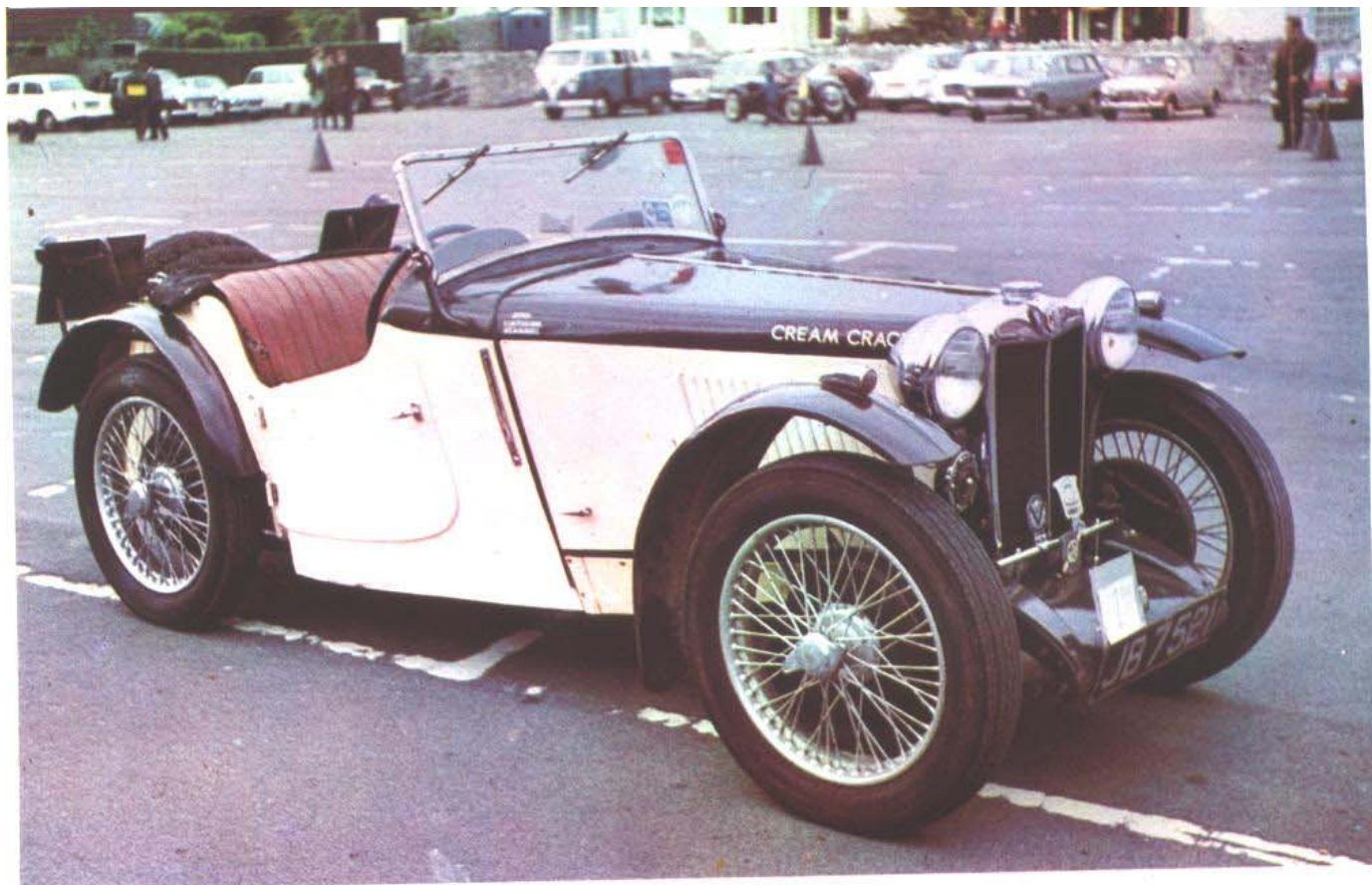


TRIPLE-M REGISTER YEARBOOK 1978





THE M.G. CAR CLUB

TRIPLE-M REGISTER

YEAR BOOK

1978

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Front Cover: A replica 12/12 Replica in Northern Ireland.

Inside Cover: Top "Chairman's Runabout". Bottom: A J2 preparing for a rally near Belfast (1975).

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CHAIRMAN'S CHAT

River Farm, Clewer, Nr. Wedmore, Somerset.

It is a good sign of encroaching senility; the realisation that one is continually talking about the past, particularly with some reverence.

Those of us who were in at the birth of the Register, even though we didn't experience the labour pains, can remember buying quite reasonable looking cars for under £100, and being able to buy tatty ones for about £20 which we unashamedly chopped up for spares to keep our better examples in one piece.

How we blush now to think of such behaviour! . . . Almost as dreadful as mugging nuns (not that we ever tried that you understand).

We had endless debates about cable brakes being converted to hydraulics because years of bad servicing had reduced the poor cabled variety into ineffectual spongy nightmares.

Even then, some fifteen years ago, there were lone voices like Mike Allison, who stoutly defended not only cable brakes in general, but even the much scorned 8" variety he had owned on a F type saloon.

Rubbish!! (we all said) for we had frightened ourselves in our M and J types which used these silly little brakes, and therefore how could a comparatively lumbering F type possibly have any stopping power using the same ineffectual arrangement? Besides, we had read all the MG pundits for years, who had told us how awful these brakes were, and what a waste of time it was trying to make them work.

Well chaps, it's humble pie time!

In a weak, and self-indulgent moment, I bought myself an F1 tourer (PJ5933) for Christmas, on which someone has spent a lot of rebuilding time, and to my bewilderment, the 8" CABLE brakes are sensational! True, they have had a jolly good going-over, with everything carefully overhauled, but they positively make it stand on its sloping nose!! More than that, they are far better than any 12" jobs I have ever had on any of my P and N types over the last 18 years or so (wonder how long I can keep them like it?).

It is true to say that the camshaft is pretty well gaunched away, so the performance is a bit down even by F type standards, but even so, the brakes are still very efficient with quite modest pedal pressures.

When I recall the number of F types that were on the market in the 1960's, for around the £50 mark, that we scorned, and would not find house-room for; it is particularly ironic, that I have now cheerfully paid more than four times as much for this F type, as I paid just 10 years ago for a real PB Cream Cracker!

Times have changed and no mistake.

Talking of things changing, it is sad to report that Colin Butchers has now retired as secretary of the Triple M Register.

Long-standing members will recall that Mike Allison did an excellent job in this position for the first ten years of the Register, and Colin has been in the hot seat, and doing an equally admirable job ever since.

I'm sure that I can speak on behalf of all of you, in recording here our warmest thanks to Colin for all his very hard work and we shall look forward to his rebuilding projects showing some suitable signs of acceleration with all the extra time he will now be needing to kill!

Our new secretary of course, will need little introduction. Andrew Smith has been a very enthusiastic Competitions Secretary, and Car of the Year Award points scorer for some time, and of course his Red PB will have been a familiar sight to many of us, in all sorts of unlikely competitions.

He is also a member of an elite little group in the Register, whose names include, Messrs. Hawke, Tieche, Shepstone and your Chairman, all of whom have performed some kind of aerobatics with their Triple M cars, to the considerable detriment of their paintwork. Andrew hasn't quite got the hang of the thing yet, as he allowed it to drop on him, but we are all delighted to see the great progress the leg has made, and we all hope he will be back in the thick of the fray during 1978.

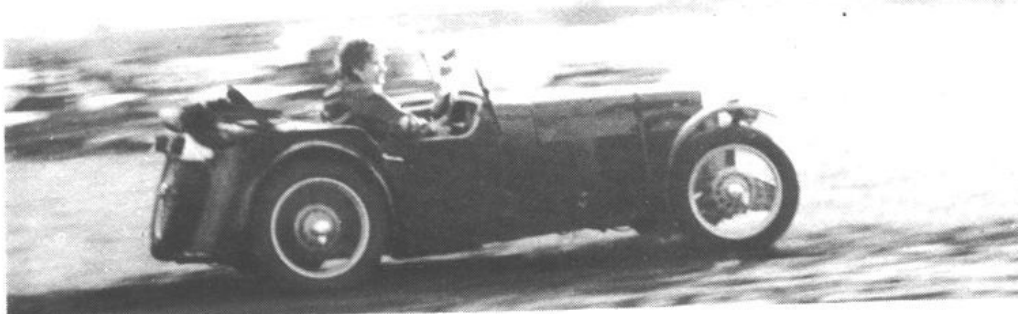
Our new Competition Secretary, John Adams, is also well known for his deeds of derring do with the blown PA, and he too has been active for some years on the MMM committee, so we know that he will also do an excellent job.

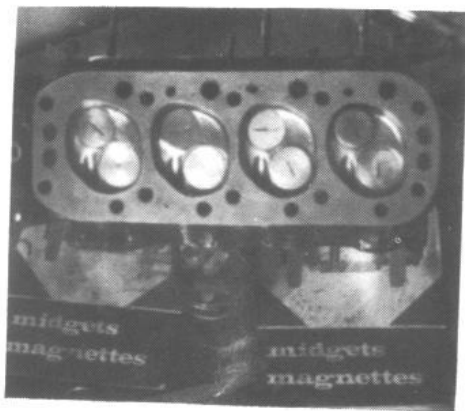
There we have it then. May I wish everyone an enjoyable years Triple M motoring, and I hope to meet at least twice as many of you at this year's "Cheddar" Register meeting, which we hope to hold again in the paddock at River Farm. (October). My thanks to all the people who were kind enough to write or phone to say how much they enjoyed the event and the venue, and we shall repeat the MMM dinner on the Saturday night again this year. Watch for the notices in Safety Fast.

See you there! (or rather here)

Stephen Dear

(N.B. The Article on F types was scheduled before the Chairman's rash (!) purchase!! Ed.)





De Wieken 36,
Zevenbergschenhoek,
N. Brabant,
Holland.

6th of April, 1977

Dear Mike,

Your article in the 73 year book was of great interest and I often wondered how far the inlet could be opened up around the valve head. I recently had the head off my J2 and decided to check ultrasonically the amount of meat which could be safely taken away around the combustion chamber.

As you will see from the enclosed photograph there is a great possibility for cutting back the combustion chamber in the area adjacent to the spark plug hole without any waterways being present. This I have done successfully (that is to say without going into a waterway) as you will see from the enclosed photo. Likewise the only restricting factor adjacent to the head stud and waterway is the amount of metal for sealing (gasket area I mean).

The exhaust valve is a different kettle of fish however, there being very limited possibilities of opening this out (see photo), but certainly the 'kinks' can be blended in without risk of going into the water jacket.

The only thing is that there should be a smooth radius from the floor of the combustion chamber up the combustion chamber well.



With a high lift cam (sorry backed off) I calculate that it is possible to reach .9" valve opening area. Hope this is of interest.

John Bell.



XXX
Triplex

**Two things
no windscreen
should be without**

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 1978. Our new Stores and Workshop built last year are now fully operational and customers old and new are welcome to visit us during the week (9-5) or Saturday mornings (9-12). To avoid waiting particularly on Saturdays it is advisable to telephone first.



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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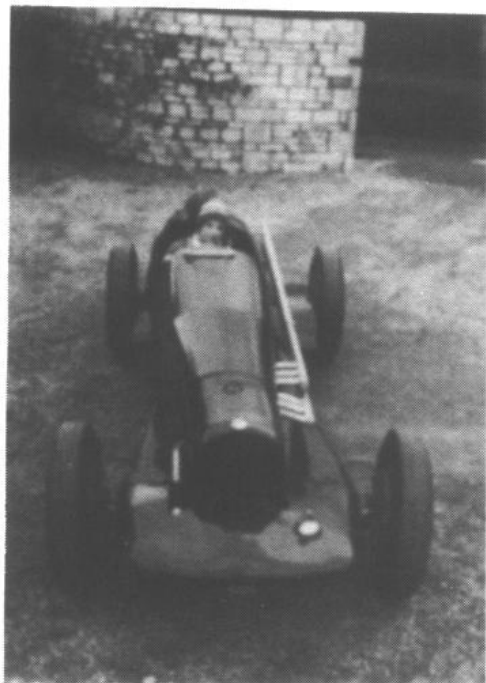


Photo: M. Hawke

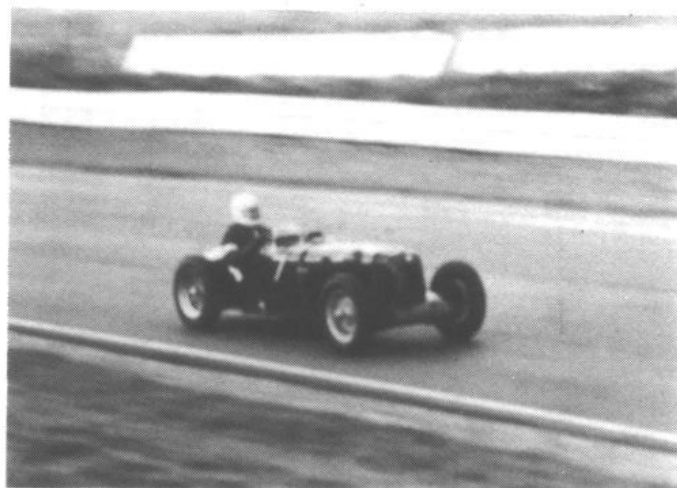


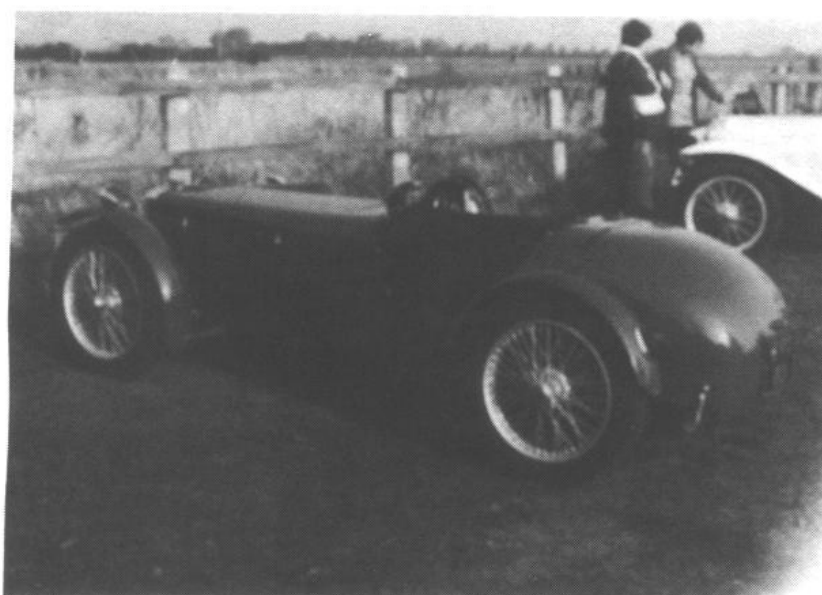
Photo: Piers Hubbard

ABOVE: Phillip Venables in the Lester M.G. at Brands Hatch.

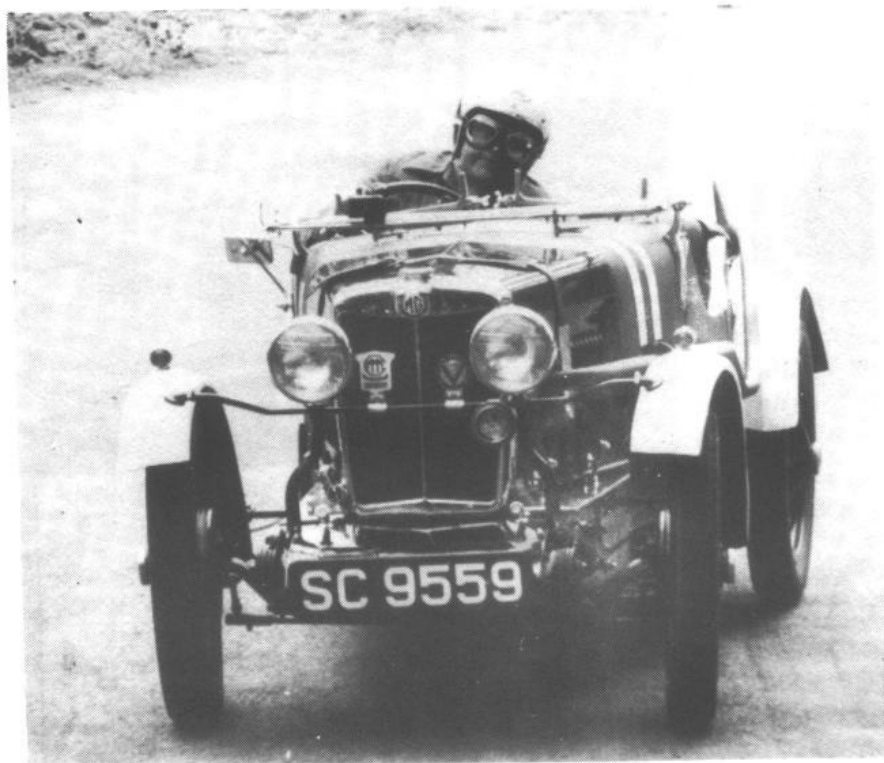
LEFT: Mike Hawke's K3 with its new body.

BELOW: Tim Hunt's Bangazoo at the Cheddar meeting.

Photo: Molesworth.

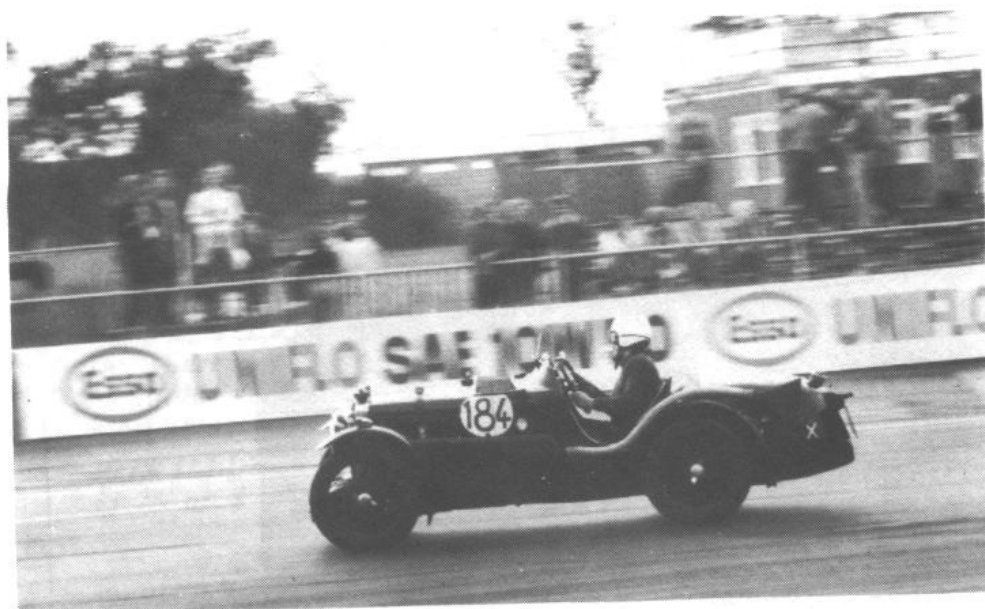


EARLY RACING MIDGETS



Terry Dickie in his
1930 12/12 M type
(847 cc) at Prescott
in August.

