PB	5
=10	Andrew Smith	PB	4
=10	Ian Davison	PA	4
12	Morgan Marshall	18/80	2
=13	Chris Williams	PB	1
=13	Alan White	PA	1

THE SLADE TROPHY 1976

This year we have a new and worthy Trials Champion in the person of Barry Smith. Barry's 'PB' is standard - apart from cycle wings - and has triumphed this year over all possible mechanical maladies, involving numerous mid season rebuilds, culminating disastrously on New Year's Eve with a broken crankcase whilst en route between London and Plymouth. His victory is all the more remarkable in that the PB has been his only car for most of the year, living in the street in London during the week and commuting at weekends to Chobham or Plymouth. He has also competed in many non-MECC events, including for example three Cornish trials on consecutive weekends in February, despite being in London for work by the Monday morning.

The Year opened in traditional style on January 7/8 with the MCC Exeter Trial. Out of nearly 300 entries, it attracted only 2 MMM cars - the PA of Tony White, doing his first MCC event, and the PB of Barry Smith. Tony struggled on to achieve only the distinction of a Finisher's Certificate, but Barry won a splendid First Class Award - his first in an MCC event. The usual terror of Simms was in fine form, stopping a full 90% of the entry, and Barry's climb was only achieved with much clutch dipping - wishing no doubt that he had a blower.

Next on the calendar was the S.W. Centre's Kimber Trial, run on 1 February in arctic weather with the ground frozen rock hard. Although generally of the "non-damaging" variety, the undertray from George Ward's PA was seen on the ground between sections. The event attracted a healthy 8 MMM (and Vintage) entries, comprising Paul Fletcher, PB ; Charles Shepstone, PB; George Ward, PA; Barry Smith, PB ; Morgan Marshall, 18/80; Chris Williams PB; Chris Herod, PB ; and Steve Dear, PA. The latter failed to figure in the awards but otherwise the finishing order was as listed. Unfortunately, all were trounced by the A7 of Eric Harris, and revenge is promised for next year !

The Stroud and District M.C's Cotswolds Clouds Trial on 8 February was as usual a splendid day's sport, run rather on MCC lines but with less road mileage. The ground was very wet and messy after several days rain, but with fine weather on the day. Roy Newton, J2 ; Barry Smith, Dudley Sterry, J2 and Paul Fletcher performed magnificently to finish 2, 3, 4 and 7 respectively in the overall sports car class, whilst Steve Dear , PA, failed badly on the two first hills at Ham Mill and Nailsworth Ladder before recovering his usual form. Barry Smith was perhaps luckiest (or otherwise) when he ran out of petrol on the final hill - which had been cleared by the entire entry - but spluttered up to fail just before the No. 1 marker.

The Devon and Cornwall Centre Trial on 7 March was a fairly tame "field" trial, and attracted only Barry Smith from the MMM brigade, who thus automatically notched up another six points.

The MCC Lands End Trial at Easter attracted as usual a large entry of 322, but only 5 MMM (and Vintage) cars. These were Dudley Sterry, Paul Fletcher, Steve Dear, Charles Landells, J2; and Morgan Marshall, although Barry Smith and Ian Davison were also entered but were suffering from assorted bottom end problems.
By way of contrast, a MMM team had offered their services in marshalling one section, and were allotted the rather dreary Newlyn Downs. However, with over a dozen volunteers it was possible to operate in shifts so that most had a chance to spectate at some of the other hills.

Night sections were included for the first time, in the Somerset area, and although fairly easy by MCC standards thick fog hindered progress for many. Morgan Marshall was unlucky when the 18/80 struck a length of railway line beside the hill at Sug Lane and holed the sump; undeterred he was towed to Tony White's nearby home where a welding repair was effected and he motored on his way.

The first of the traditional hills was Beggar's Roost, which after several easy years was back on form, being a stopper for the great majority of the entry. Dudley Sterry and Paul Fletcher were however amongst the select few who reached the top. Crackington was also in fine form, being as usual artificially wetted in its upper regions, and again stopping a good many. The final hill at Bluehills Mine attracted as usual a large crowd of spectators, but the surface seemed somewhat easier this year allowing many clean climbs. Steve Dear unfortunately retired shortly before the last hill, but Dudley Sterry and Paul Fletcher ran splendidly to achieve 1st and 2nd Class Awards respectively, the latter only failing on a special test at Ruses Mill. Charles Landells finished but incurred many fails on the way.

Next on the calendar was the MCC Edinburgh Trial on 2 October, and it was a tough one for the 250 entrants, run in drizzly weather after much preceding rain. Best of the M.G's was Ian Davison's PA, needing only an en-route dynamo transplant to run faultlessly to a 2nd Class Award, failing only at Litten Slack. He was in good company, since only 12 cars reached the top here, mostly Imp, V.W. and Porche variants. Ian had also spent the preceding weekend changing the gearbox back to PA ratios, being rewarded by a clean climb at the incredibly steep Bamford Clough, whereas the PB's of Paul Fletcher and Barry Smith both failed here. Paul ran on to gain a Third Class Award, whilst Barry Smith, who was troubled by low oil pressure, incurred lateness on the road and thus no award. Dudley Sterry's J2 failed only at Litten Slack, but uncharacteristic indiscretion at special tests prevented an award.

Wolds Trial, about which I know little except that Bryan Bowles M type was the only MMM entrant and thus achieves 6 points to his credit. Any pot-hunters should note that there were several MGCC PCT's with NO MMM representation.

The Midland Centre's Autumn Trial was run on a bright and sunny day on 24 October, and although the hills are very mild by usual trials standards, it was as usual a good day's outing. The MMM entries were John Adams, PA; Robin Smith, J2; Andrew Smith, PB and George Ward, PA, who finished in that order. Mud was the order of the day and a road-sweeping party had to be organised at the exit road to pacify the local populace.

The Trophy will be awarded again on similar lines in 1977, but it is hoped that more faces come out to play in the mud. All claims should be made to John Adams at 5, Hares Lane, Hartley Wintney, Hants.

'C' TYPE POSTSCRIPT

Dear Mr. Foster, 8th Nov. 1976

Many thanks for your letter and for sending the Year Book, which I found very interesting.

Your letter precipitated an investigation of odd papers which I have not looked at for many years. My records were greatly damaged when our house in London received a direct hit and the M.G. brochure enclosed is additionally historic by being damaged by water from the fire services.

I enclose some literature which may interest you. If any of it can be added to the records of the M.G. Car Club you are welcome to keep it, but if not please return it to me as my son would like to keep it.

Your letter stirred many memories of my youth, when my brother and I lived and dreamt M.G's. We owned, jointly, in 1933, a completely standard unblown C type. This had the inlet and exhaust manifolds on the same side of the head and with a weight, if I remember rightly, of 14½ cwt. checked on a weigh bridge, it's performance, despite its sporting appearance and exhaust note, the latter ringing superbly down Gt. Portland St. and Albany St. on a demonstration run from Sprosens, was terrible. Its maximum was about 65 under favourable conditions and, although it proved to have a cracked cylinder head between two valves, for which, incidentally, Sprosen refused to accept any responsibility, I cannot imagine how anyone ever got any performance from this superb looking hopelessly heavy car. You will not be surprised to hear that it was quickly passed on, at great loss!

As a temporary measure it was replaced by a charming coach-built bodied M type - a rather rare model. An entirely delightful little car. However, more performance was required and the M type was traded in at Henlys, in Euston Rd., for a beautiful second-hand J1.

I still have a note about prices for these cars. The C type cost a very high figure of £185, and the allowance eight months later, was £65 against the M type, so obviously we were greenhorns and most people knew that the unblown C type could not pull the skin off a rice pudding. The M type was £95 in pristine condition, and I was allowed £109 two months later against the J which cost £149.

This J was a splendid motor car and revved extremely freely, giving it a very good performance by the standards of the day. We went to spectate at Le Mans in it that year, 1934, and during the night motored to various vantage points with two other unknown English blokes who had a Brooklands Riley and whose names were Peter Whitehead and - Walker, who were subsequently to reach high positions in the racing world. My chief recollection of that trip was returning from Toulon to Calais in a day and a half with a damaged rear main bearing which allowed the oil to come out of the clutch housing drain hole as fast as we filled the sump. Why the clutch continued to grip I do not know, but we accomplished the 750 miles or thereabouts at a very respectable average speed.

