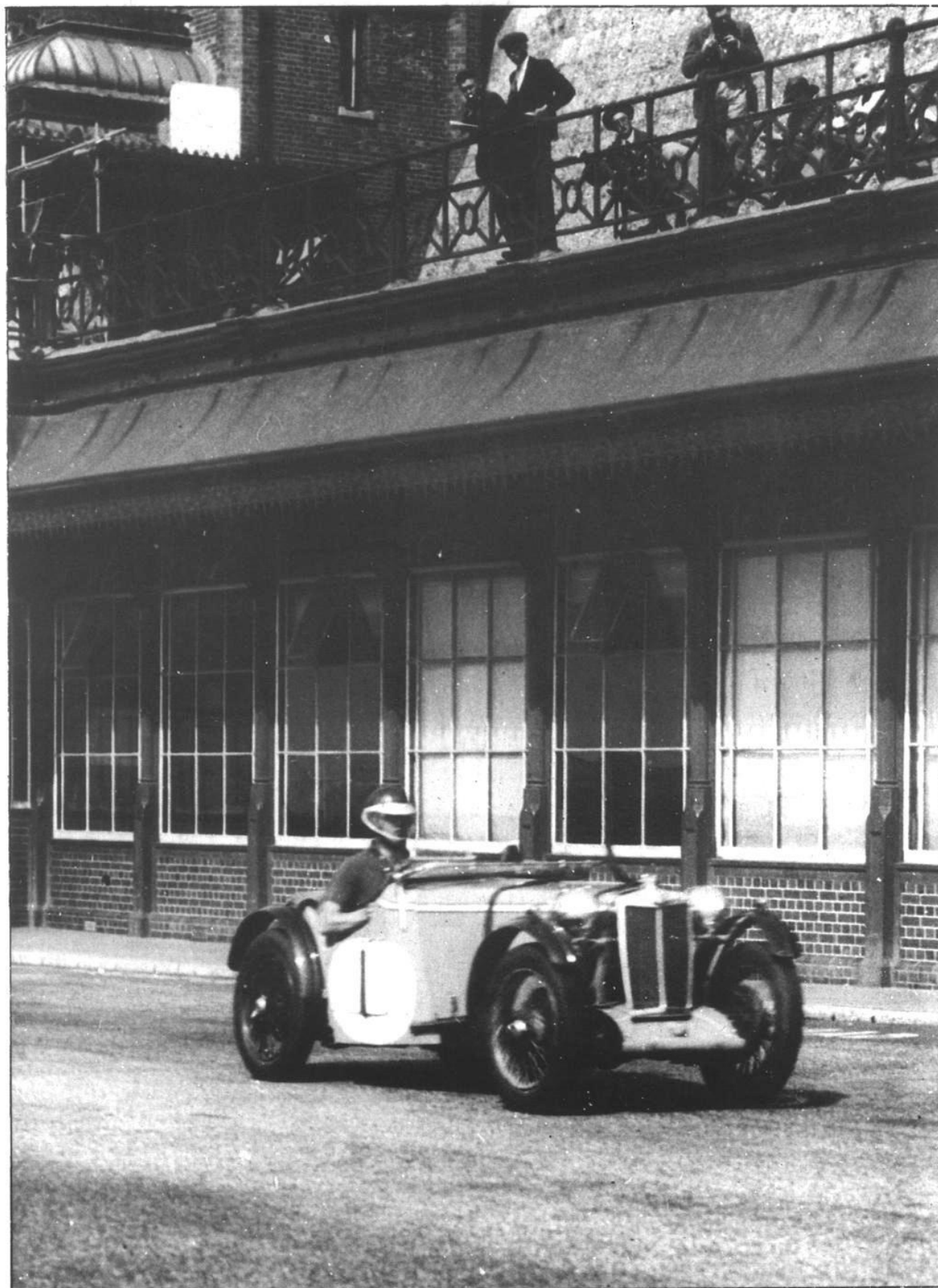


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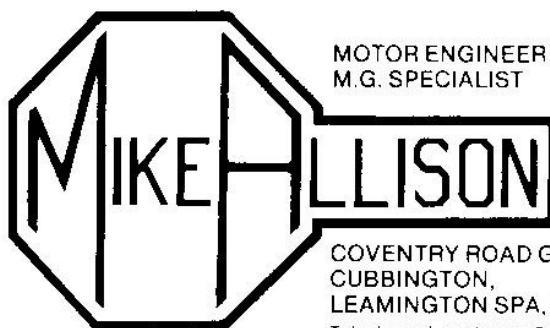
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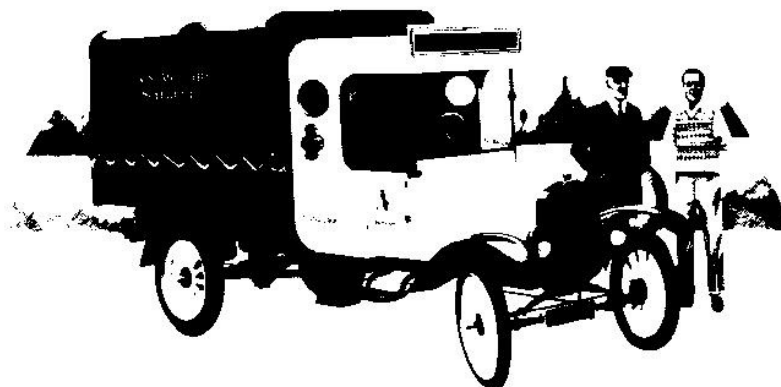
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### Triple M Committee

Chairman: Mike Allison, 197 Rugby Road, Cubbington, Leamington Spa, Warwickshire.

Hon. Secretary: Andrew Smith, 5 Peters Close, Prestwood, Great Missenden, Buckinghamshire.

Hon. Treasurer: David Smith, 8 Farm Road, Sevenoaks, Kent TN14 5BL.

Competition Secretary: John Adams, Lamorna, Recreation Road, Burghfield Common, Berkshire.

Registrar: George Ward, 15 Jessie Close, Yateley, Nr. Camberley, Surrey.

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

Yearbook Editor: Ian Davison, Hawthorn Cottage, Orchards, Munstead Heath, Godalming, Surrey.

Info-Letter Editor: Mike Hawke, 117 Upper Westwood, Bradford on Avon, Wiltshire.

Librarian: Roger Thomas, Kimberley House, 3 Kenmore Close, Kew, Surrey.

Spares Secretary: Nigel Watts, 7 Harefield Estate, Eastern Lane, Cambourne, Cornwall.

### Technical Advisers

M C D F J types: Colin Tieche, 147 Wembley Hill Road, Wembley, Middlesex.

P K L N Q R types: John Kidder, Denville House, Main Road, Cotthorpe, Chesterfield, Derbyshire.

### Area Representatives

Scotland: Mike Hawke, 117 Upper Westwood, Bradford on Avon, Wiltshire.

Ulster: Simon Johnston, 25 Lansdown Gardens, Newtonards, N. Ireland.

Tyne-Tees: Bill Wood, Ham Hall, Scruton, Northallerton, N. Yorkshire.

North West: Ray Masters, 78 Derby Road, Heaton Moor, Stockport, Cheshire.

Midlands: Peter Cranage, 11a New Coventry Road, Sheldon, Birmingham 26.

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South West: Steven Dear, River Farm, Clewer, near Wedmore, Somerset.

Devon and Cornwall: Nigel Watts, 7 Harefield Estate, Eastern Lane, Camborne, Cornwall.

### EDITORIAL

Like many MGCC people, I have spent more time reflecting on 1980 than would normally have been spent on other years. In the present trend towards oligarchy in our club it staggers me to think that of the original 'gang' of half a dozen or so who got together in 1930, there are still those amongst us who have seen that little acorn flourish into the mighty oak it is today and have survived to enjoy the full fifty years of the MGCC. Of these we naturally think first of John Thornley who has spent the whole time in some official capacity or other: even now he continues as our president. I take this opportunity to thank him on behalf of the members of the Triple M Register for all he has done for our club and indeed for our cars in their day. We wish him many more years of prosperity and enjoyment of our activities.

For such an important year in the history of the club, I have to add the personal observation that the major annual awards of the register could not have been distributed in a more satisfactory manner. If the list of winners looks a bit like those attending a Triple M committee meeting then I am sure that is a very healthy sign. My personal award for the best 'new' car would undoubtedly go to Roger Thomas' PA, which along with Bongazoo, a couple of years ago, must have had the most successful coming out anyone could have wished for.

Looking forward to 1981: this must be Mike Allison's year. He is one of the founding fathers of the register and as he says himself, the 21st anniversary is an important date for him. Let us give him all the support we can to make this another memorable Triple M year.

I have had a significantly increased response to my appeals for pictures. There should be at least one photograph printed from each contributor and I am very grateful to them. I look forward to receiving more from members for next year's issue. Please don't forget that any articles would also be very welcome.

In this issue, Patrick Gardner has bravely entered the lists of the continuing debate about replicas. This is part and parcel of the originality and authenticity argument which probably will be going on long after we mere humans have left the scene. In giving individual historic cars and the replicas thereof full coverage in this publication we are ensuring that future generations of enthusiasts will have less difficulty charting their post-war history than the historians had trying to piece together the early years.

### Front cover

*Aubrey Ashton-Rigby and his L. Magna were on their home ground for the Brighton Speed Trials where they were outstandingly successful. This was taken in 1933.*

## Thoughts From Chairman Mike



Normally it is strange to be thinking of summer in the early part of the year, but this is an exception: last summer was relatively cold and wet, this winter has been relatively warm and wet – the nett product of which is that we have not really noticed the change in seasons, and indeed I have driven the NA every month since it returned from being resprayed last May. During the past year I have covered more road miles in the car than at any time since 1974. Unfortunately my competitive appearances were limited severely by a distinct liking of the engine to run on 5 cylinders, due I suspect to broken piston rings. This, in turn, leads to a free and liberal spreading of precious 'R' around the country if more than 4,000 rpm is sustained. The planned engine rebuild is now well underway but was hampered by small hold-ups such as cracked block, crank and bell housing. All being well 1981 should see it run properly again... but I haven't looked at the cylinder head yet – incidentally all these parts are original to the car.

On the less personal front, my enforced reduction in competitive outings has meant that I have been able to talk more with members at meetings and find out something of the enthusiasm which is still present – indeed even increasing. I continue to be amazed at the ever improving standard of presentation of cars, itself a measure of the enthusiasm, time and loving care lavished on them. The actual competitive scene will be covered elsewhere so I will not go into that, except to say that I hope that even more will be encouraged by example to have a go!

1980 was the Club Jubilee Year and very successful it was too, full marks to Jack Armstrong and his committee and to all the other organisers for providing such a splendid array of events for our participation. 1980 was also a year of change, the Club itself undergoing a complete metamorphosis from which it is now emerging with a new spirit guiding it from the top.

During the year I think you will agree that we witnessed the production of a first class Year Book, and our thanks to Ian Davison and Martin Warner for their efforts in its production.

Latterly, the Infoletter is now produced in completely readable form by us all. I was mildly rebuked for words I said at the Cheddar Dinner, when I criticised the previous production. Believe me, no one knows better than I how much effort goes into any aspect of the Register – but I do believe that if any part is below desirable standard then we should seek to improve – not make excuses: this is a policy which I intend to exercise in the future – but I will not criticise the *people* who do the work, any more than I did at Cheddar: I thank everyone wholeheartedly who contributes to the running of the Register: but there is nothing which cannot be done better.....

One of the problems we face for 1981 is the ubiquitous one of finance. For the past three years we have virtually put all the MMM income from the Club into the Year Book and Infoletter and run the Register from the pockets of the committee.

I think everyone will agree that the Year Book is a first class publication which ought to be continued and this we hope to do, but we are asking for your help in its production. To this end we have put a price on its cover, which is what we are charging non-members of the Register, but if you would care to contribute this amount (or any other) it will be gratefully received.

Infoletter will continue to be 'free' and we are hoping to have it circulated with Safety Fast to all MMM members by the end of this year if the Club Computer can be suitably trained!

Income from other sources will be sought, we will retain that from sales of the MMM Library and we are planning a parts autojumble during the year from which a commission will be taken. If you have other ideas, please come forward and make your suggestions. The bald fact of the matter is that costs in excess of £1,000 per year to run the Register, and our 'income' from the Club is 60% of that!

Of course the big thing for 1981 is what we have required every year since 1961: more active participation, whether racing, sprinting, concouraging – or just driving your o.h.c. M.G. Sports Cars are made for using – so let's see more of them in the coming year.

1982 is to be the Register's 21st year of existence, and we are planning a special series of events for then, so whatever else you do please have your rebuild finished.

In the meantime, all the best for 1981 – see you at some of the meetings.

Mike Allison



Irving Bramson taking part in a driving test meeting at Abingdon in 1964. (The late W. Freeman)

## MMM Register – Competition Activities 1980

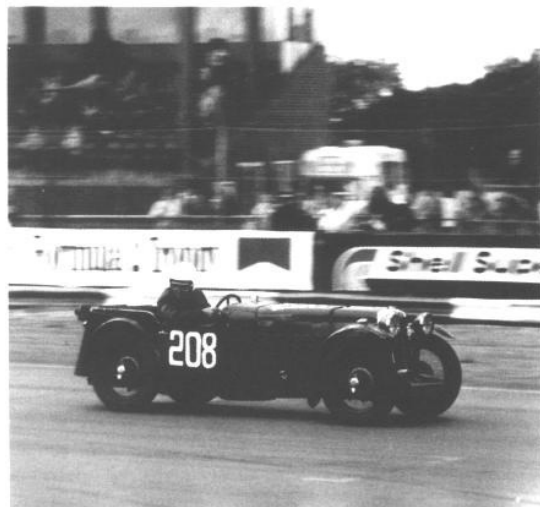
John Adams

Once again, this report is an incomplete and arbitrary summary, but does record a few of the highlights and generally sets the scene on another passing year.

