

TRIPLE-M REGISTER BULLETIN

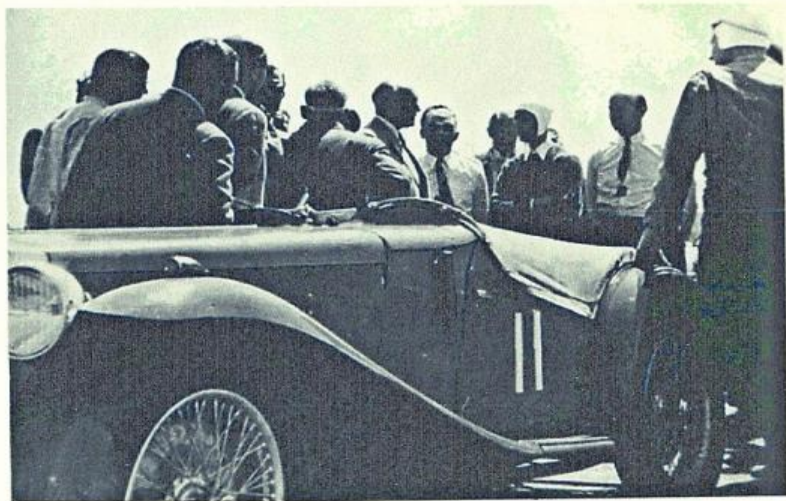


APRIL 2002





*Dudley Phipps' F2 (F1442) in 1968. Now owned by Mike Musgrove.
Photo: Dudley Phipps*



K2001 raced in 1949 - 1950 in Zandvoort. Driver Jaap Zwart.

TRIPLE-M REGISTER BULLETIN

APRIL 2002

EDITORIAL – Phil Bayne-Powell

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Spring is almost here now, and I expect you are all frantically finishing off those jobs you promised to do over the winter break, in order to get the cars ready for the coming season. Things always take longer than planned, don't they!! I try to start as soon as the last season ends, but still time seems to run out.

Our ND is nearly ready for its first outing on 17th March; its head is now fitted with the NA type camshaft, rather than the NE camshaft that was fitted when I bought it from Len Goff. We found that the original N-type camshaft had lobes that didn't line up with the centres of the valves, so the rockers had to be re-spaced, to line up with the cam lobes. The NE camshaft is a modern item and had been properly made to the correct valve centres.

The original Marshall blower (that I bought for £100 back in the 60s) is being returned from John Bibby of Supercharger Services, who has fitted new bearings and oil seals. The bearings were loose in their housings, which allowed the rotors to touch, causing the increased noise from the blower. This is why I had it looked at, and fortunately for us no damage was done, but it would have chewed up the rotors if left. As they say "a stitch in time saves nine".

I also found the dynamo keys were loose, allowing a lot of slack between the top and bottom of the dynamo, which would affect the timing. A new water pump has been fitted, as the repair to the original one was corroding, and causing a leak.

I have been told to use Coldstream (by Comma) in the car, as it acts as a corrosion preventer, as well as an anti freeze. Has any one had experience of this or other similar coolants? It is not an additive, as you fill the car up with the liquid, doing away with the water completely.

Front Cover: The ex-Ralph Clarke R-type (#0255) in front of Table Mountain. *Photo R. Clarke*

The replacement envelopes are coming in nicely with the increased postage, for which we thank you, and others have been kind enough to send extra stamps.

We also thank you for filling in the forms to update the information on your car/s, which I send on to the Registrar, to bring his records up to date. The club is talking about having an annual renewal form for all members to fill in each year, so as to record all the details of the MGs that are owned. A member may join the club with an MGB, but perhaps buys a Triple-M car later, which is why the Register, and Main Club, have difficulty knowing who owns a Triple-M car. So your annual update through the envelope renewals is very valuable.

Our Allingham N-type has had a lot of work done on the panels, which after shot blasting showed up all the imperfections, and more sections have had to be replaced. The body tub is now painted in maroon, and the bolt-on bits are being shaped up, and trial fitted prior to being painted; but a lot of filling has been needed to produce a decent shape. It has been two months already, and I just hope it won't be another two months, as I have to fit all the bits like headlights, windscreen, running board strips, etc back onto the car in time for the European rally in June.

This rally is shaping up nicely, but we would like a few more entries. We can accept these up to mid-April, but the ferry bookings that I had reserved have now time expired, so late entrants will need to arrange their own ferries. We have entries from far and wide, with the West Country guys coming across to Roscoff, and joining us on the Saturday evening at La Rairie, while others are coming out via Cherbourg. See the Dieppe Raiders news for further details.

Our big Triple-M event this year will be a two-day rally over the Bank Holiday weekend of 24-25th August.

On the Saturday morning we plan to hold a Pride of Ownership competition as people arrive to clock in; this will be in 4 classes, with 4-cylinder small cam, 6-cylinder small cam, 4-cylinder large cam and 6-cylinder large cam classes. Judging of each class will be by the entrants of that class – who should know their cars better than most people.

We are hoping that the club house will be open for lunchtime meals. In the afternoon there will be a run round the Cotswolds, following many of the pre-war trials hills, using a tulip diagram route card.

In the evening there will be a Gala dinner in the club house, with hopefully a speaker of one type or another, as well as a raffle prize draw.

Overnight accommodation will need to be arranged by each entrant, but we will give you a list of the accommodation in the area, when we receive your completed entry forms.

Sunday will have runs up the hill, in the morning and afternoon at £1 a time. We are arranging for the extended Bugatti Trust Museum to be open, and Sudeley Castle and the Glos. and Warwicks steam railway is also near-by for those who would like a trip out. Details of these will also be available.

Some people may like to stay over for the Bank Holiday Monday, and visit one or other of the places that they didn't visit on the Sunday.

The price for the event to include the Pride of Ownership, the Cotswolds Run and the Museum visit will be £45 per car; the evening Gala dinner will be £15 a head, for a 3-course sit down event.

We hope we have provided enough to interest people, but also with time to meet fellow Triple-M members and talk about their cars without dashing around, using the lovely scenery of Prescott as the centre of action. We look forward to members turning out in force to support this event, and maybe it will become an annual event.

You will find entry forms with this bulletin; please fill them in and return them with your entry fees to George Eagle.



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BARLEY LEYS FARM, HASELOR HILL, TEMPLE GRAFTON, NR. ALCESTER, WARCS., B49 6NH.

In January, I was looking forward to the first event of the season, at the VSCC Brooklands Driving Tests. These are always good fun and the entrants are generally friendly towards Triple-M cars these days! I use the M-type, as it is so nippy for the tests. There were two other M-type entered by John & Mark Bevington and James Mumford, and I was going to give them a run for their money. Unfortunately, I did my back in just after Christmas and it was still no better, so had to withdraw. All three of them got Third Class awards, with Mark beating dad John by 11 points out of 400+. Ian Williamson in the PB Cream Cracker also got a Third Class award. In all a good result for our cars.

I have recently been watching Salvage Squad on Channel 4, where they take a decrepit vehicle and supposedly restore it in two weeks. Some of the techniques used in the repair work are of interest; the engine specialist is a girl! They have 'restored' a gyrocopter, like James Bond's Little Nellie, a steam boat, a Stalwart army truck, and last week a Lola Formula 5000 racing car.

As well as spares and wants in the Bulletin, we are also keen to include cars for sale. The previous long lead-in times of the old Infoletter are in the past, and an advert sent to me at the end of the month before the next Bulletin, will be with members 2-3 weeks later. There are often members looking for a new restoration or a change of car, and you will know it will be going to a good home. Don't worry about the Editor getting their first, as he has too many projects to get on with!!

Don't forget that if you want back issues of the Bulletin, you need to contact our Librarian, Malcolm Green. These will set you back £1.50, inclusive of postage. I may have some left shortly after the Bulletin has been issued, and will put a copy in your first envelope, if the timing is right, but otherwise I pass the extra Bulletin copies across to Malcolm soon after issue.

Interesting cars for sale currently include Peter Cranage's ND which is fitted with the NE body off Peter Green's NE JB 4750. Terry Bone is also advertising a fully sorted Abbey bodied F-type at £35,000; this has the cut forward doors like the Jarvis-bodied cars - probably because later Jarvis cars were not built by Jarvis, but by Abbey.

We are sorry to report that Jim Bird, who worked for Jarvis of Wimbledon in the 30s, is not very well, and had to cancel a talk that he was due to give to the Vintage Register recently; we wish him a speedy recovery. Jim came with me on the Silverstone demonstration laps last year in the Jarvis M-type, which was photographed and reproduced in

the August Bulletin. He had a fund of stories, and Andrew Bradshaw wrote up his visit to Jim in the Safety Fast Triple-M notes.

