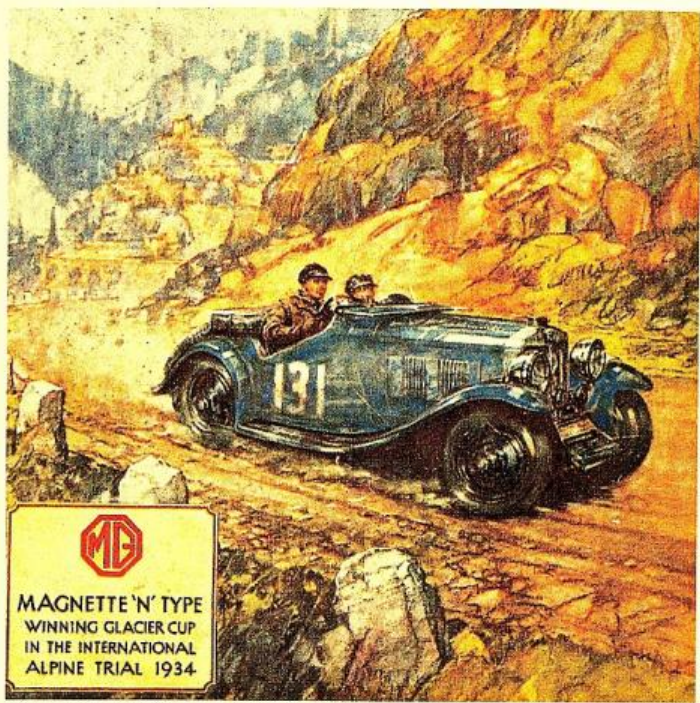


TRIPLE-M REGISTER BULLETIN



DECEMBER 2004





Barry Foster, Malcolm Green and Roger Chamberlain frantically preparing Frank Allocca's J4 replica for Luxembourg

Photo: B. Foster



Mike Hawke's K3 record breaking at Millbrook

Photo: G. Arrondelle

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December 2004

EDITORIAL – Phil Bayne-Powell

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Here we are at the end of another Triple-M year, and I hope you have all had a good time, whether racing, trialling, sprinting or just going to rallies, with a mild competition element. I know that more and more people are using their cars far more, and not just sitting in a field talking about them. This can be seen in the small numbers of our cars that go in for Concours events. There has been a good Silverstone and the Luxembourg Triple-M rally was the high points of the year.

Your Committee is now planning for next year's events, and we would like to have our Sherborne style rally somewhere in the Midlands area, to cater for those members who feel that everything happens down south. We are looking for volunteers to help arrange this, with help from Alan Grassam, who did such an excellent job in Somerset last year. The rally for 2006 will be in East Anglia. This is being organised by Mike Linward and his accolites!

2006 is also the year we are hoping to get a second New England Raid organised. The last one was in 1991, and was a tremendous event for the Raiders and their American hosts.

Next year sees the 70th birthday celebrations of the Cream Cracker teams, which will be in October. Fuller details will be given as they are finalised.

The down side for Team B-P this year was the ND's crash in France, but this back in its garage by the time you read this, fully restored to health and ready for next year. John Goodacre has commented on the locking up of the top bush of the steering column, which tends to reinforce the recommendation to stick to the felt bush, and do not install something too unyielding. See Your Letters later on.

Front Cover : Mike Allison's N-type winning a Glacier Cup in the 1934 Alpine Trial, prior to its famous 1935 Monte Carlo outing.

The C-type has now got a new lease of life after its rolling road check up; unfortunately the rear main bearing is leaking due to the 15psi oil pressure it had on start up. This was due to an incorrectly drilled new front housing, which has therefore damaged the white metalling. So I need to bite the bullet and take the engine out again!

I went to the Prescott Hill Climb Driving School with our children in their cars, and we had a wonderful day learning how to drive up correctly (see later for full report). I can thoroughly recommend it to anyone who wants to get into this sport.

Last time we had a typo error on the caption of the Triple-M cars in the Silverstone Paddock. The Seaman car is K3011 (NOT K3001), and the Parnell car is K3009 (NOT K309). Sorry for the error. I try to give the chassis numbers so that future generations can know which car is which. I know it is very difficult tracing a car's history when there are no chassis numbers; C-types entered in races at Brooklands are just entered as 750cc Midget, and when the Evans equipe had two C-types, it is difficult to determine which car is which in any photographs or race results.

Our Triple-M dinner went well at its new venue at the Steventon House Hotel, being a great improvement on last year, when the service was very poor. The food was excellent and over 50 diners had plenty of elbow room, and Steve Dear regaled us with his old jokes, which fortunately we had mostly forgotten from before!!

Prizes were awarded to Elizabeth Taylor (Peter Green's daughter) who won the 2003 Car of the Year Award with the PB Cream Cracker; Bill Bennett won the 2003 Slade Trophy in his blown P-engined J2. This year's Speed championship was won by Peter Green in the Seaman K3; while this year's Mary Harris Trophy went to Tim Metcalfe (Mike Allison's son-in-law). It was great to see the next generation taking over mantle of exercising our cars, and doing so well.

We have had the Mary Harris revalued recently, and its hallmark revealed that it had been made in 1893. It was given to the Club by Mary Harris, the widow of the Club's secretary M.L.T. Harris, after the war. So one wonders what it was used for/commemorated prior to being given to the club

PRESCOTT MMM WEEKEND

27TH TO 29TH AUGUST 2004

From Allan Herring

There are so many events to attend in the U.K. and Europe during the northern summer. As we planned our holiday we looked at the possibility of the MMM Luxembourg event, MGCC France Le Mans Classic and the MMM Prescott weekend. We decided to include Prescott as it would fit in geographically, and also give us the opportunity to go to the Goodwood Revival meeting, which is an almost 'must do' for a late summer trip to England, with a weekend to spare around the beginning of September.

So we drove the short distance from our friends in Bristol north to Cheltenham and to the Hotel de la Bere in Southam, just a few miles out of Cheltenham, and also quite close to Prescott Hillclimb. The Hotel de la Bere being the event base hotel and Prescott Hillclimb being the hub of the weekend activities, which included the pride of ownership self judging on the Saturday morning, the start of the scenic tour on the Saturday afternoon, the dinner on the Saturday night and non-competitive runs up the hill on the Sunday.

Friday evening was an informal dinner and natter, which was to get underway around 7.30pm and not too long after our late arrival, giving only a brief time for finding our room and taking a quick walk around the car parks, in which there was already a good selection of MMM cars. We found the dining area and were directed to the second of the rooms as the numbers had increased beyond the capacity of one room. The large round table in the room accommodated 12 – 14 other participants and we quickly got to know others; some faces from former times in the MGCC in England, some familiar from photos in Safety Fast and the MMM Bulletin, but overall, a room full of new names to try to remember. We made ourselves known to George Eagle, a member of the organizing committee, who had been most helpful in providing us details of the event prior to leaving Perth. New friends and conversations were accompanied by a very nice meal and at the end of the evening, we were very grateful to have been invited by Chris and Elisabeth Lewis to join them in their 4 seater PB for the

scenic tour, which was to commence after the POO on Saturday afternoon.

Saturday was fine as we made ready to head for Prescott Hillclimb, just as well we stopped in the hotel driveway to check our maps, as George Eagle appeared in Aramis and provided we could keep up, would lead us to Prescott. We are so accustomed to dry, brown and dusty conditions for summer hillclimbs, and so to arrive at a lush green Prescott paddock on a fine morning was a real treat; well of course all the countryside is incredibly green in England, and no matter how many times we visit, we always make the same comments. After a short while, there were around 35 MMM cars in the paddock and it made for a very pleasant few hours while entrants self judged the POO. At a rough count, there were 2 C types, 5 J2's, 11 N types, 15 P types, 1 D type, an airline P and 1 M type.

Some time shortly after midday we boarded MG 4283 and were on our way. Elisabeth had kindly offered her front seat and sat in the back with Jeanne with another set of instructions to concentrate on the points for observation, some of which were photos, which certainly is an interesting form of clues made even more challenging when taken at a different time of year!

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reading to the real distance over the road, we were even more accurately finding our way through the instructions. Our destination was finally to be Sudeley Castle. However towards the end we followed instructions into the Gloucestershire and Warwickshire Railway, where there were several steam engines fired up and coming and going with loaded passenger carriages or just shunting in the yard. We eventually made our way to Sudeley Castle where we handed in our answer sheet and took an hour or so to look through the castle and lovely gardens. Time to return to Prescott, and I accepted Chris' offer to drive back, while he navigated via the smallest and steepest lanes in the area. Unbeknown to us, the modern car hot on our heels was John and Helen Gillett from Melbourne. It was just as well that we were shown a direct route between the Hotel de la Bere and Prescott as we did the trip several times including the return trip for the dinner at Prescott Lodge on Saturday evening.

On arriving at Prescott Lodge, Mike Hawke greeted us firstly with an offer to drive his J2 up the hill on Sunday morning, and very quickly followed with offerings from the bar, and so set the tone for a great evening. Frank Alloca's after dinner speech was most entertaining and underlined, with it's basic theme of trust, that the commeradarie that exists between MMM and MG is to be valued and exists throughout the world. I didn't get to meet Frank, but the "new" J certainly looked just great. The raffle was entertaining, and I think most people headed home with some treasure or other.

The Sunday morning was not so fine, but at the end of the morning, we were to look back on only a couple of short showers, the worst of which came and went while we were inside the Bugatti Trust Museum. This was a day for non-competitive runs up the hill, together with a couple of other car clubs, which were sharing the hill on the day. There were more MMM's in the paddock on the Sunday morning, I would have estimated about 50 in total. Mike Hawke's generous offer to drive his J2 up the hill was accepted and was thoroughly enjoyed, not once but twice. In full competition this must be a really great challenge with a couple of quite tight hairpins, the Esses and the Semi Circle towards the top. Chris Lewis then insisted we take the 4 seater PB up the hill, and this was also enjoyed albeit at a different pace to the spritely Hawke J2. As if this was not enough to keep me going, George Eagle offered

me a passenger seat in Aramis. The museum visit was well timed with the showers calling a brief halt to hill climb runs. The Bugatti Trust Museum is quite small and houses much Ettore Bugatti artefacts, and also various works of his artistic siblings. There were two cars on display, an early sports (type and number not remembered), and a Royale. The Royale left shortly afterwards; it is not too often that one sees a Royale at all, let alone one on the move. At Goodwood the following weekend there was a Royale doing display laps and I reckoned that this was the same one that left Prescott and was headed for Goodwood.

It was good to meet people I/we had known in the 60's and 70's whilst living in England, even though they may not have remembered me in the 60's in the TB which we still own, or us in the 70's in our 1966 Midget, which had to go in order to pay for our seats on a flight back to Australia in late 1972. There was Tony Bugbird on the Saturday night and John Adams on the Sunday. John had his J4 making all the right sounds; in the early 70's it would have been the P, which always pulled big revs, and was quite often airborne in car trials.

Mid afternoon we briefly left Prescott to pay a visit to Winchcombe Pottery, a potter known to Jeanne from some years ago in Perth; we did not realize that we were only a few hundred metres from the pottery on our Saturday afternoon Scenic Run.