The Jubilee Year started with a fitting flurry of Trials activity. The MCC Exeter Trial on 11/12 January saw Ian Davison's 'PA' coming home with a Second Class Award and a very sick engine and Barry Smith's unblown 'PB' also with a Second. Barry failed only by over-running the re-start box at Bovey Woods almost at the finish, probably as a result of driver fatigue after a night and day at the wheel. Ian climbed all the hills but finished late.

The MGCC Salisbury Trial on 30 March seemed a good opportunity for a testing ground for the Land's End Trial the following weekend, and 5 MMM cars turned up, Ian Davison's 'PA', John Adams' 'PA', Steve Dear's 'PA' and George Ward's K1, finishing in that order. Allan Grassam's 'PB' arrived with its Centric blower seized, but Steve Dear and his famous hammer soon had the car in action again. Generally this was a good event and interesting in that the entire Triple M entry was supercharged.

On Good Friday the following week, a total of 328 assorted vehicles assembled for the Land's End Trial, including 7 MMM cars. The verdict seemed to be that the event was the best for many years, blessed with fine weather, some new hills and few delays. Some hills seemed a little easier than usual, such as Beggar's Roost and Darracott, and this must encourage the trend back to plain tyres. The one hill which sorted the men from the boys was Crackington, which was in fine condition and stopped the majority of the entry. Best MMM man was undoubtedly Allan Grassam, who made a clean climb on 4.50 x 19 plain tyres on his way to a First Class Award. Firsts were also won by Barry Smith in his unblown 'PB' running on Town and Country 6.00 x 16 tyres for which the regulations require a re-start mid-way on Crackington, and also by Paul Fletcher's 'PB' who was using modern 5.50 x 16 radials which give good grip, but are officially classified as plain and a re-start is not therefore required. Ian Davison and John Adams, both with 'PA's on plain tyres, failed only on Crackington to record Second Class Awards. Nick Dean in his fine 'L2'



*There must be a good cartoon speech bubble here as Steve Dear wins the Jubilee Mary Harris Trophy.  
(P. Hubbard)*



*Sid Beer brought an R type to a circuit for the first time in 25 years but did not have a trouble free day. (P. Hubbard)*

and Patrick Gardner in the ex-Haden 'PA' were both making their trials debut, and both cars finished on the Saturday evening with only minor troubles en-route, although both missed out some sections to keep up to time. Steve Dear's 'PA' was an unfortunate non-starter with a fractured hydraulic brake pipe shortly before the start. Perhaps the only other tragedy of the weekend occurred when the MMM contingent arrived en masse at the weekend accommodation in Newquay—innocently arranged by your Competition Secretary—only to discover that it was a Temperance Hotel! Keepers of statistics might like to note that Nick Dean's L2 recorded 750 miles over the weekend at an average of 29 mpg.

The following weekend saw the VSCC Wessex Trial, with Steve Dear and Ian Davison entered in their 'PA's. Steve's car now had brakes once again, and went well to a First Class Award and Third overall. Ian Davison's car had suffered head gasket troubles on the way home from Cornwall the previous weekend, but with these overcome the car went well to a Second Class Award. It was interesting to see that the overall winner in the Wessex was the Austin 7 of Barry Clarke, despite having broken the crankshaft the previous weekend in the Land's End. Perhaps he keeps a stock of spare engines ready for the purpose!

The highlight of the year was the annual MG Silverstone Festival, held this year on 21/22 June as part of the week-long Jubilee celebration. The MMM race has often produced strange results in the past, due to the extreme difficulty in handicapping such varied and unpredictable cars as ours. In 1980, a change in the procedure for handicapping was adopted when I volunteered to assist the Handicapper. Since the handicap system is the heart of our racing system, a dissertation on the subject might be of interest.

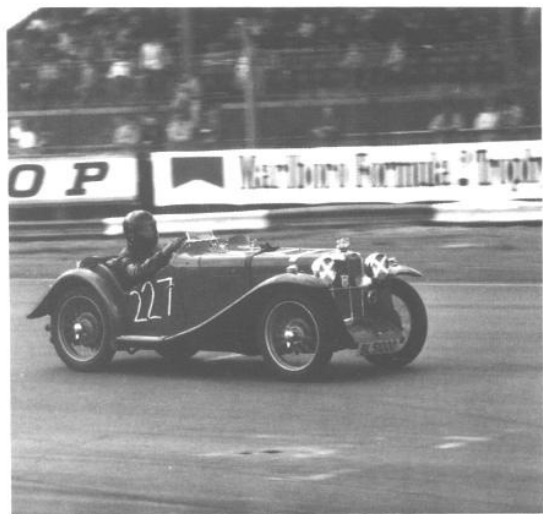
The official RAC Handicapper for our events is Robin Birchall, who has been in this role for 11 years with two years as Trainee before that. You may not know him, but if your car has been active in this time, you can be sure that Robin knows you! Robin keeps records and statistics with zeal, and for each car maintains in an index system a card which is updated at every event to show the best mean lap times as recorded by the official RAC Timekeeper. The cards also record the car's specification at each meeting, and Robin invariably prowls the paddock before practice to spy out any undisclosed superchargers or monoposto bodies! He has also formulated conversion factors for our cars between different circuits and Hill Climbs so that a time from

any one can be applied to any other. As a result, he can with a fair degree of accuracy predict the lap times of the majority of cars which are likely to enter.

Unfortunately, there are snags, and this is where the Register comes in! How can the Handicapper with only statistics to help him find out about a hitherto unreliable car which has recently found form? Or a known car with a demon tweak? Or, of course, a completely new car or driver? This year, therefore, Robin produced his draft handicaps as soon as the entry list closed, and we then got together to consider each car again in the light of Register information, gossip, personal knowledge or other sources outside the scope of Robin's statistics.

The entry for the MMM race comprised 19 cars, most unfortunately made up to a full grid with a motley collection of pre-1940 class A and class B 'T' types. The MMM entry included such well-known and predictable cars as Mike Hawke's 'J2', Mike Allison's 'NA', John Wilkinson's 'J2', Martin Warner's 'KN', Patrick Gardners's 'J4' replica, and Tony Miles 'PB', all of which seemed to pose no great threat to the Handicapper. Some, like Tim Hunt's 'PA' Bongazoo, Len Bull's 'J2' and George Ward's 'K1' were thought to be on improving form, and handicapped accordingly. Others, like Andrew Smith's 'PB' were expected to be slower than previous form. Slight grey areas surrounded Peter Warne's new 'K3' '1934 replica', assumed to be capable of similar times for his previous car, and Steve Dear's 'F1' with only one previous known race time. Syd Beer had entered the Monkhouse 'K3' and Bob Jones the J.H.T. Smith 'K3', both known to be capable in theory of 1m.15 secs or better, but on recent form not expected to come anywhere near to this, and handicapped accordingly. An apparently new car was the 'J2' of Peter Gregory but research showed this to be the ex-Dermot Reynolds Centric-Blown 'P'-engined special raced so successfully some years ago. A completely unknown car – and very welcome at that – was the 'J2' of Per Gjerdrum from Norway. The car was entered as standard, although known to have had the engine assembled by Colin Tieche, and in a case like this the handicap is based on expected novice time with any guesswork erring on the kind side.

In all this, the fairness of Robin was impressive, and certainly dispelled many rumours. For example, he does not expect all standard 'J2's' to be as quick as Len Bull!



*Per Gjerdrum in his J2 at Silverstone. (P. Hubbard)*



*Peter Granage destined for another mid-field finish at the VSCC April Silverstone. (I. Davison)*

Nor a well known car to be as quick if taken over by another driver. He is quite prepared to accept that a car might become slower than previously, perhaps due to a reversion towards more original specification, or that a single very quick lap time might be an isolated freak unlikely to be maintained for a whole race. There are several MMM drivers in this last category, who could therefore stand a good chance of winning if only they improve their consistency. On the other hand, Robin will not be fooled by a slow procession in practice, as is often suggested!

Between the two of us, the handicap was adjusted and agreed, and the great day arrived. The rain came too – another problem for the handicapper neatly countered by another conversion factor.

A quick walk around the paddock before practice gave an opportunity to see the unknown cars like Per Gjerdrum's 'J2' which was beautifully presented, and also to see that Syd Beer had arrived, not with the 'K3', but with an 'R' type! No 'R' type has finished a race in 30 years or more, and although in theory the ultimate M.G. racing car, in practice it was expected that teething troubles would be encountered. A cautiously lenient handicap was fixed accordingly.

Before practice, Peter Gregory's 'J' special retired with a broken clutch finger, and Bob Jones' 'K3' with piston trouble. Practice was wet and gave little opportunity to the handicapper to draw any conclusions, although Syd Beer was clearly in difficulties handling the 'R' type and the handicap was eased yet further to still give him a chance.

Before the actual MMM race, the High Speed Trials and Pre-1955 Race contained some MMM machinery, but often the Handicapper's day is so busy that there is no time to analyse results and make adjustments to following races. On this occasion, however, no chance was to be missed, and a hurried conference took place before fixing the final handicap. Both Tim Hunt's 'Bongazoo' and Peter Warne's 'K3' replica driven by John Wilkinson were seen to have found more speed, whilst Syd Beer was still in trouble with the 'R' type.

At long last the great moment arrived, beyond the point of no return, when the Handicapper translates all



the calculations into a final handicap and grid position. With the cars lined up on the grid, there is probably no-one more totally involved with the progress of the race as the Handicapper, and this is certainly true of Robin.

First to be flagged away was Per Gjerdrum's 'J2' with 1 lap + 105 sec. start on scratch man Glyn Guisti's 'TB'. In between, pairs of cars which proved exactly matched included Peter Warne's 'K3' replica and Mike Allison's 'NA', from the 65 sec. mark, and Andrew Smith and Martin Warner's 'KN' on 1 lap + 35 sec. Both pairs delighted the Handicapper by fighting neck and neck throughout, eventually finishing little more than 1 second apart. Mike Hawke's 'J2' sounded sick as he left from the 1 lap + 20 sec mark, and so it stayed for about 2 laps. Then as he passed the pits on lap 2 he discovered that the petrol tap had mysteriously turned itself half-way off in the paddock, and thereafter all went well.

By the third lap a pattern was emerging, with the field noticeably closing up, and only about four cars lapping at more than 1 second outside their predicted times. Per Gjerdrum recorded a best lap of 1.56.4, about 2 secs better than expected, whilst Tim Hunt recorded 1.29.4, also about 2 secs up on prediction. Steve Dear's 'F1' was one of the slower cars in the race, but a best lap of 1.44.7 was about 4 secs better than his previous time. At the end of lap 4, the 'F1' and the Scandinavian 'J2' were in the lead, but with the rest of the field in a closing pack behind. By the end of the lap, almost the entire field bunched together most excitingly on the back straight, with Tim Hunt and Patrick Gardner's 'J4' replica leading the quicker cars to contest third position. Steve Dear, still in the lead at the approach to Woodcote, could see in his mirror the seething pack closing behind him, but managed to maintain a slender lead to take the chequered flag. Per Gjerdrum had become suddenly engulfed, Tim Hunt slipping by just before Woodcote to gain second place. Patrick Gardner just failed to catch the Gjerdrum 'J2' but did succeed in scrambling past Len Bull's 'J2' to finish a mere 0.3 seconds ahead. The rest of the field followed in close formation, the only cars



Robin Smith at the VSCC driving tests at Thorpe.  
(I. Davison).



Pat Green taking his NE Magnette round the pole at Thorpe. (I. Davison)

who had 'lost touch' being the 'J2's' of Mike Hewson and poor Mike Hawke.

The outcome of the race appears to have been judged a success by all observers and it is hoped that this insight into the mysteries of the handicap system will encourage more new faces to have a go.

At the MGCC Brands Hatch meeting on 14 September, four brave MMM drivers were mixed in with a 10-lap 'T' type scratch race, and encountered an aggressive and professional style of driving not usual in the gentlemanly world of MMM. John Wilkinson 'J2', and George Ward 'K1' spent their time keeping out of everybody's way to finish last, but 1st and 3rd on sealed handicap. Patrick Gardner, 'J4' replica, and Peter Warne, 'K3' replica, mixed in with the 'T's and in a close race finished under ½ sec apart, placed 2nd and 3rd on sealed handicap.

The annual Wiscombe Hill Climb on 20 September had a smaller entry than previous years but a good day's sport nevertheless. Len Bull's 'J2' was again on top form, to give him his customary win in the unblown class in the excellent time of 61.8 secs beating several blown cars in the process. Times in the blown class were down on previous years, and Patrick Gardner was able to retain 1st place for the second year with a relaxed 59.4 secs.

In the MCC Edinburgh Trial on 4 October, Barry Smith in his 'PB' once again had the frustration of running faultlessly all day, only to fail at one re-start, this time at New Tunstead. No MMM car has won a 'Triple' in MCC Trials since the War, but Barry certainly deserves it for 1981!

Apart from the deserved bouquet to that MMM institution, Mike Hawke and his 'J2', a special mention is justified for several MMM cars. The 'K1' of George Ward achieved reliability and speed in 1980 after several years in the doldrums, yet still remained a sober and very original car for family outings and daily use. Len Bull's 'J2' just gets quicker and quicker, and although probably lighter and less original, than, say, Mike Hawke's 'J2', a best Silverstone lap time of 1.35.7 is food for thought. And finally, Peter Cranage's 'N' Magnette: This car does not have a mention elsewhere simply because it had not won or been placed for years! Yet, in 1980, he entered 11 events, always finished in good form, consistently lapped Silverstone within a second of 1.23, but is so predictably reliable that the handicapper can place him in mid-field at the finish every single time.

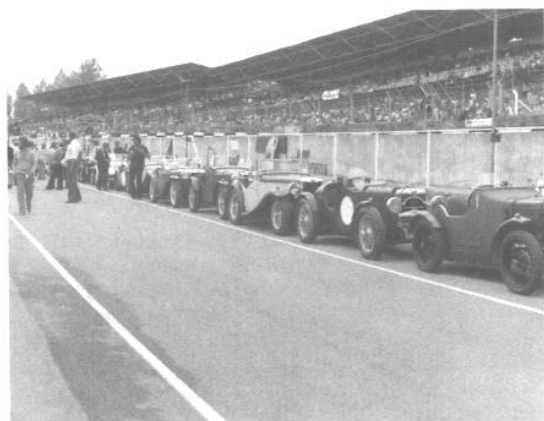
Yet he'll be back in 1981 to enjoy his sport all over again, and that is really what it's all about!