"Photo - Ian T. Coxen"



Dave Cooksey in his
1931 'C' type Montlhery
Midget (747 cc) at
Silverstone in July.
This is the Ex-Gardiner
Car.

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350/400×19	15.80	3.05	760×90	44.30	10.90
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*Anti-chafe: reinforced.



RULES FOR THE "CAR OF THE YEAR" AWARD 1978

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 all members will compete for the fine trophy which is the Register's highest award.

The points score will be kept by John Adams 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 13th January 1979.

POINTS SCORING SYSTEM

(a) GENERAL

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 and finished ... 2 pts. If classed as a non-finisher ... 1 pt. In an type of event where cars of younger than MMM age are competing, a place in the first four overall will gain a further 1 point. MARSHALS who use their MMM car as transport to and from the meeting will gain ... 2 pts.

(b) M.G.C.C. 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 and highly commended ... 1 pt

i.e. max. points for a concours event $2 + 5 + 4 + 1 = 12$

(c) M.G.C.C. 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 $2 + 9 + 1 = 12$

(d) M.G.C.C. 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 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.

(e) 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).

(f) 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

(g) EXTRA POINTS

A specially meritorious performance by a MMM car may be deemed to be worthy of extra points, especially if points would not normally be awarded under the above terms e.g. the breaking of a National or International record, travelling overland to India, winning a "Triple".

The normal award will be ten extra points and will be considered by a panel of Messrs. Saucote, Dear, Hawke and Allison, who will act as "auditors" for the scoring system.

Competition Results and Chatter

SLADE TROPHY 1977

By John Adams.

POS.	NAME	CAR	POINTS
1	Paul Fletcher	'PB'	18
2	Dudley Sterry	'J2' XPAG	10
= 3	Ian Davison	'PA'	6
= 3	Alan Grassam	'PB'	6
5	Peter Davis	'PB'	5
6	Derek Moore	'PA'	4
7	Ian Coxen	'PA'	3
8	Mike Hawke	'J2'	2

COMPETITION NOTES - John Adams

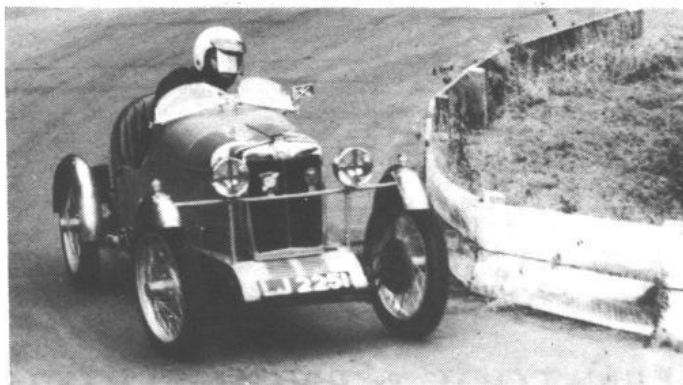
Looking back for inspiration at last year's Yearbook, I see that the weather was the main feature of 1976. The same could be said of 1977, except that rain replaced the heatwave of the previous year.

One meeting which was particularly unkind was the hill climb at Winscombe in Devon, which is rapidly becoming THE Triple M event of the year. Times on the hill meant very little, and my main reflection of the day was of seeking shelter under the splendid oak tree in the paddock and in the beer tent - both of which leaked. One intriguing feature of the miserable weather is that our cars seem to be very much more reliable. The heat of the 1976 Winscombe brought a whole crop of problems including broken clutches, gearboxes, blowers, lubrication systems etc, whilst of the 15 cars which came to the start in 1977, all were totally reliable. Perhaps cars are driven more carefully in the wet, or perhaps their owners are less likely to tinker and invent problems which could be safely ignored.

The Car of the Year Award for 1977 shows that congratulations go to David Taylor with his L type special and also that there is very healthy competition in races, hill climbs, sprints, driving tests and concours-type events. The existence of the Award is clearly acting as an incentive to enter a variety of events. On the Trials scene, however, the Slade Trophy results show rather a different story, with only Paul Fletcher being particularly active. Once again several regular Production Car Trials have been cancelled with various problems of venue and lack of support, whilst the Classic MCC events have been well subscribed but with little MMM involvement. In computing scores, it has been necessary to disregard the usual requirement to enter at least 2 MGCC PCT's. One effect of this doldrum period could be that any pot-hunter who takes the trouble to enter a few of the remaining PCT'S could take this splendid solid silver Trophy with comparative ease. Let's hope that lots of folk take up this challenge in 1978!

One encouraging feature in Trials is the now regular marshalling teams of MMM men in the MCC events. On the 1977 Land's End Trial at Easter we were put in charge of both Crackington and Blue Hills Mine, which stretched our resources and stamina somewhat, whilst on the Edinburgh Trial we operated the new hill at Haydale, which was entertaining and scenic.

Both aggregate Trophies will be awarded again in 1978, whilst the Race Championship will be resurrected after a pause of a few years. All claims for points should be sent to me at 5, Hare's Lane, Hartley Wintney, Hants.



Mary Harris Trophy Winner Clive Sherriff in his special bodied M type at V.S.C.C. Prescott.

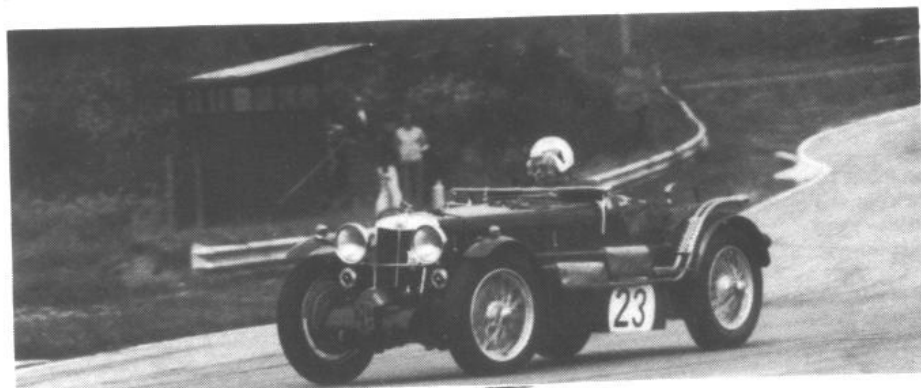


PHOTO: FRANK HALL

David Taylor in his very rapid 6 cylinder supercharged L/K special.

POSITION	CAR	REGISTER NO.	DRIVER	POINTS
1	L s/c	72	David Taylor	115
2	PA Cream Cracker	1200	Steve Dear	106
3	K3	300	Phil Bayne-Powell	95
4	J2	1048	Len Bull	84
5	M	1686	Bryan Bowles	81
6	ND s/c	162	Phil Bayne-Powell	50
7	J2	3	Mike Hawke	48
8	PA	1578	Patrick Gardner	43
9	ND	1321	Peter Green	40
10	J2	768	Ralph Bateman	39
11	PB	1049	Alan Grassam	35
12	F (Stiles)	471	Rosemary Bayne-Powell	23
13	L Coupe	1440	Nick Sands	13
14	PA s/c	473	Barry Linger	11

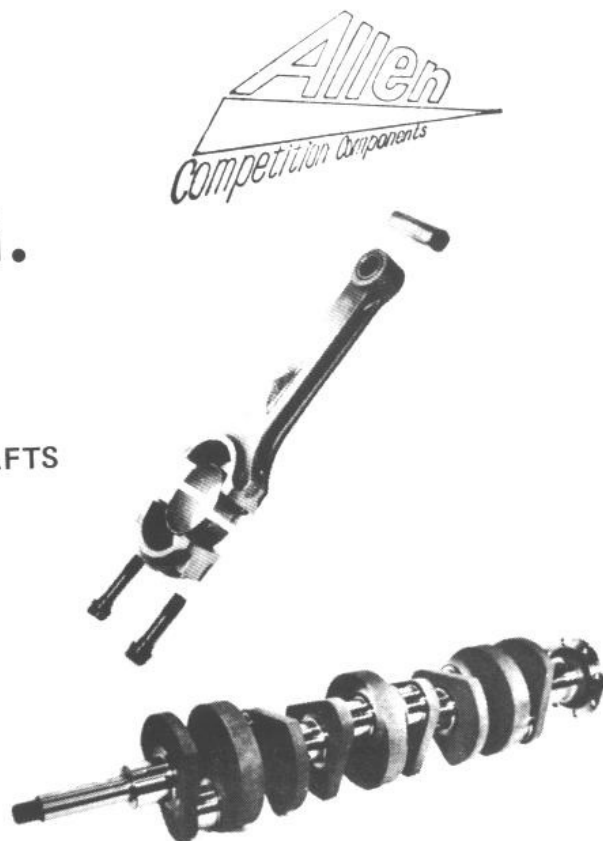
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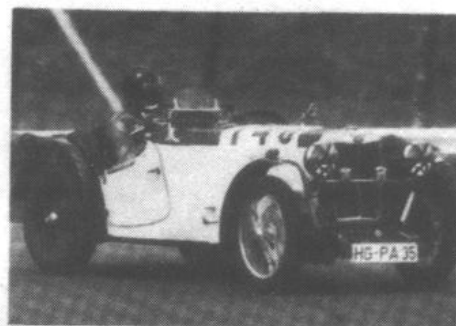
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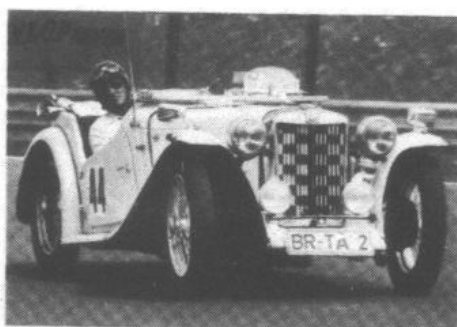
C2 Classic Racing Cars



M.G. K3

introduced	1934
cc	1,087
cylinders	6
hp	100
km/h	177

D2 Classic Sports Racers



M.G. L2 Magna

introduced	1937
cc	1,087
cylinders	6
hp	41
km/h	120

RULES

TRUMP GAME. For two or more players. The object is to win all the cards. The cards are dealt equally and each player holds his cards face up in his hand with the top card facing him. The player to the left of the dealer starts. Each card has a number of characteristics e.g. (mph, weight). The player starting looks at his top card and calls one of the characteristics which he thinks will have a higher value than his opponents and lays the card down. The other players lay their top card and the player with the highest value on the characteristics chosen wins the cards. The winner places the cards at the bottom of his pile and calls from his next card and the game continues. If one player has all the cards and becomes the winner. If two or more players lay cards with the same winning value then the other players leave their cards on the table and the players with the equal winning values decide who wins the trick. The player who originally called, calls again and the highest value wins all the cards on the table.

The SUPERTRUMP-card takes all others (except A 1, B 1, C 1, D 1, etc.) regardless of technical data.

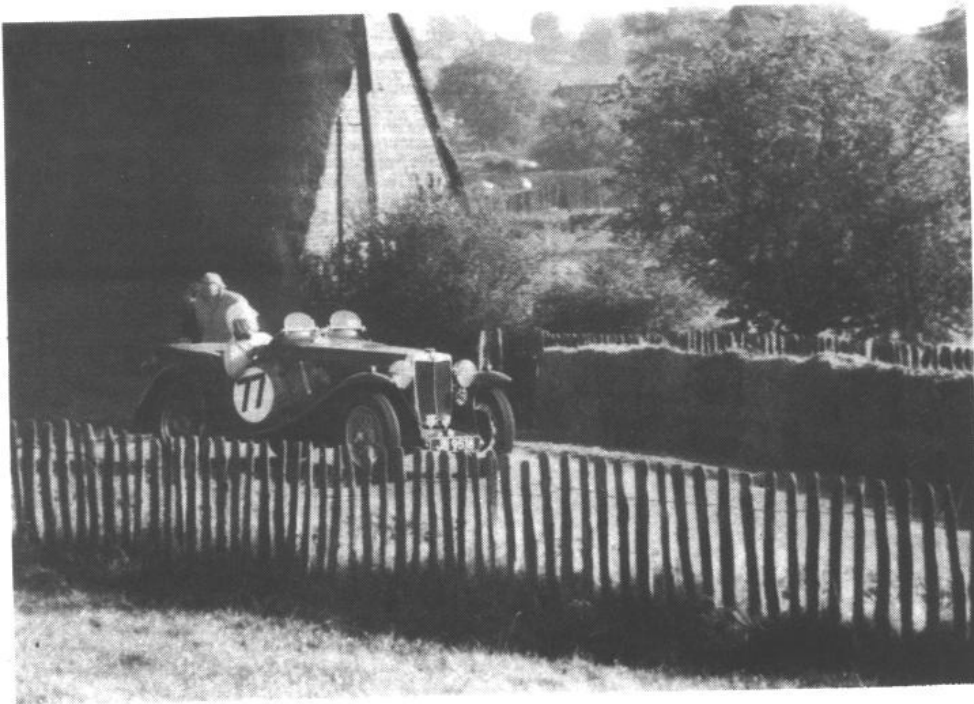
QUART GAME. For three or more players. The object is to win the greatest number of quarts (sets of 4). The cards are dealt equally and each player holds his cards face up so that he can see all his own cards. Each card has a number on it in the top left hand corner e.g. 1a, 2b, 3c, 4d. The player to the left of the dealer starts. He asks any one of the other players for a card he needs to form a set. If the player he asks has that card he must hand it over. The first player then asks for another card from any player and continues to do so until a player has not got the card requested. That player then asks for a card he wants and so on. Each time a player completes a quart i.e. 1a, 1b, 1c, and 1d he lays them on the table. The game finishes when all the quarts are completed and the winner is the player with most quarts.

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COLIN BUTCHERS — —

- - - inseparable from the idea of MMM - Many thanks from all.





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ANOTHER E.E.C. BLUNDER
(European Economic Calamity!)

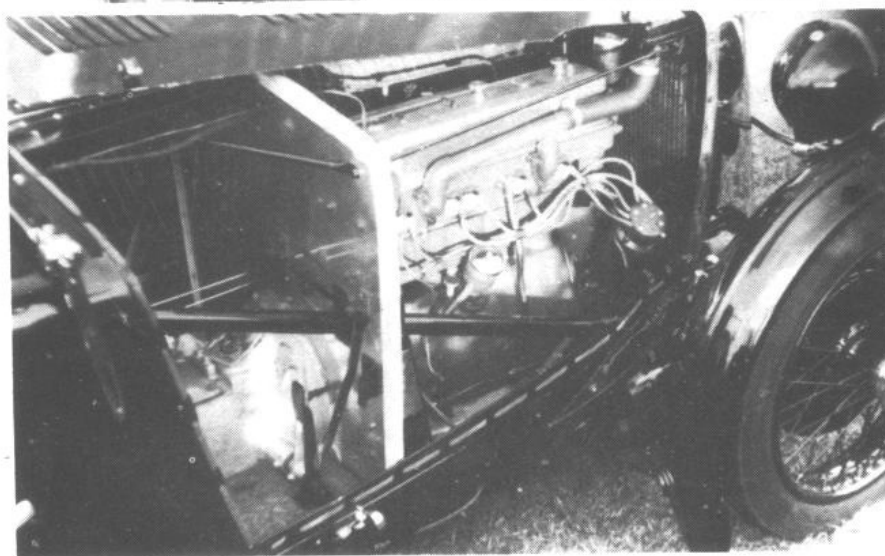
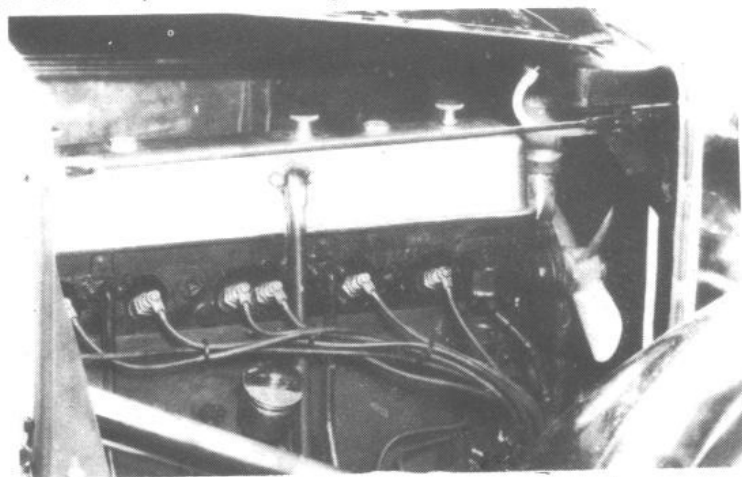
THE 12/70 F TYPE MAGNA

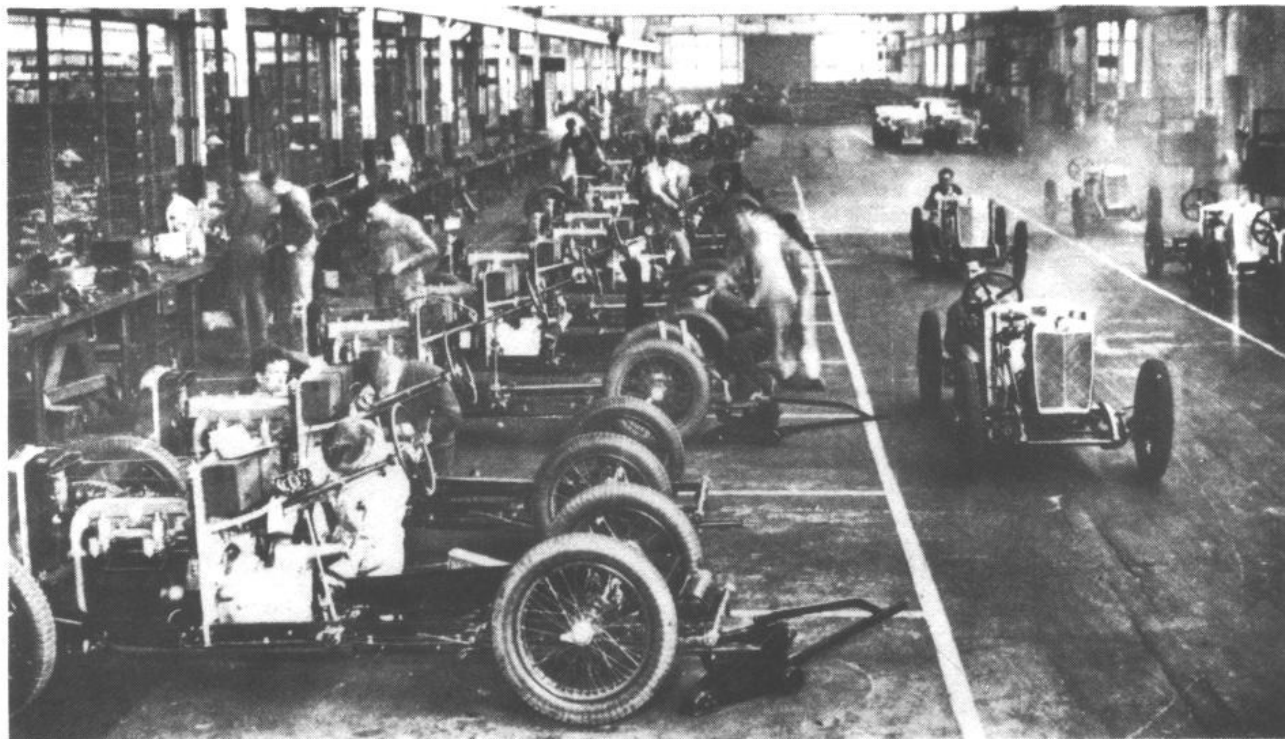
N. SANDS

This short article is intended to throw a little more light on the F1's, the F2's and the F3's, which are roughly post 1932 Motor Show cars - approximately from F1373 upwards, and differ in having 12 inch brakes and the addition of an extra water manifold as standard (shown in pictures 1a and 1b). Having these additions doesn't automatically make them F3's, because quite a number of earlier cars were fitted with one or both of these modifications as they became available, at the factory - and of course lots of later owners have changed over as well.

