

# **TRIPLE-M REGISTER BULLETIN**



**April 2010**





***Walter Magilton's Aspinall-bodied NA at the 'Maintaining the Breed' Rally at the Chandon vineyard in Victoria***



***John Hunting warming up his beautiful NE replica ready to take the editor for a spin in Western Australia***

# **TRIPLE-M REGISTER**

## **BULLETIN No. 54**

**April 2010**

Rosemary and I are now back from our trip to Australia, where we were made most welcome by many of our Australian Triple-M members. In Perth I was reunited with my old K3003, which I restored from 1972-1975, having bought it off the estate of the late Dr Stuart Milton. This had been found by Tom Davis of Toulmin Motors in an Isleworth scrapyards in a somewhat decrepit and bodyless state. It had been rebodied with an HRG streamlined body, and even had the ex-Horton K3007 off-set single seater radiator fitted; this is now on Mike Hawke's recreation of K3007. We also got to drive a J3 and a hot L1, as well as a TD, TF and a SA, as well as meeting up with many people we had heard about.

Our recent AGM went off smoothly with our new Registrar, Robin Hamblett, taking over from Bob Clare, who has retired after 10 years in the position. Bob has spent those years bringing the Register fully up to date, so that it now a comprehensive file of information on our cars. He has been extremely diligent in seeking out cars throughout the world and establishing their true identity by getting the actual chassis stamping number confirmed. This has led to a lot of extra work in unravelling some of the previously accepted information. On behalf of all our members, we would like to thank Bob for all the work that he has done for the Register, and hope we will see him out and enjoying his Cresta N-type and the P-type too.

The season is now upon us and we hope you are all looking forward to a great year, which starts off with the Brooklands Day which by the time you read this will have passed, but then we have our annual dinner which is now at the beginning of the year rather than at the end. This allows us to award the trophies for the last year, such as the Car of the Year, the Speed Championship etc. It seems the new idea with the run to the hotel on the Saturday and the Brooklands Day on the Sunday has enticed people to come along

**Cover Photo:- The Editor's old K3003, now owned by Peter Briggs  
in Western Australia**

The Classic Kimber Trial on April 17<sup>th</sup> is a favourite outing for many in this non-damaging event. Then on May 9<sup>th</sup> there is the Regency run from Brooklands to Brighton, which is always a nice social day out, although last year there were only a dozen or so Triple-M cars entered, so hopefully we shall see more proper cars out this year

Our major event at Silverstone, MG Live is on the weekend of 4<sup>th</sup>-6<sup>th</sup> June, with the usual full selection of things to see and do, meaning one often ends up not being able to do all the things we had hoped to do. This is a Mecca for many of our overseas members and it is so good to see people coming from all over the world.

Our Triple-M Continental Rally takes place on 29 and 30<sup>th</sup> May, and if you are quick you may be able to bag one of the last places of the 40 cars permitted. Peter Green's Summer Gathering always brings out a good selection of cars and this year the date is 18<sup>th</sup> July.

The big Triple-M Rally this year is another in the line of successful Flat Cap and Whippet weekends, which Terry Hartley arranges so well that the word has spread to the other side of the world, and has attracted at least three entries from Australia. This year it takes in the Lake District and the North Pennines. Fortunately for those who have not already booked the rally, Terry has managed to find a few more places at the Gala dinner, which is the limiting part of the weekend, but they are in an adjoining room. If you are quick you may be lucky.

Mark Dolton has written an article on getting into sprints and hill-climbs, which we hope will encourage you to test the waters. There are a lot of events round the country for you to tackle.

Our F-type is now put back together with the gearbox selector forks lined up, and we hope this will be the end of its gearbox problems. Our N-type Saloon has been the subject of an article by Andrew Roberts, which is in the current (April) MG Enthusiast magazine. Our C-type is having its oil-spewing engine sorted, so that I can use it in competitions again, without upsetting the scrutineers.

I see that while we were down under checking out some of their K3s, that another one has surfaced. This is K3008, which was bought new by Miss Enid Riddell, and lent to Hugh Hamilton for that year's Mannin Beg race. She then used it herself to enter the Paris-St Raphael Rally in 1934, 35, 36 and 1938, winning her class in 1933 and 38. In the 1950s it went to Harry Crown in America and then to Noel Cobb. It has now been sold by Fiskens, the dealer, to a UK man, who plans to use it after it has been restored, as it is a bit tatty.

# **Report on the Triple-M Committee and Annual General Meeting held on 13<sup>th</sup> March**

## **By George Eagle**

Peter Green, Chairman, reported that as agreed by Committee he had sent a £500 donation to the MG Car Club being a contribution to the costs incurred in the building of the new John Thornley suite. He also reported that both he and Elizabeth Taylor had visited 3 hotels in the Stratford-on-Avon area to ascertain their suitability as a base for the planned 50<sup>th</sup> Anniversary celebrations, for next year. The first meeting of the 50<sup>th</sup> Anniversary sub Committee has also taken place.

Bob Milton, Treasurer, confirmed all VAT returns are up to date and the 2009 unaudited accounts are ready to be sent to the MG Car Club, subject to approval at the AGM. A meeting will be held with Frank Shore, Club Treasurer, at Club Office in order to resolve some outstanding matters of monies collected by the Club on behalf of the Register.

Bob Clare, Registrar, submitted his final report before standing down at the AGM. The winter period yielded 8 further cars – 3 PAs, 3 J2s, 1 J1 and an L2. The highest Register number as at 30<sup>th</sup> November 2009 was 3518; the number of void Register numbers was 419, leaving cars currently registered at 3099. Bob noted that the highest number on the Register when he took over from Charlie Hayter was 3070. Thus 448 “new” cars have been registered, of which 4 were voided for various reasons, leaving a net gain of 444 fresh registrations during his tenure as Registrar. Bob ended his report by thanking everyone who had helped him over the last 10 years, and he values the many friends he has made over that period.

Mike Linward, Competition Secretary, confirmed he had completed his report for the new Yearbook, and was now looking forward to MG Live! Silverstone where it appears the Triple-M cars will be racing on the full Grand Prix circuit, in company with the T types and MGAs. Peter Hemmings, Librarian, confirmed that the Yearbook sales have been reasonable with a total of approximately 398 sold to date. Peter has been in touch with Mike Hawke concerning a new publication he has written, which is a companion to “75 years of the J2” book, and Peter has agreed in principal to stock and sell it, should it be published. Peter reported he has also agreed to sell on the stand

at MG Live! a limited print run booklet researched and compiled by Julian Evers entitled "The University Motors Listing". Julian has generously offered to donate any profit to the Register.

Dick Morbey, Safety Fast Scribe, summarised the content of his reports in the last 3 issues of *Safety Fast!* and confirmed the content for the April issue. He also reported that Mike Dalby is working on a future piece about Lewis and Dennis Welch. Dick also intends to have another "Meet....." themed article for the June spread, and as always is pleased to receive suggested articles for future issues.

The Committee was very pleased to welcome Cathelijne Spoelstra, Yearbook Editor, who travelled all the way from Holland to attend a meeting for the first time. Some very good articles have been submitted, including a report from Rob Dunsterville on his Father's P- type, and one from Robin Hamblett and Oliver Richardson, on the rebuild of the very original Evans N type BLL491. Both Peter Green and Mike Linward have submitted their copy, and it is planned to have the Yearbook published by the usual deadline of MG Live, Silverstone in June.

With regard to forthcoming events, Elizabeth Taylor was pleased to confirm that currently 66 people will be attending the annual dinner – double the number who attended the last dinner.

**The AGM** followed the Committee meeting, In addition to the Committee; those attending were Mike Allison, Mike Hawke, JJ Hall and Registrar elect Robin Hamblett. Apologies were received from Mike Pancheri, Elizabeth Taylor, Keith Hall, Ian McKay, Richard Jenkins, Mike Bradbury and Phil Bayne-Powell.

In opening the meeting Peter Green, Chairman, said the Register had enjoyed a successful 2009, which included the well-organised Exmoor Rut, Summer Gathering. The Bulletin was now fully on the web site; and there were over 400 subscribers and proving to be popular. Library sales also increased 25% in the year. The 2010 programme will include the Annual Dinner on 10<sup>th</sup> April, Summer Gathering on 18<sup>th</sup> July and Flat Cap and Whippet run on 13<sup>th</sup> to 15<sup>th</sup> August.

