

TRIPLE-M REGISTER BULLETIN



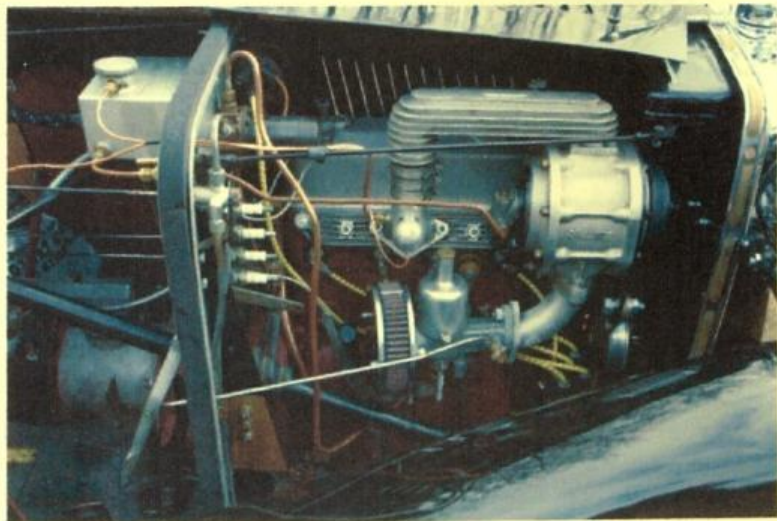
APRIL 2007





A matched pair of Jarvis cars at Brooklands - M-type and F-type

Photo: Editor



Nice original Centric blower installation on William Opie's PB

Photo: W. Opie

TRIPLE-M REGISTER BULLETIN

April 2007

EDITORIAL – Phil Bayne-Powell

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First off I would like to apologise for the poor cover to the February Bulletin; This was due to the fact that it had to be photocopied (rather than printed straight off the computer) because I could not get my new computer to get the printer to produce more than one copy at a time. This has now been sorted, and hopefully we will have our usual crisp photographs again.

We have now had our AGM (see report later in the Bulletin), and with it a new Treasurer signed up, in the form of Paul Duncombe. Paul has been active in the Triple-M world for a good many years with his P-type, ably assisted by his wife Valerie, who you may remember used to help out at The MG Car Co when she was younger. We thank the retiring treasurer, Keith Hall, for all his hard work over the past years, and keeping us in credit, as well as building up a good monetary fund. This enables us to lay on such loss-making events such as the 40th anniversary celebrations.

Charlie and Jackie Hayter are standing down as our librarians, and their place taken by Peter Hemmings, who is the son-in-law of Charles Shepstone, that well-known Triple-M enthusiast in the West Country, having married Charles' daughter, Celia. They campaign Charles' old K1 tourer, and are seen around at most big meetings.

Our co-Yearbook Editors John Reid and Roger Thomas, are also standing down when they have produced the 2006 Yearbook, after three years of maintaining the excellence of the Yearbook, and we are currently looking for their replacement. So if you think you would like to take on this prestigious role, please contact a committee member. Every assistance will be given over the publication arrangements that have been so successful in the last few years.

Front Cover:- The Editorial N-type saloon at the Brooklands MG Day

The MG Show at Stoneleigh was a great event as usual, with quite a few stands with Triple-M content. There were C-type owners everywhere, in all nine people, with the two new owners, Ron Grant and Oliver Richardson sporting huge grins from their latest acquisitions. The ex-Le Mans car (C0291) was there on show, prior to auction, with a suggested price of £150,000!! This car was driven by Ford and Baumer in the 1933 event and finished 6th overall, covering 1482.15 miles and averaging 61.7mph; they also came 2nd in the Index of Performance. The high price is probably due to the fact that it is eligible for the Le Mans Classic events, just as any car that is eligible for the Goodwood Revival meetings commands a premium when up for sale.

However if you want a cheaper C-type, Hall and Bradfield are offering C0261 at £120,000! This is the car Hamilton crashed in the 1931 Ulster TT, and Norman Black drove in the 1932 TT. There is also a C-type for sale from the Gene Ponder collection in America, but this is NOT a genuine car.

Paul Duncombe tells me that we have a good core of entries for the Brooklands Centenary weekend event, but would like to see more entries to make this a truly memorable occasion.

The entries for the Pre-War Luxembourg Rally closed in February with the 40 cars signed up, so if you have not already entered, you are too late.

Great progress has been made in the Editorial garage in the last two months. The N-type saloon has finally finished its ELEVEN year restoration, with all jobs crossed off the list. It has now passed its MOT and is road legal, and I am now sorting out the few little jobs that you get with a restored car, like water leaks, oil leaks and the correct needle for the blower. It has now done over 30 miles and is a joy to drive, with plenty of power from the blower, and hardly any body roll on the corners, which I was fully expecting. It will have been at the Brooklands MG Day by the time you read this.

We also managed to complete the Jarvis F-type, having been wired up in three days flat by my retired auto electrician. The engine runs and it passed its MOT test, and was taxed just in time to get to the MG Day as well. It had a few leaks to water petrol and oil as is usual with a new car, but is lovely and smooth.

March Committee meeting and AGM

Our esteemed Treasurer, Keith Hall, gave his last report, after 20 years of looking after our accounts. Last year we had a turnover of £28,000 and netted a profit of £1619. However Keith pointed out that the Bulletin costs are draining our reserves by £1200 a year, and after 6 years, proposed that we charge to a subscription to cover our costs. This was discussed, and the proposed new system is explained later in the Bulletin. Our three Triple-M events only lost £119 overall, which was felt very acceptable. The library made a profit of £1600, (compared to £2640 in 2005), while the overall profit for Books and Publications, i.e. Bulletin and Yearbook added to library sales made a profit of £1518 compared to £3849 in 2005. Our new treasurer, Paul Duncombe was welcomed to the fold; his contact details are on the back page.

The Registrar highlighted a problem with cars that may have most of the original chassis, but no front knuckle with the original chassis number stamping, which is owned by another person, who intends to produce a car with the front knuckle attached to a new chassis. The Register has always maintained that the car is designated by the chassis number on the front knuckle. Much discussion took place with no real solution. Bob also told us that DVLA have issued V5 log books to two cars with the same chassis numbers, despite all the tightening up of registrations. K2001, which has been the subject of much correspondence, is now up for sale with Malcolm Elder, and the Chairman is shortly due to inspect the car and chassis number. Surprisingly we were informed that only 40% of the owners of Triple-M cars are MG Car Club members – Bob keeps a record of all cars worldwide, not just those owned by MGCC members.

Our librarians have retired, and the new Librarian is Peter Hemmings, who was welcomed to the committee. His details are on the back page. The J3 booklet produced by Ed Taylor was so popular that we have ordered some more, which should have arrived by now; so contact Peter to get your copy at £12 each with post and packing.