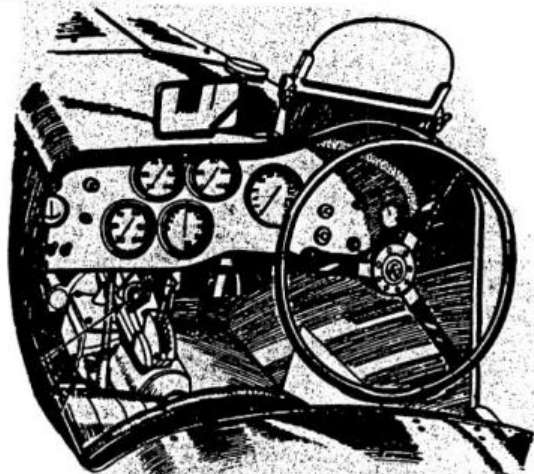
I have recently invested in a de-humidifier, which cost just over £100 from Homebase. I had been looking at dehumidifiers for some time, to try and cut down on the problems in my wooden storage garages associated with damp affecting the electrics and also the aluminium parts, which were corroding. I had seen dehumidifiers at £200 – £400, which seemed a bit steep.

Although my garages/sheds have been insulated by Floormate under the floor, as well as Rockwool insulation between the timber uprights in the walls, and 100mm of fibreglass insulation in between the timber rafters, all finished with softboard internal lining, I was still getting damp and condensation problems.

The dehumidifier can use its own 3.5 litre water container, or else be permanently piped to the outside, with a small plastic pipe. I found I was needing to empty the inbuilt container every three days or so, and so have now fitted the permanent drain, so that I can forget about it. The unit has a dial to set the level of humidity required, and when that level is reached the unit will cut out, so that it is not running continuously.

Have other members had experiences with dehumidifiers or even the Carcoon, which has a fan and a zip up plastic enclosure?

This Bulletin has been a bit of a struggle, as we have had NO contributions from anyone; only the Letters indicating that we are getting through to the members. I have had to reproduce an interesting article from 1931, and padded things out with extracts from my Autolog, that was dipped into in the last Yearbook. So come on guys, lets be having some contributions.



Triple-M Committee Meeting

3rd March

The Chairman suggested that there should be a maximum term of office for the post; however it was generally agreed that if the Chairman was outstaying his welcome, then the committee could put forward a replacement.

The Treasurer reported that the North American MMM Register had dropped the idea of free Yearbooks for their members with their annual renewals, mainly due to the cost.

The Registrar reported that there are 3147 cars on the register. He also asked that people send him a photograph of their cars for the records, as well as the date of the last owner change.

The Secretary had been liaising with Larry Long, the editor of the North American MMM Register's Bulletin, and the exchange of articles was generally agreed. Pat Mullen is trying to update the index of the Infoletters; the Editor said that this was in hand.

The Comps. Secretary outlined the events for the coming year (see list later in Bulletin). 8 events had been lined up for the Speed Championship, with possibly the Cornbury Sprint. The best five results are taken for the competition.

The various organising clubs have got recently together to form the Club Racing Association to give more clout when negotiating with the circuit owners.

Transponders are now required for all cars at race meetings, to make the timing more accurate, as well as automatically keeping a note of how many laps have been completed. Unfortunately, these cost £100-£150, and also have to be registered with the MSA, who will charge for this. It is hoped that they will be able to be hired from the club. This is still being discussed.

The Bulletin Editor reported that over 300 people are now receiving the new look Bulletin. Also, that new double capacity ink jet cartridges are helping to bring the cost per issue to under £100 a time. It was agreed that the full list of committee members, and area coordinators be included in the Bulletin, together with their e-mails, where applicable.

The Prescott Weekend had been booked with the Bugatti Owner's Club, and permission to use Ettore's field on the Saturday agreed. Final details were in hand (see these elsewhere in this Bulletin).

The Yearbook was well in hand and was hoped to be available at the Brooklands MG day on 7th April.

The rest of the year's events were confirmed as the European rally from 1-4th June, the Black Horse Driving tests, at Puttenham, near Guildford on 11th August, and the Annual Dinner at the Blue Flag on 26th October.

The Register's web site was being worked on by Mike Linward and John Reid, and was to be sorted out by the end of March.

The date of the next Committee meeting would be 23rd June, so if members wish to bring up any points, please let George Eagle know beforehand, and what the subject might be.

The Triple-M Register's AGM

This followed the committee meeting, which overran due to the amount of business that needed to be dealt with. Nine people joined the committee members.

The chairman, Peter Green, reported that we had had a very good year in 2001, dominated by the successful 40th birthday celebrations, which is proposed to build on. Peter thanked all those who had helped out. The web site is still being set up, but it was hoped to be operational very soon.

The secretary said 85 people had responded to his Questionnaire (71%), and the responses had been taken on board by the Events Sub committee of John Reid, George Eagle and your Editor.

We are keeping in touch with the North American Triple-M Register, and their Bulletin editor, with a view to exchanging articles, etc.

The Treasurer reported that our income was down from last year to £1635 (was £2758 year). There were no new publications, also advertising income was down £1600. The Bulletin had cost £708, with £140 from advertisers. The anniversary event had cost us £2050, but this was deemed good use of the register's funds for this special occasion. However future events will need to cover their costs. Overall,

last year's expenditure exceeded income by £146; in the previous year the income exceeded expenditure by £3255.

The officers and committee were all re-elected to their posts.

We had 66 new members last year.

Colin Lambert was presented with the Speed Championship trophy.

Bryan Ditchman has been in regular touch with Dickie Green, one of the well-known pre-war trials drivers. Unfortunately, Dickie is now in a nursing home, and not very well. Dickie has no living relatives and wants his trophy and photographic collection to go to a good home.

Bryan is proposing to put the 100 photographs into an album, with dates, for the Club records. The 10 trophies, which were put up by the MG Car Company, with the period photographs of Dickie's J2 and PB will be put on display in the Club Office. Dickie wishes other trophies to be given to certain trials people from his era, as a memento; Bryan is arranging this. He is also arranging for the trophies relating to his J2, registration MG 3111 to be given to the cars present owner, Jeremy Prince. The current owner of Dickie's PB, registration No.MJ 9898, is unknown and is being sought. Perhaps someone can help here. The remaining trophies are to be retained and used as awards for trials drivers.



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Dieppe Raiders News

I eventually received entry forms for the Vintage Montlhery meeting, which came after the last Bulletin went to bed. There are even stronger rumours that this will be the last year of this fabulous event, the circuit is due to finally close in 2004, and will be redeveloped for housing or offices just so someone can make money, without any thought to its historic importance. I don't know if the French have the same listed building regime that we have over here. Incidentally, more of Brooklands has now been listed, making what is left permanently protected. I haven't got the Montlhery Midget sorted yet, so couldn't join in this year's fun.

The European Event of the Year is being held in Belgium over the weekend of 1-2nd June, which unfortunately clashes with our own Triple-M European Rally. Both of which clash with the Queen's Golden Jubilee celebrations, which has tied up a lot of people who would have joined us in France. At the last count we had 14 cars entered, but late entries can still be accepted up to Mid April, but you will need to arrange your own ferry booking.

There are 11 cars crossing from Newhaven to Dieppe and driving down the back lanes to Hambye and meeting up with the others coming out via Portsmouth or Roscoff. The itinerary starts with us taking croissants and coffee at the local café, followed by a treasure hunt / rally in the morning, finishing at La Rairie for lunch. In the afternoon we visit La Hermitiere Cider farm and museum with sampling of their products. Afternoon tea at La Rairie, with aperitifs, before setting off for the evening meal at a local restaurant. On Monday, after breakfast at La Rairie, we visit the Reo Camembert plant at Lessay, followed by lunch at a local restaurant. In the afternoon, we have a guided tour of the Chateau at Pirou; afternoon tea at La Rairie; then aperitifs and grand dinner at La Rairie, with prize giving. Tuesday morning after breakfast at La Rairie, most of us head back to Dieppe for the afternoon ferry, which gets us back to be able to get home in the daylight. I hope a few more of you might be tempted to join us at the last minute; please give your editor a ring.

I now have details and entry forms for the Commemoration centenary of the Circuit des Ardennes in Belgium, which is going to be held on 12th-14th July, centred on Bastogne. The entry fee is 95 Euros

for car and driver, with 25 Euros for each passenger. The final registration date is 1st July. For this money you will get your rally plaque, programme, a log book, meal tickets, a badge/person, roadside assistance, picnic and drinks for driver and passengers, reception in each place visited, the official dinner on the Saturday night will cost 45 Euros per head.

On the first weekend in September there is the Dieppe Retro, which is a one day event this year. We are looking to expand this into a long weekend, with assistance from a friend at work who lives out there with his French wife. He did us proud a few years ago, and is keen to get us some good restaurants and castles to visit, to fill in the two or three days around the Retro. I shall have some more details for you in the next Bulletin.

