

TRIPLE-M REGISTER BULLETIN



December 2010





***Millbrook 1994 - Peter Green (K3) and John Bannell (single seater J)
going record breaking***

Photo: G. Arrondelle



***NA Airline (NA 0655) as found by the Editor in Saltdean,
prior to its purchase and restoration by Colin Tieche***

Photo: The Editor

TRIPLE-M REGISTER

BULLETIN No. 58

December 2010

I trust you all had a successful and enjoyable 2010 season, without too many setbacks. There were so many things to do ranging from MG Silverstone to the Flat Cap and Whippet weekend, and next year being the 50th Anniversary of the Triple-M Register looks to be just as busy. Silverstone is now confirmed as the weekend of 24-26th June, so the Register's celebrations will be starting on Tuesday 21st to Thursday 23rd of June. Also the Continental 50th Anniversary rally has been confirmed as 23rd-25th September in Normandy. This means that the Chairman's Summer Gathering will be in July.

We see that RM Auctions had the ex-Dave Lawley NB Airline up for grabs at Battersea Park on the 27th October. It was sold for £145,600, which was a bit less than the \$380,000 (£190,000) it last fetched in the States. This was looking splendid in its new colours of black and red, although the chromed wire wheels rather spoilt the overall appearance. Also in the same sale was the only original 1935 Le Mans "Dancing Daughters" P-type, which was driven by Joan Richmond and Barbara Simpson to finish 24th after covering 1291.04 miles at an average speed of 53.79mph, and sold for a mere £78,400.

As you can see from the above Bulletin number, I have been editing this publication for nearly 10 years now. I would like to hand over to a new editor quite soon; so if anyone feels he would like to take on this important publication, which is sent out worldwide to nearly 450 people, please get in touch.

Whilst visiting my chrome platers recently I was amazed to see EIGHT brand new replica K3 radiators waiting to be chromed. I am sorry to say this K3 replica business is getting out of hand, with over 50 replicas now on the roads, meaning that this number of original K-types have been vandalised to provide the basis of these cars. One well known dealer recently had a very original K-type tourer that he sold on the understanding it would be kept original, but shortly after heard the body had been stripped off and a K3 replica started.

the car can be brought back to original in the future. After all there were only 20 K2s made, and the shape epitomises the classic sports car shape of the 1930s.

The very original J.H.T Smith K3 single seater, which was built up in 1936, and had a very successful career for decades, was pulled apart and made into a Mille Miglia style K3, (of which there are quite a few). This single seater was unique and now a unique piece of MG history is no more, purely due to commercial pressure. Also some time ago, the very successful ex-Eddie Hall sprint N-type, (which sported a canvas tail to save weight) was rebuilt as a K3 look-a-like, thus losing yet another piece of MG history.

All of our cars are now over $\frac{3}{4}$ of a century old, and are a part of our Heritage, and should be preserved as they were originally made (or altered in period) for future generations to appreciate. They are not toys, and we are only their short-term custodians, and should respect this. In my professional job restoring historic buildings, English Heritage guidelines were that original fabric should be maintained wherever possible; if it was rotten, new timber was scarfed on, or if under strength, additional strength was provided by new timber or steel, but the original material was never discarded. Similarly with antiques, a Chippendale chair is not given new feet because the owner doesn't like their shape. You buy these collectors items because you like them, warts and all; if not you should look for a model of car that provides what you want, and not chop up perfectly good historic cars.

Our new Registrar, Robin Hamblett, asks that those members who sell their Triple-M cars to please let him know, together with the details of the new owners, so that we can keep the records up to date.

Our NA Allingham now has its engine out for overhaul, following a water leak into No.6 cylinder and a smoking exhaust indicating that new piston rings are required. Since the engine was last overhauled 10 years ago, it has done very well, including two trips to New England, but naturally other things needing attention come to light when doing an overhaul, like the nut missing off the bottom of the dynamo!

**Cover photo:- The Editorial NA saloon ascending Red Bank,
as driven by Malcolm Robertson in the 3rd Flat
Cap and Whippet Rally (photo M. Robertson**



A Message from our Chairman

As you will have seen in Safety Fast, or elsewhere, the date of MG Live 2011 has now been confirmed as the 24th/25th/26th June. This means that the Register's 50th Anniversary celebrations will start on Tuesday 21st June. We announced several months ago that the first three days of the event are going to be based in the Stratford-upon-Avon area.

I can now confirm that the base hotel will be the 4-star Hilton Warwick/Stratford-upon-Avon Hotel, which is situated a short distance from Junction 15 of the M40. It has not been easy to find a hotel that caters for all our needs, the biggest problem being finding a suitable hotel that can seat 180 people for our Gala Dinner on the Thursday evening.

A sub committee has been working behind the scenes for the last year devising a programme of events that we think will suit all members.

The first day, Tuesday 21st June, will be spent at the Heritage Motor Centre at Gaydon, which is only a few miles from the Hilton Hotel. For those of you who do not know, Gaydon is a motoring museum that houses the world's largest collection of historic British vehicles, and includes many Triple-M and other MGs. There will be a Pride of Ownership and some driving tests for those who want to take part during the day.

The second day, Wednesday 22nd June, will be spent at Shelsley Walsh Hill Climb, which was the world's first purpose built motorsport venue, and is the world's oldest surviving active motorsport venue; it was first used in 1905. Shelsley Walsh was founded by, and has always been run by, the MAC (Midland Automobile Club). It is situated a few miles west of Worcester, and is approximately 40 miles from the Hilton Hotel. A choice of routes will be provided for the drive from the Hilton Hotel to Shelsley Walsh, so you can choose what type of roads you want to travel along. The aim should be to arrive by mid morning, when coffee will be available. There will be the opportunity to have a number of un-timed runs up the historic hill throughout the day. A buffet lunch will be provided as part of the 'package'.

The third day, Thursday 23rd June, will be split into two parts. During the day (morning and afternoon) there will be an informal touring assembly. You will be able to visit some of the many local attractions selected from a list provided by the organisers. When your official entry is received you will be sent a list of approximately 25 visitor attractions for you to choose which ones you would like to visit.

The list will contain brief descriptions of each attraction, together with a map showing their locations, all are within a 30 mile radius of Stratford-upon-Avon. Some are to the north, a few are to the east and quite a number are towards the south west.

The list will include stately homes and gardens (many being National Trust properties), museums, historical landmarks, picturesque towns and villages, a steam railway, a traditional brewery etc. Having selected your preferences, you will be provided with a route book with a suggested itinerary, although you will be generally free to pick your route and select your time of arrival at each venue. We will aim to arrange coffee and lunch stops for all participants, although this will depend on the numbers on each given route.

In the evening there will be a Gala Dinner at the Hilton Hotel.

On Friday 24th June the Register's organised event ends and we will move to MG Live at Silverstone (24th – 26th June). The Register will not be organising any accommodation for those people going onto Silverstone, but we will be able to supply a list of local hotels, pubs and B&B's for those that do not know where to stay.

The Register will be publishing a book documenting the design, development and body styles of Triple-M cars during their production period – do you realise that there were over 100 different body styles available for the various Triple-M models? To complement this book the Register will be organising a display at Silverstone of as many different models and body styles as possible.

Full details of our Anniversary event will be announced in the New Year, when entry forms will be available. Entry forms will also be sent out with the February Bulletin.

I many of you will join in and make this landmark event an occasion to remember. In the meantime, if you have not already done so, please could you register your interest (without obligation) in participating in the event with Elizabeth Taylor (e.taylor@oakend.net)





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VSCC Goodwood Sprint

23rd October

This year's Goodwood Sprint took place in very wet conditions, which probably explained why Ian Baxter (Bellevue Special), David Hince (KN Special) and Robert Dean (Magnette) did not turn up. Mark Dolton didn't turn up as he had his engine apart after recent problems.

This left the Triple-M flag to be flown by Philip Coombs in the ex-Tieche J2, Gill Collins also in a J2 in the Standard and modified Sports Car classes, while Peter Haynes in his Q-type replica and Stuart Evans in his blown J2 were in the Special Sports Car Class. This was Philip Coombs' first sprint and he was very pleased to see over 80mph on the Lavant straight.

The results showed that Philip Coombs gained a 1st on Handicap in his class, and Stuart Evans bagged a 1st on Handicap in his class.

