

# **TRIPLE-M REGISTER BULLETIN**



**June 2010**





***Brooklands Open Day 2006. C-types celebrate their 75th Anniversary***

Photo: R. Chamberlain



***The Ex-Mike Harris (PB0504) before going to Canada, being fettled in the 1960s.***

# **TRIPLE-M REGISTER**

## **BULLETIN No. 55**

**June 2010**

Firstly I must apologise most sincerely for the late delivery of the last Bulletin. Following our return from Australia, I managed to get the Bulletin put to bed by the first week of April, but due to e-mails not arriving, and the printers taking 18 days to get the Bulletin printed, I am afraid it only got posted on the 1<sup>st</sup> May. I had always made a great effort to get the Bulletin out in the month on the cover, and this is the first time in 54 issues that it has not happened. Anyway I hope you enjoyed the content when it did arrive.

This issue we have got two articles of historic interest; one from Tim Jackson on a missing J3 and the other from Martin White on a lost Alpine L-type. I am always trying to get articles of historic interest, as I'm sure you all like to hear about the "Golden Days". So if any of you have been doing research on a car, please share the findings with the rest of the Register. Don't forget that any article over 2 pages gets a free Bulletin added to their subscription (two Bulletins if the article is especially long!). Also remember that you need to send any adverts for parts (or cars) for Sale or Wanted to me, the Editor at the address at the back. As we do not charge for these adverts, we ask that you let us have a contribution for the Tips and Hints section.

Our annual dinner at the new venue of Ship Hotel in Weybridge was a great success, with twice as many people coming, compared to last year. The new venue and the time of year obviously was popular, and it also meant the last year trophy winners got their rewards earlier than before. It was also good to see so many Triple-M cars in the car park; I counted 15 cars at one point. The run from Peter Green's, after the excellent buffet lunch, was well supported, and many people went to Brooklands the following day, to make the MG Day a success.

By the time you read this our big MG Silverstone event will have happened, and also the Triple-M Continental rally, which we hope to have reports of in the next Bulletin.

**Cover Photo:- Tony Margel's M-type under the Washington double-decker bridge in the 2006 New England Raid**

The Chairman's Summer Gathering is confirmed for 18<sup>th</sup> July and entry forms are enclosed with this Bulletin. It follows the successful format of previous years, with a Concours/Pride of Ownership, a barbecue lunch followed by a gymkhana in the afternoon, for those that want.

The annual Triple-M Black Horse Driving Tests will take place again this year on 1<sup>st</sup> August. This is a light-hearted day, starting with a picnic lunch (your own) followed by six tests around the poles, with navigators to tell you where to go! Contact Patrick Gardner for more details and entry forms (Tel 01372 452133).

The number of entries for the Flat Cap and Whippet weekend on 12-15<sup>th</sup> August has been so prolific that Terry Hartley has found a few more places at the critical dinners, although the overflow will be in an adjacent room. So if you are wanting to grab one of the last few places, ring Terry now on 0113 294 1329.

We hear that K3008, which surfaced recently in unrestored condition, has been bought by an UK enthusiast, and we hope to see it out and about soon.

Our Jarvis F-type sagas continue, despite thinking the bent forks were the problem. The clutch was not able to disengage, as the release fingers were so far forward (to get the correct 3/32" clearance) that they were fouling the clutch cover plate and not able to unstick the clutch. It appears that Dave Cooksey had the same trouble, and even went to the trouble to make up 3mm shorter clutch release sleeves. One of these is now fitted to our clutch, and it is noticeable that the release fingers, are now much further back in the bell housing. Also by using an initial clearance of 1/16" at the ends of the fingers, and only backing off the adjuster screw ¼ of a turn (to give the clearance at the spring clips), we appear to have a clutch that is back in business – finger crossed!

The original diff ratio on the F-type was 9/43 (4.89:1); as these are not available any more, people use the 8/39 (4.875:1) crown wheel and pinion sets. However we were finding that the Barry Foster engine needed a higher gearing, and so have fitted a 9/40 (4.44:1) diff, and find that the car is transformed, pulling strongly in all gears even up hills which are mostly taken in top still. Our crown wheel and pinion set came from Graham Brown at Vintage and Classic Shock Absorbers.

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

Your Editor entered this event with Rosemary and her Allingham NA, to show the others makes that we were as competitive as they were. Out of 18 entries we were up against Rileys, Humbers, Alvis, Sunbeams and Austins.

The 24 questions handed out took quite a time to solve, so that we were away nearly 60 minutes later, only to find that we had missed four of the questions, which then had to be solved by the roadside. Once the questions had been solved, and the location identified, we then had to drive to the location, and identify which of the 24 photographs we were given was the one that related to the location, and then fill in the missing words that had been removed from the photograph.

The area was west of Midhurst in Sussex, almost as far as Winchester, so a lot of ground had to be covered; this is where the MG came into its own, being a lot quicker than Humbers and such. We were only marked on the 16 lowest scores, but having solved most of the clues, we visited 18 locations, and selected the highest 16 scores. The majority of the roads were B-roads, and as such had not been repaired from the damage caused by the earlier snow, so that there were some jarring moments, and at one place the road had broken up almost completely!

We were very careful to be back by the designated finish time of 3.30pm, as after that you lost a point for every minute late; we just made it with a few minutes to spare. Some people were nearly 30 minutes late, which did their scores no good. A buffet lunch was included during which the organisers did the marking.

When the results were announced the Rileys had come in 2<sup>nd</sup> 3<sup>rd</sup> and 4<sup>th</sup>, but were beaten by our MG to first place. It was very close, as the 2<sup>nd</sup> place Riley had collected more points, but then lost 9 of them by being late, so we won by 208 points to 201.

Unfortunately we were the only MG entered, and Riley won the team prize. These events are great fun, being slightly more serious than a Treasure Hunt, so now that we are part of the Inter Register Club, we need more MGs to enter.

# VSCC Curborough 2010

By Mark Dolton

This time last year we were basking in an early summer, enjoying sun drenched weekends for most of our events. Its seems however that since the April Silverstone meeting summer has gone on Hold!!

Curborough miraculously remained dry but exceptionally cold. Leaving at 6am, I drove up through monsoon conditions and localised flooding; thankfully this had passed and Birmingham seemed to miss it all. The car however did not like the journey, and I must have had some sort of electrical issue bought about from the wet trailer ride. But after a few hours of drying out the fuel pump, we finally sparked reluctantly into life, just in time to sign on and join in the fun.



**Les Procter – Q Type Replica ( Photo David M Jones)**

Ian Baxter, Bellevue Special, took 3<sup>rd</sup> in class 7 on handicap, and the fastest MG Time of the Day, with 40.13. Mike Painter had a great 2<sup>nd</sup> place in the Kayne Special, in class 6 with 40.5. Curborough continued to run its amalgamated class structure, making it nearly impossible for the MGs to be competitive in classes 1 and 3, with nearly 20 secs separating the fastest and slowest times. Regardless

we had our own usual little battles, and enjoyed the challenging short course as ever!

In class one Roger Glister kept the M-type ahead of a battling Andrew Harrington in the J2, and Les Procter's Q-Type replica was once again too quick for the chasing PBs in class 3. Despite the cold it was another terrific day, some wonderful cars on show including Mark Walkers 1905 Darracq 200HP, managing an exceptional 41.71secs, a record at Curborough. James Baxter once again went on to take FTD in the Fraser Nash, with a 37.25 winning run.



**Andrew Harrington – J2 ( Photo David M Jones)**

### **Triple-M results**

40.13secs	Ian Baxter	Bellevue Special	3 <sup>rd</sup> Handicap Class 7
40.5 sec s	Mike Painter	Kayne Special	2 <sup>nd</sup> Class 6
48.41 secs	Les Procter	Q Type Replica	12 <sup>th</sup> Class 3
49.08 secs	Mark Dolton	MG PB	13 <sup>th</sup> Class 3
56.43 secs	Jeanne Temple	MG PB	16 <sup>th</sup> Class 3
57.93 secs	Roger Glister	MG M-Type	13 <sup>th</sup> Class 1
60.15 secs	Andrew Harrington	MG J2	14 <sup>th</sup> Class 1

## **MGCC Kimber Classic Trial – 17<sup>th</sup> April**

by Mike Linward

There was drama on the Kimber Classic Trial even before the event had started. Reports were coming in to the Sherborne Hotel that Nick Bengers's J2 had suffered an under bonnet petrol fire on the way to the hotel, and some serious repair work was necessary. As it turned out, the damage was small. A burnt area of side panel and bonnet top – body damage is never considered important enough to get proper trialists excited – and burnt HT cables and distributor cap, which were quickly replaced. Even the powder contents of the extinguisher were not considered important enough to remove, and in this decrepit state, Nick was able to start the trial.

There were nineteen cars in Class 2, the Pre-'39 class, not including 18/80s, which was an improvement on last year. John Bennett's Austin Grasshopper was a non-starter, and Henri de Jong and Albert Koolma, both in J2s, and Nigel Stroud in the M type were shown as non-finishers on the result sheet.