The 14th Manx Classic takes place on the 18th-22nd of September in the beautiful Isle of Man. The normal roads are closed for the Willaston pursuit race, where you race against the clock on the original British Empire Trophy Race Circuit. The night time sprint on the promenade has been revised by public demand, and there is also a full blown race on the Jurby Circuit, as well as a hill climb, giving a wide choice of events over the weekend. I took the ND a few years ago, driving all the way up to Heysham in Lancashire to catch the ferry across, and entered for three of the events; but there was also time to tour the island in between, and for such a small island the scenery changes very quickly. We also saw the Laxley wheel which is the biggest pumping wheel in the British Isles. For further details contact the Manx Motor Racing Club at The Motorey, Nobles Park, Douglas, Isle of Man Tel No. 01624 670150, Fax. 01624 670149.

There is going to be a classic Le Mans next year, run on the weekend of 21st-22nd September. There will be 3 or 4 different classes, including a pre-1930 and a post 1930 class. Racing will take place for the full 24 hours, with each class getting about four races each, one of which is likely to be in the dark! For more details contact Barry Foster.

If you are into tours on the Continent, European Routes for Leisure have sent me details and entry forms of events they are planning:-May 18th-26th The Loire Wine Tour; June 8th-16th Cherbourg to Chinon tour visiting the Loire Valley; 11th-17th September, Angouleme Weekend to see the Classic racing; 19th-23rd September, Vintage Le Mans Tour. I have entry forms if people want them, or for further information contact them direct Tel No. 01264 782178, Fax No. 01264 782378, or try their e-mail erl@globalnet.co.uk

FUTURE EVENTS

April	4 th	MGCC Curborough Sprint	0129 940 1177
"	7 th	MG Day, Brooklands	01235 555552
"	21 st	MG Works, Didcot Autotests	01235 533174
"	27 th	MGCC Kimber Classic Trial	01935 863673
"	28 th	MGCC Cadwell Park Race Meeting	01235 555552
May	6 th	MGCC SW Colerne Sprint	01275 790855
"	11 th	Loton Park Hill Climb	
"	12 th	Regency Run	01235 555552
"	25-26 th	British Sports Car Festival	01235 555552
June	1 st -4 th	Triple-M European Rally	01483 811428

J2 Tales - from Mike Hawke.

The year is 1936, you are a young man called Alan, marooned in rural Rodborough. Your only possible transport is brother Christopher's J2, and the only possible entertainment for the evening is to take his girlfriend to the pictures in Cheltenham.

Throwing caution to the winds you do just that.

On the way home the crankshaft breaks!

Talk yourself out of **that** sunshine!

CAR OF THE YEAR - 2001 Winners

	<u>Car</u>	<u>Registrat ion Number</u>	<u>Driver/s</u>	<u>Points</u>
1 st	NE	JB 4750	Peter Green Andrew Taylor	128
2 nd	12/12 Rep	GG 3340	Colin Lambert	120
3 rd	J2	JL 753	Mike Linward Ian MacKay Kevin Denson	93

SPEED CHAMPIONSHIP – 2001 Winners

<u>Pos.</u>	<u>Car/s</u>	<u>Driver</u>	<u>Points</u>
1 st	12/12 Rep.	Colin Lambert	56
2 nd	K3/s, NE	Andrew Taylor	51
3 rd =	K1/s, J2	Ian MacKay	37
3 rd =	NE	Peter Green	37

SLADE TROPHY – 2001
Final Scores

<u>Pos.</u>	<u>Car/s</u>	<u>Driver</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	27
2 nd	PB/s	Ian Williamson	15
3 rd	PA/s	George Ward	8
4 th	J2	Mike Linward	7
5 th =	PB/s	Gerald Burrige	6
5 th =	J2/s	Colin Bird	6
5 th =	PA/s	Alan Grassam	6
5 th =	PB	Barry Smith	6
5 th =	PA/s	Peter Warne	6
10 th =	NE	Andrew Taylor	5
10 th =	PA/s	Sarah Grassam	5
12 th	NE	Peter Green	4
13 th	PA	Nick Benger	3
14 th	L1/s	Bryan Ditchman	2
15 th	PA	John Reid	1

Don't forget to send your claims for points for all competitions to Mike Linward, at 18 Victoria Close, Chingford, London E04 6BZ

C.O.T.Y. 2002 To 31st March

<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
2733	J2	MG 251	Tom Lock	58
168	F1	MGF 32	Pat O'Connel	58
2126	J2	MG 2970	Ken Hand	56
1045	J2/s	MMMMG	Elizabeth Thorpe	53
1000	PB/s	JB 7521	Ian Williamson Jonathan Williamson	34
2949	L1	MG 2442	Arthur Ainsworth	27
909	J2- PA/s	FW 3909	Bill Bennett	15
808	NA/s	MGNBSC	Geoff Owen	14
1784	NA/s	FS 4849	Ted Loversidge	14
1894	M	GC 7705	John Bevington Mark Bevington	12
1049	PB/s J2/s	VH 8637	Gerald Burrige Colin Bird	8 8
348	M	VU 4037	James Mumford	6
1367	PA/s	MG 3921	John Wells	6
1428	J2	DG 6142	Nick Benger	5
2721	PA	BMF 540	John Saward	3
1291	J2	J2MG	Chris Rood	2
3057	PB	YS 5489	Geoff Smith	2
341	M	PJ 7970	Mike Rushton	1
1699	J2/s	MG 2783	Colin Biles	1
1200	PA/s	JB 3854	Alan Grassam	1

Competition Notes by Mike Linward

By mistake, the Slade trophy results for 2001 were not included in the last Bulletin, so are included here to complete the results for last year. Bill Bennett is to be congratulated for his win, but in truth, with so many trials cancelled due to restrictions brought about by the Foot & Mouth crisis, the number of events counting towards the Trophy was

very small. We look forward to a more complete trials competition for 2002. The latest positions are taken from the results of the MCC Exeter, on 4th/5th January, the MAC Clee Hills Trial on 20th January and the VSCC Exmoor Fringe on 16th February. In the Exeter, both Gerald Burridge and Colin Bird gained Silver awards, while there were Bronze awards for John Wells and Bill Bennett. Ian Williamson scored a class win in the Exmoor Fringe, and also in the Clee Hills event, with Bill Bennett third.

The COTY scores to the end of March are also included, and have a very unusual look for so early in the year. This comes about from some scores diligently put together by Mike Hawke, following his visit to New Zealand early in the New Year, and taking part in the MGCC of New Zealand's 50th Anniversary celebrations. Mike's report follows:-

"....Ann and I joined the convoy from Auckland to Christchurch, a distance of some 700 miles, driving an MGF. There was only one Triple-M car present on that part of the run, Chris Rood's J2. Our hosts, John and Brenda Handcock took their TD, not in preference to their J2, but the organisers wanted as many TDs as possible present, because that was the current model 50 years ago. Serves him right for having so many M.G.s! The final day of the trip was called a Monte Carlo Run. Drivers were expected to call at a number of places, gaining points for each visit, the more remote places being worth more points. An MGF had to gain 230 points, a J2 a mere 170, so there was a degree of handicapping. Getting the points, and arriving at the final control gave you entry into the tie-breaking tests, which were NOT handicapped. The Rally on the last day required very accurate timing (the winners from Denmark were accurate to within a second), so Triple-M cars did not have much chance. The Speed Event was at Ruapuna Raceway, and consisted of a ¼ mile sprint, a timed lap, another ¼ mile sprint with chicanes, and a standing start/stop run. All times being accumulative. The best Triple-M performance was by Tom Lock's J2, followed by Pat O'Connel's F1, Elizabeth Thorpe's blown J2 and Ken Hand's J2....."

Also printed here are the events and dates that make up the Speed Championship for 2002. Regulations and entry forms can be got either from the event organisers, or from the Comp. Sec. Unfortunately the Cornbury Park Sprint has failed to materialise this year, as the circuit owners wanted too much money to make the event viable, so the sprint has been moved to Curborough this year, while a

new venue is being sought. The Cirencester CC have reverted to South Cerney, as Wroughton was unavailable, and the traditional date for Loton, which would have clashed with MGCC Silverstone, has fortunately from our point of view, been moved to May.

TRIPLE-M SPEED CHAMPIONSHIP 2002 PROPOSED EVENTS

Races:

20th July	Silverstone	MGCC Main Club
21st July	Silverstone	MGCC Main Club

Sprints:

6 th May	Colerne (Wessex)	MGCC SW Centre
14th July	South Cerney	Cirencester Car Club
21st July	Silverstone	MGCC NW Centre
4th August	Curborough	MGCC Midland Centre
29th September	Curborough	Benjafields Racing Club

Hillclimbs:

11th May	Loton Park	Hagley & District MC
14 th September	Wiscombe Park	MGCC SW Centre

The results from your best five events will count for the Championship

Putting in the PEP

by Maurice Sampson

On a nasty bleak morning early in 1931 - February 16th, to be exact - Mr G. E. T. Eyston, as is now well known, drove a British motor car with an engine of less than 750cc at 103.13 mph over 5 kilometres. He kept up the remarkable speed of over 100 mph for ten miles, over which distance he averaged 101.86 mph. He was attacking International Class H records at Montlhéry track, near Paris.

