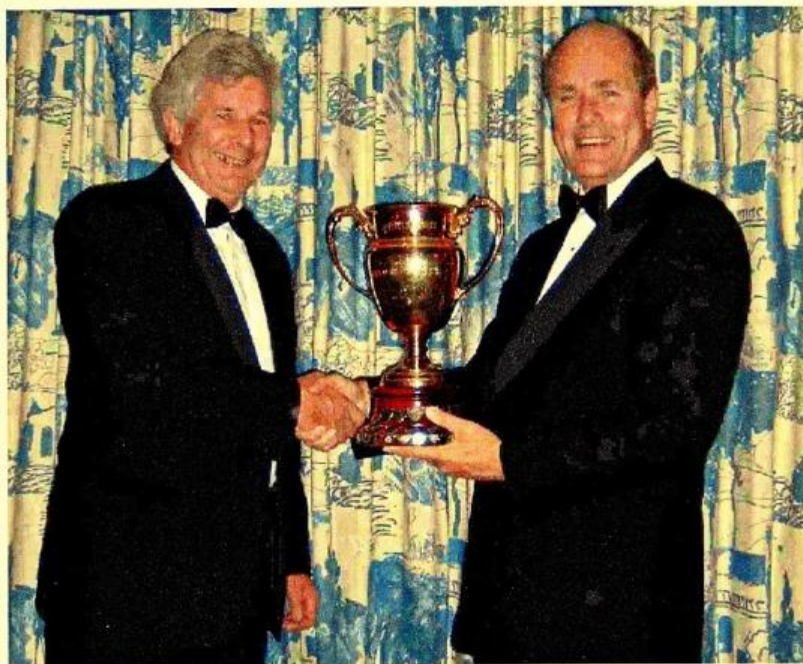


TRIPLE-M REGISTER BULLETIN



DECEMBER 2002





Sven Ordell's newly finished L2 - after 27 years!

Photo: S. Ordell



Norman Unwin's ex-Leeds police PB

Photo : N. Unwin

MG CAR CLUB

TRIPLE-M REGISTER

BULLETIN

DECEMBER 2002

EDITORIAL – Phil Bayne-Powell
e-mail philip.bayne-powell@camerontaylor.co.uk

Here we are again, at the end of another year, and the Register is getting far more active than it has been for many years, hopefully as a result of the regular information that we can disseminate via this Bulletin. This is your Bulletin, and we want all members to use it as their means of communication to fellow members. We still need more people telling us of the firms that have given them a good service, so that we all know where to go for anything to do with our cars – so often I find that you get talking to someone and they have the answer to your problem, or know where to go to get something done.

I have had some mixed fortunes lately; at the beginning of October, Rosemary and I went to the S.E. Centre's Autumn Trial near Meopham in the ND, which is after all an ex-trials car. The event is run up grassy hills, with no rocks and such. We were getting the hang of things by the end of the day, when on reversing back down from gaining a 6, we collected a marker peg between the chassis and the petrol pipes. The pipes were pulled out of the tank, as well as tearing out one of the tank fitting from the bottom of the tank, allowing 15 precious gallons to pour out over the Kent countryside.

That was the end of our event, and we then had to run through all the options of getting the car back. Firstly we thought to get a tow to my sisters' place, which was about 10 miles away; but one of the competitors had brought up an MGB special on the back of his flat bed truck, and extremely kindly offered to take us back to Normandy, towing his own car behind on the hook. The tank is now off, and is hopefully being repaired by my tame repair man.

Front cover:- Peter Green receiving the Nuffield Gold Cup from the Club's Chairman, Steve Cox, at the Triple-M annual dinner.

The tank had been repaired by Len Goff, when he restored it, with a soldered on strengthening plate, so maybe we can do something similar.

But trying to weld up a petrol tank tends to lead to them exploding! Various people told us that you either have to steam clean it, or else fill it with Argon or CO2. If anyone has had a petrol tank repaired, could you let us know how and who did it.

Two weeks after that, we entered Rosemary's NA Allingham in the S.E. Centre's Autumn Naviscat, which is always good fun, requiring good planning with a bit of mental exercise! We were the oldest car entered out of about 20, and were lucky to win the event outright, showing these modern cars that a good old car is capable of holding its own with its younger sisters.

The following weekend was the annual Triple-M dinner at the Blue Flag at Cadmore End. We went up in the Allingham, with full weather equipment, as it was promising to be a nasty weekend. And it was! A tree blew down overnight and fell into the car park, missing the Allingham by 10 feet, but putting some slight dents in the side of the of Tony Margel's modern car.

The dinner was well attended, and the food was excellent; our guest was the Club Chairman, Steve Cox, with Dawn-Marie Turner, who brought down the Nuffield Gold Cup that we have recently been awarded, for the third time!! This is insured for £30,000, and very rarely leaves the club, so we were very honoured to have it at the dinner. Only two other Registers have ever received this honour, the Y-type Register and the MGF Register. The first time we received the Cup was in 1964, shortly after the register had been set up. The second time was in 1986 for our record breaking successes at Millbrook, which was to celebrate the Register's 25 years, and of course this time was in recognition of the 40th birthday celebrations and the display of cars at Silverstone. The front cover shows Steve Cox presenting the Cup to our Chairman, Peter Green. After this everyone was given a glass of Champagne, and the Register was duly toasted.

The next morning there was a select five cars competing for the Pride of Ownership, with Ian McKay's K-type, Dick Morbey's P-type, Mike Linward's J2, and Mike Allison's Monte Carlo N-type giving our Allingham some competition. The winner was Mike Allison.

Whilst talking to Mike, we got onto NDs, which were also referred to as NKs by the works; when the regulations came out for

the 1934 Ulster TT, it was evident that superchargers were no longer allowed. Abingdon had to come up with an unblown contender, and three NDs (NA 0509, 0512 and 0514) were possibly built with an idea of entering them for the event. However on detailed reading of the regulations, it was found that there was a tight restriction on the body width; this made the NDs unsuitable and so the narrower NEs (0516-0522) were built.

Whist on NDs, I was looking at the clubs copy of Donald Cowbourne's book on the British trial drivers in the 30s. This is a very thick book, and covers most of the well-known trials, with the entrants all listed, with their cars. I found that our ND had been quite busy in 1934-5, having entered the London - Gloucester Trial in 1934 and 1935, as well as the 1934 Exeter and 1935 Colmore Trials, apparently without much success.

Last week I finally arranged to go and see the Brooklands Society Archivist, Tony Hutchings, who has the Evans family records of their racing from 1931 - 1948. As my C-type was Kenneth Evan's car, I was hoping to be able to get a lot of information and photographs. I was not disappointed, as we found over 20 photographs of my car; they were meticulously written up with the date and venue, and in some instances, a note as to how well they had got on. One comment said that they had to retire due to a blown up engine, and then went on to say that Kenneth had been lying third, and had been lapping at over 100mph!! There were also two photographs of the 14 C-types in line astern, probably shortly after arriving from Abingdon. Kimber certainly knew how to get attention; see cover photo.

Last time, I included a letter from Tony Margel, in which some photographs were referred to. These were pushed off the cover to get the pictures of our Prescott weekend in, which was fully written up, and the photographs of that were needed to complete our report. I should have held over the letter too, but slipped up; so this time we have the photographs of an overheating Terry Hartley, and of Malcolm Kirby's PA in a Scottish ditch.

The success of this Bulletin has reached other Registers, who want to do the same for their members. The Vintage Register has already produced its first Bulletin, and the T-type Register are hoping to follow our lead. All of which is very gratifying, and shows that we are probably one of the most adventurous Registers.

We have now collected the full set of Infoletters, and thank those who have helped to fill our gaps. There will be a full set held by Malcolm Green, our Librarian, and from whom people may order copies at 10p for a double-sided A4 sheet; as the number of pages vary from issue to issue, Malcolm will send you the costs when he sends you the copies. We are also sending copies to Pat Mullen in Canada, who has already prepared an index on the issues he has, but now we are completing his set, to enable him to finish the index. We shall all benefit from this, as it is available on the internet at www.nammmr.com/nammmr/technical.htm

Also back copies of the Bulletin are available from Malcolm, for those who have missed the earlier issues. The covers to these will be only a black and white copy of the original colour covers. However, I am now storing the colour covers on disc from the August edition onwards this year, and we will therefore be able to give you an original colour back issue from that date

The next Triple-M committee meeting is on Sunday 1st December; if anyone wants to bring up any points please contact your local area rep, or George Eagle.

