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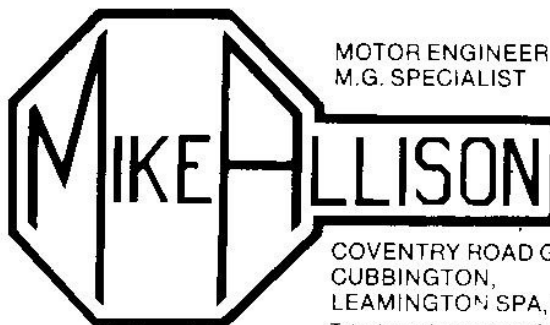


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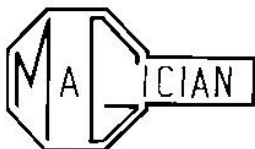
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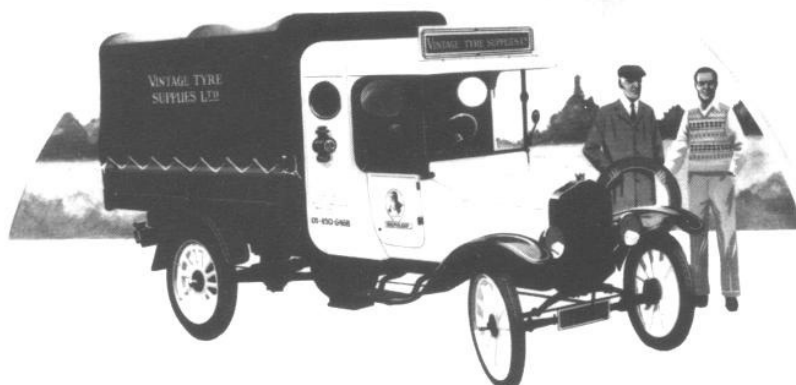
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From the Past

Article from his P.A. on the M.G.C.C. Sporting Rally 12th July 1947

EDITORIAL

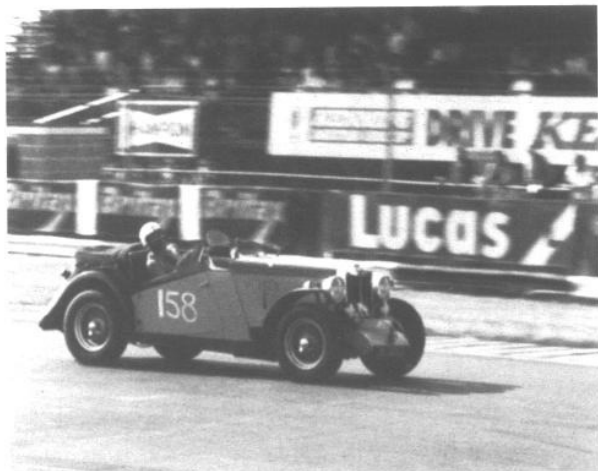
I must start by putting on record the fact that last year's book was published very late and offer my apologies. I can assure all who read this that the committee looks after your interests and I was made to feel very uncomfortable about the publishing date of the 1979 issue and quite right too. I will just say one thing before it is all forgotten, and I am hopefully forgiven, which is that owing to the new computerised membership system the club introduced last year many of our members' re-registration notices did not get through to me until quite some time after the actual publication date and so many of you would not have received the book any earlier. I only mention this because one or two of you who are also members of the VSCC were a bit put out when you saw the book mentioned in their publication before you had your own copy. I can only account for this by assuring you that every member for whom I had a notification did receive a copy of the book before I asked for a plug from the VSCC.

1979 will go down in the history of the register as the year in which Steve Dear retired as our chairman and was succeeded by Mike Allison; two names synonymous with MMM activities. Mere words are insufficient to express the debt of gratitude we owe to Steve for all his efforts on our behalf during his years in office, both in example, on the job as it were, and for his behind-the-scenes prodding and pushing to keep the Triple M ball rolling. As many of you will know, this change does not mean that there will be any reduction of his good works for the club and we look forward to his continued involvement with the register.

Despite my appeals last year, the only MGCC members to let me have any photographs of cars in action during 1979 were Piers Hubbard and Stuart Penfound, neither of whom have Triple M cars as their first interest. As the three of us live on about the same line of latitude you will find no pictures of events north of Silverstone contained herein. I find it hard to believe that none of our members took any photographs of our cars doing their thing this year and disappointing to think that none were sent to me for the yearbook. How about it for 1980?

All that remains for me to say is thank you to all who have assisted in the production of this edition. Martin Warner has once again done much of the donkey work and of course he and I have both had a good deal of help from our wives Jo and Val. We are very lucky to have had the Bobby Kohlrausch photographs lent to us by Easter and Edward Kirkland who have also made available other very valuable items from the collection of Cecil Kimber. I should also like to express my gratitude to Mr. Boddy of Motor Sport magazine, who has given his permission to reproduce any of his writings which may be of interest.

Thoughts From Chairman Mike



(Piers Hubbard)

Here am I, late in January thinking of the forthcoming summer with the strains of Elgar's Cello Concerto to help me think of those things which make an English summer so pleasant: long warm days, beautiful birds and flowers in the hedgerows, golden sunsets and hood down motoring. The chances are, if you are more than 2 years old, you will remember!

Firstly, let me say that we are pulling out all stops to ensure that you are reading this before the M.G. Car Club Jubilee Celebrations, so that I trust that what follows bears fruit and we have a good year for seeing our MMM motors at more meetings and even more so, driving on the road.

My own car is (I hope) to have a little sprucing up operation in the spring, and an engine overhaul, so I may not be hyperactive until later in the season. Still, with in excess of 600 members we should have no problems in filling grids, paddocks, parking lots and so forth. Most of your committee will be showing the flag but we would like support at all meetings.

The highlight of the Jubilee Celebrations is to be the grand tour, in which I hope several Triple-M types will be able to participate. There is no need to fear mechanical problems on a properly restored and maintained car: I covered some 1,000 miles last year on the road without having to unpack the spares..... and that included the three race meetings and two sprints I did. There was a problem with oil, but that's why I'm rebuilding the engine!

Our own participation in the major events needs to be improved, and in this respect I would like to answer some of the critics of the M.G.C.C. who say that the Club does not cater for our type of cars as well as does the V.S.C.C. Now with all due respect to our friends in the "vintage", I would say that the M.G.C.C. caters far better with more events of greater variety, spread over a wider area. Admittedly not every event caters for a two-tone blue supercharged NA, or any other vehicle specifically, but there is nothing to stop me — or you — entering. If there were a half dozen or so entries a class could be provided: speak to the organizers — but provide him with *definite* entries. Perhaps we, as a committee can help here, by nominating a number of events for special attention? Talk to your area reps. about it for discussion at committee meetings.

Another criticism I have heard voiced lately is that MMM is not doing "enough". Now when I have heard such criticism I have asked "enough *what?*". Please be

constructive in criticism and you will find change can take place. Destruction can only result in anarchy — a process with which every true communist is well practised... The prime motive for the formation of the Triple-M Register was to continue and foster interest in the o.h.c. M.G.'s by circulating technical information, spares information and by transmission of enthusiasm. Now I for one do not think this enthusiasm has died, and technical information and spares are freely available. All of us, over the years have got a little older, but I think you will find that we are as keen as ever to keep the flag flying. Perhaps one of the faults we have engendered is to suppose that what we have said will be remembered by all, but some of our members may not be old enough to recall the formation of the Register!

Another problem is that over the years our cars' intrinsic "value" has increased, and some people do not feel disposed to blow up their £1,000 engines. Now when MMM started, we used to overhaul a bottom-end for around £150 including pistons and balancing and assemble the thing ourselves.

The total cost was probably much the same in terms of purchasing power of the money involved as now, but generally the jobs done now with *new* as opposed to reconditioned parts are considerably better and inherently more reliable. Over the past two years I can't recall a broken crank or con rod at an M.G.C.C. speed event, but such things were distressingly common back in the early sixties. Furthermore, it is fact that machinery which is properly maintained and regularly used gives better service than that which is not used..... so protect your investment by using it properly and sensibly.

Let that therefore be the next objective of "Triple-M" — Use your car more and enjoy it.

See you around in 1980. Best wishes to you all.

Mike Allison

Matters Arising...in which we correct the errors and reply to the letters from the last issue.

Firstly I must give a list of captions for the photographs on page 25. These were to be titled 'From the editors album' and been given very brief captions as follows: starting at top left and going down, Count Werstemberger's K3 Brooklands reunion 1975; Colin Tieche, J2, Brands Hatch 1969; John Goodacre, PA, Silverstone 1966; Bruce Beer, Q, Silverstone 1966; top right, George Ward, PA, Phoenix Trial 1974; John Wilkinson, J2, Brooklands Tests 1978; Steve Dear, PA, Wessex Trial 1977 and Nigel Reilly, PA, Prescott 1968. Hands up those who got them all right. I had another page-full of my old photos to come but sadly the shop lost the negatives.

In a letter from Leslie Seyd, I was asked the derivation of 'Triple M'. It must be easy for us oldies to assume that everybody knows but we shouldn't take it for granted. The three main models of MG available in the early thirties were known as Midgets, Magnettes and Magnas, depending on their size. All these cars featured the same design of engine with differing number of cylinders and capacity but with the same distinctive arrangement for driving the single overhead cam. When the need arose for a register of these cars, the easily grouped models made the choice of name fairly simple.

George Harvey-Noble writes to say he is well and just settling down in a new house; and lastly thank you Norman Wilkinson for your appreciative letter which arrived just when it did the most good.

MMM Register, Competition Activities 1979.

An incomplete and arbitrary summary from
Stephen Dear and Ian Davison

With the press 'deadline' having elapsed yesterday, expediency rears its familiar head, and apologies are offered in advance to any intrepid MMM adventurers whose exploits are carelessly omitted from the following paragraphs.

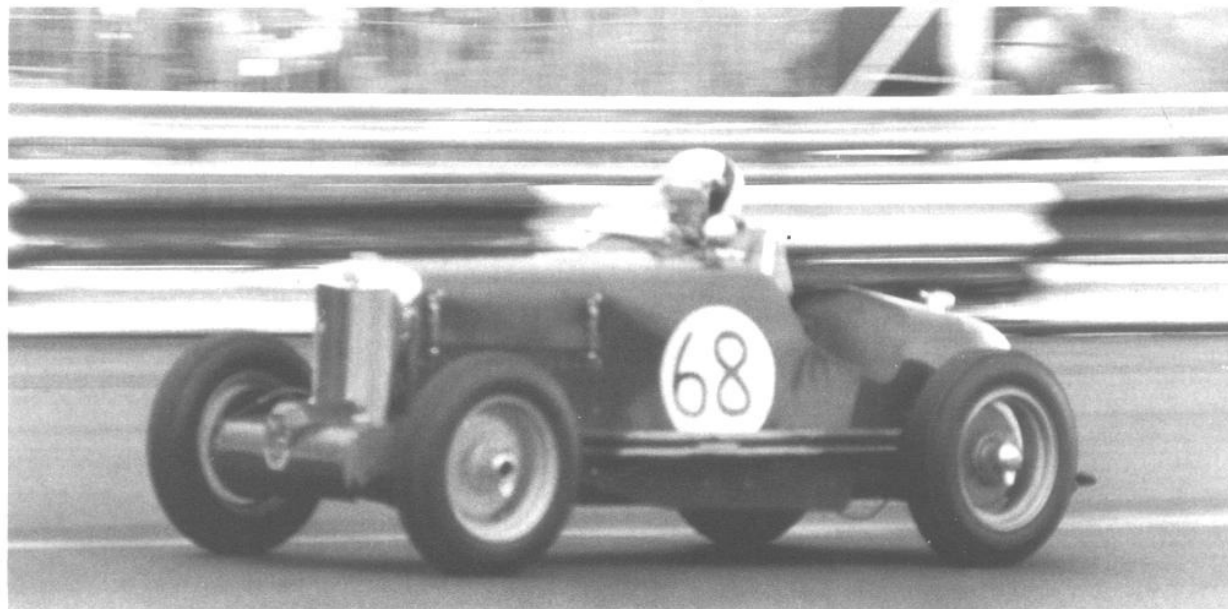
The most active MMM performer during 1979 has been our old friend Mike Hawke with his faithful J2, who has entered a prodigious number of events on both sides of Hadrian's Wall, including just about every Scottish event except the Celtic v. Rangers match, and the Highland Games (the latter because he couldn't fit his caber in the J2 with his tool kit). All of which praiseworthy activity brought him a well-deserved first place in the race for the MMM 'Car of the Year' award.

The handicap race for pre-1955 MGs, was well won by Don Smith with his blown J2, with both races run in dreadfully wet conditions.

The following day (May 27th) saw the club's premier Driving Test event, for the California Cup, and (of more concern to us) The Register Trophy for the best centre team of mixed Register cars.

This year the S.W. Centre team of Alan Grassam (PB), Steve Dear (PA) and Bruce Morgan (TF), just sneaked home ahead of the Ulster T type trio of Wilson, Corry and Patterson, by a mere 9 seconds. The MMM class was won by the PA Cream Cracker, just ahead of Mike Hewson's J and Peter Green's ND.

Only two MMM cars appeared for the Goodwood



MMM entries for the May Silverstone race meeting were satisfactory in quantity, with over 20, though perhaps lacking the exotic 'real racing' content of earlier years. Let us list them for posterity, as this is after all our main race meeting of the year:—

Len Bull, Ian Davison, Janet Ashton, Tony Miles, Andrew Smith, Tim Hunt, Tony Dolton and Bob Jones all drove P types of one sort or another, whilst Js were represented by:— Don Smith, Mike Hewson, John Wilkinson, Pat Gardener, Terry Holden and Mike Hawke. Other Midgets were piloted by David Cooksey (C type) and Ray Masters (Q special), and six cylinder entrants were:— Martin Warner (KN), Mike Allison (NA), Peter Warne (K3 rep), Phil Bayne Powell (ND) and Peter Cranage (NE rep).

The brave lone challenge from the Riley Marque, Dave Mcombe, ended with some melted white metal in practice, whilst the handicapping was perhaps the most bizarre we have suffered in MMM racing history to date. As one cynical performer observed, Tony Dolton should have time to change his head gasket and still win it! No disrespect to Tony, as his 'new' single seat blown PB was splendidly prepared, and went beautifully, but even he, would have preferred a less embarrassing advantage than that presented to him. Let us hope the Jubilee race handicapping receives a little more thought and expertise.

*Tony Dolton at the VSCC April Silverstone meeting
(Ian Davison)*

Sprint of 8th July:— George Ward in a 4 seater K type, and Tim Hunt in Bongazoo. George drove with spectacular verve, though his car was not really a match for the light P type special.

Entries for the Brands Hatch race meeting on 9th September were more encouraging, with Patrick Gardner in the ex Mel Jones J4 replica, Phil Bayne Powell in his *real* K3, Len Bull J2, David Potter J2, Tony Dolton PB, John Wilkinson J2 and Bob Jones driving Dudley Gahagan's ex J.H.T. Smith K3.

Pat's J was going very well, and seemed to be heading for an easy win until he spun off; David Potter was making a welcome return after a long absence (having been building a family he said), and the two K3s were both making healthy noises. Triple M's featuring in the results were Pat Gardner 3rd, John Wilkinson 4th and Tony Dolton who made the fastest lap.