Eyston did more than annex the record on that occasion; he was the first man to attain a speed of over 100 mph with an engine of less than 750cc. He achieved this with an MG Midget.

The whole effort - car, driver, and organisation - was purely British. This record had been the goal of designers and makers of what the public like to call baby cars for a long time. Whatever may be done in the future, it must never be forgotten that this achievement, perhaps one of the most remarkable in the latter-day history of motoring, was accomplished by the Midget. Since then, on October 17th 1931, Eldridge covered five kilometres on a 750cc Midget at 110.28 mph, a speed exactly equal to that of Kaye Don on the water in Miss England 19.

MG cars hail from about as unlikely spot to house a motor car factory as any I can imagine. I always regard Oxford as an unlikely spot wherein to find motor cars being produced; but, as all the world knows now, that always surprising person, Sir William Morris, and his associates, manage to turn out quite a number from the ancient city of learning. But if Oxford is unlikely as a motor car centre, how shall we regard Abingdon-on-Thames? Yet tucked neatly away in this little Berkshire town of just over 7000 inhabitants, is a modern, beautifully equipped, and marvellously clean factory, from which at least one hundred or more sports cars can be produced weekly.

The history of what is now known as the MG Car Company Ltd, is interesting because it shows how a single individual with a single mind fired with enthusiasm, and backed by a sympathetic and encouraging director, can from nothing, as it were, step right into the forefront of motorcar constructors who matter.

About seven years ago there was no such thing as an MG car, but soon afterwards it was very much alive, and this is how it came about. In Oxford, in addition to his great and growing establishment at Cowley, Mr (now Sir William) Morris owned one or two garages. These were, and still are, known simply and appropriately as the

Morris garages. The bright shining light in charge of them was one Cecil Kimber, who had already spent many years enthusiastically making fast motor bicycles faster and doing the same to cars when he got the chance. He prevailed upon his employer to let him get to work on the round-nosed Morris Oxfords of the period, and he put the 'fluence on them to such purpose they out-distanced every other Morris Oxford on the road.

The first year's production of these hand-made cars — and do not forget they were produced only in the intervals of running busy garages, and more or less with the aid of the necessarily limited tool equipment available, Cowley merely supplying the chassis — amounted, I believe, to six in all. But those six were seeds that took root to some purpose, and next year things began to get busy. Then came the time when the round-nosed radiator of the Morris models gave way to the present rectangular type, and more ambitious plans were conceived.

The result was that only the essentials, such as the engine and its components, the gearbox and the back axle, and main frame were obtained from Cowley. These were then "specialised", and the MG car began to take on an entity of its own. They began to be recognised in trials and became a usual mount for the sporting driver.

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

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So things continued in a steadily growing volume until a little over two years ago, when an opportunity came to purchase very excellent modern factory, and a transfer of activities was made from Oxford to Abingdon, half a dozen miles along the Thames.

A new company was formed, Cecil Kimber placed in charge, still of course, with the sympathetic backing of Sir William, and a completely new line of cars evolved. There are three types of cars made at Abingdon — the 6-cylinder of 17.7 nominal h.p., the Midget of 8 nominal h.p., and the Magna. The last was one of the greatest popular attractions at Olympia.

Their designer and maker has hit upon what I think are two of the cleverest and most apposite of slogans yet used in the industry. He boldly labels his cars "Faster than Most", and adopts the motto of "Safety first". I do not think a truer and more concise description could possibly be found. The MG Six, although not the fastest two-and-a-half litre, or thereabouts, sports car in the world, is certainly faster than most.

Appearances DO Count

What sort of establishment do we find at the prettily named Paulova works at Abingdon? Although assembly lines in the most modern style are used, every car is essentially hand-made. Indeed, so completely is hand-work carried out that almost the first thing I saw was two men busily filing and finishing the dumb-irons of an MG Six, and apparently imparting such a gloss that one might have thought they were trying to convert the dumb-irons into mirrors.

"Why that?" I asked. "It seems a funny way to spend money"

"Yes" said C.K. "but it makes the cellulose look nice and smooth at the front of the car, and I believe in appearance as much as in performance" Incidentally, the works have their own frame building department, wherein the very rigid frame of the Magna is the biggest centre of interest.

This little incident is typical of the whole establishment, and, indeed, it is typical of the designer, for not only does he conceive his working mission in life to be to provide even better, and more efficient, speedy cars, but to do something worth doing towards making motor cars more beautiful and artistic objects than most of them are at present. "C.K." will unite with any Royal Academicians in allowing that the average motor car is not yet a thing of beauty. You may arrange it so that, viewed sideways, it is very attractive, but seen from the front or back, or from a three-quarter angle, ten to one

something has gone wrong. So he spends hours plotting and planning and devising new lines, which in due course may be incorporated in the finished article for which he is responsible.

A chassis to Fit the Seats

Hitherto, the bodymaker has been handicapped by the chassis maker. The chassis maker presents his structure and expects the bodymaker to render the whole symmetrical, and very often this is desperately difficult. After all, the only constant thing in a car is the seats. We all take up much the same space unless we happen to be very outsize or small size, but on the average we all require about the same headroom, leg-room, and elbow-room.

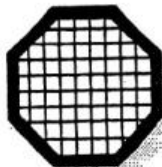
So I was not at all surprised to find some little experiment work proceeding whereby a set of seats had been arranged and drawings being made to design a chassis to go under the seats, thus reversing the principle of designing the seats to go over the chassis, and I thought how coachbuilders would, if such a millennium, from their point of view, came to pass, bless the name of Cecil Kimber, and raise statues to him in such places where they make motor car bodies.

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Now it is a desperately difficult thing to make a fast car at all, and it is even more difficult when it has to be more or less conventional. Yet the MG people have done it. Let us step right into the Paulova works and how it is brought about.

The first impression is one of spaciousness. No one is cramped; every one has ample elbow room. The concrete floors are spotlessly clean. There are lines of Midgets, Magnas, and MG Sixes moving slowly from nothing to complete cars.

In a sense it seems incongruous that assembly lines are used for cars built so slowly and meticulously. But the lines ensure orderliness; they keep everything and everybody in their places, as it were. Now and again, from a high- up overhead gallery, a chain lowers an engine or a gear box to its appointed place.

Time Means Money

I need not follow the chassis bolt by bolt, so to speak. It is at length finished. Not today, perhaps, or even tomorrow. Time is expensive in a motor car factory, especially in one where the labour is necessarily very skilled. That is why the Magnas and the others are not cheap. They are never likely to be. They are made with two main objects in view; to run far and fast and to look attractive. It may be that a car here or there is a "special"; it has to embody certain little details to its future owner's desires. It will take an extra long time to get this one out of the works. Never Mind! It is not a matter for worry or grumble; rather of pride. Here will be an MG, which will go a bit faster than its fellows, or look just a little more 'soigne'.

It is in touches like this that a sports car is judged. Sports cars are made for those who want 'something different'. As a pronounced and unrepentant individualist, I rejoice that there are such cars and people with the means and inclination to buy them. Many firms do not like people who have special ideas for their cars. Quite reasonably, from their viewpoint, they call the ideas fads, and discourage them. Their business is to make a lot of one sort. Probably very good cars, but each a twin of the last. It is because of this "like each other" method of production that we get such good cheap cars today. But a man who sets out to make and sell sports cars resembles some world-famous dressmaker; he must create exclusive models.

So if you say you want an MG differing in appearance and details and even faster than the one that insufferable young sportsman who lives down your road owns, you can have it — if you can pay for it and do not mind a little delay in delivery.

This is one of the reasons why people making sports cars are always enthusiasts. If I hadn't my own work to do, I'd rather make sports cars for sporting men and women than do anything else. The whole atmosphere at Abingdon is keen, alert and enthusiastic. It is the sports car atmosphere. I noticed just the same at Molsheim when I was there, and, I doubt not, would find it at a certain place in Milan, if I went there.

Sports cars are really and truly international affairs. The keen amateurs of France and Italy and England and of many other countries know and appreciate and respect the sports cars and their makers of countries other than their own. Believing this, I believe in motor car racing. It is not only good for cars; it is good for humanity, which is more important.

Forgive this jump off the assembly line; we will go back there.

Behind the line, in a near-by bay, but visible through the narrow steel pillars, is a line of bodies, and as, at last, the chassis is complete and finally tested, its appropriate body steps forward to meet it.

Properly joined up, the complete MG car, no matter what sort, goes through three kinds of tests on machines I have not seen in operation under one roof before. Let me explain.

One of the difficulties confronting manufacturers of extra fast and necessarily rather costly cars, is the matter of thoroughly testing them on the road. As I have just indicated, every MG chassis is properly tested, and every complete MG car is also taken out to discover any lurking rattles or noises from chassis or body before delivery.

