

TRIPLE-M REGISTER BULLETIN



May 2009





The Editor's daughter, Annette, at her wedding to Gary Lee (on right) with granddaughter Sophie and NA saloon bridesmaids' car



Annette's three bridesmaids squeezed into the NA saloon to go to the wedding, proving it is a 4-seater!

Photo: K. Portsmore

TRIPLE-M REGISTER BULLETIN No.49

May 2009

EDITORIAL – Phil Bayne-Powell
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We are now well into the swing of this year's events, and are eagerly looking forward to the Exmoor Rut weekend ably organised by Alan Grassam and Derek Richards. It has even attracted two Australian entries!

The MG Era day at Brooklands saw a reasonable turnout, but not as many cars as in some previous years, but it was nice to meet many old friends for the first time this year and hear of their plans. A Jazz band played nearly all day adding to the unique atmosphere. The only activity was untimed ascents of the Test Hill for those that wanted it. A parade of selected vehicles took place in the afternoon, but for some reason went off onto the Mercedes World site, where there were no spectators. The pre-war Concours was hijacked by two very nice Vintage MGs, an 18/80 saloon and a 4-seater 14/28; third place was the best the Triple-M cars achieved, by the editorial N-type "Faux Cabriolet" saloon. The next big outing is of course the MG Heritage event at Windsor Castle on 25th April, where we shall have a real cross section of MGs parading through the Castle quadrangle in front of Prince Philip and also through the town itself. This is being organised by the MG Owners Club, who are trying to get one example of every MG model, and their variants. The only a fortnight later there is the annual Regency Run from Brooklands to Brighton which is always a good day out, with a nice run through some lovely scenery and a seaside atmosphere on arrival. Last year, two of the editorial cars failed to make it, so we are hoping for better success this year.

Front cover: Triple-M cars in the Royal Windsor MG Heritage Festival waiting in the High Street to enter the Castle.

At the recent Transport Collector Auction (run by our member Peter Card), a nearly complete collection of the Sports car magazine from April 1935 to December 1938 in binders (Numbers 1-45), and loose copies of 46, 47, 50 and 52, were sold for an over-estimate figure of £2000, showing how collectable these items are. I personally would prefer to spend this sort of money on the cars.

We are pleased to announce that we now have a new Yearbook Editor, who is Cathelijne Spoelstra from Holland. She will be taking over from John Reid after he has produced the 2008 Yearbook. Cathelijne writes and speaks English well, as when she was young her parents used to speak in English if they didn't want the children to know what they were talking about; so she soon picked it up! She also has done a lot of research on Triple-M cars, including the C-types. John Reid will be helping her on the production side.

You may have wondered what has happened to the results of the questionnaire about the Annual dinner. This has duly been analysed by Elizabeth Taylor, and the net result is that we shall have the dinner in April, starting next year. It may well take place at Brooklands itself, which would be a really historic atmosphere, possibly in connection with the MG Era day that takes place on the first weekend of April every year.

Mike Linward has decided to revise the rules of the Speed Championship to allow non-MGCC events to be included. Each outside event must be matched with an MGCC event, so that out of the five events to count for the Championship, three must be MGCC events and two non-MGCC events. It is hoped that this might provide more entries and points for the coming year's events.

Terry Andrews has recently had a double stroke of luck in finding not one but two L-type Continental Coupes. He is going to restore the first one and has already found a good home for the second one. The R.E.A.L J2 featured in last month's Bulletin has now been sold to a T-type man. and we look forward to seeing on the road again.

My daughter, Annette, recently got married and we used the NA Faux Cabriolet to transfer to three bridesmaids to the venue. It was a tight squeeze in the back but as you can see from the photos they managed it!

Finally please remember that many people give freely of their time for your enjoyment, whether organising events or writing articles. Please thank them for their effort, as they get little thanks otherwise.

MGCC Curborough Sprint From Mark Dolton

On Sunday April 5th the MGCC kicked off the Speed Championship at Curborough. We couldn't have picked a better day with glorious spring sunshine providing the perfect weather for the event; in stark contrast to previous years, where I believe it has snowed!

Curborough was my first event of the 2009 season, and my first sprint in the PB. Yet again it was a terrific day out, the only improvement I would make is to the directions to the circuit!

The MGCC Midland centre runs a 2 lap event as part of the Luffield Championship; you get a lot of track time for a very reasonable entry fee (Novices at £45). It does mean the waiting time is slightly increased, but personally this just gave me an opportunity to meet some new faces and enjoy a relaxing day in the sunshine. I am learning so much about the cars and the circuits from so many experienced entrants; its a great way to tap into the MG knowledge libraries stored deep away in our Members grey matter!

We just about managed our own class, with 5 Pre 1939 cars, Although it was a rather predictable result with the blown TA taking the honours. But for the first event of the year we had 3 MMM cars, my PB, Les Proctor's Q-type and Frank Ashley's very competitive M-type. We also were joined by a 1930's Triumph from the VSCC. But seeing these fantastic cars lined up in pride of place at the entry to the paddock was great to see, and hopefully just a taster for the coming events in 2009.

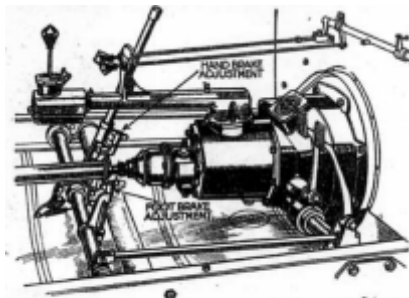
Out on the track, I was taken aback at just how enjoyable the circuit is for our cars; a real opportunity to test the cars through sweeping curves, tight hairpins and a good flat out blast down the straight. The first sweeping bend was a real highlight, over a slight crest; it was flat out the whole way around until I was forced to lift for the entry to the first right hander. My practice runs were more entertaining for the spectators than quick, struggling to decide on my gear selection on my way around the new course. In fact I was so preoccupied I nearly forgot the 2nd lap, left braking exceptionally late, managing to lock wheels (unheard of with the PB brakes), and taking a rather wide line, went playing in the long grass! It did mean that I had a very quick split time at the end of the first lap as I went though

the timer flat out, about 60 yards past where I should have been braking!!!

The afternoon timed runs went smoothly as I gradually got my time down to a reasonable 87.86 sec, behind the experienced Les Proctor in the beautifully prepared Q at 85.85 secs. I matched the straight line speed of the Q-type at 59mph, even if I couldn't match the handling performance round the bends! Frank Ashley had a quickest time of 92.28. The M-type is incredibly competitive, consistent and looks like a huge amount of fun. Overall none of us could get near the TA, which put in a time of 82.05 secs.

All in all a great day, and if you have a MMM car you really are missing out on some really competitive, good value motorsport. Always well organised and supported as ever by a fantastic bunch of marshalls!! These events are perfect for our cars and a great social occasion. We are very lucky this year with so many events to choose from, with the MGCC and the extended VSCC 75th Anniversary calendar. Try to block out your diary for that MGCC Wiscombe Park date in September, plenty of time to prepare.