Finally Peter thanked Bob Clare for his achievements as Registrar over the last 10 years. The Register is now fully computerised, and the records are as good as they have ever been. Bob Milton, Treasurer, confirmed the accounting figures, which show the Register is in a sound financial position. Acceptance of the

accounts was proposed by Bob Clare seconded by Mike Allison and carried unanimously. The re-election of Peter Green, Chairman, George Eagle, Secretary and Bob Milton Treasurer was carried unanimously. With regard to Committee members, Bob Clare was standing down, whilst John Reid and Peter Hemmings stood down by rotation. Peter Green proposed that both John Reid and Peter Hemmings be re-elected. and that Robin Hamblett be elected Registrar. The proposal was seconded by Bob Clare and carried unanimously.

## **Inter Register Club Navigational Scatter Rally 17<sup>th</sup> April**

The Alvis Register Limited, on behalf of the Inter Register Club, will organise the opening event of the 2010 season, a Clubsport Vintage Car Scatter Rally taking place in West Sussex and Hampshire, on Saturday 17th April 2010, starting and finishing at the Greyhound Inn on Cocking Causeway, Midhurst, West Sussex. GU29 9QH. Map Reference: 197: 882 196. (One mile south of Midhurst on the A286).

The Triple-M Register is now part of this club, and so we would like to see a good turn out of our cars to show the other Vintage and PVT cars what we can do.

Scrutineering and Signing on from 10.00 am at the Greyhound Inn, where refreshments will be available from 09.45. Route cards will be issued from 11.00am. Cars will leave in their own time. Late lunch will be available from 15.00 to 16.30 back at the finish.

Competitors will cover around 40 to 50 miles depending on their chosen route. The OS Landranger maps required for the event are 197 Edition D (2003) or later, and 185 D1 (2002) or later. Apart from a Romer, pencils and eraser no instruments are required) will be provided with additional assistance. Entry Fees will be £15.00 per vehicle. For further details and entry forms contact James Campbell. Peachey House, Midhurst, West Sussex. GU29 9LU. Telephone 01730 817 049. E-mail: jamesiscampbell@btconnect.com.

# Hillclimbs and Sprints in 2010

## by Mark Dolton

It's certainly been a long winter, but after 4 months of hibernation, I finally sparked the PB into life last week. Amazingly, or the more I get to know the car, unsurprisingly, it fired pretty much first time. After pushing the car hard last year I gave her a rest over the winter, choosing to miss the driving tests etc in preparation for the spring sprints and hills. I didn't seem to have any electrics after the Goodwood soaking, so the dark days weren't conducive to much activity anyway. So we are now sorting a few of the niggles out, brakes etc, and hope to have the car sorted for the run down to the dinner in April, if not the VSCC Curborough Sprint in May will be the first outing.

Throughout last year and over the winter, many members have been in contact about potentially joining the Hills and Sprints circuit. I do hope that we will continue to see as many of you as possible out this year. The usual core events remain on the calendar, the excellent choice through the MGCC Luffield Speed Championship and through the VSCC. There are also new sprint events at VSCC Brooklands (June), Crystal Palace (May) and Aintree 55/55 Classic (May) to look forward to. For those of you that prefer the non-competitive, why not try Prescott with the Vintage Minor Register in July or the Kop Hill climb in Sept.

The usual Non Race National B licence is required from the MSA (~£30, no training or course required). The only change to the regs, I can see is that we now require ISO approved gloves to complete on all sprints and hill climbs. Helmet and Suit obviously still mandatory. So please check the blue book for the latest regs and standards.

So I hope to see the regulars and many new faces in 2010.

### 2010 Draft Programme

#### APRIL

05 April

11 April

11 April

DM

Loton Park

Curborough

Rushmoor

Hill HDLCC

Sprint MGCC Midland

Sprint Farnborough &

#### MAY



1/2 May	Anglesey	Sprint	MGCCNW
02 May	VSCC Curborough	Sprint	VSCC
03 May	Colerne	Sprint	MGCCSW & BPMC
09 May	VSCC Wiscombe Park	Hill	VSCC
16 May	Scamonden	Hill	MGCC NW
16 May	Aintree 55/55 Historic	Sprint	Aintree Circuit Club
30 May	La Vie en Bleu-Prescott	Hill	Bugatti OC(VSCC invite)
31 May	Crystal Palace Historic	Sprint	Sevenoaks and District

## **JUNE**

05 June	VSCC Brooklands	Sprint	VSCC
06 June	Harewood	Hill	BARC Yorks
06 June	Silverstone MG Live	Sprint	MGCC NW
12 June	Abingdon	Sprint	Farnborough & DMC
20 June	Gurston Down	Hill	BARC SW
26 June	Goodwood	Sprint	Tunbridge Wells MC
26 June	Aintree	Sprint	Liverpool MC

## **JULY**

04 July	VSCC Shelsey Walsh	Hill	VSCC
17 July	Shelsley Walsh	Hill	MAC
23-25 July	VMR Prescott Rally	Hill	VMR Non competitive

## **AUGUST**

01 August	Curborough	Sprint	MGCC Midland
07 August	Three Sisters	Sprint	Longton & DMC
7/8 August	Castle Hill	Hill	Camel Vale MC
7/8 August	VSCC Prescott	Hill	VSCC

## **SEPTEMBER**

4/5 Sep	VSCC Loton Park	Hill	VSCC
4/5 Sept	Anglesey	Sprint	MGCC NW
11 Sept	Wiscombe	Hill	MGCC SW
18 Sept	Harewood	Hill	BARC Yorks
25/26 Sept	KOP Hill Climb	Hill	KOP Hill Climb

## **OCTOBER**

03 October	Prescott	Hill	Bugatti OC
10 October	Eelmoor	Sprint	Farnborough & DMC
16 October	Castle Combe	Sprint	Bristol Pegasus MC
TBC October	VSCC Goodwood	Sprint	VSCC

For more information please contact the organising club or the MG Luffield Speed Championship: [www.mgcars.org.uk/mgccsc](http://www.mgcars.org.uk/mgccsc)

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

Our Triple-M Continental Rally is fast approaching, and the organisers say that the entries are filling up, but there is still room for a few more.

The programme is nearly finalised with the Saturday morning visit being to an old woodworking museum, where there is a 1920s style café. Then onto the lunch stop at an old barn where they grow and produce products from blackberries. The afternoon stop has yet to be finalised, after which the rally returns to the hotel for Dinner.

On Sunday the rally visits a windmill in Belgium before returning to the hotel where the rally finishes in the afternoon.

The cost is 200 Euro's per person, based on a MMM car with 2 people, and includes a two night stay in Hotel Dekkers, Ossendrecht, Netherlands, with breakfast and a slap up meal on the Saturday night.

About 20 cars can go into the hotel garage (at 5 Euro each / night). To book the garage please e-mail Jan Schoonen first; for all the other cars there is a big free car park outside the Hotel.

If you wish to stay an extra night then please e-mail Jan, and he will give the message to the hotel. For people who want to come with a trailer there is a trailer park 2km from the hotel.

Register now on the separate entry form sent out with the January Bulletin (or e-mail Jan Schoonen direct for another form on [schoo@telenet.be](mailto:schoo@telenet.be)) to ensure your entry.

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.

If there are any queries Jan Schoonen will be pleased to do his best to answer them.

We look forward to a great rally in the old Luxembourg tradition

## 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.

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 in, 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.

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.





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## **The Vintage Minor Register Summer Rally** **Friday 23rd to Sunday 25th of July.**

Ian Grace, reminds us that The Vintage Minor register is this year holding its 10th Anniversary Summer Rally, based at The Bugatti Owners' Club's prestigious venue of Prescott Hill in The Cotswolds, and that as usual, members of the Triple-M Register are cordially invited to attend.

The event takes place from 23<sup>rd</sup>-25<sup>th</sup> July. Full details are on the website [www.vintageminor.co.uk](http://www.vintageminor.co.uk) , and click onto 'Summer Rally'.

On Saturday, there will be a Vintage Garden Party at Prescott Hill, with unlimited climbs of the famous hill for those who wish to test their metal. There will be a BBQ and Jazz Evening at Prescott on Saturday evening.

