

# **TRIPLE-M REGISTER BULLETIN**



**January 2010**





*Romein and Katrien Vanderbosch in their blown J2 cross the finishing line in the 2008 circuit Des Ardennes*



*Barry Foster in his C-type ready to pounce on a T-type special at the Angouleme Circuit Des Ramparts*

# **TRIPLE-M REGISTER**

## **BULLETIN No. 53**

**January 2010**

Well 2010 is here already, and it hardly seems like 10 years ago that we were celebrating the Millennium. But a lot of Triple-M activity has happened in the last ten years, with more of our cars being seen out and about, being used for their intended purposes.

2001 saw us celebrating 40 years of the Register, and next year we will be celebrating the Half-Century. In the following years we revisited Prescott Hill Climb, and then our popular week end rallies started with the first of the West Country events, then the Flat Cap and Whippet weekends, interspersed with the Norfolk and Brooklands Centenary rallies.

There have also been three Luxembourg Triple-M rallies in 2001, 2004 and 2007, which were so successful that it has overwhelmed the organisers, who unfortunately feel they cannot continue. However the Belgium guys are stepping in to organise a Triple-M rally in May, of which further details are set out later, and the entry forms are enclosed with this Bulletin.

The end of the year has also brought the 2009 competitions to a close, and Bill Bennett is to be warmly congratulated on winning the Car of the Year for the second year running, despite Rosemary and I trying hard to beat him in our NA Allingham! Bill also won this competition in 2004 and 2006 and came 2<sup>nd</sup> in 2003 and 2007, when he was only narrowly beaten by Frank Ashley by 2 points! Bill has been a consistent competitor in this competition for over six years now (coming 3<sup>rd</sup> in 2005), and is a great credit to the Triple-M cause. One must not forget his navigator/bouncer Liz, who has been such a great asset, without whom Bill wouldn't have been able to produce such spectacular results. Bill has also won the Slade Trophy for yet another year.

This year we have a programme similar to last year, with MG Live probably going to be in June, and the Chairman's Summer Gathering in July.

**Cover Photo:- The REAL bodied J-type now fully restored and ready for the road after 49 years. (photo A.Smith)**

The Flat Cap and Whippet weekend will be in August, as will be the Black Horse driving tests. The trials nuts will have the Classic Kimber trial in April, while the French "Le Kimber" trial will be in October. The Triple-M continental rally returns with a weekend at the end of May. Full details are set out later in this and subsequent Bulletins.

Bob Clare has been our pro-active Registrar now for 10 years, and feels it is time to stand down, and so we are looking for someone to take over this role completely, or for two people to share the job, split between the small cam and big cam models respectively.

The committee has decided to appoint an Archivist to look after historic drawings etc. The idea being that drawings or copies of drawings can be kept at a central location, where they can be made available to members, either in hard copy form or on a CD. John Reid has kindly offered to take on this role, as he has access to copying facilities. If anyone has drawings that they would like to donate to the Register, or else loan them so that they can be copied, please contact John. Collecting and keeping drawings at one place will help to ensure that these items are preserved for posterity, and not lost when people move or pass away. Other items could be covered as well, but any information regarding the history of the cars themselves should go to the Registrar.

Our ND's gearbox has been refurbished after it failed going to Wiscombe; it turns out that one of the roller bearings packed up and the bits then got caught up in the gears, breaking off several teeth on 3<sup>rd</sup> and 4<sup>th</sup> gears. A second hand set of gears was obtained which saved having to buy new ones at vast expense. This is the first time in more than 40 years of Triple-M ownership that a gearbox has failed me.

Having said that the F-type's ENV box is still not right; however we think that we have found the problem, which is that the actuating forks are bent on the cross shaft, so that one fork is forward of the other. This fork then pushes the clutch release carrier forward on that side, causing it to rotate and allow the fork to escape from between the locating lugs. Has anyone else come across this problem?

Rosemary and I are shortly off to Australia for a holiday, visiting some of our MG friends; so the next Bulletin will come out in **three** months time, in April. I hope you can all wait that long!

# The Chou-chou goes to Dieppe

By David Stansbie

This summer the annual trip to France with the Chou-chou, my J2/s, was in jeopardy. Each year we normally take the car to a Retro Grand Prix near Saumur, on the Loire, but this year my niece decided to get married the weekend of the event. I reviewed the options open to me: attend the Retro Grand Prix; receive notice of impending divorce; put the marital home on the market, revealing extent of damage to loft, including sagging beams due to weight of MMM spares and also unfortunate oil leakage from the L2 gearbox; or give up on the Retro Grand Prix.

In any event the wedding was an event that I didn't want to miss. But I still needed to satisfy my craving for MMM motoring on empty French roads, punctuated with visits to all those charming bars and restaurants. And so I decided to investigate the Dieppe Retro, which was holding its 20<sup>th</sup> anniversary this year, and is a gathering of pre-war cars in and around Dieppe in early September. It was an event that I hadn't been to before, but luckily I bumped into John and Angela Haine at the Exmoor Rut, who had been before, and who agreed to form a foursome for this year's event.

Also fortunately there is a direct ferry service from Newhaven to Dieppe, and the Haines live within striking distance of the port. Since John was a veteran of the event, he offered to do most of the organising at which he excelled.

We arrived at his house for an overnight stay, to be greeted not only with a warm welcome, but also a detailed route map to Newhaven, large and small scale maps of Dieppe, with the way to the hotel clearly marked, and also routes of previous rallies. John knew that I had missed this year's Loire event, where the locals put a few bales of hay around the town, close the roads, and let participants 'demonstrate' their Grand Prix skills. Invariably someone demonstrates how to turn a car over, or how easy it is to collide at the chicane, but it's great fun, and the nearest thing to racing that I'm likely to experience. So he decided to arrange a mini Grand Prix en route to the ferry. We left at 6am on a bright early September day, and I struggled to follow his M type the 50 miles or so to Newhaven. It was a revelation to me how well a properly set up M type goes and

how useful it is to be familiar with the road, particularly if the driver has the rising sun in his eyes!

On arrival in Dieppe we had time to check into the hotel, and secure our underground parking space, before driving the few miles to the start of the first rally. We gathered at Pourville sur Mer, just west of Dieppe, to sign on and get our first taste of Normandy cider and tarte au pommes.

For those who haven't experienced these events before, there are certain things to be avoided, unless you want to be seen both as a novice and a Rosbif. When we arrived on the esplanade there were a few cars in line ahead of us - on no account drive up behind these - drive to the front of the queue immediately, sound your horn, and if you can manage to knock over the odd beach hut or bench so much the better.

The connoisseurs managed to defeat the one way system completely, and arrived directly at the front of the melee, but that takes practice, and it helps if you have a large Bentley or Delage. The organisers (that's something of an oxymoron) turned out to be the chaps in straw boaters, who were very good-natured, and spent most of their time greeting long lost friends.

Amazingly, after half an hour or so, and a couple of glasses of cider, I seemed to have acquired a route map, the Brownian motion had settled down, and I found myself behind a motor cyclist who led us up the cliffs and out of the town.

To my wife's relief we didn't need the route map, we just followed the car in front. This was fine until we came to our first set of traffic lights. Now I must say that I'm used to stopping at red traffic lights, but that doesn't happen on the Dieppe Retro. The guy on the motor bike gets off, and stands in the way of on-coming traffic, meanwhile waving participants forwards. Since he wasn't a policeman and didn't seem to have any official status, I was a bit reluctant to obey at first, in fact if it wasn't for the Amilcars hurtling up behind me, and the thought of all those early Citroens with two wheel brakes, I might have stopped. But on the other hand that would have risked being lynched by the stopped motorists, who by now were swarming around the motorcyclist. A line of 150 or so old cars, including some Edwardians, takes a long time to pass. We meandered through the Normandy countryside in bright sunshine, along the Channel coast at first, before turning inland

through Longueil and Offranville, and then following the river Scie back towards Pourville and Dieppe. Everywhere we went we met the locals lining the lanes, waving and shouting 'Bravo', but also frustrated motorists stopped by our unofficial escort. It was a trip of about 40 miles, and took us back to Dieppe just in time to explore the many restaurants in the town in search of dinner.

The following Sunday morning, we were invited to park the cars in the main street for an inspection by admiring crowds of locals. This was a partly pedestrianised area, and cars were to be parked in order of their age. We were about in the middle of the ranking with a 1933 MG. To my amazement, (it was France after all), we were given a piece of hardboard, and asked to put it under the car to catch any oil drips. I'm sorry to say that my French failed me at this point - we didn't cover extra large, super absorbent hard board in my O level syllabus.



**John Haine's M-type in the Dieppe pedestrian area, complete with his cardboard drip tray!**



There was a good selection of MGs and a wide variety of other makes at the event. There were representatives of M, J, P and N type MGs and joy of joys, a Tigress! There were also Bentleys, Amilcars, BNCs, Delages, Bugattis an Alvis and various Edwardians. There were about 150 cars altogether, and after receiving an admiring scrutiny from the crowd, and making friends for life with various small boys, who wanted to sit in the driving sea, the signal was given to move out by the men in boaters.

The street was immediately filled with such a dense cloud of smoke and fumes that any guilt I felt about covering the hardboard and anything within 10 feet or so with oil vanished. We followed the plume of smoke left by the Edwardians out of town, and on another circuit of an hour and a half or so around the hinterland south of Dieppe. This trip was interrupted by a number of stops while the earlier cars were persuaded to climb the inclines of the Norman bocage, and I was very glad that I had fitted an electric radiator fan to the J2 just before the trip.



**David Stansbie and Angela Haine admiring their cars,  
having stopped on the way to Le Harvre**



We interrupted the fun for an excellent lunch in the Casino at Dieppe, before a final leisurely trip down to Longueville sur Scie in the afternoon. Here again, the cars were parked in the square for the appreciation of the locals, and we were given more cider and Norman delicacies. It was at this point that I began to take note of the social niceties of the rally.

