

TRIPLE-M REGISTER BULLETIN



July 2009





Geoff Coles' J4 in the paddock at Firlie hillclimb in the 60s

Photo: Editor

Anthony



Anthony Littlejohn's ex Dorothy Stanley-Turner Q-type (QA0255) at Brooklands Centenary just before being sold to Sweden

TRIPLE-M REGISTER

BULLETIN No. 50

July 2009

Wow! What a weekend that was on Exmoor, with blue skies every day, a terrific venue, great food and entertainment to add to the beautiful and varied scenery. How could one not enjoy this fabulous event. We are truly grateful for Derek Richards and Alan Grassam for organising such a wonderful rally.

It was great to see SEVEN F-types at the rally, and they had a photo shoot with all the cars and drivers together, (see colour photos)

These weekends have been so good that this time we had three Australians come over for the event. We provided Malcolm Robertson and Ed Taylor with our ND and NA saloon to drive, changing over so that they both had the experience of both cars. Apart from two punctures on the ND, they both behaved pretty well, after we had put a new set of plugs in the saloon, which was misfiring on the way down. The ND also didn't like the slow lanes and needed its plugs clearing, and once we had to take the whole set out to clean them up, but it was then fine to the end of the day.

There were some lovely moments, such as when we passed through Parracombe, where the locals were "en Fete", with flags and bunting out across the high street, with the locals flooding the pavements, no doubt to hear the roar of our exhausts bouncing off the whitewashed walls, as we stormed up the steep and narrow street out of the village. Later on we carefully crept along the wooded cliff road near Woody Bay, with a drop on our left to the sea 100 feet below!

We passed close to several well known trials hills, such as Porlock, Cloutsham, Beggars Roost and Doverhay, and many of the roads on the route were as steep as 1 in 4, and in places so narrow that if a car came the other way, one or the other had to back to a passing place.

**Cover Photo :- Alan Grassam's newly acquired M-type crosses
the ford at Lorna Doone Farm (photo B.Galbraith)**

As you will see from the Bulletin number above we have reached a half Century, and I cannot believe I have been producing this successor to the old Infoletter for over eight years now. At time it has been a struggle to get enough contributions, but this issue we are pulling out the stops to make it a big bumper issue, with a central colour section which we haven't done for some time.

I started off producing the Bulletin on my home computer, and not being well versed in computers or producing a publication, I had a steep learning curve, helped out by friends such as Martyn Phillis, who has kindly done all the colour photo layouts for the covers. However since October 2007 we have had it professionally printed, and this has improved the look no end. We are sending the Bulletin around the world to USA, Australia and South Africa, as well as to unexpected places such as Argentina and the Czech Republic. We are sending out 420 copies, of which 330 are to UK members, over 60 to Europe and over 20 to the rest of the world.

Due to the increased cost of the Bulletin and the postage, we have reluctantly decided that the UK annual subscription needs to be raised to £12 a year; the overseas figure is unchanged. However this allows us to produce any numbers of pages, and colour inserts such as this 50th edition. Just to remind newcomers, back issues are available from the Librarian, and when your subscription runs out, a reminder slip will be included with your last copy.

The Summer Gathering at our Chairman's place went well, I am told, with around 40 cars turning up for a relaxed day out. Unfortunately I was not able to be there, as I am currently suffering from sciatica, brought about by crashing round the pot-holed Exmoor roads, which restricts my activities. I am hoping to be fit enough for Silverstone, where we will have the 75th Anniversary display of the P and N-types in a dedicated marquee.

On Saturday around midday, there will be parade laps of the track for all P and N-types attending, so have your cars ready in plenty of time. The California Cup will be contested by a team of three M-types, to try a regain the Register Trophy which the Northern Ireland T-types took off us last year.

Also coming up on August 9th is the Black Horse driving tests, which is more of a Gymkhana as passengers are allowed. This is always a good day out with a picnic lunch to start with. Many of the younger generations get a chance to take part being on private land

From the Chairman Peter Green

Congratulations On behalf of all readers I would like to congratulate Philip (Bayne-Powell) on producing this 50th edition of the Bulletin.

When I became Chairman, one of the things I wanted to do was to improve communication with, and between, members, and one of the ways I thought it could be done was through an improved newsletter. I was very pleased when Philip offered to edit, and distribute a new newsletter (the Bulletin) on a bi-monthly basis.

For those that do not know, Philip started the forerunner of the Bulletin, the Infoletter, in October 1969, and edited the first seventeen issues before Mike Hawke took over. Mike was followed as editor by Nigel Musselwhite, John Reid, Andrew Smith, Barry Foster, Gordon Lilly, Graham Arrondelle, and finally John Harris. The Infoletter was initially produced as a 2/3 sheet A4 document with no cover, then from edition number 41 it became an A5 sized booklet with a cover.

As we all know, the Bulletin has been continuously improved over the last 50 editions. The first edition in April 2001, which was sent to all known Triple-M owners, who were MG Car Club members, was a photocopied edition of 20 pages, which had a colour cover but no pictures. December 2001 was the first edition to include pictures. By 2002 the number of pages had increased to 40.

The biggest improvement came in October 2007 when it was professionally printed, this vastly improved it's the quality, it had a glossy cover, the pictures and text became much crisper, and the pages were stapled together.

From the beginning of this year the Bulletin has been available to read and download on the Register's website.

Philip is always striving to improve the Bulletin and to this end he would welcome more articles and 'hints and tips' from members.

Finally, I would like to say a personal 'thank you' to Philip for all his hard work producing the Bulletin over the last eight years, which has fulfilled one of my wishes when I became Chairman.

Caledonian Centre - May 3- Day Scenic Tour Over the Sea to Skye – by Colin McClachlan

This year's tour had a record entry of over seventy MGs of all ages, including seven MMM cars. Mike Linward's regular appearance in his fast J2 was missing this year, and sadly Charlie Cartwright was unable to make it up from Penzance this year with his J2 to make his bid for the Long Distance award. We hope to see you both back next year.

As there was a lot of ground to cover from a Central Scotland start at the south end of Loch Lomond, the first day's run was almost entirely on A roads, fighting with the Saturday morning bank holiday traffic. With showery fair weather, we were nonetheless able to enjoy typical Highland scenery through Tyndrum, Rannoch Moor and Glencoe to Fort William. Heading north after lunch by way of the Great Glen and Glen Garry, the traffic definitely thinned, and speeds increased.

At Shiel Bridge, just before we reached the picturesque Eilean Donnan Castle (that's the one on every calendar) the route split, with half the cars heading for Skye via the new bridge, and the other half (including most of the MMMs) taking the single track road through Glenelg to the tiny Kyle Rhea ferry. This route includes the challenging Mam Ratagan hillclimb, with maximum gradients of 1 in 3. For keen MMM drivers this route is great fun, although Malcolm Kirby and Geoff James both were running in new engines in their PAs, so had to take some care. The wee ferry is thought to be the last surviving turntable ferry in Scotland, and takes six cars at a time, though we tried to persuade the operator that we could squeeze at least eight of our little cars on at one go. The current owner is keen to keep this service running, so do look out for the signpost at Shiel Bridge if you are going to Skye, as this route is far better than going via the bridge.

Once across the narrow strip of water (with a tidal race of up to eight knots) there was another steep climb over to our weekend hotel at Broadford. The Dunollie Hotel is a two star venue catering usually for coach tours, and this was reflected in the quality of the rooms, which were comfortable without being luxurious. However the evening meals on both nights were of a very high standard, and the service was excellent, so the organisers can feel satisfied with having made a

good choice. It isn't easy finding a hotel in the Highlands that can comfortably manage up to 150 guests.

The weather the next morning was again forecast to consist of sunny periods with heavy showers, possibly wintry on high ground. As we assembled on a local airstrip for the start, the view to the west of the Cuillin Hills was totally obscured by one of the blackest clouds I've ever seen, whereas at that point the weather on the mainland to the east looked much clearer. Once again the rally split into two separate routes, and we were glad we had chosen to head east towards the sun, with Tony and Heidi in their PA four seater. All the other MMMs headed west, visiting Dunvegan Castle, ancient stronghold of the clan MacLeod, and touring round the north of Skye via Staffin and the Quiraing, returning by way of Portree. The weather turned out to be not as bad on Skye as it had looked at the start, and although the showers were heavy, they tended to pass over quite quickly. The roads were much quieter than Saturday's, and included fast sweeping runs, and single-track sections that tested the vintage suspension. During the clear spells some sightings of soaring eagles were reported, I think by Keith & Jill Jackson in their PA four setae. It was during this section that unfortunately Mike Cowe's D type, driven by son Alastair, suffered a head gasket failure. Next time, remember to tighten the head nuts after the first run, Mike!



Mike Cowe's D-type – (photo C. McLachlan)

Those of us on the eastern route soon realised that the weather we had seen earlier to the west was intent on following us on our excursion back to the mainland. Crossing the Skye Bridge in a strong crosswind certainly concentrates the mind, but thereafter we had a good run in the company of a TF, an MGA and a couple of MGB's, heading around Loch Carron and loch Kishorn. The lunch stop at Applecross is reached by the Bealach na Ba or Pass of the Cattle (with a name like that should it not be Pass of the Sheep?), which rises to over 2000ft from sea level in about eight miles, including a final section like a mini Alpine pass, complete with 1 in 5 or worse gradients and several hairpin bends.

My son Craig and I decided that the only way to cover this section was to let the slow modern cars get well ahead, then storm the pass with the headlights on to clear the way on this single-track road. With excellent timing, we finally caught up with a modern car just after the final hairpin, where we were cheered on by a bunch of bikers who had seen our headlights and waited at the top hairpin to let us through. Weather-wise, our timing was not so good, and the forecast came back to haunt us as we hit a very heavy shower on the hairpin section, which turned into a blizzard as we climbed. The hood was down, of course, to allow me to look up to see if the next hairpin was clear, so we were pretty wet and cold by the time we reached the top.



Keith Jackson's 4-seater PA – (photo C. McLachlan)

As the snow gathered on the windscreen the view ahead became smaller and smaller as the wipers struggled to clear an arc. A few minutes after we reached the top, Tony and Heidi's PA arrived in clear sunshine!