In the autumn of that year I sold the J for £120 in order to purchase the second C type from Louis Levy who used to, and perhaps still does, run a fleet of taxis from Mount Pleasant. The car was already making a name for itself, as Levy was a first-class mechanic and, among other mods. had already converted the engine to a J type head, with dramatic results, and had also fitted a home-built streamlined lighter body. The car had done well in the J.C.C. Relay Race at Brooklands and had, I think, put in a lap at 87 m.p.h. I had a lot of fun with it in the following two years, 1935 and 1936, racing it at Donington and twice at Brooklands. There was healthy rivalry in the 750 Sports car races at Donington between, among the names I remember, Phillips, Else and Wharton.

When I raced at Brooklands I discovered, at R.R. Jacksons a Q type body from a car which had crashed without serious damage to the body, and I acquired this for the extortionate price of £10! M.G's were also disposing of some racing spares and I acquired a set of all necessary parts to convert my car to Q brakes. I spent the winter stripping the chassis completely and rebuilding, modifying the brakes and fitting the body. Despite the extra weight of the brakes I pared well over a hundredweight off the car, some of the saving being accounted for by the fact that I motored, from then on, summer and winter, without hood or spare wheel and with only two aero screens (there were no heaters in those days, either).

I arrived at Donington in 1936 hoping to vanquish all comers, but other people had not been idle and Else, in particular, had made a beautiful job of fitting an R type body to his C type, and was uncatchable. However, my car had the advantage of being completely roadworthy and I enjoyed an enormous amount of ordinary motoring with it, always driving it to Donington and back.

The last I heard of the C was in 1942 when I received the enclosed write-up. I see Else's car listed among the untraced in your Year book and wonder if the above information about the conversion to R type single seater body might throw any new light on its later history.

I was interested, and amused, to see the picture in October Motor Sport of the 1932 J type Midget and to read of its lack of performance. This must have had the same type of head as my first C type, and the J head must have been a mod. in, I suppose, 1934.

I sold the C in ecxhange for a 105 Talbot with an Alpine body, JJ 93, which has been the subject of a letter or two in Motor Sport recently. This was sold as its double 12 volt battery was on its last legs and a replacement, even then, cost an enormous amount and I acquired, in 1938, a genuine Ulster Aston Martin BML 58 from Rowland Smith's in Hampstead. This hand-built, comparatively young, beautiful motor had a price label of £175 and I ran it throughout the war, as the R.A.F. was comparatively generously treated for petrol, and it gave practically no trouble. However, Astons are outside your sphere of interest, as would also my early post-war experiences with a series of pre-war Alfa Romeos.

I hope my recollections of M.G's may be of some interest or amusement to you.

Yours sincerely,

D. S. HANDLEY.

INTERESTING CARS
from BULLETIN of the Enthusiasts Car Club
Vol. 1, No. 1, July, 1942.

For the first of this series we have an M.G. Montlhery "Midget" unblown - which is owned by Mr. Alan Charlesworth.

The engine is basically a Morris Minor of the period but much hotted up. It is an O.H.C. Engine with twin S.U. carburettors, 4 cyl. 57 x 73 mm. giving 746 c.c. and an R.A.C. rating of 8.05 hp. The ports are opposed. The rear axle ratio is 5.375 to 1, which is extremely low considering the power/weight ratio. However, the blown two-seater weighed over 13 cwt, while the unblown model would be only slightly lighter. Charlesworth's car, however, has a much lighter aluminium body, and it is a pity it should be burdened with a low axle ratio, however, I suppose the manufacturers wanted the engine to live on "revs" and therefore gave it a short stroke and low axle ratio. The unblown Montlhery two-seater cost £490 in 1932, whilst the blown model sold for £575 at the same time.

Many people agree that the Montlhery was the best M.G. ever built, excepting the two-bearing crankshaft which it broke sooner or later, and the engine simply revels in revs. (no pun intended), so it is very easy to exceed the rev. limit.

This car has been modified in many ways, the main difference lying in a Laystall crankshaft "J" type cylinder head, "Q" type brakes, which are terrific, and Scintilla Vertex magneto. This car has an exceedingly pretty and businesslike "Q" type body, together with cycle type wings. The body of the car is finished in grey and the wings are red. It has an outside exhaust system with a hearty crackle. A '47' - past relic of its racing days - on the radiator has not been completely obliterated.

In the scuttle is an auxiliary oil tank which keeps the sump oil at its correct level. The six volt battery lives in the tail, whilst also at the rear is a ten gallon fuel tank. There is no provision for mounting the spare wheel. The cockpit provides just enough room for two occupants and nothing else. There are two aero screens, but no main screen, hood or side screens. The dash is a fine piece of work in aluminium. It comprises the following :- A really imposing re-counter reading up to 7,000 r.p.m. a small Jaeger speedometer (Chronometric) reading up to 125 m.p.h. Oil Pressure Gauge, ammeter, oil and water thermometer, clock, fuel tank pressure pump, and its gauge also, a beautiful array of switches. The gear lever is typically stubby and works in an open gate. Both the gear lever and the hand-brake are centrally positioned.

Turning now to performance. D.S. Handley who carried out all modifications, and raced the car at Donington Park claims that the car touched 90-95 m.p.h. fully stripped on the railway straight at Brooklands, whilst without wings it touched 80 m.p.h. on the Donington straight before it was lengthened. These were with pistons giving a compression ratio of 9 to 1. The car has lapped Brooklands at 87 m.p.h. and at the relay race there covered 30 (?) laps at an average of 83 m.p.h. I have every reason to believe that these figures are genuine, and, if so, they are fantastic for an unblown 750 cc. car made in 1932. It makes one wonder if we have progressed at all in the last decade.

Below are some of the successes gained by the car-Donington Park 13. 4. 35.

Five lap handicap	For	cars	up	to 850 cc.	3rd
" 8.35 "	"	"	"	"	1st
" 5.36 "	"	"	"	"	4th
" 7.36 "	"	"	"	1,500 cc	3rd

It should be emphasised that the car was *driven* to Donington Park and back again. Handley always kept strictly to a rev. limit of 6000 r.p.m. on the road, which gave 45, 65, and a genuine 80 m.p.h. on second, third, and top gears respectively. It is bad practice to rev the engine in 1st gear.

The 9 to 1 pistons gave no material increase in the flat-out speeds, but gave better acceleration than the 8 to 1 pistons which were generally used.

The car has breaks adjustable from the driving seat and tele-control shockers at the rear.

I have ridden in this car, and it is a very lively and thoroughbred machine. Steering, road-holding, cornering and brakes are all excellent. The exhaust note is harsh as is the springing, and the wine of the straight tooth is pure intoxication to the enthusiast.

The M.G. is now undergoing a complete overhaul - pending the arrival of happier times; its owner using a more orthodox - although only slightly less pleasant - motor car, a Talbot 10 saloon.

D. L. GANDHI.

Mr.Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex, BN4 4YJ, England.

Max Zingg, 9000 St. Gallen,Scheibenackerstrasse 9.
17th April 1976.

Dear Colin,

I had the luck to discover again a very rare Triple-M car which I could purchase this week. I want to register the car at the Triple-M-Register. I have not an official form, but I think it will be o.k. with this letter.

Type:	J3 Super-sports	Claim Plate U. M. L. (University Motors London?) MG2353/492	
Year:	1932		
c.c.:	746		
Chassis Nr.	J 3757	Body:	super-sports (like J2)
Engine Nr.	1251 AJ 72		2 seats.

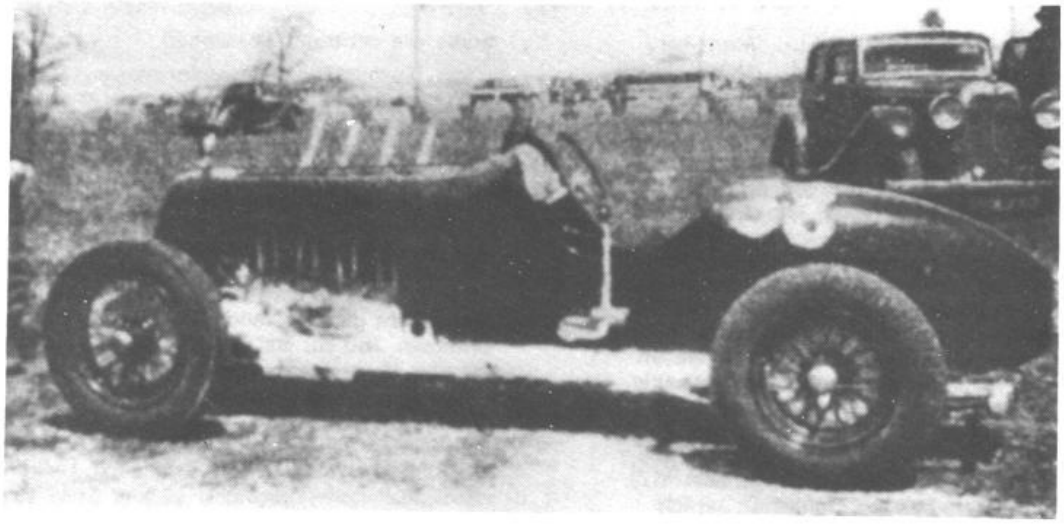
The car is in very original condition, but bad condition, partly dismantled, supercharger is missing.

