

# TRIPLE-M REGISTER BULLETIN

April-May 2020



**THE MG CAR CLUB LTD**



Above: John and Helen Gillett's L-type pauses on the east coast of Corsica during an MGCC of France event in June 2019. Photo John Gillett.

Below: Nowhere to go; the Editorial MMM cars make a break for freedom during the Coronavirus lockdown. D0377 and J3472.



# BULLETIN No 114 April - May 2020

## Front Cover Picture:

*This photo comes from my late Father's collection and shows PB0259 in 1937 being loaded (or unloaded) from a ferry after a tour of Germany. He purchased the PB new in December 1935 and the car is now with Wayne Marsh in New Zealand.  
Photo Guy W Gibbs.*

## Editorial:

This edition of the Bulletin has been produced in the midst of the Coronavirus shut-down which has had a huge impact on everyone's lives and decimated the 2020 season of events for the Triple-M community both here and around the world. It is only now that they are missing that I realise how much they form a background structure to the year.

The immediate problem for your Editor is that the lack of events means a number of potentially blank pages. Fortunately, with the help of both new and regular contributors we have managed to fill those pages and I hope that the mix appeals. At the time of writing this it would

seem that there will not be any events before the next issue goes to press so I have held back some articles and would obviously welcome further contributions to help fill the gaps.

On a positive note, for many Triple-M owners the lock-down removes any excuses for not working on their cars as long as the garage is nearby but spare a thought for all the competitors who have spent many hours in preparation for the season. I feel particularly sorry for the event organisers who will have spent all year preparing for this year's events; so many hours wasted with nothing to show. Perhaps we need Duncan Potter to follow the example of the Grand National and organise a "virtual" Mary Harris Trophy Race!

Noticeable omissions from the Bulletin are the forthcoming events and the Competition Secretary's Report; both for the obvious reason. Motorsport U.K. has withdrawn all permits until July so there will be nothing until at least then and it is hard to imagine anything getting going quickly as organisers will need to be confident before they start spending time and money on setting up any events.

The front cover of Bulletin 113 caused some consternation when Colin Murrell let me know that he was fairly sure that he was not the photographer as he was at Beaulieu that weekend! The mystery was solved when I realised that the photographs had come via Simon Johnson as usual but had been supplied by John Hallett. My sincere apologies to John for the error (if you want to look at his other photos his website is [www.john-hallett.co.uk](http://www.john-hallett.co.uk)).

## Digby Gibbs

[www.triple-mregister.org](http://www.triple-mregister.org)



## Chairman's Jottings

Welcome to the latest MMM Bulletin in what must be quite surreal times for just about all of us (I don't know if we have any readers on the International Space Station, but I suspect probably not). By now we should have been well into the MMM event year but, as I write, we are still pretty much locked down due to the Covid-19 virus which is having such a massive impact on our lives.

Hopefully some of you will have managed to get your hands on the 2019 Yearbook; it all seems a long time ago now but, when I penned my Chairman's introduction, this whole business was just beginning to emerge.

All the signs were there that it would impact us (UK and overseas owners) in a big way and at the time I must admit that I thought I was perhaps a bit "heavy" or foreboding in my comments - they now a bit understated!

It hardly needs to be said but the majority of MMM owners, being of "mature years", are considered to be particularly at risk, so please continue to follow all the Government advice regarding isolation and social distancing etc. I'm now discovering the flip-side of having parental baby-sitters on hand all those years ago; I now do super-market queuing and home-deliveries in return!

Spare a thought also, for those (mostly) small scale traders and producers who support us in our hobby who will have been, and continue to be, hit hard by all this; we can't afford to lose many of their skillsets and expertise in "our" cars to other industries. Whilst we cannot influence their supply-chains, we can be understanding of the difficulties they may be having in satisfying an order, finishing a piece of work etc. Remember, most of them are enthusiasts as well so we all have at least one thing in common with each other.

There is, of course, always a flip-side and many of us now find time on our hands. What better way of spending it than writing that article for the Bulletin that you always told yourself you would "get around to at some point"? If it grows too large, send it off for inclusion in the 2020 Yearbook – Mike Linwood will have a tough time writing much about the competition year as things are.... One of our "senior" gentlemen has even made mutterings about writing down all he has learnt maintaining and "tweaking" MMMs over the years; this is something us younger souls, who have yet to tackle some of the "dark arts" ourselves, would very much appreciate.

Just as the Bulletin was about to go to press, we received some worrying and sad news from the Green family. Peter, long time MMM activist and past Chairman of The Register, whom many of you will know personally as a friend as well as organiser of our Summer Gathering for many years, has been re-admitted to hospital. Whilst his enthusiasm for life, family and all things MMM has remained undiminished, Peter has suffered health difficulties for some time now and Elizabeth has told us that the current prognosis for his illness is not good and he is receiving palliative care at Wexham Park Hospital. Many of us will understand the angst that families go through under these circumstances and I'm sure that all our thought are with them at this time.

So, on a sombre note, Stay Safe and I wish you all the best during these troubled times

**Jeremy Hawke**



## Secretary's Update

Dear Triple-M friends,

In my notes to the previous issue of the Bulletin I promised that I would give you details about what the committee discussed at our first meeting back in March. I also said that things would have moved on since then, but I don't think anyone could have imagined the world-wide challenges and changes brought about by the present COVID-19 pandemic.

On a positive note, at our meeting we welcomed new Treasurer John Summers to the committee and we laid plans for what would be happening during 2020 and beyond.



Sadly, so many of those plans have been thrown into confusion, with any number of events having been either cancelled or at best deferred. Casualties include the MGCC Silverstone MG Live! race meeting, any number of Club and VSCC race meetings, as well as other favourites including the Kimber Classic trial and the Pre-war Prescott event, the latter initially moved from July to September, and now postponed until 17 and 18 July 2021. The MGCC's April Council meeting was likewise cancelled and every day we learn of more event casualties. At the time of writing (11th April) it remains to be seen whether our Register's Stilton and Pork Pie tour can still take place as planned in September.

One possible 2020 racing season casualty may be the Angouleme race meeting in September. We are hoping very much that the meeting can still go ahead, especially so because for the first time ever we have secured an exclusive Triple-M race at this important race meeting. Let us hope that all the hard work put in by Duncan Potter and Philippe Douchet may yet pay off!

So, what can the committee do about any of this and what are we doing? Certainly, very many of us are hunkered down, hoping to stay safe but still maintaining contact with our fellow enthusiasts, albeit mainly by virtual means. We are very fortunate to have a well managed and publicly accessible Register website and huge thanks must go to Nick Feakes our Webmaster for the continuing support he gives us. As is the way of these things, just as the virus struck, Nick had embarked on a comprehensive overhaul of the website's security arrangements, but you will be pleased to know that this has been completed very successfully. It's especially important that we keep this channel open and the same is true of the Register's Facebook page, so capably managed by Cathelijne Spoelstra.

We are working with the MGCC to ensure as far as possible that the Register can continue to support our members. As you probably know, our committee meets quarterly, so our next meeting on 7th June will undoubtedly be a virtual one using one or other of the video conferencing tools. Our AGM, normally a very thinly attended affair, is scheduled for the same date and current guidance from the Club indicates that this meeting may be deferred until a future date, until when current office holders and committee members will remain in post until they can be re-elected whenever the AGM does take place. There are important time limits that have to be adhered to and we will keep in contact with owners who are MGCC Members to let you know what is happening in this area.

In a similar vein, I should mention that our website discussion forum does have a section accessible only to MGCC members in which Club-related news should appear. If you are a Club Member and do not already have access to this area of the Forum, please let me know, quoting your MGCC number and we will arrange for you to be given access.

Whether or not you are a Club Member, please remember that the Register committee really does wish to hear from you about anything that touches on the Register, the cars and all that we stand for. Ideas and suggestions are always welcomed, as too are requests for help and assistance if that should be required.

So, given all the turbulence and uncertainty what are we all getting up to? As for me (and as ill luck would have it) we had just started work to replace the crumbling concrete floor slab in our garage. Everything in it (car, boxes of spares and an accumulation of junk) had to be given a new temporary home while the work was ongoing and of course, the job is not yet complete!

What have you been doing with this enforced period of isolation? Do please let us know through any of the usual channels!

Back to Register matters, the last few weeks have been extraordinarily busy in terms of interaction with members about DVLA licensing matters. Earlier this year the Club's designated DVLA representative, John Hutchison, left the Club, leaving a void that has now been very capably and dependably filled by Club Director Dave Saunders. Dave currently has many cases in hand involving Triple-M cars and thanks are recorded to him for the support which he is giving us and our Members.

Other good news is that, by the time you read this, the Register's 2019 Yearbook will have been published by the time you receive this Bulletin. Editor Simon Johnston has done a marvellous job collating and organising the many and varied contributions which make up this new edition. As always the articles are of a very high standard and crammed full of interest. Simon has been supported by designer Ted Koehorst and our own Terry Hartley (who has negotiated and overseen the printing and distribution arrangements). The new Yearbook is now available from the Register Library, so please beat a virtual path to Rich Stott our Librarian at [triple-mshop.org/](http://triple-mshop.org/) for this and our other offerings!