We were able to stop and enjoy a clear view of Skye and the Cuillin Hills before proceeding down the other side to the lunch stop at the Applecross Inn. You think that a pub in such a remote spot would get away with serving the most basic of pub grub, but in fact we were treated to the largest selection of local fresh seafood I have ever seen, and everyone agreed that the quality was first class. Well worth the climb if you are ever in this part of the Highlands.

The return route after lunch was the much easier coastal route to the north, with impressive views of the mountains of Beinn Alligin and Beinn Damph, towering over Loch Torridon. Our trip back to the hotel included a detour to visit the picturesque village of Plockton, featured in *The Wicker Man* and more recently in the TV series *Hamish MacBeth*, for a welcome and warming cup of coffee.

Back at the hotel we enjoyed another fine meal, an entertaining quiz and prizegiving. Ian & Isobel Goddard's beautiful F2 Magna came a close second to George Rome's lovely MGA in the "Car You Would Most Like To Take Home" competition. Entertainment on both evenings was ably provided by local artistes, in a distinctly Scottish vein.

Monday morning saw us again assemble at the airstrip to set off back down the main roads to the finish at Blair Atholl. With the weather steadily deteriorating by this time, many cars were away before the official start, but in fact after a very wet first few hours, the rain eased enough to get the hood down again and enjoy proper MMM motoring.

The usual tea and scones were scoffed before heading for home, and yours truly had a well-earned snooze while son Craig went for a practice run in the McLachlan PA without his old dad to tell him to slow down.

It is always heartening to see several MMMs from south of the border taking part in this run, and for those who have not yet tried it, get your booking in early for next year - you won't regret it.

VSCC Wiscombe Hill Climb May 4th 2009 by Mark Dolton

Now I can understand the popularity of this venue. Forget the long drive. The venue and the course is well worth it. Add in glorious weather, and it really is a cracking day out. This was my first visit here and the organisers certainly set the grade for running a well-oiled show. Practise in number order. Brilliant!!!

It was a full VSCC entry with around 120 entries. Unfortunately there was a poor show of MMM cars, with just 3 running in the afternoon timed runs. However in terms of success it was a very good MG performance!!

Frank Ashley again was competitive in the M-Type, taking a well-deserved 2nd in class on handicap, with a 66.39. After getting to know the hill for the first time I steadily improved in the PB, eventually taking 2nd in class overall with a 62.17, just unable to keep up with the winning Frazer Nash.



Mark Dolton PB on his way to 2nd in Class – Photo: P Johnson

Ian Baxter also powered his way to 2nd in class overall, entertaining again with the power sliding Bellevue Special in 50.17.

The overall glory went to David Morris in ERA R11B, setting the fastest time of the day with a 46.18. A great day out, very relaxed and friendly, but exceptionally well run. I look forward to returning for the MGCC event on September 12th.

Results:

Class 2 – Std & Mod Sports Cars 751-1100cc; up to 750cc blown

Andrew Mortimer	Fiat 508S Balilla 1089cc	65.23	1st Handicap
Frank Ashley	MG M-type 847cc	66.39	2nd Handicap

Class 3 – Std & Mod Sports Cars 1100-1500cc; up to 1100cc blown

Matthew Parkin	Fraser Nash S/Sports 1496cc	61.31	1st Overall
Mark Dolton	MG PB 939cc	62.17	2nd Overall

Class 14 - Pre 1941 Racing Cars 1101-1500cc

Robert Cobden	Riley Falcon Special 1496cc	47.01	1st Overall
Ian BAXTER	MG Bellvue Special 1491cc	50.17	2nd Overall



Ian Baxter Bellevue Special on his way to 2nd in Class – Photo: P Johnson

VSCC Curborough Sprint May 31st 2009 - by Mark Dolton

The sun just keeps on shining, it's certainly brought out the competitors and spectators in their numbers, and was another fabulous day out. I'm really enjoying this sprint course, its short, but has a good mix of sweeping and tight bends, and a good thrash up the finishing straight. What is apparent is just how hard it is to make up any time around here.

I don't want to whinge because the marshals do such a great job and I had a great day but the organisation seems a little bizarre. Practise, Class order and structure looks like it could do with a review! But moan over, because all of that was irrelevant as we all had a great battle, especially with the MGs.

Finally a good turn out from the MMM brigade. 2 M types, Duncan Potter's C Type on its first outing, PB, Kayne Special, PAVPB Special, Bellevue Special and a Q type replica.

In Class 1, Frank Ashley unfortunately retired with a broken drop arm. Amazingly before practise Frank was concerned about the track on the front wheels, he completed both practise sessions (one run of 53.97) before the arm literally fell off in the paddock. Get fixed quick Frank. Luckily there was another M type on hand to fly the flag in the afternoon. Roger Glistler posting a quickest time of 61.11



Roger Glistler's M Type – Photo: P Johnson

In Class 3 we had a great MG battle, with the PB, Les Proctor in the Q Type Replica, and Ian Seymour Smith in the PA/ PB Special. The Q Type pushed hard but very smooth, and Les recorded a 47.17, which we could not beat. I narrowly missed it with a 47.2, and amazingly Ian Seymour-Smith then followed with a 47.21 in the PA/ PB special. It doesn't get much closer than that!!!! The C Type is a lovely looking car, and although driven cautiously on its first outing, I'm sure will be pressing hard in future events. But Duncan still improved on his 55sec practice time down to a 51.16 by the final run.



Duncan Potter's C Type – Photo: P Johnson

Overall fastest time of the day went to James Baxter in the Frazer Nash, amazingly equalling the Curborough record on both runs with a 36.32!!!

So another cracking day, I even had the cheek to team up with Terry Crabb's ERA R12C, and the Bellevue Special in the Team event. However even with Ian Baxter's class win, my performance wasn't good enough, and when Terry spun the ERA our hopes were dashed.



Mike Painter's Kayne Special (Photo David Jones)

So far I've competed in 3 events this year, the sun has shone consistently, the competition has been excellent, and I making some fantastic friends both within the MGCC and VSCC. I really cannot promote this enough. Come and join us!!

Remember MGCC Wiscombe Sept 12th entries now open!!!!

Results Summary:

Class 1: Standard and Modified Sports cars up to 1500cc

Unsupercharged

3	John Collins	Riley 9 Brooklands	43.44	1st
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Overall in Class

MG's:

2	Frank Ashley	MG M Type	retired
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18	Roger Glister	MG M Type	61.11
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Class 3: Specials and Supercharged Sports cars up to 1500cc

49	Dudley Sterry	HRS Sports	40.15	1st
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Overall in Class

MG's:

47	Les Procter	Q type Replica	47.17
40	Mark Dolton	PB	47.20
48	Ian Weymour-Smith	PA/PB Special	47.21
46	Duncan Potter	C Type	51.16

Class 6: Pre 1941 racing cars up to 1100cc

88	Carl Grey	Hardy Special	38.62	1st Overall in Class
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MG's:

89	Mike Painter	Kayne Special J2/PB	41.79
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Class 7 – Pre 1941 Racing Cars 1101-1500cc

96	Ian Baxter	MG Bellevue Special	39.55	1st Overall in Class
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The Exmoor Rut 2009 weekend

29 to 31 May

By Keith Portsmore

Exmoor could not have been better. This last weekend of May, with absolutely perfect weather, gave everyone participating in this event the chance to witness the best views of moor and sea, wildlife, flowers and foliage, and everything nature had to offer. "Stunning" could be one word to sum it all up. It would be fair to say that, without exception, everybody involved with this event had nothing but praise for both venue and organisation of this 5th MMM spring week end.

MMM cars were evident everywhere. 45 cars were entered, all great examples of the Registers finest; all good, well known cars, doing what they do best, i.e.; being driven in their natural habitat of the winding and undulating country roads and byways of rural Britain. On the day three cars couldn't make it; Mike Linward's J2 engine was not yet fully rebuilt, so he came down with Keith Hall in the latter's NA. Brian Galbraith's J2 had come down with fuel tank maladies, but he and wife Ruth did some sterling photographic work, some of which we reproduce in this Bulletin. The other car which did not make it, but would have been a star attraction of the weekend, was no less than the M-type that ascended Beggars Roost 100 consecutive times without stopping, exactly 80 years ago on 29th May 1929. Unfortunately the restoration was not completed in time.

This year seven F-types came to the rally, surprisingly outnumbering the J-types (at only 4). One of these, owned by Willi Spoehrer, had come all the way from Bavaria, albeit not the full distance under its own steam. The P-types were most numerous (at 14) with 10 N-types being the next most popular, being an excellent car for this type of event.

Also present were some northerners who were returning the favour of last year, when several southerners ventured beyond Watford Gap to take part in the Yorkshire Flat Cap and Whippet weekend; Tony Hay in his NA, Tony Wild in his PA and Bob Walker in his F-type.

Signing on was from 1500hrs on the Friday, and a large majority of entrants were already there by the time your scribe arrived at 15.30hrs. The benign weather had obviously assisted with people's journeys, with some covering 200 miles + to reach this idyllic venue.

Traffic for most was light, except perhaps for some stretches of the A303. However taking into account this was a Friday in late May, we all seem to have been very fortunate. Others had come further, with Christian Hoptner and Will Spoehrer from Germany, both with their cars, and Ed Taylor, Tim Jackson and Malcolm Robertson (regrettably without their J3's, etc) from Australia.

The White Horse Hotel, the operative centre for our event, is in the centre of Exford, a very small village, right next to the River Exe and the bridge itself, and couldn't have been more picturesque with ivy growing up the front, and old oak beams insider.

The hotel was able to accommodate more than half of all entrants, and other Hotels and B & B's were able to accommodate the overspill. Parking for the cars was just sufficient, and what a magnificent sight they made, all tightly packed in on that first evening.



**Cars tightly packed in the hotel car parks on Friday
(photo P.Hendrie)**

Pre dinner drinks on the terrace overlooking the river got the social side of this weekend off to a great start. This was followed by an excellent evening meal, which was interspersed by David Beckley, a member of the Magic Circle, who entertained us with his devious and clever trickery. After some bar propping, people retired full of anticipation for Saturday's events.