The car has a known history. First owner was an Englishman who lived in Furstentum Liechenstein (nr. Switzerland and Austria), name: Riley. This man drove the car in 1933 at the Rheineck-Walzenhausen-Lachen mountain race (hill climb), as mentioned in Thornley's "Maintaining the breed" at the end of chapter VI (Page 58 in the 3rd edition). He was the winner of his class "Sportwagen II" with a time of 6.54.08.
In the class "Tourenwagen II" had an F1-tourer in the same year 7.28.06, also winner of the class. From Riley came the car in ca. 1933/34 to a Swiss, a Dr. Benno Bissig in Uster (in Switzerland, nr Zurich) owner of a well-known factory, which produced in the beginning of this century the "Thuricum" car. I have heard that he drove the J3 in wartime with "Black" fuel. From here I have lost the trace till 1969 when a man with name of Schweizer in Erlen TG (Switzerland) sold the car to Austria, where I discovered it this week.

I look forward to hear from you again,

Yours sincerely, Max Zingg.

THE DE HAVILLAND - M.G. SPRINT SPECIAL



MOTOR SPORT
OCTOBER 1955

Interest has been lent to this season's sprint contests by the appearance in some of them of T. Dryver's remarkable De. Havilland - M.G. - remarkable because this car has a D.H. Gipsy aeroplane engine in a surprisingly small chassis.

During the war Cecil Clutton had an article in MOTOR SPORT discussing the possibility of such an engine in a road car, the conclusion being that if adequate cooling could be arranged and sufficiently high gear ratios installed, a 100 m.p.h. car needing major overhauls once every 100,000 miles would result. The feeling was that somehting like a 3-litre Bentley chassis would be required, with special gearbox, and even this might need strengthening.

What Dryver has done is to get a Gipsy aeroplane engine into a Q-type M.G. Midget chassis, a quite outstanding accomplishment, although, as his car is a sprint special, the cooling problem is reduced.

The car was built in the owner's home garage and on the kitchen table, assisted by his 19-year-old son, in, as he says, "the old Shelsley tradition." An absolute minimum of machining and welding was "farmed out," yet construction occupied only about six months, working evenings and weekends.

Dryver's aim was to have a lot of fun without spending a fortune and he reckons that his D.H. - M.G. cost him only £135 to prepare for this year's Prescott Testing Weekend, and about £150 to date, inclusive of modifications and repairs after "blow-ups."

The engine is the faithful D.H. Gipsy Major air-cooled, in line, 118 by 140 mm. four-cylinder, normally of 6,124 c.c. but this one has been rebored to a slightly greater size. It normally gives 130 b.h.p. at 2,350 r.p.m. on a compression ratio of 5.25 to 1. It weighs complete about 3½ cwt., including flywheel and clutch.

In the chassis the engine is upside down, as it would be mounted in an aircraft, and also back-to-front, rotating anti-clockwise, so that the flywheel can be mounted on the propeller boss.

The engine is virtually standard, but a simple tubular inlet manifold has been made up, in the home workshop, to take two 1 7/8" bore horizontal S.U.carburetters. A simple wet sump was also made up, which holds 1½ gallons of oil, to replace the dry-sump lubrication system used in the air. Basil Davenport advised the use of 2-in. diameter in place of 1¾in. diameter inlet valves and these, together with an advance in ignition timing of the magnetos, is thought to have put the speed above 3,000 r.p.m. and the power output in the region of 150 b.h.p. Incidentally, plastic oil pipes are used, so that there is visible evidence of oil flow without the need for a gauge.

Originally the clutch was modified Vauxhall Fourteen, but this couldn't quite cope with the power, so a 30 h.p. Ford V8 flywheel and clutch were adapted, retaining the Vauxhall bell-housing and toggle arms but using the Ford thrust-race. A simple clutch shaft was made up, incorporating a steel disc and rubber universal joint, to convey the drive to a separate gearbox.

The gearbox is from an Alvis Silver Eagle of about 1931 vintage, mounted back-to-front to provide upward instead of downward gearing! The gearbox ratios are thus 3.75, 2.33, 1.5 and 1.0 to 1, giving, in conjunction with the 5.0 to 1 back axle, overall ratios of 5, 3.33, 2.15 and 1.33 to 1. Dryver uses first (ex-top) and second (ex-third) on full throttle without qualms, but third (ex-second) is reserved for long straights and top (ex-first) will never be used as there appears to be a possibility of the gearbox bursting and the driver does not, in any case, fancy the speed at which the propeller-shaft, immediately beneath his seat, would then be turning. This shaft is a short, home-modified Hardy Spicer, taking the drive to the Q-type M.G. back axle, in which the differential assembly has been turned upside down to counteract the anti-clockwise rotation of the crankshaft.

The chassis and body are *monoposto* Q-type M.G. strengthened where necessary but modified as little as possible to preserve a decent appearance. The total weight is 11½ - 12 cwt.

The engine and chassis were purchased from E. Lloyd-Jones, who had already commenced work on it, and this was completed by Dryver, his young son, and the young son's friend, Tony Smith.

The De Havilland - M.G. clocked 53 sec. on its very first appearance, at the B.O.C. Prescott Testing Weekend.

It was entered for the Nottingham S.C.C. sprint at Whitsun but snow and rain on a winding, undulating, narrow course resulted in a risky but satisfactory run, the driver then making fastest saloon-car time in a Daimler Conquest.

At the Cheltenham M.C. Staverton sprint meeting the Vauxhall clutch only permitted half-throttle in third gear, and when the flywheel sheared its pins the next day, luckily with little other damage, the Ford V8 assembly was fitted.

At Shelsley Walsh in June the car was motoring very well in practice when coming out of the S-bend the clutch sheared the pins of the pressure-plate housing, bending the clutch shaft, chewing-up the thrust mechanism, and even loosening the flywheel. The bell-housing split into many pieces and nearly removed Dryver's feet. In the best Shelsley Walsh tradition, with the kind co-operation of a Great Whitley garage, the three enthusiasts toiled most of the night, the next morning and late into the afternoon, returning to the hill in time for the second runs, when an exhausted driver did a disappointing 54 sec. in heavy rain, getting wheelspin most of the way.

An all-night tow behind a Ford Zephyr took the D.H. - M.G. to Rest and Be Thankful, where it made four runs, including practice, entirely devoid of trouble. The second run, which seem-

ed the fastest, was missed by the timekeepers, but the third, accomplished in 69 sec., was deemed quite pleasing in view of the pot-holes and many bends. The car was running better than ever before.