By tradition the arrival Yearbook has been timed to coincide with the first Triple-M race meeting of the year, when we also present the major competition trophies to recipients, but sadly that pleasure will now have to be deferred to a future date. A trophy worthy of mention is the committee's award of the John Kidder Memorial Trophy, which for 2019 will go to the intrepid photography duo of Colin Murrell and Stefanie Broch. Not only do they attend most of the events where Triple-M cars can be seen competing, where they capture photographs of the finest quality, but they are also members of the gang of unsung heroes who tirelessly support the Register by assisting at events all through the year. Bravi!

2021 sees the 60th anniversary of the founding of the Register, so undeterred we will continue planning to celebrate this important milestone at which, good health and good fortune permitting, we will all be able to meet for real and not just virtually!

But all of this pales into insignificance compared with the need to ensure, as far as we can everybody's well-being while we await the emergence from the pandemic. So until we meet again, please stay safe!

**Dick Morbey**



Francesco Morisani posted this picture of his PA on the Forum in response to the Editor's request for articles to fill the gaps left by the Coronavirus lockdown.



## **MGs on Track: Goodwood**

**Notes and photos by Colin Murrell**

Saturday 22nd February saw the Triple-M Register down at the legendary Goodwood Motor Circuit with MGs-on-Track. The blustery showers in the morning did not dampen the spirits and, sure enough, after lunch the sun came out. We were blessed with a fabulous mix of cars; a number of regulars, some with new cars as well as some new faces.

Our thanks go to Duncan Potter, the MGs-on-Track Team and the Goodwood Motor Circuit for a great start to the 2020 on track season and my personal thanks go to Duncan for some exciting laps as passenger in the C-type.

We look forward to doing the same again next year already, as a lot of fun was had by all.

John Scott	J2579	OD 4089
Geoff Enoch / David Wood	J2	LG 9343
Andy King	KN0342	JS 5050
Chris Edmonson	D0442	UG 281
Richard Jenkins	NA0528	BTT 726
Duncan Potter / Emma Potter	C0287	GX 9693
Mark Dolton / Tony Dolton	PB0601	CLX 112
Jonathan Sage / Sophie Sage	PB0439	EZ 448





What should have been a shake-down for the racing season ahead, drivers and passengers enjoying the chance to test the cars after the winter. Top is the PB of Jonathan Sage and below is John Scott with his J2 reflected in the puddles left by the morning showers. It is to be hoped that those crash helmets will get another outing in the not too distant future.



## **PB0373: REPAIR AND RESTORATION – Part 5**

**Notes and illustrations by Jon Pedoe**

### **Repair of front spring trunnion boxes**

Both trunnion box bores were well worn inside, the wear all being into the top. I planned to replace with new but could not get any when I wanted them – now Andy King has some nice ones; such is life! The repair carried out was actually very simple. The shape of the box makes for an easy fit into a 4-jaw lathe chuck; it is also easy to set the bore straight by using an engineers' square sitting on the cross-slide on the machined face of the box. I measured the bore wear which was about 1mm and 1.4mm in the two boxes. The boxes were each offset to a new center so that the newly machined bore would just take a light cut on the unworn bottom part as well as remove all the wear in the upper part. After a few cuts the new bore was established and measured. The depth was not changed, the boring tool just touching the original end face.

Of course, this repair has two important considerations (1) the box must still be strong enough (i.e. have sufficient wall thickness) and the new bore must not encroach into the threaded holes for the cover plate, and (2) new oversize bushes are naturally required.

So, there is really a limit to which this repair can be applied, and I think I have reached it! In my case, I decided the boxes were strong enough, and the oversize bushes were easily machined from bronze bar. The new bore sizes were 27.0mm and 26.60mm. The bushes were made 0.002" to 0.003" smaller.



**Machining the new bore**



Job complete

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## SOLITUDE REVIVAL 2019

Notes and photographs supplied by Stefan Weinbach



*Stefan Weinbach has provided the accompanying photographs that show his J-type in action at the Solitude Revival meeting in Germany. I have adapted Stefan's commentary to produce this report, any errors are therefore my fault.*

The event takes place on the historic Solitude race track near Stuttgart that was in use from 1903 until 1965. During the fifties and sixties there was a "Formula 1" race meeting held one week before the German GP with the stars of the time taking part, probably encouraged by Porsche and Mercedes who had factories nearby. This tradition continues with Porsche being the main sponsors for 2019.

The event takes place every two years; 2019 being the fifth running of the Revival. Past entrants include David Piper who raced there six years ago. Another MGs taking part this year was a TA with supercharged TC engine and Q-type body and the ex. Reg Parnell K3.

Stefan has two Triple-M cars that he races in Germany; PB0705 was joined four years ago by the ex-Geoff Coles J-type that was modelled on the J4. The previous owner, Peter Altenbach, was a great collector and racer of Triple-M cars and was a good friend, the car was purchased from his widow.

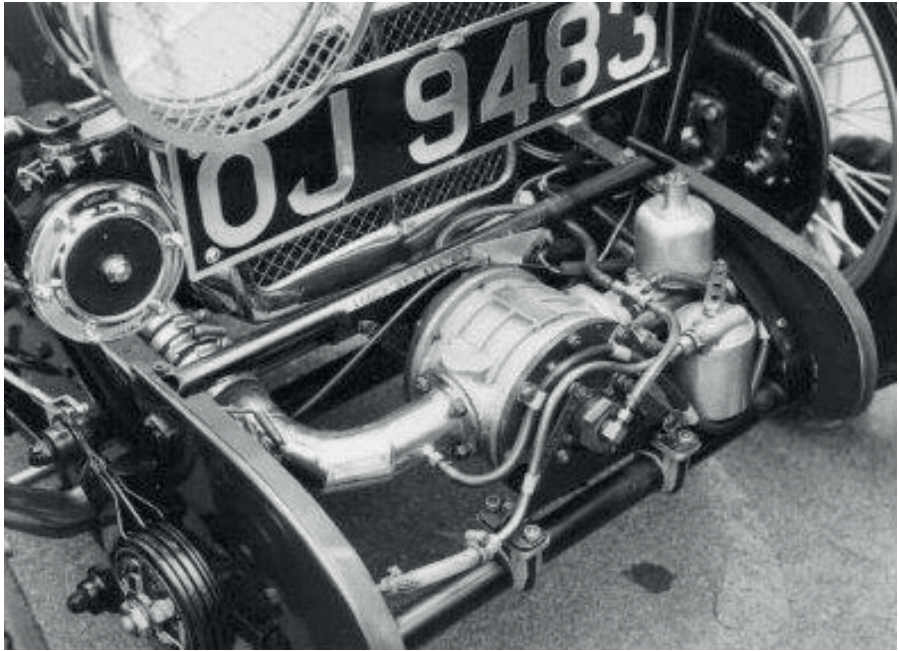
Stefan is not alone in being very enthusiastic about the contribution that Geoff Coles made to the Triple-M Register and his skill as an engineer; the change in designation of this car from "J4" status is well documented and Stefan's personal view is that Geoff would "turn in his grave" if he knew it was no longer on the Register!

*Stefan's notes on this event and his appreciation of the engineering expertise of a Geoff Coles coincided with a Forum post from Roger Cadogan who is seeking information on the whereabouts of his J2 that had been modified to a similar "J4" specification with the help and guidance of Geoff. Roger has provided some photos of the red car when in Geoff's ownership and a photo of the man himself in his other J2 projectile. Although there has been some controversy (and confusion) over these two cars, there is no argument with Geoff's expertise and enthusiasm for Triple-M cars. The following appreciation, and request for information on the current whereabouts of his car, has been edited from Roger's Forum posting and emails he has sent me.*

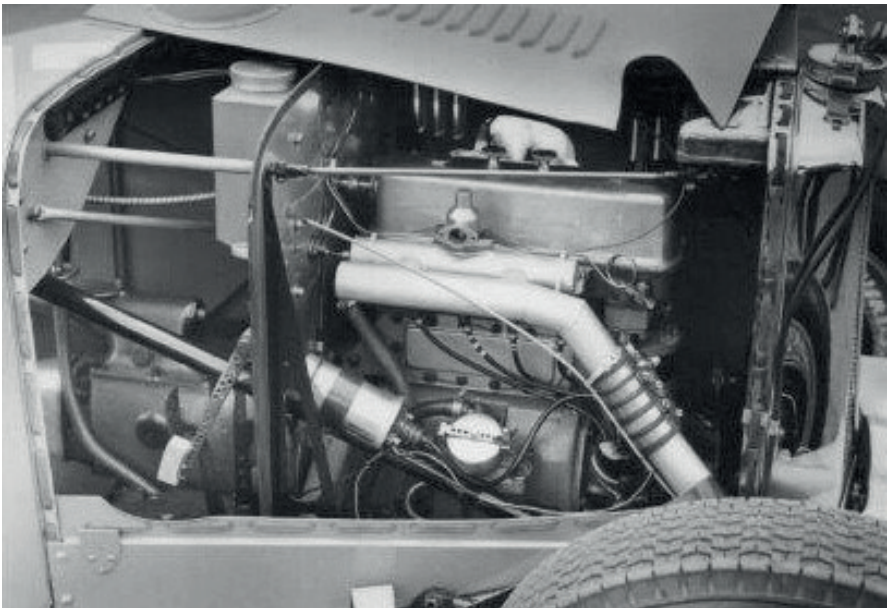
In the early 1970's I was racing a blown TD and got to know Geoff through this route. At the time I was living in the Midlands but my employer was based at Tonbridge in Kent, very near to Geoff who I visited on occasions. Apart from being a fantastic font of MMM knowledge, he was the most sociable person you could wish to meet and I held him in great respect. He was more than encouraging for me to copy the blue car and gave me free access to it, imparting a wealth of MG anecdotes at the same time. My car was a copy of Geoff's blue car and is pictured at Silverstone in the early 70's. He let me measure up his car for the purpose and was a mine of information and help to me.