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Our return to Prescott was only brief, as it was now getting late into the afternoon, and it was time to bid farewell and move on to visit friends in Cheltenham, which was fortunately not too far away, although it did take us some time to find them.

Our thanks to George Eagle and all the organizers for a superb weekend; to Chris and Elisabeth, thanks for a most enjoyable Saturday afternoon and hill climb on the Sunday; to Elisabeth for your generosity in giving up one of your front seats and for your company *merci beaucoup*. To Mike and Anne Hawke for runs in DG 5405, and George Eagle again for the ride in Aramis. To everyone else for just being there with your MMM's. We certainly missed having our own J2 to use, and were interested in the summer which John and Brenda Hancock from New Zealand had had in their own J2, going to a selection of the many available events; we may be in touch one day to get some hints on car shipping etc., although we should be able to tap into the experiences of our local T-Type tourers who spent some months of 2003 in U.K. and Europe.

After Prescott, we visited Hay-on-Wye and the Pembrokeshire coast before heading to the Goodwood Revival the following weekend. Therein lies another story or two and to prove that the world is a small place, we happened by chance to be staying in the same B & B in Worthing as our good friends the Goffs from MGCC in Perth, a real surprise to us all!!



VSCC SeeRed Relay Race

From Peter Fenichel

The recent (September 11/12) VSCC SeeRed race meeting at Donnington Park saw an MG MMM team compete in the 3 hour relay team event against some stiff competition amongst 16 teams including Alivis, Bentley, Riley, Wolseley Hornet Specials, Frazer Nash and Alfa Romeo.

The team entry comprised an interesting group of experienced racers in well-known and well turned out cars. Peter Fenichel in his 1087cc K Special (a supercharged K1 restored to K3 specifications), Paul Mullins in his 1498cc supercharged K Special (also to K3 specs.), John Dutton in his much campaigned 1271cc supercharged K2, David Downes in his 1935 NA (1473cc supercharged), Mike Coles in his 1271cc supercharged K3 replica and Bob Jones driving his recently rebuilt supercharged 1488cc L1. All these cars are in some respects products of Bob and Charles Jones of Baynton Jones Motorsport who have built, tuned and engineered Triple M cars for the past 30 years.

An important aspect of the team relay race was to devise a race strategy that would allow for consistency in aggregate laps while keeping within the race rules. Cars were set a minimum track time (20 minutes) and a maximum per session time (35 minutes). Handicaps were assigned based upon each cars previous performance at the Donnington track and were adjusted in line with the morning practice/qualifying session.

While Saturday morning practice started in wet conditions, making the early runners struggle, the day improved quite quickly with later sessions and the afternoon race dry and clear. The starting grid positions were determined by the fastest lap by a member of the team. Paul Mullins put up the fastest practice lap, which put the team in 6th place on the grid.

In terms of individual performance, each team member ran well throughout the 3 hours with lap times consistent with the Triple M cars' varied capacity and handicaps. This was true save for Bob Jones' car, which had the great misfortune to suffer engine failure on lap 8. This was an even more unfortunate setback given that Bob, as the team's nominated first runner, had been in 3rd position

overall after the start and initial lap, having started 6th on the grid, making up 3 places off the line and into the infamous Redgate turn. Bob's premature return to the pits after just 15 minutes, 5 minutes short of the minimum session time, meant that we suffered a 3 lap penalty. The team ran very consistently after that early mishap, putting in a total of 92 scratch laps in just under 3 hours. This put the team in 10th place overall. Adding handicap laps, while subtracting penalties, gave the Team a final result of 101 laps, keeping them in 10th overall place on handicap, but only 3 laps off the race leaders (over the full 3 hours).

All the members of the team greatly enjoyed the tactical challenge the race represented, and had a good time hanging over the pit wall when not out driving. Next year (the VSCC will undoubtedly repeat this hugely successful event) we look forward to being back with some stiffer MG competition to get us to the front.

VSCC Prescott Hill Climb

7th/8th August

Class 10 – Special Sports Cars 1501- 3000cc

Charles Jones L1 Special 1st Overall 47.95secs

Elvington Sprint

16th August

Class 15 – Pre-1941 racing cars 1501-3000cc

Anthony Howatt J1Single Seater 2nd Overall 86.59secs

Harewood Hill Climb

21st August

Class 3 – Standard & Modified Sports Cars, 1100-1500cc

Wayne Stansfield L-type 1st Handicap 83.66 secs

VSCC Madresfield Driving Tests

5th September

Class A – Standard Sports Cars

Derek Smith L2 1st Class Award

Loton Park Hill Climb

25th September

Class 2 – Std and Modified Sports Cars 751-1100cc

Frank Ashley M-type 2nd handicap 90.33secs

Class 13 - Pre-1941 Racing Cars up to 1100cc

Anthony Howatt J Single Seater 2nd Overall 70.09secs

Our Experience on the MCC Edinburgh Trial.

By Bill Bennett

The first MCC Edinburgh trial was run in 1904, and started in London and finished in Edinburgh. Today's Edinburgh trial is a far cry from this original format, with most of it taking place in the beautiful Derbyshire Peak District, but it is still a stiff test for man and machine.

. A couple of weeks before the trial we received the list of entrants and the route card. I immediately set to working out our running times, where fuel was available on route, checking which sections we had to do and which ones had a Restart for our class. I had spent even more time preparing the car, because although she has been extremely reliable, I didn't want anything to spoil my chances of getting a Triple Award this year. (A Triple Award is given to anyone who has achieved a Gold medal in all three MCC long distance trials, in one calendar year. So far this year we've managed a gold medal on the Exeter and Land's End trials, so the Edinburgh trial was critical). I removed all the main steering items, stub axles and half shafts, etc. and carried out crack tests. To my dismay both stub axles and the cam follower in the steering box,

were cracked and needed replacing, the cost of this would mean that Liz would have to continue in employment longer than originally planned. The half shafts, which take quite a hammering, were OK; everything else that could be checked or adjusted was given due attention and the car was taken for a test run. All seemed to be OK. Using a 1933 MG J2, we run in class 2, which is the class for pre-war cars. There are 8 car classes in all, allowing almost any type of car to compete.

The start this year was at the Tamworth M42 Service area and our starting time was 03.25hrs Saturday morning. We have to go through scrutineering and sign on at least half an hour before our starting time, so this meant leaving home just before midnight. We met Gerald and Trish Burrige with their MG PB (who were also on for a Triple Award), at the M5 Michaelwood Services then travelled on to Tamworth together. Fortunately, unlike some previous Edinburgh trial nights when we have driven all night in very heavy rain, this Saturday night was reasonably dry, clear and not too cold, so come our starting time, the Cracker Crumbs team consisting of The Burridges, Colin & Janet Biles in their Midget and ourselves set off to cover the first 50 odd miles to the first section in relative comfort. About midway into this part of the journey my car developed a misfire, which could be cleared with a period of higher engine revs. Part of my preparation was fitting new plugs, these were changed at the first opportunity and the problem solved. When we got to the section, Wigber Low, there was quite a queue waiting. This can be a bad sign, because delays are often caused by cars getting stuck and having to be pulled out. At least this delay gave me time to change my back wheels, putting on my best tyres. I always try and do as much of the earlier road miles and the trip home on older tyres, saving the good ones for those times when we need the most grip.

When it came to our turn to attempt Wigber Low, we found it to be a roughish track up a reasonable gradient hill and not really justifying lowering the tyre pressures to 16 psi for better grip. (The Organisers had stipulated that the lowest pressure that could be used by any class on this trial was 16 psi. This restricts the amount of grip you can normally achieve by lowering your rear tyre pressures to as little as 7 or 8 psi, although you have to be careful because lowering tyre pressures also loses ground clearance).

Afterwards we pumped up our rear tyres to road pressure (to avoid getting into conflict with PC Plod), and set off for the next section which should have been Clough Wood, but due to all the heavy rain the week before this section was too rough and was cancelled for our class, so we drove the 32 miles to the next section. Roughly half way between these two sections, there was meant to be a garage which had opened specially for us, but I guess the attendant had overslept. This did not cause us too much of a problem because we had filled right up at the start, but some others were very low on fuel and wondering if they could make it to the next petrol stop some 53 miles further on.

In Classic Trials you have to attempt all sections without being able to look at them beforehand. This can make it quite difficult deciding what tyre pressures to use and how to attack them. If you have done the section before you can probably remember what it was like, but you'd be surprised how much some sections change from one year to the next. A section which didn't give any problem last year may be washed out by storms and become much rougher and harder, or equally a section which was quite hard last year is reasonably straightforward this year.



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Deep Rake, I'm pleased to say, didn't cause us any problems this year. After the section, we followed arrows to the first Special Test. These tests are timed and only used in the event of a class tie; failing a Special Test though incurs the same penalty as failing a section, and would therefore destroy your hopes of a gold medal. I decided to play it fairly safe rather than risk losing my gold medal, so I suspect my time was quite slow.

The next section should have been Putwell, which is a very rough stony section at the best of times, but once again the earlier storms had damaged the section further, and therefore we again had to miss it out. It was therefore another 14 miles to our next section called Calton, which can best be described as a long, winding, rutted track with a mixed surface and sometimes very slippery. With tyres set to 16 psi and plenty of wellie, we had another successful climb. Another 14 miles to the next section and we had our first Restart. This section, Haydale, started fairly flat but along some very deep ruts, which, if you were not careful, could easily find you sitting on your differential with your wheels spinning. Having got through these, we then approached the Restart. This is a box marked by 4 posts and you must stop with at least 2 wheels in the box. The secret of successfully completing a Restart is to stop in the right place. Stopping in the wrong place and you probably will not go forward again without rolling back, and that means a failure. It seemed that stopping early rather than late was the best option, so we crept up to the Restart box, and as soon as my front two wheels were in the box, I stopped and waited for the flag marshal to drop his flag, signalling me to drive forward non-stop to the end of the section. The flag went down and I increased the revs to avoid stalling then gradually let in the clutch. We didn't move! So with a quick instruction to Liz to bounce, I increased the revs to about 4500 to try and burn off some of the slippery mud and said a quick prayer. We gradually started to move forward. Liz and I commented that that was too close for comfort, but at least we were still in with a chance of a Gold medal.

The time was now about 09.45 and we had been going for nearly six and a half hours, so we were quite pleased to pull into the breakfast stop and take our hour's break. After the hour we left and drove the 8 miles to the next section, which was Haggside. Once again, there was quite a hold-up due to some Ramblers

making a protest on the next section. This at least gave us a good chance to chew the fat with Ian Williamson, who was the Section Marshal. Haggside is a very rough rocky hill with some tight hairpin bends. Usually there is quite good grip but if you attack the hill with too much enthusiasm you stand a good chance of breaking the car, so it's a hill you have to drive using a lot of common sense, making sure you have enough momentum to carry you over the big rocky steps without actually breaking things. It's quite a long hill which comes out onto a tarmac road, this leads back down to the main road through 5 gates, all of which have to be opened and shut after each car.