Our Co-editors of the Yearbook promised that the 2006 Yearbook will be ready for MG Silverstone. After that they are retiring and new editor/s are urgently required for next year's publication.

The Register has been asked to write up a buyer's guide to Triple-M cars for Safety Fast, on the lines of that recently done for the T-type; your Editor has accepted the challenge!

Len Goff has been delving into the history of K3015/2, which is the ex-Dudley Gahagan single-seater, now rebuilt to Mille Miglia specification by Peter Gregory, although this factory replacement chassis never saw Italian soil! Len is publishing a booklet on the car, which will be for sale shortly, at about £40.

Mike Hawke's Booklet on the J-type is being produced in time for MG Silverstone, and will cost £25. Mike will be on hand there to sell and sign copies. Also available is the K3 booklet, produced some time ago by Max Zingg on his K3014, which is now owned by Colin Alderman, from whom these booklets can be obtained (Windrush Cottage, Old Minster Lovell, Oxon, OX8 5RN).

Peter Green confirmed that his Summer Gathering will be on the 15th July. Also 26 historic Brooklands cars have been selected for the Brooklands Centenary display on the 17th June. Paul Duncombe confirmed that the cost of entry to the Brooklands Centenary on that day will be £30 per person. All tickets must be ordered through Paul (NOT Brooklands), with cheques made out to "Brooklands Museum Trust Ltd", and Paul will co-ordinate and issue the tickets.

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Should you have a problem that needs sorting, or a project you would like to discuss, why not give me a ring or arrange a meeting.

Brooklands MG Day

The start of the season is usually heralded by this annual gathering at the home of British Motor Racing. This year there was an especially good turnout of Triple-M cars including some rare models, probably nearly 40 in all. We were all gathered in the paddock in front of the Club House, whilst the later MGs were parked outside the hallowed portals!

Saloons seem to be making a come back; as well as our N-type saloon on its first outing, there was Jim Colliers lovely J1 saloonette and Peter Prosser's unblown KN saloon complete with period trunk at the rear – his blown KN saloon is too powerful and is being fitted with a smaller blower!!

Mike Gooch and Bob Hudson were there with their C-types, and Peter Green brought the Ex-Dick Seaman/Whitney Straight K3, which sounded better than ever as it blasted up the Test Hill.

The Editorial Jarvis F-type made it, with just 20 miles on the clock, having been MOTed only five days before, and taxed only three days before. This was complemented by Partick Gardner's lovely Stiles F-type. Alan Hogg's ND was joined by the Editorial ND, and Peter Hemmings brought his KN tourer to complement Martin Warner's blown version.

There was also a Peter Gregory made Q-type replica with 1100cc engine and blown at 18psi, which we heard was a handful on the road. All these cars were joined by a good variety of P- and J-types, with one M-type seen.

There were runs up the Test Hill to create some interest, and in the afternoon there was a cavalcade of cars paraded around the new roads of Mercedes World on the other side of the River Wey, which runs through the site.

Prize giving for the concours followed the cavalcade, the results of which were:-

Car Of The Show	K3	Peter Green
1st pre-war class	NA saloon	Philip Bayne-Powell
2nd pre-war class	J2	Colin Henderson
3rd pre-war class	PA s/c	Paul Duncombe

STOCKPORT HONOURS CECIL KIMBER from Ray Masters.

As most of us know, Cecil Kimber spent some of his youth in the Borough of Stockport, Cheshire, and attended Stockport Grammar School.

Recently, the Borough Council, along with the local Heritage Society, asked for nominations for a Blue Plaque scheme, whereby plaques are mounted on outstanding buildings in recognition of certain individuals. In a recent poll for this purpose, Cecil Kimber polled the second highest number of votes out of ten nominations. This is, I feel, a fantastic result, and gives recognition to the achievement of C.K. in founding the MG Car Company. The plaque will be mounted in early May, I understand, on the house in Shaw Road, Heaton Moor, known in his day as 'Moorfield'.

It is hoped that some MGs of his era will be present at the ceremony, but at this stage it is too early to be sure. I fully intend keeping my ear to the ground regarding this event, so that some representation of Triple-M cars can be made if possible.

If, in the future, anybody wishes to come and view the plaque I extend a very warm welcome to visit myself at the same time, as I live about half a mile from C.K.'s house, and would be quite willing to provide 'tea & cakes', and chat about Triple-M cars!



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(Brooklands Centenary Rally)

15th-17th June 2007.

This event, the Triple-M Register's main event for 2007, has been timed to coincide with the start of the Brooklands Centenary celebrations on Sunday, 17th June 2007. The hotel base for this Triple-M weekend is at Beaumont House in Old Windsor, which is a ten minute drive from the historic town of Windsor, and about a twenty minute drive from the Brooklands Track and Museum, and has enough rooms to accommodate everyone who wants to attend.

The weekend will start during the afternoon of Friday, 15th June, with the registration of entrants. During the evening, after dinner, there will be a film show, which will include some Brooklands films. This will be followed on the Saturday morning with a leisurely drive through the Chilterns to Waddesdon Manor, which belongs to the National Trust.

Following a relaxing time looking around the house, which contains a vast collection of art and furniture, as well as the renowned Victorian gardens and the rococo-style aviary, we will return to the hotel for the evening Gala Dinner.

On the Sunday morning a short drive, of approximately 20 minutes, will take us to the Brooklands Track and Museum, where we will be able to enjoy all the activities of their Centenary celebrations. We hope to include a drive in your Triple-M car around as much of the original circuit that remains today, linked with other roads to make a circuit.

Entry forms and other details are now available via the Triple-M Register's website. Those requiring entry forms by mail should contact Paul Duncombe at Old Forge Cottage, 140 Braywick Road, Maidenhead, Berks, SL6 1CJ Tel. 01628 629786 or by e-mail at Dduncombes@aol.com

The Brooklands Centenary Celebrations - Triple-M cars attending the Brooklands Centenary Rally will have special contiguous parking on Sunday 17th June in the Brooklands Heights car park, which is adjacent to the Museum site. Entrance to the car park is only accessible via Brooklands Road (B 374). A portion of the car park fence will be removed for easy access to the Museum.

On entering the Heights car park, marshals will direct our rally cars to our special parking area. We shall be known as 'participating spectators'. There will be ad hoc mixed parking for pre 1940 MGs (that are not attending our Rally), and other pre 1940 cars in the same Heights car park. Windscreen stickers and car parking details will be sent out with tickets issued by Paul Duncombe.

Grandstand seating will be set up for spectators to view the display cars running on the MB tracks. Ex Brooklands race cars will also be driven on the section of track known as the Byfleet Banking. A cavalcade of Edwardian (pre 1907) cars will take place around midday on the 17th June; this will replicate the cavalcade held on precisely the same day 100 years earlier.