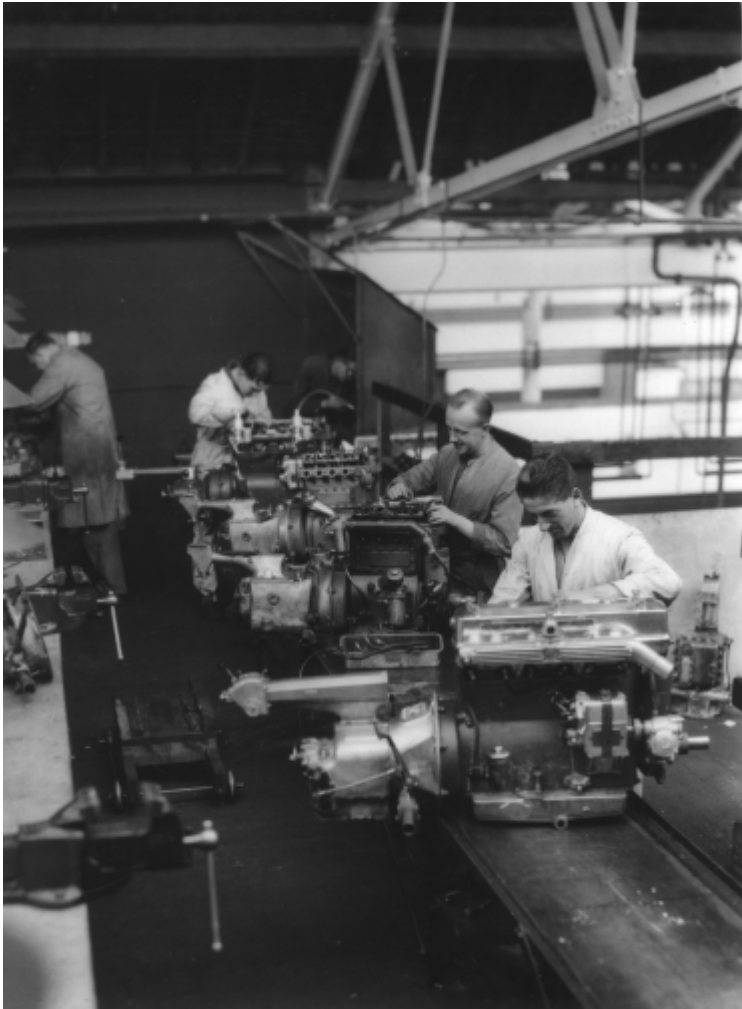
I kept coming across Bentleys and Bugattis parked in prime positions. There were three 3/4<sup>1</sup>/<sub>2</sub> Bentleys always parked in front of the hotel in the strictly no parking section, and there they were again in the centre of the square at Longueville. The MGs and Austin 7s were relegated to the back of the parking area and the Astons and Alvis were somewhere in the middle. Perhaps it was just a practicality because of the size of the things; I hadn't realised quite how big a 3/4<sup>1</sup>/<sub>2</sub> Bentley was until I stopped near one.

On the other hand there were advantages in size, which became evident when the rally was declared over, and we left the square at Longueville. One of the boaters gave us a hamper as we were leaving; it turned out to be stuffed with bottles of Norman cider, cheese, saucisson and, bizarrely, a small bottle of Nescafe! The Bentley boys threw it in the back seat and roared off, we limped to a halt, rearranged all the spares, oil, tools etc. and eventually decided that my wife would have to have it on her lap for the next two days.

The following day we trickled down the Norman coast in company with the Haine's M-type to Le Havre, stopping frequently to admire the view and add oil. The J has always been an oily thing, but the oil doesn't usually flood out of the bonnet louvres, also it was beginning to sound very tappety. I started to convince myself that the little ends were going to give up the ghost, but the car seemed to be going well and we caught the midnight boat back to Portsmouth without a problem. The next morning on the way home the Chou-chou disgraced herself; about 30 miles from Bristol she started to lose power, and then when I slowed down began to make the most awful noise. We just had time to coast into a Little Chef Services before it conked out altogether. Being a natural pessimist I was convinced MMM Armageddon had arrived and phoned for a recovery truck. However, fortified by a cup of coffee, I had a look at the engine and realised that the vertical drive coupling had sheared. I suspect that half of the

coupling had parted company in France, and the resulting eccentricity of the vertical drive pinion had been the cause of the oil loss.

At that moment the nice AA man arrived and to my surprise didn't seem at all fazed by the prospect of working on an old car - in fact he seemed to relish it - and together we fitted my spare coupling in no time. It did help to have two of us working on either side of the car, and he even took a photo of the car on his camera before waving us off on our way.



## **From the Triple-M Workshop in Belgium** **By Roy Case**

Stefaan Vernyns again held his annual Triple M Workshop in the city of Leuven, Belgium this year. It was the usual well planned, well organised, well executed and, above all, friendly affair that we have come to expect from Stefaan, Hilde and their team of helpers, all very keen and some quite young.

This year there was a simple, but nevertheless important, lesson that did not come from the intensive program of five lectures/ demonstrations, which were on offer. This emerged during the break for aperitifs - the mini swap and informal networking of MG enthusiasts and friends.

The day had started with high winds, heavy rain and it was cold; but right on cue, the clouds parted, the wind dropped and the sun warmed the pre-lunch proceedings, which were able to take place outdoors after all. (How did you arrange that Stefaan?)

The capacity crowd of 60 participants included some members from the Leuvense Oldtimer Vrienden (the Leuven Oldtimer Friends Club) and others from Belgium and various other European countries.

One of the participants from the Leuven club, Romein Vandenbosch, had brought along his red, supercharged J2 (J4400) about which he is usually totally enthusiastic. This time however, he seemed very concerned about a surprising and puzzling lack of performance.

John Day, our 'hands-on' main club Chairman, was there to deliver a presentation on Reliability for the Older Car, based in part on experiences with his magnificent 18/80. On observing Romein's uncharacteristic frown, he offered to help.

After the pair had spent some time delving into the complexities of the supercharger and fuelling system, because it seemed to be a fuel related issue, John decided to go back to basics.

Since fuel delivery to the engine begins at the fuel tank, he started there and began working forward. After a couple of minutes spent following one of the fuel lines along its convoluted path under the car, he found that where there should have been a smoothly contoured bend, a kink had somehow developed. The resulting restriction prevented sufficient fluid energy reaching the engine when the driver demanded full power.

A quick fix restored the car's performance and worked wonders for Romein. I can personally vouch for both, because Romein took me for a short, post-fix run in the re-energised machine. This ended with a suitably impressed passenger, and the smile on Romein's face spreading practically from ear to ear.

.....And the lesson from this story? Before worrying about potentially complex, time consuming and expensive solutions to a problem, first eliminate the causes which are simple, quick, cheap and easy to handle. Good for Triple-M's and many other things too.



**John Day and Romein Vanderbosch sorting out the fuel problems on the latter's blown J2**

In any event, it was good to see Romein once more fully enthusiastic about his J2. It has the patina of a much used car, which has a lot of history and character, and its supercharged performance is matched by improvements to its brakes and other safety related systems. It's a car that is always a pleasure to see and one where

any temptation to restore it to a pristine, showroom condition should be resisted at all costs, at least in my humble opinion. The sight of the

car crossing the finishing line of the Circuit des Ardennes Rally last year, with a delighted Romein and Katrien aboard, was a picture of Triple M enjoyment at its best (see photo on cover).

Lastly, a parting shot with an especially happy 'addition'. On completing this article, and just before sending the draft off, we received an email which Stefaan and Hilde had sent to many of their MG friends, telling us that they had become grandparents, with the arrival of Hanna.

So, as well as saying thanks to Stefaan and Hilde for the MMM Workshop, we would also like to add congratulations, and a warm welcome to little Hanna!



**The Shorrock-supercharged engine  
of Romein Vandenbosch's J2**

# **VSCC Westcott Driving Tests**

5<sup>th</sup> December

This was the final event in the VSCC's Anniversary calendar, and took place, as every year, on the old abandoned airfield that is now the Westcott Venture Centre. This ensured that the tests are not restricted, like at Brooklands, but are set out on a large scale. Sometimes the first garage/gate was out of sight of the start, meaning that a lot of legwork was needed to fully appreciate the scale of the test before starting!

The tests took place on the old tarmac of the runways or perimeter tracks, but these have deteriorated over the years, so that they are rough and full of potholes, many of which were full of very muddy water after the recent rains. Those cars with running boards were better off than the cycle wing cars, which ended up being covered in the brown mud – the driver too!

There were three classes, the biggest of which was for Modified Sports Cars, with 23 entries. After being scrutineered, and our eligibility checked, we signed on in the Social Club, and received our tests cards and details of the 12 tests, together with a site map to tell us where to find each test!

Apart from Rosemary (NA Allingham) and your Editor (ND), the other MG entry was David Rushton in the family M-type, also driven by Andy King's daughter, Rachel.

All twelve tests were laid out and manned, and the entries were split, so that even numbers did all the odd tests in the morning and then the even tests in the afternoon. However Rosemary and I found that we had finished our six tests quite soon, as there was hardly any queuing, and so sneaked in an extra two before the lunch break, leaving just four to do in the afternoon, so that we could get away early before the darkness enveloped.

The Social Club laid on hot food for those that wanted it, and after a cold morning I was tempted, despite bringing our own picnic. Over lunch we got chatting to our neighbour, who turned out to be the VSCC President, Roger Ballard.

We put on our thinking caps for the afternoon tests, which were no easier. One test, which involved rounding a bollard of a "gate", could only be done if you also went round the adjacent bush! Most of the

tests were quite long taking up to 3 or 4 minutes, which required considerable mental concentration to get the tests right.

David Rushton bagged a third Class award in the Standard Sports car class, coming 3<sup>rd</sup> overall, with Rachael King in 4<sup>th</sup> just behind, while Rosemary came 9<sup>th</sup> in the same class. Your Editor only got one test wrong, but wasn't fast enough and only managed a lowly 15<sup>th</sup> in the Modified Sports car class.

The day had been free of rain, but as Rosemary and I drove home it started to rain and then got dark, making it very difficult to see where we were going, not helped by the ND's stone guards cutting out a lot of light.

Before we got to Maidenhead Rosemary's flashing headlights alerted me to a problem, so pulling in we found the front off side tyre was flat. This was duly changed in the dark and wet conditions, and eventually we got home after 2½ hours, whereas the drive to the event in the morning had only taken 1½ hours!

It would be nice to see a few more of our cars at this event to give the Rileys and Austins a bit of competition.



## **BAYNTON JONES HISTORIC MOTORSPORT**

***RESTORATION, PREPARATION,  
ENGINEERING, SPECIAL PARTS.  
EVERYTHING YOU NEED FOR  
YOUR TRIPLE-M MG.***

FOR MORE DETAILS SEE OUR WEBSITE:

**[www.baynton-jones.co.uk](http://www.baynton-jones.co.uk)**

WESTERLEIGH BISHOPSTONE SALISBURY WILTSHIRE SP5 4BW

Tel. +44 (0) 1747 858915



## Secretary's report on Triple-M Committee meeting 6<sup>th</sup> December 2009

Peter Green, Chairman, reported he had attended the October Council meeting with George Eagle; where matters discussed included the MG Live! Weekend. Organisers would welcome feedback on the 2009 meeting, as well as suggestions for the 2010 event. The Directors would welcome donations towards the cost of fitting out the various rooms in the Club HQ new building extension. The Committee agreed the Register should donate £500 to this. Membership is holding up well, with a 9 month average of 10,200.

Peter Green also spent a lot of time on the subject of K3026, and was also asked to carry out inspections on two other Triple-M cars, one of these in company with Bob Clare, the Registrar.

George Eagle, Secretary, advised that he had been contacted by two different auction houses for information on Triple-M cars that were being auctioned. One of the enquiries concerned an ND to be auctioned in the USA. There have been the usual contacts from members, two of whom requested insurance valuations for their cars. Sales of the Triple-M badges have been steady throughout 2009.

Rod Brayshaw has been in contact from New Zealand. The VCC NZ is holding an International rally from 16<sup>th</sup> to 27<sup>th</sup> January 2012, and hope to attract some Triple-M owners with their cars. Their Rally Director has also asked Rod if he can attract "a MG notable person who could give a presentation on MG at one of the evening functions". It was agreed the foregoing should be publicised in both *Safety Fast!* and the Bulletin.

Bob Milton, Treasurer, confirmed the Register's accounts were up to date. It was agreed that Committee members should be reimbursed in respect of mileage and costs incurred when inspecting/checking vehicles at the request of members.