There was a particularly strong showing for M-types this year, including Alan Grassam's fine example. Alan was taking part in the event for the first time, as all his previous involvements in the Kimber had been as organiser.

The first two tests took place at Windmill Hill, and were in the form of a gentle slide down a hill, stopping astride a line and a PCT climb up the others side. Both tests caught out a number of competitors, nine in Class 2 alone, which was not a good start.

The rest of the course was classic trials stuff, but the ground was so hard and dry, through lack of rain, that it was difficult to make the climbs challenging enough.

Several 'stop and restarts' were included to spice things up, but even these failed to defeat the entrants. In the end it was the results of the special tests that finally decided the winner.

As always, it was Alham Splash which provided most of the excitement. The river is fed from an underground spring, so is less dependent on the immediately preceding rainfall. This year, the water level was considered higher than average, which caught out a number of people. Nick Bengers, Michael Legg and Alex Reid all came to a halt requiring marshals' assistance.



The biggest cheer was reserved for Alan Grassam when the M-type also stopped in the middle. Alan tried to assure us that in all the years he had crossed the Alham, in a variety of cars, he had never been stopped by it – until now. Competition brain fade, Alan, we've all suffered from it. Another competitor to have a senior moment in the water, was Patrick Gardner, who having successfully negotiated the stream, failed to stop at the finishing line.

Mike Linward took the wrong line across the water and entered a deep section and got the J2's back axle stranded on a rock, the rear wheels acting like paddles on a steamboat. Linward's years of steam boat experience instantly kicked in, and with deft use of forward and reverse gears, quickly got the J2 chuffing to the opposite bank, amid tumultuous applause from the assembled crowd. Just as well really as the J2 was rapidly filling with the Alham's cold spring water, and by the time the car successfully stopped across the finish line, the carpets were already floating four inches above the floor.

Ian MacKay was also classed as a failure at Alham Splash, but that was due to arriving after the 'hill' had closed. He was delayed by forty minutes having to replace the N-type's differential unit at the side of the road, shortly after the afternoon's start.

At the Gala Dinner in the Sherborne Hotel's Conference facility, where an exceptionally average meal was served, the provisional results were announced. Unfortunately the Kimber Trophy was awarded outside the Pre-'39 Class, but the Class 2 winner was George Ward in his unsupercharged PA. Ian Davison in the M-type was second, and Thijs de Groot in the J2 was third.

After the final results were confirmed, the organisers appeared to have introduced a new rule by not awarding a Team prize, on the basis that only one team had finished intact. To many people this seemed absurd but difficult to challenge as none of the team entries were identified, either on the entry list or the official results. Still, it saved the cost of an award, which is to be applauded in these harsh economic times.

### **Results:-**

<b>Name</b>	<b>Car</b>	<b>Total marks</b>	<b>Special Test time</b>	<b>Award</b>
Nigel Stroud	M-type	-	DNF	
Mike Dalby	M-type	18	140.74	
Alan Grassam	M-type	12	142.46	

Ian Davison	M-type	6	94.10	2 <sup>nd</sup> in Class
Patrick Gardner	J2	12	154.78	
John Haine	M-type	6	97.20	
Thijs de Groot	J2	6	95.72	3 <sup>rd</sup> in Class
Mike Linward	J2	6	148.87	
Henri de Jong	J2		DNF	
Albert Koolma	J2		DNF	
Nick Bengier	J2	6	177.74	
Ian Mackay	NA	13	138.46	
John Rolinson	Austin 7	6	118.24	
George Ward	PA	0	71.85	1st in Class
Michael Legg	PA	21	166.10	
Nigel Gibbons	PA	6	115.59	
Peter Hornby	Austin 7	6	114.24	
Alex Reid	PA	18	184.74	



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## Kimber Gymkhana –18<sup>th</sup> April

And so to the Sunday gymkhana driving tests at Rocke's Barn estate. This time the organisers had taken the trouble to inform everyone of the rules before hand, so most people managed to complete two rounds of the tests and put themselves in the running for an award.

There was a clever mix of speed and judgement tests on offer including one, which necessitated launching a helicopter with its time in the air forming part of the result. A test, one assumes, drawn up by someone with a military bent after many hours at the Otter.

Nick Benger put all his trials and tribulations of the previous day with the J2 to one side, and convincingly won the gymkhana with Mike Hawke second in the J2, and Ian MacKay third in the N-type. Another good weekend's events, let down to some extent by poor catering arrangements at both the Saturday lunch stop at Sparkford Inn, and the evening meal at the Sherborne Hotel. To their credit, the event organisers are aware of both problems and are taking steps to improve matters for 2011. Amen to that!

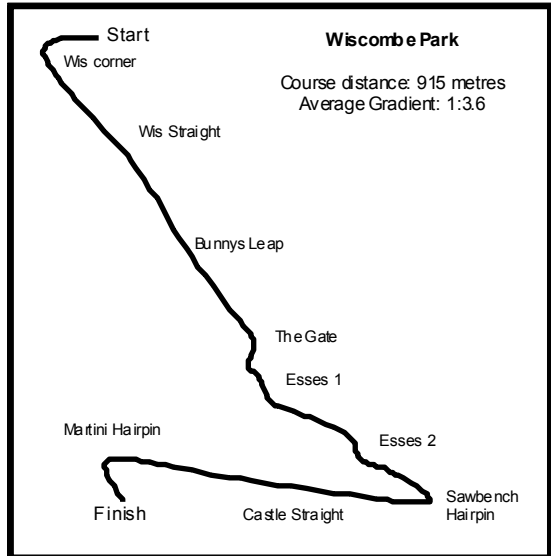
### RESULTS

NO.	ENTRANT		CAR	CLASS	TOTAL	POS
3	NIGEL	STROUD	MG M	2	DNF	
4	MICHAEL	DALBY	MG M	2	839	
5	ALAN	GRASSAM	MG M	2	726.5	
7	PATRICK	GARDNER	MG J2	2	723	
10	MICHAEL	HAWKE	MG J2	2	662.5	2nd
11	MICHAEL	LINWARD	MG J2	2	715	
14	NICK	BENGER	MG J2	2	617.7	1st
15	IAN	MACKAY	MG NA	2	689.2	3rd
17	GEORGE	WARD	MG PA	2	755.5	
19	NIGEL	GIBBONS	MG PA	2	718	
21	ALEX	REID	MG PA	2	770	
34	PAUL	EDWARDS	MG J2	2	704	4th
38	ANDREW	MORLAND	MG P/spl	2	877.7	

# VSCC Wiscombe Park 2010

By Mark Dolton

As with Curborough the week before, it was freezing! It certainly took a while to thaw out after a very cold and wet evening in a tent. We still managed a good little BBQ, in true British style, battling the elements to enjoy our summer activities!! Out of respect the PB and L1 were wrapped up warm, pampered and protected from the elements by our mini marquee, and started without issue the following morning. Luckily the rain



stayed away throughout the day, although the temperature never really increased, so the track was cold and still damp, particularly green under the trees, especially on the run in to Sawbench.

It was another good showing from the Triple-M brigade, and with the normal class structure, everyone was far more competitive. In practise the PA/Riley Special broke an oil line on the Wis Straight, causing the marshals to get warm with some vigorous brushing, but luckily this was not terminal, and the car returned for some very competitive times in the afternoon.

The oil disasters continued after lunch. Andrew Morland's 1st run in the PA came to a halt, as a Riley 9 expired in a big way at Martini, just in front of him. Number 3 rod exposing itself, leaving a huge oil slick that required extra cement to be drafted in from surrounding counties. Andrew was clearly robbed, claiming he was on a really quick run.....don't you hate it when that happens!! However he went on to post a great 62.81sec run.

Adrian Cole in the L2 improved steadily through the day, being his first time at Wiscombe, and finished up with a solid 64.1. Tough class to compete in, with a Riley Blue Streak taking the honours with a 51 sec run. I struggled again in the PB, finding it hard to match last season times, 2 secs off again. I certainly have more grip with the new tyres, but the blower is still making ice cubes, great for the G & T's, but I don't think freezing the throttle linkage on the carb side results in quick times! Regardless I still managed a 64.23 on my first run, but ruined an opportunity of a quickie on the second, after over exuberance resulted in a wild ride through the gate and Esses, A near miss with the bluebells, brought an entertaining end to the day never less!

Frank Ashley, reigning Speed Champ, set about proceedings with his usual consistency, taking 2<sup>nd</sup> on handicap in class 2, the well loved M-type sporting a very fine Tartan rug in the paddock!



**Adrian Cole approaches the start line in his L1 – (Photo David Bond)**

The Bellevue special also didn't like the cold, and struggled to find its optimum performance initially. But as usual, Ian provided everyone with action packed runs up the hill, and produced a fantastic final run to take second in class behind ERA R12C. Wiscombe yet again was

superbly managed, a joy to compete in, and despite the January temperatures, had its usual balance of hard competition and warm hospitality!