The first F type, F0251 was in fact fitted with a University Motor coupe body at the end of November 1931, and bought by a D. Fenton Cormack, in Scotland. The file for F0252 is missing, and also in fact is F0253, but an internal memorandum dated 24.5.32 for F0253 turned up in a later file which read "Change chassis number to F1301 plus other modifications to latest standard.", so I suspect there was only 1,250 F types, and not 1,251 as the files show, the last number being F1501. However the earliest F type dates I have found is for the 15th October 1931 when MG's sold their demonstrator saloonette to a Major W. R. Crichton of Filmicity House, Upper St. Martins Lane, W.C.2. The first mention of an F2 is 19.9.32 when JB 658 had 1,003 miles on the speedo.

The majority of the first 30 or so seem to have been fitted with special bodies perhaps to let the coach builders have one to try out their skills and then sent up to Scotland. Perhaps it was a case of trying to get them off their own doorstep, because one would have thought a new car would have had teething troubles and as it turned out the F was no exception. Terrys supplied a defective batch of valve springs, and the first 25 F types (as well as the first 20 D types) were not fitted with greasers on the Hardy Spicer propeller shafts. The early door handles broke, and the seat frames also had to be changed. The wrong speedos were fitted, PN's which were for midgets instead of MN's for the magnas. Indeed, one suspicious owner timed his car and found it was 8 m.p.h. fast, at 60 miles per hour. He did get a specially made accurate one for his eventually, number, 25608! Other owners found they couldn't get the jack that was supplied with the car, under it, especially when they had a flat tyre, so the early cars had their jacks replaced with double types, the apologetic letters reading ".....immediately in front of the rear wings a hole has been cut in the body to permit the insertion of the jack with a nose-piece projecting outwards. This hole was covered with a small metal plate and held in position by three woodscrews on the very early cars and is intended to be scrapped". The early oiling pipes to the brakes were made of rubber which inevitably burst, causing their owners great consternation, also the fan brackets had a nasty habit of breaking.





However, by early 1932 the MG factory must have been humming and the cars were coming out thick and fast (see picture two) then new troubles of a more serious nature showed themselves. A number of cylinder heads were distorting and had to be ground flat, also more alarming, and extensive and hardly cured even with the introduction of the water manifold, was the over-heating problem. Owners were assured it was quite common for the temperature of their cars to run at 95° to 98° and no harm would ensue, blaming surge in the cylinder heads, which necessitated topping up the radiator after a run of a hundred miles or so. Some owners were advised to squash the overflow tube so as to prevent too much water from escaping. Observant owners noticed that the head gaskets were similar to the Wolsley Hornet and would they fit? And why did some tourers have arm rests in the rear seats? ("dispensed with to provide greater room") and where was the tin of oil and small grease gun that was supposed to be supplied with the car? No doubt present day collectors would be pleased to have some of these items.

As the numbers produced grew, so did the bolt-on goodies. MMM owners who shudder when they see spare wheel covers on bulled-up TF's and the like, may be a little sobered to know that these were fitted to quite a few tourers. One owner also fitted wheel discs, which would look very interesting nowadays. Even though the F's would barely reach 75, quite a number of owners insisted on hundred miles per hour speedos! Coloured steering wheels were also the rage, red, blue etc., to match the car colour, although the favourites were Ashley and Brooklands spring wheels in 15", 16", 17", 18" and 19" sizes. Mr. Bluemel in fact owned an F type. The factory could also fit small rubber or aluminium mud-flaps which were fitted either to the front or rear mud-guards. One owner had a medallion fitted to the boot of his saloonette similar to that fitted to the 18/80 Mk II Saloon. In fact badges must have festooned the fronts of cars in the 30's, even University Motors fitting their own badges, although I've never seen one. Because of the large numbers of badges and lights fitted to the fronts of cars, the company waived its responsibility for any seized engine resulting from a deficient air-flow. Anyone looking for C type bits and pieces would do well to look closely at F types because very many had catches, brackets, etc., fitted which came from C types. It would be unwise to be dogmatic about just what was fitted as standard and what was not. For example, two different types of dash lamp were fitted, which the customer could choose. One had a boss fitting direct onto the dash, and the other required a larger hole drilled in the dash and fixed from the inside. This was more difficult to fit, and had a better appearance, it also needed a separate switch, which was incorporated on the former. Homo dashlights were also sometimes asked for besides Lucas R160SDS and Bosch. Besides, who'd throw out an electric windscreen wiper that was fitted on a number of cars and replace it with a vacuum one? Many customers who wanted only one extra gauge fitted, like an oil temperature gauge, or clock for instance, were advised that the best place to fit it was in the lid of the glove box. Faced with that, quite a few customers specified a completely new fascia, some in mottled aluminium and fitted it with four or five extra instruments. Quite what some people wanted an altimeter for, I don't know, they weren't even fitted to the team of Alpine cars! Amy Johnson didn't need one fitted to her F saloonette and neither did Miss E. J. Muntz, another aviatrix, who was a test pilot for Comber Swift and also wrote articles for *Woman and Wheel*.

There literally was no end to the type of special work that the MG factory would carry out for you, if you could afford it, that was. Outside exhaust pipes, special cam-shafts with a C profile, eight gallon petrol tanks, you name it, it was done, and owners like Watkinson really went to town. Present day owners definitely shouldn't jettison 'odd' looking fitments casually just because it doesn't look exactly like the photographs. One owner even had his car converted to left hand drive, which must be quite a thought for owners of cars which have subsequently been exported. It can be done! In fact, very many were fitted with double dipping filament headlights besides those which were regularly driven to the continent, like the F tourer of M. D'oyly Carte.

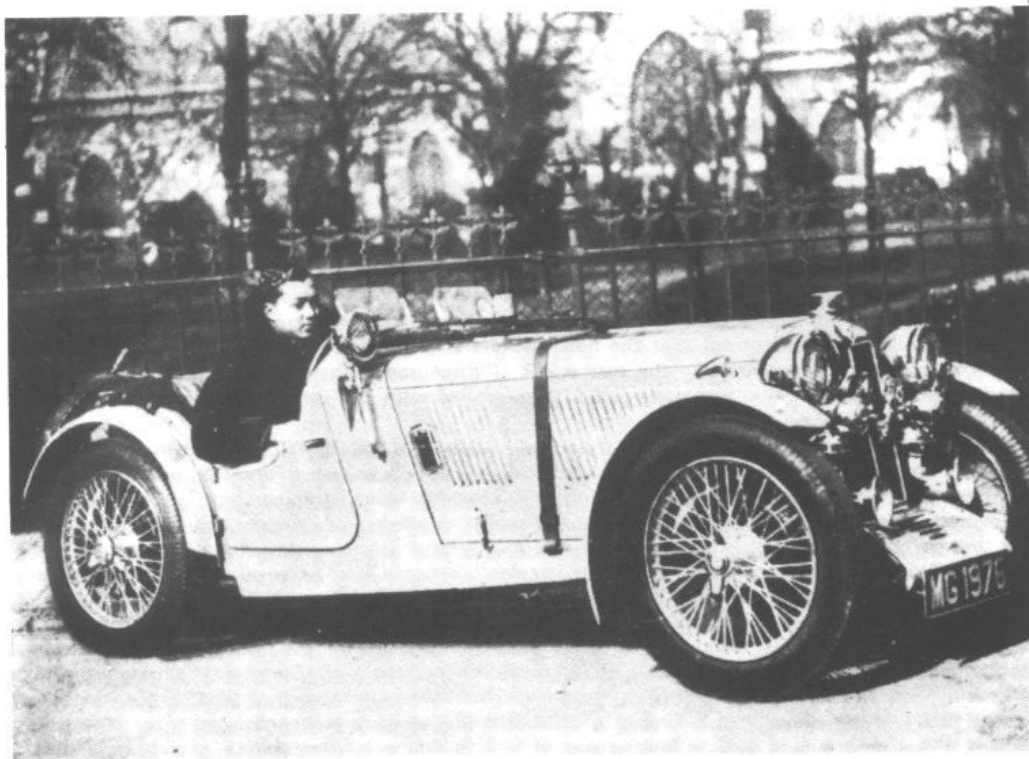
One area where owners were not advised to enter, was special tuning. The back axle reputation was well-deserved, and cars were later fitted with J components in that area. Oil leaking out onto the rear brake shoes was also quite common then (as now!), but the stopping distances given in a letter to an F2 owner make interesting reading:

78 ft. from 40 m.p.h. 120 ft. from 50 m.p.h. 172 ft. from 60 m.p.h.

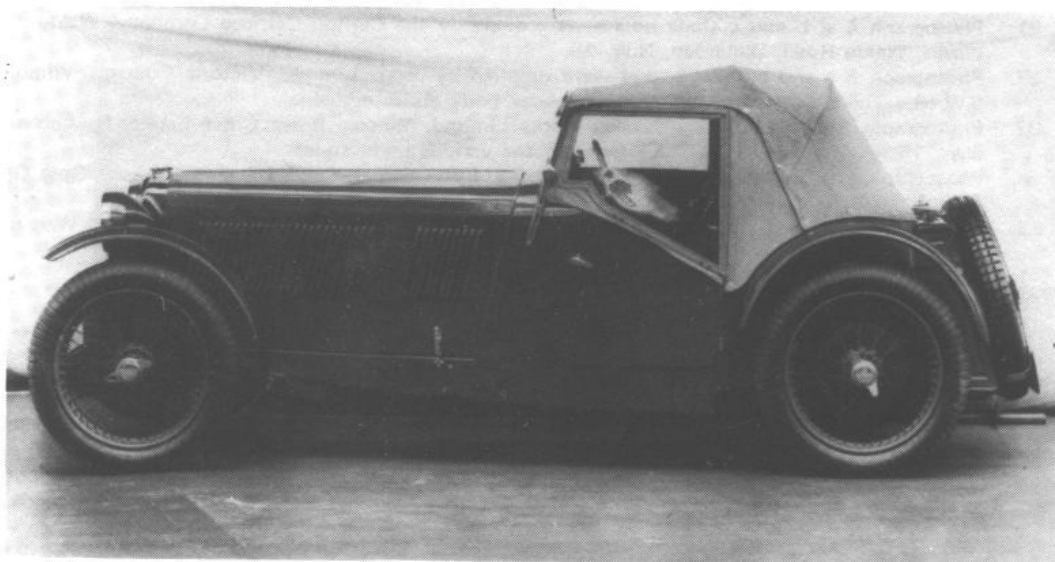
Cecil Kimber himself followed a car being delivered to Timberlakes and recorded 70 m.p.h. subsequently putting a note in the file to the effect that if any trouble arose later, it was known who to blame. The F was used more for sedate rally type competitions, rather than actual races, for example, the Alpine 6 days (one of the team was an UM coupe) and a light-hearted account of this can be read in the February 5th 1932 edition of the Light Car. In fact, Richard Seamans' car was second hand, and S. C. H. Davies wrote a telegram "Does Seamans still want passenger Alpine. Good man available 'Davies' Autocar". Other events entered by owners of F's in 1932 include the L.C.C. relay race, and the Welsh 24 hours, the Monte Carlo, the John o' Groats to Lands End, the Exeter, Colmore and Cotswold Cup Trial, the R.A.C. Rally plus quite a few events in Ireland, also sand racing in Jersey. Tuning was mainly restricted to planing small amounts from the head and the following table was sent out to owners using 20 g solid copper gaskets:

1mm. from head gives 6.2:1
 2mm. from head gives 6.7:1
 3mm. from head gives 7.25:1

Pre-ignition was alleviated by fitting Champion 7 plugs in the middle, instead of the standard 13's. After engine number 1,000, the duralumin conrods gave way to steel, with fully floating Aerolite pistons. The later DDS14 replaced the earlier DDS6 dynamo. The letters on the engine numbers, incidentally, refer to the amount oversize, for example, AF = standard (2.243") BF = +.010 and CF = .020. Present on many cars was a severe vibration between 3,200 and 3,500 r.p.m., which brought forth an internal memo to the point that a balancing machine was badly needed. So most owners who were interested in racing, like Mr. Castleton-Knight, bought themselves a J3 as well, or another type of MG more suited to super tuning.



Most of the early F types seem to have been snapped up by "celebrities" of one sort or another, there seeming to be a high proportion of owners amongst the armed forces, members of parliament and doctors. Most people know Prince Bira had an F2 (picture 3), but he wasn't the only prince to have one nor the only Siamese either. H.R.H. Prince Chumabot, Suan Palace, Bangkok, Siam had a salonette as did Prince Ali Khan, the Aga Khan's son. E. R. Hall had two F types, a salonette, and a BRG Van Den Plas bodied one. Lord Howe also had a salonette and the Earl of March had a tourer. The Chief Constable of Bootle had an F and must have alerted the police force to the noisy exhaust, because Mrs. Emmeline Cain of Montague Mansions, Baker Street wasn't the only owner stopped by the police, here or abroad, for making an excessive noise. A surprising amount seemed to be "firms" cars such as Swan Bakeries, City Tube Works, Brown Bros., British Ropes and Shippams of Chichester, who no doubt gave their two cars a pasting! If I was a little older or read books on subjects other than MG's or trains, I might recognise more personalities, but names like de Ferranti, Rupert Brooke, Robin Mere, Viscount Forbes, William Hickey, Max Miller, Lord Fielding, Vincent Jellicoe R.N., S. Windham C. Anstruther, Sir Rupert Brickwood and Major C. G. Coe (a B.A.R.C. Steward) all rang a bell and one cannot but be impressed with addresses like: the Yacht 'Diligent', Berkeley Square, Chelsea Embankment, Ruffeth Hall and Hean Castle. Obviously, the majority were 'moneyed' people, like Mr. Henderson of St. Maws, Cornwall, who took personal delivery of his car from Abingdon, got as far as Oxford before being involved in an accident, turned back and immediately bought another!



THE WORKS F2 JB 658

Most owners revere the F gear box, and I must admit it certainly looks the part, massively constructed with sensible ratios. So it came as quite a surprise to me to find endless complaints about it. Every other owner complained about the noise, and this was explained away by saying that it was developed from the racing boxes used in last seasons cars, and consequently had generous allowances, which, combined with the type of propeller universal joint could give unnecessary cause for alarm. That's fair enough, but very many actually failed in service and this was something I didn't expect and certainly didn't come across it when I went through the L type files a year or so ago, and I would be very much surprised if much trouble occurred in the J, N or P boxes either, which are all closely related. I can't help thinking that necessity is the mother of invention, and that the later boxes are in fact the more reliable.

As the F's became superseded, many owners enquired if they could fit L and N heads, and sometimes complete engines, which they were all advised against. Someone wanted to fit an automatic distributor, and the N one was recommended, as the KD apparently had too much retard. Perhaps one of our boffins could explain this? The only engine which I found officially sanctioned for a transfer was a J2 one. Has any one found it? Even after two years however, very many salonette bodies were falling apart. These seem always to have been a problem. Leaking rattling and so on, and £125 was the quoted price for a tourer body ready to transfer on to a salonette chassis. Unfortunately, quite a few owners of these cars were quite irate, and saying with the money he spent on his car he could have bought four others, and it was definitely the worst car he had ever had. As in all things, one gets good and bad, and another owner said his F University Coupe was the best car he had ever owned, performing splendidly for years, and the only reason he was getting rid of it was because it was so uncomfortable on long journeys.

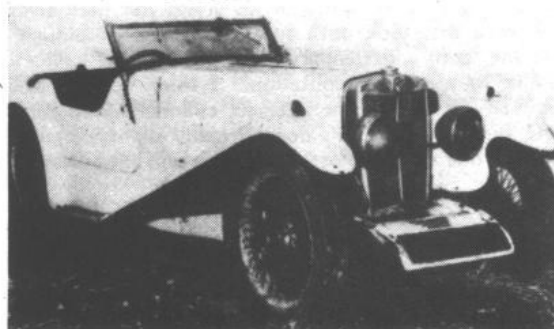
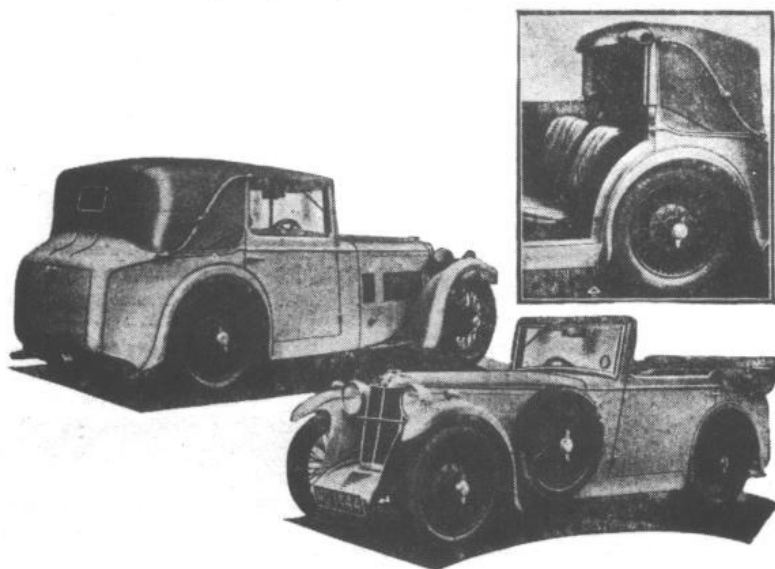
It would seem that the 'special' body styles were not as satisfactory on the whole as the standard MG ones. Nearly all of them suffering from steering problems because the columns were never fixed securely enough. The wings flapped about too making the whole bodies creak, and after a year or so spares were non-existent for them. The standard of coach building was not as high in any case, one owner complaining that the body of his styles was packed up one inch higher on one side than the other! It was in fact a Styles threesome that took until July 1933 to sell although there were a handful of others still unsold many months after the last F left the factory in January 1933.

So does the F type deserve, dare I say it, its mediocre reputation? I think not. It obviously was popular when introduced, and sold very well, over twice as many as any of the later six cylinder MMM cars. It is undoubtedly mechanically fragile compared to most of the other models, but nowadays this doesn't really signify. Neither are there any glamorous racing versions, but in my opinion it is definitely one of the most fascinating and interesting MG's with far more character than many of the other models.