Results:-

Driver	1 st Practice	2 nd Practice	1 st Run	2 nd Run
Philip Coombs	198.07	184.42	189.84	173.55
Gill Collins	183.82	178.80	178.83	172.14
Peter Haynes	162.09	152.19	143.73	146.64
Stuart Evans	164.76	169.63	159.43	



Stuart Evans at the Chicane in his J2 (photo I. Davison)



K0420 - Lanes Motors of Melbourne imported many new MMMs in rolling chassis form direct from the MG factory, and fitted locally built bodies. In 1934 two new K-types were imported, K0420 and K0421, which were both fitted with the KD engine. The first chassis was bodied by Martin and King as a faux cabriolet. The second was bodied as a more traditional open 4-seater, possibly by Chas Aspinall; they bodied many of the MG chassis imported by Lanes. K0421 was driven by Norman Putt in the 1934 AGP at Philip Island before being sold to its first owner through Britannia Motors. K0420, the faux cabriolet, was sold to Mr S Chambers in November 1934, and from there its history is not well known, other than it was owned for a period by Otto Stone, who used it as his daily transport.



Car Of The Year 2010

Scores to 27th November

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	909	J2-PA/s	FW 3909	Bill Bennett	114
2 nd	3	J2	DG 5404	Mike Hawke Ed Taylor	103
3 rd	2200	C/s	RX 8306	Philip Bayne-Powell	102
4 th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	94
5 th	2694	J2-PB/s	Kayne Spl.	Mike Painter	88
6 th	1140	J2	JL 753	Mike Linward Neil MacKay	80
7 th	2692	J2	SW 4156	Brian Galbraith	78
8 th	1595	M	PG 1045	Frank Ashley	74
9 th	920	PA	TG 8337	George Ward Jo Ward	71
10 th	-	KN/s	OHL 3	David Hince Peter Fenichel Richard Pilkington Alex Pilkington	66
11 th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	64
12 th	1883	J2	PO 8865	Patrick Gardner Claire Gardner Mike Linward	60
13 th	2272	C/s	LJ 4444	Oliver Richardson	58
14 th	108	M	OU 4824	Mike Dalby	57
15 ^h	2362	NA	BTT 726	Richard Jenkins Ian MacKay Nick Dean	55
=16 th	341	M	PJ 7970	David Rushton	50
“	1533	PA-PB	WV 5012	Dick Morbey	50
18 th	2134	K1/s	MG 3094	Peter Fenichel Tim Metcalfe Günther Krenn	46
19 th	627	J2	FS 5663	Ian MacKay Richard Jenkins	45
20 th	1135	M	SV 5438	Alan Grassam	44
=21 st	1270	NB Cresta	MG 4750	Bob Clare	42
“	3205	K3/s	JB 7526	Peter Green Clint Smith	42
23 rd	65	PA/s	DPH 228	Nigel Gibbons	41
24 th	2000	K3/s	MG 3570	Peter Green Andrew Taylor	40

25 th	676	PA/s	WP 5939	Roger Thomas Russell Thomas Rosemary Thomas	39
26 th	2430	PA/s	497 UXH	Howard Haman	38
27 th	1428	J2	DG 61 42	Nick Benger	37
28 th	2913	PA/s	MG 3855	Andrew Morland	35
29 th	2852	M	RH 5831	Philip Coombs	34
30 th	148	M	OY 1 548	John Haine	33
31 st	2284	J2	OB 5374	Andrew Henderson	31
=32 nd	1117	L1	JK 3375	Pau I Mullins	29
“	2147	NA/s	AAO 797	Robert Dean	29
34 th	3226	C/s	JO 2288	Hamish McNinch Barry Foster Fred Boothby	28
35 th	2170	PB/s	CLX 112	Mark Dolton	27
=36 th	1917	J1/s	VSV 521	Stuart Evans	26
“	2631	K3/s	JB 1472	Brandon Smith-Hilliard	26
“	167	M	APB 2 98	Andy King Rachel Bolton-King	26
=39 th	2579	M	MG 874	Valerie Davison Ian Davison	25
“	2028	NB/s	MG 3694	Jane Metcalfe	25
=41 st	30	J2	OC 3816	Ian White	24
“	815	KN/s	MG 4314	Martin Warner	24
=43 rd	2175	PB	JB 7524	Elizabeth Taylor Colin Butchers	23
“	1804	PA	MG 3848	Alex Reid	23
=45 th	738	J2	UP 8871	Colin Henderson	22
“	1235	L1/s	JB 6878	Bryan Ditchman	22
“	2591	PA	MG 3242	Colin McLachan	22
“	-	J2	WF 5494	Fred Boothby	22
49 th	1419	J2	AGJ 540	Paul I Miller	21
=50 th	225	K1	ALU 463	Martin Jacobs	20
“	1000	PB/s	JB 7521	Brandon Smith-Hilliard	20
=52 nd	2517	M	SV 6402	Roger Glistler	18
“	1550	PA	567 CRU	Peter Scott	18
“	3017	J1 Sal'ette	UG 35 85	Jim Collier	18
“	2141	PA/s	RC 3349	Derek Richards	18
“	2823	F1	GY 51 41	Rob Walker	18
“	2193	NB	DUB 679	Terry Hartley	18
“	1463	NA/s	BUU 964	David Downes	18
“	1018	J2	MG 2853	Philip Coombs	18
=60 th	158	PA	BJO 800	Peter Down	17
“	2953	NA	BLL 491	Tony Knowles	17

=62 nd	1156	PA-PB	AAD 264	Nick Dean	16
“	922	D	KG 1237	Digby Gibbs	16
“	3190	J2	JC 1421	Brian Bassett	16
“	1963	PB	YS 5081	Keith Wallace	16
“	411	L2	JB 1649	Geoffrey Jarvis Ken Robinson	16
“	250	PA	MG 3294	Andrew Bradshaw	16
“	651	J3/s	MGJ 33	Ross Kelly	16
=69 th	1004	NA	BNA 230	Martin Latimer	15
“	2227	KN	MG 4282	Peter Hemmings	15
=71 st	81	C/s	JK 1932	Sandra Hudson	14
“	597	PB/s	VV 4538	Peter Haynes	14
=73 rd	2742	J2	DG 7828	Robin Hamblett	13
“	42	M	RX 6795	Michael Boulton	13
75 th	126	L2	ANB 431	David Naylor	12
=76 th	2077	K1-Kn/s ss	-	Annie Templetton	11
“	2188	M	GH 4434	Colin Reynolds	11
“	447	J2-PB	AMY 217	Andrew McNeil	11
“	1146	K3/s	JB 3182	Gunther Stamm	11
=80 th	2133	KN/s ss	-	Andy King	10
“	1650	M	DV 4449	Robbie Bugbird	10
“	407	J2/s	XJ 4982	Peter Batty	10
“	2088	J2	VO 9826	Simon Wilkinson	10
“	27	J2-PA/s	DRV 740	Steve Futter	10
“	317	Jarvis M	GP 1856	Annette Lee	10
=86 th	2960	J2	AM-30-25	Thijs de Groot	9
“	3302	J2/s	KS 6104	Andrew Harrington	9
“	1	NA/s	JB 3852	Mike Allison	9
“	845	M	PG 5027	Mike Cleary	9
“	2920	J2	JA 4275	Jonathan Marsh	9
“	1537	PA/s	LV 8989	Patrick Gardner	9
“	950	L1/s	MG 2349	Ian Davison	9
“	869	F1	GY 4981	Robin Smith	9
“	679	J2	MG 2787	Tery Holden	9
“	73	PA/s	US 8752	Mike Pancheri	9
“	994	L2	ALA 656	George Eagle	9
“	1418	PA	ARO 872	Paul Ferren a	9
“	329	PA/s	CZ 4895	John Adams	9
“		F1	DX 9913	Bill Cullen	9
“	64	PA 4str	AEL 465	Ian Willis	9
=101 st	119	J2	KG 1600	Paul Edwards	8

	“	1521	C/s	RX 8591	Dave Cooksey	8
	“	957	L2	MG 2799	Derek Smith	8
	“	1976	J2/s	JF 5278	Gil Collins	8
	=105 th	284	M	MG 533	Paul Lovett	7
	“	1710	F1 Jarvis	IU 2474	Martin Phillis	7
	“	1931	C/s	VD 30	Barry Foster	7
	“	1516	K3/s ss	-	Jeremy Hawke	7
	=109 th	1367	PA/s	MG 3921	John Wells	6
	“	2695	J1/s ss	-	Garth Howat	6
	“	1647	NB	JB 6864	Bill Abbott	6
	“	162	ND/s	BKL 265	Ed Taylor	6
	“	2922	NA/s Saloon	XXG 102	Malcolm Robertson	6
	“	1278	F1	MG 1313	Ian Goddard	6
	“	968	PA	BU 8079	Roger Davies	6
	“	2703	PA 4str	MG 3452	Tony Wild	6
	“	789	NA	YS 7798	Keith Hall	6
	“	2789	PA 4str	VYC 529	Keith Jackson	6
	“	2957	PA 4str	JC 2222	Geoff James	6
	“	1659	PA	VL 5643	Terry Davies	6
	“	1591	J2/s	YJ 892	David Stansbie	6
	“	534	NA	HH 8 103	Bill Bennett	6
	“	3063	F1	IA 9830	John & Lou Shorten	6
	“	625	F1	OV 9757	Ewan Harris	6
	“	1777	PA	BEV 518	Ron Warr	6
	“	1600	D	PO 5751	Ted Hack	6
	“	1971	F2	WM 8548	Terry Wilson	6
	“	1607	F1	HZR 714	Stefaan Vernyns	6
	“	2229	PA	JK 4823	David Stewart	6
	“	1936	L1	JB 1646	Peter Sutcliffe	6
	“	1297	NB	BVB 561	John Thomson	6
	“	843	M	ST 6963	Tony Margel	6
	“	3101	M	DR-94-72	Michael Kuijpers	6
	“	8	D	PJ 2495	Peter Chapman	6
	“	1676	D	NG 2461	Mike Jakeman	6
	“		J2	APK 438	John Forster	6
	“	2236	J2	TJ 5050	George Morgan	6
	“	2220	PA 4str	AYH 640	Tom More	6
	“	417	PB/s	AVP 50	Tony Connell	6
	“	776	NB	YS 6658	Mike Legg	6
	141 st	1823	PA	WO 9320	Terry Andrews	4