On Sunday, there will be a Navigation Trial through the scenic back-lanes of The Cotswolds, or for those who prefer to forgo the problem-solving aspect, a Scenic Tour over the same route. Sunday ends with cream teas and the results of the Trial, before departure for home.

### **FUTURE EVENTS**

<b>10<sup>th</sup> April</b>	<b>Triple-M Awards Dinner</b>	<b>01628 665055</b>
<b>11<sup>th</sup> April</b>	<b>MG Day, Brooklands</b>	<b>01932 8573811</b>
<b>17-18<sup>th</sup> April</b>	<b>The Kimber Classic Trial</b>	<b>01761 221893</b>
<b>2<sup>nd</sup> May</b>	<b>VSCC Curborough Sprint</b>	<b>01608 644777</b>
<b>3<sup>rd</sup> May</b>	<b>MGCC (SW) Wessex Sprint</b>	<b>01454 414842</b>
<b>9<sup>th</sup> May</b>	<b>VSCC Wiscombe Hill Climb</b>	<b>01608 644777</b>
<b>9<sup>th</sup> May</b>	<b>Regency Run</b>	<b>01235 555552</b>
<b>4<sup>th</sup>- 6<sup>th</sup> June</b>	<b>MG Live – Silverstone</b>	<b>01235 555552</b>
<b>5<sup>th</sup> June</b>	<b>VSCC Brooklands Sprint</b>	<b>01608 644777</b>
<b>4<sup>th</sup> July</b>	<b>VSCC Shelsey Walsh</b>	<b>01608 644777</b>
<b>18<sup>th</sup> July</b>	<b>Chairman's Summer Gathering</b>	<b>01753 643468</b>

**12-15<sup>th</sup> Aug****3rd Flat Cap & Whippet Rally****0113 294 1329****Car Of The Year 2010****Scores to 26<sup>th</sup> March**

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	909	J2-PA/s	FW 3909	Bill Bennett	68
2 <sup>nd</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	12
3 <sup>rd</sup>	676	PA/s	WP 5939	Russell Thomas	10
4 <sup>th</sup>	1883	J2	PO 8865	Patrick Gardner	4
=5 <sup>th</sup>	1428	J2	DG 6 142	Nick Benger	2
“	341	M	PJ 7970	David Rushton	2
“	148	M	OY 1548	John Haine	2
=8 <sup>th</sup>	597	PB/s	VV 4538	Peter Haynes	1
“	3057	PB	S 5489	Geoff Smith	1

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2010 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

24 <sup>th</sup> January	MAC Clee Hills Trial	Full Results
31 <sup>st</sup> January	North Devon Motor Club, Exmoor Trial	Full
7 <sup>th</sup> February	VSCC New Year Driving Tests	Full
7 <sup>th</sup> February	Stroud & District MC, Cotswold Cloud Trial	Full
13 <sup>th</sup> February	Fellside Auto Club, Northern Trial	Full
21 <sup>st</sup> March	Torbay Motor Club, Torbay Trial	Full
21 <sup>st</sup> March	MGCC SE Centre Spring Navisat	Full

**SLADE TROPHY 2010****Scores to 5<sup>th</sup> April**

Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2-PA/s	Bill Bennett	30

## **Competition Secretary's Report**

### **From Mike Linward**

The start of the 2010 competition year was greeted by cold and snowy weather, which caused the cancellation of the MCC Exeter trial, and postponement of the New Year Brooklands driving tests to the 7<sup>th</sup> February. The cancellation of the Exeter was particularly disappointing as the MCC have decided not to award any Triple awards for 2010 based on the last two trials alone. Even so, Bill Bennett has got off to a flyer in his first five trials of the year, gaining a Class first place in all of them. Bill leads the Slade Trophy table as, so far, he is the only contestant.

The postponed Vintage driving tests at Brooklands had a reduced entry, no doubt because of the date rearrangement. The best MG result was by Russell Thomas in the supercharged PA, who was third in the sports-car class, and gained a 2<sup>nd</sup> Class Award. Russell did even better in the VSCC Measham Rally on 30<sup>th</sup> January, and was placed first in the Clubmans Class, but on that occasion he was navigating for his uncle Peter Thomas in a Riley 12-4 Falcon Saloon – a very sensible car for a cold night rally.

Your Editor, back from his holiday in Australia, put in a good performance in the South-East Centre's Spring Naviscat, finishing fourth overall and first in class. The Naviscat was a good warm up for the series of events organised under the banner of the Inter-Register Club, in which the Triple-M Register is now a member. The series is to be highly recommended for Triple-M owners, as the events are not high stress for either car or driver, and the competition is against other pre-'39 cars of various makes.

The speed events for 2010 have not yet started, at the time of writing, but will hopefully see an increase of interest for Triple-M drivers. The Speed Championship is open to all speed and hill climb events, providing these include the ones organised by the MGCC. This change in format proved to be successful last year so has been retained, in that you may claim points for other club's events as long as the MGCC events are more than 50%. The early Midlands Centre sprint at Curborough will have gone by the time you read this, but the following MGCC organised sprints and hill climbs will still be

available:- 3<sup>rd</sup> May - SW Centre Wessex Sprint, 6<sup>th</sup> June - MG Live! Silverstone Sprint, 1<sup>st</sup> August - Midland Centre Curborough Sprint, 11<sup>th</sup> September - SW Centre Wiscombe Hill Climb.

## **Further Trials and tribulations of a Registrar – and a Bulletin Editor!!**

In last September's Bulletin we produced an article from the Australian Pre-war MG Newsletter regarding triple-M engines being swapped from one chassis to another in the 1930s, and our advice to all owners to check the actual chassis number located on the offside front dumb iron. Tony Sloan, the Australian Registrar, has pointed out that not ALL chassis numbers were stamped on the OFFSIDE dumb iron. It is now known that two batches of PAs were sent out to Australia without bodies but with the chassis number on the NEARSIDE dumb iron. These were PA 0481 to PA 0490 and PA 1291 to PA1300, and to prove it I photographed the knuckle of PA 0291 (as seen below if you look closely). When we visited Tony Sloan on our recent trip "down under" we checked his two PAs, and saw the number clearly on the nearside of his accessible car. He also stated that he knows of one chassis where the number is stamped on both the nearside and offside dumb irons – probably the apprentice forgot that the chassis was one of the Australian-designated batch.



This deviation from the standard system should not affect the numbering of all other Triple-M cars, which will have the number on the offside. Bob Clare has unearthed many cars which do not have their original chassis, despite the bulkhead plate still indicating the original number; these of course would not be altered when the chassis was swapped. Our own Jarvis M-type doesn't have its original chassis as a previous owner made up the car using the best bits of two M-types that he had. The second chassis and bits were sold and eventually built up into a complete car, which now lives in America. Very little chance of swapping the chassis back!



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## **An Evening to Remember at the Nuvolari Natter and Noggin**

Most of us who went to the Albion Pub on that Thursday night of April 16<sup>th</sup> 1965 didn't really know what to expect, although we knew that Reg Jackson (Jacko), the MG Competitions foreman, and Alec Hounslow, one of his mechanics, and Nuvolari's riding mechanic in the 1933 Ulster TT were to be present. With Mike Allison in the chair, this sounded like the start of something interesting.

Tony Bugbird called us to order, and after a short introduction of personalities a length of nostalgic film of the 1933 Ulster TT was shown, finishing with a large slice of Italian from the winner, Nuvolari, and a weary but satisfied smile from Alec Hounslow.

Mike Allison then got Jacko and Alec to tell us of the cars, the drivers, the practice and the Race itself, It appears that Kimber called Jacko on the Monday before the race to tell him to prepare a car for Nuvolari by Wednesday. Jacko replied that it was impossible to which Kimber replied "not impossible, just more difficult". Needless to say that Jacko found a car, which he thought may have been Whitney Straight's. This car K3 had already done quite a lot of service, so it was decided to do a top and bottom overhaul in the short time available. The sump was dropped "to see if everything was there", and the top end set up. Even the brakes weren't relined as it was felt that the existing linings were well bedded in.