The two S.W. Centre Babdown events (March and Sept.) did not attract as many MMM cars as hitherto, and moreover, neither of them were won by MMM cars either, which was unusual; although the Cream Cracker manager to win its class in March, it finished a poor twelfth in September, which was its worst ever effort for this meeting.



The MMM contingent at the Wiscombe Park Hillelimb was also rather smaller than in 1978, though the times were quite good. Tim Hunt did 63.3 in the unblown class ahead of Robin Smith's J2 in 64.3, whilst the blown chaps had a very close scrap, with Patrick Gardner again going smoothly in the J4 replica (57.0) to beat Tony Miles ex le Mans PB (57.8).

It is perhaps more interesting to study the performances of our cars in other clubs events, such as the V.S.C.C. and the M.C.C., as we can derive greater satisfaction from beating other marques than each other.

At the V.S.C.C.'s Brooklands Tests, Patrick Gardner won a first class award with the J2, and Ralph Bateman a 3rd with his J2. Other entries included Janet Ashton in Patrick's 12/12 replica, Len Bull in a PA, and Andrew Smith making his first appearance in the PB after the rebuild.

The Vintage Club's excellent Wessex Trial was held on 7/8th April, and MG honour was upheld by Dear's Cream Cracker PA with a first, and Ian Davison's blown PA with a second. Also competing were a trio of M types, driven by Rushton, Rolfe and Yeeles, the PA of Ian Ramsbottom and the PB of Andrew Smith, which remained remarkably clean throughout, due to the extra protection afforded by proper swept wings.

The April V.S.C.C. Silverstone was well supported, the

Tim Hunt paddling round Woodcote at the MGCC Silverstone meeting. (Piers Hubbard)

most notable entrant being secretary Smith out on the circuit again in his PB. He accounted for his slightly slower time by admitting to a greater respect for copse, which is hardly surprising. Despite this, to the delight of all, he won a short handicap race and was the only MG to feature in the results of the races. Pat Gardner and Peter Warne qualified in the high speed trial.

A rare sight at Donington took the form of Sid Beer out in the K3; the car was going well but did not join the array of MGs which went home with a promise of silverware (Pewterware actually, but no plastic yet in the V.S.C.C.). These were Peter Warne, Tony Dolton, Tony Dolton, Philip Venables and Don Smith, who gained 2nd, 1st, 1st, 4th and 1st places respectively, in their events: Yes Tony won two races and there is more to come.

The V.S.C.C. meeting at Oulton Park included a little bit of history as it was the last occasion that Ray Masters drove his Q type. He started in race four and finished thirteenth which may have significance for some of us. He was third highest placed of the six MGs at that meeting which indicates a healthy number of starters, if nothing else.

Ralph Bateman at the VSCC Brooklands driving tests. (Ian Davison)

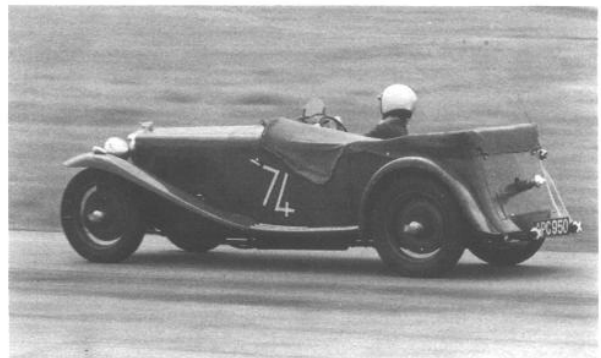




Bob Jones having second thoughts at Brands Hatch in the Gahagan-Smith K3 at Brands Hatch in September. (Piers Hubbard)

There was a definite air of excitement at Cadwell on August bank holiday as Tony Dolton's successful year had culminated in his having a fair chance of winning the Motor Sport Trophy for 1979. There was a respectable turn out of our cars for such a remote venue. Apart from Mike Hewson and Peter Cranage they all came from the south-east and the consensus of opinion is that it is well worth the trip. Tony needed a better result than one third place to win the coveted trophy but it was sufficient to place him second equal with Neville Ffarquar behind ERA driver Bill Morris. Peter Cranage did a disappearing act during his race causing a little concern as he did not come to light again until after a race or two later, fortunately none the worse for wear.

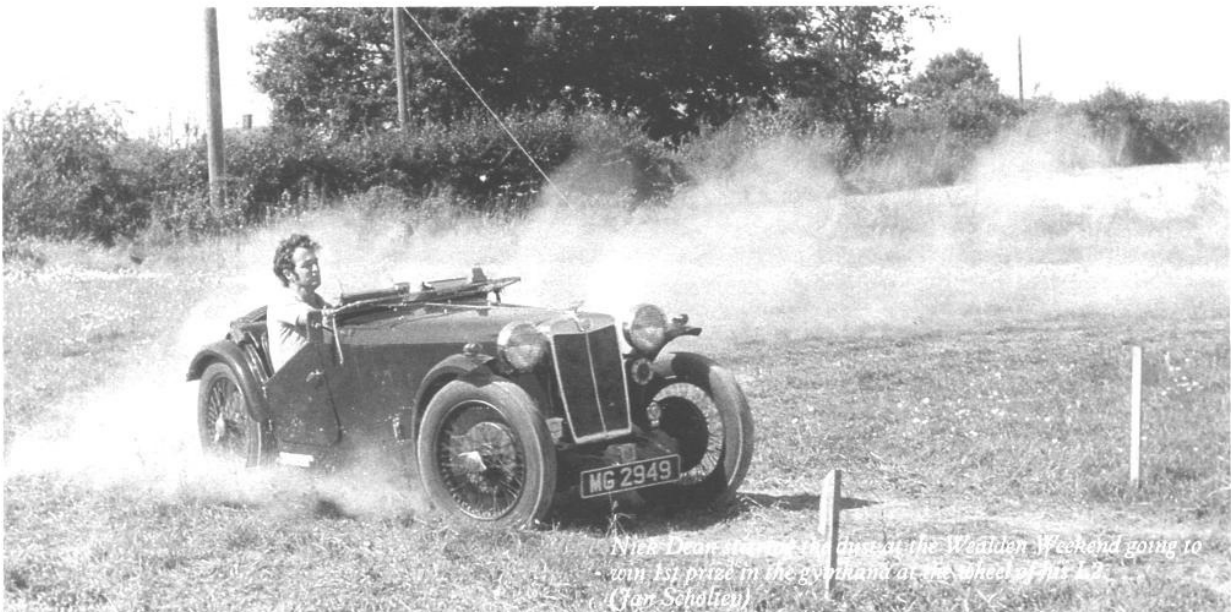
Over the winter it was only a few stalwart regulars who turned out for the classic trials. Paul Fletcher entered the Edinburgh; he, Barry Smith and Steve Dear featured in the programme for the Exeter and they were joined by Alan Grassam for the Land's End. All P types of various stages of power output. The only other Triple M entry was David Rolfe in his M for the Land's End and his local trial, the Edinburgh. Well sadly, after heroic last minute efforts from the MCC, the Exeter was cancelled.



George Ward, our new registrar, one of only four members to appear in all three Triple M championships, seen at Goodwood in July. (Stewart Penfound)

Steve and Barry were first class winners for the Land's End but it was later established that Barry had been credited with Colin Bird's clean ascent of Bluehills Two and the results were later amended to show him with a second.

The competition year ended in December when some brave men did the VSCC winter driving tests at Enstone. Robin Smith's J2 indulged in some slippage and won a second class award this year.



New Dean at the start of the Weather Weekend going to win 1st prize in the gymkhana at the wheel of his J2. (Jan Scholten)

1979 Social Events

Tony Roodhouse



The opening MG outing of 1979 for me was Silverstone Sunday. The weather was nothing special but I suppose we had little cause for complaint after the previous day's torrential rain. Although there were plenty of MMM's parked around the circuit and participating in the California Cup tests the entry in the concours was abysmal numerically speaking — only three cars in the ordinary class came under Elvin Speete's eagle eye. Len Bull's two tone blue 2 seater PA was the victor but I'm sure the result would have been different if Peter Long hadn't abstained with his recently rebuilt PB. In the pre 1955 Premier Class Bernie Jean's M Type carried our colours to victory over some excellent competition but in the Racing Car Class Terry Holden's J2 had to be satisfied with 3rd place. Only seven MMM cars in three classes was a pathetic turnout for allegedly one of our premier events — do we really want to be amalgamated with other classes in the future?

A similar number of MMM's a little later on in the year at the Black Horse concours held in Tim Barrington's paddock at Rookcross near Hersham looked far more impressive in the restricted but beautiful surroundings. The majority of the cars in our class were four seaters which must be rather unusual. Peter Mace's 4 seater KD was out on one of its first trips after a complete rebuild and was kept company by George Ware's faithful K1. In addition to my four seater PB there was David Griffiths' 4 seater PA from Bexhill: He was no relation to David Griffiths, the organiser, who may well have changed the result by entering his M type, which had just been restored and was on the road again for the first time in 30 years. (Mind you I suppose it should be good if it really took him all that time.)

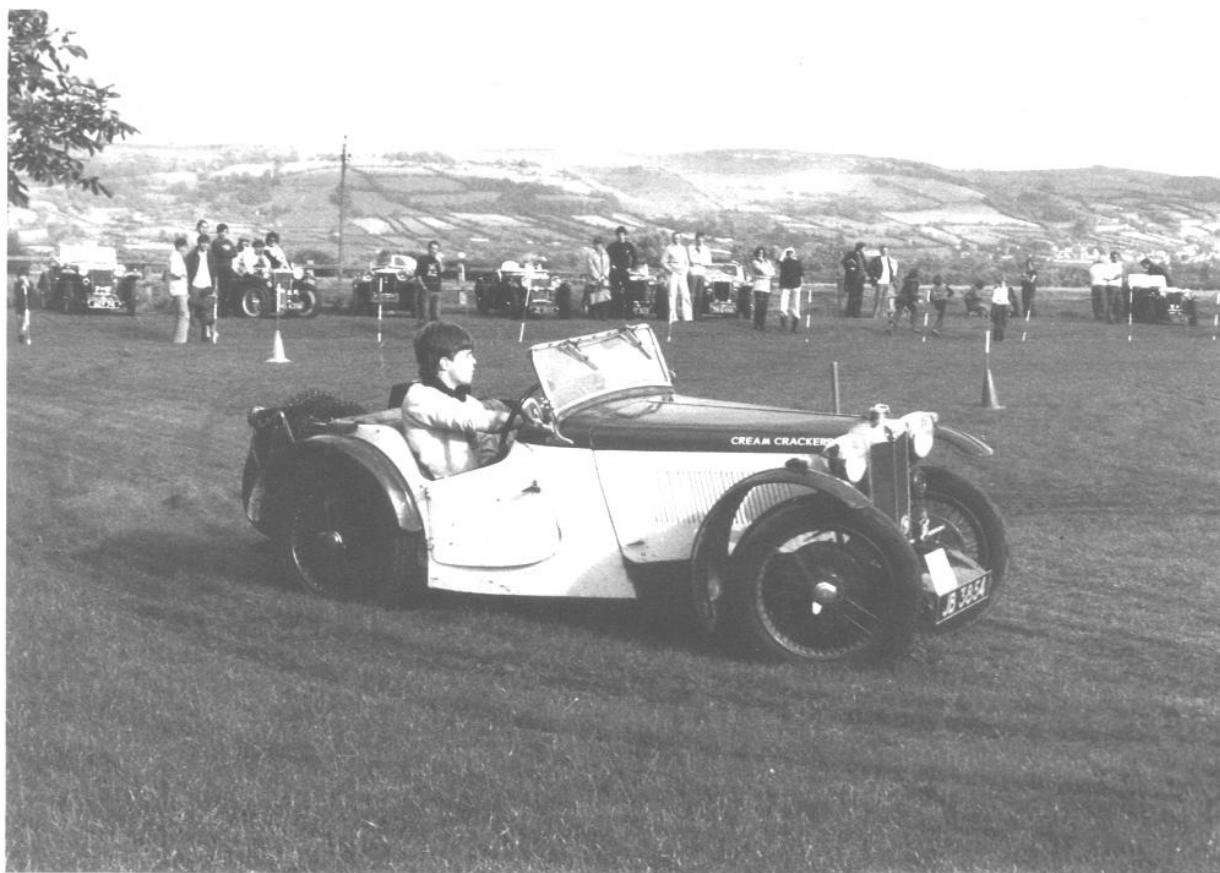
Beaulieu was rather better supported and this time Peter Long entered his blue PB and came home the winner just ahead of Alex Bray's PB. As mine came third it was a good day for PB's. Another new car to the scene that day was Dave Pendlebury-Brown's red two seater PA which was on its first outing after a total rebuild. Ralph Bateman opted out of concours but demonstrated his usual mastery in the driving tests helped no doubt by his special seats. He was in fact only pipped by a modern from being the best of the day.

*Len Bull's PA under inspection at Silverstone.
(Piers Hubbard)*

All those who attended the 50th Anniversary of the MG factory at Abingdon in September must have been doubly hit by the subsequent news that they had in fact been celebrants in some corporate death rites. We were represented in the parade by some of our more exotic machinery — Dave Cooksey's C type, Alan Tieche's J4, The Cream Crackers, Pete Warne's Kimber K, Pat Green's NE, Sid Beer's K3 and R types, Gert Jensen's PA Airline coupé and Peter Mace's KN Saloon plus many of our more mundane cars. The pace of the procession through Abingdon was essentially pedestrian and proved hard on clutches and cooling systems. This was offset by the wonderful atmosphere which was reminiscent of an army of liberation entering a beleaguered city — all traffic stopped, people jamming every vantage point including the rooftops, flags, balloons and general rejoicing. How must they have felt when the news hit them a few days later.

The next occasion of note was the protest march held in Central London on 30th September under a beautiful autumn sun. I thought I was fortunate to be selected as one of the twelve cars permitted by the police to lead the march but the heat of the day coupled with the snail's pace made it a rather worrying couple of hours with the water gauge up at 97°C. Pete Green's ND was steaming merrily before the halfway mark and he wisely broke away from the procession after the petition had been handed in at Piccadilly. The turnout was unbelievable and the procession seemed to stretch for miles — whether it will have proved worthwhile in the face of BL intransigence is not yet clear but was certainly excellent publicity for our club and our cause.

As ever the season came to its usual climax with the fantastic Cheddar meeting which should be an indelible entry in everyone's diary. A pleasant drive down on the Saturday for cream tea in Cheddar Gorge and then on to the first of the difficult tests to be undertaken — an excellent meal to be eaten while doubled up with paroxysms of laughter at the outgoing Chairman's speeches (one between each course) and the renderings of



an oriental fireman, not to mention the rumblings of the Honda appreciation society. Then it was only a question of finding one's lodgings for a short rest before the real works on Sunday.