A short drive of 5 miles brings us to our next hill, the famous Bamford Clough. This is a very steep narrow rough track, with many rocky outcrops. You have to have enough momentum towards the top to carry you over some wet greasy slabs, failure to do this and you are faced with a long steep reverse back down the section. Sometimes reversing down a section is harder than climbing it and therefore is a good incentive to make sure you get out at the top, which again this year we managed. Well, we only have 4 sections left to climb and one special test. It's very easy to start counting your chickens, but at least two of those sections are probably the hardest of the trial.

MMM NEWS FOR 2004

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15 miles further and we reach one of those sections, Great Hucklow. The first part of this hill is a moderately steep rough lane which eventually levels out, lulling those who have not climbed this hill before, into a false sense of security. At the end of this less steep part there is a very difficult sharp left hand bend and then about 30 yards of very steep, rough, track with boulders sticking out of the side waiting to catch any car that is not in the middle of the track. Liz and I just managed to scabble out of this section, quite out of breath from all the bouncing and effort to keep the car moving. Waiting at the top were Gerald and Trish, who unfortunately hadn't been quite so lucky as us, and therefore had just lost their chance of winning their Triple Award.

7 miles later and we were at Litton Slack, an old road, which went up through a steep grassy valley, with a few rocky steps thrown in for good measure. Liz and I have never failed this hill before, although most times we had only climbed it by the skin of our teeth. You approach the section from the top, winding down a steep track. It immediately became obvious from looking at the section that very few cars, if any, had climbed it. Gerald was the first of our team to try it, and in spite of having a good start, ran out of grip about half way up the hill. Then it was our turn. We started off reasonably well, but just as Gerald had before us, we came to a standstill in about the same place. Did this mean that our Triple had also disappeared? Having reversed back down to the start, we received some comfort from the Start marshal, who informed us that we had got higher than anybody else in our class, but the hill was drying out fast and there were still plenty of cars to come later. A little deflated we went on the next section, Old Long Hill. This was quite an easy track, mostly on grass, but the Organisers, always looking for ways to catch us out, had put in a Restart on the steepest bit of wet muddy grass. Fortunately it didn't turn out to be a problem, so it was on for another 25 miles to the last section, called Excelsior, which once again didn't prove to be a problem. We had one more special test to do, then on to the finish to sign off.

We had been competing for just over 15 hours, covered over 200 miles, climbed or attempted to climb 10 sections and 2 Special Tests, this all made the pint we were drinking taste great! Almost everyone agreed it had been one of the hardest Edinburgh Trials for a long time, not made any easier by the tyre pressure limit. The

question on our mind was, had anybody else in our class climbed up Litton Slack? If they hadn't, the hill wouldn't count, and our Triple Award hope would still be alive. We drove to our hotel and changed ready for the MCC dinner that evening, but by 22.00hrs we were ready for our bed to catch up on some of the recently lost sleep.

We had to wait 12 days to find out how we had got on. The answer eventually came in a phone call from a friend, congratulating us on winning the Class and a Triple Award.

Angouleme 'Circuit de Remparts' **Sept 2004 - by Graham Holdsworth**

My second visit to this wonderful weekend, but the first with my PB and my wife, Rachael.

We entered our PB 0602 for the 'Rallye Charante International' for pre 1970 cars. Strangely, the entry included a Ferrari F40 and Porche 911SC! This 200km touring rally, with detailed road book, took some 150 varied and beautiful cars around the wonderful scenery of the Cognac region. What a thrill to be sandwiched between a type 35 Bugatti and Frazer Nash TT replica! The compulsory 2 hour, 4 course lunch for 300 people is legendary. The PB definitely went better after lunch! We were even held up by the F40, which grounded on a bumpy lane. Villages and crossroads were thronged with locals, waving the cars through and applauding loudly the pre-war cars. The temperature was 28 degrees C, and we queued to get to the finish in a crowded Angouleme, but the PB did not boil.

The weekend included a Concours d'Elegance in the gardens of the Hotel de Ville on Friday evening, but the main attraction was Sunday's racing round the walled streets of this hilltop town in SW France. As well as races for Bugattis, Frazer Nash, 60's GTs and Citroen based single seaters, there were two races for 'vintage' sports cars. Triple-M cars were well represented. Barry Foster's C-Type won the up to 1200cc race and Hamish McNinch's PA missed 3rd place with a last lap spin.

This was our first Triple-M motoring event in France and we are well and truly hooked.

SUD OUEST

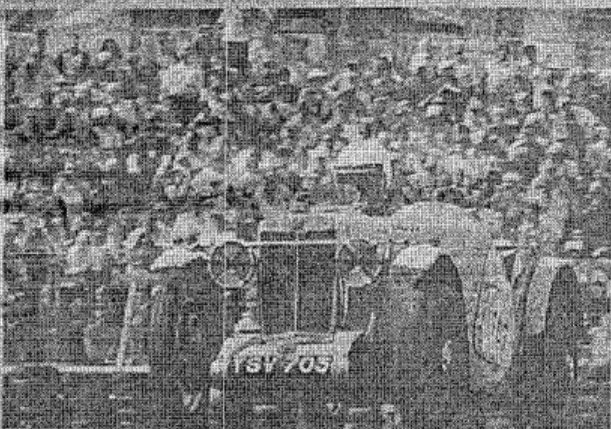
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ANGOULÊME

Couleurs anglaises sur les remparts



La pluie s'est effacée pour laisser courir les bolides. La 26^e édition du Circuit des remparts a attiré la foule des grands jours avec un nombre record de sujets britanniques

4 CAHIER D'ORSEUILLES

Hamish McNinch and his PA, competing at Angouleme, made the front page of the local paper.

European Triple-M Rally Normandy 2-5th June

We are again running this popular event, based on the Bevington's new home in the centre of Hambye. The cost of the ferry crossings have gone up again, due to P&O Ferries dropping their service. The Cherbourg route would cost us over £200, but by using our old route to Dieppe, we can get the discounted price down to £159. Also the times of the crossings are much better, with an outward sailing on Thursday 2nd at 7.30 am, and the return on Sunday 5th at 6.15 pm, which gets in to Newhaven at 7.30 pm, giving people enough time to get home in the daylight.

We will therefore spend three nights in Hambye, with the usual visits to interesting places, and good food and drinks for the Friday and Saturday. The Saturday evening will be a Gala Dinner with the handing out of the prizes for the mild competitions that John and Lavinia devise for us.

Those that have been on these events are always full of praise for the Bevington's organisation, which is designed to appeal to both sides of the family; the MG just being a rather special means of transport between venues.

We hope that this event will also attract entrants from our Continental friends, to make it a truly European event.

I have arranged reserved bookings on the Newhaven-Dieppe ferry, and would ask that those who wish to take up these reservations send me your driver, passenger and vehicle registration details, with a deposit of £50.

The cost of the rally itself will be about 280 Euros, which will include the three night accommodation, and all meals from Thursday evening's arrival to the Sunday morning departure. A deposit of £20 is required to reserve your place, which should be sent to me, whether you are coming out with us to Dieppe, or making your own travel arrangements, as I suspect some of our West Country entrants will be doing. The rest of the rally fee will be collected on arrival at Hambye, and this needs to be in Euros.

Further details will be given in future Bulletins, or mailed to those who have booked with me.

Future Events

16th Jan	VSCC Brooklands Driving Tests	01608 644777
13 th Feb	MG Show, Stoneleigh	01568 797881
25-27 th Feb	Historic Motorsport Show	01367 250001
10th April	MG Brooklands	01737 762283
April	Kimber Classic Trial	01935 863673
May	Regency Run	01235 555552
2 nd -5th June	Triple -M Normandy Raid	01483 811428
July	MG Silverstone International	01235 555552
August	Black Horse Driving Tests	
September	Dieppe Retro	01483 811428

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C.O.T.Y. 2004

To 30th November

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	909	J2-PA/s	FW 3909	Bill Bennett	117
2 nd	1140	J2	JL 753	Mike Linward Neil MacKay	100
3 rd	3	J2	DG 5404	Mike Hawke	82
4 th	27	J2-PA/s	DRV 740	Carol Cooper George Cooper	64
5 th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Jeremy Bayne-Powell	62
6 th	1976	J2/s	JF 5278	Gilbert Collins	54
=7 th	920	PA/s	TG 8337	George Ward Jo Ward	52
"	2695	J1-J2/s ss	-	Anthony Howat	52
9 th	2694	J2-PA/s	Kayne Spl.	Mike Painter	49
10 th	2134	K1/s	MG 3094	Peter Fenichel	44
11 th	2591	PA	MG 3242	Colin McLachlan	42
12 th	1595	M	PG 1045	Frank Ashley	41
13 th	605	L1/s	MG 2802	Bob Jones Charles Jones	39
14 th	2011	K2/s	JO 7531	John Dutton	38
=15 th	656	PB/s	JC 3269	James Gunn Rebecca Gunn	32
"	600	J2/s	WJ 7070	Ken Robinson	32
"	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	32
18 th	789	NA	YS 7798	Keith Hall	30
=19 th	1642	K3/s	JB 7531	Colin Alderman Pat Boghossian	29
"	105	KN/s	BFY 658	Michael Coles	29
=21 st	2000	K3/s	MG 3570	Peter Green	27
"	1533	PA-PB	WV 5012	Dick Morbey	27
"	209	J4/s	AGP 291	John Adams	27
=24 th	1428	J2	DG 6142	Nick Bengier	26
"	2175	PB	JB 7524	Elizabeth Taylor Andrew Taylor	26
"		PA/s		Alan Painter	26
=27 th	162	ND/s	BKL 265	Philip Bayne-Powell	24
"	2170	PB	CLX 112	Tony Dalton	24
"	3070	K3/s ss	-	Richard Last	24
"	949	L1	OD 6008	Andrew Morland	24

31 st	1600	D	PO 5751	Ted Hack	23
32 nd	2361	NA/s ss	EP 5892	Robin Butler Robert Dean	22
=33 rd	2123	PA	MG 3441	Ron Spinks	21
"	1049	PB/s	VH 8637	Gerald Burridge	21
"	1278	F1	MG 1313	Ian Goddard Charles Goddard	21
=36 th	2229	PA	JK 4823	David Stewart	20
"	1270	NB Cresta	MG 4750	Bob Clare	20
"	2200	C/s	RX 8306	Philip Bayne-Powell	20
"	670	PA	BFY 711	Richard Holl	20
"	1208	PB	BOK 244	Keith Leaver	20
=41 st	1278	F1	MG 1313	Ian Goddard	19
"	212	NE	JB 4750	Gunther Stamm George Eagle	19
"	1171	NA	MG 3538	Keith Portsmore	19
=44 th	65	All'ham PA/s	DPH 228	Nigel Gibbons	18
"	1334	NA	AVG 865	John Neighbour	18
"	3272	J2/s	APG 718	Colin Bird	18
"	1829	J2	TF 9579	Tim Bekh Tom Mason	18
"	968	PA	BU 8079	Roger Davies	18
"	1659	PA	VL 5643	Terry Davies	18
"	73	PA/s	US 8752	Mike Pancheri	18
"	1187	PA	EO 5823	Colin Wallace	18
=52 nd	2538	M	YJ 42	Nicola Walker	17
"		PA		David Furnell	17
"	81	C/s	JK 1932	Bob Hudson	17
"	1168	PB 4str	MG 4283	Chris Lewis	17
"	123	PA 4str	MG 3322	Nick Bengier	17
"	3315	L1/s	TAS 513	Rodney Stansfield	17
=58 th	310	NA/s	BLL 492	Dean Butler Michael Windsor-Price	16
"	1823	PA	WO 9320	Terry Andrews	16
"	2070	J2/s	JY 1146	Frank Allocca	16
=61 st	724	J2	HS 7065	Rodney Lambert	15
"	664	PA	BLB 209	Paul Duncombe	15
"	1463	NA/s	BUU 964	David Downes	15
=64 th	676	PA/s	WP 5939	Roger Thomas	14
"	1081	J2	AMB 787	Graham Ash	14
"	158	PA	BJO 800	Peter Down	14
"	1931	C/s	VD 30	Barry Foster	14