They were not to be disappointed. The day dawned with bright sunshine, vibrant colours and perfect temperatures for both cars and people alike. Departing in our own time from 10.00 hours, our route took us into West Somerset and North Devon, with many open views to the south Wales coast across the Severn Estuary. Some contestants could not resist the temptation to tackle Porlock Hill (1:4) which the organisers had surely omitted, not wishing to invite the prospect of 44 cars stuck line astern! For those who do not know of this hill, those tackling the accent in the 30's in smaller cars (Austin 7's, Morris Minors etc) often had to revert to reverse gear after ejecting their passengers and luggage! An 18 mile section in the late morning was given over to a photo competition to give added incentive to follow the route.

A coffee stop at the picturesque Culborne Stables Inn allowed people to inspect all the cars, before setting off again, and soon afterwards the beautiful ford at Lorna Doone Farm could be tackled by the intrepid, otherwise a narrow bridge was provided!

Lunch was provided at the Hunters Inn with an excellent buffet; the location was in the Heddon Valley, one of the deepest valleys in England, where a field was specially set aside for our cars.



**Some of the cars at the lunchtime stop
in the Heddon Valley (photo S. Davis)**

The afternoon run back took us via the Valley of the Rocks where you had to pay a toll of £1 to traverse a short section of private road owned by a Hospice; the collecting box was a tin in the middle of the road. Shortly before this a nice steep uphill run was spoiled by speed humps preventing one from getting a good run up the hill. The route then took us down into Lynton and Lynmouth where the severe flooding occurred several years ago. One can see why there was so much water, as the valley is very steep sided, and funnels any water straight down into the town.



**Derek Richards (PAS/c) in the Valley of the Rocks
(photo A. Grassam)**

At Simonsbath a very nice tea shop beckoned, and many people stopped to sample the local fare and admire the view, and of course “chew the cud”. From here one had a choice of routes, either going straight back to Exford, or else taking a scenic route, which took us through three fields full of sheep, where we had to open the gates and close them again behind us – not something you come across very often on British roads. All the cars got safely home after a tour of approximately 83 miles of very enjoyable motoring. Second gear got plenty of exercise and fortunately 4th did as well! Perfect.

Some fettling was seen to be needed to some cars; Richard Jenkins had his offside rear hub in pieces to try and find why the oil was leaking out of the axle, and Peter Tabb in the Jarvis F-type had lost most of the clutch, but then the starter motor had jammed, so he had to book a ride home with the AA. Andrew Morland was also having problems with the ex-Oliver Richardson C-type look alike PA

Drinks on the Terrace overlooking the river to discuss the day’s event was followed by the Gala Dinner. This was another excellent culinary event, which was followed by entertainment from Martin Smith, a comedian and first rate accordion player, with a wide range of jokes and tunes, who soon had us all singing along in strong voice.



Saturday evening at the hotel, with people gathering to discuss the day’s events. (photo D.Richards)

On Sunday morning we were again blessed with perfect weather for our trip, It was south this time, across Exmoor and down to Exbridge. Again the driving was superb, with good open roads and spectacular views, a distance of 44 miles. Lunch was provided in congenial surroundings of the Anchor Inn, on the banks of the River Exe. A special field had been made available for us at the last moment, and another good line up of cars created a lot of interest.

People left in their own time, bidding their farewells for their various journeys home. The consensus from all was the same – same again next year please – OK, not Exmoor perhaps, but to ring the changes, somewhere else of equal standing.



**Sunday lunchtime line up at the Anchor Inn
at Exbridge (photo P.Card)**

The photo quiz was a tie between Roger Davis (PA No 28) and Norman Williams (F1 No 34) with 14 points out of a maximum of 16. The PA of Peter and Marion Down also deserves a specific mention; car and driver have been together now for 52 years. Both car and crew were immaculate and travelled many miles to attend this event.

The good news is that our backstop and roving trouble shooter, Tim Miller, had very little call on his services, but it is fair to say it was always comforting to know help was at hand if necessary. We ended the weekend with only 2 dead cars, both of which were recent rebuilds, so all should be congratulated on their reliability in the face of some fairly heavy gradients.

Derek and Rosemary Richards, Alan and Pauline Grassam all put in many hours of hard work to organise and co-ordinate this splendid event, so we all offer our collective thanks to them for arranging such a great weekend.

This weekend had a maximum of 80 people sitting down for the dinners, and this figure was reached almost exactly. With some people on their own in the car, we managed to get 45 vehicles, and nobody had to be turned away

These MMM weekends have been shown to be extremely popular and the formula works very well. Roll on next year.



**Richard Jenkins (N) and Keith Hall (NA) say goodbye
for another year (photo D.Bond)**

Secretary's Report on the Triple-M Committee meeting - 7th June 2009.

Peter Green, Chairman, reported that he and George Eagle had attended the MG Car Club Council meeting held on March 21st. The two main points arising were membership is falling, which has affected income, and that Safety Fast costs were currently over budget. J Dutton, Acting Treasurer, is reasonably confident the Club will break even over the financial year, but much depends on the weather at MG Live. The Council agreed to increase the subscription rate by £2 pa; it was also agreed an immediate start be made to the extension at the rear of the Club office, as the planning consent was due to expire shortly.

George Eagle stated The Tyne Tees Centre have invited Triple-M owners to their Old Speckled Hen run on 13th September – it was agreed to post this invitation on the Triple-M web site. Nine metal badges have been sold so far this year.

Bob Milton, Treasurer, confirmed a new PayPal account has been established, and new mandates set up with Barclays Bank, following his taking over the role of Treasurer from Paul Duncombe. He also confirmed all VAT and Corporation Tax demands are up to date.

Bob Clare, Registrar, advised the highest Register number as at 27th May was 3495, with 427 being void, leaving the number of cars registered at 3068. Five new registrations have occurred since the last report; these are 3 J2s and 2 PAs. There are 2 N types claiming the same chassis number. The Committee reviewed this matter, including the photos submitted by the owner of one of the cars, and agreed these confirm he obviously has the original and a pretty complete car. The two owners will be advised of the decision.

The Committee reviewed a proposal by Philip Bayne-Powell that the Register should join the Inter Register Challenge (IRC), which promotes low key light competition between pre-war registers. The matter was voted on, and the decision against joining the IRC was unanimous, subject to a presentation by Philip Bayne-Powell to a future meeting. Following a suggestion by member Mike Dalby, it was agreed consideration be given to splitting the COTY scores down to

supercharged/non supercharged and 4/6 cylinder cars. The overall winner would of course be awarded the COTY trophy.

Peter Hemmings, Librarian, reported sales of the Yearbook had slowed down, with only 4 being sold since March, taking total sales to 294. Most items on the library web page now have an accompanying “thumbnail” photo. This enhancement has made the pages more attractive, and has been generally well received. The two steady sellers by Malcolm Green (4 and 6 cylinder cars, volumes 1 and 2) are now out stock and out of print.

Dick Morbey stated there is not much to report, but as always, feedback from readers, Committee members, and others is always welcomed. The next in the series of “Meet.....” will be printed in the October issue of Safety Fast, and will feature a younger member.

Philip Bayne-Powell reported the response to his request for Bulletin articles has not produced any response, and the matter needs to be addressed. The Register has been debating the subject of Bulletin postage costs, and whether there is a need to keep it below 100 grams in order for it to be categorised as large letter.

Mike Linward proposed the subscription rate be increased immediately by £2 per annum, and that the Bulletin should be posted 2nd class. This would obviate the need to keep the weight below the 100 grams. The proposal was unanimously carried. 425 copies of Bulletin 49 were posted – 331 to UK, 68 Europe and 26 Rest of the World. A bumper issue is planned to celebrate the 50th edition.

John Reid reported the 2008 Yearbook will, as last year, have 72 pages with 32 in colour. Despite problems caused by the original printer going out of business, the Yearbook should be delivered by 1st July. Cathelijne Spoelstra will start working on the 2009 Yearbook once the 2008 edition goes on sale at MG Live. There will be a couple of articles carried over from the current Yearbook, and she has already received offers of help with articles, etc.

The new Traders Forum on the web site is now up and running; the review has been completed and there are no outstanding matters.

The Exmoor Rut has taken place, and was very successful with very good weather.

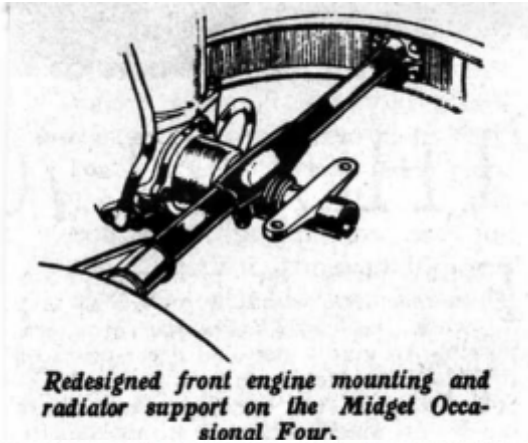
There will be 71 attendees at the Summer Gathering, all of whom are previous entrants apart from one.

The Committee agreed the celebrations of the Triple-M Register’s 50th Anniversary should be held in one place, and be based on

MGCC Silverstone, as was the case for the 40th, and it was also agreed the organisation should be spread amongst individual members. A suitable centrally based hotel needs to be found on which to base the event, i.e. gala dinner etc. A visit to the historic Shelsley Walsh hill climb is one possibility.

Philip Bayne-Powell is co-ordinating the 75th Anniversary of the Ps and Ns, with a good selection of cars lined up. A small budget was agreed to cover costs of a banner, plaques etc; there will also be a dedicated P and N parking area within the Register's allocated parking area.

The date of the next meeting is Sunday 6th September



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Triple-M Register Summer Gathering

14th. June 2009

Bob Clare

Introduction - A certain amount of fettling of the NB Cresta was required after the Exmoor Rut, not least trying to sort out the reason for the rear nearside brake seizure, which had resulted in an exciting lunch stop on the Saturday of the event. Folk were gesticulating and calling "fire" as we drove in to the car park field near Hunter's Inn on the river Heddon. Indeed the administration of water was required to stop the paint on the drum catching fire.

Anyway, on dismantling the offending unit, it was found that the back-plate securing bolts were all loose. I assume this had had the effect of allowing the plate, and therefore the shoes, to shift out of centre as soon as the leading edge of the shoe contacted the drum. All very interesting and rather relevant to the story that unfolded at the Summer Gathering, as you will see.