## 1980 Social Events

Tony Roodhouse

Those who seek their pleasures from the non-sporting gatherings of the club were particularly well catered for in Jubilee year, for reasons which I cannot now remember, my own outings were limited to Silverstone, Rookscross, Cheddar and Brands Hatch. I am therefore indebted to various worthies who were able to fill in these gaps and thereby give you a wider cross-section of opinion.

fortunate enough to be able to participate in the Dutch centre weekend in May, a three day event held in the beautiful surroundings of the Papendal International Sports complex near Arnhem. This was the PA's first outing after a six year rebuild and there were only 60 miles on the clock as the trip started. Roger was



*The line-up of MGs for the parade at the British Grand Prix at Brands Hatch. (P. Green)*

perhaps lucky only to suffer some head gasket trouble and a puncture in the 900 mile trip; but first place in the concours and third place in the road rally were an excellent reward for his efforts. The event was well attended by various P & J types from local owners and in particular by Henk Boerboom's F1 which was second in the concours and by Flip Scholen's well known M type. The weather was good, the organisation was first class and there was a good mix of junketing and serious competition – what more can you want?

The Silverstone meeting was a disappointment for me. The rain fortunately held off on the Sunday but the sheer mass of humanity made everything rather impersonal. The concours was well supported but if like me you had to hang around all morning waiting to be 'done' and thereby missed seeing most of the driving tests you will perhaps understand my feelings. This was certainly a case where big was not particularly beautiful. The quality of the cars participating was out-

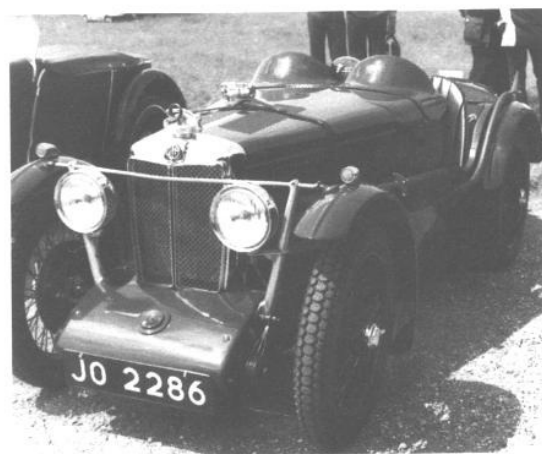


*Peter Green helping Gerhard Maier to celebrate the appearance of his ND at Silverstone. (P. Green)*

standing—how could you choose between Barrie Dean's PA, Gerhard Maier's ND and Colin Tieche's C type which the judges placed in that order. Others who usually reckon to be in the running had to retreat in the face of this competition.

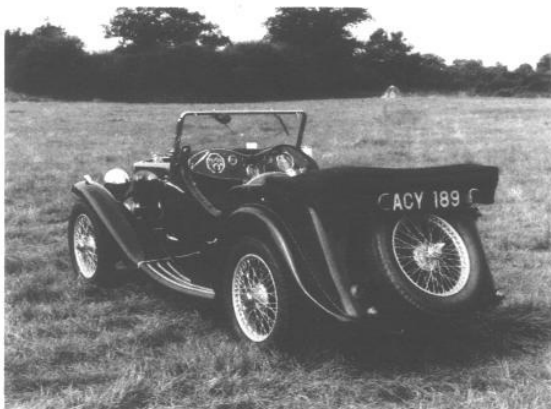
Rookscross was the absolute opposite to Silverstone—it poured with rain but the numbers were manageable and the atmosphere was far far better; it seems so unkind of the weather to have discriminated yet again against this gathering. Roger Thomas' PA was back on the road for the second time in six years after piston problems had been overcome and he walked away with the honours—something he did with almost regular monotony for the whole summer. There was a barbecue in the evening but the weather prevented the meeting from being the real success it always deserves to be.

Beaulieu weather made up for Rookscross however, and the triple M turnout was the best for years with unaccustomed appearances from the Ward's K1 and



*Another 'New' car this year was Colin Tieche's C type seen here at Silverstone. (P. Long)*



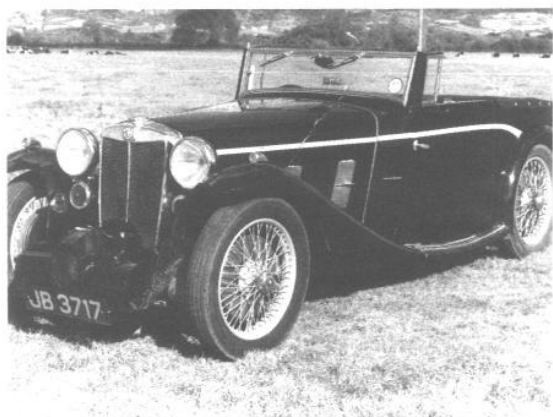


*R. Croker's NB which successfully took part in the concours at both Egerton and Brands Hatch but sadly is not yet on the register. (I. Davison)*

Patrick Gardners J4 replica. Again the Thomas PA took first place in the concours ahead of the newly completed PA of Des Roberts and Eddie Kirkland's black PA 4 seater. Ralph Bateman's J2 won the driving tests with Roger Thomas getting second place and Peter Long third place to prove that beautiful cars can actually perform the function they were really designed for.

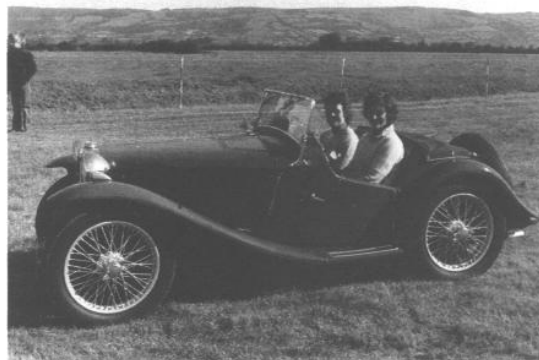
A fortnight afterwards the Wealden weekend was supported by Nick Dean and Roger Thomas. Roger was victorious yet again, but Nick Dean suffered gearbox problems which halted his progress. This event also produced a glorious green NB four seater which was second and which at the subsequent Brands Hatch meeting reversed the position to beat the PA. However Keith Portsmore's M type beat them both. The weather at Brands Hatch was super, the racing was really entertaining and the drive round the track by the concours entrants a new experience for many.

*The special K1 built for Cecil Kimber and now owned by Peter Warne appeared at Cheddar. (P. Long)*



Cheddar was the success one has come to expect with the weather, the surroundings and the occasion all coming up trumps. The cross-section of cars was excellent with M, C, D, J2, F1, PA, PA airline, PB, L2, K1, the Kimber car, NA, NB, ND and NE all on view. The reliability of the Kimber car which had overheating problems and the C type replica of Patrick Gardner which had mechanical problems was perhaps surprising but the competence with which bevel gears were changed and rechanged before a real expert diagnosed a loose flywheel as the real culprit was most impressive. The driving tests were once again the usual collection of mind bending monstrosities and Peter Green who won his class of the tests and the overall concours was a further demonstration that the concours brigade are not the bunch of softies some would have you believe.

It was unfortunate that the Cheddar weekend clashed with the commemorative meeting at the Roebuck, Stevenage, where the inaugural meeting of the MGCC was held on 12th October 1930. Founder members John Thornley and Harold Hastings were present and the



*First Ladies Ann Allison and Lyn Smith in Andrew's PB at Cheddar. (I. Davison)*

MMM Register was well represented despite the many cars away at Cheddar. Roger Thomas received the car of the meeting award and Len Goff's 4 seater NB won the MMM class ahead of Peter Bentley's Zoller blown PA. Roger said his decision to go to Stevenage rather than Cheddar was not based on the thought that the competition would be easier there but he made some excuse about his wife being pregnant – I can't understand the fuss because baby Rebecca didn't arrive for another day and a half – some people just can't get their priorities right, can they.

During the year triple M cars were prominent at the British Grand Prix at Brands Hatch where Carlos Reutemann was paraded round the track in Peter Green's ND. Nelson Picquet appeared in Pat Green's NE and Alan Jones in Peter Green's K3. Jacques Lafitte circulated in an M type. I'm not sure whether this was for the Formula 1 men's benefit or a Green clan advertising stunt.

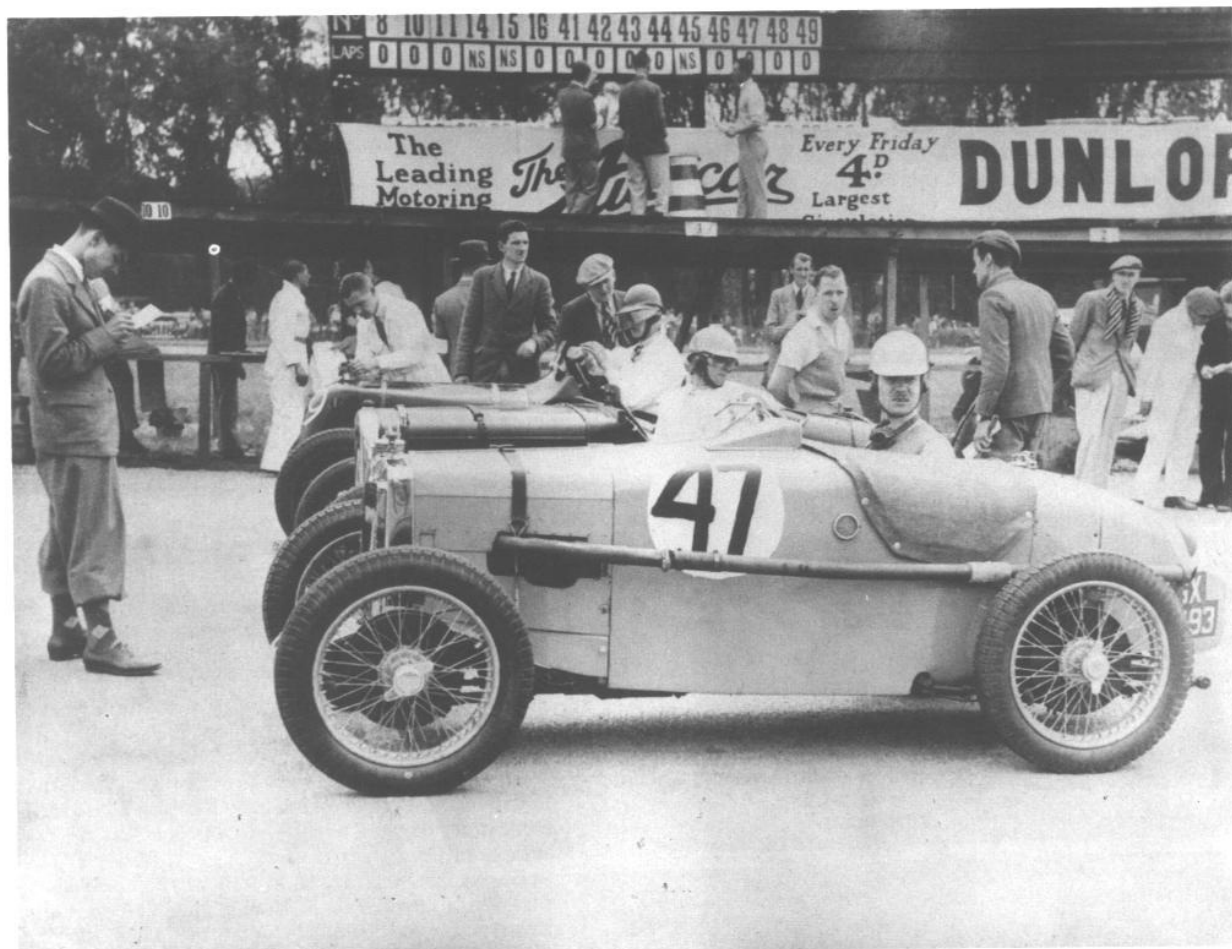
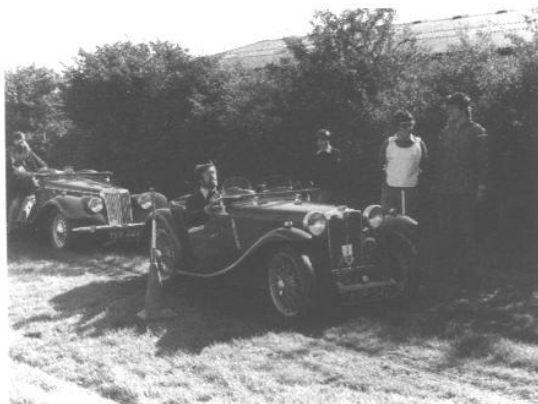
1980 was characterised by the wealth of rebuilt cars which reappeared on the scene, both on the track and on the road and I hope that in 1981 we see the trend maintained so that we are all able to share the pleasure

these cars provide. I am sure you would all like to join me in thanking the organisers of the events for their efforts and say how much we are looking forward to them again this year.

*The Bayne-Powell family doing something complicated at Cheddar in their 14/40. (I. Davison)*



*Derek Moore and friends at Cheddar. (I. Davison)*



*D. S. Handley, C type, Ken Wharton, Austin and N. J. Else, C type, on the grid for a five lap handicap at Donington Park in 1935. (Dr. M. Handley)*

# From your Scottish Correspondent

Mike Hawke

**'I considered I was mighty lucky to get such a lengthy run in Scotland without rain.....'**

*Henry Sturme, The Autocar, 1898.*

When Ian persuaded me to give a run-down on MMM activities in Scotland, as soon as I engaged brain two difficulties became apparent. First, one must not repeat the content of 'Over Hadrian's Wall with an O.H.C.' which appeared in December 1979's Safety Fast. Second, when discussing the sporting scene, the story must not deteriorate into a catalogue of DG 5405's efforts.