68 th	541	PA Airline	TH 6498	Gert Jensen	13
=69 th	1521	C/s	RX 8591	Dave Cooksey	12
"	377	PA	ATU 634	Oliver Richardson	12
"	2992	M	GF 7859	Geoff Rawlings	12
=72 nd	330	M	VK 5424	Carol Corry	11
"	1516	K3/s ss	-	Tom Dark	11
"	2028	NB/s	MG 3694	Jeremy Hawke	11
"	1870	PA	AYY 38	Tim Metcalfe	11
=76 th	2141	PA/s	RC 3349	Malcolm Kirby	11
"	1650	M	DV 4449	Derek Richards	10
"	2227	KN	MG 4282	Henry Catchpole	10
"	782	PA	ABP 497	Peter Hemmings	10
"	1997	NA	-	Ian Coxen	10
=81 st	815	KN/s	MG 4314	John Dutton	10
"	3246	J2	AL-37-86	Martin Warner	9
"	1460	J2	AGY 339	Bart Spoelstra	9
"	907	K1	ADH 360	Keith Hall	9
"	2789	PA	VYC 529	Ian MacKay	9
"	2703	PA 4str	MG 3452	Keith Jackson	9
"	1	NA/s	JB 3852	Tony Wild	9
"	1591	J2	YJ 892	Mike Allison	9
=89 th	80	J2	DE-46-64	David Stansbie	9
"	3225	M	PJ 795	Henri de Jong	8
91 st	2891	M	SV 8647	Richard Bishop-Miller	8
=92 nd	1537	PA/s	LV 8989	Peter Relph	7
"	2821	F1	MG 1375	Tim Beckh	6
"	625	F1	OV 9757	Norman Williams	6
"	423	J2	DU-FG 86 H	Ewan Harris	6
=96 th	538	NA	NV 4207	Christian Höptner	6
"	1571	NB/s	JAS 922	David Sharp	5
"	397	M	SC 9559	Reed Yates	5
=99 th	348	M	VU 4037	James Peacop	5
"	1966	PA	JW 4625	James Mumford	4
"	1985	K3/s	CS 3009	John Joynes	4
"	2816	K1/s	RD 5278	Philippe Douchet	4
"	2715	KN/s	CG 8379	Bob Pattison	4
"	1164	PA	YSV 703	Nichols Upton	4
=105 th	182	K3/s	JB 4184	Edward Cottam	4
"	3311	F1 Stiles	WM 7730	Hamish McNinch	4
				Fred Boothby	3
				Dean Butler	3
				Patrick Gardner	3

=107 th	1896	M	VSJ 285	Gillian Carr	2
"	3009	J2	AGO 497	Peter Hemmings	2
"	705	PA	AVP 342	Derek Moore	2
"	1189	M	JY 8840	Keith Portsmore	2
"	3072	PB/s	WSJ 159	Neil Skerratt	2
"	2761	K1/s	MG 2794	Paul Mullins	2
"	477	C/s	JO 2286	Mark Green	2
"	1917	J1	VSV 521	Stuart Evans	2
115 th	2769	12/12 Rep	GG 3340	Colin Lambert	1

The MCC Edinburgh trial on 2nd October saw Bill Bennett gain an overall win in Class 2 and, with this third MCC "Gold" in 2004, achieved the coveted Triple Award. Many congratulations to Bill on this fantastic achievement. Only four "Triples" were gained this year from all Classes, such were the difficulties encountered on these MCC events and this only illustrates more clearly the measure of Bill's achievement. Bill Bennett joins the illustrious company of John Wells, Gerald Burridge and Ian Williamson who have gained "Triples" in their Triple-M cars in the modern era.

The Speed Championship results are the final ones for this year and are the same as published in the last Bulletin as there were no Triple-M competitors in the Debden Sprint in October. There have been a disappointing number of entries to this year's events as can be demonstrated by Peter Green's winning score achieved from only two events entered. No one competed in more than two. A number of regular competitors have been out of commission during 2004 which may explain some of the gaps but there are few, younger, competitors coming forward and this is very worrying for the future.

Bill Bennett continues to make a strong showing in the Car Of The Year and there seems little likelihood of him being overtaken at this stage. One further point on the Car Of The Year trophy, which has been in use since 1964, space has finally run out for any further winner's names and the decision was taken to add another base to this historic trophy, to extend its life. Fred Body had very kindly undertaken to do this work for the Register, and has made a magnificent job of the project, for which the Register thanks him most gratefully. The enlarged trophy was available for the Annual Presentation (for 2003) at the recent Triple-M Dinner in November. I

hope to include a photograph of the Trophy, for the next Bulletin, after it has had the remainder its refurbishment work completed by the Silversmiths and Engravers. There is space now for more than 60 new winners names and will take the award to 2064 at least, when it will be someone else's "challenge" to extent its life further!

Mike Linward (Competition Secretary)

Results from the following events are the only ones currently included in the 2004 COTY scores to date:

10 th January	MCC Exeter Trial	Partial Results
11 th January	VSCC Brooklands Driving Tests	Full Results
18 th January	MAC Clee Hills Trial	Partial
25 th January	VSCC Measham Rally	Full
25 th January	North Devon MC Exmoor Trial	Partial
1 st February	S&DMC Cotswold Cloud Trial	Partial
21 st February	VSCC Pomeroy	Full
21 st February	MGCC Midland Spring Trial	Partial
6 th March	VSCC John Harris Trial	Full
14 th March	MGCC SE Navisat	Partial
27 th March	Fellside MC Northern Trial	Partial
10 th April	MCC Land's End Trial	Partial
11 th April	Gosport Show for Classic Cars	Partial
24 th April	VSCC Silverstone Race Meeting	Full
24 th April	MGCC SW Kimber Classic Trial	Full
25 th April	MGCC SW Kimber Driving Tests	Full
25 th April	Ross & District MC Kyrle Trial	Partial
2 nd May	Monklands SCC Forestburn Hillclimb	Full
2 nd May	VSCC Curborough Sprint	Full
1 st /2 nd May	MGCC Caledonian Weekend Rally	Partial
1 st /2 nd May	MGCC Caledonian Weekend Concours	Partial
3 rd May	MGCC SW Colerne (Wessex) Sprint	Full
9 th May	VSCC Wiscombe Park Hillclimb	Full
16 th May	Swansea MC Llys Fran Hillclimb	Full
22 nd May	BRC Cornbury Park Sprint	Full
6 th June	MGCC SW Charmy Down Gymkhana	Partial
5 th -6 th June	VSCC Silverstone Historic Tribute Race	Full
6 th June	MGCC SW Charmy Down Gymkhana	Full

19 th June	Grand Prix de l'Age d'Or Montlhery	Partial
27 th June	MGCC SW Oaksey Concours	Full
27 th June	MGCC SW Oaksey Gymkhana	Full
4 th July	VSCC Shelsley Walsh Hill Climb	Full
11 th July	MGCC SW Dorset Run	Partial
22 nd July	MG Club de France – Le Mans Anniversary	Partial
24 th July	MGCC Silverstone Race 8	Full
25 th July	MGCC Silverstone Sprint	Full
25 th July	MGCC Silverstone Gymkhana	Partial
25 th July	MGCC Silverstone Driving Tests	Partial
25 th July	VSCC Mallory Park Race Meeting	Full
7 th /8 th August	VSCC Prescott Hill Climb	Full
14 th /15 th Aug.	Classic Car Festival – Assen	Partial
22 nd August	Monklands S.C.C. Forrestburn Hillclimb	Full
22 nd August	MGCC SW Chew Valley	Full
27 th /29 th Aug.	Triple-M Prescott Weekend	Full
11 th September	MGCC Wiscombe Park Hillclimb	Full
11 th /12 th Sept.	VSCC Donington Park Race Meeting	Full
25 th /26 th Sept.	VSCC Loton Park Hillclimb	Full
2 nd October	MCC Edinburgh Trial	Full
16 th October	VSCC Goodwood Autumn Sprint	Full
17 th October	MGCC SE Centre Autumn Navisat	Full
14 th November	Triple-M Register Concours	Full

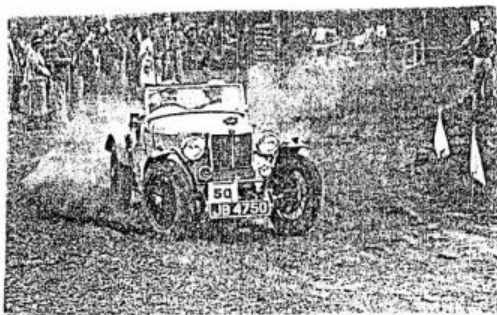
SLADE TROPHY 2004 To 30th November

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	36
2 nd	PB/s	Gerald Burrige	21
3 rd	J2/s	Colin Bird	13
4 th	J2	Mike Linward	12
5 th	PA/s	George Ward	9
6 th	KN/s	Martin Warner	8
7 th	PA/s	Roger Thomas	7
8 th	PA	Tony Dalton	6
9 th	PA/s	Tim Beckh	5
10 th	PA/s	Nigel Gibbons	4
11 th	PA	John Joynes	3
12 th	J2	Bart Spoelstra	2
13 th	PA	Derick Moore	1

SPEED CHAMPIONSHIP 2004

Final Results

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	K3/s	Peter Green	28
2 nd	K3/s	Colin Alderman	23
3 rd	NB/s	Tim Metcalfe	19
=4 th	PA/s	Peter Altenbach	18
"	L1	Andrew Morland	18
6 th	K3/s ss	Richard Last	17
=7 th	NE	Gunther Stamm	16
"	J2/s	Ken Robinson	16
9 th	NA/s	Robert Dean	14
10 th	PB	Andrew Taylor	13
11 th	K2/s	John Dutton	11
=12 th	J2-PA/s	Carol Cooper	10
"	KN/s	Michael Coles	10
"	NB/s	Reed Yates	10
"	K3/s	Philippe Douchet	10
16 th	J2	Neil MacKay	9
17 th	C/s	Dave Cooksey	8
=18 th	PB	Elizabeth Taylor	7
"	J2	Mike Linward	7
"	NA	John Neighbour	7
"	K3/s ss	Jeremy Hawke	7
22 nd	J4/s	John Adams	6
23 rd	K3/s	Pat Boghossian	3