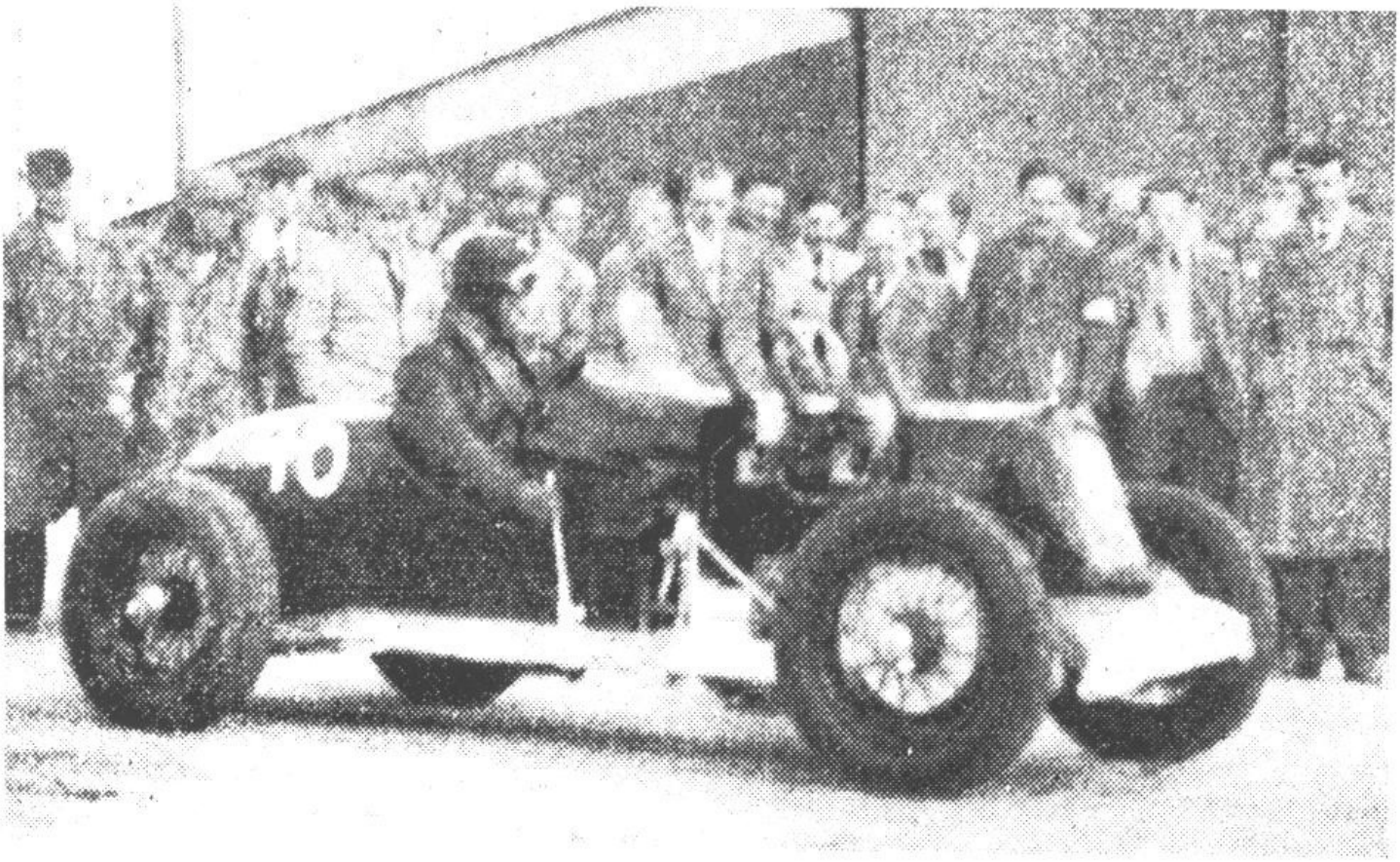
Its owner finds the rear ½-elliptic suspension satisfactory, the brakes very fair, but finds the steering uncertain, largely because the front wheels have a saucy habit of leaving the ground after a slow corner! Alteration of the very stiff front springs and stiffening of the chassis frame will probably effect a cure.

At present it is neither a drive nor a ride on dry roads but a fight, and being near-suicide in the wet it puts the "S" back into Sport, says Dryver.

The whole point of creating a "special" such as this is that you make it yourself instead of buying it, and cars of this kind are certainly welcomed by spectators amd make those sprints which are still organised well worth while to the clubs concerned with them.

W. B.

"Motor Sport, October 1955"



J B 3717

I was fortunate enough recently to have the pleasure to see Peter Warne's latest acquisition, which is no less than Cecil Kimber's personal blown K1 with a drop head coupe body by Corsica.

This car has been vaguely known about for some time, living down in Devon, at Spreyton, near Okehampton. It was a chance remark by Peter when he said that he'd like to build a replica of Kimber's car that started it off. I knew that the owner had written to Colin Butchers about selling this car, so I told Peter to contact Colin to put him in touch with the 'real McCoy'. After visiting the owner and much telephone persuasion, Peter is now the proud owner of this interesting car.

On first inspection the car looks most original, and in reasonable order, but doesn't look like the car photographed in Mike Allison's and Wilson McComb's books. The long sweeping wings in the photographs have been replaced with ones with mud valences behind the wheels. The doors with their heavy front hinges are now hinged at the rear and have opening quarter lights. Finally, at the rear the steeply sloping tail has given way to a more rounded, sloping, one with a boot lid in, more on the lines of the SA Tickford, with an illuminated, built in, rear number plate.

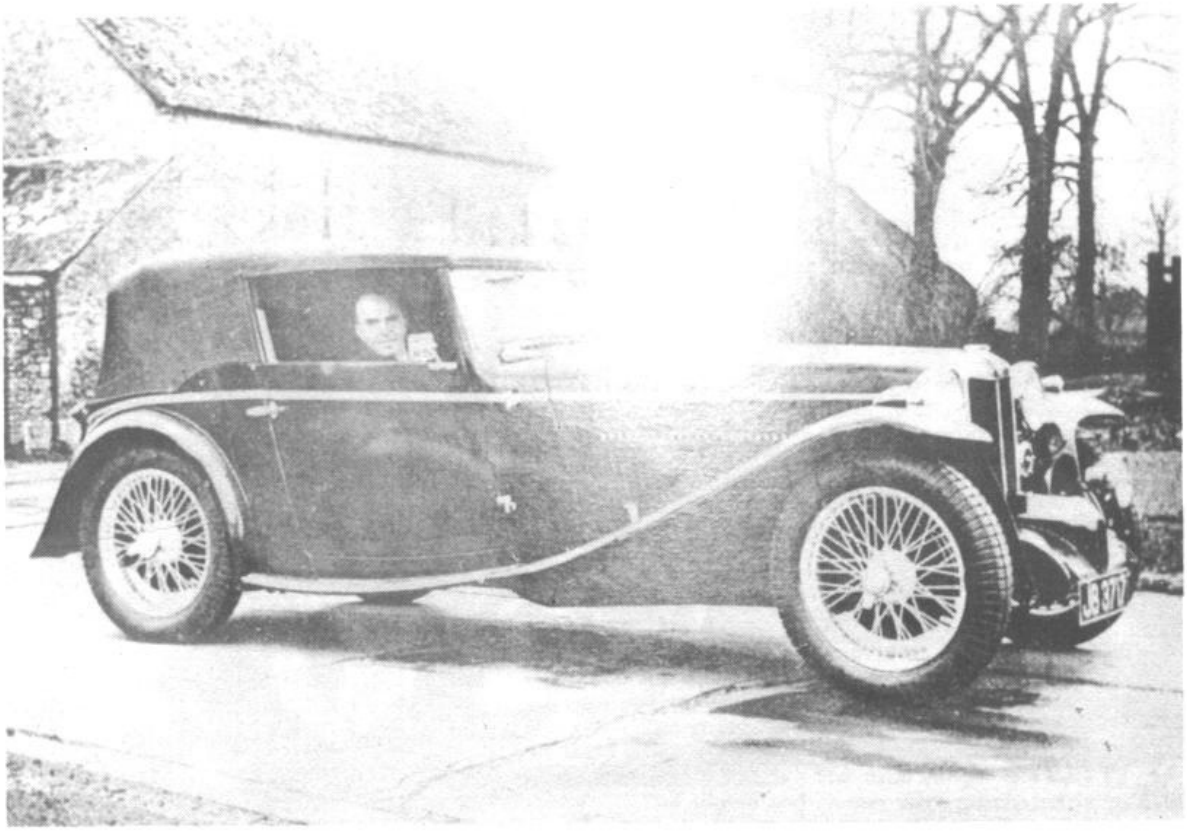
Unfortunately the blower is missing, as is the blower cowling, but one can see where the standard radiator mounting bracket has had the front cut off to allow the blower drive shaft to pass through. However, just in front of the radiator, which has the bottom of the shell relieved, there is a cross tube mounted in what I'm told is the normal KN position (i.e. some way back from the normal dumb iron cross tube). This

has only got the small hole for the starting handle; but even more interesting is the fact that on the offside of this cross tube there is mounted a swivel arrangement, which, when the brakes are applied, pulls the respective ends of two Bowdenex cables connected to the K-type back plates at RIGHT ANGLES - operating not a cam but what must be a wedge system of expanding the brake shoes. A similar system is used for the rear brakes.

The brake shoes themselves are also interesting as they are made of steel, not the usual cast aluminium. Otherwise the chassis seems to be as K-type with Lurax hydraulic shock absorbers front and rear, except for the permanent jacks clamped to the chassis.

The engine is a KD engine, which means there is no oil filler on the offside of the block, and the K-type rocker cover has been modified by fitting an M-type filler neck at the front where the later N-types were to have theirs positioned. The engine is on carburettors at the moment, although it looks as though they could have been fitted at an early date as the hole in the bulkhead for the accelerator linkage looks professionally made. The hole for the original throttle arm is still there on the near side from where the accelerator would have run forward to the carburettor.

The gearbox is a preselector with an unusual remote control with the gear lever in a slender quandrant, and a single rod mounted on top of the remote control for the slow running adjustment. The whole gearbox is clad in what must be an original gearbox cover of brown carpetting.



J B 3717 part 2.

The steering column and box have been changed from the original which broke. The dashboard is most comprehensive, with the K-type ignition panel in the middle flanked by oil and water temperature gauges, petrol gauge and an incorrect clock; on the outside of this is mounted the original K-type small speedo and rev counter.

