

TRIPLE-M REGISTER BULLETIN



December 2013





Above: The C type of Duncan Potter and the PB of Mark Dolton 'stripped' to run in the 'Racing Car' Class at Goodwood.

Below: A novel bird's eye view of Rachael Holdsworth in the pits at Goodwood - both photos by Graham Holdsworth



BULLETIN No. 76

December 2013

The Front Cover Picture shows the PB of John James with driver John disguised as Santa and his son Stephen as Rudolph. John wrote: 'I decided to have a bit of fun and hired Santa and Rudolph costumes. We drove around Keynsham on Christmas Eve, much to the delight of the shoppers in the High Street with a mixture of laughter and cheering. This was about 5 years ago.'

Editorial

As we near the end of another year, it is sad to recall the loss of a link to the origin of Triple Ms, in the death, on November 12th, of Jean Kimber Cook who was Cecil Kimber's daughter. Jean was an Honorary Member and a Vice President of the MG Car Club for many years.

As announced in the last Bulletin, we shall be using a different printer for the bulletin in the new year. The paper will be of a higher quality, allowing the printing of colour throughout and although some historical photos will obviously remain in black and white,

improved print methods should mean that they and the colour images will be reproduced to a high standard. I am looking forward to the next issue and I am grateful to the committee members who approved the changes, especially to our treasurer, Bob Milton, who did all the spade work.

There is still a lot of work to be done in re-organising the subscriber data base which is required to allow the mailing of the Bulletin direct from the printer. Much of this will fall on the shoulders of our subscriptions co-ordinator, Paul White, who will also have a pronounced peak in his workload owing to all subscription renewals falling due together at the turn of the year. Please support him by renewing your subscription promptly. Full details of how to do this are on page 3.

A Merry Christmas and Happy New Year to you all!

www.triple-mregister.org

Contents

	Page
Future Events	2
A Message from Paul White	3
Chairman's Jottings	4
Abingdon EX Numbers	5
VSCC Goodwood Sprint	11
'A' Level Physics etc.	13
Your Letters	15
Your Adverts	16
Cartoon Competition	18
Hints and Tips	19
The Sports Car Magazine	20
More tales from Ancient Grease	26
Register Championships	28
Triple M Gearboxes	35
Contacts	44

Future Events- 2014

Date	Event	Contact
18/19th January	VSCC Measham Rally	VSCC (01608 644777)
1st February	Brooklands Film Night	VSCC (01608 644777)
2nd February	New year Driving Tests	VSCC (01608 644777)
15th February	Exmoor Fringe Trial	VSCC (01608 644777)
1st March	John Harris (Derbyshire) Trial	VSCC (01608 644777)
2nd March	Derbyshire Tour	VSCC (01608 644777)
15/16th March	Herefordshire Trial	VSCC (01608 644777)
Saturday, 5th April	Annual Dinner & Prize Giving	Elizabeth Taylor see p44
Sunday, 6th April	MG Era Day at Brooklands	Elizabeth Taylor see p44
13/14th April	S.W. Centre Kimber Classic Trial	Bruce Weston (01963 440941)
20-25th May	Highland Stravaig	Colin McLachlan See below
Monday 4th August to Sunday 10th Aug	VSCC 80th anniversary at Peterborough	VSCC (01608 644777)

The 2014 Triple M Highland Stravaig will take place from Tuesday 20 May to Friday 23 May. Our base will be The Isles of Glencoe Hotel, Ballachulish <http://www.akkeronhotels.com/Hotels/Scottish-Highlands/Isles-of-Glencoe>. Arrivals will be on Tuesday, with tours scheduled for Wednesday and Thursday, and departures on Friday. The tours will feature more than 20 (count 'em) lochs, several castles, lots of rivers, countless mountains, innumerable stupid sheep, the odd highland coo (they're all a bit odd), possibly red deer, golden eagles, buzzards, three hydro power schemes and one of the finest collections of rhododendrons and azaleas in the UK (in full bloom).

There will be plenty of hard standing parking for tow cars and trailers, and the Hotel has promised a good three night DB&B rate, to be confirmed. We cannot guarantee that the weather will be as good as it was on the Border Reivers' Raid of 2012, but late May is acknowledged as the best time to travel in this part of Scotland. Mid week travel almost guarantees quiet roads, which is just as well, as many of them are single track with passing places - no problem for our little cars.

Anyone wishing to place their name on the advance register, without obligation, can email me, Colin McLachlan, at this address: triplem.highland.stravaig@acme-properties.co.uk . Pre-registered cars will get first notification of the details, and priority if the event is over-subscribed.

A Message from Paul White

Hello Everyone,

The period of Interim Bulletin Subscriptions has now ended, many thanks for your co-operation during this confusing period.

Included with this Bulletin is your renewal form for next year as all subscriptions will now only be renewed in December. It will help me a great deal if you could return the renewal form or renew by the other methods available, as soon as possible as the Christmas period is a busy time and things can easily be overlooked in the heat of battle !!

The methods of renewal are by UK Cheque made payable to MGCC Triple M Register, Bank Transfer or Standing Order into the MMM a/c (details below), or see Bulletin & Subscriptions on our website www.triple-mregister.org to renew by PayPal / C.Card.

At present the email address you use to contact me is my own personal address but due to volume of emails I receive I have put in place a new email address solely for MMM use; it will make life a little easier if you can now use **mmmbulletin.sub@btinternet.com**.

Finally we hope you enjoy the more colourful Bulletin next year and wish you and your families a Happy Christmas and a more Prosperous New Year.
Best wishes, Paul White.

Bank details: M.G. Car Club (Triple M. Register) a/c No 80620483 Sort Code 20-01-09.

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Subscription rates are on the enclosed renewal form.

Chairman's Jottings

As we approach the end of the year it's interesting to look back on the past months and then try to gauge whether these can offer any positive pointers to the coming year.

I see from my notes a year ago that I reported rumblings about Triple-M racing, especially at the annual MGCC Silverstone meeting. As most of you will know we were unable, for good reasons, to get any Triple-M cars onto the race grid at the 2013 MG Live! event. In an attempt to overcome this disappointment, much work is going on behind the scenes for next year's meeting and we are particularly indebted to our own Fred Boothby who is doing his level best to help the MGCC race committee assemble largely pre-war grids for the meetings on 30th March on the Silverstone National circuit and at the main Silverstone event (to be called MG90) on the GP circuit on 21 & 22 June (both dates are still provisional). Not an easy task, but we are trying! The Register itself is also considering ways in which to encourage racers to take part in these events – watch this space!

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The provisional planning for MG90 will see a 130-car 'MG timeline' display of cars from 1924 to the present day (hence 'MG90'). It is planned that Register parking will be situated in areas adjacent to the relevant period of the timeline. Oh and yes, the timeline will start with the oldest cars positioned nearest to the main Club marquee, so with luck this time we shall not be consigned to the outer darkness!

There will be other aspects that may please: The California Cup should now take place in or near the central arena area; there will again be a sprint; and it is to be made easier for cars to enter for the Concours/POO events, and so on. All of this demonstrates that the MGCC (of which, dear reader I hope you are a member!) does listen and respond to issues when they are put constructively!

Something which will benefit all enthusiasts, wherever you may live: we are having a real 'push' on gathering together a selection of original factory pictures and other media which, once catalogued and watermarked, will be available for viewing on our website. The scanning part of the task is being handled by Robin Hamblett from original materials and our tireless webmaster Nick Feakes will be overseeing the complex cataloguing process. The intention is to enable you to view searchable images on screen, with the option of purchasing high quality prints from the Library if you so wish.

That's it – I have exceeded my allocation of words, so will close by wishing you and yours a very happy Christmas and an enjoyable, safe and mechanically trouble-free 2014.

Dick Morbey



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'Let's get this straight'

Those Abingdon EX Numbers

by John Thornley

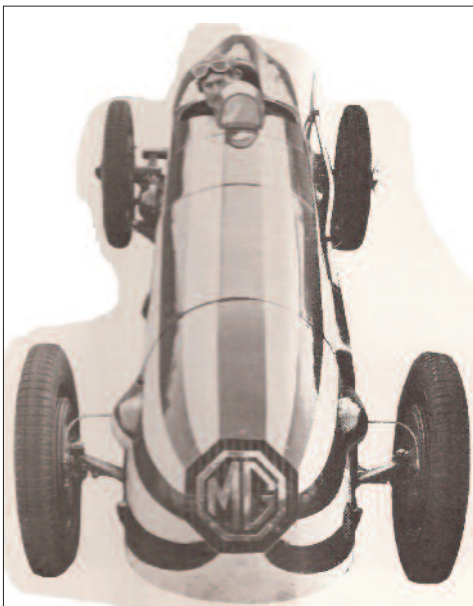
Note: This article was first published in Safety Fast Volume 1 issue 3 of 1959 and was kindly scanned and submitted by George Eagle.

In MG. Circles there is a good deal of glib chat from time to time about EX.127, EX.135, EX this, that, and the other and information reaching me indicates that folk are a bit confused. This is not altogether surprising, because at this moment I am a bit confused too, but by the time I have done the research and finished this article things should appear a good deal straighter.

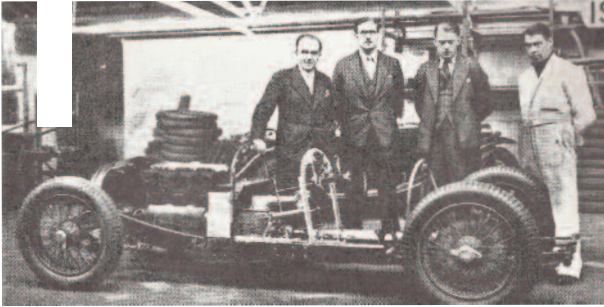
There is a system, once you begin to sort it out, but it proves to be a little difficult to start with because it had a rather shaky beginning.

Old Number One (SAFETY FAST, April 1959), all bullnosed cars, and all those with square radiators up to the end of 1927 bore the Morris Garages medallion — that is to say, the Oxford City crest surrounded by a garter bearing the inscription 'The Morris Garages Ltd.'. The name M.G. and with it the now-familiar octagonal motif, did not come into use until the beginning of 1928, and first appeared on the Mark IVs of that year. It was during these later days of the Mark IV that the 'M' type Midget came into being, and all the cars up to that point were virtually Morris chassis fitted with special bodies. Other than minor modifications, no design work was done on chassis.

During 1928, design began of a distinct car which, though it incorporated a large number of standard Morris components and units, it had a special chassis frame and many other mechanical variants peculiar to itself. This was the car which was later to be known as the M.G. Six (Mark 1). In the early stages of its design three prototypes were built, all differing in detail, and referred to as EX.1, EX.2, and EX3. respectively. Not until they were built was the name Mark 1 applied to them, largely because, I



EX.135, better known as 'Humbug', was in 1934 the first 1100 cc car to cover 120 miles in the hour. With a different body, it was also used for racing.

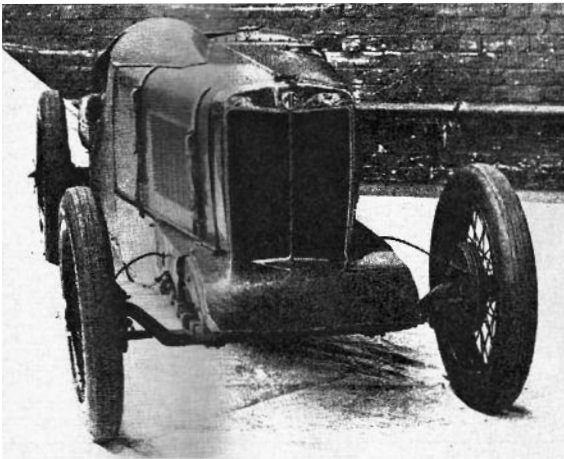


Cecil Kimber, George Eyston, Reg Jackson and 'Nobby' Marney with the 'Humbug' chassis at Abingdon. This chassis was used successfully for nearly 20 years.

suppose, few parents bother about the baby's name at least until the doctor has forecast the birthday, and even then they can't be sure!

Certainly EX.2, and possibly EX.1 as well, were running on the road before the end of 1928, and in the early days of 1929; such was the impetuosity and the pace of those days, a decision was made to go ahead with an elaboration of the model, increasing the track by 4 in. and incorporating a four speed gearbox. This work was undertaken under the label

EX.4, the car finally emerging as the M.G. Six (Mark II).