So with bolts tightened and drum repainted (any oil on the shoes had of course been burned off!) I set off confidently from Worthing on the fine sunny Sunday morning. I took the Guildford, Ascot, Windsor route, which proved to be reasonably free of traffic jams, and duly arrived at Peter Green's rather before the start of the event, which was scheduled for 11.30a.m.

The Event- First, I cannot praise too highly the impeccable organisation of this fun day out. Not only had Peter and his team organised the reception and parking so that all the cars were easily viewed (inspected, evaluated, discussed, criticised, photographed – mostly by the males one has to observe), but also the table layout, complete with sun-shades was arranged so that everyone, male & female, adult & child, could congregate in a really good friendly atmosphere.

As for the commissariat, what can I say? Elizabeth Taylor had, it was alleged, drilled, nay slave driven her team to perfection, from the BBQ to the strawberries, from the cold water to the even colder beer. The children in attendance were also very well drilled and assisted very effectively I thought. Well done indeed.

I've included a couple of photos, one of seating area and 6 cylinder car group (note RA 0255 the ex Doreen Turner R Type which was

temporarily housed at Peter's – no one volunteered to do the driving tests in this – shame!!) and one of the 4 cylinder parking. There were no less than 4 C Types in attendance and I've included a shot of those.



View of the seating area with RA 0255 looking on

The sight of Ian Davison's Jarvis(?) bodied M Type rising onto ramps amongst the 4 cylinder cars (see photo), gave rise to some speculation that the driving tests were to be supplemented by a timed engine change test, but no such luck. Ian had arrived at the event to the accompaniment of machine gun fire emanating from beneath the driving seat. I was much reminded of my brake back plate when it was found that the right side rear engine mounting bolt was loose, and the enormous torque from the engine (OK just joking) had shifted the whole thing until the prop shaft front universal was clacking on the tunnel. Solution? See the photo of Ian wielding one of my tyre levers.



**A fine line up of C-types provided by Hudson,
Cooksey, Potter and Richardson.**

The driving tests proper were fun and I was once again able to persuade “El Presidente”, Mike Allison, to navigate in the Cresta. Our performance matched that in 2008 – “disastrous”, but was an improvement in that we got sunburnt, not soaked in the process. The other varied competitions (P.O.O., feeling the bags, picture competition, even guessing the date on the top rail of a long defunct 5 bar gate!) are listed below.



As usual at this excellent event, familiar friends were met, new contacts made, the Registrar was, as always, asked questions he couldn't answer, because of advancing forgetfulness, and good time was had by all.

Thanks to Peter & his family.



Pride of Ownership Results

6-cylinder class

1	BYK 340	KN Saloon	Peter Prosser
2	JB 7526	K3	Peter Green
3	WM 7730	F 'Styles'	Patrick Gardner
4	JB 6864	NB	Bill Abbott
5=	AAM 372	NB	George Eagle
	MG 3094	K1 Special	Peter Fenichel
7=	JN 4402	NA	Ken Hall
	MG 3570	K3	Peter Green
	MG 4750	NB 'Cresta'	Bob Clare
10	MG 3694	NB Special	Mike Allison

4-cylinder Class

1	UG 3585	J Salonette	Jim Collier
2	LJ 444	C 'Montlhery'	Oliver Richardson
3	JK 1932	C 'Montlhery'	Sandra Hudson
4	UP 8871	J2	Colin Henderson
5=	BJO 800	PA	Peter Down
	PG 5027	M	Mike Cleary
7	GX 9693	C 'Montlhery'	David Potter
8=	JA 4275	J2	Jonathan Marsh
	WJ 7070	J2	Ken Robinson
10=	BLB 209	PA	Paul Dunconbe
	RX 8591	C 'Montlhery'	David Cooksey
	WV 5012	PA	Dick Morbey


Note – we have only shown the top ten in each class

Gymkhana Results

1	Tim Beckh	J2
2	Thijs de Groot	J2
3	Bill Abbott	NB
4	Peter Green	K3
5	Ken Robinson	J2
6=	Dick Morbey	PA
	Paul Miller	J2
	Andrew Taylor	PB
9=	Valerie Davison	M
	Peter Down	PA

Woolhall Spa, Lincs 16th August

Mike Hewson would like to see a good turnout of Triple-M cars at the Lincolnshire Centre's annual Concours at the Petwood Hotel, Woodhall Spa, Lincolnshire on Sunday 6th August. For further information, details and entry forms contact Mike on 01526 388680. Entry forms can also be downloaded from the Lincolnshire Centre website, www.mgclincolnshire.co.uk

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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

FUTURE EVENTS

10-12 th July	MG Live at Silverstone	01235 555552
24-26 th July	Silverstone Classic www.silverstoneclassic.com	
1 st August	VSCC Prescott Hill Climb	01608 644777
2 nd August	MGCC Curborough Sprint	01384 263627
9 th August	Black Horse Driving Tests	01372452133
31 st August	MGCC SW Colerne Sprint	01275 790855
12 th Sept	MGCC Wiscombe Hill Climb	01963 440941
26 th Sept	VSCC Loton Park Hill Climb	01608 644777
17 th October	MGCC Castle Coombe Sprint	01235 555552

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Car Of The Year 2009

Scores to 21st June

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	909	J2-PA/s	FW 3909	Bill Bennett	95
2 nd	1883	J2	PO 8865	Patrick Gardner	56
=3 rd	691	NA Allham	BYU 271	Tim Beckh Rosemary Bayne-Powell	46
“	2960	J2	AM-30-25	Philip Bayne-Powell Thijs de Groot Cathelijne Spoelstra	46
5 th	3205	K3/s	JB 7526	Peter Green	42
6 th	2170	PB	CLX 112	Mark Dolton	39
=7 th	2134	K1/s Spl.	MG 3094	Peter Fenichel	37
“	1647	NB	JB 6864	Bill Abbott	37
9 th	108	M	OU 4824	Mike Dalby	36
10 th	2175	PB	JB 7524	Elizabeth Taylor	32
11 th	2579	M	MG 874	Valery Davison Ian Davison Alex Reid	29
12 th	1426	NA/s ss	Bellevue Spl	Ian Baxter	28
13 th	1595	M	PG 1045	Frank Ashley	27
=14 th	158	PA	BJO 800	Peter Down	26
“	1533	PA-PB	WV 5012	Dick Morbey	26
16 th	920	PA/s	TG 8337	George Ward	24
17 th	1428	J2	DG 6142	Nick Benger	23
=18 th	2285	C/s	RX 8803	Laurie Poolman Diane Humphreys	21
“	600	J2/s	WJ 7070	Ken Robinson	21
“	1270	NB Cresta	MG 4750	Bob Clare	21
“	2922	NA/s Saloon	XXG 102	Keith Portsmore / Philip Bayne-Powell	21
=22 nd	3017	J1 Saloonette	UG 3585	Jim Collier	20
“	135	KN Saloon	BYK 340	Peter Prosser	20
“	1419	J2	AGJ 540	Paul Miller	20
=25 th	2362	NA	BTT 726	Richard Jenkins	19
“	2272	C/s	LJ 4444	Oliver Richardson	19
“	2912	C/s	GX 9693	Duncan Potter David Potter	19
=28 th	1751	M	UV 7468	Brian Bassett	18
“	81	C/s	JK 1932	Sandra Hudson	18
“	3311	F1 Styles	WM 7730	Patrick Gardner	18

“	156	K1/s	APC 950	George Ward	18
“	1	NA/s	JB 3852	Jan e Metcalfe	18
=33 nd	1278	F1	MG 1313	Ian Goddard	17
“	738	J2	UP 8871	Colin Henderson	17
“	664	PA/s	BLB 209	Paul Duncombe	17
=36 th	2501	NB/s	AAM 372	George Eagle	16
“	1823	PA	WO 9320	Terry Andrews	16
=38 th	833	PB	VH 8903	Barry Smith	14
“	2141	PA/s	RC 3349	Derek Richards	14
“	1135	M	SV 5438	Alan Grassam	14
“	3	J2	DG 5404	Mike Hawke	14
“	2495	J2/s	AKN 535	Dave Pendlebury-Brown	14
“	3027	PA	TJ 9043	Michael Legg	14
=44 th	968	PA	BU 8079	Roger Davies	13
“	2200	C/s	RX 8306	Phi lip Bayne-Powell	13
“	2615	PB	BOF 564	Tim Beckh	13
“	3298	PA/s	OSL 309	Les Procter	13
“	2631	K3/s	JB 1472	Stu art Procter Brandon Smith-Hilliard	13
=49 th	2000	K3/s	MG 3570	Peter Green	12
“	2793	NA	JN 44 02	Ken Hall	12
“	845	M	PG 5027	Mike Cleary	12
=52 nd	80	J2	DE-46-64	Henri de Jong	11
“	2821	F1	MG 1375	Norman Williams	11
“	2028	NB/s	MG 3694	Mike Allison	11
“	1156	PA-PB	AAD 264	Nick Dean	11
“	2920	J2	JA 4275	Jonathan Marsh	11
“	2703	PA 4 str	MG 3452	Ton y Wild	11
=58 th	3272	J2/s	APG 718	Colin Bird	10
“	789	NA	YS 7798	Keith Hall	10
“	761	J2/s	APU 280	David Downes	10
=61 st	1000	PB/s	JB 7521	Brandon Smith-Hilliard	9
“	248	J2	MGJ 2	Bev Smith	9
“	65	PA/s	DPH 228	Nigel Gibbons	9
“	2789	PA 4 str	VYC 529	Keith Jackson	9
“	2591	PA	MG 3242	Colin McLachlan	9
“	2957	PA 4 str	JC 2222	Geoff James	9
“	1870	PA	AYY 38	Malcolm Kirby	9
“	2312	D	GG 6097	Alastair Cowe	9
“	1521	C/s	RX 859 1	Dave Cooksey	9
“	1976	J2/s	JF 5278	Gil Collins	9



Exmoor Rut - Patrick Gardner (PA s/c) Alan Grassam (M-type) and Bill Bennett (NA) ready for the start of the Rally.