John James

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ON THE DRAWING BOARD: *camshaft front housing & rear pedestal for J-types*

ONE ONLY OF EACH: P/N CW&P set (8/43) £260 - PA/B Oil Pump Gear set

VSCC Colerne Sprint

Class 1&2	1 st Std Vintage	Colin Lambert	12/12 M-type	40.0secs
Class 8-10	1 st handicap	David Sharp	N-type	
Class 13	1 st Overall	Mike Dowley	PB	29.3 secs

VSCC Loton Park Hill Climb 31st August

Class 2	1 st Std Vintage	Colin Lambert	12/12 M-type	87.9 secs
	2 nd Handicap	John Adams	J4	
Class 13	1 st Handicap	Jane Metcalfe	NA	

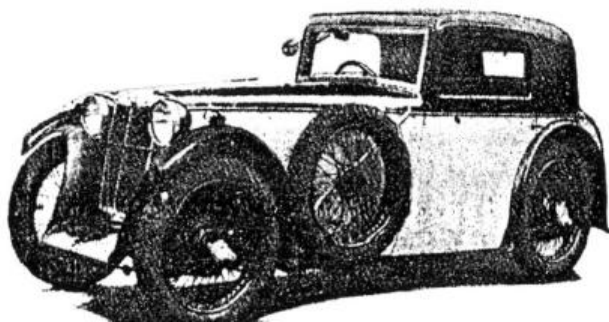
MGCC Wiscombe Hill Climb 14th September

Class 1 & 2 for Vintage and Unblown Triple-M cars

1 st	Mike Hawke	J2	63.57secs
2 nd	Colin Lambert	M-type 12/12	64.44
3 rd	Peter Green	Cracker PB	65.79
4 th	Frank Ashley	M-type	67.03
5 th	Keith Hall	J2	67.37
6 th	John Neighbour	NA	71.98

VSCC Cotswold Rally 28th Sept

3 rd Class award	Ian Goddard	F2
Novice award	Russell Thomas	P-type
	(son of Roger)	



Black Horse Trial

22nd September 2002

1st overall – Andrew McNeill

Reg no. VGO 9826 - MG J2 (John Hart's son-in-law)

2nd overall – Nick Benger

Reg. No. DG 6142 - MG J2

3rd overall – George Ward

Reg No. TG 8337 – MG PA S/C

4th overall – Tom Mason

Reg No. PO 8865 MG J2 (owner Patrick Gardner)

5th overall – Tim Beckh

Reg. No. LV 8989 MG PA S/C (owner Patrick Gardner)

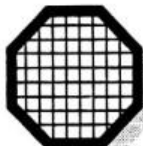
6th overall – Jo Ward

Reg. No. TG8337 MG P/A S/S

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In Berkshire CRG spells "Triple-M M.G."

Klausen Hill Climb - From Gerhard Maier

At the Klausen, 19th.-22nd. Sept. 2002, we were soaked with rain (on the pass, even a little snow) for 4 days, but that could not smash our enthusiasm, and in contrast to the K3, which in 1993 wanted to be pushed up the pass, the R-type needed all hands to be restrained !!

There were more than 400 of the most interesting pre-war vehicles at the start, but none of them had such a advanced suspension for that period as the MG R-type.

And the way how the little Monoposto grabbed to the wet and oily cobblestone pavement made the "solid-axle-gang" red from envy.

Considering the 750 cc, and the bad driver, the result for the R is a appreciation to H.N.Charles and his crew !

Total time of the fastest MG's in 2 climbs:

No. A395	Eisenhut, Ueli	CH	K1 Special	32:25.39
No. A339	Jones, Bob	GB	L1 Magna	33:46.17
No. B218	Maier, Gerhard	D	R Monoposto	35:02.57
No. A333	Douchet, Philippe	CH	K3 Magnette	37:00.82
No. A328	Foster, Barry	GB	C Montlhery	38:09.61
No. A334	Wettstein, Roland	CH	L1 Special	38:22.07
No. A329	McNinch, Hamish	GB	PA Midget	39:05.59
No. A335	Downes, David	GB	NA Magnette	40:55.53
No. A332	Schenk, Beat	CH	PB Special	41:57.18

(Photographs will be in the next Bulletin, as it was too late to get them on the cover for this issue. But there are some good action shots, so make sure you have your SAEs sent in - Ed.)

LE KIMBER TRIAL

Report from Alan Grassam

On the weekend of 19th-21st October, some 24 MMM enthusiasts gathered at La Rairie, John and Lavinia Bevington's splendid home in Normandy, to contest the seventh "Le Kimber."

Following the usual format, proceedings started on the Friday afternoon, with another of John's superbly organised Treasure Hunts that took in some wonderful scenery, especially viewed from a local ridge. The clues were well up to standard, taxing, but not impossible. John must have had a lot of fun preparing some highly improbable anagrams. The winners were John Hart and Peter Mace, in a modern M.G. with very clattery pushrods.

A splendid dinner was enjoyed at the local Auberge de L'Abbaye, before the serious stuff started on the warm sunny Saturday morning. For those of you who do not know what Le Kimber Trial involves, imagine, if you will, climbing a dozen hills like Wiscombe, against the clock. But these are not smoothly tarmaced hills, but farm tracks with a variety of surfaces including mud, loose shale, polished rock and what the cows have left. So you get twice the fun, by combining a speed hill climb with a trial. The heavy metal of last year's winner, Martin Warner's 30/98, and that of Peter Hague's 4½ litre Invicta, were soon into their stride, but the early leader was Alan Grassam in his PA Cracker, ably bounced by Edward Kirkland. Unfortunately the strain proved too much for the back axle, but the spare was soon in place. Patrick Gardener's new "man" was Oliver Richardson. (Why does he bring a different one each year?!!!). Poor Oliver changed more spark plugs than the entire team of K3's on the '33 Mille Miglia!

The father and son team of Keith and Andrew Hall were going extremely well in the ex-Doreen Evans J2, as was Ian McKay, and the ideally shaped bouncer, comp. Sec Michael Linward in the latter's much campaigned J2. Nigel Gibbon's had bravely brought his smart PA, complete with Araldite repaired petrol tank, but wisely decided to do the event from the comfort (?) of Peter Warne's very pretty blown PA. But when the results were announced, after yet another superlative dinner cooked by Lavinia, the winner was George Ward in his famous PA, delightfully bounced up the hills by his lovely wife Jo.

Nick Benger was, as usual, competing in his smart PA 4-seater rather than his J2. Presumably because you can carry more cigars in

the former! During the trial an oil leak developed, which was initially diagnosed as a leaking rear main seal by the experts. Fortunately it turned out to be nothing worse than a spit oil gauge pipe.

What was the secret of George's success, you may ask? Well, as the all time holder of the MMM lap record for the old Silverstone Club circuit, old George knows a thing or two about speed so he appreciates the value of lightness. Which must be why so many unnecessary parts of his car were discarded as the day wore on. So he was able to go home with the Frog trophy, which must surely rank nearly equal with the Mary Harris! Alan Grassam, who didn't actually taste any of the cheeses, won the cheese tasting. But the real winners were all those who came and enjoyed themselves, using their cars as they were designed to be, fast yet safely. We will discretely pass over the goings on at the local nightclub, except to say that 67 year old John Hart, (who had never been inside such a place before) has taken over from Peter Mace as the King of the Apocalypse. Our thanks must go to our perfect hosts, John and Lavinia Bevington. If you have never been to La Rairie, make sure you do next year, you won't be disappointed.

See you there next year?

Photos for the event may be found on George and Jo's web site: www.esse-assoc.demon.co.uk/lekimber2002



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TRIPLE-M REGISTER'S WEEKEND

4,5,6 July 2003

Following the success of the 40th Birthday Celebrations and Prescott 2002, the Register is organising a social weekend based in the historic abbey town of Sherborne, Dorset.

We have negotiated an excellent deal with The Sherborne Hotel, which has 57 modern en-suite rooms and full facilities. There is dedicated parking for our cars. This attractive hotel is situated in pleasant surroundings on the edge of the town, within walking distance of the centre.

The price is £45 per person per night for dinner, bed and breakfast, £30 for bed and breakfast.

Friday: Arrive from 3p.m. and register. Evening free, but there will be suggestions for those who may like to go for a short drive.

Saturday: Drive by scenic route to Stourhead (National Trust). During the drive there will be a photographic treasure hunt, also a stop for refreshments. A two-course lunch, including a glass of wine, is laid on at the house.

In the afternoon people may go round the house and/or gardens at group rates. (Free for N.T. members.) While the cars are parked at the House, they will be judged for concours. There will be a scenic drive back to Sherborne, with a suggested stop for refreshments.

Evening: Dinner at the Hotel. Any suggestions for an entertaining guest speaker are most welcome.

Sunday: Drive to the Haynes Museum. An alternative scenic route will be available for those who may not wish to avail themselves of this opportunity.

Return to the Hotel for Sunday lunch and prize giving before driving home.

It is anticipated that the total cost per person, including lunches and entrances to attractions, will be around £120. If you do not wish to stay at The Sherborne Hotel, there are ample B&B facilities in Sherborne.

Full details and booking forms are available from Alan Grassam, the Old Post Office Cottage, 7, High Street, Hardington Mandeville, Yeovil, BA22 9PJ, Tel.: 01935 863673, e-mail: agsquarecrackers@ukf.net

Vintage Minor Register 75th Anniversary Rally

18th to 20th July 2003

The MMM Register of the MG Car Club is most cordially invited to join the Vintage Minor Register to celebrate the 75th Anniversary of the OHC Morris Minor (and M-type MG) with a vintage weekend in the Cotswolds.

2003 marks the 75th Anniversary of the introduction of the OHC Morris Minor in 1928, and also therefore the M Type MG. Thus, all vintage Morris Minors, M Type MG's, OHC MG's of the thirties and all vintage antecedents thereof, are warmly invited as guests of the VMR for part or all of the weekend - with suitable class awards for the Concours and Navigation Rally. Other invited clubs will be the Early MG Society, the Vintage Register of the MG Car Club, the Bullnose Morris Club and VSCC members with vintage Morrises, or vintage or OHC MG's.

The objective of the occasion is to enjoy a relaxed and informal vintage weekend in the Cotswolds, with the minimum of red tape. Owners may therefore participate in any or all activities over the weekend as they wish. Additionally, the weekend will offer a rare opportunity to climb Prescott Hill.

The provisional particulars are as follows:

Location - Winchcombe, Gloucestershire.

Date - the weekend of 18th to 20th July.

Friday evening - informal gathering at the Royal Oak, Gretton for early arrivers. Excellent pub fare, commanding views towards the Malvern Hills and a wide selection of real ales.

Saturday - Garden Party, Concours and untimed climbs at Prescott (NO racing licence, helmet or fireproof overalls required). Any number of climbs per car may be made - limited only by the length of the day. On site catering, licensed bar, trade stands, autojumble, exhibition, sponsor hospitality, etc. - details currently TBD. If you wish, you may picnic in the Orchard or on the hill.