At Newtonards they met up with Nuvolari, To Kimber this was a tremendous feather in his cap as "Nuvolari had no need to go outside Italy to earn his living", but together with some financial aid from the RAC, he was persuaded to come. The RAC considered it a worthwhile project to instill some continental blood into the British racing scene. Nuvolari spoke no English and Alec Hounslow no Italian, so Hugh McConnell was roped in

as interpreter. Nuvolari was one of racing “gentlemen” fraternity who lived from the sport, and consequently took it extremely seriously, so much so that Alec Hounslow felt “we have got one of these, have we?”

Tazio had to be driven, with his wife, to the circuit every day from the hotel. He was shown the K3, and MaConnell explained the operation of the pre-selector gearbox, The first thing that was objected to was the sprung steering wheel, so a stiffer one was mad up with bent rod and insulating tape. Also he was not happy with the seat, and that had to be changed, so that he could drive with arms and legs outstretched; this entailed some amateurish chopping of wood and packing to within 1/8” of the required height and rake. It was finally all bolted up with 3” bolts.

Soon they set off for their first practice lap, which turned out to be “full of fun and games”; the first corner resulting in a series of spins, followed by a further attack at the next bend, while at the third corner a new variation came in – the escape road had to be resorted to! They returned to the pits and Alec was so frightened by this that he said to Kimber “if this is your Continental driver, I want to go back home”. So MaConnell had to go over the procedure for the pre-selector gearbox again; Nuvolari had been using the clutch but not preselecting the gears. Hounslow had been thumping him on the back to try to try and get him to select the gears. In the next few laps Hounslow did a good proportion of the gear selecting; after Nuvolari had told him (through Mac) what gear he wanted for each corner. After that the practice became a bit more orthodox, apart from the way Nuvolari used the controlled drift to negotiate corners, which was then an unknown technique in racing, During this first practice, a brand new set of racing tyres were scrubbed through to the canvas! It was pointed out to Nuvolari that they couldn’t afford the time in the race itself, to change tyres and wheels so often; to which Tazio replied that they weren’t to worry.

Great efforts had been put into practising the pit stops; a system of one-way traffic round the car was evolved to prevent collisions. A lot of this practice was done with empty 5 gallon churns “which proved to be a lot heavier when full”! Quick-lift jacks were used and positioned at just the right place at the pit counter, the car having to stop exactly at a marker board, at which Nuvolari was very good. Nuvolari’s task was to do the petrol and water and wiped the screen, while Hounslow did the wheels and water, although Nuvolari liked to go round with the wheel hammer and check the hub caps “although once he tapped three the correct way and the fourth the wrong way”

The night before the race there was the possibility of some political disturbances, so Hounslow sat up all night with a loaded Irish revolver, and the police checked in every hour. “I don’t know what I should have done if someone had come in – most likely shot myself,” said Alec.

Beside the Nuvolari K3, there were many other MGs entered, the favourite being Hugh Hamilton, with his J4, who had another Irishman as a mechanic; their pitwork wasn’t quite as slick as that of the Nuvolari team, but the handicapping system favoured the smaller cars.

In the race the K3 went off after the Midgets and it was lapping very consistently, every lap seeing the same line being taken through the corners. The only signal used between the driver and mechanic was a pat on the shoulder when a car was coming up to overtake. “We only used this twice, when the two Alfas went by, but not long after we went past them when they were tiring”. They came upon Eddie Hall in the Bentley and nipped inside him on one corner so that their front wheel was between Eddie Hall’s front and rear wheels, but without touching. This put Eddie Hall off and he left the road “that was one b.....er less to worry about,” said Hounslow. Towards the end, when Nuvolari was piling on the coals to catch up Hamilton, they came into a corner in a full bloodied slide, going right across the road towards a 6” kerb. They missed it by a

fraction, and Nuvolari looked across at Alec and gave a look of mild surprise, but Alec just burst out laughing.

Their pit stop at one stage was enlivened by Nuvolari setting off rather smartish, only to produce a lot of clutch slip and smoke. Straight away he threw both hands up in the air, palms forward, which was somewhat concerting, but was his way of saying that something had gone wrong. However Hounslow got him to lift his foot and “the clutch bit once more and we were back to normal”.

During the race Lady MacDonald who was watching with her husband and the Prime Minister, noticed Freddie Dixon’s unorthodox signals to his pit – consisting of raising his hand with two fingers showing. When she asked a local press man what it meant, he replied “I think it means he’s running second”

The maximum engine speed they used during the race was 6800rpm, and along the main straight the K3 was doing about 125mph.



A telegraph pole was used as a sight line at one point, the car being kept right over into the side, and just skimming past the pole, although Hounslow said that the rear hub just grazed it. This showed to what precision Nuvolari drove.

As the final stages of the race were being run, Hamilton came in for a pit stop that took a minute longer than it should and the K3 shot past. But coming down the pit straight on the penultimate lap the engine cut out at about 120mph, whereupon Nuvolari again threw his hands up in the air. "I have never switched a reserve fuel pump on so quick in all my life" said Hounslow.

So the K3 won just ahead of Hamilton's J4. "We didn't mind who won as long as it was an MG" Jacko said. They had to refuel before they could do their complimentary lap, and receive the champagne and laurels; all of which accounts for Hounslow's weary smile on the film, although in the closing stage Nuvolari got him to slide down in the cockpit as much as possible,

Celebrations that night were only a drink or two at a café "we couldn't afford anything else" Although both of them had a certain twinkle that suggested that that wasn't quite all!

This then brought us to then to the end of the race description, after which various questions were put to the duo. A film was then shown of the course as it exist today, taken by an Ulster club member, during which Hounslow tried to pick out the various landmarks, including the famous butchers shop that they almost paid a non-purchasing visit to during practice!

Both gentlemen seemed very surprised that there was so much interest in what they were up to so many years ago, and although a lot of things are forgotten, there were various anecdotes that served to give an atmosphere of those days. One night when the mechanics were fed up with working round the clock yet again, it was decided to take three cars from the production test line, and proceed to have a dust up around the

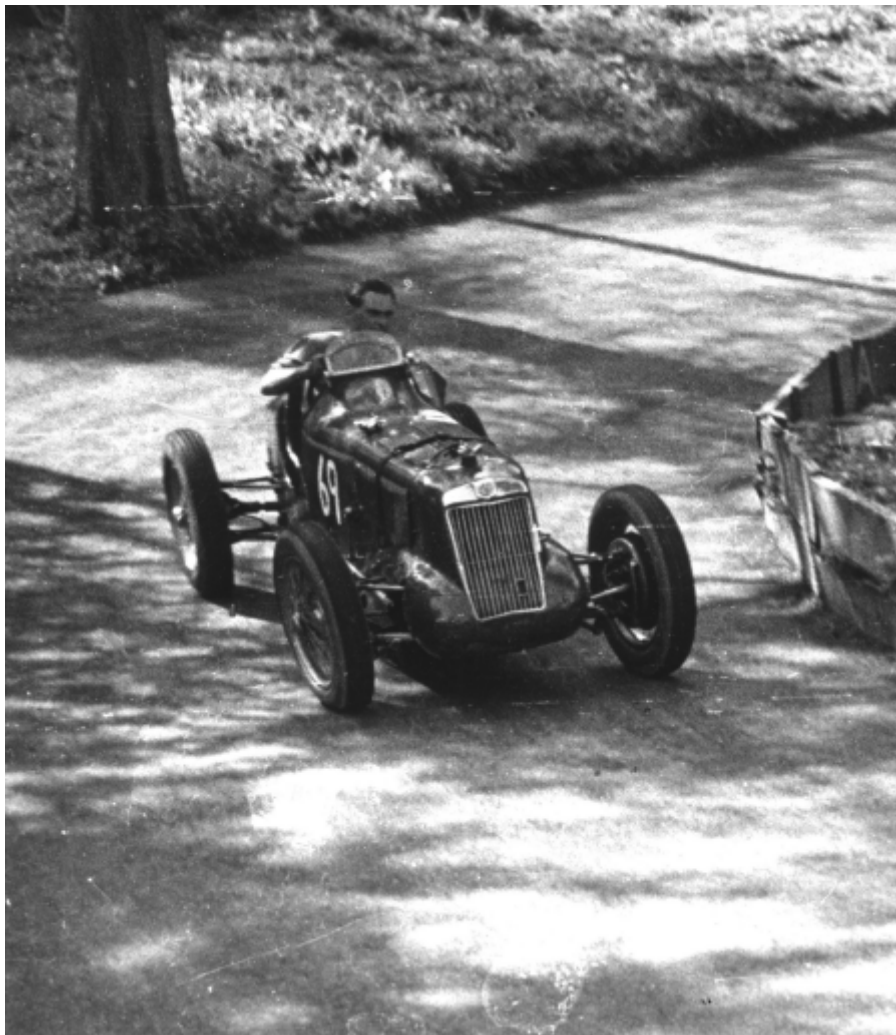
stanchions of the factory! Having worked off their emotions the cars were neatly put back in line, and as they were walking away, the voice of Cecil Kimber said "that was a grand show lads, now lets get back to work"! He was often up all night with them, and would sometimes run them home, as mechanics couldn't afford cars. During the night workings they needed to go 'over the road' for half an hour's break, "but we found that the lads were getting drunk in that half an hour, so we had to cut it down to a quarter of an hour" said Jacko. Every mechanic was assigned to a car, and would do his own slight modifications to it, so that his car might be the one to come first.