Place	Class 20a (pre 1939 cars)	Car	CC	Run 1	Run 2
1	ANTHONY SMITH	MG TA	1350s/c	82.05sec	83.29sec
2	LES PROCTER	MG Q TYPE	847s	85.85	86.61
3	MARK DOLTON	MG PB	939s/c	88.22	87.86
4	FRANK ASHLEY	MG M TYPE	847	92.28	92.24
5	PETER HOWAT	TRIUMPH	1764	95.03	FAILED



Details of the gear box and propeller-shaft drive. Both battery adjustments for the brakes protrude through the floorboards for accessibility.

MMM Report from Down Under By Peter Kerr (Australasia MMM Rep)

The place to be in January 2009 was the North Island of New Zealand. Mike & Ann Hawke and I attended the previous Pre-56 National MG rally on the South Island at Omeau in 2007. I won the trial outright, but could not afford the excess baggage to bring the trophy to Oz with us! This year it was Whangarei's turn. This area is steeped in history, and it is said the Maoris signed a pact with the Brits to protect them from the French. I attended the celebration day, and was quite moved.

Triple-M MGs were in full song. The event covers concours, motorkana, and the Trial. Social evenings ensure that the results correlate with the hard partying the previous night! The prewar cars included C type, 3 J2s, PA, PB, NA, F type, TB, & TB Tickford. Lovely to see these gems appear over a hill on the public roads of New Zealand. Well done for a superb event.

Triple-M events in Australia are too numerous to list. Hillclimbs, racing, motorkana, and the usual social meanderings make owning a prewar MG a ticket of entry to a wonderful network. My good friend in Melbourne tried Ferrari, Porsche, and so on. His wife was not happy until Graeme went back to his roots, and his 1st car, an MG. Shirley is now content and enjoys the camaraderie of our group. He is webmaster and makes a significant contribution to the prewar MG movement

I am driving for 14 hours today south to Bathurst, home of MG racing back to prewar days. In those times, the track was unsealed, and racing was in the opposite direction to today. The V8 supercars come down the esses. The MGs went up the hill that way. 'Backoff' Baraclough used his dirttrack origins & experience to slide the backend out in the esses to position the NE perfectly for the next turn. I will catch up with mates such as Al Clarke in his Foster-built C-type replica (which we saw here in the UK a few years ago –Ed.)

We will have fun at the Festival of Sporting Cars Easter racing. The rental paid by FoSC to Bathurst City Council is ¼ million dollars, so I am doing my bit to support FoSC and this wonderful event.

Events I have entered in Queensland include the Cootha Classic, a hillclimb in Brisbane. This event celebrates the 150th anniversary of Brisbane city. My NA Magnette is 75 years young, and half the age of

Brisbane! I will also be in USA this month and catch up with the movement over there.



Alistair Clarke's C-type replica -at the Mount Panorama Circuit

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Secretary's Report on Committee and AGM Meetings - 8th March 2009.

Peter Green, Chairman, advised he had met the new General Manager, Julian White, at Stoneleigh. He also advised that in future the MG Car Club will only be celebrating model anniversaries every 25 years or multiples thereof.

George Eagle commented that the level of metal badge sales had fallen in recent years, with only 11 being sold in 2009. The Committee decided to retain the existing price structure for 2009.

In his report to Committee Registrar Bob Clare reported a renewed flush of registrations since his last report, these included 3 J2s, 2 J1s, 2 PBs and one each M type, K1, L1 and PA; a total of 11. The number of cars registered is now 3060. The Committee has revised the Triple-M guidelines, which will be incorporated into the 2009 printed Register. As enquiries for the 2009 version have already been received, the Committee decided to increase the number printed from 80 to 90. The Committee also accepted Bob's recommendations in respect of 2 J types which laid claim to the same chassis number.

Mike Linward, Competition Secretary, stated in view of the poor response to the Speed Championship he had thoughts of including handicap results from other sprints and hill climbs, provided they are matched in number, to the MGCC events. The results from a driver's best five events will count for the Championship. The final COTY results were 1st Bill Bennett, 2nd Richard Jenkins and 3rd Peter Fencil. Bill Bennett also won the Slade Trophy, 2nd was George Ward and 3rd Richard Jenkins.

The Bulletin has now been printed for 8 years with the next issue being number 48. The quality is now very good, but Phil Bayne-Powell does require more material from members. Paul White, Subscriptions Co-ordinator, has started to use the new data base system with effect from January 2009, this will automatically produce labels, reminder letters etc. 407 address labels were produced for the next edition of the Bulletin.

Following the resignation of Andrew Bradshaw, Yearbook Co-Editor, John Reid has undertaken to produce the next Yearbook on his own - this is certainly quite a task. He reported there will again be a good selection of articles.

The Committee agreed that the best way to celebrate the Register's 50th anniversary would be to repeat the formula for the successful 40th anniversary, by having a series of events based on the annual MGCC Silverstone meeting. However, this would only be feasible if a volunteer could be found to take on the role of 50th Anniversary Co-ordinator. It was agreed that a specific appeal for a volunteer would be included in the Triple-M Register newsletter in the next issue of *Safety Fast!* The alternative to one main event would be a series of individual events branded as being part of the 50th Anniversary i.e. Flat Cap and Whippet weekend.

The AGM followed and was held in the afternoon. Apologies for absence were received from John Reid, Philip Bayne-Powell, Elizabeth Taylor, Paul Duncombe and Mike Pancheri. The response to the AGM notice was poor, and the only attendees were Mike Allison and Mike Hawke.

In his summing up of the year Peter Green thanked both retiring members Andrew Bradshaw and Paul Duncombe for their contributions, and the Committee members who continue to invest a lot of time in running the Register. The two main events, the Flat Cap and Whippet weekend, and the Summer Gathering, were a success, but the attendance at the Annual Dinner was the lowest ever.

Improvements were made to the web site with Mike Linward making a major contribution. The Bulletin subscriptions are now up and running, the quality is good; plans to put the Bulletin on the web site are well advanced. Thanks are also due to Co-editors Andrew Bradshaw and John Reid for another excellent Yearbook. Cathelijne Spoelstra from Holland has kindly volunteered to take on the role of Editor, whilst John Reid has agreed to be Deputy Editor and arrange production/printing of the 2009 issue.

George Eagle reported that the only response he had received to his notice on the web site for a volunteer for the 50th Anniversary celebrations was from Terry Hartley and Bob Walker who submitted suggestions for a special Flat Cap and Whippet event in 2011.

Mike Allison took the Chair and proposed that Peter Green be re-elected as Chairman for the next 12 months and this was carried unanimously. Peter Green then proposed George Eagle as Honorary Secretary and Bob Milton as the new Treasurer, these were carried unanimously.

With regard to the Election of the Committee Elizabeth Taylor stood down by rotation and offered herself for re-election. Philip Bayne-Powell had indicated his wish to rejoin the Committee and Cathelijne Spoelstra volunteered to take on the role of Yearbook Editor. All 3 were unanimously elected.

The matter of the 50th Anniversary was discussed. Both Mike Allison and Mike Hawke stated their preference would be for a repeat of the 40th and have one big event based on MGCC Silverstone. However, if a volunteer for the role of 50th Anniversary Co-ordinator did not materialise the alternative would have to be a series of individual events, such as the Flat Cap and Whippet weekend proposed by Terry Hartley and Bob Walker.