Next up Crystal Palace, before heading off to Brooklands and Silverstone

### Triple M Results:

50.93 secs	Ian Baxter	Bellevue Special	2 <sup>nd</sup> Class 14
58.92 secs	Tony Wood	PA / Riley	6 <sup>th</sup> Class 10
62.85 secs	Andrew Morland	PA	5 <sup>th</sup> Class 8
64.14 secs	Adrian Cole	L1	13 <sup>th</sup> Class 10
64.23 secs	Mark Dolton	PB	5 <sup>th</sup> Class 3
67.58 secs	Frank Ashley	M-Type	2 <sup>nd</sup> HcP in Class 2

**Overall FTD** 46.77secs James Baxter Fraser Nash



**Andrew Morland (PA) turns into Wis corner (Photo – David Bond)**

## **Chairman's Summer Gathering** **Sunday 18<sup>th</sup> July 2010**

Our Chairman, Peter Green, is again organising an informal Triple-M Register gathering with BBQ lunch at his home in Farnham Royal on Sunday, 18<sup>th</sup> July. The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. There will also be a light-hearted gymkhana and a concours/pride of ownership for those that want to take part, as well as some other fun competitions to keep the non-drivers amused.

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

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

An entry form is enclosed with this Bulletin for UK members, or can be obtained from Peter, his contact details can be found at the back of this Bulletin, or they can be downloaded from the Triple-M website [www.triple-mregister.org](http://www.triple-mregister.org).

### **Inter Register Club Events**

The next event is a Treasure Hunt in Yorkshire on 10<sup>th</sup> July, followed by a Navigation Rally in Dorset on 18<sup>th</sup> July and a driving Test and Tour on 25<sup>th</sup> July in Hungerford. For more details and entry forms contact the Editor.

**10<sup>th</sup> July**    **Riley Register**    **Treasure Hunt**    **Yorkshire**  
(e-mail contact [aducker@merrileas.fsife.co.uk](mailto:aducker@merrileas.fsife.co.uk))

**18<sup>th</sup> July**    **Humber Register**    **Navigational rally**    **Dorset**  
(e-mail contact [coulters.email@btinternet.com](mailto:coulters.email@btinternet.com))

**25<sup>th</sup> July**    **STD Register**    **Driving Tests & Tour**    **Hungerford**  
(e-mail contact [peter@weston-pearce.orangehome.co.uk](mailto:peter@weston-pearce.orangehome.co.uk))

**22<sup>nd</sup> Aug**    **750 MC**    **Scatter Rally**    **Near Reading**  
(e-mail contact [coulters.email@btinternet.com](mailto:coulters.email@btinternet.com))




## 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.

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

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## **South East Centre 80<sup>th</sup> Anniversary Gathering Penshurst Place, Kent. 8<sup>th</sup> August**

We have been invited to join the South-East Centre for their Summer Gathering at Penshurst Place to celebrate the Centre's 80<sup>th</sup> Anniversary. The day includes organised run-ins, Concours and Pride of Ownership, Autotests on grass, a Gymkhana, and a Treasure Hunt on foot. Penshurst Place is not far from Junction 6 on the M25.

For further details and entry forms contact Jenny Morgan on 0208 657 2714 or e-mail [jenny.morgan@ba.com](mailto:jenny.morgan@ba.com)

### **Petwood Concours D'Elegance 15<sup>th</sup> August**

Mike Hewson is organising this new event at the Petworth Hotel, Woodhall Spa, Lincs on Sunday 15<sup>th</sup> August. The entry fee is £6.00 per car and includes tea, coffee and biscuits from 10am. A jazz band will entertain from midday-3pm. A hog roast lunch will be available (at £6.50 per person) or the restaurant of the hotel if required. Our cars will be entered in Class one - Cars built before 1940.

Entry forms can be obtained from Mike Hewson, The Cherry Trees, Bucknall, Woodhall Spa, Lincs, LN10 5DT. Tel. 01526 388680.

### **Classics at the Centre Gerrards Cross - 25<sup>th</sup> August**

Peter Prosser, would like to invite Triple-M members to the Classics @ the Centre. This is the 2nd Charity Classic Car meet and Picnic, on Wednesday 25th August 2010 at The Memorial Centre, East Common, Gerrards Cross.

It takes place at 4pm on Wednesday 25th August All pre 1980 cars are invited to attend. This Year there is NO entry fee for Cars & Bikes.

The Garden Tea Room & Mulberry Bar will be open for refreshments.  
Phone 07790 928535 or [www.gxrotary.co.uk/classiccars](http://www.gxrotary.co.uk/classiccars) for entry forms.

## FUTURE EVENTS

4 <sup>th</sup> - 6 <sup>th</sup> June	MG Live – Silverstone	01235 555552
5 <sup>th</sup> June	VSCC Brooklands Sprint	01608 644777
4 <sup>th</sup> July	VSCC Shelsey Walsh	01608 644777
18 <sup>th</sup> July	Chairman's Summer Gathering	01753 643468
1 <sup>st</sup> Aug	Black Horse Driving Tests	01372 452133
1 <sup>st</sup> Aug	MGCC Curborough Sprint	01235 555552
7/8 <sup>th</sup> Aug	VSCC Prescott	01608 644777
12-15 <sup>th</sup> Aug	3rd Flat Cap & Whippet Weekend	0113 294 1329
4/5 <sup>th</sup> Sept	VSCC Loton Park	01608 644777
11 <sup>th</sup> Sept	MGCC Wiscombe hillclimb	01963 440941
25-26 <sup>th</sup> Sept	Kop Hill Climb	see <a href="http://www.kophillclimb.org.uk">www.kophillclimb.org.uk</a>



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# Car Of The Year 2010

## Scores to 23<sup>rd</sup> May

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	909	J2-PA/s	FW 3909	Bill Bennett	90
2 <sup>nd</sup>	108	M	OU 4824	Mike Dalby	35
3 <sup>rd</sup>	1140	J2	JL 753	Mike Linward	30
=4 <sup>th</sup>	1135	M	SV 5438	Alan Grassam	25
“	1426	NA/s ss	Bellevue Spl.	Ian Baxter	25
=6 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	24
“	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	24
8 <sup>th</sup>	1428	J2	DG 6142	Nick Bengier	23
9 <sup>th</sup>	3	J2	DG 5404	Mike Hawke	22
10 <sup>th</sup>	341	M	PJ 7970	David Rushton	20
11 <sup>th</sup>	920	PA	TG 8337	George Ward	19
12 <sup>th</sup>	65	PA/s	DPH 228	Nigel Gibbons	18
13 <sup>th</sup>	1883	J2	PO 8865	Patrick Gardner	17
14 <sup>th</sup>	2362	NA	BTT 726	Ian MacKay	16
15 <sup>th</sup>	148	M	OY 1548	John Haine	15
=16 <sup>th</sup>	2913	PA/s	MG 3855	Andrew Morland	14
“	2170	PB/s	CLX 112	Tony Dalton	14
“	-	KN/s	OHL 3	David Hince	14
19 <sup>th</sup>	2430	PA/s	497 UXH	Howard Haman	11
=20 <sup>th</sup>	676	PA/s	WP 5939	Russell Thomas	10
“	2579	M	MG 874	Ian Davison	10
“	2694	J2-PB/s	Kayne Spl.	Mike Painter	10
“	1000	PB/s	JB 7521	Brandon Smith-Hilliard	10
=24 <sup>th</sup>	2960	J2	AM-30-25	Thijs de Groot	9
“	1804	PA	MG 3848	Alex Reid	9
=26 <sup>th</sup>	119	J2	KG 1600	Paul Edwards	8
“	-	J2	WF 5494	Fred Boothby	8
28 <sup>th</sup>	1521	C/s	RX 8591	Dave Cooksey	7
29 <sup>th</sup>	1367	PA/s	MG 3921	John Wells	6
30 <sup>th</sup>	2134	K1/s	MG 3094	Peter Fenichel	5
31 <sup>st</sup>	407	J2/s	XJ 4982	Peter Batty	4
=32 <sup>nd</sup>	3027	PA	TJ 9043	Michael Legg	2
“	1533	PA-PB	WV 5012	Dick Morbey	2

“	3298	PA/s	OSL 309	Les Procter	2
“	2517	M	SV 6402	Roger Glistler	2
“	3302	J2/s	KS 6104	Andrew Harrington	2
“	3130	PB/s	JB 7136	Jeanne Temple	2
“	142	LI/s	APD 886	Adrian Cole	2
“	2272	C/s	LJ 4444	Oliver Richardson	2
“	2215	PB/s	JB 7525	Sarah Frankel	2
“	1401	J2	JN 2675	Martin Edgar	2
“	2120	M	OD 425	Bob Mellors	2
=43 <sup>rd</sup>	597	PB/s	VV 4538	Peter Haynes	1
“	3057	PB	YS 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
6 <sup>th</sup> March	VSCC John Harris Trial	Full
20 <sup>th</sup> March	VSCC Herefordshire Trial	Full
21 <sup>st</sup> March	Torbay Motor Club, Torbay Trial	Full
21 <sup>st</sup> March	MGCC SE Centre Spring Naviscat	Full
28 <sup>th</sup> March	VSCC Welsh Weekend Trial	Full
2 <sup>nd</sup> /3 <sup>rd</sup> April	MCC Land's End Trial	Full
17 <sup>th</sup> April	MGCC SW Centre Kimber Classic Trial	Full
17 <sup>th</sup> April	Alvis Inter-Register Scatter Rally	Full
17 <sup>th</sup> April	VSCC Scottish Trial	Full
18 <sup>th</sup> April	MGCC SW Centre Kimber Classic Gymkhana	Full
18 <sup>th</sup> April	Ross & District Motor Club, Kyrle Trial	Full
24 <sup>th</sup> April	VSCC Silverstone 'Spring Start' Race Meeting	Full
2 <sup>nd</sup> May	VSCC Curborough Speed Trials	Full
3 <sup>rd</sup> May	MGCC SW Centre Wessex Sprint	Full
9 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full