Hounslow recalls Kimber as a tremendous slave-driver, "he never knew the meaning of NO", but he was well respected by everyone. He didn't drive very well himself, and always left his travelling to the last minute. Very rarely did he get passengers!

Jacko told us that when he was designing the 1934 K3 body, he was very much influenced by the Alfa Romeos, and to save putting the petrol tank inside the body, he made the petrol tank form part of the body. During some of the busy weeks, mechanics were putting in over 100 working hours. Jacko's pay at that time was one shilling an hour, while Hounslow was on 9 pence, which is why Kimber didn't let Jacko go as Nuvolari's riding mechanic, although everyone was after the hot seat.

By the end of the evening everyone felt transported back to the era of the MG racing years, and almost felt the flavour of those days, when things were quite a lot different to what they are today, and the deeds of this gallant band of Kimber's was about the only shot in the arm for the British sport and racing image.

The panel were warmly thanked by Mike Ellman-Brown, and then some people further picked their brains whilst others retired for more high octane fuel, and with even more determination to 'Maintain the Breed'.



**Hugh Hamilton takes the R-type through the Esses  
at Prescott in May 1947  
(from the Oliver Richardson Collection)**

## **Travels down under - with an MG Flavour With the Editor**

Our first port of call was Perth to meet up with our old K3003, which is now owned by Peter Briggs, an Aussie entrepreneur, who owns the York Motor Museum just inland from Perth. He kindly invited us to his house on Ocean Beach, just north-west of Perth. He has a purpose built house with a large garage underneath where we saw 10 of his favourite cars, including the historic 3-litre Bentley that won the 1924 Le Mans race outright.

The K3 was ready for us and it was nice to see the old beast again after 30 years. It had had a body off refurbishment and certain items had been altered. Unfortunately it had lived in the overflow museum in Freemantle, which was an old dockside warehouse, and as a result of this, the sea air had attacked the painted dashboard, which was now peeling, and many other fittings were showing signs of corrosion. However on firing up this was all forgotten, and as I eased out into the traffic, frantically trying to remember the pre-selector gearbox requirements, the sounds and smells of the car were all as I remembered, and despite a misfire at 5500rpm it pulled as well as ever.

As well as the K3 he has the ex-Eyston NE (NA0520) and a J3 (J3770) previously owned by Terry Holden. This car gained a Coupe des Glaciers in the 1933 Alpine Trial, for which it was fitted with a double spare wheel carrier, and a double radiator header tank.

Many of the cars in Peter's collection had been rebuilt or overhauled by John Hunting, who lived not far away. So after a call from Peter to confirm he was in and could see us, we headed north to Duncraig. We found John in his workshop alongside his house, where he was fitting valences to a cycle winged N-type. John had a modern Mazda supercharger on the bench, and showed us what a compact unit it is; he has been



fitting these units to many MGs who are not too worried about looking original.



The walls of the workshop were lined with shelves with all sorts of mouth-watering goodies, such as a C-type ENV cross shaft gearbox.

After a while John asked if we would like to see his own cars, which were in another garage on the other side of the house. This revealed a lovely K3 replica, a blown L2, and a beautiful NE replica, which he proceeded to get out so that we could go for a run. The engine on this car was 1400cc and he had fitted a discreet side-mounted blower, so you can imagine how well this went. The workmanship on his cars was beautifully done, and I now want an NE!

We then flew to Ayres Rocks to do the "Red Centre" (so called because the soil is a very red-brown), the rock itself, the Olgas and Kings Canyon. The morning of our visit to the Rock there was a terrific thunderstorm with heavy rain and lightning, so that when we arrived at the rock there were waterfalls cascading down the sides of the rock, which hadn't occurred for years. The temperature was 10 degrees cooler than normal which is generally a stifling 42-45 degrees, so we didn't suffer.

We then flew to Cairns and bussed up to Port Douglas for the Greta Barrier Reef experienced. Here we had thunderstorms every night, and had our evening meal in the open-sided restaurant, with

the water poring off the roof only a few feet away. It is not often one can have an al fresco meal in the middle of a thunderstorm!

We then flew down to Sydney and checked into the 100-year old Harbour Rocks Hotel, which was converted from the original warehouse. On arrival late in the evening, we drew back the curtains to check the view, only for it to be completely filled with Cunard's cruise ship the "Queen Victoria". It towered over the Opera House and virtually filled the west side of the Sydney Cove. We went to a concert at the Opera House, which cost a staggering A\$100Million on completion, compared to the original budget estimate of A\$10Million. It only got completed when the New South Wales government instigated a Lottery.

We didn't climb up the Harbour Bridge (atA\$100). This iconic bridge was built by Dorman Long, who shipped out most of the materials from Middlesborough, after which a specially created factory in Sydney fabricated the material into sub-assemblies. These were then lifted into position off barges by 10 ton capacity cranes positioned on the ends of the two cantilevered halves. As no obstructions could be allowed in the harbour, the arch had to be built out from both sides, with the top boom temporarily tied back with huge cables into anchor blocks, until the arch could be closed. We picked up our hire car for the rest of the holiday; this was an automatic Toyota RAV4, not very sporting but did the job.

From Sydney we went to stay with Malcolm Robertson in Canberra. He is the co-editor of the Australian pre-war MG Register's newsletter. We borrowed his SA saloon for a trip into the country, and admired his ZA Magnette and two ZTTs. He kindly arranged a barbecue beside the artificial lake in central Canberra, where we met some of the locals, including Brian Oxley, who came in his lovely J2 and also Harry Hickling, who is restoring an ND, when he is not doing the Peking to Paris rally in his SA saloon. Harry and his wife Kathy are doing it all over again later this year in the same car. If you get a chance to read the book of their last rally "To Finish is to Win" I heartily recommend it as a terrific read.

The following day we called in to see Brian Oxley, Malcolm Robertson's co-editor, and his partially complete F1 restoration. He is even retaining the engine side plates that Kimber put on to hide the fact that it was a Wolseley unit – and which usually cause the engine to overheat (which is why they were thrown away early on). He has

reproduced the correct mounting position for the starter button on the back of the tool box (not the bulkhead)



### **Brian Oxley's F1 under restoration**

From there we drove south to the Snowy Mountains and into Victoria, where we stayed with George Morgan, and his enthusiastic wife, Marguerite, who navigated for me in the C-type in that very wet 2007 Triple-M rally to Waddesdon Manor. She has been trying to get a C-type ever since!

George has a very nice 2-seater F-type, with an N-type engine, which is currently having a serious engine overhaul, after breaking its crankshaft. The front end has a J2 front end grafted on, probably following an accident.



George has now bought the J2 from which the front end was pinched, in an effort to get the chassis number dilemma resolved. He has also just bought a J2 Bitsa in boxes, which was strewn over his garage/hanger floor, and I spent some time going through the bits to see what was J-type, and what was not, as there were some P-type bits in the boxes



### **George Morgan J2 collection of bits**

George is also seriously into Aeroplanes, and has designed and currently builds a workhorse plane, called the Airvan; he showed us round the large factory where these are made, employing over 80 people, and he kindly took us up in one for get a feel of it. I counted 9 planes in the process of being built, quite an undertaking.