In this picture the car is un-supercharged but a Centric 160 was fitted soon after. Construction had started when I lived in the Midlands but a company move meant that it was not completed until I lived in Salisbury; its first outing was a test run at Thruxton that was not without event! It was something of a "bitsa" in that it had a J chassis with a P-type engine grafted onto an F-type gearbox by way of a hybrid mix of a J and P-type bell housing. The body was a close copy of Geoff's car and was very light. It was built simply as a race car with no thought of it going back on the road. It left my possession soon afterwards.



These photographs from Roger Cadogan show (above) the Geoff Coles “Red Car” with Centric blower in 1974 and (below) the engine bay of the “Blue Car” that was Roger’s inspiration.



The car went into the possession of Dermot (Ted) Reynolds and was periodically driven by Andy McClennan. I have recently seen a picture of the car taken at Prescott in a book found at a French Autojumble and this awakened my interest in finding out if it still exists.

I have recently been in contact with a number of members in Australia and they have filled in the situation that I believe to be correct.



Geoff Coles in his 'Blue car' at Silverstone.  
Photo by Roger Cadogan

The car is now on the register and shown as J2395 with a registration number of LJ 7069. There is a reference to the car having "Brooklands" history. This is strange as I built the car in 1970/71, but my house at the time was called "Brooklands"! The information I have is that it was sold by Barry Walker to Ed Farrar in Australia.

*Editor's note: there is more information on Roger's search for his old car on the Triple-M Forum and it also featured in the recent newsletter of the Pre-war MG Register of Australia; to further the story, I have quoted from the notes which were prepared by Allan Herring. "I remember it as a very quick pre-war MG at the time, probably the quickest four-cylinder, which is not surprising as mention is made by Roger of guidance from Geoff Coles, who ran a very quick "J4" at that time....I have come across a Triple-M Register listing of "Car of the Year"....which shows the Geoff Coles Red Car as COTY in 1964 and 1965 with a footnote, that it has subsequently been shown not to be a J4 but a modified J2. And so more intrigue unravels! The Geoff Coles Red Car was the inspiration for me upgrading our J2 to J4 specification."*



## A CAUTIONARY TALE FOR THE MOTOR CAR HISTORIAN

By Bob Milton

*These amusing and informative notes come from Bob's constant search for any reference to his favourite subject of R-types and, as always, are well worth recording in the Bulletin.*

I expect that we have all been intrigued at one time or another to hear of a long lost K3 lurking in some unknown's back yard or a two-staged supercharger fitted to a bronze head J4 hidden away in some unidentified location.

Whilst many of these incidents are inaccurate or exaggerations I was reminded to look into some reports concerning twin cam R-types and Zoller superchargers. Some years ago I purchased the autobiography of Bill Lomas who was a very successful motor cycle racer in the 1940s and 50s including two world championships.

His father Harry worked at Rolls Royce together with Michael McEvoy but at the end of the first World War they were laid off and started making motor cycles in some out-buildings by the White Hart Pub in Duffield. This company folded in 1929 during the Depression.

McEvoy having obtained the rights to manufacture the Zoller supercharger started this venture in the old motor cycle premises and Harry was apparently on one occasion sent to Belfast with a fully built up twin cam head to fit to Bobby Baird's R-type RA 0259. Not surprising as Baird and McEvoy had already collaborated on this car by fitting an external air to air intercooler and, with Baird's father being the owner of the Belfast Telegraph, one must assume that the necessary finance was available.

However Baird was advertising the R-type for sale in the Autocar magazine dated 11/10/1935. Raced the car in June 1936 at Bangor and then sold it in early 1937 to J Watson. The three known twin-cam R-types first appeared at Donington in April 1936. When I saw the remains of this car and, in subsequent conversations with later owners, there was nothing to indicate that a twin-cam head had ever been fitted. It is not inconceivable that Baird, being aware of the twin-cam head, felt the need for the anticipated increased power as maybe an alternative to selling the car in late 1935; this being at about the same time that McEvoy started to design and manufacture the new head.

If Lomas is correct then there is the slender possibility of one of the three known heads being taken to Belfast. For whatever reason, the cost or difficulty of "just fitting it" or the entry at Bangor in June 1936, we shall never know and subsequently it was returned to McEvoy.

My take on it is that McEvoy, not wishing to miss a sale, did send Harry to Belfast with parts or drawings to show what was possible in the hope of an order.

But of course I could be wrong. Anyone got a spare twin cam head assembly?



The second item from the same book again concerns McEvoy going into liquidation in 1938 and that, in the same week, an order came from Mercedes Benz for superchargers for their new 1.5 litre GP car.

It was September 11th 1938 after the Italian GP that it became known that the next Tripoli GP in May 1939 would be restricted to cars having a maximum engine capacity of 1.5 litres. Hence the need for a new, rapidly built, car from Mercedes which eventually, after the centrifugal superchargers were turned down owing to low speed pick up (shades of the V16 BRM), two Roots type superchargers were used.

So again I don't see where McEvoy and his Zoller fit into this story or indeed the time-frame, especially when Mercedes were building these cars in great secrecy in order to surprise the Italians.

In fairness to the author, I did try to contact him via his Publisher to verify these two items but unfortunately I was too late as he had passed away and of course he was relying on his father's memory when transcribing these happenings.

Now I must be off and find that V12 twin OHC Triple-M MG engine that I'm sure I read about somewhere!!



This photo supplied, by Bob Milton, shows RA0259 at the Cairncastle Hill Climb in 1951 driven by Geoff McCrea.

## THE GERIATRIC OSBERTON INCONTINENCE SYNDROME...AND MEREDITH!

**Graeme Jackson**

Over his lifetime, William Morris the great philanthropist, gifted vast sums of money earned from his industrial enterprises. Luckily Cecil Kimber invested his resources in the racing program and in improving the MG breed. As a consequence, MG returned a meagre profit for Morris to simply give away to medical research and deserving institutions. How could Morris have known whether the recipients of his generosity were truly grateful? We, the custodians of cammy Mgs, certainly give thanks to the Kimber approach, despite our odd radiator leak.

It was Morris' staunch British patriotism that led to the establishment of his radiator works in Osberton Road, Oxford, in 1919. William Morris' 1954 authorised biography "Wheels to Fortune", informs us "the radiator branch of his concern was not begun to force down the prices of those other existing firms that already produced radiators for motor cars, but as a patriotic attempt to help war-wounded and other ex-soldiers who could only do light work. Mr. H.A. Ryder who later became joint managing director of Morris Motors, was working for the Oxford branch of a Coventry radiator firm, and William Morris and he started their factory, the Osberton Radiator Company, together in North Oxford. In 1926, when Morris Motors became a public company, this became Morris Motors (1926) Ltd., Radiators Branch." The radiators fitted to our MGs were made at Osberton Road.



Radiator reference plate from J3472 showing all the information referred to in the article.

Our radiator ramble steams forward to 1934. F.W. Meredith was a British engineer working at the Royal Aircraft Establishment, Farnborough. Reflecting on the principles of liquid cooling, he realised that, what was conventionally regarded as waste heat to be transferred to the atmosphere by a coolant in the radiator, need not be lost. The heat adds energy to the airflow and, with careful design, this may be harnessed to produce thrust. The air flowing through a cooling duct is compressed, heat is added at constant pressure, the gas then expands and so rearward thrust is achieved. R.J. Mitchell captured the Meredith effect in his 1935 design of the Supermarine Spitfire aircraft; this was helped by the fact that the 1000hp 12-cylinder Rolls Royce Merlin engines used ethylene glycol coolant which operates at a high temperature.

So, the revolutionary Spitfire gilled tube cooling system was born. The Hawker Hurricane fighter aircraft design also utilised the Meredith effect. Today's Ramjets are designed with no moving parts; the ultimate use of F.W. Meredith's 1934 insight into thermo-dynamics.

