

# **TRIPLE-M REGISTER BULLETIN**



**August 2010**





*The Maltby-bodied NA at Silverstone in the 70s, now living in Holland*



*MG Live - The Triple-M car park late afternoon with some cars already gone*

# **TRIPLE-M REGISTER**

## **BULLETIN No. 56**

**August 2010**

MG Silverstone (AKA MG Live) has been and gone, and I hope all of you who attended enjoyed the weekend, getting to know new friends and their cars as well as catching up with old friends, including our many overseas friends. George and Marguerite Morgan from Australia even went to the extent of buying a J2 just on the Tuesday before the event! They were pleased to come 2<sup>nd</sup> in the Pride of Ownership competition!

The Triple-M team in the California Cup, again collected the Register Trophy, beating two Vintage MG teams and a T-type team.

The Sprint was poorly attended with just your Editor and Howard Harman representing our cars. It was using the "Stowe" circuit, which is usually for go-carts!

The continental rally in Belgium and Holland was attended by 22 cars, with 5 coming from the UK, and one entrant, Sam Barrow, drove his F2 all the way from Switzerland and after the event carried on to England for MG Live. Unfortunately your Editor caught an infection in the nether regions and had to be taken to a doctor on the Sunday morning. He issued some antibiotics, which then cleared up the worst of the pain! Unfortunately it meant we missed the activities on the Sunday, which turned out to be rather wet. It is just as well that Rosemary can drive the car, as we might have been stuck. It is for this sort of reason that we try and encourage the ladies to drive our cars as often as they can.

Did you spot the error in the April Bulletin, where the caption to the photo of the R-type at Prescott gave the driver as Hugh Hamilton? He was of course killed racing before the war and the R-type was actually owned by the well-known Duncan Hamilton, although it is Squadron Leader Leathart driving it in the photo. He was famous for rescuing a fellow pilot shot down behind enemy lines, landing his Spitfire by his crashed colleague, and bringing him back sitting on his lap in the single seater cockpit of his plane.

**Cover photo:- Paul Lovett tackles Beggars Roost on the 80<sup>th</sup> Anniversary celebrations (photo Alan Grassam)**

Peter Green' Summer Gathering was a another great success with fine cars, good food and plenty to occupy those wanted some action, while the rest were happy to sit and chat with old friends. It was especially nice to see five overseas members, with Christian Hoepfner and Gunter Stamm from Germany, John Hancock from New Zealand, and Marguerite Morgan and Ross Kelly from Australia. The later had shipped over his J3 to take part in the Italian MG event, and then driven overland to join us in the UK. This car is a seasoned campaigner of racing events in Australia, so it was good to see that he was using it for a bit of touring.

It was also nice to see Paul Duncombe and Terry Andrews making progress after their recent illnesses, and we wish them a continual good progress, so that they can get back to driving their Triple-M cars.

I recently had a request via Mike Hawke from a Ron White, who was looking for a J- or P-type chassis to put some various bits he had acquired over the years to make an MG special. I said that I knew where there was an old chassis that had been in a fire at my garage at Borough Green, Kent. This had caught fire in 1964, destroying 2 P-types, and N-type and a WA, and we had buried the chassis as being of no use to anyone in those days, to help form a widened terrace for visiting cars.

So a few weeks ago my sister and brother-in-law, who fortuitously live in the same family home, helped me dig up the old chassis, which is a bit rusty and distorted, as you will see in the colour photo on the inside of the cover. We had to cut away part of a tree, which had grown up between the springs and chassis. We also found the N-type chassis alongside and we think the second P-type chassis is under that. The first chassis is now out for examination, but the other two have yet to be exhumed!!

By the time you read this, the Flat Cap and Whippet weekend will have happened, and hopefully 50 cars and their occupants will have had a fantastic time. A full report is expected in the next Bulletin.

The editorial cars are all on the road, but the F-type has been to see the carburettor specialist at Southern Carburettors, who found that the smoking exhaust wasn't a rich mixture but oiling plugs; a subsequent compression test found all cylinders at a lowly 50psi. It appears we may have some broken or sticking rings. However it still goes well and is now easily pulling its new higher (9/40) diff ratio.

# **Motor Sport at the Palace**

## **May 30<sup>th</sup>**

By Mark Dolton

In 1936 the all-new Crystal Palace circuit was opened, and was tarmac-covered the entire 2-mile length. 20 cars entered the first London Grand Prix on 17 July 1937; a race eventually won by Prince Bira in his ERA R2B Romulus.

Since then the circuit went through various modifications and shortenings, but unfortunately in 1972 it was finally closed. From 1997-2000, part of the track was re-opened annually for a two-day 'sprint' meeting, organised by the Sevenoaks and District Motor Club. The great news is that racing cars roared back into life once again in May, using parts of the original circuit for a 2-day sprint meeting!

It was quite a collection, ranging from three cars from 1935 up to present day, including a class for hybrid and new age fuels. The park was in fantastic condition, with areas of the track being re-laid for the event. It was a challenging little sprint, 5 runs, concluding with the wonderful right hand bend, the Glade, that sweeps under the trees. Must have been something to race side by side through there!



**Off the start line on the old circuit towards the North tower  
(Photo Mike Lambert)**

Anyway I was the only Triple-M out and couldn't really compete with my much younger and more powerful class members, but did go quicker than the other MG, a 1972 Midget! We had a fantastic day out, topped off when the Major of Bromley announced that we had won Car of the Show. He once had a TC! So we now have a rather strange bronze Pig trophy on the mantle piece. And I thought Le Frog was an unusual trophy!!

I had such a great time, met so many wonderful people, 5000 spectators came out in support, I will definitely be back next year. My discussions with Tony Crook, and his stories on MGs, prompted me to do some research into MGs at Crystal Palace. So I will hopefully get that complete for the Yearbook. If you do have any info or pictures please send them my way [mdjdoton@gmail.com](mailto:mdjdoton@gmail.com).

## **The Chou-Chou goes to Holland and Belgium**

The MMM On The Road event, 29/30<sup>th</sup> May  
Text and Photos by David Stansbie

We have enjoyed several Triple-M events in Luxembourg in recent years, and therefore decided to re-visit a nearby part of the world at the 'MMM On the Road' event organised by Jan Schoonen and Martin Hector. Getting to northern Europe by car is always a problem for those of us who live in the West Country, but on this occasion Rosemary and Philip Bayne-Powell solved the problem by kindly offering us accommodation at Kimber Cottage, near Guildford. This made the 4am start to catch the 8am ferry from Dover to Dunkirk almost bearable.

The dash down the M25 following the BP's NA Allingham was a foretaste of what was to come, but the weather was fine and we met up with David Naylor, in his L2, on the quayside at Dover.

I imagined the trip north to Holland from Dunkirk would be a picturesque journey along the Channel coast of Belgium, but the scenery was quite different. We may have simply made some unfortunate choices, but we soon found ourselves in an industrial landscape punctuated by a series of large scale road works.

Ossendrecht, our destination and base for the Rally, is a pleasant town about 20 km north of Antwerp. And therein lies the rub; we had to drive around Antwerp amid all the heavy traffic heading for the port and Rotterdam. I was musing on the wisdom of undertaking this in a J2 as the pressure wave from each lorry threatened to blow my hat off, and push the car into the hard shoulder, when Philip arranged a little distraction for us, as he was stopped for throwing out a soiled tissue onto the motorway! However, whatever he said to them seemed to do the trick, since after a few minutes we were waved on to continue our journey underneath the Schelde estuary and on to Ossendrecht. On arrival after about 8 hours of driving, half on motorways, my wife asked why I hadn't brought the J on a trailer, and I was a bit at a loss for words.

The Hotel Dekkers was very comfortable and a good base for the rally. It also had a built in covered car park, so necessary for fettling and peace of mind. Twenty two cars attended the rally, 1 M-type, 9 J-types, 3 P-types, 4 F-types and 3 NAs; participants were from Belgium and the Netherlands of course, but also Germany, Switzerland and the UK. We had an enjoyable first evening re-making old friendships, admiring the other cars, and trying not to point out the flaws in other people's cars; some of us being more successful in this than others.



**Some of the rally cars in the hotel's covered car park**

The next morning we set off to explore the countryside around Ossendrecht with the help of the rally book. This consisted of a series of instructions to turn left, right or continue straight ahead, with distances and street names. We went northwest of the town towards the flat coastlands, and were travelling along the dykes for the most part. Unfortunately we were soon off our map but since there were no place names in the instructions, this was a less of a handicap than our lack of an odometer. My own and my wife's limitations for this sort of navigation exercise were soon evident. In fact we didn't manage to get out of Ossendrecht. We fell at the third instruction, which was '0.1 mile rechts afslaan op' onto 'Onze Lieve Vrouw ter Duinenlaan'. I expect 'Onze Lieve Vrouw ter Duinenlaan' was marked somewhere but we didn't notice it. To be fair the instructions were also given in English and miles.

I began to have misgivings at this time since this was only the third instruction in three pages of similar text covering 100 miles or so. I did cheer up a bit though when I noticed MMM cars coming towards me, and from both right and left. Others were stopped at the side of the road or in the process of turning round. It was heartening to see that there were a lot of local cars involved in the melee, and that conversations were taking place between the drivers of the Dutch Triple-M cars and the local residents. We hit upon the strategy of following one of the local cars, but this only lasted a few minutes before we were all turning round again.



**The very nice M-type of Peter Mattern**



After an hour or so, and quite by chance, we came across the BPs consulting a map in their Allingham. Their map extended to cover the area in question, which I had to agree with my wife was a good idea. And they had managed to deduce where the coffee stop was - Rosemary is good at crosswords, puzzles and things like that. So we went straight there, well, we went there by as straight a route as we could find. Amazingly most of the others were also there and drinking coffee on a pleasant terrace.

After coffee I noticed Terry Andrews tuck his P-type in behind one of the organisers' cars as he set off. I did the same behind Terry, and 20 miles later was rewarded with lunch at a 'Winemakerij' in Niewdorp. I was puzzled by this as I didn't expect to find vineyards in Northern Europe, but it turned out that the wine was made from a variety of dark berried fruits, blackcurrants and the like. We had a glass and it was very rich and spicy. It was interesting but I don't think that Chateau Margaux need get too worried yet.



**Rosemary B-P studies the map while Dave Naylor fettles his L-type (photo M.Andrews)**

My wife had noticed that if you follow someone who knows where they are going, the instructions become easier to follow, and we did manage to read the odd street name. So we adopted this *modus operandi* for the afternoon, and drove around the re-claimed flat land for another 40 miles or so to arrive back in Ossendrecht for a splendid dinner and a bit of fettling.