Photo: D. Richards



Exmoor Rut - D'Artagnan (Bryan Ditchman), NA 4-seater (Bill Bennett) and M-type (Mike Dalby) stop to admire the scenery

Photo: M. Dalby



***Exmoor Rut - Norman Williams (F1) leads Gerald Burridge (PB)
Bill Bennett (NA)
and another across the moor***
Photo: D. Richards



***Exmoor Rut - Evening drinks in the hotel car park to catch up
with friends***
Photo: D. Bond



Exmoor Rut - Malcolm Robertson looks out across the Severn Estuary to South Wales. Bob Clare's Cresta N-type on right

Photo: the Editor



Exmoor Rut - Triple-M cars in convoy through a typical Devon village

Photo: the Editor



Exmoor Rut - Line up of the seven F-types entered from left to right, John Hopkins, Ewan Harris, Norman Williams, Peter Tabb, Bob Walker, Willi Spoehrer and John Sholten

Photo: J. Hopkins



Exmoor Rut - Alan Grassam at the start of Clontsham Hill, with Richard Jenkins (PA) and David Stansbie (J2 s/c) looking on

Photo: A Grassam

“	670	PA	BFY 711	Richard Holl	9
“	724	J2	HS 7065	Rodney Lambert	9
“	1550	PA	567 CRU	Peter Scott	9
“	148	M	OY 1548	John Haine	9
“		F1	GX 6019	Will Spoehrer	9
=76 th	2694	J2-PA/s	Kayne Sp1	Mike Painter	8
“	1659	PA	VL 5643	Terry Davies	8
“	797	K1	ALB 871	Peter MacDonald-Card	8
=79 th	1049	PB/s	VH 8637	Gerald Burridge	7
“	1171	NA All'ham	MG 3538	Keith Portsmore	7
“	1516	K3/s ss	-	Jeremy Hawke	7
=82 nd	1591	J2/s	YJ 892	David Stansbie	6
“	1537	PA/s	LV 8989	Patrick Gardner	6
“	534	NA	HH 8103	Bill Bennett	6
“	1710	F1 Jarvis	IU 2474	Peter Tabb	6
=86 th		PA-PB	BMH 34	Philip Bayne-Powell Ian Seymour-Smith	5
“	423	J2	DU-FG-86 H	Christian Höptner	5
“	1208	PB	BOK 244	Keith Leaver	5
“	162	ND/s	BKL 265	Philip Bayne-Powell Malcolm Robertson	5
=90 th	3009	J2	AGO 497	Peter Hemmings	4
“	633	NA	LAS 368	Tony Hay	4
“	2227	KN	MG 4282	Peter Hemmings	4
“	950	L1/s	MG 2349	Ian Davison	4
“	2742	J2	DG 7828	Robin Hamblett	4
“	126	L2	ANB 431	David Naylor	4
96 th	2823	F1	GY 5141	Robert Walker	3
=97 th	877	M	WL 9297	James Fanshawe	2
“	1710	F1 Jarvis	IU 2474	Peter Tabb / Philip Bayne-Powell	2
“	2070	J2/s	JY 11 46	Roger Chamberlain	2
“	390	J2	AUV 3 34	Robert Sandford	2
“	3227	J2	JW 3166	Steve Clarke	2
“	289	M	VE 1259	David Morgan	2
“	1018	J2	MG 2853	Philip Coombs	2
“	1367	PA/s	MG 3921	John Wells	2
“	2517	M	SV 6402	Roger Glistler	2
“		PA/s	-	Mike Painter	2
“	1235	L1/s	JB 6878	Bryan Ditchman	2
“	3063	F1	IA 9830	John & Lou Shorten	2
“	3173	PB	APW 774	David Sherman	2

“	741	PA	ATO 387	Bill Cullen	2
“	2692	J2	SW 4156	Brian Galbraith	2
“	625	F1	OV 9757	Wean Harris	2
“	3000	F1	SFO 992	John Hopkins	2
“	119	J2	KG 1600	Paul Edwards	2
“	2284	J2	OB 5374	Colin Henderson	2
“	1777	PA	BEV 518	Ron Warr	2
“	1600	D	PO 5751	Ted Hack	2
“	1824	PA	LV 7661	Nick Wiles	2
“	1902	PA	BXW 869	Brenda Adams	2
“	1112	M Coupé	GG 3949	Mike Allison	2
“	2194	M Salonette	YC 7352	Richard Lee	2
“	869	F1	GY 4981	Robin Smith	2
“	2751	L1	MG 2557	Ceirog Hughes	2
“	1963	PB	YS 5081	Keith Wallace	2
“	411	L2	JB 1649	Geoffrey Jarvis	2
“	1187	PA/s	EO 5823	Colin Wallace	2
“	1293	J2	ALG 182	Dennis Wharf	2

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. Sec'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
18 th January	MAC Clee Hills Trial	Part Results
25 th January	North Devon MC Exmoor Trial	Part
1 st February	Stroud & District MC Cotswold Clouds Trial	Part
1 st March	MGCC (Auckland) Otua Hill Climb	Part
7 th March	VSCC John Harris Derbyshire Trial	Full
15 th March	MGCC SE Centre NESOC Autotest	Full
28 th March	VSCC LC&E Welsh Weekend Rally	Full
29 th March	Ross & District MC Kyrle Trial	Part
29 th March	MGCC SE Centre Spring Navisat	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

10 th /11 th April	MCC Land's End Trial	Full
18 th April	MGCC SW Centre Kimber Classic Trial	Full
19 th April	MGCC SW Centre Kimber Classic Gymkhana	Full
25 th April	VSCC GP Silverstone Race Meeting	Full
2 nd -4 th May	MGCC Caledonian Three Day Tour	Full
2 nd -4 th May	Bristol Classic Car Show	Part
4 th May	MGCC SW Centre Wessex Sprint	Full
10 th May	VSCC Wiscombe Park Hill Climb	Full
16 th May	VSCC Oulton Park Race Meeting	Full
17 th May	Ilkley & District MC Ilkley Classic Trial	Part
29 th -31 st May	Triple-M Register Exmoor Rut Rally	Full
31 st May	VSCC Curborough Speed Trials	Full
14 th June	Triple-M Register Summer Gathering	Full

SLADE TROPHY 2009

Scores to 21st June

Position	Car/s	Driver/s	Points
1 st	J2-PA/s	Bill Bennett	38
2 nd	PB/s	Barry Smith	11
3 rd	J2	Patrick Gardner	10
4 th	PA	George Ward	9
=5 th	PA/s	Nigel Gibbons	8
“	J2/s	Colin Bird	8
7 th	J2/s	Ken Robinson	7
8 th	PA	Michael Legg	6
9 th	NA	Richard Jenkins	5
=10 th	J2	Thijs de Groot	4
“	PB/s	Brandon Smith- Hilliard	4
12 th	J2	Peter Hemmings	3
=13 th	J2	Nick Bengier	2
“	PA/s	John Wells	2
15 th	M	Ian Davison	1

SPEED CHAMPIONSHIP 2009
Scores to 21st June

Position	Car/s	Driver/s	Points
1 st	PB	Mark Dolton	11
2 nd	M	Frank Ashley	9
3 rd	PA/s	Les Procter	6
4 th	J2/s	Dave Pendlebury-	7
		Brown	
5 th	J2/s	David Downes	6

Racing Challenge Trophy 2009
The Betty Haig Cup
Scores to 21st June

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1 st	K3/s	Brandon Smith-Hilliard		0.551
	PB/s	Peter Haynes	2	0.438
	K1/s Spl	Peter Fenichel	2	0.658
	PA/s	Mike Painter	1	0.667
	J1/s	Stuart Evans	1	0.680
	J2/s	Andrew Harrington	1	1.000

It is now more than half way through the competition year, and coming up to the busiest time, July to September. The Car Of The Year list has been significantly boosted by three events in particular; the Royal Windsor MG Heritage Festival event, the Exmoor Rut, and the Chairman's Summer Gathering, all of which were hugely popular. Reports on these, and other events, appear in this Bulletin. Bill Bennett has completed the first half of his trials year, and has a seemingly unassailable position at the top of the COTY table, but remember he has already completed nine of the ten events to

count, so further advancement will be slight. Two events have taken place in the Speed Championship, the Wessex sprint and the early Curborough sprint, and results show there was a small increase in Triple-M entries, compared with last year, but more would be very welcome. Curborough is an ideal site for Triple-M cars with modest performance, as high speed is not required, but good handling is essential through the circuit's tight corners. The next MGCC event at Curborough is on Sunday, 2nd August, the event organised by the Midland Centre details from their web site www.mgcars.org.uk/mgccmidlandcentre.

There have been two race meetings that have counted towards the 2009 Betty Haig Trophy, and already Brandon Smith-Hilliard has competed the minimum five races to count towards the final result, and this puts him at a considerable advantage over the advancing pack.

Entry forms are now available for the Wiscombe Park hill climb on 12th September, organised by the South West Centre, and they can be downloaded from their web site, www.mgcars.org.uk/mgcssw.

M • C • D • J1 • J2 • J4 • F1 • F2 F3 • PA • PB • Q • R • L1 • L2 • NA • NB • ND • NE • K1 • K2 K3 • KN • KD

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A Newly Discovered L-type Continental Coupe

By Terry Andrews

During my 30 plus years of ownership I have come into contact with many people who have shown an interest in my passion for MG's. Some of these are within in the old car movement, but do not own MG's. So it was one Sunday in December 2008 when I arrived home to find I had 2 messages on my answering machine, and another on my mobile, which was charging on the desk. I thought it was unusual to get 3 messages from this friend on a Sunday, when the telephone rang again:

Me: Hallo

Friend: Hi Terry.

Me: I was just going to call you..... What's up?

Friend: You know about MG's..... What's a Magna?

Me: A 6 cylinder 1930's OHC MG..... Is it an F or L?

Friend: Do not know, but I will email you straight away with a picture.

Within minutes, 4 email images arrive, which I immediately identify as L1 Magna Continental Coupe.

I contact my friend, and explain that these cars took a long time to sell, as they were very expensive, compared to other models. They were known as "Kimber's Folly". MG made 100 L1 Continental Coupes, but took over 2 years to sell them, whereas with the L2 they made 90, and they all sold within 3 months. I explained that the bodies tend to break around the wheel arch B post areas. Thus it was a much cheaper option to put a 2 seater body on the frame, than the expense of replacing the Coupe body. Because of this the Coupe is rare, but not necessary as valuable as say an N-type Airline.