The Museum is hoping to allow pre 1940 cars, which of course would include our Triple-M cars, onto the track during the day.

The Mercedes Benz call centre on 0870 8506639 (intended for people attending in post war cars) is being updated to filter out any pre 1940 cars calling that number.

If the numbers of pre 1940 cars threaten to overwhelm the Museum site parking and its surroundings, it may be necessary to curtail ticket sales for these cars – buy early to avoid disappointment!

This will not be an ordinary day out at Brooklands. The weekend, and especially Sunday 17th, will be an exciting day with a lot terrific things happening. There will be the most comprehensive display of ex Brooklands cars since the 1930s, fly-pasts (to be confirmed), trade stands, car demos, food stalls, track driving, circuit driving. After all this you will be looking forward to the Bicentenary!

It has been arranged with Brooklands Museum Trust, that Paul Duncombe will provide tickets for all people wishing to visit the Brooklands Centenary Celebrations on 16th and/or 17th June in a Triple-M car, whether they are participating in the Triple-M rally that weekend or not.

To order your tickets, (which can not be purchased on the day, and must be applied for before May 5th), please write to Paul Duncombe at; Old Forge Cottage, 140 Braywick Road, Maidenhead, Berks, SL6 1DJ. Please state the number of tickets required for each day, the model and Registration Number of the Triple-M car that you

day, the model and Registration Number of the Triple-M car that you will be attending in - this service is not available to people who do not attend in a Triple-M car.

Tickets are available at a discounted price of £30 per person, per day, for the first two occupants of a car, any other occupants are charged at £35 each. Please include with your application an A5 SAE, a contact telephone number and e-mail address. UK members must include a cheque which must be made payable to 'Brooklands Museum Trust Ltd.', Overseas members must include their Credit Card details. Tickets will be mailed out, by Paul Duncombe, at the beginning of June.

Proposed revised distribution of the Bulletin

As mentioned above, the Triple-M Register Committee has decided that the Register can no longer cover the production costs of the Bulletin, and are proposing an all in one subscription system, which will cover both the cost of production and distribution. No starting date has been agreed; the subscription figure is likely to be £6 per year for UK subscribers for the Bulletin in its current format (options being investigated into upgrading the Bulletin, but are dependant on costings). Overseas members will pay probably £10-12 per year, depending on their postage costs.

It is proposed that the Editor will not be dealing with the subscriptions; we plan to appoint a Subscription Co-ordinator (when we have found a volunteer - offers for this position will be gratefully received). He will receive the subscriptions, and generate the Stamped Addressed Envelopes, which will then be passed to the Editor for sending out the Bulletins. This will save you having to send SAE's. When your current envelopes run out you will be informed, and invited to send your subscription to the Subscription Co-ordinator.

In parallel with sending out hard copies of the Bulletin, it has also been agreed that the Bulletin will soon be available (in colour!) to download from our website; there will of course be no charge for this.

If anyone has any comments to make about the proposed changes please get in touch with any Committee Member.

Further details will be given in the next edition of the Bulletin.

FUTURE EVENTS

21 st April	Classic Kimber Trial	01761221893
7 th May	SW Centre Colerne Sprint	01275 790855
13 th May	Regency Run	01235 555552
24-28 th May	MG European Event of the Year	49 7130 4604
15-17 th June	Triple-M Brooklands Weekend	01628 629786
22-24 th June	MG Silverstone International	01235 555552
29 th June- 1 st July	Triple-M Luxembourg rally	00352 50 00 96
15 th July	Chairman's Summer gathering	01753643468
12 th August	Visit to Fawley Railway	07816 518745
?? August	Black Horse Driving Tests	01372 360078

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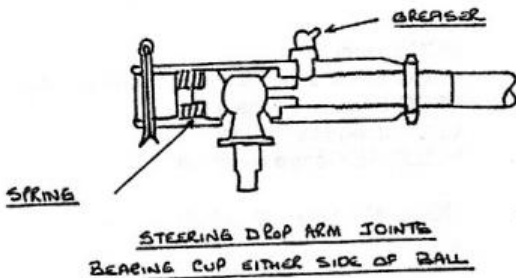


Further to February's COTY list for 2006, a number of additional results had been in my position at the end of the year, which for one reason or another, I had not processed. With apologies to all the people affected, I attach an updated list to include the 'missing' results.

C.O.T.Y. 2006 Update to Final Scores

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
4 th	2134	K1/s	MG 3094	Peter Fenichel John Dutton	92
=5 th	2011	K2/s	JO 7531	John Dutton Peter Fenichel James Brice	85
13 th	3202	PB/s	HS 8860	Peter Plaskitt Mark Boldry Oliver Richardson Edward Cottam	71
15 th	2000	K3/s	MG 3570	Peter Green Andrew Taylor	64
=29 th	1079	J2	MG 2041	Mike Hewson	38
=31 st	605	L1/s	MG 2802	Bob Jones Charles Jones	37
=41 st	2231	J3/s	YG 4293	David Kempton	30
=64 th	2741	KN/s	GSK 347	Philip Walker Andrew Taylor	18

A complete COTY list for 2006, including these amendments, will of course be part of the 2006 Triple-M Yearbook, on sale at MGCC Silverstone.



C.O.T.Y. 2007

To 7th April

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	341	M	PJ 7970	David Rushton	35
2 nd	691	NA Allingham	BYU 271	Rosemary Bayne-Powell	30
3 rd	2922	NA Saloon	963 XUA	Keith Portsmore / Philip Bayne-Powell	11
=4 th	909	J2-PA/s	FW 3909	Bill Bennett	10
"	1049	PB/s	VH8637	Gerald Burridge	10
"	739	J2	UP 8871	Colin Henderson	10
=7 th	1000	PB/s	JB 7521	Ian Williamson	9
"	1428	J2	DG 6142	Nick Bengier	9
"	162	ND/s	BKL 265	Philip Bayne-Powell	9
"	664	PA/s	BLB 209	Paul Duncombe	9
=11 th	1894	M	GC 7705	John Bevington	8
"	3272	J2/s	APG 718	Colin Bird	8
"	1883	J2	PO 8865	Patrick Gardner	8
14 th	283	M	SVS 374	Tim Hunt	3
=15 th	348	M	VU 4037	James Mumford	2
"	1537	PA/s	LV 8989	Tim Beckh	2
"	317	Jarvis M	GP 1856	Annette Bayne-Powell	2
"	749	PA/s	MG 3394	Peter Warne	2
"	1710	Jarvis F1	IU 2474	Philip Bayne-Powell	2

Results from the following events are the only ones currently included in the 2007 COTY scores to date:

6 th January	MCC Exeter Trial	Full Results
14 th January	VSCC Brooklands New Year Driving Tests	Full
17 th February	VSCC Exmoor Fringe Trial	Full
3 rd March	VSCC John Harris Trial	Full
21 st March	MGCC SE Centre Navisat	Partial Results
1 st April	MGCC MG Day Brooklands Concours	Partial

1935 NA Magnette Faux Cabriolet (Chassis NA0801)

by Keith Portsmore

Most of you I am sure will be thinking that *our Editor* has lost it, or perhaps is suffering from delusions or some other affliction. Rest assured this is not the case. The NA Saloon, or *Faux Cabriolet* that he has so often referred to in his editorials, does exist. She is now blessed with a number plate, a tax disc and insurance.....She lives!