### **Line up of cars at the afternoon stop**

We'd travelled with David Naylor most of the way, and his L2 was over heating most of the time. He attributed this to a timing error since he'd had the dynamo out recently and so after dinner he took it off again and tried to correct the problem, (*subsequently David found that he had got the distributor timing firing after TDC not BTDC always liable to cause overheating – Ed*). Not something I would have wanted to tackle. In fact all I needed to do was put a little oil in the J, much less than usual, so a winter trying to stem oil leaks seemed to have done the trick. In fact the J went well for the whole trip, helped by its rebuilt wheels and the new Blockleys I had bought for the MOT. The rally continued on the Sunday morning, with another 40 miles or so, but this time to the east of Ossendrecht. Apparently we went to

Belgium. I say that because, after our experience on Saturday, I knew that I had to follow one of the organisers, and this isn't so easy when you have no hood, and are trying to see the car ahead through rain streaming down both aero screens and the main windscreen. The Belgians also go in for a lot of sleeping policemen, and these are equally difficult to notice in a rainstorm.

So I didn't see much of Belgium, but we did arrive safely at a Bakkersmolen in Essen-Wildert for lunch. The venue was a large windmill, where wheat was ground into flour by wind power. The base of the structure contained various stationary steam engines, which provided the motive power for the attached bakery. A series of belts, flapping alarmingly, were powered by the steam engines and used to mix the dough etc.

It was a very well chosen venue, and after a short tour, we had a final lunch and returned to Ossendrecht in weather, which by now was simply damp. Only one car had to be scooped up onto a trailer because of mechanical misbehaviour. It was a J2 I think, whose owner preferred to get it home, rather than undertake emergency back axle surgery at the roadside.

Most people left on the Sunday afternoon, but we took the opportunity of exploring the town a little more before re-tracing our steps to Dunkirk and Guildford. We probably covered about 500 miles altogether, but next time I'll take the right maps, and probably press my new trailer into a bit more use. I'd like to take this opportunity to thank the Bayne-Powells for their hospitality and guidance, and the organisers for laying on such a memorable event.

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# **VSCC Brooklands Speed Trials**

**5<sup>th</sup> June 2010**

**By Mark Dolton**

Some of the VSCC faithful might not have liked this for a number of reasons. It clashed with Harewood Hill Climb and for our club it unfortunately clashed with MG Live. Others are not fond of the Mercedes marketing machine, utilising the great Brooklands heritage. Some might argue that the Mercedes test track does not do Brooklands justice, but for me personally I was thrilled to be competing in a speed event on the original site, if not the original circuit!

Having tasted the old Crystal Palace circuit the week, before I am really enjoying visiting these historic circuits/sites that hold so many memories for our cars. It was great to drive along the old Malcolm Campbell Circuit, which acted as the entry road on to the test track, chuffed to be competing at such a historic venue!

We still managed a good Triple-M turnout and with great success. We were even treated to breakfast, lunch and afternoon tea, which is something I've not experienced before at any event, and the combined Sprint and Driving tests made a wonderful atmosphere for the Brooklands Double Twelve weekend. Glorious sunshine and a reasonable entry of around 70 VSCC cars entered the sprint, which allowed for 5 runs during the day. MGs certainly did themselves proud, taking awards in all the classes they appeared in, around the initially quick and then very fiddly course!

On the track we had 5 MGs competing. Fastest MG of the day went to Ian Baxter in the Bellevue Special, with a blistering 43.44secs, to take 1<sup>st</sup> on Handicap in class 14. Only just losing out to the 2 fastest cars of the day, Riley Super Rat at 43.00secs FTD and ERA R12C at 43.20secs and FTD Pre-war Car. Robert Dean had a great final run in the Magnette Special, with a much improved 53.93sec run. This car is really quite a creation, I understand it took 17 years to build, really is an amazing and very attractive piece of engineering. Mike Painters J2 in Class 13, the Pre-1941 Racing Cars up to 1100cc, really blew away the rest of the class with a 46.22secs to take 1<sup>st</sup> overall. Adding to the awards In Class 10, David Hince took

2<sup>nd</sup> Overall in the well presented KN Special, despite an oil pipe leak, which slowed up proceedings, rather than his own times!

I gradually improved my pace throughout the day in the PB, getting more confident to hold the speed into the first fast right hander, and was chuffed with a 54.63secs on my last run that gave me 1<sup>st</sup> on Handicap in Class 3; less than a second slower than the racing Magnette running on Methanol. The car really felt right for the first time this season, running on hotter plugs and enjoying the summer weather!

### Triple M Final Results – VSCC Brooklands

Ian Baxter	Bellvue Special	1491s	43.44	1 <sup>st</sup> Hc
Mike Painter	J2	850s	46.22	1 <sup>st</sup> Ov
David Hince	KN Special	1455s	48.62	2 <sup>nd</sup> Ov
Robert Dean	Magnette	1271s	53.93	
Mark Dolton	PB	939s	54.63	1 <sup>st</sup> Hc



**David Hince in the KN Special  
(Photo Martin White)**

## California Cup Driving Tests at MG Live

5<sup>th</sup> June

This year's California Cup took place in the same car park alongside the main entrance to Silverstone as last year and even the four tests were the same tests as last year – and the year before!

So early Saturday morning a mere four Triple-M cars turned up for scrutineering, and checking of MoT certificates, which I remembered to bring this year. Scrutineering was easier this year, as previously they had insisted on the battery earth lead being identified with yellow tape or similar and the live feed being totally insulated.

This year we entered a Triple-M team for the Register Trophy which consisted of Colin Reynolds in his 12/12 M-type replica, my daughter-in-law, Robbie Bugbird (actually she is Mrs Bayne-Powell now, but that gets confusing with my wife, Rosemary, entering things too) in her M-type and your Editor in his oil spewing C-type. The fourth triple-M entry was Mike Hawke in his perennial J2. Against our team were TWO teams of Vintage MGs, putting up a splendid effort, but obviously hardly competitive due to their poor turning circles. We were also up against a team of T-types, but not the Ulster team who pinched the Register trophy off us two years ago.

After clearing out all unnecessary weight from the car, we got on with the first test and quickly got in two runs, while we remembered the extensive route. The knack of this is to find the pattern of the test – if there is one! – clockwise round all cones or 1<sup>st</sup> 3<sup>rd</sup> and 5<sup>th</sup> gate for example. Some people fit a clip on the dashboard to hold the route instructions, but I prefer to keep it in my head rather than shift gaze from the test to the dashboard.

Once the first two runs we all done we were asked to hand in our cards so that the marking could begin, and then we went back for our final runs. This year all runs we to be counted, so there was no getting a test wrong, and discarding it as previous years; so it was even more important not to get a test wrong, as this accrued 30 points and the time of the lowest run, which effectively put one out of contention. Robbie Bugbird's M-type was having trouble with lack of electrics, and so Colin Reynolds and others set to try and find the problem, which was partly due to a low battery charge. Our chance of the

Register team prize was looking in jeopardy, but eventually it was sorted, and we heaved a sigh of relief.

As a result of the team finishing all the tests we managed to win the Register trophy for the second year running. This trophy consists of a broken J-type crank mounted on a wooden plinth, and looks as if it had been used for a different competition before.

Out of 40 cars competing we did quite well, with Colin Reynolds being 10<sup>th</sup> fastest overall and winning the class; not bad for an oldie, Robbie Bugbird was 20<sup>th</sup> fastest in the M-type.

### Triple-M results

<b>Colin Reynolds</b>	12/12 M-type replica	412.9 pts	10 <sup>th</sup> o/all
<b>Robbie Bugbird</b>	M-type	469.9 pts	20 <sup>th</sup> o/all
<b>Philip B-Powell</b>	C-type	483.1 pts	23 <sup>rd</sup> o/all
<b>Mike Hawke</b>	J2	497.8 pts	24 <sup>th</sup>
<b>o/all</b>			



**Robbie Bugbird, M-type, in action round the cones  
(photo Ian Davison)**

# **Silverstone Sprint at MG Live**

**6<sup>th</sup> June**

**By the Editor**

This year's Silverstone Sprint was moved from the usual south half of the main circuit, as it was being used for the first time for the main racing programme. So our Sprint was transferred to the "Stowe" circuit, which is a full blown go-kart track inside the main circuit, with its own paddock and café which was a bonus.

The entry fee seems quite high at £95, but you do get to free weekend passes thrown in for that.

The circuit is very tight, with a chicane on the only decent straight bit. This suited our cars, but only three cars were entered, and Mark Dolton had to cancel as he had to work that day! This left Howard Harman's rapid J-type to compete with the Editorial C-type. We also had at the last minute a T-engined P-type single seater special put into our class for some obscure reason, when it should have been in the specials class with George Cooper and his Cooper MG.

An early start for your scribe, meant that the drivers briefing was nearly over when I arrived, not helped by poor direction singing to the circuit. Scrutineering was quickly over and the undertray on the C-type was catching the oil from the back of the engine most effectively, so I wasn't thrown out.

The Sprint consisted of 1<sup>3</sup>/<sub>4</sub> laps of the track, returning to the pit lane after the last tight hairpin. After the practice laps we lined up in the pit lane for our runs proper, giving us plenty of time to talk to our fellow competitors. I had a long look over Howard Harman's J-type, which was built up in Australia, before coming over here. Although it looks like a standard J2, it is much modified, even sporting cross-bracing to the chassis, which the VSCC have objected to as it is non-standard. Howard is having to remove it before competing in their events next year.

As there was a full entry, we only got three runs this year, and somehow the C-type got slower each time! Howard's times came down to a respectable 155.33secs, but was beaten by the John Bishop special which only bothered to do one run, at 139.4secs, knowing he would take the class! As the C-type engine is still leaking oil out of the rear housing, I had to drain off the oil from the special sump in the undertray before



the runs, in case it filled up too much and leaked onto the track, causing us to be banned. Fortunately the oil didn't get onto the clutch as has happened before, so we had full power available.

Everyone seemed to enjoy the new track although one of the fastest cars Ray Masters was seen helping out with a single seater Jedi Mk6. A Royale RP3 overdid it on the second lap and bent it, causing a break in the proceedings, while the breakdown truck went to retrieve it.

## Results

Driver	Car	1 <sup>st</sup> Run	2 <sup>nd</sup> Run	3 <sup>rd</sup> Run
John Bishop	T-engine PA	139.40	N/S	N/S
Howard Harman	J-type	156.53	157.79	155.33
Philip B-Powell	C-type	175.57	178.46	181.46

## VSCC Shelsey Walsh

By Mark Dolton

Once again a new venue for me this year, so I arrived the night before to prepare. Another sensational location in wonderful countryside, made even more appealing by the new facilities that the hosts have built on site. A new restaurant and facilities in the Paddock, to compliment the full suite of roofed garaging.

I took the opportunity to walk the hill late as the sun went down, a wonderful peaceful experience, and quite a contrast to the following days competition. I was shocked at how steep the hill was, with the immediate realisation that the PB with my hefty ballast might struggle to be competitive. Sure enough the smaller classes were thin on entries, and the hill is certainly a power challenge.

The PB's gearing isn't right for this track, and third didn't have the grunt to get me up, so I nervously feathered the throttle in 2<sup>nd</sup> for nearly the whole way. Very good going through the top esses without lifting, but before reaching those corners I felt I could have been out on a drive to pick up the milk and Sunday paper, as the car cruised up the hill!!