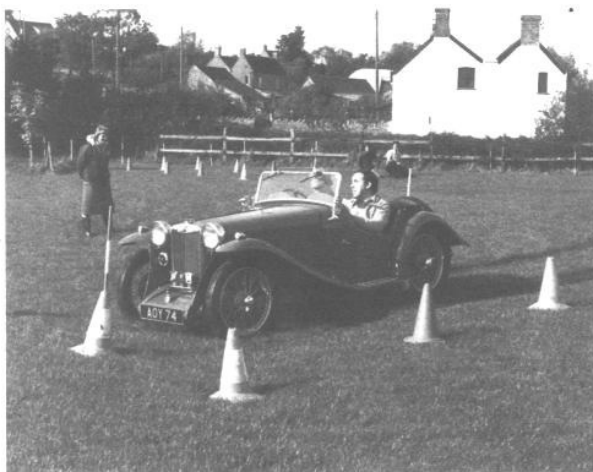
Some 26 MMM cars were present in Steve's front garden under a perfect sky for a highly informal concours (only blue cars are eligible to win) followed by mind bending driving tests. I was also a witness to a personal 'battle' between Ralph Bateman and Chris Lewis to see who had the worst seats — I thought only potential winners were catty but to see these two eternal losers battling to prove their upholstery was the worst was worth seeing. For the record Ralph won by a hunk of horsehair and short length of string.

The driving tests were as usual extremely difficult to execute but it was easy to gain revenge on the hon. course

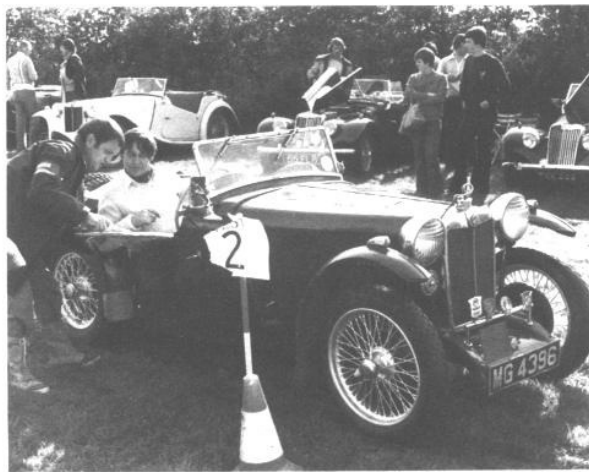
Kim Dear making the mud fly on his own doorstep, hopefully at the start of a long association with MGs. (Ian Davison)

setter by leaving brown stripes all over his garden. Ralph Bateman won yet again in the 4 cylinder class but there was an additional class for 6 cylinder monstrosities this year ably won by Chris Baughan in Fran Ernest's big 4 seater NA, yet another revitalised car to appear this year.

This article represents only my limited view of some of the goings on during 1979 in the southern half of the country but I hope it will encourage wider participation in the pleasant social functions in our calendar which can only improve in quality and enjoyment if you all come along and add your little bit to the scene whatever the quality of your equipment (MMM of course!).



New recruits to the Gomshall brigade, Peter Long and Terry Andrews in Peter's PB at Cheddar. (Ian Davison)



Paul Fletcher, not used to horizontal problems, has to be shown the way by Tim Hunt at Cheddar. (Ian Davison)

RULES FOR THE "CAR OF THE YEAR" AWARD

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 driver uses more than one car, scores will be counted separately. The award is to the car. For EACH event entered, started and finished ... 2pts. If classed as a non-finisher ... 1pt. In a 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.

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

(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. Sapcote, Dear, Hawke and Allison, who will act as "auditors" for the scoring system.

CAR OF THE YEAR AWARD 1979

1	Mike Hawke	J2	133
2	Tony Dolton	P	109
3	Steve Dear	PA	91
4	George Ward	K1	70
4	Patrick Gardner	J4 Replica	70
6	Tony Roodhouse	PB	63
7	Mike Hewson	J2	61
8	Peter Green	ND	60
9	Ralph Bateman	J2	51
9	Andrew Smith	PB	51
11	Rod Stormes	PA	47
11	Ian Davison	PA	47
13	Chris Lewis	PB	45
14	Derek Moore	PB	44
15	Peter Cranage	N	43
15	Tim Hunt	PA 'Bongazoo'	43
17	Barrie Dean	M	40
18	Dave Cooksey	C	39
19	Keith Portsmore	M	32
20	Alan Grassam	PA	31
21	Philip Bayne-Powell	K3	30
22	John Wilkinson	J2	29
23	Paul Fletcher	PB	27
24	Robin Smith	J2	25
25	Ian Coxen	J2	22
26	Ian MacKay	J2	22
27	Philip Venables	N	12
28	Peter Warne	K3 Replica	12
29	Barry Linger	PA	11
29	Ron Yate	PA	11
29	Bryan Bowles	M	11

RACING CHAMPIONSHIP 1979

1	Tony Dolton	P	109
2	Patrick Gardner	J4 Replica	52
3	Peter Cranage	N	33
3	Tim Hunt	PA 'Bongazoo'	33
5	Ian Davison	PA	31
6	Mike Hewson	J2	29
7	Andrew Smith	PB/J2	28
8	Robin Smith	J2	20
9	Barrie Dean	M	19
10	Mike Hawke	JA	18
10	George Ward	K1	18

SLADE TROPHY 1979

1	Steve Dear	PA	24
2	Chris Lewis	PB	10
3	Ian Coxen	PA	7
3	Alan Grassam	PA	7
3	Andrew Smith	PB	7
6	George Ward	K1	6
6	B. Hopkins	J2	6
6	Bryan Bowles	M	6
9	Mike Hawke	J2	5
9	Derek Moore	PB	5
11	Ian Davison	PA	4

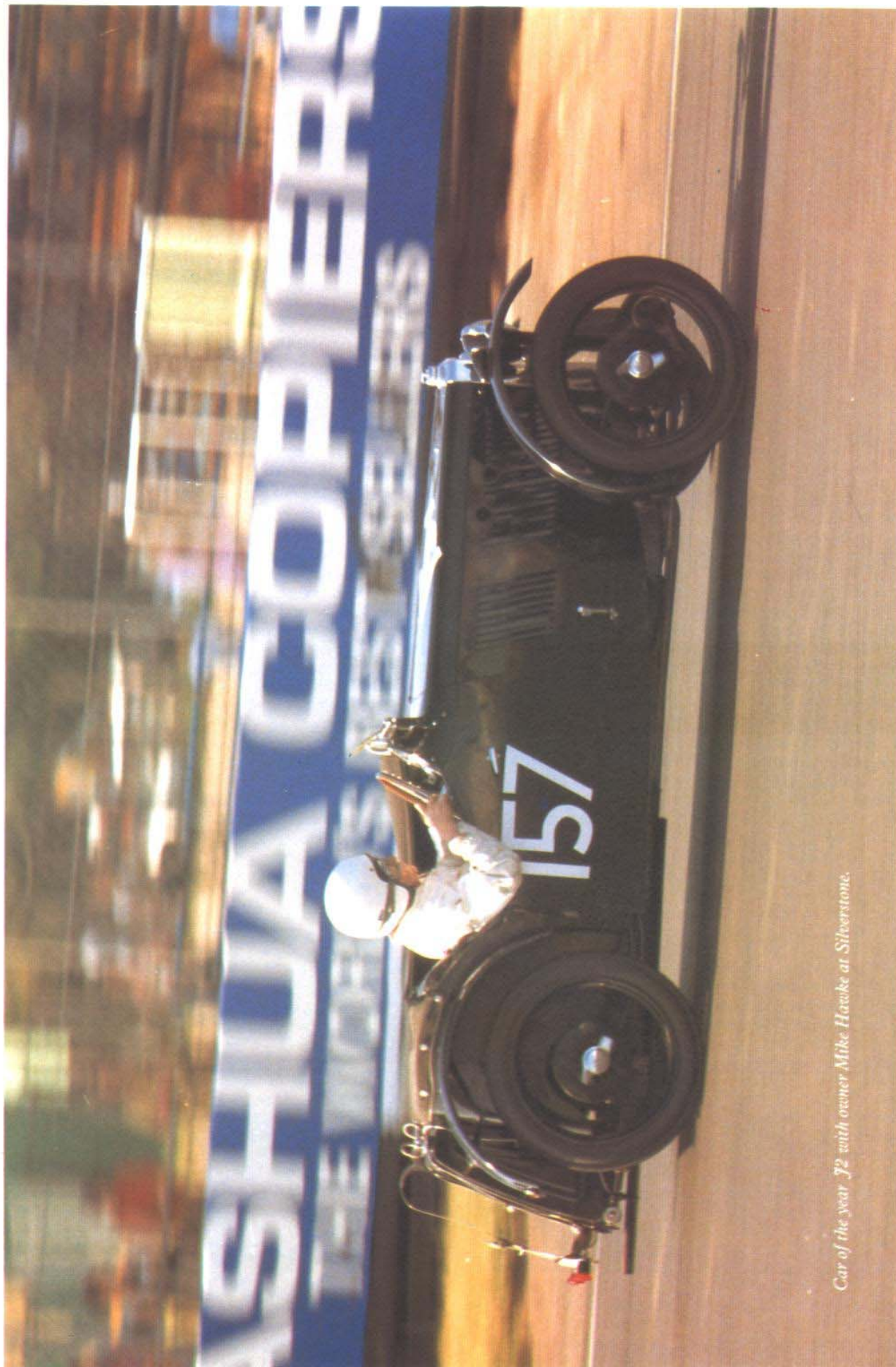
1979 Competition Notes

The winner of the Car of the Year Award for 1979 is Mike Hawke's 'J2'. This represents a victory and justification for the present scoring system, since Mike's car and his season's activities are exactly those which the Register aims to encourage. The car itself is a normal road model in near-standard condition, whilst the events entered in the season include each of the 8 separate types of event listed in the rules as eligible for bonus "variety" points. 1979 was also for Mike the sort of 'problem year' which might have caused most other members to retire from Motor Sport altogether, since his job posted him from his Bradford-on-Avon home to Scotland. Nevertheless, he seems to have spent the year commuting between the two, entering events at both ends as well as in between!

Tony Dolton, on the other hand, scored exclusively from race events, thus earning no "variety" points, but proving spectacularly successful at his chosen events to win the Racing Drivers Championship for 1979. This was the first full year for Tony's 'P', which might have given him some advantage with the handicapper, in strong contrast, for example, to Peter Cranage's 'N' which is very closely matched in performance, but so consistent and well-known that the handicapper did not allow him a single placing throughout a full season's racing.

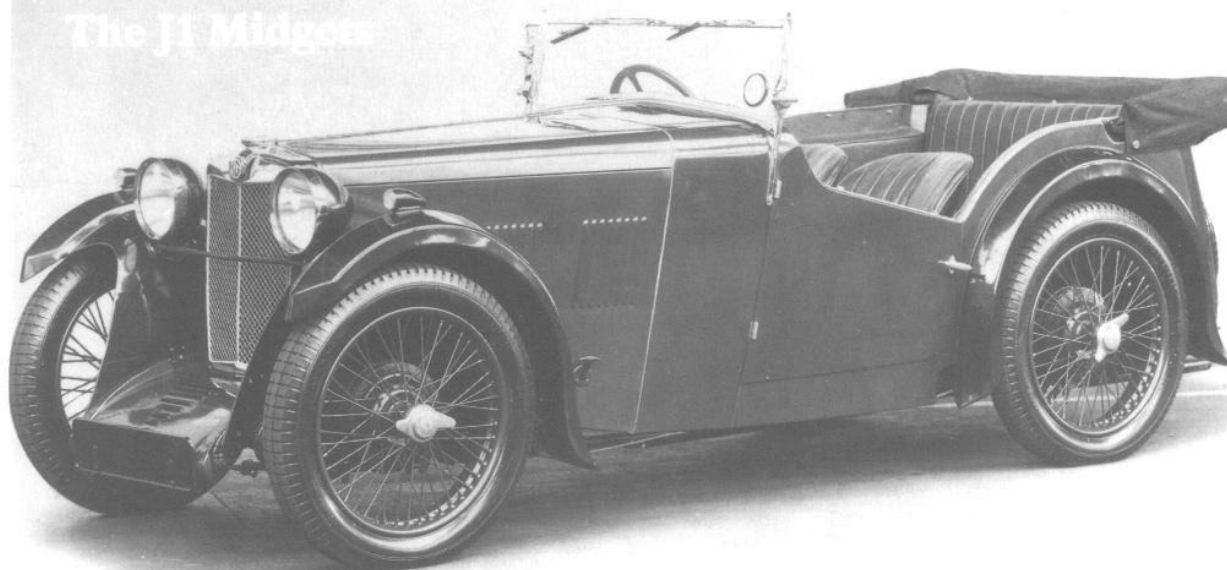
The trials scene was again rather quiet, the best-attended event for MMM cars being the Salisbury Trial. Victory in the Slade Trophy goes for the second year to Steve Dear's 'PA' Cream Cracker, helped considerably by wins at both Babdown events which are now eligible for this award.

Claims for scores for 1980 should again be sent to me, and will be published periodically in Infoletter. **JC Adams**



Car of the year '32 with owner Mike Hawke at Silverstone.

The J1 Midgets



The first J1, according to at least half a dozen reference, was a two seater! On the 9th September, 1932, RX 9980 had done 2,143 miles, and was retained by the factory as an experimental car until sold in June 1933 to Messrs. King and Harper, Cambridge. Subsequent J1's were four seater or coupé versions of the extremely popular J2, and as they had exactly the same engines they were subject to exactly the same problems, the most notorious being failure of the two bearing crank shaft. Quite why the J's are singled out for scorn is beyond me, because of course Austin and Morris had also only two bearing crank-shafts, and most people remember them with nothing but nostalgia. Therefore, when in 1933 a Captain Sandie wrote in a letter to MG's that he preferred the smoothness of his recently sold M type to his new J, he was told by the factory that this was unavoidable due to the higher compression ratio being used. The early J's had a 5.5 : 1 compression ratio, but this was soon increased to 6.2 : 1 ($3\frac{1}{16}$ " thick head) as against the 6.8 : 1 ($3\frac{3}{4}$ " thick head) used in the competition J's. After a third bearing was introduced to supplement the 'Gurney' type double thrust bearing, and also the valve guides were shortened by a $\frac{1}{4}$ " as early cars suffered from sticking valves, the troubles were minimised. A curious complaint diagnosed as 'ignition bump' was also noticed by some owners at about 3,300 r.p.m., and although a vacuum operated distributor replaced the manually operated one, a surprising number of owners specified the earlier type. Generally, the J1's seemed trouble free and didn't make too big an inroad into the 1½% allowance to dealers for claims under the guarantee.

Although the first owners of these cars were obviously comfortably off, they seemed subtly different from the first owners of the more expensive Magnas and Magnettes. Doctors, dentists, teachers, professors, members of the armed forces — army, navy and airforce, respectable middle class professional people seemed to be the rule. A number of firms bought them, such as British Oil Burners (!), Welsh Tin Plate and Metal Stamping Company Limited, and the Chairman of the Military Medalists Association, George Lewis, had one.

The J1's also seemed very popular with the ladies, as were the D types, 10% of the first owners were female, Mrs. T. Wisdom had one for instance. Miss J.I. Colquhoun managed to turn her coupe over twice, and the Hon. Vera Churchman damaged her tourer when she went to pick it up! Another lady owner had her car fitted up with a battery of horns, operated from no less than three buttons.