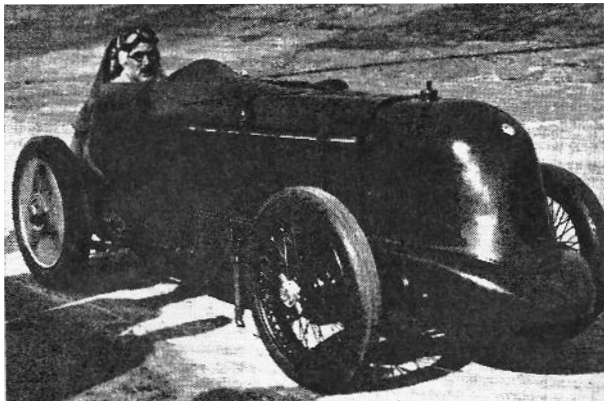


The first MG Record Car was EX.120, seen here in unblown form in 1920.

As may be imagined, the development and subsequent improvement of these cars introduced all manner of side-shoot investigations, and it was soon found to be an over-simplification to group all the work in connection with

any one car under one number. There was, moreover, a fairly high degree of interchangeability between them, and it could well be that one piece of research could relate to two or more models. The simplified system therefore broke down in its earliest days, and, taking advantage of the transfer of activities from Oxford to Abingdon and the formation of the M.G. Car Company *Ltd.*, a new start was made at EX.101.

Under the new arrangement, a fresh number was to be taken up for any particularly important piece of development work regardless of which model it applied to, or for that matter, regardless of whether it applied to a model at all. So not every number gave rise to a motor-car — not by a long way. For it to do so was the exception rather than the rule. Nos. 101 to 119 related variously to work on the then existing models, and with such things as the conversion of the 'M' type to its 'Double Twelve' variation with outside Brooklands exhaust system, gauze wind- (or bug-) screen, and so on.



The evolution in body shape began when a front cowl was fitted to the supercharged version of EX.120, the first 750 cc car to achieve 100 mph.

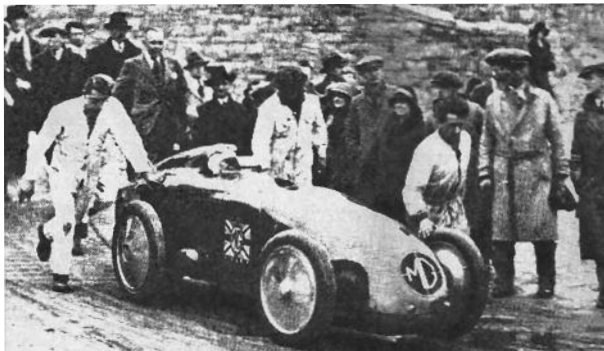
From among these numbers, EX. 115 stands out as the project which covered the supersession of the 'M' type Morris Minor chassis frame by the classic M.G. frame, which was to persist right through to the 'TC' of 1947. This particular number, however, tended to lose its significance when work began on the first record-breaking car, the prototype of the 'C' type racing car, which was known throughout its life as EX.120. This was the car which, in the hands of George Eyston, became the first car of 750 c.c. capacity to exceed 100 m.p.h. and the first to cover 100 miles in the hour. It was at the conclusion of this latter epic that it caught fire under George Eyston, and after his hurried departure at some speed, ended its career in ashes in the infield at Montlhéry.

Owners of TCs will find various parts of their machines, particularly the forgings which hold the various bits of the chassis frame together, stamped with the number EX.120. This indicates that these components are identical with those used in 1930.

To go through all the gamut of these numbers in sequence could be tedious and, to a large extent at this distance in time, meaningless, so we must hurry on, touching only upon those of particular significance. Among these, EX.125 is worth a passing mention, as it covered all that high-pressure work in the latter half of 1931 developing the application of the supercharger to the 'C' type to enable the M.G. to keep in front simultaneously of the Austins and the handicappers.

EX.127 is a shining light. This was the Magic Midget, the 750 c.c. single-seater record car, with oblique transmission, which, after a great deal of trying, in the face of all

manner of misfortunes, was to achieve 120 m.p.h., again in the hands of George Eyston. It had a long and arduous life, and in 1935, when owned and driven by the German, Kohlrausch, put the standing mile for Class H to 934 m.p.h. and the flying mile to 140.6 m.p.h.



Seen here at Pendine Sands, the 750 cc 'Magic Midget' (EX.127) only just failed to record 120 mph in 1932 - but succeeded at Montlhery the following year.

EX.129 is down in the records as 'F with 3 ft. 10 in. track'. Memories are a bit shaky as to precisely what this involved, and

from an examination of the then readily available components it is difficult to see how a 3 ft. 10 in. track could be obtained. But from the fact that the 'F' type was a six-cylinder and the 'K's with 4 ft. track began to emerge the following year, it seems probable that this was the first sortie into the realm of Magnettes. However, from the fact that there seems always to be at Abingdon someone who remembers every experimental car ever built, and nobody remembers this one, it must be assumed that EX.129 is one of the many jobs which never got off the drawing-board.

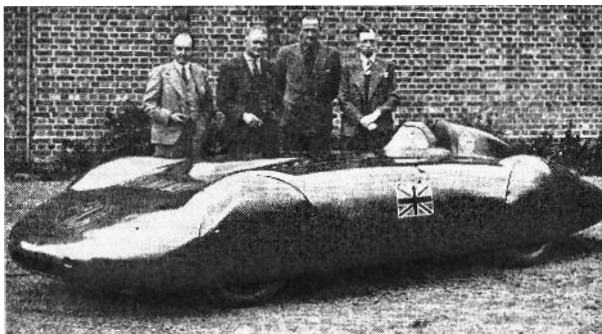
By contrast, EX.130 most certainly did. All the exasperating but ultimately successful work on what was known as the 'AB' head was related to this number. Opposed porting was introduced on the 'C' type engine, incorporating the 14-mm. plug, and thereby ensuring continued racing successes during 1932.

The 'K' type in its numerous forms came to life under EX.131, and the specialized work on the 'K3' under EX.132, but here again no actual cars have passed into history under either of these numbers.

Of those that did, EX.135 is perhaps the most famous of them all.

This is the car, originally commissioned by George Eyston, which was based on the 'K3', with oblique transmission in the EX.127 manner and with alternative bodies for road-racing and record-breaking. This is the car, too, which came to be known colloquially as the 'Humbug', because of the finish of the bodies being in wide cream and brown stripes. After a successful and spectacular career during 1934 and 1935, during which time it became the first car of its size to cover 120 miles in the hour, it passed into the limbo.

Resurrected again some two years later, this chassis formed the basis of Goldie Gardner's famous record car, which, having raised the Class F and Class G Flying Mile records to over 200 m.p.h. in 1939, continued record-breaking with a wide variety of engines almost annually (apart from the war years) up until Goldie's retirement in 1953.



Cecil Kimber, Lord Nuffield and Reid Railton pose with the incredible 200 mph car based on the old 'Humbug' chassis

The next number of any significance, but which as a number rings no bells in the mind, is EX.147, the all-independently-suspended

single-seater racing car, the 'R' type. Though a number of these cars were made, and though they embarked upon a racing career, their development was not pursued, as at this stage the axe fell on the Company's racing activities. The design was unquestionably far in advance of its time, and even now, over 20 years afterwards, the design of passenger cars is only just beginning to catch up.

EX.150 tickles the fancy as it is down in the records as '3 $\frac{1}{2}$ -litre independent car', and, among the very considerable list of drawings which were made at the time appears a sub-heading 'banana-type rear suspension'. This reached a one-off prototype stage with an enormous slab-sided body which earned the car the pseudonym 'Queen Mary', but work ceased, with the 'R' type, on the introduction of a programme of rationalization of design with Morris Motors Ltd., a subsidiary of which the M.G. Car Company then became.

In pursuit of this programme, a whole new series of designs was embarked upon, and there emerged the M.G. Midget type 'TA' under EX.155, the 2-litre type 'SA' under EX.158, and the 1 $\frac{1}{2}$ -litre 'VA' under EX.159. These were later followed in 1939 by EX.161, the 2.6-litre version, type 'WA'.

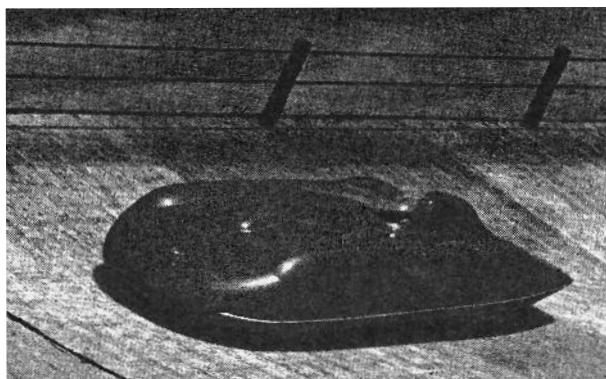
'Bitsy' is Born

Came the Second World War, which banished all thoughts of motor-car design and sports-car production, but before the tents were finally folded, the number EX.166 was taken up and work started on the 'YA', the 1 $\frac{1}{4}$ -litre saloon which was not to come into production until 1947. One number, and one number only, was taken up during the war itself. This was EX.167, for a vehicle known as 'Bitsy', an internal transport prime mover for the Abingdon factory, made, as its name implies, from bits of this and bits of that. This famous warrior, and a new-born son of 1959 vintage, are to have articles to themselves in later issues of SAFETY FAST.

During the 10 years immediately following the war, numbers have, with a few notable exceptions, related to special development projects connected with record-breaking activities. EX.175 was the car more popularly known by its registration number, HMO6, which grew out of George Phillips's Le Mans 'TD' of 1952. This, though work on it was shelved for the best part of a year from the middle of 1953, was the prototype of the 'MGA', and all subsequent development was conducted under this number. The shelving of this project accounted for the fact that an earlier car, the 'TF', had the later number EX.177.

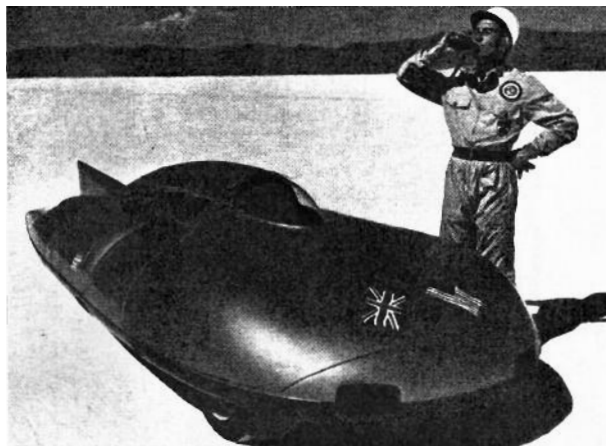
EX.179 is the record car with the body based on Goldie Gardner's, but with an 'MGA' chassis. This has appeared many times in Utah, and will doubtless do so again. In

1945, with unbiown 1 1/2-litre engine, it covered 10 miles at 153.69 m.p.h.



EX.179, an unsupercharged 1 - litre car, covered 10 miles at an amazing 153.69 m.p.h. in 1954

EX.181 is the high-speed holder of the Class F flying mile at 246 m.p.h., which Stirling Moss will drive again this year to improve on these figures.



The 1957 car EX.181 shows how much we have learned about aerodynamics, in going from 87.3 to 245.64 mph. The thirsty individual is, of course, Stirling Moss

At this stage things are getting much too modern and too interesting. The cats must be kept in their

bags. Let us just say that EX.187 is the Twin Cam, and we are now up to EX.220. Good afternoon!

VSCC Autumn Sprint Goodwood 2013

by Mark Dolton

Anyone who competed or spectated will know I'm not exaggerating that the conditions were terrible! What started as a relatively bright day turned into some monsoon like downpours throughout. There was a period after lunch where the wind had pretty much blown the track dry but probably only for about 30mins and only a handful of cars in the early classes enjoyed the benefit. Regardless, the season finale was as enjoyable as ever, but a huge thanks to the marshals and organisers who stuck it out to allow us to run all the way through to 5pm. Thanks also to the competitors who left early hiding from the rain, allowing us in the later classes to get our final runs in!

The overall event was won by Sue Darbyshire in the 3 wheeled Morgan. Ian Baxter, in the double rear wheeled Bellevue, led the class (and the event) before Sue amazingly knocked 4.15 seconds off his time, to record 121.45 in the torrential conditions. James Baxter in ERA R4A went for it but he could only muster a 122.88 1st run, so Sue took the victory. All of these guys produced jaw-dropping runs showing amazing car control in the conditions, and wow did they enjoy themselves!

Barry Foster's times were impressive as ever, taking advantage of the drying condition after lunch to post a quick 137 lap. His second lap in the monsoon was perhaps more impressive at 143.76, the C Type is just electrifying and Barry left class 3 standing to take the win.

Rachael Holdsworth broke the blower belt at the end of her first timed run. So the car ran unblown for the 2nd lap, smoothly and without any trouble, but clearly somewhat down on power. Phil Coombs ensured that he has probably done enough for the Speed Championship win, with his 2nd on Handicap award in class 2. He would be a worthy champ following a number of consistently strong years, in which he continues to improve at nearly every event he takes part in. But we will have to wait and see the final results for the year!