There are several very potent reasons why road testing alone is not advisable for cars of the MG type. First of all it is far better, however experienced the tester, to have tests conducted under the eye of the principal factory officials. This cannot when the car is miles out in the country. It is also difficult to ensure that highly finished coachwork does not acquire some small blemish however carefully washed after road tests at speed.

More serious still, there is the possibility of accident to be avoided. No manufacturer wants any of his employees to run any unnecessary risks, and it is evident that risks are involved in testing a fast car on the road if the test is to be a real test and is to do anything more than discover and rectify a rattle.

So at the Paulova works, three extremely clever and interesting mechanical installations are employed to obviate these drawbacks. These are respectively the Bendix-Cowdrey brake tester, the Comparator, or high speed tester, and a machine for checking

any misalignment of the front wheels and indicating while the adjustment is being made, the exact moment when accuracy is achieved.

The brake testing apparatus consists of four sets of two rollers, each of which receives a wheel of the car. Once the car is on the rollers, the front axle is anchored to the machine by a chain; driving each of the four sets of rollers are electric motors, and connected to each of the roller sets is a torque resistance indicator. If the brakes are applied, the amount of braking resistance on each wheel is indicated on four dials, and each individual wheel can have the brakes adjusted so that the resistance shown on the dials is equal; or, if desired, a greater resistance shown on the front than on the back dials. While all this is taking place the head lamps are focused on a screen set at the correct height and distance from them.

Thus time is saved and accuracy in brake ensured without the car leaving the shop.

The brakes having been adjusted, the car is taken to the wheel tracking machine, which consists of two strips of steel let into a hollow platform and arranged on ball bearings so that they can be moved outwardly or inwardly, the motion being parallel. This motion is transmitted to a large dial on a pedestal, and all that is necessary is for the tester to drive the car over the two strips of steel, and if the alignment is correct the plates are not moved either outwards or inwards. If the wheels are "intoed" the plates are forced outwards and the dials record the degree of "intoe"; and conversely if "outtoe" is present. Adjustments of the track rod can then be made with the car on the machine, the dials registering all the time the exact position of the wheels. Compared with the old-fashioned trammels, the time saved and the accuracy attained are remarkable.

The Comparator

Our MG, now having its tracking correct and its brakes perfectly adjusted, is taken to the Comparator, a device mainly composed of two sets of large diameter rollers upon which the rear wheels of the car rest. When the engine has been started, and the top gear engaged, the wheels drive the rollers. These are coupled to a brake fan, the size and resistance of the fan being adjustable so that the speeds obtained on this device are comparable with the speeds obtained on the road, the resistance of the fan representing the resistance of the air.

Every Midget must show a genuine speed of 60mph on this device, and if it fails, the necessary engine adjustments and carburettor timing are made until the desired

figure is reached. Thus without risk to anyone and with no possibility of damage to the car, high-speed tests are carried out in the privacy of the works.

Every engine, of course, has undergone long and strenuous bench tests before it has ever reached the chassis, and it can be said, without possibility of contradiction, that an MG car is a thoroughly tested machine the instant it is in the owner's hands.

Perhaps one of the most interesting corners in the works is that railed off and screened from prying eyes and devoted to experimental work, here the cars destined to compete in races are got ready, new ideas are tried out, and much experimental designing work engaged in.

Adjoining this experimental department is the drawing office, and nothing more clearly conveys the amount of work involved in the production of sports cars than the fact that over 3000 drawings have been made relative to the putting into production of the last two models.

I have deliberately tried to convey the atmosphere of these works rather than detail the processes of construction over-much. A sports car must be made and manufactured — the two terms are not synonymous if you think about it — just like any other car.

By the way, what is a sports car? It used to be one which was fast and/or noisy and/or uncomfortable. But the MG is only fast: it fails dismally in the other characteristics. It is quiet and it is comfortable. Therefore it cannot, according to some people, be a sports car. But it is; most emphatically Yes!

What is a Sports Car?

My own idea of a sports car is a car which, once tried, makes ordinary cars feel ordinary when previously they felt remarkable. Certainly the MG models go a long way on this errand, and I take my hat off to them. What is more, I rehearse the "Come by" signal when I see the radiator of one in my driving mirror. Yes, although my own very good car is no slug; 114mph with a 750c engine! Some of our quiet, old-fashioned English towns do produce rather wonderful things sometimes.

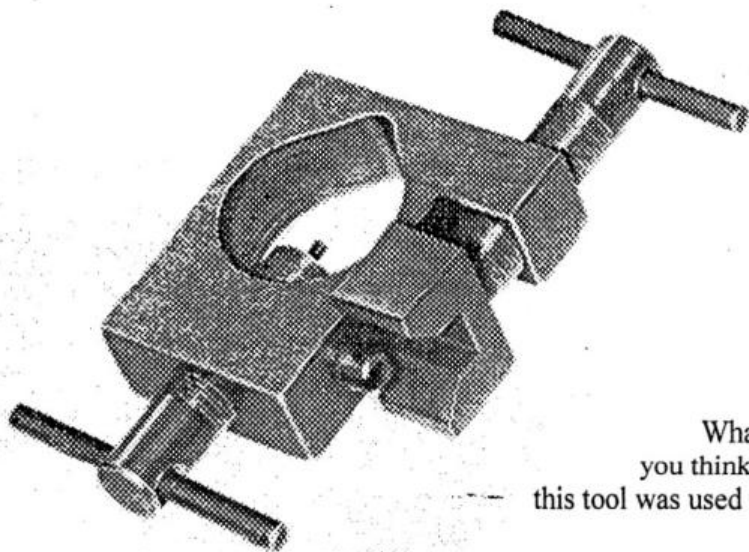
Since writing the foregoing, George Eyston has run a 750cc Midget for 10 miles at Montlhéry at 114.46 mph. For 5km, he averaged 114.77mph. Some Pep!

More J2 Tales – from Mike Hawke

In 1957, the Bugatti Owner's Club organised the Inter-Club Hill Climb Championship at Prescott. This was a handicap event, wherein each club entered three cars, which ascended the hill in succession, and their total time counted towards the result. In order to make sure that the handicapper had a good idea of each car's ability, the morning was used to have individual runs, on the normal class basis, where of course there was a good deal of personal rivalry.

The M.G. Car Club decided to pick some new blood for this prestigious event. Gordon Cobban and his MGA captained Mel Jones in his J2988, and myself in J2396. Austen May, author of 'Wheelspin' and 'More Wheelspin' was running the commentary. He was pleased as punch to see two J2s taking part and waxed lyrical about his J2s and what splendid cars they had been.

Alas, Prescott was a typical J2, easy meat in 2nd gear, but too steep to pull away in 3rd when you change up. The J2s were not impressive. After Mel and I had completed our runs, the commentary was "I'm afraid some of the power has ebbed away over the years". The J4 and K3 competing were quick, at least until the K3 deposited most of its engine in tiny pieces on the course.



What do
you think this
tool was used for?

AUTOLOG 1963

Sun 1st Sept. I revarnished the dashboard, then proceeded to take the rear axles to pieces, and found that one replacement half shaft and hub was needed, near side. Also after taking out the bearings, they were found to be worn in the hub carriers. I tried all combinations of bearings I have, but no good. I cleaned them out with petrol and packed them with grease. Also had a look at the Morris bearing and hub carrier, which is much deeper with a bigger depth of bearing, and longer studs for holding on the hubs – it might increase the track at the rear if fitted, and the wheels don't rub. Replaced dashboard, with painted beading and wired up the ignition circuit.

Mon 2nd. In the lunch hour, I went up to Sports and Specials (*in Elnathan Mews, Paddington*), and saw Fred Moyes. First of all we discussed Toulmin oil seals as someone had been in complaining of Toulmin's charge. I got my half shaft and hub (£3-10s) and the two bearings (£2-10s), not leaving me much. In the evening I took them to pieces, and fitted the new U.M. oil seals, 4/- each, but found one to be so worn and rusty that on cleaning it out, it was no good. Put the offside hub, wheel etc. back.

Wed 4th. I took the dud bearing back to Sports and Specials, and got another, also took along my various vertical drive housings to compare them with his. There was a bloke there with a PA, who was complaining about steering boxes, as his was Marles-Weller, and was even threatening mildly, which I thought most unsportsman like, as they are always as helpful as possible. Collected my new number plates, £2-15s, which is quite a lot. Fixed the new bearing which was slightly worn inside, but not serious. Fixed up the whole of the rear axle now. One bonnet side to work on. I fitted the front number plate, but had to drill through the chassis at the rear, and then I found that I had no bolts to secure it.