## **SPEED CHAMPIONSHIP 2010**

### **Scores to 25<sup>th</sup> May**

Position	Car/s	Driver	Points
1 <sup>st</sup>	M	Frank Ashley	16
2 <sup>nd</sup>	PA/s	Howard Harman	6

## **SLADE TROPHY 2010**

### **Scores to 25<sup>th</sup> May**

Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2-PA/s	Bill Bennett	38
2 <sup>nd</sup>	PA	George Ward	10
3 <sup>rd</sup>	M	Ian Davison	9
4 <sup>th</sup>	J2	Thijs de Groot	8
5 <sup>th</sup>	M	John Haine	7
=6 <sup>th</sup>	PA/s	Nigel Gibbons	6
“	M	David Rushton	6
=8 <sup>th</sup>	PB/s	Brandon Smith-Hilliard	5
“	PA/s	John Wells	5
“	J2	Mike Linward	5
11 <sup>th</sup>	J2	Nick Bengier	4
12 <sup>th</sup>	M	Alan Grassam	3
13 <sup>th</sup>	J2	Patrick Gardner	2
14 <sup>th</sup>	NA	Ian MacKay	1

## **Racing Challenge Trophy 2010**

### **The Betty Haig Cup**

#### **Scores to 25<sup>th</sup> May**

Car/s	Driver/s	No. where less than 5 Races	Index of Performance
K1/s Sp1	Peter Fenichel	2	0.625
KN/s	David Hince	1	0.273
J2/s	Peter Batty	1	0.640

## **Competition Secretary's Report From Mike Linward**

At the MCC Land's End trial over the Easter weekend, Bill Bennett once again triumphed in the 'pre-39' Class 2 by winning the class. It's just a shame that it will not count towards a Triple for 2010. While the first half of the 2010 trials season is now drawing to a close, the racing, sprints and hill climbs are only just starting and the Championship scores reflect this. In fact there has only been one race for which result are available, and only one of the MGCC sprints – the Wessex on the 3<sup>rd</sup> May in which there were two Triple-M competitors. The next sprint, held during the Silverstone International weekend, should have a bigger entry. Let's hope there will be more to report then.

### **Gone, But Not Forgotten The Australian-bodied J3 By Tim Jackson**

Of the 22 J3s to roll out the gates at Abingdon, twenty were fitted with 2-seater bodies, one was a salonette and one departed as a rolling chassis. Many J3s went on to have successful careers in motorsport, and as they survive, their stories are subsequently well known. One of the more special J3s, and the only car to be bodied outside of Abingdon, is now no longer with us, and so its story has remained untold. However the chance discovery of a photo depicting Cec Warren sitting proudly in a new J3766 in September 1933, has led to the following information on the car. J3766 was completed at Abingdon on 28<sup>th</sup> March 1933, and left the works as a rolling chassis, to be shipped through Morris Industries Export Ltd in Cowley to Lanes Motors in Elizabeth Street, Melbourne. Like many of its MG brethren that were imported by Lanes as chassis only, J3766 was immediately sent to Chas Aspinall in Armidale for the addition of one of his doorless, steel-framed bodies, before being delivered to its first

owner, Cec Warren. The car appears to have been first registered in September 1933, but Warren obviously expected to have his new mount earlier, and in anticipation, entered the 1933 LCCA Trial for 29<sup>th</sup> July. The Sun newspaper in Melbourne noted that "Mr Warren's MG is the latest supercharged model, and has just been landed from England, where cars of its type have competed in trials and speed events, with much success".



Warren certainly had the car ready for the 1933 spring trials, and appears to have made an immediate impact. In the VJCC Weekend Reliability Trial held in October, Warren was eliminated when he had to break his seal to attend to oiled plugs. However he went on to achieve the fastest time of 13 seconds on the  $\frac{1}{4}$  mile, fastest time and hill record on the hillclimb, and won the measured half mile in a strong cross wind.

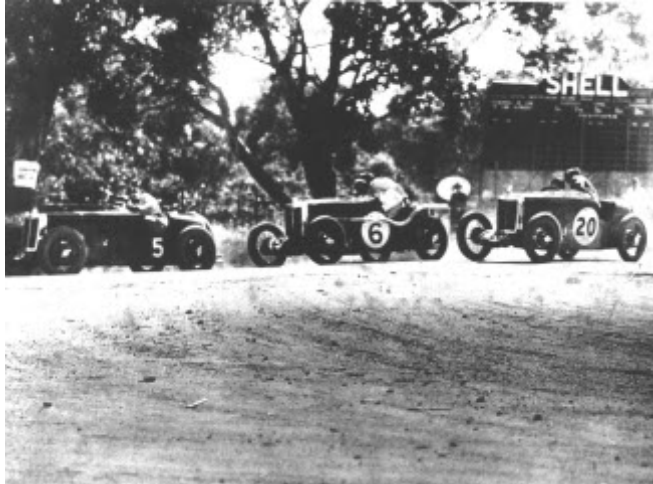
In the pursuit of more speed, modifications were undertaken for J3766's first race, and as well as stripping off all road equipment, a straight through outside exhaust was fitted. Warren entered the 1934 Phillip Island 100 on New Years Day, as part of the Lanes Motors team of Norm Putt (F1317), Les Murphy (J4112) and Les Jennings (L0546). Although he finished well, setting a new 750cc lap record at 73.9mph in the process, oiled plugs forced him to stop at the pits early on, which effectively put him out of the race, and he was finishing his last lap, when the time limit expired.

The Australian Grand Prix was the premier Australian motor race of the day, and Warren entered J3766 in the 1934 instalment at Phillip Island, and was given a 12 minute start on the scratch man Thompson in K3002. Unlike the previous race, Warren got away well from the start, and was successful in establishing a new Australian record in Class H, by covering 70 miles 1527 yards in one hour from a standing start. Even at this pace he made little impression on the leader and finished in 6<sup>th</sup> place, with a running time of 3 hr 6mins 58secs, with an average speed of 65.4mph, and fastest lap of 72mph (the K3's fastest lap was 83.6mph).

Warren headed off to visit the UK in May 1934 (where he purchased QA0257 from the factory), and left J3766 at Britannia Motors, where he was a partner. It was most likely that J3766 was involved in what was probably the first interstate MG raid. Norm Putt and Neil Gullifer (J3), and Jack Clements and Smith in a J2 (J4116) drove overnight from Melbourne to compete in the 1934 Robinson contest of the NSW Light Car Club event near Sydney on 13<sup>th</sup> May. In their class, they were beaten by John Sherwood's J2 and Jim Wall's blown Austin. It was at this event that Norm Putt apparently started the rumour that Hope Bartlett was to drive the newly imported Whitney Straight Maserati at the Phillip Island Winter 100 in 3 weeks time. As it was, Hope Bartlett drove one of Britannia Motors' Magnas in the race, and purchased a J3 (J3762) to take with him back to Sydney. J3766 was driven by Ken McKinney in the Winter 100



as part of the Britannia Motors team, but retired early due to ignition troubles. While at Britannia Motors, J3766 was regularly driven by Jack Clements with particular success in trials. After 178miles of trialling, Clements won the 1934 LCCA Mountain Trial outright, as well as winning the Team Prize with Jim Skinner (J4211) and Colin Keefer (J4212) running as the Britannia Motors team. Clements also competed in speed events and was at the 1934 Victorian Centenary 250 at Phillip Island, where Cec Warren (competing for the first time in QA0257) and Bill Thompson (driving K3002 for Lanes Motors) were on scratch. The field included three J3s, two Ls, three Ps and three J2s. J3766 started well, but ran a big end on the third lap. The damage cannot have been too severe, as a month later Clements was called upon at the last minute to compete in the NSW LCC Championship meeting at Maroubra Speedway, when Warren in the Q-type withdrew before the event



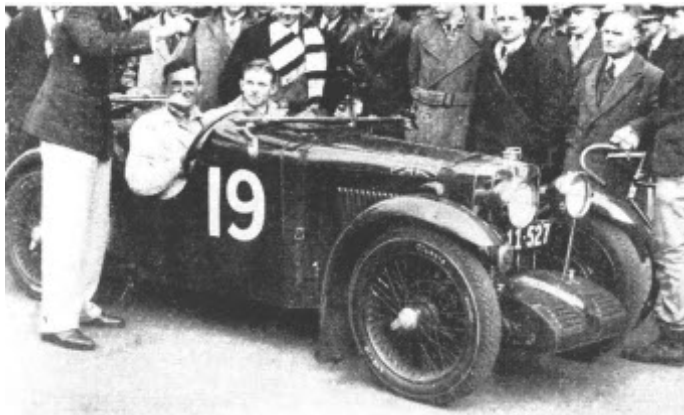
**1934 100 Miles Race at Phillip Island – Cec Warren in Car No 6 rounding the Young and Jackson corner, with Les Jennings in front in L0546 and Les Murphy behind in J4112 – note all three passengers shifting their weight into the corner! (photo from the Alan Ball collection)**