In class 13, Duncan Potter and I decided to run the C and PB as racing cars, to see how much of a difference it makes stripping them down. I'd say at least 3 secs a lap in the dry and the PB pulled 6200rpm in top down the Lavant Straight which was impressively terrifying. One thing I can confirm is that you get very very wet in an open wheeled car!!! It was Duncan's first visit to a circuit and the first time he has opened the C Type up to full tilt. Not easy to learn this very quick circuit in the rain but he did well to take first on handicap as he improved through the day. I beat the class winner's time in the 1st practise run before being red flagged as my other colleagues all span or broke down on circuit. For my first timed run, annoyingly on a pretty dry track, my plug lead detached as I entered the Lavant Straight. I thought I'd dropped a valve or had some kind of major problem, so coasted in. Boy was I relieved to see a plug lead

dangling around on inspection! Matt Johnston showed that the conditions were good and he won the class there and then, in the Austin/MG (PB engine) LA Special, with a 143.30 second run. After this, the heavens opened and our last runs were more of a survival exercise!!!

The final event of the day was the recreation of Allam's Splash at the end of the Goodwood tunnel. Again, all very amusing until you turn up in an open wheeled car. At least I kept my feet dry this time!

So another great season draws to a close, there has been great competition between the MGs with a fantastic group of people. Encouragingly, I've had contact from more novices looking to join in the fun. Again, if you want any advice on getting started please do contact me, but it looks like there might be a few more new faces next year kitted up on the start line. I have now successfully passed my ARDS along with Duncan Potter, so expect to see the PB and the C-Type lined up on the grid for the April 12/13 VSCC Spring Start in 2014. So, enjoy the winter months, trialling or rebuilding and see you in 2014!

Regards, Mark

Results

Class 2 Standard and Modified Sports-Cars 751 - 1100cc unsupercharged, and up to 750cc supercharged

9 Starters	Driver	Car	P1	P2	T1	T2	Best	Awards
4th	Hamish McNinch	PA	159.98	155.31	162.25	173.24	162.25	
6th	Philip Coombs	J2	168.96	163.31	164.99	192.13	164.99	2nd H/C
7th	Anne Boursot	PA	166.04	194.33	177.89	186.62	177.89	

Class 3 Standard and Modified Sports-Cars 1101 - 1500cc unsupercharged, and up to 1100cc supercharged

6 Starters	Driver	Car	P1	P2	T1	T2	Best	Awards
1st	Barry Foster	C(s)	141.41	137.18	137.25	143.76	137.25	1st O/A
6th	Rachael Holdsworth	PB(s)	175.14	173.44	174.39	198.43	174.39	2nd H/C

Class 13 Pre-1941 Racing Cars up to 1100cc

10 Starters	Driver	Car	P1	P2	T1	T2	Best	Awards
1st	Matt Johnston	LA spec	151.48	145.46	143.3	150.33	143.3	1st O/A
5th	Mark Dolton	MG PB (s)	150.12	Flag	162.98	156.98	156.98	
6th	Duncan Potter	C(s)	166.23	158.07	158.36	164.72	158.36	1st H/C

Class 14 Pre-1941 Racing Cars 1101 - 1500cc

11 Starters	Driver	Car	P1	P2	T1	T2	Best	Awards
2nd	Ian Baxter Bellevue	Spec	126.92	135.53	125.73	123.52	123.52	2nd O/A

A Level Physics and a Cautionary Tale.

by Charlie Cartwright

I sent a triumphant text to my friend, “Stumpy is back on the road!”. Stumpy is my much loved swept wing J2. A few years ago, on my annual foray from Penzance to the Scottish 3 day tour, as I approached the Forth Bridge the traditional J2 long gear stick broke in two. I diverted to Aberdour to visit Dave Stewart and he very kindly cut a new thread on the stump and we screwed the knob back on. It works really well and hence “Stumpy”. (All my Scottish MG friends call on Dave for expert MG advice.) Incidentally I believe the gear knob is the only J2 part with a traditional Whitworth thread. But I digress, don't we all when recounting MG stories?

What happened was, as they say, this time after only a few yards the water temperature gauge went off the clock! But I had only just put the engine back in after a superb rebuild by Colin Bird at Tamar Valley Motors, and I had back flushed the Radiator and it was clear of debris. So back to the workshop, at first I thought oh h**l it must be the gauge gone up the shoot, but the radiator WAS very hot. I cut in the Kenlow fan. In traffic this usually drops the temperature by 10 degrees in a couple of minutes, but not this time, the whole radiator was now cold apart from the header tank which was still too hot to touch. What was happening? The only change I had made, was that having read the adverts and a promotional article, I had treated the J2 to what was described in the blurb as a waterless coolant that will preserve the life of your vintage car engine.

Then my thought processes began to kick in, (it takes time for that to happen when one is almost as far over hill as the car). I remembered Mr. Twidle's A level physics lessons from the 1950's, a brilliant inspiring teacher. The specific heat of water is about 4.18; in other words water absorbs a lot of heat to raise it through a given temperature. If this “waterless” stuff is claimed not to boil below 180 degrees C, then it probably has a much lower heat capacity, and hence does not expand like water and therefore does not thermo siphon. I drained it off and replaced with good old H₂O and hey, the cooling system worked properly, the radiator heated up, the Kenlow cooled it down and the gauge recorded about 85 degrees as usual. And another thought, water boils at 100 degrees C so my engine even if boiling will not go much above that temperature, all the heat energy from the engine will dissipate into turning the water into steam, (latent heat of vaporisation as I remember). That waterless stuff could let my engine temp go up to maybe 200 degrees C before boiling and surely that's not good.

My younger son, a civil engineer who manages complex construction projects, often says “assumption is the start of all cock-ups”. Once again he was right, how often do the next generation put us oldies to shame? I had assumed the stuff would work just because I had a pre war engine. I rang up the company for advice and the guy said

'Oh yes there is a problem with thermo siphon cooling systems.' But nearly all pre 1936 cars that I have known don't have a water pump. So I guess its buyer beware, that stuff does not work on MMM cars. He did offer an alternative product, but I think the heat absorption and boiling point are more important and in the future for me that means good fresh water from the stream!

Just wondering now if the same applies to antifreeze fluids, does anybody have any data? Or may be we should all fit a water pump!

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Your Letters

From Barry Foster

Hi Bob,


Sent photos but not complete set as some have been "borrowed" over time and gone missing.....hope you can use some of them. (See *MG Gearbox article - Ed*)


At Angouleme this year there were 4 MGs in the prewar! race....myself, a 4 seater PA, a pointy tail TC and a very standard TC....all went well and the marshalling/flagging was excellent compared to previous years which gave cause for concern.

Lost in Translation

In the pre-grille ready to go out onto the track all the drivers had to take a Breathalyser test.....we were on after lunch! If you were OK the official stuck a dayglow red sticker on the car. I explained that when racing in the UK the car had a similar sticker if it, the car, was on alcohol, rather than indicating the driver was NOT on alcohol. The returned look was a clear indication that I had not been understood!

Yrs Foz






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Motoring Books For Sale

The following books are for sale by a friend of Philip Bayne-Powell. Contact Philip on 01483 811428 or e-mail: philipbp@mgcottage.freeserve.co.uk.

Competition related	
The Paddy Hopkirk Story – Bill Price & Paddy Hopkirk (h/back 214pp)	£60
The Racing Car Pocketbook – Denis Jenkinson (1962) 255pp	£8
BRM – Raymond Mays & Peter Rogers (1964) P/back 252pp	£12
Famous Racing Cars - David Hodges (1962) 89pp	£12
World Sports Car Championship – Cyril Posthumus (1961) 195pp	£7
The Art & Technique of Driving – Pat Moss & Erik Carlsson (1965) 191pp	£45
The Racing car – Development & Design – Cecil Clutton, D. Jenkinson & Cyril Posthumus (1956) 288pp	£15
Omnibus of Speed – Charles Beaumont (1961)	£12
General motoring	
The Auto Architect – Autobiography of Gerald Palmer 96pp (A4)	£20
Wonderful World of the Automobile – Ken Purdy (1961) 252pp	£10
Classic Cars of the 1930s & 1940s – Michael Sedgewick 146pp (A4)	£20
Complete Encyclopedia of Vintage Cars 1886-1940 – Bob De Rive Box 252pp	£10
Shire Album's Royal cars – James Dewar McLintock 32pp	£5
Car Driving as an Art – S.C.H.Davis (1965) 160pp	£12
Batsford Books - The Sports Car – John Stanford	£5
- The Vintage Motor Car – Clutton & Stanford	£5
- Veteran & Edwardian Motor Cars – Scott Moncrief	£5
Profile Publications - Morris 8	£3
- Alvis Speed 20/25 & 3½ & 4½ models	£5
- Invicta 4.5 litre	£5
- Lagonda 4.5 litre	£5
- Mercedes 300 SLR	£5
- Cromwell MK4 tank	£3
- Sherman M4 tank	£3
- Saladin Armoured car	£3
Handbooks & Manuals	
Understand your car – H.Hazell (1941) 150pp	£5
Automobile Steering, braking & Suspension overhaul –Staton Abbey (1961)	£5
BMC's Austin A55 & A60 Drivers Handbook	£3
BMC Service Parts List for MGC (1967)	£5
British Leyland's MGC Workshop Manual (soiled)	£8
British Leyland's Woleseley Six Drivers Manual	£3
Pitman's Ford V8 Handbook – Staton Abbey 164pp	£3
Ford Cars' Consul, Zephyr, Zodiac and V8 Handbook 224pp	£3

Book description	Price
MG related	
MG Collectibles – Mike Ellman-Brown	£45
Tuning & Maintenance of MG Cars – Philip Smith (H/back)	£30
The MG File – an Eric Dymock Motoring Book	£10
The Story behind the Octagon – Brian Moylan (signed)	£8
An MG Experience – Dick Jacobs	£20
MG from A-Z – Jonathan Wood	£8
MG Past & Present – Rivers Fletcher	£10
The Works MGs – Mike Allison & Peter Browning	£35
The MG Log – Peter Haining	£5
MG by McComb (signed)	£20
MGs on Patrol – Andrea Green	£12
Great Marques Poster Book – MG – Chris Harvey	£10
40 Years of the Triple-M Register	£8
The Classic MG – Richard Aspden	£10
The MG Story - Anders Clausager	£20
J2 Tales – Mike Hawke	£15
Small Car Racing & Record Breaking – Mike Hawke	£35
MG Road Cars Vol 1 – 4-cylinder cars – Malcolm Green	£80
MG Road Cars Vol 2 – 6-cylinder cars – Malcolm Green	£80
MG Cars 1952-54 – Brooklands Books	£5
MG Sports – 4-cylinder Thoroughbreds from Abingdon - Autocar	£8
British Leyland brochure for the MGBGT V8, 1974?	£5
MG Rover brochure for the MGF & Z models	£3
Haynes Modern Sports Cars – the MGF – David Knowles (h/back)	£10
Profile Publications:- M-type MG	£5
18/80 MG	£8
K3 Magnette	£8

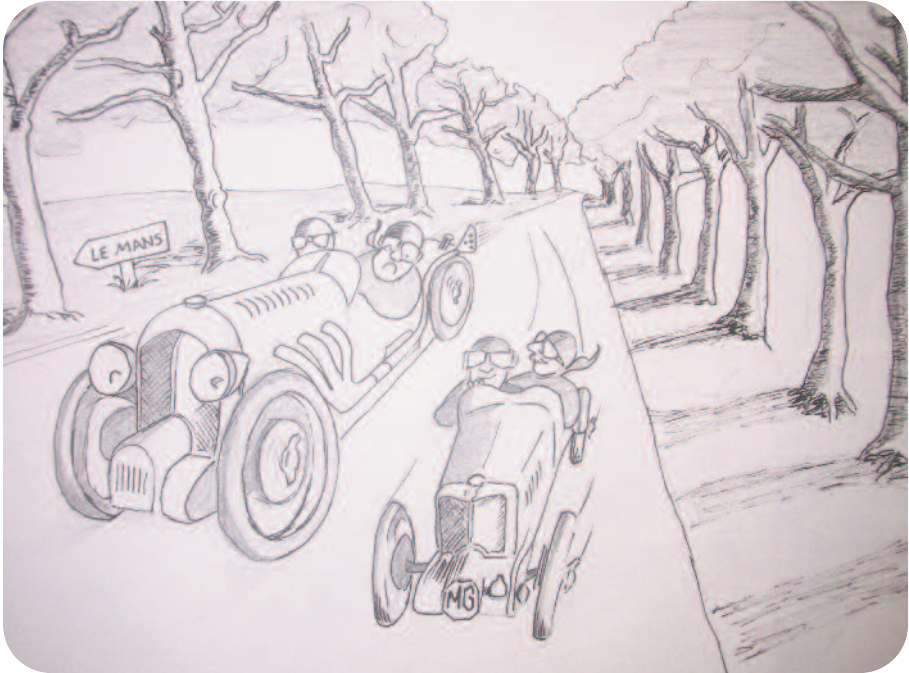
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Set of full size drawing and templates for a J2 body
£40

Jim Collier 01730 813504 (West Sussex)

www.triple-mregister.org

Cartoon Competition



Your suggested captions for the cartoon above are warmly invited and should be submitted by e-mail to: triple.m.caption.competition@gmail.com. For details of the Competition Rules, please refer to the August 2012 Bulletin or the web page: www.triple-mregister.org.