Sat 7th. In the morning I had stopped at Harmers (*the local scrap car dealer*) for a look at the 17" wheels he has, but he wasn't willing to sell them, as he made excuses that they wouldn't fit. I was also quoted about £10 for a respray for Annie (*the PA 2-seater, AJJ 577, that I was restoring at the time*) if all the work was done previously, by Parkfoot (*the local Austin/Morris dealer/garage*). They still have not found my wings,. After going to Sevenoaks, I went towards Penshurst Place, to find a scrap merchant I'd been told about, but just out of

Hildenborough I noticed a beautiful TF outside a house, so I turned round and went in, and introduced myself to a Robin Mace, who is an MGCC member. His TF 1250 was a lovely job, very clean and chrome everywhere; only blemish being a rear wing that a lorry had bent. In the garage, under a tarpaulin, was a professionally rebuilt PB body, to go on the car that he is rebuilding. Then in another shed, was his M-type. Sept. 1930, so just Vintage.

The dashboard was a lovely piece of work, being made up by Robin, titles relettered and an abundance of chrome, original type glove box, all lined. The boat tail and every body bit from the doors back were off ready for re-fabricing. His tail had been chopped when he had it. Petrol tank gravity feeding from under the scuttle. He had a new radiator body made up; not quite the honeycomb type, and universal prop shaft joints, like the Austin 7s, oil filler on the off side of the crankcase.. Single carb to inlet and exhaust manifold, combined on the near side. Exposed oil filter to the front near side, washable gauze type. Different type of chassis from the Js and Ps; no rear spring extensions.

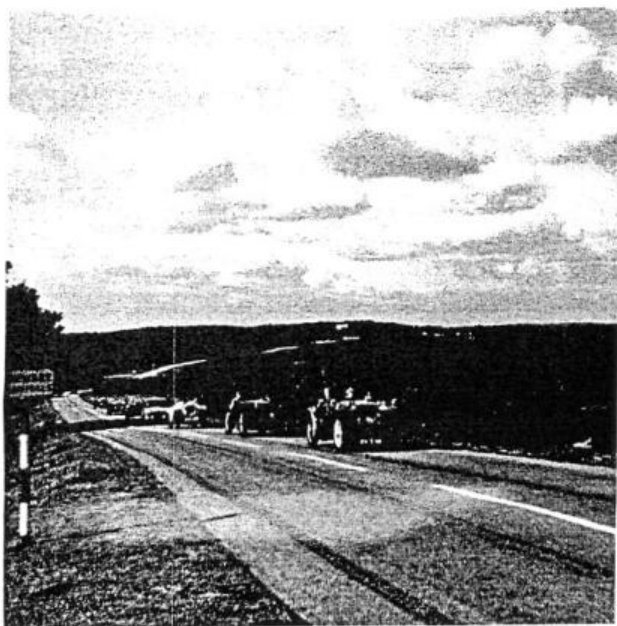
Many things are original, from the Rotax electrical cut-out to the bonnet catches to the front apron. He is an absolute glutton for originality. He had re-upholstered the seats himself, and pretty well too. The electrics were wired up, so he started it up, and brought it out. It sounded very sweet. Large diameter exhaust.

He also took me inside and showed me all the various instruments that he had had reconditioned, and rechromed bits for his PB. After about three hours I left, to return next Sunday for some running boards for Annie (*the PA restoration*), that he has spare. In the evening I began the rewiring, after being enthused by Robin.

Sat 28th. (*Day of Triple-M Beaulieu Rally*) I'd arranged to meet Derek ?? from Croydon at 7.15 at Godstone green in his white PA 2-seater. It took me ½ hour with a stop at Godstone for petrol, having come from Sevenoaks on the 'spare' tank. Derek was a bit late; his PA is basically good but the rear wings have been cut and patched. We got to Guildford in one hour, and that wasn't hurrying. As we were too early at Winchester, we stopped for a morning snack, and then joined the Winchester road a few miles out, and found a lay-by to wait for the MGs from Staines that were due to come by at 11.15. I polished up my car, which looked much better. We joined the Staines group, being on time, and then a little later having closed up with them, they stopped, as Mike Allison's NA had shed and run over its

silencer.. It was great fun driving with the other 8 MGs, including a C, PA 4-seater, PB,. I got some photos from the driving seat, and another PA 4-seater; and then when we were all together, before Beaulieu, I shot ahead and got some photos of them streaming up a hill. Mike Harris didn't turn up; later Mike Hawke turned up from Bristol, together with a PA Airline coupe in poor condition, but very nice. There was also an L2 that I'd seen in South Wimbledon lately. Bob Dickie came in a modern car as Bellamy (*the owner of the Ashton Rigby car*) has found the L2 more reliable than his Chain Gang Nash. Brian Dermott is selling his PA, as with his Healey Silverstone and fiancé, it is too much to support. Robin Mace also came down to look at the two M-types there, not as good as his, but they are on the road.

There was a very nice PA 4-seater, that was in the hands of its third owner, the second being a Roll-Royce coachbuilder, who had rebuilt it, and had had it for 26 years. Sid Beer was also there in his NE, with 2 sons, also a K3. Two F-type 4-seaters and an F saloon for sale. I ran out of film and couldn't get any more. There were about 25 Triple-M cars, a pretty good turnout. After the prizes, Derek and I started home; we stopped at a very nice pub near Winchester for a snack and a drink. Derek was having trouble with leads jumping off; I said goodbye to him in Godstone, and he turned off in Limpsfield. Car went pretty well, oiling up twice slightly. Sid Beer left after us, and came romping past later in his NE.



Further J2 Tales – from Mike Hawke

In 1971, the Fraser Nash section of the VSCC, organised a raid to the Nurburgring. On their way home, they stopped of at Vaals, and took part in a hill climb, organised by the Koninklijke Nederlandsche Automibile Club. There was a pre war class, which the visitors expected to be exclusively for Nashes. "But when we arrived at the hill, we discovered that there were three local entries in the same class as the Nashes"

"Rob Leclercq, president of the combined Belgian and Dutch vintage car clubs, brought a J2 on a trailer. This car had some interesting features, apart from a Ford 10 engine (with Ford 8 head). The front hubs were on the wrong sides, so that a wheel fell off, the tyres were Avons and Goodyears, over which Pirelli Cinturato had been carefully painted, and his bonnet strap bore the genuine signatures of Fangio, Surtees, Hill and Hulme – surely the ultimate go-faster goodies"

Never the less the car completed two timed runs up the hill. Does anyone know where this car is now, and which J2 it is?

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MECCANO

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It Had Been Done Before!

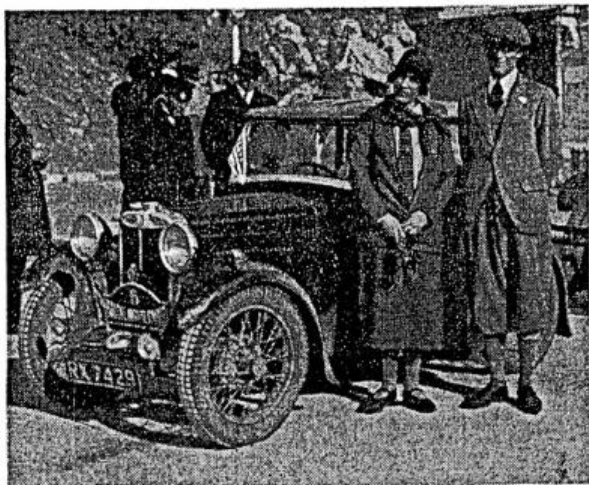
I would like to recall to your minds the Monte Carlo Rally issue of the *M.M.*, that for January last. You will remember that in his article on his Rally experiences in that issue Jack Reece wrote that no British motorist had ever got an 8 h.p. car to Monte on time before he and his cousin Peter Reece did this in 1951. There has been an interesting sequel to this claim, for it appears that after all they had been forestalled.

This I learned from Sir Francis Samuelson, who wrote to tell me that he completed the Monte Carlo Rally on time, after a trouble-free run, in an MG Midget Coupé 20 years before Mr. Reece's first run with a Ford Anglia. He added that the engine of his car was actually of smaller capacity than that of the latter.

Sir Francis started from John O'Groats in the 1931 Rally. "I drove the whole distance without relief myself," he wrote. "I was accompanied by my wife as navigator, but she did not drive. We had a lot of snow in Scotland, and then rain for all the rest of the way, and I had to keep the wind screen wiper going for the entire trip. The sun came out as we approached Monte Carlo, as can be seen by the enclosed photograph of us waiting to check in at the finish."

Here is the photograph to which Sir Francis refers, and I am very glad indeed to have the opportunity of reproducing it and of bringing this fine effort to the

attention of readers. When I told Jack Reece about it he said that he and Peter were both interested and awed. He added



A Monte Carlo Rally picture of 23 years ago. The car is an MG Midget Coupé, in which Sir Francis Samuelson, Bt., and Lady Samuelson completed a trouble-free run in 1931. They are here seen waiting to check in on arrival at Monte Carlo.

however that he was not as surprised as one might think, as he had had the pleasure of competing against him in the 500 c.c. racing world, and knew only too well what a hard and very experienced driver he had often proved himself to be. Every reader of the *M.M.* will join with Jack and Peter Reece, and with myself, in congratulating Sir Francis and Lady Samuelson on their feat of 1931.