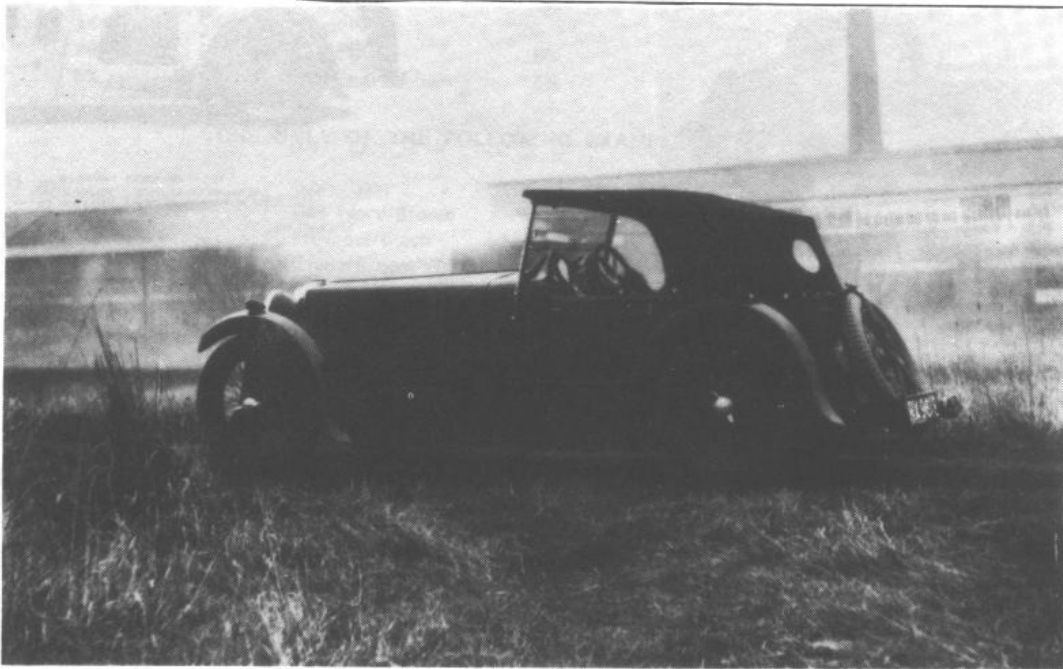
TABLE 1 BREAKDOWN OF BODY TYPES

Tourer	632	Includes F1 and F3
Salonette	366	Includes F1 and F3
2 Seater	40	F2
Chassis	32	
University Coupe	81	Photograph 4 a, b and c these bodies were made by the Carlton Carriage Company, Waldo Works, Waldo Road, Willesden, N.W. 10.
Jarvis	27	Photograph 5 a and b these bodies were supplied by Jarvis Limited, Victoria Crescent, Wimbledon S.W.19. There was two-seater and four-seater body styles available.
Abbey	32	Photographs 6 a and b, Abbey Coach Works Limited, Minerva Road, Chase Estate, N. Acton London, N.W. 10. No distinction is made between the various body styles.
Styles	34	Photographs 7 a, b and c supplied by Styles 3, Baker Street, Service Depot, Hanover Gate Garage, Park Road, Regents Park, N.W.8 .
Windover	2	Photographs 8 a and b supplied by Windovers Ltd., 475 - 477 Oxford Street, London W.1. under the supervision and design of Lord Portarlington.
Vanden Plas	1	
Farnham	3	One at least of these was supplied by Ed Abbot Limited, Farnham, Surrey.
Wye	1	Martin Walter 'Wye' Sports Two Seater, supplied by Stanhays, Ashford, Kent.
Experimental	1	Fitted with various bodies by the factory.

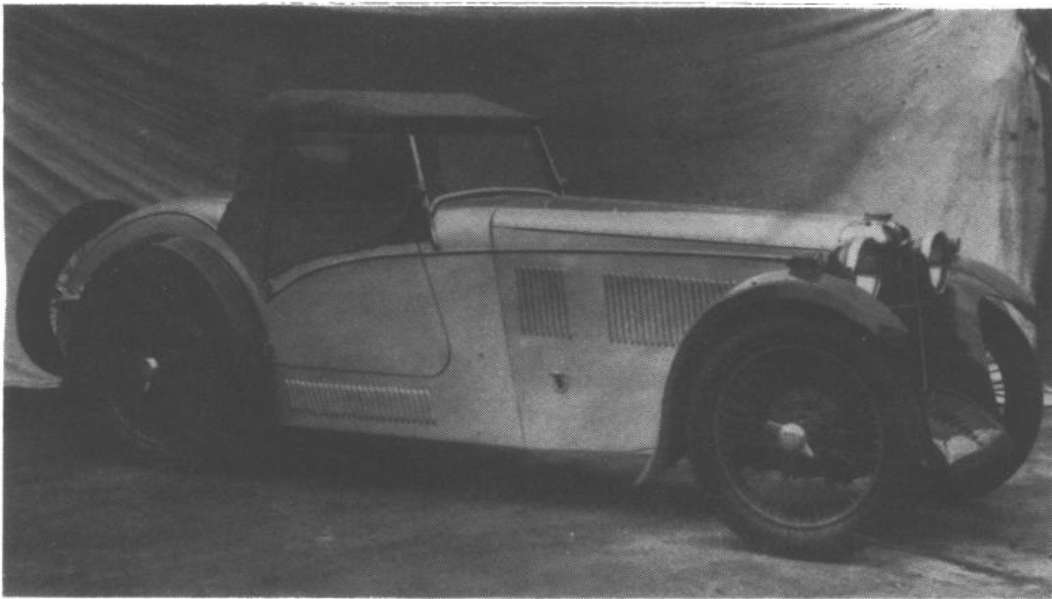
Unfortunately, some files are missing, so the precise breakdown is not known. As the cars appears in a seemingly random manner to get a more complete picture I have extrapolated the numbers that are known. The number of chassis given will almost certainly include other Jarvis, Abbey, Stiles and University Coupes besides files missing and unknown bodies, such as the Trinity Coach work (photograph 9), some definitely did have unknown bodies, at least three were supplied without radiator, wheels shock absorbers, batteries, etc., and photograph 10 shows an F Salonette! which was exported direct to Canada.



12/70 MAGNA



JARVIS F TYPE



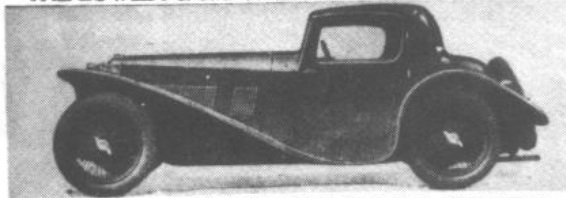
STYLES F TYPE

Pictures: M. ALLISON Personal Collection

Magna Enthusiasts !!!

You must see this

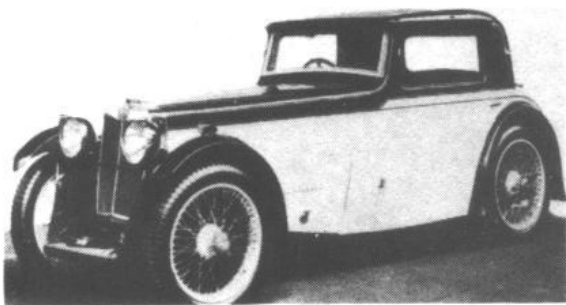
THE LOWEST & SMARTEST COUPÉ ON THE ROAD



TRADE & RETAIL ENQUIRIES INVITED

Aluminium Panelled, no beatings. Price **£345**
Any Colour Scheme to choice—

ABBAY COACHWORKS LTD.
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Telephone: Willesden 1714 (two lines.)



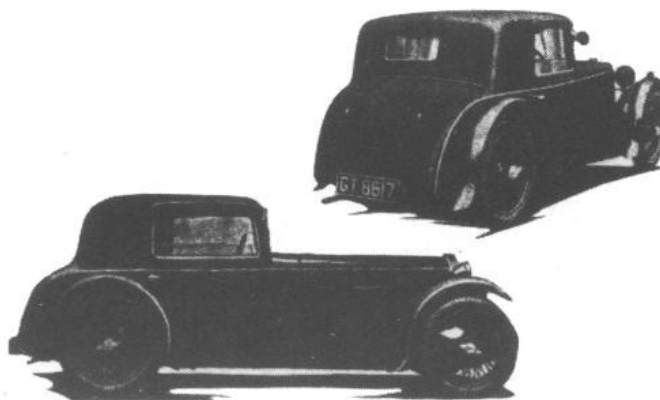
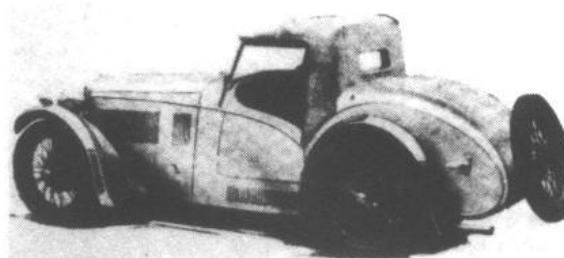
The  Sports



THE STILES THREESOME
TWO SEATER AND DRIVER SEAT. CONVEYED FROM 16 INCH
FOR MOUNTING ON 12 TO 16 INCH M.G. MAJOR AND TYPE 11 CHASSIS

STILES LTD.

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**TABLE 2 DISTRIBUTION OF COLOUR SCHEMES
AMONG SALONETTES**

Black/Red	15%	Green	1.4%	Duo-Tone Green	6.2%
Black/Brown	14%	Red	.5%	Duo-Tone Blue	3%
Black/Blue	14%	Blue	2%	Duo-Tone Grey	1%
Black/Green	26%	Grey/Blue	.5%	Duo-Tone Red	2%
Black/Grey	9%	Lt. Fawn/Brown	.5%	Duo-Tone Brown	1.4%

ONE ONLY OF THE FOLLOWING EXAMPLES

White/Black (Red up.)	Ivory/Grey	Black
White/Lt. Fawn	Old Ivory/Brown	Brown
White/Red	* Primrose/Black	Grey
Old Ivory/Red	Green/Brown/White	Old Ivory/Fawn

* Cellulose supplied by
Messrs. Wm. Harland of
Merton S.W. 19, shade
Harlanoid H259

TABLE 3 DISTRIBUTION OF COLOUR SCHEMES AMONGST TOURERS

Black/Red	17%	Duo-Tone Red	5.6%	Red	1.7%	Old Ivory /Fawn	1.7%
Black/Brown	6%	Duo-Tone Brown	.5%	Brown	.4%	Grey/Blue	1.5%
Black/Blue	7%	Duo-Tone Blue	5.4%	Blue	1.3%	Grey/Red	.4%
Black/Green	24%	Duo-Tone Green	13%	Green	3.4%	Grey/Green	.4%
Black/Grey	2.8%	Duo-Tone Grey	.8%	Grey	.7%	White/Red	.4%

ONE ONLY OF THE FOLLOWING EXAMPLES

Old/Ivory/Brown	Nile Blue/Black	Grey/Brown
Old Ivory/Green	Nile Blue/Cream	Grey/Gun Metal Grey
Old Ivory/Red	Blue/White	White/Black
Old Ivory/Blue	Lt Fawn/Red	British Racing Green
Old Ivory	Black/Red/Cream	Black/Old Ivory/Brown

TABLE 4 DISTRIBUTION OF COLOURS AMONG F2 TWO SEATERS

Green	6	Duo-Tone Red	6	Black/Green	2
Blue	5	Duo-Tone Blue	2	Black/Red	1
Red	6	Duo-Tone Green	4	Black/Blue	2
Grey	2	Old Ivory/Fawn	1	Old Ivory/Lt.Fawn/Brown	1
Gun Metal/Red	1	?	1		

TABLE 5 CARS EXPORTED DIRECT FROM THE FACTORY

These cars were converted to vertical dipping when local requirements necessitated, plus other modifications, where required.

Switzerland	6	Belgium	1	Canada	3
Siam	1	India	5	Ceylon	1
Spain	4	Hong Kong	3	Malaysia	2
Germany	2	Ireland	23	Australia	1
France	1	Mauritius	1	Jersey	1

**THESE FIRST OWNERS TOOK THEIR CARS BACK WITH THEM TO THE
FOLLOWING COUNTRIES:**

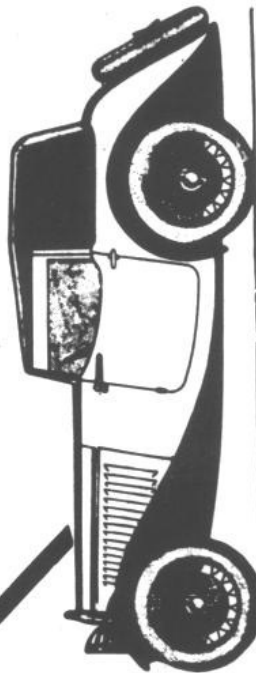
F1 and F3's

Holland 1, U.S.A. 1, Ireland 2, Kenya 1, New Zealand 1, Ceylon 3,

F2's

Norway 1, Ireland 2

The One Car for Every Occasion



The Trinity Special
in coupé form.



The same car as an
open two-seater.

TRINITY



COACHWORK

TRINITY SPECIAL

(PATENT PENDING)

In coupé form this car provides true saloon comfort. The equipment includes winding windows, rear blind and interior light. The rear of the head is panelled to produce pleasing shape and to ensure absolute rigidity.

In a few seconds the coupé can be converted into a smart open four-seater or a most attractive two-seater. There are no loose parts to be mislaid or damaged and there is nothing in the car's appearance to betray its convertibility.

THIS EXCLUSIVE COACHWORK IS AVAILABLE ON:-

RILEY 9 h.p.
12 h.p.; 14 h.p.

M.C. Midget £375
Magna £325

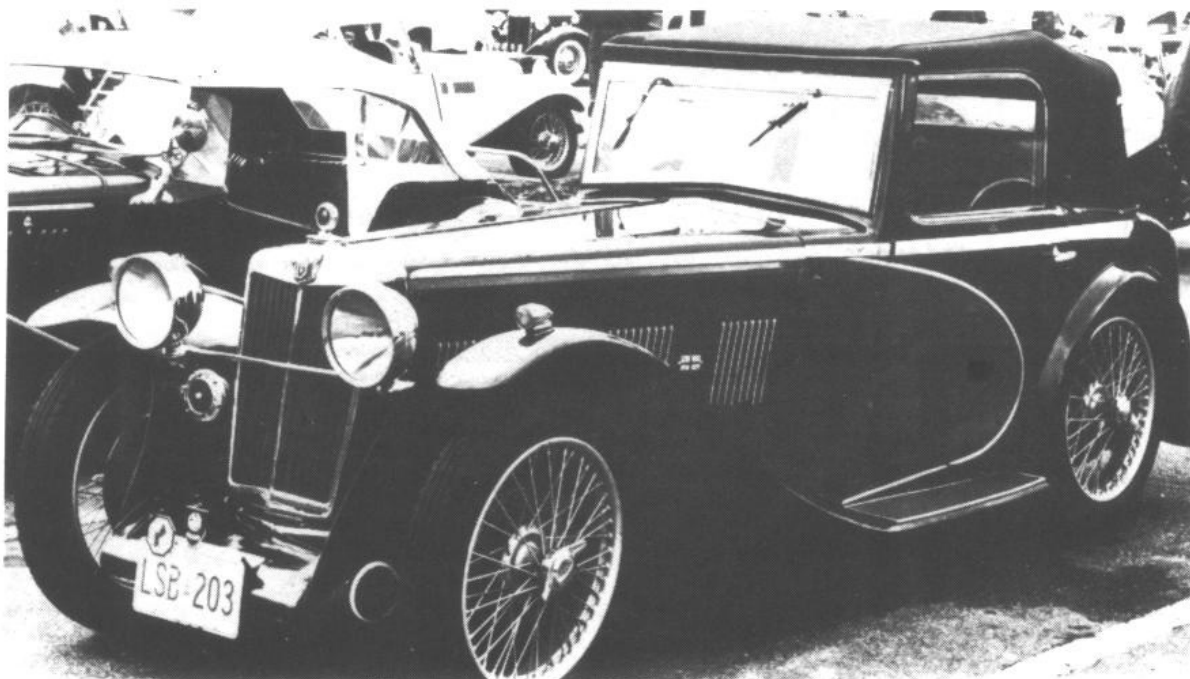
WOLSELEY HORNET
SPECIAL - £299

B.S.A. 9 h.p.
14 h.p. £215

MEREDITH COACHCRAFT, LTD.,

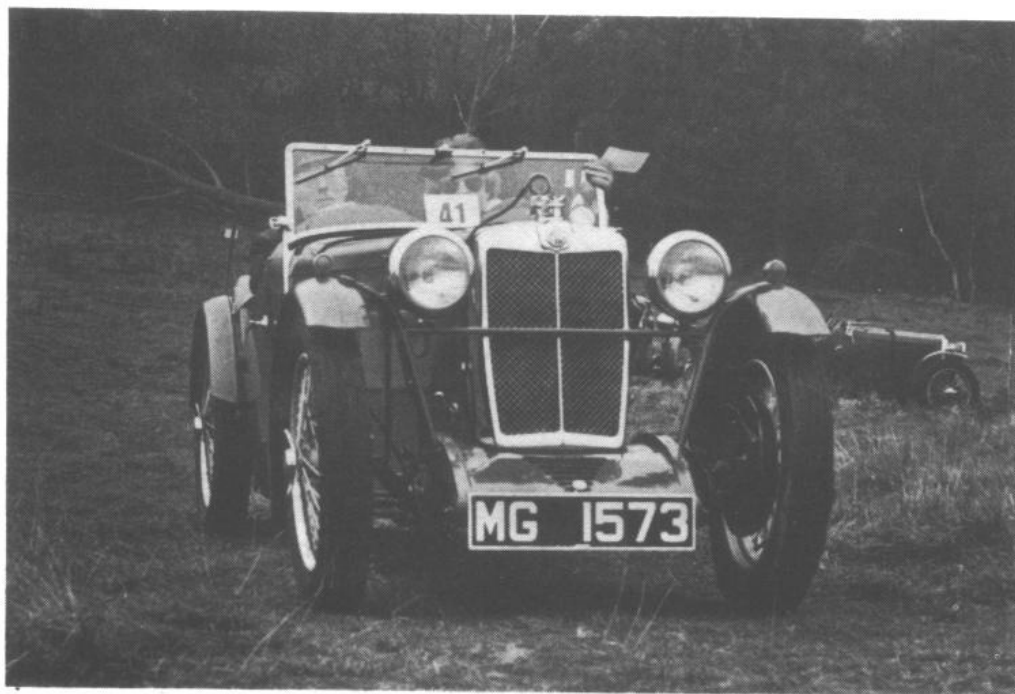
TRINITY WORKS, AERODROME ROAD, CASTLE BROMWICH

Phone: Castle Bromwich 2166.

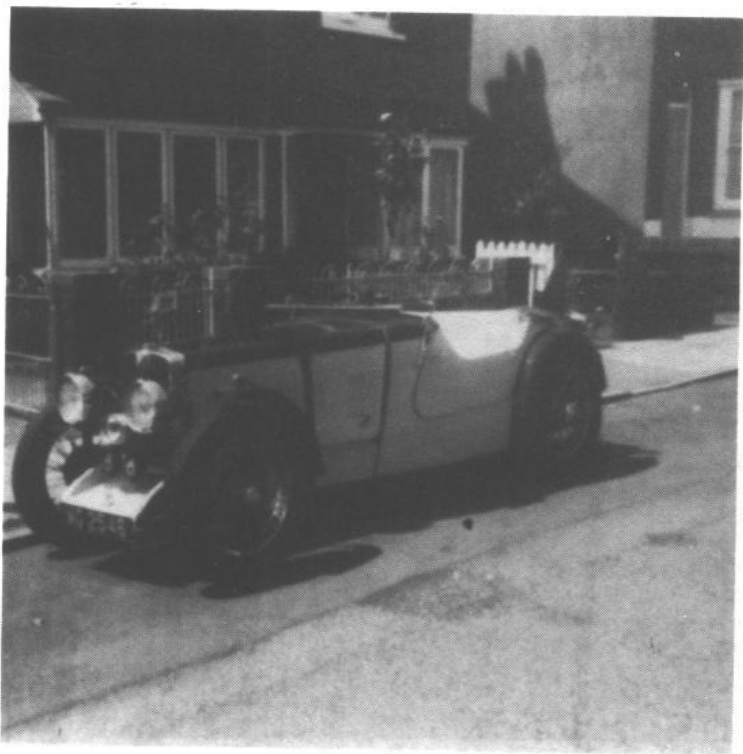


COUPÉ EXPORTED TO CANADA.