It must be emphasised that MMM cars and activities are very thinly spread compared to the South of England. West of a line drawn from Inverness to Loch Lomond there lies a tract of land some 260 miles long from Campbeltown to Thurso and up to 60 miles wide where there is no known MMM car save the rumoured remains of a J2 in the Fort William area. In the whole of Scotland, an area which is comparable to the whole of England, there are between fifty and sixty MMM cars or chassis of which about one third are actually formally recorded in the Register. They can be summarised thus:-

Model	Number Reported	Seen by your Scribe	Definitely a runner	Appeared in events 1979/80	Known to be rebuilding
M	14	7	2	-	4
C	1	1	-	-	-
J1	1	-	-	-	-
J2	16	8	7*	4*	3
J3	2	1	-	-	-
PA	15	5	4	1	4
F	4	1	-	-	-
K	2	1	1	1	-
L	1	-	1	-	-
N	2	-	-	-	-
Totals	58	24	15*	6*	11

\*Includes Brian and Marion Hopkins' Ford-engined J2 which suffered a major engine blow-up in mid-1980.

Even my own J2, garaged very centrally just north of Glasgow at Drymen, has a round-trip of over 100 miles to attend any M.G.C.C. event in the Edinburgh area and up to 200 miles if the venue is on the far side of the capital such as at Crookstown. MMM cars in Scotland have to put in a number of miles if they are to take an active part in the motoring scene.

Scottish motor sport available to the MMM owner can be divided into three scenes, the M.G. Car Club, the speed scene and the old car scene. MMM machinery has played a small part in each of these in the past two years.

The M.G. Car Club tries to encourage elderly M.G.s to take part in its events. Except for its sprints (of which more later) there is always a class for pre-1955 M.G.s in their events and, what is more, the entry fee for this class is always a mere £1. They also present an annual trophy to the most successful square-rigger M.G., the Miranda Trophy. Despite this encouragement, response is thin. My own J2 has been a frequent entrant in auto-tests and trials. Opposition in the Pre-1955 Class has come mainly from Brian and Marion Hopkins, double entered in their Ford-engined J2. Where we have thus made a class of three we have been spared the ignominy of



*Bill Bates' PA which graces the roads around Pitlochry, and, presumably, gives Ric Knight inspiration to keep going.*

amalgamation with another class and a spirited scrap for class honours has always resulted. Graham Runcieman had made the occasional appearance in his Vauxhall-engined J2 and, between us, we have effectively seen off any T-type opposition. Graham has a proper-engined J2 under rebuild and a J2 engine in bits for his running car. Also, after his mid-1980 engine blow-up, Brian has persuaded John Goodacre to build him a good J2 engine from his (Brian's) stock of parts. Thus, we might see two more proper J2s competing in the not-too-distant future. Where amalgamation with another class has been the fate of an under-subscribed Pre-1955 class we have found ourselves in with Midgets, MGBS or Minis on different occasions. On grass, including the two Babbdown-style events at Bonaly, the 'hosts' have found that they have an embarrassingly competitive cuckoo in the nest. On tarmac, modern acceleration and hand-brake-turnability have made the chase rather hopeless.

And so to the speed scene. The Grampian T.V. Scottish Hill Climb Championship is a series held over a number of hills, Strathclyde Park, Doune, Rumster and Fintray House. The Esso Scottish Sprint Championship stays at one venue, Ingliston in 1979 and Knockhill in 1980 and comprises seven events of which the M.G.C.C. organises two. There is a class for 'Pre-War Road Going Cars' in each and this is kept going by championship entries from John Barker (TD-engined TA), Bill Jardine (TA), Brian Hopkins and Tom Donald (T.T. Replica Frazer Nashes), Laidlaw (Lagonda Rapier), Marion Hopkins and myself (J2s), and Bob Flockhart and David Hill (Austin Seven



*How every MMM car in Scotland should be; complete and ready to run.*

65 and Nippy). Because they enter nearly every event and have two of the faster cars in the class, John and Brian tend to dominate the scene. However, in 1980, from three starts DG 5405 managed two seconds and one third place in class and got tantalisingly close to the times of modern Midgets and things at Knockhill. As there is a quite steep uphill exit from a hairpin bend on this circuit where an unblown J2 loses seemingly hours from lack of power, the inference must be that a blown P or J type would see off any pre-war opposition and a lot of post-war stuff too on this tight little circuit.

Third we have the old car scene. There are a large number of clubs in Scotland whose interest lies in old vehicles. Between them these provide a series of events throughout the summer from Dumfries in the south to Caithness in the north. Normally the recipe for these events is a timed road route and/or a concours. My J2 has managed to fit in only one such event, the Royal Scottish Automobile Club's 1979 Rally, and there is an earnest intention to try a few more of them in 1981. However, the MMM flag is kept in sight in these events by Ron Yate and his PA and Mike Waggott in his K2. Ron has owned his PA since 1940 and is the senior Scottish MMM Representative. In 1979 Ian Campbell's J2 appeared at the S.V.V.C.'s Glamis Rally. Since Mike Cowie bought this car we have not had the pleasure of seeing it at an event although it did spend the summer months of 1980 on display in a Glasgow motor showroom.

Yes, that S.V.V.C. was not a misprint, it stands for Strathmore Vintage Vehicle Club which keeps the old car scene very active in a wide area around Forfar.

Other MMM cars which are in running order but, so far as I am aware, have not taken part in any events, include the Myreton Motor Museum's M type, another M type (manx-tailed) in Barrhill, Simon Frazer's J2 from Perth, the Earl of Moray's J2 in the Doune Museum, Stan d'Arcy's PB-engined J2 at Arbrogath, Bill Bates' PA from Pitlochry, Herbert Proctor's PA at Blairgowrie, Sandy Murdoch's L2 in Edinburgh and last but not least Ann Miles' PA from Banchory. Ann's car has been in the family since it was less than a year old and has a mere 68,000 miles on the clock. It would be nice to see

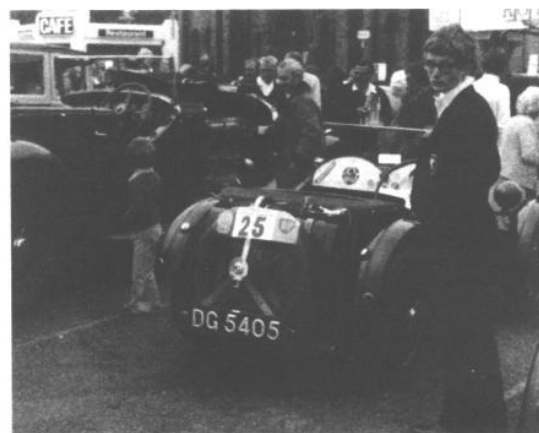
some of these cars making public appearances at some of these semi-social gatherings for some are quite smart and should do their bit towards reminding the motoring world that there are o.h.c. M.G.s in running order in Scotland. Perhaps someone will act as a leader and get all of them to the same rally in 1981.

It would be nice to report that lots of other machines were about to join the ranks of those running cars already mentioned. This is not so. Several rebuilds are in progress and some are well advanced but the roads of Scotland are not likely to be graced with an influx of MMM machinery in the near future. In Aberdeen, John Inglis is well on with his M type while his chum Russell Elrick is in the early stages of his M type rebuild and I am told that Peter Yates' M type makes slow progress. In Glasgow, young Colin Murray is assembling his M type engine but he still has a whole body to build. I have not seen James Jack's J2 at Ratho but reports indicate that he is far from complete while William Sanderson at Kilsyth is in the very early stages and needs a J2 engine. In fact I calculate that up to six two-bearing blocks are needed in Scotland. Throughout 1979 Donald Frazer threatened to finish his PA rebuild and challenge me for the Miranda Trophy in 1980. 1981 perhaps? Ric Knight makes steady progress on his PA at Butterstone Loch and John Savelli at Falkirk appears to be restoring two PAs at once. I get conflicting reports of the efforts being made by Doug Tuck (PA), William Thomson (PA) and Alan Aaron (PA).

That leaves nearly thirty cars not yet mentioned in despatches. Some of these, like Thomas Mann's J2 and George Alexander's F, are complete and give the impression that a few weeks' hard work could get them on the road. Some, like Bob Dickies' C and J3, are in a million pieces. So far as I am aware no efforts are being made to make these cars run.

I am continually hearing of 'new' MMM cars in Scotland. As I write, the score for the past week has been Robert Dixon's J2 in Dumfries (details awaited); Joe Brown of Killearn (who already has a J2) is busy negotiating for a brace of M types and an F Magna to add to his stock of future work; Ian Campbell who must have regretted parting with his J2 to Mike Cowie, has obtained another J2 for restoration and, finally, I have a line on an F type in Glasgow. Six cars in a week is well above par for the course and that F might not turn out to be a genuine lead. Even so, one is tempted to ask, 'How many more?'

*Bags of publicity on the R.S.A.C. Rally. The lunch stop at Largs having just chased that 8-litre Bentley down the M8.*







*"Car of the Year" 1972, 1979 and 1980 and driver  
Mike Harske.*

## The M.G. Car Club Vintage Register

The Vintage Register has existed for 21 years and caters for the interests of 14/40 and 18/80 M.G.s and their derivatives. It was the example of the Vintage Register which supplied some of the initial enthusiasm for the formation of MMM and we have always worked in close collaboration.

Since its formation contact has been maintained between members but now that postage and other charges are soaring, it has become necessary for traditional links between the two Registers to be strengthened. Nothing outwardly will change, but the Vintage Register Chairman will be invited to attend MMM Committee Meetings and finance of the Vintage Register will be through a joint budget. We hope that members of the VR will enjoy the MMM publications and perhaps will even contribute to their content.

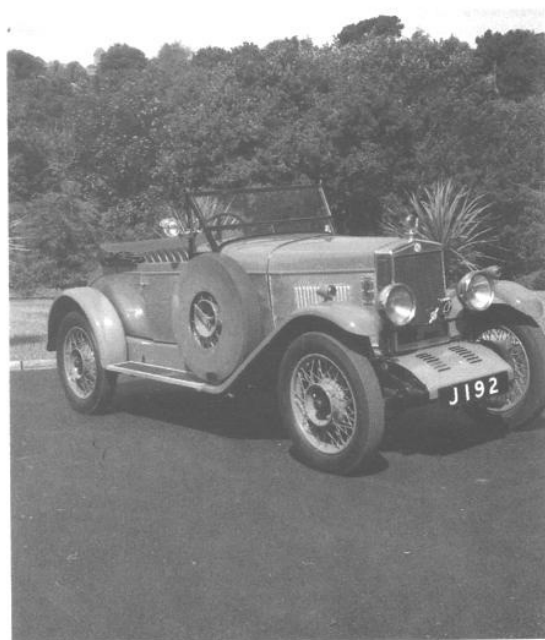
M.F.L.A.

## Vintage Notes

Phil Jennings

Back in the fifties the Quindecimal Register was running, embracing vintage and MMM cars but by 1960 the vintage register was formed with 14/28, 14/40 and 18/80 as being eligible cars. The first vintage register meeting was held at West Meon, Hampshire, and since then there have been five vintage secretaries not least of which was one time Safety Fast editor Wilson McComb who compiled a great deal of information on the earlier cars.

Our numbers are small in comparison to MMM and later registers but the years previous to 1930 are the basis of this great club and whilst the cars are different in so many ways to anything after 1930 they are unique and provide, not least in their workmanship, a pride which is obvious to any vintage owner.



*The 1927 14/40 of Norman Armstrong in Jersey.*



*The MK11 Carbodies model brought from Ireland by Ron Gammons.*

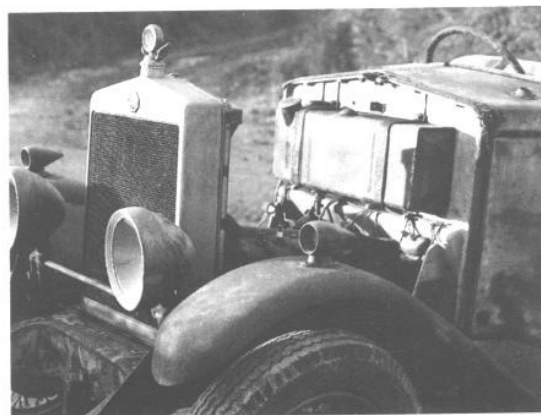
The earlier 14/28 and 14/40 models were basically Morris, the history and development having been detailed in many superb MG books. Within this section some 9 Bullnose MG's and 25 Flatnose are known.

For 18/80 models approximately 50 cars are known but many have changed hands in the past ten years and their whereabouts not confirmed at present. The two 'senior' cars are the 18/100's owned by Chris Barker. A number of 18/100 bodies were built, obviously with the intention of producing more cars but subsequently these bodies were put on MK1 Sports models and a number of these have survived. It is also interesting to see that some of the special bodied 18/80's are still with us and one, a Carlton bodied MKII has just come back from Ireland having been bought by Ron Gammons; so another one saved. Perhaps one of the most majestic special bodied 18/80's is Jim Bowmans 2 seater with semi-boat tail.

Not many of the vintage cars are abroad but there are now two in Europe and Hans Lang's two seater MKII looks superb.

Cars still come to light and a sad 14/40 is now having a rebuild. This was one a fabric saloon, only the scuttle remaining but is complete and will have a face lift over the next few years.

So now the circle has been completed and the vintage register whilst still retaining its individuality within the club has linked up again with MMM. Some MMM owners have vintage cars so the link is there and most important of all is introducing a rarish type of MG to all members within the club, hence the production of this article which would not have been possible under our previous system.