D Saunders, main club Director, has written to all Centres, Registers and Branches regarding the need to value the various trophies. Mike Linward, who currently has the trophies in his possession for the purposes of engraving, undertook to have them valued by a local silversmith.

It was agreed that both Peter Green and George Eagle should continue to represent the Register at Council meetings.



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THE KIMBER CLASSIC TRIAL

From Nick Bengier

The Kimber Classic Trial, aka Alan Grassam's Non-Damaging Somerset Rally, was held on Saturday 18th April, starting and finishing at the Sherborne Hotel, which is central, has ample parking, but little else! Some 28 cars assembled, including 6 from Holland, and 11 from Surrey and other counties. There were some notable absentees, who were missed. Mike Linward failed to appear in his J2, and thought his Vauxhall Astra was too smart to take part, but he bounced (or was it wobbled) for Ken Robinson. Peter Hemmings retired in mid-afternoon in a very over-heated condition.

The weather was generally dry, although quite cold. The hills were dry too, with much less mud this year, and as a result most hills and sections were accomplished without serious trouble. Patrick Gardner was handicapped (oops, sorry, passengered) by Tim Beckh, who managed to find a short cut within a mile of the start. George Ward decided to attempt Alham Splash flat out, and soaked himself and his passenger from head to toe (see Photo 1) – something he would never have attempted if he had had Jo with him, but she wasn't able to join the party until later that evening. Special mention must also be made of Sue Scott, who drove the course and sections while Alan listened to taped course directions.

Congratulations to Andrew and Sue Owst's organisation, Bruce Weston's course management and all those sterling marshals for all their work during the day.

There was the usual post-event dinner at the Sherborne, when those attending were well entertained by Steve Dear in his own inimitable fashion. Sadly the results of the day's endeavours, though posted, were not announced, and no trophies for last year, or this year were awarded, and it is unlikely that those winning will attend the S.W. Centre dinner in the autumn to collect. For the record, however, the awards went as follows:-

Class 1	Peter Jones	18/80	Kimber Trophy
Class 2	Kim Dear	Wolseley Hornet	1 st
	Patrick Gardner	J2	2 nd
Class 3	J Stevenson	TD	1 st
Class 4	V Lockley	MGB	1 st

Class 5	Sue Scott	Midget	Jes Jones Trophy
	P Ticknell	Midget	1 st
Class 9	D Sapp	Morgan 4/4	1 st
	J Burridge	Singer Chamois	Spencer

The following morning the majority assembled in the fields of Hamish McNinch and Barry Foster at Butleigh for the driving tests. We were warned some while ago that bungalow seeds had been sown, but thankfully had not germinated! There were five tests, but not everyone knew that they were to be attempted twice. When challenged Mr Grassam replied that you had “*to ask him*” to learn this detail, by which time it was too late for some anyway. The Dutch walked off with these honours, before leaving to continue their trip. We were all pleased to see them again, and look forward to seeing them next year.

It was another splendid weekend of fellowship and good fun, and our thanks go to the S.W. Centre.



***Val Davison in her Carlton M-type
tackles
the driving tests (photo A. Reid)***

Royal Windsor MG Heritage Festival

25th April

This is a motoring event to raise money for the Prince Philip Trust, and each time a different marque is selected to parade through the town of Windsor and into the Quadrangle of the Castle itself, where Prince Philip takes the salute. Previous years have been the turn of the Rolls Royce and Aston Martin, while this year MG was chosen.

An early start was needed to get to the assembly car park by 8am, and despite a promised sunny day, we had to put the hoods up against heavy rain to get to the assembly car park. All entrants had to have security clearance, which was checked by the police before the parade.

The Vintage MG was out in force with 25 cars entered ranging from the earliest 1925 Bullnose to the later 18/80s and two 18/100 Tigresses. The Triple-M turnout was only slightly more numerous at 31 cars, with most models and types covered, although there was no F2, J1 tourer, K1, K2, or NE there. Two K3s from the Green stables made up for the omission, and it was nice to see Sandra Hudson out in the C-type driven by Oliver Richardson. Two M-type Sportsman's Coupes were present, and The Patrick Gardner's Stiles F-type, while Brenda Adams braved the element with her sister in their PA Special, sporting only aero screens!



The cars were crammed into the car park in numerical order, and with 221 entrants, the car park was bursting. So while we waited for our hoods to dry out, and to borrow leathers to dry off our cars, there was two hours to fill before the start. This allowed one to check out the cars, take photographs and time to talk to many entrants.

The parade started at 10am and took us through the end of the High Street, and then we queued to enter the Castle and parade round the Quadrangle, where Prince Philip was on a dais to wave to each and every one as they passed him. A professional photographer was there to take every car's picture with the Prince, who at 88 years old is still pretty sprightly.

From there we passed out into the Long Walk, and then down to the display car park, where the cars were lined up. Here there were refreshments and Display stands to keep people occupied. Later Prince Philip came down to plant a commemorative tree with the MG Motors UK main man; and stopped to admire the new MGF500 that MG Motors UK had donated to the Prince's Trust, but declined to get in as he said his joints wouldn't manage it!

After lunch the display was opened to the public, and the many MG owners who had come on the feeder runs. By now the sun was well and truly out and was to give some people a surprising red face by the end of the day. For the next few hours we were free to talk to people again, which was nice as you often find that, like Silverstone, you are always rushing to the next event.

At 4pm we were allowed to depart, down the Long Walk, and so ended a very special day which of course will not be repeated again, and although it was expensive at £75 an entrant, at least it was for a worthy cause.



The Exmoor Rut

29th-31st May

The Triple M Exmoor Rut weekend is almost upon us, and the last few details have been sorted, and route books printed.

The event is now full, with Rutters coming from as far afield as Australia and Germany.

This is a reminder to those who have not yet returned their menu selections to do so, along with the final payment for the event.

A further reminder; signing on will be from 3pm on the Friday 29th May at the White Horse Inn, Exford.

Let's hope for fine weather to show Exmoor at its best.

See you there, Derek & Alan

Chairman's Summer Gathering

Sunday 14th June 2009

Our Chairman, Peter Green, is organising an informal Triple-M Register gathering with BBQ lunch at his home in Farnham Royal on Sunday, 14th June. The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. There will also be a lighthearted gymkhana and a concours/pride of ownership for those that want to take part; there will also be some other fun competitions to keep the non-drivers amused.

I understand that the event will be run on similar lines to the previous ones that Peter has organised.

Peter regrets that it will not be possible to enter on the day, as he has to know in advance how many people will be attending so that he can provide enough food and drink for everyone, so please enter in plenty of time. The cost of entry is £15.00 per person, which includes the BBQ lunch and drinks throughout the day.

Entry forms can be obtained from Peter, his contact details can be found at the back of this Bulletin, or they can be downloaded from the Triple-M website www.triple-mregister.org.

Barrington Day Picnic 4th July

This Somerset village, where Peter Card lives, holds its village street fair and fête, called Barrington Day, every two years, and this year's event will be held on Saturday 4th July 2009. In tandem with this event that attracts people from far and wide, we hold a pre-war motor-car rally and picnic in our rear garden (field really), and previous years have proved to be highly enjoyable.