=14 2 nd	761	J2/s	APU 280	David Downes	2
“	2494	J2/s	AKN 535	Dave Pendlebury-Brown	2
“	1331	PA	EDU 347	Roger Cadogan	2
“	3027	PA	TJ 9043	Mike Legg	2
“	3298	PA/s	OSL 309	Les Procter	2
“	3130	PB/s	JB 7136	Jeanne Temple	2
“	142	L1/s	APD 886	Adrian Cole	2
“	2215	PB/s	JB 7525	Sarah Frankel	2
“	1401	J2	JN 2675	Martin Edgar	2
“	2120	M	OD425	Bob Mellors	2
“	397	M 12/12	SC 9559	James Peacop	2
“	1925	PA	BPG 994	Bob Clare Eric Maidell	2
“	1174	M	MJ 1911	Jay Hall	2
“	1985	K3/s	CS 3009	Philippe Douchet Bob Jones	2
“	2495	J2/s	AKN 535	Dave Pendlebury-Brown	2
“	761	J2/s	APU 280	David Downes	2
“	1331	PA	EDU 347	Roger Cadogan	2
“	423	J2/s	DU-FG-86 H	Christian Höptner	2
=160 th	3057	PB	YS 5489	Geoff Smith	1
“	3070	K3/s tc	MG 2525	Richard Last	1
“	2715	KN/s	CG 8379	Tanya Lewis	1

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

2 nd /3 rd October	VSCC Donington Park 'SeeRed' Race Meeting	Full
10 th October	VSCC Welsh Rally	Full
10 th October	MGCC SE Centre Autumn Naviscat	Full
15 th /16 th October	Le Kimber Rally & Trial, Hambye France	Full
23 rd October	VSCC Goodwood Autumn Sprint	Full
20 th November	VSCC Cotswold Trial	Full

FUTURE EVENTS

4th December	VSCC Winter Driving Tests	01608 644777
9th January	VSCC Brooklands Driving Tests	01608 644777
22/23rd January	VSCC Measham Rally	01608 644777
4-6th February	Retromobile, Paris	01264 77 1188
12-13th February	Great Western Autojumble	0117 907 1000
20th February	MG Show, Stoneleigh	0871 620 7067
13th March	MGCCSE/IRC Scatter Rally	01483 81 1428

SPEED CHAMPIONSHIP 2010

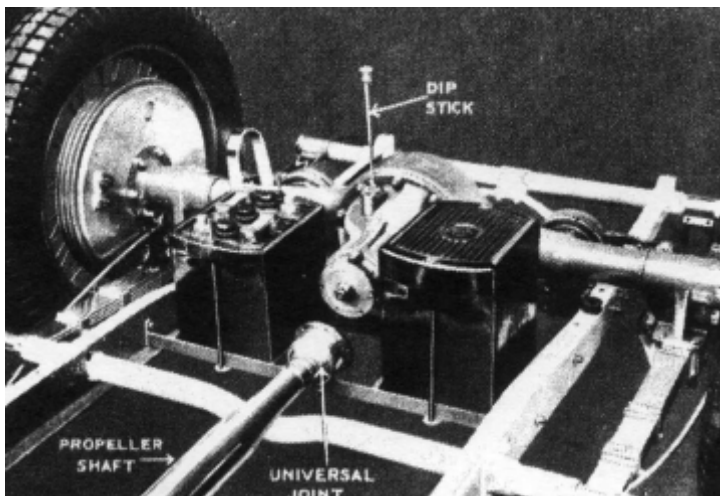
Scores to 27th November

Position	Car/s	Driver	Points
1 st	M	Frank Ashley	29
2 nd	PA/s	Howard Harman	24
3 rd	J1/s	Stuart Evans	16
4 th	J2	Ian MacKay	14
5 th	J2	Neil MacKay	12
=6 th	C/s	Philip Bayne-Powell	11
“	NB/s	Jane Metcalfe	11
=8 th	J2	Mike Linward	10
“	KN/s	Annie Templeton	10
=10 th	J2	Richard Jenkins	9
“	K3/s	Andrew Taylor	9
12 th	K3/s	Peter Green	8
=13 th	PA/s	Andrew Morland	7
“	NA/s	David Downes	7
=15 th	NA/s ss	Ian Baxter	6
“	K1/s	Peter Fenichel	6
=17 th	J2	Brian Galbraith	5
“	KN/s	Andy King	5

SLADE TROPHY 2010

Scores to 27th November

Position	Car/s	Driver/s	Points
1 st	J2-PA/s	Bill Bennett	46
2 nd	PA	George Ward	18
3 rd	J2	Mike Linward	15
4 th	PA/s	Nigel Gibbons	13
5 th	PB/s	Brandon Smith-Hilliard	11
=6 th	M	Ian Davison	9
“	KN/s	Martin Warner	9
=8 th	J2	Mike Hawke	8
“	J2	Thijs de Groot	8
10 th	M	John Haine	7
=11 th	M	David Rushton	6
“	NA	Nick Dean	6
13 th	PA/s	John Wells	5
14 th	J2	Nick Bengier	4
15 th	M	Alan Grassam	3
=16 th	J2	Patrick Gardner	2
“	L1/s	Bryan Ditchman	2
“	M	Mike Dalby	2
“	NA	Ian MacKay	2



Racing Challenge Trophy 2010

The Betty Haig Cup

Scores to 27th November

	Car/s	Driver/s	No. where less than 5 races	Index of Performance
1 st	C/s	Oliver Richardson		0.354
2 nd	J2-PA/s	Mike Painter		0.375
3 rd	K1/s, KN/s	Peter Fenichel		0.493
	J2/s	Peter Batty	4	0.685
	C/s	Hamish McNinch	3	0.578
	J2	Fred Boothby	3	0.580
	K3/s	Brandon Smith- Hilliard	2	0.646
	NA/s	Robert Dean	2	0.767
	KN/s	David Hince	1	0.273
	KN/s	Annie Templeton	1	0.333
	NB/s	Jane Metcalfe	1	0.667
	KN/s	Andy King	1	0.667
	K3/s	Andrew Taylor	1	0.676
	C/s	Dave Cooksey	1	0.714
	K3/s	Peter Green	1	0.971
	NA/s	David Downes	1	1.000

Competition Secretary's Report

By Mike Linward

The last few competition events of 2010 will have taken place by the time you read this, but at the moment, all competition tables are 'live', and final positions have yet to be determined. So if you think one of your 2010 events has not been covered, please get in touch with the Comp. Sec. (details at the back of the Bulletin) to remedy the matter.

The Vintage Race meeting at Donington, over the weekend of the 2nd and 3rd of October, contained the usual two-hour relay race, and our team of 'Magnettes Plus One'. Peter Fenichel, in David Hince's KN, Brandon Smith-Hilliard in the K3, Jane Metcalfe in the N-type and Richard Frankel in the PB Cream Cracker, were rewarded with 8th place on scratch, out of the 14 teams that finished

In the Goodwood Autumn Sprint, on 23rd October, there were good performances from Philip Coombs' J2 and Stuart Evans' J1/s, and both achieved handicap wins in their respective Classes. Philip Coombs was 4th overall in Class 2 and Peter Haynes PB/s 4th overall in combined Class 8&9.


There were mixed fortunes for Triple-M cars in the Cotswold Trial on 20th November, with Richard Jenkins' NA, Rachel Bolton-King's M and Brian Galbraith's J2, all propping up the bottom Novice Class O. Brandon Smith-Hilliard in the Cracker PB faired better in Class 1A for Short Wheelbase cars, coming in second out of twelve, and a Second Class Award.