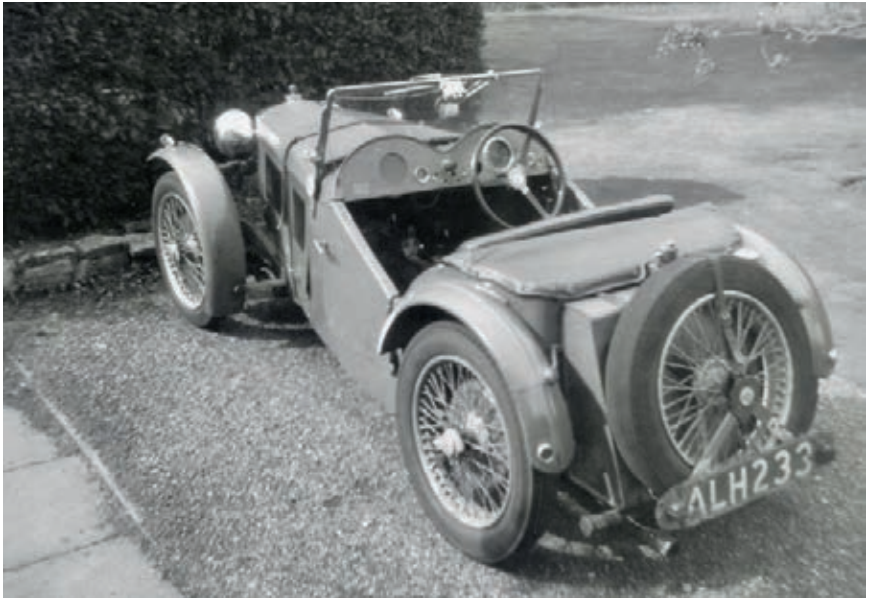
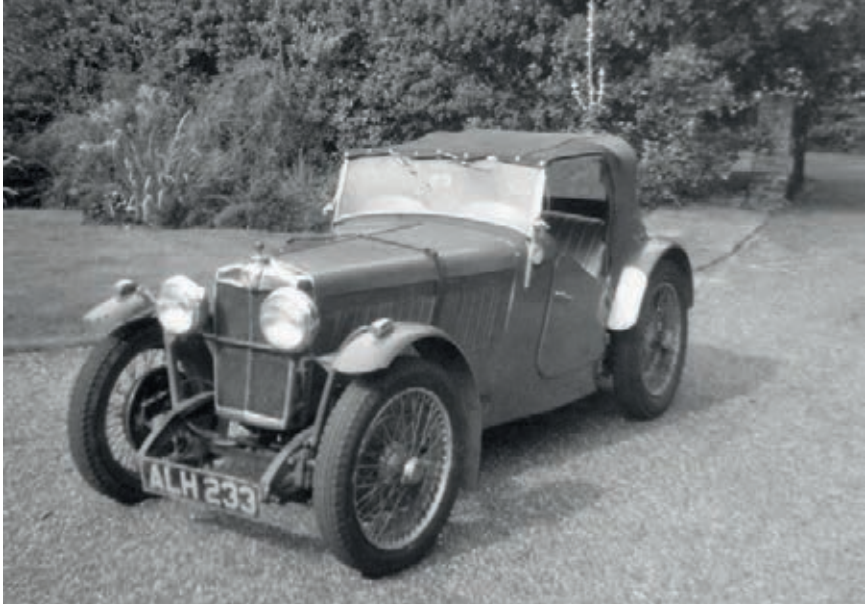
Morris Motors' Osberton factory built the gilled tube cooling systems for Spitfire and Hurricane aircraft, and Morris' SU carburetors were fitted to all the RAF Spitfires and Hurricanes up to the time of the Battle of Britain. So, as MG custodians can we claim cross pollination? Could it be that the manufacturing skills gained by the workforce at Osberton Rd. from building MG radiators, when competently applied to making the cooling systems for Spitfires and Hurricanes, helped the Allies win the war? Perhaps, but F.W. Meredith would have been pleased with the outcome.

The writer in 1962, as an MG-mad 18 year old potential racing driver, spent his life savings of 18 quid on his first car, a 1937 Morris 8/40 tourer. It was not a K3 or even a PA, but on a dark rainy moonless night from a fair distance was there some sort of family resemblance to the Morris Motors designed MG VA tourer?



Graeme Jackson's pride and joy in 1962, not quite an MG but at least the radiator has the right parentage.

Unlike the then popular Austin Sevens, the Morris 8/40 had reasonably effective hydraulic brakes, but he discovered that while the 8 in 8/40 referred to the RAC taxable horsepower, the 40 indicated the maximum possible top speed, thankfully in MPH. Its performance on hills was excellent, it went down them in a jiffy. He learned how to drive the Morris at its dizzy limit, and how to fix things to keep it running. One afternoon while puttering happily along in traffic, he failed to make allowance for the inability of the bald front tyres to retard forward motion under brakes on wet macadam, and gently slid into the stationary car in front with an abrupt bump. No damage to the impacted vehicle, but the Morris crabbed home with outwardly splayed front wheels due to a radically bent tie rod.



Photos show Graeme's J2 when it was still in the UK circa 1960

This was soon re-straightened with an 8 pound hammer; the grille was replaced, but the radiator never really recovered. Life savings were still hovering around zero, so repair or replacement with a second-hand radiator from Huntingdale Motor Wreckers was out of the question. The ever-present multiple wet patches and dribbles were kept at a manageable level by the addition to the radiator water of liberal doses of a proprietary leak inhibiting compound.

This consisted of a mysterious evil smelling brown syrup laced with a quantity of pellets that resembled rats' droppings. Or maybe they looked like healthy modern-day bran breakfast cereal which also resembles rats' droppings!

In fact, in the next two years the Morris ingested the effluent from enough flea infested rats to spread a bubonic plague. This precariously cheap solution enabled the owner to again start saving for a K3, but it is a remedy too risky for our precious MGs in 2020.

Unmolested, these Morris manufactured radiators are extraordinarily long-lived; the radiator in the writer's 1933 MG J2 (J 3418) has given nearly 40 years of reliable service in his ownership, and of course it was not new when the MG was acquired. However, the radiator, recently reinstalled after a clean and backflush by an expert, quickly developed a drip that rapidly progressed to a piddle and other areas of dampness appeared, indicating that it had developed the dreaded Geriatric Osberton Incontinence Syndrome, a malady unable to be cured by rats' droppings. A fellow Syndrome sufferer, our man in Cairns, Tony Basham, had been hunting for a cure for his coolant-dribbling gorgeous little M-type (M 2551) which, incidentally, has a significant Brooklands and Trials history. It is agreed that since the honeycomb radiator cores on M-type and J-type MGs are quite visible, a modern pattern substitute would look quite wrong.

Tony solved the problem by replacing the slightly vee shaped radiator core with a new, authentic, honeycomb-core individually made to the M-type's dimensions. This was made by Greg Stevens who trades as Fuel Tank and Radiator Service in Queensland. Greg uses self-restored original film-type honeycomb-core manufacturing machinery with a known history back to the 1930s. He made a flat core for Tony who had it modified to the vee-configuration by his local bloke; a simple task working with the new copper, a blow torch and a stick of soft solder. The reply given to the question to an oriental radiator mechanic "What do you chaps use for flux?" will not be printed in this fine journal. After Tony's recommendation, the MG J2 now sports a new Greg Stevens replacement honeycomb-core, flat for the J-type, and the result is excellent.

This leads us down a further path of interest, does the reader know how these radiator cores are made? Greg Stevens has an excellent web site <https://www.ftrs.com.au> which has links to YouTube to show images of Greg manufacturing a film type radiator core. By clicking on **honeycomb** and then **manufacturing** the links to YouTube can be accessed, well worth a look.

Finally, in case you wondered, the heat from the MG J2 radiator has not been utilised to develop thrust. Instead, gaps in the ill-fitting floor boards convey the warm airstream to thaw the passenger's feet, but her name is not Meredith. This is the Jennie effect.

For the record, Tony Basham recalls that 1932 was a very competitive year for his M type (M 2551) in the hands of Michael Thomas Usborne Collier; he certainly kept its radiator warm!

Tony has in his safekeeping four medals won by Collier:

- 1932 JCC Brooklands Rally, Silver Medal.
- 1932 SW Centre Reliability Trial 1st October, third award.
- 1932 London-Exeter Trial, Silver Medal.
- 1932 MCC London-Scarborough Trial, Bronze Medal.

Other events in which Collier is known to have driven the MG:

- 1932 MCC High Speed Trial Brooklands, recorded 55.52 miles in one hour, Gold Medal.
- 1932 JCC High Speed Trial Brooklands, Gold Medal.
- 1932 Brighton and Hove Motor Club, Brighton-Beer Trial, no result recorded.