He also has at least two light planes, which he is hoping to restore sometime, at home in his hanger/garage. George is a great bundle of energy and has so many projects on the go, but little free time to pursue them. While we were there one of his engineers had been caught in the Chilean earthquake, and the local radio station had George on air to explain what was happening. A few years ago, their house had nearly been consumed by one of the fierce forest fires, that they have been having in Australia. It came

roaring across the field, and it was only that they had installed a full sprinkler system round the veranda, and had two mobile water bowzers to spray the house, that they managed to save the day.

He kindly lent us his TD when we went to see an abandoned gold mine at Walhalla, where they had chiselled out the rock, progressing just 3 feet in a WEEK! And this in an unventilated tunnel with just a candle for illumination.

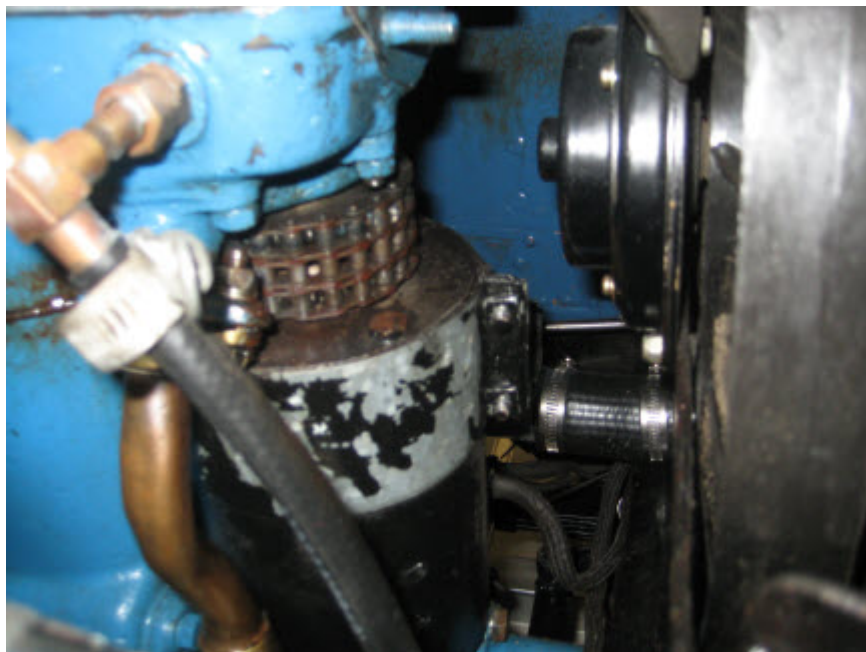
We then met up with Ed Taylor and Neil Cooke at a hillbilly pub in Noojee, which was little more than a timber barn but with the walls and ceiling “decorated” with old artefacts such as a logger’s two-handed chin saw, old harnesses.

On the way back to Melbourne, where we were to stay with Ed and his wife Lesley, I got to drive his J3 and Rosemary got to drive Neil’s TF. The J3 was very similar to our C-type in terms of power and road holding, but I had trouble with the pedals being close together – or maybe my shoes were to big! Once at Ed’s we explored his 3-car garage, where he is restoring an N-type, currently doing the timber framing himself.



We went with Ed to Historic and Vintage Restorations in Melbourne, where we met up with Harry Hickling, and his ND that they were restoring for him, and we went through a lot of the details that they were unsure of. The chassis had been finished and the body was now getting attention.

We also met John Gillett, who has recently acquired the ex-Bira K3030, and was having it tuned on their rolling road prior to his taking part in the Phillip Island racing the following weekend. This car was beautifully original, with the original paint and the hand painted White Mouse logo on the side. Unfortunately he has had to reupholster the seats, as they were too far gone, despite the previous owner putting new leather over the original. It really sounded very healthy, and had that lovely patina of old age, which is so often spoiled by people fully restoring historic cars.



**The unusual chain vertical drive connection on K3030**

The workshop was full of exciting machinery including a streamlined 1939 6C Alfa Romeo, an 30/98 Vauxhall, and two B20 Lancias. There were other MGs there too, including a K3 replica under construction, an L1 and a P-type together with some T-types. Nothing was impossible here; they had even made Harry Hickling a brand new front axle for the ND, as it had been fitted with a Wolseley unit, which is fitted under the springs.

We then went to Ray Skews garage where there were more modern MG being worked on. Most of the MGs in Victoria seem to be kept going by these two very competent set ups. I wish we had a few more like them in the UK.



**Ray Skews with the Bira K3 in his workshop**

We went to John Gillett's house to collect his L1 that he was kindly lending us for the next day's "Maintaining the Breed" rally. We also saw his very nice N-type, before settling down to a light lunch in the garden. This didn't last long as it clouded over and

started to rain, which soon turned into a tropical hailstorm with hailstones the size of marbles! The hail was so severe that the tented roof over Melbourne's Southern Cross railway station collapsed under the shear weight of the hail. They say that you get four seasons in one day in Melbourne, and I can believe it!

We set off in the L1, which has had the engine beautifully put together, so that it pulls like a train from very low revs and has a huge amount of torque. We had to tighten up the rear shockers as the axle was hitting the chassis on minor bumps.

The next day's rally started at the headquarters of the MG Car Club of Victoria, and we followed Ed in his J3 to the Chandon Vineyard, which was seething with MGs, mainly T-types as it was organised by the T-type Register. As well as our two cars, there was the J2 of Graeme Jackson, and Walton Magilton's Aspinall-bodied N-type, while John Gillett turned up later in his N-type. We had a lovely barbecue lunch with wine, and then the prizes were handed out, with us winning one of the raffle prizes. Ed Taylor then got all the Triple-M people together and presented us with their car club badge and the poster from the recent Beechworth rally, which was much appreciated.



**The Triple-Ms from Victoria with the Editor and Rosemary lined up behind Walter Magilton's Aspinall N-type**



Later that day we went to see Walter Magilton's house in the middle of the forest Here we saw his Montlhery J3, which Eyston (with Denly and Wisdom) used to break three class H International 24 hour records at 70.61mph, in December 1932. This was at the same record breaking session that EX 127 was the first 750cc car to exceed 120mph. At the end of this session the two cars had taken all the Class H records. This car also took part in the 1933 Le Mans race, but did not finish, after covering 123 laps and 1033 miles.

We also called in at Tony Sloan's place to see his two PAs that were both imported without bodies, and have the chassis stamping on the nearside knuckle. Tony has unearthed many historical titbits.

Having returned the L1 to John Gillett, this was the end of our MG contacts, as we set off along the Great Ocean Road, which had been cut out of the cliffs by soldiers returning from the First World War. It is a most spectacular journey. In places the limestone cliffs are being eroded away by 20cms a year, and at Port Campbell the road has had to turn inland as the sea has eroded great caves under the road, making it unstable.

We would like to thank all the Australian MG people who looked after us and made our visit so memorable.

**MIDGET** **MAGNETTE** **MAGNA**

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## YOUR LETTERS

### From Mike Allison

Hi Phil,

Hope you enjoyed your trip to OZ!

I have just read David's piece in the January Bulletin, which I have to say I didn't know he was doing! It brought all sorts of memories flooding back! How many can remember when there was no ramp for the pits at Silverstone, and when the timekeepers were housed in an old bus... blimey! I must be old! As it happens I am writing up a little book about the NA's history (largely for the family, but we may put it into limited publication) and would welcome any help or photographs from those very early days... pre-1975. My records are scant/non-existent. Already Colin Butchers, Ian Davison and Mike Linward have produced long forgotten snippets.

I can be contacted through E-mail for preference, [mgmikeallison@aol.com](mailto:mgmikeallison@aol.com). But old-fashioned snail mail is nearly as good, but soooo expensive now!

Many thanks,

### From Keith Portsmore

Dear Philip,

Just prior to Christmas I had the misfortune to be incarcerated in Yeovil Hospital for a week. Whilst there Alan Grassam lent me a pile of old motoring magazines from the 70s and early 80s, which I found very interesting.

I found a Barry Walker advert (Sporting Cars, December 1981) for K2022. I seem to remember this car, and it was good to be reminded of it. I contacted our Registrar Bob Clare who advises a follows:-

This chassis was not part of the K-type production run, and was purchased ex-factory by Dr Hugh Jenkins just prior to WW2 and he started to construct an Airline body on it. It wasn't finished until the early 50's. Pete Thelander bought it in 1987, and sold it to Ron Gammons in 1984.