Saturday evening - Pullman style first class dinner on board the Gloucestershire and Warwickshire Railway - departing from Toddington station at 7-30 p.m. Privately hired for the VMR and our

guests. A wonderful and nostalgic steam-hauled run through the glorious Vale of Evesham. Approximately 4 hours. Jazz band and fully licensed bar on board. Period dress suggested.

Sunday - The Cotswolds Navigation Rally with rural pub stop for lunch, and results with cream teas at approximately 4 p.m. Class awards for both Morris and MG. Approximately 60 miles of scenic routing through some of England's loveliest byways, villages and hamlets. (Explicit route cards will be available for those wishing to simply tour the route without the pressure of competition or cerebral strain of navigation!).

To assist in the planning process, I should like at this stage to receive informal declarations of interest in the various weekend's activities. To make events viable, we are looking for around 200 cars at Prescott and there are 100 places available on the dining train.

Costs are currently somewhat TBD, but will be roughly:-

Prescott:	£10 entrance, plus GBP £ 1 per climb of the hill
Dinner on the train	Approximately £39 per head
Navigation Rally	£5 per car

Contact details for the VMR are as indicated below. The website will shortly include full Rally details (including local accommodation) as they become available.

The Vintage Minor Register

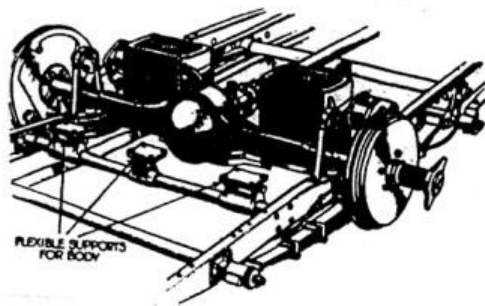
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Dieppe Raiders News

Next years activities are firming up slowly, but the first one, which is usually the Vintage Montlhery meeting in April, is likely to take place over the Easter Weekend, on 19th-20th. I hope it does as I want to take my Montlhery C-type there before it finally closes. We hope to have firmer details in the February Bulletin, but then time is a bit short for arranging ferries, accommodation etc.

Our usual Whitsun raid to Normandy and John Bevington's, has had to be changed to the first May bank holiday weekend of 3-5th May, as the Bevingtons are already booked up for both of the weekends at the start and finish of the school's Whitsun half term. So the present idea is to go out either Friday overnight, or first thing on the Saturday morning via Cherbourg on the Sea Cat.

I will need to get ferries booked up early in January, so could all those people who are interested in this please let me know, and also if alternatives are required.

In July 2003 there is the European Event of The Year, which takes place in Viborg, in Denmark, from 25th-27th July. It is hoped that we can field some Triple-M cars, and make a week's holiday around the event, seeing a bit of Denmark at the same time. Please let me know if you are interested, and I will get something organised; it is better to team up for the trip there, than go separately. There is a ferry from Harwich, which takes a day and a half, and costs about £300; alternatively it would be cheaper to go from Dover to Ostend and then drive up the coast through Holland, calling in on our Dutch friends, who could join our group to Denmark.

At the beginning of September, we have the Annual Dieppe Retro, which is always good value for money, and this year we made a good weekend of it, with help from our French Connection. Next year is a two-day event, and if we can get into the same hotel on the front, it would be a good base for our activities.

The final foreign raid of the year will be Le Kimber, which Alan Grassam is organising with John Bevington. This is a fun trial and a gastronomic weekend in Normandy.

As other events come to my notice, or if any member hears of a good bash and lets me know, I will put them in the Bulletin.

Wanted

Somebody to Maintain the Triple-M Register Website!

During the past year we have been developing the Triple-M Register Website, and now that launch is imminent, the Committee is keen to find an interested party to keep it up-to-date. Keeping our site current, after it has been launched, is as important as the initial creation. All the hard work and technical computer stuff has been done, so the job will not be particularly onerous or time consuming. If you can write and send an e-mail then you can look after a website! The main area of maintenance is the content, which needs to be alive, current and accurate. With fresh information members will have a reason to return to the site time and time again. For technical development you would liaise with our website creator, who is keen to be a Triple-M owner. Interested? – then call Mike Linward (0208 529 3241) or John Reid (01223 207387) for further discussion.

FUTURE EVENTS

Next Year's Triple-M programme

Classic Kimber Trial	26th-27th	April
Triple-M Normandy Rally	3rd-5th	May
International M.G. Silverstone	20th-22nd	June
Sherborne Weekend	4th-6th	July
Black Horse driving tests	Early	August
Le Kimber Weekend	End of	October
Annual Dinner	25th	October

CAR OF THE YEAR AWARD 2002

To 30th November

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1st		PB	JB 7524	Peter Green Elizabeth Taylor Pat Boghossian Andrew Taylor	111
2nd	2769	12/12 Rep	GG 3340	Colin Lambert	101
3rd	3	J2	DG 5404	Mike Hawke	93
4th	1000	PB/s	JB 7521	Ian Williamson Jonathan Williamson	66
5th=	2733	J2	MG 251	Tom Lock	58
5th=	168	F1	MGF 32	Pat O'Connel	58
7th	1460	J2	AGY 339	Keith Hall	57
8th	2126	J2	MG 2970	Ken Hand	56
9th	1045	J2/s	MMMMG	Elizabeth Thorpe	53
10th	1140	J2	JL 753	Mike Linward	54
11th	691	NA All'ham	BYU 271	Philip Bayne-Powell	48
12th	907	K1	ADH 360	Ian MacKay Mike Linward	36
13th	1164	PA	YSV 703	Hamish McNinch Jenny Clarke	33
14th	605	L1/s	MG 2802	Bob Jones Charles Jones	31
15th	158	PA	BJO 800	Peter Down	30
16th	1699	J2/s	MG 2783	Colin Biles	29
17th	2949	L1	MG 2442	Arthur Ainsworth	27
18th=	3070	K3/s tc	MG 2525	Richard Last	26
18th=	2028	NB/s	MG 3694	Mike Allison	26
18th=	1	NA/s	JB 3852	Mike Allison	26
21st	2000	K3/s	MG 3570	Peter Green	25
22nd=	1997	NA	MG 3855	John Dutton	24
22nd=	27	J2-PA/s	DVR 740	Carol Cooper	24
22nd=	1171	NA All'ham	MG 3538	Keith Portsmore	24
22nd=	1533	PA-PB	WV 5012	Dick Morbey	24
26th	920	PA/s	TG 8337	George Ward	23
27th	1595	M	PG 1045	Frank Ashley	22
28th	1270	NB Cresta	MG 4750	Bob Clare	21
29th=	1521	C/s	RX 8591	Dave Cooksey	20
29th=	1591	J2	YJ 892	David Stansbie	20
29th	968	PA	BU 8079	Roger Davies	20
29th=	1723	NA	BNF 4	Lionel Philips	20
33rd	2761	K1/s	MG 2794	Paul Mullins	19

34th=	1428	J2	DG 6142	Nick Benger	18
34th=	2077	K1/s ss	-	Annie Templeton	18
34th=	1600	D	PO 5751	Ted Hack	18
37th=	2134	K1/s	MG 3094	Peter Fenichel	17
37th=	1277	J2/s	MG 2772	Ian Davison	17
37th=	2349	PA Coupe	BLF 460	Edward Goble	17
37th=	2501	NB/s	AAM 372	George Eagle	17
41st=	397	M	SC 9559	James Peacop	16
				Alex Peacop	
41st=	2430	PA		Geoffrey O'Connell	16
41st=	1266	NB	JB 7261	Christopher Hurron	16
41st=	1531	J2	PJ 8586	Chris Smith	16
41st=	2751	L1	MG 2557	Roger Thomas	16
46th=	909	J2-PA/s	FW 3909	Bill Bennett	15
46th=	724	J2	HS 7065	Rodney Lambert	15
46th=	2227	KN	MG 4282	Peter Hemmings	15
49th=	808	NA/s	MGNBSC	Geoff Owen	14
49th=	1784	NA/s	FS 4849	Ted Loversidge	14
49th=	749	PA/s	MG 3394	Peter Wame	14
49th=	162	ND	BKL 265	Philip Bayne-Powell	14
				Ed Taylor	
49th=	3173	PB	APW 774	David Sherman	14
54th=	664	PA	BLB 209	Paul Duncombe	13
54th=	1200	PA/s	JB 3854	Alan Grassam	13
54th=	81	C/s	JK 1932	Bob Hudson	13
57th=	1894	M	GC 7705	John Bevington	12
				Mark Bevington	
57th=	3072	PB	WSJ 159	Neil Skerratt	12
57th=	2686	NB	MG 4844	Alan Hogg	12
57th=	1137	F2	OJ 4081	Brian Wigg	12
61st=	1516	K3/s ss	-	Jeremy Hawke	11
61st=	1146	K3/s	JB 3182	Gunther Stamm	11
63rd=	656	PB/s	JC 3269	James Gunn	10
63rd=	1931	C/s	VD 30	Barry Foster	10
65th=	1537	PA/s	LV 8989	Patrick Gardner	9
65th=	1081	J2	AMB 787	Graham Ash	9
65th=	108	M	MG 2412	John Start	9
68th=	1049	PB/s	VH 8637	Gerald Burridge	8
68th=		J2/s		Colin Bird	8
68th=	538	NA	NV 4207	David Sharp	8
68th=	105	KN/s	BFY 658	Michael Coles	8
68th=	1525	KN/s	DSV 201	Patrick Gardner	8
68th=	1501	J2/s	HY 8219	Geraint Lewis	8