**Tony Basham has supplied this photo of his historic M-type (M2551) showing the new radiator.**

*I am very grateful to Graeme for providing this amusing but informative article to help fill pages that should have been full of racing cars and event reports. Graeme's covering email published elsewhere in the Bulletin explains the genesis of the article and is equally entertaining. Graeme is joint Historian (with son Tim of J3- fame) of the Pre-war MG Register of Australia and is a frequent contributor to their excellent Newsletter.*

*I am indebted to Barry Foster for sending me a copy of this letter by Geoff Coles that appeared in Motor Sport in 1964. It is particularly relevant given the comments by Stefan Weinbach and Roger Cadogan elsewhere in this issue. The contemporary comments about acceptance by the VSCC are also interesting given the enthusiasm with which the Triple-M racing circus is now welcomed at their events. Please note that the Editor's comments at the end are not mine!*

### **Small Engines, Low Gears**

I was most surprised to see certain comments by one W.B. in an article entitled "What is a Vintage car?" in the June issue of MOTOR SPORT. Can W.B. possibly stand for Boddy the Editor? If so my surprise is even greater.

I always thought Editors should be fair and impartial, not prejudiced, but Boddy has proved over the years to be greatly prejudiced against MGs and in particular those produced pre-war.

In his article he refers to Singers, Riley, and J4 MGs as "things" and disparagingly calls them "low geared monstrosities". I don't know a great deal about some of the cars mentioned, but the Le Mans Singer car was most popular and was used by a number of well-known pre-war drivers.

In particular, however, I would refer to the J4 type MG Midget, a blown hand-built car with a very considerable performance. Surely such well known pre-war drivers as Hugh Hamilton, Luis Fortes, D.K. Mansell, Tommy Simister, and the great Bobby Kohlrausch could not all be wrong, otherwise they would not have raced the J4 Midget, or been so very successful.

I feel it must be conceded by the most grudging that in the early and middle 1930's MG created tremendous prestige not only at home but where it was most necessary, abroad, by their many racing successes, especially at a time when there was no other *marque* taking the place of Bentleys. Amongst the MG models that assisted in gaining this their prestige was the J4. To discredit it by disparaging remarks is a great injustice to a car which well warrants the term "post vintage thoroughbred".

G.V.Coles

*[I have many times praised the splendid racing and record-breaking performances of MG cars and included the account of the fine showing of the MG Magnette team in a pre-war Mille Miglia, in a series of articles called "Great British Achievements" that we ran in MOTOR SPORT many years ago. It is only in the context of original ideals of the VSCC formed to cater for and foster hairy-engined, high-g geared cars, that I question the inclusion of their membership of cars diametrically-opposed to these ideals, such as the J4 MG. if P.V.T. had never been invented, such confusion couldn't arise! – Ed.]*

=====

*This centre-spread photograph first appeared in an article about the Winton 2019 meeting by Graeme Jackson in the Australian Pre-war MG Newsletter. I have reproduced Graeme's description of the cars as it demonstraes how times have changed.*

The cars lined up for a historic photograph from left to right are: Ian Mawson's PB0749, Graeme Jackson's PA0595, Peter Cundy's N0541, Rob Everett's L0533, and Tim Shellshear 's F1254.

Let me explain. This correspondent is interested in MG trivia and is, in truth, a very trivial person. Body parts are a particular fascination; Tim Shellshear's splendid Magna was constructed from unwanted MG bits in the 1960's by David Price, and is the very essence of the Australian special. The found F-type chassis is propelled by a surplus N-type engine with a residual front mounted supercharger. Fifty years ago, when the original body from Ian Mawson's P-type racer was replaced for performance by Geoff McGrath with a light weight replica Q type shell, David Price acquired the PB tub for his Magna project. The owner of PA0595 at that time had discarded the swept mudguards worn by the car, returning it to a previously fitted motor cycle mud guard configuration, and David Price also collected those items for use on the F-type. The keen observer will note from the photograph that the rear guards sourced from the narrow Aspinal bodied P-type were far too wide, so fender fettling David lopped them off, giving the car an attractive Riley Imp style nether region.

For the very first time ever, dear reader, Tim's F-type special shared company with PB0749 and PA0595 which had donated their body parts, magnanimously to the Magna. A cause for great rejoicing, you will agree.







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## BOOK REVIEW:

### MG Wartime Activities: Edited by Colin Grant



This booklet is all about what the MG Car Company got up to during the war and was written by someone just after the war had finished. The author was at the factory, although his name is unknown. The book was titled "War Time Activities of the MG Car Company, Abingdon on Thames". It is reproduced in its entirety, and is a fascinating read, so much so that I almost read it from cover to cover.

It starts off with the clearing of the works of all the motor car producing equipment and finding a storage building to take them. This was done very quickly but the works were idle for some time before orders from the ministry came in, which was for overhauling light armoured track vehicles, followed by aeroplane work. This latter was a game changer for a motor car manufacture, as aircraft manufacture is very precise and so the workers had to quickly adapt to the new technique. To cope with this novel work, they set up a new Press Shop and a new Machine Shop, as well as establishing new and tougher inspection processes to satisfy the Aeronautical Inspection Directorate.

New ways of doing things quicker and better were worked out by an enthusiastic company, and some of their methods were adopted by other firms building aircraft and tanks. For example, special testing apparatus was developed to test all the electrical wiring of the Albemarle bomber on completion from one unit, saving a huge amount of time. What comes across is the sheer inventiveness of the firm to overcome all sorts of new problems associated with a completely different form of manufacturing. This booklet gives us a rare insight into the enthusiasm and adaptability that existed in the MG Car Company, which had been developed in the previous decade, and following the end on the war, was an experience that came in useful in the subsequent years.

One of the many problems was to train up new workers, many of whom were women so as to help the experienced workers concentrate on the more difficult jobs. In addition, there was a dedicated team of people chasing up materials to ensure that work wouldn't be held up for want of some item. One instance was that of chasing up material in the depth of a winter's night, with serious snow eventually overcoming the vehicle. They then had to stay at a cold Police Station until early morning when, with local help, they got the car going and reached the factory with 30 minutes to spare!

Another little story, from many that abound in this magical book, is when the tanks were out on the testing ground and were bombed – by our own aircraft – with flour bombs!! This was an example of two different organisations testing at once!

I can highly recommend this booklet which is available from the MG Car Club shop for the measly price of £10

**Philip Bayne-Powell**



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**SNIPPETS - MOTOR SPORT DECEMBER 1952**  
**C-type for Sale.**



**750-c.c. C-TYPE M.G. MONTLHERY MIDGET.** One of the very last of its series to be constructed, this lively little M.G. has been owned during the past five years by an experimental automobile engineer. With its quite exhilarating performance—and on Pool—this is an eminently practical means of everyday transport for the enthusiast who must have something different but to whom running costs are all important. New hood and side-curtains ensure that it is weather-proof as a coupe and in wet weather. There is ample luggage accommodation and tyres are as new ... .. £180

This advert from Motor Sport of December 1952 shows C0294 for sale at Chiltern Cars in Leighton Buzzard. This familiar car has been owned by Allan Bentley for some time and features in some well-known period photos (see Bulletin 98 and 105). Allan has provided some additional photos that are not so well known. The use of a C-type for “*practical everyday transport...with ample luggage accommodation*” is perhaps questionable, even by the standards of 1952!

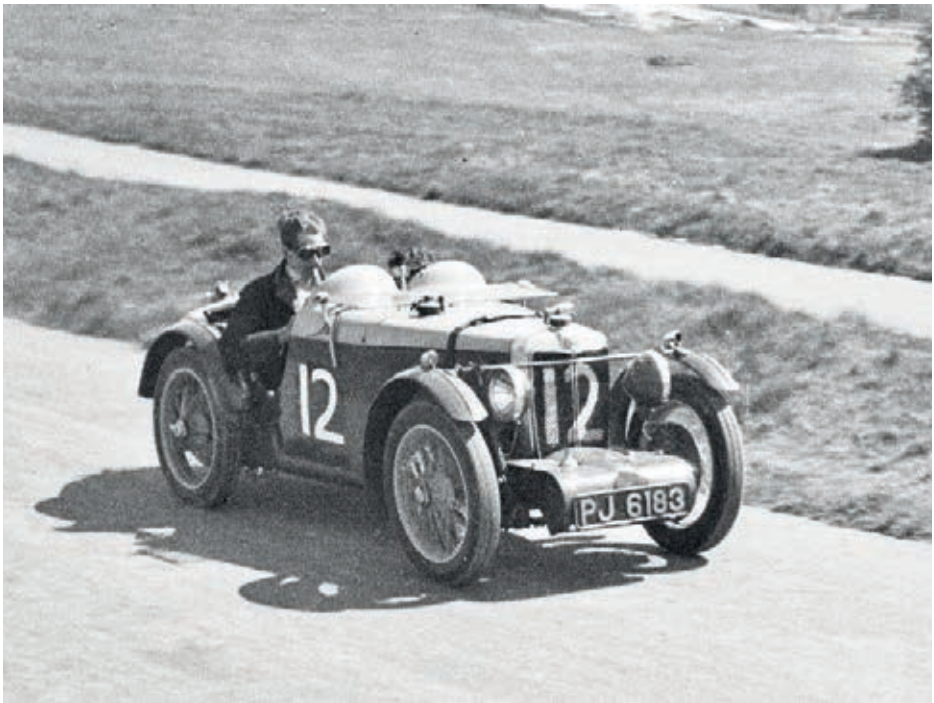
The reference to “Pool” petrol is interesting, particularly with the current concerns over “green” petrol. Wartime rationing of petrol ended in May 1950 when two American companies agreed a deal to provide fuel in return for British goods. The “Pool” petrol was described as “paraffin-like” and it was not until 1953 that branded petrol, with high octane grades, were introduced. The matter was discussed in Parliament in 1950 when the Minister of Fuel and Power was questioned about raising the standard of Pool petrol to 80 Octane. The response was that, with the plant now available in sterling refineries, the standard could not be raised without a substantial increase in its lead content.