Congratulations to Robin Gordon who is the winner of the last cartoon (shown on the right).

Robin's winning caption is:
"That'll teach you to say women can't build engines! Now where is the torque wrench?"

Robin will receive Ged Segrave's original artwork for the cartoon, with the caption inscribed.



www.triple-mregister.org

Hints and Tips

From Ewan Harris

Dear Bob

The Bulletin is always something to look forward to and the August/September edition was no exception. An article in it, giving great detail of how to wrap springs with cord was of interest, showing as it did, the concours method of doing this. There is a non-concours method, originally published in Motor Sport ages ago, which has served well on my F-type; the rear spring cording has lasted well over 40 years!

The method is as follows:

With the springs still in situ on the car,

- a) First jack up the car and support with stands under the chassis, so that each axle in turn has wheels clear of the ground.
- b) Remove wheel(s).
- c) Thoroughly wire brush each spring so as to remove as much grime as possible and make sure that all the springs are perfectly dry.
- d) Brush each spring with 10-30 engine oil, leave overnight, then repeat the next day.
- e) Using good quality cotton parcel cord, commence wrapping a spring, starting and ending with two half hitches, (shades of Boy Scouts).
- f) Paint the first layer of cord with 10-30 engine oil.
- g) Next buy some large reels of CLOTH insulating tape, I bought mine from RS (Radio Spares) and wrap spring in this, giving a generous overlap at each turn.
- h) Then apply a final layer of cord.
- i) Finally give the completed spring two or three coats of creosote.
- j) Repeat creosote every 5-10 years!

Chassis Protection

Creosote is also the ideal chassis preservative, and it is even beneficial to leave the crud in place before applying, as this forms a protective layer. The more volatile (thinner) component of the creosote ensures that the thicker component is carried into every nook and cranny where it stays after the volatile component has evaporated. It is best applied after a long dry spell, so as not to trap water.

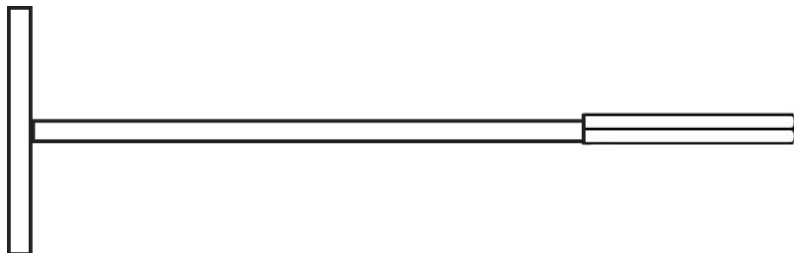
Battery Rejuvenation

Something else which I have found to work well and also might be of general interest, is a lead acid battery desulphater. These can be bought commercially, sometimes

incorporated into a battery conditioner. Mine is home built, using a circuit published in an electronics magazine. The desulphater is connected across the terminals in the same way as a charger, but uses the residual charge in the battery as an energy source. It works by slowly absorbing energy and then releasing it very quickly as a short pulse of about 10 Amps. This is repeated thousands of times a second, the unit emitting a characteristic whine when operating correctly. The intense short pulses reverse the sulphation of the plates which happens when batteries are left partly or completely discharged. Further information about the desulphater and a wiring diagram can be supplied on request to me on phone number 01363 775672.

Clutch Adjustment

Lastly, concerning clutch finger adjustment, when allen screws are fitted. This can be quite fiddly, using an ordinary allen key. Below is an alternative which is also harder to drop into the clutch well.



Allen Key welded onto a tee handle.

From The MG Magazine to The Sports Car

Many of you will be aware of the scanned copies of the MG Magazine available for perusal on the Triple M website www.triple-mregister.org. However, it may not be generally known that this magazine was superseded by another one called 'The Sports Car'.

Our treasurer Bob Milton has personal copies of 'The Sports Car' and has kindly contributed some sample pages that follow this one. These pages include a selection of adverts for used MG cars that were being offered for sale in 1937. It is especially interesting to note that the adverts include the chassis numbers; was your car for sale? Also covered are the early history of the MG Car Club and various sporting events. More pages are to follow in the next issue of the Bulletin.

SPORTING MOTORISTS' BARGAINS

M.G. MIDGETS

M. type, Chas. No. 2/M 2946. £50. Reg. August, 1931. 2-seater. Blue/Black. Tip-top condition throughout. Kept by enthusiast.—MORGAN, 31, Queen's Road, Newcastle-on-Tyne, 2. Tel.: Jesmond 1116. (S.24-1931).

J.1 type, Saloonette, Chas. No. J 0553. £75. Reg. May, 1933. Closed occasional 4-seater. Black/Red. Reborn, new tyres, practically unscratched.—J. B. SMITH & SON (LAUNCESTON), LTD., Castle Garages, Launceston.

J. type, Chas. No. J 0554. £75. Reg. May, 1933. Coupé 4-seater. Green/Green. 22,976 miles. Overhauled, nearly new tyres.—THE HIVE GARAGE AND SERVICE STATION, The Broadway, South-all, Middlesex.

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J.2 type, Chas. No. J2/4344. £105. Reg. December, 1933. Open Red/Red 2-seater. 21,300 miles. Reborn, new bearings, new hood.—Z. CRABTREE & Co., 96-100, Kirkland, Kendal.

J.2 type, Chas. No. J2/4171. £90. Reg. January, 1934. Open 2-seater. Black with Green wheels. Mileage approx. 37,723. Very good condition.—H. BEAZI AND Co., 102, London Road, Kingston-on-Thames.

P. type, Chas. No. PA 1323. £165. Reg. September, 1934. Open 2-seater. Black/Blue. 25,000 miles. 12-lb. crankshaft drive. Marshall Blower. Special Competition engine. Q-type gearbox. Just overhauled.—Below.

T. type, Chas. No. TA 0423. £185. Reg. September, 1936. Open 2-seater. Blue/Blue. 7,000 miles. Exceptionally good condition.—THE HASLENER MOTOR Co., Morris House, Guildford.

ADVERTISEMENTS for this section must be received by the 10th of the month.

THE rate for all Miscellaneous classified private advertisements is 1d. per word, minimum 2s., prepaid. Trade, 2d. per word, minimum 3s., prepaid. An additional 6d. is charged for Box Nos., and the words, "Box No. —, c/o THE SPORTS CAR," must be included in the advertisement.

SERIES discounts of 10 per cent. are allowed for six consecutive insertions and 20 per cent. for twelve. Remittances must accompany all orders.

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ALL communications to The Manager, THE SPORTS CAR, 30, Holborn, London, E.C.1. Telephone: Holborn 6621-2.

P. type, Chas. No. PA 1132. £95. Reg. June, 1934. Open 4-seater. Duo Green/Green. 28,595 miles. One owner. Perfect condition and appearance.—SKURRAY'S, LTD., Swindon, Wilts.

P. type, Chas. No. PA 0805. £115. Reg. June, 1935. Open 2-seater. Duo Blue/Blue. 19,000 miles. In excellent condition.—ARTHUR MULLINER, LTD., Bridge Street, Northampton.

P. type, Chas. No. PA 1908. £125. Reg. May, 1935. Open 4-seater. Black/Green. Mileage 17,827. Splendid condition throughout.—Below.

P. type, Chas. No. PA 0675. £90. Reg. April, 1934. Open 2-seater. Green/Green. Mileage 32,576. Licensed for year. Reborn.—B. WATERHOUSE & SONS, 75, Manningham Lane, Bradford.

PB. type, Chas. No. PB 0715. £165. Reg. March, 1936. Open 2-seater. Green/Green. Mileage 7,500. Several extras fitted.—FRED. W. DIXON, Park Garage, Linthorpe Road, Middlesbrough.

Q. type, Chas. No. QA 0252. £245. Open 2-seater. Black/Red.—BELLEVUE GARAGE & SERVICE STATIONS, LTD., 18, Bellevue Road, S.W.17.

P. type, Chas. No. PA 1008. £120. Reg. July, 1934. Open 4-seater. Green/Green. Excellent condition.—Below.

PB. type, Chas. No. PB 0604. £165. Reg. February, 1936. Open 2-seater. Green/Green. Mileage 7,263. One owner.—Below.

PB. type, Chas. No. PB 0719. £175. Reg. May, 1936. Open 2-seater. Green/Green. Mileage 4,393. One owner.—CRESTA MOTOR Co., LTD., Broadwater Road, Worthing.

P. type, Chas. No. PA 1374. £135. Reg. October, 1934. Open 4-seater. Duo Green/Green. Mileage 25,675. Excellent condition. Many extras.—SMYTH BROS., LTD., 214-218, Charrminster Road, Bourne-mouth.

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P. type, Chas. No. PA 0779. £110. Reg. July, 1934. Open 2-seater. Black/Blue. Mileage 22,000. Very clean and sound mechanically.—Below.

T. type, Chas. No. TA 0488. £195. Reg. September, 1936. Open 2-seater. Black/Green. Mileage 4,050. As new. Indicators, radiator muff extra.—UNIVERSITY MOTORS, LTD., 7, Hertford Street, London, W.1.

M. type, Chas. No. 1343. £38. Reg. 1930. Open 2-seater. Red/Red.—Below.

P. type, Chas. No. PA 1225. £100. Reg. 1934. Blue/Blue. Mileage 24,000.—Below.

PB. type, Chas. No. PB 0391. £155. Reg. 1936. Open 2-seater. Black/Red. Mileage 14,000. Fitted Aero Windscreens, Oil and Rad. Thermos.—TOURIST TROPHY GARAGE, East Street, Farnham, Surrey.

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OUR READERS' OPINIONS (contd.).

Why Not An M.G. Club?

Being a very interested reader of *The Light Car* and *Cyclecar*, I notice that a number of one-make clubs have been formed lately with very satisfactory results. New Midget enthusiasts, what about an M.G. car club? There are hundreds of you and

Owners' Opinions Wanted. surely some very enjoyable social runs and trials could be arranged. Perhaps M.G. owners would let me have their opinions on the idea. Roy Marsen.
 Chatfield, 19, Roseleigh Avenue,
 Highbury, London, N.5.

Another Insurance Anomaly.

I quite agree with "Value" that it is absurd to base insurance premiums on horse-power and not value. All

as possible, way justice the charge Mr. F. I age. Long's extensive re extremely r The cart brought a although h Seven Mall driven one : Followin; Mr. A. W. feet garage. and Mr. H. are neither class and cr antified is :

IN THE



By courtesy of "The Light Car."

H. C. Hastings of the editorial staff of "The Light Car" is still an M.G. owner and is seen here in his Series T Midget. To the left we reproduce the letter which first suggested an M.G. Car Club.

THE M.G. Car Club will soon be a thousand strong, but it is only a little over six years since I put together a page of readers' correspondence for *The Light Car*, including a letter that started it all. It appeared over the signature of Roy Marsh and was published in the issue of September 3, 1930.

Quite brief and to the point (a facsimile of the letter is reproduced on these pages) it took immediate effect. That was as inevitable as the subsequent growth of the club. You cannot have a lot of people rushing round the country in cars like M.G.'s without them wanting to get together.

Various people wrote to various other people, H.M. Post Office was enriched by numerous pennies inserted in numerous slots, and one or two more letters appeared in *The Light Car*. The upshot of it all was an announcement in that journal of an inaugural rally on October 12 for the purpose of formally bringing the club into being.

It was part of my job, of course, to keep in touch with events. That would have applied to the formation of any motor club. In this case, however, it was not so much a job as a joy, because I was myself running an M-type Midget and felt just as everyone else felt about those wonderful little motors—terrifically enthusiastic. They were quite unlike anything else in their day and it was not until mine had provided me with well over 30,000 miles of very good motoring that I reluctantly parted with it.

Founded on Enthusiasm

All this is a little beside the point and yet in a way it isn't, because owners of T-types and other recent models may not realise that the old original Midget inspired just as much enthusiasm in its time as the "T" does to-day.

Anyhow, the rally duly took place—at the Roebuck Hotel, near Stevenage, on the Great North Road. Over 30 M.G.'s turned up—all but two of them Midgets—and the car park looked rather like the dispatch bay at the works.