Cars start arriving by 10am where tea and coffee will be served. Either bring a picnic, or use one of the many food outlets that will have been set-up in the village for luncheon. There will be a light hearted Concours d'Elegance before 4pm, when cars start departing.

If you would like to attend this fun event with your pre-war motor-car, please phone the organiser, Peter Card on 01460 55955 to book your place. Spaces are limited to about 40 vehicles, but 1920s and 1930s M.G.s are particularly welcome.

Classics @ the Centre 26th August

Peter Prosser advises us of a new charity picnic at The Memorial Centre, East Common, Gerrards Cross, to take place at 4pm on Wednesday 26th August. All pre-1979 cars are invited to attend, and the entrance fee will be £5 per car. The Garden Tea Room and Mulberry bar will be open for refreshments. Telephone 17790 928535 for more details and entry forms.

Dieppe Retro

This popular event takes place on the weekend of 5th and 6th September, and is a 1 1/2 day event starting at 4pm on the Saturday.

It will be celebrating 20 years of the Retro, and has usually an eclectic mix of British and French entries. The entry fee for car and two people is 180 Euros, and entry forms can be had from the Editor, or telephoning the UK organisers on 0235 82 49 29, or try their website www.diepperetro.org

The Inter-Register Club

The Register is proposing to join this organisation, which is an association of one-marque car clubs for pre-war cars, whose sole purpose is to run a series of events each year to exercise those cars (and their owners). The club was formed back in the fifties, when most single marque clubs realised that they could not raise enough interest within their own clubs to make events like rallies viable. If, however, stalwarts from several clubs banded together, sufficient entries could be raised to make it possible to run these events.

The events, mainly navigation and scatter rallies and driving tests, typically field an entry of twenty plus cars, and are held in various parts of the country. They are mildly competitive, light-hearted, and are intended to be not as intense as the VSCC events, indeed they are an excellent training ground for “proper” VSCC rallies. Your Editor has entered their events over the past few years (as the Abingdon and SE Centres have been specially invited), and has found them a good challenge, especially the Nightjar rally, which required a second battery to keep the lights and starter going for the full 4 hours.

Each year the “Inter-Register Shield” is awarded to the best performing marque, and trophies are given for the best individual overall performance, best navigator, and the highest placed novice in any single event.

Pre-war cars from any of the following clubs are eligible:-

750 Motor Club (Austin 7s)

Alvis Register and Alvis Owner Club

Austin Ten Drivers Club (ATDC)

Crossley Register

Sunbeam/Talbot/Darracq Register (STD)

Fiat Register

Humber Register

Pre-War Austin 7 Club

Riley Register

The first event of the year is normally the Easter Egg Hunt, a Treasure Hunt in Surrey/Hampshire, organised by the 750 Motor Club Brooklands Centre, but this year is postponed until August. The Alvis Register is putting on events in Cornwall and Scotland to try and attract more far-flung enthusiasts.

These Inter Register Events are great fun, and not fiercely competitive. They a marvellous opportunity to drive around

countryside you would normally bypass, to see other interesting marques, and in the case of events like the Nightjar, to keep you fit. Why not have a go?

The full list of events for 2009 is:

<i>Date</i>	<i>Organising Club</i>	<i>Event</i>	<i>Location</i>
Sat 4th April	Alvis	Scatter Rally + tour	West Sussex
Sun 12 th July	Humber	Navigation Rally	Evesham
Sat 18th July	Riley	Treasure Hunt	Malton, Yorks
Sun 19th July	Alvis	Regularity & Observation Rally	Scottish Borders
Sun 26th July	STD	Driving Tests & Tour	Hungerford
Sat 22nd August	750MC	Treasure Hunt	Surrey/Hampshire
Sun 13th Sept	Alvis	Scatter Rally	Dartmoor
Sun 27 th Sept	Crossley	Treasure Hunt	North Yorks
Sat 21st Nov	ATDC	"Nightjar" Scatter/Orienteering	Surrey/Hants/Berks

If you would like to receive regulations for any of these events as they appear, contact me (SAE would be appreciated) or email me as below:-

Nigel Coulter (IR rep for 750MC)

Braeside, Tilford Road, Hindhead, Surrey, GU26 6SJ

Tel. 01428 606753 Email: coulters.email@btinternet.com

FUTURE EVENTS

30/31st May	Brands Hatch Race meeting	01235 555552
31st May	VSCC Curborough Sprint	01608 644777
29-31st May	The Triple-M Exmoor Rut	01935 862180
30 & 31st May	MGCC Racing at Brands Hatch	01235 555552
14th June	Chairman's Summer Gathering	01753 643468
10-12th July	MG Live at Silverstone	01235 555552
31st August	MGCC SW Colerne Sprint	01275 790855

Car Of The Year 2009

Scores to 25th April

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	691	NA	BYU 271	Rosemary Bayne-Powell	36
		All'ham		Philip Bayne-Powell	
2 nd	1883	J2	PO 8865	Patrick Gardner	31
3 rd	920	PA/s	TG 8337	George Ward	24
4 th	1428	J2	DG 6142	Nick Bengier	23
5 th	2960	J2	AM-30-25	Thijs de Groot	22
=6 th	2285	C/s	RX 8803	Laurie Poolman	21
				Diane Humphreys	
“	600	J2/s	WJ 7070	Ken Robinson	21
=8 th	2579	M	MG 874	Valery Davison	19
				Ian Davison	
				Alex Reid	
“	108	M	OU 4824	Mike Dalby	19
=10 th	2922	NA/s	XXG 102	Keith Portsmore /	17
		Saloon		Philip Bayne-Powell	
“	2170	PB	CLX 112	Mark Dolton	17
=12 th	2200	C/s	RX 8306	Philip Bayne-Powell	13
“	2615	PB	BOF 564	Tim Beckh	13
=14 th	1595	M	PG 1045	Frank Ashley	11
“	3298	PA/s	OSL 309	Les Procter	11
“	80	J2	DE-46-64	Henri de Jong	11
17 th	909	J2-PA/s	FW 3909	Bill Bennett	10
=18 th	1000	PB/s	JB 7521	Brandon Smith-Hilliard	9
“	248	J2	MGJ 2	Bev Smith	9
“	65	PA/s	DPH 228	Nigel Gibbons	9
21 st	3272	J2/s	APG 718	Colin Bird	8
22 nd	3027	PA	TJ 9043	Michael Legg	7
=23 rd	833	PB	VH 8903	Barry Smith	6
“	2362	NA	BTT 726	Richard Jenkins	6
25 th	3009	J2	AGO 497	Peter Hemmings	4
=26 th	877	M	WL 9297	James Fanshawe	2
“	1710	F1 Jarvis	IU 2474	Peter Tabb /	2
				Philip Bayne-Powell	
“	1533	PA-PB	WV 5012	Dick Morbey	2
“	1647	NB	JB 6864	Bill Abbott	2
“	845	M	PG 5027	Mike Cleary	2