*Phil Jennings '1927 Fabric Saloon'.*



Table for performances

Name	Car	MGCC Silverstone	MGCC Brands Hatch	MGCC Wiscombe	MGCC Goodwood	VSCC Silverstone	VSCC Silverstone	VSCC Cadwell Park	VSCC Oulton Park	VSCC Dorington	VSCC Shekley Walsh	VSCC Prescott
Dear	F1	1.44.7										
Hunt	PA Bongazoo	1.29.4										
Gierdrum	J2	1.56.4										
Gardner	J4 Replica	1.27.9	1.08.3	59.4								
Bull	J2	1.35.7		61.8								
Warne	K3 Replica	1.26.2	1.08.5			1.32.6						57.09
Allison	NA	1.27.1										
Ward	K1	1.32.9	1.13.0	64.4	2.21.2							
Smith A.	PB	1.42.5			2.30.8	1.41.3	2.36.7					59.85
Warner	KN	1.42.3										
Wilkinson	J2	1.36.2	1.11.6	62.0			2.31.2					
Hewson	J2	1.46.8										
Hawke	J2	1.43.5										
Miles	PB	1.30.0										
Wilkinson	K3 Replica	1.27.3										
Bayne-Powell	K3				2.06.7	1.31.6						
Jones	K3					1.31.0						
Dolton	PB											
Granage	N					1.20.8						
Lake	N					1.21.8	1.30.6	1.40.5				52.04
Cooksey	C					1.38.0	1.38.6	2.28.4				65.13
Gregory	J					1.40.0						60.59
Hirst	C/Q									47.3		
Venables	P									47.9		
Gunn	C/Q									52.9		
Easter	P									49.9		
Yeeles	M											59.17
Adams	PA			60.5								56.55
Gunn	P											50.95
McKay	J2			63.1								
Ashton	PA			72.4								
Smith C.	J2			62.5								

SUPERCHARGED



## 48 Years Later...

*The story of the "L" type M.G. Magna that A. Ashton-Rigby, B.E.M. raced successfully at Brooklands 48 years ago, and which may yet race again...*

On 20th June 1933, Mr. Ashton-Rigby of Brighton registered his new two-seater M.G. Magna, ACD. 134. Four days later, Master James Bellamy first saw the light of day—an occurrence that was doubtless of importance to the Bellamy family, but meant nothing to Mr. Ashton-Rigby. The connection came later – much later – when Jim Bellamy became the owner of that same M.G.

In the early months of 1933 the M.G. Car Company had announced their new supercharged racing model, the famous "K3" Magnette, and another 1100cc six-cylinder, the "L" type Magna, which was unsupercharged and very much more of a road car. The two-seater supercharged "K3" cost £795, the two-seater unsupercharged "L2" cost £285, so it is hardly surprising that the Company sold three times as many "L2" Magnas as "K3" Magnettes. Ashton-Rigby was at this time looking for a fast but reliable car which could be driven at its limit without blowing up, and at the same time be capable of further development. The Magna, with its maximum speed of around 75 mph in production form, sounded like the right recipe, and he decided to have one with the optional three-carburettor, magneto-ignition engine (as used on some of the contemporary "K" series models).

He collected the Magna from Abingdon, then drove it down to Devon before returning to Brighton, so that the

engine would be nicely run-in for the car's first race, the B.A.R.C. Inter-Club Meeting at Brooklands in July (in those days the initials stood for *Brooklands* Automobile Racing Club, not British Automobile Racing Club as they do today). Eight teams were entered for the meeting. During practice, Ashton-Rigby was much troubled by a flat spot in the acceleration due to trouble with the three-carburettor induction system, but decided to compete in any case to keep the Brighton and Hove Motor Club team intact. He had no reason to regret the decision, for he won the first race of the day by 25 yards from Anthony Powys-Lybbe's 12/50 Alvis, averaging 78.18 mph for three laps and putting in his fastest lap at 80.89 mph.

The Magna having won its very first race in virtually standard form, Ashton-Rigby felt very confident as he took his place on the starting-grid for the next event, and once again he gained the lead. However, the camshaft drive sheared and that was that. He left the car at the track with Robin Jackson, thus starting a fortuitous but very happy association with that well-known Brooklands tuner and M.G. expert. Jackson did a little heavy breathing on the Magna in preparation for its next race, the Light Car Club's International Relay Race, also at Brooklands.

At first, Jackson concentrated on the chassis, fitting double Hartford shock-absorbers all round and binding the road springs with heavy cord—standard Brooklands practice in those days – while the gear ratio was raised by fitting oversize tyres. No attempt was made to tune the engine extensively, for the Magna was to run as Number 3car with Harvey-Noble's supercharged Salmson and J. H. Freeman's supercharged "J3" Midget.



"L2" Magnas were very much to the fore in the International Relay Race of 1933. The M.G. Car Club had entered a team of three, captained by the then General Secretary, Alan Hess, with Charles Martin and G. W. J. H. Wright. Each car lapped at around 93 mph, each completed its allotted 30 laps, and the M.G. Car Club team won at an average of 88.62 mph. Of the 27 teams which started in the race only nine finished, so the Ashton-Rigby/Harvey-Noble/Freeman team were content to finish eighth at 81.17 mph the privately-entered Magna's best lap being at 86.25mph. The three winning Magnas subsequently won their class and the Manufacturer's Team Prize in the International Alpine Rally, but that is another story.

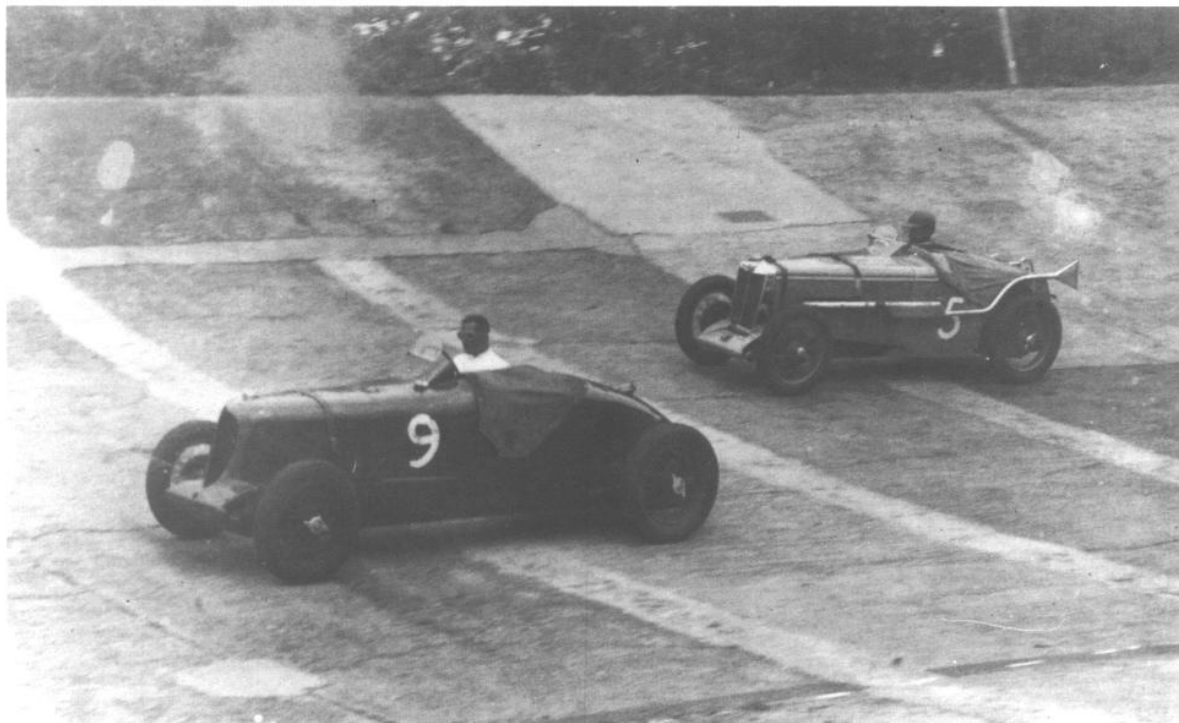
Doubtless impressed by the performance of the works-prepared Magnas, Ashton-Rigby decided that the time had come to indulge in a spot of serious engine tuning. Having in mind the idea that he might later supercharge his car, he asked Martlett of Brooklands to make him a special set of pistons which would give a compression ratio of 9 to 1 (standard compression was 6.4 to 1), but which, having extra-heavy crowns, could be turned down later to reduce the compression ratio for use with the supercharger. In this form the Magna was entered for the August Bank Holiday Meeting at Brooklands and showed its paces right away by lapping at 92.96 mph – just about as fast as the works Magnas had done – to finish the Byfleet Junior Handicap in third place behind Kelway's Midget and Parson's blown Alvis. Later the Magna was entered for an M.C.C. High-Speed Trial. Although it carried a passenger and full road equipment, though it 'lost' a plug and ran on only five cylinders for the last 20 minutes, it completed the hour's run at an average of 78.24 mph. At the same meeting it won the standing-lap scratch race at 74.33 mph.

By the end of the season, Ashton-Rigby's Magna was going better than ever and averaged 91.38 mph in the Woking Junior Long Handicap, taking third place behind H. J. Aldington's Frazer-Nash and Richard Marker's famous "Old Mother Gun", the original 4½-litre Bentley. On this occasion, Ashton-Rigby's fastest lap was at 96.16 mph – a truly impressive speed for an unsupercharged 1100cc car.

Fired by success, Ashton-Rigby planned a most ambitious programme for 1934, including both Le Mans and the Ulster T.T. The M.G. Car Company loaned him a long-range fuel tank and heavy-duty dynamo for Le Mans, but he was due for a disappointment—a recurrence of earlier eye trouble put racing out of the question for many months, and there was no trip to Sarthe for Ashton-Rigby that year. Not until July was he fit enough to race again, so the first 1934 event for the Magna proved to be the International Relay Race. Once again this was an important event for unsupercharged M.G.s, but this time the works cars were brand-new "NE" Magnettes, developed by Abingdon with the Ulster T.T. in mind and using the Relay Race as a full-scale trial of their potentialities. Driven by Margaret Allan, Doreen Evans and Miss I. Schwedler, the "NEs" collected third place at an average of 87.85 mph. As for Ashton-Rigby, he ran his Magna in a team with two other M.G.s driven by A. R. Samuel and I. C. Bowman. The race was enlivened by a tremendous thunderstorm which broke in the closing stages, almost flooding the track. Ashton-Rigby, using smooth track tyres on the rear wheels, came off the Byfleet banking at close on 100 mph and executed three immaculate pirouettes that sent him crashing through a barrier, which flattened the exhaust pipe and damaged the manifold.

However, repairs were soon put in hand and the Magna entered for the August Bank Holiday Meeting at Brooklands, where Ashton-Rigby redeemed his reputation by winning the Esher Junior Short Handicap at 90.46 mph, his fastest lap at 95.96 mph. Now it was time to prepare for the Ulster T.T. and put in hand several modifications, one of which was to prove his undoing. The Magna was fitted with a float-controlled reserve oil feed to the sump, as Abingdon had employed on the "C" type Midget and several other racing models. During the T.T. the float jammed, the engine was starved of oil, and the camshaft bearings burned out after 21 of the 35 laps. This was a big disappointment for Ashton-Rigby and his co-driver, A. R. Samuel, and also for Robin Jackson, who had stayed up all night before the race manufacturing shock absorber brackets that were sturdy enough to withstand the rough and bumpy

*Ashton-Rigby and R. F. Oats (Alvis) on the banking in 1933*





*A recent photograph of Aubrey Ashton-Rigby with a selection from his trophy cabinet*

*Climbing Fingle Bridge in a Wolseley Hornet Daytona in 1932*



surface of the 13½-mile Newtownards road circuit. For Abingdon the race was no disappointment, of course—Charlie Dodson won in the new “NE” Magnette at an average of 74.65 mph, giving M.G. their third T.T. victory. However, Ashton-Rigby was quite pleased with the performance of his smaller-engined car (1078cc against 1286cc), which lapped at 70.25 mph compared with Dodson’s fastest lap of 76.36 mph, and averaged 67 mph.

Back in England, the camshaft bearings were replaced and Ashton-Rigby headed for home ground – the Brighton Speed Trials, run on a half-mile course from a standing start. Here the Magna took third place in the 1500cc class and broke both the 1100cc and 1500cc sports car records.

As always in racing, Ashton-Rigby had had his ups and downs with ACD.134, but on the whole he was well satisfied with the M.G. There was one ambition that he still cherished, however, and that was to lap Brooklands, where he had raced so often, in less than 100 secs. For the Autumn Meeting at the Surrey circuit, he had the Magna fitted with two large carburetters instead of the previous three, with a new manifold which placed one carburettor opposite Number 1 port and the other opposite Number 6 – much the same arrangement as on the successful “NE” Magnette. By this time the car was also fitted with an external exhaust, with separate pipes to each port.

In the race that day he was unable to obtain a place in the first three, but he was delighted to be told by Charles Martin, when he returned to the paddock, that he lapped in 97 secs. precisely – equivalent to an average speed of 102.69 mph, which is remarkable for a car of the Magna’s engine capacity. Since his first race at Brooklands with the M.G. he had increased his Brooklands lap speed by more than 20 mph. After that,

*Through the gate at Donington – Ashton-Rigby at the back of the queue in his K3 and the leading MG driven by J. H. T. Smith*

Ashton-Rigby felt ACD.134 would be a marked car in handicap events and he sold it to a friend, a Miss Jean Williams. She in turn married Robin Jackson, so the Magna returned to its spiritual home, Brooklands. Robin Jackson had the car completely refurbished at Abingdon in 1936 and kept it for many years.

Subsequent owners knew or cared little about the Magna’s racing history, and it must have been in fairly rough condition when Ashton-Rigby spotted it in Brighton in about 1956 and was allowed to drive it a short distance for old time’s sake. Then it was bought by an M.G.C.C. member, Derek Leech, who tidied it up considerably and fitted a new engine with a Centric supercharger. He also had it re-registered – a step he now regrets – which explains why ACD. 134 is now MG 47.

The Ashton-Rigby Magna is today owned by Jim Bellamy another M.G.C.C. member who has continued the good work of restoring the car with the help of Bob Dickie. It has recently been accepted by the Vintage Sports Car Club for classification as an Historic Racing Car, and if all goes according to plan, this 30-year-old M.G. will once again take its place on the starting-grid of a racing circuit.

#### *Editor’s note:*

This article was originally published in *Safety Fast* during 1963. The historic ‘100 mph L Magna’ is presently owned by Malcolm Newman who has now had it for a number of years. His ambition is to complete the total rebuild which had already been started when he acquired it and make a return to active Triple M motoring. Although he certainly does not lack enthusiasm for the task, I hope the re-appearance of this piece and pictures spur him on to increased bouts of activity. I have known Aubrey Ashton-Rigby since I was a schoolboy and thought happiness was bicycle-shaped. It was a great pleasure to meet him again and talk about his days of MG competition. He clearly has a good deal more to tell us about those times and it would make a great subject for a future yearbook article.