The Editor

YOUR LETTERS

From Richard Martin

Dear Phil,

I was very interested to see the Photo of Bill Cullen's new restoration project in the Feb. '02 Bulletin.

I knew of the existence of this car when I lived near the previous owner, but never actually saw it.

Congratulations on the new look Bulletin – it makes a super read.

Best regards

From Jay Hall

Dear Phil

Reference items in the December Bulletin:- Page 7- the car is the Bendle Special (not Bendall). Nigel Musselwhite assured me that the engine in this car is definitely NOT a K3. I think he said it was an N-type.

Re Robin Gordon's letter: - can you get a print of Service Letter 7J; mine has got destroyed (*I am currently trying to find my copies of the Service Sheets, and will get them printed as an insert in the Bulletin – Ed.*). This is of use in setting the valve clearances by the only approved method of stem grinding.

I have other comments, if you wish re the bush position. Depends if the bushes have circular oil grooves or just drillings – if you wish I have my notes of the M-type set up.

(This sounds of great interest and we shall be pleased to see the information, and indeed any similar information that members can pass on to their fellow sufferers! – Ed.)

Cheers for now.

From Gabriel Ohman

Dear Phil,

What a wonderful thing to have the Bulletin again. It must have been some thirty years ago, last time.

I liked the look of it too, very nice cover in colour and all, very pleasing. It inspired me to look for some of the early ones I still have.

I did find a copy of number 33 1968 and at that time the logo in the head was "Triple M & Vintage Bulletin".

I noticed that Stuart Milton wanted rear shocks for his K, and Graham Wadson was trying to interest people in M-type aprons and side valances in fibreglass! I bought a set from him later (for my blue car) but in steel, thank God.

You also had an introduction of Terry & Barry Bones and the enormous piles of M.G. stuff they had in their Boneforest. They liked cigars at that time...God Lord if you forgot to bring cigars from the ferry! In number 35, Colin Butchers introduced "a young and enthusiastic Colin Tieche, with father, both with J2's as new members". I remember meeting Colin first time 68/69 in the Boneyard. I think he was in his fathers supercharged J, and a grey tweed coat, and looked very modern with sideburns. We where impressed, Björn-Eric and I!

Nigel Musselwhite was selling the cylinder head from "Shinio" with a comp ratio of 11/1! I didn't think it was possible to shave an M-type head that much, he must have had some very special pistons to go with it and I still wonders how the crank looked? It must have been as a J4 or C at least.

Well, those old bulletins still give you inspiration and tips and I am sure the new ones will do it again.

This idea with British stamped envelopes at that time made it very difficult in the long run for a Swede to cope, but now you have solved the problem it in a nice way, thank you.

I showed the "new" bulletin to Björn-Eric Lindh, while having lunch in Stockholm city today, and he was very impressed, and I am sure he wants to be on list too.

Best of luck.

From Mycroft Perry (As sent to Andrew Bradshaw)

Dear Andrew

I have only recently joined your club, as you can probably tell from the membership number (100001) I missed out on a lifetime subscription by 1 member! Oh well such is life - well done to whoever was just was just before me! I wonder if anybody out there can help me to fill in the gaps regarding the history of my J2. The details, which we have ascertained from the MMM registrar and historian so far, are as follows: -

Original reg. VJ5852 registered in Hereford on the 17th January 1934. Chassis Number J4125. Engine number 2705A. (There seems to be a chance that this engine is a replacement, as I have had an unsubstantiated rumour that, when the car was in the USA, it had a Ford engine). Date of Manufacture 07/10/33. Supplied to Imperial Motor Mart, Cheltenham, and from there to dealer Reg. Brown of Hereford, on the 24/10/33. VJ5852 was then sold by Reg Brown to a Leslie T.F Roberts on the 09/03/34. She was originally Green in colour, with standard 2-seater bodywork. Other known owners have been C. Mackensie and R.J O'Mally (USA). She also apparently appeared in Classic and Sports car 02/89, and also Practical Classics page 112 June 91.

These are the only facts of which I am aware of the 70 year history of my trusty MG. I have owned my little J2 since my 21st Birthday. She was bought for me as a gift by my Father, at a Walton and Hipkiss sale on the 2nd March 1991. As you can imagine, to drive around the country lanes of Warwickshire in a stunning little MG was a great way to spend my 21st year. When we bought her, she was in very original condition with little sign of restoration, much more a case of "fix it when it breaks" maintenance. I used her regularly whilst I was at Agricultural College in Cirencester, and since then she slowly deteriorated in condition, and late in 1999 she became most impractical to run. Once again my parents came to the rescue, suggesting that an appropriate 30th birthday present would be to help me toward the costs of restoring my car, and so the help of MMM expert and friend Andy King was sought, and a ground up restoration was commenced. Andy is now nearing completion of the restoration, and I will write again with photos and a more detailed description of the works carried out.

Keep up the good work and keep motoring

From Ian Goddard

Dear Phil

Please forgive the first name familiarity, but having been an MGCC member for 30 years odd, I have read about your cars and rebuilds so much that it seems that I do know you. You don't know me, and in the years it took me to get my F-type on the road, you had built a whole garage-full!!

At all events, the primary purpose for writing is to get me in on the Bulletin circulation list and I enclose 8 envelopes. Why 8/ - well the last one I have is June 2001, picked up at Silverstone, and I would appreciate a mailing of any more since then, as well as this years. *(As mentioned in the editorial, all back issues are available from Malcolm Green, our Librarian, address at back of the Bulletin, for £1.50 each, inclusive of postage - Ed.)*

I have a further favour to ask, although this may be one for Malcolm Green. I believe that many years ago, Geoff Coles wrote the definitive article on how to keep your ohc engine leak-free. I would truly appreciate a copy. *(I think this was in a past Infoletter/ Bulletin - I will see if it can be found, unless someone can put their finger on it straight away to help us out - Ed.)*. And has anyone done an equivalent article on optimising brakes? *(Geoff Coles also did one on brakes I seem to remember - Ed.)*

Here's to enjoying ohcs in 2002,

Yours sincerely

From Walter Kallenberg

Dear Mr Bayne-Powell

Thank you very much for your Bulletin. This is the best information about MMM cars I have ever got here in Germany. Many thanks to the Register for the 40th anniversary meeting last year. For a member from the continent it was very expensive but interesting and well organised.

Our drive back on Monday morning after Silverstone was a disaster. Just before a roundabout on the A14, our front axle cracked, and we lost the left wheel. Everyone who owns a MMM car, I think, could imagine how difficult it was.

Our drive back on Monday morning after Silverstone was a disaster. Just before a roundabout on the A14, our front axle cracked, and we lost the left wheel. Everyone who owns a MMM car, I think, could imagine how difficult it was.

The axle had three cracks, one very old with a little bit of paint in it, a younger one and a very fresh one. But with help from good friends in England, K0311 is now back on the road. Have just got a fresh re-con Marles-Weller steering done from Mike Dowley.

One question to Dutch members of the Register; has anyone pictures or information of K0311 in Holland? We are very interested to find something about our car. (*The address is Therbeckenring 1A, 45359 Essen, Germany – Ed.*)

Best wishes

From Ralph Clarke

Dear Phil,

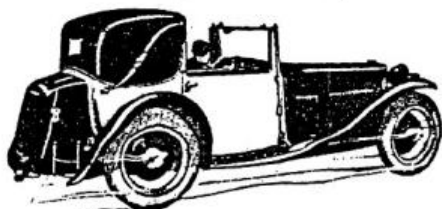
I have received my copy of the Triple-M Register Bulletin. I must congratulate you on the new look, the excellent reproduction of the photographs, and the text format.

The 'for Sale' and 'Wanted' columns are of special interest to us Triple-M starved colonials. The down side for us is our terrible exchange rate and hawk-eyed custom officials.