“	2742	J2	DG 7828	Robin Hamblett	2
“	2070	J2/s	JY 1146	Roger Chamberlain	2
“	2272	C/s	LJ 4444	Oliver Richardson	2
“	390	J2	AUV 334	Robert Sandford	2
“	3227	J2	JW 3166	Steve Clarke	2
“	289	M	VE 1259	David Morgan	2
“	1018	J2	MG 2853	Philip Coombs	2
“	664	PA/s	BLB 209	Paul Duncombe	2
“	126	L2	ANB 431	David Naylor	2
“	158	PA	BJO 800	Peter Down	2
41 st	148	M	OY 1548	John Haine	1

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 2009 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secretary's 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:

9 th /10 th January	MCC Exeter Trial	Full Results
11 th January	VSCC Brooklands New Year Driving Tests	Full
1 st March	MGCC (Auckland) Otua Hill Climb	Part Results
7 th March	VSCC John Harris Derbyshire Trial	Full
14 th March	MGCC SE Centre Spring Navisat	Part
15 th March	MGCC SE Centre NESOC Autotest	Full
28 th March	VSCC LC&E Welsh Weekend Rally	Full
4 th April	Alvis Inter-Register West Sussex Navigation Rally	Full
5 th April	Brooklands MG Day	Part
5 th April	MGCC Midlands Centre Curborough Sprint	Full
18 th April	MGCC SW Centre Kimber Classic Trial	Full
19 th April	MGCC SW Centre Kimber Classic Gymkhana	Full

SLADE TROPHY 2009

Scores to 25th April

Position	Car/s	Driver/s	Points
1 st	J2	Patrick Gardner	10
2 nd	PA	George Ward	9
3 rd	PA/s	Nigel Gibbons	8
=4 th	J2/s	Ken Robinson	7
“	J2- PA/s	Bill Bennett	7
=6 th	PA	Michael Legg	6
“	J2/s	Colin Bird	6
=8 th	NA	Richard Jenkins	5
“	PB/s	Barry Smith	5
10 th	J2	Thijs de Groot	4
11 th	J2	Peter Hemmings	3
12 th	J2	Nick Bengier	2
13 th	M	Ian Davison	1



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MEETING THE PUBLIC

Ray Masters

Early in April Robin (C-type) Gordon and myself decided to organise a run around the local Cheshire highways and by-ways on 'Drive it Day' - Sunday 26th April. I'm sure you don't need reminding that this is the day when the Historic Car movement request that as many pre-war and post-war classics as possible are out and about, to remind the general public that these cars have a place in our society/history and are not museum pieces.

So, on the appointed day our friend Brian Fogg (PA 4-seater) joined my PA and Robin's C-type along with a Rover P5 and an Armstrong Siddeley Hurricane on a 35 mile round trip. Accompanied by our respective wives, we stopped for lunch at a roadside pub near Holmes Chapel, where the line up of cars was much admired. At this stop-over we were joined by Andrew Allen and his wife in their PA. We were blessed with sunny weather for the whole run, and I'm sure many people enjoyed the sight of 4 pre-war MGs, followed by two quite rare classic cars passing through Knutsford, Holmes Chapel, Alderley Edge etc. and the surrounding main roads. At the end of the run it was felt that we had all done our bit to convey to the general public that these cars deserve to be preserved and enjoyed by their owners, and all who see them.

On Easter Monday Robin Gordon, with his C-type and myself (PA) along with a TC, were on display at a local stately home here in Stockport.

The day was billed as a family fun day, but a small display of classic cars had been arranged by one of the organising committee. It was quite extraordinary to see the reaction of many of the people and children there. You would have thought that we had brought something from outer space! Robin was asked if he had actually driven the car to the event – "on the road". The sight of wire wheels and chrome radiators is so

unusual these days that many were fascinated by what they saw.

I call this type of public event a 'sticky-fingers day' but with the very odd exception everybody was well behaved and all in all it was an enjoyable day. Particularly so when a grandmother, daughter and grandson were looking at the car and the little boy's mother said "Uncle Robin has one of these". "Oh, yes," I said expecting the usual answer – "Yes", she said "a J2". At that point Robin Gordon immediately recognised the connection – it was our own member, Robin Hamblett's family who live nearby, although Robin himself lives near Reading. The J2 in question was owned in the 1950s by Robin G. and although he often meets Robin H at Silverstone, he had not met his 'local' family before – a very enjoyable coincidence.

I think that this April has been a good month for showing our Triple-M cars to the general masses in this part of the country and I'm 100% certain they have taken pleasure from the experience.

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BRITISH MOTOR HISTORY TRUST



This is a nice period photo found by Keith Herkes of John Chevers' J2 as seen in the Odeon Cinema car park in Bristol, probably 1958/9, judging from the other cars around. It was fitted with a Ford engine around this time, but otherwise looks unspoilt, and is fitted with a luggage rack, which didn't come with it when John bought it.

John bought the car in from Singapore about 2 years ago, still with the original V5 document which enabled him to reclaim the original number.

He has carried out some improvements, including rebuilding the head to cure burnt exhaust valves, and replacing the modern SU with a period piece, and it should be back on the road by now

The "McLennan" N Type Magnette.

By Tony Dolton

This car was one of the strangest looking specials I have ever seen, but astonishingly quick in the hands of Andy McLennan. The bodywork may have looked to some unattractive, but must have been aerodynamically efficient.

This NA Magnette, chassis no NA 0696, MMM 748, originally a 4 seat tourer had no known pre-war history (my records show it originally Reg No SPU316 with engine No 748AN). The car was rebuilt following an accident by a Mr Night (I have no K) in 1950 as a lightweight, yet orthodox looking, 2-seater sports. Information given to Andy claimed a standing kilometre time, at Boreham speed trials in 1951, of 35secs, and a terminal speed of 108mph (no record of car being blown). The car was raced at Silverstone, Goodwood and Snetterton until 1953, but I have no details.

The body as used by Andy (photo in MMM website gallery) was built by Mr J. Night (son) in 1955 with aerodynamic improvement in mind, not unlike the post-war Frazer Nash. Apart from a couple of sprints no further information is known.

The car turned up at Richardson's of Staines (I remember it sitting there for months) in the mid 60's. Andy purchased it, overhauled it and went racing unblown The first notable event was a rod through the side when leading on the last lap of the AMOC Jack Emmott trophy race at Silverstone --- July 1969. The next year Andy won this trophy, scratch over 10 laps. For 1970 the car was fitted with a "P" type Marshal 75, belt driven, running at 1.5 times engine speed, but delivering no more than 8 psi. In this form Andy achieved some of the fastest lap times ever by a standard engined petrol fuelled MMM MG.

Most members are too young for these times to mean anything but for the record Crystal Palace 1m10.0s, Castle Combe 1m26s, Brands Hatch 1m3.8s, and Silverstone club 1m13.6s.

Between 1971 and 1974 the car won 4 pre-war all comers scratch races at Crystal Palace and Castle Combe, and 2 MGCC events at Brands Hatch and Silverstone (including the Mary Harris Trophy). In 1974 Andy won the AMOC Jack Emmott Trophy again and won his class at Wiscombe in 51.89 secs.

Andy entered the car at the BRDC Tourist Trophy meeting in the JCB Historic championship race (pre 1958 all comers) on the Grand Prix circuit with no chicane (last year), and recorded a fastest lap of 1m 58.6s. Has any other MMM MG ever broken 2 minutes on the GP circuit? Perhaps Sid Beer's monoposto K3? Still an extraordinary achievement for car running on low boost with petrol. Impossible for cars after this time, as the Health and Safety police changed the circuit. Andy claimed a maximum timed speed for the car of 114mph, and a best Silverstone club time of 1m11.8s. Unfortunately I have no written record of this.