Some years ago now I started to look at pre war saloon cars in a new light, and decided that these cars had an elegance and a right to preservation, and not to be destined for conversion into yet another single seat special or whatever. They have a history and help make the vintage landscape complete.

A few years ago now, the centre fold picture of the VSCC Bulletin was of the Paddock at Brooklands in 1935. I studied this photograph very carefully and could not identify a single open top / convertible car. They mostly seemed to be *faux cabriolet* style cars. This made me feel very good, because at the time Philip and I were well into the restoration of our co-owned NA saloon.

I had discussed these thoughts several times with Philip, and one day in November 1995 (It seems unbelievable that it was that long ago), Philip telephoned to say he had found an advert under "spares for sale" in the current VSCC Newsletter. It purported to be for a dismantled saloon bodied NA, and sounded very interesting indeed.

We telephoned and received additional information and photographs. After further discussion we decided that we would embark upon this substantial project as a partnership, and the rest as they say "is history".

We borrowed a trailer and over the Christmas / New Year break of 1995, Philip and Rosemary travelled to Kilkenny in Eire

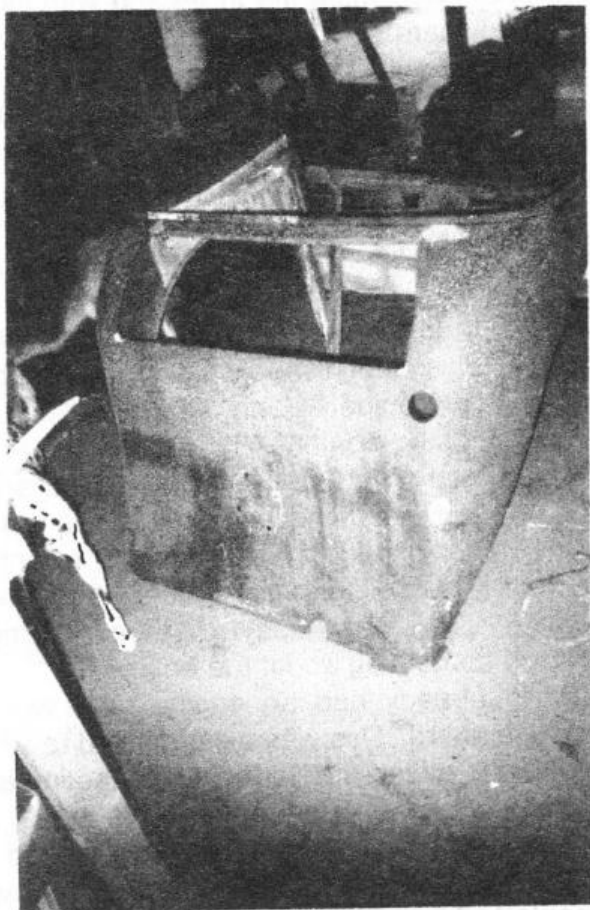
to view and purchase the car. It had been dismantled some years previously, and had inevitably deteriorated over the period. All her paint had been stripped off, and the bare metal had suffered badly.

However whilst much of the ash frame had rotted away, the steel cladding was amazingly complete, as were the doors, and roof "element". All the fittings and fixtures had survived – instruments, windscreen, hinges, catches, hardwood trims, interior trim etc; there was also an engine and gearbox of Wolseley origin, which we did not want. She seemed to have had a hard life over the rough and normally wet roads of Ireland.



The "wreck" as mocked up by the vendor to show the shape of the bodywork

Thus a project was born, and it is difficult to believe that we have spent all this time reconstructing this wonderful car. Having said that, saloons definitely take longer and unfortunately cost more also!



**The separate rear half of the body, as collected,
with very little woodwork inside.**

The documentation tells us:- NA Magnette NA0801; exported to Ireland, as a running chassis for a specialist body; First registered October 1935 to Joseph Canty at the Dolphin Hotel, Dublin. The colour was recorded as Blue, and the remaining interior panels show the upholstery to be blue as well. She has spent her entire life in Ireland with indications of about 5 previous owners.

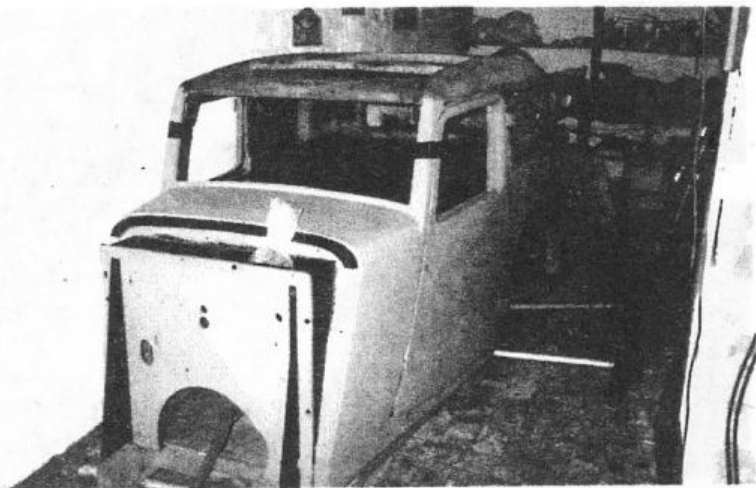
The "works" were initially based in my workshop / garage in Chiddingstone. The chassis which was slightly damaged was shot blasted and repaired and gradually the running chassis came together with Philip renovating some items off "site", whilst I renovated other parts and assembled the whole.

The body had been cut into essentially three pieces, scuttle, roof and rear. The doors and roof were complete and have been reused. Whilst the metal cladding for the remainder was complete and gave us the finished profiles, the supporting ash frame was in a very dilapidated and weak condition. I restored the scuttle section using some existing sections; renewed the rear section completely, and adapted the structure somewhat, to help it carry the not insubstantial weight of the roof element. The steel cladding had deteriorated to such an extent that these elements had to be reskinned in steel as existing. The resulting body is substantial and is fairly hefty thus focusing the mind on the need to do something about the engine!