**Ken Mckinney at the 1934 Winter 100 at Philip Island – note the Aspinall treatment of the tail, without the traditional slab tank**

Also while at Britannia Motors, Tom Hollinrake (also associated with J3756 and J3767) and Hugh Syme appear to have run J3766 at Philip Island (although this could be confused with J3767), before Syme took on his J3 (J3767). Hollinrake and Syme were a last minute withdrawal in a J3 from the 1935 New Years Day race at Philip Island, as a replacement crankshaft had not arrived from England in time for the race. But they had more luck in the 1935 Australian Grand Prix where, after having difficulty starting the engine, and having to change plugs before getting away, they ran as high as third, eventually finishing 6<sup>th</sup>. From Britannia Motors, the trail of J3766's history becomes a little difficult to follow. It appears to have been owned for a short time by A. Morgan, who ran at Rob Roy hillclimb and several trials, before vanishing from the entry lists in Victoria. However it reappeared in John Nind's ownership in New South Wales, where

had been fitted, and though it ran in practice it didn't make the start. Having no luck with the J3, Nind bought a TA to go racing, and so J3766 passed first to A.D.Robertson, and then to Jack Jeffery in New South Wales. Nind had entered three races in 1939, with three non starts, also Ben Tarr retiring at Bathurst in 1939 due to overheating, caused by a cracked block.



### **Jack Clements at the 1934 VJCC 24 hour Reliability Trial**

It is not known what became of J3766 after that; however the engine is understood to have found its way into a speedboat being raced near Casino, on the Hawesbury River around 1956. At that time the crankcase had been repaired around the flywheel. The end of the speedboat came with another engine failure, sometime in the late 1950s; the blower went to the local dry cleaner to be used as part of the process equipment. The crankcase was again repaired, and the engine was destined for a Morris Minor special, which is believed to still carry the J3 rocker cover and sump, somewhere in Brisbane.

Over the years Pip Bucknell and others have searched the district around where the engine was located in northern New South Wales for the remains of J3766, but without any luck. If the knowledgeable MG mob in Queensland have failed to uncover any leads, then it can be presumed that there is nothing left to find.

# SO YOU WANT TO BUY A CAR FROM OVER-SEAS

By Mike Leckstein

The most common question people ask when seeing my collection of MGs is, "How do you find them?" I always answer, "They find me". What follows is not a restoration story, but the saga of finding, negotiating, paying, importing and registering a 1930 M Type.

**THE BACKGROUND** - My expertise in this hobby is probably higher in logistics rather than mechanics. In 1990 my wife Barbara and I chaired the Circuit of Britain. We ran a three week tour of Great Britain for the New England MG T-Register with 89 Register cars. That enterprise introduced me to several special people involved with transatlantic transport on "Roll On Roll Off " ships out of Port Newark NJ.

The notoriety of the COB in turn brought me into contact with a wonderful group of Brits, with MMM and Vintage MGs who reversed the crossings in their New England Raid in 1991. I was responsible for arranging hotels, and more importantly, handling shipping on this side of the pond, including unloading and loading the cars off and on the ship in Port Newark. Not an easy task, considering the many different models and age of the cars.

My "longshoreman@ crew included my then, 16 year old son, David, who fell in love with one of the M-types he drove in the port when we unloaded the cars. In 2006 the Brits participated in a second Raid, and my function was to unload the cars again in Port Newark, and guide the group from the port, through New Jersey to the entrance of the beautiful Palisades Parkway on the Hudson. From there they were to be placed in the capable hands of Peter and Rachel Ross, and Frank and Janet Allocca. Once again my son David was involved, and the Raiders' trip through New Jersey rekindled his desire for an M-Type. David

Stansbie was on the Raid, and made note of this in his many conversations with my son. From that time on, but very occasionally, Stansbie would e-mail me about possible M-Types that were available. We never actively sought a car. We were not interested in projects, as our mechanical skills are limited, and finished cars, even older restorations, were out of reach with the GB Pound worth about US\$2.

Last November, Stansbie e-mailed me about an M-Type that had been advertised in that month's Bulletin of the MMM Register. I received my copy, as an overseas subscriber, the next day. I asked Stansbie to make an inquiry, as the asking price was reasonable, and the British Pound had crashed and was trading at US\$1.50. This amounted to a 25% discount compared to a few months earlier. Thus MG 2M2305 had found us.

**THE NEGOTIATION** - David Stansbie e-mailed the owner, James Munford, and then forwarded to me a handful of scanned pictures the seller had supplied. In addition the e-mail included a brief synopsis of the car's condition and modifications. At this point I checked with my telephone carrier to verify I had a low cost rate to the UK. This was to become important later on. I conferred with my son, and then, with due regard to the time difference between the time on the US East Coast and the UK, called James. We had a brief conversation and arrived at an agreeable price within minutes. There was no hard bargaining on either side. James was, from the outset, somewhat concerned about my inability to view the car before purchasing it. Not having the time to fly over, I did the next best thing and called Philip Bayne-Powell, who I knew from both Raids, and who is well known in the UK for his wonderful collection of MMM and Vintage MGs. Philip knew the car and owner, and commented that 2M2305 was a lot faster than his own M type! I was advised that the mechanics were first rate, and the car, while not show, was extremely presentable with a recent recovering of the fabric boat tail body. Considering the price, the pound dollar ratio and

the recommendation from someone I knew and trusted, I confirmed the purchase by phone and in writing by e-mail.

**THE PAYMENT** - Back in 1990 I established a Sterling checking account with Lloyds Bank in London. This was necessary for the transfer of thousands of dollars to the UK to pay for a host of items and accommodations for the Circuit of Britain. After the trip I maintained a small balance, just to use on rare occasions when I needed to purchase something in the UK. This was in the days before PayPal. As soon as a price had been established I mailed James a check for about a quarter of the purchase price, just to protect our deal before other inquiries were made. I had transferred a like amount from my bank in New Jersey to my Lloyds account by wire. To my surprise the wire took two days. I thought electronic transfers were instantaneous. I wire money in my practice all the time and cross country transfers take less than an hour. I mailed the deposit check to James using the United States Postal Service, paid \$24 for express service with a two day guaranteed delivery. It took four days and the post office didn't refund a dime!

The delay in transmitting the deposit was of concern, as I had confirmed that the check was in the mail, and I worried that James would begin to think that my plan to purchase the car was not genuine. A week later, all details had been resolved and in order to avoid the 'check in the mail issue', I again wired funds from New Jersey to Lloyds bank in London, with the intention of transferring the money directly from my Lloyds account to James's account. I was prepared for the two day wire, but the funds did not appear in London. Day after day, despite confirmation from my bank that the funds had been sent, Lloyds did not show the credit. It took eight days before the funds appeared. The original Queen Mary crossed the Atlantic in the 30's faster than that electronic transfer! During this period I

made daily telephone calls to Lloyds, verifying my balances and trying to trace the funds.

Lloyds has a security system to verify telephone communications with its depositors. One of the questions asked is your birth date. Lloyds insisted that I was born on a date that differed from what my mother told me, and which is on my birth certificate. The lengthy procedure to correct my birth date resulted in the computer deciding that now I was born on the 0 day of January. Fascinating and frustrating, but it gets worse.

I finally arranged to have the wire transfer within the UK from my account to the seller. He had an account in the London office of the Bank of Scotland. Sounds easy, right? It seems that there are two forms of wire in the UK, one that is the same day, available for a substantial fee, and one with no fee that takes two to three days. I chose the latter. On day three I inquired about my bank balance, and found that no funds had been removed. The wire transfer was still pending! As I said, having a low cost rate for transatlantic calls is important. I spent hours on the phone with Lloyds trying to discover why the wire had not been sent. Finally I discovered that “security” had flagged the transfer, and they had mailed me a surface letter asking me to verify the transaction! Thus my electronic transfer was being delayed while snail mail correspondence was being sent across the Atlantic. And these people won WWII? I estimate that I spent over US\$50 on calls to Lloyds. Every time I transferred dollars to pounds, the banks on both sides of the Atlantic took their commissions.

**THE FIT UP** - My seller, James, was not prepared for a transatlantic sale. I am sure he had hoped, and expected, that someone in Britain would purchase the car. Therefore, James made it clear to me from the start, that he was not able to devote time to transport the car, and I would have to make all the arrangements to get the car to Southampton. Of secondary concern was the fact that the car had no top or tonneau. It did have top bows. I figured the car would be on the

docks up to five days in Southampton, and possibly another five days in Port Newark. All during the dead of winter. Something had to be done. Philip Bayne-Powell came to the rescue by locating a trimmer about a mile from James's house. A few more transatlantic phone calls resulted in dealing with Roger "the trimmer", a Bruce Springsteen fan no less! Roger agreed to get the car, fashion a double duck tonneau, and hold the car until my friend Roger Thomas could pick up the car, and transport it the 80 miles to Southampton.