The car was retired at the end of 1974 with cylinder head problems and purchased by me "unseen" in July 1986. Andy provided much useful help during the rebuild and recommissioning. He also provided the history of the car up to this time and I have no reason to doubt the data.



The car was worn out, not entirely, but almost! The body received a modified front end to meet the requirements of the VSCC committee and a much-needed coat of paint and was accepted by the VSCC as a "Special" in May 1987.

Inspection of the car was revealing, both front wheels had half a dozen broken spokes. Front wheels shod with worn out Dunlop R's didn't last long with Andy's driving style. The original rear hydraulic dampers did nothing (the rear springs were stamped 1934), I fitted K type front Hartfords to the rear. The rear axle was unusual to say the least; during one outing the near side axle broke taking the wheel, brake, part of the hub and half shaft with it. A new heavy duty hub and larger bearing had been made and fitted to the repaired axle end--- completely non standard.

Upon inspection the half shaft inner splines were twisted, I tried fitting new half shafts to the differential but they just wouldn't enter so the old ones went back in and are probably still there. The final drive was (I'm told) "Q" type, 8/36, but fitted into an aluminium "J" type housing, so I reassembled into a "P" type steel carrier with through bolts.

The front axle was odd in that the near side drop arm was welded to the brake back plate just forward of the first ball joint. Apparently Andy's hairiest moment was a broken drop arm flat out around Copse corner, so this mod was considered an improvement! Fortunately I had an "N" type spare and reverted to standard.

Perhaps we should all have our drop arms crack tested!

The engine was remarkable, absolutely bog standard except for a very light flywheel, and absolutely worn out! The block had four patches where conrods had emerged; the last comprised an aluminium plate, 2BA set screws and lots of gasket goo. Andrew Kirby did all the difficult work and managed to weld a plate in place. The bores were at plus 60, and we assumed we would need to liner the block but in fact it cleaned up at 60mm giving 1409cc, with standard PB pistons and rings.

The crankshaft journals were so machined down as to be a serious strength concern, so a new Gordon Allen crankshaft was fitted with original "crack tested" rods modified to take Vandervell lead indium bearings (Mini rods VP2783). These bearings were also used for the centre and front main bearings. The rear main bearing comprised two pairs of experimental shells L9685/3, VP2797 but without the oil hole. The main bearing pairs are separated in their mild steel housings to simulate an oil groove. Machining all the main bearing housings in line was essential given the amount of block welding.

The head was a problem with serious valve seat cracking. A combination of welding and valve seat inserts provided an acceptable solution, it didn't look pretty and no attempt was made to balance the combustion chambers. New valves, guides, rockers, shafts, standard camshaft, and bearings were fitted. The vertical drive was rebuilt with the usual mods, and the dynamo was a stripped out P type unit. I was pleased with the engine rebuild believing it was the best that could be done using the block and head that came with the car. My records show that before selling the car I acquired a double breather NB block, which may have been fitted for the last racing season (can't remember).

The Marshal 75 wasn't too bad and was refitted to the rather "Heath Robinson" fabricated inlet manifold.

The body was made more acceptable by removing the 1950's boot lid and all enveloping front nose. This was replaced by a radiator cowl more acceptable to the VSCC, (but not so aerodynamically efficient)

The car went well once the 16 gauge solid copper head gasket was properly sealed. For the record I managed 2m7.9s at VSCC Cadwell, unblown and with an 8:41 STD diff ratio, and came 2nd in the 1987 Mary Harris Trophy. Using the car supercharged in 1988 at the June VSCC meeting I achieved my fastest time ever on Silverstone club of 1m16.5, well short of Andy's time but more than quick enough for me!

In 1989 my last season of racing I fitted a huge K150 Godfrey supercharger in front of the radiator, with a 1 $\frac{7}{8}$ " SU. This gave about 11psi at 6000rpm - just about as much as you can safely use without switching to Methanol. By now the "Health & Safety Brigade" had stuck a chicane at the bottom of club straight just before Woodcote, so lap times don't mean much. I had a splendid dice with Ted Dunn's very successful Riley 12/4 Special, and just got past him (See photo).

The MG was very quick and this performance made the whole project worthwhile. Further races followed but by now the handicappers had got my measure!! (No49 for the last VSCC meeting--rather flattering I thought).

My final event was VSCC Prescott, which my son Mark will remember well, as he was waiting for me at the bottom of the hill. I parted company with the dry track at the semicircle. Fortunately the car with its low centre of gravity didn't roll, it just slid down the bank, collecting shrubs and grass, followed by rather worried Marshals. All rather embarrassing, but rather frightening at the time.

So, how fast was it? Shod with Avon 5.50x16 at the front and Avon Turbospeed 6.00x16 at the rear, and with the 8/36 diff ratio, the car pulled just under 6500rpm in top down the club straight. I make that not far off 120mph.

I wonder what Andy would have done with it?



Magnette-ised By Len Goff

This book is a culmination of a great deal of research by Len into his K3015-2, the suffix being the Register's designation of a second chassis supplied by the MG Car Company.

It is a fascinating story, extremely well written, so that you cannot put the book down, as you are wanting to find out what happens next to the car.

This car was very well known as the J.H.T.Smith single seater, which he first bought in 1934, and proceeded to extensively modify it in the ensuing years, before finally selling it to Chris Shorrocks in 1944.

In 1952 it was acquired by Norman Hillwood, who had already built the "Hillwood Special" based on a J-type. There is a lovely bit where Hillwood is testing the car on the A500/A41, with the assistance of a Police car which had kindly closed off a section of the road for him!! Norman entered in many meetings in the next two years without much success, and ended up selling it to set up his new company called Lister Jaguar.

The car then turned up at Frank Lockhart's, who was a well known name and is largely remembered for his very quick Rover Special. In 1959, J.H.T.Smith bought his old car back again, but it was shortly sold on again to Mike Ellman-Brown, and then to Mel Jones (of J4 replica fame). In 1966 it was bought by Dudley Gahagan, who was very well known in VSCC circles with his ERA and Bugatti. In 1970 he persuaded J.H.T Smith to buy a half share, and both men used it regularly in club events for many years. After J.H.T's death in 1984 the car passed to his son Andrew, who also bought out Dudley's half share. However on Andrew's premature death in 2000, the car was bought by Peter Gregory, who finding that he could not sell a purely track car, decided to rebuild it with a Mille Miglia body, which of course this 2nd chassis never wore, being always under a single seater body.

Len Goff gets the car out quite regularly and enjoys driving this unique K3, having sold some of his other cars to fund the K3, including a rather nice AC Ace.

To compliment the above, we reproduce an item on this car that appeared in the Sports Car magazine of July 1938.

J.H.T.Smith's Remarkable Magnette Winner of the Sydenham Trophy

MG Enthusiasts had cause for jubilation at the result of the recent Sydenham Trophy Race at the Crystal Palace, when a single-seater Magnette driven by J.H.T.Smith won handsomely from Bira's ERA. True it was a handicap race, but a glance at the lap times of both drivers, shows that against Bira's 56.5mph with the 1500cc ERA, Smith's 1100cc car was lapping at 55mph.