There were also reservations about the maintenance problems that would result and that the output would be reduced (Hansard 13.11.1950).

An extract from the Esso Magazine of February 1953 provides interesting reading: *“the old pre-war premium grades are not being reintroduced in the form in which we knew them for, in the intervening years, this type of petrol has altered out of all recognition. Thirteen years of research and technical advances have passed since Pool was first introduced – thirteen years of progress in petroleum refining techniques accelerated by the demands imposed by the Second World War. The 1953 Premium Grade petrol will be a completely new product of a quality unobtainable before the War.”*

Further contemporary technical information is provided by this extract from the Motor Sport Enthusiasts Directory of February 1953:

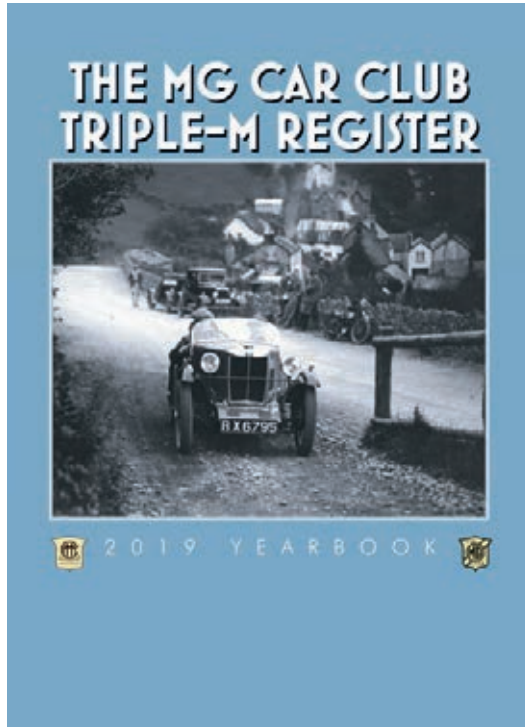
*“The distillation process before the War produced 20 barrels of petrol for every 100 barrels of crude oil. This has been doubled by the new process that “cracks” the relatively heavy molecules and produces up to 45 barrels...”*



C0286 at Firlie Speed Trials in 1935. Photo supplied by Allan Bentley.

## The Triple-M Register 2019 Yearbook

The eagerly awaited 2019 Yearbook is now on sale through the Library Shop.



The 2019 Yearbook contains the usual mix of articles including:

- An article by Mike Allison about the ladies who competed in Triple-M cars in the early years.
- The Ted Lund PB re-examined by Ray Masters
- Volumex supercharger repairs and modifications by Barry Foster.
- Mike Dalby on the evolution and impact of the M-type.
- Historic exploits of Australian competitors in L-type and other Magnas.
- Tim Luffingham describes the challenges of taking part in the Peaks of the Adriatic Tour in a PA.
- Historic article on touring Eastern Europe in 1935.
- Mike Linward's exhaustive and lavishly illustrated review of the year's Triple-M events.

The Yearbook is available through Rich Stott at the Register Library Shop and is modestly priced at £12.00 plus postage. UK postage will be £2.50; contact Rich for cost of postage to the rest of the world and for multiple copies. Contact details as below:

[www.triple-mshop.org](http://www.triple-mshop.org); [info@triple-mshop.org](mailto:info@triple-mshop.org); or +44(0)1327 842549

## **PB 0685 – Part 2 – Onto the Hills**

**Author: Tim Sharp**

After seeing Digby's kind words about PB 0685 in the February – March 2020 Bulletin and his reference to the article in the October/November 2017 Bulletin I remembered that I had promised an update on progress on PB 0685 and had really no excuse, being at home self isolating, in not providing that update. So here goes.

At the end of the previous article I noted "What next? Fabrication and fitting of; a one piece bonnet, separate bonnet side panels, and the supercharger cowling. Tonneau cover. Strip the whole car and send the tub and panels for paint. Reassembly and fitting trim panels. Back to James Gunn for rolling road setup. And then be ready for members practice day at Loton Park at the end of March."

That was written in August 2017. Herewith progress since that time.

In early August 2017 I delivered the car to Jason Lee at BK Sheet Metal in Hinckley. Jason is known to me through Steve Baker for whom Jason does some amazing metalwork. There cannot be many small businesses like his that have two English Wheels in regular use and with a small team who know how to use them. My request to Jason was for him to create; from scratch, and his and my imagination; a one piece bonnet, two side panels, and a front valance and side panels to enclose the supercharger.



Jason had agreed to fit my job in alongside his regular work and kept the car for a couple of months to create the panels, with me popping over regularly to discuss progress. When discussing the car with the engine builder James Gunn he asked me what sort of rev' counter I was proposing to fit, and was very happy when I advised that I would prefer an electronic unit rather than the cable driven unit usually fitted. He then said that I should ensure that it was an 8,000 RPM unit and it could be red lined at 7,000 RPM.

I chatted with William McKenzie of Austin Reproduction Parts of Poole at VSCC Prescott and he indicated that this was something he could supply and the result arrived in November 2017 and fitted in the hole directly in front of me in the dashboard.

As the main purpose of building PB 0685 was to enter VSCC hillclimb events I was aware that I needed a "Buff Form" Eligibility Document for the car. I had talked to a member of the Eligibility Committee about submitting the application and he had advised that they would be happy to receive same when the car was built up but not necessarily painted. I submitted the application in early autumn 2017 and received the Buff Form back before the end of the year.

The car had reached the point where it was ready for paint.



On one of the farms close to home is a group of industrial sheds and in one of these I had found Chris and Aaron at Autoworx. These guys run an accident repair business, with spray booth and oven, that works mainly for local main dealers and have very little contact with end customers. I chatted with them about the PB and they both came down to the house to see the car. Suffice to say they were captivated and were very happy to agree to paint the car. I stripped the body tub and all other panels off the car and the guys and I transported them to their unit.

Kathryn and I had talked colours and had agreed on Old English White and British Racing Green. The oldest paint chart the guys could find was a British Leyland 1968 chart and they advised that they could get paint made up to the colours on that chart. Their work is top notch and has been positively commented on by many people who have seen the finished car.





The tub and panels came back in late December 2017 and I reassembled the car by Christmas that year, I could not have had a better present.

I had decided that, as it was somewhat cold in the garage, the trim panels could wait! Anyway my excuse was that it was saving weight.

During January 2018 I completed various small jobs on the car and at the start of February delivered the car to James Gunn for him to do some checks on the engine set-up. In late February we put the car on a rolling road local to James for final checks and then I took the car home ready for the coming season.

As a member of Hagley & District Light Car Club I was able to enter their Members Day which takes place on the last Saturday of March and is a non-competitive practice / test day at Loton Park. 31 March 2018 was cold and wet, not the most auspicious first day on a speed hill for any car, but I learnt a lot and played with tyre pressures and tried to get to grips with heel and toe gear changes coming into Triangle corner.

The next day was a competitive National B event where we had the oldest car by decades but had a great day.

We returned to Loton Park a fortnight later for two one day National B events and somewhat better weather. We then moved into the VSCC season with trips to: Curborough; Wiscombe, where we also took part in the 500 owners club meeting the day before; then Shelsley Walsh and Prescott VSCC short course meeting. At that event the scrutineers award the Silver Con-Rod Trophy to the car best presented for scrutineering. PB 0685 won said trophy and Kathryn and I were very proud.



Then it was on to VSCC Goodwood in August. At Goodwood, out on the open circuit, the car handled very well but at around 6,500 RPM in top gear on Lavant Straight the supercharger blow-off was operating indicating over boost. The car was not sounding well from the area of the supercharger and we had to miss the VSCC Loton Park meeting in early September. The car went back on James Gunn's local rolling road and changes were made to the mixture and we had no blow-off. We then went to VSCC Snetterton sprint where the car went well and on to VSCC Prescott short course meeting where after the second run the supercharger sounded awful so no more running and that was the 2018 season finished.

I took the car back to James Gunn's workshop and we stripped off the supercharger. It could not be turned by hand and would only move with reluctance if greater pressure was used. James then tested the crankshaft float and, oh dear, it moved!! The supercharger was dispatched to Oliver Richardson who stripped it, dressed slight damage on the rotors and reset the gears. James and I removed and stripped the engine and found damage to the white metal bearings and white metal thrust washer. James has the full kit to cast the bearings and I spent a most interesting morning seeing how these are cast. Unfortunately we were on holiday when he did the line boring which I would very much have liked to see. We also together redesigned the supercharger drive and reduced the sacrificial break load in the drive shaft.