Flying the MG flag, Mike Painter took an impressive 2<sup>nd</sup> in class in the Kayne Special, with 40.10secs and Roger Glistler had a huge improvement on his personal best in the M-Type with a 64.24secs. Otherwise it was a quiet day for the pot hunters!!

I was a little disappointed not to be competitive, but the banter and friendliness at the whole event, especially the top paddock was quite superb. Mix that with the history and the location I will certainly be back. Hopefully for the MGCC event next year!



**Ben Howat in the J1/2 Single Seater**

**Triple M results**

Roger Glistler	MG M-Type	847	1931	64.24
Mark Dolton	MG PB	939S	1935	54.80
Tony Wood	M G PA Special	1496S	1935	47.27
Garth Howat	MG J1/2	750S	1933	45.64
Mike Painter	MG Kayne Special	850S	1935	40.01

## **Secretary's Report on Triple-M Committee meeting - 13<sup>th</sup> June**

Peter Green mentioned that some concerns had been expressed by Triple-M entrants about racing in company with the much faster MGAs etc. One disadvantage is that the Register has no input to the Racing Committee, but in any event he did not think the Register could guarantee a full grid. There is a need to make a concerted effort to encourage more entrants for the 50<sup>th</sup> Anniversary race next year. Peter also reported he had attended, with K3015, the official opening by Peter Thornley of the John Thornley suite.

George Eagle stated enquiries continue to come from previous owners about the fate of cars owned a long time ago, but sales of the metal badges had slowed. He also suggested that a procedure be set in place to enable owners to submit photos of their cars for inclusion in the photo pages of the Triple-M web site.

Robert Milton brought the Committee up to date on the current financial position and intends to hold a meeting with F. Shore, MGCC Treasurer, to reconcile and resolve the matter of some monies owing to the Register, in respect of items sold to members who paid by Credit Card.

Robin Hamblett has now taken over and reviewed all the records inherited from retiring Registrar Bob Clare, who had undertaken a massive task during his tenure. New search tools have been introduced, and the methodology of storing electronic data has been reorganised. Quite a few "new" cars have come to light. The possibility of having an on line spread sheet on Google documents will be investigated. This would be a read only document accessed by the use of a correct password.

Mike Linward gave the latest COTY scores, which show Bill Bennett in an early lead with 90 points, followed by Mark Dolton on 35 points and Mike himself in third place. The Beggars Roost re-enactment was quite a success with 66 ascents, 10 M-types were present, including the original car, RX6795. Peter Hemmings advised that the Triple-M Library at MG Live! was busy on both Friday and Saturday but relatively quiet on Sunday. The 2009 Yearbook sold well at 226 copies, with the new Mike Hawke book also selling well. Sales of the older stock items were slow. Peter

expressed his thanks to all those who had helped him over the weekend.

Dick Morbey reported the July edition of Safety Fast will include a plug for the 2009 Yearbook, an update on the 50<sup>th</sup> Anniversary celebrations and that he has an interview with Barry Foster “in the can” for a future issue.

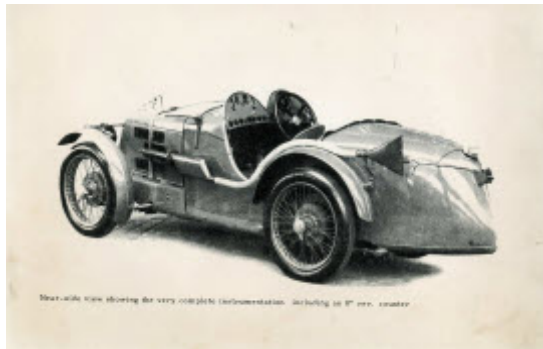
Phil Bayne-Powell mentioned he regretted the April Bulletin was not sent out in the cover month – this was a first and was caused by various problems, which included postal delays. The average number of copies per issue is 420, and in the last year the text has averaged 53 pages. As the current level of subscriptions cover the costs of production the Committee decided to leave the subs at the present levels. As always Phil would like to receive more articles from the members.

The 2009 Yearbook was printed in time for the MG Live! Silverstone weekend, T. Koehorst did a great job in printing the Yearbook in time. John Reid took care of the final reading of the proofs and delivery to Silverstone. Cathelijne Spoelstra has already planned some good articles for the 2010 Yearbook, and she also intends to meet T. Koehorst to discuss ideas for the layout and style for the next Yearbook.

With regard to future events, the Summer Gathering will be held on 18<sup>th</sup> July, there are 50 entrants for the Flat Cap and Whippet weekend, which takes place on 12<sup>th</sup> to 15<sup>th</sup> August, and the Black Horse driving tests are due to be held on 1<sup>st</sup> August.

69 people attended the Annual Dinner and prize giving on 10<sup>th</sup> April. There was also a good turnout of Triple-M cars at Brooklands. The feedback from those who attended has been very positive with most wanting a repeat in 2011.

The 50<sup>th</sup> Anniversary sub-committee has held a number of meetings, 3 hotels have been identified as possible venues, and details/costs have been requested before a final decision is made. There are also plans to design a suitable logo.



# THE ROOST + 80

By Alan Grassam

In 1960 RX 6795, the famous Beggars Roost 100 ascents M-type, was bought by the present owner Mike Boulton. After many years of somewhat sporadic restoration, he has, with much help from old and new friends, especially Andy King, brought RX back to life.

Already this year, RX has been exhibited at the MG Show at Stoneleigh in February; her first public showing in eighty years!



**Mike Boulton in the original car, ready to go back up the Roost**

Thus eighty years on brings us up to date. We were thus celebrating this little M-type's famous, though chequered career, from works car through the wartime bumps and scrapes, a serious fire and a rather long restoration, in order to re enact (with a little help from her 'M' friends), the unique moment of fame climbing Beggars Roost Hill.

But first let us go to last year's MMM weekend, the Exmoor Rut. Mike Boulton buttonholed one of the organisers and fellow M-type owner, Alan Grassam, and cunningly said that he was hoping to do something special for the 80<sup>th</sup> Anniversary. But what?

The result was that 10 M-types, led by RX 6795, assembled on Exmoor for the weekend of 29/30<sup>th</sup> May this year for an "Historic Re-enactment" of Kenneth Marsh's 100 ascents, under the watchful eye of Kenneth's son Jem Marsh, himself famous as the founder of Marcos Sports Cars. The plan was for each car to make 10 ascents but, sadly, this was not to be.

The Beggars Roost is a stiff challenge by any standards; 947 feet long, with a maximum gradient of 1 in 3 ½, allied with a rocky surface covered in loose shale. And then there was the weather..... Glorious sunshine prevailed until the Friday, but we were met by heavy rain on the Saturday, which turned the surface into a slippery wheel spinning morass. Consequently the hill needed to be tackled with forceful determination so speed could be built up on the easier lower reaches. Several drivers lacked experience of trials conditions and spun to a halt, only being able to reach the top thanks to a willing army of indefatigable pushers, who heaved them through the steepest section, where the Roost was covered in power sapping loose shale.



**Philip and Wendy Coombs getting the hang of these things**

Sadly Frank Ashley's back cried, "Enough!" after one spirited climb. However those in the know commented on the elegance of Frank's headgear: if you wish to look 1930's cool then study the photos, and marvel at Frank's incomparable cap.

Extremely spirited climbs were made by David Rushton and Andy King, the latter more usually being seen driving round in circles in his heavily blown K special. The indefatigable John Haine, abandoned by wife Angela halfway up his first ascent ("I'm never going to get in that b\*\*\*\*y thing again, hope it catches fire.") climbed impressively. Newcomers to MMM motoring Nigel Stroud and Philip Coombs soon got the hang of things, their partners Penny and Wendy even professing to enjoy themselves!

But at the end of the first day's two hour session only 26 climbs had been made, leaving a formidable task for day two. The competitors and their entourage then retired to the White Horse Inn for a Gala Dinner, where they were entertained in splendid fashion by Jem Marsh with tales both amusing and informative.

Day 2 dawned bright and sunny; and spirits were high. We were joined by Mike Dalby, fresh from the Exeter Centenary Run, but disappointingly his first three attempts ended in failures, as he paid no heed to the kindly advice. "Get your foot hard down!"

Organiser Alan Grassam retired with a mysterious electrical problem (aren't they all?), but the good news was that RX, following the laying on of hands by ace spannerman Andy King, was able to rejoin the fray and made two good clean climbs in Mike Boulton's hands.


Paul Lovett's car, driven keenly by son Andrew was enthusiastically bounced up by Katrina Bowles. Nigel Stroud and Philip Coombs built on their experiences of the first day and made several clean climbs.

The still wifeless, John Haine continued on his merry way. Once again the stars of the show were Andy King (who unkindly would not let daughter Rachel drive her own car - perhaps he was enjoying himself too much?) and demon driver David Rushton. Rachel unwisely let herself be driven up by this latter worthy whose spirited climb, undoubtedly FTWE, resulted in her screams of terror being heard from top to bottom. John Haine and Nigel Stroud are to be congratulated on being the only members of the exclusive "10 up" club which, the rest of us failed to join. Perhaps we'll make it in 2030?

Finally none of this would have been possible without a large team of willing marshals, to whom a large helping of thanks is due. Also to several long suffering wives who tolerate (barely?) their husbands' eccentricities. Please, Angela, reconsider, and do not eschew the joys of Triple-M motoring beside your husband.



**Cars lined up at the Beggars Roost hotel**



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# The Register Summer Gathering

## Sunday 18<sup>th</sup> July

By Dick Morbey

Consider Dear Reader, if you will, the ingredients that you will need when preparing for a successful party to be held outdoors during the English summer. The following come to mind: a spacious venue, a generous host, a team of highly organised helpers, benign weather, like-minded friends and acquaintances, excellent food and drink, diversions to keep everybody occupied, something for the young element to keep them amused, a leisurely and friendly atmosphere. All these ingredients were present in abundance at the Register's annual summer gathering, which was held for the 6<sup>th</sup> time at Peter and Thelma Green's home at Farnham Royal.

The event was scheduled to start at 11.30 a.m. but by the time your scribe pottered in shortly after that in his P type, it was evident that the lure of the event had encouraged quite a few folk to arrive early - indeed there were reports that some owners were so keen to be present that they had brought their cars the night before!

Upon arrival, welcome packs were handed out to the 103 attendees, who seized upon them with enthusiasm, in order not to miss out on the various activities, which had been scheduled. These included:

- A "what is it?" quiz, which required contestants to identify 12 mystery Triple-M components secreted in cloth bags;
- An intriguing test to judge the relative weights of 6 components. This proved to be much more difficult than you would have supposed!
- A "guess the number of items in a bottle" test. This difficult task by contrast showed that the contestants possess keen judgement!
- A quiz for ladies (should such discrimination be allowed these days?!).

There was also a Pride of Ownership competition, whereby the owners of four-cylinder cars could judge others of that type, while the big boys with their six-cylinder motors were permitted to judge those of that fraternity.