Bob Clare, Registrar, expressed surprise at the number of fresh registrations – 15 since the date of our September meeting! The mixed bag consisted of 3 M-types, 4 J2s, 2 PA and one each of F1, J1, KN, L1, NA and PB. 3090 cars are currently registered. Bob also spent a lot of time on the matter of K3026, which included posting a note on the General Information forum on the web site.

Mike Linward, Competition Secretary, has been busy with compiling the Triple-M competition results for 2009, with the latest updates being printed in the Bulletin. A new circuit will be used for MG Live! 2010 - possibly the Grand Prix circuit – and as such a full grid of 35 cars will be necessary. Ron Gammons has asked the Register what we require, and Mike will look into the possibility of inviting pre-war cars such as Austin, Riley, Wolseley etc.

Peter Hemmings, Librarian, stated the 2008 Yearbook continues to sell well, with 200 sold since MG Live! making the total current sales 379 (2007 equivalent 286). The first 100 print run of the Register list sold out in October, so an additional 20 copies have been produced. There is now a need to review the way Library orders are handled, as increasingly members are purchasing via the internet.

Dick Morbey, Safety Fast Scribe, has completed the 400/500 word copy for the January edition of *Safety Fast!* He has material for the 3-page spread in February. Dick has also been in touch with Victor Smith, who is developing a project to reproduce the “So you want to buy.....” series, regarding the series produced by Phil Bayne-Powell on buying a Triple-M car.

Philip Bayne-Powell, Bulletin Editor, was hard pressed to produce the November issue in the cover month, due to problems at the printer's. He was pleased to meet the deadline! This issue comprised 60 pages due to some excellent reports received; 418 copies were posted. Peter Fenichel has agreed to submit reports on the race meetings he attends. However, Phil would like more articles for the Hints and Tips section, and more historical reports would be welcomed. The computerised subscription data base used by Paul White, Subscriptions Co-ordinator, has run for the complete 12 months cycle and is now producing addressed reminder letters.

Cathelijne Spoelstra, Yearbook Editor, did not have much to report, as the deadline for submission of articles is 31<sup>st</sup> December. Both Peter and Elizabeth have been working on finding a suitable venue for the Triple-M dinner due to take place in April 2010. A hotel has now been located, and the Register has paid the necessary deposit to secure the accommodation. Full information and booking form will be sent out with the January issue of the Bulletin. A luncheon is planned at Greenacres on Saturday before entrants drive to the hotel during the afternoon. This run will be using a tulip diagrammed route designed by John Reid. The awards dinner will

take place in the evening. On the Sunday, participants will be free to drive to Brooklands for the MG Era day.

Other events pencilled in for 2010 include the Summer Gathering, possibly in July, the Flat Cap and Whippet weekend event in August, the Black Horse trial, also in August, a continental rally in Belgium in May, and the Kimber Classic held in the South West in April.

Next year is the 50<sup>th</sup> anniversary of the register, and plans are already underway to celebrate this historic event in the days leading up to the MG Silverstone weekend. The event is hopefully going to be based around Shelsley Walsh Hill Climb, which we will hire for one day for untimed runs up the hill, similar to the previous Prescott weekends, which were very popular. Hotels are currently being sussed out.

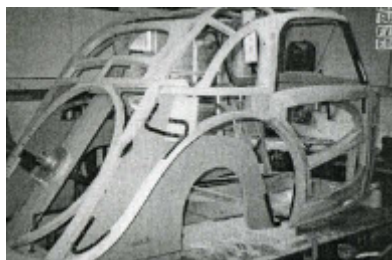
Bob Clare has decided to stand down as Registrar at our March 2010 AGM. Bob has been our Registrar for 10 years, during which time he has done an excellent job in computerising, and bringing the Register up to date. As the task has grown to the extent it can take 2 hours per day, consideration will be given to splitting the role into two i.e. small cam and large cam. Bob is writing a job description for the role.

The Committee agreed the Register should have an Archivist, and were pleased that John Reid has volunteered to take on this task. As the Register already carries information on the cars, the Archivist should start with such generic items as technical drawings. John will define the proposed role and report back to Committee in March 2010.

The Committee decided to award the John Kidder Memorial Trophy for 2009 to our Subscriptions Co-ordinator, Paul White, in recognition of the hard work he has put in collecting the Bulletin subscriptions, and implementing the new computerised data base introduced in January this year.

The date of our next meeting and AGM is Saturday 13<sup>th</sup> March 2010.

**Timber framing of  
an Airline Coupe**



## **3<sup>rd</sup> Flat Cap & Whippet Weekend** **12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup> & 15<sup>th</sup> August 2010**

### **Grand Tour of the Lake District & North Pennines**

The Triple-M Register's main touring event for 2010 will again be a Flat Cap & Whippet weekend in the North of England. This, the 3<sup>rd</sup> FC&W event, will be based in the Lake District/North Pennines area, thereby ensuring we continue the traditional combination of 'energetic' touring and stunning scenery. The 2010 event is structured similar to previous FC&W weekends, but will now extend over 4 days (3 nights), making it a more advantageous stay, especially for entrants travelling a long distance. The entry fee is £135 for car and driver, and £125 per passenger; this will include all lunches, dinners, tea/coffee stops, entertainments and venue admissions. **There is an entry limit of 40 cars/80 people.**

Registration is on Thursday 12<sup>th</sup> August from mid afternoon, leaving time for you to relax and get ready for our Welcome Dinner at the base hotel. Friday will be spent touring the Lake District, a good day's exercise for both car and driver, covering approx 120 miles. We shall drive along some of the more remote roads in the beautiful south/central area of the Lake District National Park, experience a few historic trial hills, visit Wordsworth's Grasmere for tea/coffee, and the then newly opened Lakeland Motor Museum in Backbarrow for lunch. Classic lakes and mountain scenery will be on view at every turn. Dinner and the opportunity to swap stories of the day's adventures will be at our base hotel.

On Saturday's tour, of similar mileage, we change direction and head inland towards the wide open and dramatic landscape of the North Pennines. We visit Alston, the highest town in England, and take tea/coffee and a leg-stretch at Killhope Lead Mining Museum.

Our journey continues through picturesque Teesdale, with lunch in Greta Bridge, and a return drive enjoying more classic dales scenery, before we prepare for our Celebration Dinner at the base hotel.

Sunday's activity is much more relaxed. An easy 40 mile drive along quiet country lanes to Hutton-in-the-Forest. This ancient house has parts dating from 1350, with some delightful gardens, parkland and period rooms for us to explore. A light picnic lunch will be provided, after which the event closes and we all head for home.

Take place in the evening. On the Sunday, participants will be free to drive to Brooklands for the MG Era day.

Other events pencilled in for 2010 include the Summer Gathering, possibly in July, the Flat Cap and Whippet weekend event in August, the Black Horse trial, also in August, a continental rally in Belgium in May, and the Kimber Classic held in the South West in April.

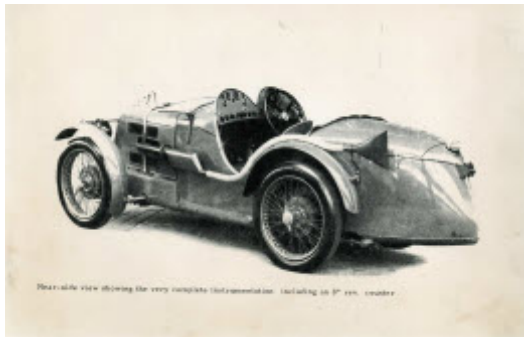
Next year is the 50<sup>th</sup> anniversary of the register, and plans are already underway to celebrate this historic event in the days leading up to the MG Silverstone weekend. The event is hopefully going to be based around Shelsley Walsh Hill Climb, which we will hire for one day for untimed runs up the hill, similar to the previous Prescott weekends, which were very popular. Hotels are currently being sussed out.

Bob Clare has decided to stand down as Registrar at our March 2010 AGM. Bob has been our Registrar for 10 years, during which time he has done an excellent job in computerising, and bringing the Register up to date. As the task has grown to the extent it can take 2 hours per day, consideration will be given to splitting the role into two i.e. small cam and large cam. Bob is writing a job description for the role.

The Committee agreed the Register should have an Archivist, and were pleased that John Reid has volunteered to take on this task. As the Register already carries information on the cars, the Archivist should start with such generic items as technical drawings. John will define the proposed role and report back to Committee in March 2010.

The Committee decided to award the John Kidder Memorial Trophy for 2009 to our Subscriptions Co-ordinator, Paul White, in recognition of the hard work he has put in collecting the Bulletin subscriptions, and implementing the new computerised data base introduced in January this year.

The date of our next meeting and AGM is Saturday 13<sup>th</sup> March 2010.



## **The Classic Kimber Trial**

**17th/18th April**

The annual Classic Kimber Trial takes place on the Saturday 17<sup>th</sup> of April with the usual Driving Test at Barry Foster's, Rockes Barn, Butleigh the day after. The trial itself is designed to be non-damaging with some hills being soft and others with a hard rock base. The usual highlight is Alham Splash, which is where some skill is required so as not to flood the engine!

For further details and entry forms, please contact Andrew Owst on 01761 221893.

## **80<sup>th</sup> Anniversary of the 100 Consecutive Ascents of Beggars Roost by an M-Type** **29<sup>th</sup> and 30<sup>th</sup> May**

On 29<sup>th</sup> May 1930 RX 6795 made 100 consecutive ascents of the famous Beggars Roost trials hill in North East Devon. This feat, with an official RAC observer to confirm that it was completed without the engine stopping, gained much useful publicity for the MG factory.

Fortunately the car still exists. Current custodian Mike Boulton, after a somewhat protracted rebuild, decided that he would like to celebrate the original achievement on its 80<sup>th</sup> anniversary. So the SW Centre of the MG Car Club is organising a re-enactment on 29/30<sup>th</sup> May. The plan is to invite fellow M-type owners to join in the fun, so that perhaps 10 cars, including RX 6795, would each make 10 non-stop ascents spread over the afternoon of the 29<sup>th</sup> and the morning of the 30<sup>th</sup>.

If you own an M-type that is sound in wind and limb, and would like to join the celebrations, please contact me, Alan Grassam (01935 863673 or [ag.theoldpoc@hotmail.co.uk](mailto:ag.theoldpoc@hotmail.co.uk)), or fellow organiser Mike Dalby (01884-840063 or [mikedatum@sky.com](mailto:mikedatum@sky.com)) for full details.

I should point out that the Roost today is a fairly easy track, similar to those used on the Kimber Classic Trial, which the post office van drives up every day. It is "roughed up" by the locals to increase the spectators' enjoyment only on the occasion of major trials like the Land's End. No such "roughing up activities" will precede this event.

Clearly a number of marshals will be needed, so owners of later MMM's are invited to join in the fun.

**Triple-M on the Road**  
**The Continental Rally**  
**Sat 29th & Sun 30th May 2010**

Get ready for a two-day surprise event!

The rate of around 200 euro's per person based on a MMM car with 2 persons, includes,

\* Two night stay in Hotel Dekkers, Ossendrecht, Netherlands.

\* Including breakfast

\* A very good dinner on Saturday evening

\* Some drinks

\* At the moment we are busy filling in the programme, to make it more and more complete.

\* Two days with excursions in the Netherlands and Belgium.