I was still concerned about what had happened at Goodwood and James and I sought advice. Duncan Potter was most helpful and highly recommended a rolling road session with Peter Baldwin at Regency Autos near Cambridge. I took the car there in mid February 2019 and Peter went through the full set-up.

He changed plugs finishing with NGK 7's where I had previously been using 9's. He also changed the SU needle ending up with a UVE, and played with the timing ending up at

33 degrees at 4,000 RPM. In light of what I told him about the blow-off problem we fitted a throttle stop which was slowly reduced until the point where blow-off happened at 6,000 RPM and the stop was set just before that point. The end result was an engine that sounded superb and gave, on his rolling road, 101 BHp at 6116 rpm and 129.3 Nm of torque at 4467 rpm.

The 2019 season beckoned and Kathryn and I and PB 0685 were ready. From the start of my hillclimbing we have agreed that the events are to be treated as weekends away. We are both retired and have no other commitments bar ourselves. We agreed; no getting up at silly o'clock on a race morning, we go the day before, drop off the trailer in the trailer park and, if relevant, unload the PB and put it in its paddock spot. Then off to a nice hotel for dinner and a good rest. The following morning we fill flasks with hot water for coffee during the day and drive over to the venue. After scrutineering and sign on we give the car a final check over and then sit with a coffee and watch our competitors arrive. As I am in Class 3 for VSCC meetings my first practice is quite soon after the start of proceedings and so as I go for first practice Kathryn goes to the bacon sandwich van/hut. When I come back from first practice there is; a bacon sandwich, coffee, and my time waiting for me. We then continue on with the day. If we are a long way from home, Wiscombe or Harewood, we stay overnight before driving home peacefully next day otherwise we come home on the day of the event, put the car back in the garage and the trailer in the trailer storage.

Mentioning the trailer. In 2017, seeing the work going into the car, Kathryn said that she thought we should transport the car in a closed trailer. After discussion with Brian James Trailers and GT Trailers we bought a Brian James C4 trailer with adjustable ramps that can be set narrow enough to easily load the PB but wide enough to load our TR6. This was taken to GT Trailers of Newark who fitted a cover to the trailer with a shelf inside for all of the car related items we carry to meetings.

The trailer can also be, where paddock parking allows, our tent and storage area at the meeting.



Over winter 2018/19 I got round to fitting the trim panels and A. S. Pickering of Bradford made me a bespoke Tonneau cover.

So on to the 2019 season. We ran at the: Loton Park early season four meetings as in 2018; VSCC Curborough; the 500 Owners Club Wiscombe on the day before VSCC Wiscombe; VSCC Brooklands and then the driving tests at Brooklands the day after, which was an experience as Kathryn had to ride as passenger and direct me around the cones; VSCC Shelsley Walsh; VSCC Harewood; VSCC Short Course Prescott; and then over the English Channel to Etretat / Benouville which is a much longer hillclimb on closed public roads and superb hospitality from the French. Then onto: VSCC Loton Park double header; and VSCC Long Course Prescott.

We achieved 3 first in Class Handicap and 6 second in Class Handicap over the 9 VSCC events and were first in class at Etretat.

The car was displayed at the 2019 NEC Classic Car Show on the VSCC stand.



In February 2020 it was on the MMM Register stand at the MG & Triumph show at Stoneleigh where it was confirmed as MMM Register Car of the Year.



As with many others we were looking forward to the 2020 season but Covid 19 has quite rightly put paid to most of that. So we are now looking ahead to 2021.

And what plans for PB 0685? .....

If I can source same I would love to fit close ratio gears to the gearbox, I am regularly one of the quickest to 64ft on the timings and am sure that I can pull a much higher 1st and 2nd gears. I have a spare supercharger that is having the rotors shortened so that the throttle stop can be removed. And the driver needs a few more brave pills as I am sure that the car is still faster than me!

Tim Sharp – April 2020.

## For Sale and Wanted

Stephen Ellis has the following sundry parts for sale as one lot:

- Headlight shell chromed but missing stand for fixing to car. N-type.
- 2 no. Headlight rims and glasses, small size possibly M-type.
- 2 no. Track-rod ends to fit N-type.
- Windscreen wiper motor, would fit N, P or T-type.
- Complete spare wheel wing-nut assembly with locator key, spring and badge. T-type.
- Small oval windscreen mirror with arm, fits side of windscreen.
- Bronze clutch withdrawal holder (new), holds bearings. N or P-type.
- 2 no. new wheel bearing races.
- 1930's metal tube spare bulb holder. Takes headlight and sidelight bulbs.

All of the above for £50.00 plus postage. Please contact Stephen for any extra details:  
Tel: 07813 077005; email: [stephenhome@icloud.com](mailto:stephenhome@icloud.com)

Also still available from the previous advert:

- N-type workshop manual (original)
- N-type parts list (original)

Stephen is asking £150.00 for the pair, the condition can be seen in the photo below.



## TECHNICAL TIPS

### An eccentric post-script by Barry Foster

*Following on from Barry's practical advice in Bulletin 112 he has provided further advice for the next stage of the process; hopefully not too many circlips lost on the workshop floor in the interim!*

#### Removing circlips from the eccentric bushes.

OK "clever-clogs", how do you get them off! My method is as follows:

1. Hold the bush/follower/circlip assembly in the vice.
2. Use a flat-blade screwdriver to push the ends of the circlip apart so that part of it is out of the groove.
3. Hook it out....I have a tool made from an old screwdriver but some stiff wire should work....it will often spring off so the shaft/handle of the screwdriver acts as a collector and saves your knees from getting down to search the floor!



## TECHNICAL: INFORMATION REQUIRED.

### F-type Jacking Procedures and Hoods. From Peter Lyne (F0322)

*This enquiry from Peter Lyne came via Paul White and was submitted in response to our request for items of interest for the Bulletin. Peter asks a very simple question but I imagine there are a variety of techniques practiced by other Triple-M owners that would be of interest to other readers.*

I am curious to know how other MMM owners jack up their cars at the rear; a subject that, to my knowledge, has not appeared in print during the last 25 years that coincides with the ownership of our F-type Magna.

I find that the front is easy enough provided that the jack is central; axle stands can then be used under the springs. The rear is less accessible and to jack up centrally would crush the brass drain plug on the differential. I use a largish piece of hardwood with a central round inset recess that fits under the drain plug. This is combined with a metal backing marked centrally on the reverse side that sits on the jack. This is very fiddly and I am sure there must be an easier way!





Our F-type did not come with a hood and we have been on many “runs” and to “meets” in the last 25 years which has mostly been on set days, so have had to take “pot-luck” with the weather. We have been very lucky so far and my wife, Averille, and I have only been “drowned” twice. Once, memorably, was on the MGCC/MGOC Regency Run in 2007 where this rather grainy photo appeared on the event website with the caption “*and NOW he puts the brolly up!*”

However, given our advancing years, I am beginning to be wistful for a hood, which is basically a J2 fitting and I would welcome suggestions on how best to proceed or if someone has a spare.



Peter and Averille Lyne with their F-type Magna. The car was built as a Salonette but re-bodied to a 2-seater over 25 years ago.

## CORRESPONDENCE

**From George Eagle**

Registrar for F, L and N-types

The photo and the information I gave on L2071 has attracted the attention of 2 readers. Martin Latimer is the long-term owner of a 2-seater NA, chassis number NA0632. When he read the piece in the Bulletin, Martin realised that Thomas Wyatt of Cheadle in Cheshire, who was the first owner of his N-type, was also the first owner of David Naylor's L2071! Martin has asked to be put in touch with David to enable them to compare notes.

Sven Ordell, who is the long-term owner of L2039, has also been in touch with the following:

*"Your comments on the back cover of the latest bulletin suddenly made me think a bit. In the late 1960s Terry Bone (I think), visited Sweden and I took some pictures of his car as I already had a tourer and wanted a sports to compliment that. I had not registered that it might be David's L2 that has been rescued. I don't have any pictures that show the complete registration number but I am pretty confident that it was ANB 431".*

How interesting that we have received such a response, perhaps more owners might like to use the medium of the Bulletin to seek information on a car they own.



Two photos of Sven Ordell's L2 taken from the Register Database of Members' cars. Top photo shows the "car" at Felixstowe Docks in 1976, presumably en-route to Sweden. The photo on the website is back to front so has been corrected here to avoid eager speculation about the existence of a left-hand drive L-type! Lower photo is dated 2017 and gives hope to all of us involved in long term restoration projects.

## CORRESPONDENCE

From Bob Milton

*Readers may have seen Bob Milton's recent Forum posting about V-belts and Bob can now report on a happy ending. It also tells us something of the perils of globalisation in these strange times.*

Prior to the outbreak of the Coronavirus epidemic I decided to arrange for a Poly "V" belt drive for the supercharger drive on my Triple-M project. Having decided on the ratio and drive characteristics required, I ordered the pulleys from a well known U.K. supplier who listed them.