Later in the day there was also to be a supposedly "non-competitive" Gymkhana, although the zeal with which many took part in this might have called this description into question!

Altogether 52 Triple-M cars were listed as entrants (a record?), most from the UK, but with a sprinkling of non-Brits gracing the occasion. Amongst the latter, Ross and Georgia Kelly, all the way from Australia, attracted much attention for their immaculate J3, and it was good to make their acquaintance. This is one of only 17 such cars currently on the Register, and bears the highly appropriate Queensland registration number MGJ 33.

Gunther Stamm was also present in his UK-resident K3. Amongst others making the pilgrimage from foreign parts, albeit without their Triple-M cars, were Marguerite Morgan (J2 and F-type), John and Brenda Hancock (also from Australia), (L1), Christian Höptner from Dortmund (J2). From the UK, Clint Smith, the new owner of the recent "barn find" K3008 was also present, though not with the car on this occasion



### **Andrew Taylor's daughter and nephew get a ride in the K3**

It would be invidious to single out other particular vehicles - suffice to say that the car-park was crammed with cars of at least 17 distinct types, representing the entire spectrum of usage, ranging from the highly patinated to the highly polished, and from standard road cars to out-and-out competitors.

The day drifted by in the manner to which we have become so accustomed at this splendid event. Coffee gave way to a barbecue lunch, with various well-chosen libations to accompany it. The games and judging progressed in a relaxed and amiable manner. Acquaintances were renewed and much chat was engaged in. Paul Duncombe and Terry Andrews had been compelled to leave their proper cars at home, but it was splendid to see them at the event and they received very many good wishes for continuing recovery from their maladies.

Colin Butcher attended in a very non-Triple-M modern sports coupe, which attracted some ribald comments (they were probably jealous!) as well as much admiration. Evidently the car goes quite well!

The event also proved to be a clearing house for the exchange of technical information. The "what is it" quiz had already had many people scampering around the car-park to try to identify some of the more obscure components (mostly they turned out to be fairly commonplace items). Martin Jacobs took this one stage further, taking the opportunity to quiz Peter Green about the transmission noise, which his K1 had manifested. There was no alternative but to put Martin into one of Peter's K3s so that he could drive and compare the K1 with a similarly equipped vehicle. He appeared to enjoy the experience!

There was also much swapping of cars and drivers during the gymkhana, which served the dual purpose of keeping the marshals and scorers on their toes, as well as providing fun for the contestants.

All too soon it was time to round off the proceedings. The invigilators, having toiled through the afternoon, had already calculated the results, so Peter, assisted by Anne Allison, was able to award prizes to the winners and runners up, almost all of whom had stayed on to the finish.

"Stay as long as you like" urged the ever generous Peter Green, and many did so, prompting the guests to launch an organised clearing up. This went some small way to giving a breather to Andrew and Elizabeth Taylor and Pat and Diane Boghossian, who had played such a large part in the catering, and all other arrangements during the day. These thoughts were reflected in a vote of thanks to Peter, Thelma and the "Green Team" by Register Secretary, George Eagle.

This event seems to get better with every passing year. The ingredients still seem to be working well!

## RESULTS:

### Pride of Ownership:

#### 4-cylinder

1 <sup>st</sup>	Jim Collier	J1 salonette	UG 3585
2 <sup>nd</sup>	Ian White	J2	OC 3816
3 <sup>rd</sup>	Ross Kelly	J3	MGJ 33
4 <sup>th</sup>	Andrew Henderson	J2	OB 5374
5 <sup>th</sup>	Sandra Hudson	C-Type	JK 1932
6 <sup>th</sup>	Robin Hamblett	J2	DG 7828
7 <sup>th</sup> =	Oliver Richardson	C-type	LJ 4444
	Philip Bayne-Powell	C-type	RX 8306
9 <sup>th</sup>	Peter Down	PA	BJO 800
10 <sup>th</sup>	Colin Henderson	J2	UP 8871

#### 6-cylinder

1 <sup>st</sup>	Paul Mullins	L1	JK 3375
2 <sup>nd</sup>	Tony Knowles	NA	BLL 491
3 <sup>rd</sup>	Peter Green	K3	JB 7526
4 <sup>th</sup> =	Martin Latimer	NA	BNA 230
	Bob Clare	NB Cresta	MG 4750
6 <sup>th</sup>	Martin Jacobs	K1	ALU 463
7 <sup>th</sup>	Peter Green	K3	MG 3750
8 <sup>th</sup> =	Gunther Stamm	K3	JB 3182
	Rosemary B-Powell	NA Allingham	BYU 271
10 <sup>th</sup> =	Peter Hemmings	K1	MG 4282
	George Eagle	L2	ALA 656

### Overall Gymkhana

1 <sup>st</sup>	Andrew Henderson	J2
2 <sup>nd</sup>	George Ward	PA
3 <sup>rd</sup>	Dick Morbey	PA
4 <sup>th</sup>	Colin Henderson	J2
5 <sup>th</sup>	Paul Miller	J2

6 <sup>th</sup> =	Rosemary Bayne-Powell Paul Mullins	NA L1
8 <sup>th</sup> =	Colin Butchers Philip Bayne-Powell	PB Cracker C-Type
10 <sup>th</sup> =	Nick Dean Martin Jacobs	PA K1

## Ladies Picture Quiz

1 <sup>st</sup>	7 correct answers	Julia Gibbs Ann Hawke Jane Metcalfe
4 <sup>th</sup>	6 correct answers	Anne Allison Val Cleary
6 <sup>th</sup>	5 correct answers	Gill Morbey Jo Ward Chris White Caroline Jacobs Rosemary B-Powell

## What is it (Items in a bag)

1 <sup>st</sup>	11 out of 12 correct	Oliver Richardson
2 <sup>nd</sup> =	10 correct	Bryan Ditchman Philip Bayne-Powell Christian Hoeptner Andrew Bradshaw
6 <sup>th</sup> =	9 correct	Roger Thomas Dick Morbey Jim Collier
9 <sup>th</sup>	8 correct	Chris Wood
10 <sup>th</sup> =	7 correct	Mike Allison Barry Robinson Nick Dean Andy King

## Number of items in Bottle

1 <sup>st</sup>	Paul Mullins	Just 1 different!
2 <sup>nd</sup>	Dick Morbey	2 different
3 <sup>rd</sup>	Diana Willis	3 different
4 <sup>th</sup>	Mike Hawke	4 different
5 <sup>th</sup> =	Marion Pancheri Keith Wallace	6 different
7 <sup>th</sup> =	George Wilder Jane Hill	8 different
9 <sup>th</sup>	Martin Latimer	9 different
10 <sup>th</sup> =	Peter Hemmings Jim Collier	10 different

## Guess the weights

1 <sup>s=t</sup>	Paul Mullins Marguerite Morgan Ian White Martin Latimer Caroline Jacobs Peter Hemmings	only 2 out of 6 correct
7 <sup>th</sup> =	17 people	1 out of 6 correct
24 <sup>th</sup> =	everyone else	None correct!

## Inter Register Club Events

For more details and entry forms contact the Editor.

<b>21st Aug</b>	<b>750 MC</b>	<b>Scatter Rally</b>	<b>Near Reading</b>
<b>26<sup>th</sup> Sept</b>	<b>Crossley</b>	<b>treasure Hunt</b>	<b>North Yorks</b>
<b>3<sup>rd</sup> October</b>	<b>Alvis</b>	<b>Scatter Rally</b>	<b>Dartmoor</b>
<b>20<sup>th</sup> Nov</b>	<b>Austin Ten DC</b>	<b>“Nightjar” Rally</b>	<b>Surrey/Hants</b>

## FUTURE EVENTS

7/8 <sup>th</sup> Aug	VSCC Prescott	01608 644777
12-15 <sup>th</sup> Aug	3rd Flat Cap & Whippet Weekend	0113 294 1329
22 <sup>nd</sup> Aug	VSCC Mallory Park	01608 644777
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>
2-3 <sup>rd</sup> October	VSCC Donington –SeeRed	01608 644777
10 <sup>th</sup> October	MGCC SE Centre – Naviscat	01932 882467
23 <sup>rd</sup> October	Goodwood Sprint	01608 644777



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# Car Of The Year 2010

## Scores to 27<sup>th</sup> July

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>	2692	J2	SW 4156	Brian Galbraith	67
3 <sup>rd</sup>	3	J2	DG 5404	Mike Hawke	62
4 <sup>th</sup>	108	M	OU 4824	Mike Dalby	47
5 <sup>th</sup>	1135	M	SV 5438	Alan Grassam	44
6 <sup>th</sup>	2694	J2-PB/s	Kayne Spl.	Mike Painter	39
7 <sup>th</sup>	1426	NA/s ss	Bellewue Spl.	Ian Baxter	37
8 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	36
9 <sup>th</sup>	341	M	PJ 7970	David Rushton	32
=10 <sup>th</sup>	2134	K1/s	MG 3094	Peter Fenichel	31
“	691	NA All 'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	31
=12 <sup>th</sup>	1140	J2	JL 753	Mike Linward	30
“	-	KN/s	OHL 3	David Hince	30
14 <sup>th</sup>	148	M	OY 1548	John Haine	27
15 <sup>th</sup>	2170	PB/s	CLX 112	Mark Dolton	26
16 <sup>th</sup>	2200	C/s	RX 8306	Philip Bayne-Powell	24
17 <sup>th</sup>	1428	J2	DG 6142	Nick Bengier	23
18 <sup>th</sup>	2430	PA/s	497 UXH	Howard Harman	22
19 <sup>th</sup>	1270	NB Cresta	MG 4750	Bob Clare	20
20 <sup>th</sup>	920	PA	TG 8337	George Ward	19
21 <sup>st</sup>	65	PA/s	DPH 228	Nigel Gibbons	18
22 <sup>nd</sup>	1883	J2	PO 8865	Patrick Gardner	17
23 <sup>rd</sup>	2362	NA	BTT 726	Ian MacKay	16
24 <sup>th</sup>	2913	PA/s	MG 3855	Andrew Morland	14
25 <sup>th</sup>	2188	M	GH 4434	Colin Reynolds	11
=26 <sup>th</sup>	676	PA/s	WP 5939	Russell Thomas	10
“	2579	M	MG 874	Ian Davison	10
“	1000	PB/s	JB 7521	Brandon Smith-Hilliard	10
“	1650	M	DV 4449	Robbie Bugbird	10
=30 <sup>th</sup>	2960	J2	AM-30-25	Thijs de Groot	9
“	1804	PA	MG 3848	Alex Reid	9
“	3302	J2/s	KS 6104	Andrew Harrington	9
=33 <sup>rd</sup>	119	J2	KG 1600	Paul Edwards	8
“	-	J2	WF 5494	Fred Boothby	8
“	407	J2/s	XJ 4982	Peter Batty	8