\* Possibility to book more nights is possible.

\* About 20 cars can be going in a garage at 5 euro each / night, this is into the garage of the Hotel. For booking the garage please e-mail me first because full is full. For all the other cars there is a big free car park outside the Hotel.

\* Maximum entry is 40 Equipes !

\* You are only inscribed when the money has arrived.

Register now on the separate entry form to ensure you can participate.

Send 200 euro per person to MMM on the road 2010 to account number 733-0326323-45 of KBC Bank Essen Hoek, Belgium. Iban BE44 7330 3263 2345, Bic Code KREDBEBB, in name of Jan Schoonen, MMM weekend 2010.

## **FUTURE EVENTS**

<b>10<sup>th</sup> January</b>	<b>VSCC Brooklands Driving Tests</b>	<b>01608 644777</b>
<b>21<sup>st</sup> February</b>	<b>MG Show, Stoneleigh</b>	<b>0845 017 9683</b>
<b>12-14<sup>th</sup> March</b>	<b>Race Retro, Stoneleigh</b>	<b>0871 230 7157</b>
<b>10<sup>th</sup> April</b>	<b>Triple-M Awards Dinner</b>	<b>01628</b>
<b>665055</b>		
<b>11<sup>th</sup> April</b>	<b>MG Day, Brooklands</b>	<b>01932</b>
<b>8573811</b>		
<b>17-18<sup>th</sup> April</b>	<b>The Kimber Classic Trial</b>	<b>01761 221893</b>



# Car Of The Year 2009

## Scores to 31<sup>st</sup> December

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	909	J2-PA/s	FW 3909	Bill Bennett	123
2 <sup>nd</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	106
3 <sup>rd</sup>	2134	K1/s Spl.	MG 3094	Peter Fenichel Jane Metcalfe Brandon Smith-Hilliard	100
4 <sup>th</sup>	1883	J2	PO 8865	Patrick Gardner Tim Beckh Jack Westbrook Alexander Gardner Mike Linward	90
5 <sup>th</sup>	3	J2	DG 5404	Mike Hawke	84
6 <sup>th</sup>	2170	PB	CLX 112	Mark Dolton	77
7 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	67
8 <sup>th</sup>	2362	NA	BTT 726	Richard Jenkins Philip Bayne-Powell Ian MacKay	63
9 <sup>th</sup>	1428	J2	DG 6142	Nick Bengier Tom Mason Bryan Ditchman	61
10 <sup>th</sup>	920	PA/s	TG 8337	George Ward	59
11 <sup>th</sup>	2694	J2-PA/s	Kayne Spl	Mike Painter	58
12 <sup>th</sup>	1270	NB Cresta	MG 4750	Bob Clare	54
13 <sup>th</sup>	2960	J2	AM-30-25	Thijs de Groot Cathelijne Spoelstra	50
=14 <sup>th</sup>	2631	K3/s	JB 1472	Brandon Smith-Hilliard	48
“	3205	K3/s	JB 7526	Peter Green	48
16 <sup>th</sup>	2272	C/s	LJ 4444	Oliver Richardson	45
=17 <sup>th</sup>	2912	C/s	GX 9693	Duncan Potter David Potter	43
“	2028	NB/s	MG 3694	Jane Metcalfe Mike Allison Tim Metcalfe	43
19 <sup>th</sup>	1931	C/s	VD 30	Barry Foster Andrew Harrington	42
=20 <sup>th</sup>	605	L1/s	MG 2802	Bob Jones Charles Jones	40
“	341	M	PJ 7970	David Rushton Rachel Bolton-King	40
22 <sup>nd</sup>	1426	NA/s ss	Bellevue Spl	Ian Baxter	39

=23 <sup>rd</sup>	1647	NB	JB 6864	Bill Abbott	37
“	2430	PA/s	497 UXH	Howard Haman	37
=25 <sup>th</sup>	108	M	OU 4824	Mike Dalby	36
“	2000	K3/s	MG 3570	Peter Green	36
=27 <sup>th</sup>	1521	C/s	RX 8591	Dave Cooksey	35
“	2495	J2/s	AKN 535	Dave Pendlebury-Brown	35
29 <sup>th</sup>	65	PA/s	DPH 228	Nigel Gibbons	33
=30 <sup>th</sup>	2175	PB	JB 7524	Elizabeth Taylor	32
“	3017	J1 Salonette	UG 3 585	Jim Collier	32
32 <sup>nd</sup>	2579	M	MG 874	Valery Davison Ian Davison Alex Reid	31
33 <sup>rd</sup>	1976	J2/s	JF 5 278	Gil Collins	29
34 <sup>th</sup>	1533	PA-PB	WV 5012	Dick Morbey	28
=25 <sup>th</sup>	3298	PA/s	OSL 309	Les Procter	27
“	1018	J2	MG 2853	Philip Coombs	27
37 <sup>th</sup>	158	PA	BJO 800	Peter Down	26
=38 <sup>th</sup>	2913	PA/s	MG 3855	Andrew Morland	25
“	162	ND/s	BKL 265	Philip Bayne-Powell Malcolm Robertson	25
40 <sup>th</sup>	1804	PA	MG 3848	Alex Reid John Reid David Smith	24
41 <sup>st</sup>	1550	PA	567 CRU	Peter Scott	23
=42 <sup>nd</sup>	2285	C/s	RX 8803	Laurie Poolman Diane Humphreys	21
“	600	J2/s	WJ 7070	Ken Robinson	21
“	2922	NA/s Saloon	XXG 102	Keith Portsmore/ Philip Bayne-Powell	21
“	3420	PA-PB	BMH 34	Ian Seymour-Smith	21
=46 <sup>th</sup>	135	KN Saloon	BYK 340	Peter Prosser	20
“	1419	J2	AGJ 540	Paul Miller	20
“	797	K1	ALB 871	Peter MacDonald-Card	20
“	3114	K1/s	BOS 357	Svend Algren	20
“	1463	NA/s	BUU 964	David Downes	20
“	1000	PB/s	JB 7521	Brandon Smith-Hilliard	20
=52 <sup>nd</sup>	80	J2	DE-46-64	Henri de Jong	19
“	1902	PA	BXW 869	Brenda Adams	19
=54 <sup>th</sup>	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	Jane Metcalfe	18

“	3 17	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	18
=60 <sup>th</sup>	1278	F1	MG 1313	Ian Goddard	17
“	738	J2	UP 8871	Colin Henderson	17
“	664	PA/s	BLB 209	Paul Duncombe	17
“	283	M	SVS 374	Patrick Gardner	17
=64 <sup>th</sup>	2501	NB/s	AAM 372	George Eagle	16
“	1823	PA	WO 9320	Terry Andrews	16
=66 <sup>th</sup>	1049	PB/s	VH 8637	Gerald Burridge Richard Frankel	15
“		PA/s	-	Alan Painter Mike Painter	15
=68 <sup>th</sup>	833	PB	VH 8903	Barry Smith	14
“	2141	PA/s	RC 3349	Derek Richards	14
“	1135	M	SV 5438	Alan Grassam	14
“	3027	PA	TJ 9043	Michael Legg	14
“	2517	M	SV 6402	Roger Glistler	14
=73 <sup>rd</sup>	968	PA	BU 8079	Roger Davies	13
“	2200	C/s	RX 8306	Philip Bayne-Powell	13
“	2615	PB	BOF 564	Tim Beckh	13
=76 <sup>th</sup>	2793	NA	JN 4402	Ken Hall	12
“	845	M	PG 5027	Mike Cleary	12
=78 <sup>th</sup>	2821	F1	MG 1375	Norman Williams	11
“	1156	PA-PB	AAD 264	Nick Dean	11
“	2920	J2	JA 4275	Jonathan Marsh	11
“	2703	PA 4 str	MG 3452	Tony Wild	11
“	1164	PA	YSV 703	Fred Boothby	11
“	-	QA/s ss	-	Tom Dark	11
“	2188	M	GH 4434	Colin Reynolds	11
“	1388	PA/s	RV 7500	Brian Rhead	11
=86 <sup>th</sup>	3272	J2/s	APG 718	Colin Bird	10
“	789	NA	YS 7798	Keith Hall	10
“	761	J2/s	APU 280	David Downes	10
“	609	PB/s	ARY 614	Mike Dowley	10
“	2761	K1/s	MG 2794	Paul Mullins	10
“	2054	J1	APC 401	Andrew Amos	10
“	656	PB/s	JC 3269	James Gunn	10
“	2215	PB/s	JB 7525	Richard Frankel Peter Fenichel	10
=94 <sup>th</sup>	248	J2	MGJ 2	Bev Smith	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
	“	670	PA	BFY 711	Richard Holl	9
	“	724	J2	HS 7065	Rodney Lambert	9
	“	148	M	OY 1548	John Haine	9
	“		F1	GX 6019	Will Spoehrer	9
	“	1650	M	DV 4449	Robbie Bugbird	9
=105 <sup>th</sup>		1659	PA	VL 5643	Terry Davies	8
	“	105	KN/s	BFY 658	Argen van Gelderen	8
	“	957	L2	MG 2799	Derek Smith	8
=108 <sup>th</sup>		1171	NA All'ham	MG 3538	Keith Portsmore	7
	“	1516	K3/s ss	-	Jeremy Hawke	7
	“	1985	K3/s	CS 3009	Philippe Douchet	7
	“	2133	KN/s ss	-	Andy King	7
	“	1486	K3/s	JB 3181	Howard Maguire	7
	“	407	J2/s	XJ 4982	Peter Batty	7
	“	2951	K1/s	AXC 219	Peter Card	7
=115 <sup>th</sup>		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 Philip Bayne-Powell	6
	“	2697	PB/s	CRE 569	Mark Reece	6
	“	1917	J1/s	VSV 521	Stuart Evans	6
=121 <sup>st</sup>		423	J2	DU-FG-86 H	Christian Höptner	5
	“	1208	PB	BOK 244	Keith Leaver	5
	“	27	J2-PA/s	DRV 740	George Cooper	5
	“	142	L1/s	APD 886	Adrian Cole	5
=125 <sup>th</sup>		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
131 <sup>st</sup>		2823	F1	GY 5 141	Robert Walker	3
=132 <sup>nd</sup>		877	M	WL 9297	James Fanshawe	2
	“	1710	F1 Jarvis	IU 2474	Peter Tabb / Philip Bayne-Powell	2
	“	2070	J2/s	JY 1146	Roger Chamberlain	2
	“	390	J2	AUV 334	Robert Sandford	2
	“	3227	J2	JW 3166	Steve Clarke	2
	“	289	M	VE 1259	David Morgan	2

“	1367	PA/s	MG 3921	John Wells	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
“	1 19	J2	KG 1 600	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
“	1112	M Coup é	GG 3 949	Mike Allison	2
“	2194	M Salonette	YC 7352	Richard Lee	2
“	8 69	F1	GY 4981	Robin Smith	2
“	2751	L1	MG 2557	Ceirug 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
“	627	J2	FS 5663	Ian MacKay Emma Digby	2
“	676	PA/s	WP 5939	Rosemary Thomas Roger Thomas	2

Results from the following events are the only ones that have either been submitted or analysed since the last Bulletin, 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:

24 <sup>th</sup> October	VSCC Goodwood Autumn Sprint	Full
25 <sup>th</sup> October	Launceston & North Cornwall Tamar Trial	Part
7 <sup>th</sup> November	VSCC Lakeland Trial	Full
21 <sup>st</sup> November	VSCC Cotswold Trial	Full
5 <sup>th</sup> December	VSCC Winter Driving Tests	Full

# SPEED CHAMPIONSHIP 2009

## Final Scores

Position	Car/s	Driver	Points
1 <sup>st</sup>	M	Frank Ashley	49
2 <sup>nd</sup>	K1/s Spl.	Peter Fenichel	47
3 <sup>rd</sup>	NB/s, K1/s	Jane Metcalfe	31
4 <sup>th</sup>	L1/s	Charles Jones	28
5 <sup>th</sup>	C/s	Barry Foster	26
6 <sup>th</sup>	J2/s	Dave Pendlebury-Brown	25
7 <sup>th</sup>	PA/s	Howard Harman	24
8 <sup>th</sup>	PA/s	Andrew Morland	23
9 <sup>th</sup>	PB/s	Mark Dolton	20
10 <sup>th</sup>	NA, ND/s	Philip Bayne-Powell	17
=11 <sup>th</sup>	K3/s	Peter Green	13
“	NA	Richard Jenkins	13
13 <sup>th</sup>	C/s	Dave Cooksey	12
14 <sup>th</sup>	PA/s	Les Procter	11
=15 <sup>th</sup>	C/s	Oliver Richardson	9
“	L1/s	Bob Jones	9
17 <sup>th</sup>	K1/s	Paul Mullins	8
18 <sup>th</sup>	J2	Fred Boothby	7
=19 <sup>th</sup>	PB/s	Mike Dowley	6
“	J2/s	David Downes	6
=21 <sup>st</sup>	PB/s	Mark Reece	5
“	KN/s	Arjn van Gelderen	5
“	K3/s	Philippe Douchet	5
“	Q/s ss	Tom Dark	5
“	KN/s	Andy King	5
“	K3/s	Howard Maguire	5
“	C/s	Andrew Harrington	5

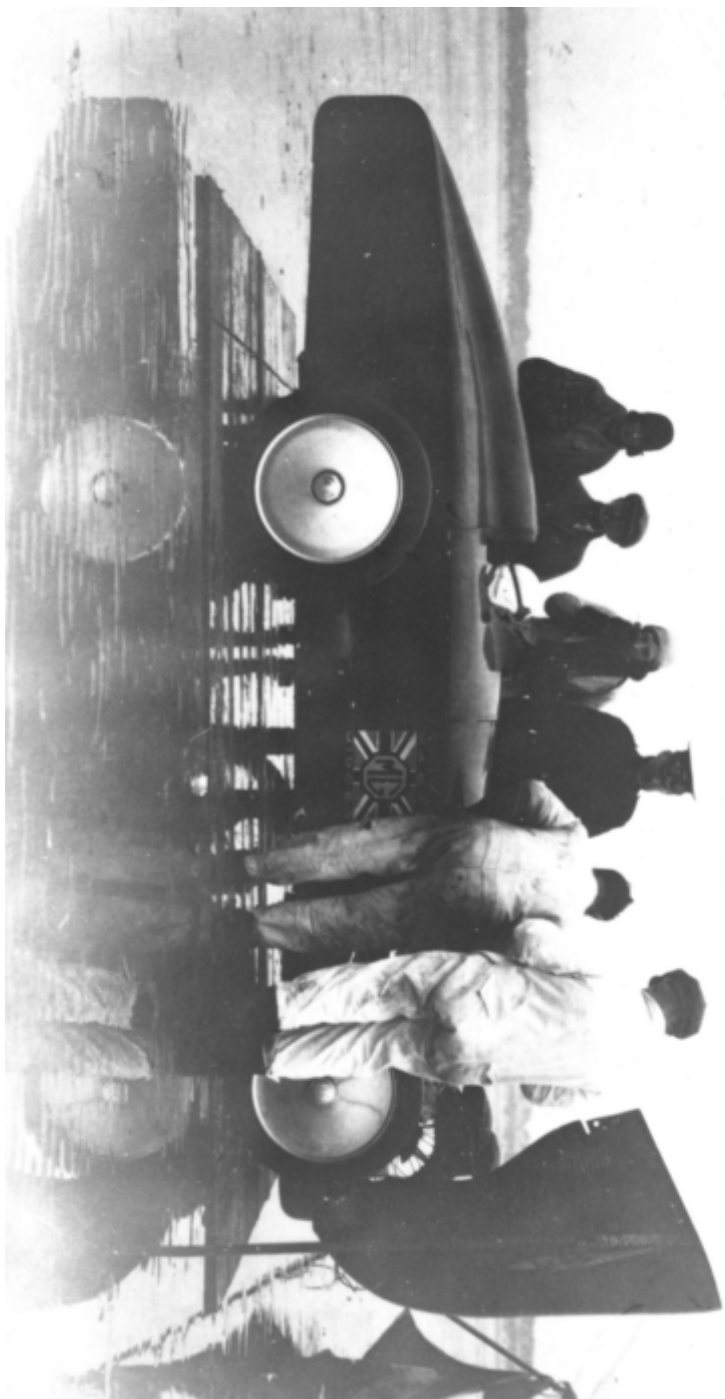
### Centre page photos:-

**i) Doreen Evans' R-type after catching fire at Brooklands  
(Oliver Richardson Collection)**

**ii) EX 127 in February 1932 at Pendine Sands being fettled before setting the 1-mile record at 118.39 mph. Note the duckboards to stop the car sinking into the wet sand. (Oliver Richardson collection)**







# Racing Challenge Trophy 2009

## The Betty Haig Cup

### Scores to 31<sup>st</sup> December

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1 <sup>st</sup>	K1/s Spl, PB/s	Peter Fenichel		0.272
2 <sup>nd</sup>	K3/s	Brandon Smith-Hilliard		0.376
3 <sup>rd</sup>	C/s	Oliver Richardson		0.638
	C/s	Dave Cooksey	4	0.721
	J2	Fred Boothby	3	0.794
	J2/s	Andrew Harrington	3	1.000
	J2/s	GI Collins	3	1.000
	PA/s	Howard Haman	2	0.234
	C/s	Barry Foster	2	0.288
	PB/s	Peter Haynes	2	0.438
	PA/s	Mike Painter	2	0.470
	NB/s	Jane Metcalfe	2	0.714
	NA/s	David Downes	2	0.793
	QA/s	Tom Dark	1	0.200
	KN/s	Tania Pilkington	1	0.250
	K3/s	Andrew Taylor	1	0.261
	PB/s	Mike Dowley	1	0.400
	NB/s	Sarah Diffey	1	0.571
	K3/s	Peter Green	1	0.600
	K1/s	Paul Mullins	1	0.600
	K3/s	Howard Maguire	1	0.625
	J1/s	Stuart Evans	1	0.680
	PB/s	Mark Reece	1	0.750
	KN/s	Arjen van Geldren	1	0.800
	L1/s	Charles Jones	1	0.800
	J2/s	Christian Höptner	1	0.960
	KN/s	Andy King	1	1.000
	K3/s	Philippe Douchet	1	1.000
	PB/s	Richard Frankel	1	1.000
	J4/s	Martin Lewis	1	1.000

# SLADE TROPHY 2009

## Scores to 31<sup>st</sup> December

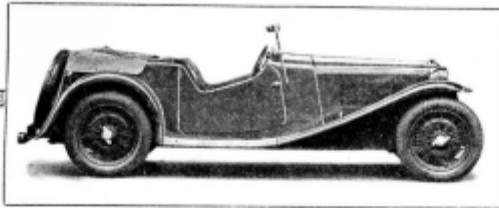
Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2-PA/s	Bill Bennett	47
2 <sup>nd</sup>	PA/s	Nigel Gibbons	16
=3 <sup>rd</sup>	J2	Patrick Gardner	15
“	PA	George Ward	15
5 <sup>th</sup>	NA	Richard Jenkins	12
6 <sup>th</sup>	PB/s	Barry Smith	11
7 <sup>th</sup>	PB/s	Brandon Smith-Hilliard	10
8 <sup>th</sup>	J2/s	Colin Bird	8
9 <sup>th</sup>	J2/s	Ken Robinson	7
=10 <sup>th</sup>	J2	Nick Bengler	6
“	PA	Michael Legg	6
=12 <sup>th</sup>	J2	Thijs de Groot	4
“	M	David Rushton	4
=14 <sup>th</sup>	PA	John Reid	3
“	J2	Peter Hemmings	3
16 <sup>th</sup>	PA/s	John Wells	2
17 <sup>th</sup>	M	Ian Davison	1

## Competition Secretary's Report

The 2009 competition year has drawn to a close, but by the time you read this there might just be time to submit a claim for Car Of The Year, although any claims now will not effect the top positions. So it is congratulations to Bill and Liz Bennett winning the Car Of The Year award in their trusty J2. In second spot, and not for the first time, is Rosemary Bayne-Powell in the much-campaigned NA Allingham, with third place going to Peter Fenishel's supercharged K1 Special. Peter has also led the Racing Challenge table for some time now, and he can confidently be declared the 2009 winner. In the trials competitions, right from the start of the year, Bill Bennett has always been the man to beat, and no one has succeeded. Many congratulations to all the winners.


All awards for 2009 will be presented at the Triple-M Annual Dinner on 10th April, which promises to be an exceptionally good event – details of this appear elsewhere in the Bulletin.

At the time of writing, dates for the 2010 calendar are a little thin on the ground but the Kimber Trial and Sunday Driving Tests are in late April and should be indelibly printed on your mind. Speed events also start in April, usually with the Midlands Centre Spring Curborough Sprint and on the first May Bank Holiday, the South West Centre Colerne Sprint.



*THE*  
**UNIVERSITY SPECIAL**  
*SPEED MODEL*

ON THE M.G. MAGNETTE LONG  
WHEELBASE CHASSIS

**T**O cater for the growing demand for the open speed model coachwork, University Motors Limited have introduced this pleasing four-seater on a special long wheelbase  Magnette chassis.

- ❶ The extra chassis space enables a full four-seater body to be accommodated, and in addition there is an ingenious luggage carrier at the rear which may be used without altering the spare wheel position. When not in use the carrier forms the back panel of the car.
- ❷ "Speed Model" performance goes without saying, for an M.G. Magnette of similar type won the Ulster T.T. in 1934, a race restricted to standard sports cars.

**SPECIAL FEATURES**

Four-seater Speed Model bodywork Racing type 1256 c.c. D.M.C. engine, oil cooling and 100". Struts. Duplinox carburetors. Glass spark plugs. Underbody chassis. 3 1/2" D in. wheelbase. Duplex Part 19 in.—4.75 in. torque. Ample luggage accommodation. Available in five colour schemes. Petrol tank capacity 13 gallons. **£295**

**IMMEDIATE DELIVERY CAN BE GIVEN**

Sole London  Distributors

"THE CAR THAT HAS MADE WINNING A HABIT."

**UNIVERSITY MOTORS LIMITED**

*Established a Quarter of a Century.*

**STRATTON HOUSE - - PICCADILLY, W.1**  
GROSVENOR 4141 (20 lines)

## Use Your Triple-M car for Inter-Register Club Events

This is the first year that Triple-M and Vintage Registers of the MG Car Club have the opportunity to enter mild competitive events like navigation rallies and driving tests alongside other interesting vintage and pre-war marques, now that we are signed up and are part of the Inter Register Club.