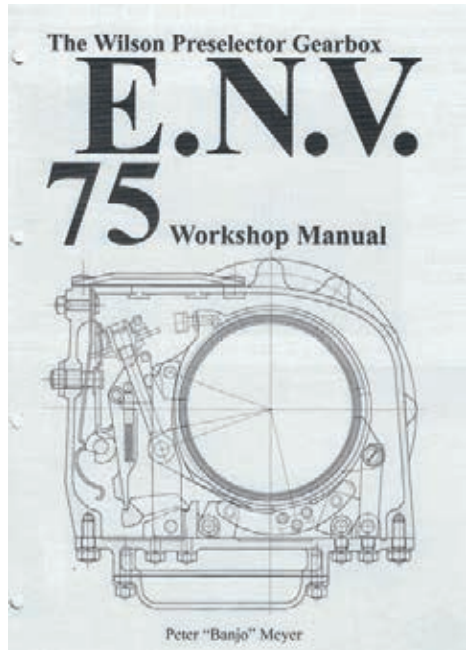
As delivery became more and more protracted I contacted the supplier to chase progress only to be told "we don't know when they will be supplied as they are being made in Italy"! I quickly cancelled the order and received a refund.

A further search of the internet identified another U.K. supplier who had both of the required size pulleys available ex-stock and they were delivered in three days. The downside is that they were over twice as expensive as the original order!

## Technical - ENV Gearbox

I recently received a copy of the Riley Register December Newsletter (courtesy of our involvement with the Inter-Register grouping) which featured a review of Peter Meyer's comprehensive manual for the ENV gearbox. Although not cheap, this manual has obvious interest for Triple-M owners and was fully reviewed in the December 2019 issue of Safety Fast. It is available from the Riley Register Regalia Secretary, Rosemary Birmingham, and she has a good number in stock and is very happy to supply MMM owners.

Please contact Rosemary direct for details of cost and postage.  
Telephone 0115 9604952.



## CORRESPONDENCE

From Graeme Jackson

Hi Digby,

We seem to have something called corona here in Australia which has lead to all MG events, and our much loved Winton historic meeting, being cancelled. I don't think the authorities realise what an impact this will have on magazine editors trying to get content! Maybe we will have to resort to a "from the archives" section as during WW2.

I have been in isolation running in the new engine in the J2 by erecting side curtains to deflect the virus\*. Seeing I will now probably be away from the computer for a time ( but still on I Pad) living on pizza and pancakes because that is all they can get under the door, I thought I would send my next bit for your consideration. Although they are Australian stories they are MG stories and if it is all you have, so be it. Sorry about the extra work but you are going to be imprisoned for three months by Boris so string it out.

Stay Well

Cheers Graeme.

*\*This amusing email accompanied some articles sent by Graeme, one of which is published in this issue. Graeme's noble efforts to run-in his engine have since been thwarted since he heard that the State police had stopped some classic car drivers because it wasn't considered to be essential travel or exercise!*



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All these are new component parts manufactured by us for the M.G. owners.

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TOULMIN MOTORS would like to invite you to visit their showrooms and spares department. Our range of spares is so vast that it is impossible to advertise them all.

Why not have your complete overhaul carried out by us in our large and comprehensive workshops? A great point—all our spares and tools are solely M.G. We think that this is a feature which can be claimed by no other service station.

★ WE HAVE THREE NEW COMPLETE M.G. CHASSIS FOR SALE TO PERSONAL CALLERS ONLY ★

*This evocative advert from 1952 lists an impressive list of new parts, including the "three new complete MG chassis" which have probably gone on to cause chaos for the Registrars!*

## TRIPLE-M REGISTER CHAMPIONSHIPS

### Mike Linward, Competition Secretary

*As there are no events to report on the Competition Secretary has provided a few brief notes but otherwise, like the rest of us, has "Gone Fishing"!*

I really have nothing to report, except that all motor sport activities, including social events, have been cancelled. I think many organisers are using the word "postponed" rather than cancelled, as not everyone is covered for losses by insurance. Realistically, once the emergency has passed, there will not be enough time or date slots to get everything covered so watch this space.

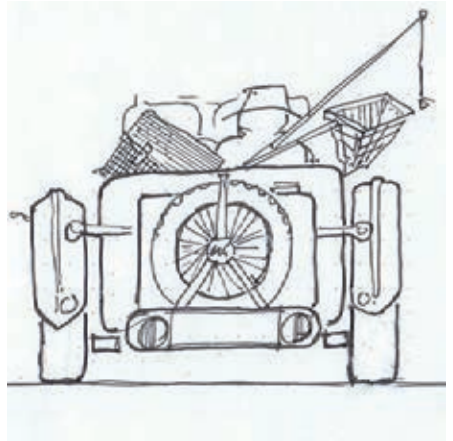


Photo below shows another of Mike's interests. Mike, together with fellow Triple-M exponent John Reid are seen in Mike's steam launch SL Mallard on the Great Ouse in 2019. Mike has provided the following technical details:

She is a 'Nell' Class boat, 20 feet long and just under 6 feet wide powered by a Stuart Turner 6A steam engine. The boiler is a three tube 'Blackstaff' design and oil fired - not quite as 'romantic' as coal or wood but a heck of a lot more practical! The boat was built at Bossams' Boat Yard at Oxford on the Thames in 1980 and is a copy of a 1900 craft that was too far gone to be repaired. I think that to date, there are six hulls built by Bossams to this design which are steam powered. The hull is still catalogued by Bossams although now electric powered. Photo by Alex Reid.



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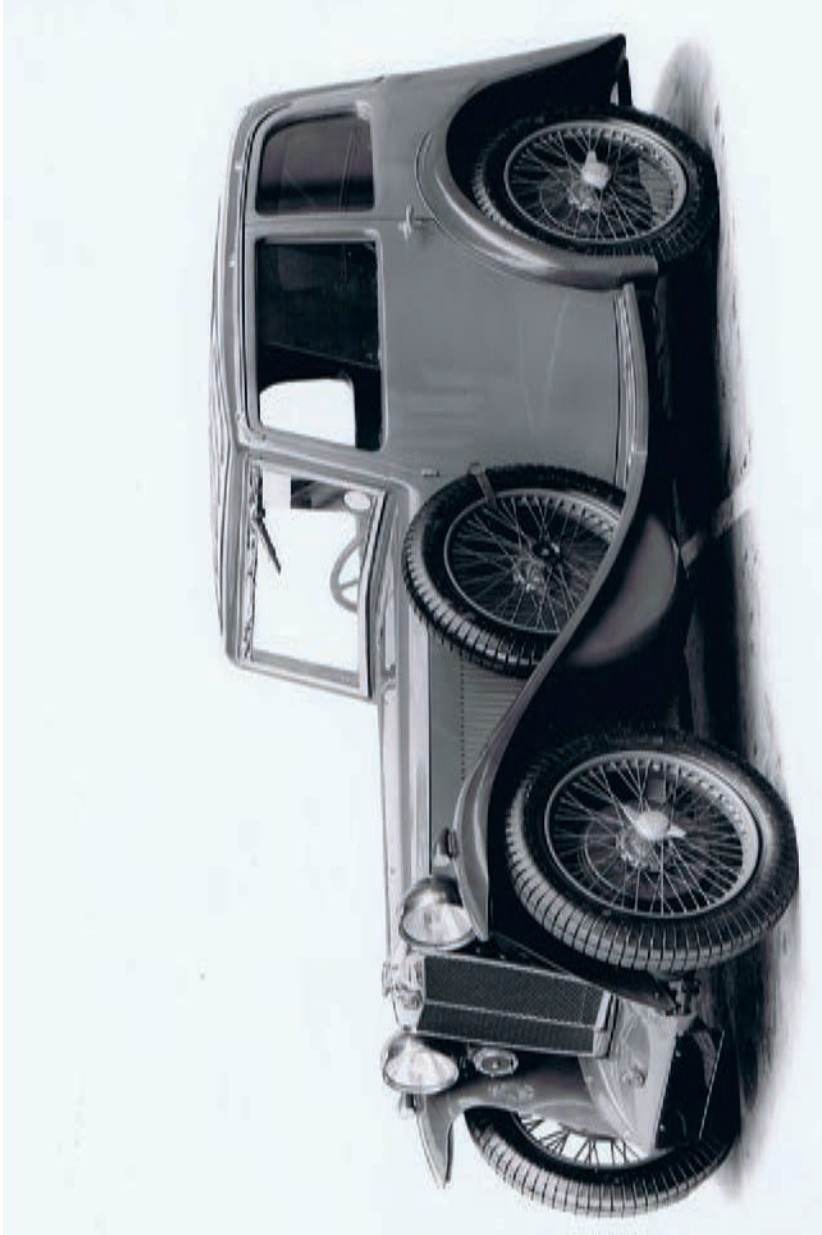
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This Works photo demonstrates the elegant lines of the L-type Saloonette to advantage. Of the 97 originally built, few remain with the original bodywork as many have been converted to 2-seater Magnette specification.



**Stefan Weinbach's J2/J4 on the Solitude Revival. See article on page 12.**