The well loved MG 4738

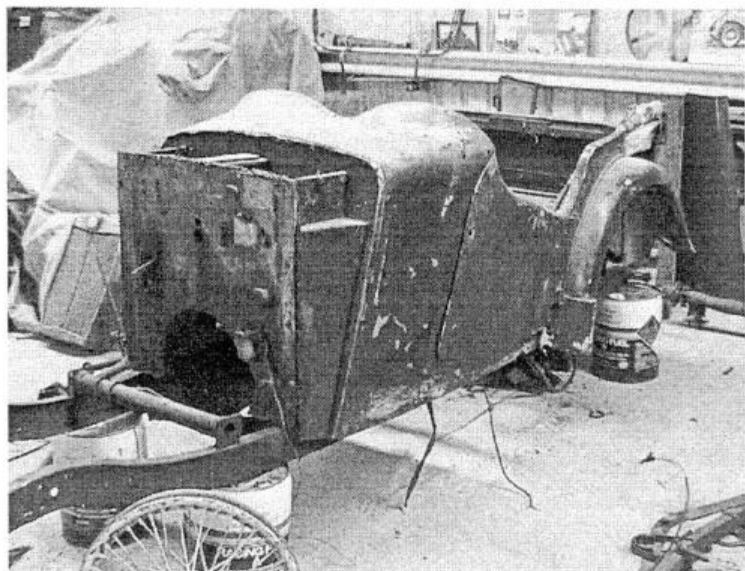
By Harry Hickling



Once a garage and now a Forensic Laboratory strewn with MG relics from a prior age. All six cylinders, even an SA Tickford ready for restoration, that I don't even own, resides in a corner besides the remains of another salvaged SA. In centre though are the carefully dissected remains of something very special. A totally un-restored MG that has not seen the light of day since it arrived in Australia on February 6th, 1974 on the good boat "Kangourou Vox. 44", as an unassembled motor car with two cases of parts (As an aside according to the despatch documents the cargo left England on "SS Encounter Bay"). Across the back of the garage the body and panels are neatly laid out, and beside it is the now bare chassis with the remaining components brakes, etc laid out ready for restoration. And further on, the gearbox and engine components.

MG 4738 is in fact a ND, chassis No. N 333. Brought into Australia by Phillip Vickery. It had been purchased from Barry Walker for 125 pounds and cost over three times as much to ship the car and two cases of parts. Phil describes that he had seen the car in an advertisement that read "a virtually complete and very rare 6 cylinder 2 seater, slab tank open M.G. known as a K2 N.D. This is the stronger N Chassis and best of the 6 cylinder O.H.C. engine but with fabulous attractive K2 open 2 seater body. It is complete with all chassis fittings, complete 100% original body, 2 spare doors, INSTRUMENTS, original screen, tank, engine (few items missing from valve gear), wings, steering, etc."

Until recently the English history of this car has remained unknown. But one of the indelible characteristics of MG enthusiasts is the fact they hate throwing anything out. So recently when I purchased a set of early MG literature from Rob Dunsterville in Australia, he advised me that during his clean out he had unearthed all of the correspondence relating to the purchase of the car. Shipping Documents, the invoice from Barry Walker, parts lists and loads of correspondence. Furthermore, where I had failed previously we now know some of its UK history.



Buckinghamshire County Council confirmed on the December 19th, 1973 that the vehicle was first registered on 21st May 1936. One has to wonder why a car built in 1934 wasn't registered for 2 years? The last licence issued for the car was when it was owned by Mr J.F. Hartley of 41, Long Elms, Harrow Weald, Middx. On the 26th August 1971 the vehicle was registered in the name of Mr J.P. Green of Greenacres, Purton Lane, Farnham Royal, Bucks and then sold to Barry Walker in August 1973, and in turn sold in quick time to Phil Vickery, the car being collected on September 5th 1973 to prepare it for shipment. Out of interest the shipping cost was 400 pounds.

Thanks to editor Philip, we are now in the process of making up the firewall brackets that mount the firewall to the chassis. And the now un-earthed files clearly show that these were missing when the car left England. The plan is to then remount the body to the chassis and to start the process of salvaging as much of the body as possible. The question will be, to what extent this is possible as we replace the necessary woodwork. The body is fully aluminium except the guards and scuttle. The panels under the doors are corroded beyond repair, where below the running boards they obviously went unintended, but this will be easily fixed. The remaining panels aren't concourse but they are original. So the question is whether we can gently coax the rotten timbers out and replace them, without damaging the panels themselves. Many of the timbers are actually in quite good condition around the rear body, doors and firewall, where for some reason the timber must have remained drier. The doors are actually stamped "33" which makes me wonder whether this was the year they were made? If so, I guess that even though the NDs were made in 1934 the K2 bodies were built in 1933 and remained at the factory ready to be fitted to a customers' car.

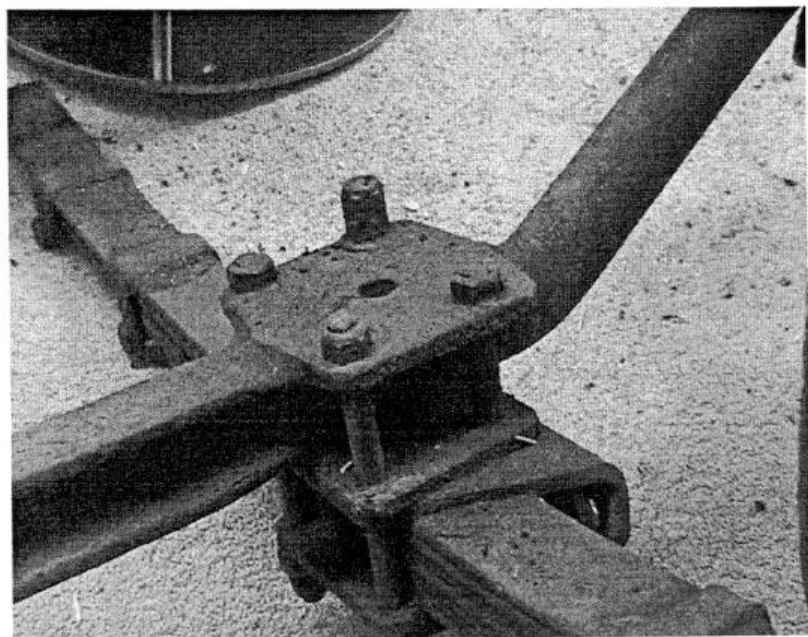
The long history of the car has meant that layers of road grime and grease reveal the exact locations of the greaser piping and clips, the firewall shows the multitude of fuel pumps, regulators and other paraphernalia with their original layout. The body and trim reveal a well loved car that is currently Dark Green, prior to this Red and then the original colours of Oxford Blue and Cambridge Blue. But are they in fact the very original colours? Under the red trim is what looks like very original light green leather trimming, green leather piping around

the guard and dashboard that were subsequently painted blue and then red and now green. Under the fuel tank, and some parts of the rear body and timbers I can also find that very distinctive original factory BRG. Oh well back to the drawing board?

P.S. One of the interesting things is the car was probably made around April 1934 but was first registered in May 36, a whole two years later. How do you explain that one? When you look at Leonard Goff's article, even though it doesn't have my car, this would have been about the fourth or fifth car produced of the 22 / 23 cars. A bit odd don't you think! Surely it didn't hang around the factory all the time others were being produced and sold?

One of the photos shows the interesting characteristic of the engine block referred to in the article. I have never seen that casting before either.

I would be interested if anyone knows of PJ Green, JF Hartley or any other history now that this has turned up?



(Note the integral top flange on the axle-very special)

The Triple-M Library from Jackie & Charlie Hayter

We have been asked to introduce ourselves as the new Librarians for the Register, and to update the library service for the members.

Who are we? – Charlie and Jackie Hayter. We have been in and around the Triple-M Register for many years, and have been members of the MG Car Club even longer. Some of you will know us, and our commitment to MG, But that's probably more than enough about us.

The Library – (or to give it its proper title, The Triple-M Register Library Sales).

Everyone is familiar with the superb Yearbook published by the Register, which from small beginnings has become one of the best Club publications. But what of the rest of the Library? We have reprints of the original publicity booklets, such as "The Luck of the Game", written by Cecil Kimber, which is mainly about the 1932 Ulster TT, also the 1933 Mille Miglia booklet. There are sales brochures for the majority of the models, oiling charts, instruction summaries for new owners, and much more can be found within the Library sales.

If you would like to have the full list of what is available, you can either go to the Triple-M website (www.triple-mregister.org), or keep handy the sales leaflet enclosed in the middle of this Bulletin.

How to contact us? We prefer one of the following:-

i) by e-mail to charles.hayter@btopenworld.com

ii) by fax to 01243 371440

iii) by post to Northlands, 49 Breach Avenue, Southbourne, Emsworth, Hants, PO 10 8NB

Which brings us to the final part of this summary. We have been asked if we have any ideas on changing or improving things that the Library does. we do have one or two ideas mulling over in our minds, but if you consider that there is anything that you believe the Register Library could provide, we would be very interested to know your thoughts or ideas about this, preferably in writing.

We look forward to hearing from you.

Prescott Hill Climb School

By the Editor

I have always wanted to learn how to go quickly up Prescott, so this year I gave my daughter, Annette, a 25th birthday present of a day at this school, and also entered myself. My son Jeremy, also decided he would like to join us. So on Wednesday, 8th of September, saw us leaving early from our overnight stop at the Steventon House Hotel to get to Prescott for signing on at 9am. Annette was in our Jarvis M-type, that had unfortunately decided to stop charging on the way over the evening before, and consequently had a low battery, necessitating a bump start. Jeremy was in his Stylus kit car, which he had built himself from a 2 litre Ford Sierra. I was driving the C-type, fresh from its tune up at Southern Carburettors.

We were running a bit late approaching Winchcombe, when the M-type ran out of sparks. Fortunately, Jeremy had a tow rope, and so Annette was towed the last few miles to Prescott behind the Stylus. We arrived just in time to catch the classroom lecture, where each corner was discussed, with diagrams indicating the best line to take.

After the talk we asked if anyone had a 6-volt battery charger-but without luck. The next part of the course was to walk up the hill, while the instructor pointed out the best lines to take, These were marked out by cones on the track. I went off to the nearest garage to try and get a new battery, as charging up the old one was going to take too long. They rang up the local battery depot and arranged to get a battery there within the next hour. I rushed back to Prescott to join the rest of the 30 odd students as they were being shown Pardon Bend. The story of Pardon's name was given that, when Prince Bira first went up the hill, he made a nonsense of this corner, going straight on through the fence, ending up slumped over the scuttle of his Maserati, thumping the bonnet and crying out "Pardon". As most of you know, Bira was Siamese, and Pardon in Siamese means something else!!

We continued up the hill on foot, with our instructor pointing out the correct line for each corner, and when to turn in, etc. I was interested to see that the outside of the Semicircle did not have a steep bank to fall down if you left the road, only a grassy slope, which gave me a bit more confidence, as I had always been scared of going off the edge here. The instructions were all very understandable, but

putting it into practise is a different matter! With the hill walk finished, I dashed back to the C-type, and sped off to get the new battery for Annette's car. It was all ready waiting, and having got it back and fitted, it we were just in time to get on the end of the first runs up the hill.