68th=	283	M	MG 23	Buddy Shapiro	8
75th=	123	PA 4str	MG 3322	Nick Bengier	7
75th=	1235	L1/s	VD 3010	Bryan Ditchman	7
75th=	2913	PA/s	MG 3855	Oliver Richardson	7
75th=	209	J4/s	APG 291	John Adams	7
75th=	1463	NA/s	BUU 964	David Downes	7
75th=	2694	J2-PA/s	Kayne Spl.	Mike Painter	7
75th=	2200	C/s	RX 8306	Philip Bayne-Powell	7
82nd=	348	M	VU 4037	James Mumford	6
82nd=	1367	PA/s	MG 3921	John Wells	6
82nd=	1334	NA	AVG 865	John Neighbour	6
85th=	919	PA/s	DPB 140	Graham Arrondelle	5
85th=	1917	J1	VSV 521	Stuart Evans	5
85th=	1976	J2/s	JF 5278	Gilbert Collins	5
85th=	2492	PA	WP 6540	Richard Lee	5
89th=	3009	J2	AGO 497	Peter Hemmings	4
89th=		PB/s		Jeanne Temple	4
89th=	1168	PB 4str.	MG 4283	Chris Lewis	4
89th=	1607	F1	HZR 714	Stefaan Vernyns	4
89th=	670	PA	BFY 711	Richard Holl	4
89th=	1036	PB	CXV 671	John James	4
89th=	2856	J2	HY 6817	Steve Hemingway	4
89th=	338	NB	ADG 886	Alan Grassam	4
97th=	2721	PA	BMF 540	John Saward	3
97th=	1174	M	MJ 1911	Jay Hall	3
99th=	1291	J2	J2MG	Chris Rood	2
99th=	3057	PB	YS 5489	Geoff Smith	2
99th=	317	Jarvis M	GP 1856	Philip Bayne-Powell	2
99th=	941	M	UU 3634	Duncan Lang	2
99th=	2312	D	GG 6097	Michael Cowe	2
99th=		F1	PJ 4659	Tony Wild	2
99th=	1065	PA/s	MG 4440	Peter Thelander	2
99th=	2123	PA	MG 3441	Ron Spinks	2
99th=	2591	PA	MG 3242	Colin McLachlan	2
99th=	1870	PA	AYY 38	Malcolm Kirby	2
99th=	2789	PA	VYC 529	Keith Jackson	2
99th=	2229	PA	JK 4823	David Stewart	2
99th=	1067	L1	EA 5704	Chris Cook	2
99th=	949	L1	OD 6008	Andrew Morland	2
99th=	1925	PA	BPG 994	Stephen Clare	2
99th=	741	PA	ATO 387	Bill Cullen	2
115th	341	M	PJ 7970	Mike Rushton	1

SLADE TROPHY 2002 to 30th November

Pos.	Car/s	Driver	Points
1 st	PB/s	Ian Williamson	24
2 nd	J2/s	Colin Biles	12
3 rd	PA/s	Peter Wame	10
3 rd	PA/s	John Wells	10
5 th	PA/s	George Ward	9
5 th	J2-PA/s	Bill Bennett	9
7 th	PA/s	Patrick Gardner	8
8 th	J2	Nick Bengier	7
9 th	L1/s	Bryan Ditchman	6
9 th	PB/s	Gerald Burrige	6
9 th	J2/s	Colin Bird	6
12 th	J2	Mike Linward	5
13 th	PA/s	Graham Arrondelle	4
14 th	J2	Peter Hemmings	3

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YS 701

From Gerry Marsden

Those of a certain age will remember "ramblin' Sid Rumpole" and the other Kenneth Williams characters from "Round the Horne". It was his catch phrase "for thirty five years", which I recall, and realise it is now so long since those Sunday lunchtime broadcasts.

It was then that my brother, Geoff and I, each had an old MG; he a PA, YS 701 and I an M, WV 771. As a banker, Geoff relied on his brother's engineering apprenticeship to maintain "battle order", so I got many opportunities to drive his car. I always wanted a proper "vintage" car, and the M was closer to it, but I had to confess a real liking for the P type, which was faster and tougher than the M, and such fun to drive. I recall a summer holiday in North Wales, brilliant sunshine, and the screen down all week.

Unfortunately reality stepped in, Geoff's career took off, and the P type was just unsuitable for travelling the distance to his new post, so it was sold.

Wondering what happened to the car, I enquired with the Register some time ago as to its whereabouts, but there was no record of it. I discovered the registration number had been separated from the car, and began to think the car had probably been scrapped. Not knowing the chassis number, even if it had survived, I was unlikely ever to see it again.

Imagine my surprise then, when Bob Clare rang some months ago to inform me that a chap in America had just registered the car. On the 'phone Bob sounded almost as excited as I was! I gave him my contact details, and within a week received an e-mail from deepest Kansas. The owner of YS 701, Brian Kelly, turned out to be a native of Stockport, and there the car resided, along with another P type, and a TC, not more than 20 miles from my home in Rochdale. Brian explained that he bought YS as a basket case in 1972. We became "e-mail pals" but were able to meet up, when Brian visited the UK in September this year.

We soon discovered that we had a few mutual MG friends and acquaintances. One of these was Ray Masters, who arranged our first meeting; attending the regular noggin and natter of MG buffs held at th' house at the Top at Kelsall, near Chester. A most suitable

venue, where Brian regaled the company with his MG stories from across the pond, where he has another, very attractive PA.

A suitable date was fixed for me to be re-united with YS 701. Brian and Ray made this really special: I drove over to Stockport in the M type (yes I kept it!). After coffee, we met up with Ray, to look at his latest restoration project, a gorgeous PA, beautifully rebodied in the early '50s, and hardly used, before being mothballed for some 40 years before Ray acquired it. This will make a fabulous car when finished.

After this, we all went to see the remains of YS 701. The car resided in several rooms of a basement! Most of it was there however, and it is remarkable how small, forgotten details were remembered; the wireless aerial on the n/s scuttle (radio in a P type- I ask you). Non-original side lamps; odd wheels, some side, some centre laced. The chassis looks to have had some restoration work done to it. The car had gone from a runner at the back end of 1967 to a pile of bits by 1972. A case perhaps of an enthusiastic restoration turning to disillusion and abandon. We shall probably never know. It was a little sad, but at least Brian has a useful supply of parts for his other P types. We put some of the bigger bits next to the M for a photograph, and so the two cars and I were reunited after 35 years.

After lunch we drove through Stockport, passing the site of the grammar school attended by one C Kimber so many years ago, until we arrived at Robin Gordon's house. There we were able to drool over Robin's very original C type, a car he has owned for many years and recently restored. The entire party then decamped to Bob Brassington's place, where we were able to ogle Bob's well-known and fabulous selection of MGs and Ariel motorcycles.

After such a wonderful day, it is difficult to sum it all up. Considerable nostalgia of course; a surprise to find so many Triple-M cars residing around Kimber's childhood home: delight at meeting the lovely bunch of people who own them, and who share this lifelong passion.

Lastly and most important, making new friends, and all thanks to the Triple-M Register. Now, what does anybody know of M type WV771, pre 1965?

Number Crunching on The Lands End Trial

From Mike Hawke

In his excellent book "British Trials Drivers, their Cars and Awards, 1929-1939" Donald Cowbourne lists the entries for the major trials of the time. Our cars were very active, and feature on many pages. The summary table not only gives the names of the drivers and their competition numbers, but also the model (e.g. Midget, but no type) and capacity of the cars, the awards won and the registration number if it has been spotted in a photograph. The latter, alas covers but a minority of the cars.

As an example, for the Lands End Trial the following numbers of entries are given for Triple-M cars:-

Year	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
847cc	4	31	41	32	43	53	43	44	19	14	9
746/747cc				1	1		1		3	1	
757cc (PA 1993)											1
796cc (?)											1
830cc (PA 0789)										1	
843cc (PA 0326)							1				
939cc								10	15	14	7
1086/7 1100cc						13	6		1		
1250*/1271cc				10	17	10	3	2	2	1	
1286/7cc						1	20	20	13	8	3
1408cc								3	1	2	
Totals	4	31	41	43	61	80	74	79	54	41	21

- Many F-types were quoted as 1250cc, Why?

The drop off in number in 1937-39 was mainly due to the advent of the 1292cc TA, TA Musketeers and Crackers (and even the occasional VA and SA). Total numbers of M.G.s competing dropped off from their mid 30s peak only slightly. There was also a minor number of 18/80, 14/40 and 14/28 entries throughout the decade.

Don't ask me where those odd cubic capacities came from; 830cc looks like a bored out block with a 750cc crank (60mm x73mm), but as for the rest....

Now we all know that this does not mean that 529 different Triple-M cars ran in the Lands End Trial in these years. But it could

represent a huge number of cars. Even the three Musketeers (that's the 1408cc cars) mustered only six entries between them. Few cars will have matched Alan Smith's J2714 with four entries, not even that most-trialled of all J2s, the J.E.S.Jones/P.S.Flower J3113 managed to do so.

So how many different Triple-M cars did start in those Lands End trials? I'd bet on 200 minimum. Finding out which 200 odd is easier said than done. Popping down to the library at Beaulieu, and wading through all their pre-1939 magazines, is not likely to uncover photos or identifiable references to your own car, so it is not really a good exercise to attempt on a personal basis, unless you know what you are looking for. Nor is finding, and looking at the original programmes, as Donald Cowbourne has already summarised what is to be found in those.

However, 71 identifiable J-types competed in the Lands End in the years 1929-39. There are another 37 drivers of unidentified J-types. These might not be 37 new cars, as some might be new owners in cars, which have been counted in our initial 71. There are also 11 drivers of 847cc cars of unidentified model, M, D, J or P. So we have somewhere between 71 and 120 J-types which took part in the Lands End Trial.

Then there is the similar information for the other major trials of the day (a selection of which is covered in the book), then the lesser trials, down to the local motor club's gymkhana – a vast range of events, some of which will not have been mentioned at all in the contemporary press.

How many of our cars have a pre-1939 competition history, however modest? How many of us are quite unaware of what our cars did pre-1939 – or even pre-1961 and the foundation of the Register for that matter?