The windscreen hinges about the top only and opens outwards, with twin windscreen wipers. Large pneumatic front seats are fitted and on either side are pockets in the doors for thin papers, but in addition, very narrow pockets for the full thickness of the door occur right at the front of the door.

The bonnet sides do not have the louvres in the photographs, but little opening doors like the SA. Also an opening ventilator is fitted on either scuttle side.

The rear seat is not very large and consists of a removeable and unpadded, but carpetted backrest that is fixed in position by budget locks. A small full width cushion forms the seat. This backrest is adaptable so that as well as being near vertical it can be re-positioned to form a horizontal tray, allowing the full depth of the seat below to be used for luggage. The backs of the front seats have zip-up map cases fitted to them.

The hood and frame, as in the photographs folds away into the body and are covered with a hood cover; they work well and seem to be in good condition. The tail of the car slopes away as previously mentioned, with no spare wheel mounted on it as in the photographs.

Under the door is the Corsica body plate, and the 'clunk' of the doors shutting still indicate the coach-built quality. The car was fitted with 16" wheels with fat tyres, which Peter has now replaced and the milemeter reads 65,000 odd miles although we know that the engine was resleeved in 1948 when the brakes were relined, so it is difficult to say if that is a genuine mileage.

The car is currently green with black wings, although it was purple! when the last owner bought it. The original fog lamp is still with the car.

Doing some deducting it seems possible that Kimber had one body built by Corsica which is the one in the photograph, but that later, the tail, wings and doors were changed to possibly try out their appearance before the SA body style was decided on.

Peter is having the car resprayed and is fitting a temporary replacement engine, whilst the original one is overhauled. It is hoped to have everything running soon.

It is always interesting to see these unusual MMM cars and it is good to know it's in appreciative hands and no doubt appearing regularly on the MG scene.

THE RESTORATION THAT SEEMED IMPOSSIBLE

P. Bayne-Powell

K3003 Text 1.

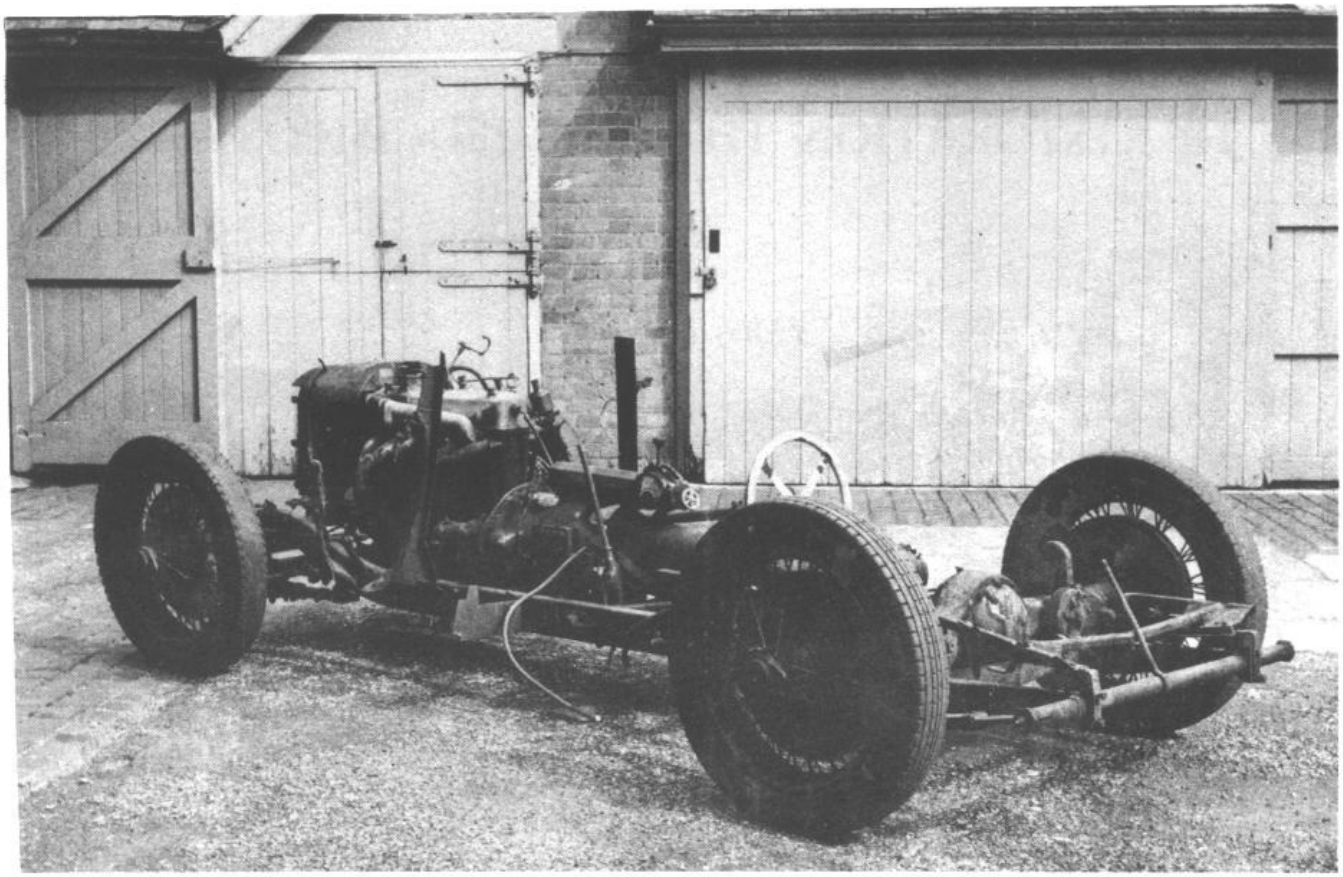
At the time, in January 1972, when I was seriously thinking of buying K3003, the task ahead seemed formidable, and to my mind impossible, as I could then see no way in which an accurate body could be built correctly.

On buying "the parts" it became evident that although the engine had been rebuilt by Hoffman and Mountford, and the chassis, front and rear axles completely overhauled and finished, there was very little else. The preselector 'Wilson' gearbox, Stuart Milton had built up four times until he was satisfied. A petrol tank had been made up to the original works drawings, together with a radiator.

There was a Centric 260 blower which had been overhauled, but had no drive shaft, although the fittings were included. There was also a very large Zoller blower with a 1.7/8" carburettor, but as this came off a 'record breaker' it was decided to use the Centric and keep the blower pressure to about 10-12 p.s.i.

Wheels came ready painted and shod with Dunlop Racing covers, when they cost £26 each! Fortunately the dash panel instruments were nearly all complete and had been overhauled. A bulkhead oil tank and windscreen also came with the car. However from the radiator, which had to have the K3 style mounting brackets made up, right back to the petrol tank was a vacant space which had to be filled with a body!

During the next few months I was very busy assembling the pieces into a rolling chassis, and this was how it was seen at the May MG Silverstone weekend, with engine, gearbox, propshaft, axles all attached to the chassis. The brake cables were fitted although they were then not quite the correct length - which always seems to be the problem with brake cables. Great care had been taken to split pin or wire lock all the nuts and bolts. A lovely 6 branch exhaust manifold was bolted onto the head to make it look sporty - later this manifold was to cause a problem.

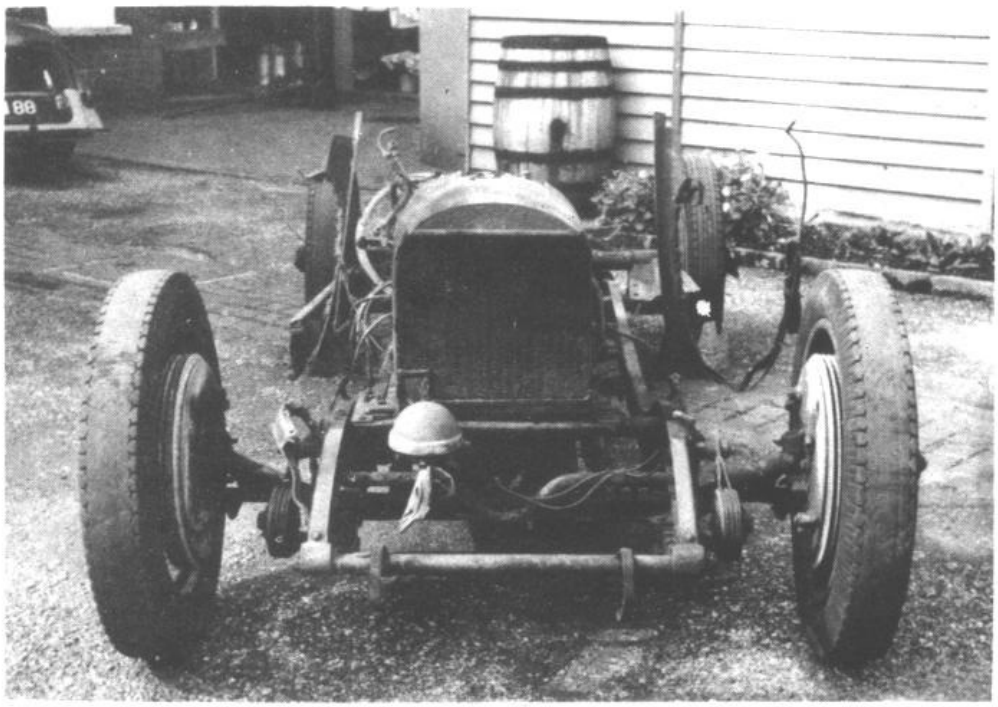


"as found"