Having a better idea of how to tackle the course was great, as one knew what had to be done, and it was noticeable how much smoother the climb felt. Each corner was covered by a video camera in turn, and after we had had a cold lunch, and met some of our fellow students, we were taken through our attempts at each corner. Some people were soundly criticised, but Annette, the only girl there, was praised for her lines through the bends.

After lunch we had further runs up the hill to try and improve following the instructor's comments. We finished up completing seven runs in all, before we stopped for tea, and the comments on the videoing of the upper bends of the hill.

We were all awarded a certificate, which gave a percentage figure for our efforts. The top scorer was Sidney Allard's grandson with 80%, your truly got 73%, while Annette got 72%, and Jeremy 69%.

We all had a thoroughly good day, and set off for Surrey as soon as we could, as it was going to take nearly three hours, and we needed to get back before it got dark, because of the M-type not charging. I was leading in the C-type, and just before Blackbushe decided to put on my lights, but found that one of the headlights was nearly falling off, so I had to stop, but waved the others on to get home quicker. I tightened up the headlight in next to no time, and set off after the others as fast as I could go.

They must have been going at a fair lick, as I only caught them a mile from home, and Annette had been leading with virtually no lights at all. She was nearly in tears when we arrived home, as she could hardly see where she was going, with 6 volt lights and a dying battery, and it was very fortunate she knew the road so well.

It had been a long day, with a lot crammed in, but we all felt it was worth it, and I recommend it to anyone thinking of getting started in Motor Sport. We bought the video, which they make up of the day, and that is worth having, so that you can remind yourself what lines to take if you ever go and compete there for real.

YOUR LETTERS

From Bev Hicks

Dear Phil,

I moved to Eardisley, Hereford, two years ago, and a previous owner of my house, Norah Nicholas, gave me this photograph of five pretty girls and a 4-seater PA MG 4242.



The photograph was taken near Hereford in 1959, and the girls all worked for the Inland Revenue in Hereford. In this photograph they are on their way to a wedding in the MG – what else!! Norah is second from the right, and the girl who owned the car is in the centre. Norah would like to know if the car has survived. Her friend offered her the car for £50!

How nice to see pretty girls properly dressed, and with lovely legs – the car is quite good too!!

Yours sincerely

From Gill Collins

Dear Phil,

I have just finished reading my second Bulletin thank you for a great read.

Yesterday I down loaded a list of articles that have appeared in various publications over the years and I noticed that a lot were written by your good self! I have purchased a PA from a well know trader, which unfortunately is not good! This trader told me it was! Moral never trust a car dealer even if he purports to be on your side and has been trading for 30 plus years in the mark. So a £18,000 engine rebuild (did include a blower) I now have to remove the body to put it right.

My car MG 4124 was originally registered in July 1935. On the original logbook it is quoted as engine No 697 A 199 PB and chassis No PA 1691. As a new boy I want to know, 1. How can I find out about the car and from where? 2. Does anybody have a good guide to taking off the body and more importantly putting it back? At some time my car has had telescopic rear shocks fitted, and to make them fit the body has been jacked up by about an inch. Also the tub is not on square. 3. I wish to fit Andre Hartford shocks on the back does anyone have instruction on how!!

I have only been a MMM owner since March (did not get the car until October) but I could write a book. The trouble is I might get sued for liable if I wrote what I really felt about certain people in the MMM business!

Kind regards.

From Jo Marriott

Dear Philip

This is a voice from the past, really wanting to pick the MG part of your brains.

My Carlton M-type "look alike" Jarvis? has been off the road for over a year now, as the bottom end was sounding a bit clonky. I was

Having discussed things with my wife, Susy, she points out she is unable to ride in either of the M-types owing to her bad back, and it seems silly for me to have two cars, neither of which we can now enjoy together.

Now before the body starts to deteriorate too much, it would probably be sensible to sell her as she stands – to someone who would enjoy the rebuild. Is there anybody who would like to take the old girl off my hands and make her beautiful again.

Yours hopefully

(Jo lives at 262 Cooden Drive, Bexhill on Sea, east Sussex, TN39 3AG – Ed)

From Robin Gordon

Dear Phil

I wonder if one of our auto electric experts could comment on something which occurred to me while recently overhauling a 3-brush DDS dynamo.

What would happen if the third brush was eliminated, and the field coils connected directly to earth? Presumably a regulator (external) would be needed to replace the self-regulation of the third brush. Would there be any advantage - apart from having to change the slender third brush from time to time. Would the dynamo give any more output, without overheating, etc. *(I believe this was done to our Allingham many years ago, when it was rewired, and a CVC (compensated voltage control box was put in place of the original junction box and cut-out – Ed)*

From Malcolm Robertson

Hello Philip

I noticed in the recent Bulletin a comment that Tom Dark's Q-type was not eligible for an award because his car, beautifully engineered though it was, was a copy, not an authentic car (page 15). In the light of the recent article by Pip Bucknell in our Newsletter on this matter, I wonder if you could tell us what the MMM Register's position is on such vehicles. It seems to me from the comment about

Tom's car, that copies are welcome at events (would it be going too far to say they were encouraged?) but remain ineligible for awards because they don't meet certain criteria. It would be useful to our debate here in Australia to be able to publish those criteria together with any other agreed resolutions or general philosophy from the Register.

You will have noticed from Pip's article that he is positively against such cars and recommends that they "not attend MG events". I doubt that his views represent the majority view as many people would recognise and indeed applaud the enthusiasm and dedication to the marque that underlies the development of such copies. So if the cars are to attend events, we need to have a set of guidelines under which they do. The MMM Register's position would be a good starting point for us.

Best Wishes

Mike Linward responds:-

"The Triple-M Register Committee have deliberated for a long time as to the best way of presenting the Registers aims and objectives. These deliberations have resulted in a Purpose Statement and Operation & Maintenance of the Register Statement, which appear in the pre-ambule to the Printed Register produced annually. So far as the specifics in Malcolm Robinson's letter are concerned, I think there are two points which need stating.

1) As an M.G. Car Club member, Tom Dark is quite entitled to enter any MGCC event with whatever car he likes, and he will be placed in an appropriate class for that car by the event organisers. There is no obligation, so far as I am aware, for an MGCC member to own or drive an MG.

2) In the UK, within the MGCC, only the Main Club and the Regional Centres are empowered to organise a motoring event that requires a Motor Sports Association (MSA) permit. This may be different in other countries.

In Malcolm's letter, he intimates that the Register 'welcomes copies at events'. We have no say as to what cars members should bring with them to an event. What we can question, as a Register, is that certain cars should not be regarded as Triple-M and hence not be eligible for Triple-M awards. This is the case with Tom Dark's 'Q copy,' as it is currently presented.

The situation in 2004 is very different from 1961 when the Triple-M Register was founded. Then, all the major parts to make up our Triple-M cars

had to have come from the MG Car Co, as there was no other source. Today, it can be stated as fact that every part of a Triple-M car can be made new and incorporated into our aging vehicles. Indeed, without new components, and the people prepared to invest in making them, the vast majority of our cars would be off the road. But the downside of this apparently healthy situation is that completely new cars can be produced. I feel I am representing the Register's view by stating that we should be concerned with the preservation and continual use of 1930's OHC MGs, and not the recognition of reconstructed modern copies. Of course, there is a grey dividing line between what portion of the car needs to be considered 'original' and what can be regarded as 'reproduction' to be truly regarded as a preserved car from the Register's point of view. It was to address this situation that the Purpose Statement and Operation & Maintenance of the Register statements were drawn up.

On the specifics of this year's MGCC Silverstone International Race meeting, there are some facts which may not be apparent to the majority of the Register Members.

The first is that MGCC is not obliged to run a race for Triple-M cars only. We are asked if we can field a grid of 38 (for the International circuit) for the Walker Freight Services race and if we can, then a race of Triple-M only cars can go ahead. Anything less than a grid of 38 can mean that we have to accept other cars to make up the full grid. In 2004's race there were only 14 Triple-M cars entered and so we were amalgamated with T types as well as other non-Triple-M cars. These non Triple-M cars are usually age and size related to our Triple-Ms as well as beam axled to ensure all cars handle in a predictably similar manner (an important part of the safety of the race) and that they can fit into the Class structure of the race. Hence we have Wolseley Hornets, and 1100cc Lagondas. In this respect, Tom Dark's 'Q copy' is as good a representation of a Triple-M car without actually being one.

The 'Walker Freight Services' race is divided into five Classes for the non T type cars (the Ts had their own class structures), depending on engine capacity and state of car preparation, and the race results are produced to this structure. Tom Dark's car conformed to the class structure, and thus was correctly entered in Class D, which he duly won. This was an MGCC / Walker Freight Services award, not a Triple-M award. Tom's car was not eligible for the Kimber Trophy, presented to the first Triple-M car in the race, nor for the Mary Harris Trophy, presented to the first Triple-M car on handicap, nor incidentally the Don Moore Trophy (but that is for the fastest

unblown 4 cylinder Triple-M car anyway) as these three awards are in the gift of the Triple-M Register, and are only awarded to Register accepted cars.

There is no denying that the effort and expense on the part of an owner in the production of a copy is considerable, why people decide to do it is entirely their own business. It also cannot be denied that the 'old car movement' in general, and this includes the Triple-M Register, is against their production and regards them with suspicion. The Triple-M Register's primary objective is to support and encourage the use of surviving Triple-M cars.

(The main criterion for a Triple-M car is that it must have a chassis made originally by the M.G. Car Company. As replacement chassis were issued by M.G., we get the anomaly that there are often two cars with the same chassis number; the second one being a factory replacement for the bent original one, which was at the time considered uneconomical to repair. The bent one often surfaces later, is straightened, and built up as the original car. The register records these cars with a replacement chassis with a /2 reference in the chassis files. The records that we keep are a distillation of information from many sources, and where there is a difference we take steps to sort these differences out. The Register list is therefore generally considered to be the definitive source of information on our cars, and we rely on owners and researchers to keep this information fresh. Certain owners have asked for their information to be deleted, and this immediately casts a doubt on the validity of the owners information, as one then suspects that he wants the information withdrawn – Ed)

From Keith Portsmore

Dear Phil

My move from Kent to Somerset has given me new grounds to search out that elusive K3, Airline Mulette or whatever.

I have chanced upon a 1931 M Midget in the early stages of reconstruction. As far as I can tell 95% of the of the parts necessary are included, and is all carefully boxed and labelled. The engine is in pieces and is therefore difficult to inspect as to condition. The Cylinder head has been rebuilt. As far as I can tell there are also some spare parts, which should be helpful in the overall scheme of things.