A modest group of travellers took part in the final French Kimber, held in the middle of October in Normandy, but all enjoyed the experience. A full report will follow, but while Ian MacKay won the Friday afternoon 'Tumbledown Rally', top honours go to Mike Linward in the J2 (engine courtesy of Neil MacKay!), who carried off 'Le Frog' trophy as winner of the Saturday trial.

The updated tables show that Oliver Richardson, Bill Bennett and Frank Ashley are the respective likely winners of the Betty Haig, Slade and Speed Championship competitions respectively for 2010, but there may just be time for final positions to change.



MIDGET



MAGNETTE



MAGNA

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

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BRITISH MOTOR VEHICLE

Tuning MG Cars

By Wilkie Wilkinson

(When chief mechanic at Bellevue Garages)

Everyone who has anything to do with sports or even touring cars knows that no two cars, apparently identical in every respect, give the same performance. Small variations in valve timing, the casting of the cylinder head, the fit of the bearings and pistons, all these can affect the ultimate result, although it is almost impossible to detect them until the car is fully run in and tried against the stop watch.

Obviously tuning is of little account unless the chassis is a good one, and this is a point which makes the tuning of MGs particularly worth while. The layout of the chassis, brakes and so forth has been determined as a result of racing experience, and so there is a ample margin to deal with any extra which may be obtained. It also happens that for a small amount, say £5 to £10, a useful and certain improvement of performance can be expected in every case.

The first car to be considered is obviously the popular P-type, with its three-bearing four-cylinder engine, virtually identical with the unit used on the "Q" and "R" type cars, and thus capable of a substantial increase in power without fear of damage.

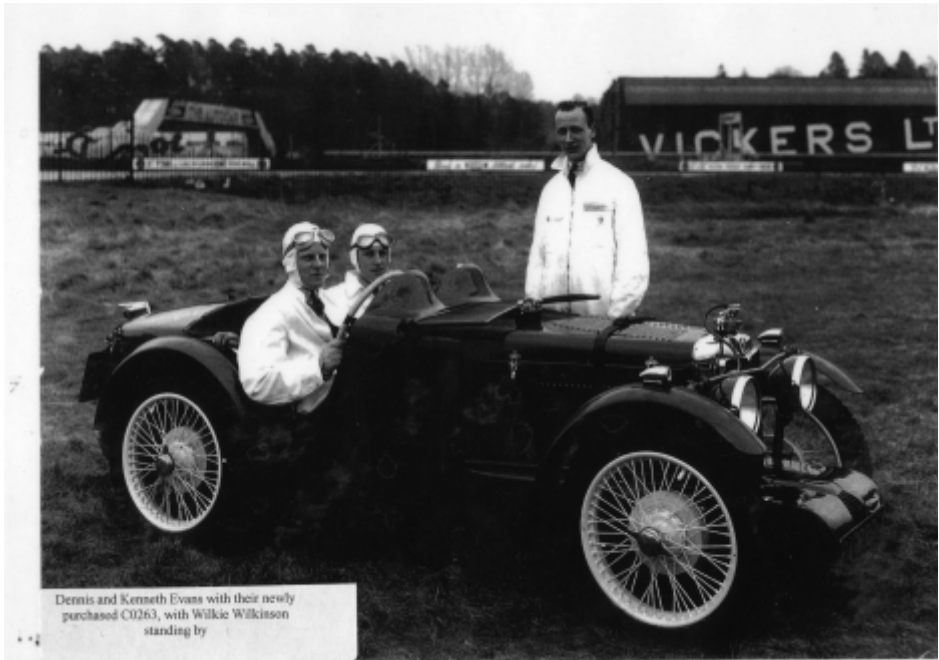
Before starting work it is advisable that the engine should be run in, so as to be able to detect the improvements in performance which are being made, though of course there is nothing in the tuning which could not be done to a new engine.

We usually start with checking the camshaft timing, making sure that the inlet valves open, as they should, at 15 degrees before top dead centre. Sometimes the keyway is machined a fraction out of position, and in this case the alteration in timing has to be rectified by making a new key.

In the same way, the ignition timing must be checked; the correct setting being 1/8" before TDC with the ignition fully advanced. If the setting is wrong, and particularly if the owner

has been trying a little "private" tuning, the error is nearly always in the direction of too much advance. An improvement of 2mph with smoother running often follows simply through attention to this point.

The next thing to be decided is the compression ratio desired. The standard ratio is 6:1, and this can be taken as high as 8.5:1 without any major alterations, but in this case the engine will require a mixture of 50% straight or ethyl petrol and 50% benzol. Not everyone is prepared to go to the trouble of buying benzol however, so generally we are content with removing 1/8" of metal from the head and using a thin gasket. This gives a compression ratio of about 7:1 and an increase in speed of 3-5mph, while the engine still runs smoothly on standard fuels.



Dennis and Kenneth Evans with their newly purchased C0263, with Wilkie Wilkinson standing by

The next move is to grind out and polish the ports, and to make sure that the openings in the induction pipe, inlet gaskets and cylinder head are smooth and flush. This seems quite a small matter, but in the case of an engine which revs up to 6500rpm or more, it may have a substantial effect, and in many cases one may get 2 to 3 mph extra as a result of providing a free passage for the incoming mixture. Triple valve springs we also find useful in getting the utmost out of the P-type engine. The tension is very little greater than that of double springs, but valve bounce is nevertheless avoided, since their period is well above any revs which the engine will reach.

The standard engine components have a sufficient margin of safety to stand the extra power produced by these alterations, but sparking plugs having a higher heat-resistance need to be used; the 14mm KLG LK1s proving satisfactory. With the 7:1 compression ratio, it is also advisable to fit valves of K steel.

All these attentions cost comparatively little, and a car, which previously may have had a maximum of anything between 70 and 75mph, should now be capable of a genuine 80mph. If you are an enthusiast with a good supply of ready cash, there are other things, which add to the car's efficiency, though naturally as this is raised the extra mph becomes proportionately difficult to obtain.

One thing, which helps in many cases, is to have the bearings eased. It is difficult to forecast exactly how much bearings are going to bed down with running in, and occasionally we find them tight after several thousand miles. A clearance of 2 thou on main and big-end bearings may actually prolong the life of the engine, since the crankshaft expands just as surely as the pistons or the cylinder block. Another thing necessary to ensure that the engine is giving its best is to make certain that the connecting rods are running parallel with the bores; those who wish to take part in speed trials may find it worth having the compression raised to 10:1 and running on alcohol fuel. Most people with a P-type car naturally do not contemplate doing anything as drastic as that, and for ordinary

events such as reliability trials and speed trials the 7:1 or 8.5:1 compression ratio provides quite enough power.

Nothing has been said so far about the chassis. Very little is required in this direction, beyond seeing that the brakes and wheel bearings are free in all positions, and if high speed work is contemplated, to bind the road springs with insulating tape and then cord, with a final layer of tape to make a neat job. It is assumed of course that spring slides, steering joints and other vital parts are in good condition.

There are still, of course, a great number of the earlier J-type midgets in regular use for trials and road work. The same treatment suggested for the P-type may also be successfully employed on the earlier cars, but the two-bearing crankshaft puts a limit to the power which can safely be obtained, and we seldom raise the compression ratio above 7:1. This applies even more strongly to the supercharged Montlhery.



Wilkie competing at Lewes Speed Trials on 11th June 1932, in Kenneth Evan's C-type (C0263) as the latter was taking exams! Wilkie netted first in the 1500cc Sports and Racing Car classes.

(Photo from the the Brooklands Society Archives)

As an experiment we had a specially balanced Laystall crankshaft made for one of these cars at a cost of £25, and ran it successfully through an entire season without trouble, and if anyone is thinking of using one of these cars regularly in competitions. I strongly advise obtaining one of these.

Before leaving the Midget, it might be well to say something about petrol consumption. The consumption of the standard car is about 30mpg. Raising the compression ratio to 7:1 improves the figure slightly, and even on 8.5:1, where slightly richer needles are required in the carburettors, the increase in fuel consumption is negligible.

The L-type Magna gave less scope for tuning than most of the later models, as the engine was rather small for the size of the chassis, and required to run at high revs before much power was produced. We have had quite good results with one of these running with an 8.5:1 compression, but a more successful way of tackling the problem was found in fitting a small Marshall supercharger blowing at 5psi. A larger and more efficient water pump was also found to be an advantage.