# MMM CAR OF THE YEAR AWARD 1980

1	Mike Hawke	J2	131
2	Roger Thomas	PA	123
3	George Ward	K1	101
4	A G Smith	PB	88
5	D Moore/S W Dear	F1	65
6	P Gardner	J4 Replica	62
7	Mike Hewson	J2	54
7	Tim Hunt	PA 'Bongazoo'	54
9	Barrie Dean	PA	50
9	Peter Green	ND	50
11	S W Dear	PA	47
11	J Wilkinson/P Warne	K3 Replica	47
11	Mike Hibberd	PA	47
14	Len Bull	J2	45
15	I Davison	PA	35
16	J C Adams	PA	35
17	Nick Dean	L2	32
18	Tony Roodhouse	PB	29
19	Barry Smith	PB	27
19	John Wilkinson	J2	27
19	D Moore	PA	27
22	Peter Cranage	N	27
23	J Ashton/P Gardner	PA	25
24	George Ward	PA	24
25	Paul Fletcher	PB	23
26	Alan Grassam	PA	18
27	Per Gjerdrum	J2	15
28	Phil Bayne-Powell	K3	7
29	Peter Evans	PA	7
30	Mike Allison	NA	5

# RACING CHAMPIONSHIP 1980

1	Andrew Smith	PB	40
2	Patrick Gardner	J4 Replica	38
3	Mike Hawke	J2	34
4	John Wilkinson	J2 & N3 Replica	33
5	George Ward	K1	32
6	Peter Warne	K3 Replica	31
7	Len Bull	J2	28
8	Peter Cranage	N	22
9	Tim Hunt	PA 'Bongazoo'	19
10	J C Adams	PA	11
11	Janet Ashton	PA	9

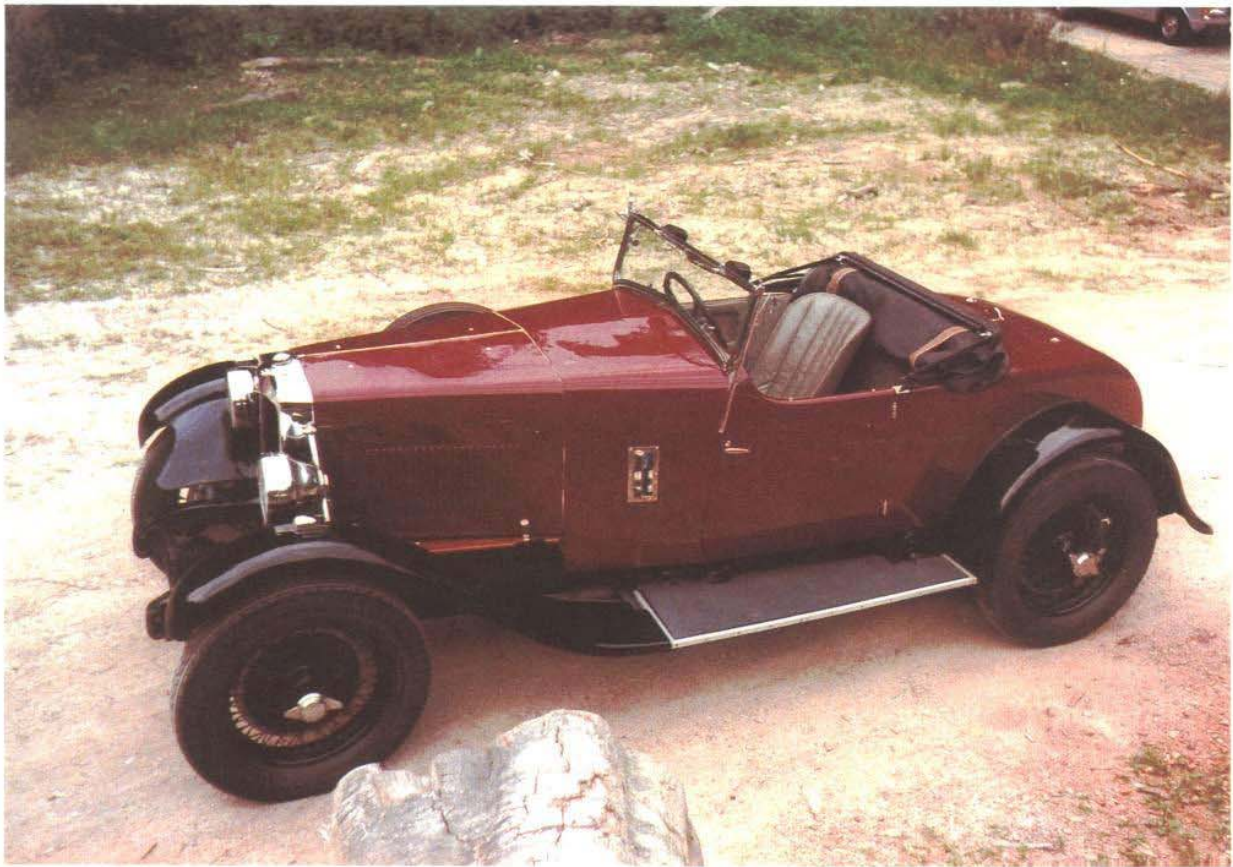
# SLADE TROPHY 1980

1	I Davison	PA	35
2	Mike Hibberd	PA	33
3	Barry Smith	PB	27
4	S W Dear/D Moore	F1	24
5	S W Dear	PA	20
6	George Ward	K1	19
7	J C Adams	PA	18
8	Alan Grassam	PA	13
9	Paul Fletcher	PB	12
10	Mike Hawke	J2	11
11	Andrew Smith	PB	10
12	George Ward	PA	8

Whitney Straight and K3 at Brooklands. (Pat Green collection)







*The 18/80 MkII of Hans Lang*

*Roger Thomas's PA. (Peter Potter)*



## 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.

### 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

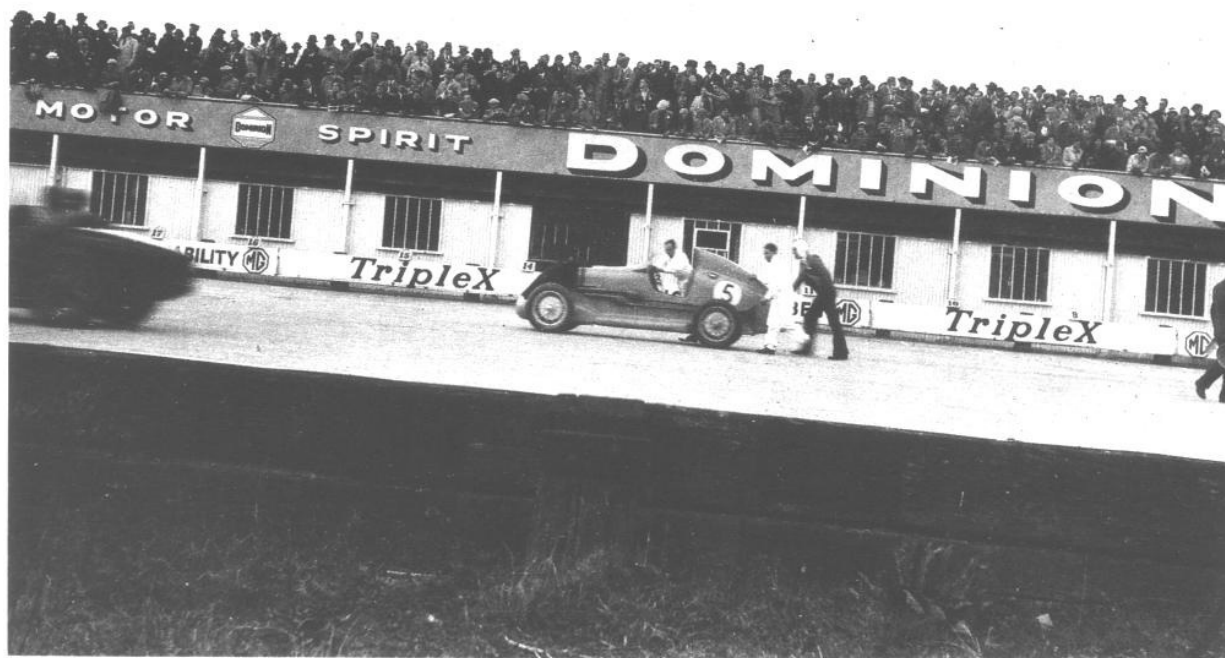
Hill Climbs

#### (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".

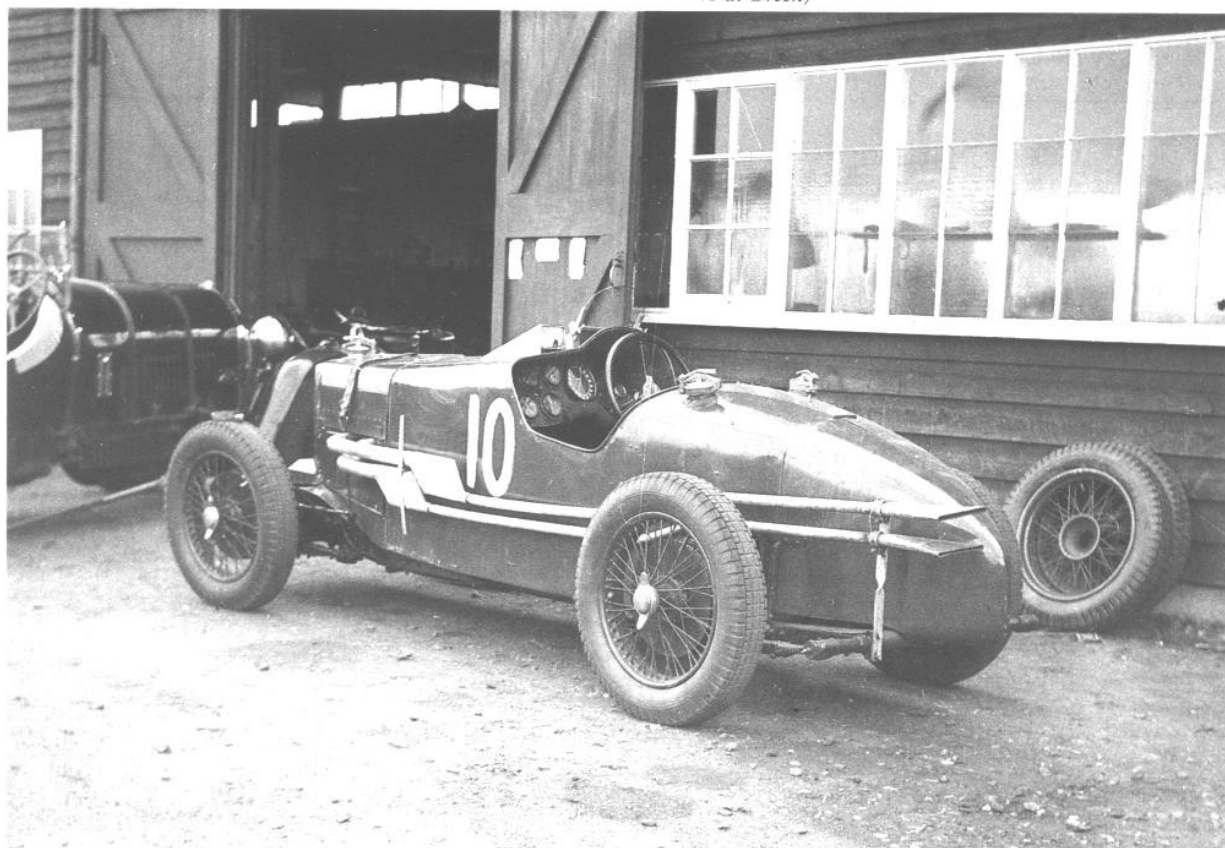
The normal award will be ten extra points and will be considered by a panel of Messrs. Sapcote, Dear, Hawke and Allison, who will act as "auditors" for the scoring system.