The Inter-Register Club 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.

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)	Humber Register
Alvis Register and Alvis Owner Club	Pre-War
Austin 7 Club (PWA7C)	
Austin Ten Drivers Club (ATDC)	Riley
Register	
Crossley Register	
Sunbeam/Talbot/Darracq Register (STD)	
Fiat Register	

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:-

Date	Organising Club	Event	Location
Sat 17 <sup>th</sup> April	Alvis	Navigation rally	W.Sussex/Hants and tour
Sun 23 <sup>rd</sup> May	PWA7Club	Scatter Rally	Hereford/Shrop
Sat 10 <sup>th</sup> July	Riley	Treasure Hunt	Yorkshire
Sun 18 <sup>th</sup> July	Humber	Navigation Rally	Wiltshire
Sun 25 <sup>th</sup> July	STD	Driving Tests & tour	Hungerford
Sat 21 <sup>st</sup> Aug	Riley	Scatter Rally	Near Reading
Sun 26 <sup>th</sup> Sept	Crossley	Treasure Hunt	North Yorks
Sun 3 <sup>rd</sup> Oct	Alvis	Scatter Rally	Dartmoor
Sat 20 <sup>th</sup> Nov	ATDC	“Nightjar” Scatter	Surrey/Hants

If you would like to receive regulations for any of these events as they appear, please contact Nigel Coulter (IR rep for 750MC) Braeside, Tilford Road, Hindhead, Surrey GU26 6SJ (SAE would be appreciated), Tel. 01428 606753or email [coulters.email@btinternet.com](mailto:coulters.email@btinternet.com)

**MIDGET MAGNETTE MAGNA**

M • C • D • J1 • J2 • J4 • F1 • F2 F3 • FA • FB • G • R • L1 • L2 • NA • NB • ND • NE • K1 • K2 K3 • KN • KD

**MMM**

**THE SPARES SERVICE YOU CAN RELY ON !**

Phone on **01939 210458** Fax on **01939 210644**  
For prompt despatch of stock orders

Open daily: 9.00am - 5.00pm Saturdays: 9.00am - 12 noon

Regular stocks include: New rockers, Oil pump gears, Brake and speedo cables, Hoses, Rubber mouldings, Tunison covers, Tunison bearings, Pistons, Valves and valve springs, Clutch levers and plates, camshafts and camshaft bearings; Radiator badges; Exhaust systems; Aero screens; Mudguards; Valances and aprons; Large range of paper gaskets;

Oil seals and brass shims; Vertical Drive spares, Couplings, etc. New Andre Harford shock absorbers plus a Reconditioning Service; Wheels rebuilt and stone enamelled; Manifolds Vitrous enamelled. We also offer a high quality White metaling and crandaging service and each year undertake a limited number of complete engine, gear box and steering box overhauls.

Now even easier to visit - on the A49 less than 15 minutes from the end of M54 - M6 link.  
Illustrated catalogue Visa - Mastercard welcome

Upper Battlefield  
Shrewsbury SY4 3DB  
Telephone: 01939 210458  
Fax: 01939 210644

**MG**  
**SPORTS & VINTAGE  
MOTORS**  
SHREWSBURY LIMITED

**VISA**  
EURO TO GO  
RESTAURANT

## **KEEP IT SIMPLE**

**By Peter Scott**

When I first bought PA 0758, it did not have an undertray. Discussions with a number of experts led me to the conclusion that they were more trouble, maintenance wise, than they were worth. So I decided to not have one. However looking at the gaps around the floor boards, subsequently let me to the conclusion that driving without one in heavy rain could very well leave the inside of the car very wet. Also I had by this time got to know a few more experts some of whom suggested that undertrays were a good idea.

Very conveniently I got to know someone who lived locally, and who was stripping a PA. So I went for a cup tea, a chat and a look at his undertray.



Wow !!! What a complicated fabrication. I took a couple of photographs but decided there and then that there must be a better (simpler) way.

So the design process began. I lay on the floor of the garage and looked at the underside of the car. The first requirement is a piece of metal bolted to the underside of the chassis. So I cut an old bit of hardboard to the width of the chassis rails, and found that I could push it across the underside of the chassis. It went between the exhaust pipe and the chassis rail, just touching one of the exhaust pipe clamps. The only real obstruction was the front end of the silencer.

So down to the local B&Q to buy some sheet steel. The piece I bought was one metre square. Back in the garage I cut the sheet to the width of the chassis rails, and folded the edges. I then made a small cut-out for the exhaust clamp and a larger cut-out for the front edge of the silencer. I also made a cut-out to access the brake adjuster. This hole is normally covered with a strip of gaffer tape. As the undertray is so easily removed, I decided not to make a cut-out for the gearbox drain plug. The undertray is shorter than the original, so it only has four mounting holes. However they are completely adequate. So with a single sheet of flat steel I have 90% of my simplified undertray.

.....err yes it does need a repaint. It's on the 'to-do' list.

The other 10% is a vertical panel which covers the gap between the floorboards and the lower edge of the chassis rail. It lies across the back face of the bell-housing flange, and it has a short horizontal flange at the bottom edge, level with the bottom edge of the chassis rails. The front edge of the undertray sits on this flange. This vertical panel remains permanently in place. So with one hour 'designing,' plus one afternoon's construction, I have made myself an undertray, which can be removed in less than five minutes. But is it effective? Well Peter



Green helped me to answer that question. Two months after making the undertray, I went to Peter's Summer Gathering. A very enjoyable day, but at 4 o'clock the heavens opened, flooding the road out of Farnham Royal. I guess there was about six inches of water across the road, yet the inside of my PA remained completely dry. I have subsequently driven in some very heavy rain, and the undertray has proved to be a very good investment.

I did think about making a new undertray the full length of the original but this one works well, and there are no significant gaps around the rear half of the floorboards, so I have decided not to bother. I like my car to be reasonably 'original'. However I am also a great believer in simplicity. As the undertray is not normally visible, I am happy with a simple and practical solution, rather than strict adherence to originality. No, it is not for the purists, but is a very practical solution for those of us who like to spend their time driving and, at the same time, keeping their feet dry.



**MMM CARS & SPARES • TA/B/C CARS & SPARES**



**THE ONE-STOP SHOP  
FOR ALL YOUR EARLY MG NEEDS**

• QUALITY CAR SALES • SERVICING • NEW & USED SPARES

SEE IT ALL ON OUR FABULOUS WEBSITE or FREE 70pp CAT.  
ALMOST 40YRS OF HELP, SERVICE & ACCURATE ADVICE.

  
British Motor  
Heritage Approved

# BARRY WALKER

... for the very best in vintage MGs ...

  
Est. 1908

**TEL: 01789 400181 / FAX: 01789 400230**

**Web: [www.barrywalker.com](http://www.barrywalker.com) / Email: [info@barrywalker.com](mailto:info@barrywalker.com)**

**Open 10pm-7pm (7 days)**

## **Fings Ain't What They Used To Be:** **(as the old London Show had it!)** **By David Allison**

History is a strange passion – just when you think there is nothing worth remembering, a younger member of the family asks a simple question, and your Mum digs out some old photographs and there you are – part of history.

Just before Christmas, one of my sons asked what Silverstone used to look like, and like a dutiful grandmother Mum searched the cupboards and photo albums, and look what she found.

The photos reminded me of a time I thought I had long forgotten. Silverstone used to be a magical place when I was small – I guess it still is in a way but it has lost some of its appeal for me as I have got older.

Don't get me wrong – there are aspects of the old Silverstone which were truly awful and have improved beyond measure. However this move to improve the place has been at some cost to the excitement of visiting such a great place, for me at least.

The fences and corrals have made the place feel more like a prison camp – when I was little the place was an open space and full of adventure.

My sons though have a different opinion – they see it the way I used to, but somehow it is all a bit too antiseptic and commercial now.

It led me to think that maybe a search through yet more photos was worth doing, and it is interesting how many of the characters from the old days are still racing now.

Dad got into old MGs because he couldn't afford new ones – although the money spent on the 2 N types over 50 years would probably allowed us to buy Rover cars! He has owned various MG cars since passing his test, until buying the NA in 1961 – it was his summit – a supercharged 6-cylinder racing car.

My Dad started racing in 1962. His first meeting was at

Silverstone; (no children – I came along in 1964). Racing on that day were a number of really familiar names, some of them famous at the time and no longer with us – others have become major influences in the running of the MGCC over the past 40 years.



Geoff Coles' J4 being admired in the Paddock

Geoff Coles driving his supercharged J type special – Geoff had raced a J2 special before the war, and went on to build two of the rare J4 racing cars, which he campaigned successfully for many years.

Mike Hawke driving the same J2 that he campaigns to this day (this has got to be one of the oldest partnerships in history) I know Mike's passion for MG cars is very deep seated, and this story is probably worth a series of articles on its own.

Mel Jones in the J2 special he built in the 1950's, this car went on to be campaigned for many years by Patrick Gardener.

Later on came Sid Beer, Steve Dear, John Goodacre, Barry Linger, Bob Hudson, Tony Miles, Phil Bayne-Powell, Nigel Musselwhite, Colin Tieche, Mike Dowley, Malcolm Beer, Bruce Beer, Derek Smith, Mel Jones, Peter Cranage and many more.

Mike Hawke, Mel Jones, Irving Bramson and my father went on to form the MMM register of the MG Car Club. The deed was done at a meeting at the Sports Car Club, near Baker Street, London. Number 1 was given to the NA, 2 to Steve Dear's blown PB, 3 to Mikes J2 and 4 to Irving Bramson's PB, which was one of those converted by the Factory from a PA. As from all small acorns, large oaks, (and all that stuff).... The Register grew quite rapidly, and by 1967 there were as many MMM cars on the grid as there were T types.



**Stathan's ex-Harvey Noble Q-type (QA 0258)  
getting sorted for racing in 1964**

The Mary Harris Trophy started in 1963, and was won by Bruce Beer in his J3 single seater - the nice thing about the Trophy is it has always been a handicap award, so everything stands a chance. Dad was driving either the NA or Don Pitt's single seat K3, which was sold on to Syd Beer just before Don passed away, so as a scratch race the winner was almost a forgone issue.

Syd Beer was always brilliant to watch – he often sat on the grid long after the first cars away had started their second laps. The single seat K3 was a match for many faster cars at that time – it used to be placed in the Historic Seaman Trophy at VSCC Oulton Park, often racing one on one with the ERA's.

Syd also used to give the MGBs and Midgets a bloody nose with the car.

His collection of cars is part of MG folklore, and his contribution to the MMM Register and the MGCC as a whole is often forgotten. His two sons raced MMM cars too, with varying success although Malcolm was the more serious competitive driver, and raced the cars much longer than his older brother Bruce; it has to be said that the cars were altogether not really fast enough to keep Malcolm interested.

Bruce Beer used to drive a very quick J3 single seater, and I think is the only person to have won the Mary Harris Trophy on the grass. If Bruce had a problem with cars – it was his lack of mechanical sympathy often breaking cars and causing Syd, Jock (a friend-mechanic of Syd's), Malcolm and Dad loads of extra work.