Roger Thomas is a well-known restorer and Triple-M enthusiast in the UK. He and his lovely wife Rosemary had been on the original New England Raid, and Barbara and I had stayed with them at their home in England. After driving it, Roger characterised the car as sweet, but advised that the car needed a new battery, needless to say we put in a new one.

For once everything went right, the car arrived on time in Southampton with a new tonneau, and sailed on the "Integrity" on the 21<sup>st</sup> of December.



**2M2305 arrives at Southampton Docks**



**THE TRANSATLANTIC SHIPMENT** - In 1990 I luckily met a fellow, Mike Sanchez, who was in charge of the freight forwarding office of E. H. Harms in Port Newark. He and I spoke almost daily arranging for the round trip transport of the 89 cars on the COB. I continued this relationship in connection with the two New England Raids. In all the past shipments, the cars were driven onto mammoth ships operated by Wallenius Lines. These 'Roll on Roll Off' ships accommodate over 6000 cars inside, out of the weather. Not one car on the COB and the two MMM Raids using this type of transport received so much as a scratch. *(Not quite true - as Mike Allison had to repair a damaged wings stay the first time – Ed)*

My contact at Harms gave me the contacts I needed in Southampton. Ownership documents (V5s in the UK) were scanned, as well as my passport and all the documents necessary to create 'Way bills' and 'bills of lading'. These all existed in electronic format and hard copies were produced from the scans. Wallenius in Southampton took the form of Debbie, and Harms in Port Newark took the form of Susan. All my questions were answered immediately by these two wonderful women, all of course by e-mail. The transport costs, with the agency fees for export and import documents, were \$1150.

The 'Integrity' was due in on December 29<sup>th</sup>. The time was critical, as the port would close early on the 31<sup>st</sup>, and be opened for a very limited time on Friday Jan. 2. Once landed, the car had to clear customs, and be inspected by the US Dept of Agriculture. Until that happened, the car could not be released to us. There was a good chance that the car would be on the dock for a week, or until the 5<sup>th</sup> of January because of the New Years holidays.

I kept my office commitments flexible, and just when it appeared that everything was right on schedule, the 'Integrity' was delayed a day due to a storm in the Atlantic. It docked the evening of the 30<sup>th</sup>. It appeared to end any hope of getting the car before the weekend.

As had been a tradition with Wallenius starting with the COB, we had crews of club members drive the cars off the boat. This is technically not allowed. When a roll on roll off ship docks, a crew of union drivers, numbering about thirty, drive the new BMWs, Volvos, Saabs, and other European exports, off the ship to holding areas on the docks. Thousands of cars are unloaded this way. However, faced with the M-Type, the drivers weren't so anxious to get behind the wheel. In fact they were pretty happy when David and I met the boat, and offered to do it ourselves. With the help of the gang foreman, we were driven to the deck where the lonely MG was waiting. On the wind-screen was a note that the battery was dead! So much for my new English battery! While we waited for a jump start we were able to see 2M2305 for the first time. It was a joy.

Within a minute, a service vehicle arrived with a pair of battery clamps that looked like they were used to jump start a tank. The car roared to life and we drove it to the customs holding yard in the dark. We buttoned up the tonneau, and left.



**Jump starting the car on board the Integrity**

**US CLEARANCE** - I was on the telephone with the port office by 8:30 on the morning on Friday the 2nd. Nothing had occurred during the half day on the 31<sup>st</sup>. The entire cargo of the Integrity had not cleared customs, and the office wasn't sure whether Agriculture was going to arrive in time to clear the car. I called US Customs and found out that I could walk the papers through myself. So off to downtown Newark. The Customs office was empty, except for a few clerical workers, and I was in and out in 15 minutes. Now all I had to do was rush back home to the Jersey Shore, get the trailer, and get back to the docks and hope that Agriculture would inspect the car before the port closed at 4 pm. The inspector arrived at 3:45 and a certain grey M-type pulled out of the port as they locked the gate. Mission accomplished.



**Mike's newly arrived M-type basks in the spring sunshine of New Jersey**

**POSTSCRIPT** - The car is a wonder to drive; it is fast, shifts without grinding (a 4-speed crash box), and is lovely to look at. Nothing is show, but the chrome shines and there are no dents or obvious faults. The British V5 registration that James provided has a typo in the serial number. The correct prefix is 2M but for some reason the V5 lists the prefix as 21M. How the "1" got there is a mystery. Of course all the documents cite the 21M as they were prepared from the V5. I gathered a whole series of documents (Harms provides the documents you need) and travelled to Trenton to register and title the car in person.

I tried every way possible to register the car as 2M but the bureaucrats would have no part of it. The only success was my ability to get historic plates, which were inscribed "M TYPE".

You must overcome Murphy's law and persevere if you want to accomplish a purchase from overseas. And you have to be very lucky too.



**Grieves Leslie Bisset being rescued from his drowned PA in a 1936 Scottish Sporting Car Club event. Car was owned by Rob Higgins in 2003 (Photo Scottish Motoring Century)**

## **John Hodge and the Fate of L2072**

By Martin White

Alan Hess, the Hon Secretary of the MG Car Club in the 30s, managed to persuade Cecil Kimber to provide him with a team of three cars for the Light Car Club's relay Race at Brooklands in July 1933. L2072, (Registration Number JO 7243), was one of these cars. The factory tuned them up a bit, raising the compression ratio and spacing out the carburettors to produce 50 bhp.

Hess drove one of the cars and G.W.J.Wright and Charlie Martin the other two, but who drove which is still unknown. After 70 laps the team took the lead, and won the race at 88.62mph, from the Morgan 3-wheelers who finished with 89mph; presumably beaten by the handicap system.

Later in July, the cars were refitted with their wings and road equipment, and entered into the Alpine Trial. L2068 was driven by W.E. Watkinson and H.A.F. Ward-Johnson (Car No.112), the Welch brothers (Lewis Alfred and Dennis Fletcher) used car number 113 (L2072) and Tommy and Elsie Wisdom were in car number 114 (L2056). The Welch brothers won a Glacier Cup, as did the others, and the team of three cars won the Team prize.

**The Welch brothers  
in L2072 in the 1933  
Alpine Trial**



October 1933 saw the BRDC 500mile race at Brooklands. Hess entered the cars to be driven by himself with an unknown co-driver, Charlie Martin and L.F.Welch, and the Earl of March with co-driver Wright. The cars were stripped and had racing engines fitted. Who drove which is uncertain, but Charlie Martin related to Bill Boddy that he later bought his car, and that was L2072. This car may have worn race number 13 in the race, the other two being 12 and 14.

At the end of this epic race, Martin's car came in second behind Eddie Hall's new K3 at 92.24mph. The Earl of March's car failed by just 36 seconds to finish on time, which cost them the Team prize. This account is as written by Bill Boddy in his "History of Brooklands", which differs from the account in "The Works MGs". The author tends to trust Boddy's account, as it was written at the time.

The factory then refitted the wings and the standard engines and sold the cars on; Martin buying his car, L2072, as related earlier, while he awaited delivery of a K3 and a Bugatti.

**1934** – Martin took L2072 to the second Donnington meeting of the year, and came in 2<sup>nd</sup> to Rayson's Riley Nine in the 1100cc class. Maddick, who now owned one of the other Alpine cars, bought it home in 4<sup>th</sup> place. This car incidentally now wore the bonnet from L2072, having been swapped over in the MG racing shop.

Martin also entered the 25 lap Handicap race, but retired. Maybe he got bored, as he related in an interview with Bill Boddy in 1980, that the car felt sluggish with its standard engine, and as a consequence, he lost interest in it and sold it.

**1935** - In April, the press reported that L2072 (JO 7243) was at the Evans' Bellevue Garage being prepared by Wilkie Wilkinson for John Hodge to use for the 1935 season. At the time it had six Amal carburettors and a tubular exhaust manifold, the pipe from which was outside the bonnet, disappearing under the car through a hole in the front wing. It still wore the Union Jacks on the front of its bonnet.

John Hodge had raced three Singers in 1934, but according to his friend, Rivers Fletcher, he got fed up with being beaten by MGs, so his purchase of the L2 was a case of "if you can't beat them, join them".

The season started well when the MG won the up to 1100cc class at the Kent and Sussex Light Car Club meeting at Lewes Speed Trials on the South Downs on 11<sup>th</sup> May, with a run of 31 seconds.