I had now done all the easy bits and the main problem now became more urgent, that of the body dimensions and templates. There was nobody in the country who was able to help me, fortunately I knew Gary Schonwald in New York with K 3020 who was in much the same situation as he had only a rough 'special' body on his car. Gary contacted Noel Cobb who owned K 3008 and K 3028 and who kindly allowed Gary to take dimensions, templates and photographs so that a very good set of drawings and templates were eventually obtained.

Meanwhile I was trying to figure out how the body was mounted on the chassis and from Gary's photographs was able to see that K 3003 was short of 3 pairs of body mounting brackets together with a special bracket larger than the usual split ali 'U' that held the front part of the propshaft tunnel. This was quite a problem until it was suggested that the K tourer might use the same fittings, and, luckily John Rogers had a KN chassis with these. Another problem solved. But the centre bracket fitted over a cross tube extension which was not there! It appears that this was cut off at some stage when a narrower (Nuvolams?) body was fitted. So a thick wall ducal tube was turned down at one end to sleeve into what remained of the old tube.

The radiator lacked a grille, but a close copy had been made up by Colvin Gunn. The blower had by now been fitted, whilst the body information was coming in from America, this had to be very carefully mounted so that its axis was central to the chassis as well as being at the correct height and angle so that the the drive shaft from the end of the crank was directly

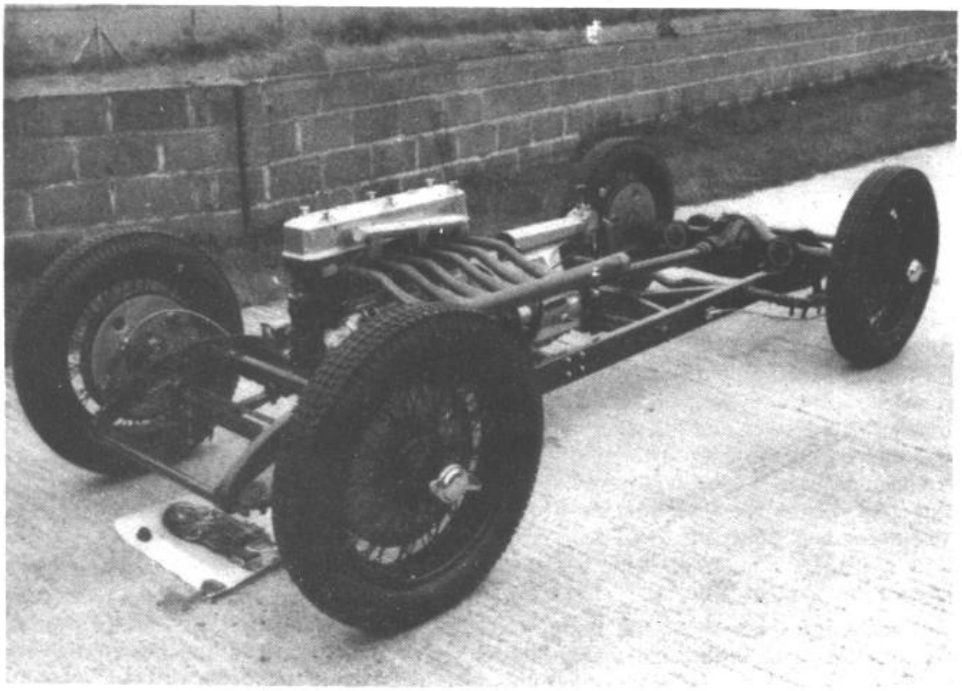


"the sharp end"

in line, in addition it was touch and go as to whether the blower itself would fit between the radiator and front cross tube. There is less than ¼" clearance. Some blower cowl side plates had to be made up as the ones that came with the car were so welded and pitted as to be pretty unuseable.

Whilst this was progressing the two 1½ x 1½ angle rails, which the body was to be built on, were being carefully bent (under the ND's cross tubes!!) and filled to the correct profile. It was on the correct location of these two rails that the success of the body depended. The rear of the body was governed by the position of the petrol tank that had to be correctly located in relation to the rear cross tube.

In March 1973 the rolling chassis with everything necessary for the ash body frame to be made up, was taken to Len Goff's for him to convert all the photographs, templates, and dimensions into reality.



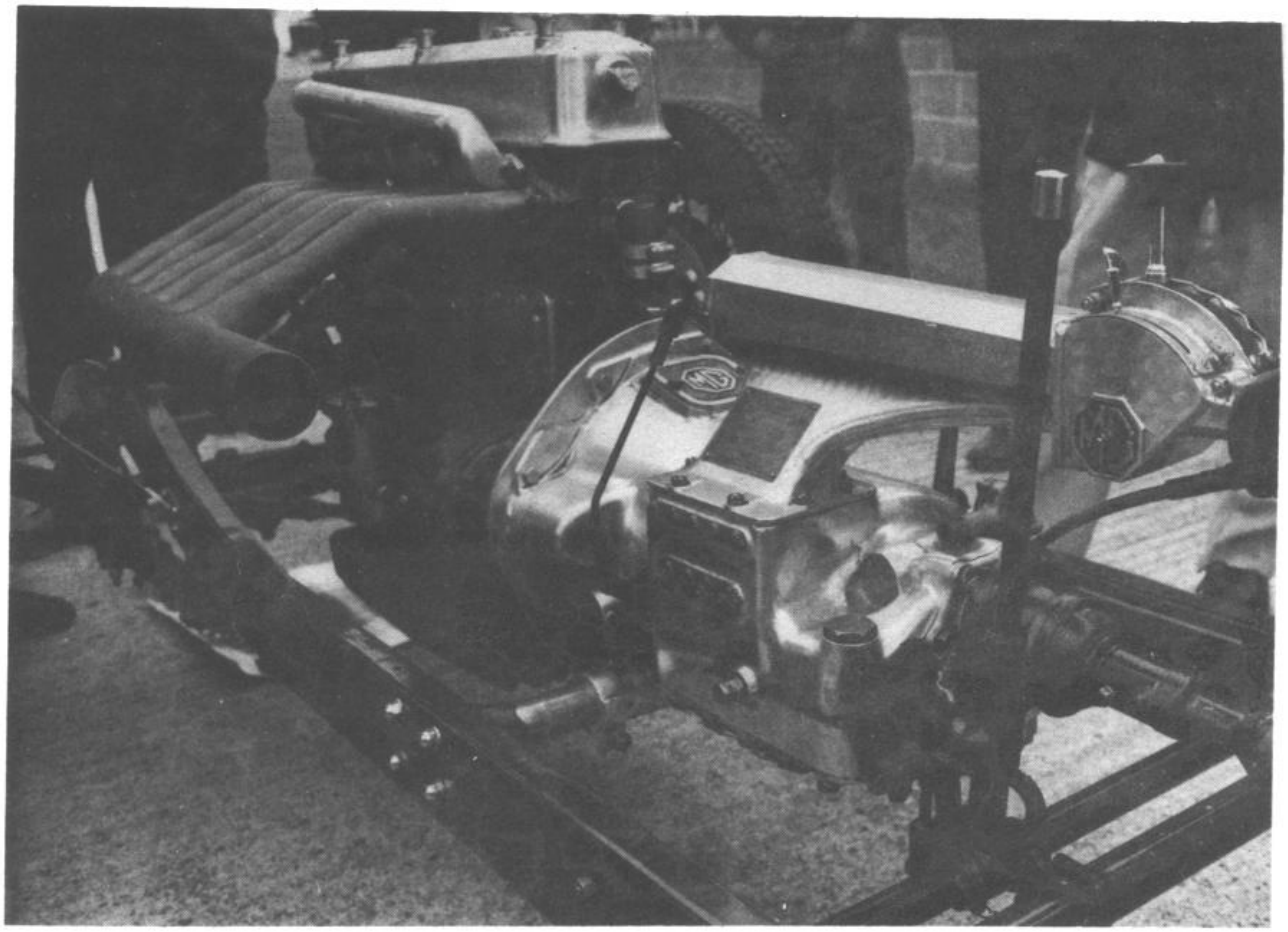
"May Silverstone"

At the MG Silverstone May meeting the body was ready and was on show on the Sunday, for all to see what goes on under the skin, as well as to admire the skilled craftsmanship that Len had put into the frame. This timber frame was given two coats of solignum and then painted, after which it was taken up to Wakefields of West Byfleet who did the aluminium skinning.