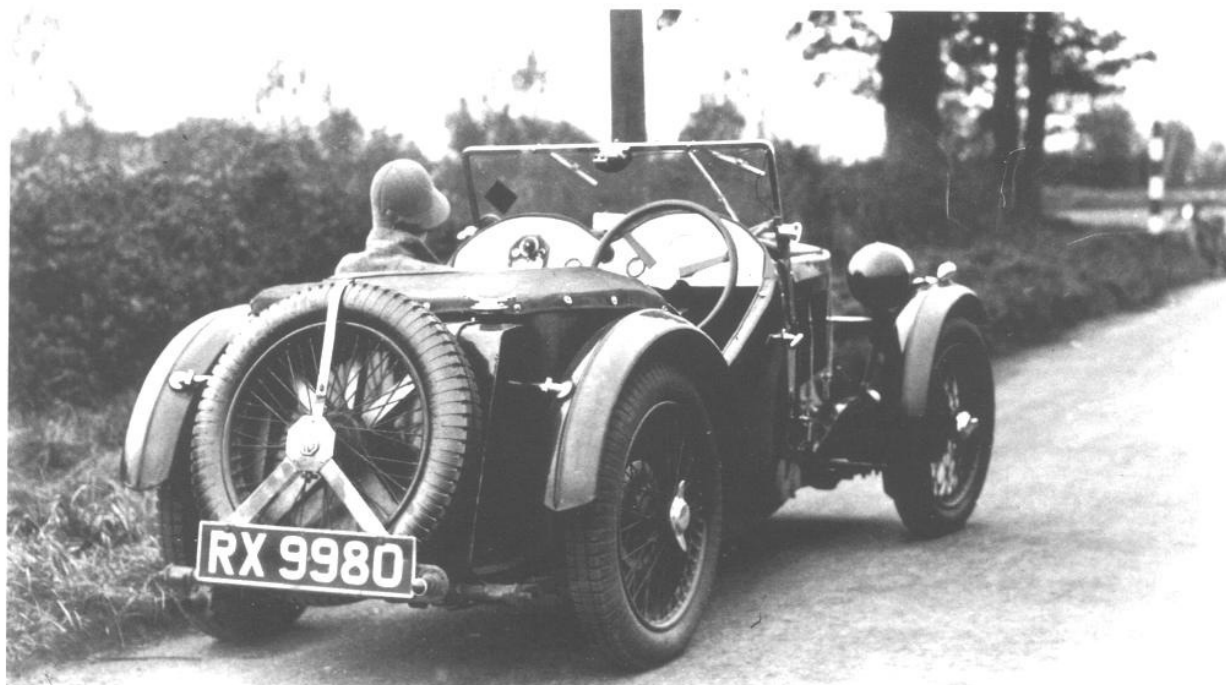
The extra horn arm came from an F type, but typically it was left to a man to have the larger K type rear mirror fitted!

People love to tinker with their cars, and MG's are one of the nicest cars to tinker with. Several subsequent owners however, experienced difficulty tightening up the head bolts on their cars, no doubt the special head spanner with the MG motif embossed on the handle being retained by earlier owners. The 'Dedore' type spanner was deemed ideal, but the servicing department at the factory recommended removing both manifolds where possible to facilitate easy and even tightening. One owner was advised to run his engine with the bolts loose at the base of the dynamo for a few moments before tightening them up, so that the dynamo found the central position and the flexible coupling didn't get strained. When the genuine replacement parts ran out, the dimensions of some bearings were given, which possibly explains how so many pirate parts are found today:—

Main	O.D.	I.D.
Rear W. Metal		$1\frac{3}{4}$ "
Front B. Race	$3\frac{1}{2}$ "	$1\frac{3}{8}$ "
Front Hub	O.D.	I.D.
Inner B. Race	52mm	$1\frac{3}{8}$ "
Outer B. Race	52mm	20mm
Clutch	O.D.	I.D.
Thrust B. Race	$2\frac{1}{4}$ "	
Spigot B. Race	72mm	35mm

The dynamo fitted was a DDS 14 and the original speedo was a PN. A four-star differential was fitted to a number of cars, part no. MG 494/5, plus a distance piece incorporated in the nose piece to compensate for the slightly different diameter of the crown wheel.

Despite all the nasty things said about J types, mostly by owners of more expensive cars, unless you have owned one, you can't know what fun they are to drive, especially compared to modern tinware. The poor J1's seemed completely dominated by the J2's and sadly less than 10% survive today — 35 at the time of writing. I must admit to being staggered when going through the MMM record cards and finding no less than 12 coupés recorded. A large number of these have two seater bodies fitted, which is a tragedy really because I am sure they would generate great interest with the correct type of coach work.



The original J1: Triple M Library

Table 1 — Breakdown of body types

*Tourers	253
*Salonettes	124
2 Seater	1
Trinity Coach Work (chassis direct to Meredith Coachcraft)	1

Table 3 — Distribution of colours amongst tourers

Black/Green	27 Duo-Tone Green	19
Black/Red	29 Duo-Tone Red	10
Black/Blue	9 Duo-Tone Blue	19
Black/Grey	2 Duo-Tone Grey	8
Black/Brown	2 Oxford Blue	12
Black	2 Ulster Green	35
Red	20 Old Ivory/Lt. Fawn	7
Ivory/Brown	2 Grey	12
Cream	4	

One only of the following colours:

White/Black	Ivory
White/Black/Grey	White
Black/Brown/Cream	Black/Cream
Singer Cream/Lt. Fawn	

Table 2 — Cars exported direct from factory

Ulster 4 Germany 1 Gibraltar 1 Hong Kong 1 Spain 1
India 1 Denmark 2 (a photo of this can be seen on Info
Letter cover 41)

* Unfortunately, thirty record files are missing so these figures are extrapolated from the remaining 350. Therefore, they are not accurate, but as the salonettes and tourers seem randomly scattered, there should be no reason to suppose these totals to be far different.

Table 4 — Distribution of colours amongst coupés

Black/Green	9 Duo-Tone Grey	3
Black/Blue	13 Duo-Tone Blue	9
Black/Red	9 Duo-Tone Red	4
Black/Brown	2 Duo-Tone Green	7
Black/Grey	2 Old Ivory/Lt. Fawn	3
Blue	9 Green	13
Grey	4 Red	7

One only of the following colours:

Old Ivory/Black	Cream
White/Black	Brown
Cream/Black	Grey/Green
White/Black/Grey	Old Ivory/Red

"DEMON"

2-SEATER
SPEEDSTER

BODY PRICES

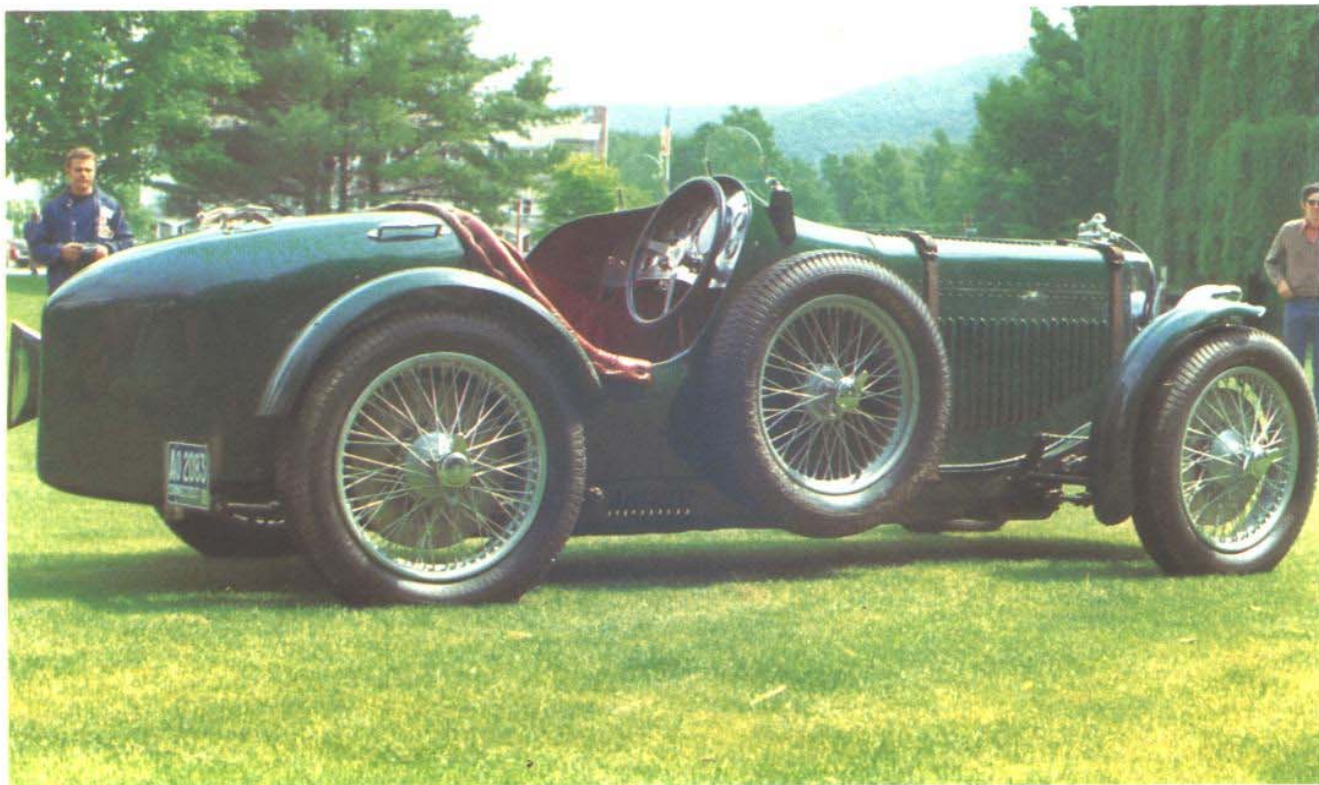
1931

MG Midget £80
Magna £80
Magnette £70

R·E·A·L·

CARRIAGE WORKS Ltd., POPES LANE, W.5

*Phone
Ealing



Peter Green's K3 showing how little it has changed since pre-war days.

Ray Masters in his Q type at Loton Park, after driving the car since 1964 and owning it since 1971. They have now parted company.



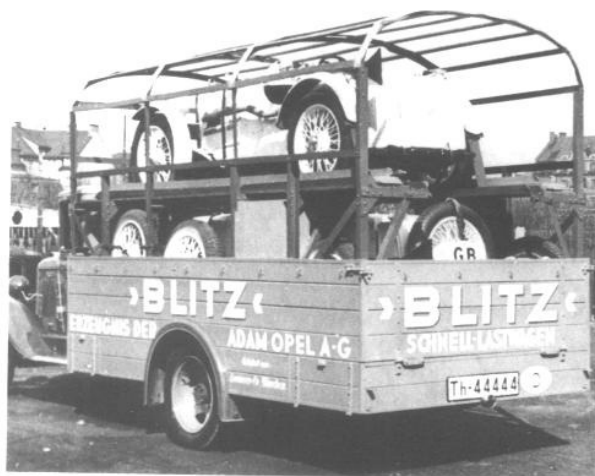
Rennen In Deutschland 1934

So runs the title of Edward Kirkland's photograph album from which the pictures are taken. This is no ordinary album for it is Bobby Kohlrausch's own collection of press cuttings and pictures which he mounted

and presented to Cecil Kimber at the end of the 1934 season. The leather cover bears the above title in gold leaf and the dedication "Herrn Cecil Kimber gewidmet von Robert Kohlrausch".

A summary of his results for the season is:—

Event	Car	Result
National Felsberg Races, Saarlouis	J4	1st. Racing cars up to 800cc
International Kesselberg Races	K3	1st. Sports cars up to 1100cc
	J4	1st. Racing cars up to 800cc*
	K3	3rd. Sports cars up to 1500cc
National Reisingenberg Races Oberschreiberhau	K3	Prize for fastest 1100cc car
National Gabelbach Races, Mitteldeutschland	K3	1st. Sports cars up to 1100cc*
	J4	2nd. Racing cars up to 750cc
National Luckendorferberg Races	J4	1st. Racing cars up to 750cc*
International Grosser Bergpreis von Deutschland	K3	1st. Sports cars up to 1100cc*
	J4	1st. Racing cars up to 1100cc*
National Feldberg Races, Bad Homburg	K3	1st. Sports cars up to 750cc*
* = new class record.	K3	1st. Sports cars up to 1100cc*
		2nd. Racing cars up to 1100cc



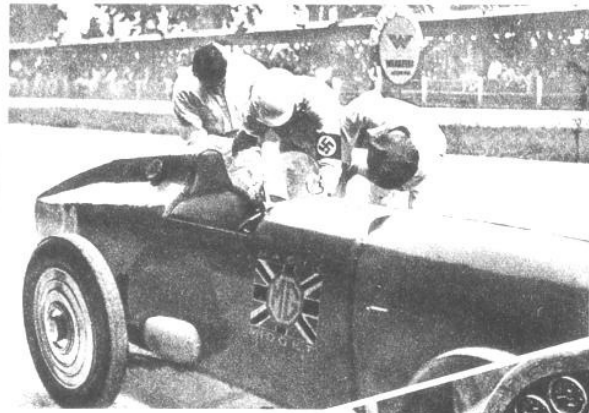
The J4 and K3 loaded onto their transporter and posing beside it. For the times this was a very well equipped "up market" piece of kit, having stowages for spare wheels, tools, winch etc. The K3, JB 1472, was the car driven by Earl Howe in the 1933 Mille Miglia, chassis no. K3001. The J4, JB 3185, is the ex-Hugh Hamilton car, J4002, now owned by Colin Tieche. Both cars were painted white, the national racing colour of Germany. Both, as we shall see from later pictures, possessed full road equipment. The picture of the loaded transporter appeared in the "M.G. Magazine" for January 1935.

Those who understand a little more than zero German will realise that these races are, in fact, what we would call hill climbs and that Mr. Kohlrausch appears to have cleaned up the Championship in both his classes whether one counts the overall events of the season or just the Grosser Bergpreis von Deutschland. As if having a J4 and a K3 on loan from the works was not enough the lucky man also owned Ex127 or the Magic Midget. He appears to have entered this car in but one event, the Avus Races. Here he failed to finish. The seating position in this little car was one where the driver's feet were higher than his bottom and this reduced the circulation of blood to those vital extremities. For short periods of time this did not

matter but on a long distance race it did and Kohlrausch retired suffering from severe cramp in his legs. At the time of his retirement he was leading his class and was actually ahead of the leader of the 1500cc class.

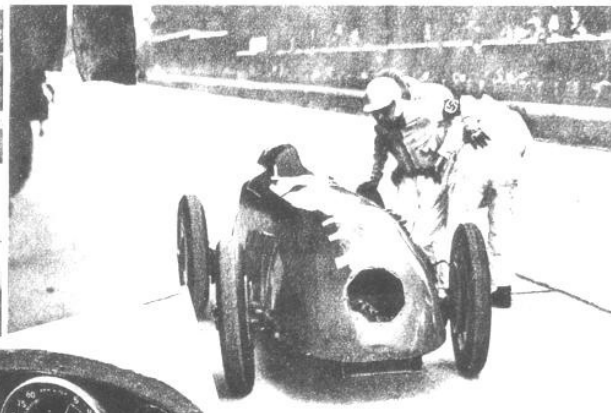
So much for the 1934 season, at the end of the year the J4 and K3 were returned to the works. In 1935 the Magic Midget also returned to Abingdon where it was rebodied and given a "sprint" Q type engine. The new body owed its front end styling to the R type but its tail was still very long and pointed like the old body had been. The first pictures of this new Ex127 seem to have been in the "Sports Car" for May 1935. In fact Kohlrausch seems to have kept the original body and swapped from one to the other at will. On 19th May 1935 at Gyón, in Hungary, he set International Class H Flying Mile and Kilo; Records taken at over 130 m.p.h. The corresponding Standing Start Records were raised to 93.4 m.p.h. and 81.8 m.p.h. respectively. The standing start records beat the then current 1100cc records too. During the year he won the 750cc Class at the Grossglockner Hill Climb and again at the Wuttemberg Hill Climb, breaking the class record. Other competition appearances included a visit to Shelsley Walsh in September 1935.