What is really needed is the hoovering up of all possible information, from all directions, perhaps model by model, and then presenting it in a form which allows any new piece of data to be slotted into the existing pattern. Occasionally a picture will be completed, and someone will find out about his car.

The kind of scenario which could have an ideal outcome, may run like this. We learn that Fred Bloggs competed in a major trial in his 847cc M.G. in 1938 say. He was not the original owner of the car, nor did he consult the Works on any matter, so no link can be found in the service files at Abingdon. Then it is found that an F. Bloggs

advertised a PA for sale in 1939. The same? So we know it was a PA, and we know where Mr Bloggs lived. Then a Register member comes up with the information that his car was owned by F. Bloggs, living in the relevant area in 1937-9. Have we completed the circle? Not quite. We have to be careful that there were not two Bloggs brothers, and avoid some less obvious pitfalls. We now know the registration of the car. Somewhere, someone, may have some old photos of an unknown PA, with the registration number visible, and it is the Bloggs car. Bingo. From these photos, we may be able to extend the trials history, possibly to other owners of the car.

This is in essence what I am trying to do for the J-types. My offer in a recent Bulletin to tell what I know, if you tell me what you know, may have looked uninviting, and may not produce anything worthwhile to enquirers. But it also may well do so. But do not doubt that there is an enormous amount of interesting data waiting to be found, and sorted, and nobody knows how best to do it.


MIDGET

MAGNETTE

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from "Ten Years of Motor Racing"

by Count 'Johnny' Lurani – Speed magazine Jan. 1936

Lord Howe had been my guest in my country house during the Monza week in September 1932, and when we met again in England, we had several meetings with Mr Kimber, George Eyston, Hugh McConnell and the late Tim Birkin. I was already a good friend of Eyston and McConnell, but it was the first time I had met Tim, and since that day we became great friends, and got to know each other well, and it was a great shock to me when, six months later, poor Tim passed away, to the intense sorrow of all his friends and admirers.

During our October meetings in England, and after having inspected the MG factory at Abingdon, it was decided that a British team should enter the Mille Miglia race at last! Until then, Brian Lewis had been the only one to enter a British car (a Talbot), and it was to be the first time that a real British team would race in a great event in Italy. The English and Italian press started immediately to give great publicity to the affair, and the motoring interests in both countries showed considerable interest. In January the official practice started. Lord Howe arrived in Milan with his mechanic, Thomas, the huge Mercedes filled up with spares, and the little blue supercharged Alfa Romeo.

The first supercharged Magnette ever built was also sent over in the capable hands of "Jacko" (the famous MG racing mechanic), and in Milan Tim Birkin and Rubin also joined the team. I was there of course, and acted as the manager of the expedition, while my saloon Alfa-Romeo acted as a luggage carrier! Our journey through Italy was the most phenomenal trip we could ever imagine! In all towns and villages on the course we were cheered as heros, the papers interviewed us every day, and we had the most exciting fortnight ever.

From Milan we went over to Brescia, from there through Modena (where we stopped at the Ferrari Scuderia), and we stopped at Bologna for the first night. The passage through the Futa Pass proved impossible owing to heavy snowfalls, and we took a whole day to reach Florence. From there it was an easy trip to Rome, where we stopped for several days.

We all drove in turns the Magnette, the Merc, the Alfa, so that we could compare the different cars, and get very valuable experience for the actual racing machines. In Rome we had a splendid time. In

my capacity of "manager", I had to deal every day with a crowd of reporters anxious to get news and information. We had an official reception at the R.A.C.I., where the British drivers were made honorary members of the club. We had an official lunch party at the British Embassy; but the thrill came on the last day, when the complete team, Earl Howe, Tim Birkin, Rubin and myself (Eyston had been called home to London) was received by H.M. The King of Italy at the Quirinale Palace, and by Mussolini personally at Palazzo Venezia. It was a great honour indeed, and the M.G. team was hailed with great popularity through the country. By this time I had become engaged to marry Countess Laura Leonardi, who lived in Rome, and I was doubly sorry therefore when, on a sunny morning the whole team sailed away from Rome to Perugia, then to Bologna, and finally back to Milan, where everybody went home.

We had gained good experience, and we knew what had to be done on the actual racing machines to make them ready for the race.

In the meantime I had taken delivery of my Maserati, and I raced it in the Rocca di Papa race in Rome, where I won my class, smashing the record by a wide margin, and made third best time of the day. It was a great show, and I was proud to be the first man to bring the 1500cc Maserati to victory, and to start the glorious career of the famous little four-cylinder car.

Then came the Mille Miglia! ... the three Magnettes arrived in Milan. The little racers were really beautifully finished and very business-like. A team of mechanics, experts, journalists and enthusiasts also joined up in Milan, where the "quarters" were. McConnell was the race manager, and a very strong one too, and under his direction, the final practice, and the tuning, of the cars started immediately.

We had endless trouble with carburetion, fuel, plugs, brakes, etc., but all was right at last, and the three little green cars arrived in battle order for the scrutineering at Brescia on the eve of the race. All the cars had a Union Jack painted on the side, while the car I had to drive with George Eyston, had also a little Italian flag on the side. We had number 39, and were the first Magnette to start (once again I was at the top of the starting list in the Mille Miglia!.... I knew how bad this was!....)

The race was a great show! We started amid tremendous enthusiasm. My mother and fiancée were at the start. Papers said all sorts of thing about "...last kiss to bride...." Etc. etc.! off we went,

Eyston driving.... After a few miles a plug had to be changed. It was the first of a list of 18 plugs that we had to change round the whole course.... Tim Birkin, who had started after us, passed us just as we were starting again, from there, for over 120 miles, we drove level with Tim's car, at over 100mph on the straights, and we reached the Bologna control together, averaging about 142kph, a record for the section. At Bologna I took the wheel, and we drove up the Futa Pass. I knew the course well, and I was soon on Tim's heels. We passed each other several times, and we both had plug trouble. Finally we arrived at Florence level again. On the Florence by-pass, crowded with an immense throng, we fought a great battle.... We were dead level, and the two green cars, at full revs, skidding wildly, with brakes whistling, dashed onto the control. I was three yards in front of Tim's car... but Birkin got away first. I knew the course better than he, and again we fought a fierce battle, until at last before Siena, I managed to pass him for good!.... Hurrah!.... Soon after, Tim's car packed up, so we were in the lead in the 1100cc class by a good margin. Lord Howe was second and the official Maserati driven by Tuffanelli had dropped out, unable to stand the speed of the M.Gs. I drove to Rome with a good lead, which I increased on the way to Terni, and to Perugia, where we had our second pit. The Magnette handled very nicely on the windy course, and on the Rome-Terni section our car was only beaten by Nuvolari's 8-cylinder Alfa-Romeo, and our Magnette was faster than all the other cars in the race!

At Perugia, George took the wheel again. We had to change plugs over and over again. The brakes had practically vanished, the car felt unsteady, but we had 12 minutes lead in Perugia and we felt confident. We arrived at Bologna (third and last pit stop) on the way back, just as the night was falling. We were the first car to arrive, having overhauled all the other little cars in front of us. We were cheered wildly, but we lost a lot of time at the pits, having to change the battery, which was defective, rectifying a loose dynamo, and many other little things.... Suddenly while we were in the pits, the other Magnette driven by Lord Howe arrived.... It was a pleasure to see our team mate, but it also meant that all our lead had vanished!!.... So once again I understood what a nuisance it was to start in the "early numbers", and not to have any control on the other cars!

Off we drove like scalded cats, and George drove the race of his life! We had no brakes, a very weak battery, and very poor

headlamps, the course was very tricky, and I can assure my readers that my position was not at all pleasant, especially after 15 hours of a hard-driven race, in the little seat of a car driven all out, and at "crashing" limit, buffeted about all over the place, and with the clear thought that "every corner might be the last one!" Notwithstanding Eyston's efforts, Lord Howe's car, driven by Hamilton, in a hair-raising way, managed to close up on us, and at Verona (40 miles from the finish), I could see the other M.G.'s lights about one mile behind. So as the other car had left two minutes after us, it was in the lead! But.... Destiny took a hand. Suddenly the lamps behind us disappeared... This helped us.... But for a short time. Coming out of Verona, we swerved badly! A rear tyre had gone! Immediately we set to work, but.... The jack handle had vanished, and we should have finished our race in a foolish way, if some kind Italian enthusiast had not rushed to help, lifting the car by hand, and enabling us to change the wheel like lightning!.... It was some time after midnight, and if the tyre trouble hadn't happened in a town, we should have been stranded for good! This is the luck of the game. We arrived at Brescia the first car to finish, first in the 1100cc class, beating the previous record by over one hour! Lord Howe's and Hamilton's car arrived a few moments later. We had beaten the other M.G. by a fraction over minute! After 18 hours running! Lord Howe's car also had a puncture at Verona (when the light disappeared), and the wheel change was slower than ours, which lost him the race. We also won the Team prize. Our great victory was cheered all over Italy for a long time, and I was very proud of the great run.

Then in April I married, and decided to give up racing for some time.... I sold the Maserati, and we drove to England for our honeymoon. In England my previous Mille Miglia had made me very popular indeed. I was made a honorary member of the M.G. Car Club, and in May at the Dorchester Hotel, we had a private dinner in honour of the Mille Miglia race, which I shall never forget as long as I live. It was a little party, but the guests were important!... Sir William Morris, now of course Lord Nuffield, was in the chair, and I was sitting next to H.R.H. The Prince of Wales, while H.R.H. The Duke of Kent, then Prince George, was also present. There were Lord Howe, Lord Wakefield, Sir Malcolm Cambell, Tim Birkin, George Eyston, Mr McConnell, Mr Kimber, Penn Hughes, and a few other "big people". I shall never forget the very charming way the Royal guests spoke to me about our races, and our country. At the end I had to make a

speech.... It was worse for me than driving in another Mille Miglia!.... To make a speech in English without being prepared and before such people!.... Anyway, I think I managed to get through all right, and the souvenir of that day will never leave me.