There were still many outstanding items that were causing trouble in locating. The major one was of finding the correct headlamps, which should be 9" Rotax, but even two Beaulieu Autonumbles and other flea markets failed to produce these, although I did get a pair of 10" Rotax which were Invicta 4½ type.

A correct 17" 4-spoke sprung steering wheel was also proving difficult, especially with the taper fitting required, apparently 3-litre Bentley's wore these steering wheels too but as a result were unobtainable.

The spare wheel carrier is a special fabrication of a very difficult nature as one will appreciate on examination. These items were overcome in various ways; the headlights were bought from Barry Walker for £12 but were of Simms manufacture but very close to the original, they were however virtually brand new, only requiring a few dents removing. The steering wheel problem was solved by adapting a Bluemels Brooklands wheel to fit the types and the keyway. I was very pleased with this as it looks as though the spring column has

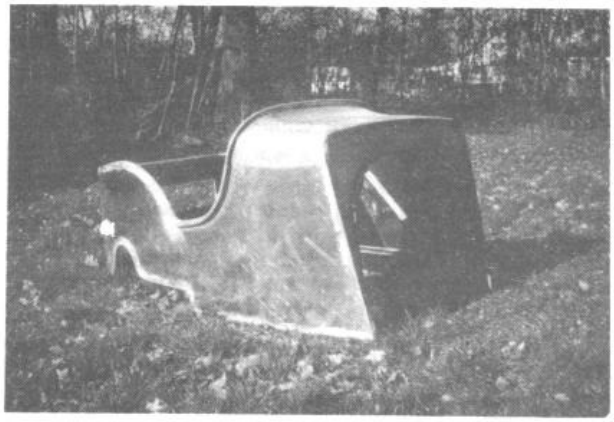


the 1934 K3 fitting, but in fact there is an all important nut lurking under the central boss plate. The spare wheel carrier problem was solved with the kind help of Philip Vickery who owns K3016 in Australia. I did some rough sketches from photographs of the arrangement and asked Philip to fill in the dimensions. He did better than that as he also gave me some templates and photographs. Colin Tieche then had it made up for me in surgical stainless steel which has been a great success.

Soon I was ready for the rest of the body to be made up by Wakefields and so the car was trailered to them with the body section carefully mounted up and they made up the bonnet, side valences and the blower cowl which they had to do twice, as the first effort wasn't anything like the photographs I left with them. The aluminium of the panel work for the whole car cost £200.

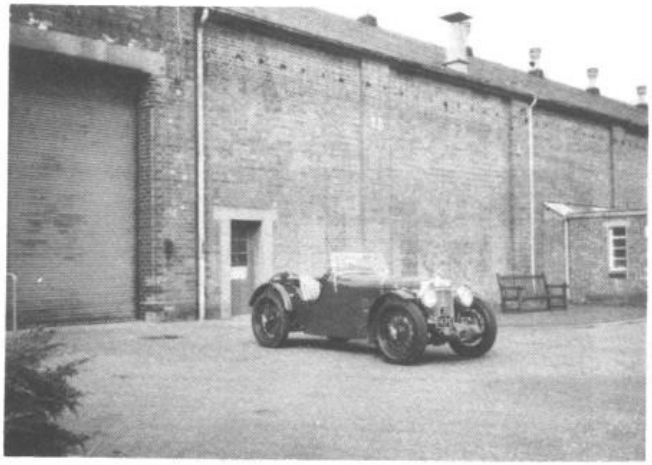
By now the priority was to get the body sprayed and begin fitting everything on. The dashboard was cut out with a BAD jig-saw from ¼" aluminium and sprayed matt black - after which the instruments could be fitted. The Teleguages were the only instruments I had not got but fortunately a dealer managed to come up with some which I then had overhauled. On the K3 dashboard was mounted the fuse box on the passengers side, so that changing fuses could be done without stopping. The holders had already been made up but the cove was lacking, this was made up by a tinsmith of John Wilkinson's.

"the ash frame"

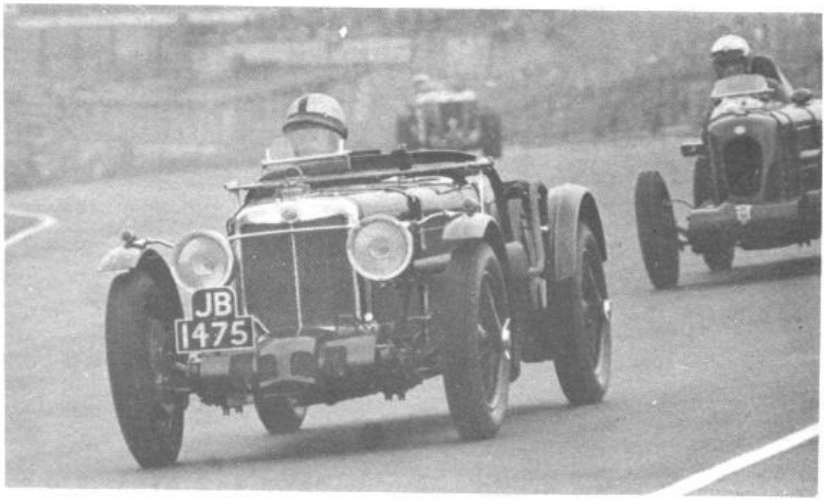


"body beautiful"!

"spray job"



"back at Abingdon"



"on the track - with Nigel Musselwhite
looking for a way past!"

Photograph by Fred Scatley

With the upholstery fitted it was taken directly to Len Hartley at Bassett Down to make up the exhaust manifold and tail pipe. Previously he'd tried to modify the T.T. exhaust manifold to clear the wider Mille Miglia body but it wasn't very nice, so he made a beautiful one up from scratch with the pipe gradually increasing and sweeping into the exhaust pipe. He also bent up the front wing stay tie bar.

So when it came back it at last was beginning to look nearly complete. This was in November '74 and during the remaining months the wiring was completed with all the ancillaries such as lights and windscreen wipers fitted, the telegauges were the last item to be fitted and in fact were not in before we started towing the car round the block to get the pressures up.

It didn't want to fire on these first trials, popping and banging as if the timing was out but this was checked repeatedly. Eventually I tried replacing the blower carb needle with the richest one that came with the car and then it came to life. That moment was a real experience as the exhaust shattered out, and at last what had started out as an extremely daunting task had after all been achieved. It still wasn't running happily but on visiting Mike Allison he checked and reckoned that the needle was still too weak so with a needle of his the K3 at last came fully alive; we celebrated by visiting the MG factory and put the car on the self-same weighbridge where the team cars had been photographed 42 years ago just before they left for the Mille Miglia.

After that VSCC Silverstone came in April, followed by the MG Brands Hatch meeting where an anniversary parade was held and Capt. George Eyston drove his Mille Miglia class winning K3 round the circuit in company with other illustrious cars and drivers.

So we come to the end of the restoration saga, but as many of you know that is never the end, as especially with a racing car there is a large amount of development work, adjustment and sorting out to do. This is still going on and I hope that one day the car's full potential will be realised.

However, looking back on the restoration, I often wonder how I ever managed to complete it, and in fact I still believe that without Colin Tieche's endless help, ideas and encouragement it would still be unfinished.

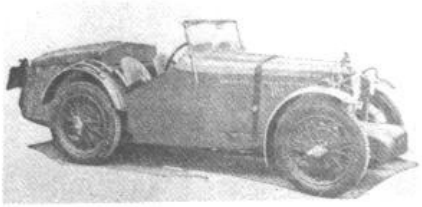
George Eyston reunited with the K3 at Brands Hatch. Phil looking nervous?

(Helmet and goggles as worn during record breaking runs).

October 10, 1933.

THE PARIS SALON

The MOTOR 548



Famous sports cars: (Above) The M.G. J.4. Midget, capable of exceeding 100 m.p.h.