Luckily Philip already had an engine, and we sourced a gearbox from elsewhere. This was all subjected to an extensive rebuild together with all the ancillaries. With the increasing load on electrical requirements – uprated bulb wattages, indicators, interior light etc; we opted to convert the dynamo to a 2 brush installation (courtesy of Terry Andrews). Being well aware of the weight (4 people to lift the body!), we opted to add a Marshall 87 supercharger, which has also been the subject of an extensive overhaul. At the time of writing she sounds fantastic,

and early road testing has surprised us how lively she is and how well she handles. This gives us much hope for the future.

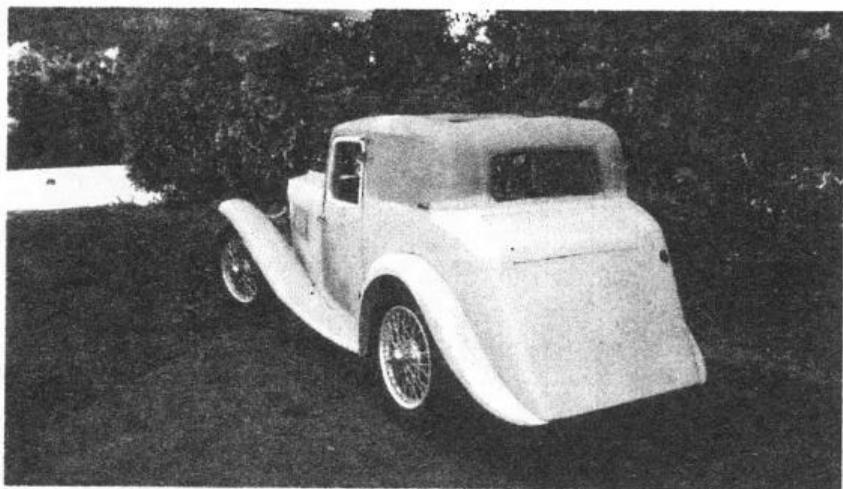
By 2003, we had progressed to the extent that the running chassis was complete, the body was complete and panelled and many of the "secondary" items had been restored (instruments, windscreen, headlights etc.). To complicate things, Anne and I decided we needed to move house! Millie (as we have named her) had to move too.... to Kimber Cottage, Normandy.



The body tub with the timberwork all complete, ready for the metal repairs to be done

The remainder of the works have been completed with our roles reversed – me restoring items in Somerset (dashboard, interior trims etc;) whilst Philip attended to wings and bodywork, final preparation, panel alignment etc; painting, trimming and final assembly. During this period we were unavoidably delayed by the painting (about 18 months in all).

Many people have asked me how the "sharing" is working, both in work contribution and financial contribution. The rebuild phase, now finished, seems to have worked well. I believe that in one way or another we have done a reasonably even split of the work. On the money side it is expensive to restore a car these days, particularly a saloon, so to be able to buy a gearbox for £225.00 seems wonderful value! We move now to the sharing in use, and maintenance phase. I don't see any problems, but I guess time will tell.



**With metalwork complete, "Millie" is ready for painting,
and roof fabric covering**

We have had a problem with registration and the DVLA. The original registration ZA5865 was an Eire registration and unfortunately this number could not be reissued by the DVLA. We were then treated as if we had built a "special" for a "Q" plate, until we convinced the powers that be, by way of inspection, that it should have an age related plate. Their

answer 963 XUA, a number that she wears today, but after an appeal lodged for us by the VSCC, a new proper number has now been issued by the DVLA, which is XXG 102.

As anyone who has done a rebuild knows, patience and perseverance win in the end, and very rewarding it is too – well worth the pain! We have a unique and original motor car that really stands out for her individuality.

We hope that people will appreciate her for her place in history, and as representative of design in the late 30's. It is our intention to campaign this car over the summer and hopefully many of you will see her at one event or another. Starting on 1 April at Brooklands, to be followed by the Regency Run, Silverstone, and other events.

She is going to be very busy!



The painted Millie off to be upholstered

Airline Coupé Body

From the Airline Coupe Register's website
(www.roundaboutmanor.com/airline)

The bodies of the Airlines were built primarily by Carbodies. Some were also built by Whittingham & Mitchel. Although the bonnets were obviously different between the 6 cylinder and 4 cylinder models, the body tub itself was the same. This can be clearly seen by comparing the rear wheel position of the PA/PB with that of the NA/NB.

There does appear to be differences in the material used to skin the bodies. Even between examples of the same model, there are significant differences in where aluminum versus steel was used. My own example originally only utilized aluminum in two panels - the rockers beneath the doors. Others seem to have used aluminum in significant portions of the main body skin. This may have been due to what was on hand at the time the car was built, it may have been attributable to different manufacturers, or it may have been in reaction to findings by the manufacturers once the cars had been on the road.

The hallmark of the Airline Coupe is, of course, the sliding roof with its three distinctive cathedral style windows. There is some evidence to suggest that this may have been an option, but no conclusive proof one way or another has been found. For an excellent picture of what lies under the skin, see the photo of a newly manufactured body frame built by Keith Portsmouth (see below).

An interesting piece of information was confirmed for me by Hiro Nishio. When the completed chassis were shipped to Carbodies for fitting of the Airline Coupe body, the standard firewall was fitted to the car. Since the Airline Coupe hood (bonnet) was somewhat wider and taller than the open-car variety of the same model, a three-piece

extension was fitted in the upper and side u-channel around the firewall in place of the original sorbo rubber seal. This seal was then added back on top of that extension. The effect is to raise and widen the firewall by about 3/4 inch in each of three directions. These three extension pieces were fastened to the original u-channel using #10 x 1/2 inch round-head wood screws in 10 locations on each side of the firewall.

The rear shock absorbers were originally Luvax shocks. There is a brass tag riveted to each arm which identified the car and location on which the shock was used. Brass tags would be marked 87-1-X for left and Y for right damper. Note that each body was built as a part of a small batch, sometimes as few as one. Therefore, it was not the custom of Carbodies to specially build parts for these cars. Often, there will be small differences from one Airline to the next, depending on stock on hand and the available suppliers.

History of the MG Airline Body

1921, Chalmer & Hoyer

Chalmer & Hoyer Coachbuilders was active in volume coachbuilding between the two world wars. H.W. Allingham was sales manager. Factories were in Hanworthy near Poole, Dorset and later the ex-Lang propellor works, the ex-Gwynne car factory. Due to increasing demand and business from Morris (2 closed Morris Oxfords) interest was mainly in closed, not too expensive bodies. They either supplied manufacturers with own variants under their own name or supplied manufacturers via sub-contracts.

Chalmer & Hoyer were the first to take out the "Weymann" license (Bentley, Austin 12, Morris Oxford) and was a pioneer in using jigging for wood frames.