Inside the pub everyone looked a little awkward, felt it was up to them to do something but didn't quite know what. Co-conspirators Roy Marsh and John Thornley stepped into the breach, however, and a meeting was soon in full swing. (John Thornley, of course, is the man who now tells you how much it will cost to

mend the bits you break, although at that time he had no connection with the Works.)

At the meeting I remember him explaining how he had made contact with Roy Marsh immediately following the letter in *The Light Car* and offered to take on the duties of secretary *pro tem*. On Marsh's agreeing, he had to approach Mr. Cecil Kimber and obtained from the M.G. chief a promise of full support; a provisional design for a badge was also produced for inspection and approval and suggestions were put forward regarding subscriptions and so on.

Thornley concluded: "If you will let me be secretary for the time being, I think I can make the club a success."

After a little more discussion, the M.G. Car Club was formally constituted, Thornley was enthusiastically voted secretary, a committee was elected, and everyone sat down to an overdue tea.

A Get-together

Forming a club is one thing. Turning it into a going concern is another. Obviously, the first thing was to give members a better chance of getting to know each other. To this end, another rally was arranged at the "Roebuck" (on November 9), the plot this time being to assemble for lunch, make a pleasant tour of the countryside in the afternoon and finish at the "King's Arms," Berkhamsted, for tea.

BEGINNING



The Early History of the M.G. Car Club

Told by
H. C. HASTINGS

(of "The Light Car").

The immediate success of the club can be gathered from the fact that over fifty cars turned out on this occasion. This large number rather upset the organisers' calculations, and the idea of a convoy run had to be abandoned; instead, members were asked to find their own way to Berkhamsted, which they did by promptly losing themselves and meeting each other going in opposite directions in narrow lanes.

The resulting confusion effected a high percentage of introductions, so that, by the time the "King's Arms"

up earlier, the gathering of members and friends at tea numbered well over a hundred.

A week or two later Thornley rang me up and we met for lunch to discuss the prospects of a trial. The Chilterns seemed the obvious district and I promised to find him some hills and draw up a set of regs.

Early in the new year we got down to the route question in earnest and started a series of extraordinarily muddy expeditions. Arch Mudlarkers were Ernest Wood, the trials secretary, Norman Eames, one of the committee, Thornley and myself. We generally ended up at the "King's Arms" wondering whether we were going to be thrown out for carting such large quantities of Chilterns chalk into a clean hotel, but a tolerant management put up with us without complaint.

In the Mud

The classic occasion during these expeditions was when we found ourselves stuck in a sea of mud at the foot of Light Car's Lament just as it was getting dark one bleak afternoon. We couldn't get up Light Car's Lament, and after making the cars face the other way by dint of incredible effort we found that they wouldn't go up the approach hill they had come down.

Prospects for a good trial seemed encouraging!

Eventually we decided on a course to our liking and some one-finger efforts on a typewriter produced a route card that the rest of the committee could understand, so everything was set for the regs. to go out and the entries to come in—we hoped.

In the meantime, the club held its first annual dinner. This took place on January 9, 1931, at the Mecca Restaurant, Ludgate Hill, with Mr. Kimber in the chair, whilst amongst the guests was the Earl of March (now the Duke of Richmond and Gordon).

Mr. Kimber made a characteristically amusing speech, gave some interesting facts about the Midget with which George Eyston was even then starting his record-breaking habits, and concluded by promising a donation of 50 guineas towards the club funds.

John Thornley returned thanks, mentioned that the membership figure was nearing the 200 mark, and read a telegram from Sir William Morris (now Lord Nuffield, of course) consenting to become patron of the club. Everyone was terrifically enthusiastic and the function registered one more success for the club.

(To be continued next month.)



By courtesy of "The Light Car."

W. H. Haden in this old model M Midget put up the best performance in the first M.G.C.C. Chilterns trial. Here he is in one of the observed sections.

was reached, lots of members knew lots of others and everyone was satisfied.

At Berkhamsted, a member of the local constabulary did yeoman service by standing in the middle of the road and waving members into the hotel yard. This he did with the greatest insistence to each and every M.G. that attempted to pass and thereby performed some quite useful recruiting! Thanks to his efforts and the presence of several folk who had been unable to turn

FIFTH CHILTERN TRIAL

S. Curry Wins the Banana

THE Fifth Chilterns Trial of the M.G. Car Club was held on January 17, and was widely reported in the weekly motoring press. The results were circulated to all competitors a few days after the event and provisional results were announced at the finish.

The event was one of those happy occasions which (perhaps because the Trials Secretary was down with the 'flu during most of the preliminaries!) went with a swing throughout. The weather was really excellent for a January event, although some rain fell towards the close of the proceedings. It was a striking contrast from the previous year when ice and snow made the course very dangerous and gave members an extremely trying time getting to and from the event.

This year's entries totalled 55 by comparison with 54 in 1936—an excellent turnout considering that the trial is restricted to members of the Club driving M.G. cars, and that it is run over a super-sporting course appealing only to dyed-in-the-wool trials enthusiasts.

No Restrictions

In defiance of the present-day fashion there were no restrictions and no handicaps. Provided that your car was built in the first place in the M.G. factory you could run it equipped as you pleased, free from bans of any kind.

A delightful feature of the event was that a large number of the Club's most expert drivers withheld from entering, and applied themselves wholeheartedly to the job of being officials. Maurice Toulmin drove all the way from Preston, Lancs, to assist with the organisation of a special test, and Jack Bastock and Archie Langley made the journey from Birmingham on an equally laudable mission.

The result of the experts turning out to do a job of work was that not a single protest was received.

The trial started from Marlow at 11 o'clock, and the course was easy going for 27 miles to the Lambert Arms, most hospitable of hotels.

En route there was Maidensgrove to be climbed and a "dog-leg" special test to be negotiated.

On Maidensgrove there was only one failure, namely, R. T. Havart, whose J.2 was not behaving itself. In the dog-leg test, which involved

reversing into a side turning and out again against the clock, the best time was scored by W. J. Green (PB), with 13.6 secs. None of the others was under 14 secs., but four tied for being the runner-up, each with 14 secs. dead. They were M. W. G. Whittmann (T.), P. G. P. Meadows (N.), S. Curry (P.) and S. Ison (P.).

The fun began after the Lambert Arms with climbing Crowell. On its slippery, chalky slopes there were 14 failures. Of the rest it was impossible to single out individual climbs for special praise. Indeed, among spectators it was a controversial matter whether the clever men were those who went fast or those who pinned their faith to a modest pace.

On Kop

Next came a special test on Kop Hill, the competitors being timed while they drove forward to a line, ran back, and then forward again. Here top honours were scored by Norton Bracey (P.), with 10 secs. dead. The runner-up was J. H. Spencer (N.) with 10.4 secs., next being J. Twyford (P.), with 10.6 secs.

The *pièce de résistance* followed in the form of a new hill styled Cookson's Stopper. It was observed in two sections, Section A bringing 13 to rest, and Section B accounting for 19 failures. Bravo, A. C. Cookson!

From this hill, which is close to Wendover, the competitors tackled Light Car's Lament and Hawridge, just for old times' sake, on their way to the finish at Tring.

OFFICIAL RESULTS.

THE C.M.I. BANANA.

S. Curry (P Midget).

TEAM AWARD.

M.G.C.C. N.W. Centre:

J. Twyford (P).

K. A. Scales (P).

J. F. Guest (T).

FIRST-CLASS AWARDS.

J. Twyford (P).

R. M. Andrews (PB).

K. A. Scales (P).

A. J. Milburn (J.2).

J. E. R. Wuldart (P).

C. P. Barber (PB).

A. G. Imhof (T).

SECOND-CLASS AWARDS.

Norton Bracey (P).

Miss J. M. Adey (N).

J. F. Kemp (N).

G. C. Walton (PB).

J. F. Guest (T).

P. S. Flower (J.2).

J. G. Murray (P).

D. B. Burrage (PB).

K. C. H. Rawlings (J.2).

S. Ison (P).

UNIVERSITY MOTORS' STAFF PARTY

WITH an attendance of over 200, the eighth annual staff dinner of University Motors, Ltd., was a great success. It was held at Harrods Restaurant in London on February 6, with Major G. Bradstock, D.S.O., M.C., in the chair. University Motors, Ltd., are, of course, the well-known M.G. distributors and there were many guests from Abingdon, including Mr. Cecil Kimber, Mr. George Probert, Mr. Edward Colegrove, Mr. R. A. Macfadyen and Mr. John Thornley.

Major Bradstock said that the company had had a very good year in 1936, and he thanked Mr. Kimber for the wonderful M.G. programme for the 1937 season. He had heard that it was going to be even better for 1938. In the previous year University Motors' turnover had gone up by more than £100,000. The whole department had shown mag-

nificent growth. Promotion was coming shortly to Mr. M. W. G. Whittmann—"there is no more loyal servant of the company."

Mr. Whittmann said he was proud of the new quarters to be allotted to him at Stratton Street, but was sorry to be leaving his pals at Hertford Street.

Captain Elwes, proposing "The Visitors," said the M.G. Two-litre was a grand motor-car and that the Tickford was the greatest of all all-weather cars.

Responding, Mr. H. C. Bischoff said he remembered Major Bradstock for a great many years. He had built up University Motors from almost nothing. He was one of the greatest men in the commercial world of London.

The speeches were interspersed with lively entertainments by well-known artists.



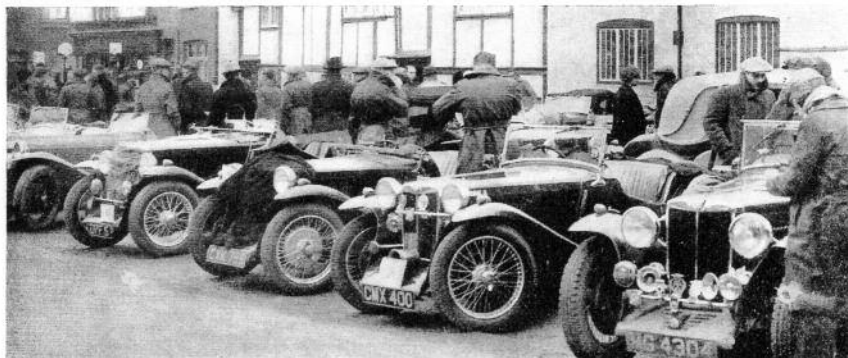
Cars used to fail on Maidensgrove! This is how J. E. R. Wuidart treated it on his way to winning one of the seven first-class awards in the M.G.C.C. Chilterns Trial.



Crowell caused 14 failures. D. B. Burrage (seen above) was clean here, as he was on all the other hills.



J. W. Thornley, in charge of the Dog Leg Test, asks Miss J. M. Adey if she is ready for the flag.



The start of the trial was in Marlow, where the usual busy scenes were once again enacted. Sunshine favoured the event at this stage of the proceedings.

A Good Day's Sport

More Tales of Ancient Grease

by David Harrison

(Reproduced from the North American MMM Newsletter by kind permission of the Editor, Larry Long)

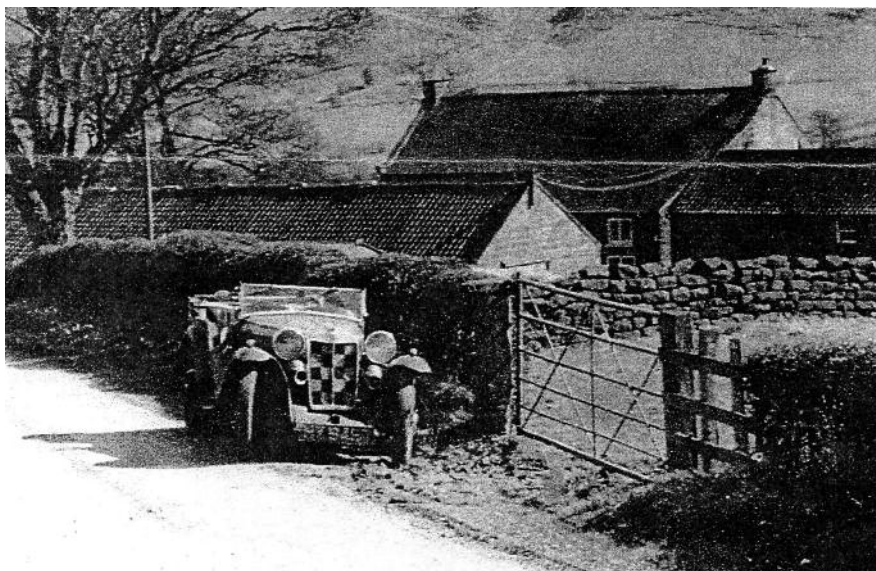
Operating my MG L1 in the sixties on a student budget required driving skills rarely used today. One challenge was the lack of daylight during the long winters. The best plan was to avoid driving in the dark altogether, but visits to pubs and taking girls out inevitably involved night-time driving, and lack of battery power and tarnished and unfocused headlights were not a good combination on dark country roads. Actually lights were not legally required to be turned on until official "lighting up time". These times were pre-published and based on some astronomical average, and took no account of actual weather conditions. Thus it was possible and legal to drive on dark evenings on sidelights until lighting up time, saving the battery. In real darkness my usual strategy was to loiter until a modern car with better lights overtook me, then rev up and attempt to follow it, giving my battery a rest by turning off the headlights. This assumed that I could keep up and the other car went where I wanted to.