It is not certain whether the body is a proper ash framed body or a metal space frame. Looking at the photo it doesn't seem to look quite right, so it could well be a metal space frame. It has subsequently been given the K2022 number to give it authenticity.

As you all know, I like my Airlines, and the concept of this car is exiting. Constructed properly this could be a fantastic car! Perhaps one day we will be able to see it again.

I thought I would be nice to remind everybody of its existence. Happy MMM motoring in 2010



**K2022 with 'Airline' body**

**From Mike Allison** (in response to Terry Andrew's letter in the last bulletin)

Hi Terry,

I have just seen your "letter" in the Bulletin, and would like to take you to task regarding sun-roofs on saloon MGs.

There are a pain, but they can be at least as effective as a soft top in keeping the occupants dry. I personally have restored three saloons within the past few years, and they all work tolerably well: not as effective as a modern one, but they got better.

The M-type Sportsman's Coupe is the earliest I have done, and that is OK: I took it to Windsor last year and it didn't leak at all. Roger Burnett told me that it can leak in a very heavy shower, but not too badly.

The K saloon I did a few years ago worked in water test, but the owner seems not to have completed the car yet, and it hasn't appeared. Both these cars were relatively simple to do... the M-type had been sealed over, and although the mechanism was in place, I had to make the top using photos for reference.

The VA I did was good: a complete pain to do, but it worked very well.

Both the early cars (I presume the L Continental is the same) have a roof which pulls forward on parallel rails, and then is pulled down to fix it in place against a rubber seal, which ought to be a simple enough job for any bush mechanic... let alone one who is supposed to be an expert on his subject. All the early cars had perspex windows in the top, and in the case of those I did, I sealed that part with silicone rubber, which will be more effective than the old pre-war rubber-based sealants.

The VA, and therefore also, I presume the S and W models, have a very sophisticated lid which slides back, and down at the same time so that it is concealed when open. Getting it to work was not easy, but I think I could help people who want to make it work. The biggest difficulty with this one was freeing of the

locking mechanism, but loads of diesel-oil mixture did this after a period.

The real secret to keeping them dry is in keeping the water drains from the area around the moving lid clear, which is something you can use pipe-cleaners for, although these are getting difficult to find nowadays! There are four on all the saloon MG's I have worked on.

Covering over the hole is similar reasoning to those who fitted Ford engines to the cars in the fifties! Restoration is about getting the car as it was when new!

All the best,

## **From John Rogers**

Dear Philip

I may not have owned my L2 for 50 years, like some of the club members, but I have had my car since December 1967, which make 423 years of ownership. I bought the car from a MR J Whitwoth of Greenford. Unfortunately I do not know who owned the car before then. The first expense was getting the car home; because the engine was defunct, the car had to be towed home for £1.

During the early years of ownership, I did a lot of work on the car, which cost a "bob or two". I have kept many of the receipts from this period, which makes very interesting reading compared with the prices being charged today.

When I started to check the car out, I soon generated a long list of items, which had to be replaced, repaired and obtained.

The first thing I noticed was that although the front and back axles were parallel, the rear wheels were displaced to the left by 1<sup>1</sup>/<sub>2</sub>", as if the rear end had been in an accident. The chassis was realigned by Dorking Motor Co for £5 8s 0d. While the chassis was being straightened, the rear springs were sent

away for re-tempering by West London Repair Co at a cost of £5 15s 0d.

I then turned my attention to the engine, sending the block to Sutton Rebores Service Ltd for them to work their magic, at a cost of £24 10s 0d for 6 new liners honed to size. Mike Dowley was doing his best to keep triple-M cars on the road, and supplied a set of inlet and exhaust valves with guides for £17 0s 0d. The most expensive item was the work done to the bottom end by Hamilton Precision Engineering at Bexhill, involving a complete overhaul of the bearings and journals for £57 8s 0d. The rev counter was sent off to Smiths Industries who overhauled it for £5 8s 0d. Wimbledon Tyre co supplied two 450x19" tyres for £10 8s 4d. I wonder how many of these firms still exist?

This is just a small sample of what was spent trying to get the old lady back on the road. As you can imagine, in the end I had to spend a great deal more, and it took a lot longer than I bargained for, but any Triple-M member who has rebuilt a car will already know this!

I thought at the time rebuilding the car was expensive, but nowadays it is even more expensive, but at least the cars can be kept on the road.

Regards

## **From Mike Hawke**

Dear Phil

I would refer to the esteemed publication, The Triple-M Register Bulletin, wherein David Allison in "Fings ain't wot they used to be" credits me with attending the meeting at the Sports Car Club which started the Register.

I can make no such claim to fame. At the time I was living in the Boondocks, and all attending lived a good deal closer to London. Mel Jones lived in Sloane Square (was ha an original Sloane Ranger?). Mike Allison lived in Berkshire, while the third

Mike to form the Register was Mike Harris, who owned a PB with "Porthos" body, and lived in darkest Sidcup. Irving Bramson from Enfield completed the Triple-M attendees, and Gordon Cobban, the Secretary of the South East Centre conducted the meeting.

It is a credit to Mr Brunel's Great Western Railway, and the speed of the postal service 50 years ago, that both Steve Dear and I got our Triple-M registration forms back to Mike Allison before anyone else, and thus became Nos 2 and 3 on the Register.

Nice to see our REAL J2 on the front cover.

Yours sincerely

## TIPS AND HINTS

At last a source of replacement brake cable rubbers has been found. These are a single length (not the twin rubbers that we get with new cables), and are a clutch cable boot from a Harley Davison, ref AMTI 38630-88. The diameter is only slightly different to the original, but will look much more original than the double rubbers.

Having bought a M-type 12/12 4-branch exhaust manifold from a well-known Triple-M outfit at Silverstone last year, I went to match up the ports, and found them to be totally different, so much so that I have had to cut off the flange, and get a new flange made up, which matches with the ports on the head. The inlet opening was 10mm wider than the port of the head so effectively creating a baffle to the incoming gases. So if you are going to buy one of these expensive items, make sure you check the manifold flange apertures line up with those on your head. If not send it back.

**Martin White** suggests the following procedure for home painting of silver wheels. First prime with a grey primer, and then spray with Hammerite's smooth silver. This looks lovely

until it dries, and the paint sinks. So when fully dry spray with a clear lacquer spray for metallic paint. Make sure you do this on a hot day, and use a hairdryer to accelerate the drying; if you do not dry it quickly the lacquer will react with the silver. Do a trial piece first. When you get it right it looks just like the finish on new wheels.

Also Martin recommends Sikaflex 221 sealant. It is a polyurethane sealer, and he has used it to repair rubber covers on Austin running boards. It can also be moulded, using a damp rag to fill in where bits have gone missing. Also he has used it to repair the bushes in shock absorber links, as it sets like rubber. It could probably be used to make “rubber” mouldings using a mould.

Another tip from Martin is a cheap way to restore J2 spare wheel carriers. These were originally painted, only the centre octagon and its two supports being chromed. Rather than buy an expensive new spare wheel carrier, why not repair the original. Get some very thin stainless steel sheet and clench it around the parts that should be chromed; the dome on the octagon can be beaten out by holding the sheet over the end of a piece of tube and hammering into the hollow. The three rivets can either be removed and replaced to hold the octagonal cover, or else beat three dimples in the stainless steel cover to go over them.

**Ewan Harris** reminds us that “All lip seals are accurate, but some are more accurate than others. It is sensible to ensure that individual seals are a good fit; if you are not sure try another supplier”

**Ed Taylor** has made up simple lateral stays for the top steering column mounting to give more support to the steering column, which feels so much better on his J3 I drove in Australia





## WANTED

**Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hartley Wintney, Hants. RG27 8NA. Tel 01189 326346)** urgently needs the centre main bearing cheeses for his P-type restoration. Also the rear axle to spring support castings with caps, a handbrake cross shaft assembly with lever, and a pair of 2-seater rear wing stays.

He also needs a P-type radiator shell, for which he can barter (or sell) an N-type windscreen frame, with glass.

**Martin White (71 Deepfield Road, Bracknell Berks, RG12 2NG Tel. 01344 424258)** needs a pair of F1 (or D-type) doors for rebuild or pattern. Also a pair of original P-type running boards, even if in poor but repairable condition. For a J2 he

needs a water manifold, even if some repairs are needed, also a data plate for the rocker box.