H.W. Allingham had studied installation of a cellulose paint plant for several years in America.

1925, Chalmer & Hoyal

Chalmer & Hoyal were named Hoyal (HOYer and ALLingham), then the Hoyal Body Corporation. Made bus bodies due to unrenewed contracts from Morris which had their own Pressed Steel Company.

1928, Hoyal Bodybuilding Corporation

Renamed Hoyal Bodybuilding Corporation in 1928 due to financial squeeze. Started bodying unfamiliar Wolseley Hornets, Austin 7s, and MGs.

1931, Hoyal

Hoyal was sold. John Charles & Co. also named Charles, was formed by ex-employees (John L. Dalrymple and Charles H. Linvesay). H.W. Allingham left and started his own firm Allingham.

1931, Allingham

H.W. Allingham was not a coachbuilder, but an independent and influential designer. He had his offices in Central London (10 Stratford Place, London NW1).

He designed the Vauxhall Airline Coupé (Light Six and DX chassis), the Vauxhall Stratford tourer, the Rover Six Drophead and the MG Allingham Coupé bodied for him by Whittingham & Mitchell, the Vauxhall 27hp Coupé de Ville, "St James" bodied by Motor Bodies, the MG P and N Airline Coupé bodied by Carbodies.

1934, Vehicle Developments

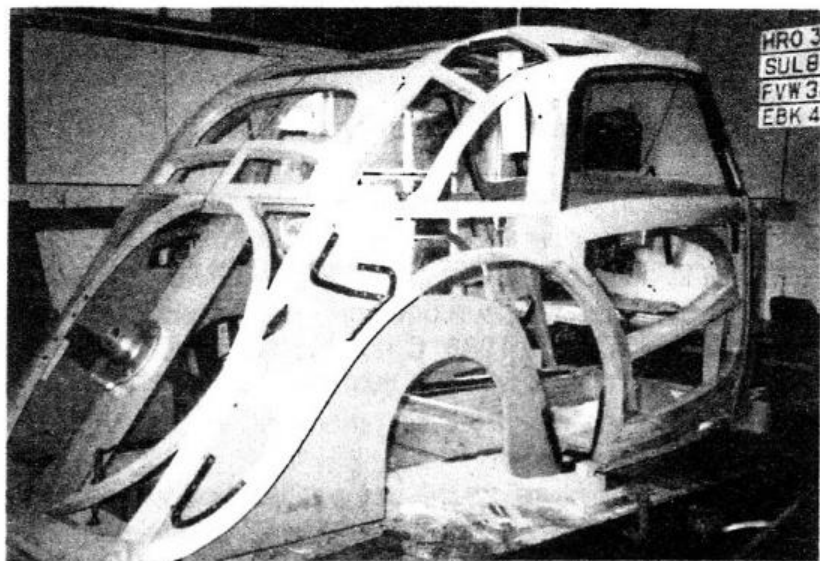
At the same time, Allingham formed Vehicle Developments and in cooperation with AMBI-Budd Germany, developed a standardized pressed-steel door and pillar for drophead coupés fitted to many chassis (Austin 12, Ford, Morris, Vauxhall,

Wolseley) as the "Sandringham design". They were made for him by Ranaiah, Whittingham & Mitchell, and Jones Bros.

In the 1920s, the car industry was very reluctant to introduce the "streamlining" design to the public. Generally "streamlining" meant the "teardrop" design (per Jaray and Rumpler) with its tail coming to one point and so mounting the engine to the rear.

In the late 1920s, the interest was growing for closed cars and specially the "sport-coupes"; then coachbuilders realized that it was possible to give the illusion to produce "streamlining" by sloping the tail on a conventional front-engined chassis and matching the swept wings.

In 1932, one of the first mass produced designs was done by Rootes, who produced the Hillman Aero Minx designed by Freddy March (later the Duke of Richmond and Gordon) and built by Carbodies.



The geodetic framing of the Airline Coupe

YOUR LETTERS

From Mike Dalby

Dear Phil,

Enclosed is the details for Strathmore Motors from 1964 and show that I. Cameron is still the owner of the garage.

S

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STRATHMORE MOTORS
(Volkswagen.) *Proprietor:* I. H. Cameron. *Service Manager:* W. Carr.

Add: Main Street, Bridgend, Perth. *T:* Perth 22156-7.

Branch: (Vauxhall, Volvo.) Cameron Motors, Perth Road, Scone. *T:* Scone 457, 298. *Proprietor:* I. H. Cameron. *Manager:* J. Wilson.

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Add: 40 Berkley Street, London, W.1. *T:* Mayfair 4404.

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T: Tulse Hill 0117.

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The details of the car, or I. Cameron in Scotland, are not in the "Ashley Strachan" MMM details, which is strange! The original registration of 'HY' is Bristol 'B' area, and they still hold some records. Unfortunately there is not a lot on HY 797.

However it does prove that it is a genuine Replica, although on the records the engine number and the chassis number are transposed! I quote "E no 1988, C no. 1683A; last taxed 15.7.50 - 30.9.50 by Kent C.C. 2.15. 0 A.W.J. Brown, 25, Force Lane, Ashford, Kent." Does anyone live in the area, who may know of the car or the A.W.J. Brown?

Thanks for the picture, as the car was not known to me, or on the chassis records that I have. This piece asks more questions than it answers; perhaps someone out there can answer more!
Yours

From Roger Davies

Hi Philip

I hope you and the family are all well. As usual you all do a great job with the Bulletin and include so much information. I also fitted a battery isolator several years ago and the next day drove down to Goodwood. I stopped for provisions at a nearby superstore and when I attempted to restart the engine everything was dead. As the isolator was in the floorboard at the front of my seat, I was able to hang out with the door open and short the isolator terminals out with a 50 pence coin, whilst pressing the starter button. The engine burst into life and when I removed the coin continued running. On returning home, having now used the coin trick several times, I removed the isolator, drilled out the two rivets holding it together and dismantled it. All of the contacts were very badly tarnished, but cleaned up well with Brasso. I then liberally coated everything with Vaseline and put it back together with small nuts and bolts. Touch wood, I have had no problems since.

Best regards,

P.S. I was interested in Ewan Harris's comments on brake linings. My linings are very hard with metal strands moulded in and the brakes are very poor. Should I be using the Ferodo D3923, and if so, where do I get them from please?

From Derek Richards

Hi Phil,

Yes I have just replace my battery isolator switch. Worked O.K. for the last four years, but started to play up last autumn. Have now gone for the metal one.

Regards

From Ian Coxen

Hello Phil,

Information requested in February MMM bulletin.