I stayed in London a full month, and was a guest of Lord Howe several times. I attended some racing at Chalfont St Peter, and then I was asked to drive at Shelsley Walsh. I was to drive the same car I drove in the Mille Miglia. I practised very little, but on the morning of the race, George Eyston, who was driving our car, skidded on the wet and crashed it badly. *(This was why it had a factory replacement chassis, and so two K3003s were born – the first one of these I used to own, but foolishly sold it – Ed.)* So just for the sake of driving, we both drove another Magnette, and as I had never driven the car before the start, I was rather puzzled with a "resting block", and I made a poor show. But our parade drive with George up the hill as "Mille Miglia winners" was very loudly cheered indeed, and the whole show was very amusing. *We must leave Johnny Lurani here as he goes on to other, non-M.G. things – but I hope you liked this slice of the times – Ed).*

J2 - MG 2657

By Allan Scott

I bought this, my first J2 in November 1965 from Miss June Wills. I subsequently traced its history, and found that it was ordered by Mrs Ethel Crowe on 1st August 1933, from University Motors, where it may have been a demonstrator. In January 1935, it was owned by Mr J.T.Dickson of Bedford.

Post-war it was owned by Norman Buckley, an hotel owner, who was a serious driver of power-boats, fast cars and aeroplanes. During this period it had shed a lot of weight, and was fitted with an outside exhaust system across the non-existent passenger's door. Mr Buckley sold the car to Mike Tyrrel "because it seized"! He later became an international stunt pilot, and was killed in a Pitts Skybaby in Italy.

The car moved on to Mike Johnson in Privett Road, Gosport, where it languished for two years as a chicken house. I let it be known that I was interested. It was Mike who registered it MMM No. 442. however, he was an Austin Seven man, and sold the car to June

Wills, who was an impoverished art student. To her credit, she actually started work on the car, removing and renovating the cylinder head – a formidable task for a teenager of either sex. In fact she found out that it was a camshaft seizure, the Hyatt rollers being rusty; the vertical drive was solid, causing the stoppage, but she didn't find out why.

The head was a standard 6.2 compression ratio, with nicely polished and matched ports. Some of the valve collet grooves were very marginal, and the rockers were every shape but standard.

Over Christmas of 1965, I received a phone call. A female voice said "Hello, I'm June Wills, I hear you are interested in my car". "Er Yes" I said "how much do you want?" "Oh about £15". "How much" I said incredulously, raising my voice a couple of octaves. "Oh well £10 then", then after a resigned long silence, "£8". "OK" I said, "I'll meet you at Mike Johnstons". And that was it. I should explain that rough J2s were about £50 in those days.

We met on Boxing Day and pushed the car about a mile to Stoke Road, to a lockup just behind Nev Churcher's undertakers. We stripped the car to chassis level; the brakes were seized, and bits of body needed renovation. The engine had grease in the bores and rotated quite freely, the dynamo motored well and looked hopeful. The carburettors had a rather odd relief valve between the carburettors, which I had never seen before. The exhaust manifold system passed through the bonnet side panel, obviously non-standard. No doors were fitted and the panelling was in 20gauge aluminium.

Frantic work brought the car to the state that we optimistically entered it for Silverstone. However to try it out first, we entered it for Firlie hill climb on 29th May. The car was running dismally slow – less than 60mph on the road, running very rich. It climbed in 48.25 secs which was 10 seconds off the pace.

I had fitted 5.50 x 16" wheels all round, and it soon became obvious that the big wheels overwhelmed the front suspension. In retrospect, I should have reduced the front tyres to 5.00, but we doubled the front dampers and put the tyre pressure up to 40psi. the steering arms were not really strong enough. The sump filled with water, revealing a loose core plug under the camshaft. This explained the camshaft seizure, the sluggish engine, the rich mixture all at one go.

So when MGCC Firlie came along on 19th of June, the car won the unblown class, with a climb of 39.5 secs. The engine would only sustain a vacuum of 8psi at 1500rpm, and we had smoky fumes from the oil breather, but there was no water in the oil. Scrutineering required a second throttle return spring, some trackrod limit stops, an exhaust support strut, and we had to make a bulkhead seal. It did 78mph on the road now.

I bought a Commer 15cwt builder's truck so the car could travel in lofty luxury on the return journeys. It did have its dangers, like falling off its loading ramps more than once.

Next was Brands Hatch on July 10th; vacuum was now 10psi with oil pressure 60psi when hot. I fitted a new oil restrictor pin and ran the cam bearings after 7 laps, no wonder the engine felt tight! Scrutineering revealed loose king pins, wheel bearing and slack steering. Having tightened things up, the steering was very poor, the handling twitchy and the brakes almost non-existent. It however won yet another award, being nearly 4 seconds per lap faster than the other unblown Triple-M cars. Strangely, I never saw more than 65mph indicated, but was 1second per lap faster than Malcolm Beer's Q-type; Geoff Coles' J4 was 12 seconds faster.

I wrote to Mike Hawke, and received a letter detailing the valve gear set up, as well as brakes, clutch and steering.

Back to Brands Hatch in October, but wet this time. Lap time was 1min 24secs, with 36psi in 5.50x16" tyres. J2's front spring rate 290lb/in, and rears 230lb/in, and slightly slack rear dampers. I had fitted new self-aligning rear bearings, courtesy of Geoff Coles, but these only work if the half shafts are a tight fit in the hubs. It was very unstable on the straights and tail happy in the corners. It also kept jumping out of top gear, and the clutch was slipping on upward gear changes. Reducing the rear tyre pressures to 32psi at least caught the tail in the corners a bit. Race lap time was 1min 26secs (Geoff Coles was 1min 15secs).

Over the winter I removed the cylinder head, changed the valve guides from bronze to cast iron; the head depth was brought to 3.437", by grinding off .01". The camshaft was worn 10 to 34 thou. When I restarted the engine there was no oil to the rockers, although there was 100psi on the gauge. I had fitted the rocker shafts on the wrong sides!

I fitted a K size peg and hemispheres to the steering box, reducing play at the wheel rim from 4" to 2". The dynamo was oily and

the fork holes were oval. I fitted new Duron clutch plates and 80psi springs.

1967 April Brands Hatch was an International meeting; it was a miserable day, wet and windy. Fred Matthews was the scrutineer, who everyone dreaded; he was always constructively helpful whilst falling your car. I was told to replace the passenger's seat and headlight to comply with FIA rules, also a second throttle return spring was needed together with more exhaust clamps, less steering play and tightened rear spokes. A lady sign writer then painted numbers on the body – no stick ons in those days.

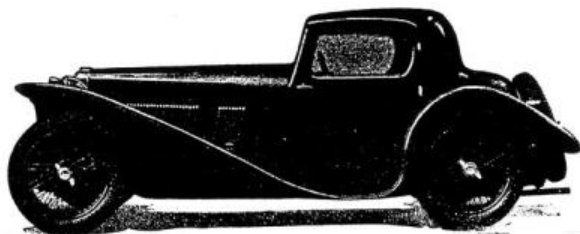
As I went out to practise, I found a pool of oil forming from a broken oil gauge pipe. Luckily the J2 has a shut off cock.

Practise started well, with not another car in sight, until after 7 laps Geoff Coles came past on the pit straight, and the J2 began to misfire. The pack shot past me as I went into the pits; water was getting onto the plug leads. On the next two laps I spun at Druids and Paddock in quick succession; the handling was terrible, and the engine began to rumble ominously. I passed Ian Barlow's ND and Ellerton's PA, and was pleased that practice was over.

During lunch we sealed the water leak and the oil pipe, and after the 10 practice laps. The brakes needed adjustment. The handicapper came to see if the car was standard; he went away looking very puzzled as the wet times were the same as my previous year's sprint time.

It rained and blew some more; the bottom of Paddock became a lake as racing started. I was behind a Cobra, which led the pack out for a two-lap warm up, but coming out of Druids it dropped its sump; I changed up early and span on the oil, backwards down to Bottom Bend. I tried to flick a reverse turn, but ended up reversing into the bank. The crank was broken and I was left a cold, wet spectator at Bottom Bend. The race was won by Peter Bentley's PA from Dunkerley's blown J2, in front of a pack of T-types. Geoff Coles retired with a sunken carburettor float.

So MG 2657 was retired to be converted into a J3 replica.



Fact Or Fiction

By Pip Bucknell (from Oz)

Many months ago I thought of writing an article about the importance of accurate facts in relation to matters pertaining to our cars. As I see it, many of us "old protagonists" won't last many more years, and the written word is about all that will be left for future custodians. It is vitally important that this written word is correct

Why do I say "protagonist"? Well "old timer" probably belongs to people more like Harry Firth and others before him, who actually raced, or otherwise enjoyed M.G.s early on, and those of us who missed out on that pleasure, are protagonists (a champion of a cause – in this case the accuracy of M.G. historical fact).

So lets start on FACT.

Some claim M.G.s did not use wheels smaller than 18" prior to 1940. This is NOT fact, and I would like to submit just one example proving that wheels down to 15" were used regularly by M.G. before that date. I will add that I have a very large collection of photos verifying this issue, including cars fitted with 16" wheels before they left M.G. (*Mike Allison's Monte Carlo N-type being a well known case - Ed.*) these photos include almost every pre-war M.G. model on every continent.

I have a photo of EX127 showing the car fitted with smaller wheels. This picture demonstrates very plainly that M.G.s used wheels and tyres of less than 18" prior to 1940.