The car was rebodied again in the winter of 1935/36 (or maybe the old Ex127 body was revamped for the new



Kleine Ursachen —

Der Sitz des von Kohlrausch gesteuerten M.G.-Magic-Wagens war denkbar primitiv und eine Art winziger nackter Hohlraum, notdürftig mit Gummischwämmen gepolstert, so eng, daß mit angezogenen Knien gefahren werden mußte.



große Wirkungen

Die Folge war, daß der Fahrer einen Krampf im Bein bekam, wodurch ihn die Helfer aus dem Wagen versuchten ihn zu massieren — der Krampf weicht aber nicht, und so bleibt ihm nichts anderes übrig, als aufzugeben.



Ex127 at Avus. Obvious changes from most of the pictures of this car which one has seen in the past are the addition of 12 inch brakes, the removal of wheel discs, and the substitution of the track windscreen and fairing by a normal Brooklands style aeroscreen. Also, the M.G. Motif has been removed from the radiator air intake. The pictures show:— Top left and right. Kohlrausch being helped from the car. Lower left. Having his cramped legs massaged at the pit counter.

Lower right.

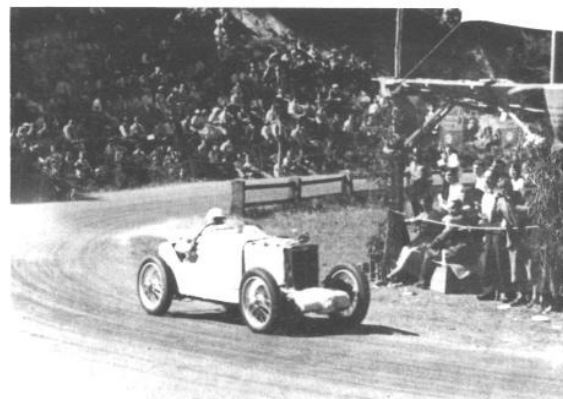
Centre.

Anxious faces indicate the decision to retire.

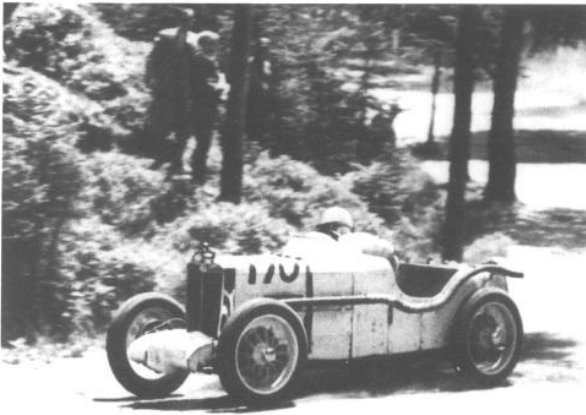
The Ex127 cockpit. Note the cutaway steering wheel, the gear lever hiding behind the dashboard, left, and the six gauges grouped around the rev-counter indicating fairly adequate instrumentation.



The K3 at the Felsbergrennen. Fully road equipped for the sports car class? You can just see the mini headlights.



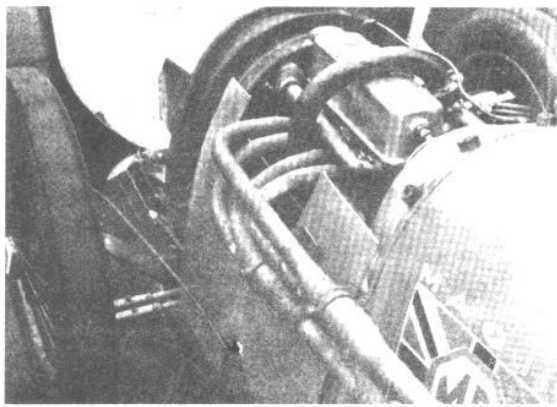
The J4 winning its class at the Kesselbergrennen.



The J4 setting a new class record at the Gabelbachrennen.



The K3 setting a new class record at the Reisingenbergrennen. Both this event and the Gabelbachrennen seem to have been run on unsealed surfaces. The plumes of dust set up by the cars being much more obvious in other pictures in the album (thus making them less reproducible).



The Magic Midget's engine. Note the 1-4/2-3 exhaust system. When the Works had the car she had stub exhausts or a single pipe with a Brooklands silencer. The pipe running over the camshaft cover is the inlet from the blower. Compare this picture with that of Bob Dickie's J3 on p.32 of the 1976 MMM Year Book.



The winner's laurels in the International Grosser Bergpreis von Deutschland (German Hill Climb Championship). This photograph appeared in the M.G. Magazine for November 1934. In this event Kohlrausch broke both the 750cc and 1100cc Sports Car Records. The J4 was 7 seconds quicker than the K3 and 63 seconds faster than the previous 750cc Class Record.

superstructure bears a number of resemblances to the original body). On October 10th, 1936 Kohlrausch took Ex127 to the Frankfurt-Darmstadt road and improved on the International Class H Flying Mile and Kilo. Records to put them just over 140 m.p.h.

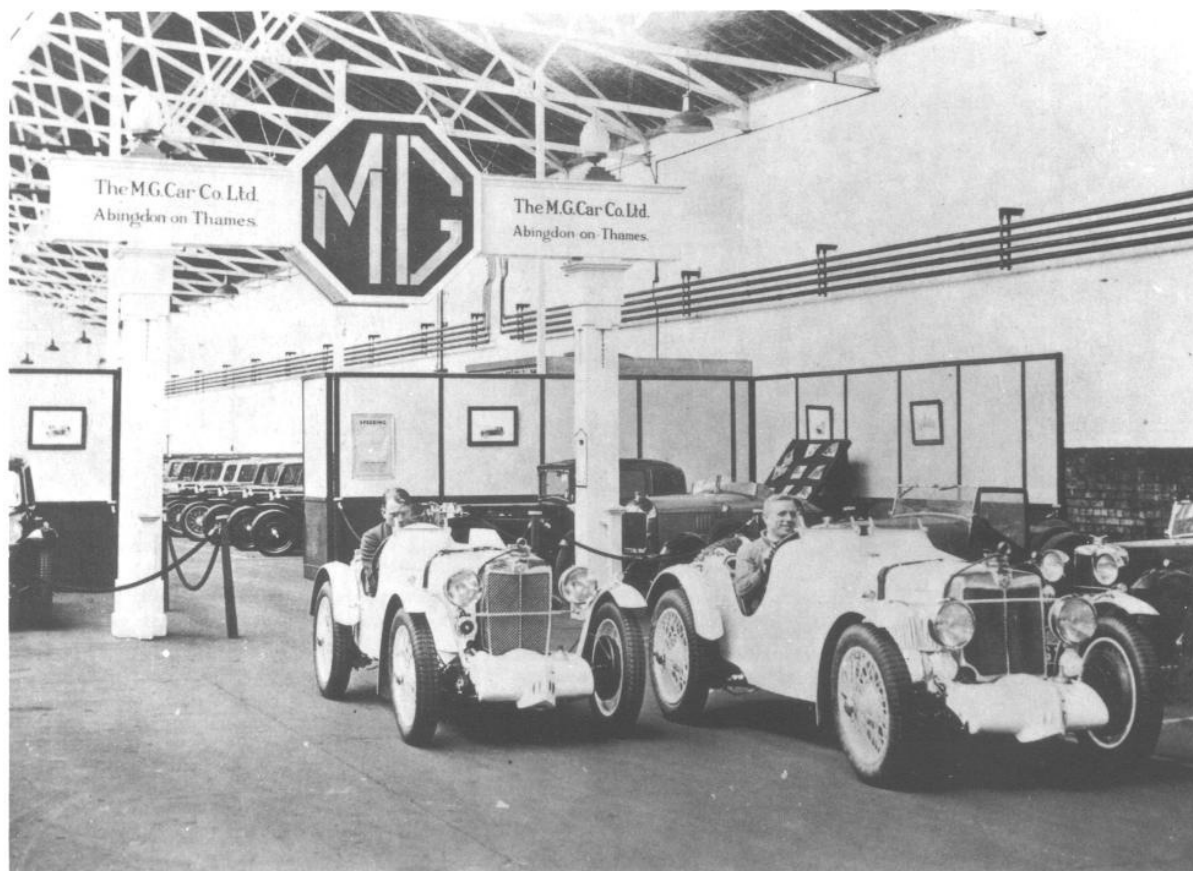
Ex127 was then put up for sale (Sports Car, December 1936) at £850. This included both bodies, the specially cast bronze cylinder head fitted, and "over £200 worth" of spares. It is recorded in "Maintaining the Breed" that the car went to Mercedes-Benz, who dismantled it.

And that would appear to be that, except that there are a few loose ends about the place. The K3 and J4 cars do not feature in the Kohlrausch saga after 1934. The J4 is with us today, owned by Colin Tieche. The K3, is not. Fairly definite information exists that this car was broken up in the nineteen forties. Many of its original parts live on in K3752 which is owned by Jim Nillson in Australia. It is possible that the ghost of this car runs somewhere, for advertisements offering the "ex-Earl Howe K3" for sale

have appeared in Autosport on 7/8/53 and Exchange and Mart in 1965.

There is another Kohlrausch M.G. This is a P type which he raced in 1936/7. This car had cycle wings, outside exhaust, and was fitted with the spare Magic Midget engine (Zoller blown and all that). It went quite fast. Do not be misled if you see pictures of this car with captions calling it a J4; no less an authority than Reg Jackson called it a P type. The only success that I can trace for this car is that it came 2nd. in the 2-litre supercharged class in the 1937 Eifelrennen.

There is an engine in Australia which has been called the Magic Midget engine. There is some substance in this claim except that it does not have a bronze cylinder head. It is considered likely that this motor was the "spare" engine. When I last saw it, it was sitting in Geoff Coles' garage at Southborough awaiting shipment to Brisbane to join RA0259.



Dick Seaman beside the K3 which has been recently brought back into this country by Peter Green and David Dutton. The picture was taken in South Africa, where the car was

entered by Whitney Straight and driven by Seaman at the first Grand Prix to be held there. The photograph was sent to Robert Herlin by Whitney Straight himself.





The KN Magnettes

N. Sands

Most people associate MG's with open sports cars, but from time to time they made excursions into the saloon car field, and one of the most luxuriously equipped in the MMM range was the KN. This meant that MG were competing in a totally different market, and when the distributors carried out surveys of their prospective customers to find out what other models they were considering buying, Attwoods of Stafford, for instance, (sadly their distinctive garage has just been demolished) found that four out of six were looking at the Rover 14 as well. In fact, only one, a doctor eventually bought a KN, and that was because a friend of his was so satisfied with his J2. The Rover was a formidable competitor at £395, also six cylindered with a four bearing crank shaft, three semi down-draught carburettors, with a power output of 54 b.h.p. giving it a 0 - 50 mile per hour figure of 14.4 seconds, which gained it highest marks in its class in the R.A.C. 1000 mile rally.

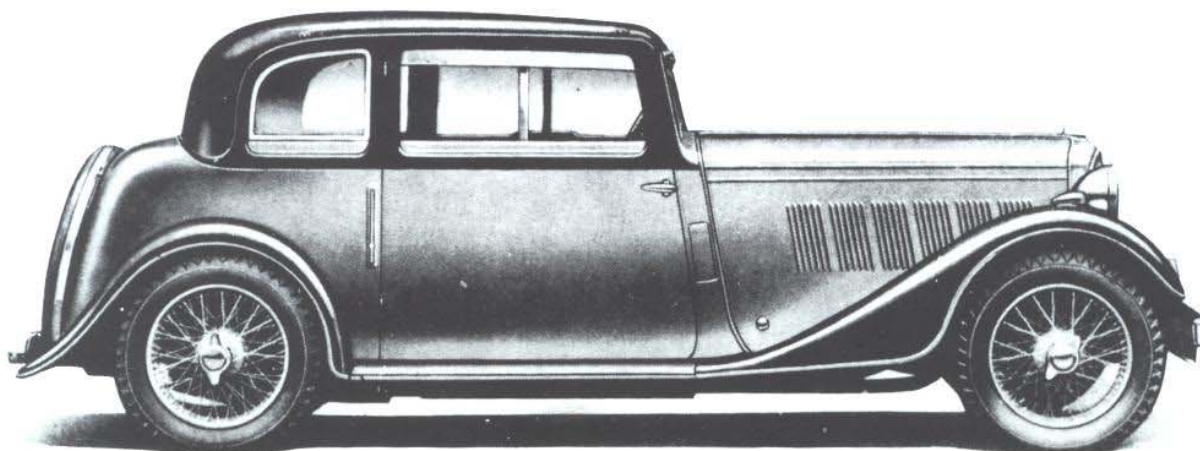
The first KN, JB 4232, was for a time an 'experimental' car, fitted with an NE gear box for a time and eventually sold to a private owner in August 1934. It developed 55 b.h.p. at 5,500 r.p.m. and was fitted with a crank shaft damper to iron out vibrations. The KN appealed to a fair proportion of doctors, but surprisingly a high number of women also bought them. However, it did not take long to discover that a ridiculous amount of water came in around *The Rover was a formidable competitor.*

The ex Peter Mace KN saloon now owned by Barry Watkev (Stewart Penfound)

the sun roof and virtually every car was modified either by MG or by one of their better equipped dealers, entailing as it did stripping the roof, moving the rain channels, rewelding and respraying and often replacing the soiled head lining as well. Quite a number of purchasers also complained about the noise from the ultra low back axle, fitted to counteract the weight of the body. The slightest suggestion of play anywhere in the transmission produced sounds which alarmed many, although very few mechanical failures occurred. What was quite unnoticeable in an open sports car just was not acceptable in a deluxe saloon, but a number of owners grew to live with it and kept their cars for a long time, particularly the lady owners, one even sending a photo of 'Bel', as she nicknamed her car, to the factory saying how pleased she was with it.

Sad to say, this was the exception rather than the rule, and one owner called his KN a 'monstrosity' and other rude words, while another wrote:

".....you already know how simply disgraceful the record of this car is, and that you have consistently refused to replace it and in the circumstances it is absolutely disgraceful that the car should have been returned to me with a second-hand battery (which is





Triple M Library

completely worn out) in place of the original, in spite of your long assurances that the car would not be returned until it had been through the hands of your experimental department, and was in absolutely first class condition.

On the same occasion I had to complain of the car's steering and request that it should be adjusted, but there was no improvement whatever on the car's return.

Without exception this is the most unsatisfactory car I have ever owned and your service equally bad.