Photo W. Krook.



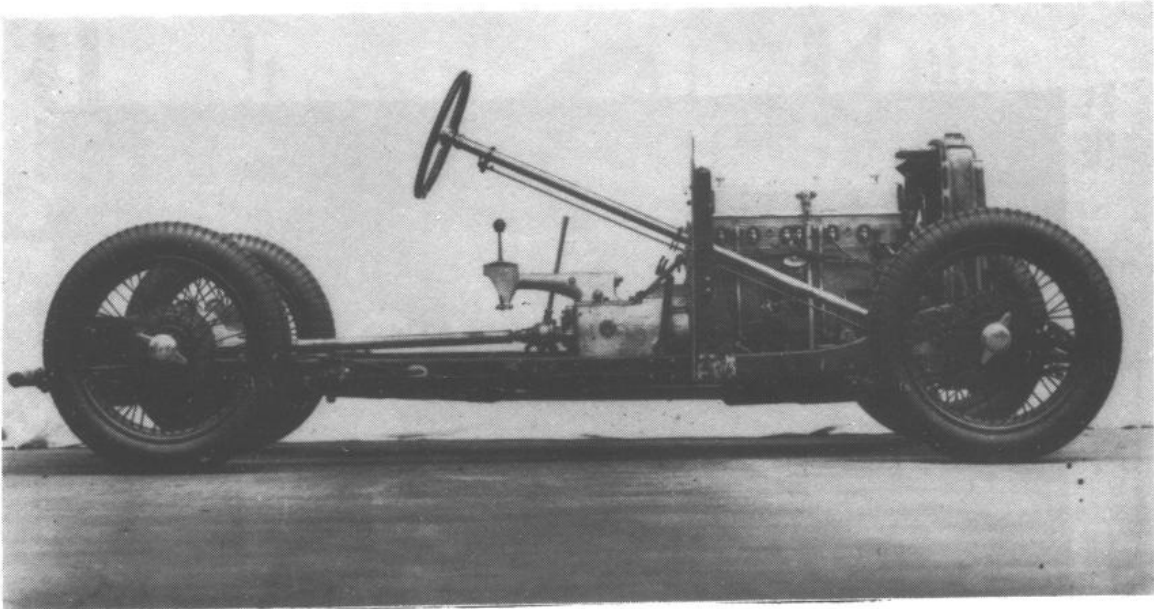
ELWIN SAPCOTE IN HIS F2 AT AN M.G.C.C. P.C.T. IN 1973



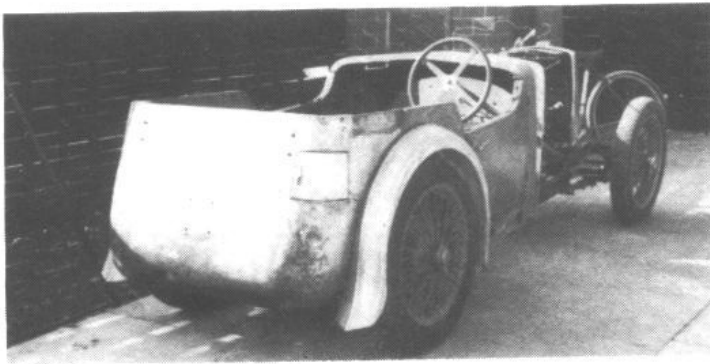
GERRY HORROX'S JARVIS MAGNA



HENK BOERBOOM HAS BROUGHT HIS F1 OVER FROM HOLLAND
ON SEVERAL SILVERSTONE OUTINGS



THE WORKS F1 CHASSIS - COMPLETE WITH 'C' TYPE RADIATOR!



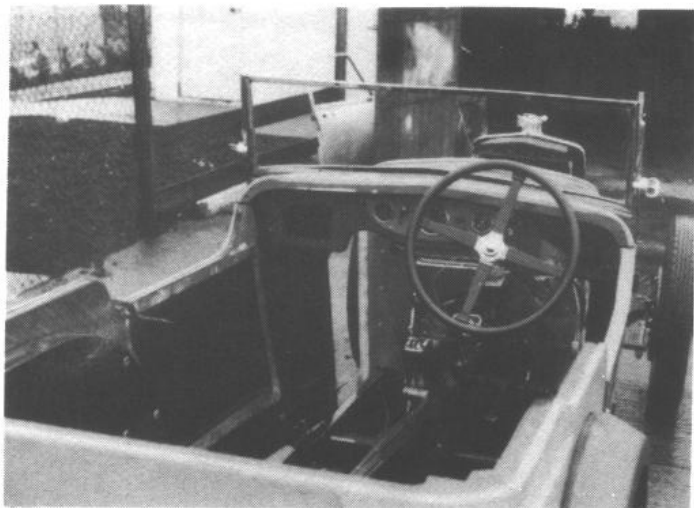
DAVID ROBINSON'S
F1 UNDERGOING
RESTORATION



THIS F1 IS NOW CONVERTED
TO F2 SPECIFICATION



PHIL BAYEN POWELL'S STYLES F TYPE AT CHEDDAR



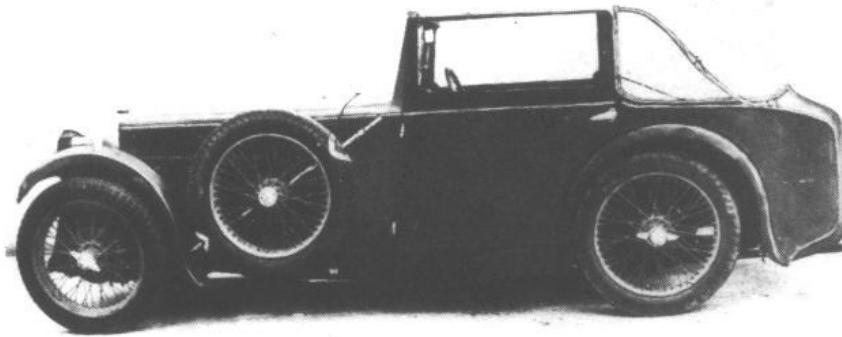
This Salonette is now in the U. S. A. and is the proud possession of Bill and Geri Allright.

They would be pleased to hear from other F1 owners. (The Editor will forward letters).

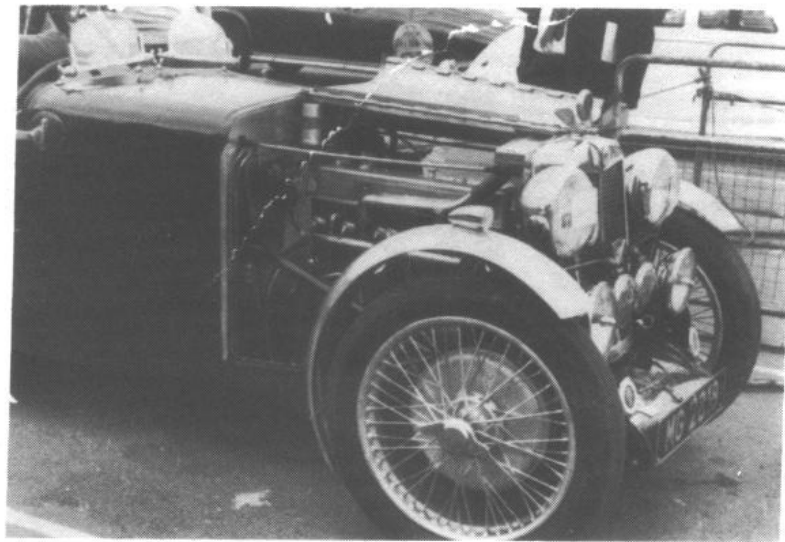
Eric Taylor's F 1 is now running and should be at Silverstone



Mike Cleery's F is off the road for essential adjustments after many years' hard work .



Rob Oudejans Univeristy
Foursome Coupe
built by the
Carlton Carriage Con.



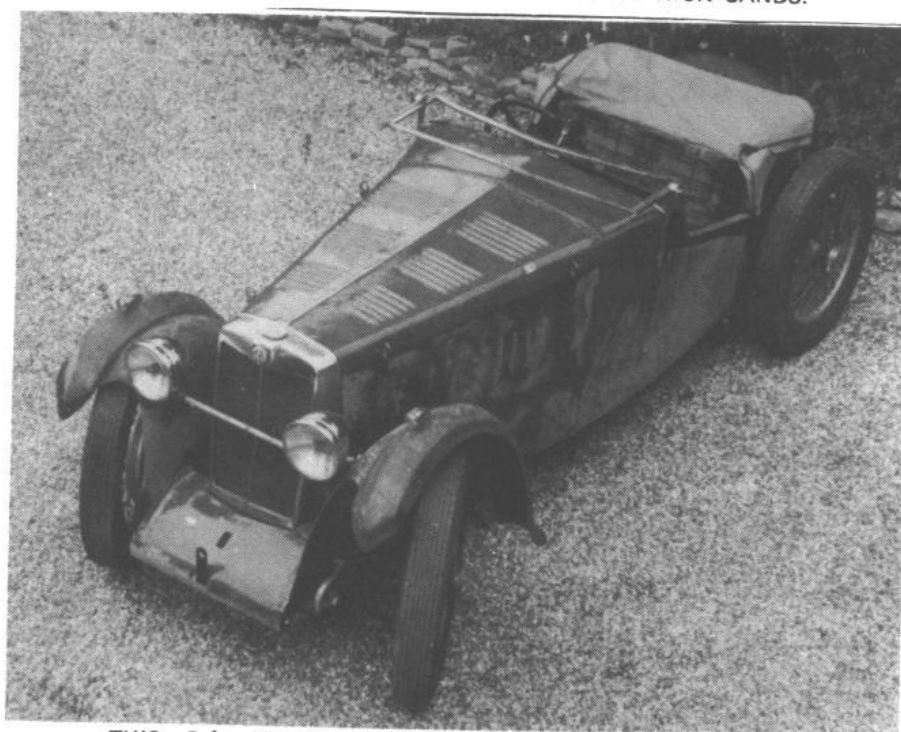
Bill Tonks F 1
was originally
registered
KY 1736



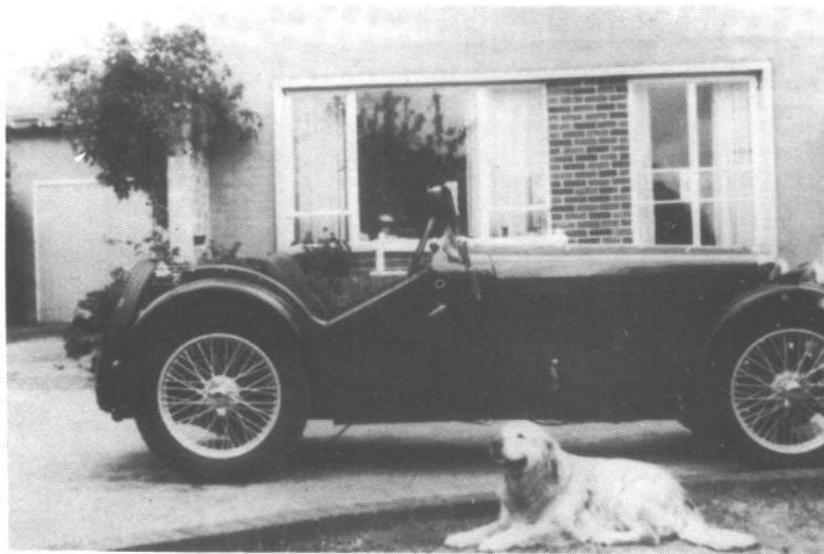
Francois Collard's Salonette
undergoing a total rebuild
in Holland.



F 2 F 1430 / OJ 4081 UNDERGOING RESTORATION
THIS CAR WAS FOUND IN 1969 IN A FARM YARD IN DORSET AND
IS BEING RESTORED FOR GILLIAN ROOKE BY NICK SANDS.



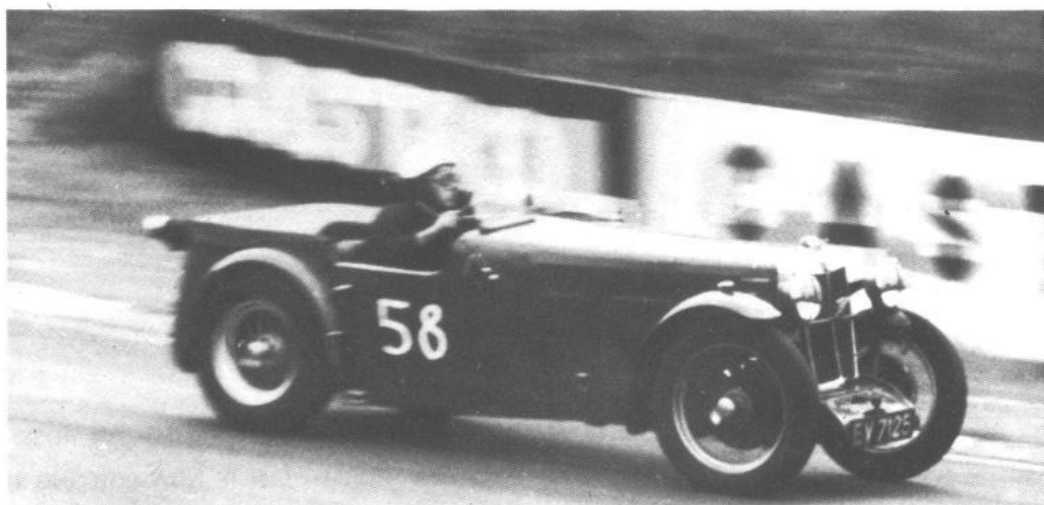
THIS F 1 MAGNA 4 SEATER BELONGING TO IAN ROSS
WAS CONVERTED TO 2 SEAT-FORM. IAN IS NOW SORTING IT
BACK TO ORIGINAL



GEORGE AND KITTY GOFFS' RECENTLY RESTORED F 2 LIVES IN EXETER AND SPORTS A RED/BLACK COLOUR SCHEME - I WONDER WHERE THE HOUND FITS ?

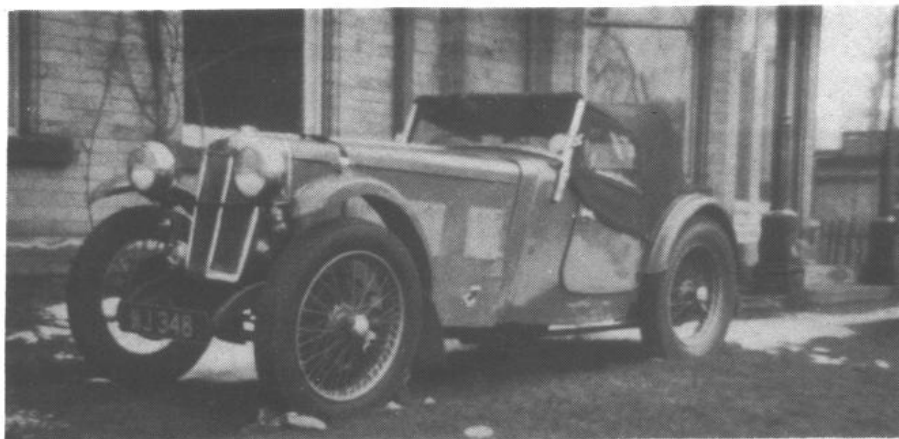


AN F TYPE NOW WITH A T TYPE BODY !

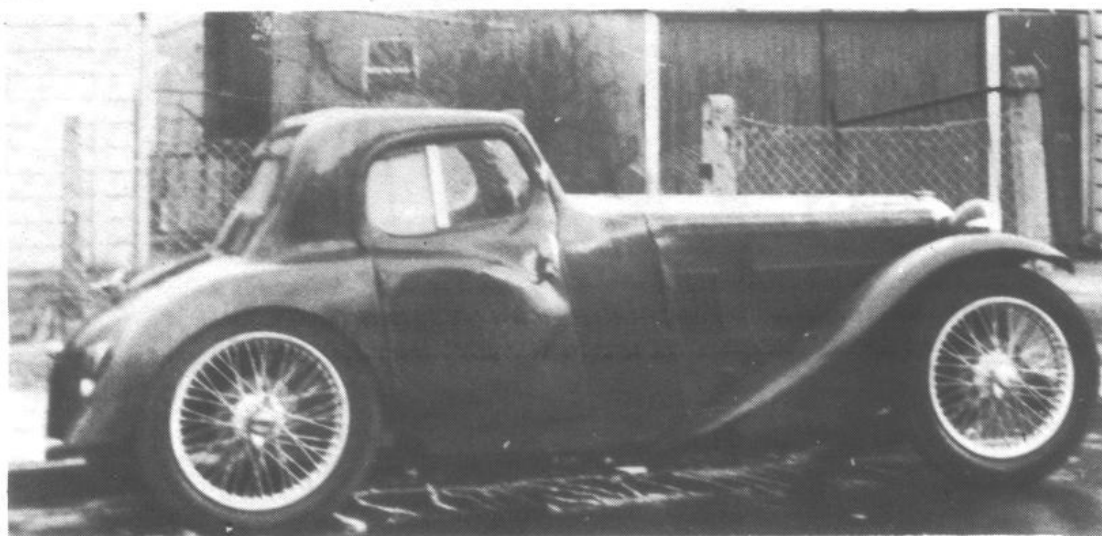


J. M. STACEY RACING AT
BRANDS HATCH IN
OCTOBER 1964

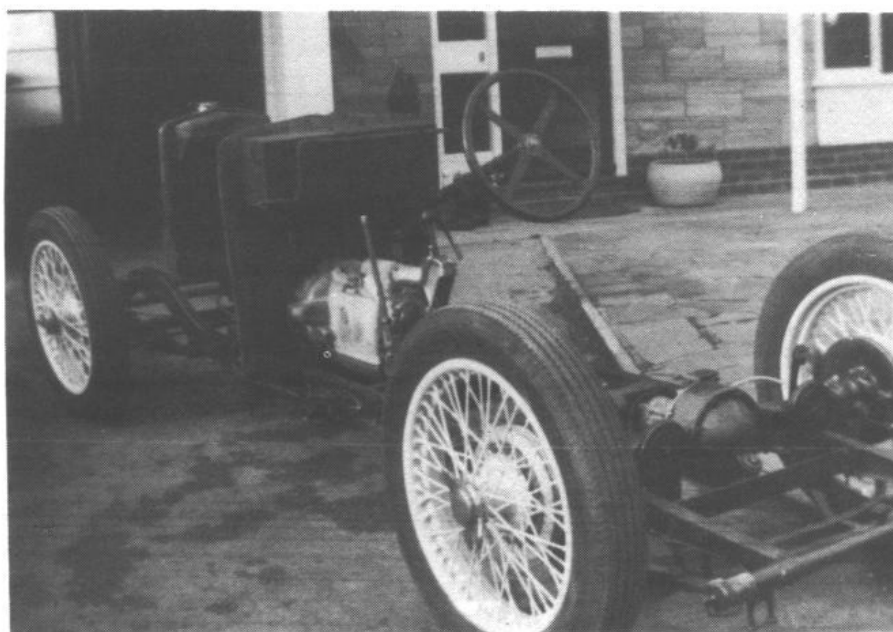
- Chairman please note !