The last type of MG sports car I deal with is the N-type Magnette, which is perhaps the most responsive to simple treatment. The engine is dealt with in exactly the same way as that of the P-type Midget, and the compression ratio may safely be raised to 8.5:1. The cars driven by Mr K.D. and D.G.Evans have been prepared in this way, and we have had excellent results with them, running throughout a season of trials without even dropping the sumps. 75 bhp is developed at 6,500rpm. Valves, pistons, connecting rods and other components are all standard, but the clutch springs have been strengthened, and the gearbox pinions originally fitted in the J-type Midget are used, as the standard ratios are rather too low for trials work. Cylinder head gaskets are dispensed with, the heads being checked on a surface plate and then lapped onto the block. With trials ratios the all out speed is 85mph, though another 5mph can be obtained with a higher back axle. The TT type car, which is capable of

camshaft, which gives more overlap, and larger carburetors. The higher speed is obtained, of course, at the cost of power low down.

At the end of the racing season, we experimented with a Magnette on which the compression ration was raised to 9.5:1. Alcohol fuel was naturally used. The car finished first in a Mountain race, and a close third in an Outer Circuit race; the best lap speed in the latter race being 104.19mph.

With regard to the racing cars, the supercharged Magnette and Q and R-type, any modifications we have carried out have been of a minor nature; most of the attention, as usually happens in cars of this type, being given to seeing that every part is free and a good fit. The camshaft on the Magnette which gives only 15 degrees overlap, can be changed to advantage for one giving an overlap of 25 to 35 degrees.



**Wilkie and Kenneth Evans wave to Eddie Hall (C0268) after blowing up C0263 at Donington Park on 25th March 1933.
(Photo from the Brooklands Society archives)**

As regards the chassis, considerable weight can be saved by fitting a light body and smaller batteries, while road holding is improved by removing two leaves from the rear springs.

The wonderful little engines fitted to the Q and R-type Midgets are almost identical. They can be revved safely to 7,800rpm, and one we had on the bench the other day gave 116.6bhp at 7,500rpm. Beyond rather ticklish jobs such as lightening the rockers, and providing special valve cotters, nothing out of the ordinary is needed on them, but we have made some successful experiments with a special cylinder head in which the sparking plugs screw into masked openings. There are no shoulders on the bodies of the special 14mm plugs, the copper gaskets being sandwiched in between the bottom of the plugs and the metal of the cylinder head. This method of construction keeps the plugs cool and reduces the size of the openings into the combustion chambers.

Our racing concluded this season with an attempt by Mr Kenneth Evans on the 750cc Mountain record. Previous attempts we had made showed that though the power developed by the R-type Midget was quite sufficient to give us the record, the violent braking called for at the corners rendered the brakes almost inoperative after a few laps. This we attributed to the fact that the brake drums were shielded from the air stream, and also the fact that the drums and shoes were both made of the same material, so that the heat did not flow away from the linings. Fitting wind scoops on the backplates and fins on the drums completely overcame this trouble. A few days before the track closed Mr Evans took the record at 75.24mph, a satisfactory finish to a season in which the cars tuned at the Bellevue Garages scored 45 awards in racing events, and 36 in reliability trials.

Racing nowadays is a strenuous business, but for the amateur with a small amount of money to spend, plenty of amusement can still be had from taking part in the smaller speed trials, and the Club events at Brooklands.

Painting your Car

By Mike Allison

(As printed in the Triple-M and Vintage Bulletin of Dec 1968)

Far bet for me to give you a lecture on how to paint your car – there a far worthier pens than mine able to describe the mechanics of painting. I would only advise that whatever you decide to paint your car with, and whatever method, drop the manufacturer of the paint a line, and ask for his specific working conditions – and follow these implicitly. Whatever you do, do not mix types of paint, synthetic with oil or cellulose, for instance. For the amateur, I would advise spraying (or brushing) coach paint, which appears less temperamental and susceptible to runs and blooms than cellulose.

However the real substance of this article is colours. Much rubbish is talked about colours with which old MGs were painted, and I have compiled broad lines to help you get your colours right.

To start with the chassis. The chassis frames, axles, brake drums, propshaft and steering box (except on the N-type, and I think on other cars fitted with the Bishop Cam box) were all painted chassis black. The steering column on the N-type was plated, and so far as we can tell, this was the only model with a plated column as standard. On certain models exposed parts of the chassis were coloured as indicated below. Where it says “chassis was blue”, this only means the exposed parts of the frame.

Engines and gearboxes were red as standard, and we think green on saloons. Racing engines were unpainted, contrary to popular opinion.

Hoods appear to have been black on all models with the exception of the 1933 cars, and they were never, but never, PVC or other plastic material. Double duck will last for several years, so save yourself a few quid, and stay original.

Now we come to the bodywork. There are no generalisations here, so we will take it model by model. While it is true that customers could order any colour scheme they wanted, bear in mind that certain finishes were not available until after the Triple-M period (e.g. metallics). Other finishes were not available during the Vintage period; for instance 14/28s were all hand painted until about 1927.

Standard Colour schemes:-

14hp cars – Blue or claret upper parts and mudguards, with polished, engine-turned aluminium lower parts on open cars, and on metal panelled saloons the lower parts were painted a contrasting shade.

18/80 Mark 1 & 2 Saloons and 2-seaters (1930)– Both body and wings were painted black, while the wheels and upholstery were either Pillar box red, Cerulean Blue or Apple Green, and on saloons only, Tudor Brown upholstery and Cream wheels.

18/80 Mark 1 & 2 Speed Models – Body was painted Black, with wheels wings and upholstery in a choice of Pillar Box Red, Apple Green or Cerulean Blue, with an option of Black wings.

18/80 Mark 2 (1931) – The body was Black (saloon roofs and wheels matched the wheel colour). The wheels and upholstery could be had in Apple Green, Tudor Brown, Cerulean Blue, Deep Red or Suede Grey. There was also the option of Duo-tone colours as follows (darker shade first):- Ulster Green/Dublin Green, Tudor Brown/Hazel brown, Ebony Black/White, Carmine Red/Saratoga Red, Abingdon Grey/Brooklands Grey, Oxford Blue/ Cambridge Blue, Rust Red/Moorland Grey, Light Fawn/Old Ivory. Open cars had the body and wheels in the lighter shade, with the chassis and wings in the darker shade. Closed cars had the body and wheels in the lighter shade, and the chassis, wings and roof top in the darker shade. The upholstery was coloured as for the black cars, to blend in with the colour of the car.

M-types – 1929 models were finished in either blue or red fabric and bonnet, with black wings, wheels and upholstery

Later models were finished in Black, Monitor Grey, Pillar Box Red or Cerulean Blue body with Black wings, wheels and upholstery, although Black cars had Red wheels and upholstery. The Sportsmans Coupes had body and wings in Black, with the roof and rear quarters in Red, Green, Blue or cream. Upholstery and wheels matched the roof, except those with Cream roof and wheels sported Brown upholstery. Jarvis cars were finished in Black fabric with Green or Red wheels and upholstery.

Other models – In general two-tone colour schemes were “in”, and may be summarised as follows for the D, F, J, K, P and N-type open cars:-

Exterior	Body	Wings	Wheels	Upholstery
Black/Green	Black	Black	Dublin Green	Apple Green
Black/Red	Black	Black	Saratoga Red	Deep Red
Black/Blue	Black	Black	Cambridge Blue	Cerulean Blue
Ulster Green/ Dublin Green	Dublin Green	Ulster Green	Dublin Green	Apple Green
Oxford Blue/ Cambridge Blue	Cambridge Blue	Oxford Blue	Cambridge Blue	Cerulean Blue
Carmine Red/ Saratoga Red	Carmine Red	Saratoga Red	Carmine Red	Deep Red

P- and N-types were the first MGs to be fitted with aluminium painted wheels; when this took place is not clear but probably in 1934. Ds, J1s and F1s were offered in a variety of additional duo-tones – Black/White, Browns, Greys and Fawn and Ivory. Hoods on 1933 cars, which were painted with standard duo-tones, were coloured to blend in with the scheme, but this only lasted the year.

There we are then: MGs were colourful cars (even the Black ones!), so I hope we will see a few more of these, and less of the dull and ubiquitous BRG, which was never offered as a colour option!

Now of course comes the problem - what exactly are the shades? Oxford and Cambridge Blues are easy. Ulster and Dublin Greens are the colours on the factory's own NB. Saratoga Red is I guess the same sort of shade as Pillar Box Red, and Carmine Red would be a sort of Victoria plum colour. Cerulean Blue is a sort of pansy shade, but the colour of the leather sample I have seen approaches Oxford Blue – so this is a difficult one. Elwin Sapcote's M-type is about right according to Cecil Cousins. I once remarked at a meeting that I thought it was rather bright and got told off!

OK? Well you try to describe colours – especially those you have never seen. Me? I'm glad my N-type was Oxford and Cambridge Blue.... Back to the paint shop!