The MG was bought in 1935 from Major Gardner as a standard racing K3, and for that season the new owner was content to leave well alone, and drove in minor Brooklands and Donington events to gain experience.

At the end of the season however, alterations were begun. A new head and stiffer con rods were fitted, weight was pared off in divers directions, and the car entered the 1936 with a smart new body, several inches lower. All this work was carried out by the experts at the Bellevue Garage Racing Department.

Although the owner collected two firsts, two seconds and a third at Brooklands and Donington events, the MG really showed its pace in lapping the Phoenix Park Circuit at 91mph, which was a class record.

During the following winter the car shed its shell again, the body being fitted to Billy Cotton's similar car, while Smith, his partner Soames (of trials renown) and Wilcox set about redesigning the car on single-seater lines.

The modifications included Woodhead springing damped by Tele-control Hartfords. A bronze head was fitted and the engine

was Zoller blown. Braking was further improved and the exhaust crackle installed by Bellevue.

In this new form the car showed a considerable increase in performance all round, mopping up a 4th place at Cork with a lap record of 79.98mph.

During last winter the car was left structurally as before, Messrs Smith, Soames and Wilcox being unable to devise any fresh means of improvement, apart from switching back to a Marshall blower, and painting the body red. Bellevue added a little more tune, and the result is that the machine has been going great guns this year.

YOUR LETTERS

From George Eagle

Dear Phil

Saturday 18th April was the 75th anniversary of the day Dick Morbey's PA was produced.

As it so happens the day coincided with a visit to that well known Bugatti specialist Ivan Dutton. The visit was organised by Mike Serjeant, and we had a good selection of visiting MG's including Dick, Mike Allison in his NE bodied N type, Bill Abbot in his 4 seater NB and me in my NB 2 seater.

We were told the total value of the Bugattis in the workshop was over £16 million! The most valuable was the totally original ex-King Leopold type 59, whilst the type 57S recently found in Newcastle, and featured widely in the press, was also there. Work on this very original car will not take place until it is decided how best to proceed. Both these superb cars belong to the same lucky owner.

At the end of the visit Mike Sarjeant and Tim Dutton gave an astonished Dick a huge birthday cake for the PA - needless to say we all enjoyed a piece of cake with our tea.

I attach a photo of proud owner, garlanded PA and the cake.

Best regards



Dick Morbey with his PA's birthday cake

From Ewan Harris

Dear Phil

I have read with much interest your articles in recent "Safety Fasts" about Triple-m cars, in particular your comments regarding the F-type. I can agree with your views about the steering and gearbox, both of which seem to be everlasting.

On the performance side the plus is that at $15\frac{1}{4}$ cwts, the car is relatively light, so improving engine performance can be quite beneficial. I have a J2 timing camshaft, $1\frac{1}{4}$ " carburetors, and the bottom end is lightened and balanced. Even with a 9/40 diff, things seem to be quite adequate, third gear being very long-legged. The steering is sharp, but not if two large people are carried in the rear seats, when at over 45mph it is a bit hit-and-miss

due to the pendulum effect; with two people and some luggage things are fine.

Regarding wear in the small camshaft and early rockers, when I bought the car it had just been fitted with rebuilt rockers faced with "Stellite", which is marvellous stuff. Literally no wear has even taken place, so there is no need to use the more modern equivalent substitute in Austenitic steel. I have since had the tips of the clutch release fingers faced with it, and also the release studs in/on the clutch moving ring.

I have a long term plan to put a decent set of manifolds on the engine, since for a non-crossflow head the porting itself is not too bad.

Thanks for a great Bulletin.

Best wishes

From Mike Hawke

Dear Phil

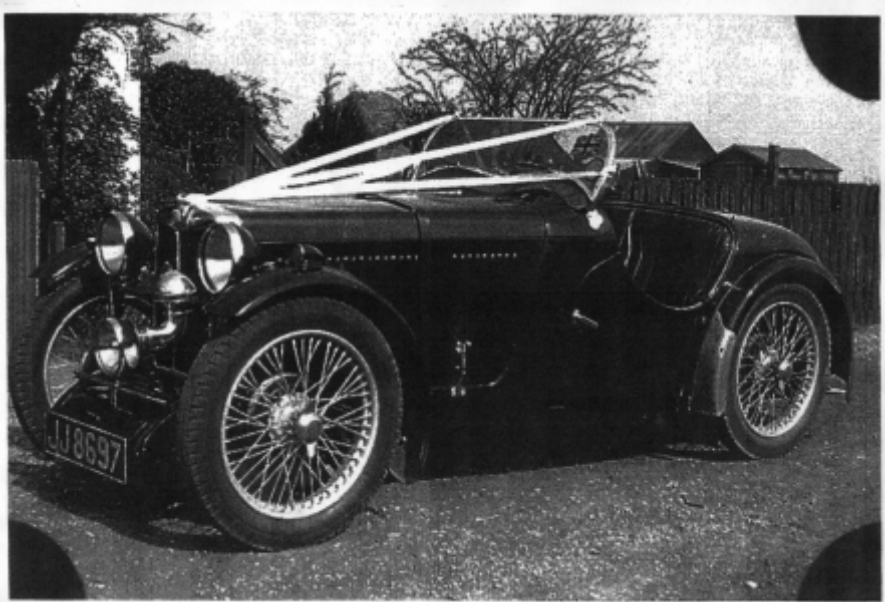
It was nice to see the REAL-bodied J2 in the last Bulletin. It is over 40 years since Peter Davis and I pulled that one out of the backyard of the Kings Arms at Kings Stanley.

Diligent searching, which is not 100% conclusive, indicated that there were two J-types with REAL bodies. J0283 which had head fairings, and was at the 1932 Motor Show, and J0515, which had no head fairings (*but a toolbox/mini boot instead – Ed*), but has now been modified with the head fairings to make J2083 look original.

However, just to make things difficult, I enclose a picture of a REAL bodied J-type, with a November 1932 registration number (much too early to be J0515), which also has a different arrangement for securing the bonnet and side valences underneath. Photo courtesy of John James.

We hope the bride appreciated the rarity of her wedding car.

Yours sincerely



From Tim Edwards

Dear Phil

Nice to see you at Stoneleigh. Hope you found some useful bits. The reason for writing is to see if you can help me with a small part of the driving mirror for the F2. The bit I am looking for is the plate that fits to the stem and looks like: -



this bit made by Lucas
and stamped with the
part No 308MS.

Don't laugh, I know I am fussy about original bits, with the right numbers etc. If anyone has a complete mirror, I would be interested in buying it. My car does have the original stem so this is not essential.

Naturally I have tried all the usual people,
Yours sincerely

TIPS AND HINTS

When taking out a gearbox it is always difficult to extract the unit from under the dash, which entails leaning forward and lifting the box at full stretch, provoking slipped discs and such. Next time tie a rope round the box to support it from above, round a piece of wood sat across the scuttle or such will do the job. This will then take the weight of the gearbox, and you then just have to pull it backwards to pull it out of engagement, and at the same time the fact that the rope is fixed will ensure that the box rises up as you pull it back, so that it helps to clear the crosstube.