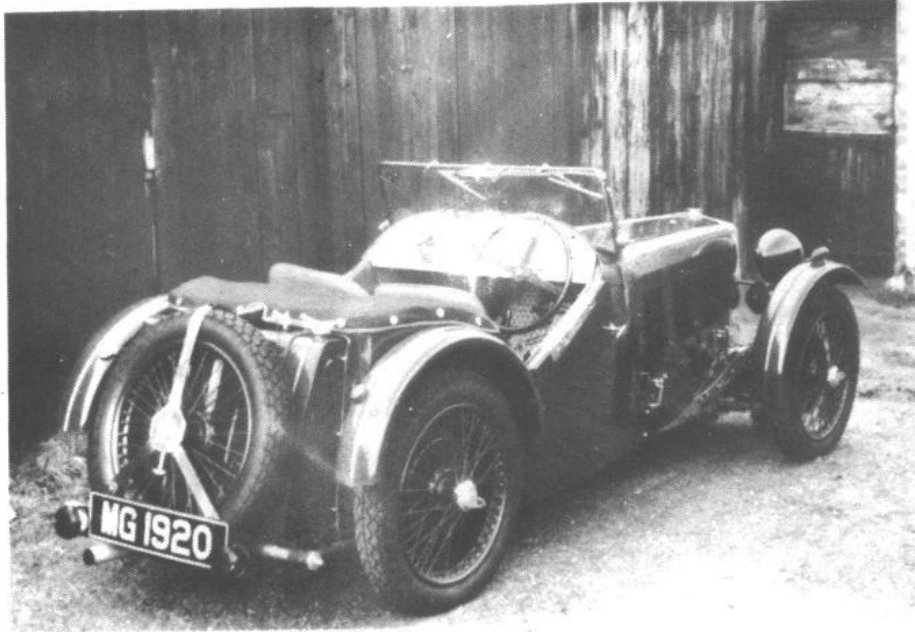
THIS F 1 OF RICHARD DAVIS STARTED OFF WITH A 4 SEATER BODY AND SHOWS ONE OF THE PROBLEMS WHEN A J 2 BODY IS FITTED - THE BONNET IS NOT LONG ENOUGH.



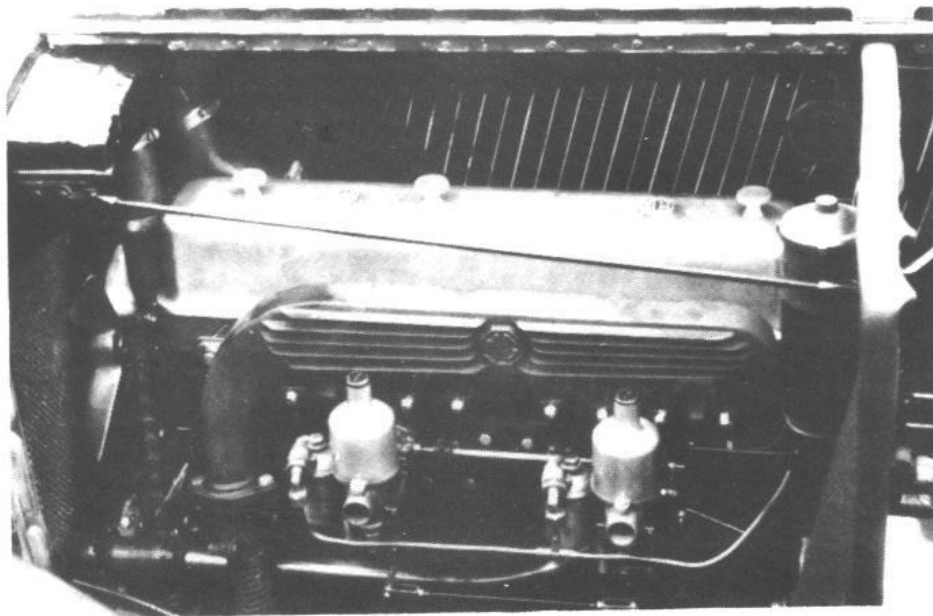
ROD BROWN'S F TYPE HAD THIS VERY ODD SALONETTE/COUPE ? BODY FITTED BEFORE THE WAR - REMAINS OF THE ORIGINAL BODY EXIST UNDERNEATH.

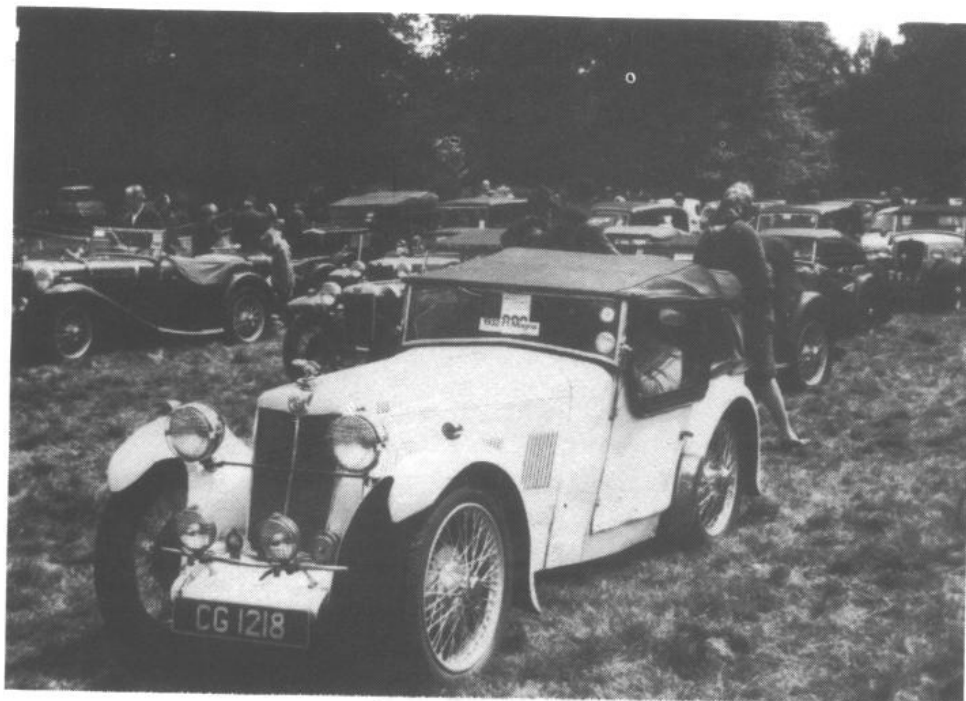


PHIL STADDON'S F 1 IS BEING REBUILT.

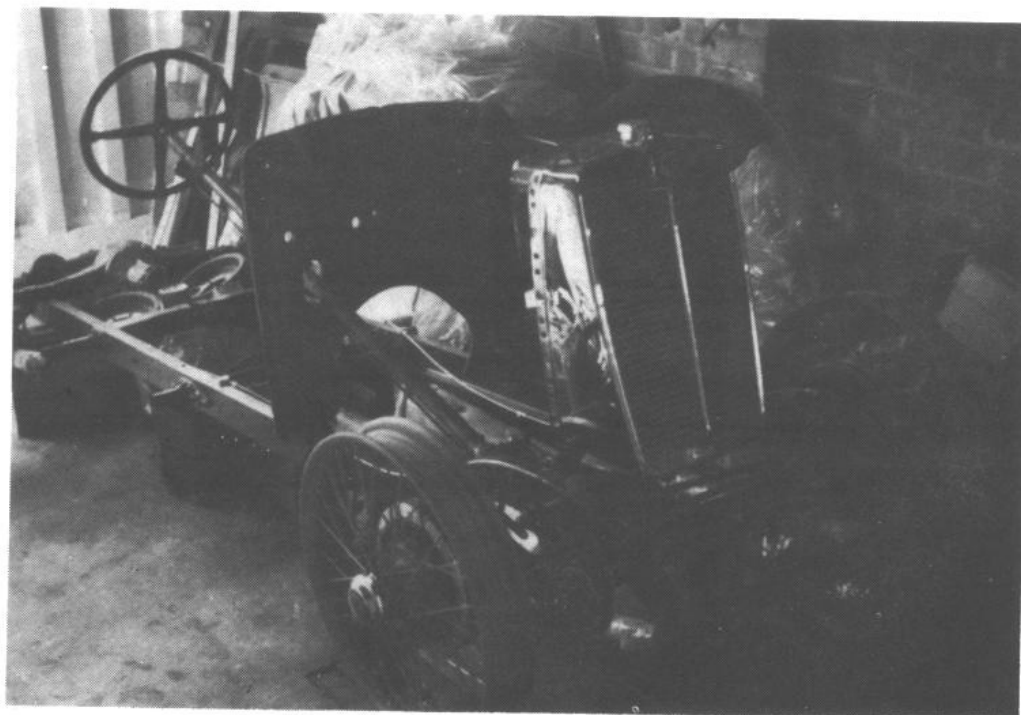


ROD MUSGRAVE'S RECENTLY RESTORED F 2 SHOWS ITS TRADITIONAL 'M G' SHAPE. THIS CAR IF F 1442 WITH ENGINE 1695 A F AND WHEN DELIVERED FROM THE FACTORY WAS BLACK/GREEN DUOTONE. IT WAS DELIVERED TO UNIVERSITY MOTORS ON THE 13.10.32 AND WAS SOLD ON THE SAME DAY.

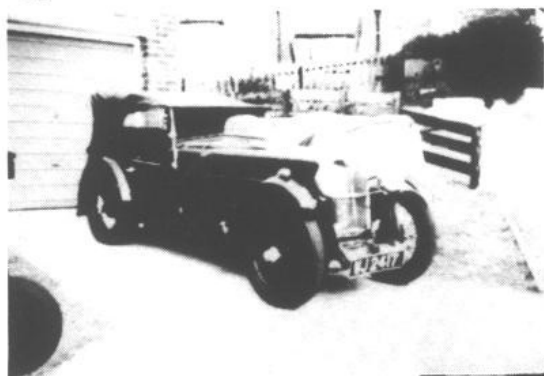




T. A. MITCHELL IN HIS
F 1 AT PENSURST PAGEANT
IN 1972.

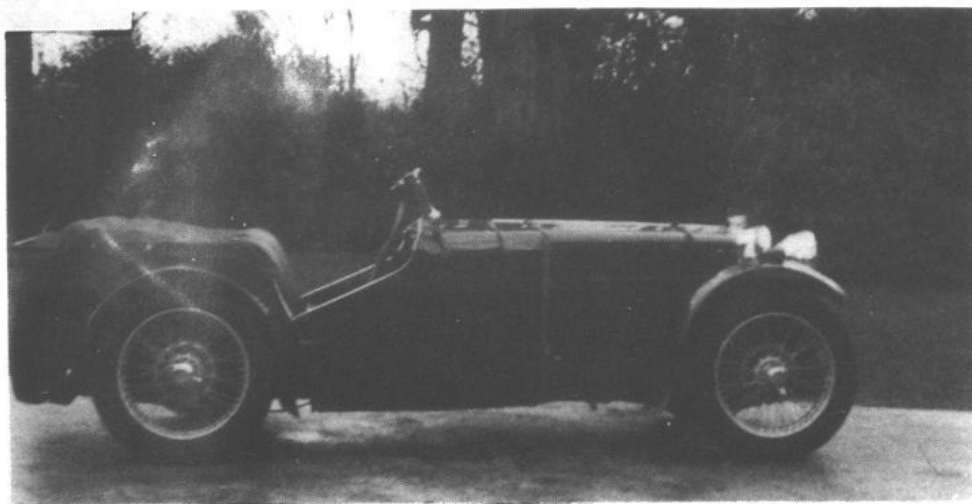


DAVID BRAINWOOD'S
F TYPE UNDERGOING
A TOTAL RESTORATION.
THIS IS JUST ONE OF
THE MANY F TYPES
BEING RESTORED.



JOHN MEE'S CAR IS NOW UNDERGOING
SOME RESTORATION WORK.

THE STEVENSON F1
HAS CUT AWAY DOORS



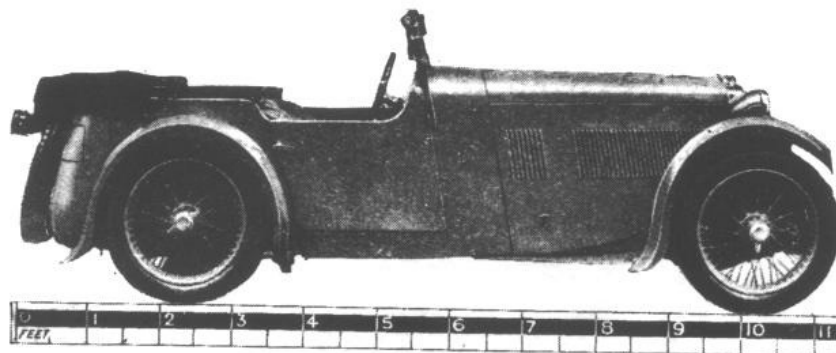
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"THE AUTOCAR" ROAD TESTS—(continued)



No. 692 (Post-War Series).—M.G. MAGNA FOUR-SEATER

THERE are some few cars, not necessarily of any one type, destined to be a success from the commencement. The new model which has inspired this remark is the M.G. Magna. This is definitely a car of the moment, and there are two sharp divisions at present—those who have tried the Magna, and those who have not. The former may almost be said to be equivalent to wanting to own one.

The Magna should be to the economical six-cylinder sports car class what the Midget has come to be in the smaller four-cylinder world. For £250 what one gets is this: A six-cylinder machine noticeably but not freakishly low built, with a four-speed gear box, obviously laid out with sports car ideals in mind, yet giving the things that practically every driver wants, or would appreciate if he knew.

Add to this a trim little four-seater body—it being the open car that has been tested—with an imposing length of bonnet and scuttle, yet a perfectly clear view forward, and not the slightest suggestion of unwieldiness. In fact, one of the most marked points is the extreme ease with which the car can be handled on crowded roads, and the lack of effort associated with manoeuvring it.

The strongest first impression is that the machine feels solid and rigid in the right way, suggesting a strong chassis properly built, and can be taken round curves and corners just as one pleases, the position of the steering wheel and other controls, coupled with this stability, making for confidence and accuracy right from the beginning, as nothing else can.

The Magna can maintain well above a genuine 70 miles an hour, as the timed speed in the accompanying table shows. That is excellent when one is in a hurry or feels like speed, for there is no particular sense of effort even at the limit; but the great charm of the car lies not at all in this maximum, good though it is to have in reserve. It is utterly fascinating to drive the car even in traffic, with its bright acceleration, or to cruise for mile on end at never more than 50 or 55, a speed which is reached very

quickly, the engine running smoothly and quietly with just a pleasing but subdued note from the exhaust, simply because the "feel" of the car is exactly right—thoroughly satisfactory to an unusually enthusiastic driver, or subtly removing some of the doubts and difficulties of a possibly less experienced or less interested driver.

Five miles an hour is feasible on top gear without jerk or snatch, and hills are taken in the car's stride. But for those who like to use it there is what is probably the most delightful gear box fitted to a car of moderate price: four speeds with three close ratios, meaning that 60 can be reached on third and 40 on second, with a low first that will take the machine, fully loaded, up a hill of the trials order with power in hand, controlled by a short, stiff lever working in a visible gate, and with a really easily operated catch to guard reverse. The positions of the lever for the various ratios are different from what is normal, but that is a thing to which one is quickly accustomed; third and second gears run quite quietly, first being noisier by comparison, though it

M.G. MAGNA FOUR-SEATER

DATA FOR THE DRIVER

12-70 h.p., six cylinders, 57 x 83 mm. (1,270 c.c.).
 Tax £12.
 Wheelbase 7ft. 10in., track 3ft. 6in.
 Overall length 11ft. 6in., width 4ft. 2in., height 4ft. 6in.
 Tyres: 4 x 19in. on detachable wire wheels.

Engine—rear axle gear ratios.	Acceleration from steady 10 to 30 m.p.h.	Timed speed over 1 mile.
19.2 to 1	—	—
9.56 to 1	6 sec.	—
6.3 to 1	8½ sec.	—
4.78 to 1	11½ sec.	72.58 m.p.h.

Turning circle: 35ft.
 Tank capacity 6 gallons, fuel consumption 26 m.p.g.
 12-volt lighting set cuts in at 15 m.p.h., 8 amps. at 30 m.p.h.
 Weight: 19 cwt. 1 qr.
 Price, with sports four-seater body, £250.

30 FEET from 30 M.P.H.

Chassis described in "The Autocar" of September 11th, 1931.

January 22nd, 1932.

The Autocar

135

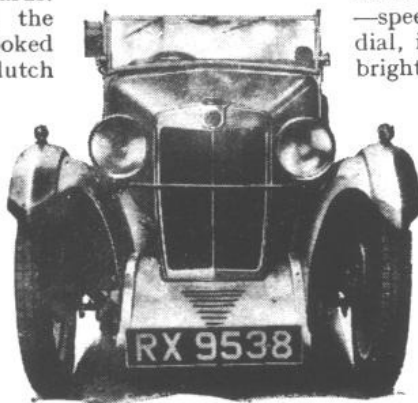
"THE AUTOCAR" ROAD TESTS—(continued)**M.G. MAGNA FOUR-SEATER**

is seldom used for more than a few yards. The steering is very light, but not to the point of being indefinite, and the spring-spoked wheel has a nice thin rim, whilst the clutch works lightly, too, and takes up the drive smoothly. The brakes have plenty of power and, what is more, do not make the car swerve when they are put on hard. The hand-brake lever is of what is termed racing type, and is excellent in every way, besides having at its base an adjustment that can be taken up by hand.

As has been mentioned, the car holds the road very well indeed, helped by big double-acting friction shock absorbers front and rear, so that it might be expected that at quite low speeds, with the shock absorbers tight, the effect would be hard. That, however, is largely a question of adjustment to taste. Even the back seat is comfortable by sports car standards; there is good leg room for one tall passenger, and reasonable space for two normal people.

The separate front seats have pneumatic cushions and backs, the latter sloping rearward rather more than is usual in the interests of firm support for driving, though this is a point that comes rather to be liked. Each seat is quite easily adjustable, but a more rapid action might be preferable; the hood goes up easily and there are good side screens to make the interior snug, whilst a tonneau cover normally fits over the back seats. The front seats tilt forward to give access to the back compartment, the two doors being wide.

In each door is a wide pocket, above which is a small



arm-rest on each side. The grouped instruments—speedometer, ammeter, and oil feed indicating dial, in place of a normal pressure gauge—are brightly lit indirectly. A fuel gauge and an engine thermometer would be welcomed. The single-panel screen folds flat on the scuttle, if wished, and has a twin-blade suction wiper, which works at as much as 50 m.p.h.

A great thing is the instantaneous starting of the engine at all times. The accessibility of the engine, the tools—carried in a locker beneath the bonnet—the clutch housing and gear box, as well as the interior of the driving compartment for cleaning-out purposes, is excellent, because what is usually the scuttle is included in the hinged portion of the bonnet, and therefore opens up.