Jarvis Information Required

Rob Dunsterville has decided that as more information has come to light in the last 35 years since he wrote his original article on the coachbuilding firm of Jarvis in 1975, he would like to update the story of the company, and the MGs which have their distinctive bodies. Mainly their bodies were mounted on M- and F-type chassis but there were other MGs too.

If you have any information (and/or pictures) on the company, or personnel, he would be very pleased to receive it.

Also all past and current owners and restorers of Jarvis bodied MMM cars are very kindly asked to share what knowledge they have acquired, and supply pictures showing what assemblies or component parts are particular to a Jarvis body, such as shape of doors and shape, and position of petrol tanks etc

Rob has agreed to maintain contact with anyone who assists him with updates on the story when new elements are discovered, as one new fact can lead to another and help build up the bigger picture.

His details are:- 85 Green Point Drive, Forster NSW 2428 Australia. And e-mail robertanddenny@gmail.com Tel. 61 2 6557 6400

The following article was written by Julian Brownridge and printed in the Hornet Special Club's magazine, and refers to the problems with head gaskets that occur on their 1931-1933 Wolseley engines, which are almost identical to our F-type MGs, which also have problems with head gaskets. It is reprinted with the author's kind permission – Ed

I am sure that everyone is aware of the problems with our cars, caused by the close proximity of the exhaust valves to No. 3 & 4 cylinders, either side of the relatively narrow dividing piece of gasket separating the two combustion chambers, ultimately causing the gasket to burn through at this point. The narrow dividing piece may also come under extra stress due to movement caused by the fact that one piston will be on a compression stroke, while the other, at an identical position will be on an exhaust stroke.

There is a school of thought that centre punching the block and head faces across the dividing land between the bore and combustion chambers respectively is the answer. I personally do not hold with this, and believe that is inherently a heat problem, with the ultimate burning of the gasket caused by the hot gases being forced either side of the gasket. I also believe that it is an inherent design fault since:-

1. Service bulletins issued to the garage trade in the 30s, recommend the centre six head studs be increased in size.
2. There has always been a relatively short supply of early gaskets, due no doubt to their high consumption.
3. The obvious points must be first addressed. Do the top of the block and the face of the head need facing up? This is to obviate any distortion, and to get rid of any scratches or gouges on the faces between number three and four cylinders, although I would have thought that if the centre six head studs are enlarged, this would cause the head to slightly bow longitudinally, since the holding down forces in the middle third of the head would be that much higher. However a

copper/asbestos head gasket is quite forgiving, and will squash more to suit.

Not only can the centre six head studs be enlarged, but all can be increased, although there can be problems with this in the form of radial cracks from the stud holes in the block, especially if the block has been faced a few times. Also the studs passing through the inlet ports (an appalling design!) need to be turned down to the original size on the section through the port, so as not to impede the incoming gases.

In retrospect there is probably more to be achieved by fabricating new head studs to the original size, but with better material, and using deeper head nuts.

A live test I carried out on an old engine I had, showed that on tightening a head stud to failure, it was the nut that stripped, rather than the stud stripping or breaking.

Over 25 years ago I wrote an article on adapting the head to allow the head gear to be installed after the head had been tightened down, allowing even torquing down of each head nut, which are then accessible to sockets and torque wrench. It also enables removal of the camshaft without slackening any head studs (*to remove the rocker cover supports –Ed*).

Normally torquing down the head will require the use of an open ended spanner, or a cranked spanner with a $\frac{1}{2}$ " square spigot for a socket drive (see Fig.1).

Do these exist? Or were they original equipment? (*"Crows Foot " fittings for $\frac{1}{2}$ " sockets can still be obtained which do the same job – Ed.*)



Figure 1

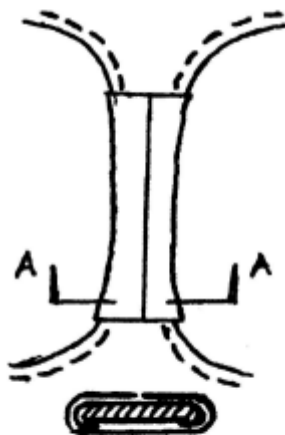
There are also different schools of thought on gasket compounds. Modern engines with steel or composite head

gaskets should only have a smear of grease to help bedding down. On our engines a good compound, such as Hylomar, helps seal the water as well as the oil, which otherwise can seep out down the side of the block.

However the main preventative measure I have discovered is the use of exhaust sealing paste such as Holts Firegum, Carplan's Fire Putty or similar, smeared either side of the narrow bridging parts of the gasket between the bores. This sets rock hard and gas tight after running the engine, and gives the gasket considerable prolonged life even if no other measure are taken.

For a belt and braces solution, it is also worth reinforcing the gasket between Nos 3 & 4 with thin (8 thou) copper- a piece from a knackered gasket will do - cut and wrapped around with the aforementioned exhaust paste inside as well as each external side.

This should be wrapped to give the abutting join on the opposite side to the edge of the gasket ring (as shown in Fig.2). This certainly works as I have raced with this from 1982-1995 on the same gasket before it burnt through



SECT A-A

Figure 2

Tenner for a K2 Frame By Dr Hugh Jenkins

In the thirties when I was a hard up student, the MG Car Company started to produce a single overhead camshaft series of cars – the Midget and Magnette, both small and large touring cars, which were handsome little cars, much sought after.

At the end of 1938 I bought an MG PA, with an Airline Coupe body, very well made, and it was a great pleasure.

Inevitably I wanted a bigger car, and bought an open 4-seater N-type Magnette with a 6-cylinder ohc 1286cc engine.

Again I wanted something more – a wider track, lower radiator – and started to read up about MGs. The K-type sounded right, and as it happened I met someone, who had a K2 with a pre-selector box, electron drums and wider chassis. I had had enough of open cars being too tiring, so it would have to be a coupe on the K2 short chassis.

I went to the MG Car Company at Abingdon for a K2 frame. In those days you could go to the works for your spares. It had a damaged end of the rear cross member, so they gave it to me for £10 – the last one.

It was time to hunt the scrap yards, and I bought a KN saloon by Carbodies. From this I got the wheels, axles, engine and gearbox. Luckily for me the brake drums and back plates were cast electron. Usually the KN saloons had cast iron drums – maybe it was a later development, as electron is a funny metal and apt to catch fire.

The front axle was fitted; it had a divide track steering to give greater sensitivity, then the back axle and wheels and clapped out tyres. I made a new bulkhead of plywood and two sheets of aluminium, so which I gave an engine turned finish.

There was a war on and I was posted overseas. I got back after 3½ years. What was left of the saloon I kept in a country garage, with my N-type and new frame in a lock up garage at a pub. Once I had got back my puff, I started on the car. I got the

springs rebuilt and retempered using whale oil and started to think about the closed body. The Airline Coupe which had been built by Mitchell and Allingham of Stratford, East London (*not quite true, as the Airline was designed by H.W. Allingham and built by Carbodies – Ed*), and was to be the choice, so I looked for them. Not a whisper – they had disappeared. I then went sniffing round to see if I could find someone to build a body for me. It all came to a dead end.

So I wondered about building a body myself. I so happens I had a chum who was a trained carpenter, and we got started.

I drew the body life size on the walls of my bedroom on sheets of brown paper. We found a wheelwright near Stoke Mandeville who had a supply of seasoned ash, and was willing to cut the wood from my patterns. So off we went with my brown paper patterns and he did the job.

Gradually we put it together. We had a book on coachbuilding, and I still had the old KN saloon for practical details.

We couldn't do the doors, so went to a coachbuilder cum garage in Tring, who in days gone by had built coaches for the Rothchild family, and he promised to do the doors, which he did.



During this time I had been worrying about the lower radiator; I wanted it to be level with the tops of the wings, which of course had come from the old saloon, as had the windscreen and lights.

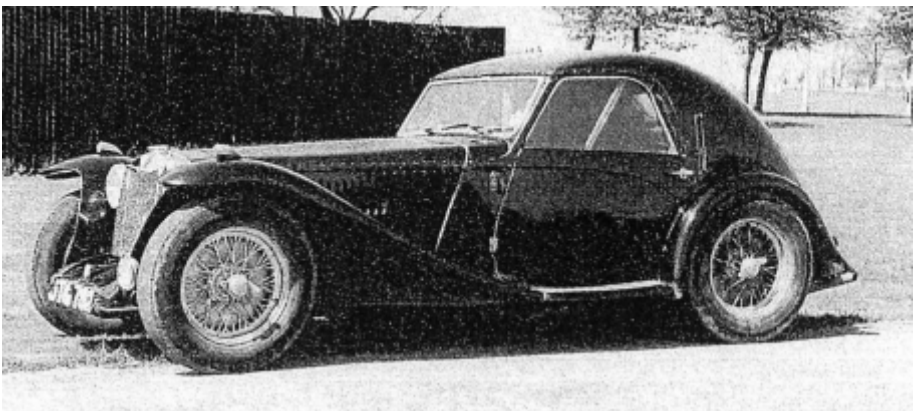
During this period I had got to know one Harry Lester, who was making a name for himself with the Lester MG, and he gave me the answer. Remember always that these MGs did not sport a fan – the water went from the water pump into the side of the block, and he suggested making up a pipe from the pump to a core plug in the back of the cylinder head, which I duly did. I then sent the radiator to be shortened by 4” and the cowling too.