Malcolm never looked like he was trying when he sat in the driving seat, but was always very fast indeed. The R-type never really went very well for him, and I think that experience was enough to kill off Malcolm's enthusiasm for the MMM racing scene. He still uses his road going 1934 K3 (ex Innes) on the road, and it can often be found in the car park at MG Silverstone. Geoff Coles was always great value – the J4's were always the noisiest in the paddock (until Dad's NO appeared). Geoff's

cars were always prepared to the very highest standard – often winning the premier concours rather than just “yesterday’s competitor”. Both J4 cars were very quick – the two car winning the VSCC Spero Trophy a number of times.

John Goodacre is one of life’s great characters – life is poorer without him in the paddock lending a hand. John has a very fast blown P-type single seater – originally built for sand racing at Southport, I think. The car was very well prepared and although fragile, often caused a surprise to the larger cars in MGCC and VSCC races in the 60’s and 70’s.

Stephen Dear had a variety of very quick P types including 2 Cream Crackers all of them raced in the Mary Harris Trophy at some time and most competed in the California Cup as well often beating more modern cars too. Stephen also has the distinction of entering a standard F type in the Mary Harris Trophy, and even winning on one occasion.

Ewan Harris has campaigned his F type for many years with great enthusiasm, entering the car (however unsuitable) in a variety of events from racing to trials.

**Syd Beer’s very rapid  
K3021 arrives at the  
Silverstone paddock  
for a day of action**



Derek Smith has one of the most original L2's around – he bought it for just a few shekels more than £ 7.00 in 19-something, and has kept the car ever since. The car was his only transport for many years and his racing was curtailed by family and career reasons in the early 70's. The car has recently gone through a major rebuild – which took him rather longer than Derek would have wished – but Derek and his wife Val now use the car regularly in rally events in Dumfriesshire where they now live.

Mike Dowley is one of the few people to regularly race an M-type (apologies to Mr Peacop, who has done so more recently with his 12/12 Replica) his M-type was very fast indeed and was developed over a number of years.

Mike then stopped racing to concentrate on helping the rest of the MMM register rebuild their cars – Sports & Vintage has grown into one of the most dependable sources of pattern parts available and we owe Mike a huge vote of thanks.

In the last few years Mike has returned to competition with a very fast P type special – probably one of the fastest ever. Developing the car gradually and having a good deal of success.

Peter Cranage raced a pretty bog standard NA purchased from Roger Davies, the car was interesting in that it had the original NE body off of the 34 TT winning car. The body had been on a J2 but was pretty original. Peter made the car go very quickly and gradually developed the car into the fastest unblown MMM car by quite a margin. He sold the car recently but still occasionally turns up at VSCC meetings in a Riley special he shares with his brother David. Nigel Musselwhite was another of life's characters – life is certainly poorer and quieter without him. Nigel build a number of specials over the years – Phoebe his P type special was ultra light and quite quick – it gained the sobriquet of the "Pop Rivet Special" from Dad because the body was formed from alloy sheet pop riveted to steel hoops. He went on to build a replica of EX 120 – this was quite an accurate looking car with a 750 cc

engine on a D type chassis. The car was quite successful forming the basis for another replica following the sale of that car. Nigel returned some years later with the body of that car fitted to another D type chassis – this time using a P engine. Always a great story teller and supporter of the MMM clan Nigel was with us for too short a time.

Bob Hudson had stopped racing by the time I could remember such things then disappeared to Ireland for a while. The C type is still very much in his care and goes very well indeed although he like me restricts the cars competition use.

My weekends at Silverstone used to consist of basically running free for 4 days and sleeping under canvas. We used to have a pretty feral existence – raiding friends of my Dad, like Brian Morgans (a lovely gentleman who used to have an 18/80 and a bottomless picnic basket) and his family, Elsie Cobban or Joan Beer, when we couldn't be bothered to find our own Mum for food supplies.

Besides other people's sandwiches were always more interesting than your own.

Thinking back I was probably a right pain in the proverbial (this has been confirmed by some so I know it's true) but we used to have great fun. The paddock used to be the area immediately behind the pits, up to where the bridge is. Then it was a grass field all the way to Copse. The bar and canteen used to be in about the same place as now (although grottier) and the scrutineering bay used to be in the same row.

**The factory restored M-type on show in the Silverstone paddock in May 1964. (note the incorrect wings for a fabric bodied car)**





The paddock was enlarged to the other side of the scrutineering bay out to where the car park is now – then along to the field in the early 70's. The Pits were so cool – the roadway was raised above the track level in about 1966 and the cars would come up into the pit road. The road then dropped to track level just before the bridge. Spectators could stand and watch above the pits on a raised area and we lads all used to wait there to wave at our Dad's as they went out to the start of a practice session or a race.

My Dad always waved as did Steven Dear, Mike Dowley, Syd Beer and most of the others in the MMM race (although it was a pre 55 race in those days). Some of the faster drivers never waved – probably because they were concentrating on what they were doing!

In about 1976 they re-modeled the pits, bringing the pit lane to road level and getting rid of the over-pit grandstand and extending the pits almost all the way to Copse. It was never as much fun after that – until I got to 16 and could go in the pits proper of course. Watching the start of a race is one of the biggest thrills, and recently they have stopped those in the pits from standing over the wall and watching that.

I would also like to thank people for helping find additional photos and information – and to apologise for the number of times I got under the feet of those trying hard to prepare and race their cars.

NA 0307 – MMM register No: 1. The car is still going strong – although there was a blip a couple of years ago when a valve head dropped through a piston and marmalised the engine internals. I was rather glad I wasn't driving it – strict benders menders in the Allison family and anything that catastrophic would have been the end for me. The car is a great road car – plenty of power and reasonable road holding, combined with a decent luggage capacity.

It will be at as many meetings each year as we can manage – but its racing days are over for now, the old girl has earned her retirement.

# YOUR LETTERS

## From Pip Bucknell

Hi,

I have been involved with MMM cars since about 1960. In that time I have heard many stories, and worked through some of them to my own satisfaction. I am pleased (and lucky) to have the assistance from my son, who presently drives the cars we take care of, in various categories of events. He has also assisted, I might add very effectively, in tracing the history and gathering proof of that history that relates to RA 0259. Of course many people around the world have assisted in this regard and we thank them all.

I wonder if it would be possible for you to add a short piece in an up coming MMM Bulletin about the DOHC heads for the R-types in the 1930's?

I lived in the UK in late 1962, 1963 and most of 1964. During that time I acquired a terribly wrecked R-type plus a few other gems.

During research around Rs in UK & Ireland (and with the help of Geoff Coles and Don Harris), I had in the back of my mind that there were more than the generally recognised three DOHC heads made for R-types. On the way home in 1964 I went to the USA and was able to see the six cylinder DOHC head over there. It seems to be generally accepted that these DOHC heads were designed by Lawrence Pomeroy.

A long way back in rebuilding the R-type, I had been sent a photo from Germany (and a very good one at that) of an intercooler fitted to an R-type. In about the last 12 months we confirmed that one of these units was fitted to RA 0259, and in actual fact that R-type was used in the advertisement for those intercoolers. (of course the Motor Sports controlling body out in Australia say that intercoolers did not become available 'till very much later in motor-racing history).

I know long stories are not good ones, but that is the background. So I will come to the point I wanted to bring to the attention of you people in UK by way of The MMM Bulletin, if you will.

That is, that this year, another riddle was solved in relation to RA0259. My son was able to find the detail of a 4th DOHC head manufactured (by McEvoy's), as well as all the details of who built and took to Ireland and fitted it to RA 0259, for Bobby Baird.

So the question now remains, where did the head go to and where is it now? Any information would be appreciated - send to [pjb16@internode.on.net](mailto:pjb16@internode.on.net)

Just in closing, we now have proof of every event we have listed that RA 0259 was entered in or competed in. It has been a 45 year research project, which has been most rewarding to us all out here in Australia. There are some absolutely wonderful photos.

I thank you, in anticipation, for updating the history via the MMM Bulletin.

Many thanks

## **From Terry Andrews**

Hi Philip, When I wrote the piece on the L1 Continental Coupe for the 50<sup>th</sup> Bulletin, I mentioned that I have been in contact with various other owners from around the world. We have formed our own unofficial group, and we refer to our cars as L CC (note the space between the "L" and "C"). My car is very complete and so is a valuable reference to others. I will not be taking my car apart until I am satisfied that I have all the references and resources in place to ensure that the car is completed. Meanwhile I am progressing with the N-type, but this does not stop me researching the L CC and helping others

I recently travelled to Belgium with James Pettit to visit Stefaan Vernyns, and we spent a pleasant day catching up on the news. I had also brought over some Triple-M parts for Stefaan's friends, who joined us for an impromptu meeting. The following day we had planned to meet near Amsterdam to view two other L CC's that are stored in a boat yard.

Unfortunately, the owner of the yard had been taken ill, so our plans had to be hastily changed. Stefaan kindly drove us to Michel's Kuijpers Trimming workshop, where we were treated to a lovely continental cake with refreshments.

Paul Leers, who bought the second L CC I found, travelled to Amsterdam to pick up Berndt Aulin from Sweden, who had flown in to Amsterdam for our gathering. They then drove to Michel's workshop so we could all meet up and discuss our cars. This was a round trip of 5 hours for Paul!!



**The L CC group concentrating in Michael workshop  
with l to r Michael, James, Terry, Berndt and Paul  
Berndt, Paul, Terry and James**

From my research with James, and looking at other cars (J1, K saloon, SA etc) and the remains of an original sunroof, we have determined how these bodies were built. The sun roof has been a major stumbling block for everyone, as the poor design meant that the roof was discarded and plated over to make the cars water tight. The design also means that it is trimmed as it is built, which makes building the roof difficult when restoring the car.

Currently, we have made the opening mechanisms, and are fabricating the frames and mouldings to allow the roofs to be replicated. All this was discussed at Michael's between the owners. However, we have also been contacted by Kampsclassics in Germany, who are rebuilding an L CC for a client who also have difficulty with the roof. Bendt's body man has stalled on this for 7 years and Martin Barrett in Australia had all but given up. The discovery of my car has re-kindled enthusiasm to get things resolved and the cars out on show.



**Michel Kulper's Le Mans style  
M-type**

Later, we all went to Paul's house for a lovely meal prepared by Paul's wife Riny, and a view of Paul's L CC. We were shown his home-made car lift, which allows cars on ground level garage to be lowered into a large basement area workshop, where 4 or 5 more cars could be stored. Most impressive!

On the way home we called in to Arnaud and Martine Jacobs to see their L1 saloon to compare and contrast the L1 saloon with the L CC. After more continental hospitality, we eventually arrived back at Stefaan's home just before midnight. The following day we returned home to the UK.

It was good to meet Berndt, as I have been corresponding with him for some time now, but we all agreed we will meet up again, and we hope one or two other owners will join us who could not be with us due to other commitments. We are currently making 5 sunroof sets for Berndt, Paul, Martin, Kampsclassics and myself. If anybody out there wants one please contact me ASAP, as making the mechanisms and sliding tracks is not really a "one off task".

Regards

## **From George Eagle**

Dear Phil

I note Mike Hawke's letter regarding long term ownership of J2s. It is amazing that so many of this much-loved model have been owned for over 50 years.