Verification of tyre sizes

For confirmation of the size, I submit the following:- the sizing of the wheel diameter has been confirmed by an expert from the USA, in a report to me. He scaled off the "knock-on" and compared that with the rim. If the wheels were larger, the resulting numbers would be just too big to be a mistake. Further, knowing your knowledge of pre-war M.G.s, I know you will recognise that the clearance from the brake drum to the wheel rim, also clearly shows the wheels are less than 16" diameter. A much larger gap again would be there if the wheel had been 18" or 19". I have also confirmation from the German MG expert and author, Hagen Nyncke. Hagen admits that he had missed that point himself, until I drew it to his attention.

Of course, I have no doubt that some will wish to know the date of this photo showing 15" wheels in use prior to 1940. Those willing to think about it, know Kohlrausch sold the car to Daimler Benz in 1938, and it was not driven again. So the photo must be pre-war. Really, pretty simple, isn't it?

Further, just in case there are still any lingering doubts, I will add some more history to the photo. A few days before the end of August 1936, when preparing for an event to be held in Germany, on the 30th August, EX127 suffered damage (including body damage) during testing, and it was hurriedly repaired at the front of the car, to be ready to race. Prior to the mishap, EX127 used to look very like an R-type at the front. There are many photos of EX127 looking like an R-type, but very few that I know of with this (I might add, ugly) grille/nose piece.

I have a rare original action photo of EX127 taken actually during the event of 30th August, 1936, in Germany 1936, where it took 3rd place in the 1100cc class. This original photo shows the same (ugly) nose piece and 15" wheels again. This verifies when and where this photo was taken, and both the photos came from Mrs Kohlrausch's collection, and the original is endorsed by Hagen Nyncke. Further these photo endorsements match the results list supplied to me by my German friends, who are also researchers, and are verified in a publication released in Germany some years ago, of which I have a photocopy.

Let me qualify the FAKE business. Anything that purports to be what it ain't, is a fake. That is fact. Anyone who claims they have made an M.G. special is surely kidding themselves in trying to claim that they made something better than M.G. My own opinion is that all

M.G.s (well at least MMM MGs) were special. Some specially good and others specially bad (*such as the D-type, which although a nice looking car, is most sluggish to drive; which I can confirm, having owned and restored one myself – Ed.*), but none the less “special”.

False claims in books:- these need to be recognised

Years ago I had some correspondence with John Thornley about EX127, and its sister car. In one letter, that well-known gentleman advised that he had used “a good deal of journalistic licence” when he wrote ‘Maintaining The Breed’. He commented that he wished he had not, as so many people quoted every word as fact.

A couple of years ago, a wonderful book was published on MGs. ‘MG – The Untold Story’ by David Knowles. David is, I believe a self-confessed MGB V8 specialist. This book covers the majority of the MG spectrum, and some of the detail for the early parts came from another source. Notwithstanding this, there are some very unfortunate errors, relating to the early years’ of MG history in the book. I feel that in this period of MG history, I am able to claim that I know more about the detail than the author. Of course you can dispute that claim, but I challenge you to prove it.

These errors include:-

1) The claim in the section on EX127 “that Kimber was persuaded to sell EX127 to Bobby Kohlrausch.... Who also happened to be an MG distributor in Germany”. Kohlrausch was NOT an MG distributor. J.A.Woodhouse was the MG distributor, who helped finance Kohlrausch’s racing adventures.

2) In the EX Register in the book, David says “EX146; no title – only superseded by EX147”. However, a prototype independent chassis was built, and I have a photograph of it complete with power plant, gearbox and on wheels. That photograph was at one time published in a motoring magazine. Wison McComb says that the car was built on a T-type chassis. The Gearbox remote is J-type. As this car does not appear elsewhere in the EX list, it surely must be EX146.

3) in the EX Register in the book, David says “EX149: Not taken” –in other words not used. He speculates that it is quite possible that this was to be the S-type single-seater racer that Kimber hoped to produce. Well, this chassis was also built. So, there we have another untruth. I have seen this car and photographed it. It would have been an amazing car. It even had controlled lean suspension amongst other innovations. You may well wonder where EX149 is now.

Unfortunately I cannot tell you. All I can tell you, is that it was in a country garage in UK, as part of a private collection. Wilson McComb also confirmed my feelings on this car. Hopefully, it may yet become available for viewing, after the collection is handed down to a new "custodian".

4) In the EX Register, David claims that EX154 was "built using some parts of EX127, EX154 was later destroyed in Germany". The implication being that the 2 cars were combined to become one car. Under EX127, David claims EX127 was re-worked into EX154. Both these claims are untrue. Firstly EX127, and EX154 appeared racing on the same day more than once. Second, I have the original advertisement, where Kohlrausch advertised both cars for sale. Thirdly, Daimler Benz bought EX127 and Ralph Clarke confirmed with their management that this was correct. I own the last engine from EX127 (that came via Daimler Benz), and its engine number is different from that of EX154. Fourthly, whilst David Knowles did not say when or where EX154 was destroyed. I know it survived the war, and have photos of it post war. Fifthly, I have photos of both cars together. And finally, I eventually contacted David Knowles, and have his written confirmation "that he had no evidence at all that EX154 was destroyed, but just thought that it may have happened before war broke out. There is other evidence that there were two cars, but space does not allow its detailing.

Summary

By way of explanation of the importance placed on material written in books, CAMS (*I believe the equivalent of our DVLA – Ed.*) latched onto this untrue statement from David Knowles. That is "EX154 was later destroyed in Germany", and used that, and the false claim that MGs did not use 16" wheels pre 1940, in their decision about log-booking a car. It had been put to them that EX154 was an MG of particular specification, which had a racing history prior to 1940. Taking on board the false claims from David Knowles' book as gospel, CAMS rejected an application for a log book for a car of similar specification. Under KA classifications, there is a quite specific provision for such cars, but there must be evidence that the car to be considered "must be of a type that had a racing history prior to 1940" So you can see how important these untrue claims can be to those who know the facts.

So the purpose of the above, is to get the facts straight for those who come along after the protagonists are gone, and only the written word remains.

So I suggest to you all to :-

Consider the facts

Chuck out the rubbish (and the so-called replicas)

And enjoy the cars for what they are: Magical Mechanical Machines, with a heart of gold, and a thread of camaraderie beyond any other make of automobile.

YOUR LETTERS

From Jennifer Miller

David and I have just received a note from Winnie Stone's daughter, Patty, to tell us that Winnie died in hospital on October 23. She asked us to pass the news on to the MG folks.

The return address on the letter is 57 Virginia Way, Abingdon, OXON OX14 5QL, England.

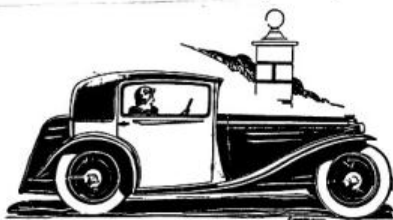
Unfortunately, neither David nor I can read Patty's signature, so we can't tell you what her last name is. Do you happen to know it?

I thought I would just write a condolence note to "the family of Winnie Stone"

If you have contact with the other MG clubs, or their newsletter editors, perhaps you would be kind enough to pass this information along for publication. It really is the end of an era.

On another note, we received in today's mail a card from Ann Thornley, John's widow, to tell us that she had remarried and is now living in New Hampshire! (David and I have exchanged holiday cards with the Stones and the Thornleys for 20+ years).

Best Wishes



THE M.G. MAGNA CONTINENTAL COUPÉ

1350 EX WORKS

From Gabriel Ohman

Dear Phil

I have remade a rear axle spacing bracket to fit a 1932 Morris Minor salon rear axle. The Morris axle is the same as The M.G. ones except that the banjo has fatter tubes. (Stronger, stiffer?) A bigger tube seems to me to be stronger or am I wrong? Have anyone made this before. Is it a good idea or am I out in the blue?

I have borrowed the August issue from Björn-Eric and I understand that you all have had a wonderful summer driving round in France trying out different wines and other amusements.

Weather has been fine here too and ferry trips over the waters to Finland is always nice, but you don't see any vineyards I am afraid... This summer Sven Ordell has got his L2 ready for the road, and very nice it looks and sounds. I will send you a picture of a happy Sven with wife in the car. (see photo on cover – Ed.)

Self I haven't had any luck with my cars. The L has astonished me with lots of interesting faults since I started her up in April until now in October when a core plug vent in the cylinder head. The rear one is of course near the dashboard. My M-type was trying to burn its bonnet away when I was running with 60° before TDC. A mistake of course but it was interesting to see that the oil pressure went up nearly 15 lbs when back to normal again. I am worried that I have not paid up properly as Björn-Eric had to borrow me his August issue, and now he is pestering me that he even got an October number and I have to pay him another lunch just to have a glimpse in it. As I dearly would like to have those missing issues I will send you some more money in the Snail mail together with the pictures of the rear axle and Sven's L2.

Regards

From John Passmore

Dear Phil,

Thanks for your note about the 33p postage on the SAEs (please note that the Register has been topping up the postage now for nearly a year now those envelopes which had only 19p or 27p

stamps on, but we want to tail off this expense – so if you are telling new subscribers to send SAEs, please tell them to put 33p minimum stamps on – Ed.).

My J2's (J2311) restoration is coming along quite well now. Body ready for painting, and chassis almost 100% complete. Projected finish date now Spring 2003. Can't wait. *(See the cover for a picture of John's beautifully restored chassis and engine – Ed.)*

The Bulletin keeps getting better. *(helped by an increasing member input, for which I am grateful – Ed.)* you deserve all the "well done" letters. Any news on the binder possibility? *(This is something that we need to look into, if there is enough interest – Ed.)*

All the best, kind regards.

From John Endicott

Dear Sirs,

I am the curator of the Kent Police Museum, in The Historic Dockyard, Chatham, Kent.