I miss my R-type, chassis No. 0255, which went to England last year (*and was sold at Auction to an Englishman, I understand, who proposes to get it out on the tracks – Ed.*) I console myself with my PB and NA, currently under restoration. (*At least you will be able to use them on the road – Ed.*)

With best regards

(*See front cover for Ralph's lovely R-type in beautiful surroundings – Ed.*)



From Colin Smith

Dear Phil,

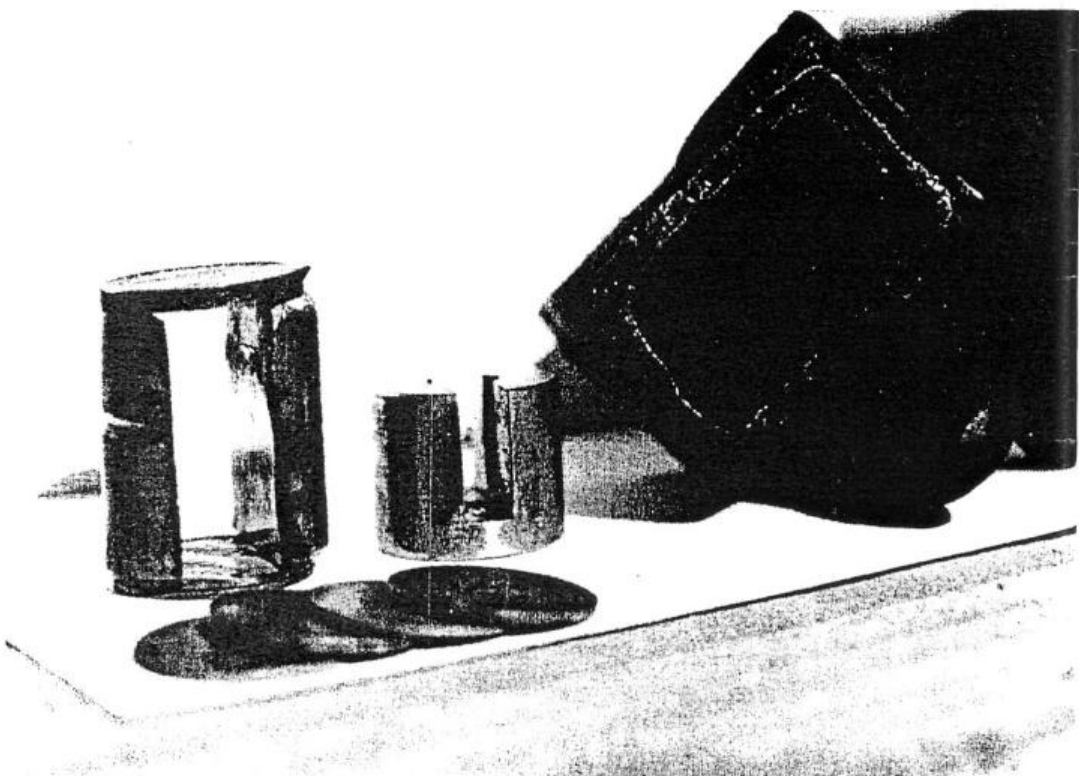
I enclose a photo of a trunnion (and carrier), which I took apart for the first time recently.

The ends, or sides, of the trunnion had completely worn away, and been replaced by 4 pennies on each side!

I have also shown a new trunnion alongside, to show what they should have looked like. *(See photo below. This shows what will happen to your trunnions through lack of regular oiling – Ed.)*

Keep up the good work.

Best wishes.



TIPS AND HINTS

Bernard Bryant (40 Worcester Road, Tilton, Stourport-on Severn Worcs, DY13 9PD. Tel/Fax 01299 828171) can provide classic electrical spare, such as bulbs, rotor arms, condensers, points, brushes and bushes.

Chrome Restoration Services (38 Coronation Road, Stafford ST16 3JR, Tel. 01785 212878) are specialists in chrome plating to show standard. They will plate onto steel, brass, copper and cast alloy parts. The work can be turned round in 2-3 weeks.

Yorkshire Chassis Services (Unit 6, Holly Park Mill, Wood Hall Road, Calverley, Leeds, Tel. 01132 5711340) are manufacturers and repairers of any make of chassis.

Air Flow (Crown House, Faraday Road, Newbury, Berks, RG14 2AB. Tel. 01635 569569. Fax. 01635 510009. E-mail Alistair.flack@dial.pipex.com. Web: www.airflow.uk.com) produce a battery conditioner which charges a battery up to 13.8 volts, by checking the condition of the battery and cutting in and out to gradually top it up without overcharging – said to be the only charger to do this. Cost £39.99. They also do a portable Power Station which can be used as a battery charger, an engine jump starter, or as a portable 12volt power source for any equipment; Cost £69.99.

They also produce the Airchamber for sealing up your car; this has a rigid frame allowing you to drive your car in as well as getting access to it once it is in. Fan provide 50,000 litres of clean, dry, and filtered air every hour. Running costs are less than £0 a year. Cost for a 4.15 x 1.8 x 1.8m unit £448.

Dry-it-Out, (5 Gail Close, Walsall Wood, West midlands, WS9 9RH. Tel. 01543 373646. Fax. 01543 360399. Web: www.dry-it-out.com). Produce a wide range of dehumidifiers Their MJ-E16P which I looked at when at the Classic Car Show, costs £299 and costs 2p/hour to run, although this of course is not continuous once the moisture is initially removed.

Enginewise (3 Venture Business Park, Gilbey Road, Grimsby, DN31 2UW. Tel. 01472 347400. Fax. 01472 267647. E-mail: sales@enginewise.co.uk) provide complete solutions to storing and protecting engines, such as workshop dehydration kits, engine closure kits, and engine dehydration kits; also a special oil, V2K for putting in your engines, gearboxes and even fuel tanks when your car is to be laid up for long periods, costing £10 for a 125ml bottle. Dehydration plugs are installed in the plug holes to eliminate the build up of moisture in the engine, at £17.50. The dehydration kit consists of sachets of desiccant to control humidity, sheets of multi purpose inhibitor for protective wrapping of parts, and heavy duty polythene bags with ties for creating a closed environment for the desiccant and inhibitor to work best. The engine closure kits consist of plates to bolt across inlet and exhaust ports, carb. flange/inlet manifold, oil filler/breather, petrol pump; the cost for a J2 set is £29.99

For Sale

Guy Harris 58 (Royle Close, Chalfont St. Peter, Bucks SL9 0BB Tel 01753 887721) has 46 copies of Practical Motorist from June 1954- February 1959 available free to a collector, also Thoroughbred and Classic Cars from December 1975- December 1976, bound. Suggest small donation to charity.

Alan Whitham (Lea Bank, Damage Lane, Lea-by-Backford, Chester, CH1 6Nu Tel. 01244 851605) has for sale 1932 C-type replica. This is a rebuild project based on a J-type chassis with C-type side rails, with many original/restored/new parts conforming to C-type specification, including front axle with stubs, new king pins/bushes, front hubs, new springs, spring plates. Adamant steering and drop arm, steering arms, track rods/drag link, steering wheel and boss. Rear axle with bracket to springs, new half shafts, springs, splined hubs, hub bearing carriers and spring U-bolts; replated knock-ons; good 8:43 differential; set of 12" brakes with new shoes and linings, hand brake assembly with c pivots; 3 19" wheels (two with new tyres and tubes0; four cycle wings; AA engine with large oil pump; C radiator mounting and some new components, but needs crank, pistons, rods and

camshaft, New bonnet, radiator shell, petrol tank and cradle, dashboard, wingstays and instruments; all electrics, headlamps, switches, starter dynamo, distributor etc And more. Exceptional opportunity and good value at £7500.

He also has for sale:-

PA chassis complete with trunnion boxes; straight and in excellent condition; £1250.

ENV Pre-selector gearbox, dismantled, with some smaller components broken or lost. High ratio gears; £275.

N-type crankshaft with flange and nut, crack-tested (free), minus 25 thou on mains and ends, needs moderate regrind; £275.

P/N type con rods (3); £75.

T/N front axle, good; £175 with stub axles; £175 pair.

T-type rear axle with hub bearing carriers/bearings; £200.

Pair of rear back plates, shoes and springs; £30.

Pair of hubs and half shafts; £125.

One only P/N/L brake shoe; £10.

Philip Bayne-Powell (Kimber Cottage, Glaziers lane, Normandy Surrey, GU3 2EB, Tel 01483 811428) Has a new P-type gearbox undertray; £35. Also new KE 965 tulip inlet valves with cotter grooves, £2 each.

Wanted

David Brown (Charmwood, Marley Lane, Battle, East Sussex, TN33 0RE Tel. 01 424 870336) is wanting the following P-type bits:- front engine housing, vertical drive oil drain gallery, camshaft bevel gear, and camshaft pedestals. He also asks if anyone has drawings or details of the 30mph warning lamp fitted to the PB.

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Anglia: Mike Linward, address above.

South East: Roger Thomas, Firs Cottage, Pirbright Road, Normandy, Guildford, Surrey.GU3 2 HU.

South West: Alan Grassam, The Old Post Office, 7 Broadside Villas, Hardington, Yeovil, Somerset, BA22 9PJ.

North West: John Goodacre, 19 Albany Avenue, Eccleston Park Prescot, Merseyside, L34 2QN.

Abingdon Works: John Harris, 45 Witan Way, Wantage, Oxon, OX12 9HB

Tyne Tees: John Duncan, 5 Jesmond Dene Road, Jesmond, Newcastle-on-Tyne, Tyne and Wear, NE2 3QJ.

Ulster: Mike Wilson, Summerseat, Marino Station Road, Holyrood, County Down, BT18 0AH



Keith Burry's PB (0704)

Photo: K. Burry



M-type as restored by Dave Cooksey and then to Gerry Goguen

Photo: Editor



NA Airliner Coupe as bought by the Editor in 1970s

Photo: Editor



Geodesic timber - the complex frame under the Airliner coupe's smooth outer skin.

Photo: K. Portsmore