You must yourselves realize that the car has been an intolerable failure and I also now know that your stock of this particular type had to be disposed of at about half price, which no doubt accounts for your not being willing to change the car. I am prepared to pay a further small cash sum to obtain a more satisfactory car, and would be prepared to do so for one of your new 15 h.p. models if you in your turn will appreciate that I am entitled to some compensation for the really unsatisfactory car of which I am at present the owner....."

Apparently, the owner's wife had left the car running outside a shop for three minutes while she made her purchases, and it had boiled over. The receptionist at MG noted all this, and passed it on to the mechanic who said if he knew anything about women, it was never three minutes, but more like half an hour! Nevertheless, it seems that the KN's weren't all they should have been and an internal memo reads:—

".....in view of the KN saloon position generally..... we ought not to force the usual nine months return clause, and has instructed me to issue the guarantee without remark....."

Another owner did have a spot of engine trouble but a special block bored out to 1408 cc (60 bore) was offered to him, which he accepted. Performance generally seemed poor for a sports saloon, mild tuning being confined to fitting the Klingerit 1000 gasket, while two had superchargers fitted, a Marshall and a Centric, which no doubt helped matters along. The recommended carburetter incidentally, was $1\frac{7}{8}$ " horizontal with a RM 2 needle.

A two-tone red saloon was bought by Carlisle Police and a further seven blue ones by the Glasgow Police. These were all modified in the following way:—

Head machined to $3\frac{1}{2}$ " instead of $3\frac{3}{4}$ " using standard C.A. gasket
A764 sparking plugs KLG LBI
S59/3 exhaust tail pipe
A774 accurate speedo
A648 push pull switches (2 off)
A654 battery masterswitch

On the whole, the saloons did not prove very popular, and this is probably what prompted the University Speed model. Twenty five chassis were bought by University Motors and fitted with a body built by Abbey (so an internal memo says). The 'prototype' was built about a year before the rest, and as luck would have it I recently made the acquaintance of one of the ex-owners of this car. He reckoned it was good for at least eighty m.p.h. and remembers it rather fondly. These chassis also had the following equipment supplied at the same time:—

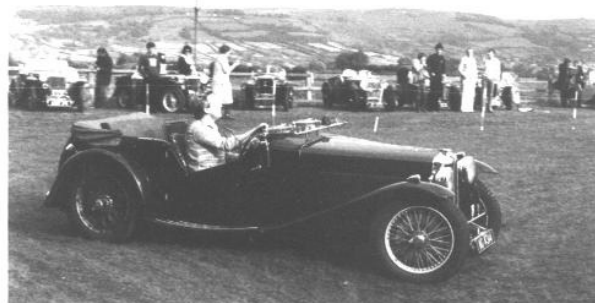
MG 442 K2 radiator
2610 offside K2 H/lamp bracket
2611 N/side H/lamp bracket
Modification of KN wing stay brackets to suit K2 headlamp brackets
MG 581 petrol tank (standard K1)
1196/7 petrol pipes
2980 rubber seal round dash panel
A688 petrol gauge
1954 hub
B259/1 tool box
Front wings drilled to take K2 headlamp brackets
A407 K2 headlamps
2561 K2 radiator support bracket
2572 Distance piece for ditto
14464 petrol cap
2064 steering column bracket
3131 prop shaft shroud
2522 spare wheel trough
1982 lock nut
3129 foot well on body o/s
3130 foot well on body n/s

Three KN's were exported (one to Malaya, one to Spain to E. Domecq, Esq., and one I don't know where) and were fitted extra with:—

A633 dimming headlights
MG 525 Fan
A645 radiator thermometer fitted on bracket 3264
A674 stone guards to headlamps
MG 614 special three row copper gilled oval tube radiator

One was fitted with a special body modelled on a standard K1 and sold to Sir Colville S. Barclay. Another saloon was fitted with a special 'bent wood' pillarless body in black with special grey upholstery, which Cecil Kimber himself was to have driven, but he decided to have the newly introduced SA instead. Sad, but I know which car I'd rather look at when I go to meetings today!

Martin Warner in his University Motors Drophead Coupé at Cheddar. (Ian Davison)



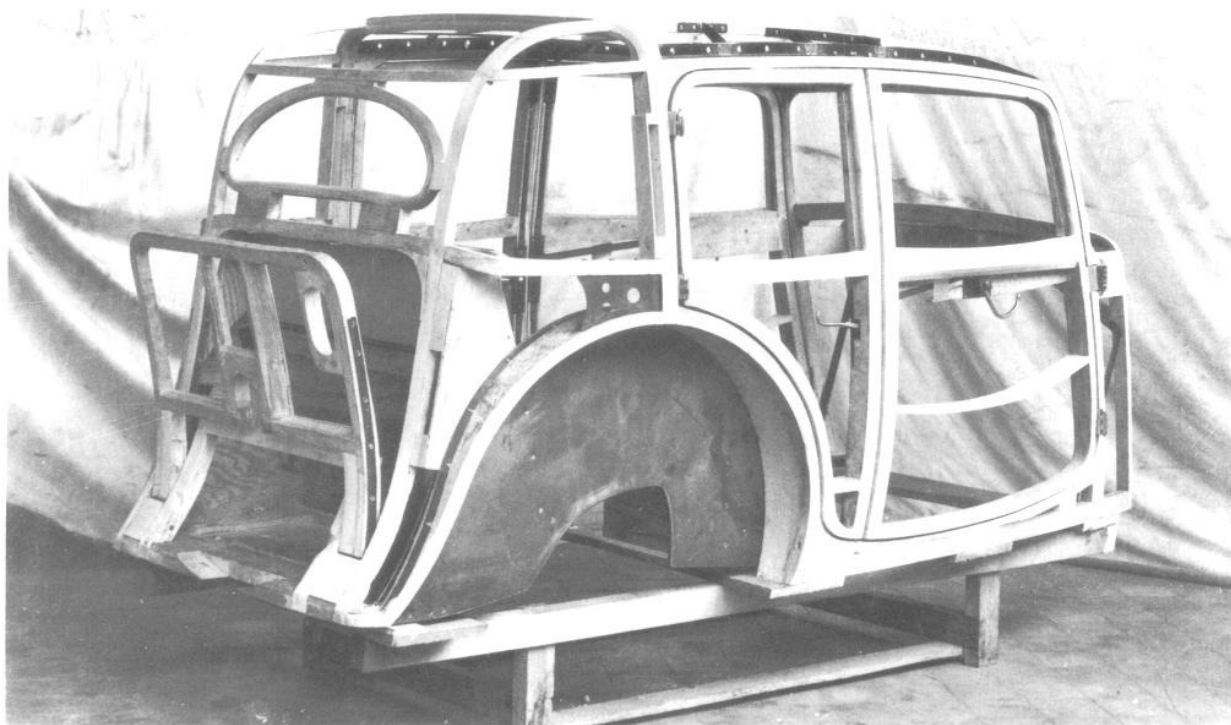


Table 1 — Body numbers built

Saloons	172
University Motors Drophead Coupes	25
Abbey Four seater (based on K1)	1
Saloon 'special bent wood'	1
Whittingham and Mitchell	1

(photo page 91 of "Magic of MG")

15 Saloons at least and four Drophead Coupes at least have survived in the MMM Register. At least one has been written off completely, and a number of the 15 no longer have their original body work.

Its probably fair to say that KN saloons were not the best trials cars. (National Motor Museum)

Triple M Library

Table 2 — Saloon Colours

(cellulose supplied by Bripal)

Black	Aluminium wheels	61
Black/Red	Aluminium wheels	5
Black/Red	Aluminium wheels	2
Black/Royal Blue	Aluminium wheels	1
Black/Green	Aluminium wheels	7
Duo-Tone Green	Aluminium wheels	35
Duo-Tone Blue	Aluminium wheels	31
Duo-Tone Red	Aluminium wheels	29
(one of these had black wheels and one had red)		
Grey		1
(with grey upholstery and grey wheels)		





John Adams and Mike Giddens in John's car on the Belgian Pavé August 1969. (Ian Davison)

Charlie Shepstone & friends in his K type. Salisbury trial January 1967. (Ian Davison)



Bongazoo

Tim Hunt

MG PA Chassis number 1874 with a four seater body was first registered in Essex on 28th February 1935 — BVX 80.

The history of its early years is to date unknown, but in 1944 it was purchased in Carlisle as a standard four seater PA, by a then hospitalised Archie Craig.

In 1947, Archie Craig first entered trials and rallies, and indeed, the car took part in the first post war event organised by the Scottish Centre of the MGCC. By now the car was christened Bongazoo after a mythical long nosed animal which Archie Craig's father used to tell him stories about when he was a boy. The trials, driving tests, and gymkhana events soon took their toll of the rear end of the car, so it was stripped of all its bodywork, the radiator was moved forward and lowered (to the position in which it now is), and a two seater, square backed, lightweight body was fitted, together with cycle wings. During the next three to four years the car was entered in all variety of events — hill climbing, at Boness and Rest and Be Thankful — sand racing at St. Andrews — racing and sprints at Charterhall and Winfield — as well as numerous driving tests and gymkhana events. By now a personal preference for speed events had led to less involvement in trials, and at the same time a quest for more speed. A PB engine and gearbox was therefore fitted, having been purchased from the vendor of an airline coupé, and not long afterwards the first blower, a Centric, was fitted. This blew itself to pieces racing at Winfield, and was replaced by a Marshall 75, side mounted and belt driven. With a desire to achieve even greater speeds Archie then decided to rebuild the body work a second time. Once again everything was taken off the car, and the first thing to be replaced was the heavy MG radiator and shell, by a smaller radiator from a pre-war Fiat 500 and a lightweight aluminium cowl. The remainder of the bodywork was made entirely of aluminium on an angle frame, with the minimum weight throughout. The bulkhead was made of the lightest galvanized sheet, the "floorboards" and even the centres of the seat backs were replaced with aluminium!

By now the team — for Archie was assisted and supported by his wife Betty — were well known in Scottish

Motor Sporting circles, and with a smaller trailer hitched on the back of Bongazoo to carry all the luggage, Archie and Betty would drive to all the meetings. By this time also the technical development of the car was as far advanced as Archie ever took it — PB engine and gearbox, modified cylinder head giving a compression ratio of 9.6:1, scintilla magneto and a dynamo bereft of any brush gear. A side mounted Marshall 75 supercharger ran at one third above engine speed giving 8lbs boost, and raced on a 50/30/20 methanol/benzole/petrol fuel mixture. A fuel consumption figure of 7 mpg was of little concern for in those days it was provided with the compliments of Shell! There were two back axle ratios, 8/43 for hill climbs, and 8/36 straight cut (Q type?) for racing. At Charterhall in 1953 the car was timed at 117 mph, so no small wonder that it was converted to hydraulic brakes taken from a pre-war Morris Minor.

Mention is made in one newspaper report of 10,000 spectators at the Scottish Sporting Car Club's International Hill Climb at Boness, and the results include such interesting names as 19 year old Stirling Moss (996 Cooper), S. Allard (3700 Allard), F.S. Mort (1250 MG), and W.R. Flockhart (1250 MG).

The car was taking one or two class records by now, one at Boness which had previously been held by Ted Lund in his P type MG, the Lund Special, a car later owned and campaigned by Nev Churcher, and in 1972 sold to the depths of Essex where it seems to have remained ever since!

Bongazoo was finally sold in 1956 to a young chartered accountant, Denys Dobbie, who, so the story goes, secreted it in the Borders for fear his mother would find out that he had a racing car! A wrist injury stopped his immediate racing prospects so he sold the car to Ecurie Ecosse's mechanic Peter Mossman. A gap in the history of the car, yet to be filled, now appears, until in 1966, when the car was owned by Martin Maudling, who together with Bob Dove decided to get the car back into racing trim. The brakes were changed back to twelve inch cable operated, and stripped of all bar the essentials, it was entered in the MGCC spring meeting at Silverstone 1967.





The results are perhaps best summed up in Bob Dove's own words:

"It was very wet and the magneto died after about two laps in the race. The boost pressure was up around 15 p.s.i. at 4500 rpm, and the whole thing was an absolute disaster. There were stub exhaust pipes if my memory serves correctly, and we had to use a six volt starter motor and twelve volts to crank fast enough to fire up. Of course we were young and ignorant then — instead of old and ignorant now — (his words not mine!), and obviously the blower pressure was far too high for petrol and L10 champions!"

The car was soon sold again, and spent some time in a well known London Car Showrooms before passing through the hands of amongst others, Roy Perkins, Nev Churcher, and finally to Chris Felstead in Gosport where it arrived in 1969.

My first introduction to the car came through Patrick Gardner's attempt to identify a mysterious piece of bodywork which he owned, and which Colin Butchers thought might have come from Bongazoo. Together in summer 1974 we met Chris Felstead and the car, which was still in a thousand pieces pending restoration, only to discover that the unidentified bodywork had nothing to do with it at all. However, having expressed an interest in the car, I ended up purchasing it six months later, spring 1975. It had already been established from our visit in 1974 that several of the major parts were missing. The 8/36 differential (now in Andy Maclellan's car), the petrol tank, all the instrumentation, the 8" hydraulic brakes (reconverted to 12" by Dove/Maudling), the magneto, the carburettors, the supercharger (although another had taken its place) had by now all gone other ways during the course of time. The engine was PA fitted with the 9.6:1 compression ratio head, the gearbox was PB and the differential was a Morris two star. There was also a PB block which came with the car — but not the original one which Archie had used. In a nutshell it was, by now, a "Valsparid" wreck, but I just took a fancy to it!

My rebuild follows very much the same pattern as has been recounted on these pages in the past — literally chassis upwards with one or two variations where the "special" category became involved. I decided that I would rebuild the car as a special, but as I was not interested in purely a track car, I would re-introduce such long ago abandoned luxuries as carpets and interior trim. Perhaps the most important decision I made was to install an original MG radiator and shell, which is fitted forward

and lower than normal to line up with the remainder of the bodywork. This meant that a new bonnet and sides were necessary, and these I had made up to my templates, with a bulge in the bonnet needed to accommodate the side mounted Marshall 75 supercharger. I dispensed with the doors to increase rigidity, and with the exception of considerable professional attention to the tail, was able to re-condition the remainder myself, as well as constructing new floor-boards, undertray, and the now obligatory (for competition) division between the cockpit and fuel tank area. The dashboard construction and layout provided many hours of pleasure, and highlights one of the points often made by "specials" builders, that of designing one's own thing!

I then came upon an interesting mechanical problem; deciding in favour of using the PB block, I discovered that it had been bored out to 63mm, a size which will take 848cc Mini pistons, but which obviously leaves the cylinder walls very thin. I spent nearly a year prior to commencing any work on the engine sounding opinions from long suffering friends, as to the pros and cons of using the block at this size, and finally concluded that it was just a question of "suck it and see" — so I did! I decided to invest in the best possible crankshaft that I could get, and purchased one from Gordon Allen together with a set of his manufactured con-rods. Having had it all balanced, with a lightened flywheel, I put it together. A standard head was overhauled and fitted, and to date I have run for one year on 1" carburettors, and more recently on 1½". The result of all this is plenty of bottom end torque with, I think, room for improvement at the top end, which may come about with the supercharger and an 8/39 differential, both as yet to be fitted. (Top end performance might also come about if I was to become a better driver!)