M smallbore key - Steel lug

PA smallbore key - Plastic lug

J smallbore key - Bronzy colour metal lug

J largebore key - Bronzy ditto(different body)

A7smallbore key - Metal lug (Daughter car)

X smallbore key - Metal Lug (repaired not in use. A 7) ditto

All have cost £5.78 - £6.60, notice I don't pay a lot!

Bought mainly from Vehicle Wiring Prod, Ilkeston or Coach trimming Supps, Birmingham & one Demon Tweeks, dependant on other things being bought at the same time due to p & p costings.

PROBLEMS One misfired like your MMM boys, in that it cut out at inconvenient times, and as I was not sure whether it did disconnect the current, I drilled out the rivet at the back, altered the spring strength by adding a washer, and treated it like our starter switches, sealing it by using nuts & bolts - no problem since.

The second was intermittent, and again was really minor adjustment to the working parts, also removing burrs and making sure the key fits properly. That is now the above spare.

What I have found is that keys are not all interchangeable, there being minor differences.

THE MOST ESSENTIAL THING IS THAT USERS treat these units as if it was their ignition key and do not force it--proof is that the PA one, with the plastic lug, was first bought at the old Bristol show, when they were first in issue some 25 years ago, is on the most used car, most abused car, and is still perfect. A light hand is all that is needed.

All the best, hope it helps.

From David Smith

Dear Phil

With reference to the Battery isolator switches. The cheaper ones are for use on modern vehicles, which use a gear driven starter motor; these uses much less current, and they have thinner wiring to them.

The cheaper, low current spec isolators are therefore not suitable for our vehicles with an initial starting current of 200+ amperes. A more substantial (and costly) isolator switch is required.

I can recommend Auto Electrical Supplies (Tel. 01584 819552) who will also send you a free catalogue.

Thank you for all the work on the Bulletin.

Kindest regards

Thank you all for your responses which all tend to indicate that the cheaper plastic isolator switches are not suitable for our cars (the more expensive plastic isolator switch is no better, it has more connections to protect an alternator fitted car) – this was confirmed when I went to start the newly refurbished Jarvis F-type to take it up to the Brooklands MG Day, and the cut-out switch would not switch on, and I had to connect the two terminals on the switch to get us going – Ed.

From Brian Bassett

Dear Phil

Further to Mike Hawke's letter re Quack Remedies in last month's Bulletin, I would like to relate my experience with a fuel catalyist. In 1997 I purchased one and fitted it to my MGB roadster, since then the car has been used regularly, albeit more for pleasure

than for general use. The mileage covered is approximately 22,000 miles.

The car always starts without hesitation and performs well; the mileage have been made up of journeys in excess of ten miles, and usually much longer, with motorway travelling over long distances. I always change the oil annually or at 300 miles, whichever comes first. I check plugs and points every 500 miles. The estimated life span of the pellets was approx 150,000 to 200,000 miles, depending on fuel consumption of the vehicle; my fuel consumption has improved by 2 to 3 mpg.

I would also like to mention my daughter Sophy's 1980 MG Midget. I fitted the same type of catalyst to her car in 1999. She has travelled about 6000 miles in this period. This winter, when carrying out various repairs, I decided to give the car a decoke; after removing the valves, I found the valve seats in reasonable condition, only requiring slight regrinding.

I think on this evidence that Mike's car should not have any problems in the foreseeable future. Please keep us all posted Mike. At 45 mpg, I had better fit a catalyst to my J2, even though it has hardened seats, and stainless steel valves.

Yours catalytically.

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From Gerald Burridge

Dear Phil,

I read, with interest, Mike Hawke's article about hocus-pocus with fuel and have to say that this is not the first account I have heard about similar products, which some users claim to give good, but inexplicable, results.

Anyway, for those out there who wish to follow more conventional routes, please be advised that I stock, and sell, Superblend Zero Lead 2000 - as an agent for Morris Lubricants. I also keep a range of oils particularly suited to historic vehicles, such as SAE 140 Gear Oil (with or without EP Additives), Straight Mineral Oils to SAE 30, 40 and 50, as well as Multigrades 20w/50, 15w/50, etc

I am not in the mail order business with these kinds of things, but collection from my home near Wells, or delivery to local club events can be mutually arranged.

Telephone 01749 675404 for more information.

Regards,

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From Simon Cauthery

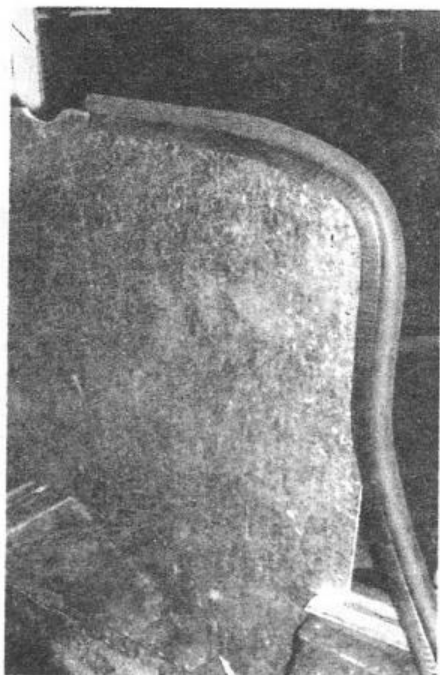
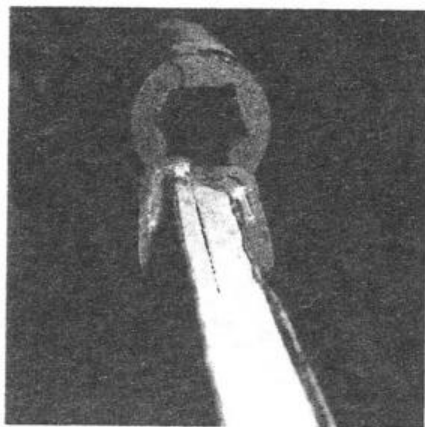
Dear Philip

I enjoyed reading the Triple-M Bulletin, as always, but I was concerned to read the letter from Derek Powers, that he was dissatisfied with the alternative firewall fume seal which I had recommended in the October Bulletin.

I find this hard to understand. I bought 8 metres of the seal and supplied two other members.

I enclose photos showing the seal in place on my J2, and I thought it was a really good fit. My firewall was a replacement item bought from Sportscar Metalworks, and was of the original 8mm thickness.