*Manby-Colgrave's Montlhery Midget being pushed by driver Dudley Froy to the start of the BARC Easter Senior Short Handicap in 1935. According to Bill Boddy's 'History of Brooklands', the car had a new body and retired with gear selection trouble. (Pat Green)*

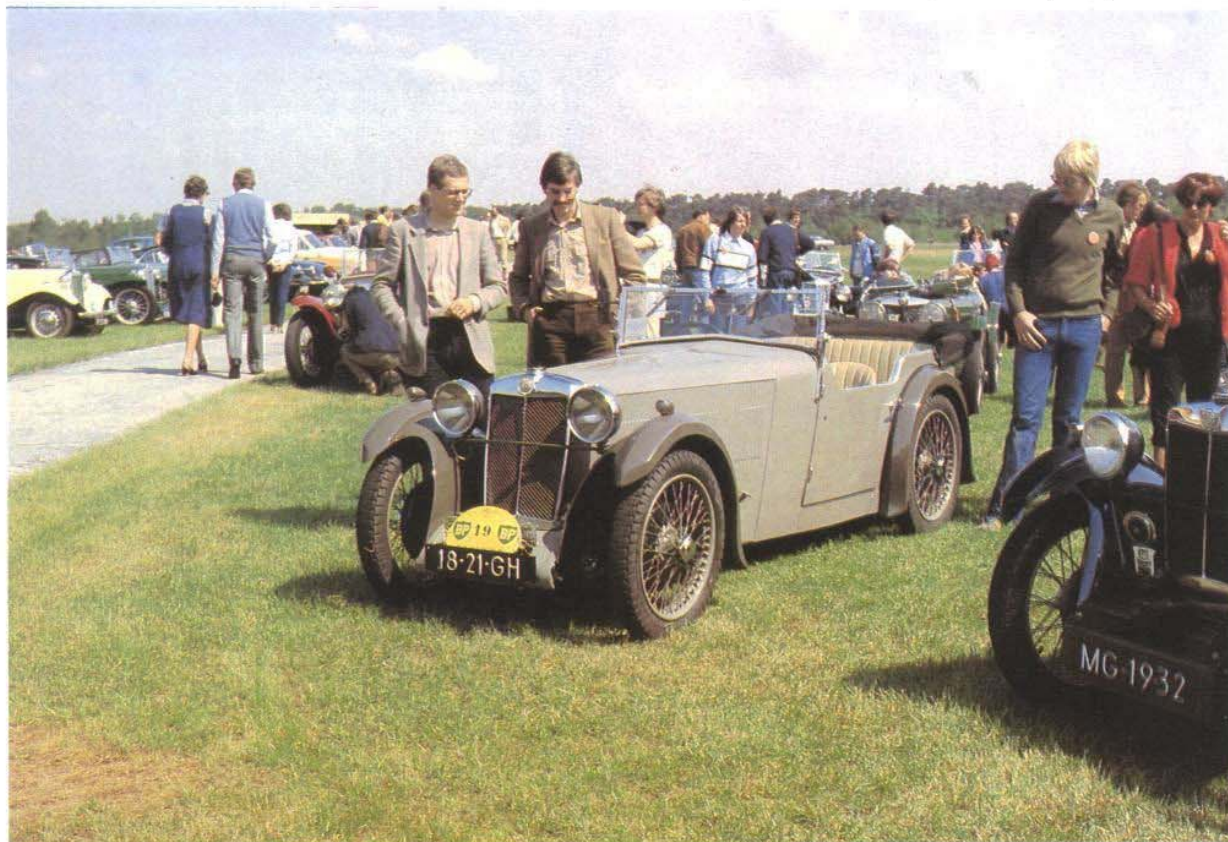
*J.O.C. Samuel's Q type outside R. R. Jackson's shed after the August Bank Holiday meeting at Brooklands on 3rd August 1936. This is known to be the ex-Humphreys car but there is some mystery surrounding its later history. (Pat Green)*





*The 1980 Slade Trophy winner doing his thing on Waterloo in the 1972 Exeter Trial.*

*Henk Boerboom's FI at the MGCC Holland's international silver jubilee celebrations. (Stewart Penfound)*







*J. N. C. Watson in his R type at Crystal Palace for the cup race on 14th August 1937. The single ohc car was placed 9th with a best lap time of 2 minutes 41.9 seconds. (Pat Green)*

*The R type entered by Ian Connell in the Berkhamstead Hill Climb at Dancers End on 13th September 1936. The twin ohc car won the 850cc racing car class with a time of 28.0 seconds. The car being inspected in the background is the K3 engined Bolster Special. (Pat Green)*



## In Defence of the Replica

Patrick Gardner

Much has been written over the last year or two concerning the appearance of 'Replicas' of all types on the motoring scene.

For the purpose of this article, I would like to concentrate on the various Replicas which have appeared on the MGCC Triple M scene during the time I have been competing, with particular reference to the working racing MG's.

My own competition experience with the MGCC started in 1964 when my Riley 1.5 was allowed to compete in the pre 1940 race – the only non MG at that time; even then the grids were not as full as the organisers would have liked and at least I did own a Triple M car, albeit in pieces. Also the Riley was not particularly competitive and therefore did not pose a serious threat to the faster MGs.

Replicas in those days were rare and the genuine works racing cars normally dominated the awards. Their general standard of presentation was pretty awful, but as a running P type could readily be obtained for around £25, there was little incentive to spend money on cosmetics. Originality was not a high priority and specials formed a more fashionable and far cheaper and easier way of providing a competitive car.

During the next 10 years values started to rise and the restoration of our cars became both more financially viable and more practical, due to the growing availability of 'new and second hand spares' through the club and the good offices of Messrs. Mike Dowley of Sports & Vintage Autos and B. Walker of the pre-war MG parts centre.

Undoubtedly, it was Geoff Coles who really set the standard for us all with his red J4 and showed that a car could go well and look immaculate at the same time.

Replicas have only really started to appear in force during the last five years although my J4 Replica was in fact converted from a J2 around 1955 by Mel Jones and raced very successfully until 1960 when it was laid up for twelve years before I acquired it.

Purists will argue that the creation of a replica cheapens the mark, hoodwinks the public, confuses the historians and provides the owner with an opportunity of creating a false value of the car by passing it off on an unsuspecting Purchaser as the genuine article.

These arguments have some validity but I honestly do not believe that they are necessarily very relevant if we are considering the creation of such cars by the true enthusiast.

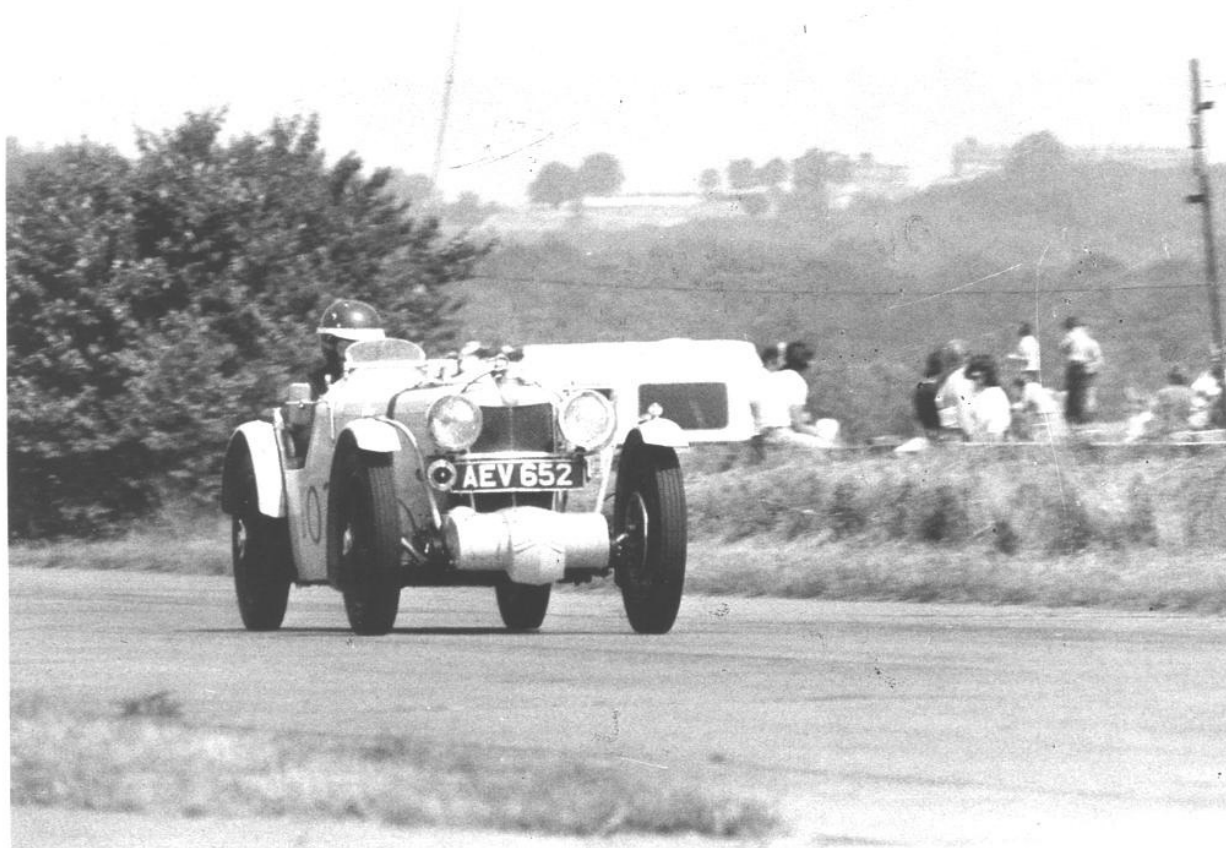
Most of the replicas that have been produced recently certainly do not cheapen the mark, and in many cases have the opposite effect due to the very high standards now being achieved.

There is, of course, no way of being certain that our unsuspecting purchaser may not be fooled, but I would have thought that before parting with the substantial sums that are now being achieved for the 'real McCoy' the purchaser would make some sort of enquiries as to authenticity through the club, or other sources.

However, I do not believe that the replica builder seriously considers these possibilities when he decides to build a car but is motivated by entirely different reasons.

The majority of the Triple M racing cars produced by Abingdon were directly based on cars currently in production at that time for sale to the general public. It is only natural therefore when considering how to make a standard J or K type more competitive to consider the methods adopted by the factory.

*Pat Gardner driving his J4 replica at Goodwood in July 1976. (I. Davison)*







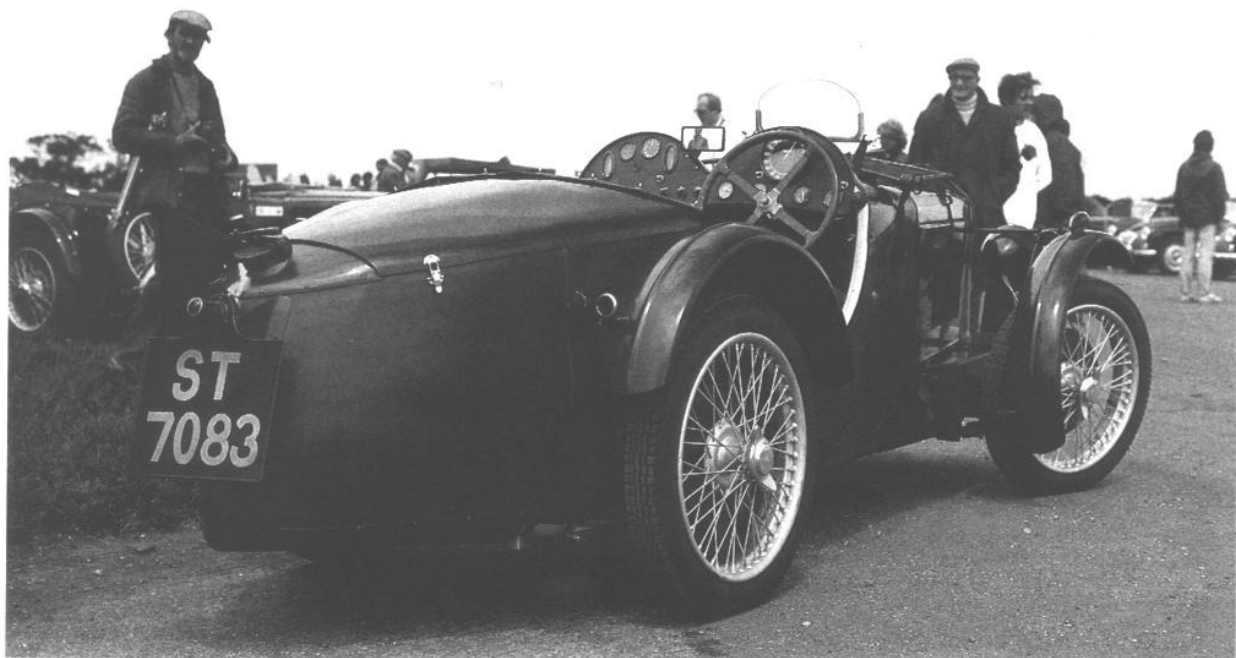
*Janet Ashton driving Pat's Double Twelve replica at the VSCC Brooklands Tests in 1979. (I. Davison)*

These modifications and alterations are fairly logical and many of them would be used in the normal course of events by the owner wishing to make his car more competitive, whether he wished to produce a replica or not.

The problem with building a good replica is that in order to avoid the scorn of fellow members, the finished article must be every bit as good as, and possibly even better than the original examples now in existence. Due to the high value of these cars, and the increasing

availability of the specialist parts, the building of a worthwhile replica is now much easier than it once was. Peter Warne has produced two K3 replicas during the last five years, both cars, in my opinion, do Peter great credit and illustrate my point exactly. Not only does the 1934 replica K3 look absolutely authentic, its presentation is faultless and it has already proved its worth by winning a number of events in its first season's competition.

*The latest replica to come off the Gardner production line is this beautifully prepared C type which appeared during 1980. (Stewart Penfound)*



If one owns a Triple M car and wishes to make it more competitive, then I would much prefer to see a well produced replica than to adopt the other course of either fitting a foreign engine, or resorting to other 'authentic' methods to achieve the same result.

The great advantage of owning a good replica is that one owns a car that looks and drives as the original whilst enabling you to use and race the car without putting at risk vast amounts of money, and an irreplaceable and historic piece of machinery.

All the replicas that I know of are based on original Triple M chassis, running gear, engines, gear boxes etc. but often utilising new bodywork, trim and engine internals.

As this can also be said for the majority of the original cars, I really don't see much wrong with this, and I feel that the whole question of replicas should be kept in perspective.

The only really valuable cars historically are those that have survived in their original state and have worthwhile and continuous histories. It is noticeable that the number of genuine racing cars appearing on our grids is diminishing, which is only natural when you consider the age and stress that these cars have undergone in their long careers and their value.

Many of the so called 'authentic' cars boast little more than a chassis frame and log book and while it is nice to keep records of such cars, I do not think they can be put in the same category as a completely original car.

*Another exponent of 'The art of the replica' is Peter Warne whose 1934 K3 replica performed really well during the year; seen here during the wet Silverstone meeting in 1979. (P. Hubbard)*



After the untimely death of Geoff Coles, the blue J4 was offered for sale in its crashed state. Apart from the chassis, which was badly bent, the rest of the car was pretty well non standard.

I was tempted to buy the car, change over the front chassis cross tube and number plates with my J4 replica and 'hey presto' I had a complete running original J4.

Whilst this possibility had certain attractions however, I don't really think that I would have convinced myself that my car was really any more 'authentic' than before.