The bottom half of the engine I sent off to be fettled, and I sorted out the head.

Now we wanted the framework to be clothed in aluminium, and I found someone down south who was happy to do it. – the panel beating and painting cost £150, but money values have changed, and £150 could well be a year’s salary for someone.

After some wrangling with the people in Cardiff, the car was accepted, and I was off in 1950.

I was pleased enough; it handled very well, but very rigid as I had bound the springs up with picture cord.



However in the course of time I met Ashley Cleave, now alas passed away I was very impressed by the way his Morris 10 handled, particularly in the wet, and he promised to modify my car. So off I went to Cornwall. He put on a 1938 Morris 10 roll bar across the front and took some leaves out of the springs, and at the rear fitted radius rods and ditto to the springs, and Koni shock absorbers. The car was completely changed – it wasn't the same machine.

There were some snags. The main one was the oil leak from the head onto the vertical dynamo through which ran the overhead camshaft drive. The oil seal was of felt and soon hardened. I fitted a Gitt oil seal, which was an improvement, but it was always a problem.

The second snag was an oil leak into the rear brake drums. To cure this I fitted a large breather to the differential backplate.

The biggest snag of all however was the cable operated brakes. After an occasional excursion onto the pavements, I decided that hydraulic brakes were a must. So once more to the scrapyards to look for flat brake backplates, which I duly found. I think they came from a Triumph.

So I worked using Morris Minor Lockheed brake components. Where did I need to bore the holes, how big were the spigots, and how much to take off the brake shoes? This was all done by Cotswold Engineering of Cheltenham, and after that the braking was fantastic.

The performance was good for its time, cruising at 65mph, and I had done well over 70mph albeit down a hill with a following wind. At one time I fitted an ENV pre-selector gearbox, which was marvellous especially when going up a hill, but it packed up, so I fitted a manual box. The pre-selector used up about 30bhp I am told

The second car I started to build was again on a K2 chassis, with a cruciform centre section, and fitted with a 2,4 litre Jaguar engine and gearbox, but as Rudyard Kipling said "that is another story"

YOUR LETTERS

From Rod Ptak

Hi Phil,

I was just browsing the October Bulletin and noticed the article on the salonette. The pictures that George submitted show the body at Brian Martin's (?) not David Cooksey's workshop. The body is now finished and will be reunited with the restored chassis that currently is at Oliver Richardson's workshop. The KD engine to replace the original frost damaged block is also completed and ready to install. The plan is to keep the car in the UK for some time. As the L1 tourer is finally finished, and due to arrive in Vancouver later this month. The rebuilt L2 engine is also due to arrive, so there will be no shortage of L types on the West Coast!

Best regards.

From Mark Dolton

I would like to apologise for any offence I may have caused to marshals, officials and organisers in my latest Bulletin article relating to Loton Park. I try to provide a light-hearted observational write up to events that I enjoy greatly. I certainly had no intent to make a point or to offend any of the Marshals that do such an exceptional job for us. In this case I have chosen my words poorly with no expectation that they would offend or be controversial. I usually write a note of thanks at every event I attend on forums / emails, as I have so much respect for the volunteers that make our events run so smoothly.

Please accept my sincerest apology.

Regards

From Malcolm Robertson

G'day Phil

Many thanks for running the promo for the Pre-War MG Register of Australia's Newsletter on page 51 in the October Bulletin. I hope many readers take up our offer of subscribing to our happy little journal. Unfortunately, there was a mistake in the email address published for people attempting to get in touch with Tony Sloan, our Registrar, and keeper of the funds, The correct email address is aj.sloan@bigpond.com. So that's A J dot Sloan at Bigpond dot com.

Could I also take this opportunity publicly to thank you and Rosemary for your generosity in lending me *Millie* again this year for the Flat Cap weekend. Not only is it a hugely brave thing to do, to let some crazy driver loose in your favourite car, but it epitomises for me the way our movement spans the globe, creating deep friendships and connections. Thank you both so much.

Best wishes

From Ian Coxen

Phil.

Enclosed one of two photos of- A W Morrish, who wrote to me 10 May 1976 (Bristol) The car he thought he bought from 'Hulbert', being MG 4068, Marshall blown 847cc, later a PB head added. Car was a write off, but he rebuilt it, and sold it to Philip Green. Subsequently details indicate that it was PA 2031 with PB head.

Successes include Trengwainton Hill Climb

9/8/46 2nd 39 sec.

13/9/46 2nd 38.2 sec

Easter 1947 Gilbert Best 3rd AYK 978, Morrish 4th 32.4sec

August 1947 5th 30.2.sec,

7/8/48 3rd 31sec,

6/8/49 6th 29.2sec,
Easter 1951 10th 29.51sec.

Photo believed by Garfield Hall of Luidgvan, whose negatives I have sought for years. Morrish in his letter states he bought Gilbert Best's AYK with Marshall blower, Q head, Morris 10 axle, very shortened chassis; car called Phoenix after risen from a burn out. Above times suggest he bought it 1947, which also ties in with this photo for 1946 of MG 4068.

In the times I have, supplied by Dennis Scobey, there is a Hartnoll (Mike Hawke took interest on this one), a C.R. Nicoll, Willcocks, J. Toulmin & others I can't make out, two TA's, all MG mounted and in 1950 a UPEX MG, what is that?

I marshalled this hill as a 10 year old, with Dad, had a camera etc. It was the start of photos and motors!

All the best hope it is of use.



From Cecil Kimber (to Motor Sport in Sept 1935)

Sir

We should like through the courtesy of your columns, to warn MG owners against an individual, who is apparently going about the country claiming to be one of our Testers, and offering to obtain spare parts for MG cars at a cheaper rate than getting them through the normal channels.

If the victim becomes at all interested in any particular parts, he then a day or two later receives a wire stating that the parts are ready, and asking for the money to be wired to a Post Restante address in London. The Address he gives in Abingdon, in an attempt to establish his bone fide, is a bogus one.

According to the information we have received, this particular man speaks with a pronounced Scottish accent, has red hair, and has one or two front teeth missing.

Hoping this information will be the means of preventing any other owners being victimised.

I am yours etc



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TIPS AND HINTS

Ewan Harris writes “One cannot but help noticing that nearly all Hobson Telegauges fitted to Triple-M cars do not have any fluid in them, and therefore are not working. There are probably two main types of installation a) those with the correct sender in the tank connected to the correct head unit on the dash and b) those with just the dash unit without any sender connected.

To make type a) work, all that needs to be done is to fill the head unit with the correct amount of fluid. With the air line disconnected the gauge should read EMPTY; reconnect the airline after filling the air line. The fluid is Tetrabromoethane and Clive Hawkins of the Daimler 15 Register amongst other places can provide this liquid. This is the ONLY fluid that can be used.

For type b) to seem to be working overfill the head unit with tetrabromoethane so that it permanently rear half full or overfill with coloured silicone brake fluid. If coloured silicone brake fluid cannot be obtained, the clear liquid can be added to 4 or 5 times its volume of Methylated Spirits, and shaken up for 2-3 minute. On letting the mixture settle, the silicone layer will now be an attractive mauve colour, and can be removed with a pipette. Silicone fluid does not evaporate, so the chosen reading will be constant.

Ewan also advises when fitting replacement crown wheel and pinions to an otherwise complete diff. unit, in which the previous crown wheel and pinion were running quietly, start by using the same amount of shimming behind the pinion carrier as before. This is because crown wheel and pinion sets are precision components with set dimensions; different ratios are obtained by making the pinion teeth of different diameters, the crown wheel being moved across to accommodate.

Rev counter cables off the back of the camshaft often leak oil onto clothes of the driver or passenger due to the fact that the metal outer sleeve of the cable is not completely oil proof. This allows the engine oil, which gets inside the outer cable, to

dribble out, especially if the cable is too long and dips down, before rising up to the back of the rev counter. To prevent this, get the cable made up to a length between the rocker cover and the instrument which allows for a gentle upward sweep of the cable, thus eliminating any dips in the cable where oil can "pond" and eventually leak.

Bill Hearshum, (Rockhall Auto Electrics, Vintage Auto Electrical Specialists, Valley Road, Hayfield, High Peak, Derbyshire, SK2 22LP. Tel. 01663 742539 Fax 01663 747676) is able to help repair our electrical items, or modify cutouts to suit 2-brush dynamos, for instance.