Having done that LEAVE THE ROPE IN PLACE. Then when you want to put the gearbox back, all you have to do is to get the box back into the rope sling, and feed it back onto the engine; since the rope will be holding it in the same position as it came out, it should easily slide back into engagement. Job done.

Barry Walker is offering a 30% discount on his new PA/PB exhaust manifolds; down from £220 to £154 + VAT

Bryan Ditchman has been looking into the body numbers allocated to P-types, and has had discussions with Bob Clare on the subject to try and clarify what the first number denotes. We know that the second number is the same as is stamped behind the nearside dashboard. However what is the first number? Perhaps it is the Carbodies production number. Has anyone any further information on this?

Ed Taylor tells us when having to remove this J-type gearbox to replace a worn bearing, "I thought I would look at the clutch. Lo and behold a cracked plate!

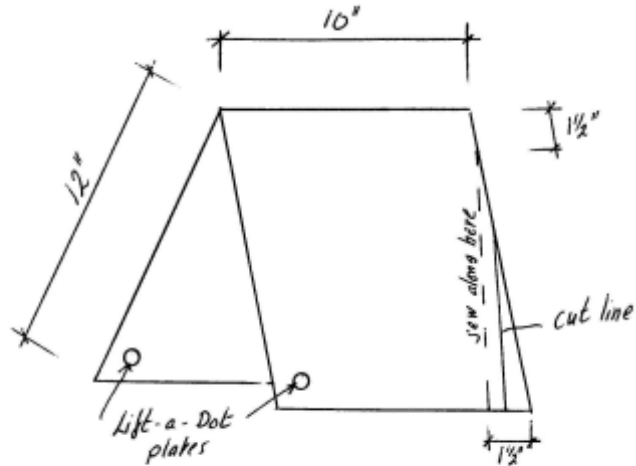
Whilst this was being attended to, I fitted new linings and removed the slop that had developed in the withdrawal fingers mounting. I replaced the original style pin with split pin retainers with a "shouldered" bolt. Much like an umbrako with a hardened machined shank. I used an 8mm dia bolt, which worked a treat with only a very small amount of reaming the mounting holes in the plate and also in the fingers.

The picture tells all. Its not back in the cars as yet, but I expect it to be OK.



Martin White has found that when leaving your car on the drive, so that you can use it at your convenience, water can get into the wiper motor, and when you need it, it will not work because it is seized up.

So he has made up a little hood to keep it dry, which takes about 10 minutes to make. Get an offcut of leather cloth 12"x10", fold it as shown in the diagram, then sew and cut where shown; open it up and fit a pair of lifter dots, and slip it on. Pop it onto the windscreen studs and Bob's your Uncle –a nice dry wiper motor.



ITEMS FOR SALE

Terry Holden (Tel 01243 573580 and E mail address tholden@supanet.com) has for sale an M type engine, recently completely rebuilt. It comes complete with dynamo, starter, manifold, distributor, carb, clutch etc. It has been bench run and is ready to install in a car and use. It has a J sump and oil pump. Some photos are available if anyone is interested.

Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook Hants, RG27 8NA. Tel. 0118 932 6346) still has available most of the items for sale in the last Bulletin.

SPARES WANTED

Tony Summers, (Tel 01558 823188 or "E" mail summers-acm31@tiscali.co.uk) desperately Wants an Oil Filter Housing for N or P type to complete his rebuild.

Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook Hants, RG27 8NA. Tel. 0118 932 6346) is still requiring a few parts for his PA 4-seater works demonstrator

Handbrake cross shaft for restoration

Rear axle support casting including caps

Nearside gearbox x-tube to chassis bracket

Two-seater rear wing stays

Body to firewall stays

Four slide plates for bonnet catches

2 No. 19" wheels for restoration

2 No. steering drop arms

Petrol filler pipe for a 4-seater

Rear seat pan for a 4-seater

Brake pedal rod to X-shaft

CARS FOR SALE

Martin White (71 Deepfield Road, Bracknell, Berks. RG12 2NU, Tel 01344 425364 evenings) still has his J2 for sale. Fitted with a BMC "A" series engine. Cream Cracker colours. 50 years of history.

Just as much fun as an original car, but without the expense. Ideal way to get started in Triple-M motoring. Will be in Triple-M car park at Silverstone. Price £12,500 ono.

“Half Crackers” Team Car (1995 – 2008)



Very competitive Trials/Speed Car; Originally adapted by Alan Grassam and Steve Dear, and further developed over last 18 years by present owner, including up-rated drive line and other appropriate mods.

Holder of an MCC Triple Award and numerous MCC Gold Medals, together with many Silvers, a few Bronze, several class wins and 3 Team awards; has also obtained 1st Class awards in VSCC Trial, many PCT's, Silverstone Sprint and Wiscombe Hill Climb – beating two K3s!

Fitted with PA gearbox, but comes with original PB box, 16", 18" and 19" wheels, full weather equipment (!) and other spares.

Sale precipitated by medical constraints of present crew.

Serious offers in excess of £40k will be considered. Further details, photo's, etc from Gerald Burrige 01749 675404 or gandt@uwclub.net

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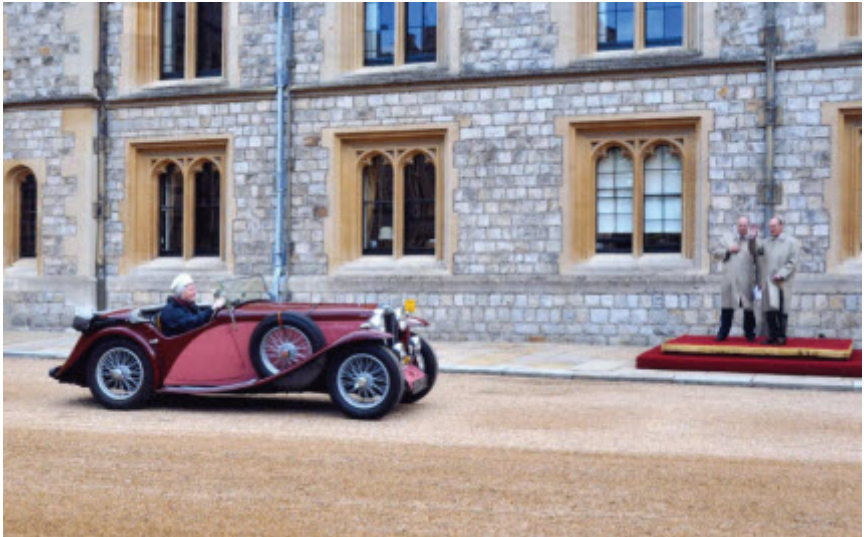
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Royal Windsor MG Heritage Festival - Prince Philip greets the cars in the Castle Quadrangle



Royal Windsor MG Heritage Festival - the MGs leave Windsor via the famous Long Walk



Terry Andrews with his new restoration project, an L-type Continental Coupe as found. - Photo: T. Andrews



Classic Kimber Trial - Nick Bengner's J2 with Martin Warner, tackles Alham Splash - Photo: A. Reid