With its polished valve cover, and nicely red-painted cylinder block, the engine looks pleasing, and, on the practical side, the sparking plugs are eminently accessible, also the coil, distributor, and the electrical fuse box. Even with the fan belt removed the engine does not run hot. Also beneath the bonnet are two groups of lubricators, facing outwards ideally, which feed oil from the usual pressure gun through pipe lines to most of the chassis bearings, leaving very few to be dealt with individually.

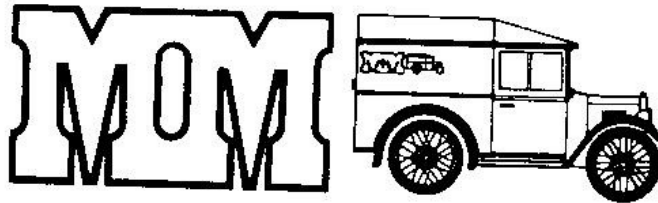
An unusual point is the concealment of the filler for the fuel tank by a hinged lid in the side of the body tail; this is undeniably neat, but not too convenient.

The head lamp beam is good, and either the dimming switch or the horn button can be operated without removing the right hand from the wheel.

At least 100 F types have survived, some little more than chassis, sporting all sorts of body work and engines. If you accept my definition that a salonette is not a salonette unless it has the proper salonette body work etc., it is misleading to say that 14 have survived, because the majority no longer look like salonettes unfortunately. Let's hope a few more are restored to their former glory. Two University Motors Dropheads have survived, one in Holland and one in Australia, three Stiles have been recorded with the Register, but I am sure that there must be more lurking about, as well as two Abbey and two Jarvis cars. At least thirteen F 2's have survived, which is more than 25%, and numerous tourers now sport replica F 2 body work. Nevertheless, I am sure most people are pleased to see any F at meetings, and let's hope we see more of them, in the coming year.

I hope that the large number of F type pictures included this year are the type of article you wish to see. I apologise to anyone who's car is not featured. Next year D types will feature in an article of this type so let's have YOUR car featured - or even pictures of cars you did run or have just seen lying about!

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Dear Harry,

I have been meaning to write to you for some time about the strange armoured vehicle which you depicted in last year's Yearbook. In view of the jokey caption, I wonder if you know what the thing actually is. If not, I can tell you, as Tim Birmingham who lives locally, and who until his retirement was in charge of the "Show Shop" at Abingdon preparing display vehicles for the Motor Show etc., helped to construct the thing in the early years of the war. In 1939-40 Abingdon were anxious to secure war contracts and the Experimental Department were asked by the War Office to consider a light armoured machine to provide some protection to despatch riders. For days they played around with bits of angle iron etc., trying to strengthen up a motor cycle frame until I never came up with the idea of a V formation chassis (rather similar to one end of the R type) using a tuned XPAG engine and three wheels. The driver sat fairly low and aimed safely behind him, was a conductor who mounted a forward firing machine gun.

The thing was almost finished and ready for testing when the man from the War Office showed up to say that the way we wanted it to go through water, as well as on land. For days they played around with ideas to make it amphibious, but they were so restricted for space that nothing worked very well. Finally, they put upon the idea of using two detachable flotation tanks which would be carried normally in a small trailer. When arriving at the river bank, the tanks would be removed from the trailer, lowered onto the sides of the vehicle, and off they would go, chasing the Nazi hordes. They finished a prototype which they took to the lake in Battersea Park for tests, and whilst it performed quite well in the water, they just couldn't get it to clump up out of the water, and it stuck fast in the mud. Eventually, they managed to get everything back to Abingdon, where it was placed in the darkest corner available and forgotten.

Just think, if development work had continued, the post war three wheeled market might have been totally different. Instead of these alloy bodied Austin engines which Renault have used, we might have had a highly developed V type engine putting out about 90 bhp in road trim, in a light weight chassis based originally on the R type!

Cheers for now. See you at Silverstone, I hope before.
 All the best,
 COLIN HUTCHINGS

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THE ABINGDON - ABINGDON TRIAL

It can be argued that trials are the oldest form of motor sport. The very first motor competitions were reliability trials, organised simply to prove that horseless carriages could go from A to Beer without mishap. Once this was proven, then the questions of "How Fast?" and "How far?", were asked. The how-fast brigade went racing. The how-far people had to go farther and farther to prove their point. By 1900, the year of the R.A.C. 1,000 Miles Trial, it was quite a long way, perhaps the recent London - Sydney Rally is a descendant of that event.

However, for the man who did not have the time or inclination to drive 1000 miles every time he wished to give vent to his sporting instincts, the answer was to set himself a shorter and more difficult route. Thus narrower and steeper ways were sought to provide a test. As more minor roads became Macadamised and cars became more powerful, steeper and harder hills were used and the trial as we know it today began to take shape. Today, legislation, costs, the difficulties of finding anything that is unsurfaced and yet at all 'normal' have made the road trial with hills that went somewhere and alternated and joined by normal road sections a dying feature of the sporting calendar which some fear may be threatened with extinction.

But in the 'thirties the trial was in its heyday, cars had developed to the point where they were no longer a rich man's plaything, yet they had not invaded every corner of the country and caused all minor tracks to be surfaced. Therefore trials hills of the right type were available and red tape did not hamper their use. Most motor clubs had a series of trials in their calendar. The Abingdon-Abingdon was such a one. Arranged to start and finish at Abingdon, it was run by the M.G.C.C. (who else?).

The first event of the series was held on May 7th 1932. It is claimed that this was the first occasion on which a one-make club opened its entry lists to other clubs. The course was laid out by H.P. Baughan of Stroud who, it is said, dictated a route card without looking at a single map. That route card subsequently required very little amplification and no correction. The hills included Wragg Hill (restart), Nailsworth Ladder, Quarhouse, Blackness, Mutton, Iles Lane, Besbury Common (acceleration and braking test) and Battlescombe (timed climb). Alas, I have no results of the trial but almost certainly M-types were to the fore. Can any reader pinpoint all these hills today and could a route be laid out on them?

The 1933 Abingdon was held on the 9th September (it looks as if they had calendar difficulties in those days too). I have to resort to C.A.N. May's Wheelspin for an account of the event. Not that his tale of his trials debut in his JS (OC 1741) is anything but interesting, but he does not give full lists of winners. Hills included Mill Lane (restart), Nailsworth Ladder, Mutton, Quarhouse, Iles Lane and Battlescombe. W.E.C. Watkinson won the University Motors Trophy.

The first two trials of the series were undoubted successes but the 1934 event must have been one of the best competitions of the season. Held on the 21st April (more calendar problems?), it attracted an entry of 125 of whom 29 gained First Class Awards and 44 Second Class Awards. Major award winners included C.A.N. May's J2, the M.G. Challenge Trophy (his practice run of last year had stood him in good stead), J.E. Orgee's J2, the University Motors Trophy and the M.G.C.C.'s Inter-Centre Trophy was won by the Manchester and District Centre. Gloom - the Singer Car Club team won the Inter-Club Trophy.

Hills included Mill Lane, Juniper (which proved nearly unclimbable and was the first trials hill I ever saw being used - in the 1949 Gloucester I think), Nailsworth Ladder (when you got to the top lunch at the Bear Inn, Rodborough awaited you), Mutton and Battlescombe. For those of a statistical turn of mind the makes of cars driven by award winners were:-

<u>Firsts</u>			<u>Seconds</u>		
M. G. J2	7		M. G. L		6
M. G. P	1		M. G. J2		8
M. G. F	1		M. G. P		1
M. G. L	3		M. G. K3		1
M. G. Magna	1		M. G. Magnette		1
Singers	10		Austin 7		2
Riley 9	1		Singer		14
Alvis	1		Morris		3
Ford V8	2		Wolseley		1
Frazer-Nash	1		Riley		2
Triumph Southern Cross	1		Bentley		1
			Ford V8		1
			Avon		1
			Alvis		1
			Triumph Southern Cross		1

The K3 was driven by J. H. Summerfield, H. G. Conway drove an Austin 7 (did he own Bugattis in those far off days?). The Evans family were in evidence in their J2s, Doreen and Dennis obtained Firsts but Kenneth had to be content with a Second as did G. G. Evans (same family?). Other well-known names of the 'Thirties included W. E. C. Watkinson (L-type), E. H. Banfield (F), J. A. Bastock (J2), T. W. Dargue (Riley 9), J. D. Barnes (Singer), A. Powys-Lybbe (Alvis), W. G. Everett (J2), R. A. Macdermid (P), H. K. Crawford (Wolseley), A. C. Westwood (Singer), F. R. G. Spikins (Singer), Joan Richmond (Triumph), and H. B. Prestwich (Magnette).

By 4th May 1935 many of the leading triallers were P-type mounted. C. A. N. May (BPH 418), and the team of Macdermid, Toulmin and Bastock whose cars were in their cream and brown colours with cycle mudguards (no valences) and 8-inch brakes, included. 115 entries shared 40 First Class Awards and 17 Seconds, and of course the major trophies. J. H. Summerfield, driving a PA this year, won the University Motors Jubilee Cup. JB 4611 was later blown and turned up a few years ago in Trowbridge sporting an XPAG engine. It competed in the 1969 Salisbury Trial. The brakes on it went via your scribe to Don Smith, but we digress. The M.G.C.C. Inter-Centre Trophy was won by the Midland Centre B Team of K. Crawford (NI), C. A. N. May (P) and W. H. Haden (P) while the Inter-Club Team Trophy was won by Macdermid, Bastock and Toulmin, all on PAs, two of which are still active in MMM circles. The results sheet I have gives merely cubic capacities so I cannot sort out J from P, I from K etc., but 19 Firsts and 10 Seconds were gained by M.G.s. Well-known names which crop up and have not been

mentioned before include L. J. Onslow-Bartlett (N), A. W. F. Smith (J2), J. Eason-Gibson (Singer), M. A. McEvoy (Singer), A. G. Imhof (Singer), and E. J. Haesendonck (P).

And so to 1936. The trials scene was becoming much more specialised and the cars much more potent. Compare a blown, lightened PB with locked differential and knobbly tyres to the virtually catalogue J2 which had won in 1934. Nevertheless 110 starters turned up to Abingdon on Saturday 9th May. The hills were very dry and, as Hes Lane was not to be used by Police request, there were only four of them. Bismore was an acceleration test, then came Nailsworth Ladder, Sandford's Knoll, Axe Hill and Old Hollow. Again the Bear Inn provided the lunch stop. Under such conditions the tie-deciding garaging test played a most important part in the result. C.A.N. May had the embarrassment of stripping his N-type's crown wheel and pinion on Nailsworth Ladder right in front of Cecil Kimber's picnic party. There, in the Sports Car of June 1936, is a picture of the picnic and the Great Man leaning against a Singer. First, and winner of the M. G. Challenge Trophy and the Chairman's Cup was L. J. Onslow-Bartlett's M-type. H. K. Crawford's blown PB won the University Motors Trophy and A. B. Langley in a Musketeer won the P. J. Evans Cup. Again the Inter-Centre Cup was won by the Midland Centre's B Team, composed on this occasion by G. N. Mansell and J. F. Kemp on blown N-types and F. I. Allen on a blown PA. 71 of the competitors were M.G. mounted. Again, names which have an honourable place in motor sporting records included J. E. S. Jones (blown PBI, Eddy Goodenough (S. W. Centre Treasurer, PA), Ken Delingpole (NA), Sydney Allard (Ford V8), Philip Flower (J2, ex-J. E. S. Jones), and Mrs. A. E. Moss (Stirling's Mum, Fiat Ballilla).

In contrast the 1937 event, held on 1st May, was reckoned to be the "hardest yet". The start and lunch break were at the Prince of Wales Hotel, Berkley Road, and only the finish was at Abingdon. The organisers omitted Nailsworth Ladder as "too damaging" but included Tin Pan Alley which stopped all but seven of the competitors, Axe Hill and Old Hollow which were easier and Hodgecombe which stopped quite a few. After lunch the treats in store included Sandford's Knoll and Ashmeads and special tests at Witney Aerodrome - and so to Abingdon. Of course, by now the T-type had reared its push-rod head. Thus the mention of M.G. does not necessarily mean an MMM car. Both the Cream Cracker and Musketeer Teams were TA mounted. At least two PB Crackers were competing. C. A. N. May in JB 7521 and E. J. Haesendonck in JB 7524. Only two firsts and seven seconds were gained. The MMM share of the spoils was the University Motors Trophy, won by J. Twyford (blown PBI), seconds for Eddy Goodenough and C. A. N. May (both blown PBs) and Novice Awards for J. Terras (PA), J. H. Clent (847 M. G.), P. H. Smith (blown 847 M.G.), and D. Waller (847 M.G.).

But the day of the o.h.c. M.G. was not over. On 14th May 1938, K. C. H. Rawling's J2 won the next Abingdon outright against 87 other competitors. For this year the start was back at Abingdon. The fun started with a timed lap of the M.G. Factory's private test track (!). Thence to Witney Aerodrome for two further tests. If, when organising a trial, you run into problems, you are simply one more in a long line of organisers who have had to deal with unexpected set-backs. On this occasion the field found that the water splash laid on for their teasing had dried up and Tin Pan Alley could not be used because it had been dug up. Breakheart had to be abandoned because no one could climb it except W. J. Green in his blown PB (MJ 9898). The abandonment came when Ken Delingpole's blown PB overturned and broke the bouncer's collar bone. However, Nailsworth Ladder, Hodgecombe, Ashmeads and Juniper all provided good sport and the finish was at the Plough hotel, Cheltenham. Again First and Second Class Awards were pretty sparse. Apart from Ken Rawlings' J2 winning the M. G. Challenge Trophy, Firsts were gained by W. J. Green, C. A. N. May, J. Twyford (blown PA), J. Terras (blown PBI), and E. J. Haesendonck (blown PB), and Seconds by W. S. Wittard (847 M. G.), D. Walker (847 M. G.), S. L. H. Potter (blown PBI), and Philip Flower (J2).

For 1939 the event was called the "Abingdon Trial and Rally". It changed its form completely and became a two-day event, being spread over May 13-14th. There were three start points, in the North-West, in the Midlands and, of course, Abingdon. On the first day all competitors converged on Rushmere, Salop, where the trials entrants tackled a number of hills including the famous 1 in 1½ Rushmere gradient. Meanwhile the rally entrants did a steering test. On Sunday, all the competitors started out from Shrewsbury to follow a route around North Wales. Trials competitors tackled Bryn Alyn, Swan Song and Boundary Stone (new hills all) while the rally entrants watched "the hill climbing feats of the trials men". The route returned to Shrewsbury. The best M. G. C. C. Member driving an M. G. was J. Terras (blown PBI), K. C. H. Rawlings' J2 won its class while Miss Oonah Kay (J2) took the prize for the best Lady driver. I do not have a full list of awards but the other principal cups went to a collection of cars as diverse as could be imagined, from SA M. G. to Ford V8 Special. The event attracted 79 entrants and was reckoned to be worth repeating. Little did they know!

In collecting material for this account I was struck by the simplicity of some of the events. The Abingdon was reckoned to be a good trial of its type but it was a doddle compared to the long distance Exeter and Lands End, for instance. Some years as few as four hills were included and, on no year, were competitors called upon to tackle more than eight hills and special tests in total. Perhaps those days were really more spacious in that people tried to pack less into them. After all, 70 miles of main road motoring plus four hills and a couple of special tests would not be counted a difficult task by an MMM motorist today. If the original hills could be located, perhaps we could have a re-run in 1982, the 50th Anniversary of the first Abingdon?

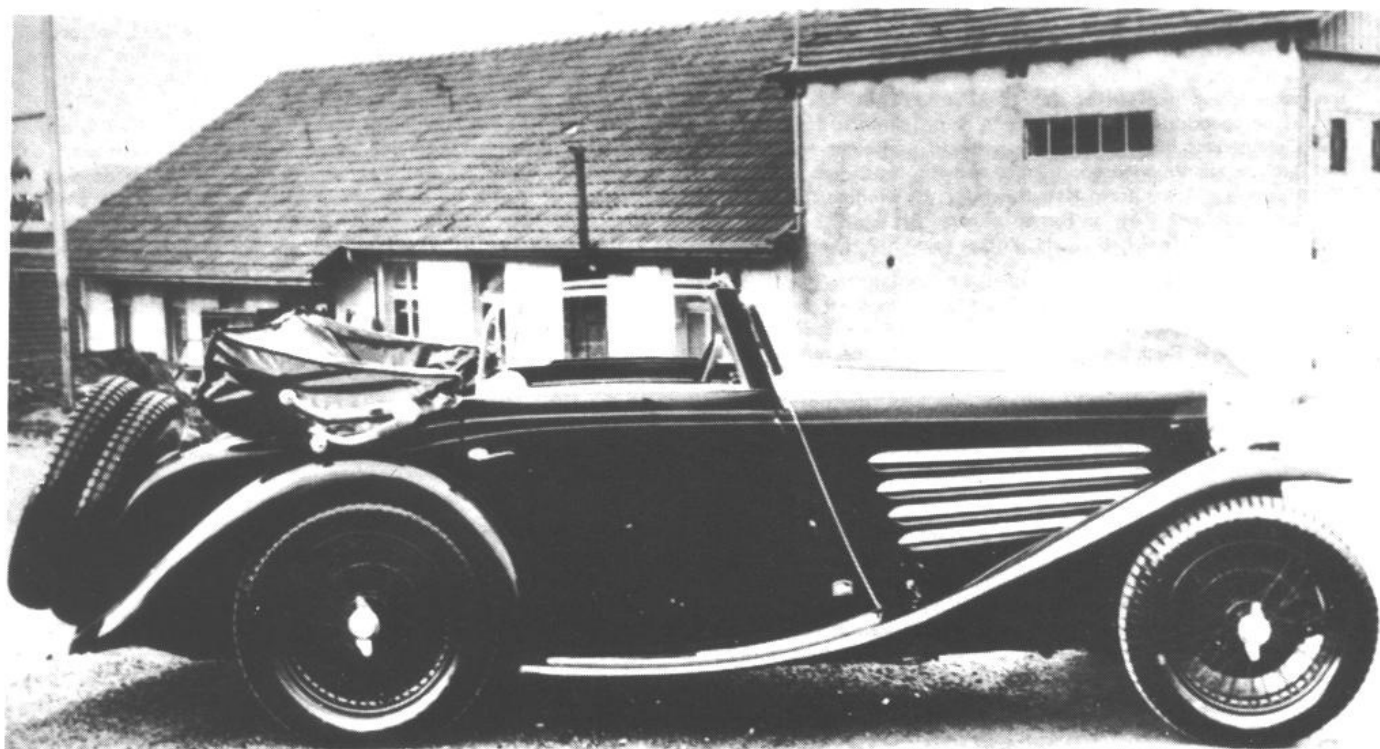
A TALE OF TWO N TYPES

"Cor, that looks tasty" was the reaction from one of my non-MG orientated friends when he saw the accompanying photographs. Which underlines the fact that beauty is in the eye of the beholder, when looking at non-standard bodied MGs.