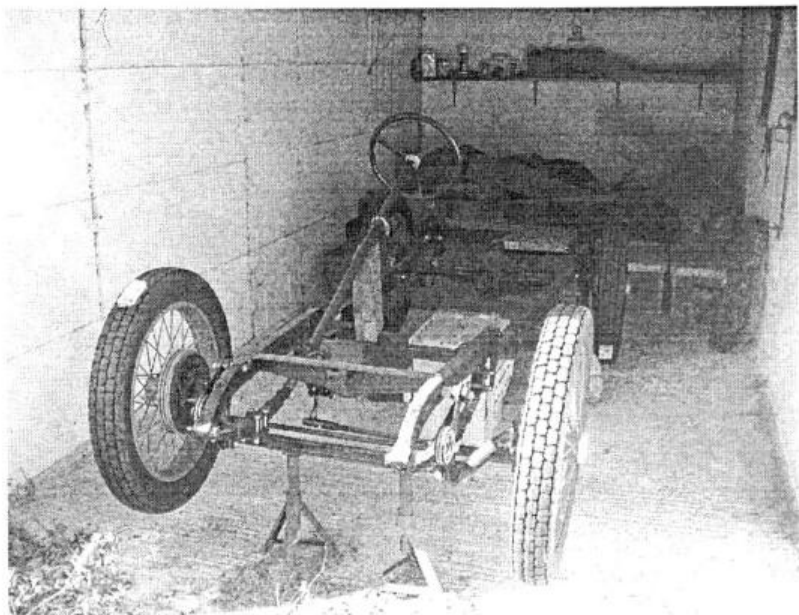
Clearly some money has been spent on it already (new tyres, instruments, body valences to name but a few things), which should help. I attach a photograph for information.

There is a V5, and some history, invoices and the like also available. It also has a Register number allocated.

The owner of this car is wanting to sell to someone who will complete the rebuild, and drive the completed car back to her to see the finished article. Her husband, who was rebuilding the car has passed away, and expressed a wish that the car should be finished. I have offered to try to ensure that this wish is realised.

I attach an advert for the "Cars for Sale" section and would ask any interested party to contact me in the first instance.

Whilst writing I would also like to express my appreciation at the enormous amount of work that both you and Rosemary put in to make the Bulletin what it is today.



From John Goodacre

Dear Phil

I read with great interest of the ideas on the steering column. Perhaps Colin said there should be a tolerance on the clearance.

I too have had this rather intriguing problem. I have a modern plastic at the top of the column, machined to a snug fit, which in colder weather and on initial running can be claimed to be "just right", but in warmer spells tightens up, with now at little heartache.

I have noticed that one of the major suppliers of bits for T-types has a kit for a Bishop Cam steering box, which includes a bearing for the top of the column.

Perhaps in the interest of safety we should question the use of a mechanical rather than a natural material.

I too, would like to see comments from anyone with information on this point.

From Dave Shattock

Dear Philip,

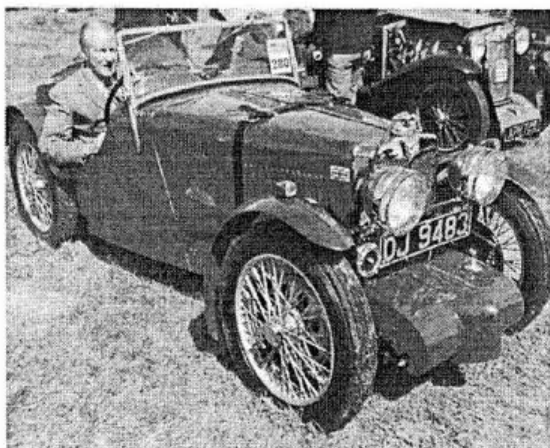
I hope the ND is progressing well in the time since you wrote the report for the Oct Bulletin.

I was particularly interested in the "accident investigation" result. I haven't driven my PA for many years, but am hoping to start work on her in the next year. It looks as if I shall have to "revisit" the steering column. Again, many years ago I read an article by, if memory is not too dimmed, Geoff Coles, about improving the handling of your Triple M car. One thing he advocated was securing the sector shaft housing to the chassis side rail using, if I recall, a U bolt & a block like the ones on the body to chassis mounts. I did not do this.

Another thing was to replace the felt column bush, in the days before Nylatron, with a phosphor-bronze one with a grease nipple. I did do this.

Thinking back, Geoff of course was using his cars for racing where presumably, post Brooklands, the surface is rather better than ordinary roads?

Talking of Geoff, would the attached photo be any use for the Bulletin? I took them in the mid 70s, I think at Penshurst. Octagonally



From Mike Hawke

Dear Phil.

The latest Bulletin was its usual fascinating read. However I do not understand the comment on the cause of the ND's crash. The original fitting at the top of the steering column was a felt bush. This admittedly did have some "give" in it, more so than a Nylatron bush. But the steering column itself is a very stiff component, mounted onto a "matchwood and tinfoil body" (as an MOT tester once described the J2), which is mounted on a flexible chassis. When the chassis flexes

(often) so does the body, but I cannot imagine such an extreme case where the steering column bends in sympathy.

All this does have a current interest for me.

My J2 steering box and column came new in 1955. There was no apparent movement of the steering column in the tube, because the felt seal at the top was a good snug fit. Over the years it wore. One year the "matchwood and tinfoil" MOT tester expressed a dislike of the "up and down" play on the steering wheel. He said he would fix it, and he did.

Over the years it has worn again, and there is now some "up and down" play. The present tester has not remarked on it - yet! So I decided to take a look. The felt had been replaced by a short length of plastic hose, a cheap version of your Nylatron bush. Having no plastic hose to hand, I looked around for another way of making an acceptable bearing, and found some old Hyatt roller races from a gearbox layshaft in one of my "squirrel" jars. The rollers from two of these (18 in number) did not quite fit the annular gap, but the "up and down" movement is much reduced. Trials on this improvised bearing are proceeding.

Your remarks on there having to be some "give" in the system will be borne in mind. I had thought of fitting a Torington roller bearing, if my present arrangement feels and steers right.

Yours sincerely

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TIPS & HINTS.

From Terry Andrews:- Did you know that you can use your plug spanner to undo the brass nuts to check and do oil change on the Wolseley type gear box?

When working with the wheel off on a Triple-M car, I got fed up with getting my jeans dirty with the grease from the spines, if I was walking past the car. I have found that a plastic bottle from Tesco's, which contains their Fruit Crush drink is the correct size. Cut the top off and slip the bottom of the container over the hub spines. When actually working on the wheel the container can be used for holding the drum nuts, washers, springs etc.

When running the Triple M engine with the rocker box cover off, oil gets sprayed around from the front cam gears. Cut the top off a plastic bottle leaving around 4 inches from the bottom. In the bottom part, cut out a rectangle. Invert the remains of the bottom of the plastic bottle and fit over the cam. You can now cut the bottom around the front cam gear such that the oil is prevented from being sprayed around, but you can also see what is happening through the plastic bottle.

The top half of the plastic bottle can also be inverted and used as a cheap throw away funnel for general use. Water oil changes etc.

From Bob Clare - Triple-M ownership over the years has convinced me that some engines just leak oil, and some don't. In the same way, some back axles do the same. It seems that however many lip seals you fit, however good your oil scrolls, however carefully you centre the dynamo drive, sooner or later your dynamo will become a well oiled drive shaft for the o.h.c. gear, rather than create any current.

And so it is with Ernest the Cresta NB. Despite spending £10k on having the engine and ancillaries rebuilt, twice in 5,000 miles, the thing has shed oil through the cam shaft drive. Last time was coming back from Prescott Triple-M event.

Fed up, I looked for an alternative cure, and identified "The Ballyclare Solution". This engineering option was identified by Miles

Harris of Ballyclare, Co. Antrim in the August 1960 Car Mechanics magazine reproduced in the Octagon Bulletin No. 342 of 11/98 pp.37&38.

So here's what I did.

1. Remove the dynamo and IMMEDIATELY COVER THE HOLE LEFT IN THE TOIP OF THE FRONT GEARBOX SECURELY. You lose fewer nuts, bolts and washers that way.

2. Remove the top dynamo fork and, if you're cleaning the dynamo yourself, now's the time to do it. If not then send it away but leave the bottom bevel on, because the electrical folk need to run the thing up when they've cleaned/repared it.

3. Take the fork and a 2" disk of suitable metal (I used 18g. copper) and make up a dished oil thrower, securing it to the bottom of the fork with two 6BA c/s bolts. The result should look like the fork in photo 1.

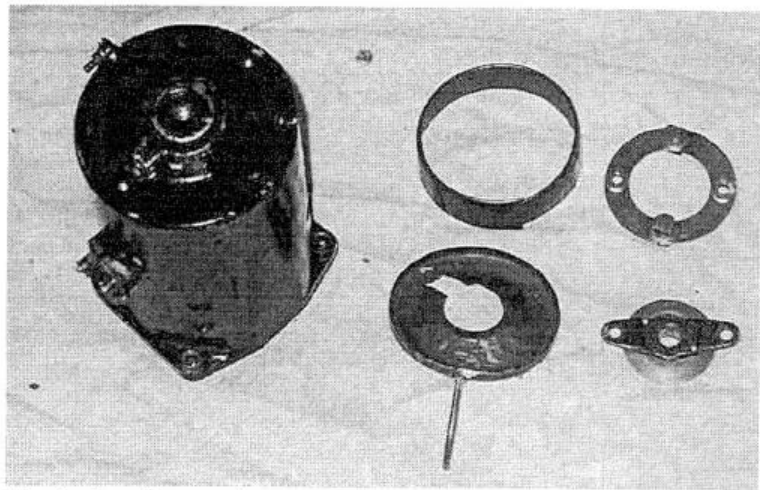


Photo 1 – the parts

4. Drill and tap the top dynamo oiler to take an oil nipple (I used a 45° one). To fit this you need to remove the nipple end from the body of course, in order to screw the rest into the tapped hole. Don't fit the thing yet.

5. Offer up thanks to dear old Mum, who never threw away those nice glucose throat sweet tins (made by Smith Kendal –

maybe you can still buy them?), but filled them with buttons/safety pins, corn plasters or whatever, and willed the lot to you.

6. Take one of these tins (or any other 4" diameter round tin about 1" deep) and empty out the contents. Using the lid as a base, gentle spin this to dish it to fit over the central boss of the Rotax dynamo (NB you don't have to do this for the smaller dynamos fitted to 4 cylinder Triple-M cars, just cut out to fit over the top oiler boss). Drill and tap two holes to secure this part to the dynamo top. Fitting an oil drainer as shown in photo 1 is a refinement, if it leads by flexible line to a catcher or indeed back to the sump, though that's taking things a bit far! Paint these bits and set aside. When dry, assemble and secure to the dynamo top using silicone sealant to give an oil-tight fit. Fit the nipple in the top oiler hole. Re-fit the top fork and thrower.

7. Cut the bottom of the tin to leave a cylinder about $1\frac{3}{8}$ " deep. Slit this (you need to in order to fit it to the re-installed dynamo) and fit a suitable inner ring to allow the cylinder to be re-assembled in situ (see photo 2). Paint and allow to dry.