“	407	J2/s	XJ 4982	Peter Batty	8
=36 <sup>th</sup>	1521	C/s	RX 8591	Dave Cooksey	7
“	42	M	RX 6795	Michael Boulton	7
“	284	M	MG 533	Paul Lovett	7
“	2852	M	RH 5831	Philip Coombs	7
“	167	M	APB 298	Andy King	7
“	2141	PA/s	RC 3349	Rachel Bolton-King Derek Richards	7
42 <sup>nd</sup>	1367	PA/s	MG 3921	John Wells	6
43 <sup>rd</sup>	2147	NA/s	AAO 797	Robert Dean	5
=44 <sup>th</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 Glister	2
“	3130	PB/s	JB 7136	Jeanne Temple	2
“	142	L1/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
=54 <sup>th</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 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:

15 <sup>th</sup> May	VSCC Northern Rally	Full
22 <sup>nd</sup> May	VSCC Oulton Park Race Meeting	Full
29 <sup>th</sup> May	Omagh Motor Club Pat Kirk Gortin Hill Climb	Full
29 <sup>th</sup> May/1 <sup>st</sup>	MGCC ‘Beggars Roost’ Re-enactment	Full
June		
5 <sup>th</sup> June	MGCC ‘MG Live!’ Silverstone California Cup	Full
5 <sup>th</sup> June	MGCC ‘MG Live!’ Silverstone Race Meeting	Full
5 <sup>th</sup> June	VSCC Brooklands Speed Trials	Full
6 <sup>th</sup> June	MGCC ‘MG Live!’ Silverstone Stowe Sprint	Full
6 <sup>th</sup> June	MGCC ‘MG Live!’ Pride Of Ownership	Part
19 <sup>th</sup> June	VSCC Cadwell Park Race Meeting	Full
17 <sup>th</sup> July	VSCC Southern (Kentish) Rally	Full

# SPEED CHAMPIONSHIP 2010

Scores to 30<sup>th</sup> July

Position	Car/s	Driver	Points
1 <sup>st</sup>	M	Frank Ashley	16
2 <sup>nd</sup>	PA/s	Howard Harman	13
3 <sup>rd</sup>	NB/s	Jane Metcalfe	11
4 <sup>th</sup>	KN/s	Annie Templeton	10
5 <sup>th</sup>	K3/s	Andrew Taylor	9
6 <sup>th</sup>	K3/s	Peter Green	8
7 <sup>th</sup>	NA/s	David Downes	7
8 <sup>th</sup>	K1/s	Peter Fenichel	6
9 <sup>th</sup>	C/s	Philip Bayne-Powell	6
10 <sup>th</sup>	KN/s	Andy King	5

# SLADE TROPHY 2010

Scores to 30<sup>th</sup> July

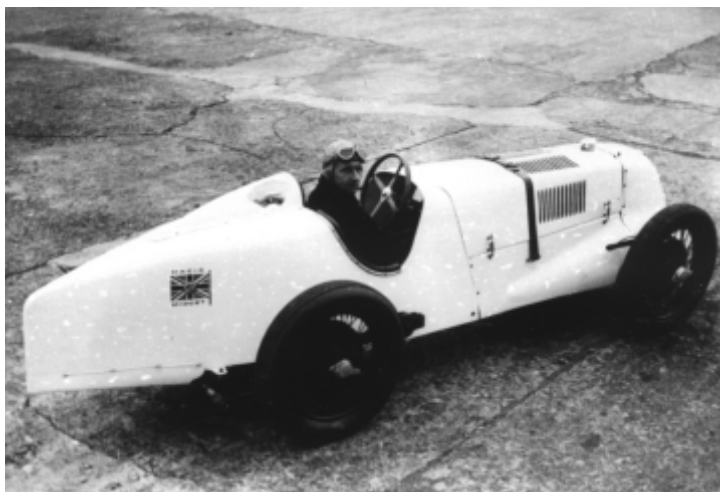
Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2-PA/s	Bill Bennett	38
2 <sup>nd</sup>	PA	George Ward	10
3 <sup>rd</sup>	M	Ian Davison	9
4 <sup>th</sup>	J2	Thijs de Groot	8
5 <sup>th</sup>	M	John Haine	7
=6 <sup>th</sup>	PA/s	Nigel Gibbons	6
“	M	David Rushton	6
=8 <sup>th</sup>	PB/s	Brandon Smith-Hilliard	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 30<sup>th</sup> July

	Car/s	Driver/s	No. where less than 5 Races	Index of Performan ce
1st	K1/s Spl	Peter Fenichel		0.493
	C/s	Hamish M cNinch	3	0.578
	J2/s	Peter Batty	3	0.766
	C/s	Oliver Richards on	2	0.115
	J2-PA/s	Mike Painter	2	0.452
	J2	Fred Boothby	2	0.479
	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



**Kohlrausch and EX 127 at Brooklands**

# Story of an N Type

By Steve Cooper

Many MMM aficionados will remember the familiar sight of the N type that was successfully campaigned by Peter Cranage during the seventies. Just how much success though, is probably not as widely known as it should be. However, it is readily accepted that they were undisputedly the most successful and fastest unblown MMM car and driver combination, post war.

Reading David Allison's article in Bulletin 53 entitled "Fings ain't what they used to be", certainly reawakened MG memories from the 60's and 70's and in particular the ones involving this car. Not many people will be aware of the car's origins in competition form, being more familiar with its NE guise for most of the successful years. So, I thought a little potted history would be appropriate, prompted as it has been by David's article. What follows is a fascinating story.

The story begins with a guy named Roger Davis (note spelling) who was a millwright at "The Austin", Longbridge, where I started my apprenticeship in September '64. I was driving my first L2 (L2010) up from Somerset when, just past Redditch, a PA turned out behind me with the driver waving his arms like a mad dervish indicating me to pull in and stop. This was my first encounter with Roger K. Davis, who became a close friend over the next few years. We eventually lost touch however, and I haven't heard hide-nor-hair of him for over 30 years. Does anybody know what became of him? I know he went to Argentina for a while and I last heard of him restoring canal long boats somewhere on the River Severn. I remember that Mike Hawke and Mike Allison were friendly with Roger – perhaps they (or anyone else) might know of his whereabouts now? Let me know if you do. Anyway, during this first encounter, I found out that Roger didn't own the PA he was driving but he did own a KN and a

brace of N types. The KN was complete but the original saloon body had long since met its maker and been replaced with a special lightweight two-seater type. One of the N types was also complete being a two-seater NA with a slab tank whilst the other one was a dismantled four-seater NB minus the body, which had been bought for £15. Roger intended to go motor racing and to that end he was preparing one of the N types, getting it ready for the main '65 MGCC Silverstone race meeting, which he had entered. He asked me if I would like to get involved, to which my response was to jump in with both feet at the chance.

Together with another apprentice named Jim Dovey (who owned the PA), we worked every spare minute we had to get the chosen car ready in time for Silverstone; the work was done in a "barn" just outside Redditch that Roger had hired from a local farmer. The first incarnation was, as David Allison said, "pretty bog standard", built on the dismantled NB chassis and running gear fitted with the engine, gearbox and radiator from the KN. The only deviances from standard were a moderately lightened flywheel, higher compression, 1 ¼ carbs plus a rough and ready Scintilla Vertex magneto. The KN body was made narrower to fit the N chassis and was painted black with large white roundels on the sides (for racing numbers). It had a chopped-off appearance at the rear when fitted with the NB petrol tank.



**The first incarnation leaving the barn**

I know it's hard to imagine now, but after the N-type racer was finished, there was a complete rolling chassis remaining of the KN, an item which one would die for today. The reason why Roger decided to build his racer based on the NB chassis, rather than the KN chassis, to this day remains a mystery.

The premier Silverstone meeting was held in May in those days, and we duly made it on time. Roger had entered the 5-lap all-comers handicap event run with heats and a final. The car was running well, having been thrashed on the back roads of Redditch the week before. The first heat was the first time the car and driver had ever competed, the result of which legends are made of – Roger won by about a ¼ of a mile lapping the club circuit in 1m.31s. Not wishing to take anything away from him (he was a quick driver), he probably fooled the handicappers a little that day!

And so the car got its first award, on top of a long list accumulated over the next two decades. It was made road legal with distinctive Marshall headlamps for a couple of events in '65 to no avail, and Roger had no more future success with the car either. He did, however, gain a reputation for his spectacular and flamboyant driving style (he once scrubbed off four brand new tyres in five laps), getting his Silverstone club circuit time down to 1m.24s. in 1966, which considering the Pitt K3 (K3021) was going around in about 1m.19s. at the time, was a pretty good effort from basically a standard unblown N-type. Unfortunately, Roger did insist on thrashing the engine to 7000+ rpm, which it didn't like and ran the rear main bearing in protest during the final on that magical day at Silverstone in '65. The engine made a habit of doing this over the next few years, throwing oil out all over the place from the bell housing and ruining the clutch! The car remained basically the same for 1966 but the colour was changed to light blue. Unfortunately, the rear main problem continued, which made Roger lose interest and sell the car on. In fact, the rear main problem continued to plague the

engine for the next four years, until the reason was subsequently discovered as will be revealed later



### **The first body in road trim**

The next owner was David Hill who didn't use the car, but did tidy it up a bit, including remetalling the bottom end, and sorting out the magneto (he worked at Lucas at the time). David had a very nice PA, which he sold to Clive Jones, better known in VSCC circles, but that's another story. Just over a year later, the N-type was up for sale again, which is when Peter Cranage enters the story. Peter was a young "old car" enthusiast, who had been bitten by the MG bug with a PB he acquired when he was seventeen, which he still owns. He had seen the "Roger Car" racing around Silverstone in its blue guise, and when it came up for sale, he decided he wanted a piece of six cylinder action. So, in 1968 he bought the N-type for the princely sum of £90, and entered it basically as it was (now painted green) in an August MGCC Silverstone event of that year, when it promptly retired with the dreaded rear main

run – again! Now, I'm sure Peter would be the first to admit that although he was an engineer, at the time he wasn't at all familiar with MMM engines, so he sought the advice of someone who was. Guess who – none other than Roger K. Davis. And so, a short partnership between the two of them ensued, whereby Roger would build the engine if he could share the driving of the car with Peter at events.

During the previous year, Roger had been working at Broad-speed, acquiring considerable knowledge in the gas flowing of cylinder heads, which he duly applied to the head of the N-type. Over the winter '68/'69, the engine was remetalled by Syd Beer, and assembled by Roger utilising his tuned cylinder head. At the same time, the second incarnation of the car was being created by Peter, ably assisted by his brother David (as in most things), when a beautiful two seater pointed tail body was crafted and painted in BRG.



**Peter at Silverstone in the newly rebodied car in 1969 just before winning the Mary Harris Trophy**



In this form, they raced the car during 1969, gaining a couple of 1<sup>st</sup> places in the process, one of which was the Mary Harris Trophy when driven by Peter. At Oulton Park, the rear main went again in the rain (how poetic), and that was that for the year.