I have found that many of the L2s have also been in long term ownership. Mike Bradbury has owned L2063 since 1964, Geoff Jarvis has owned the ex-demo L2010 since the mid 60's, and I think Derek Smith has also owned L2045 since the early 60s. I believe Derek paid £10 for his car, which started off as his everyday transport. Another L2 in long-term ownership is Malcolm Newman's famous ex Ashton-Rigby L2054, which was also used as daily transport!

Best regards

## **From Robin Gordon**

Hi Phil,

Your are continuing to produce a great Bulletin, well done! Regarding the subject of length of time people have owned their cars, it may be of interest that I bought my C-type in June 1956, which means I have owned it for 53 years. I don't know if this is a record or not?

I also have a small tip, which I have found very useful. The silicone sealant, which is generally, available in car shops for sealing windows etc. is heat resistant and can be used successfully for sealing exhaust systems and similar parts. It stays plastic even after many heating and cooling cycles. I have found it very good for the exhaust system on the C-type, and it is almost invisible if some is left showing. Obviously it cannot be used for joints where there is high pressure, but it can also be removed fairly easily when dismantling the parts.

Best wishes,

## **From Ian Coxen**

Hello Phil,

Following reading about the special tools in the Bulletin, I enclose a picture of the MG style head nut spanners, although I cannot find casting marks thereon.



Rim Tapes - I agree with making sure the spoke ends don't protrude using tape to cover them. BUT NO-ONE has mentioned that there are approx 2inch wide tapes available, which I use and seem to sort out the problems. They are by Way-master and can be obtained for the same price as the thin ones from Vintage Tyres. Be a little persistent, as I was sent thin ones in error, so suspect the order shelf number might be the same. The only reason I knew was, whilst buying Way-master tyres and tubes, the staff member told me. I had to cut a new tube valve hole in the rubber as there are wide variations as to where the hole is in the metal rim! Congratulations on the Bulletin.

All the best.

## TIPS AND HINTS

*This Technical Topic was published by the Australian MMM Register as Technical Bulletin No. 7.  
We thank them for the authorization to share these Bulletins with our members.*

### Marles-Weller Steering Boxes

These were fitted to J-Types (except J4), K-Types (except K3 and KN), and L- Types and most P-Types and as I have just spent many hours rebuilding the box for my PA it seems appropriate to write down some of the information both collected by experience and from others going through the same agony.

#### 1. Cam

This should be a reasonable condition if the box has retained some oil if not and the wearing faces are pitted a new cam is the only way. (Ronson Gears can make new cams).

#### 2. Cam Thrust Bearings

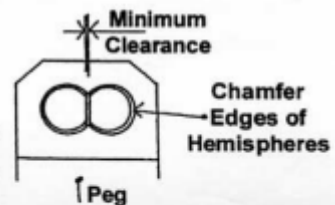
Hopefully these will also be in reasonable condition as they take little load. Replacement bearings are not available from any of the usual source (incl. Offline Bearing Co. in England).

#### 3. Rocker Shaft

Peg should be a close fit in steering box end if not resleeving is necessary. There should be no side play. The peg may be out of round and if so will require grinding before sleeving. The bronze bushes holding the Rocker Shaft in the housing should also have no play. If any play is present check roundness of shaft and fit new bushes.

#### Hemispheres

These should be hand finished on an oil stone to give a clearance in the cam of 1 to 1-1/2 thou to allow a little play and to assist lubrication. Edges of hemispheres should have a chamfer to assist lead-in and there should only be a small clearance between the flats where the hemispheres abut.



#### Oil Seal

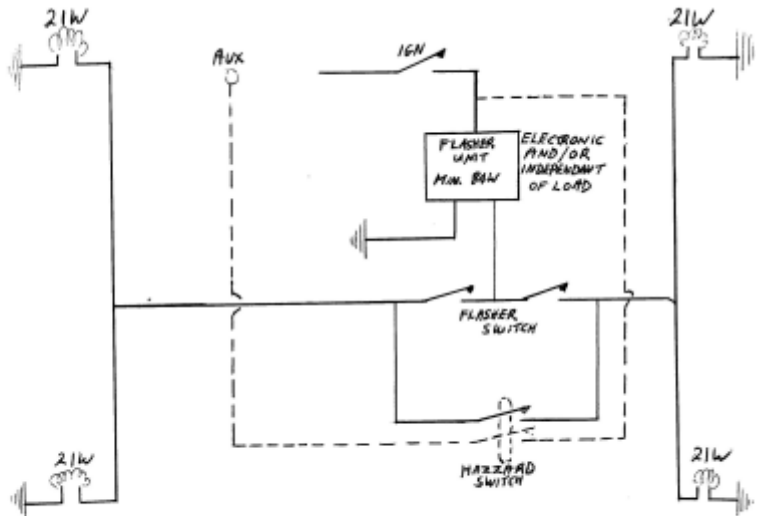
The large felt seal between the steering box and the drop arm should be in good condition and will probably have to be replaced each time the drop-arm is taken off.



**Ewan Harris** says that “when driving an old car in these days of uniformity it is important that the other road users know of our intentions; this is particularly so at night.

Most modern drivers do not understand hand signals, even if they can see them, so enclosed is a circuit diagram for a flasher indicator system, with hazard warning included.

The solid line section is the basic circuit, with the hazard warning part only working when the ignition is on. On changing the single pole switch for a double pole switch, and adding the dotted line part of the diagram, the hazard warning circuit is independent of the ignition”

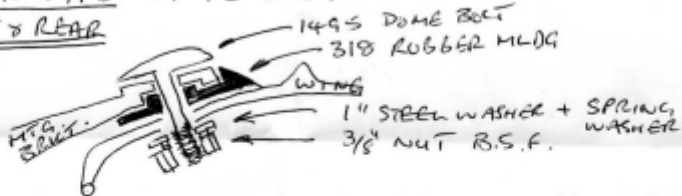


LEDs MAY BE SUBSTITUTED FOR STANDARD BULBS AS LONG AS FLASHER IS TRULY INDEPENDANT OF LOAD

## FITTING J2 WINGS

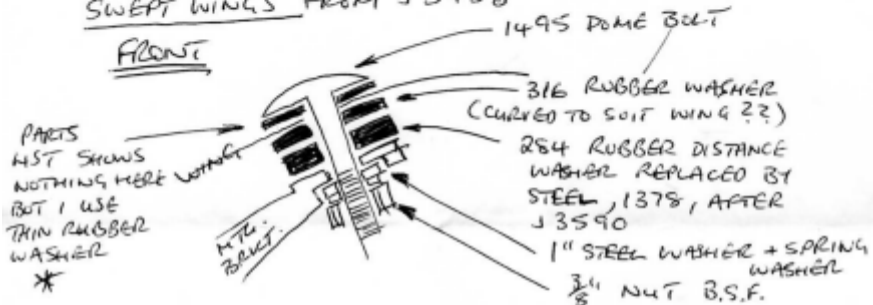
CYCLE TYPE UP TO J 3437

FRONT & REAR



NOTE. MY ORIGINAL 318 HAS TAPER AS SHOWN NOT AS DEALERS SUPPLY  
SWEPT WINGS FROM J3438

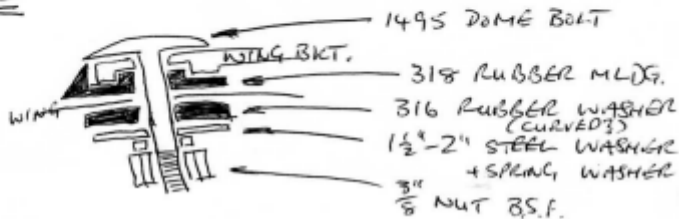
FRONT



NOTE DOME BOLT 1495 HAS TO BE LONGER THAN FOR CYCLE WINGS OR SWEEP REAR WINGS BUT PARTS LIST DOES NOT DIFFERENTIATE.

\* PHOTO AT BOTTOM OF PAGE 73 "MAGIC OF M.G." SHOWS SOMETHING HERE I THINK, BUT DEFINATELY NOT A 318 Moulding, ~~but~~ WITH THE CENTRE BASS REMOVED TO MAKE IT FIT. PARTS LIST SHOWS NOTHING AT ALL.

REAR



NOTE 1495 IS SAME LENGTH AS FOR CYCLE WINGS

**Martin White's sketch showing the fitting of wing stay bolts and rubbers**

**Jim Watkinson, (Windrush, Old Castle Road, Salisbury SP1 3SF. Tel 01722 332263. e-mail [jimpat@rjwat.plus.com](mailto:jimpat@rjwat.plus.com) )**

When clearing the attic of a widow of an old friend Jim came across an unblemished, newly chromed pair of Lucas L150 headlights.

They are complete with shells, rims, mounting shafts, unchipped glasses but no reflectors. Any reasonable offer would be accepted.

Collect in Salisbury or + postage



**Photo on following page shows Francis Carr sitting on his crashed NE (NA 0518), with Les Smith in May 1937. The car was at that time fitted with a K3 engine and supercharged.**



M.G. MAGNETTE  
CRASHED AT BROOKLANDS.  
MARCH 24th. 1934.

**DISCLAIMER** – *The opinions expressed in this publication are the personal opinions of the editor, or the contributors, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register*

**PRESIDENT – MIKE ALLISON**, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel.01635 40724. E-mail:MMMGservice@aol.com)

**CHAIRMAN – Peter Green**, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel. 01753 643468 E-mail: [p.green@mgk3.co.uk](mailto:p.green@mgk3.co.uk))

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

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

**COMPS SECRETARY - Mike Linward**, 18 Victoria Road, Chingford, London. E4 6BZ. (Tel. 0208 529 3241 E-mail: [mikelinward@btinternet.com](mailto:mikelinward@btinternet.com))

**SAFETY FAST SCRIBE – Dick Morbey**, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel. 01494 883112. E-mail [richard.morbey@gmail.com](mailto:richard.morbey@gmail.com))

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

**YEARBOOK DEPUTY EDITOR – John Reid**, Fardenway, Orwell, Royston, Herts, SG8 5QH (Tel. 01223 207387 E-mail [drjohn.b.reid@googlemail.com](mailto:drjohn.b.reid@googlemail.com))

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

**REGISTRAR – Bob Clare**, 39 Hillside Avenue, Worthing, W.Sussex, BN14 9QS. (Tel. 01903 203698 E-mail: [100570.2213@compuserve.com](mailto:100570.2213@compuserve.com))

**HISTORIAN – Barry Foster**, Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. (Tel. 01458 850169 )

**BULLETIN EDITOR – Phil Bayne-Powell**, Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. (Tel. 01483 811428 E-mail: [philipbp@mgcottage.freemove.co.uk](mailto:philipbp@mgcottage.freemove.co.uk))

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

**SUBSCRIPTION CO-ORDINATOR – Paul White**, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel. 01978 790652 E-mail [rhiwlas.35@btopenworld.com](mailto:rhiwlas.35@btopenworld.com))



*Montlhéry 1999, the Editor's ND chases Phillippe Douchet's K3026;  
the banked South Curve can be seen in the distance*



*The Continental Coupe Conspirators in Paul Leers' basement garage,  
with l to r Berndt Aulin, Paul Leers, Terry Andrews & James Pettit*





Malcolm Appleton's Stiles F-type in its final stages of restoration