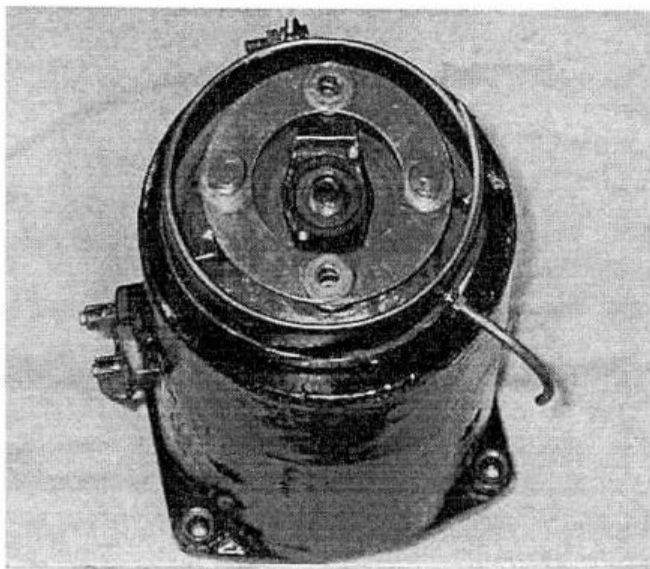


Photo 2 – “offered up” prior to painting

8. re-fit the dynamo. You will find that this demands more fiddling than before because the bottom of the new oil catcher tends to foul the cam drive fork. Do the usual with timing, fit the flexible coupling, and then feed the rest of the tin round the flexible coupling assembly. A squeeze of silicone sealant round the inside rim of the base and on the cylinder overlap will give an oil seal on these components also. Secure the cylinder to the base either with self tapping screws or rivets (see photo 3).

And there you are. The dear old head can shed as much oil as it likes and it will neither flood the dynamo nor spray the radiator and distributor. If you catch it in a container you can recycle it through the chassis oiling system.

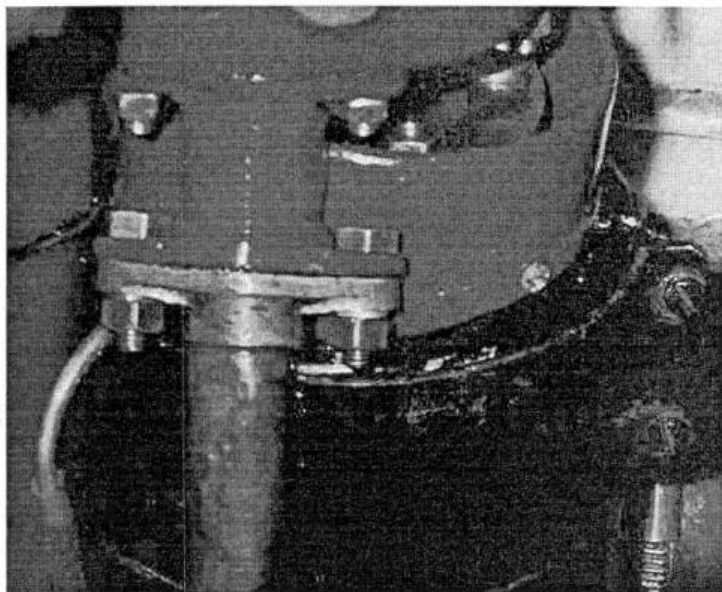


Photo 3 – assembled and installed

PS – having done all that I discovered that the dynamo was horrible (didn't generate even when cleaned, loose in the bearings and oval in the shaft at the bottom bevel. Oh dear.

PPS I have since used a plastic putty pot from a well known chain of DIY stores to create the same item for the P Type dynamo and that works a treat.

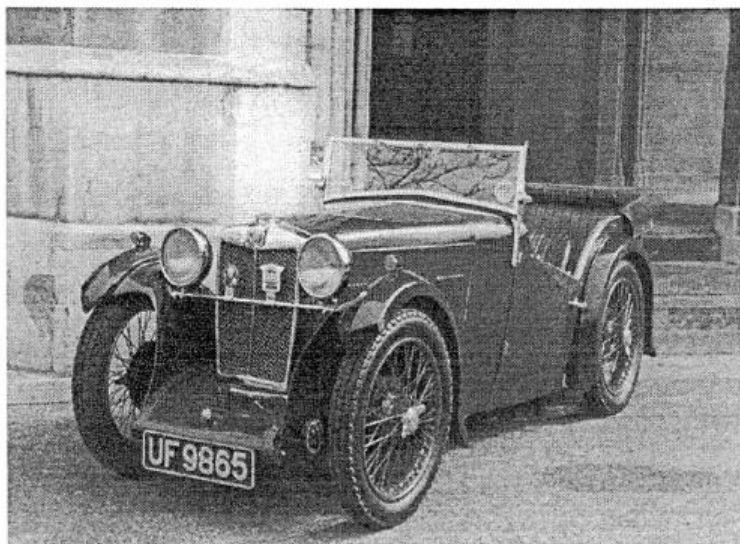
John Marks of Vintage Restorations (The Old Bakery, Windmill Street, Tunbridge Wells, Kent, TN2 4UU. Tel. 01892 525899) can supply a repro ignition switch as used on M, F, and D-types, which uses the spade key to turn the car on. They cost £92 each.

CARS FOR SALE

1933 MG J1 4-seater. Registration: UF 9865

Chassis Number: J0356. Engine Number: 1055AJ

Very original. Runs beautifully; two-tone Red. Full weather equipment. The actual J1 featured in 'The MG Collection' by Richard Monk. VSCC Buff Form. MOT to Sept. 2005. £17,000. Tel 07710-349915 (London) or peter.fenichel@btinternet.com



Steve Hemingway (The Maltshovel, Shutter Lane, Gotherington, Glos. GL52 9EZ. Tel. 01242 674672 or e-mail stevehemingway@tiscali.co.uk) has for sale a supercharged 1932 J2. Less than 3000 miles since complete restoration. All parts refurbished/replaced to original standard. Phoenix crank and rods. Front mounted vane type blower. 2-leading shoe hydraulic brakes. New body. Collingburn bucket seats and upholstery, New tank, bonnet side screens and tonneau cover. A Superb car. £23,500.

Keith Portsmore (Lime Kiln House, High Street, Winsham, Somerset TA20 4EA Tel (01460) 432043, keith@portsmore.co.uk) is arranging for the sale of:-

1931 M-type Midget, complete kit of parts for rebuilding. The build has been started (chassis, suspension, wheels and steering) and some parts have been renewed, refurbished (cylinder head, body (excluding fabric), instruments). This advert is aimed at someone who will pick up the challenge of this rebuild and complete it. Please refer to my attached letter.

Price, negotiable of course, but the owner is looking for something circa £4000 / 4500, but the requirement to finish this project is paramount. (See Picture in Letters Section)

Colin Lambert (Stonecroft, Winstone, Glous, GL7 7JU Tel. 01285 821571) is selling his very successful 12/12 M-type. One of the three remaining factory Replicas. Successful Sprint and Hill climb car. 14 awards plus Triple-M Speed Championship winner in 2001, and twice runner up in the Car of the Year. In super condition, with lots of spares. £25,000

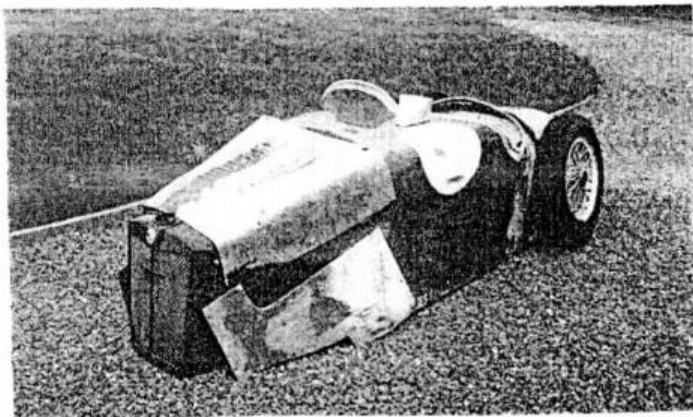
SPARES WANTED

Ewan Harris (16 Fulda Crescent, Crediton, Devon, EX17 3DL. Tel 01363 775672) needs for his F-type a 4-star diff centre, without gears would be fine.

wanted by **Curtis Liposcak (503 Eugenia Avenue, Madison, Wisconsin 53705, U.S.A.)** any information on a Rodney Cope who once owned Curtis' C-type, and lived in the South of England in the early to mid fifties?

SPARES FOR SALE

Barry Foster, Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. (Tel. 01458 850169) has for sale this pointed tail body, with radiator, fuel tank, oil tank, 16" wheels etc. ex-K-type special (K3 length). Any offers considered.



Also Barry has an M-type engine for sale, complete with all ancillary items, and box of spares. It has been partly restored. £1500.

Brian Rainbow (2, The Beeches, Harbury, Leamington Spa, Warks, CV33 9LW Tel. 01926-612415) has for sale a brand new set of Wellworthy Welflex 3 ring 60 mm pistons for a PB, size is +040, for sale at £90 plus postage.

Glenn Bukin (Tel. 07768 466660) is desperately seeking a 3-position lighting switch for an F-type dash panel (Rotax FT 75). also wanted is a headlamp/wingstay, and an original windscreen frame.

James Miers (36 Linden Court, Leatherhaed, Surrey, KT22 7JG. Tel. 01372 370303 or 0777 942 3847) has for sale a J2 cylinder head with cam gear, camshaft, rockers, springs, oil pipes, complete. A pair of 1" SU carburettors. Six new Standard size pistons, original valences, plus many other smaller bits and pieces. Offers.

Your Editor still has a pair of good N-type rear wings for sale, for anyone in need of these items.

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Over 40 years experience working on early MG motor cars.

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.

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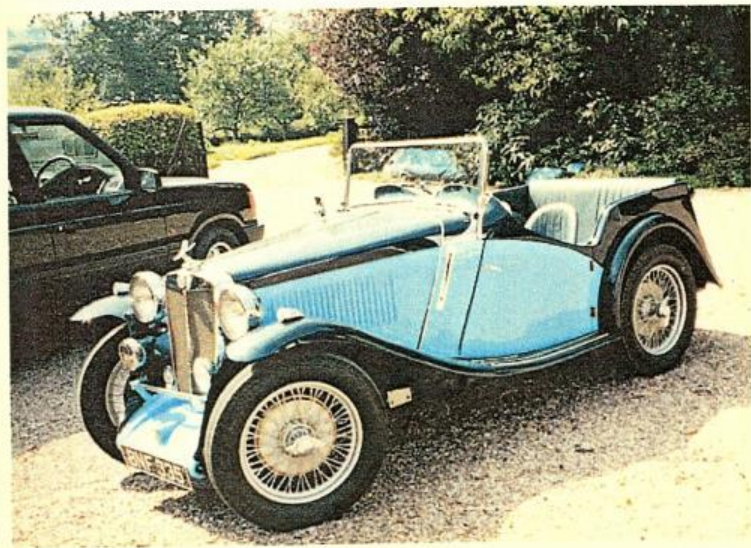
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Brian Rhead's PA negotiates a tricky section in this year's S.E. Centre Autumn Trial

Photo: M. Phillis



Andrew Enoch's 4-seater NA

Photo: A. Enoch



Dave Cooksey's C-type at the Circuit des Remparts, Angouleme

Photo: G. Holdsworth



Bob Clare's Cresta bodied NB pictured in the 1970s when owned by Roger Bishop

Photo: D. Shattock