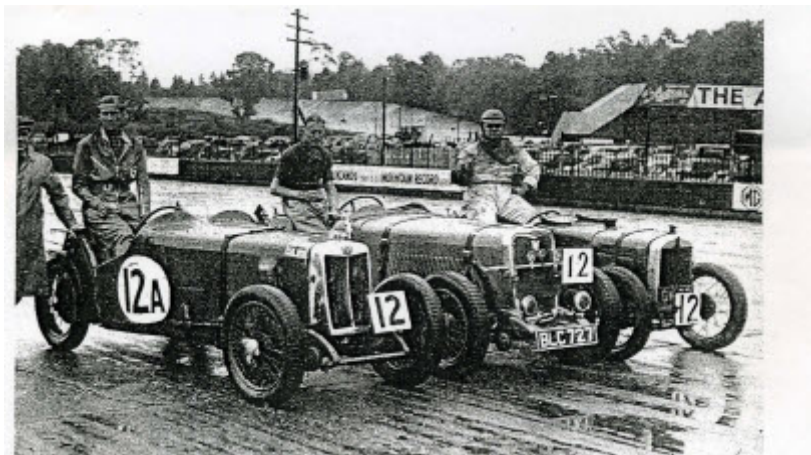
On the 10<sup>th</sup> June, Hodge was at Brooklands for the BARC Whitsun meeting. He entered event 1, the Whitsun Junior Short handicap, but did not finish in the money. The race was won by Dr Beaven's Vauxhall, by just 1/5<sup>th</sup> of a second from Bowler's Bentley. Next weekend he was back at Lewes for the second Speed Trial of the year, and again did well. He won the 1100cc Sports class in 30.2 seconds, and the 2000cc Sports class in 29.2 seconds. This must have pleased him.

On the 15<sup>th</sup> June Hodge was back at the Lewes Speed Trials, again winning the 1100cc Sports class in 30.2 seconds.

Hodge had raced in Ireland, and done the TT in 1934. On the 22<sup>nd</sup> of June he was back there for the County Down Trophy. This was a 150 mile, 25 lap, race for 25 cars over a six mile course between Bangor and Crawford Burn. In 1934 he had crashed in this race, but this year he managed to complete the course, coming in 9<sup>th</sup>. It is though he raced with number 14.

On the 29<sup>th</sup> of June, there was a glorious summer's day for the 7<sup>th</sup> Junior Car Club's Member's Day at Brooklands. The first two events were High Speed Trials, "One Hour Blinds", running clockwise and using the Finishing Straight, and bypassing the Members banking. The competitors were given an average speed to maintain for 20 laps, or one hour whichever came first. If you beat the average speed allocated to you, you were awarded a pewter tankard with a JCC badge mounted thereon. Hodge gained one of these, which is now in the author's possession, by doing 58 mph against his allocated 56 mph. This achievement is dulled

somewhat by the fact that the majority of entrants got one that day.



### **Hodge's team in the 1935 LCC Relay Race**

Hodge's next races were 1B and 2A, which were one and two lap handicaps, but he didn't figure in the results. Next he was in Event 3, a one lap handicap for MGs only, but it seems to have favoured the 4-cylinder cars, which came in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>. Hodges last event of the day was Event 6, the Test Hill Sweep-stake. Hodge used to drive the car to and from meetings on trade plates.

On 20<sup>th</sup> July, the track was wet for the Light Car Club Relay Race, and it was raining again before the race ended. Hodge was team leader in his L2, numbered 12A, with W.A.V.Davies in his Singer, and C.H.R.Chaplin in his Austin 7. They ran the cars stripped of road equipment for this event. Out of the ten teams that finished, they came in third at 81.04mph, calculated against a handicap of 39 minutes 30 seconds. They were beaten by the factory assisted Singer team and a mixed team of MG Fraser Nash and Lagonda. On the 5<sup>th</sup> August, Hodge was again at Brooklands entering the 2<sup>nd</sup> Mountain Handicap, event 7, at the BARC August meeting. Nothing is known of his result, and it was the last



event he entered at Brooklands, and probably the last event he ever entered. He sold the L2 and ended up buying the White Riley for the 1936 season, but then gave up racing and sold the Riley to Kay Petre.

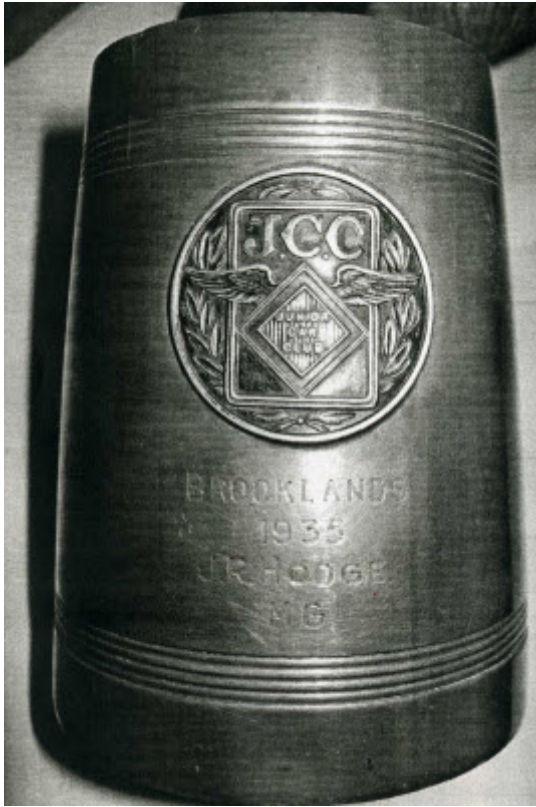
Incidentally John Hodge's granddaughter is Jodie Kidd the model and racing driver.

It seems that the L2 then became someone's road car, and the author has virtually no knowledge of it until 1964, when Bob Stearman and his brother found it in a barn near Abergavenny in Wales. They rescued it but could not bring it home to Brighton, being rather poor young men, and the car could not be driven far due to a dodgy magneto. They kept it under a tarpaulin by some lock up garages, and it got vandalised, some parts being stolen. They eventually gave up on it, and it went to a local garage to be used as spares for an L-type saloon they looked after.

The only part Bob kept was its flip top radiator cap, which the author inherited. Bob remembered that a Wing Commander had once owned the car. Was there ever an MG that hadn't been in the RAF? Unfortunately Bob lost the old log book, but the chassis file shows it was owned by a S.Vincent in 1946.

Hodge kept a scrap book of photos and cuttings from his racing days. They went to Rivers Fletcher, but on his death they went to Eric Thompson to sell, and they got split up. The MG photos went in one lot at the auction and presumably the Singer photos ended up in a mixed lot. If anyone knows where they are please let us know.

Hodges photos were all stuck on the cream art paper of the scrap book; I have a few of them and copies of some of the missing ones. If you are interested in Hodge's 1934 season with Singers, I can recommend Rivers Fletcher's book "Mostly Motor Racing", for which he borrowed Hodge's photos.



**John Hodge's trophy from the 1935 JCC  
Brooklands meeting- now owned by the author.**

## **YOUR LETTERS**

### **From Bob Milton – regarding R-type history**

Firstly the twin cam head on the Baird car. I read the book where it was claimed that a head was taken over to Ireland from the McEvoy works to be fitted to Baird's

car. I tried to follow up the story via the publisher but unfortunately by then the author had died.

It is known that Baird advertised the car for sale in October 1935, and without a sale, he probably became aware of the twin cam head development, and possibly this would be an alternative to selling, and having the means or at least a father with the means.

There were more than 3 heads cast as I actually had one on each 0257 & 8 plus a spare, and there is one (copper flashed) on 0253 that I shipped to New Zealand for Pete Stevens. Leo Villa also told me of a bronze casting.

Although McEvoy & Pomeroy approached the Evans to design & produce three conversions at £150 each, this would have not precluded an employee of McEvoy taking some parts to Ireland to ascertain the suitability of converting Baird's car.

They started the design work in November 1935, aiming to have three cars running at Donnington the following April, a very tight schedule. The first engine was not erected and run on the dyno until the Monday before the race, so I would not have thought that there would have been time to have dealt with the Baird car.

All this followed by the disappointing performance may have put Baird off going ahead. Conversely the book does not give any dates, and maybe after the first three cars were equipped, there were sufficient parts left to consider a fourth twin cam. BUT if ever one of these heads had been fitted and run, there would be evidence around the bulkhead, because these needed cutting away to accommodate the oil pump and rev counter drive. However this does not mean to say that parts were not taken to Ireland as a possibility to use or trial fitting.

It was later in 1936 that McEvoy fitted the external intercooler to Baird's car - there we have some supposition, some facts, certainly no written, or photographic evidence have I seen to say that the Baird car ran with a twin cam head. Secondly the twin cam in particular.

Mike your comments are spot on. Pomeroy to me as a young lad was of course listened to, but he was full of himself and seemed as every bit interested in his travels, and fine dining as any engineering. I did visit Kenneth Evans in his London flat probably in the late 1950's, and from what I remember he confirmed the histories and details, but no mention of the costs, and who paid for what - I guess that many of the interested parties were still alive then.

In confirming some of Mike's points, I will quote from a letter I had from Ken Hunt in 1958, when he worked at Esso research at Abingdon. Ken assisted with the design and did many of the drawings "I well remember the twin-overhead camshaft conversion for the R Type MG, and I have always regretted the fact that there was so little money to spend on development that many parts, particularly the camshafts and camshaft drives, were excessively robust and heavy, because we could not risk failures." This same risk aversion was the reason for them choosing cast iron for the head, rather than aluminium.