**Paul Jarrold** (e-mail [pjarrold@btinternet.com](mailto:pjarrold@btinternet.com) Tel. **01308 485737**) is hoping someone can help by selling him a copy of Malcolm Green's book "MG Road Cars Volume One – The 4-Cylinder Cars".

## FOR SALE

**James Miers (65 Ottways Lane, Ashted, Surrey, KT21 2PS. Tel. 0207 228 7897/ 0777 942 387)** has for sale a MG J2 luggage rack; a J2 clutch plate (lined); rear D shaped lights; Matching pair of crankshaft dynamo drive bevel gear and bevel gear. In VGC. Offers.

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

100mph Smiths npn-chronometric speedo with mileage and trip numbers in peepholes; suit faster than average F1, £100.

Original style Klaxon horn as fitted to J2/F2 etc in working order, £75.

Pair of Lucas 140 headlamps, flat glass, brass rims, £100.

Set of four J/F/L bonnet catches, £40

K3 Profile Publications booklet, £10

**Jay Hall (Salisbury 01722 417637)** has for sale:-

J1 Type PN Speedo.

MG Magna 12/70 Valve Springs New (12 inner and 6 only outer) Tranco 8636

Clutch Pit Inspection Cover (Ali MG badged)

M-Type Orginal Rad. stoneguard (restorable)

Morris 10/4 Series III Rear Axle casing plus 1 backplate & drum (Same as MGTA? maybe wider) takes as 7½" p.c.d diff unit.

For Sale or Loan - Complete set of wood sections including ply panels for J2/L2 body, part numbered with key drawing. Set of tin/ali panels, some wood members in duplicate. Build your own body to accurate patterns?

Two 350x19 Remould tyres unused but suitable only for slave use (or M Type spare?).

**Ian Kinnear (Woodview Cottage, Great Gate, Near Hollington, Tean, Staffordshire ST10 4HE. Home: 01889 507054 Mobile: 07775 906843. e-mail: [i.kinnear@btopenworld.com](mailto:i.kinnear@btopenworld.com))** has the following L-type parts for sale:-

2 fully refurbished K/L type 11/8" SU carbs and manifold. £400

Crankshaft for K/L type 1100cc £250

5 standard pistons/Conn rods for K/L/N/P types - £50 each or £200 the lot

Camshaft for K/L type £100

**Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hartley Wintney, Hants. RG27 8NA. Tel 01189 326346)** has made up thirty new handles for sump dipsticks for K,L,P,N-types. They are made of HE30 aluminium, with the MG motif etched by spark erosion. They have been made with those owners in mind who have manky or broken Mazak handles, reusing the original calibrated rod. This will need to be broken away from the old handle, and is then threaded and inserted into a threaded hole in the new handle. 20 handles have been made 3<sup>3</sup>/<sub>8</sub>" long to suit the K/N/P-types, and 10 handles are 1<sup>3</sup>/<sub>8</sub>" long to suit the L-type. The costs are £62 each for the K/N/P-type ones and £56 for the L-type ones; postage and

packing included in these prices. They are very crisp as can be seen from the photo below.



**Ewan Harris (16 Fulda Crescent, Crediton, Devon, EX17 3DL. Tel. 01363 775672)** still has two new 8" brake drums at £149 each, specially made by Typecast.

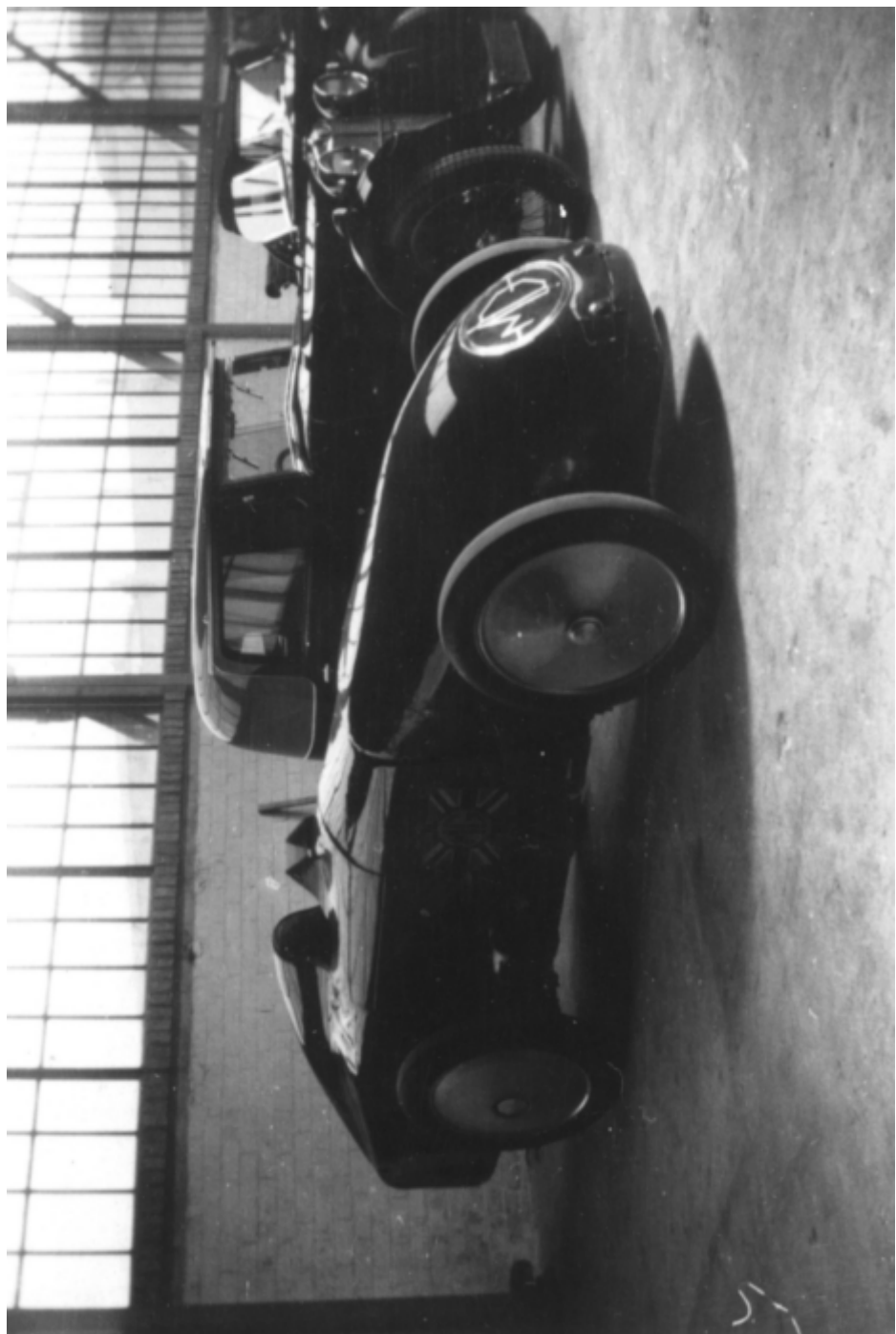
Also an N-type halfshaft for £12.

He can still make up the transistor ignition units as mentioned in a previous Bulletin for £28.50 incl P&P

## **CARS WANTED**

**Jonathan Wood (Clockhouse Workshop, Finchingfield Road, Little Sampford, Saffron Walden, Essex, CB10 2QN. Tel. 01799 586888 or email [info@jonathan-wood.co.uk](mailto:info@jonathan-wood.co.uk))** is looking for an M-Type, preferably with all matching numbers and original coachwork. Any condition considered and top money paid for the right car. Also wanted is a genuine J3.

**Picture overleaf :- EX 127 lurks in the factory, with a rare D-type salonette behind (O. Richardson collection)**



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*Ed Taylor's J3 with the L1 lent to the Editor by John Gillett  
at the Chandon Vineyard rally*



*The ex-Bira K3030, now owned by John Gillett, after  
being tuned up for the Philip Island racing*



***The historic J3 that was driven for 24 hours at Montlhery in December 1932 to take three Class H records at 70.61mph; now owned by Walter Magilton***



***The Ex-Eyston NE (NA0520), now owned by Peter Briggs in Western Australia, and part of his York Motor museum collection***