The need to conserve the battery required other strategies. Planning the route so the car could be parked facing downwards on a hill was one. The old Mk1 starter clipped behind the back seat was usually a reliable backup. After a night at a pub there were always a few beery souls willing to give a push.

Another challenge was the lack of brakes due to ancient crystallized linings. I got pretty good at panic double declutching into the lower gears. Sometimes a passenger could help by grabbing the hand brake which actually had better leverage. After a couple of years, lots of near misses and one dented wing, I got wise and had the brakes relined.

The basic problem was lack of money. My scholarship at college was ninety pounds a year. Even with the UK system of free tuition and beer being a bob a pint (about 25c), it didn't go far. My first transportation was an old Francis Barnett motorbike, but girls seemed reluctant to ride pillion on a date come winter. I then got my first car for 20 pounds, a 1936 Ford 8 saloon, 850 cc and three speeds, 40 mph flat out in third with a following wind. I ran it for a year and even toured Scotland. It also had braking problems, they were rod actuated and not compensated. If I braked while turning a corner the combination of lost motion in the linkages and a flexible chassis would steer the car to one side. I had to crawl under the car every couple of weeks and adjust clevis pins linkages. The puny side valve engine was reluctant to climb steep hills in first gear, but would happily go up backwards thanks to the lower reverse ratio. I imagine that's a lost art with today's traffic.

The L1 was a revelation, even if it cost 40 pounds. It would easily do forty in third, with one more gear to go, and was much more of a crumpet-catcher than the humble Ford. The lack of a heater, draughty top and flapping side curtains were minor problems. In fact I rarely drove with the top up even in winter, it seemed warmer to have it down. At least the draught would come from behind. I drove the L1 all over Somerset, Yorkshire and even to Glencoe for a New Year ski trip. It was quite reliable at first, and a lot of fun. I had few on-road breakdowns, one that I remember was a burst water hose in rural Somerset. I walked over to a nearby farm with the remains of the hose, the farmer gave me one of the pink udder cups from the milking machine, it fitted quite well with a trim and I drove the car for six months with it. The engine and radiator survived a major freeze-up in Glencoe, I could only afford one gallon of antifreeze. It was so cold all their bottled beer froze in the local pub. Fortunately the Drambuie survived to celebrate Hogmanay. The L1 survived three years of bodged maintenance, but was sold for 30 pounds to a Leeds university student and replaced by a 1947 Triumph 1800 roadster with a snug top, rollup windows and a heater. Sic transit Magna



HY 9497 on a rare sunny day in the Yorkshire Dales.

Triple-M Register Championships

- Mike Linward, Competition Secretary

We are now coming to the end of the season and this is just a reminder that all contributions to the Car Of The Year and other Triple-M competitions must be in by the third week in January 2014 at the latest, otherwise the results will not count.

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2013 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

4th/5th January	MCC Exeter Trial	Full Results
12th/13th January	VSCC Measham Night Rally	Full
3rd February	VSCC New Year Driving Tests	Full
3rd February	Stroud & District MC Cotswold Clouds Trial	Part
16th February	Fell Side Auto Club Northern Trial	Part
24th February	Holsworthy MC Chairman's Trial	Part
2nd March	VSCC John Harris (Derbyshire) Trial	Full
17th March	MGCC SE Centre Spring Navisat	Full
17th March	Torbay Motor Club Torbay Trial	Part
29th/30th March	MCC Land's End Trial	Full
13th April	MGCC SW Centre Kimber Trial	Full
14th April	MGCC SW Centre Kimber Gymkhana	Full
14th April	Ross & District MC Kyrle Trial	Part
20th/21st April	VSCC Silverstone Race Meeting	Full
27th April	VSCC Spring Rally	Full
5th May	VSCC Curborough Speed Trials	Full
12th May	VSCC Wiscombe Park Hill Climb	Full
12th May	Ilkley & District Motor Club, Ilkley Classic Trial	Full
26th May	Sevenoaks & District MC Crystal Palace Sprint	Full
1st June	BARC Yorkshire Centre Harewood Hill Climb	Full
8th June	VSCC Cadwell Park Race Meeting	Full
15th June	MGCC Silverstone California Cup Autotests	Full
15th June	VSCC Brooklands Double Twelve Speed Trials	Full
16th June	MGCC Silverstone Sprint	Full
16th June	VSCC Brooklands Double Twelve Driving Tests	Full
7th July	VSCC Shelsley Walsh Hill Climb	Full
7th July	Triple-M Summer Gathering P.O.O. & Gymkhana	Full
21st July	VSCC Mallory Park Race Meeting	Full
3rd/4th August	VSCC Prescott Speed Hill Climb	Full

4th August	Camel Vale Motor Club Castle Hill Climb	Full
9th-11th August	Oldtimer Grand Prix Nurburgring	Full
11th August	MGCC SW Centre 'MGs on Grass' Driving Tests	Full
17th August	VSCC Pembrey Sprint	Full
18th August	VSCC Pembrey Race Meeting	Full
18th August	Pepper Harrow 'Black Horse' Trials	Full
18th August	MGCC SW Centre Mendip Trial	Full
24th/25th August	Triple-M Welsh Marches Rally & P.O.O.	Full
7th September	VSCC Autumn Rally	Full
8th September	VSCC Madresfield Driving Tests	Full
14th September	MGCC SE Centre Wiscombe Park Hill Climb	Full
14th/15th Sep	VSCC Loton Park Hill Climb	Full
21st September	VSCC Light Car Autumn Driving Tests	Full
24th September	Circuit Des Ramparts D'Angouleme	Full
27th September	Normandy 'End Of Season' Rally	Full

C.O.T.Y. 2013

Scores to 12th November

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	1931	C/s	VD 30	Barry Foster Andrew Harrington	107
2nd	691	NA All'ham	BYU 271	Philip Bayne-Powell Rosemary Bayne-Powell	101
3rd	1595	M	PG 1045	Frank Ashley	99
4th	909	J2-PA/s	FW 3909	Bill Bennett	96
5th	3	J2	DG 5404	Jeremy Hawke	90
6th	1018	J2	MG 2853	Philip Coombs	82
7th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	76
8th	2692	J2	SW 4156	Brian Galbraith T. Galbraith	71
9th	2694	J2-PB/s	Kayne Spl.	Mike Painter	70
10th	2200	C/s	RX 8306	Philip Bayne-Powell	65
11th	360	PB/s	BTU 260	John Seber David Seber Tony Seber Christopher Broad Mark Hafford	63
12th	1164	PA	YSV 703	Hamish McNinch Anne Boursot	59
13th	627	J2	FS 5663	Ian MacKay Emma Digby	

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				Mike Linward	58
14th	-	M	HX 91	Chris Cadman	51
15th	1533	PA-PB	WV 5012	Dick Morbey	50
=16th	3534	J2/s	WF 5494	Fred Boothby	49
"	2912	C/s	GX 9693	Duncan Potter	
				David Potter	49
18th	2362	NA	BTT 726	Richard Jenkins	
				Neil MacKay	
				James Mather	48
19th	920	PA	TG 8337	George Ward	46
20th	3018	PB/s	MG 4516	Rachael Holdsworth	
				Graham Holdsworth	43
=21st	1551	PA	CYE 387	Barny Creaser	
				Gillian Creaser	42
"	1140	J2	JL 753	Mike Linward	42
=23rd	81	C/s	JK 1932	George & Marguerite Morgan	
				Greg Smith	41
"	2272	C/s	LJ 4444	Oliver Richardson	41
25th	162	ND/s	BKL 256	Philip Bayne-Powell	
				Peter Ross	
				Sandy Mackay	40
26th	605	L1/s	MG 2802	Charles Jones	39
27th	148	M	OY 1548	John Haine	37
28th	1883	J2	PO 8865	Patrick Gardner	
				Luke Bray	
				Jack Westbrook	33
29th	2170	PB/s	CLX 112	Mark Dolton	32
=30th	1135	M	SV 5438	Alan Grassam	29
"	1991	KN/s Saloon	ELF 409	Peter Prosser	29
"	761	J2/s	APU 280	David Downes	29
33rd	2361	NA/s ss	EP 5892	Jeremy Rivers-Fletcher	
				John Keogan	28
34th	2960	J2	AM-30-25	Thijs de Groot	27
=35th	2742	J2	DG 7828	Robin Hamblett	26
"	317	Jarvis M	GP 1856	Philip Bayne-Powell	
				Ed Taylor	
				Tony Bradbury	26
"	2430	PA/s	497 UXH	Howard Harman	26
"	3226	C/s	JO 2288	Hamish McNinch	26
39th	2615	PB	BOF 564	Tim Beckh	
				Jez Earnshaw	25
=40th	1486	K3/s	JB 3181	Howard Maguire	24
"	3017	J1 Salonette	UG 3585	Jim Collier	24
=42nd	656	PB/s	JC 3269	James Gunn	

				Rebecca Gunn	23
"	1647	NB	JB 6864	Bill Abbott	23
"	797	K1	ALA 871	Christopher Hobbs	
				Kate Hobbs	23
"	807	KN/s	MG 4119	Richard Jenkins	23
=46th	2000	K3/s	MG 3570	Peter Green	21
"	2852	M	RH 5831	Philip Coombs	21
"	1917	J1/s	VSV 521	Stuart Evans	21
"	1521	C/s	RX 8591	Dave Cooksey	21
=50th	1065	PA/s	MG 4440	Bill Niven	20
"	1171	NA All'ham	MG 3538	Keith Portsmore	20
=52nd	467	J3/s	HH 6711	Terry Holden	19
"	1581	K1	E-KK 1933	Walter Kallenberg	19
"	2141	PA/s	RC 3349	Derek Richards	19
=55th	3302	J2	KS 6104	Andrew Harrington	18
"	2284	J2	OB 5374	Colin Henderson	
				Grace Henderson	18
"	1676	D	NG 2461	Mike Jakeman	18
"	3448	PA	BKE 103	Aubrey Paverd	18
"	1	NA/s	JB 3852	Mike Allison	18
"	670	PA	BFY 711	Richard Holl	18
"	1963	PB	YS 5081	Keith Wallace	18
=62nd	1746	NB	JB 4846	Frank Holtrigter	17
"	353	K3/s	AGW 37	Clint Smith	17
"	2134	K1/s	MG 3094	Günther Krenn	17
"	1278	F1	MG 1313	Ian Goddard	17
"	2927	PA	OAZ 678	Jacques Vanlint	17
=67th	30	J2	OC 3816	Ian White	16
"	3205	K3/s	JB 7526	Pat Boghossian	16
"	2175	PB	JB 7524	Elizabeth Taylor	16
"	968	PA	BU 8079	Roger Davies	16
"	423	J2/s	DU-FG 86 H	Christian Höptner	16
=72nd	3298	PA/s	OSL 309	Les Procter	15
"	66	K3/s	MG-K3	Gerhard Maier	15
"	2290	L1 Saloon	10 AH 922	Arnaud Jacobs	15
"	1009	PA	ALV 601	Henry Tennant	15
=76th	225	K1	ALU 463	Martin Jacobs	14
"	1270	NB Cresta	MG 4750	Bob Clare	14
"	1249	F1	GY 2473	Alaster Bentley	14
"	2231	J3/s	YG 4293	David Kempton	14
"	932	J2	CG 5513	Martin Gratte	14
=81st	815	KN/s	MG 4314	Martin Warner	13
"	1156	PA-PB	AAD 264	Nick Dean	13
"	2227	KN	MG 4282	Peter Hemmings	13