This partiular body style was built by Fritz Ramseier & Co. of Worblaufen in Switzerland in the '30's, on an N chassis. Due to the import restrictions at that time, for every complete sports car imported into Switzerland, it was possible to import a further three or four chassis only, and build the body itself in Switzerland. Sports Car A. G., of Zurich were the MG representatives, importing about ten MGs a year, and one of their customers, a Mr. Roth wanted an NA to be built with a special body. To keep the car at a reasonable price, two bodies were built differing only in details. Mr. Roth had chassis number 0470 with engine number 721 AN, sprayed beige, and his car is shown in the 'Magic of MG' page 104. The other car was NA 0606 with engine number 849 AN, and finished in red and black, but with two spare wheels and chrome horizontal flashes on the bonnet, as shown in these photos. Sadly, it remained unsold for two years, until bought in 1937 by Hans Waeffler for S. Fr. 7,200. He was later to race an MGA in the Le Mans race of 1955.

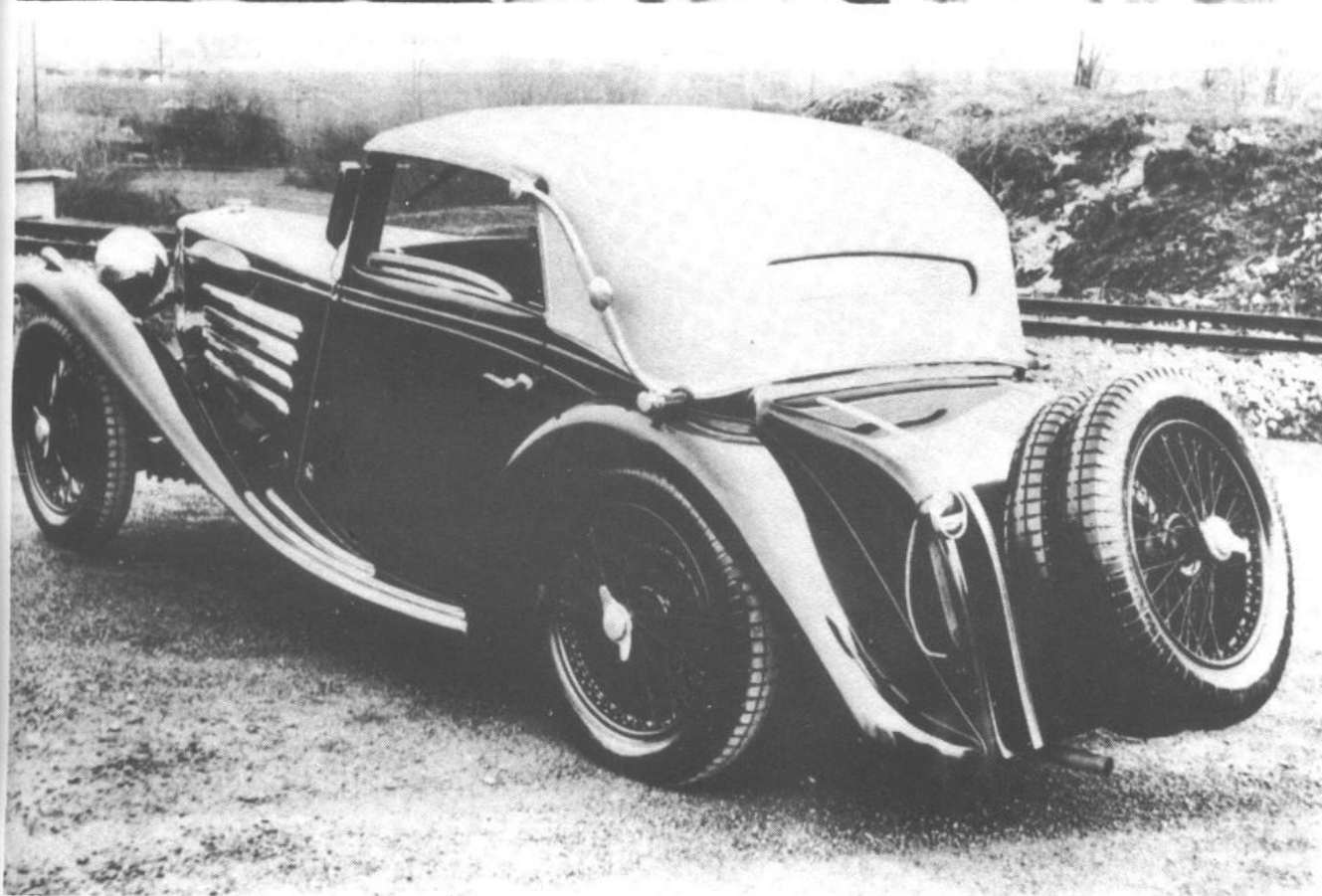
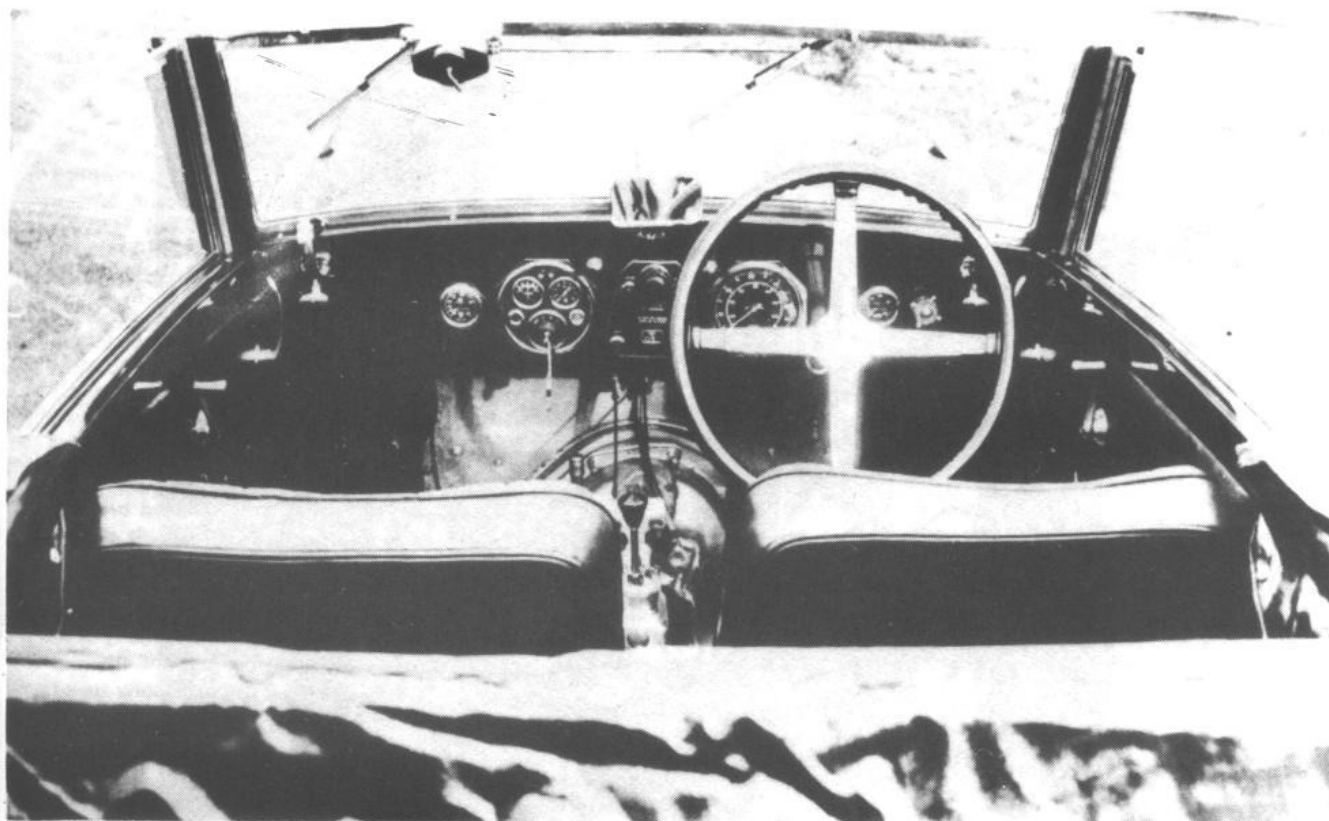
So here are two interesting cars that we British never had an opportunity to buy, and will probably never be seen here apart from in these photographs, as it is unlikely that they now even exist. The only tangible remains of them is one engine, now fitted in an L1 in Germany.

NICK SANDS

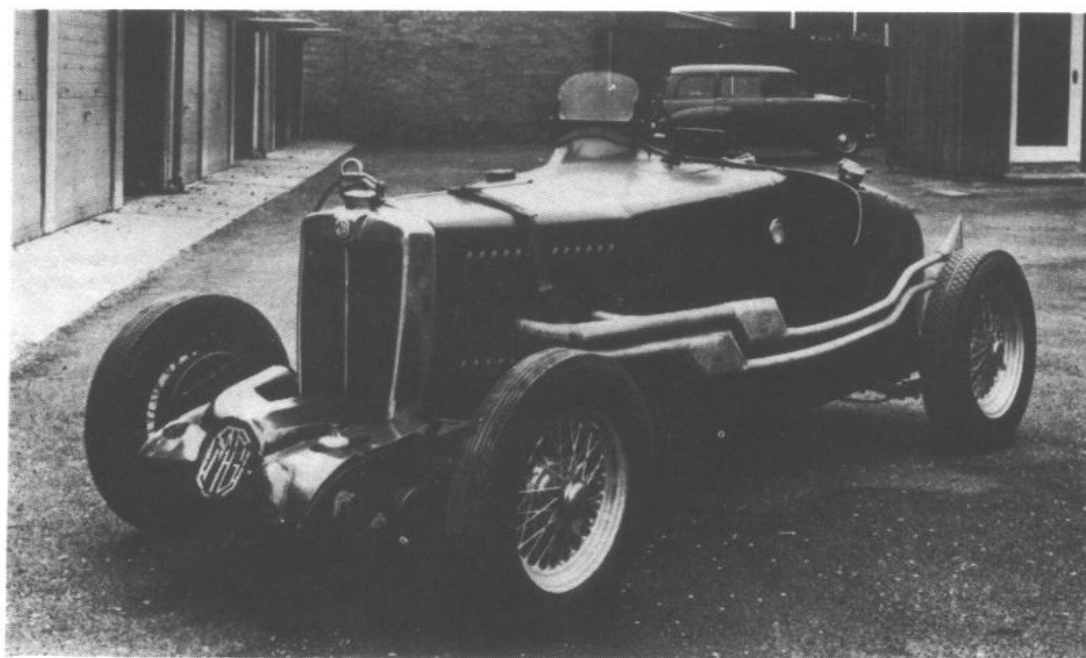


M. G. SPORT CABRIOLET
2 - TURIG, 2 - PLATZIG.

TALE OF 2N TYPES (2)



Q 0255



Q 0255

N. SANDS

Possibly like a lot of people after reading Mike Hawke's absorbing article on Zoller superchargers, in the 1977 MMM Register Year Book, I realised I hadn't actually seen one. However, I remembered that one of the MG's that sported one as standard, a Q type, lived not far away, owned by MMM member Mike Ellman-Brown. So armed with a list of questions to ask him, I arranged to go around one evening for what turned out to be a most interesting chat about overhead cam MG's.

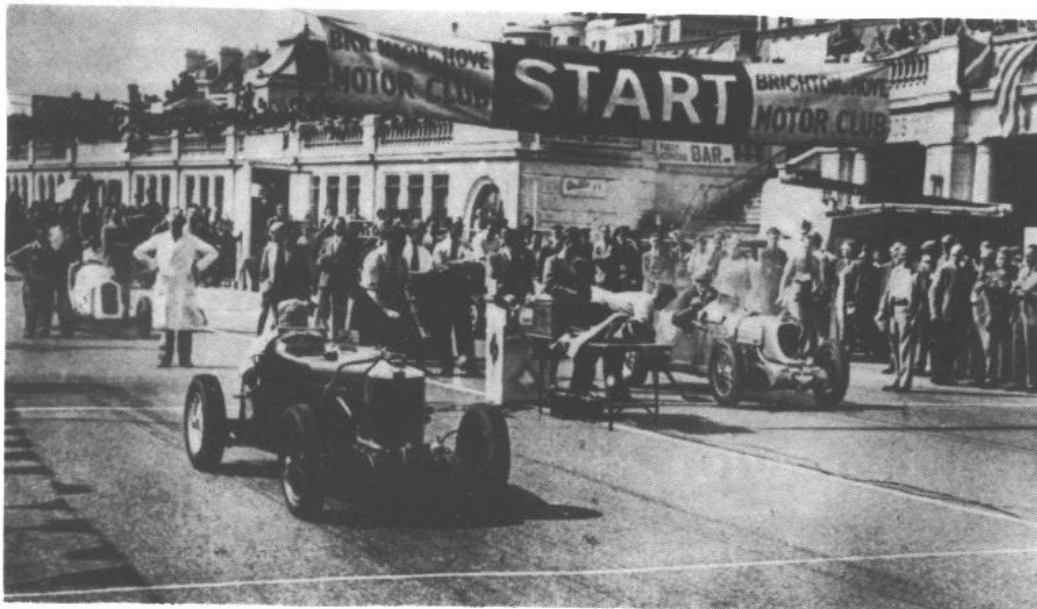
Mike bought Q0255 in February 1963 from Halfway Garages, Padworth, and it was originally owned by E. R. Hall. It is thought to have been driven by Dorothy Stanley-Turner, at Brooklands, and ended up in 1950 at Toulmin's along with another Q and a K3 all at the same time. A picture of the rear view of it in Toulmin's Garage can be seen in the Info letter no. 44 supplement. The next owners were James Temple (1952), Brian Waters (1953), Elwin Jones (1954), John Fisher (1955), Royston Davy (1956?) and Alan Abruzzi (1957?), but the remarkable thing about the car today is its extremely original condition. Unlike a lot of other Q's it still looks like a Q, as the photographs show. Unfortunately, most of the others have been hacked about, but this car has remained almost totally original making it virtually unique.

Luckily, its history has been pretty well documented, and additionally a number of photographs also exist of it. The first one shows it at Brighton in the early '50's, and driven by Captain Elwin Jones at Goodwood on the 21st August, 1954, in the second. It was in fact last driven in the late '50's, and is in the process of being painstakingly restored at the moment, Rob Davis having reconditioned the engine, and Roy Waling-Greenwood attending to the bodywork. With a bit of luck it will be completed during 'next year' and is hoped to be used in competitions, but not for circuit racing. It is sure to attract great interest, and afford many people their first sight of the very rare Q 'in the metal'.

As is well known, there were only eight Q's made, thus making it one of the rarest MM's. Two are in Australia, one in Holland but the remainder are here in Great Britain. At first sight it looks exactly like a pointed-tailed K3, and indeed uses K3 chassis side rails with the cross-tubes moved for the four-cylinder engine. The springs are wider than the other four-cylinder cars, i.e. as K3 and it uses N type axles with the divided track steering. The block is as the late PA, with two breathers, but of course it has a 750 stroke. It has a very special crank-shaft, enabling the engine to develop 113 b.h.p. and the car sits on 18 inch wheels. The radiator could not possibly be confused with a normal midget one, because instantly noticeable is the huge filler orifice. The only problem in fact, would seem to be the Zoller supercharger, which loses pressure due to the fine tolerances required to maintain the incredible high pressure of 27lbs per square inch. The Q eventually gave the unbelievable figure of 146 b.h.p. in its final form, which is almost 200 b.h.p. per litre.

Mike has in fact owned a mouthwatering selection of overhead camshaft MG's - M, C, J2, K3, PB, Q and R in chronological order (he has also owned other MG's but we won't talk about them here!). When I asked him which one he had most pleasure from driving, he opted for the J2, not having driven the Q or K3 yet. Faced with the hypothetical question of if he had a choice of only one from all the different MG's lined up brand-new, he not unnaturally chose the Q, reasoning that as MG's were famous for their midgets it was "the ultimate two-seater midget", a slab-tanked K3 came second, followed by a J3 and I doubt if many people would argue with these choices either!

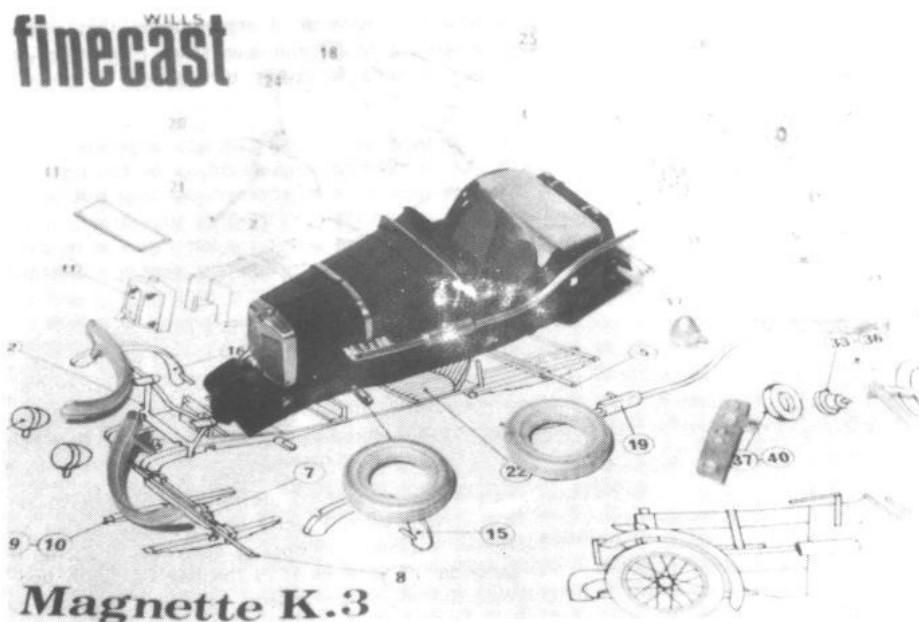
It will be doubly interesting to see Mike's Q type out and about again, because of course Mike is very well known as a concours judge, so it should set quite a standard. Different judges very obviously place different emphasis on different things, and Mike refused to be drawn into giving away clues. He did say that he valued originality above all things, and would regard a less than eperfect original car with more favour than a restored one 'bulled up'. Personally, I can't wait to see and hear his magnificent Q once more competing, resplendent in its British Racing Green!



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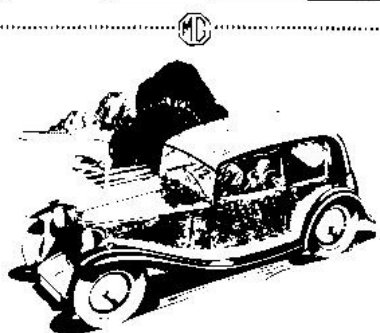
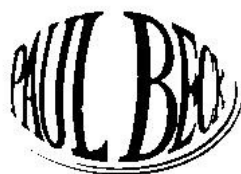
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EDITOR'S WAFFLE

The longer one does this job the harder it is to think of original comments - let alone write the articles! I heard in my 'local' the other day a conversation that went '---', over bodied and under powered '---', I think it was the barmaid and not our cars which were the subject of that phrase!

I would like to thank the contributors to this edition and to ask you all to quote the yearbook when ordering from advertisers.

I have included many pictures of F types kindly loaned by their owners. Next year D types are to be featured so how about yours appearing? Also any other items would be very welcome.

Here's to driving our cars as well as drivelling about them.
BARRY FOSTER.

Inside cover top:

Charles Duerden's 'C' type -
one of Earl of March team cars

Inside cover bottom:

The Bentley Brothers 'C' type -
the last one of the 44 produced.

Rear cover top:

Ian Judd's 'M' type at Wiscombe Hill

Rear cover bottom:

A J1 midget at Silverstone



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