Many Coupes were broken up for spares, or had their bodies taken off and converted to L2 specification. The engines would suffer from rusting from the inside out if not stored correctly, and for the engine rebuild you would need to factor in a new crank, and possibly a new block. The friend asked me

questions about various costs on aspects to restore this car. However, without physically seeing the car I could not advise more, because of the way it had been stored from the pictures I had received.

All during this conversation I thought that my friend was asking me the questions, because he was going to buy the car. My friend stated that he thought it looked very original, and it would be a shame for the car to be broken up, or changed into something else. During this conversation I had checked my copy of the Triple-M Register, and said that I did not think the Coupe was know to the Register. So I asked if could he get me more information about the car for me to pass to Bob Clare. Also, would he let me know what happens to the car? I had assumed that he was going to buy the car, and that he had sought my advice. He thanked me for the information I had given him, and I thought that was the end of the enquiry.



About an hour later the phone rings again. I am given some details from the Brown logbook, and he asked if there was a possibility of me being interested in the car. I thought about it for one nano second and said yes, depending on me seeing the car, and the price the owner my want for it.

While all this was happening, I was contacted by the son of another person who I had helped many years ago, informing me that their MG L Continental Coupe would be for sale!!.... I could not believe this...to be given the opportunity to obtain another. I digress, so to back to the events.



The interior complete with cobwebs

So what did I buy? This Continental Coupe (L 0732) was built on 29th January 1934, with engine 1039 AL, finished with the colour scheme of Black and Blue. The interior was matching blue, with blue wheels. The Coupe was delivered to the dealers, Laytons in Oxford the same day. However, like many Continental Coupes, the car took some time to sell, and was eventually sold on 28th October 1934 to a Mr Hushinson, and given the Oxford Borough number of AWL 723.

From information I gained from obtaining a copy of the chassis file from Club Offices, the owner took the car back to the factory for service and repairs. The proud owner complained of poor performance. However, having read so many Triple-M chassis files when researching P and N types, the owner received the standard response, basically telling the owner that the car just needed minor adjustments. In fact they removed the cylinder head, shaved 1 mm of the head to raise the compression ratio. They carried out other performance work and dealt with a leaking vertical drive.... Nothing new there then!!!



Rear carpeting pockets

The car seems to have been serviced by the factory until it changed hands. The twin $1\frac{1}{8}$ " SU carburettors seem to have had some very professional work carried out on the intakes, in that they are machined with a venturi effect. Some L types were fitted with a triple 1 inch set up, but MG's finally settled upon the twin set up with the carburettors at either end of the inlet

manifold when the later N type was introduced. These are called the KD manifold and I would like to obtain one of these for the car. The owner even had the factory repair a dented rear wing.

The trail goes cold until the entries in the Brown Logbook I obtained with the car. By this time the car had been re-sprayed bright red. In 1947 the car was in Teynham in Kent, then Sussex and then Hampshire where the car stayed. These changes were in quick succession; one change within 14 days. The car was declared as untaxed on 30th August 1951 by the Southampton Licensing Office.

L0732 is a real time warp “barn find” car. All the numbers match up with the chassis file. The bonnet has the chassis number on the hinge; all the chassis and body plates are just as you would wish to find them, and of course the chassis number was confirmed when removing the front dumb iron cover.



Original dealer's badge

The good news is that most things are there. The nice details discovered include, the blue rear carpet pockets, the wire baskets over the rear wheel arches, the little pockets for pens etc below the A post, the door details. There is a little “dolls eye” switch for an interior light. The rear does have foot wells, as with L1 4 seaters, but I believe the car was really a 2 seater. There is ample space behind the front seats to accommodate rear passengers. However, this area does allow ample luggage to be stowed inside the car, which is better than on the drop down boot lid. This would put the weight well pass the rear axle line, which would do nothing for the road manners.



Very little has been lost, and what is there can be preserved and used as a pattern to make new. The wiring loom has all the original clips. The dashboard has no additional holes, but the 2 inch clock is missing. The special indicator control had been moved from the right to the left. The L1 Continental Coupe was MG's first attempt at indicators at the rear of the car.

At the top of the boot extension is a panel which contains arrow points behind a Perspex cover; this also incorporates the rear lights and number plate illuminated from the rear. This appendage to the boot hinges at the rear, to enable some access to the spare wheel and petrol tanks from the top. The rear panel can also be opened up to gain access to the spare wheel, or to secure luggage via straps to the drop down lid. The car is surprisingly roomy inside.

The chassis has not been disturbed, and the gearbox under-tray is still in place. All the central lubrication pipes are nicely formed and fitted. There is still a lead seal on the petrol pump. There are original pig tail clips on some of the water hoses. The engine does not turn, but this could be because of a seized water pump and a rusty distributor. The rocker and OHC gear look in very good condition, which leads me to believe the indicated 61,808 miles to be genuine.

There is much evidence of the original blue of the exterior colour scheme, which will allow me to mach up the original colour scheme. All the special chrome strips, which were used to add interest “tart up” or “Guild the Lilly”, are there. Interestingly, the ones on the bonnet are in a different place to those in the factory photos seen in many MG books. By contacting other owners, we have determined that we all have them in the same place; so the factory must have altered this from the prototypes.

The passenger’s door has a handle, which is the same size as the N type but with a lock where the MG logo usually is. On the drivers side the door handle has the MG logo without a lock. This door has a manual tab to lock the door on the inside. At first this may be thought to be the wrong way around. But all Continental Coupes are like this and I have subsequently found out that some other cars had this, including early Aston Martins. Apparently, this was to allow the driver to open the door for the passenger when arriving at the destination and then lock the car from the pavement.

We have removed the rear window, which has MG etched into the centre of the glass. The door glass slides similar to an early Mini, except there is a threaded part with a leather pad with a locking bar to prevent the windows being slid open from the outside. I am missing one of these parts, but I have been told the same part can be found on 1930's aeroplanes



**Rear view showing the indicator
arrows
on the number plate box**

At the Spring Beaulieu Autojumble I managed to find the original type interior light, and a Dutch friend found the special octagonal sliding roof handle. Actually he found 3. One for me, one for Paul Leers (Holland) and one for Martin Barrett (Australia). I am in touch with several owners, and we seem to have formed our own group exchanging information, similar to the D type group. We are hoping to meet up in Holland before Christmas.

I have had a friend inspect my L CC body on a couple of occasions, and his initial reaction is that the L CC body is an easier prospect than my current N-type 2 seater body. If there is anyone who is not in contact with me, that would like to come in with us to have an L CC body made, please let me know. I have a list of missing parts, if anyone can help: -

- 1 All the sliding roof and mechanism
- 2 Ashtray inserts that fit into the doors
- 3 Original black dash lamp covers
- 4 6 cylinder spark plug holder. This looks as if it was removed from the firewall many years ago.
- 5 One sliding window lock
- 7 The bonnet lands are missing with the 4 retaining loops for the bonnet catches.
- 8 Correct interior mirror and bracket
- 9 L type KD manifold inlet manifold.

There will be other needs as I find out more about these cars. There are not many MG saloon car of this period that has survived. The cost of restoration will be much greater than say a L2. I think it would be a crime to convert this unique find into a L2, as "Kimber's Folly" should be preserved. I think there are about 10 cars that are in this configuration in one form or another around the world. The longer I have this car the more it grows on me, I think it was very well appointed for its time but perhaps too expensive in relation to other models within the MG range. I was not in the market for another car, but when something as original this was crying out to be saved, who could say no?

Speed on the Downs

Lewes Speed Trials 1924-39

By Jeremy Wood

This book has been around for a year or so, but your reviewer has only just got round to reading it, but it has a lot of interest for the Triple-M man, as our cars appeared on a regular basis after 1931

It chronicles the 15 years of the Lewes Speed Trials, which started in 1924, and was on a road leading up to the race course, and conveniently had a second road parallel to it which was used as the return road, so ensuring an event uninterrupted by having to let the competitors return back down the track.

The tarmaced track was on a slight uphill slope, and a left hand bend after the finish which caught out some of the faster cars. The length varied with the different organisers, but was generally 700 yards long, with the faster cars taking under 20 seconds to cover the distance.

The Eastbourne Motor Club was the first to use it, but then it was regularly used by the Kent and Sussex Light Car Club, sometimes 3-4 times a year. Brighton and Hove Motor Club used it in the earlier years, and then the Bugatti Owners Club used it every year until 1937 when the VSCC took over.

Many famous names appeared on the Downs, from the Conan Doyle brothers of Chitty Chitty Bang fame, to John Bolster with "Bloody Mary" and Archie Frazer Nash. Other names include Alec Issigonis, Robin Jackson, the Brooklands tuning wizard, Sidney Allard and George Abecassis, usually trying out their latest model of Allard or Alta respectively

MGs first took part in 1931, and then they appeared every year up to the end, with some well known names such as Dennis, Doreen and Kenneth Evans in first the C0263 and then in C0277, their very fast C/Q, Wilkie Wilkinson, Donald Letts (C-type), J.H.T.Smith (K3), Harvey Noble (Q-type), and Geoff Coles (J Special). They even had a special class for MGs

One thing the book is missing is a location map of the venue, but Colin Butchers has been able to provide this, and this is reproduced below. He has also been researching all the MGs that ever took part in these speed trials, and the comprehensive list follows. Although it is not finalised, he has kindly allowed us to produce what he has found out so far, in the hope that some of you may be able to add further information.