The spraying of the car I did have done for me, as I do not claim to have the patience or skill which the professionals have. Autumn 1977 saw the car on the road, and in common with all rebuilders, I found those first few miles truly memorable, but perhaps even more so is that to date every further mile has brought continued pleasure.

I would not like to finish this article without a thankyou, to all those friends who put up with my endless technical questions, and who provided me with so much help and encouragement during the rebuild, and last but not least to Archie and Betty Craig, who not only provided a lot of the facts and photographs for the early part of this story, but without whose enthusiasm for the MG, there would never have been a Bongazoo.



Tim Hunt speeding to success in his P Type M.G.

Photo Tony Evans.

WE MANUFACTURED A NITRIDED STEEL CRANKSHAFT AND CON-RODS WITH MODERN TYPE SHELL BEARINGS FOR THIS CHAMPIONSHIP WINNING CAR TO GIVE A RELIABLE ASSEMBLY FOR THE MOST STRENUOUS COMPETITION USE.

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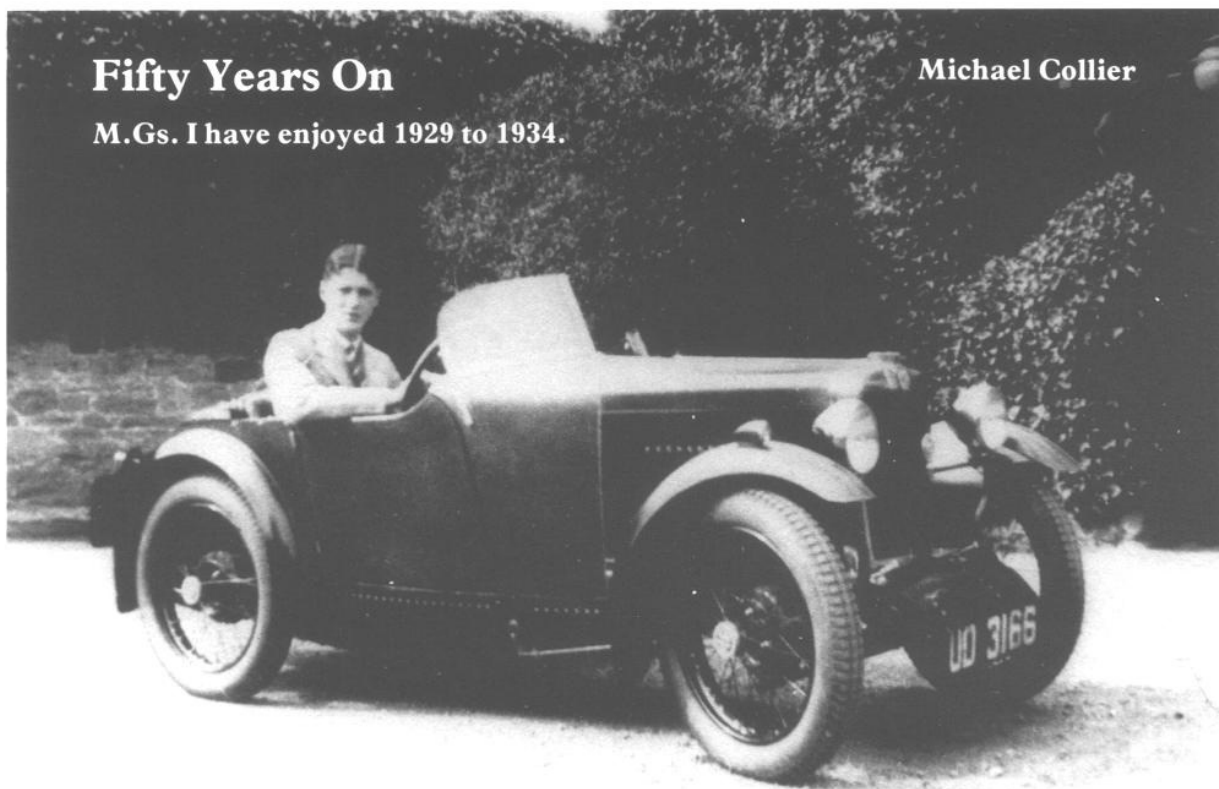
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Fifty Years On

Michael Collier

M.G.s. I have enjoyed 1929 to 1934.



The first M.G. I ever saw was reposing in all its splendour with square nickel-plated radiator and aluminium bodywork in the Morris showrooms in Oxford's Queen Street in — I think — 1927: this was really only a tuned-up and face lifted Morris Oxford open two seater, but nevertheless very well thought of.

At the time my sister and I were trundling around in the family bull-nosed Morris Cowley and this rapid machine or "motor" as we would have called it in those far-off days seemed eminently desirable, but entirely out of our impecunious reach.

Some two years later, thanks to the generosity of my mother, I ordered a new red M. type from Hartwells Garage, near Oxford station, and took delivery of it on July 5th, 1929. As I drove it out of their garage, I found it was only firing on three cylinders so I drove her straight back to the M.G. Works, then in the Cowley Road, where they kindly fitted a new set of plugs and all was well for the time being. However at that time the M type engine, which was only a Morris Minor unit with higher compression and larger manifolds and carburettor, was in an early stage of development and mine required a complete rebuild after only 8,800 miles.

On 14th, September 1929 I competed with this car in the M.C.C. One Hour High Speed Trial at Brooklands and averaged 55.16 m.p.h., despite fitting one long reach plug screwed in half way so it did not hit the piston — very much a last minute effort as we were still suffering from plugs oiling up and it was all I had got left! However we obtained a gold medal in the form of cuff-links, which I still have and a picture in the centre page of The Sunday Pictorial next day.

This run on the Track did not do the engine much good and I returned her to the Works for a decoke; by that time they had moved to the Pavlova Leather works in Abingdon. When they lifted the head, it was found that all was not well within and they fitted a new cylinder block, pistons, crankshaft and bearings, all under guarantee I am glad to say, as I certainly could not have afforded to pay for them.

On March 8th, 1930 I entered the car in the J.C.C.

(now B.A.R.C.) Half Day Trial mainly round the lanes and hills of Surrey and lost no marks, getting a first class award, which I seem to have mislaid. I remember chatting with the driver of the car next to my Midget. This was Alec Issigonis at the wheel of an Austin and he was complaining loudly that the average speed set us was far too low. I little knew at the time how famous he was to become!

This, my first M type, was Car No. M 357, Engine No. 129A, Registered No. UD 3166. I doubt if she still exists as she was not in specially good condition when I sold her.

However the next M type I had is still very much alive. This is a 1931 model, PL 5390, which I bought second hand from an elderly gentleman, Mr. Webster of Woldingham, in March 1931. He had only covered 564 miles with the car and she was in every way as new. He had discovered that open air motoring was no longer for him at his age and he parted with the car for £160 as against the list price of £185.

This car was a great improvement on my first Midget and was extremely reliable. Altogether I did 36,000 miles with her and the only involuntary stop was caused by a broken axle shaft, a fairly common occurrence in those days. However she was not really powerful enough for the many road trials in which I entered her, though we did quite well at Brooklands where one could work up to a maximum speed. In the 1932 M.C.C. High Speed Trial at Brooklands I obtained a first class award with her in the form of a tankard, averaging 55.52 m.p.h. and was similarly successful in a somewhat similar event organised by the J.C.C. at the track. The latter was a more interesting event as it included corners whereas with the M.C.C. one had a one hour blind round the Outer Circuit. In those days I had neither the expertise nor the money to develop the engine to its full potential, doing all the work on the car myself and learning as I went along in the hard school of experience.

I sold the car privately at the end of 1932 and was amazed to receive a letter from the present owner in Australia in November 1978. He is Colin Dennett of

37 Shumack Street, Weetangera, ACT, Australia 2614 and he located me through John Dugdale. John was on the staff of The Autocar and is now a big noise in the U.S. division of British Leyland or BL as I think we now have to call them. He was my passenger/navigator in several events in 1932 and wrote a book of recent years "Great Motor Sport of the Thirties", which has a lot of M.G. material in it. He followed this up with an article in the American M.G. Club magazine "The Sacred Octagon" and this included a photograph of us on a trial together with full frontal view of my number plate, PL 5390, which Colin Dennett spotted. He has kindly sent me photographs of the car in its present guise and says she is still going very well. The bodywork has been altered somewhat, but the car is still readily identifiable as a genuine 1931 M.G. Midget, M type. It is delightful to know that the car still exists and is in such good hands.

My next M.G. was a J2 and I collected her from the Works in Abingdon on 1st January 1933. I was 22 at the time and working as a fitter in Whites Garage, Camberley, at last doing what I really wanted to do, and this was a most exciting car for me. Like all great cars she was at times temperamental and far from reliable. J2s had only been in production since the October Motor Show of 1932 and were still under-developed. For instance as delivered she was equipped with that unfortunate device, the S.U. Petrolift. This sucked the fuel from the big 12 gallon rear tank into a small chamber fixed to the bulkhead whence it flowed by gravity to the twin S.U. carburettors. On a level road this was just about adequate, but on the slope of a trials hill on full throttle in bottom gear, fuel starvation set in rapidly and I failed to get a clean sheet on the Brighton to Beer Trial solely for this reason. After this unfortunate experience I was going to fit a hand pump to pressurise the main fuel tank when the Works changed my Petrolift for an S.U. Pump such as we have to this day, more or less, an excellent example of the fact that trials and racing do improve the breed.

In her early life the crown wheel and pinion only lasted

about 2,000 miles and I fitted several replacements, once removing the diff. in the centre of London at Hyde Park Corner by the statue of Wellington, much to the amusement of passing taxi drivers. However the rear axle components were stiffened up after a spate of this trouble and my next excitement was when the crankshaft broke! This happened in Kidderminster and a kind friend towed me back to Camberley with his Lagonda during the night, often exceeding 70 m.p.h. We were only using an ordinary rope, so you can well imagine that there was no fear on my part of falling asleep at the wheel!

The Works introduced a modification to overcome this trouble: this consisted of a ball race fitted to the front of the crankshaft, thus reducing the whip or skipping-rope effect of a two bearing crank.

In 1933 I competed in all the principal reliability trials with this car on the road and at Brooklands where in the M.C.C. One Hour blind round the Outer Circuit we covered 71.35 miles in the hour, attaining a speedometer reading of 90 m.p.h. coming off the Home Banking with lamps and wings still in position as required by the regulations. Hervé Coatalen, son of the famous Sunbeam designer, was my passenger at the time.

I obtained a first class award in the J.C.C. (BARC) High Speed Trial at Brooklands again and the same afternoon was second in a one lap race for M.Gs., the winner being — I think — J.M. Toulmin. You won't find this recorded in Bill Boddy's History of Brooklands, as it was a club race, but I feature in his book being beaten by an M.G. into third place in a Frazer Nash some two years later. My J2 was a great car and I was a very satisfied owner despite the troubles experienced. Her registered number was APB 92 and I last saw her on the outskirts of Birmingham in 1948, so she may well have survived to this day. APB 92 where are you now? I should be delighted to meet the present owner if there is one.

I now have among other cars an M.G.B. GT which I acquired new in 1971 and have so far covered 82,000 very satisfactory miles with her.



National Motor Museum

A 500-Mile Week-end

WITH A

BLOWN "P" MIDGET

*To Deron for the
Team Trial*

ONE Friday, late in October, the writer looked in his diary, had an early lunch, and threw some things into a suit-case. The reason for this hurried preparation was the proximity of the North-West London M.C. Team Trial, which was due to take place at Hartland, N. Devon, at 11 a.m. the following day. Hartland is some 220 miles from London Town, and H. E. Richards, with whom I was riding, was to be met at 1 p.m.

At five minutes past that hour his "P" Midget hove in sight with two "comp." shed wheels behind indicating what might be the object of our journey. Slipping through the London traffic we were soon playing "beggar my neighbour" with the traffic-signals along the beginning of the Great West Road, after which our spirits were revived by a duel with a Hillman Aero Minx, to the great joy of the minx at the wheel and the extreme discomfort of her passengers. This woke the Midget up completely, and it put 40 miles into the next hour without being pushed.

Centric Blower

A few words about this M.G. It is a model "P" two-seater, fitted early this year with a Centric blower installation at the Supercharging Stables, and used for town driving during the week, and for trials work most week-ends. The engine is as Abingdon orders, save for the addition of a water pump in the cooling system. The rear-axle still retains a diff. in good working order.

The blower is fed from an S.U. carburetter, and is lubricated from a separate oil-tank. The oil it uses is trifling, for none was added in 500 miles of week-ending. The petrol consumption on main-road runs, cruising at 48-55 m.p.h., is 29-30 m.p.g. You may not believe it. I didn't myself until I saw four gallons of Esso Ethyl put into an empty tank, and heard the motor asking for more after exactly 120 miles.

To return to our motoring, the Midget went merrily on, and we were well through Taunton before it was really dark and I was aware that we were passing through impressive country only by a howling wind and the long periods when the Midget asked for third gear.

I amused myself by watching the blower-pressure gauge, which said 3 lbs. when the driver accelerated really hard, or up stiffish hills, but showed a considerable negative reading during fast cruising on the flat. Actually, this Centric will show about 6 lbs. at full revs., but, as that is just beyond 7,000 r.p.m., you don't very often see the needle against its stop!

In the Ditch

We stayed the night in South Molton and next morning found Miss Taylor and her friend Jean recovering from a night in an open car. Miss Taylor told us how they had ditched their "P" Midget the previous night.

The Team Trial started 20 miles away at 11 a.m. and half a gale was blowing. Notwithstanding the fact that it had H. J. Ripley as passenger, an Alvis passed us on a straight bit . . .

In the square at Hartland we found the rest of our team. Kentish Border C.C.—comprising K. B. Shaw in a T.T.-engined Magnette, K. R. W. Shackel in an "oversize" McEvoy Midget, and Bochaton with a much-used McEvoy-Special that started life as a Wolseley Hornet.

At 11.55 we were away. I can't tell you much about that trial. I remember getting eyefuls of mud

near the start. I recall that a boulder in a watersplash found our sump thermometer and removed it for us. I can't forget screaming up and up round Gooseham's many bends, the Midget sliding encouragingly. The revs. went past 7,000 then, but I did *not* see what the blower-gauge needle was up to!

I remember we failed on the Mineshop re-start where nearly all had failed. "Cream Cracker" Foulmin managed it somehow and failed again, like a lot of others, on Cunliffe Lane. We got up Gooseham the reverse way and up Hackmarsh, both observed, with no difficulty at all. At last it was all over, and the motor seemed just the same bar the mud.

15 Land's Ends

So we went up the road "towards London" and stopped again at South Molton, where we met T. Kerslake, who has run the Land's End check in those parts for well-nigh 15 years. From other competitors we learnt that the M.C.C. team of B.M.W.'s had won the Team Trial, with the "Cream Crackers" second and ourselves third.