During the winter of '69/'70, the pointed tail body was shortened, and better built, into a Mk2 version, because Peter had decided it was too long. Roger proceeded to rebuild the engine again which, this time, was modified to run on shell bearings, and at the same time six separate exhaust pipes "tuned" to the correct length were fitted. Also, the flywheel came in for some serious lightening. It was the intention to fit six Amal carburetors as well, but I'm afraid circumstances overtook the planned course of events.

The shell bearings proved to be a catastrophic and unmitigated disaster, when a con-rod wanted some fresh air and decided to investigate what life was like outside the confines of its bore! At this point, Roger faded out of the picture with personal problems, and Peter was faced with rebuilding the engine on his own – a very steep learning curve followed. Another block, crank and rods were, reverting to the white metal format. Unfortunately, disaster struck again when the crankshaft broke, due to the block not having been line-bored correctly by the firm used. Despite all this, five awards were gained during 1970, including two firsts and one second. By this time, Peter was becoming well disillusioned with six cylinder MGs, and was about to throw the towel in - who could have blamed him? But what can only be described as fate, now took a hand in the story. During the winter of 1970/'71, three things happened which changed around the whole situation. Firstly, a proper white metalling bench with all the correct moulds, a line-boring machine and a lathe-boring jig (for con-rods) were acquired. Secondly, as previously mentioned, the reason for the numerous rear main bearing failures was discovered, and thirdly, an NE body, which made this car so familiar, came up for sale.

So, off to Cannings of Birmingham, it was, to buy a couple of ingots of Hoyt's 11R white metal. Now, for those not familiar with the intricacies of white metal casting, part of the process utilises two melting pots over gas burners housed in a purpose made "bench". One pot is used for melting out the "old" metal, and the other as a stockpot from which the "new" metal is taken, and poured with a ladle into a mould held in a casting jig. This sounds easy but I can assure you, having done it myself, it is very tricky to get just right, and even trickier when Peter discarded the "bench" bit, because he hadn't got a gas supply in his garage!

One now has to close one's eyes for a moment, and imagine Peter doing this in his mother's kitchen over two rings of a gas cooker, burning holes in the linoleum, and making a general mess into the bargain, not to mention the fumes percolating throughout the house – what a picture! He was not a popular bunny that day, but the end result was properly cast white metal bearings, with genuine virgin 11R ready for machining.

The line-boring machine was a revelation, being attached to the block rather than the other way round, and was a joy to use utilising the correct collets etc., the lathe jig likewise. The reason for the continued rear main bearing failure was discovered to be that in the past, "someone who shall remain nameless", had machined off the register on the taper flange for locating the flywheel, causing misalignment, out of balance and looseness.

It is worth mentioning here that since this "defect" was discovered, and since Peter's white-metalling skills came to the fore, there weren't any more problems with the bottom end for the rest of the car's competition life in Peter's hands, except once when the locating peg for the crank front thrust ring decided to unscrew itself – oops!

The third incarnation of the car was created utilising an NE body. The body – and let's be absolutely clear that it is the genuine body from the Dodson TT winning NE – was acquired from Colin Smith of Epping. It had been previously fitted to a J2

owned by Geoff Coles, who had had a lot of success with it when powered by a J4 engine, which made it quite famous. He in turn had acquired it in 1947 from a doctor, who wanted to fit a more comfortable body onto the NE chassis for road use.

Geoff Coles modified the body with a bulge on the side to accommodate the driver's right foot on the throttle pedal, which was still there. NE's originally had central throttle pedals – a little known fact! The body came complete with the original aluminium dashboard, the original bonnet side bulge, an extra-large fuel filler cap, originally supplied to Geoff Coles by Thompson and Taylor, and a front cowl that had covered the radiator on the J2, but wasn't used this time. Unfortunately, the rear tail section had been shortened and was very battered – a new one was subsequently reproduced from photographs. Also, the rear chassis extension, which had previously been chopped-off, was re-attached.



**A familiar sight with the car now sporting the NE body**

The "Mk2" home-made pointed tail body together, with a spare N-type chassis, was sold to Mike Zimmerman, who created another car in its own right dubbed "The N-type Special", which had a supercharged XPAG engine and was painted red. This car became well known over the next thirty years, about which much has been written elsewhere, and was consistently mistaken to be Peter's car. This issue resolved itself when a replica Q-type body was subsequently fitted.

In 1971 then, the N appeared in NE guise, in which it is remembered the most, painted cream with a lovely bespoke twin outside exhaust system. It was made road legal and driven to meetings to thoroughly sort it out and prove reliability. From then on, there were no reliability issues, and most MGCC and VSCC events together with a smattering of AMOC events were entered during the rest of the seventies. In 1972, the car acquired twin brown stripes along the sides, and in 1973, 16 inch wheels fitted with Dunlop racing tyres – 6.00x16 on the rear, with 5.25x16 on the front. Also in 1973, after a succession of broken crown wheel and pinions due to axle tramp, tie rods were added to the rear axle eliminating that particular problem. In 1975 at VSCC Oulton, the previously mentioned problem with the front crank thrust manifested itself. That was rectified with a replacement bottom end, which had been put aside as a spare back in 1971 when Peter was performing his white metalling antics! This was mated to the "Roger head" and for the first time, the engine was properly balanced by Trevor Wilkinson. In this final configuration, and with an 8/39 axle ratio and close ratio box, the car proved to be very quick. In fact, Peter couldn't quite believe how different the engine felt, having acquired a new-found smoothness due to the proper balancing. The car itself exhibited superb neutral handling out-cornering many a faster car including ERAs. Once, at Oulton Park, I remember Peter overtaking Colin Crabbe, who was driving a W125 Mercedes, only to be left for dust on the straight! The best Silverstone club circuit time achieved was 1m.20s. which, for an unblown car was quite remarkable

The success of this car in the seventies is enviable – fifteen wins, six seconds, thirteen thirds, the Mary Harris Trophy, the General Secretary’s Cup, the Kjell Quale Trophy, an MGCC Speed Championship, and part of the MMM team in the 6 Hour Relay Race at Thruxton in the early seventies. The most awards gained in any one year was during 1978, in which it would probably be fair to say was when Peter and the car reached the pinnacle of their success - nine awards to include three firsts, two seconds, three thirds and the Kjell Quale Trophy. Of course, awards were not always picked up every time an event was entered. Peter didn’t keep records of how many events he actually entered, but between two and three times more events than awards gained would be a good estimate. This goes a long way to explain why this car was so familiar – it clocked up an awful lot of competition miles!

The car was quick but how much power was the engine really kicking out? An opportunity arose in 1978 for me to get the car onto a rolling road to find out. What we saw on the dynamometer was amazing – 85 bhp @ 6000 rpm at the wheels! Yes, 85 bhp! Allowing 15% for transmission losses, this equates to 100 bhp at the flywheel, which I can personally vouch for as being correct. What is most satisfying though, was that despite tinkering with small adjustments to the timing and mixture during the session, no improvement could be made over the settings already arrived at by trial and error during competition. It just goes to show what can be achieved when an engine has a cylinder head modified by someone who knows what they’re doing, is properly balanced and properly assembled. For the technically minded, the tuning data was as follows:

**Engine :** 1390cc (+ .060”) with lightened flywheel and fully balanced by Trevor Wilkinson

**Compression ratio:** 8.7:1 (1/8<sup>th</sup> off head)

**Cylinder Head:** Specially gas flowed & ported by Roger Davis

**Plugs:** L5 running, L10 start and warm up. Gap .025

**Valve timing:** Standard 15.55.50.20 (250 degree duration)  
**Valve clearances:** .006" inlet, .008" exhaust  
**Ignition:** Scintilla Vertex magneto  
**Ignition timing:** Fully advanced @ 34 degrees @ 3500 rpm  
**Carburettors:** Twin H2 (1.1/4") fitted with AH2 needles (1275 Cooper 'S' rich needles)

When looking at the specification, performance and ultimate reliability of this engine, it should be borne in mind that Peter did not believe in buying any new parts for it, as he hadn't any faith in their quality, and regarded them as being price prohibitive – every component used was genuine original MG hand picked second-hand stock. Considering the prolific use that the car was put to during its competition life, it has to be said that there must be some merit in that philosophy. Well, you could in those days, couldn't you? Peter used to travel up and down the country buying up second-hand MMM bits and cars. After keeping what he wanted for the N-type and for spares, he sold the rest off, from which the proceeds went to pay for his hobby - that's the way it was.

Of course, the car's performance is one thing, but the driving skills of Peter Cranage should not be under-estimated. He is a very modest man, and is not one for going around blowing his own trumpet, as anyone who knows him will testify. However, it must go on record that he is an extremely quick driver, who went about his craft in a very smooth and unspectacular way in complete contrast to the way Roger had. Nor is he a car breaker. Since the engine was properly sorted out, he never blew it up again, and he never crashed the car either during the whole time in which he raced it although, on one heart-stopping occasion, he did go straight on at Woodcote into the wire netting, when the steering drop arm broke. Peter carried on campaigning the car during the eighties and nineties, albeit on a very much-reduced basis, only picking up a 3<sup>rd</sup> in 1982 and a 2<sup>nd</sup> in 1995, not that the car was any less competitive. Peter had got to the point where there was nothing

much else to achieve with the N-type, and the cost of entering some of the events was becoming more and more expensive. He got sidetracked by a vintage Riley single seater he bought with his brother in 1984, and then by an Austin Seven single seater he bought in 1989. There were also other interesting road cars he bought and sold in between. When he started to use the N-type more again in the nineties, he drove slower than he used to having lost some of his daring, and was usually handicapped out of the awards. He also took more holidays!

In November 2001, totally out of the blue, Terry Bone, who wanted to buy the car, made an approach and made an offer that couldn't be refused. Peter reluctantly parted with the car and I believe, has regretted it ever since. He hadn't really appreciated until after it had gone, just how much the M.G. had been a part of him and a part of his life.

So, what has happened to the N-type since? About two years later it was sold to Mark Piercy who, I believe, is still the present owner. In 1999, the car re-appeared at the Goodwood Revival, in what can only be described as its fourth incarnation. The lovely patinated car that Peter once owned is no more. In its place is a car that looks brand new, and which has obviously had a lot of money spent on it. There it was resplendent in BRG, now sporting a front mounted supercharger, pre-selector gearbox, larger wheels with mudguards and headlights. As far as I can tell, the body, dash and bonnet bulge are the original NE items, albeit greatly refurbished, but I notice that the bulge for the right foot has gone! However, there are a few of Peter's bespoke items retained such as the exhaust system, central rear view mirror and dash switches, as well as the Geoff Coles extra-large fuel filler cap. I do appreciate the extent to which this car was well used and patinated, and it is really not for me to pass an opinion on how other people should restore their cars. However, with regard to this particular car, I do feel sad that it was not able to have been restored with more sympathy and regard to preserving its previous history – just keeping it cream and

brown might have been appropriate. It is unlikely that the car in its present guise will ever be able to equal its previous successes in the future, if indeed that is what it has been rebuilt to do. That is why this story had to be written and recorded into history before it too, along with the car as remembered is lost to posterity.