MGs partaking in the Lewes Speed Trials

19 Sept 1931 Kent & Sussex Light Car Club

Name	Car	Time	Position
H.Leeson	C0274	31.40secs	2 nd 1500cc Sports
“	“	30.20secs	2 nd 2000cc Sports
R.Tweed	M-type	-	1 st MG Class

7th May 1932 – Kent & Sussex Light Car Club

K.D. Evans	C0263	31.40secs	1 st MG Class
“	“	30.20secs	1 st 1100cc Super Sports
“	“	28.00secs	2 nd 1100cc Racing
“	“	18.40secs	3 rd handicap

11th June 1932 – Bugatti Owners Club

W.E.Wilkinson	C0263	26.90secs	1 st 1500cc Sports
“	“	26.90secs	1 st 1500cc Racing

18th June 1932 - Kent & Sussex Light Car Club

R.Tweed	M-type	37.20secs	1 st MG Class
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13th May 1933 - Kent & Sussex Light Car Club

J.M.Palmer	J2	37.20secs	1 st MG Class
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24th June 1933 - Kent & Sussex Light Car Club

D.N.Letts	C0277	-	3 rd 1100cc Racing
“	“	-	3 rd 1500cc Racing

9th September 1933 - Kent & Sussex Light Car Club

J.H.Freeman	J3769 (J3 UF 9995)	27.80secs	1 st 1100cc Super Sports
R.R.Jackson	K3751 (JB 1046	25.80secs	1 st 1500cc Super Sports
“	K3 Prototype)	24.20secs	1 st Unlimited Sports
“	“	23.40secs	1 st 1100cc Racing

12th May 1934 - Kent & Sussex Light Car Club

E.H.Gehlcken	C0253	31.40secs	1 st MG Class
Miss D.B.M Evans	C0277	-	

16th June 1934 - Kent & Sussex Light Car Club

E.H.Gehlcken	C0253	30.40secs	1 st MG Class
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11th May 1935 - Kent & Sussex Light Car Club

J.C.Elwes	J4003 (AGP 291)	26.40secs	1 st 1100cc Super Sports
"	"	24.80secs	1 st 1100cc Racing
J.Hodge	L-type	31.00secs	1 st 1100cc Sports
H.Parkinson	Magnettes/c	-	

15th June 1935 - Kent & Sussex Light Car Club

J.Hodge	L-type	30.20secs	1 st 1100cc Sports
"	"	-	2000cc Sports
N. Orlebar	850cc PA	-	1100cc Sports
L.J.Turner	K3018 (BPD 403)	27.20secs	1 st 1100cc Super Sports
"	"	26.60secs	1 st 1500cc Super Sports
"	"	-	1100cc Racing
"	"	-	Handicap
W.J.Cope	C0281	-	1100cc Super Sports
"	"	-	1500cc Super Sports
F. Illingworth	746cc Midget	-	1100cc Super Sports
D.G.Evans	NA Magnette	-	Handicap
D.G/Evans	QA0254	-	1100cc Racing
"	"	-	1500cc Racing
"	"	-	2000cc Racing
"	"	-	Unlimited Racing
"	"	-	Handicap
J.H.T.Smith	K3015	-	1100cc Racing
"	"	-	1500cc Racing
"	"	-	Unlimited Racing
H.R.Webster	1086ccMG	-	1100cc Racing

7th Sept 1935 - Bugatti Owners Club

Miss Peggy Blathwayt	J4002(JB 3185)	24.35s	1 st 1500cc Sports
"	"		1 st Handicap

9th May 1936 - Kent & Sussex Light Car Club

D.G.Evans	C0277	-	3 rd 1100cc Racing
A.P.O Rogers	C0265	-	2 nd 1100cc Super Sports
J.C.Elwes	J4003 (AGP 291)	24.20secs	1 st 1100cc Super Sports
"	"	23.70secs	1 st 1500cc Super Sports
J.N.Innes	K3018 (BPD 403)	-	2 nd 1500cc Sports
H.Witley Burt	PA1711 (JB 6158)	-	2 nd 1100cc Racing
R.King-Clark	J4007 (BRF 107)	-	2 nd 1500cc Racing

13th June 1936 - Kent & Sussex Light Car Club

A.Ashton-Rigby	K3013 (AML 103)	Crashed	
J.N.Innes	K3018 (BPD 403)	-	3 rd 1500cc Super Sports
G.Bagratouni	NA0520 (NE)	29.88secs	1 st 1500cc Sports
"	"	29.88secs	1 st 2000cc Sports
"	"	-	1 st Handicap
"	"	-	3 rd Unlimited S/Sports
R. King-Clark	J4007 (BRF 107)	22.72secs	1100cc Racing
Andre Prove	NA0679	36.00secs	1 st 1100cc Sports
(ex-Eddie Hall Sprint NA)			
Kenneth Gammon	J4	25.79secs	1 st 1100cc Super Sports
"	"	-	2 nd 1500cc Super Sports

15th August 1936 – Bugatti Owners Club

J.F.May	NA s/c	33.40secs	1 st Handicap
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22nd August 1936 - Kent & Sussex Light Car Club

K.D.Evans	C0277	21.21secs	4 th 1100cc Racing
G.P.Harvey-Noble	QA0258	-	-
G.Bagratouni	NA 0520 (NE)	-	2 nd 1500cc Sports
"	"	-	2 nd 1500cc Super Sports

8th May 1937 - Kent & Sussex Light Car Club

D.G.Evans	C0277	22.65secs	1 st 1100cc Racing
"	"	20.76secs	2 nd Unlimited Racing
"	"	-	2 nd FTD
H. Stuart Wilton	QA0254	-	1 st Handicap
P.T.Gifford-Nash	J4003 (AGP 291)	25.43secs	1 st 1500cc S/Sports
"	"	-	2 nd 1100cc Racing

H.Witley-Burt PA1711 (JB 6158) 27.76secs 1st 1100cc S/Sports
(Le Mans PA)

12th June 1937 - Kent & Sussex Light Car Club

H.Stuart Wilton	QA0254	-	
G.Hartwell	NA0679	21.14secs	1 st 1500cc Racing
	(ex Eddie Hall sprint car)		
J.B.Wilson	RA0251	-	-
J.K.W.Baines	RA0257	-	-
J.N.Innes	K3018 (BPD 403)	26.14secs	1 st 1100cc S/Sports
"	"	25.56secs	1 st 1500cc S/Sports
"	"	-	3 rd Unlimited Racing
D.G.Evans	C0277	-	2 nd 1100cc Racing
"	"	-	3 rd 2000cc Racing

21st August 1937 - Kent & Sussex Light Car Club

D.G.Evans	C0277	19.44secs	1 st 1100ccc Racing
"	"	-	2 nd 1500cc Racing
"	"	20.90secs	1 st 2000cc Racing
"	"	-	Unlimited Racing

Note- *the time of 19.44secs was the best time put up by any MG at Lewes*

H.Stuart Wilton	QA0254	DNS	
G.Hartwell	NA 0679	19.95secs	1 st 1500ccc Racing
"	(ex-Eddie Hall Sprint car)	-	3 rd Unlimited Racing
"	"	-	4 th FTD
J.N.Innes	K3018 (BPD 403)	26.12secs	1 st 1100ccc S/Sports
"	"	26.02secs	1 st 1500ccc S/Sports
G.Reid	PB	-	-
Capt.C.E.A.Terry	PB	-	-
A.W.Hardy	C0263	-	1100cc Super Sports
"	"	-	1500cc Super Sports
H.Witley Burt	PA1711	-	2 nd 1100cc S/Sports
	(Le Mans PA)		
R.D.Poore	J4002 (JB 3185)	-	1100cc Racing
A.L.Baker	NA	-	2 nd Handicap

4th Sept 1937 - Bugatti Owners Club

J.K.W.Baines	RA0257	21.70secs	1 st 1500cc Racing
H.Stuart Wilton	QA0254	-	-
H.Stuart Wilton	K3004	-	-

7th May 1937 - Kent & Sussex Light Car Club

D.G.Evans	C0277	-	2 nd 1100cc Racing
“	“	-	2 nd 1500cc Racing
“	“	-	2 nd 2000cc Racing
G.Reid	PB	26.50secs	1 st 1100cc S/Sports
Norton Bracey	PA1648	-	2 nd 1100cc S/Sports
	(Blown 947cc)		

11th June 1937 - Kent & Sussex Light Car Club

D.G.Evans	C0277	23.04secs	1 st 1100cc Racing
J.N.Innes	K3018 (BPD 403)	-	2 nd 1100cc S/Sports
“	“	-	3 rd 1500cc S/Sports
G.P.Harvey-Noble	QA0258	-	3 rd 1100cc Racing
G. Reid	PB	27.18secs	1 st 1100cc S/Sports
“	“	-	2 nd 1500cc S/Sports

9th July 1937 - VSCC

D.G.Evans	C0277	22.60secs	1 st 750cc Racing
G.H.Symonds	RA0260	-	2 nd 750cc Racing
H.Stuart Wilton	K3004	22.40secs	1 st 1100cc Racing
“	“	“	3 rd Allcomers
“	“	“	2 nd FTD

20th August 1937 - Kent & Sussex Light Car Club

Sir Clive Edwards	RA0258	23.63secs	2 nd 1100cc Racing
D.L.Briault	RA 0258	-	-
D.G.Evans	C0277	-	-
H.Witley Burt	PA1711	-	-

13th May 1939 – Kent & Sussex Light Car Club

W.E.Wilkinson	C0277	-	-
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Matthews	Midget	-	1 st 1100cc Sports
John Goff	PB	-	1 st 1500cc Sports

17th June 1939 – Kent & Sussex Light Car Club

Geoff Coles	J2749 (OD 4638)	-	1100cc Sports
“	“	-	Handicap
R.M.Andrews	PA1661	31.66secs	1 st 1100cc Sports
“	(Le Mans PA)	-	Handicap
R.M.Andrews	1396cc MG	-	1500cc Sports
“	“	-	Handicap
G.F.Pentony	PA1711	29.81secs	1 st 1100cc S/Sports
“	(Le Mans PA)	-	1500cc Sports
“	“	-	1500cc Super Sports
G.H.Symonds	RA0260	23.93secs	1100cc Racing
“	“	-	1500cc Racing
“	“	-	Unlimited Racing
“	“	-	Handicap
W.E.Wilkinson	C0277	20.96secs	2 nd 1100cc Racing
“	“	-	1500cc Racing
“	“	-	2000cc Racing
“	“	-	Unlimited Racing
Sir Clive Edwards	RA0258	-	1100cc Racing
“	“	22.86secs	2 nd 1500cc Racing
“	“	-	2000cc Racing
“	“	-	Handicap

15th July 1939 - VSCC

H. Stuart Wilton	K3004	21.60secs	1 st 1100cc Sports
“	“	21.60secs	1 st 1100cc Racing
“	“	21.78secs	1 st Allcomers
“	“	-	FTD
G.H Symonds	RA0260	23.62secs	1 st 1100cc Racing
“	“	22.76secs	2 nd Allcomers

19th August 1939 - Kent & Sussex Light Car Club

Sir Clive Edwards	RA0258	23.36secs	1 st 1100cc Racing
“	“	23.16secs	1 st 1500cc Racing
“	“	23.19secs	1 st 2000cc Racing
“	“	-	Unlimited Racing
Geoff Coles	J2749 (OD 4638)	-	4 th 1100cc Sports
“	“	-	Handicap
D.M.Stowers	C0294 (PJ 6183)	-	1100cc Sports
“	“	-	2 nd 1100cc S/Sports
“	“	-	1500cc Sports
“	“	-	1500cc S/Sports
“	“	-	Handicap
R.M.Andrews	PA1661 (Le Mans PA)	32.25secs	1 st 1100cc Sports
John Goff	PB	29.18secs	1 st 1100cc S/Sports
“	“	-	1500cc S/Sports

YOUR LETTERS

From Tim Shellshear

Greetings Phil.