Peter Card advises us that he has a good run of MMM Yearbooks in his next next auction sale, lot 269. Please see his website, www.tc-auctions.com

SPARES FOR SALE

Tony Dolton (Ashlea, Old Gardens, Whitchurch-on-Thames, Reading, RG8 7EH. Tel. 01189 841932 or e-mail tandjmolton@yahoo.co.uk) has for sale:-

Full set of PA swept wings. £800 the set - Fronts are good requiring some remedial work, Rears are tatty requiring welding & patching but definitely restorable.

PA Block and Pistons: Linered and bored out to 60.5mm. May have a liner sealing problem, so use at risk. Comes with unused set of JB pistons missing one oil ring.

Original PA crankshaft and Rods: journals between .030 and .040" undersize, with 4 good looking conrods. (crank rings ok, but not crack tested)

Original PA Crankshaft - Another original PA crank missing rear main journal, untested.

Sensible offers invited for engine parts, may split but prefer a job lot.

Ian Coxen (Freshfields, Frogpool, Truro, Cornwall TR4 8RP. or telephone 01872 863507) is trying to reduce unused stocks, so has for sale:-

PA Complete set front wings, running boards, rear wings. Will need quite a lot of work on fronts, some on rest, but basically reasonable. Offers please.

Also a pair of beaded front cycle wings off my PA, 7" wide, suit trialists. In fairly good order, repair at bottom support. Offers.

CARS FOR SALE



MG J2 for sale. Condition best described as a very good driver car not a concours car. new dashboard, small instruments and switch, new petrol tank and cap, headlamps, brakeshoes and linings, cables, rewire, correct replacement control box, engine top end work, new Blockley tyres, rear Hartfords Around £8 - £10k spent getting it up and running.

Engine pulls well but could do with a tune and the dynamo is not charging interior is clean but worn, new carpet fitted but not bound yet. Looking for offers on £22,500. Car in the New Forest UK.

STOP PRESS

OBITUARY – MIKE HAWKE 1934 - 2010

It is with heavy heart that I report the passing of Mike Hawke, following a fall at his home.

I first met Mike at an MG Car Club meeting on the old Heston aerodrome in 1958 or 1959, when he was driving his well known J2, and I my F-type Magna. He was enthusiastic and encouraging of my participation, swelling the number of pre-war MGs at the meeting to two! He stressed that there were quite a number of us, and that we should not be backwards in taking part in events. He was shortly to move from South London to the West Country, but I still met him at meetings occasionally, even visiting him during the start up of the Triple-M Register.

Following the formation of the Triple-M Register, in 1961, he was one of the first to join, and his J2 bears number three. When we arranged the following year for a race for Triple-M cars, his was one of the first entries, and of course he won the race, which was pre-Mary Harris Trophy, but started a tradition which continues to this day as a feature of the MGCC Silverstone meeting.

Mike had, in fact, owned the J2 since 1953 when a student at the Royal Naval College at Dartmouth. He later went to the Royal Naval Engineering College at Manadon, eventually graduating, and working for the MOD, Naval Department, his first posting being to Corsham. However, his work on submarine design took him up to Barrow-in-Furness. He then went on a secondment to the Far East, and went out of circulation, so far as the MGCC was concerned, but quickly got involved with the local Singapore Car Club! It was there that he found some of the remains of a K3 which had gone there with Mick Jennings pre-war, and then been spread around the area with the arrival of a surprisingly unsympathetic Japanese Army. From these remains, he reconstructed the car, which had been R.T.Horton's when new.

On return from Singapore he returned to Barrow-in-Furness, then transferred to Scotland, and of course, became involved with the MGCC in those areas, competing in events in the faithful J2. Eventually he returned to the Bath area, and became Secretary of the Triple-M Register, for a period of some ten years, enlivening our committee meetings.

His retirement came in 1993, proved the right time to take up Chairmanship of the MGCC for three years, and he was made a Vice President when he retired from that office. Mike was very good at meeting members, and was as enthusiastic to new members as he had been with me all those years previously.

In the meantime, he has written four books, the "K3 Dossier", the official history of the MGCC, and two books regarding the J2, somehow finding time for these tasks in a full and busy life.

Although Triple-M cars filled a lot of his time, Mike also owned other models, including a Midget for over thirty years. He has also owned an MGC, and recently has used an MGF for more important journeys.

He also managed a family life, and was always supported by Ann, who was seen at his side at most meetings. They had met, and married in 1960. His sons Marcus and Jeremy were also often seen with them, and Jeremy is an enthusiastic and regular competitor like his father, as is one of his grand-daughters.

A man of strong Christian faith, he was a lay preacher at his church, but never sought to impose his beliefs on others.

Mike and I were always friends, and although we met more seldom these days, we would always pick up where we left off. His reply to my inevitable query as to how he was an unvarying: "Pretty fit, Old Boy!" Mike fought cancer and last time I saw him was pleased to tell me he was now in full remission, so it came as a shock to learn of his accident and subsequent demise.

We will all miss Mike, his enthusiasm, and above all his friendship. However our sympathy is to Ann, Marcus and Jeremy, and to their families, of whom Mike was justly proud.

Mike Allison

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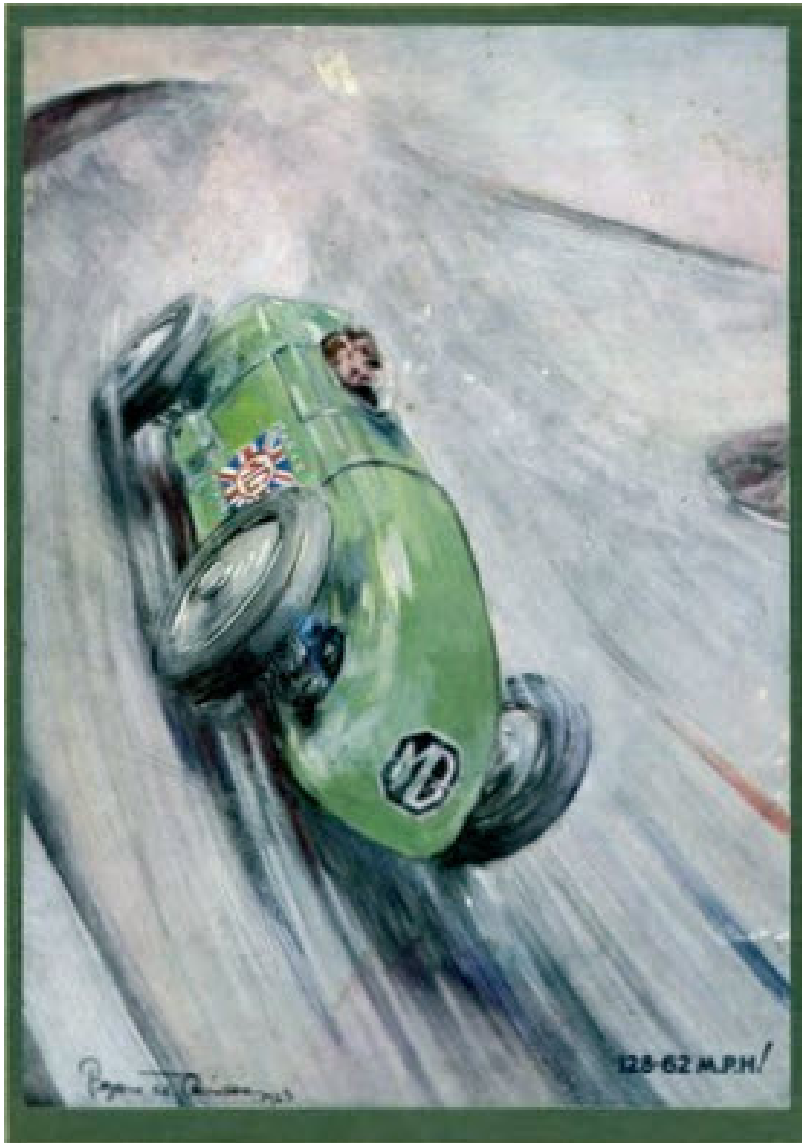
VSCC Goodwood Sprint - Gill Collins (J2) front row and Philip Coombs (J2) on the start line.

Photo: I. Davison



Tom Metcalf's newly restored NB

Photo: T. Metcalf



Bryan de Grineau's picture of Bert Denly in EX127 at Montlhery breaking class H records in November 1933 for the 50km, 50 mile, 100 mile and 1 hour at 115.00mph, 114.47mph, 111.17mph and 110.87mph respectively. The 128.62mph figure on the painting was achieved one month earlier by George Eyston for the 1 kilometre.