"	2792	J2	10 AM 345	Yves Mittler	13
"	1591	J2/s	YJ 892	David Stansbie	13
=86th	664	PA/s	BLB 209	Peter Chance	12
"	3408	L1 Salonette	575 AKB	Rod Ptak	12
"	1710	F1 Jarvis	IU 2474	Philip Bayne-Powell	12
"	676	PA/s	WP 5939	Roger Thomas	
				Russell Thomas	12
=90th	108	M	OU 4824	Mike Dalby	11
"	950	L1/s	MG 2349	Ian Davison	11
"	1659	PA	VL 5643	Terry Davies	11
"	1976	J2/s	JF 5278	Gil Collins	11
"	-	F1	MG 1588	Charlie Cartwright	11
"	2193	NB	DUB 679	Terry Hartley	11
"	625	F1	OV 9757	Ewan Harris	11
"	2508	NA	BKJ 398	Martin Gratte	11
"	776	NB	YS 6658	Mike Legg	11
"	2591	PA	MG 3242	Colin McLachlan	11
"	2823	F1	GY 5141	Robert Walker	11
"	2703	PA 4str.	MG 3452	Tony Wild	11
"	1607	F1	HZR 714	Stefaan Vernyns	11
"	1531	J2	PJ 8586	Chris Smith	11
"	75	L2	APJ 750	David Stansbie	11
"	-	J2	APK 438	John Forster	11
"	633	NA	LAS 368	Tony Hay	11
"	156	K1/s	APC 950	George Ward	11
=108th	3303	M	LS 2464	Oliver Richardson	10
"	-	PB/s	-	Simon Etherington	10
"	3454	PA/s	AXR 370	Thijs de Groot	10
"	2188	M	GH 4434	Colin Reynolds	10
"	158	PA	BJO 800	Peter Down	10
"	329	PA/s	CZ 4895	John Adams	10
"	283	M	SVS 374	Guy Westbrook	10
"	82	M	PO 1357	Nigel Stroud	10
=116th	919	PA/s	DPB 140	Graham Arrondelle	9
"	600	J2/s	WJ 7070	Ken Robinson	9
"	1238	PB	BZ 3433	Martin Gratte	9
"	2538	M	YJ 42	Shirley Willcox	9
"	3009	J2	AGO 497	Peter Hemmings	9
121st	1146	K3/s	JB 3182	Gunther Stamm	8
=122nd	907	K1	ADH 360	Neil MacKay	
				Ewan Graham	
				Mark Darnell	7
"	1925	PA	BPG 994	Bob Clare	7
=124th	2715	KN/s	CG 8379	Tanya Lewis	6

"	845	M	PG 5027	Mike Cleary	6
"	679	J2	MG 2787	Terry Holden	6
=127th	1235	L1/s	JB 6878	Bryan Ditchman	5
"	1422	J2	MG 2161	Archie Thomson	5
=129th	994	L2	ALA 656	George Eagle	4
"	1331	PA	EDU 347	Roger Cadogan	4
"	2172	PB/s	ATF 252	Paul Lees	4
"	1223	C-RA/s	Bellevue Spl.	Mike Dowley	4
133rd	922	D	KG 1237	Digby Gibbs	3

I apologise that the above table is slightly curtailed owing to space constraints - Ed

**Slade Trophy 2013
Scores to 12th November**

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	38
2nd	J2	Jeremy Hawke	28
3rd	J2	Yhijis de Groot	11
4th	PA	George Ward	10
=5th	M	Oliver Richardson	9
"	J2	Brian Galbraith	9
7th	J2	T. Galbraith	8
8th	M	Alan Grassam	7
9th	M	John Haine	6
10th	NA	Richard Jenkins	5
11th	L1/s	Bryan Ditchman	4
12th	M	Philip Coombs	3
13th	PA/s	John Adams	2
14th	KN/s	Martin Warner	1

**Racing Challenge Trophy 2013
The Betty Haig Cup
Scores to 10th October**

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	C/s	Barry Foster		0.247
2nd	L1/s	Charles Jones		0.299
3rd	C/s	Oliver Richardson		0.609
4th	C/s	Hamish McNinch		0.626
5th	PA	Anne Boursot		0.724
6th	J2/s	David Downes		0.797
7th	PB/s	John Seber		0.902
	J2/s	Fred Boothby	4	0.366
	J2-PA/s	Mike Painter	4	0.376

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PB/s	Simon Etherington	4	0.839
PB/s	David Seber	4	0.870
C/s	Dave Cooksey	3	0.580
M	Chris Cadman	3	0.956
J2/s	Andrew Harrington	3	0.987
K1/s	Günter Krenn	2	0.700
PB/s	Tony Seber	1	0.043
KN/s	Tanya Lewis	1	0.615
PB/s	Peter Haynes	1	0.667
NA/s	Jeremy Rivers-Fletcher	1	0.769
NB	Chris Smith	1	0.923

Speed Chamionship Scores to 12th November

Position	Car/s	Driver	Points
1st	J2	Philip Coombs	53
2nd	NA/s ss	Ian Baxter	47
3rd	M	Frank Ashley	40
4th	C/s	Duncan Potter	39
5th	PB/s	Mark Dolton	34
=6th	PB/s	John Seber	28
"	PB/s	Rachael Holdsworth	28
"	J2-PA/s	Mike Painter	28
9th	C/s, ND/s	Philip Bayne-Powell	22
=10th	PB/s	James Gunn	19
"	M	Chris Cadman	19
"	C/s	Barry Foster	19
=13th	J2	Jeremy Hawke	15
"	C/s	David Potter	15
"	PA	Anne Boursot	15
16th	NA, KN/s	Richard Jenkins	14
17th	PA/s	Les Procter	13
=18th	PA/s	Thijs de Groot	12
"	PA	Hamish McNinch	12
=20th	J2, C/s	Andrew Harrington	11
"	J2	Brian Galbraith	11
=22nd	PB/s	Christopher Broad	10
"	ND	Graham Galliers	10
"	PA/s	Howard Harman	10
25th	PB/s	Mark Hafford	8
26th	J1/s	Stuart Evans	7
27th	NA/s ss	Jeremy Rivers-Fletcher	6
=28th	PB/s	Rebecca Gunn	5
"	J2/s	Fred Boothby	5
"	C-RA/s	Mike Dowley	5
"	NA/s ss	John Keogan	5

M.G. Triple-M Gearboxes

by Barry Foster

Editor's Note: *This article was first published in the 1997 Yearbook and is reproduced by kind permission of the author, Barry Foster.*

Fitting a gearbox into the transmission system of a car is an admission by the manufacturer that the engine does not produce enough torque to propel the vehicle at the desired speed! Also that the more gear ratios required within the gearbox to achieve movement matches the degree of inefficiency.

The above statement implies that an M-type with a three speed box is far more effective than a J4 with a close ratio 4-speed gearbox. This is both true and false depending upon the design specification of the car - how is it expected to perform? An M-type is far more efficient in getting two people from A to B in terms of economy of fuel and cost of manufacture, but the J4 would get to the chequered flag first! The manufacturer will have a specification to work within to obtain the desired performance characteristics, with the rest of the design influencing the gearbox specification.

It is easy to overlook that the average motorist of the 30s was not necessarily enthusiastic about "crash gearboxes" and the need to double declutch. Road tests of the period often extolled the virtues of large engined cars being able to accelerate in top gear from low speed all the way to maximum R.P.M. As "our" cars do not fall into this category, in terms of engine size, they required a gearbox to perform as a "sports car" should.

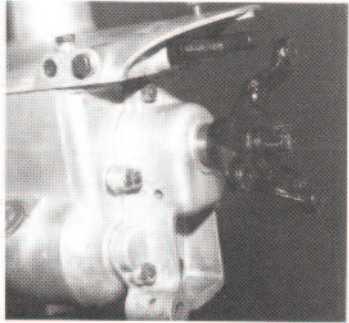


Late M and D-type Gearbox (Barry Foster)

Gearboxes fitted by the factory can be grouped into 5 basic types:

- 3 speed, Wolseley type, fitted to M and D types.
- 4 speed, E.N.V. type, fitted to C,F,J4 (& K3).
- 4 speed, E.N.V. Wilson type preselector in K,Q & R.
- 4 speed, Wolseley type, in J,K,L,N,P & KN.
- Other, used in specials and prototypes.

This article will cover those operated directly by a gear lever as manual boxes.



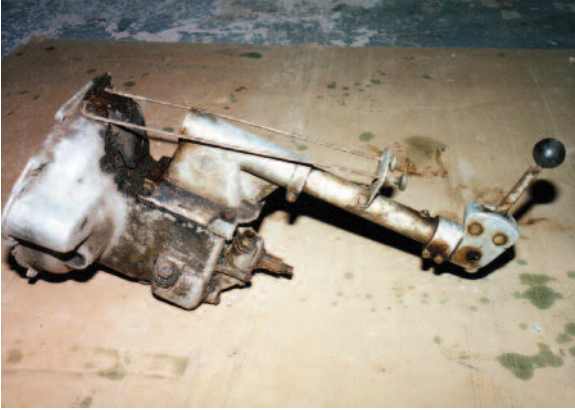
Early M-type showing bracket for fixing transmission handbrake (Barry Foster)

The M-type Midget came with the Wolseley type 3 speed gearbox as standard, this being the same as that used in the OHC Morris Minor. The early gearboxes had a transmission handbrake fitted to the rear of the gearbox surrounding the output shaft. These boxes can be identified by the extra lug on the bottom of the rear casting of the gearbox case. The handbrake was also attached at the top near-side rear corner of the top cover from which the gear lever emerged. The Minor gear lever was bent almost parallel with the floorboards in the M-type obscuring the starter button which was repositioned in the Midget.



Detail of the transmission handbrake on the early 3-speed boxes (Barry Foster)

Late M-types and all D-types did not have the transmission brake with the rear of the gearbox modified accordingly. The D also had the handbrake pivoted on the chassis cross tube rather than the gearbox lid. D-types were also fitted with a neat remote control fabricated from two castings and a steel tube. This gave a short stubby lever which was the height of fashion for a true sports car and was perhaps the cheapest



*Nearside of D-type 3-speed box
(Barry Foster)*



*D-type 3-speed gate
(Barry Foster)*

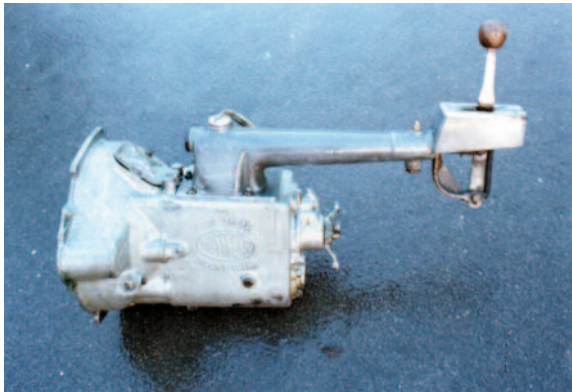
way to modernise the early type of gearbox. It also provided a place to locate the slow running and choke controls. This remote could also be fitted to M types as provision had been made for the handbrake location. The contemporary “bolt-on goodie” manufacturer, Derrington Engineering, also produced a remote for this type of box.

After the debut of the M type on the race track the MG. Car Company recognised that a small capacity racing car would be much more effective with a 4 speed gearbox. The 12/12 Midget, and of course any M and D type, could be fitted with a 4 speed version of the early type box. This was slightly longer than the 3 speed and required modified floor boards, prop-shaft and tunnel.

At about the same time the MG. Car Co. was involved with the building and running of EX120 and EX127 and the design of the C-type. A stronger 4 speed box was required. Moss Engineering

produced a proprietary 4 speed, “silent third” gearbox, with a separate bell housing which allowed it to be fitted to a variety of makes of engine. The earliest use of the Moss gearbox appears to be in the C-type prototype, however production cars had the E.N.V. box fitted. One must assume that the factory were concerned about the ability of the Moss box to handle the hoped for power output of the new racer.

The E.N.V. box was also fitted to the new 12/70 Magna, not a mechanical necessity as the same engine fitted to the Wolseley Hornet used the 3 speed box as fitted to the M type. It appears to have been a sales/purchase agreement between E.N.V. and the MG Car Co. involving a quantity/price arrangement. E.N.V. seem to have been happy



The Moss 4-speed box (Barry Foster)



4-speed M-type box (Barry Foster)

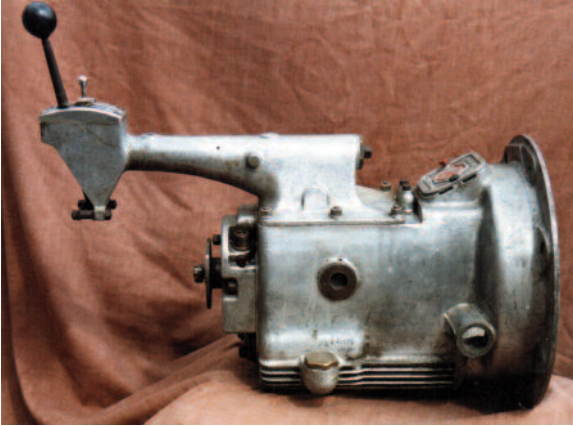
Magna rather than the Midget. The similar box fitted to AC and Invicta cars had a better first gear, which could be used. Those fitted to the 1.5 litre Invicta saloon had helical constant mesh gears which were quieter than the straight cut used in MG boxes. Most F type owners soon become deafened by the rumble from the gearbox!