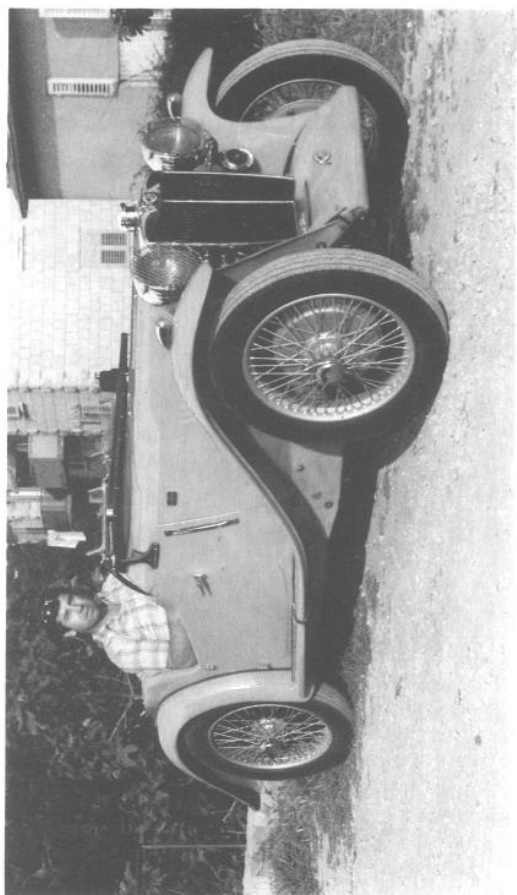
On the Sunday we moved away just as Chapel's Ford V8 and Warburton's "30 98" went through, so we ran with them until they stopped in Taunton. We started at 10.50, and bar a stop of half an hour for "cuts" ran non-stop home. London Town we entered around 5 p.m.

"The Bloater"

I liked that Midget. Yes, quite as much as I had liked an earlier Centric-blown "M" type, known as "The Bloater" (because it smoked a bit and had a fishy performance). This "P" had carried us well over 500 miles since mid-day Friday, 70 miles of which was sheer collar-work over a severe trials course, and the remainder fast cruising for long periods without a break. Not a remarkable feat, I grant you, but quite good exercise for an "850."

After dinner we raised our glasses and drank—To the Magic of the Midget.

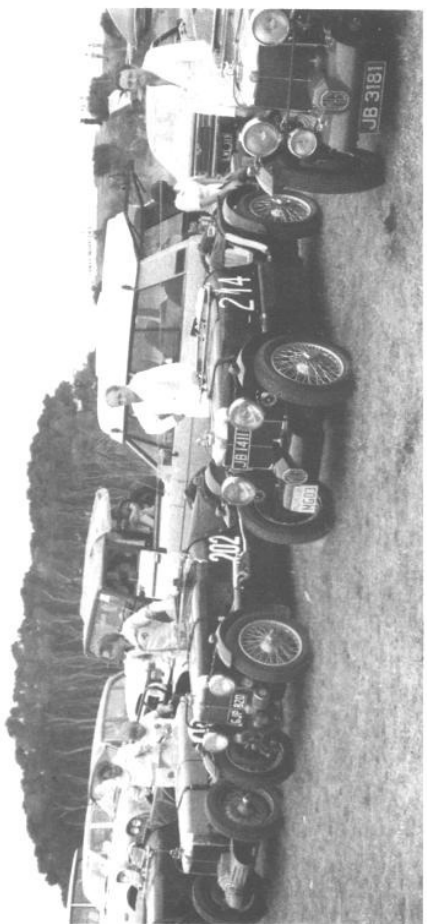
W. BODDY.



Slobodan Jelich from Yugoslavia in his PA no 0671



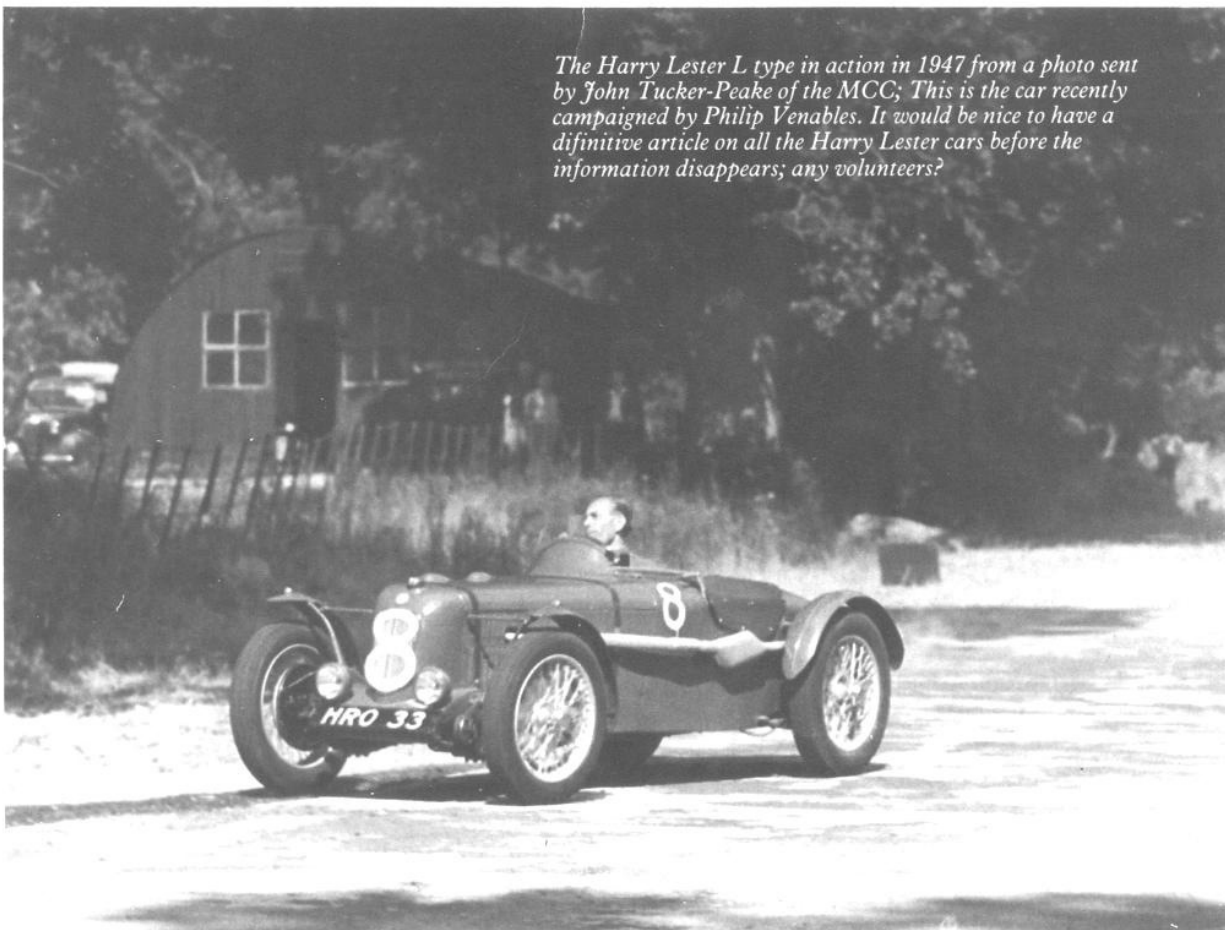
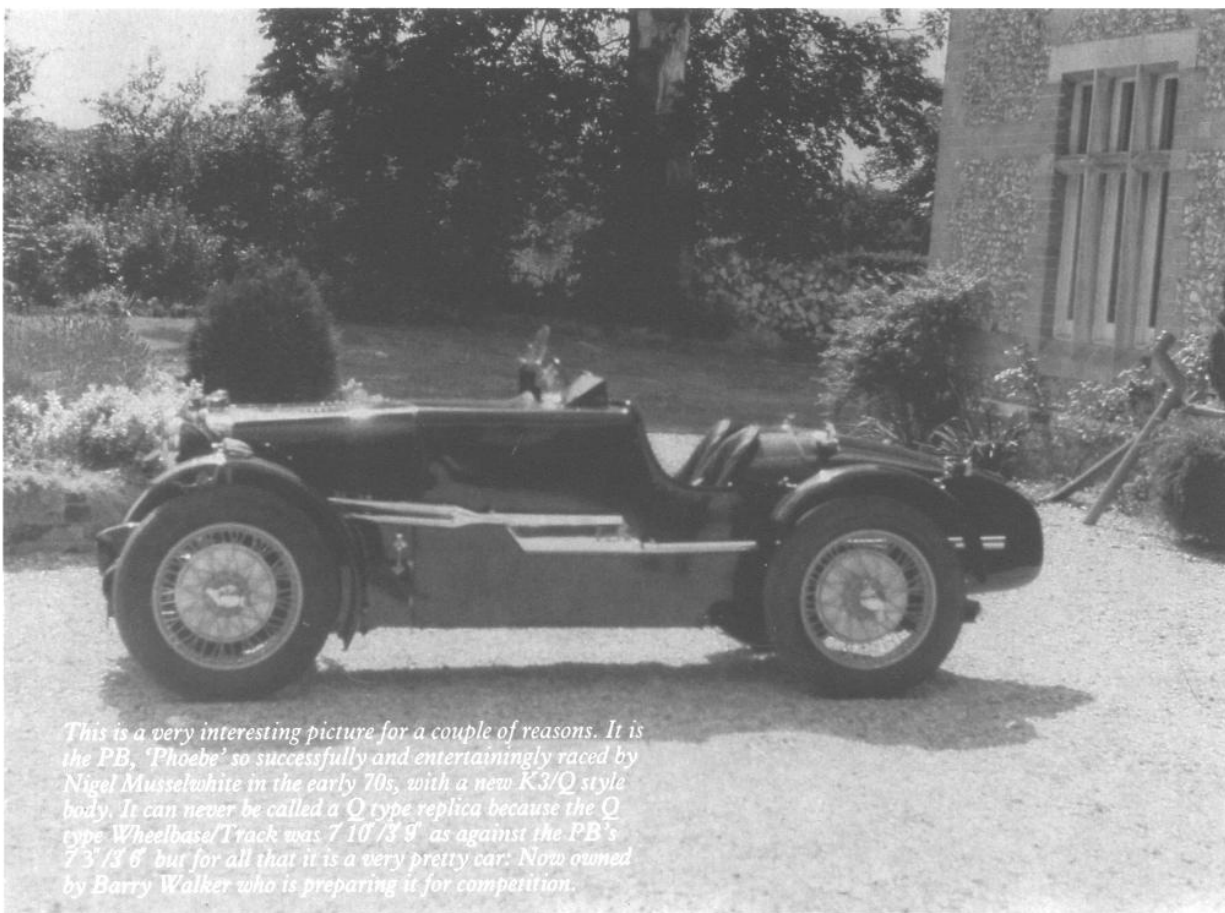
PA on display in the Queenstown motor museum, South Island, New Zealand.

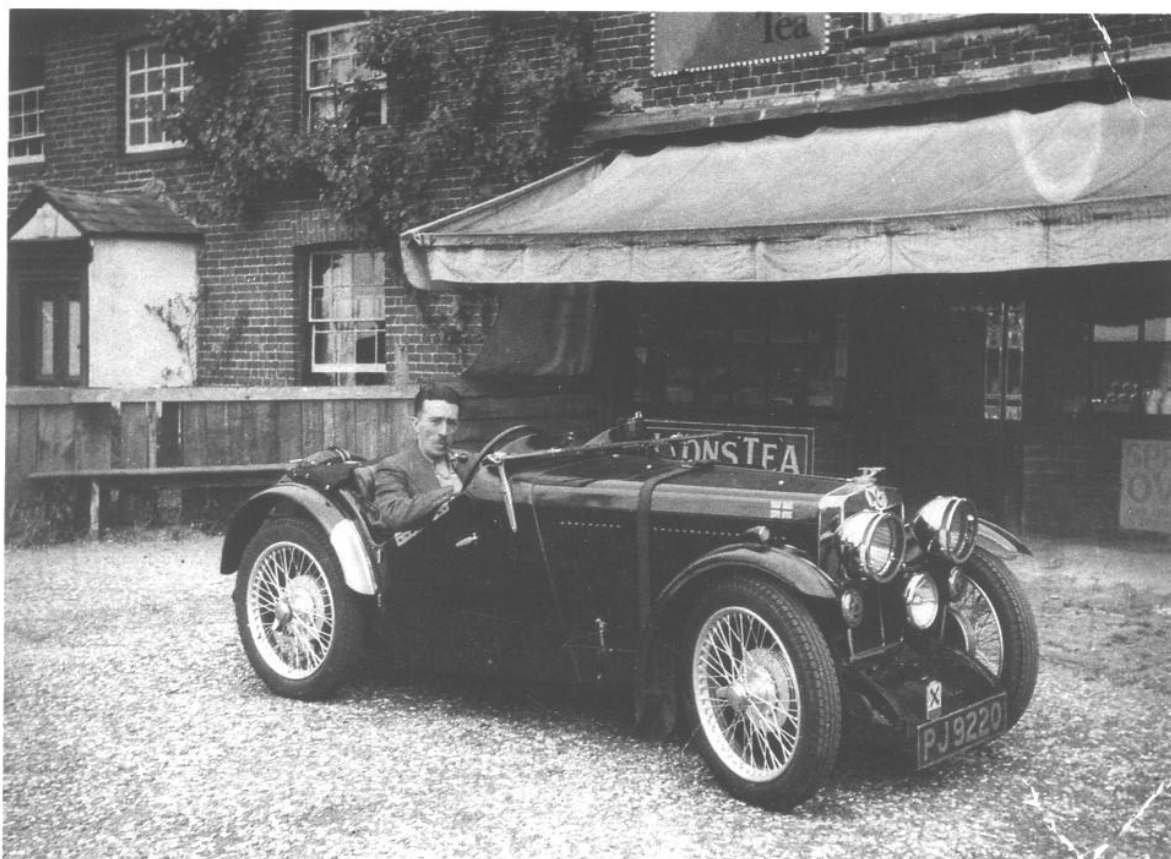


Australian K3s on parade: left to right, picture, Lane Motors, Peter Brady, Jim Nillson, Frank Bett and self. (By deduction from 1974 yearbook: Pip Bucknell)



Helmut Klockner's J2 having just won its class in a race in North Germany





The Late Mr W. Freeman, Angela Dean's father, in his J2 photographed in 1934, where is it now?

This year's picture of an MG in distress shows a two horsepower NA. No doubt Colin Butchers will be able to tell us where. (National Motor Museum)



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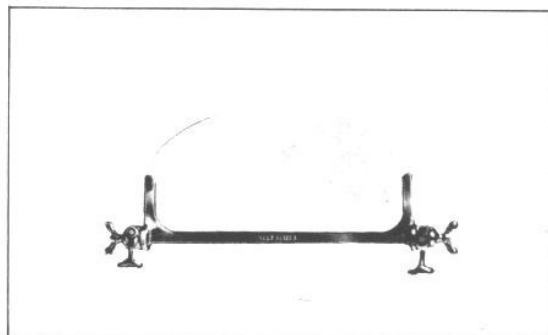
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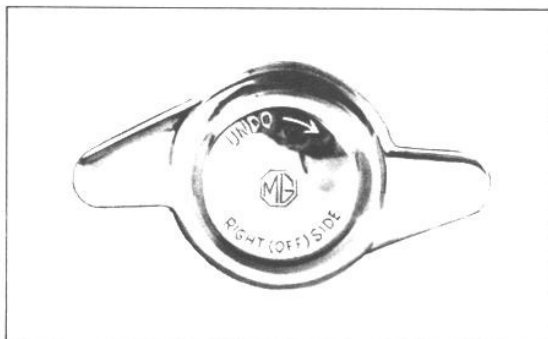
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