**The last incarnation with a blower and preselector gearbox, as seen at Goodwood**

I believe the “Story of an N-Type” has recounted not only the achievements of this particular -type and how they came about, but also, hopefully, given an insight into how it was possible in those days for someone of Peter Cranage’s circumstances to have been able to go successfully motor racing on a regular basis in an old car on a limited budget using his own skills, ingenuity and sheer dogged determination. It is doubtful if the like of this will ever be possible again. The real point is, that between the mid 1960’s and the turn of the century, this N-type was built and used to have fun, which it certainly provided in abundance.



## **“How They Ran”**

Review by Colin Butchers

Well, he's done it again ! The year before last, Mike Hawke unleashed on an unsuspecting world of M.G. fanatics, his definitive story of the J models, entitled “75 years of the J2 M.G.”, which provided a wealth of information regarding the J1 and J2 cars in general, plus over 30 pages of information on a large number of individual cars, including a great many photographs not seen before.

His latest offering entitled “How They Ran” is intended as a supplement to the earlier work, and records details of almost 500 cars with their competition successes, both post and pre-war, and the drivers involved in each event. In addition to this, there are over 300 entries of cars, which are almost certainly J1s or J2s, but which cannot at present be allocated to a specific registration or chassis number.

The depth of detail is simply breathtaking, and represents a lifetime's effort in tracing results from programmes, magazine articles and numerous other sources. They are all there - the “stars” such as Jack Bastock, Dickie Green, C. A. N. May, Bill Everitt, Barbara Skinner and Les Murphy, competing in major international and national events, and in addition, hundreds of ordinary J-type owners appearing at some rather less well-known events, such as the Middle Culham Farm Speed Trials in 1934, the Le Grimpe Hill Climb in 1937, and Hill Climbs at Mount Tarrangower, and Arthur's Seat both in 1935 in Victoria, Australia.

In the “unallocated” section it was noticed that, one Jean-Marie Balestre drove a J2 in the Bol d'Or 24 hour races in both 1933 and 1934. The younger readers may well question who this gentleman might be. In later years, he became President of the FIA, immediately prior to the controversial Max Mosley. All in all, this is an amazingly readable little book, especially when put alongside “75 Years of the J2 M.G.” and both will

prove to be invaluable works of reference in future years. To keep production costs to a minimum, the new book is available only in soft cover form, and there is an absence of supporting photographs, which can be balanced against the earlier book, which has more than its share of illustrations to go with the text.

The price of "How They Ran" is a very modest £15.00 for 168 pages of fascinating information, and is available from the Triple-M Library c/o Peter Hemmings, Folly Farm, Thornford Road, Headley, Newbury, Berkshire, RG19 8AH or from M B Hawke, 117 Upper Westwood, Bradford-on-Avon, Wiltshire, BA15 2DN. Postage and packing is £3.00 within the U.K., £4.00 in Europe and £7.00 Overseas Air Mail.

For those one or two of you who still haven't bought "75 Years of the J2 M.G.", this unique book is still available from either of the above addresses, priced at £25.00 in hardback form (119 pages). Postage is the same as for "How They Ran".

Mike also mentions that his research is far from complete, and he requests that anyone having knowledge of other events or cars which should be added to the history files, should let him know, so that the records can be added to.

## **YOUR LETTERS**

### **From Allan Herring**

Dear Phil

It was my intention to get a letter off to you as a result of the temperature related letter from David Ewart-James in the Bulletin. On reflection though, I have managed to complete a few milestone events on the NA/NE rep project during this time, so all can't be too bad. I have read many articles over the years of boiling, and over temperature operation in the UK, and some of these correspondents have indicated that they were seeking some

advice as to curing this problem. From my experiences in England with my TB, which I purchased in Surrey in 1964, and is still in our garage, and was my only car for commuting to London for 3 years in the 60's, the temperatures are not high compared to those we experience in Perth, Western Australia during the summer, or in fact the mid seasons.

I completed our J2 rebuild in the early 90's and have enjoyed temperature free troubles since this time, which has included several long rallies, which at times, have been in high temperatures.

The short journey to our recent MGCC (WA) was a good trial for relating the J's temperature characteristics. The day was hot even by our standards, only fractions of a degree less than 40°C, which by the time we left the coast for the inner eastern suburbs, would have been at least 40°C. The water temperature gauge was on 40°C before the car was started, and during the run at around 100km/hr down the freeway, it ran between 70-75°C. I worry if it gets to 80 or above. On the other end of the scale, during the colder months, at anything less than an air temperature of 20°C, I cover over at least one third of the radiator with a canvas blind.

Why is it so? I put every effort into avoiding over heating during the rebuild and included a modern core, P-Type pump and fabrication of a 3-branch water manifold off the pump and into the nearside engine water jacket side plate. From memory, the radiator is a 5 row core, and I have fitted a 7 row core in the N project. I know that we have a very dry climate here in WA, but I do not believe that this is the only key to successfully running at low temperatures. There are no doubt some purists out there who would run nothing but a honeycomb core as originally used, but I prefer to have trouble free use from our cars in our hot climate.

I've no doubt that others have written on this subject over the years, but these are my experiences which I hope will continue when the N is completed and running.

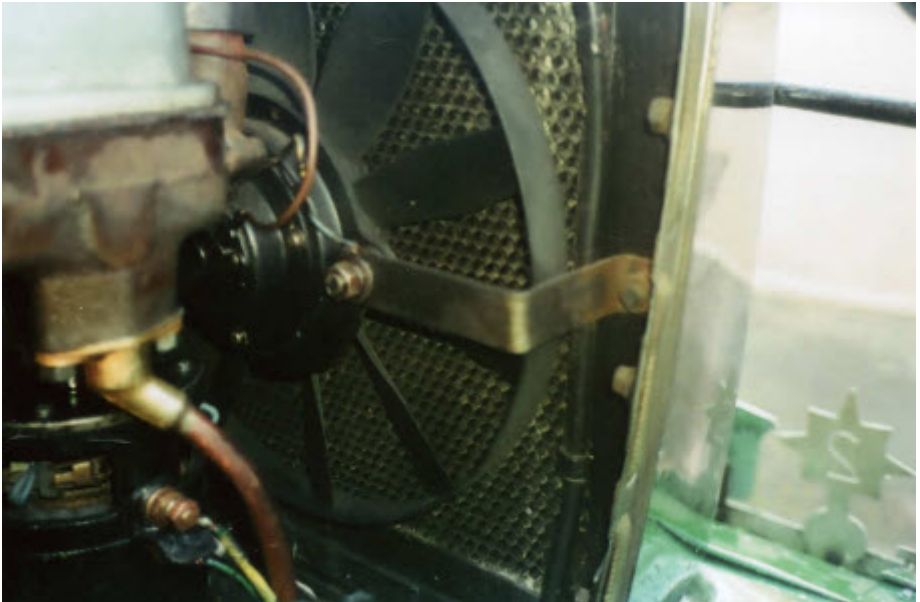
Cheers for now.

## **From Ewan Harris**

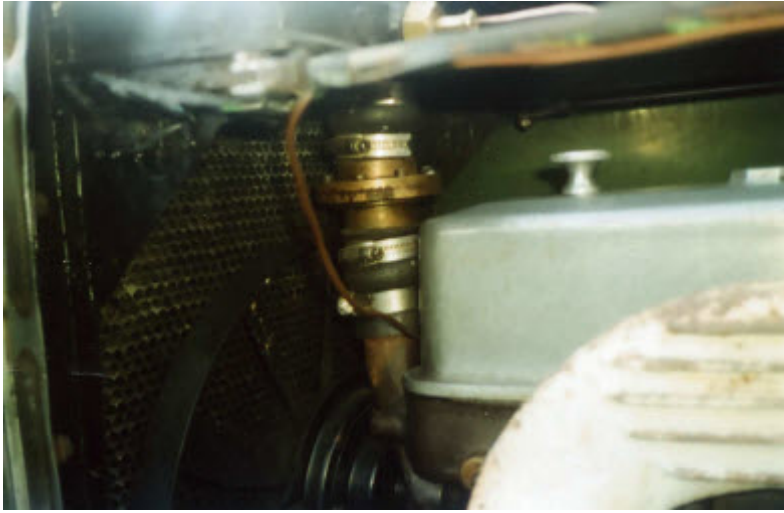
Dear Phil

Just a brief note enclosing some photos of my fan and thermostat installation that may be of interest to other members. The fan is quite close to the radiator so does not really require a shroud. I also have mounted the coil on the bottom end of the steering column to shorten the H.T.lead to the distributor.

Thank you for all the effort you put into producing the Bulletin.  
Best wishes



**Detail of fan and fixings**



## From Bob Milton

Dear Phil

I very much enjoyed the article in the Yearbook by Colin Butchers, regarding Robin Jackson, together with the reprint of a Jackson article, and also the reference to the light alloy con rods designed by Milledge. I thought the following enclosures would make a good follow up in the Bulletin.

Item 1 is a letter dated 19<sup>th</sup> January 1938 from Jackson to the Baines Brothers at their factory in Essex, when they owned my old RA 0257, and refers to the alloy rods.

Item 2 is a letter dated 17<sup>th</sup> December 1959 from Jackson to myself, and is one of many from Jackson, when he was advising me on the preparation of RA 0257 for the Class H record attempts, and confirms the changes I was making from the Fescolised crank mentioned in the first letter, to what was to be a fully counterbalanced larger diameter nitrided crankshaft. *(unfortunately this 2<sup>nd</sup> letter could not be reprinted clearly– Ed.)*

It was said that Robin often used to sign himself R2Jackson, as in squared, but unfortunately none of my letters from him bear this signature.

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Weybridge, Surrey.*

Telephone—  
WEYBRIDGE 1247.

19th January, 1931.



Your Ref.

Our Ref. FGS/EC

Messrs. J. Burns, Limited,  
Langye Works,  
Chadwell Heath,  
Essex.

Dear Sirs,

I am in receipt of your kind enquiry of January 18th. We have hitherto run these special High Duty Light Alloy connecting rods on Nitralloy crank shafts direct without metalling, and they have been exceedingly satisfactory.

Experiments have been made in engines with a compression ratio of 7-1 and absolute pressure of 25 lbs at 7,500 revs. Your statement regarding compression ratio is rather misleading, since you will appreciate it is the ultimate pressure of a supercharged engine that is one of the factors of ~~the compression~~. *To be considered.* When discussing a supercharged engine one cannot necessarily talk in the terms of compression ratios.

We are more than satisfied that these rods will meet with your requirements, although we have had no experience with these rods on a Fescolised crank. We have made many tests with these rods, but not with a Fescolised crank.

Before we can advise you definitely regarding this we should like to know what process has been employed in fescolising your crank ~~and~~ The price of the rods is £5.0.0. each. We should be pleased to give you further details and assistance should you so require.

Yours faithfully,  
p.p. R.R.JACKSON.

Manager.