I wonder if I may ask a favour through you. I own F1254, which has been turned into a nice blown N engine special, with P type tub and elongated guards. The car is listed with the MMM Register and appears to have been brought to Australia in the mid 1930's. Its history is virtually unknown for its early years, and I continue to trace all opportunities. Perhaps when I retire I shall find the time that diligent research takes.

One known fact is that the chassis was delivered to Jarvis and then onto a Mr J Elvet Jenkins of 18 Bellevue Road Barnes SW13 on the 7th May 1932, although no body type or registration is recorded. I noticed in recent copies of the MMM Bulletin that a Richard Jenkins runs an N type special, and I wonder if this is a relative. A long shot I know, but it's always

worth asking. I am president of the VSCCA in NSW, and there is a growing amount of pre war MG motoring taking place.

I attach a couple of shots to show yet another much loved MG.

Best wishes



From **Geoff ten Oever**

Hello Guys

Can anyone of you please help my Dad?

My Dad, Billy ten Oever, living in Cape Town, South Africa, is trying to track down his MG M-type which he **and I** personally restored over 35 years ago, and subsequently sold it via Frost Brothers in Knysna, South Africa **2001**, to a one Dr Williers (**Dentist**) then residing in Kent, UK, The car was shipped back to UK, and he subsequently lost track with the owner and car

The MG M-type is a 1931 model, **Red** with Black wings and was registered on the MMM register. I found this in the April 1999 Safety Fast magazine. Further identification is a number 2m3417 on the brass plate on the firewall

Can you please help us find the current owner and whereabouts of this car? My Dad would love to hear about his baby.

Regards

From **Len Goff**

Hello Philip

Three “students of History” have now contacted me regarding my deliberate mistakes(?) In the current Bulletin write up of my book “Magnetised”. Please could you the following corrections:-

- i) Chris Shorrocks –singular.
- ii) Norman Hillwood did not set up Lister Jaguar.
- iii) J.H.T.Smith was the instigator of the shared ownership.
- iv) J.H.T Smith died in 1983.
- v) Andrew’s involvement ceased in January 1992.

Peter Gregory bought the car from Philip Walker about 1995.

To folk long in the MG tooth this may seem like nit picking, but lice have a habit of biting.

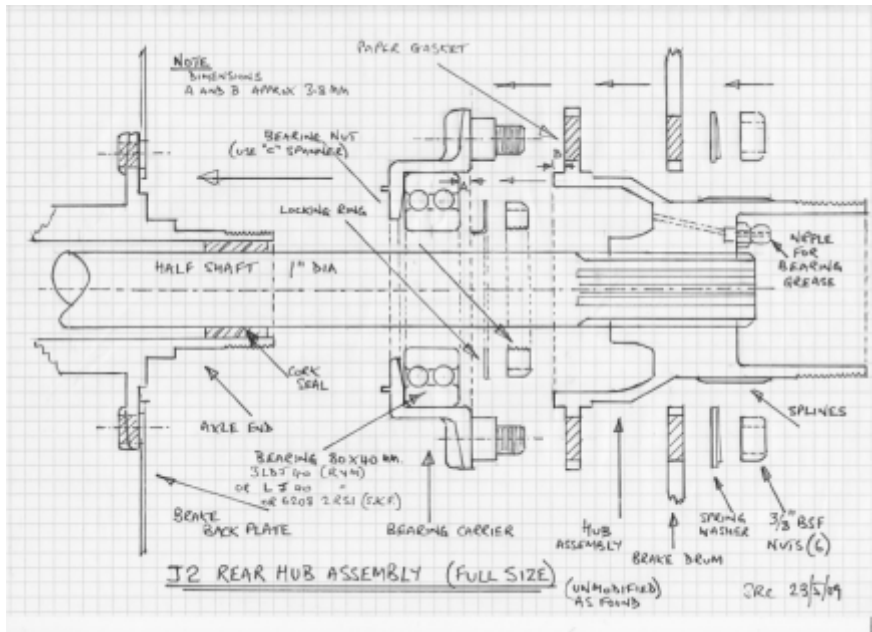
Sincerely

From Simon Cauthery

Dear Phil

I have attached a sketch I did recently when taking the hub off my J2 following comment made by the MOT tester about a bit of "rock". Makes it easier later to figure out how it all goes together and how to make sense of various useful suggestions for minimising oil leakage from the diff.

Best regards



From Ian Fairhead

Dear Phil

As promised, I enclose the three photographs of the PA owned by my brother Raymond Fairhead circa 1960.

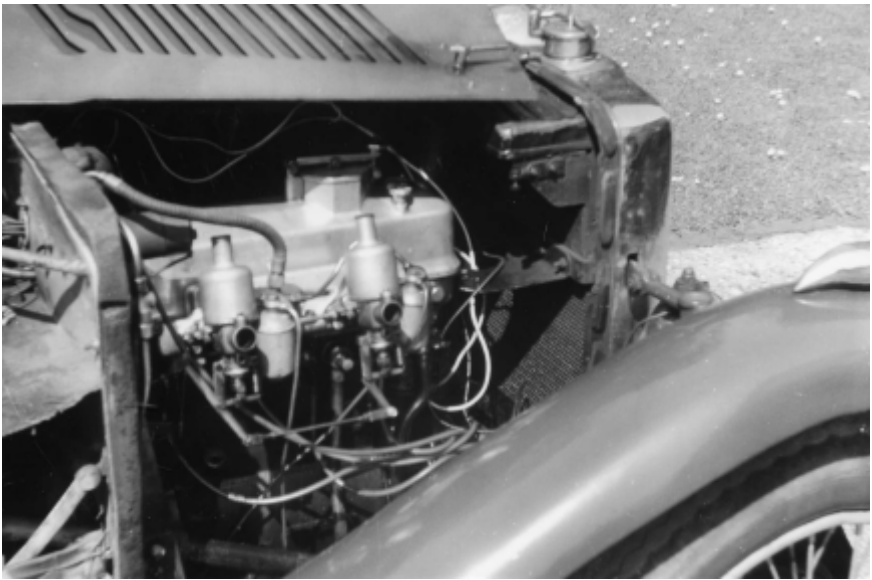
The car was unusual in that the previous owner had fitted Morris hydraulic brakes. The foot brake and the handbrake both operated the hydraulic master cylinder, so the braking on all four wheels could be achieved with either. Applying both footbrake and handbrake together provided very powerful braking, but I suspect the lack of an independent system for the handbrake would not satisfy present day MOT testers.

I do not know why the photographs were taken while one of the headlamps was removed, but I suspect some sort of maintenance was underway.

Ray and I both had great fun driving the PA. But as is so often the case we both subsequently “progressed” to more modern cars. Nowadays we both have MGBs and Ray’s son an MGA. We still follow the fortunes of the Triple-M Register with great interest.

Yours sincerely





(This car still is about and was last known to be with Russell Swift – Ed)

From Bob Clare

Philip,

Geoff Goodacre just sent me the attached photo of Geoff Coles' J4-engined, Arnott blown, special, performing at Great Auclun Hill Climb on 4/8/56. This car had a purpose made boxed chassis, MG rear axle, but with quarter ellipticals, Fiat front i.f.s, and of course the special body. The photo may have been taken by a photographer from "Autosport".

It would be nice to know if anyone has any news on what has happened to it.

I've also attached another photo of the same car, with Geoff standing beside it.

Cheers.





TIPS AND HINTS

Vintage Headlamp Restoration (Limestone Cottage Lane, Wadsley Bridge, Sheffield, S6 1NJ. Tel 0114 2853555. Website www.vintage-headlamp-restoration.com) have been repairing headlamps since 1992, before which Peter Appleyard worked for a well known silversmith. They carry out all the work including the plating of the finished article. They also reproduce the Rotax headlights that are original equipment on the J-type and are extremely difficult to find. They also make the Lucas L140 and L150 as fitted to the P and N-type respectively. They are not cheap, but are beautifully made as one can see on their stands at Beaulieu and such places.

ITEMS FOR SALE

Ewan Harris (16 Fulda Crescent, Crediton, Devon, EX17 3DL. Tel. 01363 775672) has the following items for sale:-

N-type Half shaft, £15;

Nearly new Holden/Lucas sports coil, £12.50

2 new Tynecast, Alfin style 8" brake drums, £149.00 each (less than ½ the original cost)

He is also prepared to make up the transistor assisted ignition unit mentioned in a previous Bulletin. They are only 5"x2½"x1¼". They will be £28.50 incl P&P and if you are interested please send him a £5 deposit to secure.

Martin White (71 Deepfield Road, Bracknell Berks, RG12 2NG Tel 01344 424258 or 01344 425364 evenings) has for sale:-

J2 Bonnet, £150; J2 Bonnet catches, offers; J2 radiator cowl o/s poor, n/side very good, £50; spare wheel rack, £50; pair of L150 headlamps, £90; 18" wheel, £25; pair of semaphore indicators, £50. Also MG K3 Profile £5.

CARS FOR SALE

Ian Coxen, (Fresh Fields, Higher Chelean, Frogpool, Truro, Cornwall. TR4 8RP. Tel. 01872 86350). Is selling his 1930 Fabric bodied, 3 speed, M-type. Recent MOT, needs some TLC, and a few items sorting, few spares. £7000. Also available a Brian James, folding tow-bar trailer, complete with winch, tie downs etc.£1000 fixed.

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Rear view of Terry Andrews L-type Continental Coupe as found

Photo: T. Andrews



VSCC Curborough Sprint - Ian Baxter Belleview Special on his way to class honours

Photo: P. Johnson



Exmoor Rut - Saturday morning coffee stop at the Culborne Stables Inn with Triple-M cars filling the car park

Photo: S. Davis