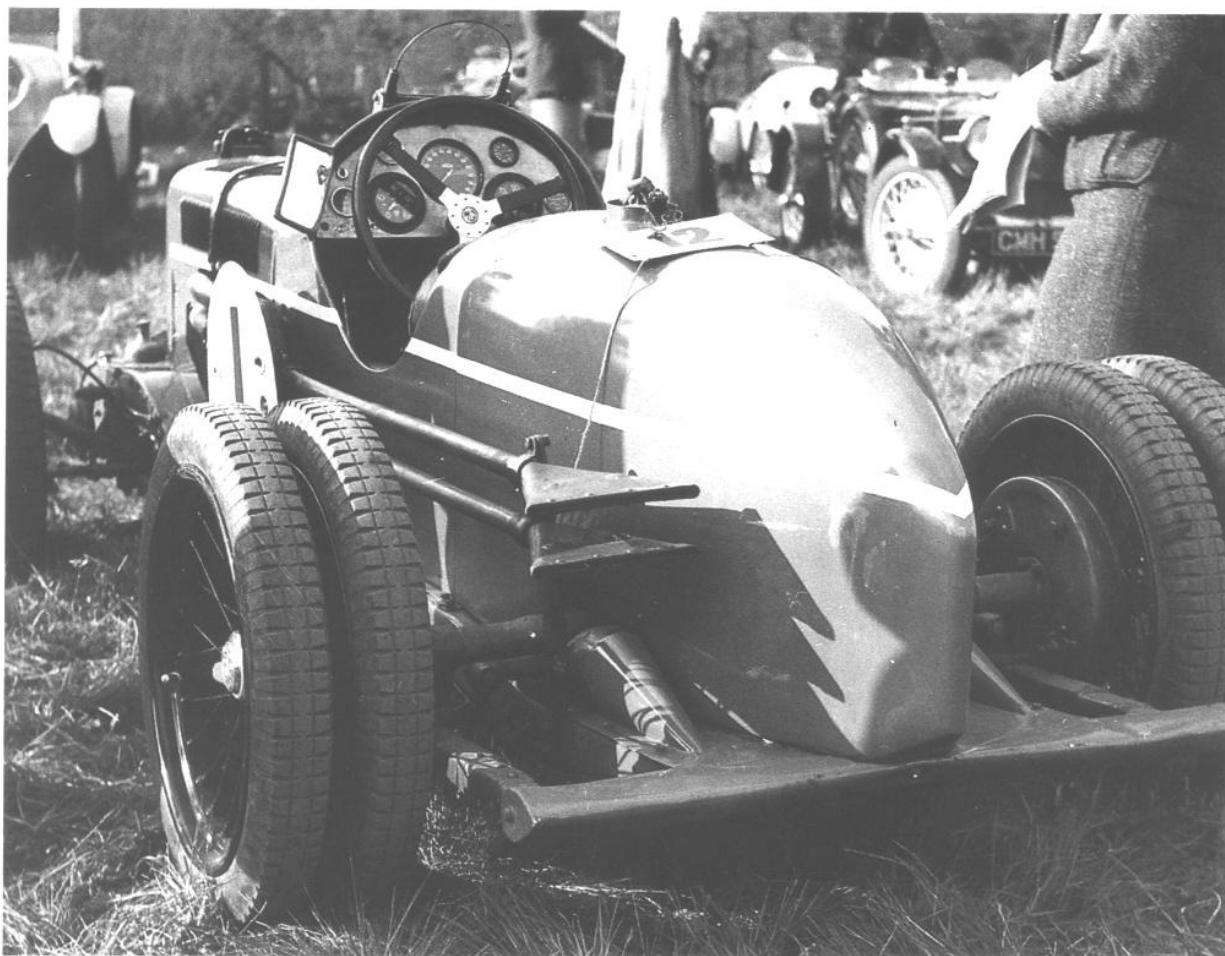
The important point as far as the club and its members are concerned, is that our cars should continue to compete and uphold the high traditions of the mark, not only in terms of success, but also in presentation.

To summarise, I would like to suggest that the Triple M Committee instigate a system whereby all replicas registered with the club should be considered on their merits and the title replica should only be awarded to those cars that accurately portray the original. The cars that failed to achieve this standard would be referred to as 'specials', 'hybrids' or what ever terminology is appropriate.

Luckily, the club has fairly comprehensive records of the original cars and I think it is also important that records are kept of the replicas accepted by the register, for future reference and for the benefit of other club members.

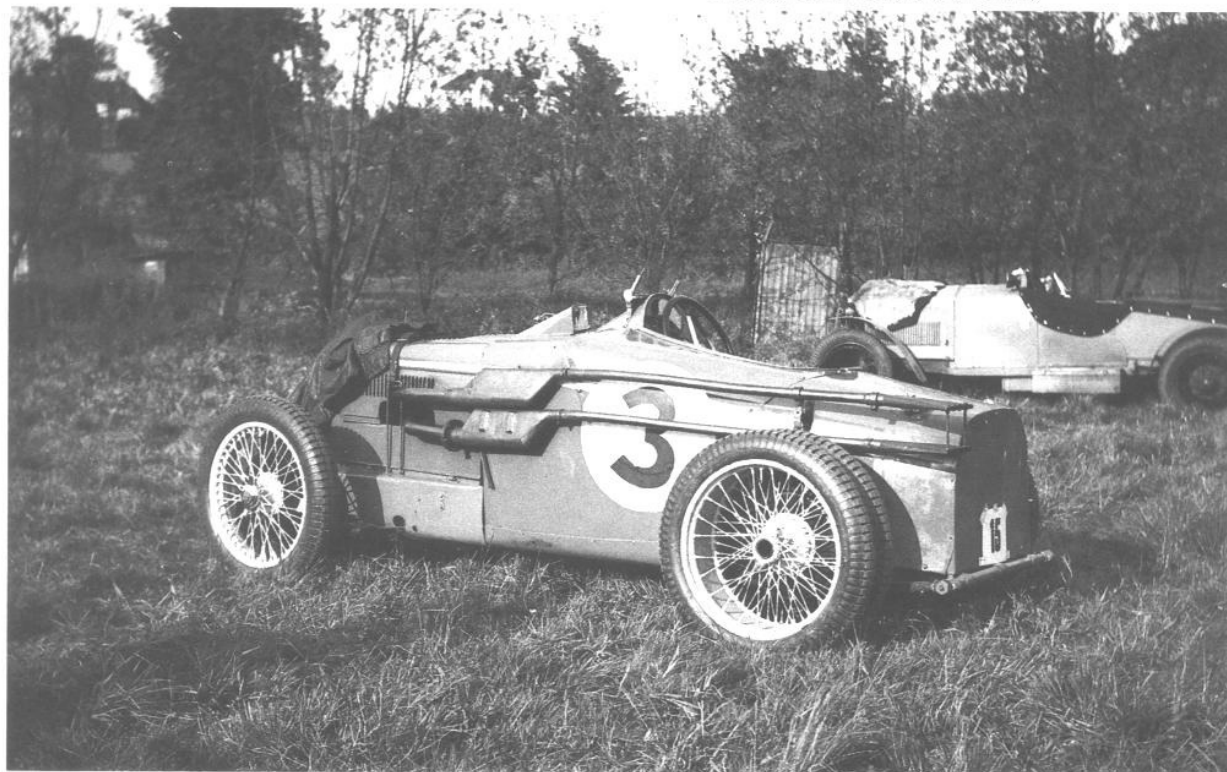
If the standard of replicas can be maintained I think that they should be welcomed by the register. How about someone producing an 'R' or 'Q' type replica to the original specifications.

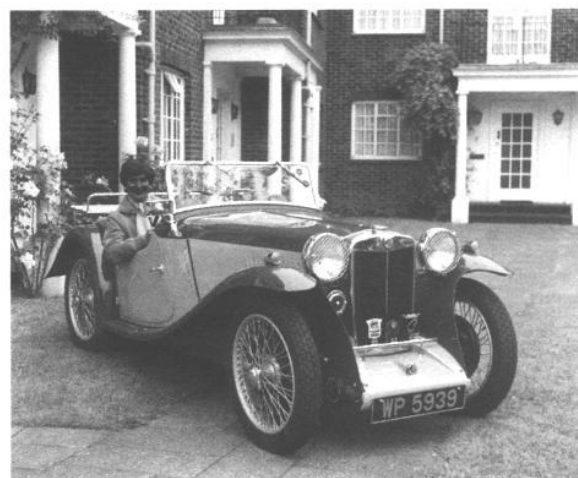
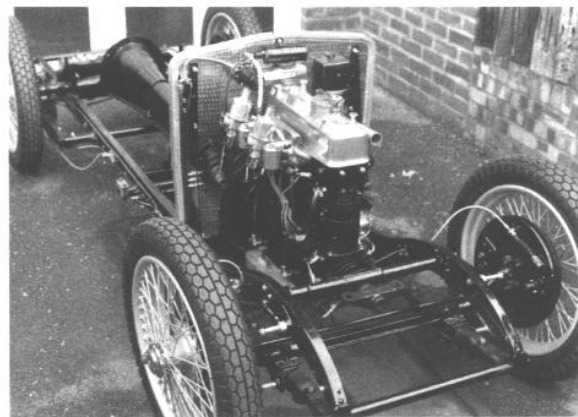
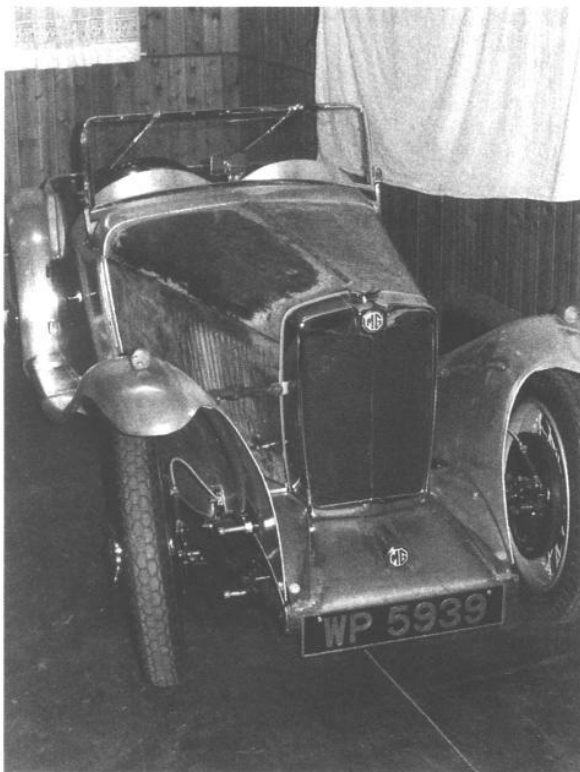
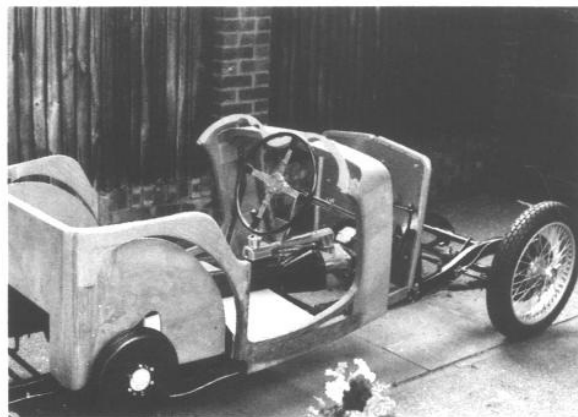
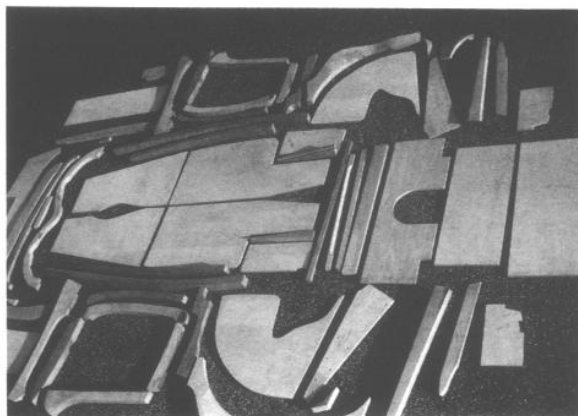
It might even provoke certain members who are sitting on original examples to bring them out of 'hibernation', in retaliation!



*The single seater Q type of Doreen Evans in the paddock at the B.O.C. Chalfont Hill Climb in May 1935. (Pat Green)*

*The Evans' sprint car at Chalfont for the same meeting, driven on this occasion by Dennis Evans. This is the car now owned by Mike Edmundson which is looked after and driven by Colvin Gunn. (Pat Green)*





*It is impossible to reduce the agonies and ecstasies of a six-year rebuild to one page of photographs but here are some views of Roger Thomas's PA undergoing the treatment which may well give some encouragement to those of us still plodding away.*





*The ex-Horton K3 which Mike Hawke found buried in the Far East. (Pat Green)*

*The Evans C/Q sprint car looking much prettier than it did in 1935 seen here at Brooklands with owner Mike Edmundson supervising Colvin Gunn at the wheel. (Roger Thomas)*





*Jeremy Davidson's L type enjoying its retirement in Cornwall. The car was originally sold as a chassis only; this body was built by Jeremy. (Roger Thomas)*

## Register Break-down – March 1981

### Sorrel Ward

M	265	K2	8
12/12	3	K3	23
C	18	KN	23
D	43	L1	87
F1	104	L2	37
F2	12	NA	40
F3	2	NB	105
J1	43	ND	12
J2	442	NE	7
J3	11	PA	528
J4	7	PB	177
K1	26	Q	9
		R	8

*Total number officially registered: 1942*

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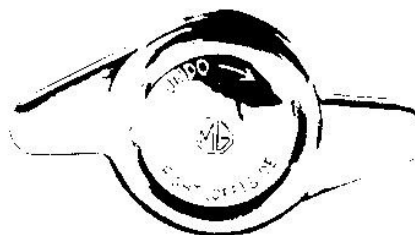
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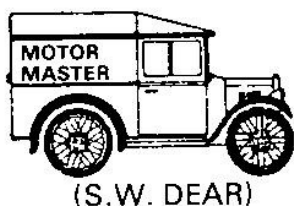
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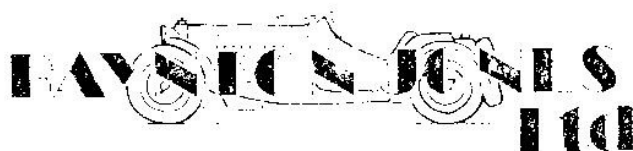
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