For the past four years there has been a three-day 'Navy Days' festival in the Dockyard.

However, next year, the Trust is forgoing this type of festival for a year, and instead will be hosting an 'Easter Steam & Transport Festival'. As we are situated within the dockyard, I have been asked to see if I can get some old police vehicles to be displayed at the area in front of the Police Museum.

The MG Car Club has this past Sunday had a 'run' to the Historic Dockyard, and I was told I should contact you, as you will know who owns the ex police cars. I do know that BKE 714, one of our cars has been re-built, but I do not have the owners details.

Perhaps you might be able to put some thing in your excellent magazine, asking for these owners to contact me, or perhaps you might furnish me some of their addresses, so that I can personally contact them. I leave it to you to decide.

I hope this will be possible, as I want to start organising the displays soon. I have one ex police Ford Granada, which was Kent vehicle 88FG based at our Coldharbour Traffic Garage, at Maidstone.

This is in Cornwall, and he has agreed to come for the weekend of 18th to 21st April 2003.

I remain yours

(Ed.- The address to write to is *The Historic Dockyard, Chatham, Kent, ME4 4TZ*, Tel. 01634 403260 or e-mail kentpolmus@aol.com their web-site is www.kent-police-museum.co.uk)

From Robin Gordon

Dear Phil

Herewith six more SAEs for my Bulletin which continues to be a credit to you.

Glad to see the pictures of the C-type; it looks very good and you must have done a super job on it. Pity about the plug oiling, but I'm sure you will sort that one out soon. My gearbox leaks at the back end when running, but not when stationary, and the answer seems to be to put a sealed bearing at the back, but remove the speedo drive pinion first, if one is fitted, otherwise it will be starved of oil.

Best wishes.

From Norman Unwin

Dear Philip

Congratulations on the Bulletin and thank you for the effort that goes to make it.

About four years ago I was very fortunate to obtain a PB in lovely condition (CUM 872, PB 0596). (See photo on cover – Ed.)

It had been professionally repainted but otherwise is completely original; current mileage being 28,000, and 3 previous owners!

It was one of the 27 unsold PA's, which were recalled by the factory at the end of 1935, and turned into PB's.

The interesting part of it's history, is that it was a police car with Leeds Police from March 1936 to April 1942, having been fitted with

special instruments, and a Marshall 75 at the factory, before the Police took delivery.

I suppose it is too much to hope that some very senior citizen, or policeman might remember it. I was told that several years ago a motoring magazine carried a picture of two policemen driving the car down a dusty Yorkshire track - I have not seen it, has any one else?

Best regards.

From Stan Ward

Dear Phil

Once again you and the MMM team have kindly sent me the Bulletin, and once again it has been a good read cover to cover.

The only 'problem' I have with the Bulletin, and I suppose with you and the MGCC in general, is that you make me feel so bloody guilty for just being on the receiving end. It seems that my only contributions are that 1) some years ago I impulsively bought an old M., with an unknown badge on the front; 2) I turn up now and again at some of the summer events; 3) I keep the J2 in good condition; and 4) I pay my dues. *(We know there are many like you Stan, but through the Bulletin we hope that you may be encouraged to get the car out more often, but also hope through the Bulletin that you can feel part of the family of Triple-Mers - Ed.)*

Of course I now know what the badge with 1456 on is, and I now know what fun and pride it is to own a Triple-M car. back in the 50s I had a 1947 TC; it cost me £195, and after 18 months I sold it for £180, which became a deposit for our first home.

On the technical side, I have recently improved the brakes on the J2, by fitting 12" brakes to the front only. I am told that 60% of the stopping momentum goes to the front of the car, and my good results seem to prove it.

A big thank you for what you do, to the MGCC and to the MMMs; it is much appreciated.

Yours faithfully

P.S. Your C-type looks the biz!

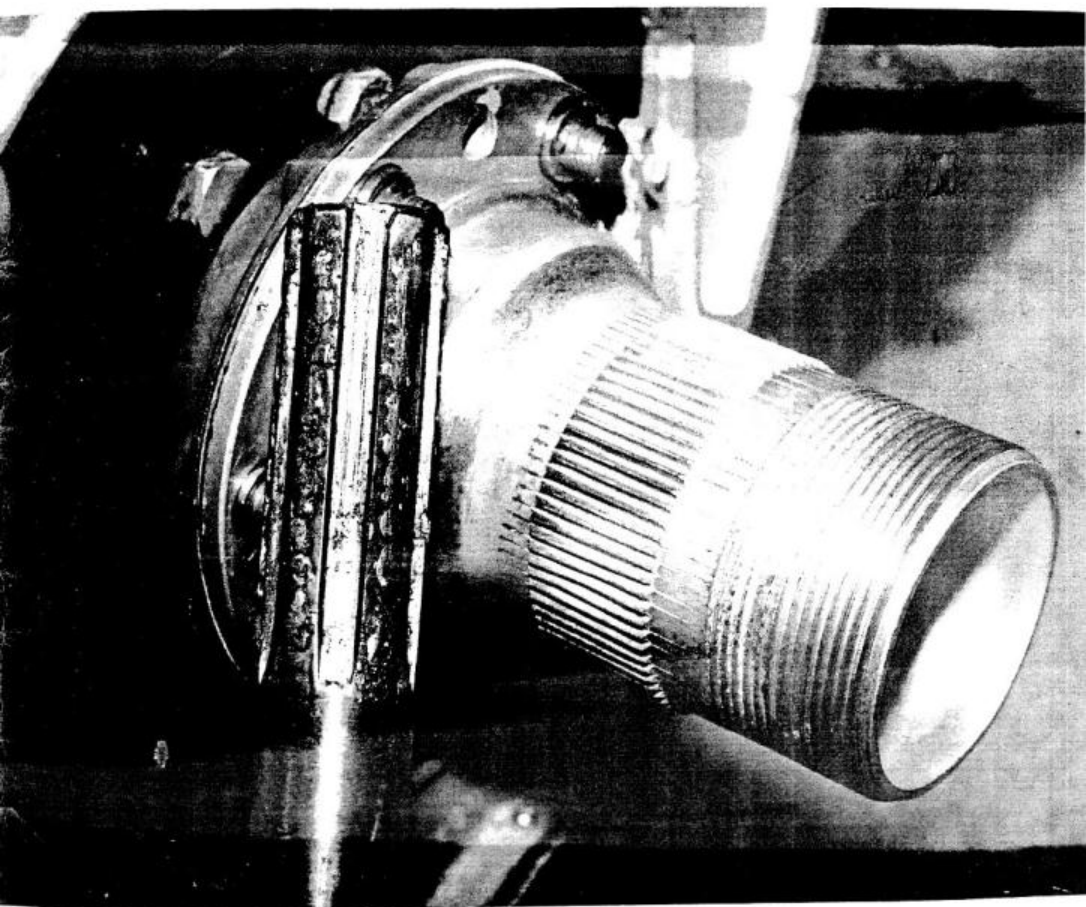
Moron Motor Mechanics

'Never knowingly undersealed'

Unhelpful Tips No.1

If your half shaft is loose in the hub, blob weld along the splines and press back into the hub. This gives a good tight fit and reintroduces that delightful wobble as you drive along, giving a realistic 1930s feel as you drive along our modern smooth roads.

Yours A.Gormless-Twitt (proprietor)



TIPS AND HINTS

N-type distributor details from Gerhard Maier:-

Model number: DQH 6A

Distributor type: DA 11-0-1

“ order No. 400,604

“ cap: M 1190/AH

rotor; M 2799/4

Contact set: 400,636

Condenser: 400,633

Advance spring set: M 3787/2

Advance weights: M 1910/3

The rotor and contact set you can get at Autojumbles; the condensers you can get from a car from the 50-60s. the advance weights and springs you hardly ever need. The most difficult part is the cap, the original one being brown with “Rotax” on it. But there are also Lucas caps, caps without any name, and black caps. If ever you find a cap, buy it because they are rare. They can often cost £80, which is often more than the cost of the body.

If you want to fit a thermostat to your car, there is a push in one available from Halfords, Ref No. HTS 610. This is a nice tight fit in the top hose and allows the water to get up to temperature much quicker.

SPARES FOR SALE

Andrew Bradshaw (169 Histon Road, Cambridge CB4 3JP) has for sale a P-type front engine/radiator support bracket, in excellent condition; £50. pair of P-type front wing supports in good condition; £15 pair.

Brian Rhead (25 Leylands Park, Burgess Hill, West Sussex. RH15 8AQ) has for sale a shop soiled P-type 4-seater hood frame, or swap for J2/PA 2-seater hood frame (I think the J2 and PA are identical).

John Dent (Maencoch, Llanboldy, Whitland, Carmar, SA34 0DF. TelNo.01994 448305) has for sale a one and a half seater body in ali; fit J-type chassis, large tank in tail, phot on request. Also a J1 petrol tank. Sell or exchange PA 4-seater hood frame for 2-seater frame.

WANTED

Allan Scott (13 Amberley Road, Roffey, West Sussex RH12 4LJ. Tel No. 01403 259780) needs the following J2 items:- front engine/radiator mount; propshaft tunnel and windscreen frame.

Does anyone know who can supply the rope that is used to protect the external exhausts as per original. This used to be asbestos rope, but of course this is now banned. Your Editor is looking for the original item for his C-type. So far all I have managed to find is some 1" wide white tape, which I got from Paul Beck at Vintage Supplies.

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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



Terry Hartley overheating at the Luxembourg rally last year

Photo: T. Margel



The brand new C-types create much interest after arriving at Brooklands in line astern for the 1931 Double 12

Photo: K. Evans collection



John Passmore's J2 restoration progressing well

Photo: J Passmore



Malcolm Kirby's PA ended up in the ditch in this year's Caledonian Run

Photo: T. Margel