Regarding the valves, I believe the originals were tulip, and I was responsible for having the KE965 inlets and Nimonic 80 exhaust button head valves made, as the thinking at that time was the tulip being a little thin would get hot and distort and would lead to problems. It did make them heavy, and I did consider having them bored out, and the head cap resistance welded back on, by I think Motor Components, who did them like that for one of the BRM engines, but costs were quite high

The main problems apart from those highlighted, were the recessed plug, which originally was bottom seated, but gave a lot of trouble. Even after reverting to a top seating plug, it left the plug well out of the way with a less than ideal flame path, and in fact was like a blow torch on one part of the piston. Our solution was to use a 10mm plug recessed, such that the points were within the combustion chamber. Another problem was the capacity of the inlet manifold, that fell far short of Enever's recommended 5 times engine capacity.

You may have seen my history of 0257 that I wrote for the KLG Motor Club magazine in 1957, which gives more detail of the twin cam - If you need a copy let me know.

Hope this has added a bit more history to these fine cars. I always remember HN Charles, when he visited me in Wimbledon, being amazed at people still being interested in these old cars, and here we are still at it 50 years later - John Thornley's "Maintaining the Breed " has got a lot to answer for !

Best regards to all

## **From Terry Andrews**

Hi Philip,

A second meeting of the L1 Continental Coup Owners Group met in Belgium on 20th March, as part of the European Workshop organised and run by Stefaan Vernyns. At one of the sessions of the workshop, all the L CC owners exchanged information and parts to discharge action points of the previous meeting. Max Nosbusch did not attend, but his car was on show being transported from Holland to Luxemburg via Belgium. However, Bob Nosbusch was there, and the good news is that Max has given Bob permission to restore and project manage his L CC restoration.

New sliding roofs, complete with tracks and fittings were delivered by Terry Andrews to Berndt Aulin, Paul Leers and Markus Ormanin (German MG CC chairman). Markus to deliver to a member who is having a car restored by Kamps Classics in Germany. Another sliding roof is awaiting delivery to Australia.

The group will commission 2 bodies, but if anyone else wants a L CC body will they contact Terry Andrews, as it is very unlikely that any more will be made, once these two bodies have been finished. Attached is a group photo of the second meeting: Left to Right Wiard Krook (B) Bob Nosbusch (L), Terry Andrews (UK), Paul Leers (H), Berndt Aulin(S).

Regards



## **The L CC group with the Noshush Continental Coupe**

### **From Bob Milton**

Hello Phil

Just after our last phone call on Thursday, the Bulletin popped into the postbox and what a great read, well worth the day or so behind schedule. No doubt many eagle-eyed readers will already have pointed out the incorrect caption to the R-Type picture on page 21.

A little problem with the name Hugh Hamilton. Unfortunately this very well known, and respected racing driver of MGs, was killed whilst competing in the Swiss Grand Prix in 1934. The Hamilton referred to in the photograph, is Duncan. Yes the one and the same as the winning Jaguar driver at Le Mans, although he sometimes shared this R-Type with J A Leathart, and in all honesty I am not certain which of these two drivers are driving the car in that photo. My recollection of Duncan, when I saw him in the '60s, when re-researching my R-type history, was that he was a somewhat "larger" gentleman than the one depicted.

The R-type shown, RA0260, has had a number of interesting owners, Hamilton - No not Lewis - bought the car from Roy Salvadori. The car started its life with Sir Malcolm Campbell in the R's first race at Brooklands, subsequently being purchased by Reggie Tongue. He took it off for a season of European racing, which included finishing 7th in the Junior Coppa Acerba in Pescara. This achieved following breaking a gear in the preselector box during practice. By some miracle, a local person made a new one, and in addition arranged with the local police some unofficial practice around the city streets, to complete the necessary pre-race fine tuning. I wonder if the same "facilities" will be available at MGLive! Photo of this car and driver in the Italian race is in "Maintaining the Breed"

Other connections of this car to the great & good of racing, concerns when it was for sale in 1948 by Continental Cars of Send, who were the precursor company of the Connaught Racing Car Company; later in 1950 it was for sale at the TT Garage in Farnham, an establishment owned by the father of the late Mike Hawthorn.

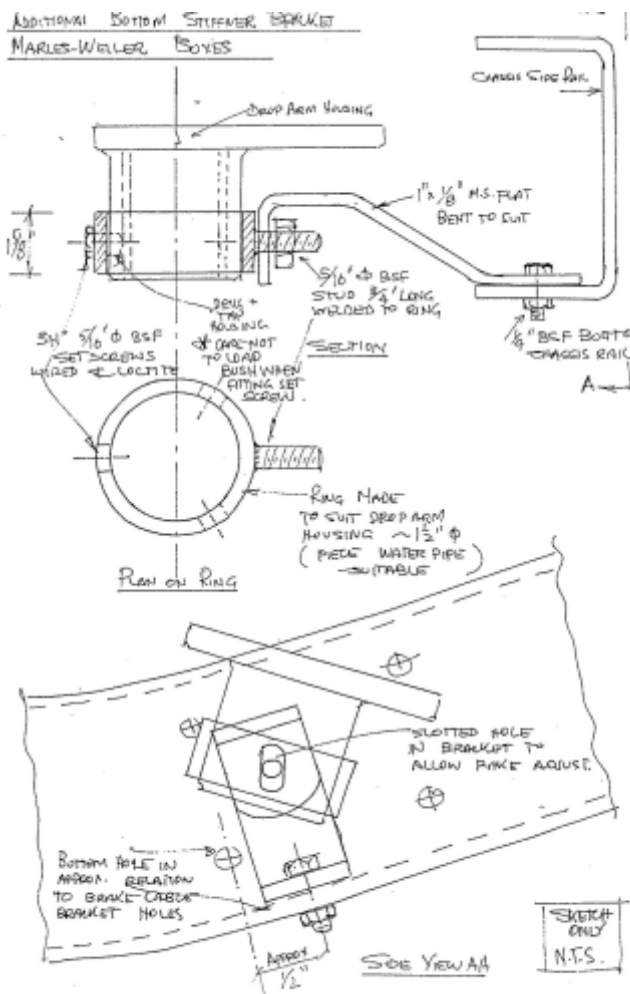
The subsequent history of this car, and 0254, has been written up by the current owner Karl Weismann in a Yearbook. What a fascinating read it is, reinforcing what I found in my researching of the R's, that previous owners, and their exploits, are just as interesting as the cars. Hope this is of interest Best wishes

## **TIPS AND HINTS**

**Adjusting Hartford Friction Shock Absorbers**At the front, tighten the centre adjusting nut fully on each shocker. Chock the rear wheels to stop the car from moving accidentally. Then raise the front of the car until the front wheels are clear of the car by six inches (150mm), and place axle stands equally under each chassis side members. Now place a hydraulic jack in the centre of the front axle, and raise the cars front end until its weight is just taken by the jack. Undo the jack release screw, so as to allow the front axle to drop 1/2", after the chassis come

to rest on the axle stands. Then lifting and lowering alternately, and slackening and retightening the shock absorber bolts, until an even drop of 1/2" is obtained on both shockers.

**Ed Taylor** read an article by Geoff Coles when he was restoring his J3, suggesting ways of improving the stability of the J-type steering gear. The attached sketch is his solution at the steering box end. At the upper end, two extra stays to the bulkhead, as shown in the photo on page 39 of the April Bulletin, should also help to give a very positive feeling to the steering.





**Keith Portsmore** and the editor use a post-war distributor on their N-types, with the leads coming out of the top of the cap (the original ones came out the side). It is distributor part number 401100, with cap part No. 407043, condenser part No. 407044, Contact breaker set part No. 407050, and rotor arm part No. 407106. These distributors were fitted to such cars as Armstrong Siddeleys, and are more reliable than the original, but still looking the part. Parts are obtainable from The Electrical Parts co (Leo Parts Co), Windy Nook, Tenbury Wells, Worcestershire, WR15 8<sup>TH</sup>. Tel. 01584 811575 or e-mail [charles.russell1@btconnect.com](mailto:charles.russell1@btconnect.com)

## WANTED

**Alan Richards (205 Rue aux Hetres, Le Vaucorne, 27680 Trouville, La Haule, France. Tel 0033 6 87 34 57 97)** is in urgent need of a complete M-type radiator (shell and core) to replace the one that was lost in transit to the restorers. Might even consider a car in pieces.

**Ron White (Tel 01373 464149)** has a number of P and J-type bits which he would like a chassis for. He needs a P or J-type chassis (or even an M/D or Morris Minor at a pinch). Can anyone help him; the more parts attached the better.

## FOR SALE

**Colin Alderman (Windrush Cottage, Old Minster Lovell, Oxon, OX8 5RN. Tel. 01 993 775791. e-mail [calderman@btinternet.com](mailto:calderman@btinternet.com))** has the following books for sale:-

- 1 ) "K3 Dossier" by Mike Hawke, in excellent condition.
- 2 ) 2 copies of Max Zing's book, "K3 MG for Life"

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*Barry Foster's single-seater "Rat" record breaking at Millbrook in 1994*



*Derek Smith carries out final adjustments to his newly restored L2 in 1967*



***2006 New England raiders line up outside Chris Nowlan's house***  
Photo: P. Ross