## **From Graham Arrondelle**

Hi Phil

I've just been reading the latest Bulletin, great as always.

I had noticed the anomaly re the particular Hamilton driving in the picture in April's Bulletin, but had overlooked Duncan until seeing Bob Milton's note in June's edition. This caused me to dig out 'Touch Wood!', Duncan H's autobiography, where there is another picture of Duncan driving at Prescott on the same occasion, I think at the Esses, and it certainly looks like the same person driving... he was much slimmer in those days!

Cheers

## **From Ian Coxen**

Hello Phil,

Ed Taylor's comments on steering box stability and the engineering drawings as well as his April photograph of an arrangement brings me to make a comment to you.

Many of us use Js competitively and need a mod, so the way I went as a non engineer was as the meerkat in the TV advert says- 'simples'.

An exhaust clamp on the column fitted to a flat bar was attached to the chassis, but please use existing holes or bolts.

For the top support, flat bars, similar to the April photograph picked up on one of the bolts holding the bulkhead to the chassis and on the opposite side to the bulkhead, naturally at the same height.

Where these meet at the column another exhaust clamp or column support is used on the steering column case keeping the clamp well away from your toecap. Get a reasonable angle against the upright bulkhead. It is very simple and cheap also works well.

All the best.

# TIPS AND HINTS

From the Australian Pre-war MG Newsletter

## TECHNICAL BULLETIN no.36

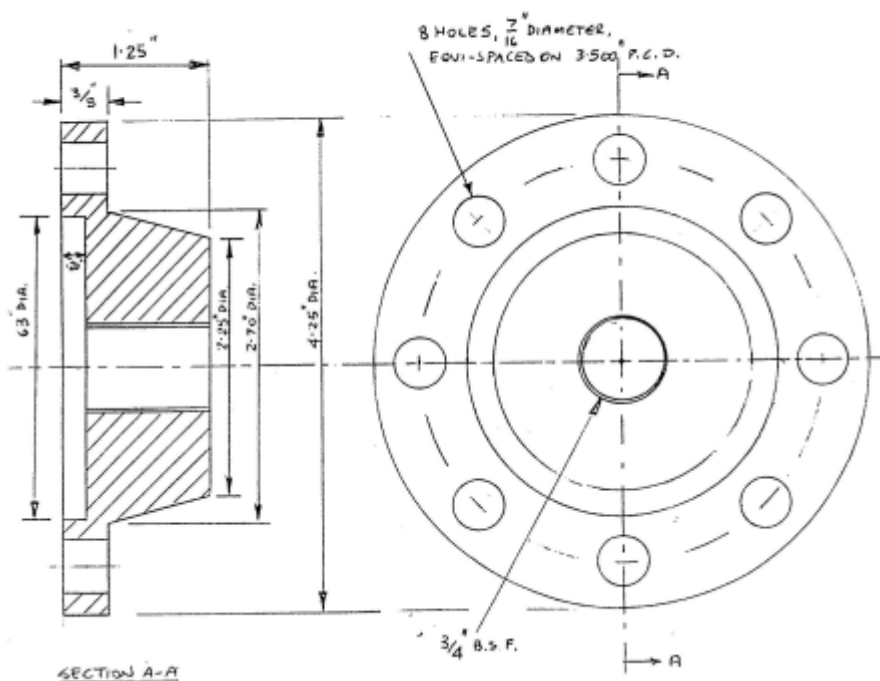
### PULLER - FLYWHEEL FLANGE

This is a slightly modified version of the puller I borrowed from David Mottram. It is an essential item for those who wish to dismantle P-Type and allied engines. It can be turned from mild steel.

#### INSTRUCTIONS

1. remove the spigot bearing housing.
2. remove the large crankshaft nut and flywheel.
3. attach the puller to the flywheel flange using the 8 screws and nuts in the flange.
4. screw a 4 inch long 3/4 inch BSF hex head set screw into the puller and tighten securely against the threaded end of the crankshaft.
5. a sharp blow to the head of the set screw should free the flange off its taper.

Anthony Fagan.





If your dipstick is shiny and new because the rod has been replaced, it is very difficult to see the level of oil on the bright surface. To overcome this problem, heat up the dipstick end to cherry red and plunge it into some old oil. The rod then turns a dark grey colour and so enables you to read the level of oil in the sump.

Head restrictor pin:- The "Sports Car" Magazine of January 1939 tells us that "the cylinder head hole to house the pin must be 0.25 inches, +0.00052, and -0.000 inches, while the diameter of the pin must be 0.25 inches, -0.0005 and -0.001 inches. The diameter of the pin across the flat must be 0.221 inches, +0.000, -0.001 inches.

Woks specification describing the alterations to the Standard N-type Magnette in order to make it similar to the Ulster TT Type:-

*Special Induction Manifold*

*Large Carburettors*

*Modifications to Dynamo*

*High Compression Pistons*

*Special Camshaft*

*Special Valves*

*Balanced Crank and Flywheel*

*Straight through Outside Exhaust manifold*

*Twin Brooklands Silencers and Tail Pipes*

*Twin Petrol Pumps*

*Crankcase Modifications to Prevent Oil Leakage*

*Special Clutch*

*Rev Counter*

*Close Ratio gearbox*

*Reserve Oil Tank*

*Oil Control Lever on Sump*

*Special Petrol Tank with Twin Filler Caps*

*Straight Tooth Crown Wheel and Pinion*

*Different Shock Absorbers*

*Different Wing Stays and Mountings*  
*Special Regulation Size Wings*  
*All Road Springs Taped and Bound*  
*Regulation Size Body, Seats, Windscreen and Hood*  
*Regulation Size Cockpit and Bonnet Strap*  
*Five Special Racing Wheels and Four Racing Tyres*

## **WANTED**

**Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook, Hants, RG27 8NA. Tel. 01189 326346)** is looking for a PB block, front and rear housings and centre chesses for restoration. If repair or relining is needed, this will be acceptable. Originality is required for his restoration of the works 4-seater demonstrator.

**Mike Guilder. (11, Windsor Gardens, Thundersley, Benfleet, Essex. SS7 3YF. 01702 554968. Mobile 07885163618)** is needing an N/ P-type flywheel.

## **FOR SALE**

**Colin Smith (Killiemor Cottage, Aros, Isle of Mull, PA726JZ Tel. 01680 300398)** has for sale:-

Bishop cam Steering box and column (still some chrome) to suit late P-type, (possibly KN or N-type). £135 including P&P in UK.

Also a 0-100mph 'M' speedo, rare, looks good £50 including UK P&P.

Original 8/43 crown wheel and pinion in original box; £250.

M-type exhaust manifold in good condition: £90.

Lucas New Alto horn, restored; £70.

Lucas Altette horn, good condition; £45.

M-type steering column; £120.

2" Watford wind up clock off C-type; £60.

J-type front valence, no use, almost as new; £100.

P-type cutout and fuse box; £50.

**The Editor (Kimber Cottage, Glaziers Lane Normandy, Surrey, GU3 2EB. Tel 01483 811428)** has been fishing out some surplus parts, which are offered for sale:-

Glove box lid complete with knob, hinges and ball catch opening size 150mm x100mm; £25.

Used F-type camshaft; £30

Flat top, bottom feed carburettor bowl, for early cars; £25.

0-80mph speedo for F-type £80.

3 No. Amal carburettor bowls (1<sup>7</sup>/<sub>8</sub>" overall diameter); £30.



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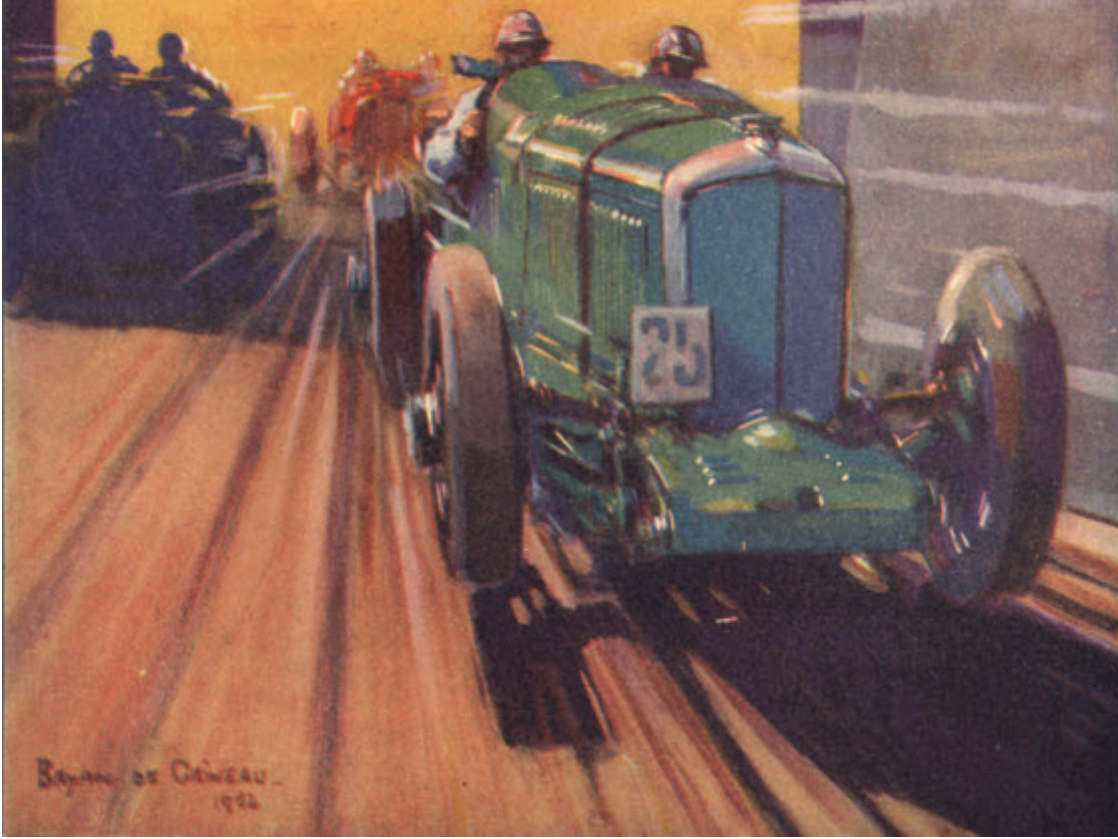
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INTERNATIONAL

## Tourist Trophy Race

ARDS CIRCUIT, BELFAST  
20<sup>th</sup> August, 1932.



BOYAN DE GENEAU  
1932

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***46 years after being buried following a disastrous fire at the editor's garage, PA1763 sees the light of day again***



***The Continental Rally cars lunching at the winery, with Sam Barrow's F-type and David Stansbie's blown J2 in the foreground***



**Ross Kelly's J3 all the way from Queensland, at the Chairman's Summer Gathering, with the C-types of Oliver Richardson, your Editor and Sandra Hudson beyond**



**The 'Dancing Daughters' at Le Mans - Taken from Action MG 1935, the MG Car Co's publicity leaflet?**