Many thanks and best regards

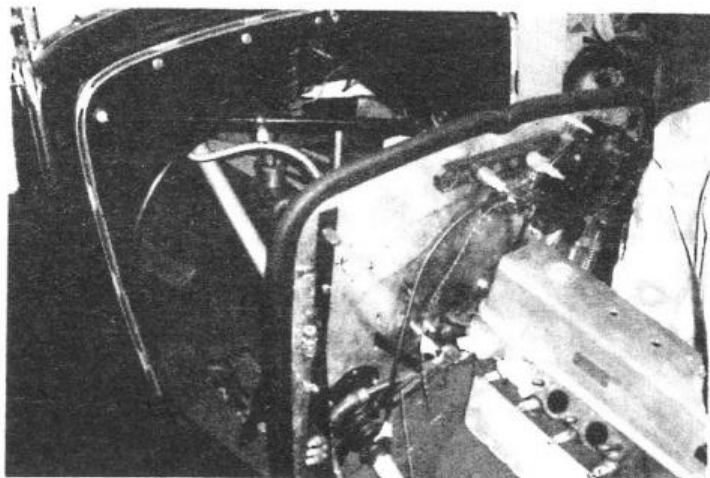


From Peter Frost

Dear Philip

I was interested to see in the February Bulletin that Derek Power had a problem with the firewall seal, because I have recently bought enough to fit my J1, and a friend's F-type, both of us taking the plunge after buying the very hard rubber sold as suitable. However I found it lacking in compression, causing the bonnet to be pushed out of line, and puckering at the corner flanges. I understand that some firewalls have been reduced to overcome this problem, but this is not a choice I would like to make.

I enclose a photograph of the rubber seal from Walker Rubber and Plastics to show it fitted to my firewall. It needs fitting as all modern boot and panel seals, by making a tool to protect it from the impact of the rubber hammer, as without it, due to its softness, it could be damaged. I used a section of aluminium tube, slotted to rest on the shoulders. The bonnet now sits nicely, and slightly compresses the rubber giving a much better spring seal, and less likely to take the paint off.



On another subject, having recently got to the stage of needing some flexible 3mm plywood, to skin the bulkhead and doors, I found that my local shopfitting merchant would only sell me 50 sheets.

Luckily I was given the following address by a boat owning friend:- They are **Bagpress, Unit 6, Flint Road, Letchworth, Herts, SG6 1HJ. Tel. 01462 483366 e-mail darren.king@bagpress.com or website:- www.bagpress.com**

I collected three 8ftx4ft sheets which were rolled into a 11"x4foot tube for ease of transporting. Once bent to shape a coat of laminating resin locks the fibres and restores rigidity.

This sounds like a short story made long, but I hope it proves of interest.

Best wishes

John James MMM & 'T' Spares

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*****NEW! Valve springs (doubles) £30/£45 a set 4/6 cylinder engines*****

*****NEW! P/N/L Valves made from 214/N with plasma nitrided stems £14 each *****

TIPS AND HINTS

Derek Smith tells us that the **Heritage Motor Centre** (Tel. **01926 645045**) at Gaydon can provide a CD containing all the Parts Lists, the Owners Manuals, and the works Service Information Sheets for all models of MG from 1928 to 1939 for £17.50 +£1.75 p&p. Quote their reference number **BHMC C3001**.

David Potter can thoroughly recommend **Paul Gurner** of **Precision Engraving (2 Bells Corner, Fobbing, near Basildon, Essex, SS17 9HE. Tel. 01268 551275)** who helped David with the straight eared spinner for his C-type. He also repaired a radiator shell. He can also get machining, polishing and plating done.

Blockley Tyres (info@blockleytyre.com) are planning to produce an 18" tyre for the N-type brigade; the prototype was on show at the Stoneleigh Race Retro Show, and the testing should be finished as this is written, with the production planned for 2-3 months from now. They are likely to be marked as 450/500 x 18", and their overall diameter will be 28.2", tread width 3.6", and overall tyre width 4.7". They have Blockley on one sidewall only; the other is blank. The cost is likely to be £110-£115. Matching inner tubes will be also be available.

CARS FOR SALE

Bill Bennett (Mountain Ash, Horton, Chipping Sodbury, South Gloucestershire, **BS37 6QJ. E-mail bennettbil@aol.com**) is considering selling his rare D-type.

This has a different rear end treatment to the standard cars, and is believed to be the prototype for the J1.

It was fully restored by the Editor with new timberwork, and all skinning, with an updated engine (by Colin Tieche) using 12/12 camshaft, bigger inlet valves and carburettor. Bill has since done work on the engine whilst running in, and has fitted a new crown wheel and pinion.

The bottom of both rear wings need repainting, and there is a crack in the windscreen, but it sports a new tonneau cover.

Total mileage since restoration about 1000 miles.

Bill has hardly used it since it was bought from the Editor, and with an N-type in the stable for touring, finds he no longer uses the D-type, and would like it to go to a good home.

He is looking for something in the region of £14,000 for this unique car.

CARS WANTED

Bryan Ditchman (Syringa Cottage, 74 Hazeley Heath, Hartley Wintney, Hants, RG27 8NSA Tel. 01189 326 346 is wanting a late PA for restoration with twin breather block and Bishop Cam steering. Must be complete, but would prefer if it is dismantled. (NOTE - the last Bulletin omitted to state that it was for restoration - Ed.)

SPARES FOR SALE

Terry Holden (Grove Lodge, 8 Admirals Walk, Funtington, Chichester, PO18 9LB. e-mail tholden@supanel.com) has an oval J1/F1/D central instrument panel, without the instruments, but with the badges, the lighting switch (and knob), the ignition light, inspection lamp plugs, as well as the rear light holders. Offers please.

David Potter (Tinkers Revel, Woodham Walter, Maldon, Essex CM9 6RJ. Tel. 01245 225167) has a 2-wheel trailer for sale in good condition, with hinged ramps, spare 13" wheel, good tyres, tool box, suitable for a Triple-M Midget. £300.

Simon Cauthery (2 Elm Tree close, Old Newton, stowmarket, Suffolk, IP14 4HD. Tel. 01449 673086) has the old interior panels from his newly upholstered J2 that he is offering free to anyone who would like them for patterns.

SPARES WANTED

Oliver Richardson (Mobile Tel. 07810 880818) is looking for a M-type radiator shell for his newly acquired C-type, and is hoping someone can help him out.

Brian Rhead (25 Leylands Park, Burgess Hill, West Sussex, RG15 8AQ) is looking for the following F-type engine parts:-

- i) water pipe from lower radiator pipe to water jacket side plate.
- ii) Throttle linkage parts- i.e. carburettor to accelerator pedal.
- iii) Stay bar brace, from scuttle to firewall.
- iv) Oil filler neck and cap

You will note that this Bulletin is somewhat slimmer than usual, due to a lack of contributions. Please remember that this is your publication, and needs your input, with reports of events that you have been in, as well as articles of interest. I cannot fill it up every time with stuff from my own files, or bore you rigid with what we have been doing.

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Berndt Auliu's L-type Continental Coupe (L0713) being restored

Photo: B. Auliu



Paul Lawrence's blown J2

Photo: P. Lawrence



An early M.G. meeting with M-types - date and venue unknown