The British Exhibits

Amongst the British exhibits, a newcomer to the Salon is the M. G. The arrival of these cars in France is very welcome, as although their exploits in the sporting world are well known, few French motorists had had the opportunity of examining one. Three cars are staged - a fixed-top coupe on French lines with coachwork by Vanden Plas, a J2 open two-seater, and an example of the J4 model with supercharger. This car, which has been purchased by M. Jacques Menier (of the famous chocolate family) excites particular interest, as it has a guaranteed speed of 100 m.p.h

It is said that the car had to exceed this speed on Brooklands track in order to satisfy the purchaser. The popular J2 is offered at 25,000 francs, which might be termed more than competitive, in view of the car's capabilities.

EDITOR'S WAFFLE

Well here it is - I hope you have found a few crumbs of pleasure within its cover.

I would like to thank all contributors from the ranks of MMM members, also Motorsport and The Motor, D.S.J., Piers Hubbard and Chris. Bougham to mention just a few.

I don't know what is in store for '78 as I may even have the Midget glued together by then !

Here's to good MM Motoring in '77.

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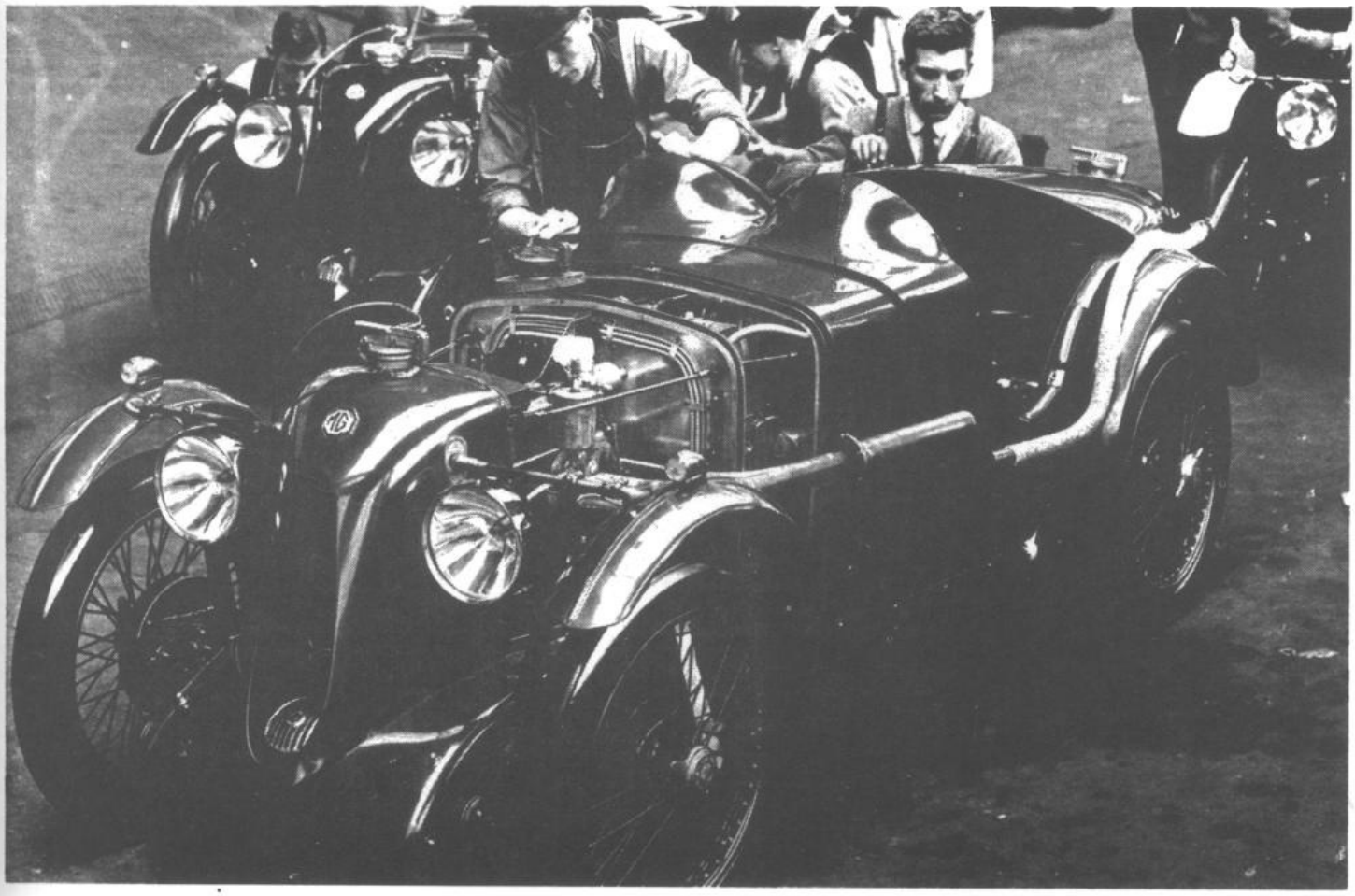

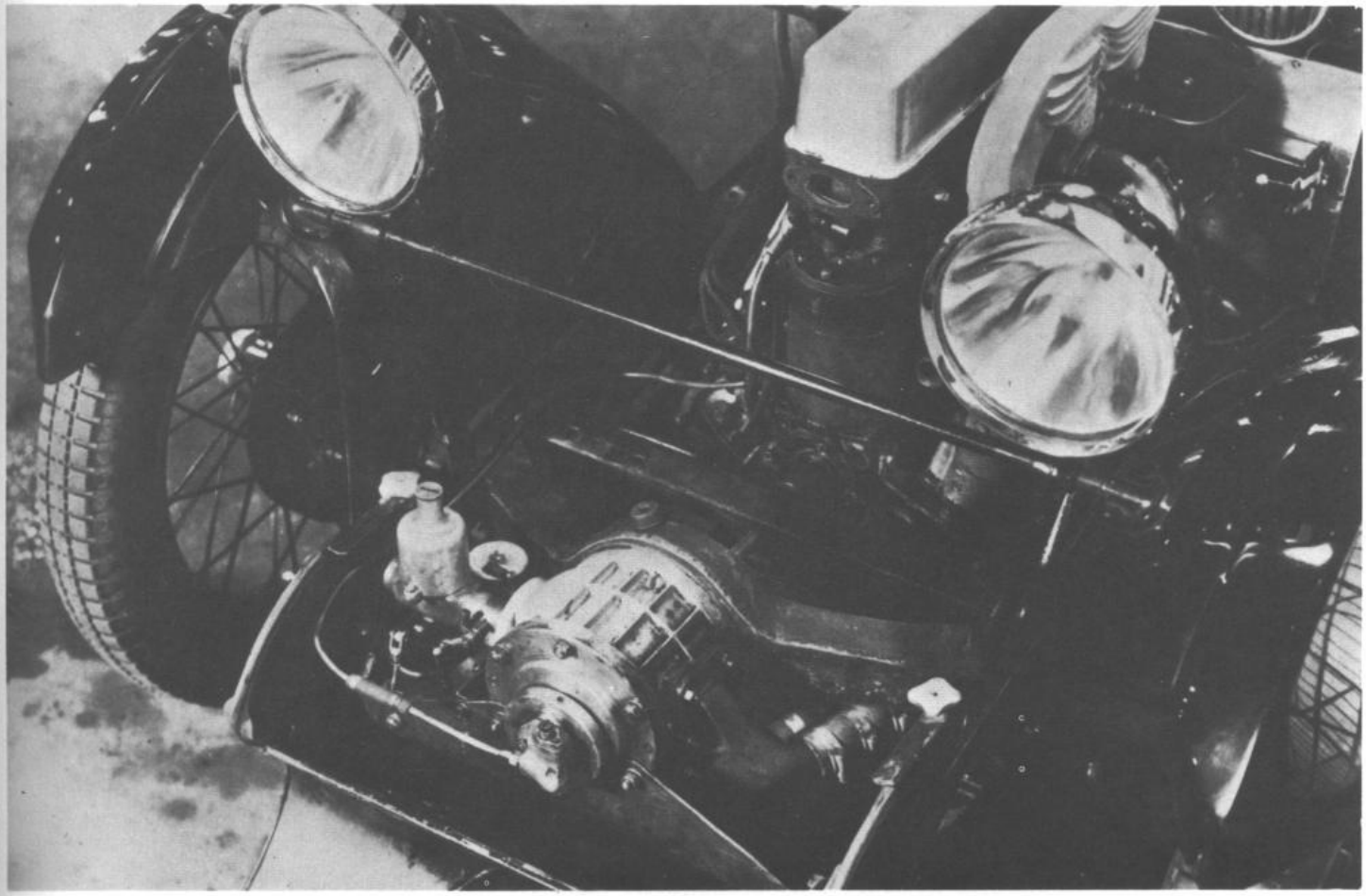


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