With the fitting of the Powerplus supercharger to the Montlhery Midget, it became apparent that they could 'pull' higher gear ratios. This led to the manufacture of close ratio boxes for conversion at the owner's cost - to remain competitive. (See Barry Linger's article in the 1982 Triple-M Yearbook about the effects of changing gear ratios.) These new ratios worked well on the race track and were adopted as standard for the J4 (or did the factory have some stock to use?) They do require plenty of clutch slip - sorry clutch control... to move off smoothly. These boxes can be recognised by an X stamped next to the gearbox number and an altered reverse shaft now held in

with this as they produced three different cases and two sets of gear ratios.

C-type gearboxes were mounted on a cross tube passing through the bell housing (often referred to as the clutch pit) just below the operating lever and pedal. This feature was absent in F-type with the gearbox hanging on the back of the engine! All these gearboxes had a gate lock lever covering the reverse gear slot on the remote control unit. Racing gearboxes had an additional spring operated plunger to prevent selection of reverse allowing the car to be raced with the gate lock lever removed so that an errant driver did not have to pause to disengage it before obtaining reverse gear. All the remote control castings have the boss which can be machined to fit this safety device.

The F and C boxes all had the same gear ratios with very low first gear suited to the



E.N.V. F-type box (Barry Foster)



E.N.V. C-type box showing cross-tube mounting. Bell housing was trashed when the clutch exploded during racing! (Barry Foster)

with one bolt. Some of the cross tube mounted C-type boxes ended up in Magnas - these seem to be the ones replaced by a close ratio box - were they sold as new boxes? Some M types were fitted with an E.N.V. box and can be identified by the spider to take the fabric drive joint.

E.N.V. boxes gave some problems. Oil is fed down the input shaft to lubricate the splines of the driven plate of the clutch. This was often too successful and resulted in clutch slip. These boxes were modified to reduce the oil supply and are stamped with an 'M'. The early boxes were also liable to seize and it became necessary to replace the plain bearings of the mainshaft with needle rollers.

The remaining types of manual boxes fitted from 1932 onwards are all based on the same Wolseley 4 speed unit which first appears in the J series. These appear with different bell housings, remotes, ratios and speedo drives to suit particular mark of MG.

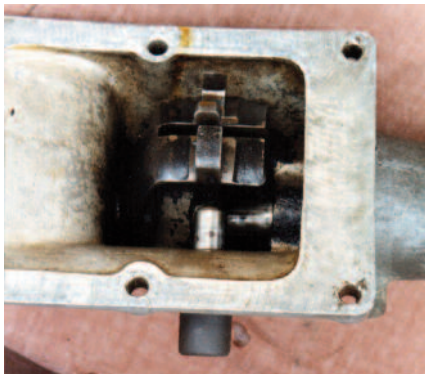
The J1, J2 and J3 have this gearbox fitted with a shallow bellhousing without a cross tube, a short input shaft for a single plate clutch and a remote control of a style similar to that of the Hornet. The choke and slow running controls passed through a bracket



E.N.V. rear end showing position of reverse gear shaft, standard gear ratios. (Barry Foster)

bolted to the top of the remote similar to that of the F-type. The gate pattern of gears is opposite to that of the E.N.V. box as the gear lever pivots in the middle, rather than the bottom as previously, reversing the action of the gear selector mechanism.

The same gearbox is used in the L Magna and K1 Magnette when fitted with a manual box. In these applications it has a deeper cross tube mounted bell housing, and a longer input shaft for the double plate clutch. The mounting tube is fitted like that of the E.N.V. box directly into the housing and is thus easily identified from the later type which had large rubber bushes to prevent chassis flexing from damaging the gearbox. The Magna used the same remote control as the Midget with the Magnette having a much



E.N.V reverse gear - gate spring plunger (Barry Foster)



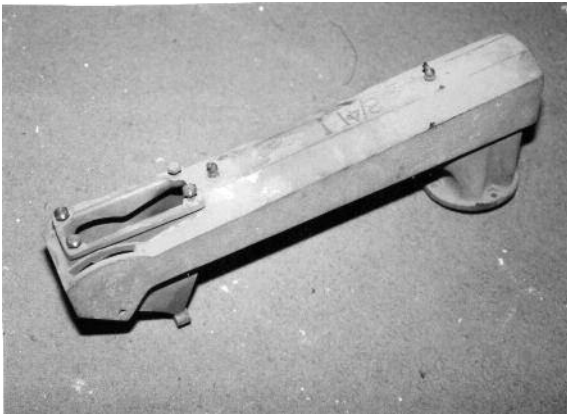
E.N.V reverse gear - gate spring housing (Barry Foster)



*E.N.V reverse gear shafts.
Close ratio shaft has single
fixing hole
(Barry Foster)*



*E.N.V gearbox no. 654 with
'M' for modified input shaft
(Barry Foster)*



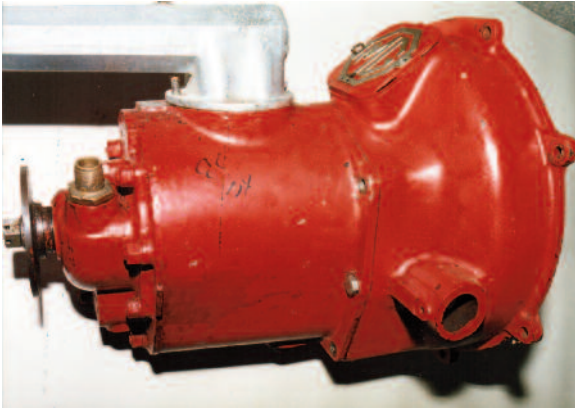
*K1/K2 remote - missing all the working mechanism
(Barry Foster)*

larger unit which housed the auxiliary controls and looks like that fitted to the pre-selector boxes.

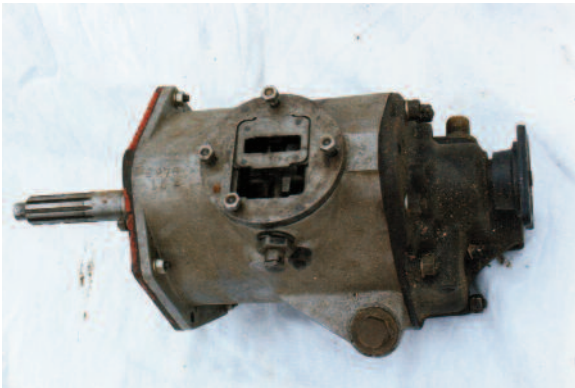
N, P & KN types had the final version of the 4 speed box, The bell housing was tube mounted with rubber bushes and the remote control had the bracket for the choke and slow running cast in with the main unit. A gate lock reappears after being absent from the J and L boxes. First gear ratio is changed to cope with the increased weight, however the increased power output of PB engine allows for the earlier ratios to be used.

All the Wolseley type boxes have numbers stamped on the top next to the remote control mechanism. Those at the front, next to the inspection plate are the model type and gearbox number. Those at the rear indicate the speedo drive ratio. If your gearbox does not have an M.G. type number it probably came from a contemporary Morris or Wolseley. One type is that with synchro on 3rd and top gears. This box is about 1" longer in the front section and will have the speedo drive parallel to the floorboards rather than sticking upwards. The input shaft also has 9 splines and requires the use of a non standard clutch driven plate (MG TD can be used). The

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*J/L series gearbox. Note 'MG position' for speedo cable at rear.
(Barry Foster)*



*Wolseley 4-speed gearbox with synchromesh and 9 spline input shaft reveals the extra length of its case
(Barry Foster)*

ratios are different and it makes a good trials gearbox!

...And finally, our gearboxes are relatively simple and robust. Most faults are easily rectified. Gear wear, especially on 2nd, is a major problem but new parts are available. So go out and enjoy the delights of a "crash box" fitted to a thoroughbred engine.

See the table on the next page. for part numbers, ratios etc.- Ed

MG Part Numbers.

	Gearbox.	Case.	Input shaft.	Bellhousing.	Remote.
M type	P110/5	P110/37	P110/360	(part of case)	P110/393
D type	?	P110/37	P110/360	(part of case)	P225
C- type	No spares list was issued for the C type .				
F type	P246	P246/132	P246/126	(part of case)	not listed
H/2/3	MG363/3	MG363/18	MG363/143	MG363/29	MG363/19
L1/2	MG420/3	MG363/18	MG412/118	MG412/117	MG363/19
K1/2	MG412/4	MG363/18	MG412/118	MG412/12	MG408
NA/NB	MG489/25	MG489/28	MG489/172	MG489/26	MG489/30
PA	MG490/14	MG489/28	MG489/172	MG489/26	MG489/30
PB	MG636/3	MG489/28	MG588/111	MG489/26	MG489/30
KN					

Gearbox type number, Speedo drive gears and ratios.

	Type No.	Speedo drive.	Driven gear.	Ratio.
M type		P110/410	P110/411	8/14
D type		P239/136	P239/137	8/14
F type		P246/136	P246/137	8/14
H/2/3	72	P110/410	P110/411	8/14
K & L	113/97	P110/410	P110/411	8/14
NA/B & KN	134/150	MG489/177	MG489/178	5/12
PA/PB	135/199	MG490/122	MG490/123	4/10

Gearbox Ratios.

	1st	2nd	3rd	4th	Reverse
M type	3.5	1.83	1	-	2.83
D type	3.5	1.83	1	-	2.83
F type	4.02	2.0	1.36	1	4.02
C type	4.02	2.0	1.36	1	4.02
AC/Invicta	3.69	2.0	1.36	1	3.69
C close ratio	2.69	1.86	1.36	1	2.69
& H					
H/2/3	3.58	2.14	1.36	1	3.58
L&K	3.58	2.14	1.36	1	3.58
PA/N/KN	4.18	2.32	1.36	1	4.18
PB	3.58	2.14	1.36	1	3.58

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CONTACTS:

PRESIDENT - Mike Allison, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX.
(Tel.01635 40724. E-mail:mgmikeallison@gmail.com)

CHAIRMAN - Dick Morbey, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel. 01494 883112. E-mail: richard.morbey@gmail.com)

SECRETARY - George Eagle, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel. 01280 860428 E-mail: geaglemg12@dsl.pipex.com)

TREASURER - Bob Milton, New Lodge, Bardwell Road, Barningham, Bury St Edmunds, Suffolk, IP31 1DF.(Telephone 01359 221397 E-mail treborbardbarn@fsmail.net)

REGISTRAR - Robin Hamblett, 21 Rosemary Gardens, Thatcham, Berks, RG18 4BA. (Tel. 01635 292456 E-mail: robin.hamblett@gmail.com)

COMPS SECRETARY - Mike Linward, 18 Victoria Road, Chingford, London. E4 6BZ. (Tel. 0208 529 3241 E-mail: mikelinward@yahoo.co.uk)

TECHNICAL ADVISOR - Peter Green, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel. 01753 643468 E-mail: p.green@mgk3.co.uk)

YEARBOOK EDITOR - Cathelijne Spoelstra, Havenstraat 44a, 2681 LC Monster, Netherlands. (mobile tel. 0031-6-41216600 E-mail: info@mgworkshop.nl)

YEARBOOK ADVERTS - Elizabeth Taylor, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel. 01628 665055 E-mail: e.taylor@oakend.net)

LIBRARIAN - Peter Hemmings, Folly Farm, Thornford Road, Headley, Berks, RG19 8AH. (Tel. 01635 269260 e-mail: peter.hemmings@tiscali.co.uk)

EVENTS REPORTER - Mark Dolton, 7 Chiltern Way, Tring, Herts, HP23 5JX (Tel. 01442 891358 E-mail: mdjldolton@googlemail.com)

BULLETIN EDITOR - Bob Richards, 5 Conway Grove, Cheadle, Staffs, ST10 1QG. (Tel. 01538 753010 E-mail: bobr41@talktalk.net)

SUBSCRIPTION CO-ORDINATOR - Paul White, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel. 01978 790652 E-mail: mmmbulletin.sub@btinternet.com)

SAFETY FAST SCRIBE - Jeremy Hawke, 27 Spencers Orchard, Bradford on Avon Wiltshire, BA15 1TJ (Tel. 01225 863934 E-mail:mgk3007 [mgk3007@supanet.com])



Nev Churcher recently purchased a J2 from Alan Whitham, only to find that a 1928 Salmson that he had owned 12 years previously 'lived' only a mile or two away from Alan. The photo above shows Nev with the J2 and Bob Gill with the Salmson. Another co-incidence was the similarity of the registration numbers on the J2 and Nev's old L type special, shown below with Adrian Price in the 1960s.





Above: Triple M Supporters at the VSCC Goodwood Sprint.
Photo: Graham Holdsworth

Below: Digby Gibbs' D-Type proudly displays the event plaque at the European Event of the Year. Photo: Digby Gibbs.

